

Wheel Alignment

1973 WHEEL ALIGNMENT SPECIFICATIONS

R — Right Rr — Rear Man — Man Steering Pwr — Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
AMERICAN MOTORS					
Hornet & Gremlin	0	L +3/8 R +1/8	1/8	25°	22°
All Others	+1	L +3/8 R +1/8	1/8	25°	22°
CHRYSLER CORP.					
Dart & Valiant	①	②	1/8±1/32	20°	17.5°
Barracuda & Challenger	①	②	1/8±1/32	20°	17.5°
Coronet, Charger, Satellite	①	②	1/8±1/32	20°	18.5°
Fury, Polara & Monaco	①	②	1/8±1/32	20°	18.8°
Chrysler	①	②	1/8±1/32	20°	18.8°
Imperial	①	②	1/8±1/32	20°	17.9°
FORD MOTOR CO.					
Ford, Mercury & Meteor	+2±2 ③	0±1 ④	1/16 to 7/16	20°	19.16°
Torino & Montego	+3/4±1 1/2 ④	+3/4±1 ④	3/16 to 9/16	20°	17.73°
Mustang & Cougar	0±2 ③	+1/2±1 ④	1/16 to 3/8	20°	17.72°
Thunderbird & Mark IV	+1 1/2±2 ③	+1/2±1 ④	0 to 3/8	20°	17.74°
Lincoln Continental	+1 1/2±2 ③	+1/2±1 ④	0 to 3/8	20°	18.43°
Maverick & Comet	-1/2±2 ④	+1/4±1 ④	1/16 to 3/8	20°	Pwr 18.21 Man 18.44
Pinto	+1±2 ③⑦	+3/4±1 ④	0 to 3/8	20°	18.94
GENERAL MOTORS CORP. BUICK DIVISION					
Apollo	+1/2±1/2⑥	+1/4±1/2⑥	3/16±1/16	.....	.....
Century, Luxus, Regal	Man +1±1/2② Pwr 0±1/2②	R+1/2±1/2 ④ L +1±1/2 ⑥	1/16±1/16	20°	18 1/2°
All Other Buick	+1±1/2 ⑥	R+1/2±1/2 ④ L +1±1/2 ⑥	1/16±1/16	20°	18 1/2°
CADILLAC DIVISION					
Eldorado	0±1/2 ⑥	0±3/8 ⑥	0±1/16	.....	.....
All Other Cadillac	-1±1/2 ⑥	L 0±3/8 R -1/4±3/8	0±1/16		
CHEVROLET DIVISION					
Chevrolet	+1±1/2 ④	L +1±1/2 R+1/2±1/2	1/8 to 1/4	.....	.....
Chevelle	Pwr 0+1/2 ⑥ Man -1±1/2 ④	L +1±1/2 R+1/2±1/2	1/8 to 1/4	.....	.....

① Man -1/2±1/2°
Pwr +3/4±1/2°

② L+1/2±1/4°
R+1/4±1/4°

③ Maximum variation 3/4° between wheels.

④ Maximum variation 1° between wheels.

⑤ At 0° camber.

⑥ Maximum variation 1/2° between wheels.

⑦ +1/2±2° on Pinto Wagon.

Wheel Alignment

1973 WHEEL ALIGNMENT SPECIFICATIONS (Cont.)

R - Right Rr - Rear Man - Man Steering Pwr - Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
GENERAL MOTORS (Cont.)					
Monte Carlo	5±1/2 ③	L +1±1/2 R+1/2±1/2	1/8 to 1/4	.....	.....
Camaro (Exc. Z-28)	0±1/2 ③	L +1±1/2 R+3/4±1/2	1/8 to 1/4	.....	.....
Z-28	-1±1/2 ③	L +1±1/2 R+3/4±1/2	1/8 to 1/4	.....	.....
Nova	+1/2±1/2 ③	+1/4±1/2	1/8 to 1/4	.....	.....
Vega	-3/4±1/2 ③	+1/4±1/2	3/16 to 5/16	.....	.....
Corvette	Man +1±1/2 ③ Pwr +2 1/2±1/2 ③	F +3/4±1/2 Rr-7/8±1/4	F 1/4±1/16 Rr 1/16±1/32	.....	.....
OLDSMOBILE DIVISION					
Omega	+1/2±1/2 ③	+1/4±1/2	3/16±1/16	.....	.....
Cutlass	Pwr 0±1/2 ③ Man -1±1/2 ③	L +1±1/2 R+1/2±1/2	1/16±1/16	.....	.....
88 & 98 Series	+1±1/2 ③	L +1±1/2 R +1/2±1/2	1/16±1/16	.....	.....
Toronado	-2±1/2 ③	L +1/4±3/4 R -1/4±3/4	0±1/16	.....	.....
PONTIAC DIVISION					
Ventura	+1/2±1/2 ③	+1/4±1/2 ③	3/16±1/16	.....	.....
Le Mans & Grand Am	Man -1±1/2 ④ Pwr 0±1/2 ④	L +1±1/2 ③ R +1/2±1/2 ③	1/16±1/16	.....	.....
Catalina, Bonneville, Grandville	+1±1/2 ④	L +1±1/2 ③ R +1/2±1/2 ③	1/16±1/16	.....	.....
Grand Prix	+3±1/2 ④	L +1±1/2 ③ R +1/2±1/2 ③	1/16±1/16	.....	.....
Firebird	0±1/2 ④	+1±1/2 ③	3/16±1/16	.....	.....
JEEP CORP.					
All	+3	+1 1/2	3/64-3/32	.....	.....

① Man -1/2±1/2°
Pwr +3/4±1/2°

② L+1/2±1/4°
R+1/4±1/4°

③ Maximum variation 3/4° between wheels.

④ Maximum variation 1° between wheels.

⑤ At 0° camber.

⑥ Maximum variation 1/2° between wheels.

⑦ +1/2±2° on Pinto Wagon.

