

Tracking

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Wheel Base - Type 404.....	96.25 inches.
Wheel Base - Type 405.....	114 inches.
Track-Front.....	52.36 inches.
Track-Rear.....	54 inches.
Toe-in.....	1/8 to 3/16 inch.
Camber (not adjustable).....	0° (+ 1/2°).

To ensure correct steering it is important that the front and rear axle alignment is in accordance with Fig.259. Checks should always be carried out after damage and when the front or rear suspension have been disturbed.

centres in the rear axle, check that the readings are within the limits see Fig.259.

If not adjust to the following procedure:-

On both suspension arms release the tabwashers and remove the four bolts securing the cap. Care should be taken to avoid damaging or mislaying the gasket and shims. Check that the end of the suspension arm shaft is level with the housing which is the initial setting.

Should it be necessary to correct this setting release

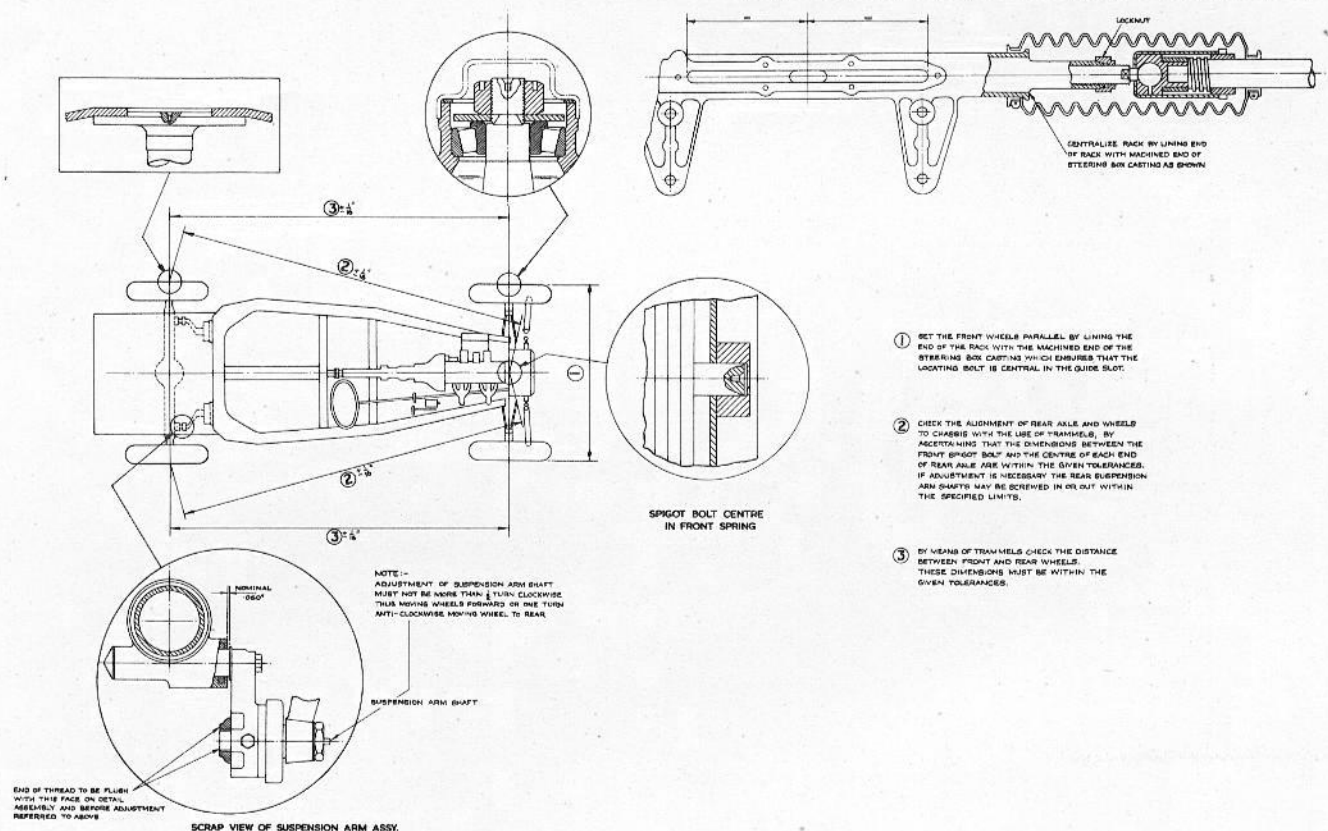


Fig. 259. Wheel alignment and tracking

To check and adjust the alignment with the car on a level surface, first remove the snap on caps from the wheels and remove the dust caps from the front hubs.

Taking a diagonal reading with trammels Fig.260 from the centre in the front spring locating bolt to the

tabwasher, remove the nut and using extractor TFN8039 break the taper joint between the suspension arm shaft and the suspension arm.

Turning the shaft with the flats provided, adjust to correct the alignment. From the initial setting position

the following should not be exceeded.

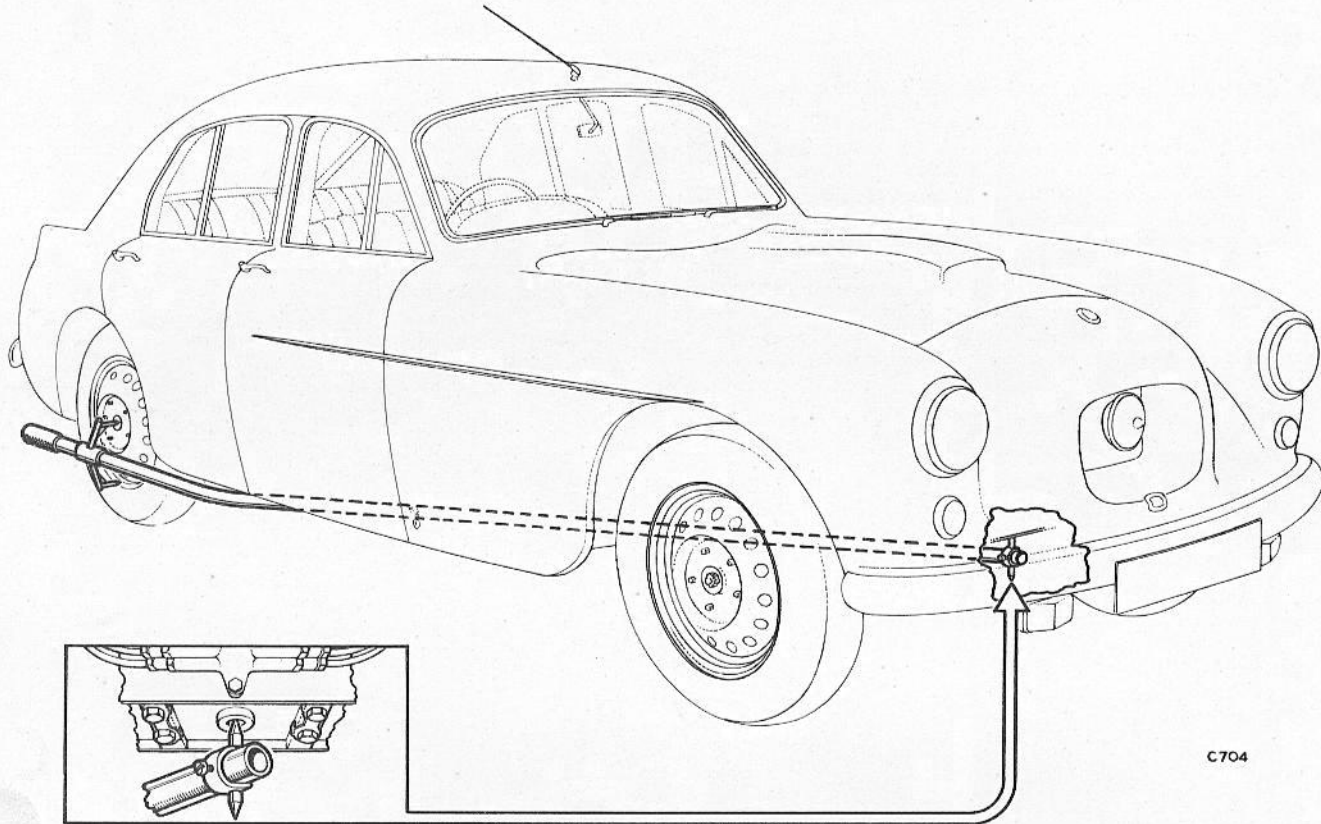
Clockwise.....Max.permissible 1/2 turn.

Anti-Clockwise.....Max.permissible 1 turn.

When correct refit the caps and reconnect the taper joints.

the front. At the same time take a parallel check from the centres of the rear wheels to the front. Fig.262.

To adjust the toe-in at the same time keeping the adjustment equal on both sides, slacken the locknut at each end of the steering rack and using the flats provided turn the ball bolt in or out as required. By using the trammelling between the front and rear wheels and



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Fig. 260. Rear axle alignment

With the rear wheels aligned take a toe-in check of the front wheels. First release the clips attaching the telescopic rubber sleeves to the steering box and tie tubes and push them down the tie tubes to expose the ball joints. Centralise the steering rack by checking that the shoulder on the rack is in line with the machined end of the steering box (ie. the end farthest from the steering column). See Fig.259.

Check the toe-in Fig.261 which should read 1/8 to 3/16 inch greater at the back centre of the wheel rim than

keeping this identical on both sides of the car and at the same time checking the toe-in the correct tracking can be obtained.

It will be noted that if the toe-in has been incorrectly set from one side only then the front wheel centres would not read correct the rear wheels having already been set accurately from the front spring centre bolt.

When the front checks are satisfactory tighten the locking nuts at each end of the steering box and refit the rubber telescopic sleeves.

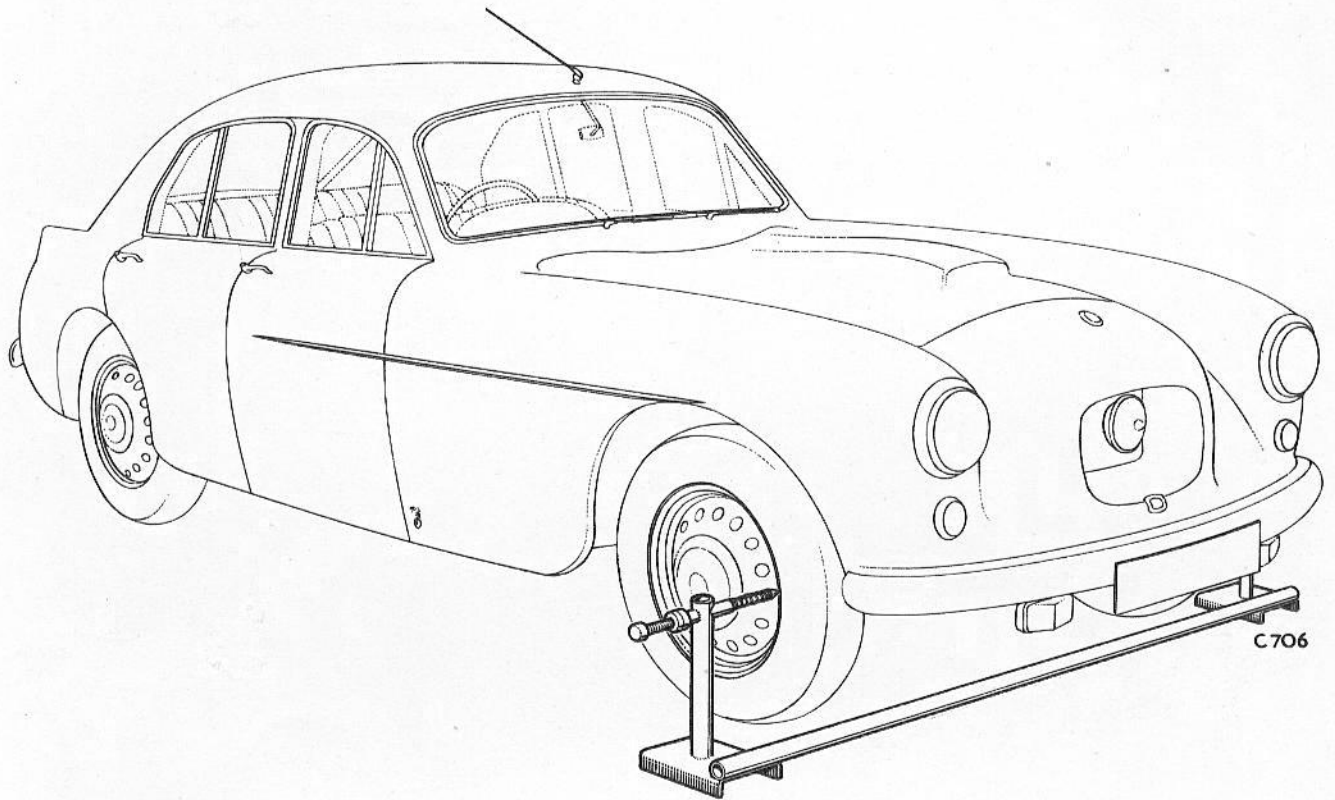


Fig. 261. Toe-in checking

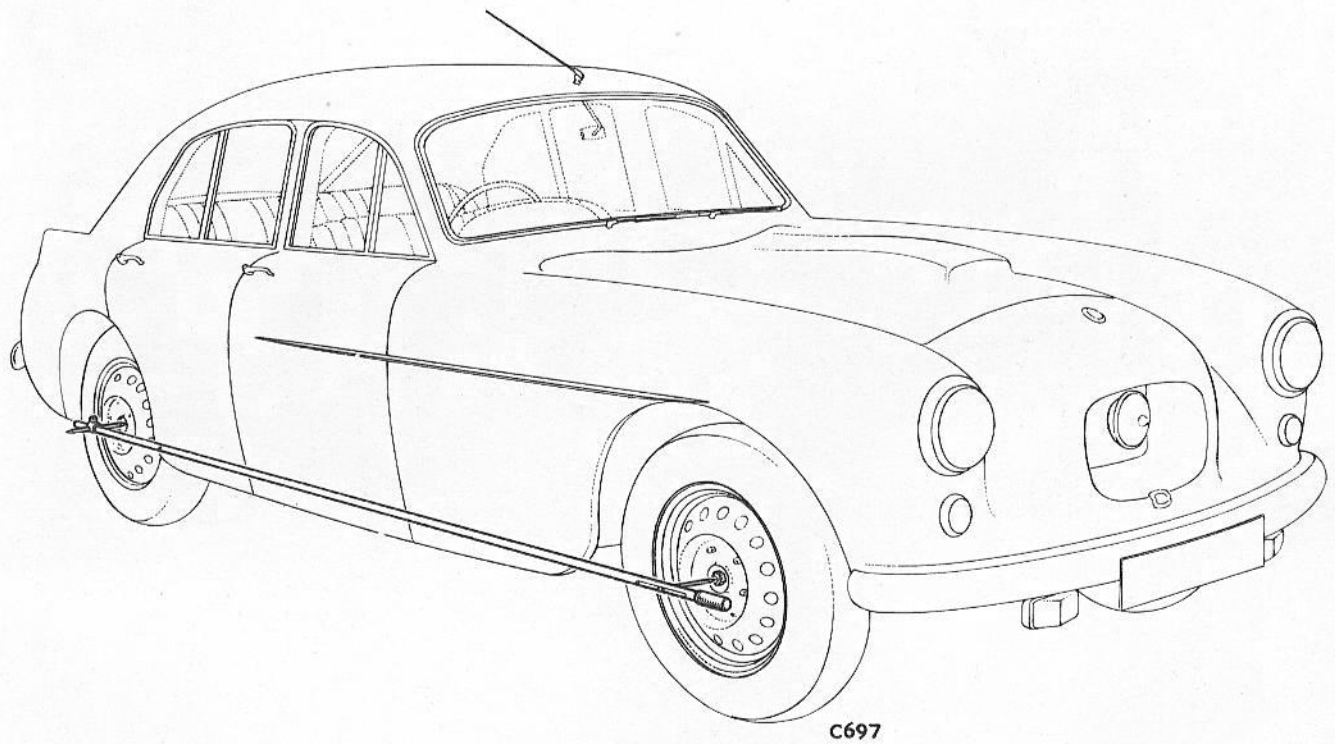


Fig. 262. Rear to front axle alignment