TOYOTA (Cont.)

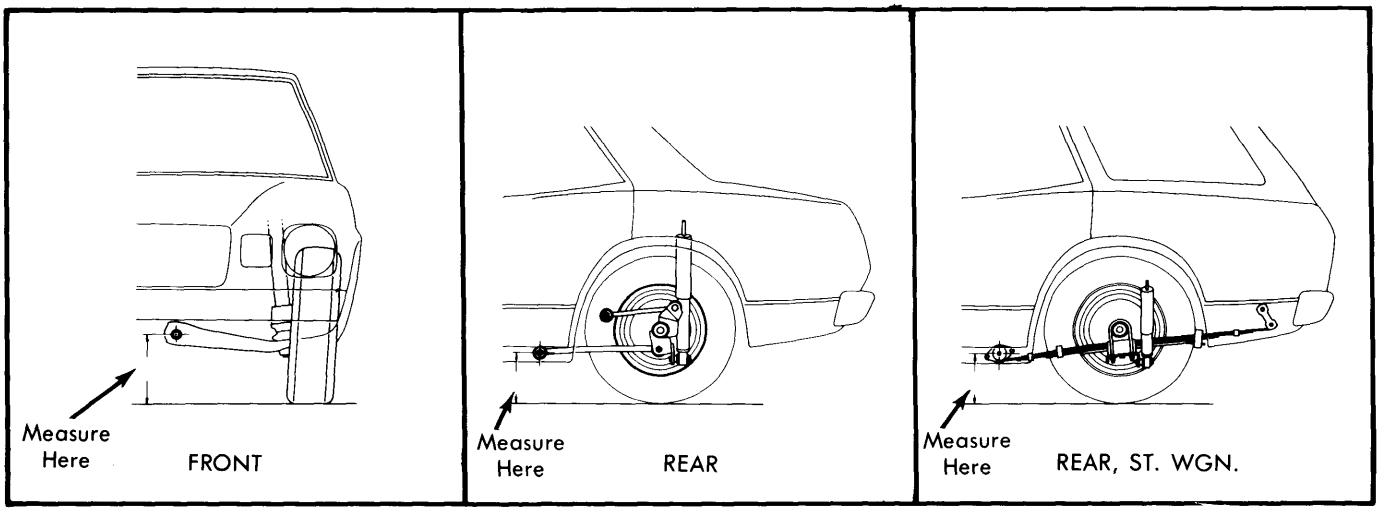

Fig. 2 Riding Height Measurement Points for Celica, Corona, Corolla & Cressida

Pickup 2WD – 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.

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

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

Place vehicle on level surface. Jounce body several times and allow suspension to settle. Check riding height according to *Fig. 1* or *Fig. 2* and table.

CAMBER

Corolla & Corona – If camber angle is not within specifications, adjust eccentric on rear of lower control arm.

NOTE – *Camber and caster adjustments should always be made in one operation.*

Pickup 2WD – 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.

NOTE – *Camber and caster adjustments should always be made in one operation.*

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.

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.

TRIUMPH (Cont.)

TR7 – Camber angle is not adjustable. If camber angle is not within specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

TOE-IN

All Models (Front) – Set front wheels in straight ahead position. If adjustment is necessary, loosen steering link (tie rod) lock nuts and gaiter clips. Rotate adjusting sleeves equal amounts until correct toe-in is obtained. Tighten lock nuts and recheck toe-in.

Spitfire (Rear) – If toe-in is not to specifications, loosen bolts holdings strut front support. Adjust as necessary by adding to or removing from the shims fitted between support and body. Tighten bolts and recheck toe-in.

VOLKSWAGEN

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 angle is part of front axle design and is not adjustable. If not within specifications, inspect front suspension for wear or damage and repair or replace components as necessary.

CAMBER

Type 1 (Front) – Bolt mounting inner end of control arm is also eccentric bolt for camber adjustment. Loosen lock nut and turn eccentric until camber is within specifications. Tighten lock nut.

Type 2 (Front) – Loosen self-locking nut in bottom of upper ball joint stud. Adjust camber by turning bushing with appropriate wrench. Bushing can be turned a maximum of 90° to either side.

NOTE – *Basic setting is achieved when eccentric notch faces in forward position.*

Dasher (Front) – If adjustment is necessary, loosen nuts attaching ball joint to track control arm. To adjust, insert suitable adjusting tool (40-200) in adjusting holes in control arm and pry ball joint sideways until camber is set to specifications. NOTE – *Difference in camber between wheels should not vary more than 1°. Tighten attaching nuts and recheck camber.*

NOTE – *On Dasher models, insert tool from front on right side and from rear on left side.*

Rabbit & Scirocco (Front) – If adjustment is necessary, loosen nuts of suspension strut-to-wheel bearing housing mounting bolts. Turn eccentric bolt (upper mounting bolt) until specified camber angle is obtained. Tighten mounting bolt nuts and recheck camber angle.

Type 1 (Rear) – Camber angle is dependent on torsion bar adjustment. If camber angle is not within specifications, see *Torsion Bar Adjustment.*

Type 2 (Rear) – If minor adjustment is necessary, loosen bolts attaching bearing housing to spring plate and diagonal arm. Adjust by changing position of bearing housing in elongated holes in spring plate. Tighten bolts and recheck camber.

NOTE – *Range that this procedure covers is small. Also, see Torsion Bar Adjustment.*

Dasher, Rabbit & Scirocco (Rear) – Rear camber is not adjustable. If camber angle is not to specifications, inspect rear suspension for wear or damage and repair or replace components as necessary.

TOE-IN

Type 1 (Front) – Loosen lock nuts and hex tapered rings at each end of right side tie rod. Turn right side tie rod until each wheel is set to half the specified toe. Rotating tie rod toward front of vehicle increases toe. Opposite direction rotation decreases toe.

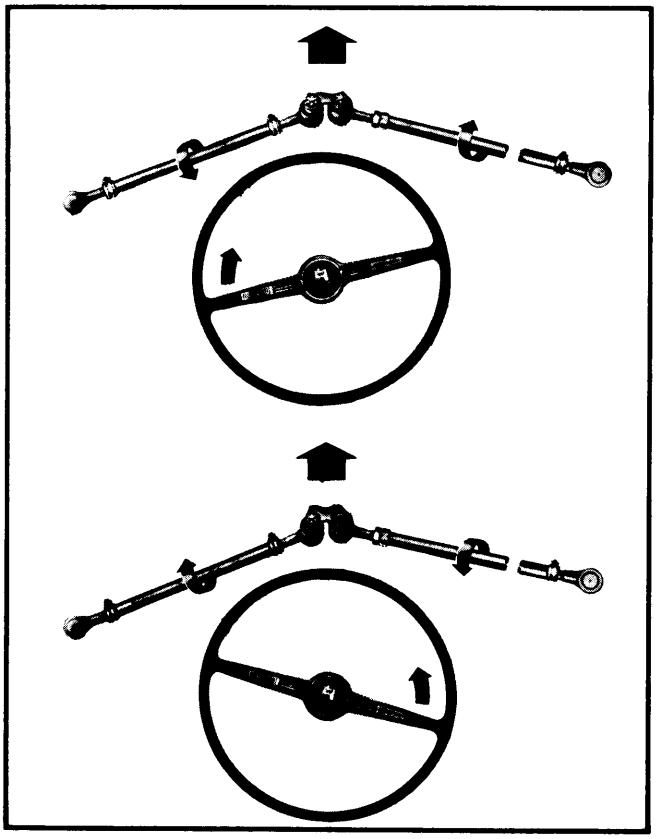

Fig. 1 Direction of Tie Rod Rotation to Align Steering Wheel (Type 1 Only)