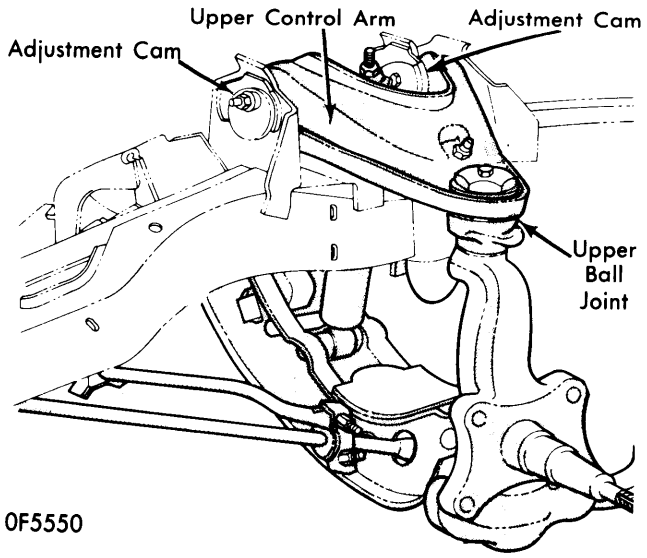
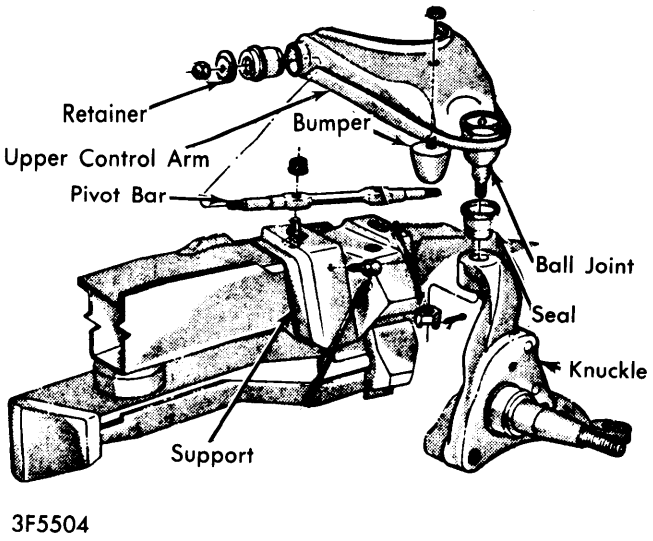
CHRYSLER CORP. (Cont.)



ECCENTRIC TYPE CAMBER/CASTER ADJUSTMENT



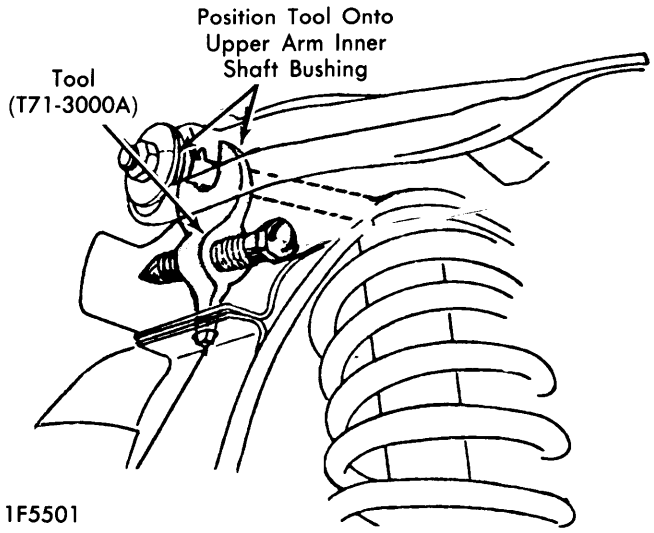
SLOTTED TYPE CAMBER/CASTER ADJUSTMENT

FORD MOTOR CO.

ALL MODELS

TIRE INFLATION (COLD)

Inflate tires to manufacturers specifications. Specifications are found on glove box door, rear edge of drivers door, or door pillar on drivers side.



PINTO & MUSTANG CASTER & CAMBER ADJUSTMENT

PINTO & MUSTANG

CASTER & CAMBER

Install suitable tool (T74P-3000), 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 tool bolts in or out until caster and camber are within specifications. Tighten upper arm inner shaft-to-body attaching bolts. Loosen tool bolts, remove tools.

MAVERICK & COMET

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

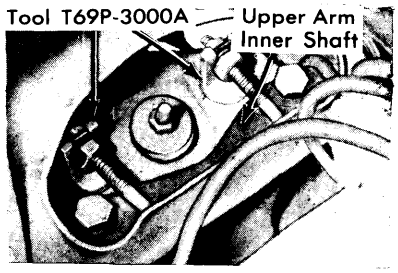
Camber is controlled by eccentric cam located at lower arm attachment to side rail. Loosen camber adjustment bolt nut at rear of body bracket. Spread body bracket at adjustment bolt area just enough to permit lateral travel of arm when adjustment bolt is turned. Rotate bolt and eccentric clockwise from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

ALL OTHER MODELS

CASTER

Caster is adjusted by loosening bolts attaching upper suspension arm inner shaft-to-frame side rail. To obtain positive caster, tighten tool front hook nut or loosen 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. Tighten upper arm inner shaft attaching bolts.

FORD MOTOR CO. (Cont.)



FORD & MERCURY CASTER & CAMBER ADJUSTMENT

CAMBER

To adjust camber angle, loosen both inner shaft attaching bolts and tighten or loosen hook nuts to move inner shaft inboard or outboard as necessary. Using suitable tool (T69P-3000A), camber can be checked without tightening inner shaft attaching bolts. Inboard movement of shaft equally at both bolts will change camber in negative direction and outboard movement equally at both bolts will change camber in positive direction.

GENERAL MOTORS

BUICK

TIRE INFLATION (COLD)

Before checking wheel alignment, ensure that tires are inflated to manufacturers specifications, found on tire placard on inside of glove box door or on drivers door jam.

RIDING HEIGHT

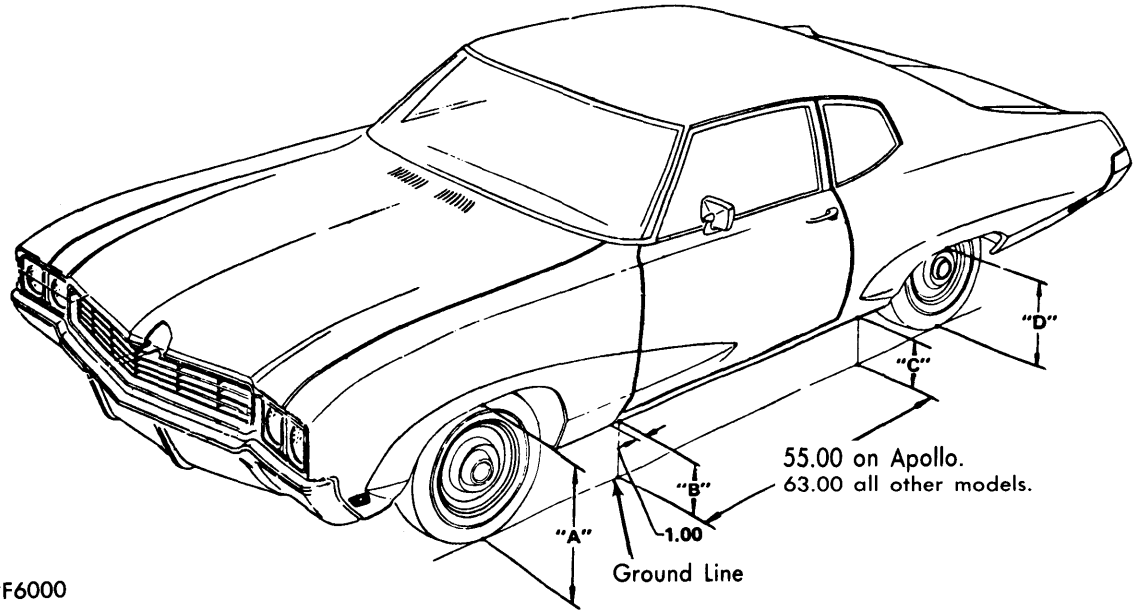
With car on smooth level floor, trunk empty and fuel tank full, bounce both front and rear of car several times and let car assume normal position. Measure the dimensions as shown in illustration. If riding height is not within specified limits, install shims between upper end of spring and frame. If side-to-side variation is more than "1", check suspension for damage, excessive wear or incorrect spring installation.

CASTER

Loosen bolts and nuts attaching upper control arm-to-frame. To increase caster (more positive), remove shims from front bolt and add them to rear bolt. To decrease caster (more negative), add shims at front bolt and remove shims from rear bolt. Tighten control arm shaft nuts 45-55 ft. lbs. on Apollo and 65-80 ft. lbs. on all other models. *NOTE — Shim pack thickness at any one location must not exceed .75".* Check camber for adjustment.

CAMBER

Loosen bolts and nuts attaching upper control arm-to-frame. To increase camber (more positive), remove equal amount of shims from front and rear bolts. To decrease camber (more negative), add equal amount of shims to front and rear bolts. Tighten control arm shaft nuts 45-55 ft. lbs. on Apollo and 65-80 ft. lbs. on all other models. *NOTE — Shim pack thickness at any one location must not exceed .75".* Recheck caster for correct setting.



RIDING HEIGHT MEASUREMENTS