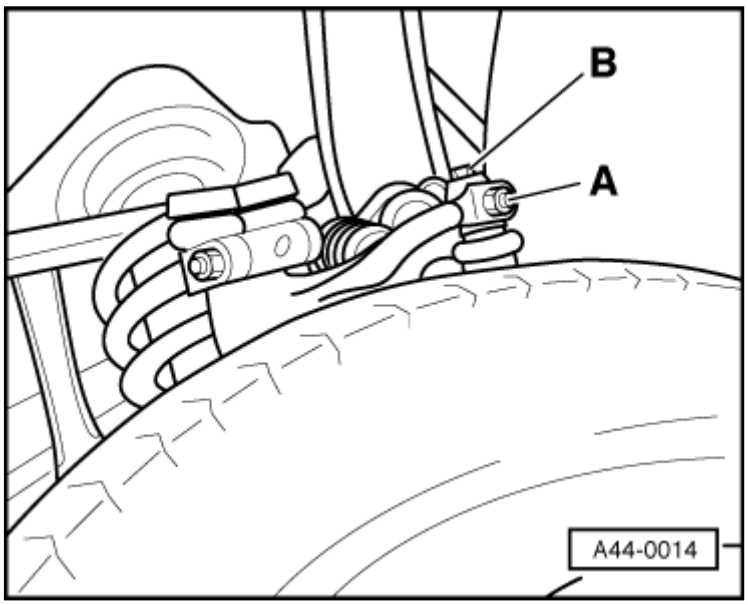
Wheel alignment
Setting toe constant "S"



- - → Loosen bolt -A-.
- - Unscrew bolt -B- approx. 4 mm.
  - - Push track rod joint downwards to stop.
- - Screw in adjustment bolt -B- until the exact specified value is achieved.
- - Tighten hexagon nut -A- to 50 Nm and check value.

- Always use new hexagon bolts.

- - Tighten bolt -B- to 7 Nm.
- - Lower vehicle to starting position B1 again.
- - Screw down threaded spindle.

- Not valid for vehicles with sports running gear.

- - Bounce vehicles with standard running gear several times.

Checking toe constant after adjustment

The wheel alignment equipment re-checks the toe constant.

If the second check shows that the values are within the check value tolerance, the setting is OK.

If the values measured are outside the check value, the setting must be re-adjusted in lifted position.

Note:

With a wheel bearing housing without groove and a track rod end with ring the adjusting path towards the top is less by approx. 2 mm. If the adjusting path is not enough the ring at the track rod end must be removed.

Replacing right adjustment bolt

- 1- Self-locking nut, 50 Nm
  - Always replace

- 2 - Combi bolt
  - For setting toe-in curve
- 3 - Bolt
- 4 - Protective cap
  - Always replace

The nut -1- must be tight as otherwise the toe constant "S" would change.

- - → After adjustment of the toe constant "S" unscrew the combi bolt -2- on the right side of the vehicle.
- - Fill the threaded hole with universal grease and press the protective cap -4- in place.

Vehicles which were fitted with a protective cap require installation of a new cap.