Measurement and adjustment of the front axle
Facel Vega (all models)

The adjustment of the front axle and the three tie rods is essential for optimum driving and steering behaviour.
The car is raised at the front so that the front wheels can move freely. The centre position of the steering (in the steering box!) is determined precisely by turning the steering wheel: Stop left to stop right is x turns, so the centre position is at x/2.
How are the wheels positioned now? Adjust the track rods to set them to straight ahead. The lateral track rods must each be the same length. The length from tie rod end to end should be 380 - 390 mm. This is more than shown in the old FACEL documents. The position of the wheels in relation to each other is now only adjusted by the centre tie rod. This usually has to be shortened by 30 - 40 mm. It is best to shorten only one side, recut the thread, slit the tube and attach the clamp for locking. Due to the extended setting of the side tie rods, the inner wheel now describes a smaller radius than the outer wheel when cornering, as it should!
In the centre position, the deflection lever on the passenger side now points slightly towards the centre due to the extension of the side tie rod; this should also be the case with this steering lever when the steering box is in the centre position in order to make the steering behaviour as symmetrical as possible!
The vehicle can now be measured visually in order to optimise the settings and driving behaviour. Don't forget to adjust the tyre pressure beforehand! A Facel Vega drives straight ahead like other cars. Unfortunately, the steering and front axle settings have been neglected on many vehicles over the decades!

Vorspur - toe in – pincement: Factory specification: should be between 0 and 3 mm
according to current knowledge set to 1 - 1.5 mm

Sturz – camber – carrossage: Factory specification: + 45 ' (+ - 15')
according to current knowledge set to + 15 'to + 20'

Nachlauf – caster – chasse : Factory specification: 15 '(0' to 30 '), according to current knowledge set to 4 ° (power steering to 6 °), depending on the constructive possibility also 2 ° more.

Spreizung – _____ – inclinisation de pivots
(is structurally associated with the camber) Factory specification: + 5 ', no tolerance

VI. — TRAIN AVANT

Train avant à roues indépendantes avec deux bras triangulaires en acier.
Pincement : 0 à 3 mm.
Chasse : 0 à 1°.
Carrossage : 0 à 45'.
Inclinaison des pivots : 5°.

REGLAGE DU PARALLELISME

Réglage classique par les barres latérales et la barre centrale d'accouplement. Pour un bon centrage de l'ensemble, prendre soin de régler les deux barres latérales sensiblement de la même longueur.

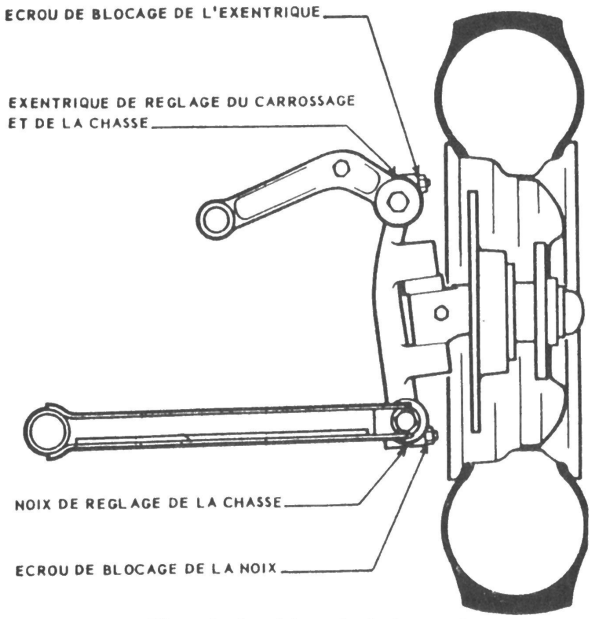
REGLAGE DU CARROSSAGE

- Retirer la goupille de l'écrou de blocage de la fente sur la tête du support de fusée.
- Desserrer l'écrou.
- Faire tourner l'excentrique de manière à obtenir le réglage convenable (le situer plus près de 45' que de 0°).
- Rebloquer et regoupiller.

REGLAGE DE LA CHASSE

- Serrer l'écrou de blocage de la fente de tête de support de fusée à la partie inférieure.
- Avec une clef, faire tourner la noix centrale filetée dans le sens convenable pour avancer ou reculer le support de fusée par rapport au bras d'articulation.

NOTA. — Ce réglage se fait sur la tête inférieure et également sur la tête supérieure. Pour cette dernière, faire attention de combiner ce réglage avec celui de la chasse.



Eléments de réglage du train avant