

TOYOTA 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.

RIDING HEIGHT

Corona & Mark II (RX & MX Models) – Place vehicle on level surface. Bounce several times and allow suspension to settle. Check riding height dimensions (see illustration) and if not within specifications, inspect suspension components. Replace or repair parts as necessary.

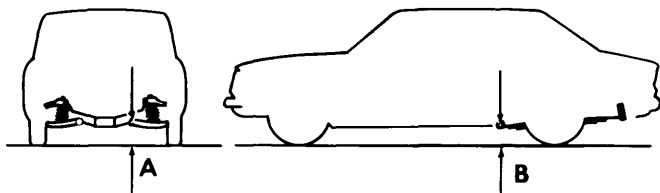


Fig. 1 Front & Rear Suspension Riding Height Measuring Points

Riding Height Specifications

Model Application	A (in.)	B (in.)
Mark II		
RX Sedan & Hardtop.....	9.88.....	9.69
RX Wagon.....	9.84.....	8.58
MX Sedan & Hardtop.....	10.39.....	9.96
MX Wagon.....	10.35.....	9.09
Corona		
Sedan & Hardtop.....	9.92.....	9.01
Wagon.....	9.92.....	10.00

CASTER

Corona – NOTE – Camber and caster adjustments should always be made in one operation. If caster angle is not within specifications, adjust eccentric on front of lower control arm.

Corona Mk II & Hi-Lux – NOTE – Camber and caster adjustments should always be made in one operation. If caster angle is not within specifications, adjust by adding or removing shims between the upper control arm shaft and the front suspension crossmember. To increase caster, add shims to rear side of the upper control arm shaft mounting bolt or remove shims from the front side. To decrease caster, reverse procedure.

All Other Models – Caster angle is not adjustable. If caster angle is not within specifications, inspect front suspension for wear or damage and repair or replace components as necessary.

CAMBER

Corona – NOTE – Caster and camber adjustments should always be made in one operation. If camber angle is not within specifications, adjust eccentric on rear of lower control arm.

Corona Mk II & Hi-Lux – NOTE – Caster and camber adjustments should always be made in one operation. If camber angle is not within specifications, adjust by adding or removing shims between upper control arm shaft and the front suspension crossmember. To increase camber angle, remove shims from upper control arm shaft bolts in equal amount. To decrease camber, reverse procedure.

All Other Models – Camber angle is not adjustable. If camber angle is not within specifications, inspect front suspension for wear or damage and repair or replace components as necessary.

TOE-IN

All Models – If toe-in is not within specifications, loosen steering link (tie-rod) clamping bolts and rotate adjusting sleeves an equal amount until correct toe-in is obtained. Position clamp bolts at right angles to slot in tie rod and tighten bolts.

WHEEL ALIGNMENT SPECIFICATIONS					
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns (Degrees)	
				Inner	Outer
Corolla					
Sedan	$1\frac{5}{6} \pm \frac{1}{3}$	$\frac{5}{6} \pm \frac{1}{2}$	$\frac{3}{64}$	37-39	29-33
Hardtop	$1\frac{5}{6} \pm \frac{1}{3}$	$\frac{3}{4} \pm \frac{1}{2}$	$\frac{3}{64}$	37-39	29-33
Station Wagon	$1\frac{1}{12} \pm \frac{2}{3}$	$\frac{2}{3} \pm \frac{1}{2}$	$\frac{3}{64}$	37-39	29-33
Corona	$\frac{5}{6} \pm \frac{1}{2}$	$\frac{7}{12} \pm \frac{1}{2}$	$\frac{3}{64}$ to $\frac{1}{8}$	36-38	31
Corona Mk II					
RX Sedan & HT	$\frac{1}{4} \pm \frac{1}{2}$	$1\frac{1}{12} \pm \frac{1}{2}$	$\frac{5}{32}$ to $\frac{15}{64}$	36-38	31-32
MX Sedan & HT	$\frac{5}{12} \pm \frac{1}{2}$	$1\frac{1}{12} \pm \frac{1}{2}$	$\frac{5}{32}$ to $\frac{15}{64}$	36-38	31-32
RX & MX Wagon	$\frac{2}{3} \pm \frac{1}{2}$	$1\frac{1}{12} \pm \frac{1}{2}$	$\frac{5}{32}$ to $\frac{15}{64}$	36-38	31-32
Celica	$1 \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{13}{64}$ to $\frac{9}{32}$	38	31
Hi-Lux	$\frac{1}{2} \pm \frac{3}{4}$	$1 \pm \frac{3}{4}$	$\frac{5}{64}$ to $\frac{9}{32}$	36-39	27-31
Land Cruiser	1	1	$\frac{1}{8}$ to $\frac{13}{64}$	32	30