

PORSCHE (Cont.)

928 (Rear) — Make camber adjustments at eccentric bolt located on inner control arm bushing.

TOE-IN

All Models (Front) — Place front wheels in straight-ahead position. Adjust left and right steering links (tie rods) equally to obtain specified setting. Coat each steering link with anti-corrosive compound after adjustment.

911SC (Rear) — To adjust rear wheel toe-in, loosen nuts on retaining bolts and adjusting eccentrics at rear axle flange. Turn toe-in eccentric until toe-in is set to specifications. Hold eccentric stationary and tighten all lock nuts.

924 (Rear) — Adjust toe-in by repositioning control arm flange in slots of spring plate. Use of special tool 1979 is suggested.

928 (Rear) — Rear toe-in adjustments are made at eccentric bolt located on front control arm bushing.

TORSION BAR ADJUSTMENT

911SC (Rear) — Place torsion bar into transverse tube with inner end splines first. Slip radius arm onto outer end splines of torsion bar. Place leveling tool (VW 261) on lower edge of door opening and adjust level so bubble is in center of glass. Check adjustment (degrees) of free hanging radius arm with same leveling tool. If not to specifications, adjust by turning torsion bar and radius arm in opposite directions. Adjustment of both radius arms must each equal $36\frac{3}{4}^{\circ} \pm \frac{1}{4}^{\circ}$.

RENAULT

ADJUSTMENT

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to manufacturer's specifications given in owner's manual.

RIDING HEIGHT

NOTE — Riding height should be set with fuel tank full and without additional weight in vehicle.

Front — Checking or adjusting riding height can only be performed with vehicle on level surface. To calculate front riding height, measure distance from ground to center of wheel ("H₁" in Fig. 1) and distance from ground to front side member ("H₂" in Fig. 1) in line with wheel centers. Then subtract the measurements. Difference should be $1\frac{7}{8}$ - $2\frac{5}{8}$ " (48-68 mm), with the variation between right and left sides not to exceed $\frac{3}{8}$ " (10 mm). To adjust front riding height, mark position of torsion bar in bracket, then remove and rotate torsion bar until correct riding height is obtained.

Rear — Rear riding height is calculated by measuring from ground to center of wheel ("H₄" in Fig. 1) and to punched out hole in rear side member (H₅" in Fig. 1). The difference in the measurements should be $\frac{1}{16}$ - $\frac{9}{16}$ " (1.5-14 mm) with variation between right and left sides not to exceed $\frac{3}{8}$ " (10 mm). Adjust rear riding height in same manner as front riding height.

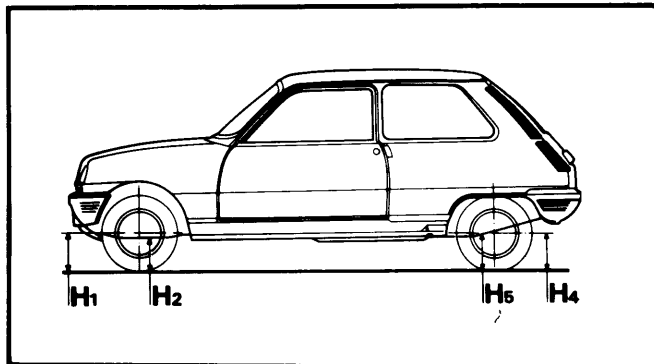


Fig. 1 Riding Height Measurement Points

CASTER

Vehicle riding height must be calculated before adjusting caster. Caster angle corresponds to the difference in front and rear riding heights between "H₂" and "H₅" as shown in Fig. 1. After calculating the difference, refer to Caster Angle table for correct caster angle. To adjust caster angle, loosen both lower control arm mounting bolts and add or remove shims to adjust caster to specifications. The addition or removal of 1 shim equals about 1° change in caster angle.

NOTE — Never use more than 2 shims between bushing and side member. Always check steering box height after caster adjustment.

Caster Angle Table

Difference Between "H ₂ " & "H ₅ "	Caster Angle
1 $\frac{9}{16}$ " (40 mm)	12 $\frac{1}{2}$ °
2 $\frac{3}{8}$ " (60 mm)	12°
3 $\frac{3}{16}$ " (80 mm)	11 $\frac{1}{2}$ °
3 $\frac{15}{16}$ " (100 mm)	11°
4 $\frac{3}{4}$ " (120 mm)	10 $\frac{1}{2}$ °
5 $\frac{1}{2}$ " (140 mm)	10°

CAMBER

Camber angle is not adjustable. If not within specifications, inspect front suspension for wear or damage and repair or replace components as necessary.

TOE-IN

If toe-in is not to specifications, disconnect steering arm at rack end. Loosen lock nut on steering end fitting. To increase toe-in, unscrew end fitting. To decrease, screw in fitting. Tighten lock nut and connect steering arm. Recheck toe-in.