SAAB (Cont.)

CAMBER

All Models – To adjust camber, add or remove shims under upper control arm bushing brackets. Increasing shims under both brackets reduces camber angle and removing shims under both increases camber. NOTE – *Always add or remove same thickness of shims at front and rear or caster angle will be affected.*

TOE-IN

All Models – With wheels in straight-ahead position, loosen steering link (tie rod) lock nut and turn adjustable sleeve until correct toe-in is obtained. Tighten lock nuts and recheck toe-in.

NOTE – *After adjustment of toe-in, measurement "A" (Fig. 1) of tie rod must not exceed 1.0" (25 mm) or 1.02" (26 mm) for power steering models. For tie rods opposite each other, the difference between measurements "A" must not exceed .08" (2 mm).*

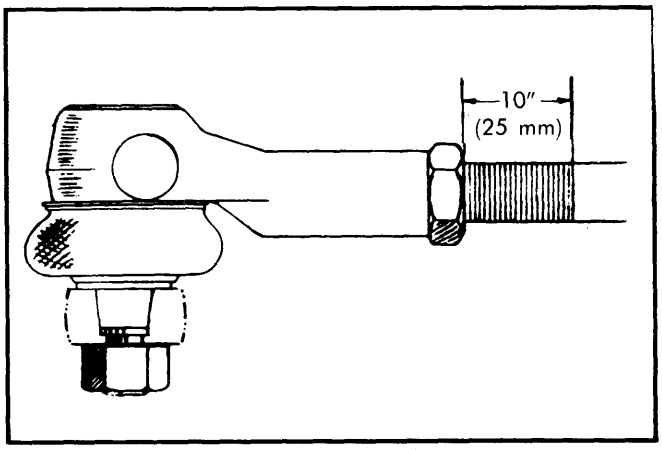

Fig. 1 View Showing Tie Rod Length Measurement

SUBARU

ADJUSTMENT

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to manufacturers specifiations given in owner's manual.

RIDING HEIGHT (REAR)

Riding height is adjusted by changing the size of the angle between trailing arm center line and the markings on outer bracket. *See Fig. 1.* The trailing arm and outer bracket have full serrations around the torsion bar mounting hole, while torsion bar has one missing serration, thus allowing torsion bar to be inserted at any angle.

Raising vehicle height is accomplished by turning outer end and inner end of torsion bar in direction opposite to cast-in arrow on outer end of bar. Height changes .20" (5mm) per each serration shifted.

1) Initially set vehicle rear riding height by inserting torsion bar with its missing serration aligned with markings on outer bracket surface and trailing arm inner surface. This will give approximately the specified riding height as indicated in table.

2) Measure road clearance from center of trailing arm bushing to ground. NOTE – *Vehicle must be in unloaded condition.* Raise rear of vehicle and remove rear wheel.

3) Unscrew shock absorber lower mounting nut and remove it from trailing arm. Unscrew lock bolt on outer bushing.

4) Scribe mark position of torsion bar by making a mark on upper half of inner end surface and lower half of outer end surface. Outer end surface mark should be continued onto trailing arm shaft and outer bracket boss.

5) Holding trailing arm so torsion bar does not twist, disengage serrations by tapping inner end surface of torsion bar *See Fig. 2.*

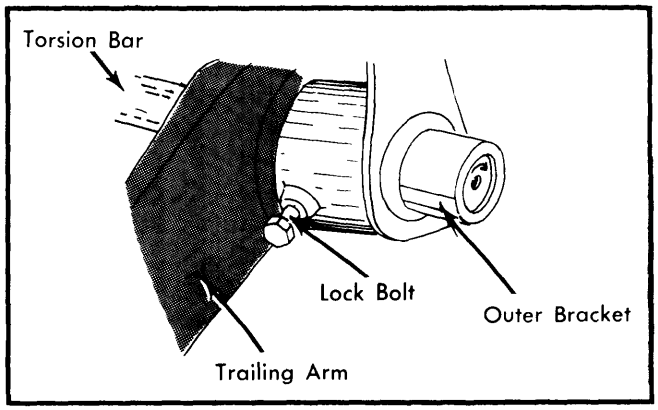

Fig. 1 Installed View of Torsion Bar Outer End Attachment

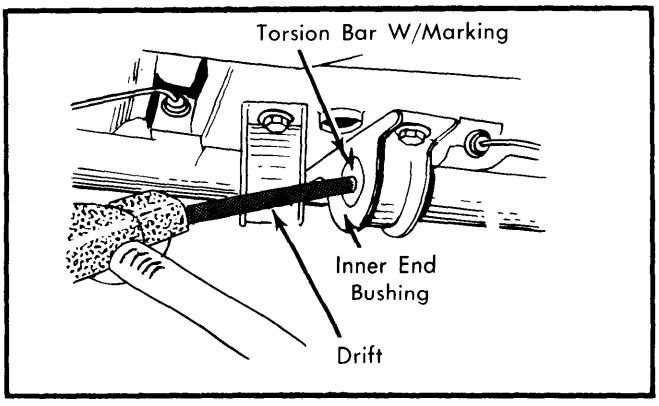

Fig. 2 View Showing Removal Procedure for Torsion Bar

SUBARU (Cont.)

6) Pull torsion bar out of trailing arm. Determine amount of turn necessary to make proper height adjustment and turn inner end of torsion bar to this value. Then, insert outer end of torsion bar to its proper adjusted position.

7) Install rear wheel and lower vehicle. Reattach lower end of shock absorber. Recheck vehicle rear ground clearance as originally measured. If correct, tighten lock bolt on outer trailing arm bushing. If incorrect, repeat adjustment.

Riding Height Specifications

Application	Specification In. (mm)
1600	
Sedan, Coupe Hardtop	11.22-12.01 (285-305)
Station Wagon	12.20-12.99 (310-330)
4WD	13.58-14.37 (345-365)

CASTER

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

CAMBER

All Models (Front) – Camber angle is not adjustable. If angle is not to specifications, inspect suspension for wear or damage. Repair or replace components as necessary.

All Models (Rear) – Camber angle is adjusted by altering number of shims inserted between torsion bar bracket and chassis mounting. Fitting shims changes camber to negative and removing shims changes camber to positive. One shim corresponds to ¼° adjustment.

TOE-IN

All Models (Front) – If toe-in is not within specifications, loosen steering link (tie rod) lock nut and turn sleeve until correct toe-in is obtained.

All Models (Rear) – If toe-in is not within specifications, loosen bolts holding torsion bar bushing to body. Bushing is fixed to body at elongated holes. Moving bushing forward decreases toe-in and moving it rearward increases toe-in. Tighten bolts and recheck toe-in.

TOYOTA

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

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.

Pickup – 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.

RIDING HEIGHT

Celica, Corona, & Cressida – Place vehicle on level surface. Jounce body several times and allow suspension to settle. Check riding height according to *Fig. 1 or 2* and table.

Riding Height Specifications

Application	Specification In. (mm)
Celica	
Front	
GT	9.33 (237)
ST	9.72 (247)
Rear	
GT	9.37 (238)
ST	9.76 (248)
Rear	
St. Wgn.	8.74 (222)
Cressida	
Front	8.31 (211)
Rear	8.11 (206)
Rear (St. Wgn)	7.64 (194)
Corona	
Front	
W/175 SR Tires	9.06 (230)
W/B78 Tires	9.29 (236)
Rear	
W/175 SR Tires	9.61 (230)
W/B78 Tires	9.84 (250)