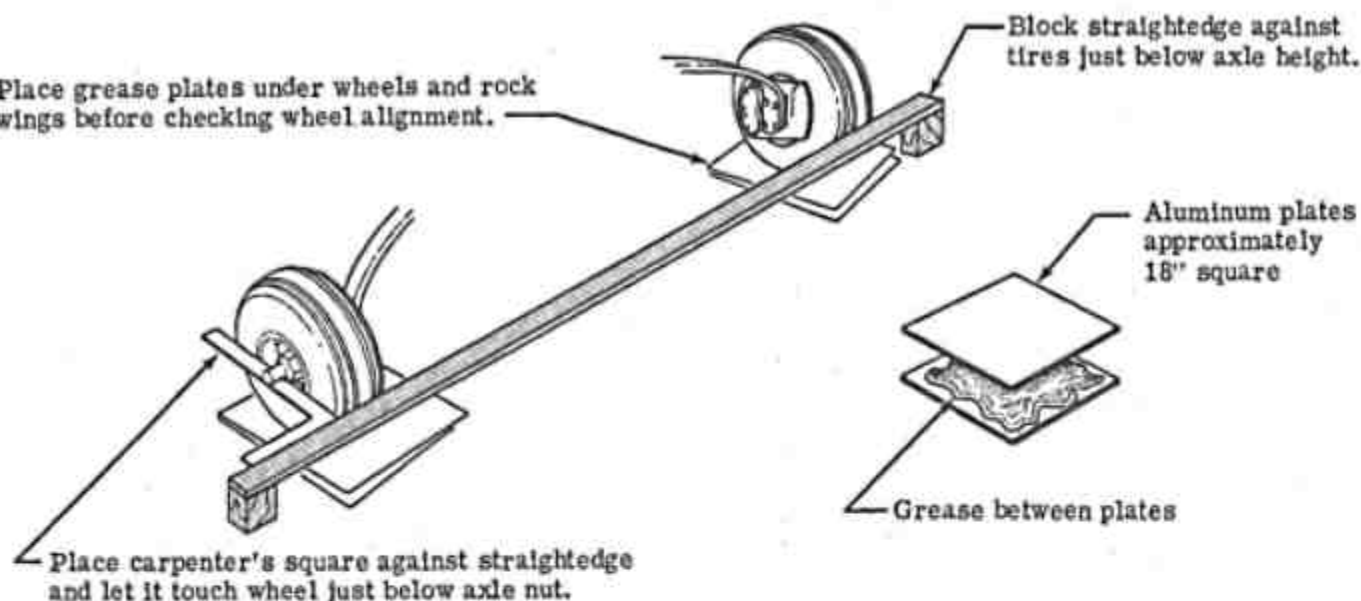
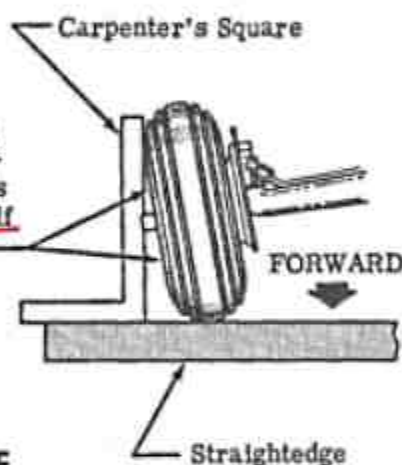


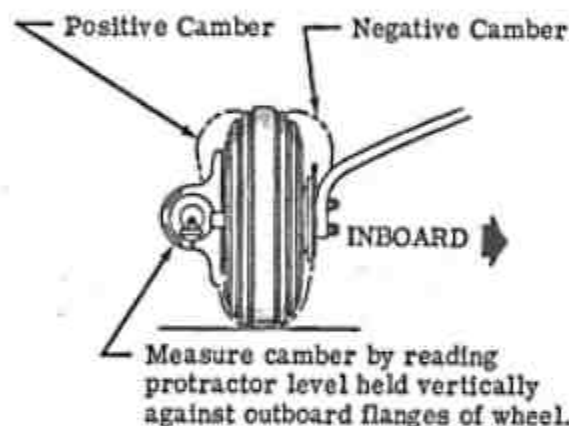
Place grease plates under wheels and rock wings before checking wheel alignment.



Measure toe-in at edges of wheel flange. Difference in measurements is toe-in for one wheel (half of total toe-in).



**TOP VIEW OF  
TOE-IN CHECK**



**FRONT VIEW OF  
CAMBER CHECK**

NOTE

Cessna 120 & 140 @empty weight

Toe in = 1/16th inch  
tolerance 0" toe out to 1/8th " toe in

The first step is to make sure that the wheels are in a neutral position. In other words make sure you have relieved all effects of turning or pushing the airplane around the hanger floor. To do this, push the airplane forward in a straight line for a few feet. Avoid doing this on wet cement. The toe-in and toe-out checking is done at the factory at the wheel flanges. A simple check fixture can be manufactured for doing this checking. A simple but accurate checking job, without a check fixture, can be done as follows: Place a straight edge across the front face of the tires and then place a carpenter's square backward from this straight edge on the outside of either tire. Then measure inboard from the carpenter's square to the rear and front flange of the wheel. The difference in this distance will indicate the amount of toe-in or toe-out existing on that wheel.