

# Wheel Alignment

## 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).

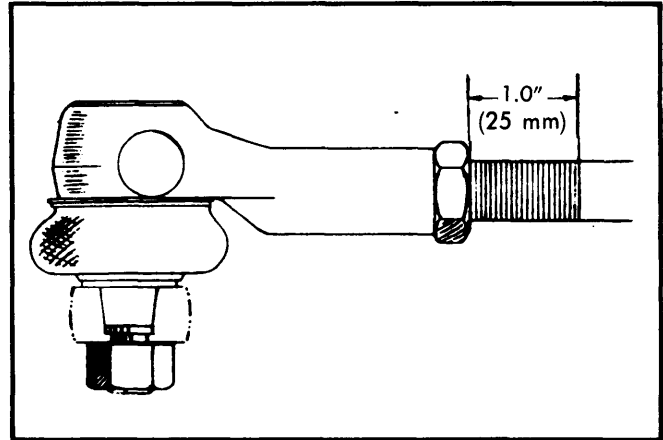


Fig. 1 View Showing Tie Rod Length Measurement

## 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.

### 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.

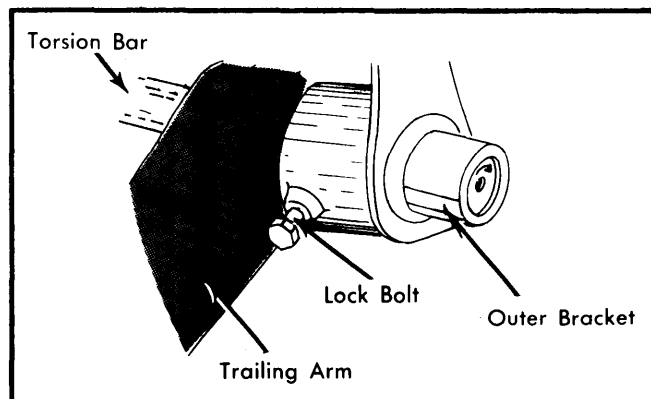


Fig. 1 Installed View of Torsion Bar Outer End Attachment

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.

## SUBARU

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.

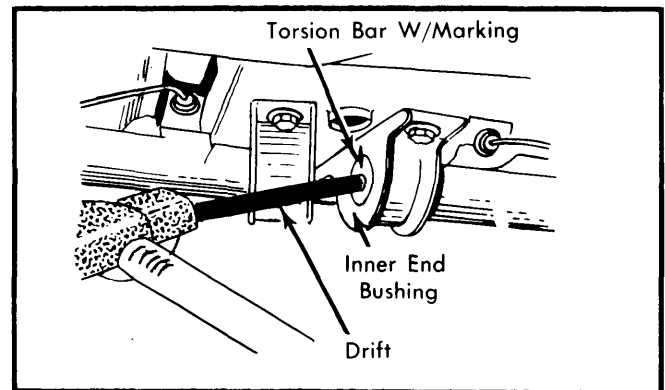


Fig. 2 View Showing Removal Procedure for Torsion Bar

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.

## SUBARU (Cont.)

### Riding Height Specifications

Application	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

Camber angle is not adjustable. If angle is not to specifications, inspect suspension for wear or damage. Repair or replace components as necessary.

### TOE-IN

If toe-in is not within specifications, loosen both left and right tie rod lock nuts. Turn both tie rods an equal amount until specified toe-in is obtained.

## TOYOTA

### ADJUSTMENT

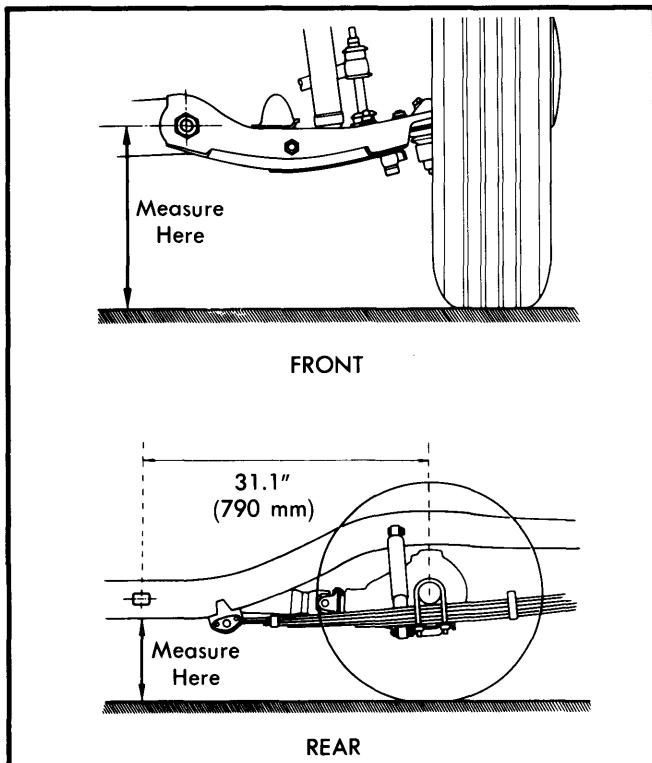
#### TIRE INFLATION (COLD)

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

### CASTER

**Corolla & Corona** — If caster angle is not within specifications, adjust eccentric on front of lower control arm.

**NOTE** — Caster and camber adjustments should always be made in one operation.



**Fig. 1 Riding Height Measurement Points for Pickup Models**

### Riding Height Specifications

Application	In. (mm)
Celica	
Front	
13" Rim .....	9.33 (237)
14" Rim .....	9.72 (247)
Rear	
13" Rim <sup>①</sup> .....	9.37 (238)
14" Rim <sup>②</sup> .....	9.76 (248)
Corolla	
Standard	
Front .....	9.41 (239)
Rear .....	9.65 (245)
Station Wagon	
Front .....	8.82 (224)
Rear .....	9.1 (231)
Corona	
Standard	
Front	
13" Rim .....	9.1 (231)
14" Rim .....	9.5 (241)
Rear	
13" Rim .....	9.2 (233)
14" Rim .....	9.6 (243)
Station Wagon	
Front	
13" Rim .....	9.1 (231)
14" Rim .....	9.5 (241)
Rear	
13" Rim .....	8.9 (225)
14" Rim .....	9.3 (235)
Cressida	
Front .....	8.35 (212)
Rear	
Standard .....	8.15 (207)
Station Wagon .....	7.68 (195)
Pickup	
Standard	
Front .....	10.29 (261.4)
Rear .....	10.02 (254.4)
SR-5	
Front .....	9.83 (249.6)
Rear .....	9.87 (250.6)

- ① — Sta. Wgn. models should be 8.35" (212 mm).
- ② — Sta. Wgn. models should be 8.74" (222 mm).