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*.

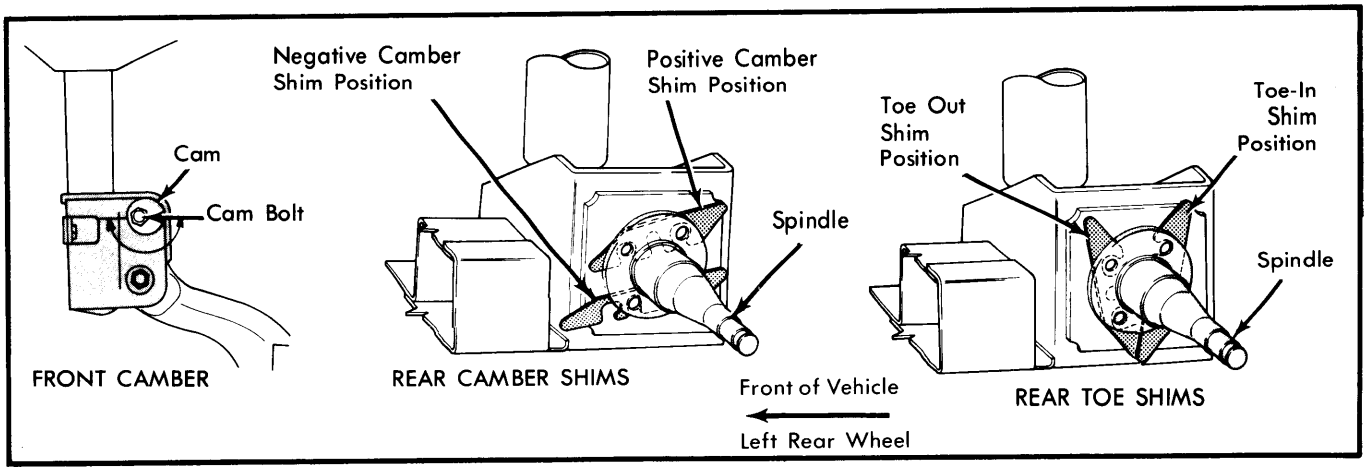

Fig. 10 Adjusting Camber & Toe (Front & Rear) (Omni & Horizon)

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*.

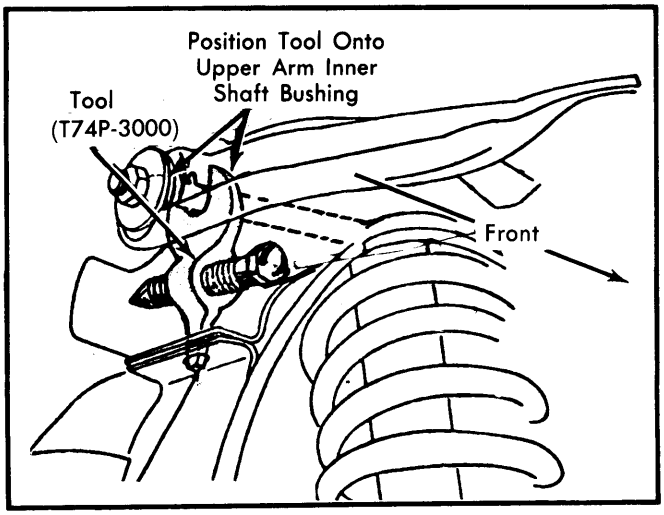

Fig. 11 Caster & Camber Adjustment (Pinto & Bobcat)

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

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FORD MOTOR CO. (Cont.)

to frame. Firmly tap bolt heads to loosen lower assemblies. See *Fig. 12.*

2) 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 see that it did not change. Tighten upper arm inner shaft attaching bolts to 120-140 ft. lbs.

3) To adjust camber angle, loosen inner shaft attaching bolts and tighten or loosen tool hook nuts to move inner shaft inboard or outboard as necessary. Using suitable tool (T-69P-3000-A), camber can be checked without tightening inner shaft attaching bolts.

4) Move shaft inboard equally at both bolts to change camber in negative direction. Move shaft outboard equally at both bolts to change camber in positive direction.

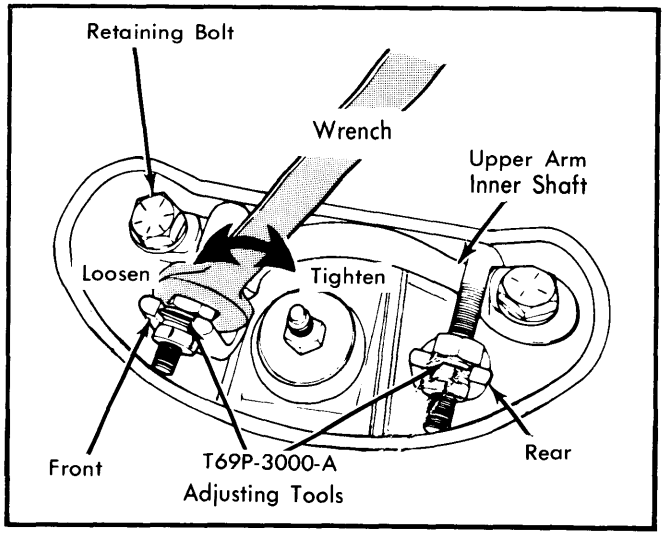

Fig. 12 Caster and Camber Adjustment (All Other Models)

GENERAL MOTORS

BUICK

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 or on driver's 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. 13.* If riding height is not within specified limits, install shims between upper end of spring and frame.

Riding Height Specifications

Application	A	D
Century & Regal		
Sedan	26.7"	26.0"
Coupe	26.7"	26.0"
Wagon	26.8"	26.4"
LeSabre & Estate Wagon		
Sedan	28.9"	28.5"
Coupe	28.9"	28.5"
Wagon	28.9"	28.7"
Electra	28.9"	23.2"
Riviera	28.5"	28.0"
Skyhawk	25.7"	26.0"
Skylark	27.1"	25.3"

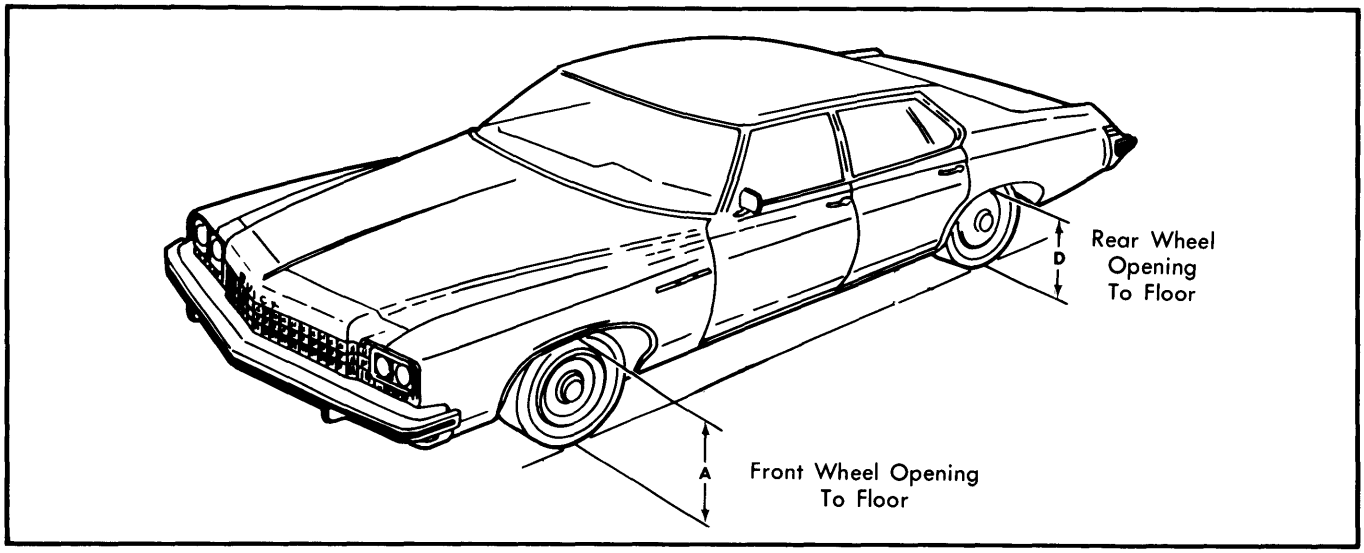

Fig. 13 Riding Height Measuring Points

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