

## AMERICAN MOTORS

### ALL MODELS

#### 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.

### ALL MODELS (EXC. PACER)

#### CAMBER

Adjust by turning lower control arm inner pivot bolt eccentric. When desired camber setting is attained, tighten lock nut to 110 ft. lbs.

#### CASTER

Adjust by turning adjusting nuts on strut rod (see Fig. 8). Turning nuts on rod will move lower control arm forward or backward for desired caster angle. Tighten adjusting nuts to 65 ft. lbs. after adjustment and jam nut to 75 ft. lbs.

### PACER

#### CAMBER

Adjust camber by turning both front or both front and rear lower control arm pivot bolt eccentrics. When desired camber setting is attained, tighten lock nut to 110 ft. lbs.

### CASTER

Adjust caster by turning only the rear pivot bolt eccentric. When caster angle is set, tighten lock nut to 110 ft. lbs.

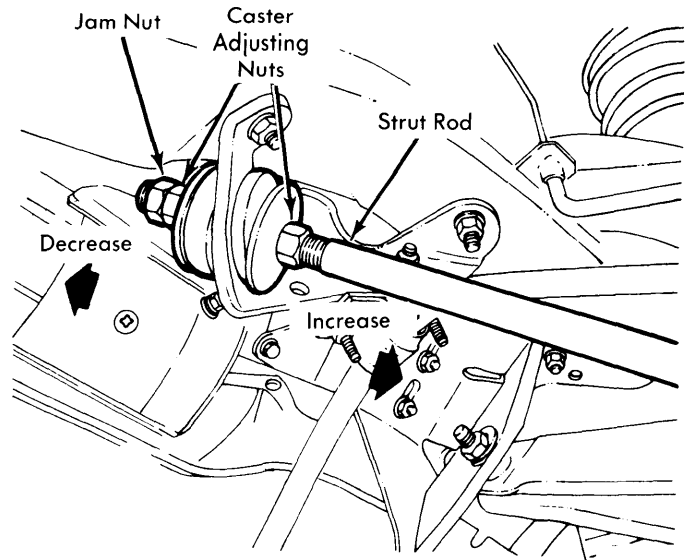


Fig. 8 Caster Adjustment (Except Pacer)

## CHRYSLER CORP.

### ALL MODELS

#### TIRE INFLATION (COLD)

Inflate tires to manufacturers specifications, found on body pillar at rear of left front door opening.

#### RIDING HEIGHT

**All Models** - 1) With vehicle at curb weight and positioned on level floor, bounce vehicle several times (releasing it on downward motion). Let it settle to normal height.

2) On Fury, Monaco, Charger/Magnum and Cordoba models, measure riding height from lowest point on front torsion bar anchor (at rear of lower control arm flange) to floor.

3) On Aspen, Volare, LeBaron, Diplomat and Chrysler models, measure from bottom of lower control arm pivot bushing to floor.

4) The maximum difference in measurement from one side to another cannot exceed  $\frac{1}{8}$ ". To adjust, turn torsion bar adjusting bolt clockwise to increase height and counterclockwise to decrease height. After adjustment is completed, bounce vehicle and recheck both sides.

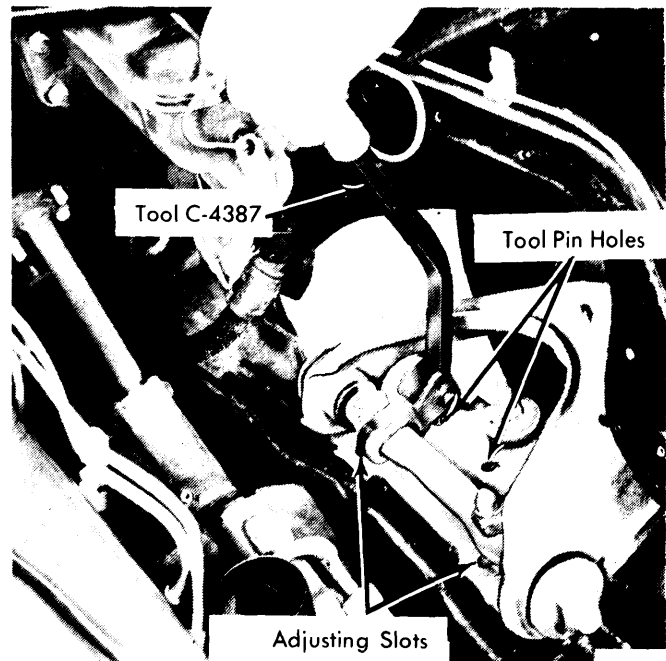


Fig. 9 Slotted Type Camber & Caster Adjustment

#### RIDING HEIGHT SPECIFICATIONS

Application	Height
Aspen, Volare, LeBaron & Diplomat .....	10.25"
Fury, Monaco, Charger/Magnum & Cordoba ...	① 10.75"
Chrysler .....	10.12"
Omni & Horizon .....	②
① - Station Wagon is 11.25".	
② - Information not available at time of publication.	

# Wheel Alignment

## CHRYSLER CORP. (Cont.)

### CASTER & CAMBER (EXCEPT OMNI & HORIZON)

1) Check caster and camber readings and compare to specifications. Clean and loosen slightly the caster/camber pivot bar nuts, so that upper control arm may be repositioned in slots. See Fig. 9.

2) Place claw of adjusting tool C-4387 on pivot bar with pin of tool in tower or bracket holes. To adjust, move pivot bar in or out.

3) To set camber, move both ends of upper control rod in or out equal distances. To set caster, move one end of bar only.

4) To maintain camber, while adjusting caster, move ends of pivot bar the same distance, but in opposite directions (one end in, the other out).

5) Tighten pivot bar nuts to 150 ft. lbs. on Chrysler and 175 ft. lbs. on other models.

### CASTER & CAMBER (OMNI & HORIZON)

**NOTE** — Caster is non-adjustable. No specifications were available from manufacturer at time of publication. Do not modify components by heating or bending.

To adjust camber, loosen cam and through bolts on each side. See Fig. 10. Rotate upper cam bolt to move top of wheel in or out to specified camber. Tighten bolts to 85 ft. lbs.

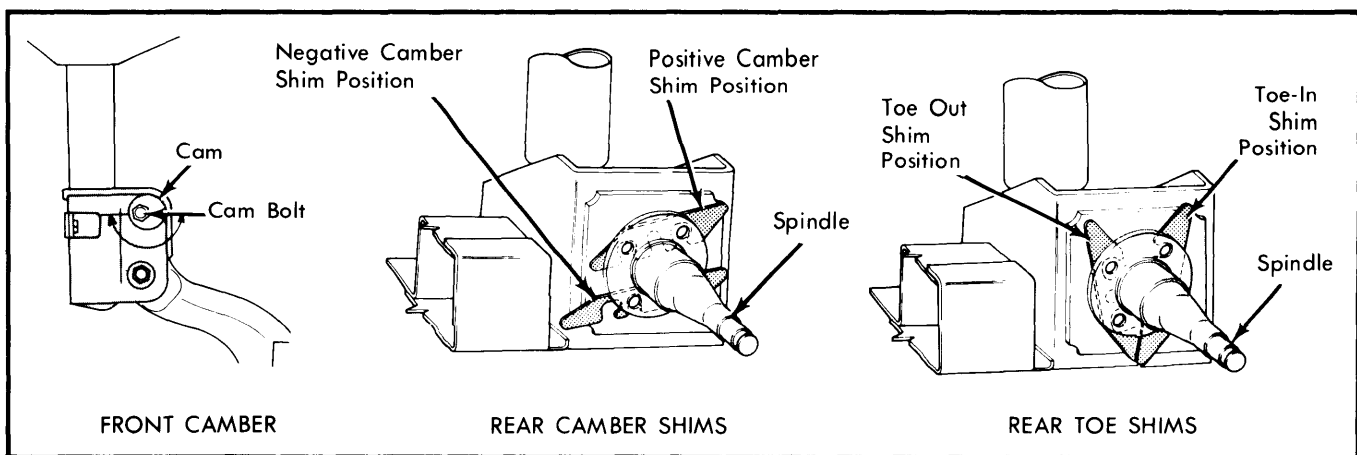


Fig. 10 Adjusting Camber & Toe (Front & Rear)  
(Omni & Horizon)

## 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.

### FAIRMONT & ZEPHYR

On Fairmont and Zephyr models the caster and camber are set at the factory and cannot be adjusted. Only toe is adjustable.

### PINTO, MUSTANG II, & 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. See Fig. 11. Tightening tool bolts forces arm outward, loosening permits arm and inner shaft to move in-

board. Tighten upper arm inner shaft-to-body attaching nuts to 95-120 ft. lbs. Then loosen tool bolts and remove tools.

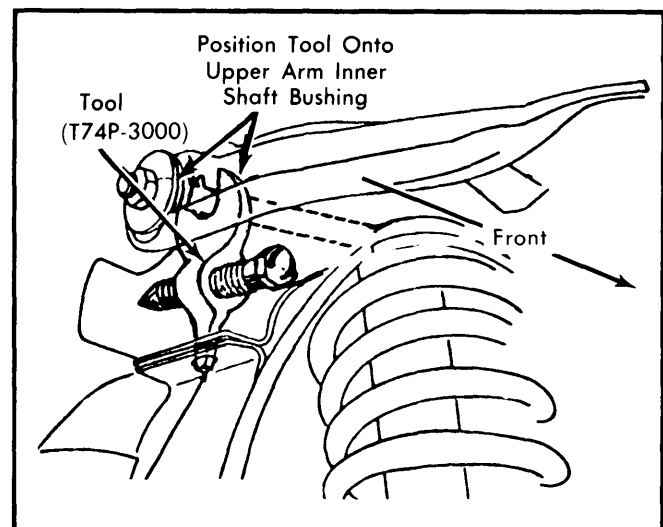


Fig. 11 Caster & Camber Adjustment  
Pinto, Mustang II, & Bobcat