1963-73 VOLVO 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
544	20	23
P1800 & 1800 S	26	28
P1800E & ES	25	27
140 Series	20	23
160 Series	27	27

CASTER

Model 544 – If caster is not within specifications, loosen clamp bolt securing eccentric bushing located on upper control arm. Using suitable tool (SVO 1411 or SVO 2201) turn the eccentric bushing. One complete turn alters caster by 1/2°.

NOTE – If camber is correct, one complete turn of eccentric must be completed to eliminate camber change. Tighten clamp bolt and recheck caster.

160 Series & 140 Series – If caster not within specifications, loosen bolts at upper wishbone shaft using suitable tool (SVO 2713). Increase caster by adding shims at rear bolt or by removing shims from front bolt. To decrease caster, remove shims at front bolt or add to rear bolt. Tighten bolts and recheck caster.

P1800 Series – Check caster and camber. If caster is not within specifications and camber is correct, adjust caster as follows:

Raise vehicle and support under body at jacking points. Loosen front axle member attaching bolts. To correct caster, add or remove shims between front axle member and side member. Same amount of change must be done on both sides of vehicle to avoid undue strain on front axle member. Tighten bolts and recheck caster.

If caster is not within specifications and camber is incorrect adjust caster as follows:

Bend up locking plate for bolts at upper control arm shaft and loosen bolts. Increase caster by adding shims to rear bolt or by removing shims from front bolt. To decrease caster, remove shims from rear bolt or add to front bolt. Tighten bolts and recheck caster. If caster is within specifications, lock bolts with locking plate.

CAMBER

Model 544 – If camber is not within specifications, loosen clamp bolt securing eccentric bushing located on upper control arm. Using suitable tool (SVO 1411 or SVO 2201) turn the eccentric bushing to change camber. *NOTE – Altering camber also means a slight alteration of caster, but amount is negligible.* Tighten clamp bolt and recheck camber.

160 Series & 140 Series – If camber is not within specifications, loosen bolts at upper wishbone shaft using suitable tool (SVO 2713). To increase camber, remove equal amounts of shims from front and rear bolt. To decrease camber, add shims to front and rear bolt in equal amounts. Tighten bolts and recheck camber.

P1800 Series – If camber is not within specifications, bend up locking plate and loosen bolts at upper control arm shaft. To increase camber, decrease amount of shims and add shims to decrease camber. Shims of same thickness must be added or removed to both attaching bolts or caster will be affected.

NOTE – On 1972-73 models, total thickness of shims at each bolt may not exceed .48" (12.2 mm) and difference in thickness between shims at front and rear may not exceed 0.1" (2.54 mm). Tighten bolts and recheck camber. If camber is within specifications, lock bolts with locking plate.

TOE-IN

All Models (1963-73) – Place wheels in straight ahead position and loosen lock nuts (late models) or clamping bolts (early models) on tie rod. To adjust toe-in to specifications rotate tie rod. Tighten lock nuts or clamping bolts and recheck toe-in.

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
544 (1966 & Earlier)	1° ± ¼°	⅛° ± ⅜°	0 to .12	.....	.....
140 & 160					
(1971 & Earlier)	½° ± ½° ①	¼° ± ¼°	0 to .16	.....	.....
(1972)	½° ± ½° ①	¼° ± ¼°	.08 to .20	.....	.....
P1800					
(1971 & Earlier)	½° ± ½° ①	¼° ± ¼°	0 to .16	.....	.....
(1972)	½° ± ½° ①	¼° ± ¼°	0 to .125	.....	.....
1800 (1973)	2¼° ± ¼°	¼° ± ¼°	0 to .16	22½° ± 1°	20°
140 & 164 (1973)	1½° ± ½°	¼° ± ¼°	0 to .12	22½° ± 1°	20°

① – Maximum difference between wheels is ½°.