

Wheel Alignment

ARROW & COLT

ADJUSTMENT

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, ensure that tires are properly inflated. Refer to specifications in owners handbook for proper inflation procedures.

CASTER

Generally caster is stated as nonadjustable, and that if not within specifications parts are to be replaced. However, in some instances when slight adjustment will alleviate the problem, adjustment of strut bar nut is permitted.

CAMBER

Camber is nonadjustable. If not within specifications, check front suspension for damage. Repair or replace parts as necessary.

TOE-IN

Position wheels in straight-ahead position. If toe-in is not within specifications, loosen locking nuts on tie rod turn buckles. Rotate buckles until toe-in is within specifications. Tighten lock nuts. **NOTE** — Adjustment must be made equally to both sides of vehicle to maintain correct wheel lock angles; difference of tie rod length when adjusted should not exceed .20" (5.1 mm).

AUDI

ADJUSTMENT

TIRE INFLATION (COLD)

Before attempting to check and adjust wheel alignment, ensure tires are properly inflated. Model 100LS requires 26 psi in front and 28 psi in rear. Fox requires 27 psi in front and rear, (31 psi in rear with maximum load).

CASTER

Fox — Caster angle is not adjustable. However, if not to specifications, check suspension for wear or damage and repair or replace necessary components.

Model 100LS — Caster and camber adjustment must be made at the same time. See *Camber Adjustment Procedure*.

CAMBER

Fox — With vehicle loaded down or placed on blocks, measure camber angle. If not to specifications, loosen ball joint nuts and attach tool US 4471 (or equivalent). Tighten tool nut to break loose joint from control arm. **NOTE** — When tool nut is loosened weight of vehicle will move wheel to negative camber. After adjustment retorqued ball joint nuts to 47 ft. lbs. (6.5 mkg).

Model 100LS — 1) With vehicle equipped with spare tire and full fuel tank, measure caster and camber angle. If not to specifications, remove inner ball joint-to-lower control arm mounting bolt and install camber adjusting tool (US 9020) as shown in Fig. 1. Install and slightly tighten an 8 mm bolt and washer in threaded hole between inner and outer ball joint mounting bolts on lower control arm, then loosen outer mounting bolt. Tighten tensioner bolt on adjusting tool to break loose ball joint, then tighten or loosen tensioner bolt until camber angle is set to specifications.

2) To adjust caster angle, leave camber adjusting tool installed to maintain adjusted camber angle, then install caster adjusting tool as shown in Fig. 1. Adjust caster angle to specifications by moving ball joint forward or backward by means of adjusting tool. Hold adjusting tool stationary and tighten outer ball joint mounting bolt to 80 ft. lbs. (11 mkg). Remove caster and camber adjusting tools and tighten inner bolt to 47 ft. lbs. (6.5 mkg), then remove 8 mm bolt and washer.

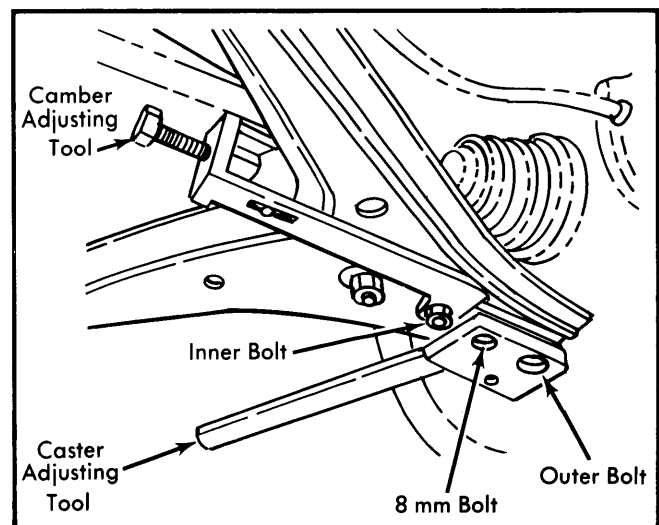


Fig. 1 Adjusting Caster and Camber on Audi 100LS with Special Tool. Fox Camber Adjusting Tool is Similar

TOE-IN

All Models — Before checking toe-in, check wheel rim run-out and replace rim if necessary. If toe-in is not to specifications, adjust by loosening tie rod outer locking nut and clamp and turning tie rods until correct toe-in is obtained. Tighten lock nut and clamp and recheck toe-in.