

WHEEL ALIGNMENT ADJUSTMENTS

Front wheel alignment settings must be held to specifications to hold tire wear to a minimum and to maintain steering ease and handling of vehicle.

The equipment manufacturers recommendations for use of their equipment should always be followed. Any parts of the front suspension system should be replaced if they are found to be bent. **Do not attempt to straighten any bent part.**

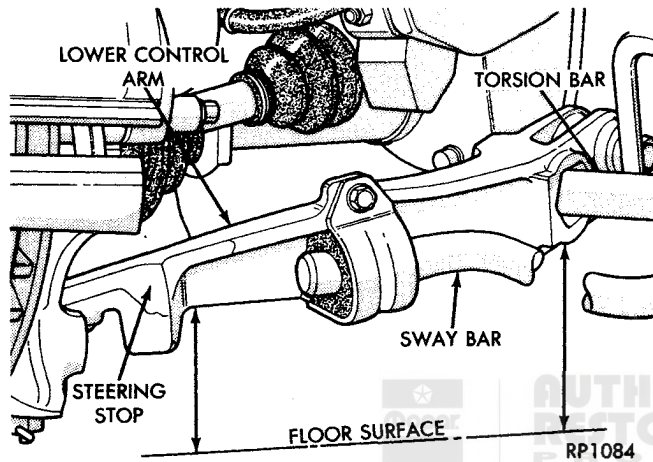


Fig. 2—Height Measurement Points (Four-Wheel-Drive)

Height Measurement (Four-Wheel-Drive)

Front suspension heights must be measured with the recommended tire pressures (See Group 22) with no load in vehicle and with a full tank of gasoline or equivalent weight compensation. Vehicle must be on a level surface.

Typically a new vehicle will settle some during the first 2,000 miles of operation. To compensate for this initial front height loss, the assembly plants set front suspension heights somewhat higher than the service specification. Therefore on a new vehicle, front heights **should not** be reset if they are no more than 1/2 inch higher than the height specified.

(1) Clean all foreign material from the areas where height measurements are taken (Fig. 2).

(2) The front of the vehicle must be jounced vigorously to eliminate friction effects **before** making height measurements. It is recommended that the front bumper amplitude (total vertical movement) during jouncing be at least 4 inches, which may require two people. The vehicles should be jounced several times releasing it at the bottom of the downward motion.

(3) Front suspension height is set by rotating the rear torsion bar anchor through an adjusting

bolt. The final height adjustment must be made in the up direction.

(4) The front suspension height is specified as the difference in height of the lower control arm inner pivot and the outer end of the arm, see Figure 2. The correct lower control arm differential height is 1.25" and is measured as follows:

- Inner Measurement—From the bottom of the lower control arm rear pivot casting, midway between the webs, to ground.
- Outer Measurement—From the bottom of the lower control arm rear edge of the casting just inboard of the steering stop to ground.

(5) After each adjustment, jounce vehicle as in (2) above before remeasuring. Both sides must be measured even though only one side has been adjusted.

(6) Front heights should not vary more than 1/4 inch (6.4 mm) from the specifications when resetting and also should be within 1.4 inch (6.4 mm) side to side.

Camber and Caster

Adjustments are made by repositioning the upper control arm pivot bar. The pivot bar is bolted to frame mounted brackets through slotted attaching holes (Fig. 3). Alignment adjustments are made by loosening the retaining nuts (bolts) and changing the pivot bar position.

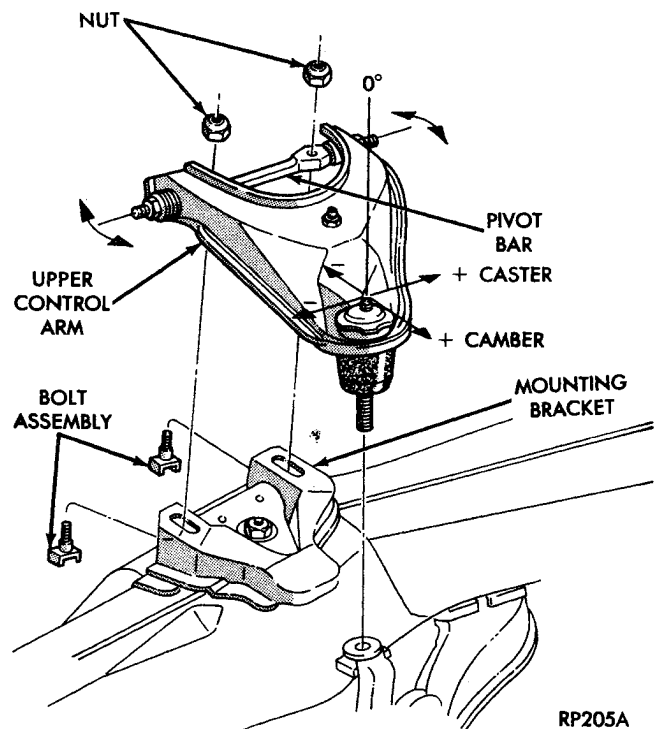


Fig. 3—Upper Control Arm Mounting— for Alignment Adjustment (Two-Wheel-Drive Shown)