

Wheel Alignment

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 — Vehicle must be unloaded, except fuel, water, and oil should be at their proper levels.

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

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 in front of front wheel and at rear of front wheel. 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.

WHEEL ALIGNMENT SPECIFICATIONS					
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns (Degrees)	
				Inner	Outer
Courier	$1 \pm \frac{1}{4}$	$1 \frac{3}{8} \pm \frac{3}{8}$	0 to $\frac{1}{4}$	34 to 38	32 to 33