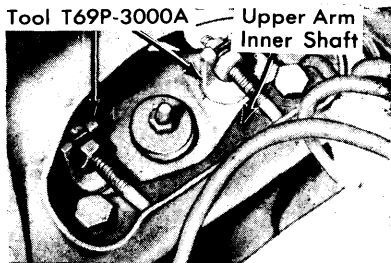


FORD MOTOR CO. (Cont.)



OF5508

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

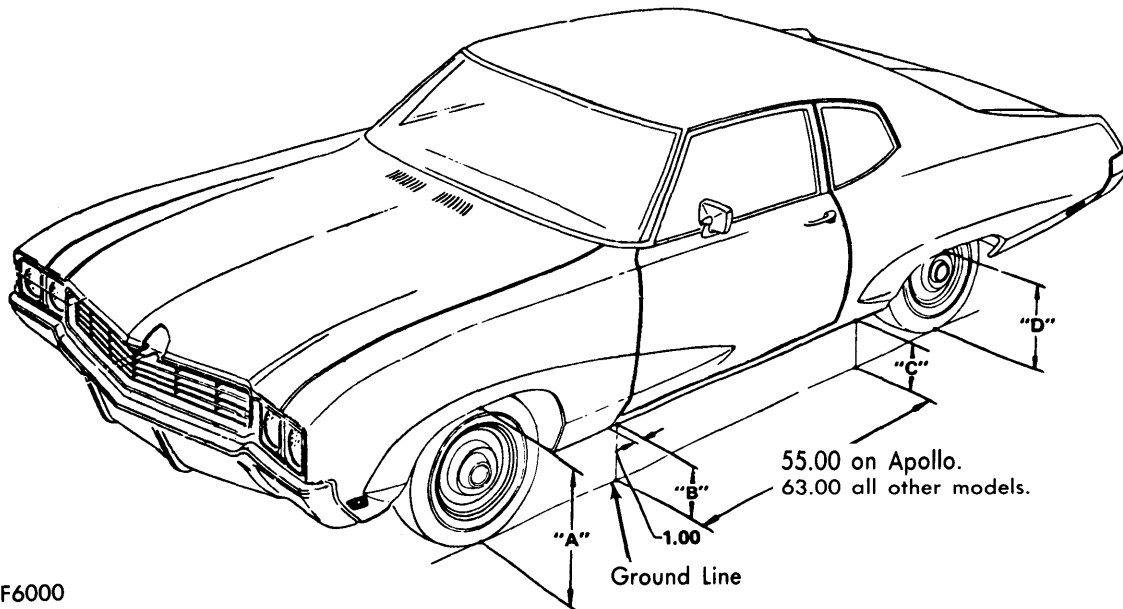
With car on smooth level floor, trunk empty and fuel tank full, bounce both front and rear of car several times and let car assume normal position. Measure the dimensions as shown in illustration. If riding height is not within specified limits, install shims between upper end of spring and frame. If 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.



2F6000

RIDING HEIGHT MEASUREMENTS

Wheel Alignment

GENERAL MOTORS (Cont.)

CURB HEIGHT AT CURB WEIGHT

Dimension	Apollo	Century & Regal	LeSabre	Riviera	Electra	Sportswagon	Estate Wagon
A	26.20"	27.70"	28.48"	29.00"	28.62"	27.97"	29.36"
B	9.57"	10.28"	9.26"	9.00"	9.40"	10.69"	10.20"
C	9.57"	10.14"	9.16"	8.60"	9.30"	10.83"	10.21"
D	23.00"	25.41"	24.32"	26.57"	24.30"	26.20"	25.42"

CADILLAC

TIRE INFLATION (COLD)

Before checking wheel alignment, ensure that tires are inflated to manufacturers specifications, found on tire placard in glove box.

RIDING HEIGHT

Before checking riding height, trunk must be empty (except for spare tire and jack), front seat all way to rear, and fuel tank full. Normalize springs by working bumper up and down, then release bumper and let car assume normal position. If car is equipped with Automatic Level Control, deflate system using service valve and disconnect air line from superlift port on control valve. Check riding height as follows:

Front (Exc. Eldorado) — Measure distance from top of lower control arm in front of rubber bumper to flat surface on bottom of frame. Distance should be within specifications, and equal within $\frac{3}{8}$ " from side to side. If heights are unequal, replace spring on low side.

Front (Eldorado) — Measure distance from lower edge of front shock absorber dust tube to centerline of lower attachment. Distance should be within specifications, and equal within $\frac{3}{8}$ " on each side. If not within specifications adjust at torsion bar adjusting bolt. Clockwise rotation of bolt increases front height while counterclockwise rotation decreases height.

Rear (All Models) — Measure distance from top of axle housing straight up to lower underside of frame. Distance should be within specifications, and equal within $\frac{1}{2}$ " on each side. If not within specifications, replace spring on low side.

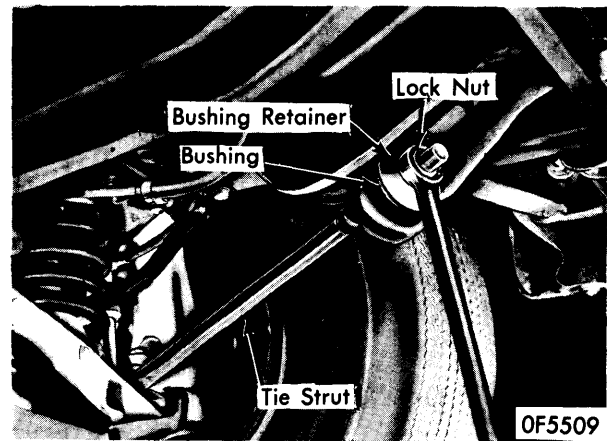
Riding Height Specifications

Application	Front (Inches)	Rear (Inches)
Fleetwood Models		
Brougham	$4\frac{1}{4} \pm \frac{3}{8}$	$5\frac{1}{4} \pm \frac{3}{8}$
75 W/Standard	$4\frac{1}{32} \pm \frac{1}{32}$	$6\frac{1}{32} \pm \frac{1}{32}$
75 W/Radials	$4\frac{3}{32} \pm \frac{1}{32}$	$6\frac{1}{32} \pm \frac{1}{32}$
Eldorado	$8\frac{5}{16} \pm \frac{1}{8}$	$5\frac{3}{16} \pm \frac{3}{8}$
All Other Models		
W/O ALC	$4\frac{5}{16} \pm \frac{3}{8}$	$5\frac{3}{4} \pm \frac{3}{8}$
W/ALC	$4\frac{5}{16} \pm \frac{3}{8}$	$5\frac{1}{4} \pm \frac{3}{8}$

CASTER (EXCEPT ELDORADO)

NOTE — Before adjusting caster, loosen tie-struts at lower suspension arms to allow tie-strut to center and thus prevent damage to bushings and premature wear at frame front crossmember. To provide more negative caster, lengthen tie-struts by loosening front lock nuts and tightening rear lock nuts. To provide more positive caster, shorten tie-struts by loosening rear lock nuts and tightening front lock nuts. One turn of lock nuts results in approximately $\frac{1}{2}$ ° change in caster.

After adjustments are made, tighten tie-strut mounting bolt nuts at lower arms to 55 ft. lbs. and front lock nuts to 35 ft. lbs.
NOTE — When tightening front lock nut, hold rear nut securely to prevent changing caster setting.



CADILLAC CASTER ADJUSTMENT

CAMBER (EXCEPT ELDORADO)

Loosen lock nut on ball joint stud one turn and strike steering knuckle to free camber eccentric in steering knuckle. Using suitable tool (J-23415) turn camber eccentric until desired camber is obtained. Final position of ball joint should be in rear portion of camber eccentric in order to keep steering arm angle correct. After adjustments are completed, tighten ball joint stud nut.



CADILLAC CAMBER ADJUSTMENT