

BULLETINS H SERVICE SCHEDULES B10 TOOLS PARTS CATALOGUE 18 21 25

Caster and camber angles - To adjust

The **caster** and camber angles must be checked at the same time as adjustment of one affects the other.

- 1.) Drive the car on to a ramp setting the front wheels on turntables. Place blocks beneath the rear wheels to maintain the car on a level plane. Chock the rear wheels.
- 2.) Ensure the car ride height is correct.
- 3.) Fit suitable checking equipment to the wheel and check the **caster** and camber angles in accordance with the equipment manufacturer's instructions.
- 4.) **Caster** angle

To adjust the **caster** angle, move the compliance rod in or out of the compliance mount using the clamping nuts on the rod (see fig. H6-3)

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H6-3 Compliance lever assembly

1	Compliance mount
2	Compliance rod
3	Pivot bolt
4	Compliance lever

H6-3). Slacken the compliance rod jaw bolt sufficiently to allow the jaw to pivot on the compliance arm during adjustment.

- 5.) Camber angle

To adjust the camber angle, release the eccentric bolt on which the compliance arm pivots. Turn the bolt until the correct camber angle is obtained.

Note:

The arrow stamped on the bolt head (see fig.

H6-3

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H6-3 Compliance lever assembly (refer to table: [ce_5000h008e_000686](#)) H6-3) should always point below the centre line of the bolt.

- 6.) Check the **caster** angle again to ensure that the adjustment of the camber angle has not altered the **caster** angle out of the required limits.

Torque tighten the bolts and nuts to the figures quoted in Section H14 before carrying out the final checks.

- 7.) Carry out the same adjustment procedure on the other front wheel.

The maximum **caster** variation allowed between each side of the car is 0°30'.