TOYOTA (Cont.)

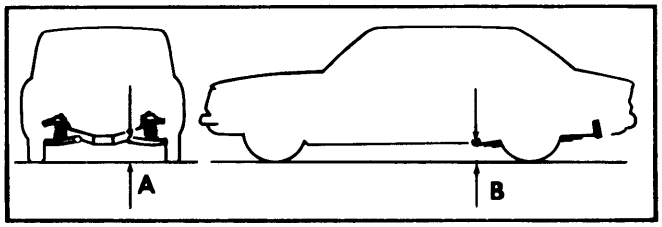

Fig. 1 Front & Rear Suspension Riding Height Measuring Points

Riding Height Specifications

Application	A In. (mm)	B In. (mm)
Mk II		
Sedan & Hdtop	10.4 (264)	9.96 (253)
Wagon	10.4 (264)	9.09 (231)
Corona		
Sedan & Hdtop	9.92 (252)	9.01 (229)
Wagon	9.92 (252)	10.0 (254)

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 with 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.

TRIUMPH

ADJUSTMENT

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

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

CAMBER

All Models (Exc. TR7) – Before adjusting camber angle, inspect suspension for wear or damage and repair or replace components as necessary. To adjust, raise vehicle and support chassis on jack stands. Loosen nuts securing lower control arm bracket to chassis. Add shims equally to front and rear of bracket to decrease camber, or remove shims equally to increase camber angle. After each adjustment is made, tighten bracket-to-chassis bolts, remove jack stands and measure camber angle.

TR7 – Camber angle is not adjustable. If camber angle is not within specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

TOE-IN

All Models (Front) – Set front wheels in straight ahead position. If adjustment is necessary, loosen steering link (tie rod) lock nuts and gaiter clips. Rotate adjusting sleeves equal amounts until correct toe-in is obtained. Tighten lock nuts and recheck toe-in.

Spitfire (Rear) – If toe-in is not to specifications, loosen bolts holdings strut front support. Adjust as necessary by adding to or removing from the shims fitted between support and body. Tighten bolts and recheck toe-in.

TR6 (Rear) – If toe-in is not to specifications, loosen bolts and nuts securing trailing arm outer bracket to chassis. Add or remove shims between chassis and bracket to obtain correct toe-in. Tighten bolts and recheck toe-in. NOTE – *Drive vehicle forward or backward before rechecking rear toe-in.*

VOLKSWAGEN

ADJUSTMENT

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

Caster angle is part of front axle design and is not adjustable. If not within specifications, inspect front suspension for wear or damage and repair or replace components as necessary.

CAMBER

Type 1 & 2 (Front) – Camber is adjusted by an eccentric bushing. Loosen nut on upper torsion arm, then rotate eccentric bushing until specified camber angle is obtained. NOTE – *Basic setting is with eccentric notch facing in forward position. Adjustment must be made within 90° either direction.*

Dasher (Front) – If adjustment is necessary, loosen nuts attaching ball joint to track control arm. To adjust, insert suitable adjusting tool (40-200) in adjusting holes in control arm and pry ball joint sideways until camber is set to specifications. NOTE – *Difference in camber between* wheels should not vary more than 1°. Tighten attaching nuts and recheck camber.

NOTE – *On Dasher models, insert tool from front on right side and from rear on left side.*

Rabbit & Scirocco (Front) – If adjustment is necessary, loosen nuts of suspension strut-to-wheel bearing housing mounting bolts. Turn eccentric bolt (upper mounting bolt) until specified camber angle is obtained. Tighten mounting bolt nuts and recheck camber angle.

Type 1 (Rear) – Camber angle is dependent on torsion bar adjustment. If camber angle is not within specifications, see *Torsion Bar Adjustment.*

Type 2 (Rear) – If minor adjustment is necessary, loosen bolts attaching bearing housing to spring plate and diagonal arm. Adjust by changing position of bearing housing in elongated holes in spring plate. Tighten bolts and recheck camber. NOTE – *Range that this procedure will cover is very small.*

Dasher, Rabbit & Scirocco (Rear) – Rear camber is not adjustable. If camber angle is not to specifications, inspect rear suspension for wear or damage and repair or replace components as necessary.

TOE-IN

Type 1 (Front) – Working on inner end of right tie rod, bend up lockplate. Loosen lock nut and clamp bolts from tie rods. Tap tapered rings from inner end of right side tie rod. Rotate tops of tie rods. Forward rotation increases toe-in; rearward rotation decreases toe-in. When specified toe is achieved, place tie rods so ball joints are not angled. Tighten clamp bolts and lock nuts. If steering wheel is not centered after making adjustment, use *Fig. 1* to recenter steering wheel. NOTE – *Centering steering wheel will not alter toe-in.*

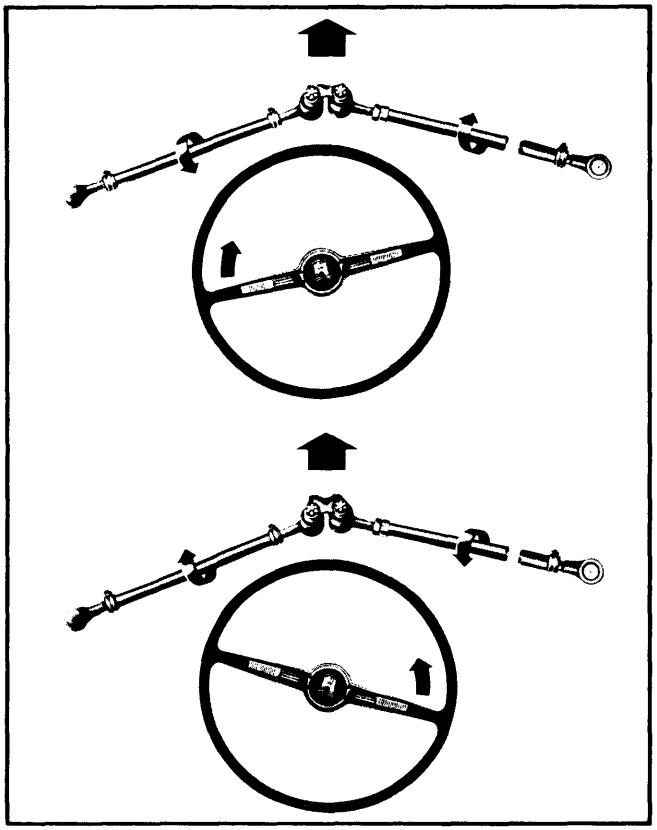

Fig. 1 Direction of Tie Rod Rotation to Align Steering Wheel (Type 1 Only)

Type 2 (Front) – 1) Right side tie rod adjusts front wheel toe. Press drag link off steering drop arm. Place left side wheel in straight-ahead position. Adjust right side tie rod until specified toe is obtained.

2) Place steering gear so protrusion on dust cap is properly aligned. Attach drag link to drop arm. Drag link must enter mounting with no tension against it. Readjust drag link if necessary.

Dasher, Rabbit, Scirocco (Front) – Place front wheels in straight-ahead position. Loosen lock nut on adjustable tie rod end (left side, Dasher; right side, Rabbit and Scirocco). Hold axle boot to avoid twisting. Adjust right side tie rod until specified toe-in is obtained. Tighten lock nut and recheck toe-in.

Type 1 (Rear) – If adjustment is necessary, remove nuts securing spring plate but do not remove bolts. To adjust, move diagonal arm forward or backward in slotted spring plate mounting holes until toe-in is set to specifications. Install spring plate attaching nuts and recheck toe-in.

Type 2 (Rear) – If adjustment is necessary, loosen bolts attaching bearing housing to spring plate and diagonal arm. Change position of bearing housing in elongated holes on spring plate. Tighten bolts and recheck toe-in.