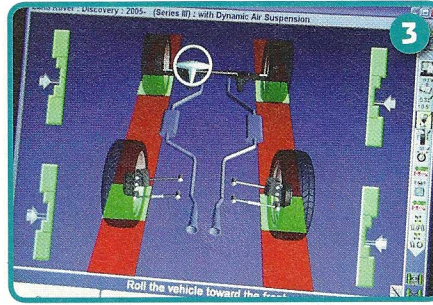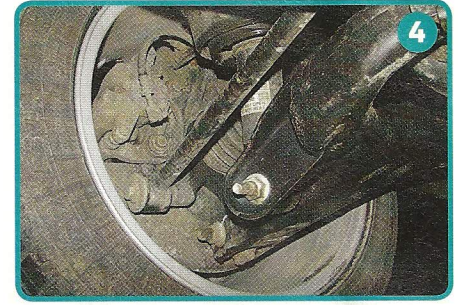**2** The vehicle is then manually rolled back while the cameras track any wheel rim run-out as the targets revolve with the wheels
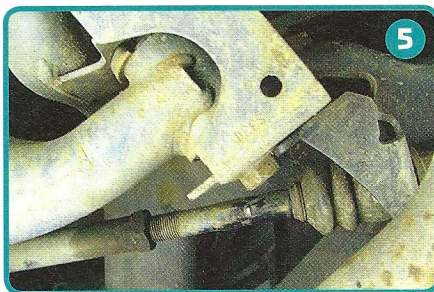

3 Screen graphics confirm that the run-out check is completed, thereby eliminating any run-out errors from the final readings
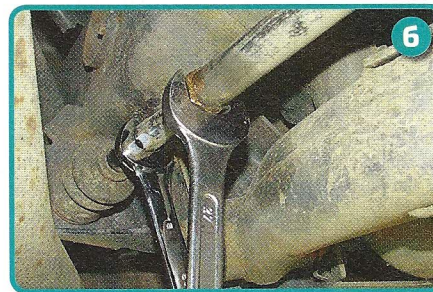

4 Starting at the rear axle, individual wheel toe is adjusted on the tubular transverse link (bolted and bushed to the hub/knuckle)
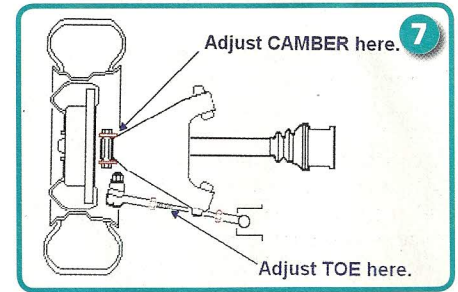

5 It engages a screwed rod at its inboard end, which connects to the chassis via a rotational joint (which is concealed by the rubber gaiter)

6 Toe is adjusted by screwing the inner rod into the tubular link, similar to adjusting the front toe on the steering track rod
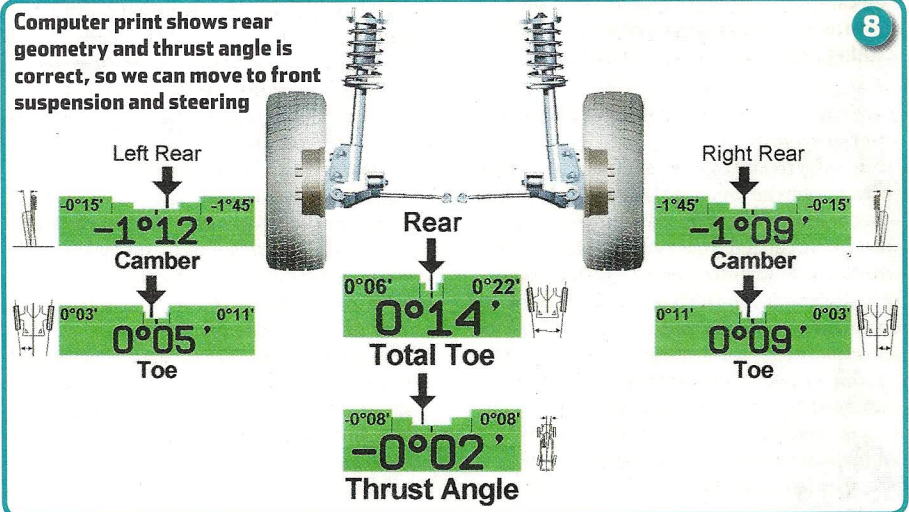

7 Adjust CAMBER here.

Adjust TOE here.

Rear wheel cambers are adjusted using the camber bolt that locates the upper suspension arm to top of wheel knuckle/hub

Rear wheel alignment is checked and adjusted first. The amount of toe of the wheel is controlled by an adjustable transverse link between the chassis and the hub knuckle (combined hub housing and suspension connection point). The link is screwed, so it can be expanded and contracted in a similar way to adjusting front toe by screwing in the steering track rod.

Rear camber is altered by turning a special cam bolt that locates the upper suspension arm to the top of the hub knuckle. Turn one way to move the hub knuckle out at the top and the other way to move in, thus altering the wheel's camber.

Because rear camber has to be adjusted with the wheel removed, Pro-Align systems use an adapter fitted to the wheel hub to carry the cameras' target plate. Software compensates automatically for any


8 Computer print shows rear geometry and thrust angle is correct, so we can move to front suspension and steering

Left Rear

-0°15'   -1°45'
-1°12'
Camber

0°03'   0°11'
0°05'
Toe

Rear

0°06'   0°22'
0°14'
Total Toe

-0°08'   0°08'
-0°02'
Thrust Angle

Right Rear

1°45'   -0°15'
-1°09'
Camber

0°11'   0°03'
0°09'
Toe

12 A steering clamp is then placed on the driver's seat and jacked up to lock the steering firm while measurements are taken
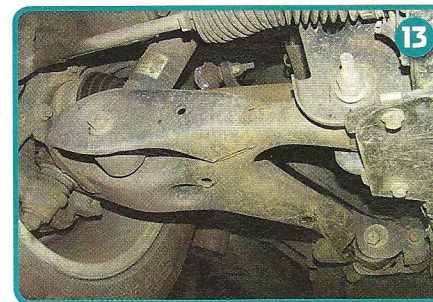
13 Front lower wishbone arm is located to chassis by camber bolts, washers and nuts at the end of each fork of the wishbone

14 This is the nut and washer on the front fork to chassis. The camber bolt is turned to move link in or out to adjust camber