

Wheel Alignment

CHRYSLER CORP. (Cont.)

CASTER

Caster adjustments are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs or by changing position of pivot bar. Remove all foreign material from exposed threads of cam adjusting bolt nuts or from pivot bar adjustment bolt nuts. Record initial caster reading before loosening cam bolt nuts or pivot bar nuts. Caster settings should be held as nearly equal as possible on both wheels.

CAMBER

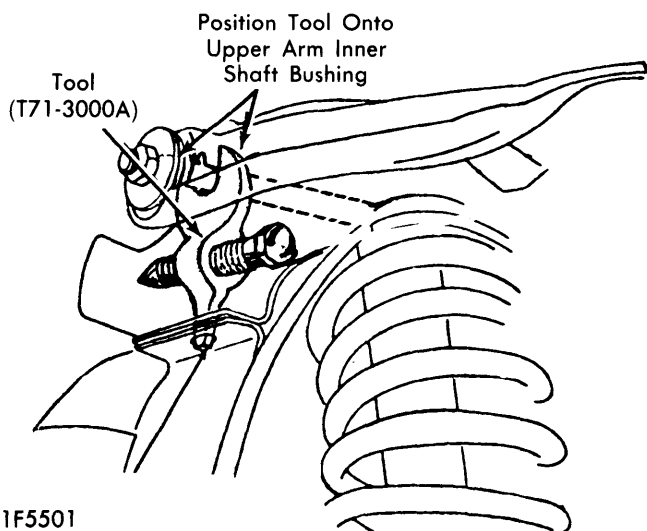
Camber adjustments are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs or by changing position of pivot bar. Remove all foreign material from exposed threads of cam adjusting bolt nuts or from pivot bar adjustment bolt nuts. Record initial camber reading before loosening cam bolt nuts or pivot bar nuts. Camber settings should be held as close as possible to specified setting.

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.



1F5501

PINTO, MUSTANG & BOBCAT CASTER & CAMBER ADJUSTMENT

PINTO, MUSTANG & BOBCAT

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 GRANADA & MONARCH

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.

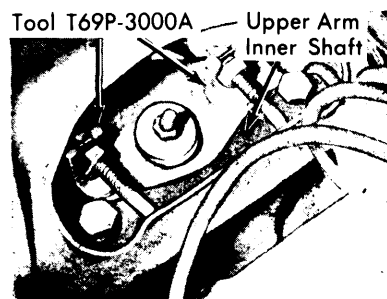
CAMBER

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.



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.