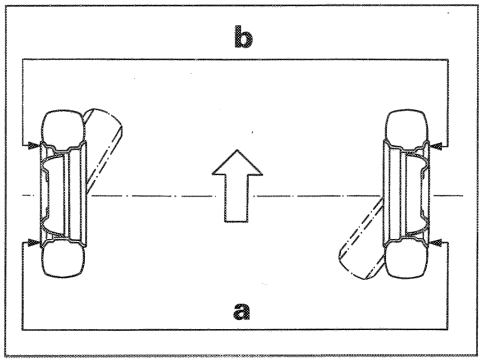
FRONT WHEEL GEOMETRY

The wheel geometry must be checked after the following checks have been performed on the components which affect the wheel geometry:

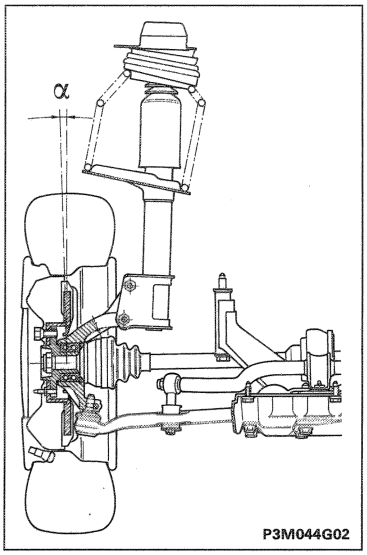
- tyre pressures;
- the eccentricity and out-of-true of the wheel rims must not exceed 3 mm;
- wheel bearing endfloat;
- play between vertical link and wishbone balljoint;
- play on tie-rod end.



P3M044G01

TOE-IN

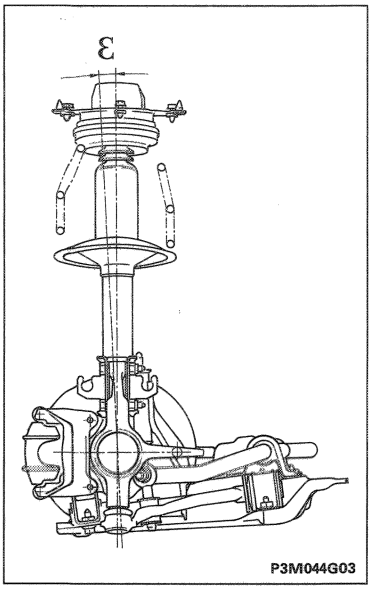
a - b = 0 ± 1 mm



P3M044G02

CAMBER (non adjustable)

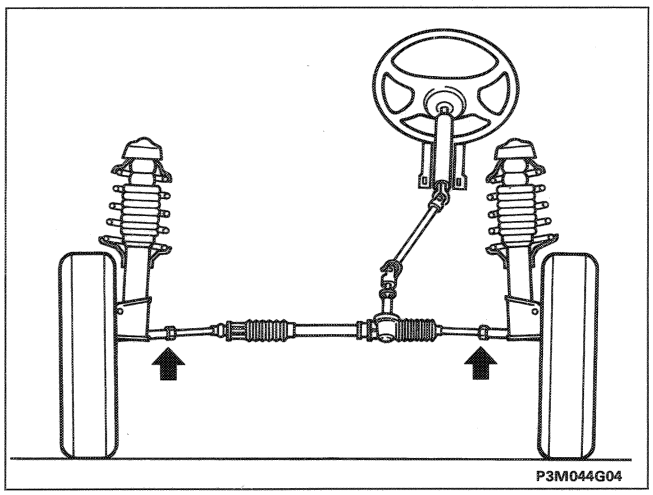
α = -15′ ± 30′



P3M044G03

CASTER
(non adjustable)

ε = 1°30′±30′ (*)
2°30′±30′ (**)
2°40′±30′ (■)


P3M044G04

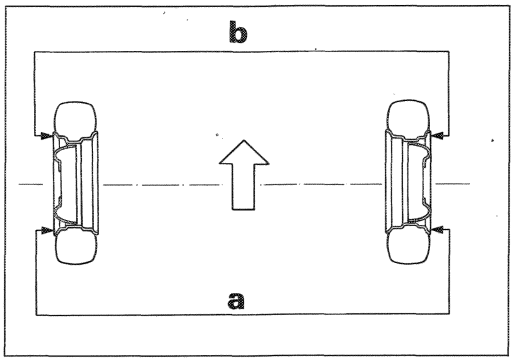
If the toe-in values are incorrect, slacken the steering tie-rod nuts and adjust the tie-rods.

If the camber angle is not as specified, the car body shell must be checked.

(*) For versions with mechanical steering
(**) For versions with power steering
(▲) For 1372 turbo engines

REAR WHEEL GEOMETRY

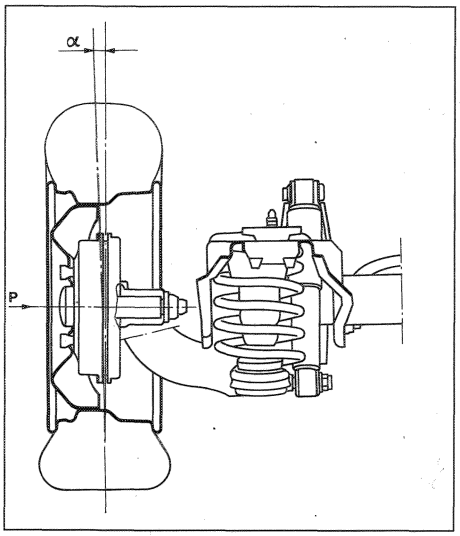
The wheel geometry must be checked after the following checks have been performed:
- tyre pressures;
- the eccentricity and out-of-true of the wheel rims must not exceed 3 mm;
- wheel bearing endfloat.



P3M045G01

TOE-IN (non adjustable)

a - b = -0,5 ± 2 mm



P3M045G02

CAMBER (non adjustable)

α = 0 ± 15'

(▲) For 1372 turbo engines

If the rear wheel angles are incorrect, they cannot be adjusted because the rear suspension comprises a rigid torsion bar.