

Camber

Camber is the tilting of the front wheels from the vertical, as viewed from the front of the car. When the wheels tilt outward at the top, the camber is positive. When the wheels tilt inward at the top, the camber is negative. The amount of tilt is measured in degrees.

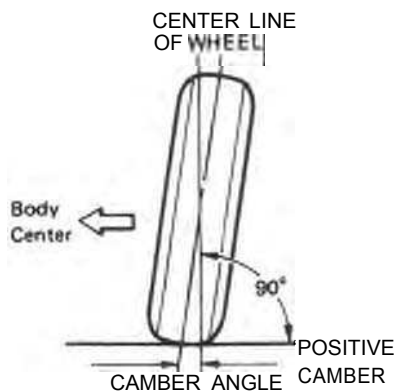


Fig. 18-35

Toe Adjustment

1. Before making any adjustment affecting toe setting, the following checks and inspections should be made to insure correctness of alignment readings and alignment adjustments:

- 1) Check all tires for proper inflation pressures and approximately the same tread wear.
- 2) Check steering and suspension system for looseness. If excessive looseness is noted, it must be corrected before adjusting.
- 3) Check for run-out of wheels and tires.
- 4) Consideration must be given to excess loads, such as tool boxes. If this excess load is normally carried in the car, it should remain in the car during alignment checks.
- 5) Consider condition of the equipment being used to check alignment and follow manufacturer's instructions.
- 6) Regardless of equipment used to check alignment, the car must be on a level surface both fore and aft and transversely.
- 7) Check to be sure that front wheels are set in straightforward driving position.

2. Toe is adjusted by changing tie rod length. Loosen tie rod end lock nuts first and then rotate turnbuckle ① to align toe-in to specification. At this time, thread length "A" and "B" should be equal. After adjustment, tighten lock nuts to specified torque.

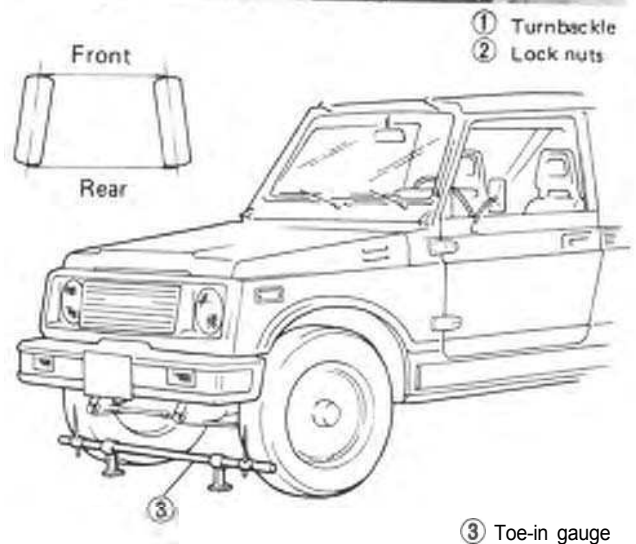
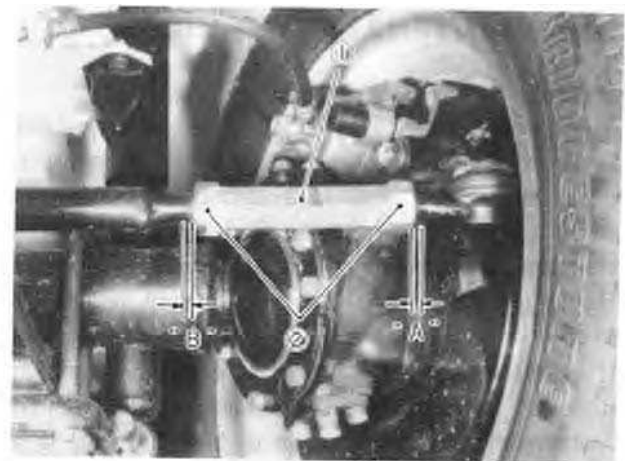


Fig. 18-36

Camber and Caster Adjustment

Should camber or caster be found out of specifications upon inspection, locate its cause first. If it is in damaged, loose, bent, dented or worn suspension parts, they should be replaced. If it is in chassis frame (car body), repair it so as to attain specifications.

To prevent possible incorrect reading of camber or caster, car front end must be moved up and down a few times before inspection.

Reference Information:

SIDE SLIP:

For inspecting front wheel side slip with side slip tester:

Side slip limit: Less than 3 mm/m
(Less than 0.118 in/3 ft)

If side slip exceeds this limit, toe-in or front wheel alignment may not be correct.