Wheel Alignment

CHRYSLER CORP. (Cont.)

TURNING ANGLE ADJUSTMENT

4-WD Models Only

1) The turning angle stop screws are located on back side of steering knuckle, just above axle shaft centerline. To adjust, loosen stop screw lock nut.

2) Using full-floating turn table under each wheel, adjust turning angle by adjusting stop screw IN to increase and OUT to decrease turning angle.

Turning Angle Adjustment 4-WD Only

Application	Left Wheel	Right Wheel
W150	37°	27°
W250	35°	[1]29°
W350	45°	20°
D150/250/350	33°	33°

[1] — If equipped with 8.7 x 16.5" tires, turning angle is 26°. If equipped with 9.5 x 16.5" tires, turning angle is 24°.

FORD

ALL MODELS

RIDING HEIGHT

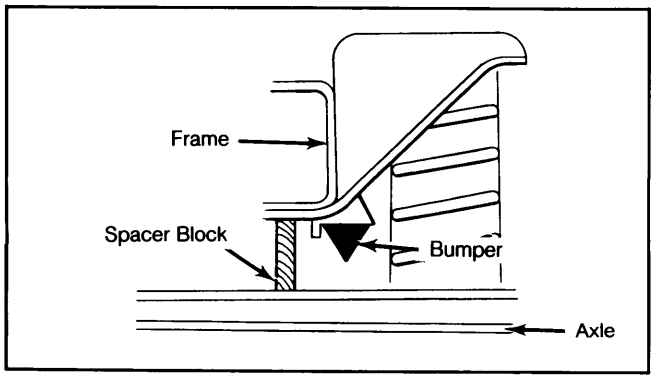
NOTE: Before making wheel alignment adjustments, make sure front riding heights are within ⅛" of each other.

1) With vehicle on level surface, fuel tank full and no other load, bounce both front and rear until suspension settles. On E100-350 models, place 2 height blocks 3½" high between top of axle and flange on lower part of jounce bracket on each axle.

2) Measure clearance at inside area of jounce bracket (toward wheel) between top of axle and spring seat lower surface on frame. On F100-350 and Bronco models, place 2 height blocks 5" high between top of axle and outside lip of jounce bumper on each axle.

3) Measure clearance at inside of spring seat lower surface (toward center of vehicle) between top of axle and spring seat lower surface. If clearance is not correct, height must be corrected by installing proper springs or shims.

Fig. 1: Setting Riding Height



Front riding heights must be within ⅛" of each other before adjusting.

CASTER

All Models (Exc. F250/350 4-WD)

Caster is built-in at factory and no adjustment is provided. If not within limits, replace parts as required.

F250/350 4-WD Models

Caster angle on models with leaf spring type front suspension can be adjusted by inserting a shim between the spring and axle. Shims are available in 0°, 1° and 2° increments.

CAMBER

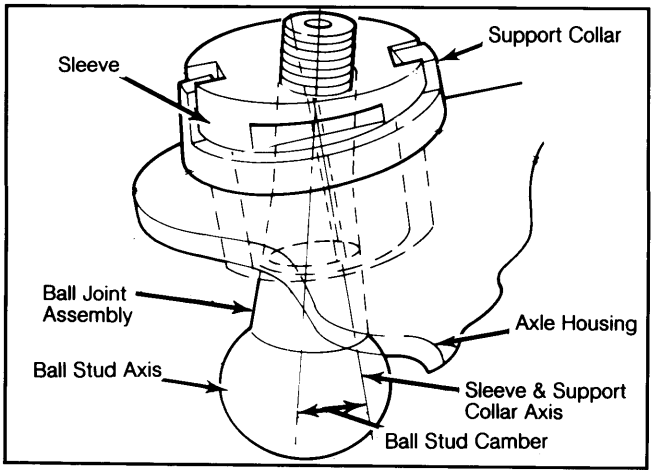
All Models (Exc. Bronco and F150/350 4-WD)

Camber is built-in at factory and no adjustment is provided. If not within limits, replace parts as required.

Bronco and F150/350 4-WD Models

Under normal loading conditions, camber angle is built into axle and no adjustment is necessary. For unusual loading conditions, adjustments can be made. Camber adjustment is provided by a series of interchangeable mounting sleeves for upper ball joint stud. Sleeves are available in 4 ranges of ½° increments from 1½° negative to 1½° positive.

Fig. 2: Camber Adjustment



Adjust using upper ball joint mounting sleeves.

TURNING ANGLE ADJUSTMENT

4-WD Models Only

1) The turning angle stop screws are located on back side of steering knuckle, just above axle shaft centerline. To adjust, loosen stop screw lock nut.

2) Using full-floating turn table under each wheel, adjust turning angle by adjusting stop screw IN to increase and OUT to decrease turning angle.

Turning Angle Adjustment 4-WD Only

Application	Left Wheel	Right Wheel
Bronco & F150	36°	36°
F250	33.4°	33.4°
F350	30.3°	30.3°