

# Wheel Alignment

## 1973 MERCEDES-BENZ SPECIFICATIONS & ADJUSTMENTS

### TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to manufacturers specifications given in owner's manual.

### CASTER

**280 Series** — 1) If caster is not within specifications, loosen bolts attaching carrier of rear engine mounting and strut for lateral support on front axle carrier to eliminate any distortion of engine rubber mountings. Mark position of flat springs, on frame, and loosen lock nuts. Using suitable wrench (111 589 02 09) adjust cam bolts equally on both sides, until correct caster angle is obtained. Tighten all nuts and bolts. Recheck caster.

2) To adjust minor differences between left and right sides, loosen locking nut of cam bolt on upper control arm bushing. Rotate cam bolt, using suitable wrench (180 589 00 05). Inspect rubber ring to ensure proper seal and tighten locking nut on cam bolt.

**All Other Models** — Test under loaded condition. Load vehicle with two 143 lb. weights in front seat, one 143 lb. on rear seat and full tank of gasoline. If caster is not to specifications, loosen lock nut of eccentric bolt on front side of lower control arm. To adjust, rotate eccentric bolt until caster angle is to specifications. Hold eccentric bolt in place and tighten locknut. *NOTE* — Adjusting caster will have effect on camber adjustment. Increasing caster will increase camber.

### CAMBER

**280 Series** — 1) If camber is not to specifications, loosen cam bolt locking nut on upper steering knuckle bushing. Loosen cam bolt approximately three turns and tap cam bolt slightly forward (to loosen). Highest point of cam bolt is marked by notch on the head. To adjust, rotate bolt until camber is within specifications. Hold bolt and tighten lock nut.

2) If camber cannot be adjusted to specifications by adjusting cam bolt, add or remove washers between bushing center bolt and front axle carrier. If washer is removed, it must be placed between lock washer and bolt to prevent bolt from bottoming against spring.

**All Other Models** — Test under loaded condition by placing two 143 lb. weights on front seat, and one 143 lb. weight on rear seat. If camber is not to specifications, loosen lock nut of eccentric bolt on rear side of lower control arm. To adjust, rotate eccentric bolt until camber is within specifications. Hold eccentric bolt and tighten lock nut. *NOTE* — Adjusting camber will effect caster angle. Increasing camber will increase caster.

### TOE-IN

**All Models** — Place wheels in straight-ahead position. If toe-in is not to specifications, adjust by loosening lock nuts on outer steering links and rotating links to obtain specified toe-in. Make sure steering links (tie-rods) are adjusted equally.

WHEEL ALIGNMENT SPECIFICATIONS					
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
220 & 220D	$2\frac{2}{3}^{\circ} \pm \frac{1}{3}^{\circ}$	$\frac{1}{4}^{\circ} \pm \frac{1}{4}^{\circ}$	.117 ± .039	...	...
280 Series	$3\frac{1}{2}^{\circ} \pm \frac{1}{4}^{\circ}$	$\frac{1}{2}^{\circ} \pm \frac{1}{3}^{\circ}$	.078 ± .039	...	...
450 SE & SEL	$\frac{1}{6}^{\circ} \pm \frac{1}{2}^{\circ}$	$-\frac{1}{6}^{\circ} \pm \frac{1}{6}^{\circ}$	.117 ± .039	...	...
450 SL & SLC	$3\frac{2}{3}^{\circ} \pm \frac{1}{3}^{\circ}$	$0^{\circ} + \frac{1}{6}^{\circ}$ or $-\frac{1}{3}^{\circ}$	.078 ± .039	...	...