

AMERICAN MOTORS (Cont.)

Caster

Adjust by moving adjusting nuts forward or backward on strut rod threaded end. Tighten to 85 ft. lbs. when desired setting is achieved.

Camber

Adjust camber by turning lower control arm inner pivot bolt eccentric. Tighten pivot bolt locknut to 95 ft. lbs. when desired setting is achieved.

CHRYSLER CORP.

ALL MODELS (1961-69)

Caster and camber adjustments are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs. *NOTE* - On all models, except Chrysler, access holes to loosen upper control arm cam bolt nuts have been provided in fender side shields. Front access hole is covered by a splash shield.

Caster

Adjust by turning **one** eccentric bolt at a time as necessary to obtain correct setting. *NOTE* - Turning both eccentric bolts in opposite directions affects caster with a minimum amount of change in camber.

Camber

Adjust camber by turning both eccentric bolts equally in same direction as necessary to obtain correct setting. *NOTE* - Turning both eccentric bolts equally in same direction affects camber with a minimum amount of change in caster.

ALL MODELS (1970-72)

Caster and camber adjustments are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs. *NOTE* - On all models, except Chrysler, access holes to loosen upper control arm cam bolt nuts have been provided in fender side shields. Front access hole is covered by a splash shield.

Camber

Record initial camber reading before loosening cam bolt nuts. Camber setting should be held as close as possible to the specified setting. *NOTE* - The equipment manufacturer's recommended procedure should always be followed. Tighten cam bolt nut to 65 ft. lbs. (160 ft. lbs. Imperial).

Caster

Record initial caster reading before loosening cam bolt nuts. Caster setting should be held as nearly equal as possible on both wheels. *NOTE* - The equipment manufacturer's recommended procedure should always be followed. Tighten cam bolts to 65 ft. lbs. (160 ft. lbs. Imperial).

ALL MODELS (1973)

NOTE - Two types of camber/caster adjustment methods are used for 1973: the eccentric type and the slotted bar type, depending on car line.

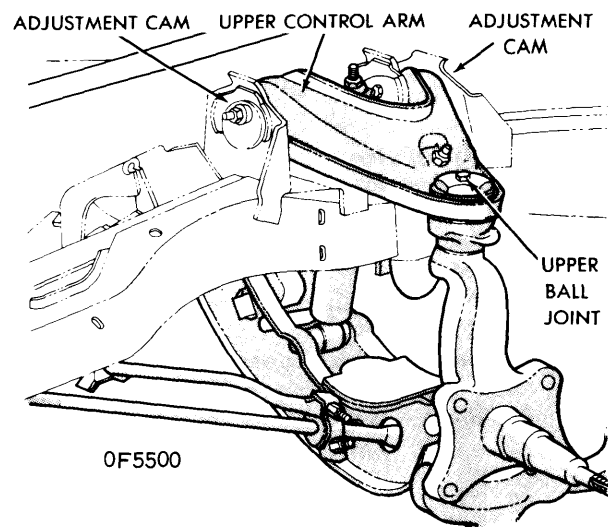
Caster/camber adjustments on eccentric type are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs. Caster/camber adjustments on slotted bar type are made by loosening the bolts that attach bar to frame, and by moving bar in or out in elongated bolt holes.

Camber

Record initial camber reading before loosening cam bolt or bar bolts. Camber setting should be held as close as possible to the specified setting. After adjustment, tighten cam bolt nuts to 70 ft. lbs. and bar nuts to 160 ft. lbs.

Caster

Record initial caster reading before loosening cam bolt or bar bolts. Caster reading should be held as nearly equal as possible for both wheels. After adjustment, tighten cam bolt nuts to 70 ft. lbs. and bar nuts to 160 ft. lbs.



TYPICAL CASTER & CAMBER ADJUSTING CAMS