Adjustment of front wheels toe-in measurement

1 - Set the steering wheel in the normal position, with the center spoke vertically set downwards and aligning the reference marks on the steering box and on the bolts.
Lock the steering wheel in this position temporarily tightening the adjustment bolts.

2 - Regulate the length of the lateral tie rod on the steering side so as to the set the wheel in a straight drive position.

3 - Note the distance obtained and adjust the right side lateral tie arm to the same length.

4 - Set the right wheel to the straight drive position by operating on the center tie rod.

5 - Reduce the lenght of the lateral tie rods equally until obtaining the prescribed toe-in measurement. Release the steering wheel.

The length of the lateral tie rods, measured from the center of the ball joints is 230 $\pm$ 2 mm.
The length of the center tie rod is 831 $\pm$ 2 mm.

Adjustment of rear wheels toe-in measurement

For this operational adjustment, vary the thickness of the shims 15 (fig. 65) placed between the mounting fork and the chassis, according to the reading given by the adjustment instrument.
The adjustment variances must be carried out on the lower and upper suspension arms forks of both suspension units. However, the complete adjustment operation must be carried out singly on each wheel, or by adjusting the rear and front wheels suspension units together in order to not alter the camber settings.

Tires - MICHELIN 215/70 VR 15 X TUBELESS

Inflation pressures	Front = Kg./cm.^{2}	Rear = Kg./cm.^{2}
Speeds to 200 Km/h.	2.4	2.7
Speeds over 200 Km/h.	2.8	3.1

Faulty conditions which may result from incorrect tire inflation

Excessive pressure (fig. 79)

An over-inflated tire impairs the comfort of the car, its road stability on turns, and the regular operation of the suspension system. The life of the tire is extremely reduced, since a decreased contact surface on the road will cause rapid wear of the tire treads.