

Wheel Alignment

CHRYSLER CORP.

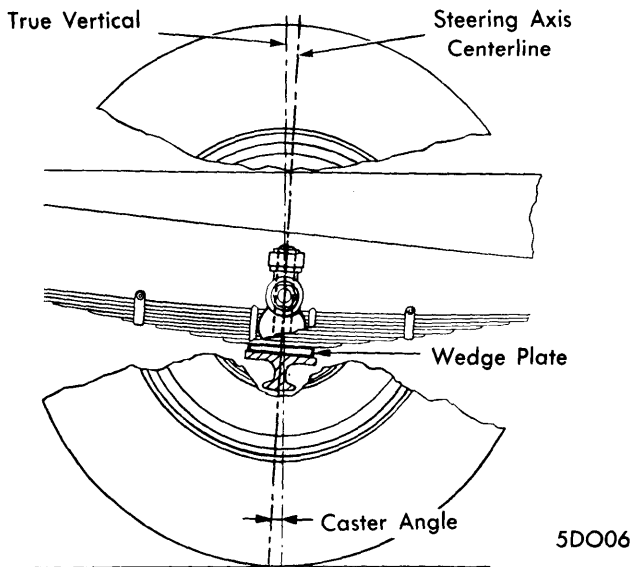
DODGE (W/LEAF SPRINGS)

CASTER

Caster should be checked after camber and steering axis inclination have been checked. Caster adjustment is accomplished by inserting wedge between spring and axle. To increase caster, insert wedge with thick portion toward rear of vehicle. To decrease caster, insert wedge with thick portion toward front of vehicle.

CAMBER

No adjustment is provided for camber. Camber is preset at the factory, and if not within limits, axle or steering knuckle is bent and should be replaced.



CASTER ANGLE ADJUSTMENT

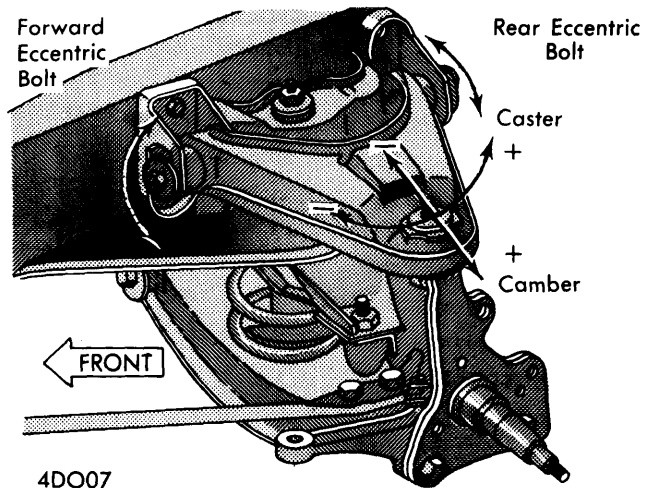
DODGE & PLYMOUTH (W/COIL SPRINGS)

CASTER

Caster is controlled by eccentric bolts which mount upper control arm to frame. To obtain positive caster, loosen forward eccentric bolt lock nut and turn eccentric bolt to force front part of control arm outward, or loosen rear eccentric bolt lock nut and turn eccentric to pull rear of control arm inward. To obtain negative caster, loosen eccentric bolt lock nut and turn forward eccentric bolt to pull front part of control arm inward, or loosen rear eccentric bolt lock nut and turn eccentric bolt to force rear of control arm outward. Tighten eccentric bolt lock nut to 70 ft. lbs.

CAMBER

Camber is controlled by eccentric bolts which mount upper control arm to frame. To increase camber, loosen eccentric bolt lock nuts and turn both eccentric bolts an equal amount to force upper control arm outward. To decrease camber, turn both bolts an equal amount to pull upper control arm inward. *NOTE — Turning both bolts an equal amount will change camber without affecting caster.* Tighten eccentric bolt lock nuts to 70 ft. lbs.



WHEEL ALIGNMENT ADJUSTMENTS