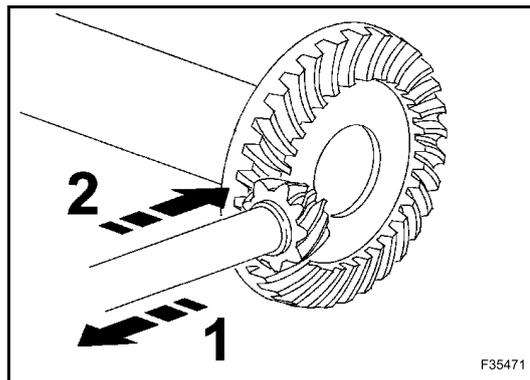


Contact adjustment.

1 - move the pinion for type X contact adjustment.

2 - move the pinion for type Z contact adjustment.

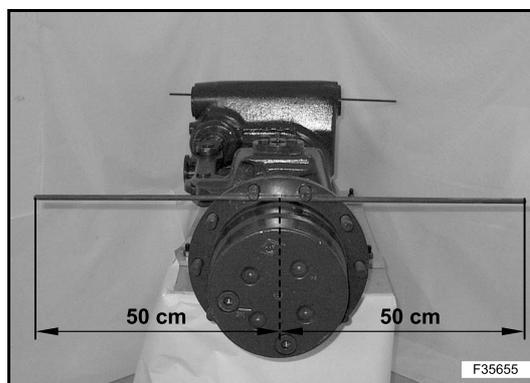


TOE-IN ADJUSTMENT

Assemble 2 identical linear bars, each 1 m (3.28 ft) long, on the wheels' sides, blocking them with two nuts, on the wheel hub stud bolts.

⚠ WARNING

The two bars must be locked in their centerline, so that they are perfectly perpendicular to the supporting surface and parallel to the pinion axis. Align the two bars.



Using a tape measure (M), measure the distance (mm) from the bar ends.

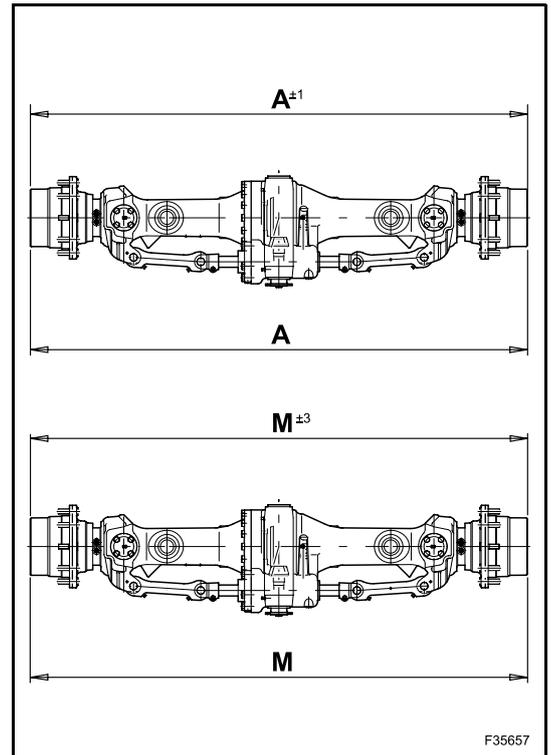
NOTE: select the minimum value by rotating the measurement points.



Check that the difference between the measurements at the ends of the wheel hub diameters is within the required tolerance range.

The nominal toe-in value (A) refers to the external diameter of the wheel hub flange; therefore, the toe-in value measured (M) at the ends of the bars must be referred to the proportion between the length of the bar and the diameter of the flange.

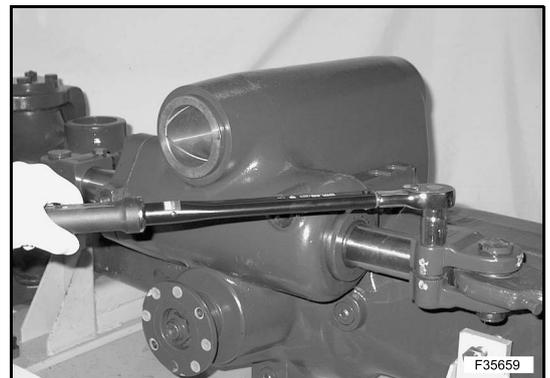
Nominal toe-in	measured
$A \pm 1 (0.04)$	toe-in = $M \pm 3 (0.12)$



If toe-in is incorrect, remove the pins from the forks. Screw in and out until toe-in is within the required tolerance range.



Once adjusted, tighten the nuts to the prescribed tightening torque of 117 Nm (86.3 lbf-ft).



STEERING ANGLE ADJUSTMENT

Use the same bars assembled for toe-in adjustment and a long bar perfectly rested on the machined part of the central body (pinion side), so that, at maximum steering, the two bars form an acute angle.

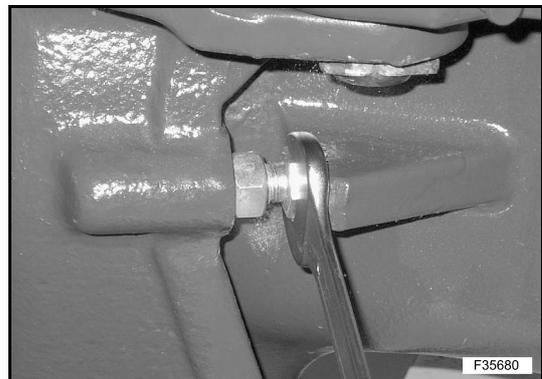


Adjust a goniometer to the prescribed angle and place it onto the long bar.

Position a wheel side so that the two bars form the angle of the goniometer.



Adjust the mechanical steering stopper, by screwing in or out the relevant screws on the body, and then locking them by means of the lock nut.



Completely steer to the opposite side and repeat the same operations.

