

## 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. 3). 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.

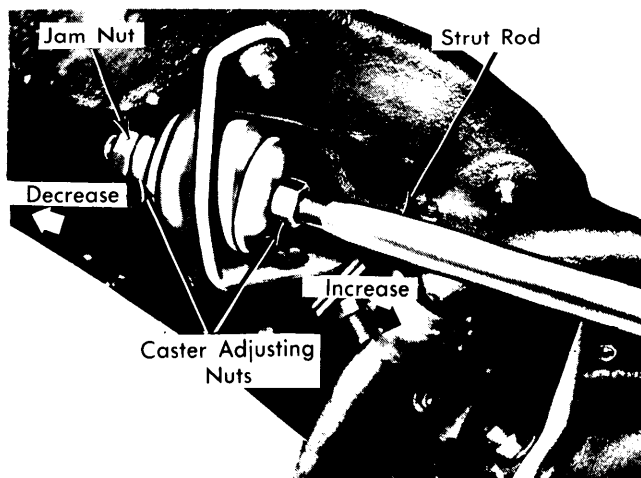


Fig. 3 Caster Adjustment (Exc. Pacer)

## 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** — With vehicle at curb weight and positioned on level floor, bounce vehicle several times (releasing it on downward motion) and let settle. Measure riding height from lowest point of front torsion bar anchor (at rear of lower control arm flange) to floor. 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.

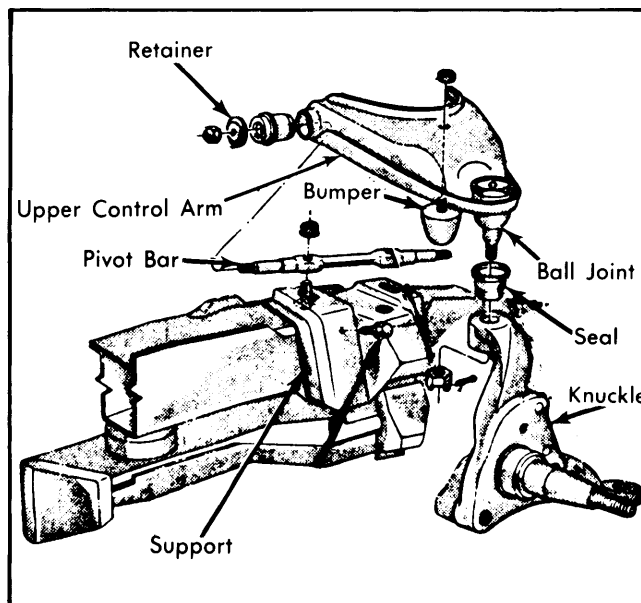


Fig. 4 Slotted Type Camber/Caster Adjustment

### CASTER

Caster adjustments are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs or by changing position of pivot bar. Remove all foreign

#### RIDING HEIGHT SPECIFICATIONS

Application	Height
Aspen & Volare .....	10.75"
Fury, Monaco, Charger SE & Cordoba .....	① 10.75"
Gran Fury, Royal Monaco, Chrysler .....	10.12"
① — Station Wagon	11.25"

# Wheel Alignment

## CHRYSLER CORP. (Cont.)

material from exposed threads of cam adjusting bolt nuts or from pivot bar adjustment bolt nuts. Record initial caster reading before loosening cam bolt nuts or pivot bar nuts. Caster settings should be held as nearly equal as possible on both wheels.

### CAMBER

Camber adjustments are made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs or by changing position of pivot bar. Remove all foreign material from exposed threads of cam adjusting bolt nuts or from pivot bar adjustment bolt nuts. Record initial camber reading before loosening cam bolt nuts or pivot bar nuts. Camber settings should be held as close as possible to specified setting.

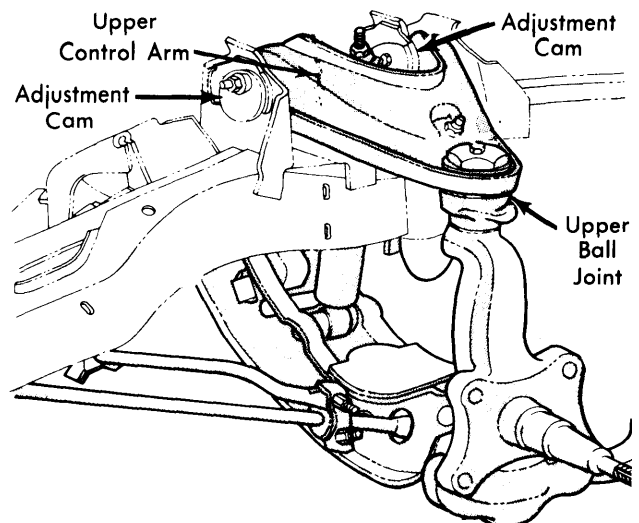


Fig. 5 Eccentric Type Camber/Caster Adjustment

## 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.

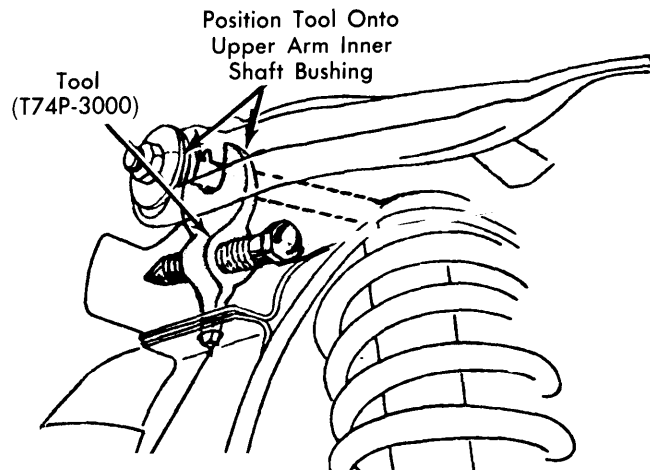


Fig. 6 Pinto, Mustang & Bobcat Caster & Camber Adjustment

### PINTO, MUSTANG & 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. Tighten upper arm inner shaft-to-body attaching bolts. Loosen tool bolts, remove tools.

### MAVERICK, VERSAILLES, GRANADA, COMET & MONARCH

#### CASTER

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 against bushing.

#### CAMBER

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. 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.

### ALL OTHER MODELS

#### CASTER

Caster is adjusted by loosening bolts attaching upper suspension arm inner shaft-to-frame side rail. 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 be sure it did not change during caster adjustment. Tighten upper arm inner shaft attaching bolts.

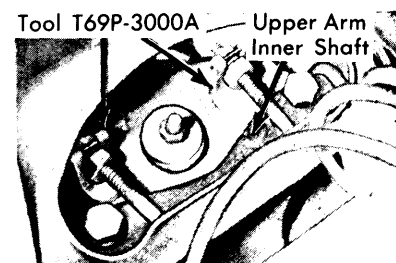


Fig. 7 Ford & Mercury Caster & Camber Adjustment