

Wheel Alignment

1972-73 COURIER SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION

Before attempting caster or camber adjustments, ensure tires are correctly inflated. Specifications are located on glove box door; especially consider radial tires, they require a different pressure than conventional tires.

NOTE — For reliable vehicle control, maintain specified difference between front and rear tire pressures.

CASTER

To correct caster, adjust shims between upper control arm and frame or turn control arm shaft until correct angle is obtained (see specifications).

CAMBER

The camber is adjusted by adding or subtracting shims between the upper control arm and frame. Shims are available in the following sizes: .040", .064", .080", and .128". Set camber to specifications as shown in chart.

TOE-IN

The upward pointing of both front wheels which is necessary of offset the effects of camber. To adjust proceed as follows:

1) Raise vehicle until front wheels clear ground. Turn wheel by hand and scribe a line in center of each tire tread. Measure distance between marked lines. Both measurements must be taken at equal distances from ground.

2) If distance between wheels at rear is greater than that at front, but within specifications, adjustment is correct. If adjustment is wrong, loosen clamp bolts and adjust tie rod to specifications.

NOTE — Tighten clamping bolts with bolts horizontal and below steering link to prevent interference with center steering link.

FRONT WHEEL TURNING ANGLE

Front wheels should turn 37 degrees inward and 32 degrees outward. If necessary, adjust stop screws located at steering knuckle.

WHEEL ALIGNMENT SPECIFICATIONS					
R — Right F — Front Rr — Rear L — Left Man — Man Steering Pwr — Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
Courier	3/4 to 1 3/4	1 to 1 3/4	5/64 to 1/8