

## AUDI

### ADJUSTMENT

#### TIRE INFLATION (COLD)

Before attempting to check and adjust wheel alignment, ensure tires are properly inflated. Tire sizes and pressures can be found on a sticker located on inside of fuel tank flap on all models.

#### 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.

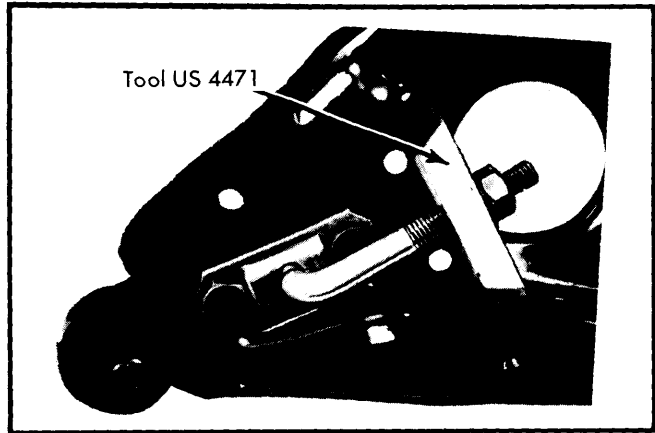


Fig. 1 Camber Adjusting Tool for Audi Fox

#### 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.

## BMW

### ADJUSTMENT

#### TIRE INFLATION (COLD)

Before attempting to check and adjust wheel alignment, ensure tires are properly inflated. Tire sizes and pressures can be found in the owner's manual.

#### CASTER & CAMBER

**All Models** — Before checking caster and camber, vehicle must be in loaded condition. Refer to table for correct loading of vehicle. If caster or camber are not within specifications, check suspension components for damage.

### Vehicle Loading Table

Application	⓪Lbs. (kg)
Each Front Seat .....	150 (68)
Rear Seat .....	150 (68)
Luggage Compartment .....	46 (21)

⓪ — Fuel tank full.

#### TOE-IN

**All Models** — Before checking toe-in, vehicle must be in loaded condition (see Caster & Camber). Check toe-in with front wheels in straight ahead position. If not within specifications, loosen tie rod clamping bolts. Rotate both tie rod tubes until toe-in is within specifications. Tighten clamping bolts.

## CHRYSLER CORP. IMPORTS

### ADJUSTMENT

#### TIRE INFLATION (COLD)

Before attempting to check and adjust wheel alignment, ensure tires are properly inflated. Tire sizes and pressures can be found in owner's manual.

#### CASTER

Generally caster is stated as nonadjustable, and that if not within specifications parts are to be replaced. However, a

slight adjustment can be made. Adjustment on all models (except pickup models) is made by moving the strut bar nut until specified caster angle is obtained. On pickup models, adjust tightening of upper arm shaft until castor is to specifications.

#### CAMBER

Camber is nonadjustable on all models except pickups. If not within specifications, check front suspension for damage. On pickup models, hold upper arm shaft-to-crossmember bolt in position and remove nut from engine compartment side. Adjust

# Wheel Alignment

## CHRYSLER CORP. IMPORTS (Cont.)

number of shims between upper arm shaft and crossmember until correct camber specification is obtained.

buckles. Rotate buckles until toe-in is within specifications. Tighten lock nuts.

### TOE-IN

Position wheels in straight-ahead position. If toe-in is not within specifications, loosen locking nuts on tie rod turn

**NOTE** — Adjustment must be made equally to both sides of vehicle except on Challenger, Sapporo and Colt (wgn.) models. On these models, only turn the left tie rod turn buckle.

## COURIER

### ADJUSTMENT

following sizes: .039", .063", .079", and .126". Set camber to specifications as shown in chart.

### TIRE INFLATION

Before attempting caster or camber adjustments, ensure tires are correctly inflated. Specifications are located on glove box door; especially consider radial tires, they require a different pressure than conventional tires.

**NOTE** — Vehicle must be unloaded, except fuel, water, and oil should be at their proper levels.

### CASTER

To correct caster, adjust shims between upper control arm and frame or turn control arm shaft until correct angle is obtained (see specifications).

### TOE-IN

1) Raise vehicle until front wheels clear ground. Turn wheel by hand and scribe a line in center of each tire tread. Measure distance between marked lines in front of front wheel and at rear of front wheel. Both measurements must be taken at equal distances from ground.

2) If distance between wheels at rear is greater than that at front, but within specifications, adjustment is correct. If adjustment is wrong, loosen clamp bolts and adjust tie rod to specifications.

### CAMBER

The camber is adjusted by adding or subtracting shims between the upper control arm and frame. Shims are available in the

**NOTE** — Tighten clamping bolts with bolts horizontal and below steering link to prevent interference with center steering link.

## DATSUN

### ADJUSTMENT

### CAMBER

### TIRE INFLATION (COLD)

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

**All Models (Exc. Pickup)** — Preset at factory and cannot be adjusted. If not to specifications, check suspension for wear or damage and repair or replace components as necessary.

### CASTER

**All Models Exc. Pickup** — Preset at factory and cannot be adjusted. If not to specifications, check suspension for wear or damage and repair or replace components as necessary.

**Pickup** — Camber is adjusted by increasing or decreasing thickness of shims inserted between upper link spindle and upper link mounting bracket. If you change camber adjustment you also change caster adjustment.

**Pickup** — Caster is adjusted by increasing or decreasing thickness of shims inserted between upper link spindle and upper link mounting bracket. Caster adjustment affects camber adjustment, if you change caster specification, camber specification is also changed.

**NOTE** — Total thickness of shims must be within .236" (6 mm) and must not collectively total more than 3 individual shims. Difference of total thickness between front and rear shims must be within .079" (2 mm).

### TOE-IN

**280ZX** — Working under vehicle, loosen side rod lock nut. Adjust side rod so distance between extreme edges of lock nuts is 1.49" (37.9 mm). Both sides should be equally adjusted.

**NOTE** — Total thickness of shims must be within .236" (6.0 mm) and must not collectively total more than 3 individual shims. Difference of total thickness between front and rear must be within .079" (2.0 mm).

**810** — Place front wheel facing straight ahead. Ensure steering gear faces same direction. Adjust side rod (tie rod) so that steering gear side has a distance of 14.35" (364.5 mm) between ball joints. Adjust idler arm side so distance between ball joints is 14.19" (360.5 mm). Tighten clamp bolts after adjustment.