

## ARROW, CHALLENGER, COLT & SAPPORO

### 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. If caster is altered, wheel base must stay within approximately 92.1" (Arrow and Colt; Exc. Colt Wagon) or approximately 99" (all others).

#### 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. Equal adjustment maintains correct wheel lock angles. Difference between adjusted tie rod lengths 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. 5000 models require 27 psi for front and rear tires under normal conditions and 27 psi for front and 31 psi for rear under maximum load conditions. Fox models require 27 psi for front and rear tires under normal conditions and 30 psi for front and rear tires under maximum load conditions.

#### CASTER

Caster angle is not adjustable. If caster is not within specifications, check suspension components for excessive wear or damage. Replace components as necessary to bring caster into specifications.

#### 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 retorque ball joint nuts to 47 ft. lbs. (6.5 mkg).

**5000** — Work under hood and loosen the 3 upper strut mounting nuts. Place a socket over suspension strut nut. Move strut around in slots until camber is correct. Tighten nuts. Recheck camber after nuts are tight.

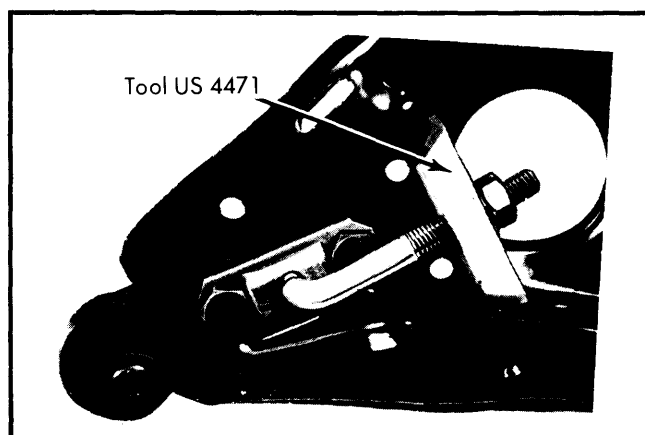


Fig. 1 Camber Adjusting Tool for Audi Fox

#### TOE-IN

Loosen adjustable tie rod lock nuts (5000) or clamp and lock nut (Fox). Rotate threaded collar (5000) or rod (Fox) until toe-in is within specifications. Tighten locking components. If necessary, remove steering wheel and reposition so wheel spokes are horizontal when front wheels point straight ahead.