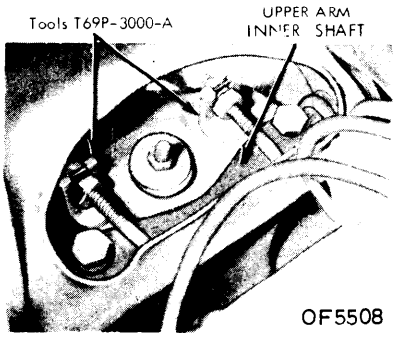
FORD MOTOR CO.

Caster

To obtain positive caster, loosen strut rear nut and tighten front nut against bushing. To obtain negative caster, loosen strut front nut and tighten rear nut against bushing.

Camber

Loosen eccentric bolt nut at inner end of lower control arm and rotate bolt and eccentric clockwise from high position to increase camber or counterclockwise to decrease camber.



FORD & MERCURY CASTER & CAMBER ADJUSTMENT

COMET, COUGAR, MAVERICK, MUSTANG, FAIRLANE, FALCON (1970-72)
MONTEGO, TORINO (1970-71)

Caster

Caster is controlled by front suspension strut. To obtain positive caster, loosen strut rear nut and tighten front nut against bushing. To obtain negative caster, loosen strut front nut and tighten rear nut against bushing.

Camber

Camber is controlled by eccentric cam located at lower attachment to side rail. Loosen camber adjustment bolt nut at rear body of bracket. Spread body bracket at adjustment bolt area just enough to permit lateral travel of arm when adjustment bolt is turned. Rotate bolt and eccentric clockwise from high position to increase camber or counterclockwise to decrease camber. After adjustment, tighten lower arm eccentric bolt nut and the strut front nut to 70-100 ft. lbs.

FORD, MERCURY, METEOR, THUNDERBIRD, LINCOLN CONTINENTAL, MARK III & IV (1970-73)
TORINO, MONTEGO (1972-73)

Caster

Caster is adjusted by loosening bolts that attach upper suspension arm inner shaft to frame side rail. To obtain positive caster, tighten tool front hook nut or loosen the rear hook nut. To decrease caster, tighten rear hook nut or loosen the rear hook nut. To decrease caster, tighten rear hook nut or loosen front hook nut. Check camber to be sure it did not change during caster adjustment. Adjust camber if necessary. Tighten upper arm inner shaft attaching bolts to 75-100 ft. lbs.

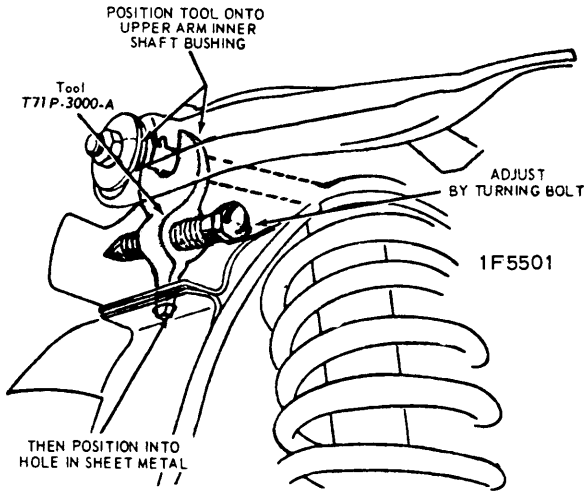
Camber

To adjust camber angle, loosen both inner shaft attaching bolts and tighten or loosen the hook nuts to move inner shaft inboard or outboard as necessary. Using Tool T69P-3000-A or equivalent, camber angle can be checked without tightening the inner shaft attaching bolts. Inboard movement of control arm shaft *equally at both bolts* will change camber in negative direction. Outboard movements of upper control arm shaft *equally at both bolts* will change camber in positive direction.

PINTO (1971-73)

Caster & Camber

Install Tool T71P-3000A or equivalent, one at each end of upper arm inner shaft and turn tool bolts in until bolt ends contact body metal. Loosen upper arm inner shaft-to-body attaching bolts. Inner shaft will move inboard until stopped by tool bolt ends. Turn bolt ends in or out until caster and camber are within specifications. Torque upper arm inner shaft-to-body attaching bolts to 75-105 ft. lbs. Loosen tool bolts and remove tool.



PINTO CASTER & CAMBER ADJUSTMENT