

(1) Caster, camber, and toe-in will be within manufacturer's specifications on light vehicles. On heavy vehicles greater tolerances are acceptable if vehicle operates safely.

(2) Bent steering arms are not acceptable.

(3) Dead front axles will show no evidence of twists or bends. Cold straightening is acceptable.

b. Tie Rods and Drag Links.

(1) Non-adjustable tie rod and drag link ends will not evidence excess slack. The degree of acceptable slack will depend on the type of vehicle and its intended purpose.

(2) Adjustable tie rod and drag link ends will be adjusted or replaced if they evidence excess slack.

(3) Gradual bends may be cold straightened. Parts sharply bent will be replaced.

c. King Pins and Ball Joints.

(1) King pins loose enough to let camber get out of tolerance on dead front axles will be replaced if road test indicates uncontrollable or dangerous condition.

(2) King pin looseness on coil suspension front ends is acceptable if camber can be adjusted to specifications.

(3) Before checking ball joints for wear, the joints must be lubricated with the correct lubricant. Cadillac, Lincoln, Mercury and Ford recommend special ball joint lubricant. All others recommend chassis grease.

(4) To check vehicles with coil springs resting on lower control arms and torsion bar suspended vehicles, jack vehicle clear of floor from a point as near the lower joint as possible.

(5) To check vehicles with coil springs resting on top of upper control arms, jack vehicles clear of floor from frame jack pads.