



THE PROBLEM SOLVER™

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ADVICE FOR THE PROFESSIONAL

Overview

Technicians cannot find the OE adjustment because of a plate covering the cam. Many techs try to adjust camber and caster on the upper control arm, when actually the adjustment is on the lower control arm.

Models affected:

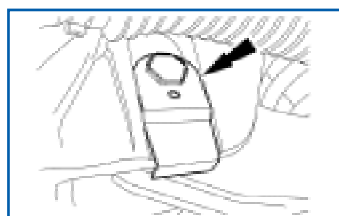
Year	Make/Model
03-Present	Ford Crown Victoria, Mercury Grand Marquis/ Marauder

Repair Procedure

Camber Adjustment

NOTE: Camber adjustment can affect caster and toe settings.

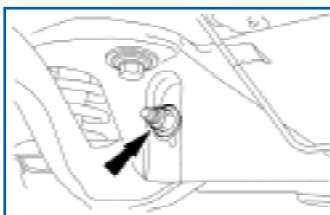
1. Camber is adjusted by rotating the cam bolts located at the forward control arm bushing. A retaining cover (also known as a "retainer flag") can be removed and discarded if necessary.



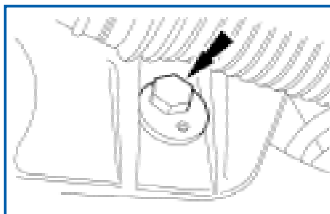
Con't next column

Camber Adjustment (con't)

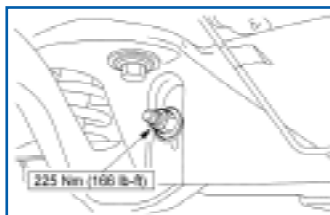
2. Loosen the cam bolt nut.



3. Rotate the cam bolt to adjust camber.



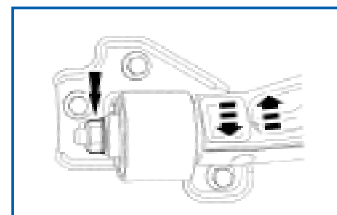
4. After the adjustment, tighten the nut while holding the cam bolt. Recheck the camber, caster and toe, and adjust as needed. Be sure to torque the cam bolt nut to specification.



Caster Adjustment

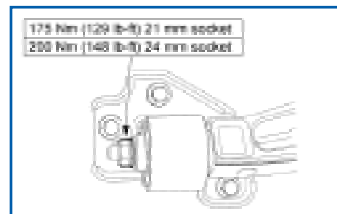
NOTE: Caster adjustment can affect camber and toe settings.

1. Caster is adjusted by loosening the rearward lower control arm bushing nut and moving the arm inward or outward.



NOTE: When adjusting left-hand caster, a centering washer may have to be removed and discarded prior to adjustment.

2. After adjustment, while holding the arm, tighten the nut.



3. Recheck the camber, caster and toe, and adjust as needed.