Wheel Alignment

Printable View (419 KB)

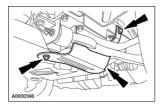
Front Camber and Caster Adjustment

NOTE: If the vehicle is equipped with hex head bolts in the lower control arm, new cam bolts and lock nuts must be installed before adjusting the cast and camber.

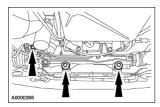
NOTE: The camber and caster adjustment for the LH side is shown. The procedure for adjusting the RH side is similar.

Vehicles without camber and caster adjustment cam bolts

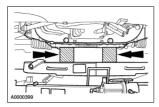
1. Remove two bolts, one pushpin and the splash shield.



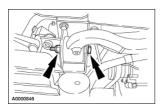
2. Remove and discard the three lock nuts and bolts.



- 3. Raise and support the front end and the No. 2 crossmember.
 - Position two 4 in. x 4 in. pieces of wood between the No. 2 crossmember and the lifting device.



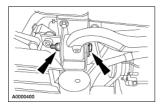
4. Remove and discard the front nut and bolt.



- 5. Loosely, install the caster adjustment cam bolt and a new lock nut.
 - The bolt must be installed from the rear as shown.
 - Install the bolt with the cam lobe down.

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• The cam must be seated between the cam guides on the No. 1 crossmember.



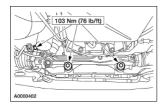
- 6. Position the steering gear aside.
- 7. Remove and discard the rear nut and bolt.



- 8. Loosely, install the camber adjustment cam bolt, a new lock nut and the I-brace bracket (if equipped).
 - The bolt must be installed from the rear as shown.
 - Install the bolt with the cam lobe down.
 - The cam must be seated in the groove in the No. 2 crossmember.



- 9. Lower the front end.
- 10. Install the steering gear, three bolts and new lock nuts.



All vehicles

11. Measure the wheel alignment values.

Vehicles requiring caster adjustment

12. Rotate the caster adjustment cam bolt (front) to adjust the caster.

