

TECHNICAL SERVICE BULLETIN

75-F-2

NO.



Austin MG

August, 1975

SUBJECT:

FRONT WHEEL ALIGNMENT

MODELS:

AUSTIN MARINA

When checking the front wheel alignment, the following points must always be observed.

1. The car must be at curbside unladen trim, with tires inflated to the correct pressures and the steering wheel in the straight ahead position.
2. When an optical gauge is used, three readings must be taken, each reading at 120° of wheel rim movement, the average figure must then be calculated from the readings.

ADJUSTING

1. Place the front wheels in the straight ahead position and lock in this position by inserting a peg in the center of the steering rack tube in the hole provided. (See Fig. 1).
2. Slacken the lock nut on both tie rods. (See Fig. 2).
3. Slacken the clip securing the rack seal to the tie rod and rotate each tie rod in the required direction by an equal amount to correct any misalignment.

CAUTION: IT IS OF PARAMOUNT IMPORTANCE THAT THE TIE RODS ARE ADJUSTED TO EXACTLY EQUAL LENGTH.

This is easily checked by counting the number of threads showing on the tie rod, which should be the same on both sides. Tighten the lock nuts to 35/45 lbs. ft., retighten the rack seal clip and finally recheck the wheel alignment and remove the centralizing peg.

NOTE:- While the steering rack is centralized and the peg is in position, it is a good opportunity to check that the steering wheel is fitted in the correct position, i.e., steering wheel spokes horizontal.

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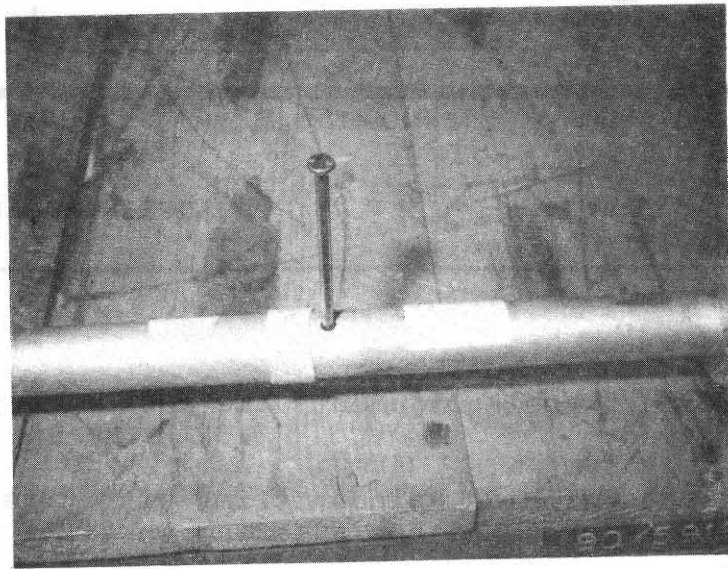


FIG. 1

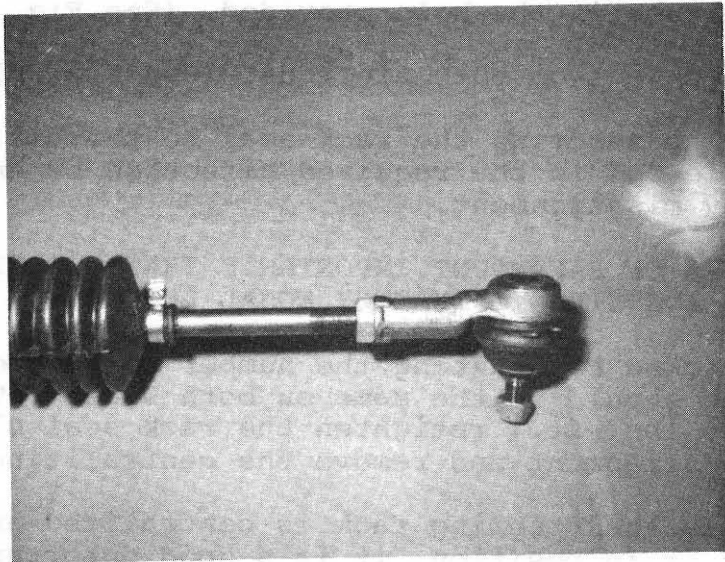


FIG. 2