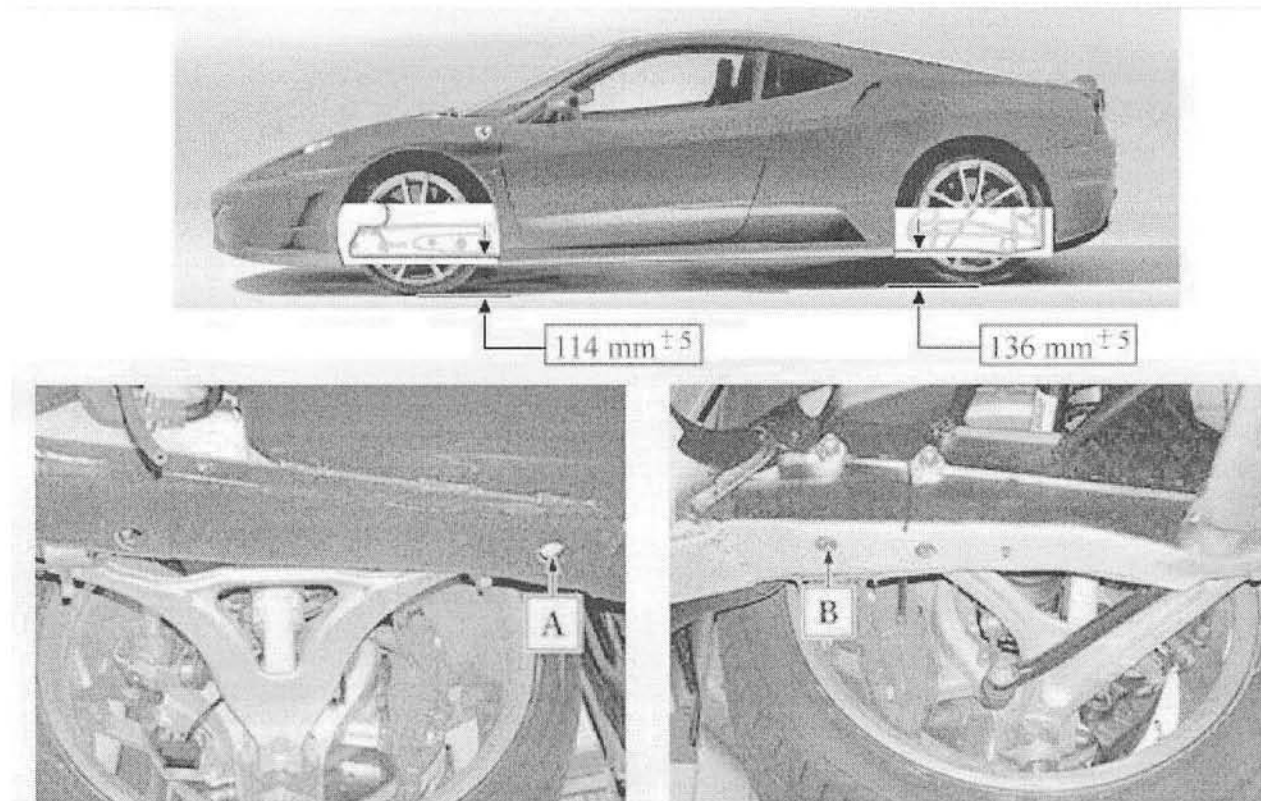


### F3.05 Set-up check and adjustment

#### Controls and vehicle preparation

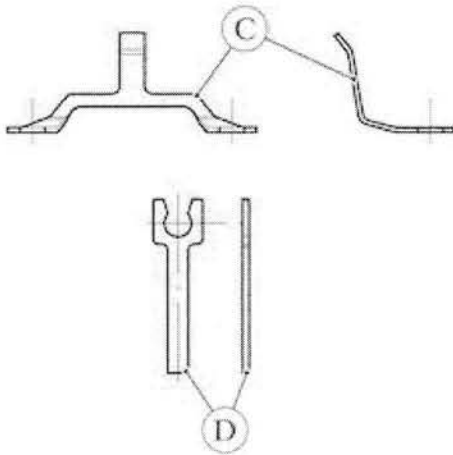
Before proceeding with the control of the set-up, check:

- Tyre pressure;
- clearance between rack and pinion and steering tie-rod ball journals on steering box;
- clearance between stub axle and steering tie-rod ball joint and between hub holder and rear toe-in tie-rod ball joint;
- shock absorber condition;



Position the vehicle on a level surface and **statically loaded** with full fuel tanks. Pull the handbrake and simulate the weight of passengers on the front seats with sandbags weighing **75 Kg** per seat.

The front (**A**) and rear (**B**) ride height measurements must be taken from the flattened areas on the underside of the suspension mounting castings.



To check and/or modify the set-up parameters, use appropriate tools and specific front( **C** )and rear ( **D** ) adjustment shims, available in a range of sizes.

#### Front set-up data

Vehicle height	114±5 mm
Wheel camber (camber)	- 1.5°±0.15°
Caster (fixed)	5.5°±0.15°

#### Rear set up data

Vehicle height	136±5 mm
Wheel camber (camber)	- 2°±0.15°

#### Toe-in

	On wheel	Total
Front	1.25±0.25 mm TO CLOSE	2.5±0.5 mm TO CLOSE
Rear	2±0.25 mm TO CLOSE	4±0.5 mm TO CLOSE

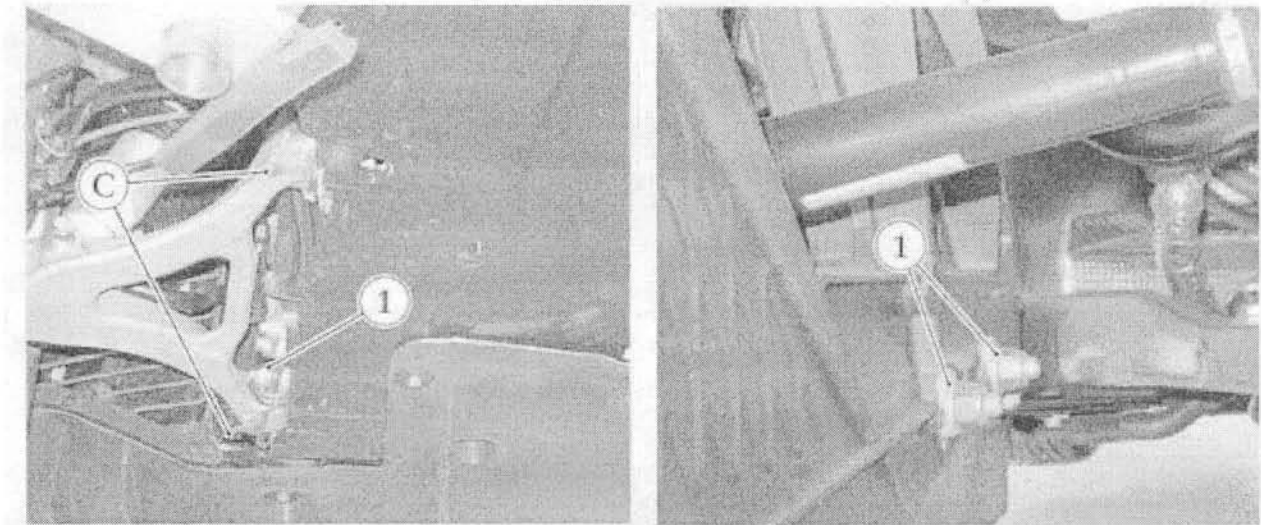


In the front lower levers it is allowed to use shims with a maximum difference of 2mm between front and rear lever junction to achieve the correct incidence value.



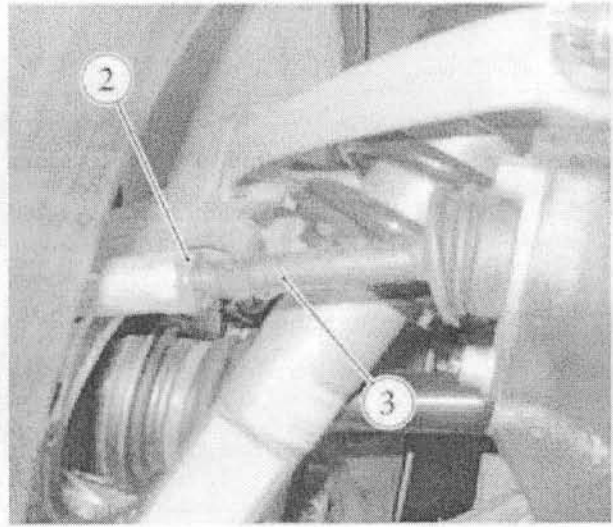
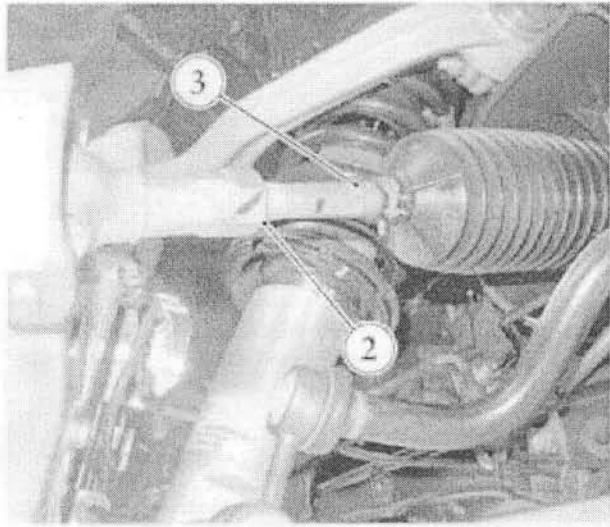
In the lower rear levers, it is NOT allowed to shim in a different way the front and rear junction of the lever in order to obtain the correct value for the camber.

#### - Wheel camber -



- Check that the lower arms of the suspensions are correctly positioned.
- If the values measured are not within the specified limits, loosen the nuts (1) and change the thickness of the front (C) or rear adjuster shims until the wheel camber angle is between the values specified.
- Tighten the nuts to a torque of **60 Nm**.
- Check the camber again.

#### - Toe-in



If it is not within the prescribed values after the control, proceed as follows:

- Make sure that the steering box is in the centre and that the steering wheel is perfectly horizontal. A support with level is required in order to obtain this position. The two lateral tie-rods must be the same length in this position. If not, adjust them.
- Ensure that the two rear toe-in tie-rods are both of the specified length. If not, adjust them
- Set toe-in by loosening the check nuts (2) on the ball joints and turning the lateral tie-rods (3). adjust there length equally until the correct camber is achieved.
- Tighten the nuts to a torque of **60 Nm**.