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)

TOYOTA (Cont.)

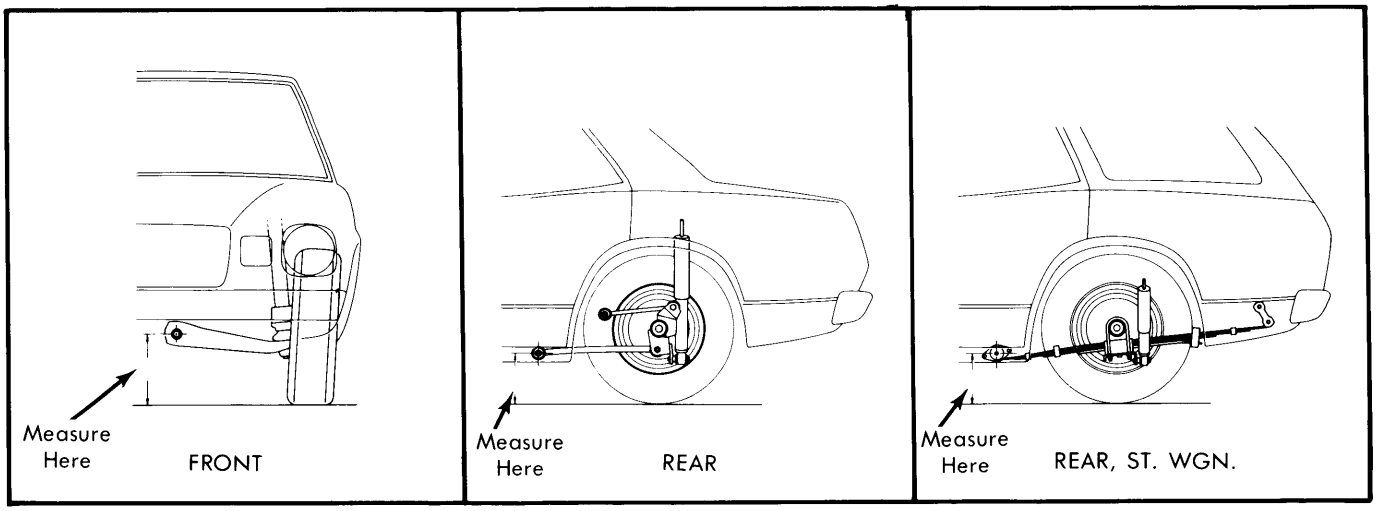

Fig. 1 Riding Height Measurement Points for Celica and Cressida

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.

Pickup – 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 amounts. 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.

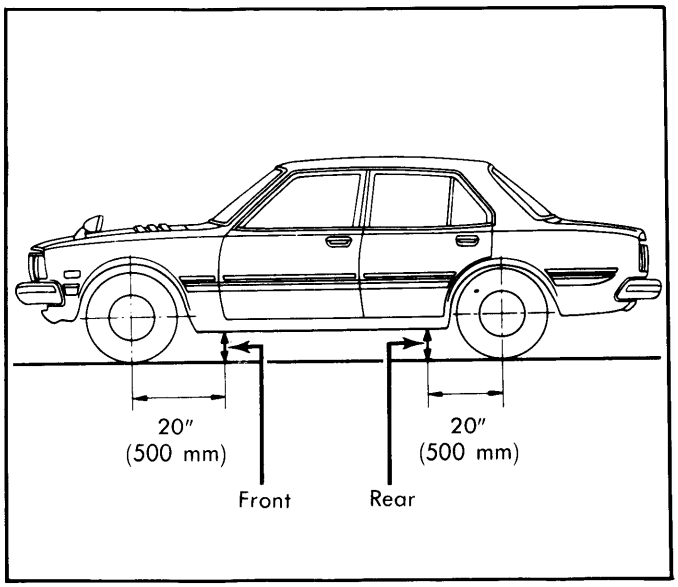

Fig. 2 Corona Riding Height Measurement

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.