

DATSUN (Cont.)

Pickup — Adjust by loosening steering cross link lock nuts, and adjusting steering cross link to change toe-in. Tighten lock nuts.

All Others — Place wheels in straight-ahead position, then make sure steering wheel and steering gear are also in straight-ahead position. Adjust toe-in by varying the length of steering side rods (tie rods). Loosen lock nuts and rotate rods evenly until toe-in is within specifications.

Normal Toe-In Specifications [ⓐ]		
Application	Distance Between Lock Nuts	Distance Between Ball Joints
210		12.40" (315 mm)
310	5.24" (133 mm)	
510	5.0" (127 mm)	
200SX	4.0" (102 mm)	12.05" (306 mm)
280ZX		
W/Power Steering		14.42" (366.3 mm)
W/O Power Steering		11.46" (291 mm)

ⓐ — Basic adjustment specifications. For final adjustment specifications, see Wheel Alignment Specifications in this section

FIAT

ADJUSTMENT

TIRE INFLATION (COLD)

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

CASTER

Brava, Strada & 128 — If caster is not to specifications, raise and support front of vehicle. Remove stabilizer bar, or strut rod, to control arm nut and disconnect control arm from body. Remove end of stabilizer bar, or strut rod, from control arm. To adjust caster, addition of shims between end of stabilizer bar, or strut rod, and rubber pad of control arm will decrease caster angle. Removal of shims will increase caster angle. Reverse removal procedure and recheck caster.

Spider 2000 — If caster is not within specifications, raise front of vehicle and remove wheel and shock absorber. Using suitable tool (A.74174), compress spring to relieve lower control arm and loosen nuts holding control arm pivot bar to crossmember. To adjust caster, remove shims from front stud and move to rear stud to increase caster. To decrease caster, remove shims from rear stud and move shims to front stud. Reverse removal procedure and check caster.

X1/9 — If caster is not to specifications, adjust by adding or removing shims located between stabilizer bar and stabilizer bar support.

CAMBER

Spider 2000 — If camber is not within specifications, adjust by changing amount of shims. Raise front of vehicle, remove wheel and shock absorber. Using suitable tool (A.74174), compress spring to relieve lower control arm and loosen nuts holding control arm pivot bar to crossmember. To increase camber, remove equal amount of shims from both studs. To decrease camber, add an equal amount of shims to both studs. Reverse removal procedure and check camber.

NOTE — Adding or removing equal amount of shims will not affect caster.

Brava, Strada & 128 (Front) — Camber is nonadjustable. If not within specifications, inspect suspension for damage and repair or replace parts as necessary.

Strada & 128 (Rear) — If rear camber is not within specifications, raise rear of vehicle and compress one end of leaf spring (shifting it from flexible guide anchoring spring to control arm). Remove guide and slowly release spring. Remove nuts attaching pivot to body and loosen screw to free adjustment shims. To increase camber, add an equal number of shims on both screws attaching control arm to body. To decrease camber, remove equal number of shims from both screws. Reverse removal procedure and check camber.

X1/9 (Front & Rear) — Camber is nonadjustable. If not within specifications, inspect suspension for damage and repair or replace parts as necessary.

TOE-IN

Spider 2000 — Place front wheels in straight-ahead position. If toe-in is not within specifications, loosen 4 clamps securing sleeves on tie rods. Rotate tie rods in opposite direction (by equal amounts) to set toe-in to specifications. Tighten clamp nuts.

NOTE — Expansion slot in sleeve must coincide with clamp joint when clamp is fully tightened.

Brava, Strada, X1/9 & 128 (Front) — Place front wheels in straight-ahead position. If toe-in is not within specifications, loosen sleeve locking nut on tie rods. To adjust, rotate hexagon on ball pin to set toe-in to specifications. Hold hexagon in position and lock nut against tie rod sleeve.

Strada & 128 (Rear) — If rear toe-in is not within specifications, raise rear of vehicle and compress one end of leaf spring (shifting it from flexible guide anchoring spring to control arm). Remove guide and slowly release spring. Remove nuts attaching pivot to body and loosen screws to free adjustment shims. To increase toe-in, add shims to rear screw or remove shims from front screw. To decrease toe-in, add shims to front screw or remove shims from rear screw.

X1/9 (Rear) — If rear wheel toe-in is not within specifications, loosen clamps securing sleeves to reaction rods. Adjust toe-in by lengthening or shortening reaction rods. Tighten clamps and recheck toe-in.