

Wheel Alignment

FORD MOTOR CO.

ALL MODELS

RIDING HEIGHT

With vehicle on level surface, fuel tank full, and no other load, bounce both front and rear until suspension settles. Measure clearance between top of axle and frame side rail directly above axle. If clearance is not correct, insert spacer block between axle and frame to obtain correct riding height for purpose of checking and adjusting caster and camber.

CASTER

All Models — Caster is preset at factory and no adjustment is provided. If not within limits, replace parts as necessary to correct.

All Models — Camber is preset at factory, and no adjustment is provided. If not within limits, replace parts as necessary to correct.

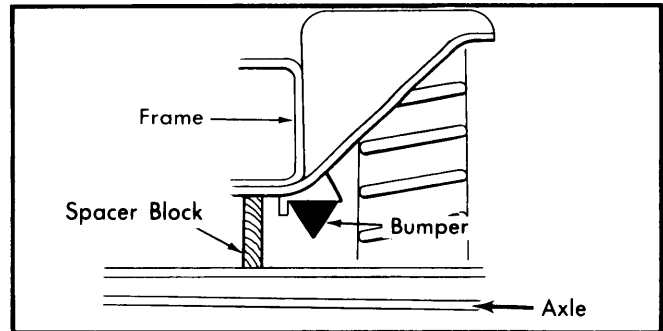


Fig. 1 Setting Riding Height

GENERAL MOTORS

ALL MODELS

NOTE — Difference in shim packs must not exceed .300". Front shim pack must be .240" minimum.

CAMBER

All Models — Camber is changed by adding or subtracting shims from the upper control arm shaft. To increase camber,

add equal amounts of shims to both upper control arm attaching bolts. To decrease camber, subtract equal amounts of shims from both control arm attaching bolts. **NOTE** — By adding or subtracting equal amounts of shims, camber may be corrected without affecting caster.

CASTER

All Models — 1) Measure frame angle, in relation to level, directly behind cab. Using suitable alignment equipment,

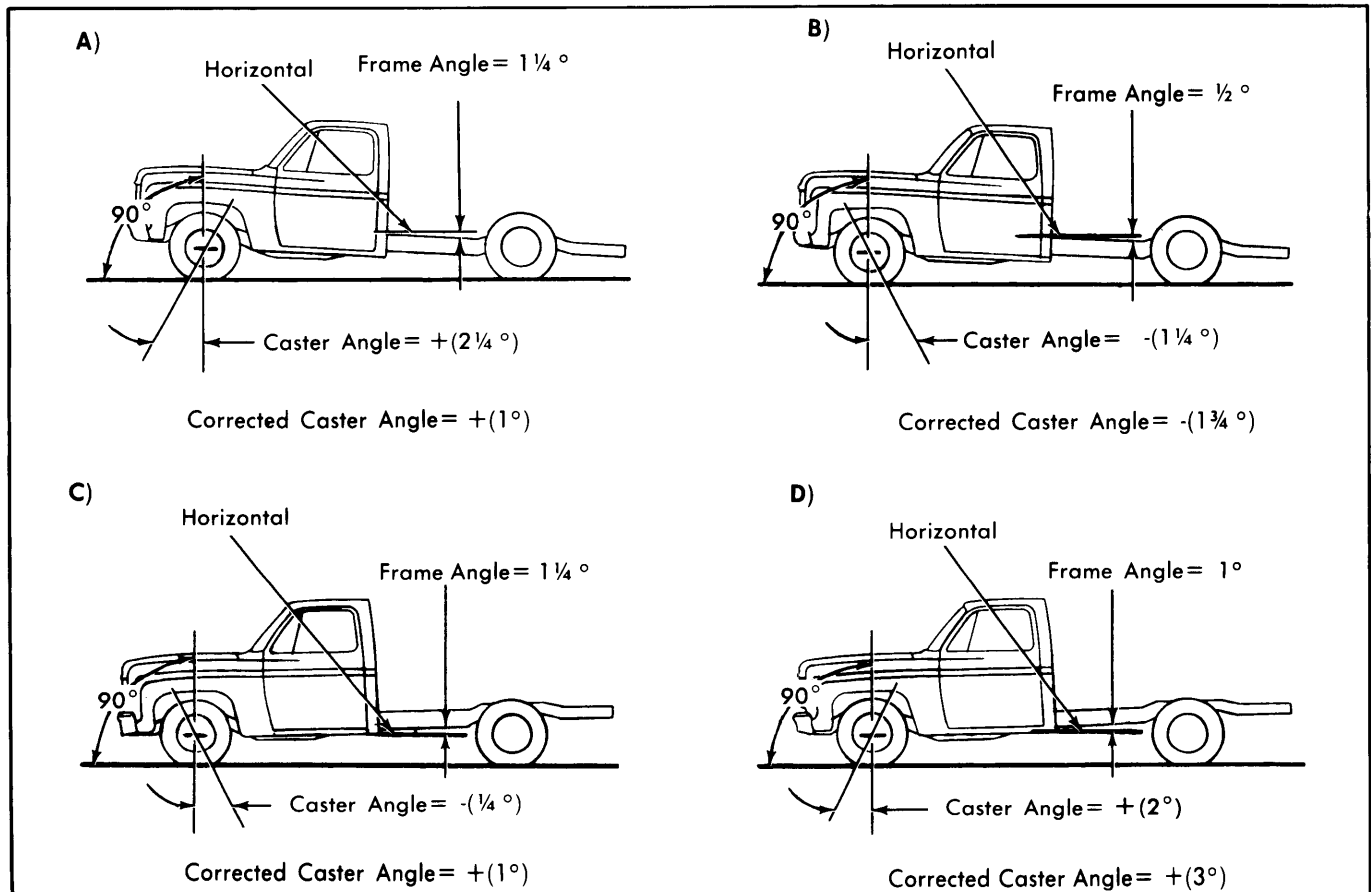


Fig. 1 Determining Corrected Caster Angle

GENERAL MOTORS (Cont.)

determine existing caster. Combine frame angle with caster angle to determine corrected caster angle as follows:

- A) — If frame is down in rear, frame angle must be subtracted from positive caster angle.
- B) — If frame is down in rear, frame angle must be added to negative caster angle.
- C) — If frame is up in rear, frame angle must be subtracted from negative caster angle.

D) — If frame is up in rear, frame angle must be added to positive caster angle.

- 2) Measure distance from top of jounce bumper bracket on lower control arm to bottom of frame crossmember. Determine correct caster angle for measured clearance and adjust. To increase caster, add shims between forward upper control arm attaching bolt and frame, or subtract shims from rear attaching bolt. To decrease caster, subtract shims from forward bolt, or add shims to rear bolt.

INTERNATIONAL HARVESTER

ALL MODELS

CAMBER

Camber is preset at factory, and no adjustment is provided. If not within limits, replace parts as necessary to correct.

CASTER

Caster specifications are based on a vehicle design load, therefore frame must be level when caster is adjusted. Caster

adjustment is accomplished by inserting a wedge between the 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.

Possible causes of incorrect caster are sagging springs, bent or twisted axle or unequally tightened spring "U" bolts. In most cases, a twisted axle would be at fault if caster varies more than $\frac{1}{2}^{\circ}$ between left and right.

JEEP

ALL MODELS

CAMBER

Correct wheel camber of $1\frac{1}{2}^{\circ}$ is preset in front axle at time of manufacture and can not be adjusted. If not within limits, replace parts as necessary to correct.

CASTER

Caster adjustment is accomplished by inserting shim between spring and axle. To increase caster, insert with thick portion toward rear of vehicle. To decrease, insert with thick portion toward front of vehicle.

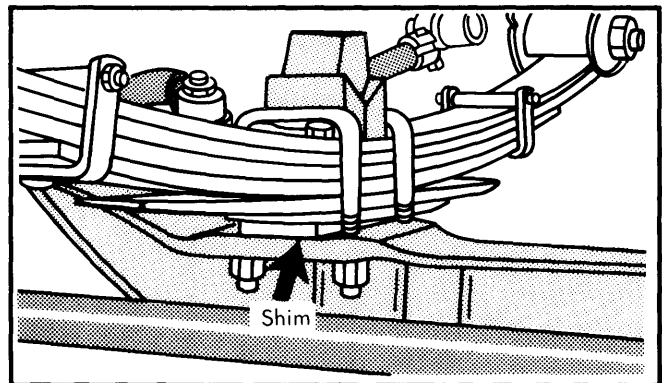


Fig. 1 Caster Adjustment