

Wheel Alignment

1963-73 TRIUMPH SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, ensure that tires are properly inflated.

Tire Pressure Specifications (psi)

Model Application	Front	Rear
TR3 (1963)	22	24
TR4 (1963-68)	24	28
Spitfire (1963-73)	21	26
1200 (1963-67)	21	24
TR250 (1968-69)	17	24
TR6 (1969-73) & GT6 (1968)	20	24
GT6 (1969-73)	24	30
Stag (1971-73)	26	30

CASTER

TR3 (1962-63), Spitfire Mark IV (1971-73) & TR6 (1969-73) — Caster is nonadjustable. If alignment is not within specifications, inspect for damaged parts and replace as necessary.

2000 (1966-67) & Stag (1971-72) — Inspect front suspension for damaged parts and replace as necessary. If caster not within specifications now, adjust as necessary.

Stag (1973) — If caster angle is not to specifications, adjust by lengthening or shortening lower control arm strut rod. Lengthening strut rod decreases caster angle and shortening strut rod increases caster angle.

WHEEL ALIGNMENT SPECIFICATIONS

R — Right Rr — Rear Man — Man Steering Pwr — Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
TR3 (1973)	0°	2°	.125	.....	.....
TR4 (1963-68)					
Front	2 $\frac{2}{3}$ ° ± ½°	0° ± ½°	0 to .062	.....	.....
Rear	.....	-1° ± ½°	0 to .062	.....	.....
1200 (1963-67)					
Front	4°	2°	0 to .062	.....	.....
Rear	.....	-2°	0 to .062	.....	.....
Spitfire (1963-70)					
Front	4°	2°	0 to .062	.....	.....
Rear	.....	-3°	0 to .062	.....	.....
Spitfire (1971-72)					
Front	4° ± 1°	3° ± 1°	.062 to .125	.....	.....
Rear	.....	-3 $\frac{1}{4}$ ° ± 1°	.062 to .125	.....	.....
Spitfire (1973)					
Front	4° ± 1°	3° ± 1°	.062 to .125	.....	.....
Rear	.....	-1° ± 1°	.062 to .125	.....	.....
2000 (1966-67)					
Front	2 $\frac{1}{2}$ °	$\frac{3}{4}$ °	0 to .062	.....	.....
Rear	.....	-3°	0 to .062	.....	.....
TR250 (1968-69)					
Front	2 $\frac{3}{4}$ ° ± ½°	0 ± ½°	0 to .062	.....	.....
Rear	.....	-1° ± ½°	0 to .062	.....	.....
TR6 (1969-72)					
Front	2 $\frac{3}{4}$ ° ± ½°	$\frac{1}{4}$ ° ± ½°	0 to .062	.....	.....
Rear	.....	-1° ± ½°	0 to .062	.....	.....
TR6 (1973)					
Front	2 $\frac{3}{4}$ ° ± 1°	$\frac{1}{4}$ ° ± 1°	.062 to .125	.....	.....
Rear	.....	.....	0 to .125	.....	.....
Stag (1971-72)					
Front	2°	1 $\frac{1}{4}$ °	.062 to .125	.....	.....
Rear	.....	.....	0 to .062	.....	.....
Stag (1973)					
Front	2°	1 $\frac{1}{4}$ °	.062 to .125	.....	.....
Rear	.....	.....	0 to .125	.....	.....
GT6 (1969-72)					
Front	3 $\frac{1}{2}$ ° ± 1°	2 $\frac{3}{4}$ ° ± 1°	.062 to .125	.....	.....
Rear	.....	0° ± 1°	0 ± .031	.....	.....
GT6 (1973)					
Front	3 $\frac{1}{2}$ ° ± 1°	3 $\frac{1}{2}$ ° ± 1°	.062 to .125	20°	20°
Rear	.....	0° ± 1°	.062 to .125	.....	.....

1963-73 TRIUMPH SPECIFICATIONS & ADJUSTMENTS (Cont.)

All Other Models – Inspect front suspension for damaged parts and replace as necessary. If caster not within specifications adjust by changing shims. Jack up under spring to relieve side loading on the fulcrum brackets and loosen brackets to remove shims. To decrease caster, add shims to front of bracket and remove shims from rear. To increase caster, remove shims from front of bracket and add shims to rear. After each adjustment is made, tighten brackets to chassis, remove jack stands and measure caster angle.

CAMBER

TR3 (1963) – Camber is nonadjustable. If alignment is not within specifications, inspect for damaged parts and replace as necessary.

2000 (1966-67) & Stag (1971-73) – Inspect front suspension for damaged parts and replace as necessary. If camber not within specifications now, adjust as necessary.

All Other Models – Inspect front suspension for damaged parts and replace as necessary. If camber not within specifications, adjust by changing shims. Jack up under spring to relieve side loading on the fulcrum brackets and loosen brackets to remove shims. To decrease camber, add shims equally to front and rear of bracket and remove shims equally to increase camber angle. After each adjustment is made, tighten brackets to chassis, remove jack stands and measure camber angle.

TOE-IN

TR3 (1963) – Set front wheels in straight ahead position. If toe-in not within specifications, adjust tie rods. If readings are close to specifications loosen both tie rod lock nuts on outer

tie rod which is on side opposite steering box. Turn tube to adjust toe-in to specifications. If toe-in differs greatly from specifications, check length of outer tie rods. If tie rod lengths are equal, adjust both (by equal amounts) to set toe-in. If tie rod lengths are unequal, adjust rod nearest steering box to 7.68" and set toe-in by adjusting other tie rod. If length of tie rod on side opposite to steering box differs greatly from 7.68" when toe-in meets specifications, check front suspension for accidental damage.

All Other Models – Set front wheels in straight ahead position. If adjustment is necessary, loosen tie rod lock nuts and gaiter clips. Rotate tie rods by equal amounts until toe-in within specifications. Take note of readings. Roll vehicle forward until tires have rotated 180° and obtain a second reading. Adjust tie rods to mean of two readings, thus allowing for wheel rim run out. Tighten lock nuts and gaiter clips.

GT6 Mark II & GT6 Plus Rear (1969-72) – Release radius arm lock nuts and rotate the adjuster to achieve toe-in specifications. Tighten lock nuts.

GT6 & Spitfire Rear (1973) – If toe-in is not to specifications, loosen bolts holding strut front support. Insert sufficient spacers between support and frame. Tighten bolts and recheck toe-in.

All Other Models Rear – Loosen bolts and nuts on forward radius arm brackets and raise bracket away from crossmember. Add or remove shims as required. Tighten bolts and nuts. Drive vehicle or bounce rear suspension before rechecking toe-in readings.