

1963-73 RENAULT SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, ensure that tires are properly inflated.

Tire Pressure Specifications (psi)

Model Identification	Front	Rear
Dauphine		
1090, 1094 & 1095	13	18
R-8 1130 & 1132	14	26
Caravell 1131 & 1133		
Convertible	14	26
Coupe	13	20
R-10 1190 & 1192	15	22
R-12 1172		
Auto. Trans.	26	28
Man. Trans.	24	27
R-12 1331		
Auto. Trans.	26	31
Man. Trans.	24	31
R-15 1302	22	27
R-16 1152 & 1153	23	29
R-17 1313 & 1323	22	27

CASTER

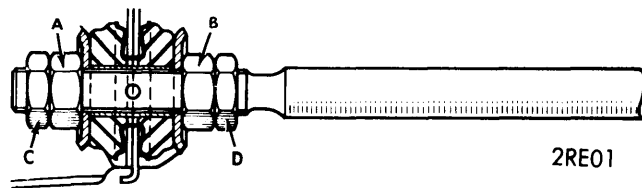
Dauphine 1090, 1094 & 1095 – Caster is nonadjustable. If not within specifications, check front suspension for worn or damaged parts. Repair or replace as necessary.

R-16 Models – If caster is not within specifications, loosen lower suspension arm bearing bolts. Lift bearing outwards with a lever to gain access to shims. Add or remove shims to adjust caster. Maximum thickness of shims must not exceed 1/8". With caster to specifications tighten bearing bolts.

R-8, R-10 & Caravelle – Before checking caster, install front suspension compressor (Sus 212) with hook over side rail and tip of compressor under lower control arm. Push down on compressor handle to compress spring. Place gauge (T. Av. 56A) between side rail and upper control arm and remove compressor. Repeat for both sides of vehicles.

If caster is not within specifications, place vehicle on stands and remove front wheels. Use suitable gauge (T. Av. 59) to measure height of steering ball joint shank. Measure distance between steering ball joint shank and reference face of gauge. If not within specifications, (0 to .078") adjust height of steering link ball joint so both sides of vehicle are identical. To adjust, loosen nuts securing both lower suspension arm hinge bearings and adjust height by turning hexagon on rear bearing. Rotate hexagon by 1/4 turn increments. Tighten all nuts and recheck caster.

R-12, R-15 & R-17 – If caster is not within specifications, adjust tie rod mounting at side member end to alter caster. Loosen lock nuts "C" & "D" (see illustration). Unscrew nut "B" and screw in nut "A" to reduce caster. To increase caster, unscrew "A" and screw in "B". With caster within specifications, torque nuts "A" and "B" to 40 ft. lbs. While holding "A" torque "C" to 50 ft. lbs. and repeat for lock nut "D". Recheck caster angle.



CASTER ADJUSTMENT AT TIE ROD MOUNTING

CAMBER

All Models Exc. R-16 – Camber is nonadjustable. If not within specifications, inspect front suspension for worn or damaged parts. Repair or replace as necessary.

R-16 – If camber is not within specifications, insert shims between upper suspension arm and cowl side to set camber within limits. Maximum thickness of shims is 1/8".

TOE-IN

Dauphine – Place wheels in straight ahead position and check toe-in measurement. Move vehicle ahead so front wheels rotate 180° and take second reading. Take average of two readings to determine toe-in. If not within specifications, loosen nut on steering link ball joints. Loosen link end fitting and rotate steering link ball joints to set toe-in to specifications. Tighten link end fitting and lock nut. Recheck toe-in.

R-8, R-10 & Caravelle – Before checking toe-in, install front suspension compressor (Sus 212) with hook over side rail and tip of compressor under lower control arm. Push down on compressor handle to compress spring. Place gauge (T. Av. 56A) between side rail and upper control arm and remove compressor. Repeat for both sides of vehicles.

If toe-in is not within specifications, push rubber boot back from end fitting nut and use suitable wrench (Dir 211) to loosen end fitting nut. Remove tie rod clevis pin. Rotate end fitting to adjust toe-in to specifications. Lubricate tie rod clevis pin with Spagroph grease and install clevis pin. Compress spring as outlined and remove gauge. Fit fork (Dir 210) on gauge and install assembly with fork jaws around clevis to hold clevis parallel with side rail. Tighten end fitting nut and recheck toe-in. If toe-in is within specifications, compress spring and remove fork and gauge assembly and compressor. Slide rubber boot over end fitting nut and repeat procedure on other wheel if necessary.

R-16 – If toe-in is not within specifications, loosen lock nut on steering end fitting. Unscrew end fitting to decrease toe-in, and screw end fitting in, to increase toe-in. Lubricate the pivot pin with Hatmo grease and reconnect the steering arm. Tighten lock nut while holding the steering arm to ensure that end fitting pivot pin remains horizontal. Recheck toe-in.

R-12, R-15 & R-17 – If toe-in is not within specifications, disconnect steering arm at the rack end. Loosen lock nut on steering end fitting. To increase toe-in, unscrew end fitting and screw fitting in to decrease toe-in. Tighten lock nut and connect steering arm. Recheck toe-in.

Wheel Alignment

1963-73 RENAULT SPECIFICATIONS & ADJUSTMENTS (Cont.)

WHEEL ALIGNMENT SPECIFICATIONS						
R – Right F – Front Rr – Rear L – Left Man – Manual Steering Pwr – Power Steering	Steering Axis Inclin.	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
					Inner	Outer
Dauphine	11°30'	+10°	+1°	.125 to .188	.....	.....
R-8 & R-10	9°30'	+9°±2°	+1°40'	-.079 to +.040	.....	.....
Caravelle	10°15'	+9°±2°	+1°40'	-.079 to +.040	.....	.....
R-12, R-15 & R-17	8°	+4°	+1°30'±30'	0 to .125	.....	.....
R-16	14°±1°	+0°15' to 1°	+2°40'±1°	0 to .125	.....	.....