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POWER STEERING FAULT FINDING

SYMPTOM	CAUSE	CURE
External oil leaks from steering rack unit.	Damaged or worn seals. Loose unions. Damaged union sealing washers.	Replace seals. Tighten unions to recommended torque. Replace sealing washers.
Oil leak at pump shaft	Damaged shaft seal.	Replace shaft seal.
Oil leak at high pressure outlet union.	Loose or damaged union. Damaged pipe end.	Tighten union to recommended torque. Replace pipe.
Oil leak at low pressure inlet connection.	Loose or damaged hose connection.	Remove and refit or renew hose and clip.
Oil overflowing reservoir cap.	Reservoir overfull. Sticking flow control valve (closed).	Reduce level in reservoir. Remove valve and clean or renew and refit.
Oil leak at reservoir edge.	Damaged 'O' ring.	Replace 'O' ring.
Noise from hydraulic system.	Air in system.	Bleed system, 57.15.02.
Noise from pump.	Slack drive belt (squealing). Internal wear and damage.	Adjust drive belt tension, 57.20.01. Overhaul pump, 57.20.20.
Noise from rack (rattling).	Worn rack and pinion gears. Worn inner ball joints.	Adjust rack damper, 57.35.09. Replace inner ball joints.
Steering veering to left or right.	Unbalanced tyre pressures. Incorrect tyres fitted. Incorrect geometry. Steering unit out of trim.	Inflate to correct pressure. Fit tyres of correct specification. Reset geometry to correct specification. Replace valve and pinion assembly.
Heavy steering when driving.	Low tyre pressures. Tightness in steering column. Tightness in steering joints.	Inflate to correct specification. Grease or replace. Grease and adjust or replace.
Heavy steering when parking.	Low tyre pressures. Tightness in steering column. Tightness in steering joints. Slack drive belt (squealing). Restricted hose. Sticking flow control valve (open). Internal leaks in steering unit.	Inflate to correct specification. Grease or replace. Grease and adjust or replace. Adjust drive belt tension, 57.20.01. Replace hose. Remove and clean or replace. Replace seals.
Steering effort too light.	Valve torsion bar dowel pins worn. Valve torsion bar broken.	Replace valve assembly. Replace valve assembly.



POWER STEERING UNIT

Remove and refit

57.10.01

Service tool: Ball joint separator JD24.

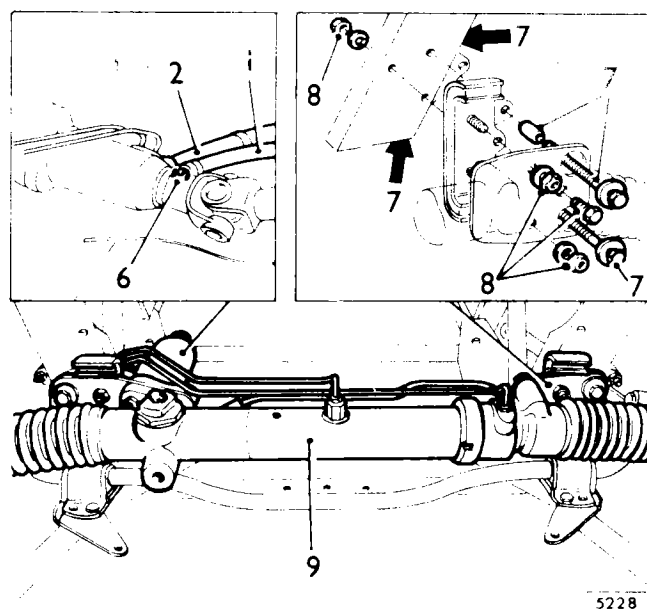
Removing

1. Disconnect low pressure union from pinion housing. Drain oil into container.
2. Disconnect high pressure union from pinion housing.
3. Blank off ports and pipes to prevent ingress of dirt.
4. Remove nuts and washer from track rod ball pins.
5. Extract ball pins using Service tool JD24.
6. Remove pinch bolt and washer.
7. Remove four self-locking nuts, withdraw safety bolts and washers. Collect spacers.
8. Remove six nuts and two bolts securing rack mounting plates and mounting rubbers.
9. Withdraw rack and mounting rubbers.

Refitting

10. Reverse operations 1 to 9. Centralize rack unit and steering column before connecting to lower column.
11. Refill system with recommended fluid and bleed. 57.15.02.

NOTE If a replacement rack unit is to be fitted it will be necessary to detach the lower column from the upper column at the universal joint to ensure correct centralization.



5228

OVERHAUL

57.10.07

Service tools. Seal protector – JD 35
Centralising tool – 12297

Dismantling

1. Remove rack assembly – 57.10.01.
2. Remove external pipes.
3. Clean rack exterior.
4. Remove valve and pinion assembly – 57.10.19.
5. Remove wire retaining clips and fold back bellows to expose inner ball joints.

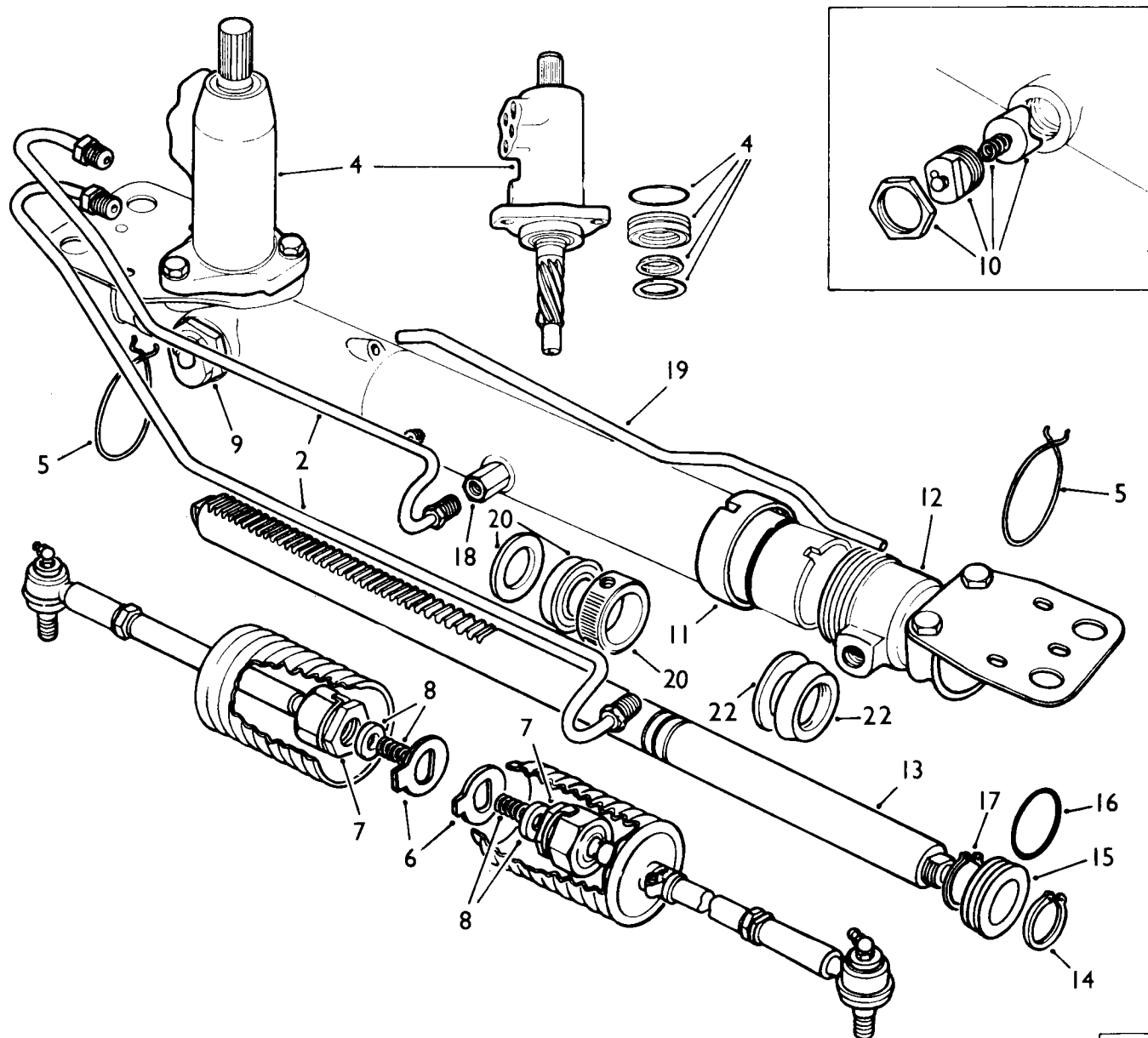
NOTE: Do not disturb outer ball joints unless replacement is necessary. If these are to be renewed check total length of tie-rods before releasing locknuts.

6. Knock back tab washers situated inboard of locknuts.

CAUTION: Do not disturb lockwashers between locknut and ball pin housing.

7. Release locknut and unscrew tie-rod assemblies from rack.
8. Collect thrust springs and spacers.
9. Release locknut securing rack damper.
10. Remove nut, screwed plug, spring and rack damper pad.
11. Unscrew ring nut.
12. Remove end cap.
13. Withdraw rack.
14. Remove outer circlip.
15. Remove piston.
16. Remove piston 'O' ring.
17. Remove inner circlip.
18. Remove pipe union adaptor from housing assembly.
19. Extract centre pipe fitting from bore of rack housing.
20. Withdraw piston stop, seal and retaining washer. Discard seal.
21. Renew cracked or damaged pipe union seats. 57.10.24.
22. Remove seal and retaining washer from end cap. Discard seal.

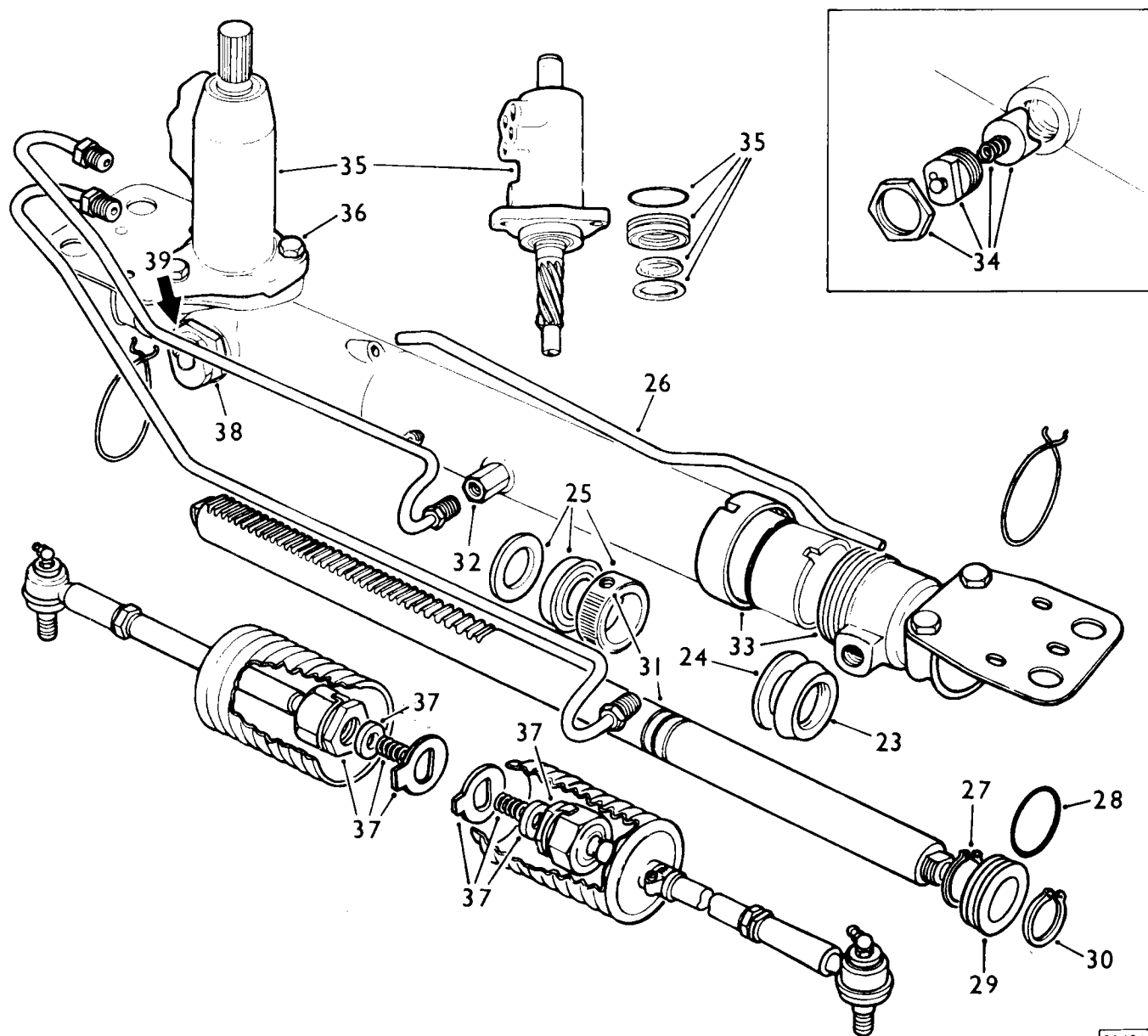




5243

Reassembling

23. Insert new seal, contained in seal kit, into end cap with lips towards external thread. Fit seal retaining washer.
24. Fit seal retaining washer to rack shaft.
25. Fit retaining washer, seal, contained in seal kit, to rack shaft from plain end of shaft. Lips of seal to face circlip grooves.
26. Fit centre pipe.
- *27. Fit inner circlip.**
28. Fit new piston 'O' ring contained in seal kit.
29. Fit piston. Renew piston ring if scored or damaged.
30. Fit outer circlip.
31. Enter rack into housing. Check that threaded hole in piston stop registers with hole in housing.
32. Insert union adaptor and tighten fully.
33. Complete housing assembly by reversing operations 11 and 12.
34. Refit damper pad assembly by reversing operation 10. Do not adjust at this stage.
35. Overhaul valve and pinion assembly. 57.10.22.
36. Refit assembly to rack housing 57.40.19.
37. Reverse operations 5 to 8. Tighten nut fully and secure with tab washer. Renew bellows if damaged, refer to 57.10.27. Coat both rack ball housings with 57 grammes (2 oz.) of the recommended grade of grease before fitting bellows.
38. Adjust rack damper 57.10.13.
39. Apply grease gun to the nipple in damper and inject 28 grammes (1 oz.) of the recommended grade of grease. Do not over lubricate the housing to the extent where the bellows become distended.
40. Refit rack assembly. Operation 57.10.01.
41. Refill with recommended fluid and bleed system. Operation 57.15.02.



5243A

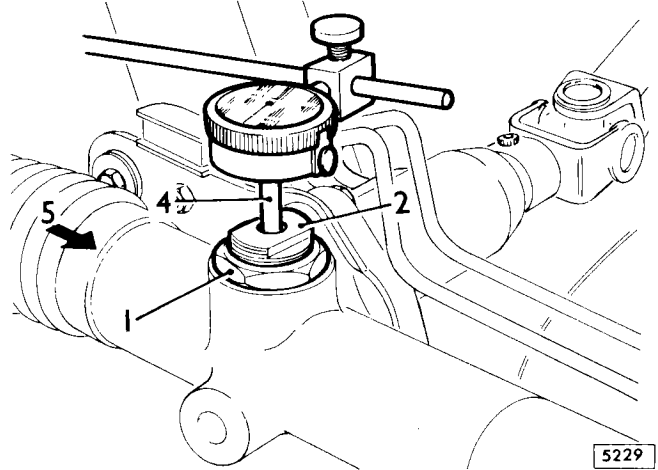
POWER STEERING RACK

Adjust

57.10.13

NOTE: the following adjustment for rack rattle usually apparent when travelling on rough surfaces, can be carried out on the car.

1. Release the locknut retaining the rack damper plug.
2. Screw in the damper plug until a firm resistance is felt and back off 22.5° (1/16 of a turn).
3. Remove nut and washer and detach tie-rod ball pin from the steering arm on steering wheel side, using suitable extractor.
4. Remove the grease nipple from the adjuster and insert a dial gauge ensuring that the stem passes through the plug and adjuster pad to contact the back of the rack.
5. Grip the tie-rod firmly and push towards the adjuster until the adjuster spring resistance is felt. By pulling the rack against the spring the total of play at the rack can be measured. Total play should not exceed .254 mm (.010 in.). Correct minimum clearance should allow smooth operation of unit without binding at any point throughout full travel.
6. Finalize adjustment by screwing the adjuster plug in or out as required and tightening the locknut.
7. Remove dial gauge and refit grease nipple.
8. Refit ball pin.



CONTROL VALVE AND PINION

Remove and refit

57.10.19

NOTE: The control valve and pinion assembly may be removed with the steering rack unit in situ if this part only is to be serviced as indicated following test procedure. Operation 57.10.20.

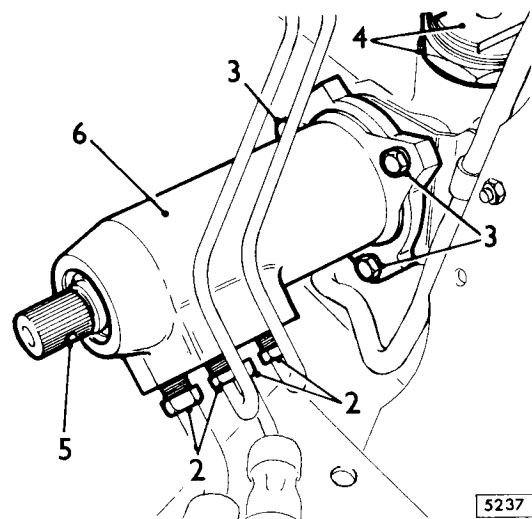
Removing

1. Remove lower steering column 57.40.05.
2. Disconnect two feed and two return pipes from pinion housing.
3. Remove three setscrews and washers securing pinion housing to steering rack unit.
4. Release rack adjuster locknut and back off adjuster plug.
5. Note location of pinch bolt slot in pinion shaft in relation to housing for reference when refitting.
6. Withdraw pinion housing. Discard joint.

CAUTION: Do not move road wheels or turn steering column after pinion housing has been removed.

Refitting

7. Reverse operations 1 to 6. Ensure that the pinch bolt slot is in exactly the position relative to the housing as noted on removal.
8. Adjust rack adjuster plug as detailed in operation 57.10.13.



CONTROL VALVE AND PINION

Test

57.10.20

Faults developing in the control valve and pinion assembly as indicated in the following test as shown under "Fault Finding" will necessitate renewing the control valve and pinion

No adjustment or repair is permissible.

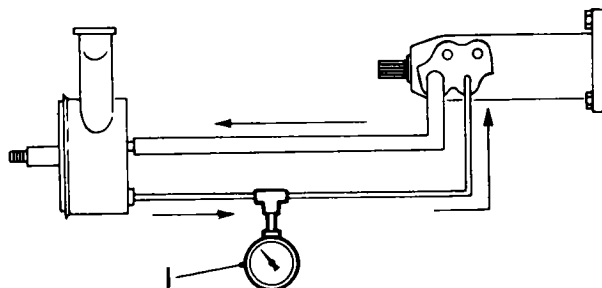
Check tyres, tyre pressures and steering geometry before testing.

1. Install a 7 kg/cm² (100 lb. per sq. in.) pressure gauge in the feed line, start engine and allow to idle. Gauge should register 2,8 kg/cm² (40 lb. per sq. in.) approximately.
2. Turn the steering wheel slightly to the right or left.

CAUTION: Do not turn steering excessively as this will produce high pressure resulting in irreparable damage to the gauge.

Pressure should increase by an equal amount irrespective of the direction. Any un-balance will be indicated by a slight fall in pressure on either side before rising.

3. Stop and restart engine and check that steering does not kick to one side.



5240

PINION SEAL

Remove and refit

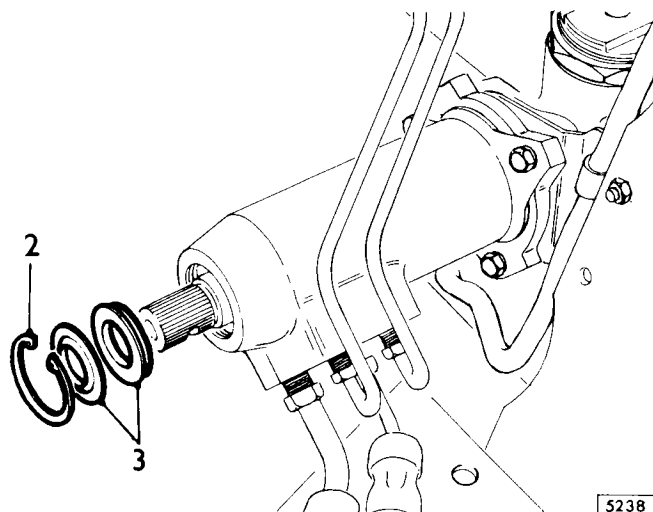
57.10.23

Removing

1. Remove lower steering column 57.40.05.
2. Remove circlip.
3. Withdraw seal and retainer.

Refitting

Reverse operations 1 to 3.



5238

PORT INSERTS

Remove and refit

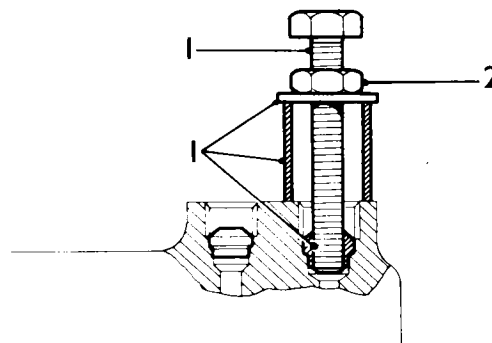
57.10.24

Removing

1. Tap a suitable thread in the bore of the seat, and insert a setscrew with attached nut, washer and distance piece.
2. Tighten the nut and withdraw the seat.

Refitting

3. Insert seat and tap home squarely with a soft mandrel.



5246

STEERING

POWER STEERING RACK BELLOWS

Remove and refit

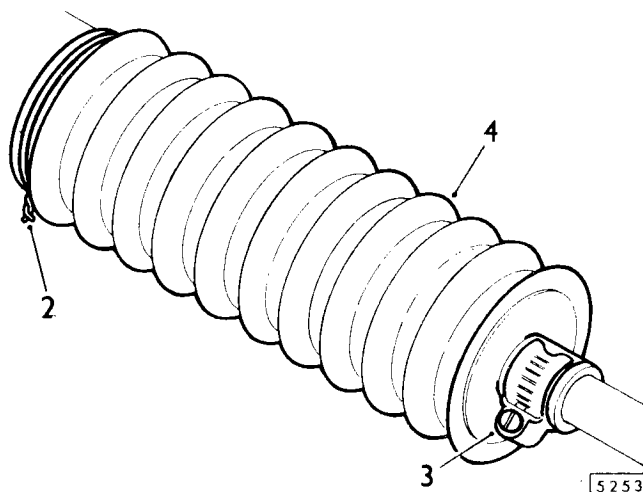
57.10.27

Removing

1. Remove outer ball joint 57.55.02.
2. Remove wire clip.
3. Slacken clip securing bellows to tie rod.
4. Withdraw bellows; clean grease from inner joints.

Refitting

Reverse operations 1 to 4. Coat each inner ball joint with 57 grammes (2 oz.) of the recommended grade of grease before attaching bellows to rack housing.



SYSTEM TESTING

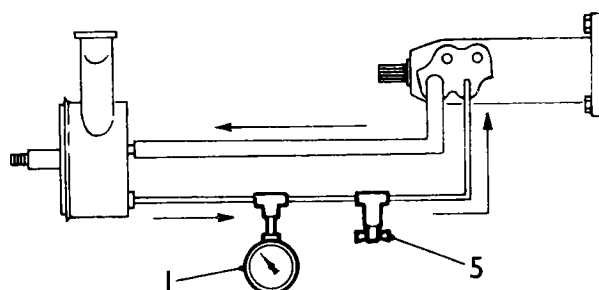
57.15.01

Faults in the system can be caused by inefficiencies in the hydraulic system, see "Fault Finding Chart". The following tests can be carried out without removing any components from the car. Check fluid level before carrying out tests.

PUMP BLOW-OFF PRESSURE

1. Fit pressure gauge in pressure line.
2. Start engine and allow to run at idling speed.
3. Turn steering to full lock and continue to increase steering effort until pressure recorded on gauge ceases to rise.
4. Check that recorded pressure lies between 77 and **84 kg/cm² (1,100 and 1,200 lb. sq. in.)** Pressure should not increase with higher engine R.P.M.

NOTE: If pressure is below 77 kg/cm² (1,100 lb./sq. in.) at tickover, but rises to correct figure with increased engine speed, the fault is caused by a faulty control valve in the pump, or by excessive internal leakage in the rack and pinion unit. Carry out following test to establish location.



5. Fit an 'ON-OFF' tap in series between gauge and steering unit, ensuring that TAP IS OPEN.
6. Start engine and allow to run at idling speed.
7. Turn steering to full lock.
8. Check gauge reading 84 kg/cm² (1,200 lb./sq. in.).
9. If pressure does not reach 84 kg/cm² (1,200 lb./sq. in.) CLOSE TAP AT ONCE, noting gauge reading as tap reaches "OFF" position (84 kg/cm² or 1,200 lb./sq. in.).

CAUTION: Tap must not be closed more than 5 seconds when engine is running.

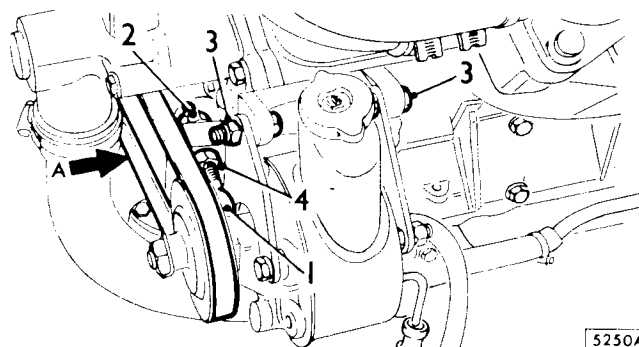
NOTE: If above reading is obtained leaks are confined to steering unit which must be overhauled see 57.10.07.

POWER STEERING SYSTEM**Bleed****57.15.02**

1. Fill reservoir to the full mark on dipstick with recommended grade of fluid.
2. Start engine and turn steering from lock to lock a few times to expel any air which may be present in system. Indicated when all lumpiness has disappeared.
3. Check fluid level. Top up with correct fluid only.

****STEERING PUMP DRIVE BELT****Adjust****57.20.01**

1. Slacken bolt securing adjusting bolt to power assisted steering pump.
2. Slacken adjusting bolt locknut.
3. Slacken nuts securing mounting bracket retaining bolts.
4. Adjust drive belt tension by screwing adjusting bolt locknut up or down to achieve total belt tension at point 'A' in illustration of 9,5 mm (.375 in.).**



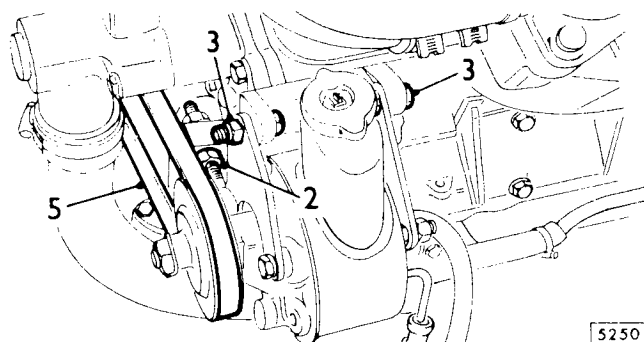
5250A

STEERING PUMP DRIVE BELT**Remove and refit****57.20.02****Removing**

1. Remove alternator belt 86.10.03.
2. Release inner nut locking pump belt adjuster bolt to trunnion block.
3. Slacken off pump mounting bolts.
4. Swing pump in towards engine.
5. Remove belt.

Refitting

6. Reverse operations 1 to 5.
7. Adjust alternator and pump belts to correct tension **86.10.05 and 57.20.01.**



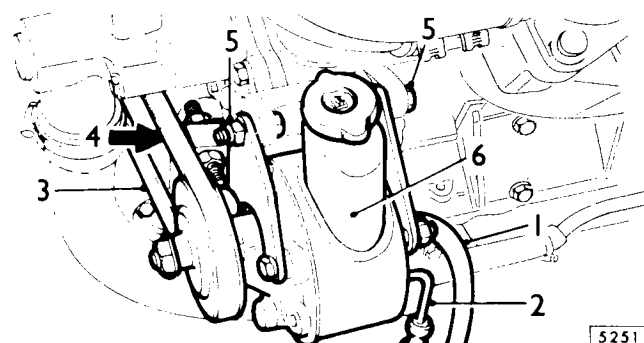
5250

STEERING PUMP**Remove and refit****57.20.14****Removing**

1. Remove hose clip and withdraw low pressure hose from outlet at rear of pump reservoir casing. Drain oil into container.
2. Detach high pressure hose from union on reservoir casing.
3. Remove belt 57.20.02.
4. Withdraw adjuster trunnion securing bolt and lockwasher.
5. Remove two bolts, nuts and lockwashers securing support brackets to pivot mounting.
6. Remove pump/reservoir assembly.

Refitting

7. Reverse operations 1 to 6.
8. Adjust belt to correct tension.
9. Refill system with recommended fluid and bleed 57.15.02.



5251



STEERING PUMP OVERHAUL

57.20.20

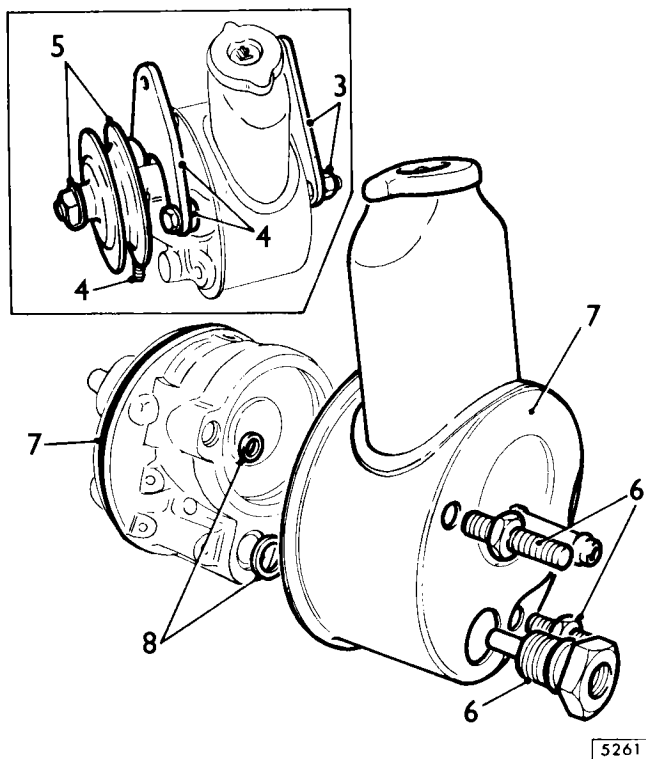
Dismantling and reassembling

Dismantling

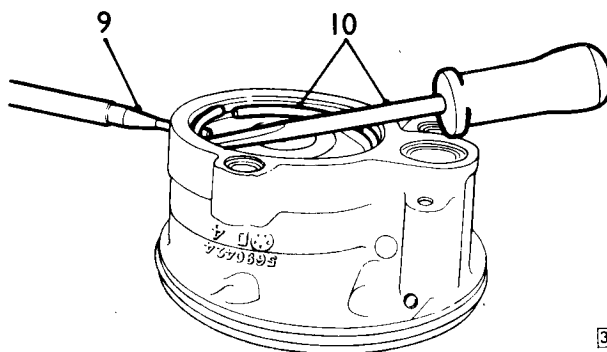
1. Remove belt. 57.20.02.
2. Remove pump. 57.20.14.
3. Remove two nuts and lockwashers and detach rear mounting bracket.
4. Note relative size of each spacer, withdraw two setscrews and lockwashers and detach trunnion front mounting bracket and spacers.

NOTE: Before dismantling further thoroughly clean exterior.

5. Remove tabwasher and nut, withdraw pulley.
6. Remove high pressure outlet union and two mounting studs.
7. Detach reservoir from pump body. Remove 'O' ring from body.
8. Remove three 'O' rings from recesses in pump body.
9. Insert suitable pin punch in hole in pump body. Push retaining ring away from groove.
10. Lever out ring with screwdriver.



5261

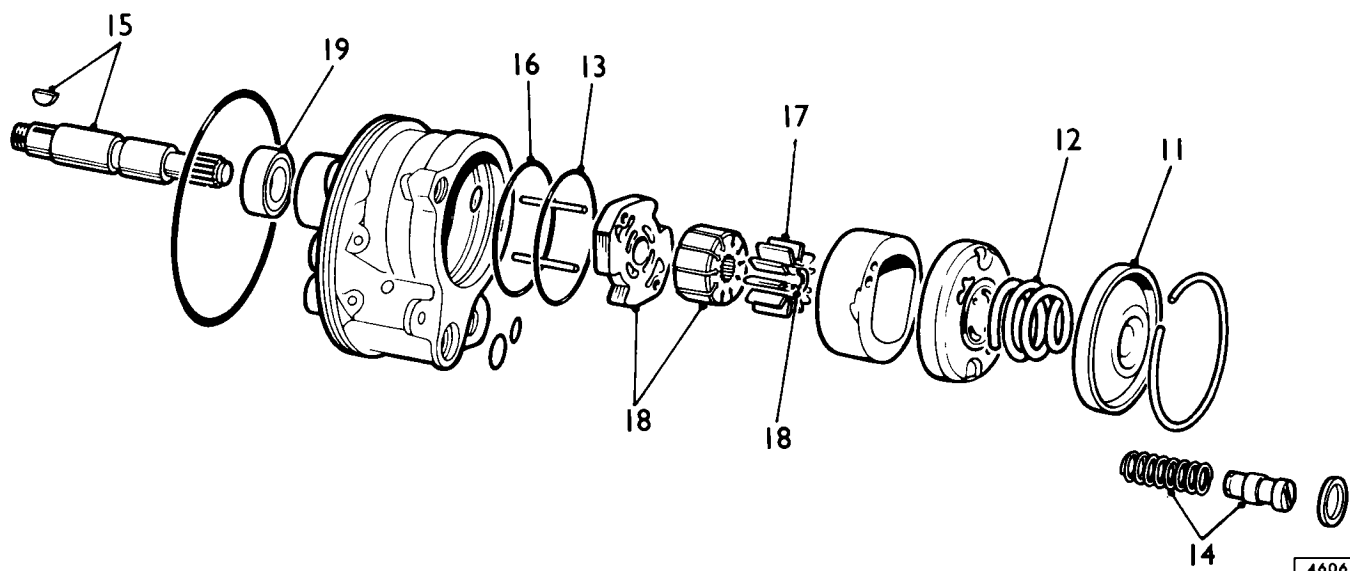


3334A

11. Remove end plate.

NOTE: If end plate sticks in pump body a light tap will free it.

12. Remove spring.
13. Remove end plate 'O' ring from internal recess in pump body.
14. Withdraw flow control valve and spring.
15. Remove drive key and top shaft and rotor assembly rearwards through pump body.
16. Remove pressure plate 'O' ring from pump body.
17. Separate rotor assembly components taking care not to damage pump rotor vanes.
18. Remove circlip and withdraw rotor and thrust plate.
19. Remove drive shaft oil seal.

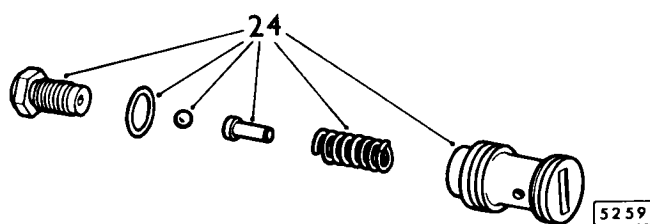


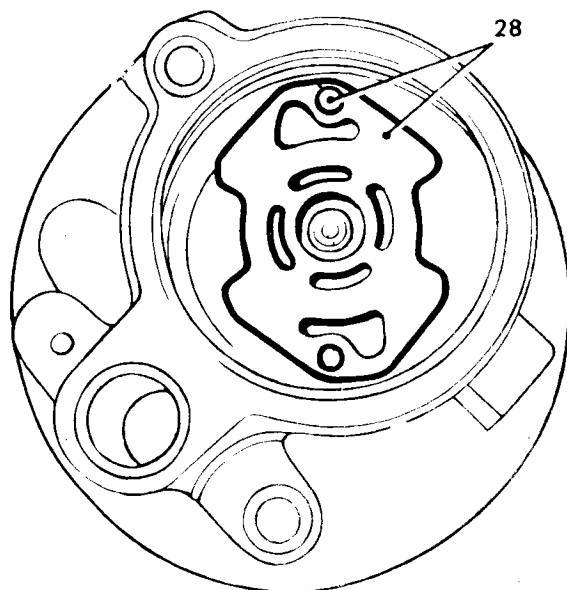
INSPECTION

20. Clean all parts in solvent. Renew all 'O' rings and shaft seal. Seal kit No. 10992.

NOTE: Do not immerse new seals in solvent.

21. Check pressure plate, thrust plate and rotor. Light scoring can be removed by lapping.
22. Check contour surface for extreme wear. Scuff marks and uniform wear are not detrimental. Renew pump ring and vanes if chatter marks and grooves exist. Repair kit No. 11653.
23. Check shaft and bushing. The bush is not replaceable as a separate item.
24. Check flow control valve for free movement in bore. Remove burrs or foreign matter if sticking. Renew if faulty.

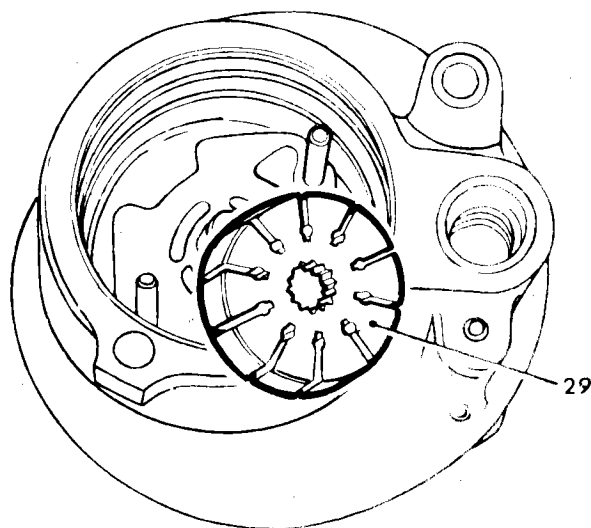




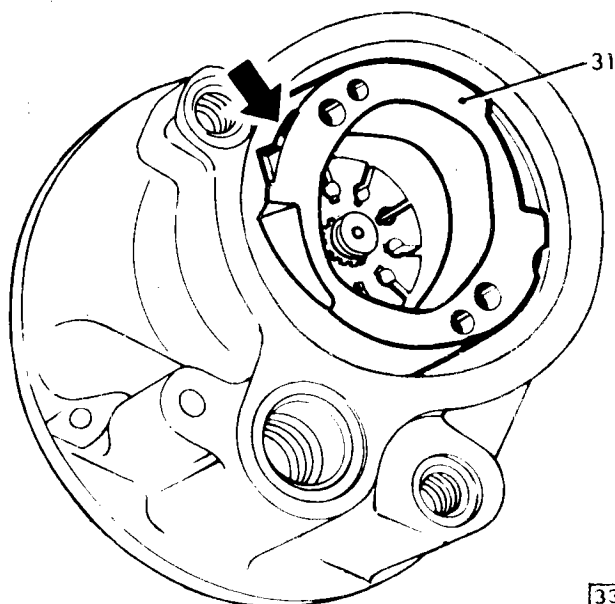
3338A

Reassembling

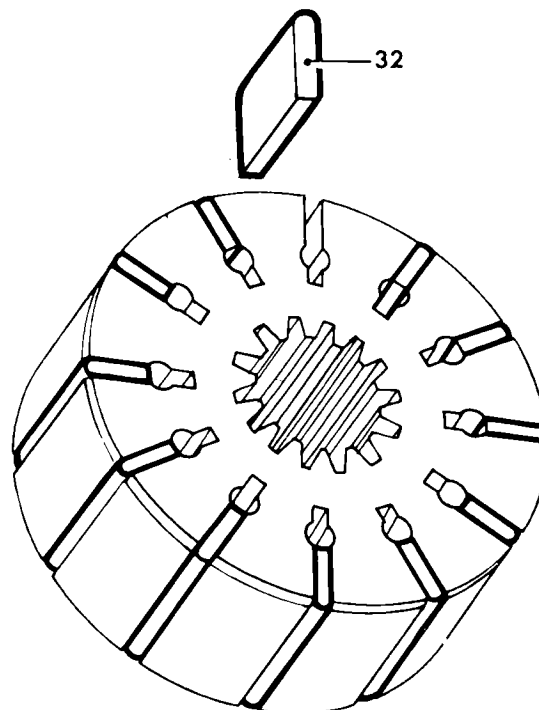
25. Lubricate shaft seal with petroleum jelly and fit to pump body.
26. Insert drive shaft, splined end first.
27. Insert dowel pins in pump body.
28. Fit thrust plate over dowel pins, ported face uppermost.
29. Fit rotor on splines with counterbored side towards thrust plate.
30. Fit retaining clip.
31. Fit pump ring over dowel pins, rotation arrow uppermost.



3336A



3337A

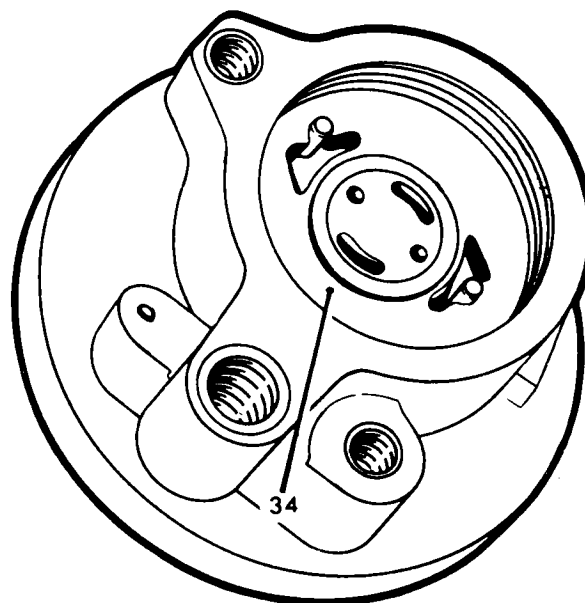


32. Insert vanes in rotor slots, radiused edges outwards.
33. Lubricate pressure plate 'O' ring and insert in lower groove.
34. Lubricate periphery of pressure plate and fit over dowel pins with recess for spring uppermost.
35. Push the plate down firmly and squarely to engage 'O' ring.

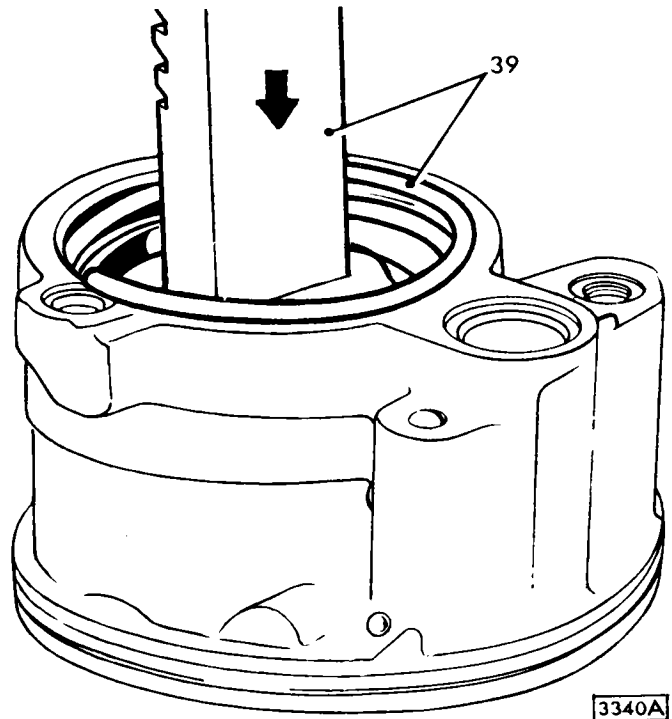
NOTE: Do not tap into position.

4607

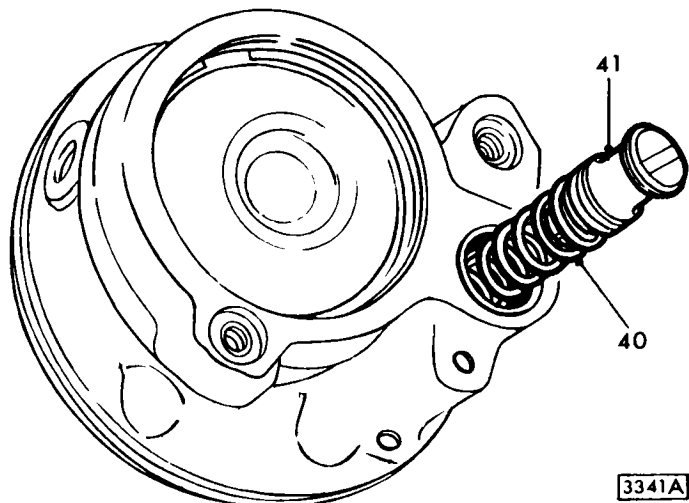
36. Lubricate end plate 'O' ring and insert in groove in pump body.
37. Fit spring in circular recess in pressure plate.
38. Lubricate periphery of end plate. Place in position with retaining ring. Ensure that gap in ring is not opposite removal hole in pump body.



3339A



39. Place assembly under a press. Apply pressure until retaining ring can be sprung into the groove.
40. Place control valve spring in bore.
41. Insert control valve.
42. Fit new 'O' rings for retaining studs and outlet union in position.
43. Lubricate reservoir sealing ring and fit to pump body.
44. Fit reservoir, secure with retaining studs and outlet union.
45. Fit drive key, pulley, tab washer and nut.
46. Refit pump.
47. Refit belt.
48. Refill system with recommended fluid and bleed 57.15.02.



UPPER STEERING COLUMN**Remove and refit****57.40.02****Removing**

1. Disconnect battery 86.15.01.
2. Remove parcel tray on driver's side. 76.67.04.
3. Remove scuttle casing on driver's side. 76.46.11.
4. Remove nut and bolt securing upper universal joint to upper column.
5. Disconnect leads to turn indicator switch and column lock/starter switch at plug and socket connection.
6. Disconnect lead to key alarm buzzer if fitted.
7. Remove ignition key and lock steering in straight ahead position.
8. Withdraw upper column lower mounting setscrews. Collect packing piece(s).
9. Remove column top mounting bolts and nuts.
10. Withdraw upper column from universal joint splines.

NOTE: Do not alter the position of the road wheels when the column has been removed.

Refitting

No repair or adjustment, of any description, is permissible. Damaged or worn units must be renewed.

Reverse operations 1 to 10. Check that upper column and road wheels are centralised before reconnecting splines.

CAUTION: Excessive force, which may damage the nylon shear plugs in the inner column and mounting, must not be used when withdrawing or refitting the column. Burrs on splines should be removed with a fine file.

LOWER STEERING COLUMN**Remove and refit****57.40.05****Removing**

1. Remove pinch bolts securing upper and lower column universal joints.
2. Remove ignition key and lock steering in straight ahead position.
3. Withdraw upper column lower mounting set screws. Collect packing piece(s).
4. Release upper column top mounting bolts and nuts.
5. Withdraw upper column to limit of travel in upper mounting.
6. Push lower column down to limit of splines in lower universal joint until upper joint is clear of upper column.
7. Withdraw lower column from lower universal joint and remove from the interior of car.

NOTE: Do not alter position of road wheels when lower column has been removed.

Refitting.

No repairs are permissible. Damaged columns must be renewed.

Reverse operations 1 to 7. Check that upper column and road wheels are centralized before reconnecting splines.

CAUTION: Excessive force, which may damage the shear plugs, must not be used when withdrawing and refitting the columns. Burrs on splines should be removed with a fine file.



STEERING

STEERING COLUMN UNIVERSAL JOINTS

Remove and refit

57.40.25

1. Carry out operations 1 to 6 57.40.05 when removing upper joint.
2. Complete operations 1 to 7 to remove lower joint.

STEERING COLUMN LOCK

Remove and refit

57.40.31

Removing

1. Remove upper column. 57.40.02
2. Remove horn slip ring contact and insulation piece.
3. Drill through the centre of the sheared retaining bolt and withdraw with an "Easi-out" extractor.
4. Withdraw lock.

Refitting

5. Refit lock to column.
6. Insert new shear bolt and tighten until the head is sheared away.
7. Reverse operations 1 and 2.

OUTER TIE-ROD BALL JOINT

Remove and refit

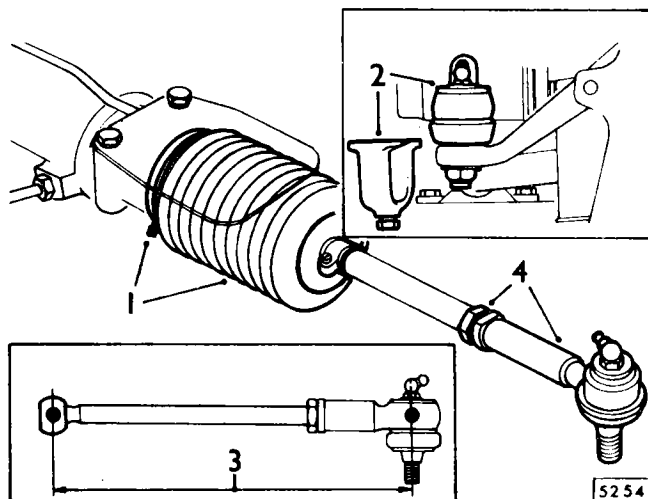
57.55.02

Removing

1. Remove wire clip and detach bellows from rack housing.
2. Remove outer ball joint from steering arm with tool JD24.
3. Check exact length of the tie-rod between ball centres.
4. Release locknut, remove ball joint.

Refitting.

Reverse operations 1 to 4. Ensure that the tie-rod when assembled is to the exact length as noted on removal.



INNER TIE-ROD BALL JOINT

Remove and refit

57.55.03

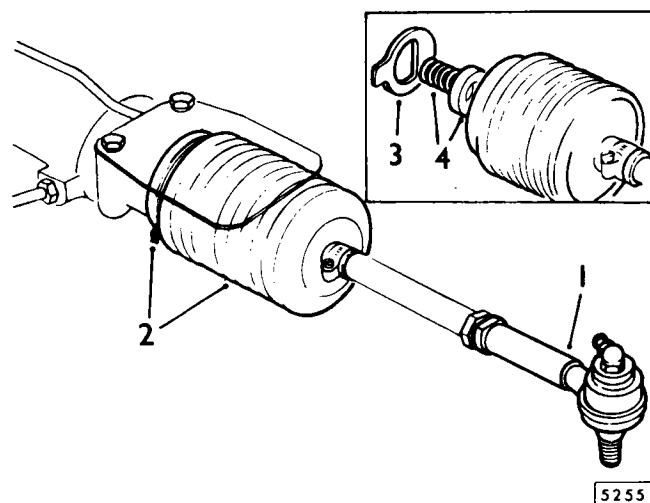
Removing

Replacement inner ball joints will only be supplied complete with the tie-rods, less outer ball joint as an assembly. No adjustment or repair is permissible.

1. Remove outer ball joint 57.55.02.
2. Remove wire clip and detach bellows.
3. Knock back tab washer and release locknut securing ball joint to rack shaft.
4. Remove tie-rod assembly. Collect thrust spring and spacer.

Refitting

5. Reverse operations 1 to 4. Secure nut with new tab washer.
6. Coat inner ball joint with 57 grammes (2 oz.) of the recommended grade of grease before attaching bellows to rack housing.



STEERING WHEEL

Remove and refit

57.60.01

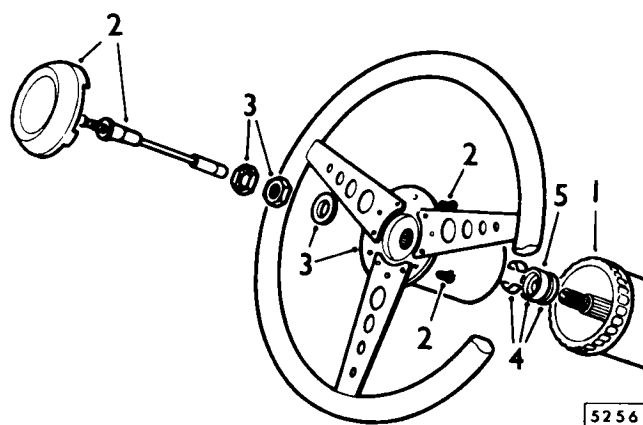
CAUTION: On no account should undue force be used to remove/refit steering wheel as this will cause nylon pegs in steering column to shear.

Removing

1. Slacken steering wheel locknut and pull steering wheel to the full extent of its adjustment.
2. Remove the screws from rear of steering wheel hub and withdraw horn push button.
3. Remove pal nut, hexagon nut and flat washer. Withdraw steering wheel from splines of inner column.
4. Remove split collet, impact rubber and impact washer.
5. Examine impact rubber and renew if necessary.

Refitting

Reverse operations 1 to 4.



FRONT WHEEL ALIGNMENT

Service Tool: Rack Centralising Tool Jaguar Part No. 12297.

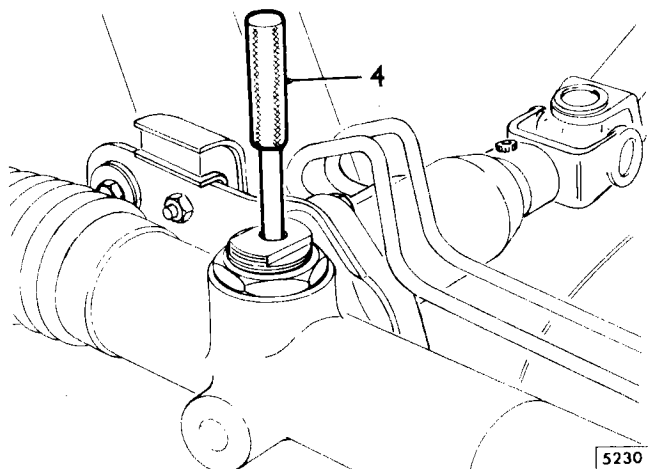
Check and adjust

57.65.01

1. Inflate tyres to correct pressures.
2. Set front wheels in straight ahead position.
3. Remove grease nipple from rack adjuster pad.
4. Insert centralizing tool and adjust the position of the rack until the reduced tip of the tool registers with the locating hole in the rack.
5. Check the alignment by using light beam equipment or an approved track setting gauge.

Adjust if necessary as follows:

6. Slacken the locknuts at the outer end of each tie-rod. Release the outer clips securing the rack bellows.
7. Turn the tie-rods by an equal amount until the alignment is correct. Refer to "DATA" Section O4.
8. Tighten locknuts and re-check.
9. Ensure that the bellows are not twisted and tighten the clips.
10. Remove centralizing tool and refit grease nipple.



CASTOR ANGLE

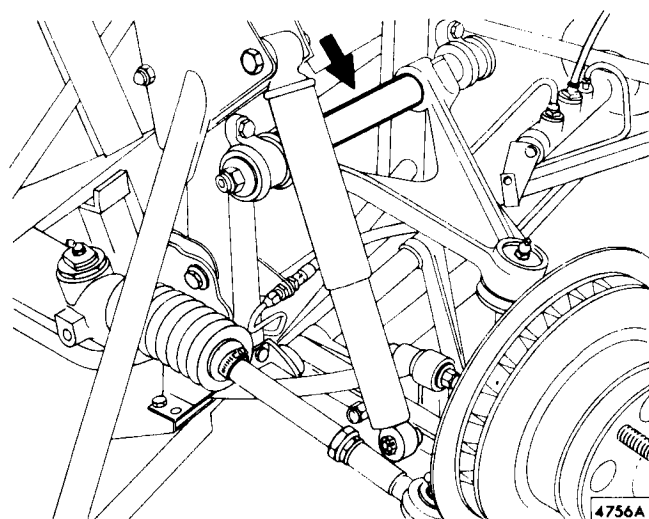
Check and adjust

57.65.04

1. Ensure that car is standing on level ground and inflate tyres to correct pressures.
2. Set rear suspension in mid-laden position. 64.25.12.
3. Obtain a wooden block 15,56 cm (6.125 in.) high and place under the centre of the front sub-frame lower cross member.
4. Load car until cross member is in contact with test block.
5. Check castor angle using an approved gauge. Refer to "DATA" Section O4.
6. Adjust by rotating the round threaded shaft on the upper wishbone bracket. Release the locknuts at the front and rear of the fulcrum shaft and also the wishbone clamping bolts. Rotate the fulcrum shaft by means of a spanner placed on the two flats provided, anti-clockwise. Rotate the shaft, viewed from front of car, to increase positive castor angle and clockwise to decrease.
7. Re-tighten wishbone clamp bolts.
8. Remove load and test block and allow the full weight of car to rest on the front suspension. Re-tighten shaft locknuts.

NOTE: Omitting to carry out this procedure will result in undue torsional loading of the rubber bushes.

9. Check front wheel alignment. 57.65.01.



CAMBER ANGLE**Check and adjust****57.65.05**

1. Ensure that car is standing on level ground and inflate tyres to correct pressures.
2. Set rear suspension in mid-laden position. 64.25.12.
3. Fit test block and load car as detailed in 57.65.04.
4. Line up wheel to be checked parallel to centre line of car. Check camber angle with an approved gauge. Refer to "DATA" Section 04.
5. Rotate wheel through 180° and re-check.
6. Adjust by removing or adding shims between the fulcrum shaft front and rear mounting brackets and the sub-frame. Remove or add an equal thickness of shims from each position otherwise the castor angle will be affected. Inserting shims will increase positive camber angle, removing shims will decrease angle. 1.6 mm (.063 in.) of shimming will alter camber by approximately ¼°.
7. Check opposite wheel.
8. Check front wheel alignment 57.65.01.

