CASTER, CAMBER & TOE-IN ADJUSTMENTS

AMERICAN MOTORS

CAMBER

All Models – Adjust camber by turning lower control arm inner pivot eccentric. When desired camber setting is attained, tighten to specifications.

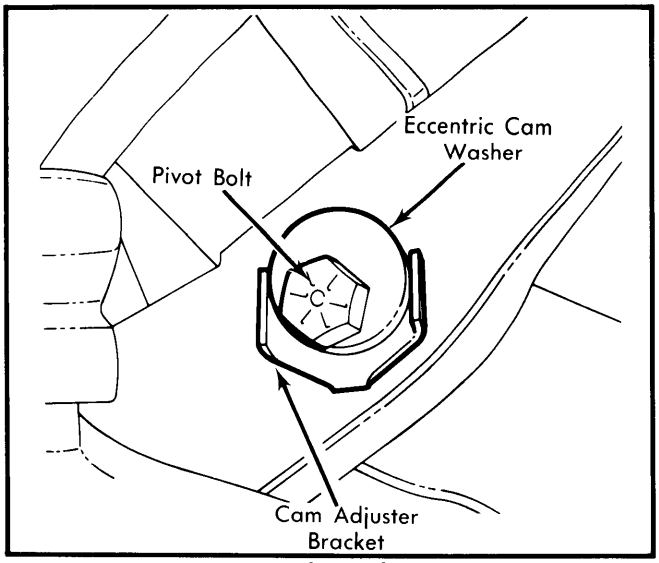

Fig. 1 Camber Adjustment

CASTER

All Models – Adjust caster by turning nuts on strut rods. Turning nuts on rod will move lower control arm forward or rearward for desired caster angle. Tighten adjusting nuts to specifications.

NOTE – *1 turn equals approximately ½°.*

TOE-IN

All Models – Before tightening adjuster tube clamp nuts, center tie rod ball sockets on studs. Position open ends of adjuster tube clamps so they face upward, tighten to specifications.

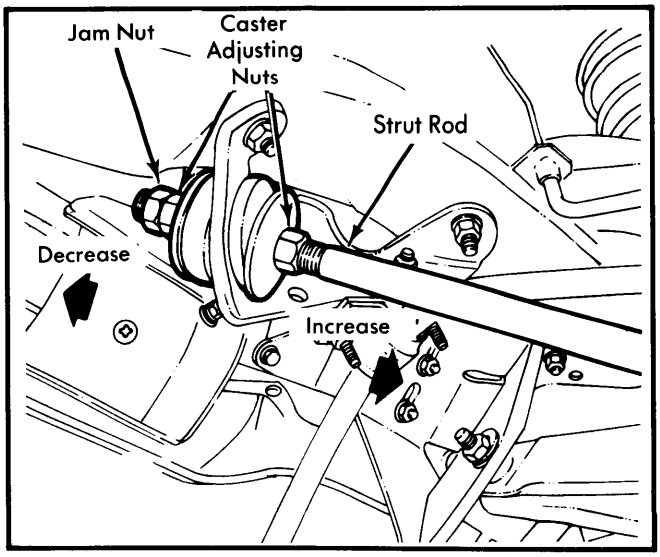

Fig. 2 Caster Adjustments

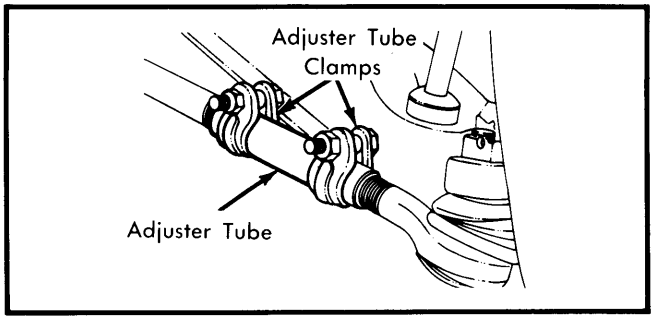

Fig. 3 Toe-in Adjuster Tube Clamp & Bolt Position

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N·m)
Eccentric Cam Pivot Bolt	110 (149)
Caster Adjusting Nuts	65 (88)
Jam Nuts	75 (102)
Tie Rod Clamp Bolts	12 (16)

CHRYSLER CORP.

REAR WHEEL DRIVE VEHICLES

CASTER & CAMBER

1) Check caster and camber setting and compare to specifications. If adjustment is required, clean and sightly loosen the caster/camber pivot bar nuts so that upper control arm may be repositioned in slots. See *Fig. 4*.

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 1 end of bar only.

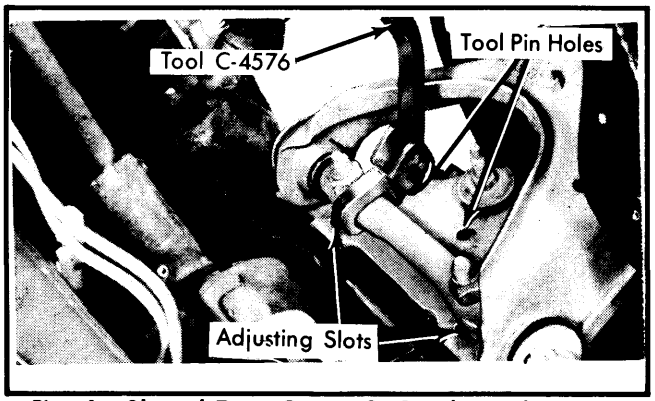

Fig. 4 Slotted Type Caster & Camber Adjustment