

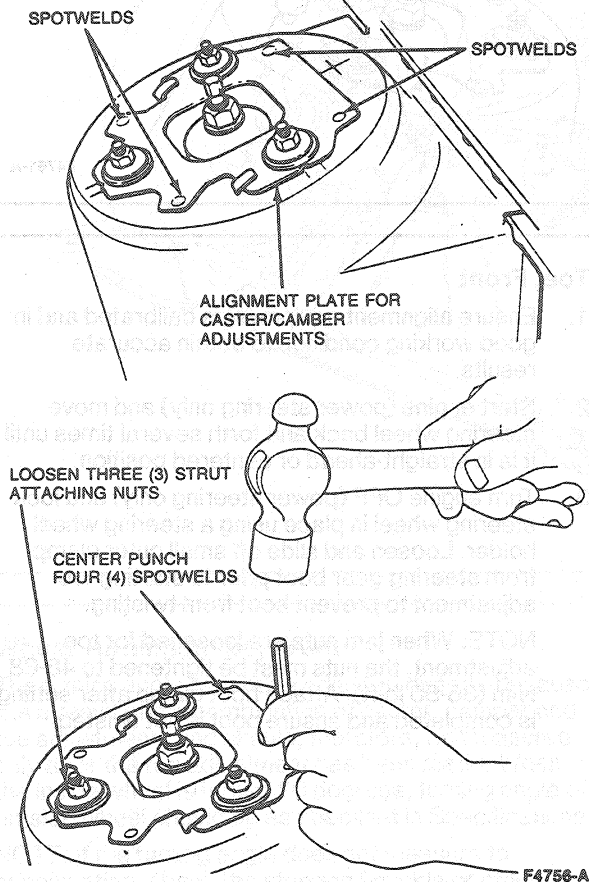
ADJUSTMENTS (Continued)

Caster and Camber, Front

NOTE: Refer to Section 02-01 to check subframe alignment before caster / camber adjustments are performed.

NOTE: Vehicles that require camber / caster adjustment can be corrected by loosening the subframe retaining bolts and shifting the subframe as required. If further adjustment is required, use the following procedure:

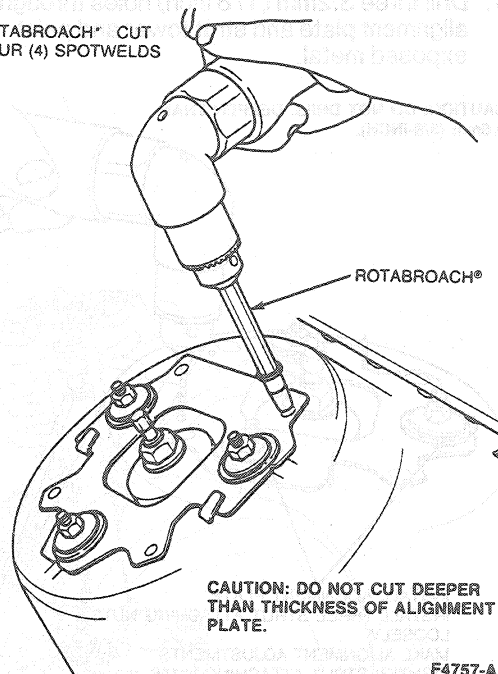
1. Center punch four spot welds on alignment plate(s).



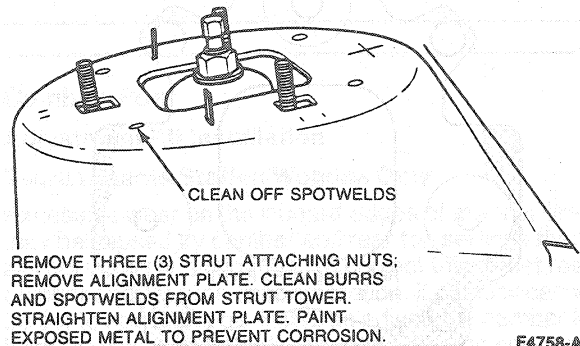
2. Loosen three nuts attaching strut to vehicle.
3. Use Rotabroach® or an equivalent to remove four welds.

CAUTION: Do not cut deeper than necessary to remove alignment plate.

USE ROTABROACH® CUT OUT FOUR (4) SPOTWELDS



4. Remove three nuts attaching strut mount to tower.
5. Remove alignment plate.
6. Clean burrs from tower and alignment plate and paint exposed metal on strut tower and plate.



7. Install alignment plate.
8. Install three strut mount nuts, loosely.

NOTE: Caster measurements must be made on the LH side by turning the LH wheel through the prescribed angle of sweep and on the RH side by turning the RH wheel through the prescribed angle of sweep.

NOTE: When using alignment equipment designed to measure caster on both the RH and LH side, turning only one wheel will result in a significant error in the caster angle for the opposite side.
9. Make alignment-camber / caster adjustments.
10. Tighten three strut mount nuts to 27-41 N·m (20-30 lb-ft).