CASTER, CAMBER & TOE-IN ADJUSTMENT (Cont.)

CHRYSLER CORP. (Cont.)

4) To maintain camber, while adjusting caster, move both ends of pivot bar the same distance, but in opposite directions (1 end in, the other out). Tighten pivot bar nuts to specifications, when adjustment is completed.

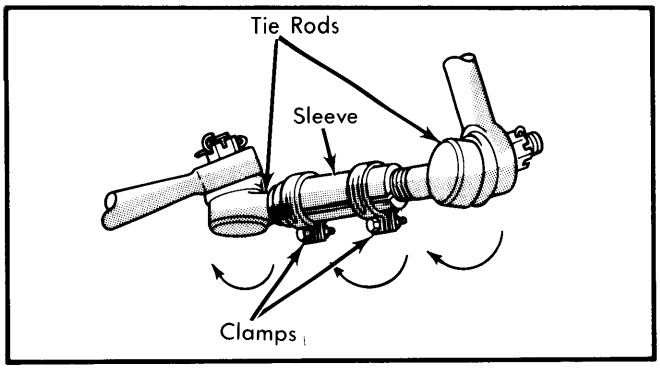

Fig. 5 Toe-in Adjuster Tube Clamp & Bolt Position

TOE-IN

To avoid a binding condition in either tie rod assembly, rotate both tie rod ends in direction of sleeve travel during adjustment. See *Fig. 5*. Position clamps so ends do not locate in the sleeve slots, tighten clamp bolts to specifications.

FRONT WHEEL DRIVE VEHICLES

CASTER

NOTE – *Caster on front wheel drive models is not adjustable. Do Not modify components by heating or bending.*

CAMBER

Front Wheels – To adjust camber, loosen cam and through bolts on each side. See *Fig. 6*. Rotate upper cam and bolt to move top of wheel in or out to specified camber. Tighten to specifications.

Rear Wheels – To adjust camber, add .010" shims between spindle mounting surface and spindle mounting plate. See *Fig. 6*. Tighten to specifications.

TOE-IN

Front Wheels – Center steering wheel and hold with steering wheel clamp. Loosen tie rod lock nuts. Rotate rods to align tow to specifications. Tighten lock nuts to specifications. Be sure boot on tie rod is not twisted.

Rear Wheels – To adjust toe-in, adjust sims between spindle mounting surface and spindle mounting plate. See *Fig. 6*. Tighten to specifications.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N·m)
Rear Wheel Drive	
Pivot Shaft Bolt Nut	150 (203)
Tie Rod Sleeve Clamps	40 (54)
Front Wheel Drive	
Cam Through Bolts	①45 (61)
Rear Spindle Bolts	45 (61)
Tie Rod Lock Nuts	55 (75)

① – Tighten bolts to 45 Ft. Lbs. PLUS ¼ turn (90°) beyond this specified torque.

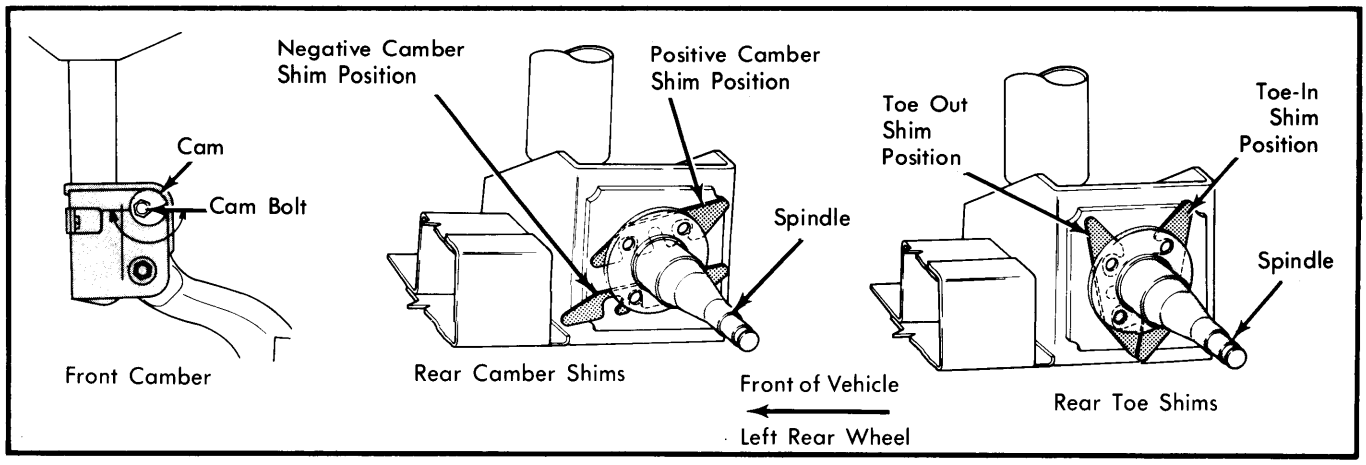

Fig. 6 Adjusting Front Camber, Rear Camber and Toe-in on Front Wheel Drive Models

FORD MOTOR CO.

REAR WHEEL DRIVE VEHICLES

CASTER & CAMBER

1) If adjustment is required, install alignment tool (T79P-3000-A) into frame holes and tighten tool hook nuts finger tight against upper arm inner shaft. Tighten nuts 1 additional hex flat ($^1/_6$ turn) and loosen shaft-to-frame attaching bolts enough to unload lock washers.

2) Tap bolt heads to assure loosening of lower assemblies. To increase positive caster, tighten tool front hook nut and/or loosen rear hook nut. To decrease caster, tighten rear hook nut

CASTER, CAMBER & TOE-IN ADJUSTMENT (Cont.)

FORD MOTOR CO. (Cont.)

and/or loosen front hook nut. To decrease positive camber, loosen hook nuts equally. To increase positive camber, tighten hook nuts equally.

3) When caster and camber are properly set, tighten upper inner shaft-to-frame attaching bolts to specifications. Check toe-in and steering wheel spoke position. Adjust as required.

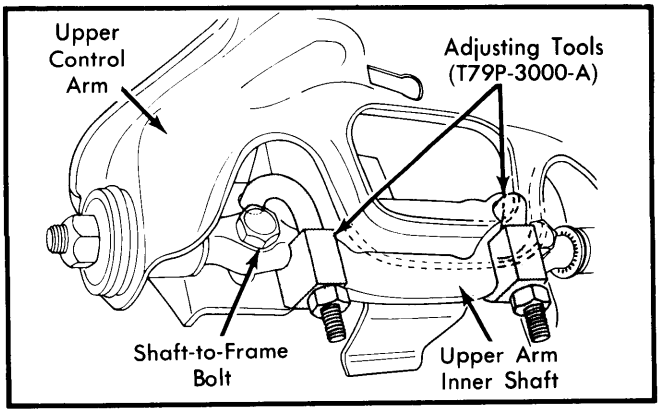

Fig. 7 Caster and Camber Adjustment Rear Wheel Drive

TOE-IN

1) Loosen the 2 clamp bolts on each tie rod assembly. Adjust toe. If steering wheel spokes are in their normal position, lengthen or shorten both rods equally to obtain correct toe.

2) When toe and steering wheel spoke position are both correct, lubricate clamp, bolts and nuts. Tighten to specifications. The 2 clamp bolts on each side of vehicle must be positioned within limits shown in *Fig. 8*. With threaded end of bolts toward front of vehicle.

FRONT WHEEL DRIVE VEHICLES

CASTER & CAMBER

NOTE – *Caster and camber are set at the factory and can not be adjusted.*

TOE-IN

Front Wheels – Once wheels are lined up straight ahead, lock steering wheel in place using steering wheel holder. Adjust left and right tie rods until each wheel has ½ of the desired total toe specification. Tighten jam nut to specifications and be sure boot on tie rod is not twisted.

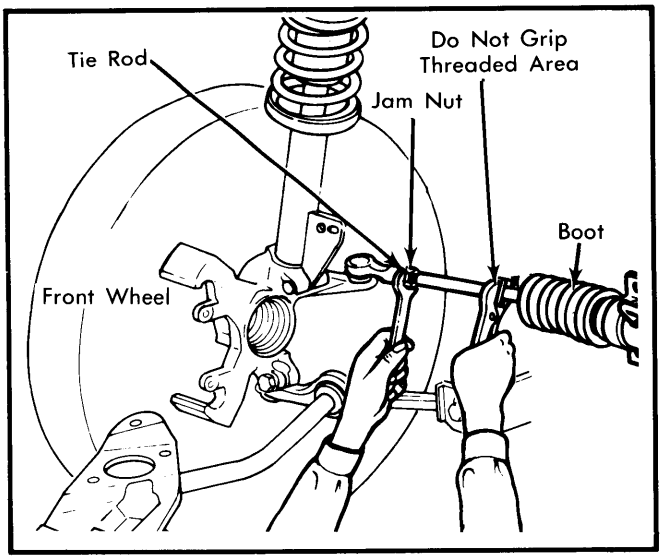

Fig. 9 Toe-in Adjustment on Front Wheel Drive Vehicles

TOE-IN

Rear Wheels – 1) Set each rear wheel the same amount to prevent dog tracking. Sight along the outer side walls of the rear tires, along the horizontal centerline of the wheel. Observe where the line intersects on the front tire.

2) Measure the sighted line by placing a ruler at the bottom of the front tires using 1 of the same treads on each front tires. Difference between the lift and right measurement at the front tires should not exceed 1 inch.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (N·m)
Rear Wheel Drive	
Shaft-to-Frame Bolts	120-140 (162-190)
Tie Rod Sleeve Clamp Bolts	20-22 (27-30)
Front Wheel Drive	
Tie Rod End-to-Steering Knuckle	23-35 (31-47)
Rear Tie Rod Bolt	90-100 (122-135)

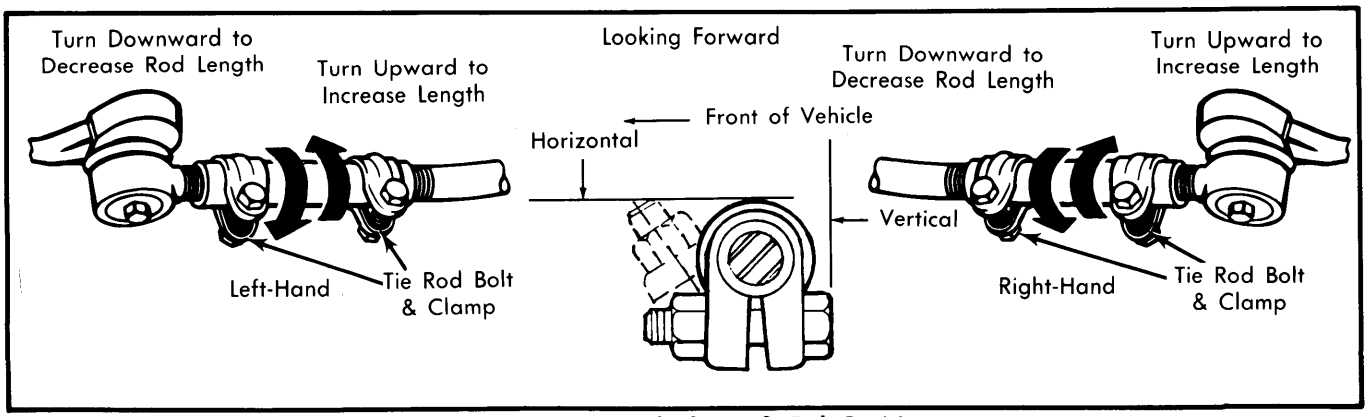

Fig. 8 Tie Rod Clamp & Bolt Position Rear Wheel Drive Vehicles