

## VOLKSWAGEN (Cont.)

**Type 2 (Front)** — Loosen both clamp bolts on right side tie rod. Rotate right side tie rod until toe is within specifications. Rotating tie rod toward front of vehicle increases toe. Opposite direction rotation decreases toe.

**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 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.

**All Other Models (Rear)** — Toe-in is not adjustable. If toe-in is not within specifications, inspect rear suspension for wear or damage and repair or replace components as necessary.

## TORSION BAR ADJUSTMENT (REAR)

**Type 1** — Using a suitable protractor, find deviation of vehicle from horizontal plane and note reading which will be used in setting angle of spring plate. Install spring plate on torsion bar and measure position with protractor. If not within specifications, adjust by moving torsion bar, one spline at a time, forward or backward until correct position is obtained.

**Type 2** — Using a suitable protractor, check horizontal position of vehicle on one frame side member. Reading should be noted; it will be used in setting spring plate angle. Insert inner end of torsion bar in center anchor and press spring plate on outer end of torsion bar. Adjust protractor on unloaded spring plate until bubble is in center position. Adjust torsion bar one spline forward or rearward until correct specifications are obtained.

### Torsion Bar Specifications

| Application                     | Setting (Degrees) |
|---------------------------------|-------------------|
| Type 1 .....                    | 21 1/3 ± 5/6      |
| Type 2                          |                   |
| Kombi & Campmobile              |                   |
| From Chassis 218 000 002 .....  | ① 21 ± 5/6        |
| From Chassis 212 2000 001 ..... | ① 20 ± 5/6        |
| Station Wagon                   |                   |
| From Chassis 218 000 002 .....  | ② 23 ± 5/6        |
| From Chassis 212 2000 001 ..... | ② 23 ± 5/6        |

- ① — Man. Trans.
- ② — Man. Trans. and Auto. Trans.

## VOLVO

### 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 cannot be adjusted. If not within specifications, check front end components for damage.

#### CAMBER

If camber is not within specifications, loosen nuts at strut assembly upper attachment. Use special tool 5038 (or equivalent) at strut upper attachment to adjust camber. Tighten lock nuts. Recheck camber.

#### TOE-IN

Place wheels in straight-ahead position and loosen lock nut and rubber dust boot outer clamp. Turn tie rods until toe is within specifications. Make sure length of tie rods does not differ more than .08" (2 mm). Measure difference between groove in tie rod and lock nut.