- This check procedure must be carried out after each operation on the mechanical components of the rear suspension since its purpose is to define the position of the wheels in relation to the body (e.g.: track control arms, struts, shock absorbers, springs etc.).

**PROCEDURE**

**General information**

The wheel geometry/angle checks must be carried out using appropriate optical equipment after checking and adjusting tyre inflation pressure to the prescribed values and ensuring that the car complies with one of the following load conditions:

- Standard 0 - vehicle unladen including spare wheel, tools, accessories and consumables with 5 litres of fuel

- “Standard A” - vehicle unladen including spare wheel, tools, accessories and consumables (full tank of fuel).

**Geometry check**

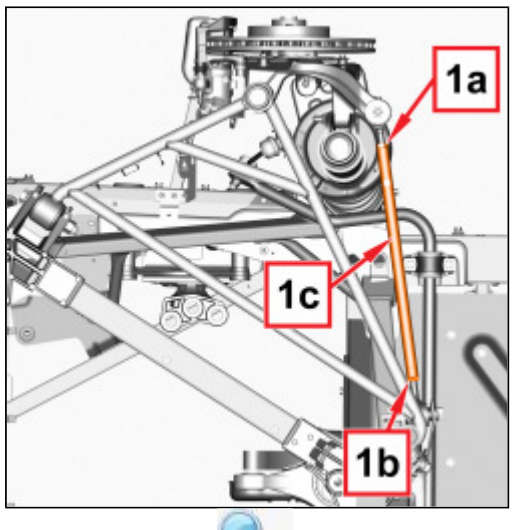
- Check that the geometry of the rear wheels is within prescribed values; to measure the geometry, check the distance from the ground to the maximum point of curvature on the rear wing (protrusion).

| Size | Value | Validity |
|---|---|---|
| Assetto posteriore - Cerchi in lega: anteriori 17” / posteriori 18” (mm) | 683 (Standard 0) | 1750 Turbo Benzina |
| Size | Value | Validity |
| Assetto posteriore - Cerchi in lega: anteriori 17” / posteriori 18” (mm) | 677 (Standard A) | 1750 Turbo Benzina |
| Size | Value | Validity |
| Assetto posteriore - Cerchi in lega: anteriori 18” / posteriori 19” (mm) | 684 (Standard 0) | 1750 Turbo Benzina |
| Size | Value | Validity |
| Assetto posteriore - Cerchi in lega: anteriori 18” / posteriori 19” (mm) | 678 (Standard A) | 1750 Turbo Benzina |

**Rear toe-in check**

- Check that the rear wheel toe-in is within required limits.

| Size | Value | Validity |
|---|---|---|
| Rear wheel toe-in | 40’ (Standard 0) ± 8’ | 1750 Turbo Petrol |
| Size | Value | Validity |
| Rear wheel toe-in | 40’ (Standard A) ± 8’ | 1750 Turbo Petrol |




1. Loosen the lock nuts (1a) (1b) and adjust the threaded spacer (1c) for the toe-in adjustment rod in order to comply with the prescribed limits.

| Size | Value | Validity |
|---|---|---|
| Rear wheel toe-in | 40’ (Standard 0) ± 8’ | 1750 Turbo Petrol |

| Size | Value | Validity |
|---|---|---|
| Rear wheel toe-in | 40’ (Standard A) ± 8’ | 1750 Turbo Petrol |

- After adjustment, tighten the lock nuts.

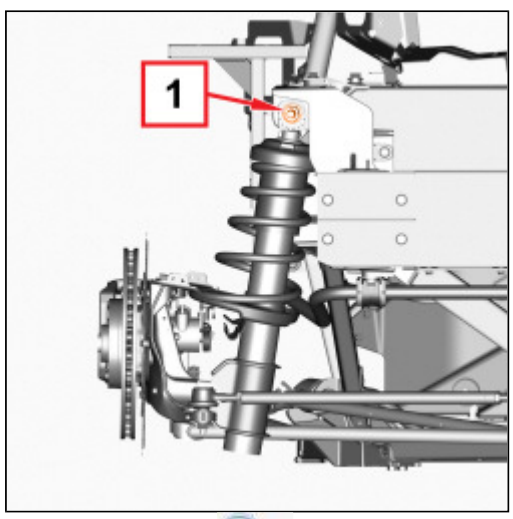
**Camber check**

Camber adjustments must be followed by a toe-in angle check.

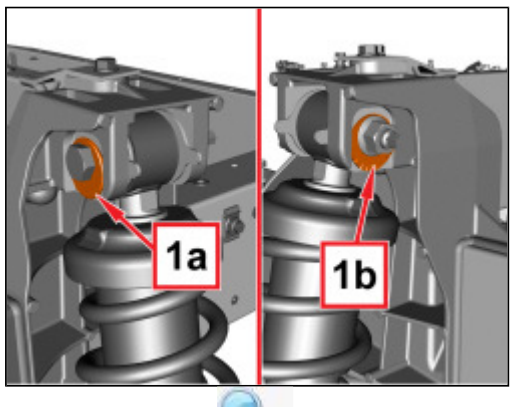
- Check that the rear wheel camber is within the prescribed limits.

| Size | Value | Validity |
|---|---|---|
| Rear wheel camber | -1°42’ (Standard 0) ± 10’ | 1750 Turbo Petrol |

| Size | Value | Validity |
|---|---|---|
| Rear wheel camber | -1°45’ (Standard A) ± 10’ | 1750 Turbo Petrol |




1. In order to comply with the prescribed limits, loosen the upper fixing nut for the rear shock absorber/spring unit.




1. After adjustment, tighten the upper fixing nut for the rear shock absorber/spring unit, making sure that the eccentric washers (1a) (1b) are fitted correctly inside the shoulders.

| Component | Fixing | Ø | Value (daNm) | Validity |
|---|---|---|---|---|
| Shock absorber (upper fastening) | Nut | M14x2 | 17.1 ÷ 18.9 | 1750 Turbo Petrol |