AMERICAN MOTORS

TIRE INFLATION (COLD)

Before checking wheel alignment, ensure that tires are inflated to manufacturer's specifications, found on tire placard on inside of glove box door.

CAMBER

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

CASTER

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

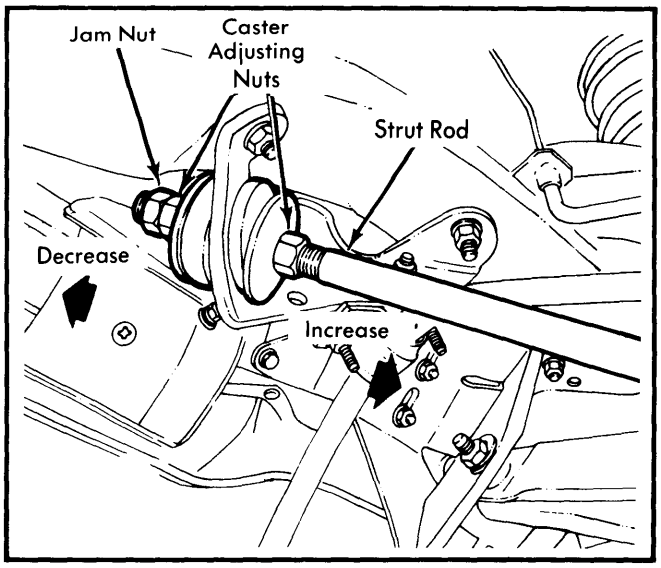

Fig. 8 Caster Adjustment

CHRYSLER CORP.

TIRE INFLATION (COLD)

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

RIDING HEIGHT

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

2) On St Regis, Newport and New Yorker models, measure riding height from lowest point of lower control arm torsion bar anchor (one inch forward of the rear face of anchor) to the floor.

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

Riding Height Specifications

Application	Height
Aspen, Volare, LeBaron, Diplomat, Cordoba and Mirada	10.25"
St. Regis, Newport and New Yorker	10.15"
Omni & Horizon	Information not Available

4) The maximum difference in measurement from one side to another cannot exceed 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.

CASTER & CAMBER

All Models (Exc. Omni and Horizon) – 1) Check caster and camber settings 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.*

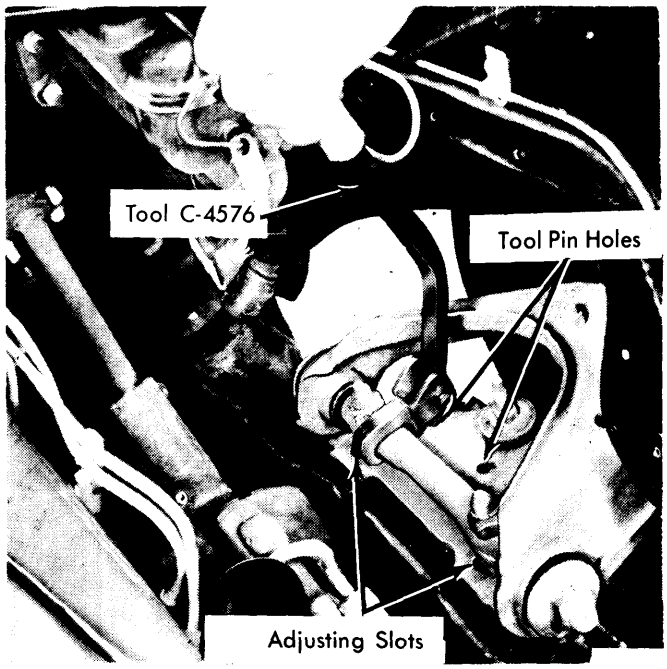

Fig. 9 Slotted Type Camber & Caster Adjustment

2) Place claw of adjusting tool C-4576 on pivot bar with pin of tool in tower or bracket holes. To adjust, move pivot bar in and 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).

CHRYSLER CORP. (Cont.)

5) Tighten pivot bar nuts to 150 ft. lbs. when adjustment is complete.

Omni and Horizon – 1) 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 90 ft. lbs.

NOTE – *Caster angle on Omni and Horizon models is not adjustable. Do not modify components by heating or bending.*

2) To adjust camber of rear wheels, add .010" shims between spindle mounting surface and spindle mounting plate. See *Fig. 10*.

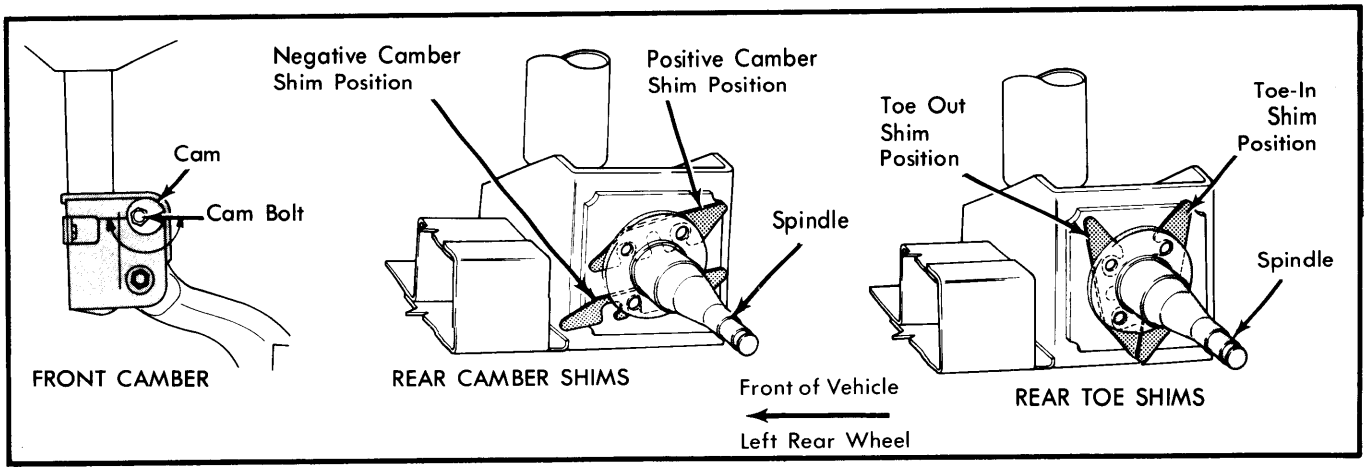

Fig. 10 Adjusting Camber & Toe (Front & Rear) (Omni & Horizon)

FORD MOTOR CO.

TIRE INFLATION (COLD)

Inflate tires to manufacturer's specifications. Specifications are found on glove box door, rear edge of driver's door, or door pillar on driver's side.

CASTER & CAMBER

Mustang, Capri, Fairmont, Zephyr, Cougar and Thunderbird – Caster and camber are set at the factory and cannot be adjusted. Only toe is adjustable.

Pinto and Bobcat – 1) Install suitable tool (T74P-3000), one at each end of upper inner shaft and turn tool bolts until bolt ends contact body metal. See *Fig. 11*.

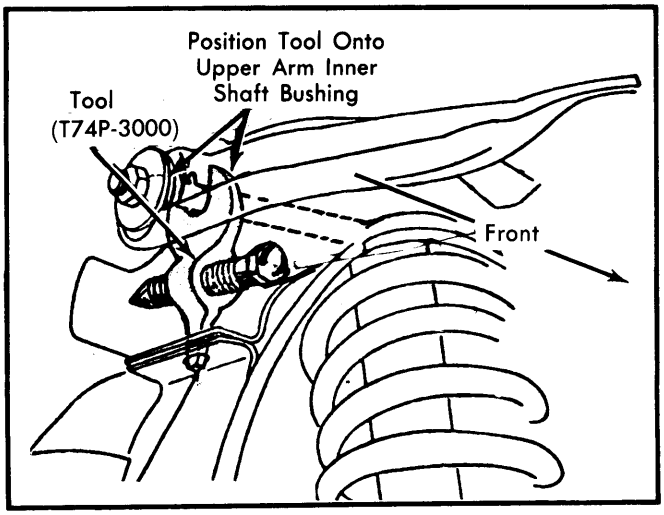

Fig. 11 Caster & Camber Adjustment (Pinto & Bobcat)

2) 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.

3) Tightening tool bolts forces arm outward, loosening permits arm and inner shaft to move inboard. Tighten upper arm inner shaft-to-body attaching nuts to 95-120 ft. lbs, then loosen tool bolts and remove tools.

Granada, Monarch and Versailles – 1) 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.

2) 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.

3) 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.

NOTE – *When adjusting caster and camber of Ford and Mercury models, use the following procedure, but use alignment tools T79P-3000-A, tighten nut only* $1/6$ turn (one hex flat), and tighten attaching bolts to 100-140 ft. lbs.

All Other Models – 1) Install alignment tools (T69P-3000-A) into frame holes and tighten tools finger tight against upper arm inner shaft. Then, using a wrench, tighten an additional $2/3$ turn (4 hex flats). Loosen bolts attaching upper arm inner shaft