

Wheel Alignment

CHRYSLER CORP. (Cont.)

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.

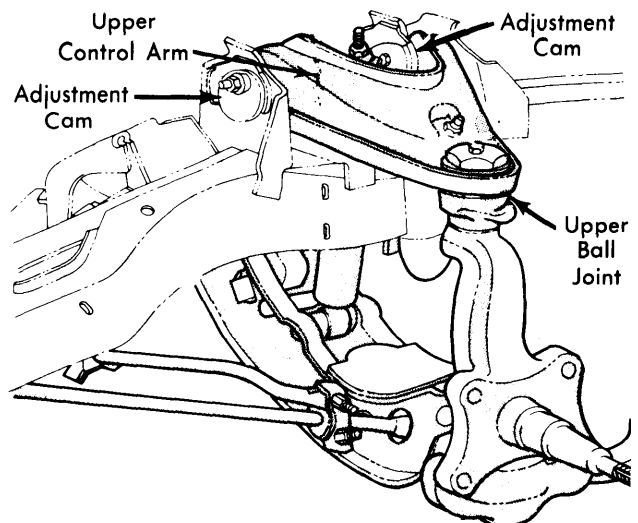


Fig. 5 Eccentric Type Camber/Caster Adjustment

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.

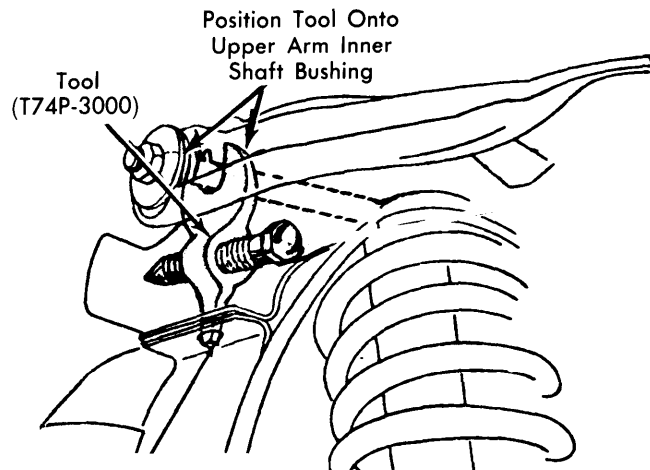


Fig. 6 Pinto, Mustang & Bobcat Caster & Camber Adjustment

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, VERSAILLES, GRANADA, COMET & 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.

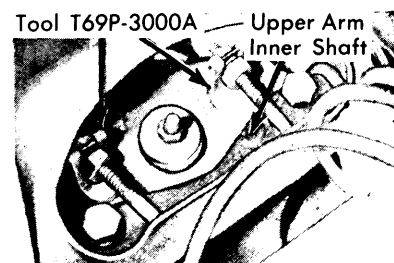


Fig. 7 Ford & Mercury Caster & Camber Adjustment

FORD MOTOR CO. (Cont.)

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 Fig. 8. If riding height is not within specified limits, install shims between upper end of spring and frame.

CASTER (EXC. SKYHAWK)

Loosen nuts and bolts attaching upper control arm to frame. To increase caster (more positive), remove shims from front bolt and add them to the rear bolt. To decrease caster (more negative), add shims to the front bolt and remove them from the rear bolt. Tighten control arm shaft nuts to 100 ft. lbs. on Skylarks. On all other models, tighten bolts to 115 ft. lbs. and nuts to 95 ft. lbs.

CAMBER (EXC. SKYHAWK)

Loosen nuts and bolts 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 upper control arm shaft nuts to 50 ft. lbs. on Skylark and 70 ft. lbs. on all other models.

CASTER (SKYHAWK)

Loosen rear lower control arm pivot nut and rotate cam until specified caster setting is reached. Tighten pivot nut to 125 ft. lbs. and check camber setting.

CAMBER (SKYHAWK)

Loosen lower control arm front pivot nut and rotate cam until specified camber setting is reached. Tighten pivot nut to 125 ft. lbs. and recheck caster.

RIDING HEIGHT SPECIFICATIONS

Application	A	D
Century Special, Century Custom, Regal		
Sedan	27.73"	26.18"
Coupe	28.40"	28.17"
Wagon	27.92"	26.71"
LeSabre, Riviera, LeSabre Custom, Estate Wagon, Electra 225, Electra Limited		
Sedan	28.70"	29.10"
Coupe	28.70"	29.10"
Wagon	28.70"	29.21"
Skyhawk	25.57"	26.47"
Skylark		

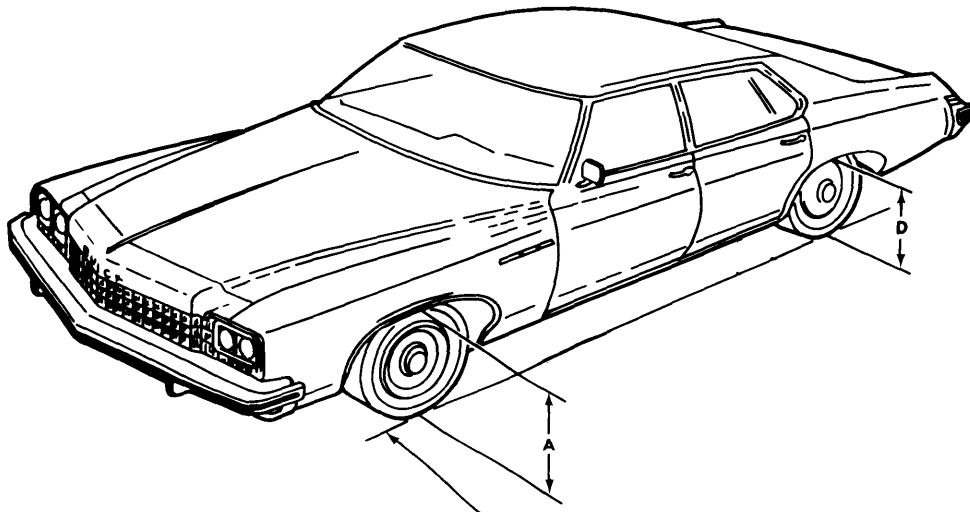


Fig. 8 Riding Height Measuring Points