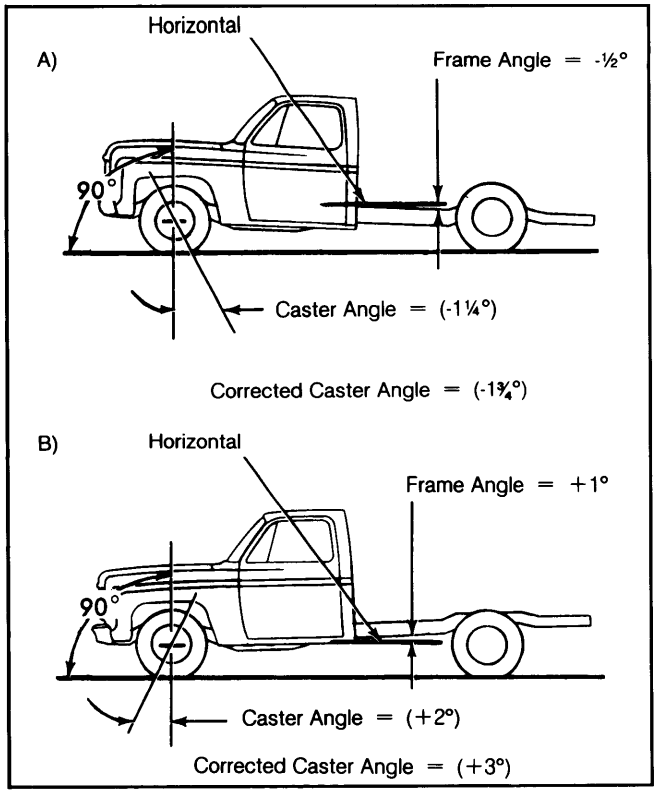
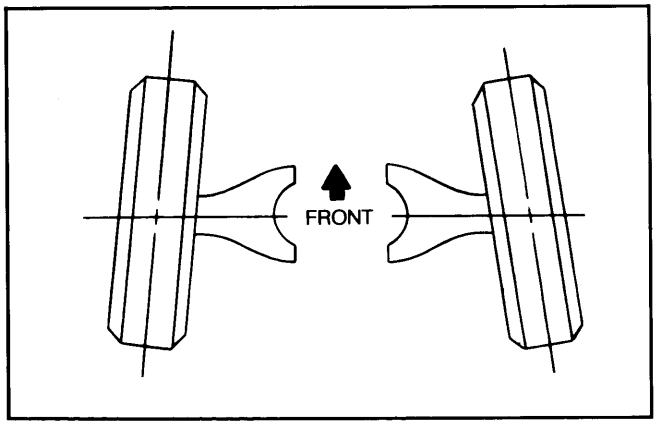
WHEEL ALIGNMENT PROCEDURES (Cont.)

Fig. 3: Determining Corrected Caster Angle



When caster is tilted backward from vertical, caster is positive; when tilted forward, caster is negative.

Fig. 4: Wheel Toe-In



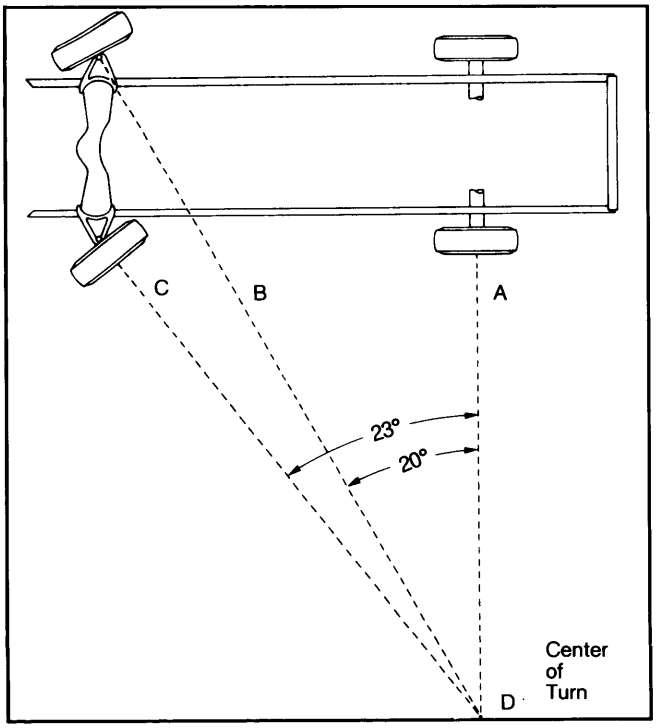
To adjust, turn sleeve on right and left tie rods an equal amount in opposite directions.

TOE-OUT ON TURNS

1) Toe-out check is a check for bent or damaged parts and not a service adjustment. With caster, camber and toe-in properly adjusted, check toe-out with weight of vehicle on wheels. Use full-floating turn table under each wheel and repeat test with each wheel positioned for right and left turns.

2) Incorrect toe-out generally indicates a bent steering arm. Replace arm and recheck wheel alignment adjustments. Do not attempt to correct by straightening parts.

Fig. 5: Wheel Toe-Out on Turns



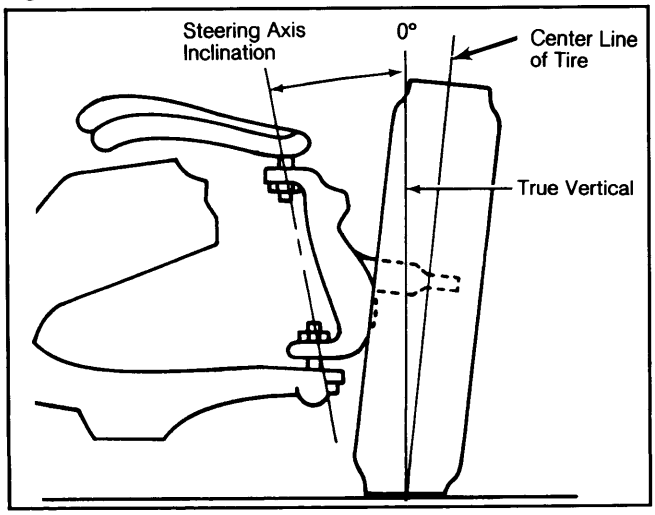
Test each wheel in right and left turn positions.

STEERING AXIS INCLINATION

1) This is a check for bent or damaged parts, and not a service adjustment. Vehicle must be level, both crosswise and lengthwise. Camber should be properly adjusted. If camber cannot be brought within limits and steering axis inclination is correct, steering knuckle is bent.

2) If camber and steering axis inclination are both incorrect by approximately the same amount, upper and lower control arms are bent. Replace parts and recheck all wheel alignment adjustments. Do not attempt to correct by straightening parts.

Fig. 6: Steering Axis Inclination



If axis and camber inclination are incorrect, check upper and lower control arms for bends.