Having fitted the gap gauges and loaded the suspensions as described, move the vehicle backwards and forwards to settle the front wheels in the straight ahead and true running attitude; the camber angle and front wheel alignment can now be checked.

7. Keep the front wheels in the straight ahead position and slowly move the car forward, the front wheels onto turntable gauges and the rear wheels onto wooden ramps the same height as the turntable gauges.

Using wooden ramps will keep the car on a level plane, but these are unnecessary when the gauges are sunken flush with the floor.

Stop the vehicle without applying the brakes so that the free condition of the turntable gauges is not disturbed.

Lock all four wheels by blocking the brake pedal down in the "ON" position; the castor and steering axis inclination angles can now be checked.

CAMBER ANGLE

Camber angle is the angle of inclination of the front wheel from the vertical when viewed from the front. Outward inclination at the top of the wheel is termed "positive" while inward inclination is termed "negative".

The camber angle is built into the front suspension and cannot be adjusted but must be checked in the event of accident damage to ensure the angle is within the specified figure.

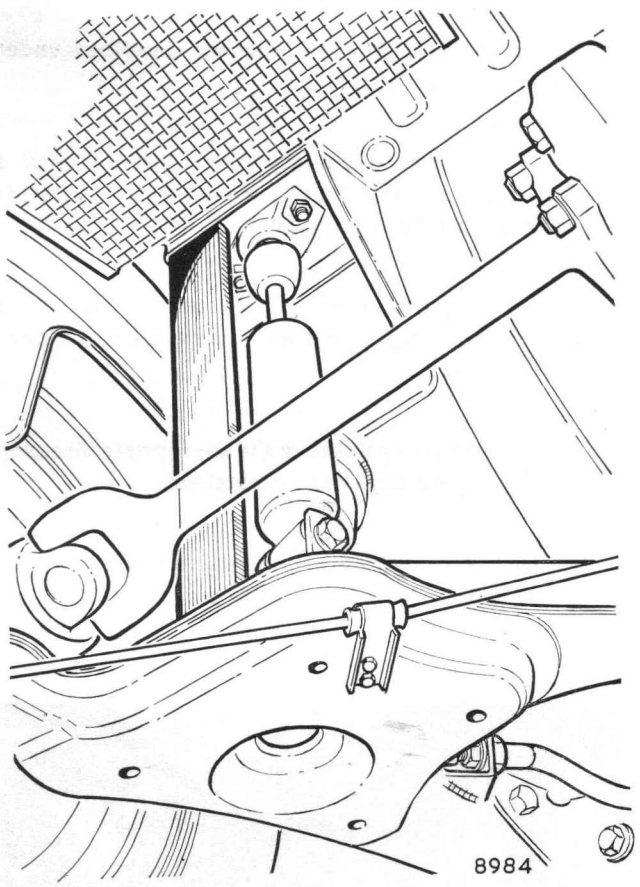
To check

1. Prepare the vehicle in the manner described under "Preparation of Vehicle".

2. Apply a suitable camber angle checking gauge to the wall of the tyre and check the camber angle, taking care to follow the manufacturer's instructions and avoiding any front wheel run-out.

3. Carry out the same procedure with the opposite front wheel and make a note of the camber angle.

4. If the camber angles are incorrect, the front suspension must be dismantled and each detail examined for wear and accidental damage.



EXTREME CARE MUST BE EXERCISED TO ENSURE THAT THE CHAMFERED END OF THE GAUGE REGISTERS FIRMLY AGAINST THE REINFORCING PLATE ON THE BODY, AND THAT THE LOWER END OF THE GAUGE IS POSITIONED SQUARELY ON THE REAR EDGE OF THE SUSPENSION ARM AS SHOWN.

Fig. 1b. *Rear gap gauge in position with suspension loaded down.*