

Wheel alignment specifications

Front axle/ model	Suspension strut shaft, front wheel drive and FWD Toledo and León			
	Standard running gear	Sports running gear	Running gear for countries with bad road conditions	Running gear for Mexican market → Note
Running gear	PR G22/G23/G24/G25	PR G26/G61/G62/G63/G64/G96/G99	PR G10	PR G52
	You will find explanations regarding this PR No. at → Chapter			
Total convergence (without load)	$0^{\circ} \pm 10'$			
Camber → Note (wheels straight)	$-30' \pm 30'$	$-33' \pm 30'$	$-16' \pm 30'$	$-25' \pm 30'$
Max. permissible difference between sides	max. 30'			
Convergence angle for 20° turn, to both sides	$-1^{\circ} 30' \pm 20'$	$-1^{\circ} 31' \pm 20'$	$-1^{\circ} 27' \pm 20'$	$-1^{\circ} 29' \pm 20'$
Advance (not adjustable)	$+7^{\circ} 40' \pm 30'$	$+7^{\circ} 50' \pm 30'$	$+7^{\circ} 15' \pm 30'$	$+7^{\circ} 30' \pm 30'$
Max. permissible difference between sides	max. 30'			
Maximum turning angle of inner wheel on a bend - not adjustable-	40°	$39^{\circ} 45'$	$40^{\circ} 45'$	$40^{\circ} 20'$
Dimension "a"	396 mm	381 mm	420 mm	406 mm

- 1) The camber cannot be adjusted. It can be slightly corrected by moving the subframe.
Adjustment margin from 10' to 15'
- 2) The standard axle is fitted with PR G24 for the Mexican market

Rear axle/ model	Semi-independent axle consisting of longitudinal interconnected arms Toledo and León			
	Standard running gear	Sports running gear	Running gear for countries with bad road conditions	Running gear for Mexican market
Running gear	PR G22/G23/G24/G25	PR G26/G61/G62/G63/G64/G96/G99	PR G10	PR G52

	The allocation of the setting value for the respective running gear is carried out via the PR no. PR of the front wheel suspension			
Total convergence (without load)	+ 20'± 10'	+ 25'± 10'	+ 10' ^{+10'/-7'}	+ 16'± 10'
Maximum deviation permissible from the forward direction	max. 20'			
Camber	-1° 27' ± 10'			
Max. permissible difference between sides	max. 30'			
Dimension "a"	390 mm	375 mm	405 mm	405 mm

Rear axle with FWD/ model	Double transversal and longitudinal arm shaft axles Toledo and León Sport
	PR G96 sports running gear
Running gear	The allocation of the setting value for the respective running gear is carried out via the PR no. PR of the front wheel suspension
Total convergence (with specified camber)	+ 15' ^{+15'/-10'}
Maximum deviation permissible from the forward direction	max. 20'
Camber	-60' ± 20'
Max. permissible difference between sides	max. 20'
Dimension "a"	375 mm

Front axle/ model	Telescopic arm independent axle, McPherson type Toledo and León Cupra -R-.
	PR G92 sports running gear
Running gear	The allocation of the setting value for the respective running gear is carried out via the PR no. PR of the front wheel suspension
Total convergence (without load)	0° ± 10'
Camber (wheels straight) → Chapter	- 35' ± 30'
Max. permissible difference between sides	max. 30'
Convergence angle for 20° turn, to both sides	-1° 32' ± 20'
Advance (not adjustable)	+8° 30' ± 30'
Max. permissible difference between sides	max. 30'
Maximum turning angle of inner wheel on a bend - not adjustable-	39° 35'
Dimension "a"	371 mm

Rear axle/	Interconnected longitudinal trailing arm
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model	independent axle Toledo and León Cupra -R- PR G92 sports running gear
Running gear	The allocation of the setting value for the respective running gear is carried out via the PR no. PR of the front wheel suspension
Entire camber	$+25' \pm 10'$
Maximum deviation permissible from the forward direction	max. 20'
Camber	$-1^{\circ} 27' \pm 10'$
Max. permissible difference between sides	max. 30'
Dimension "a"	375 mm

Vehicle inclination "Zero"

If the measured values fall outside the tolerance range with regard to the specifications, this may be due to the fact that the vehicle is leaning to one side.

Vehicles with the steering wheel on the right hand side of the vehicle, or with an automatic gearbox, for example, may be inclined slightly to one side.

This is normal and is due to the fitting position of the engine assembly and the resulting weight displacement.

- Always check the measurement on both sides "a" of the front and rear axles.



WARNING

The measurement "a" of the front axle, is also made from the centre of the wheel to the lower edge of the front wing.

The line 0 on the roof represents the horizontal position (position "zero") of the vehicle.

Measurement "a" of the vehicle front and rear

- Correct the difference if it exists.

The front axle may be balanced by attaching balance weights onto the suspension turret on the corresponding side, in the engine compartment.

The rear axle may be balanced by fitting balance weights on the corresponding side of the boot.

Anything may be used as a counterweight, for example, 10 kg bags of sand.

Combination of operations including the wheel geometry measurements

Carry out the operations, strictly following the order described below

1 - Verify the convergence of the front axle and adjust it if necessary:

- Camber: correction → [Chapter](#)
- Camber (Cupra R): Adjust convergence → [Chapter](#)

2 - Verify the camber of the rear axle:

- The camber cannot be adjusted; instructions → [Chapter](#)

3 - Verify the convergence of the front axle and adjust it if necessary:

Front wheel drive vehicles:

- The convergence of the rear axle cannot be adjusted.
- Instructions → [Chapter](#)

Vehicles with four-wheel drive:

- The convergence cannot be adjusted
- Convergence: adjustment → [Chapter](#)

4 - Check the convergence of the front axle and adjust if necessary:

- Convergence: adjustment → [Chapter](#)

5 - Check the type of running gear fitted to the vehicle:

- Consult the vehicle data sheet for this → [Chapter](#)

Continued for all vehicles

If any measurement is out of the specified range, check the lateral inclination of the vehicle before any adjustment → [Anchor](#).

