

Suntrike Wheel Alignment

Alignment is one of the key maintenance factors in getting the most wear and performance from your tires. In addition, wheel alignment provides safe vehicle control as well as a smooth and comfortable ride free of pulling or vibration.

Alignments Basics

On the Suntrikes are two factors involved in setting the alignment to specification, toe and camber.

TOE

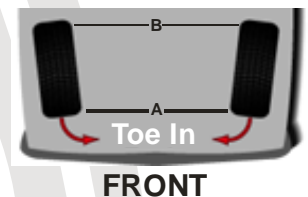
Viewed from above the vehicle, toe describes whether the front of the tires is closer or farther apart than the rear of the tire.

Closer – Toe In

Farther – Toe Out

To adjust the Toe

- Place the vehicle on the level ground.
- Make sure that the tire pressure is within specification.
- Set the front wheels in straight-ahead position.
- Measure the distance between A+B in illustration of the front tires.
- The Toe-In should be 0.8mm (The A distance should be 0.8mm less than B)
- If the Toe-In, is off the spec bring it into the specification range by adjusting the tie rods from the long connecting steering bar.



CAMBER

This is the angle that refers to the inward or outward tilt of the wheels as view from the front.

When the vehicle is rolling should have zero rolling Camber (perpendicular to the road)

Positive Camber – Top of the tire tilted out.

Negative Camber – Top of the tire tilted in.

If the Camber is out of specification the vehicle might be pulling to one side.

On the Suntrike the Camber should be zero (perpendicular to the road)

If out of specification

- Be sure the bar located underneath the dashboard that goes across the vehicle is properly tighten.
- Loosen the two bolts from the upper front shock absorber mounting bracket.
- By adding or subtracting shims the Camber can be adjusted.
- Once you get the proper Camber tighten the two bracket bolts back.

