

Wheel Alignment Specifications

WHEEL/TIRE SIZE AND LUG

Wheel bolt torque: 170 Nm (123 ft lb)

25	82.83	185—14	5 1/2J x 14	Steel	251-601-139 N-020-112-1	19mm 21mm	Lug bolt—Front only Lug nut—Rear only
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Wheel alignment data for front and rear axles

When checking wheel alignment the following conditions are important

- except in emergency alignment should not be checked until vehicle has run 1,000-2,000 miles and coil springs have settled
- vehicle empty

- tire pressures correct
- test surface level and horizontal
- vehicle bounced several times
- steering gear correctly adjusted
- steering linkage free of play

Front axle

	empty 800 kg (1764 lbs.)	half load* 1000 kg (2204 lbs.)	max. load* 110—1200 kg (2425—2646 lbs.)
Toe per wheel (not pressed)	+ 10' ± 15'	+ 10' ± 15'	0° ± 15'
Total toe (wheels not pressed)	+ 20' ± 30' 2.0 ± 3.5 mm (0.08 ± 0.138 in.)	+ 20 ± 30' 2.0 ± 3.5 mm (0.08 ± 0.138 in.)	0° ± 30' 0 ± 3.5 mm (0.08 ± 0.138 in.)
Camber (wheels in straight-ahead position)	0 ± 30'	15' ± 30'	0 ± 30'
Toe angle difference, at 20° lock to left and right (not adjustable)	1° 10' ± 20'	1° 10' ± 20'	1° 50' ± 20'
Caster (vehicle on level)** corresponds to camber difference of wheel on lock from 20° left and right max. permissible difference between left and right	+ 7° 15' ± 15' 4° 50' ± 10' 1°	6° 30' ± 15' 4° 20' ± 10' 1°	6° ± 15' 4° ± 15' 1°

Rear axle

	empty 700 kg (1543 lbs.)	half load* 1050 kg (2314 lbs.)	max. load* 1300—1400 kg (2865—3086 lbs.)
Toe per wheel Total toe (at specified camber)	0° ± 10' 0° ± 20'	10' ± 10' 20' ± 20'	10' ± 10' 20' ± 20'
Camber max. permissible difference between left and right	- 50' ± 30' 30'	1° 30' ± 30' 30'	2° 10 ± 10' 30'

*Measurements given for 'half load' and 'full load' apply for vehicles which cannot be measured unladen because of special equipment installed

**If vehicle is inclined to front or rear, 10' must be added or subtracted for each 15' angle off level (measured in sliding door opening)

Example: Angle measured on stand : 6° 40'
correction angle for vehicle angle (1° to front) : 40'
actual caster angle : 7° 20'

Note

Angle of vehicle: to front — add correction figure
to rear — subtract correction figure