

1973 JAGUAR SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to owner's manual for manufacturer's specifications.

RIDING HEIGHT

XJ6 (Front) — Vehicle should be loaded with sufficient weight to equal driver, three passengers and ten gallons of gasoline, or 850 lbs.

XJ6 (Rear) — Set rear riding height using two setting links (Churchill No. J25). Hook link into lower hole of rear mounting and depress body until end of tool can be slid over the hub carrier fulcrum nut.

XJ12 (Front) — With vehicle full of gasoline, water and oil, press downward on front bumper and release. Measure distance from lower (front) crossmember to ground. Make this measurement at both left and right sides of flat surface on crossmember. Now pull upward on front bumper and slowly release. Again measure distance. Calculate the average riding height for each side. This measurement should be $6\frac{3}{4} \pm \frac{1}{8}$ ". If necessary to adjust, install or remove spring spacer from front coil springs.

XJ12 (Rear) — Check contents of each fuel tank and use appropriate weights to compensate for unequal weight distribution. Roll vehicle forward three car lengths, to level suspension. Measure distance between lower surface of rear crossmember and ground at both sides of vehicle. This distance should be $7.45 \pm .25$ ". If dimension is incorrect, it will be necessary to change all four rear springs.

XKE V-12 (Front) — Check that vehicle is full of gasoline, oil, and water and that tires are properly inflated. Roll vehicle forward three car lengths to settle suspension system. Measure distance from lower front sub-frame to ground on each side of vehicle. This measurement should be $6\frac{1}{4} \pm \frac{1}{4}$ ". If necessary to adjust, loosen locknut on cam adjuster of lower control arm. Rotate cam adjuster to give correct height. Tighten locknut and recheck riding height.

XKE V-12 (Rear) — Check contents of each fuel tank and use appropriate weights to compensate for unequal weight distribution. Roll vehicle forward three car lengths to settle suspension system. Measure distance between lower surface of rear crossmember and ground on both sides of vehicle. This measurement should be $7.9 \pm .25$ ". If dimension is incorrect, it will be necessary to change all four rear springs.

CASTER

NOTE — Before adjusting caster angle, make sure car is standing at normal riding height.

XJ6 — If caster angle is not to specifications, adjust by moving shims on front and rear of upper control arm ball joint. To increase positive caster, loosen bolts securing upper ball joint and move shims from rear of ball joint to front of ball joint. To decrease caster, reverse the procedure. **NOTE** — There must always be at least four shims (total for front and rear) used at one time. More may be used if necessary, but never less than four.

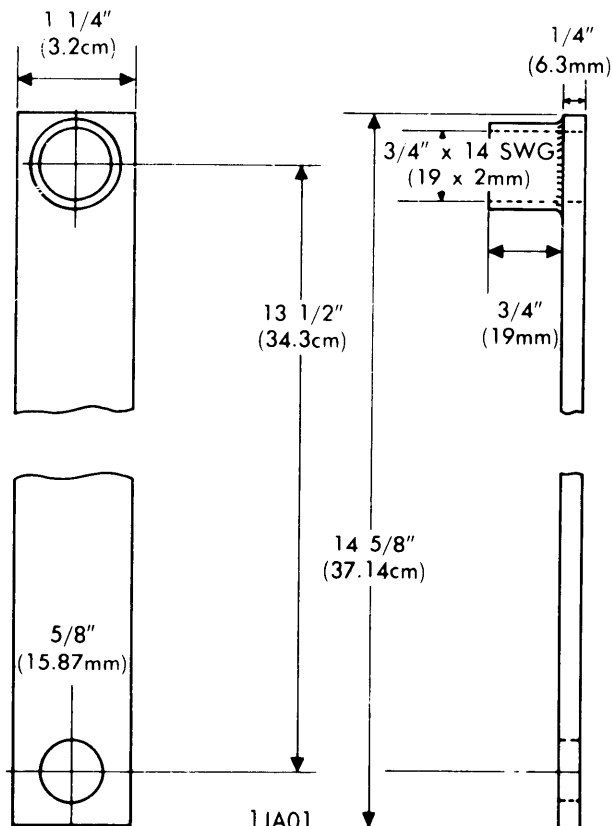
XJ12 — Before attempting to check or adjust caster angle, it will be necessary to place enough weight in vehicle to simulate a half-loaded condition (approx. 425 lbs.). If caster angle is not to specifications, adjust by moving shims on front and rear of upper control arm ball joint. To increase positive caster, loosen bolts securing upper ball joint and move shims from rear of ball joint to front of ball joint. To decrease caster, reverse procedure.

XKE V-12 — Before attempting to check or adjust caster angle, it will be necessary to simulate a half-loaded condition. This is accomplished by use of wooden blocks 6.25" high placed under center of front sub-frame lower crossmember. Load vehicle until crossmember contacts wooden block. If caster is not to specifications, adjust by rotating threaded shaft of upper control arm. With lock nuts loose and control arm bushing brackets loosened on sub-frame, rotate threaded shaft clockwise to decrease caster or counterclockwise to increase caster. Tighten shaft lock nuts and bolts on control arm bushing brackets.

CAMBER

NOTE — Before attempting to check or adjust camber angle it will be necessary to make sure that vehicle is standing at normal riding height.

XJ6 & XJ12 (Front) — With wheels in straight-ahead position, measure camber angle. **NOTE** — Two front wheels must be within $\frac{1}{4}^\circ$ of each other. Adjustment is accomplished by means of shims placed between control arm mounting bracket and the frame. Adding shims decreases camber angle. **NOTE** — Be sure to use the same number of shims on each bolt otherwise castor angle will be effected.



FRONT SUSPENSION SETTING LINKS

Wheel Alignment

1973 JAGUAR SPECIFICATIONS & ADJUSTMENTS (Cont.)

XKE V-12 (Front) — Before attempting to check or adjust camber angle, it will be necessary to simulate a half-loaded condition. This is accomplished by use of wooden blocks 6.25" high. Place wooden blocks under center of front sub-frame and load vehicle until sub-frame touches wooden blocks. If camber is not to specifications, adjust by adding or subtracting shims between upper control arm shaft and sub-frame. Shims are available in several thicknesses. The addition of one $\frac{1}{16}$ " shim will change camber angle $\frac{1}{4}$ °.

All Models (Rear) — Before attempting to check or adjust camber angle, it will be necessary to place enough weight in

vehicle to simulate a half-loaded condition (approx. 425 lbs.). If camber angle is not to specifications, adjust by adding or subtracting shims between the half-shaft and brake disc. Shims are available in .020", which will alter camber angle $\frac{1}{4}$ °.

TOE-IN

All Models — Place wheels in straight-ahead position and measure toe-in. If not to specifications, adjust by loosening steering link lock nuts and rotating adjuster sleeves to obtain correct toe-in. Tighten lock nuts and recheck toe-in.

WHEEL ALIGNMENT SPECIFICATIONS					
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
XJ6 & XJ12	$2\frac{1}{4} \pm \frac{1}{4} \circ$	$\frac{1}{2} \pm \frac{1}{4} \circ$	.062 to .125"	.....	.....
XKE V-12	$2\frac{1}{2} \pm \frac{1}{2} \circ$	$0 \pm \frac{1}{4} \circ$	.062 to .125"	.....	.....
All Models Rear	.....	$\frac{3}{4} \pm \frac{1}{4} \circ$	.....	.....	.....