

Wheel Alignment

TOYOTA (Cont.)

Fig. 1: Riding Height Measurement Points for All Models (Exc. Pickup & Land Cruiser)

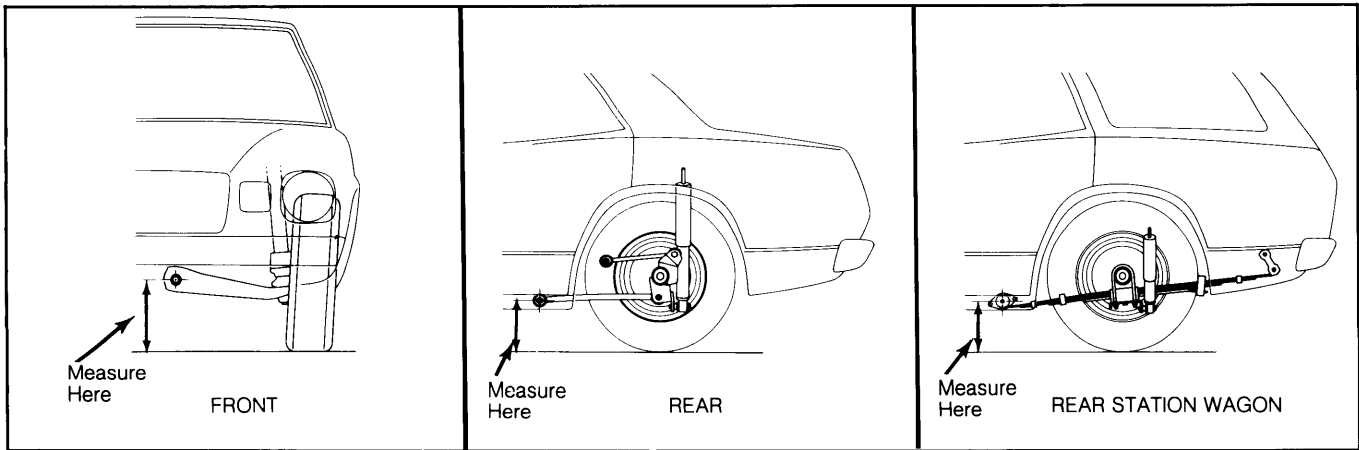
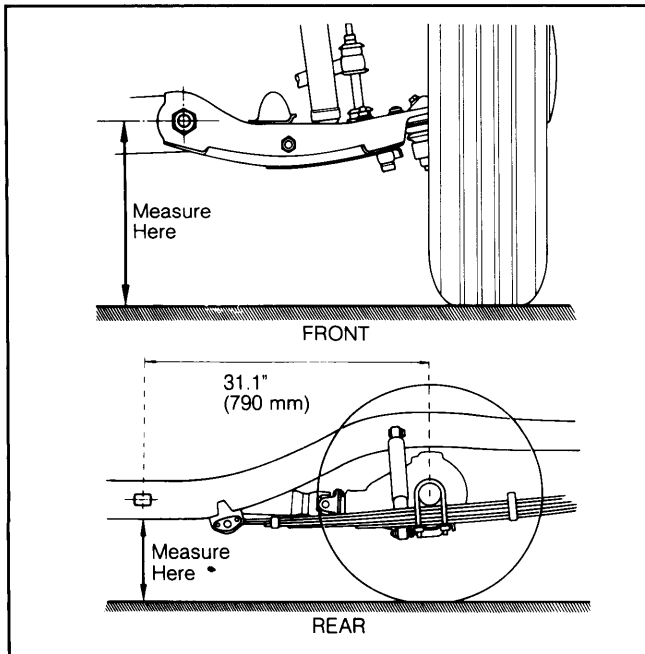


Fig. 2: Riding Height Measurement Points for Pickup (2-WD) Models



3) To increase caster, add shims to rear side of upper control arm shaft bolt or remove shims from front side. To decrease caster, remove shims from rear side of upper control arm shaft bolt or add shims to front side.

Land Cruiser & Pickup (4-WD)

Camber and caster are not adjustable. If not within specifications, inspect and repair or replace front suspension components as necessary.

Starlet

Camber is not adjustable. To adjust caster, add or subtracting spacers on sway bar.

All Other Models

If caster angle is not within specifications, adjust by loosening nuts on strut rod and turning nuts to lengthen or shorten strut rod.

NOTE: **Camber is not adjustable except on pickup models. If camber angle is not within specifications, check front end for bent or worn parts and replace as necessary.**

TOE-IN

All Models

If toe-in is not within specifications, loosen tie rod clamp 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.

VOLKSWAGEN

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

Vanagon

If caster is not within specifications, adjust by changing length of strut bar at crossmember mount. After adjusting caster, check and adjust camber.

All Other Models

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

CAMBER

Vanagon (Front)

If camber is not within specifications, loosen nut on upper control arm shaft and rotate shaft until camber angle is set to specifications. Tighten nut and recheck camber.

Wheel Alignment

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VOLKSWAGEN (Cont.)

Vanagon (Rear)

If camber is not within specifications, loosen outer bolt on trailing arm and adjust camber by using a screwdriver to move trailing arm up or down. Tighten trailing arm bolt and recheck camber.

All Other Models (Front)

If camber is not within specifications, loosen nuts and bolts of suspension strut-to-steering knuckle. Turn eccentric bolt (upper mounting bolt) until specified camber angle is obtained. Tighten mounting bolts and recheck camber.

All Other Models (Rear)

Rear camber is not adjustable. If camber angle is not within specifications, inspect rear suspension for wear or damage and repair or replace components as necessary.

TOE-IN

Vanagon (Front)

Place wheels in straight ahead position. Lug on rubber washer of pinion shaft must be aligned with

notch in steering gear housing. Loosen jam nuts and rotate both tie rods equal amounts until toe-in specifications are obtained. Tighten jam nuts. Steering wheel must be centered on steering shaft and dust boots must not be twisted on tie rods.

Vanagon (Rear)

If toe-in is not to specifications, loosen inner bolt on trailing arm. Using a screwdriver, adjust toe-in by moving trailing arm forward or rearward until correct toe-in specification is obtained. Tighten trailing arm inner bolt.

All Other Models (Front)

Place wheels in straight ahead position. Loosen jam nuts on adjustable tie rod end. Hold axle boot to avoid twisting. Adjust tie rod until specified toe-in is obtained. Tighten jam nut 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.

VOLVO

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

Caster is not adjustable. If not within specifications, check front end components for wear or damage.

CAMBER

If camber is not within specifications, loosen nuts at strut assembly upper attachment. Place camber

adjusting tool (5038) at strut upper attachment and adjust camber. Tighten lock nuts. Recheck camber.

TOE-IN

Place wheel in straight ahead position. Loosen jam nuts on tie rods. Loosen outer clamps on rubber dust boot. Turn tie rods until toe-in is within specifications. Make sure length of each tie rods does not differ more than .08" (2 mm). Measure difference between groove in tie rod and jam nut.