

Adjusting camber angle

Cars from 1994 model year

Note! Adjust the camber angle if it lies outside the $0^\circ \pm 1^\circ$ tolerance when checked. The variation between left and right sides must not exceed 1° .

Carry out the following when adjusting:

Raise cars and remove wheel

Cars with sleeves in the stub axles;

Remove the upper, if necessary both sleeves from the stub axle. This depends on how large the adjustment needs to be. A sleeve gives an angle change of approximately 0.5° . For both sleeves the change is approximately 1° .

Cars without sleeves in the stub axles;

Replace screws and nuts and adjust as follows.

Note! Install new screws and nuts to stub axles.

Tighten the screws slightly but not more than that the stub axle can be moved with some resistance, in or out in relation to the shock absorber strut. Turn stub axle in or out as far as the play between the holes and screw allows.

Post tightening, tighten both the screws to **65 Nm** and angle-tighten **90°** .

Install wheels

Lubricate hub guide for rims with rustproofing agent, P/N 1161030-0.

Install wheel studs lightly. Tighten crosswise to **110 Nm**.

Note! See also section [Wheels and hubs, front suspension](#).

Check camber angle and toe-in again.

See [Adjusting the camber angle on cars up to 1993 inclusive](#).

