

# Camber & toe-in compensation



## Service Record

**In the following all individual adjustments of the camber are described. These adjustments require tools and specialised knowledge. Please leave the adjustments to a qualified rehab consultant.**

**Imprint**

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**Revision status**


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**Technical status**

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Depending on the ordered wheel camber adjustment and the installation of a steering and pushing aid, the wheelchair will be delivered with the appropriate toe-in.

Changing the camber or retrofitting a steering and pushing aid may require that the toe-in be changed.

**(1)** To change the camber or toe-in:

- Secure the wheelchair against rolling away and remove the drive wheels.
- Remove nuts **(A)** and **(B)** on both sides.
- Remove the quick-release axle fitting **(C)** on both sides of the wheelchair.

How to change the camber / toe to which degree, please refer to the information on the following pages.

**(1)** After changing the camber or toe-in:

- Reinstall the quick-release axle fitting **(C)**
- and screw it loosely with nuts **(A)** and **(B)**.

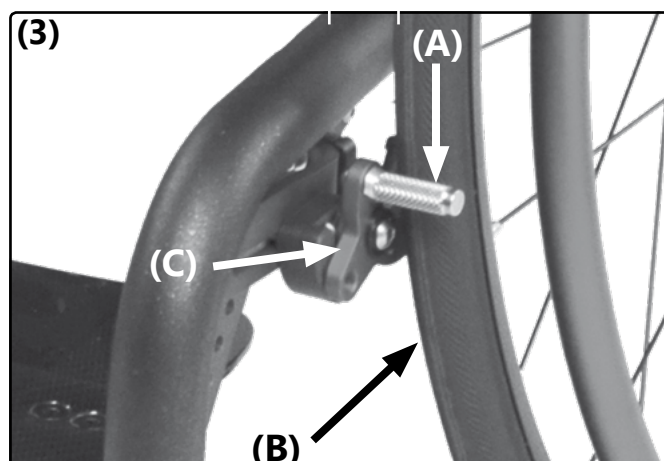
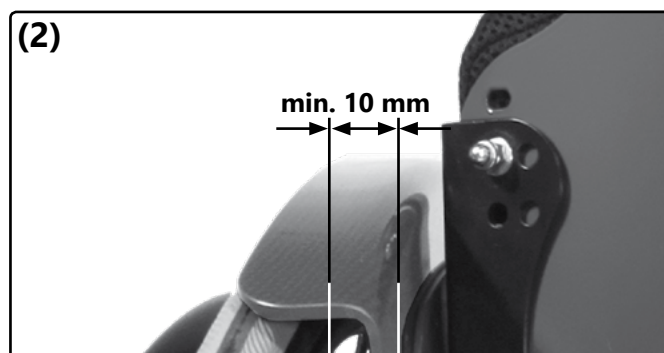
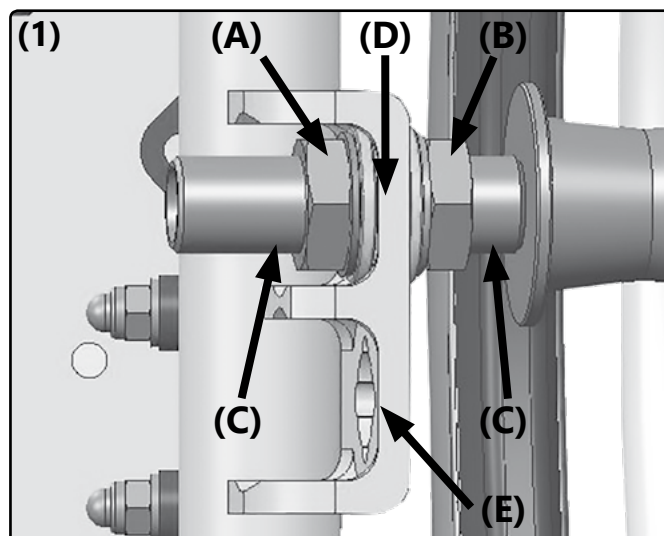
**(2)** To change the distance of drive wheel / side part:

- Also insert the wheels and check the distance between the drive wheel and the side panel (at least 10 mm).
- Loosen the nuts **(1A)** and **(1B)** on both sides
- turn the respective quick-release axle fitting **(1C)** in and out,
- Tighten the nut **(1A)** and **(1B)** on both sides. (Tightening torque nuts M18 on fitting 35 Nm).

**(1)** Installation of stub axle fitting standard

The quick-release axle fitting **(1C)** is standard:

- installed in Mio Move in the rear hole **(1D)**,
- at Mio (Design 2018) in the front **(1E)** hole.
- By default, Mio Carbon has only one borrow.
- To change the center of gravity or to make the wheelchair more passive, the quick-release axle fitting **(1C)** can also be installed in the rear hole **(1E)**.



Pay attention to the same distance of the quick-release axle fitting on the left and right!



**(3)** After every adjustment of the quick-release axle fitting, check the brake. At least 1/3 of the brake pressure pin **(A)** must protrude beyond the drive wheel **(B)**.

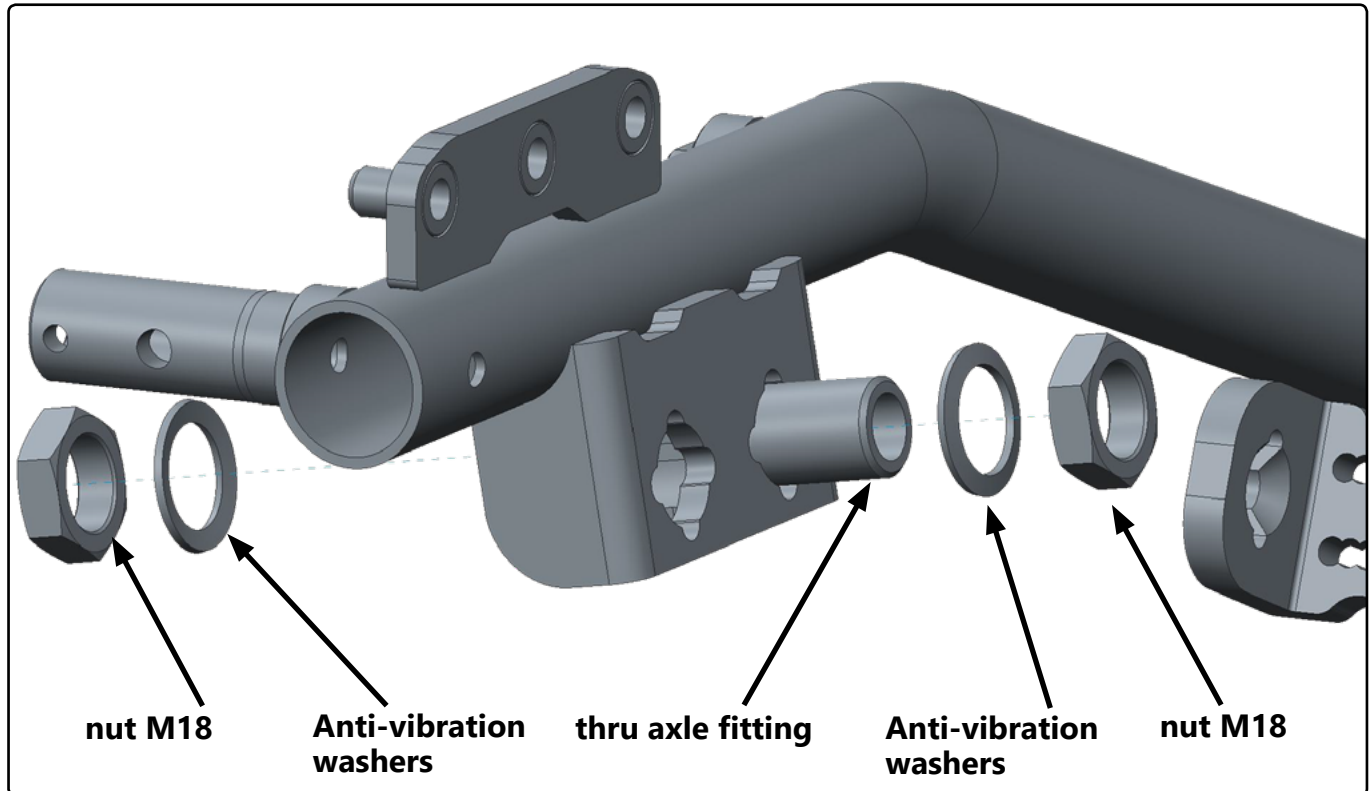
For how to move the brake adapter **(C)**, please refer to the enclosed service booklet.

# 1 Camber

## 1.1 Camber 9° without outdoor front end

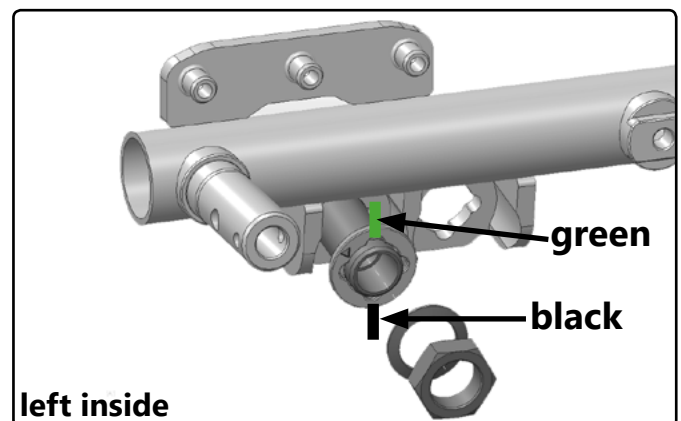
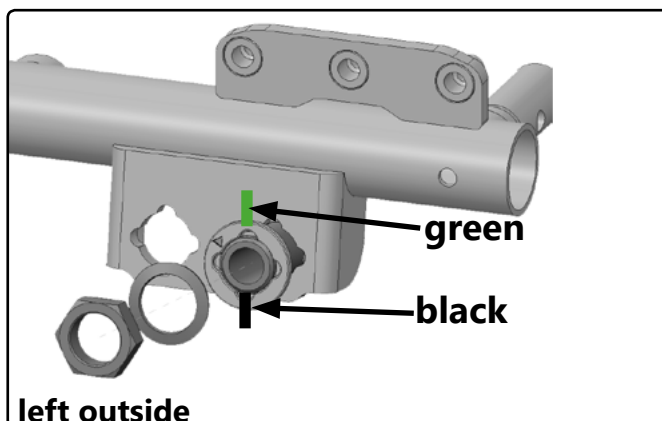
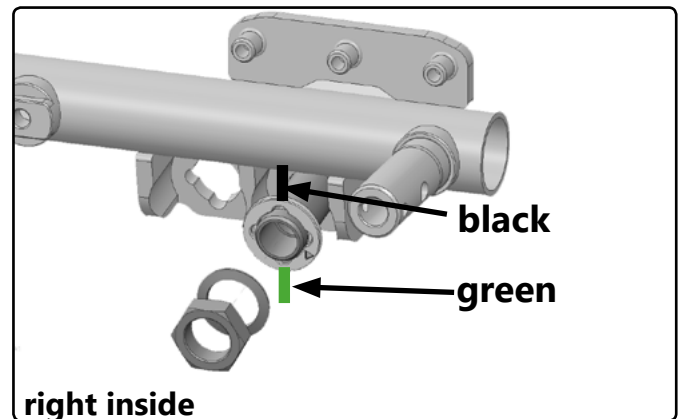
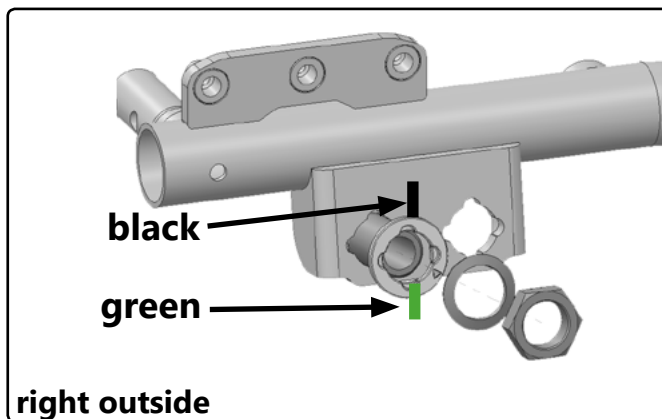
Mount assembly without camber toe-in pulley.

Observe the colored discs for the correct setting of the camber.



## 1.2 Camber 9° with outdoor front end

Mount with toe-in pulley 0,5°.

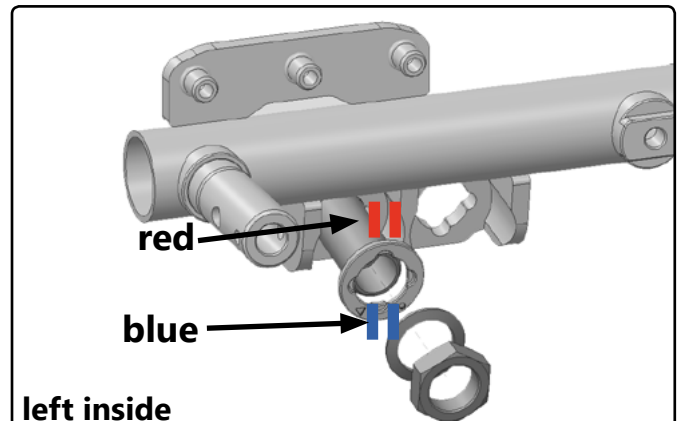
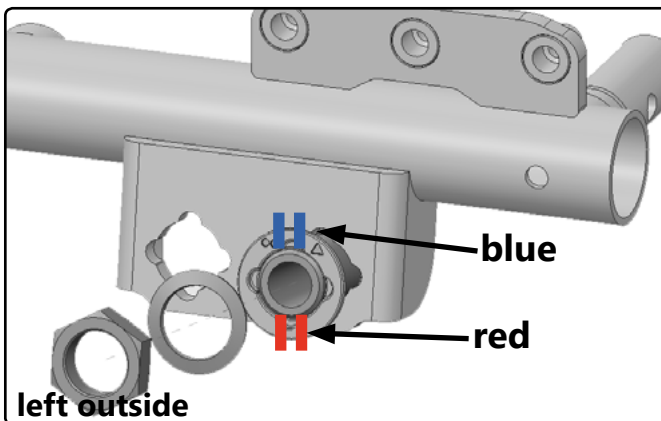
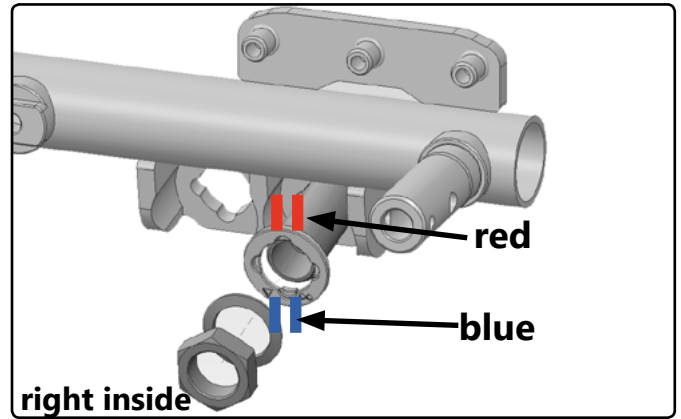
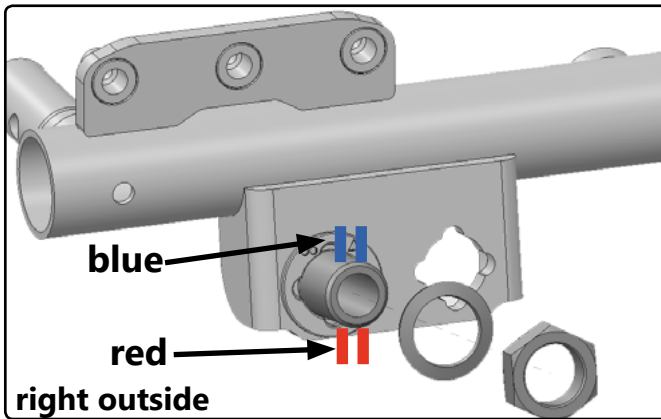




# 1 Camber

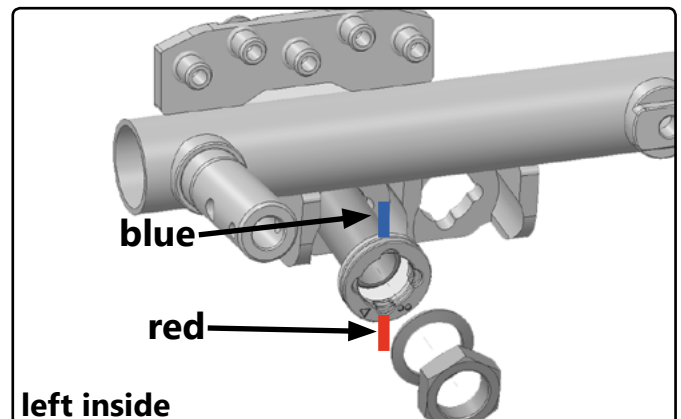
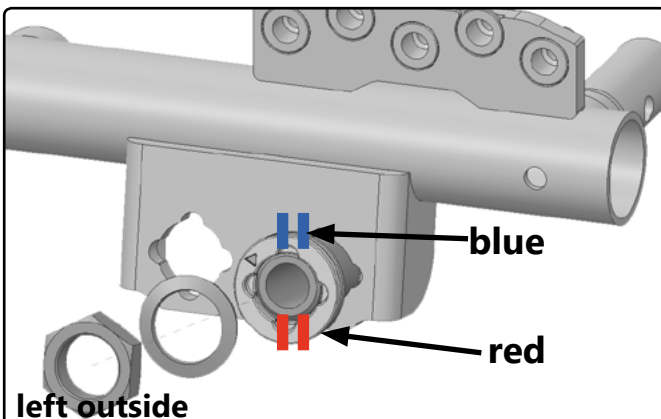
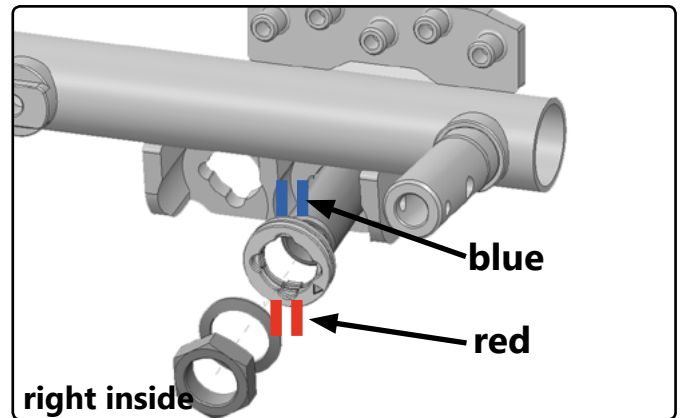
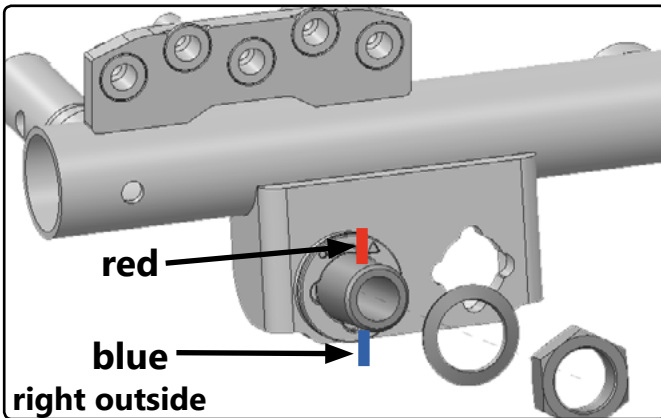
## 1.3 Camber 11° without outdoor front end

Mount with Camber toe-in pulley 2°.



## 1.4 Camber 11° with outdoor front end

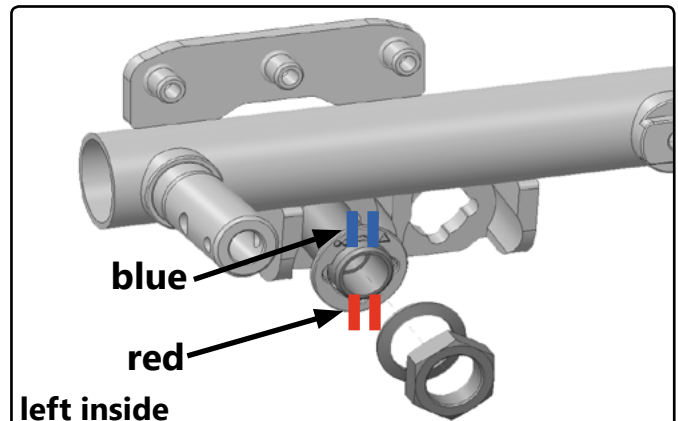
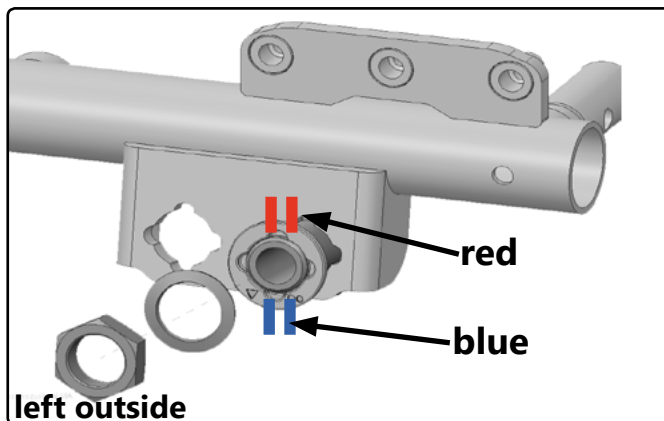
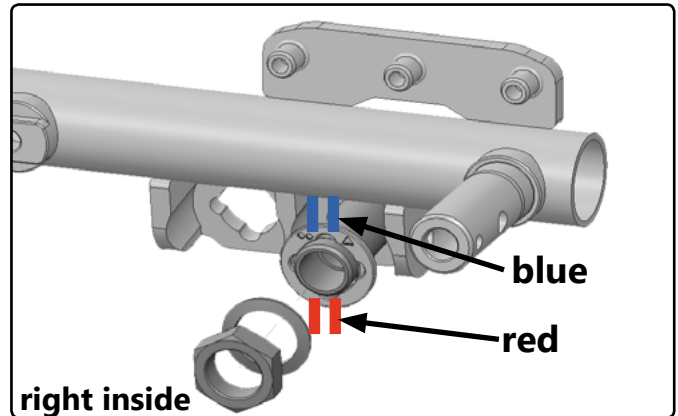
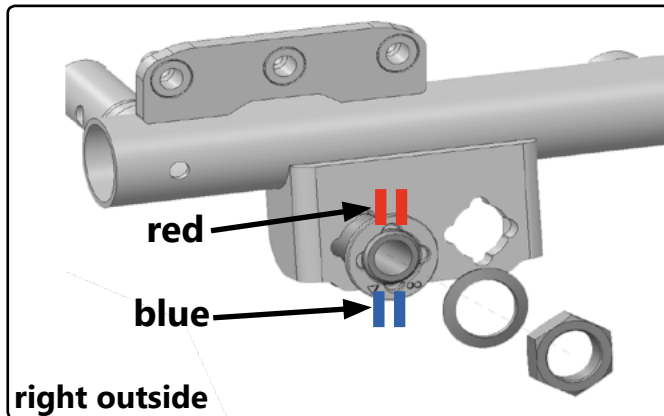
Mount with Camber toe-in pulley and toe-in pulley part 1+2.



# 1 Camber

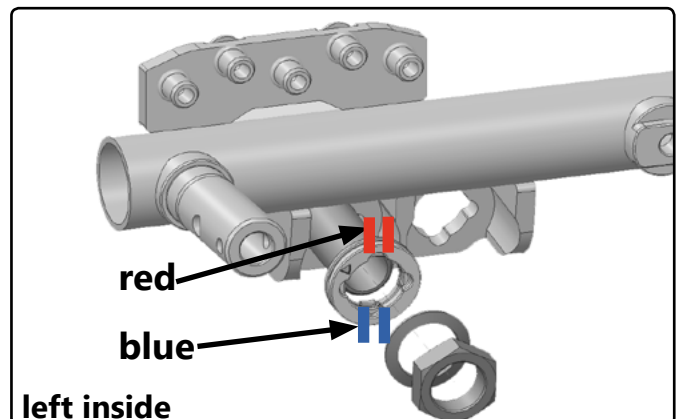
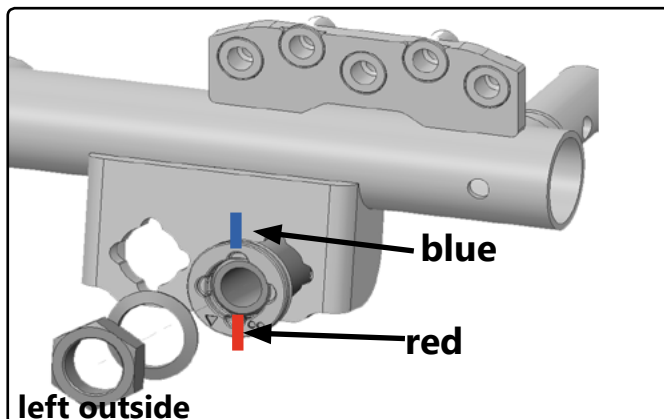
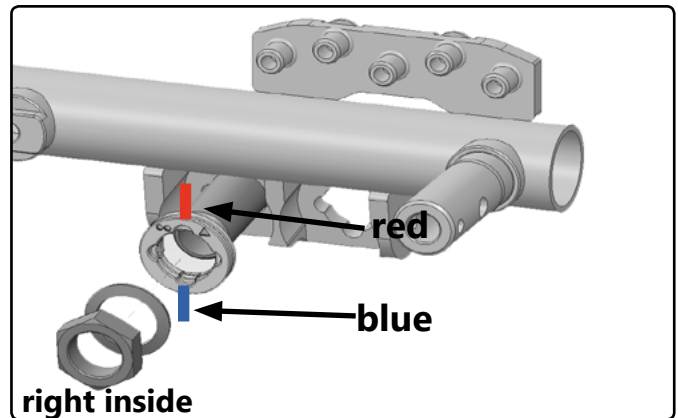
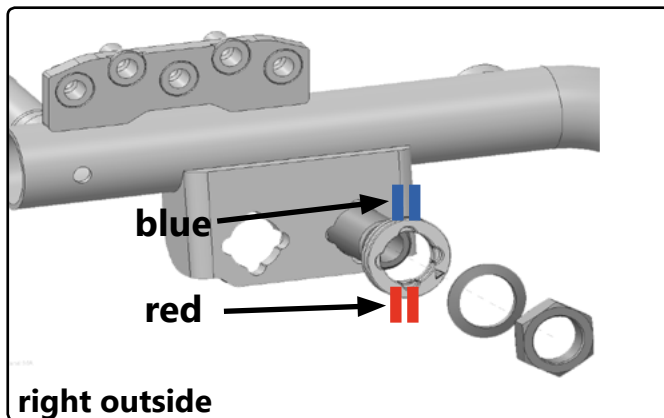
## 1.5 Camber 7° with outdoor front end

Mount with Camber toe-in pulley 2°.



## 1.6 Camber 11° with outdoor front end

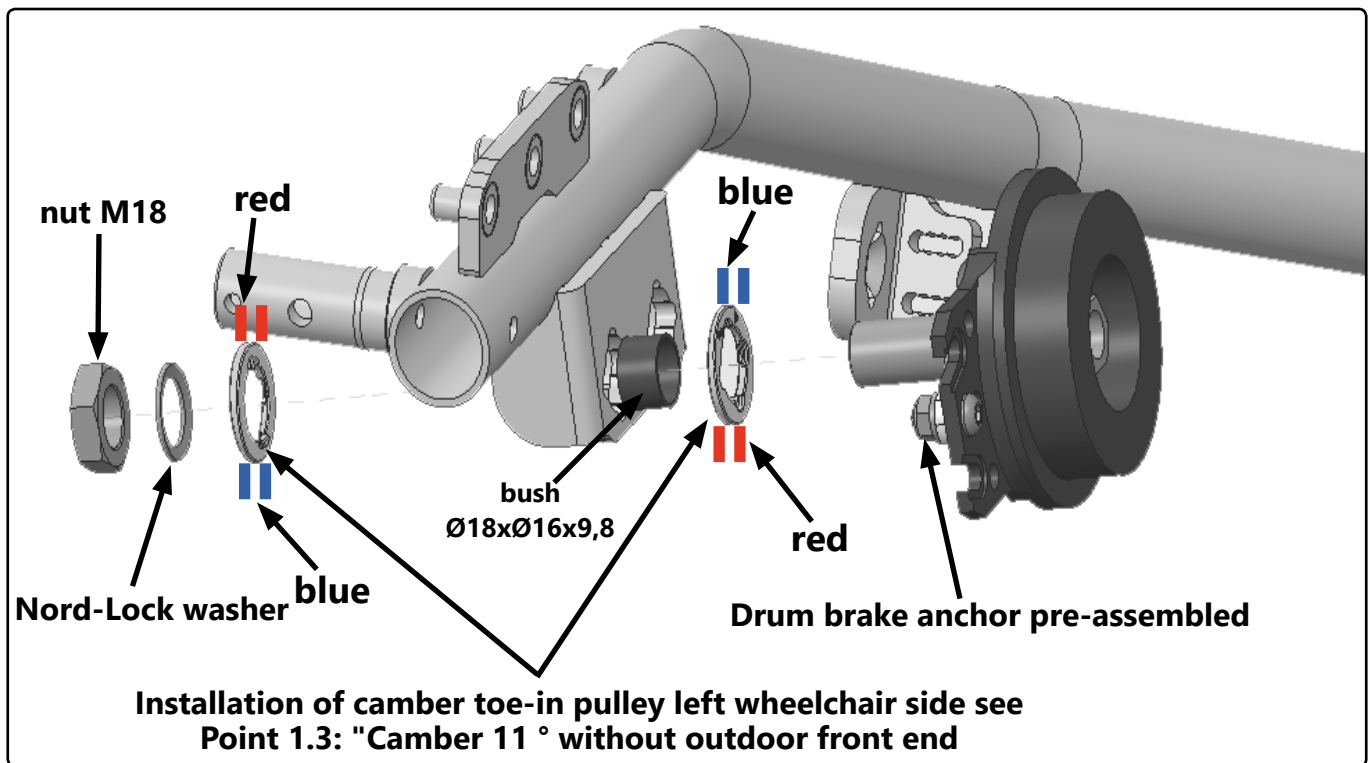
Mount with Camber toe-in pulley and toe-in pulley part 1+2.



# 1 Camber

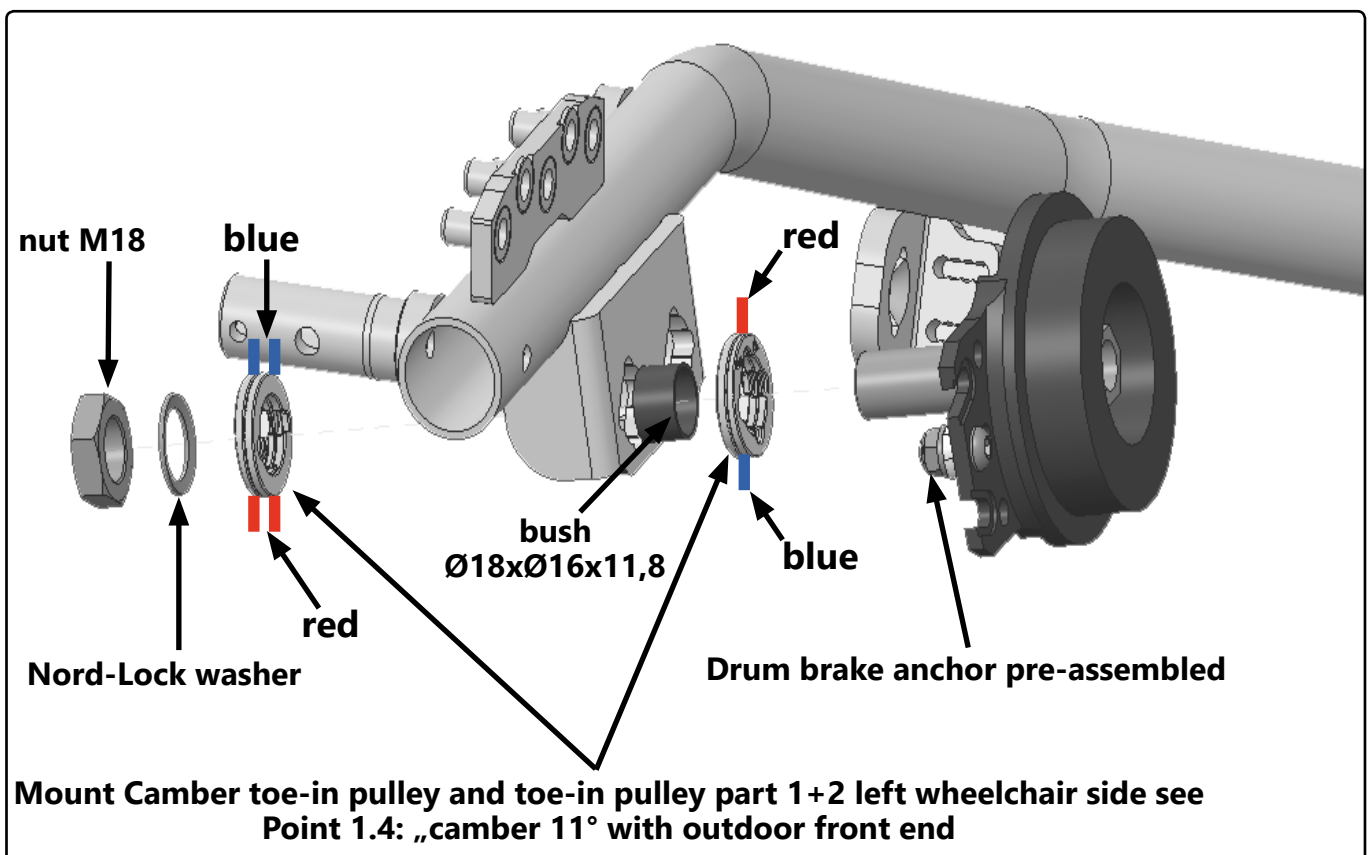
## 1.7 Camber 11° with trum brake without outdoor front end

Mount with Camber toe-in pulley 2°.



## 1.8 Camber 11° with outdoor front end

Mount with Camber toe-in pulley and toe-in pulley part 1+2.



## Service Record camber and toe-in compensation



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