JAGUAR SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

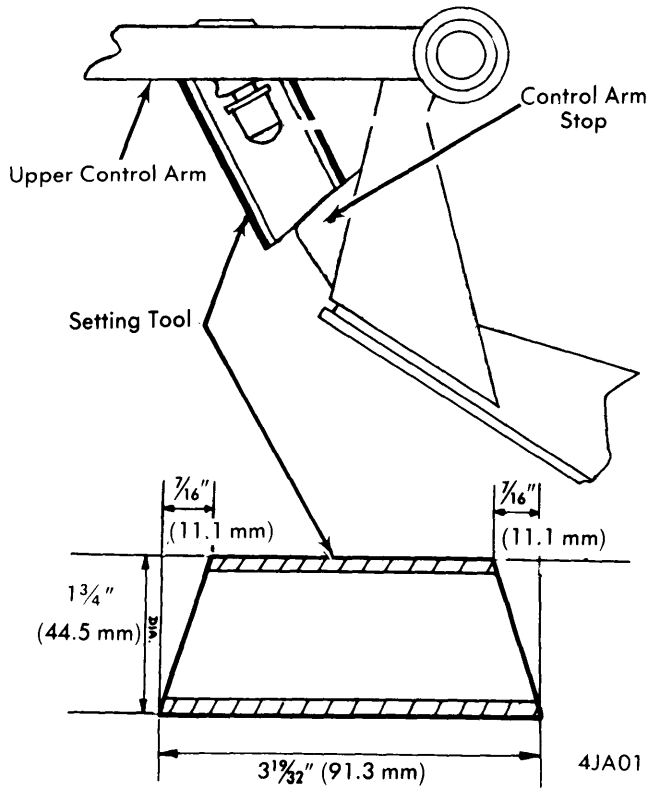
Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to owner's manual for manufacturer's specifications.

RIDING HEIGHT

XJ6 & XJ12 (Front) – Check that vehicle is full of gasoline, oil and water, and that tires are properly inflated. Press down on front bumper and slowly release, then lift up on bumper and slowly release, this will settle front suspension. Measure distance between center of headlight and ground on both sides of vehicle. Correct height should be 24.6" (611 mm) minimum. To adjust, install or remove spring spacers from front coil springs. *NOTE – Spring spacers are 1/8" (3.2 mm) thick, and will change riding height approximately 5/16" (7.9 mm).*

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 1/4 ± 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.

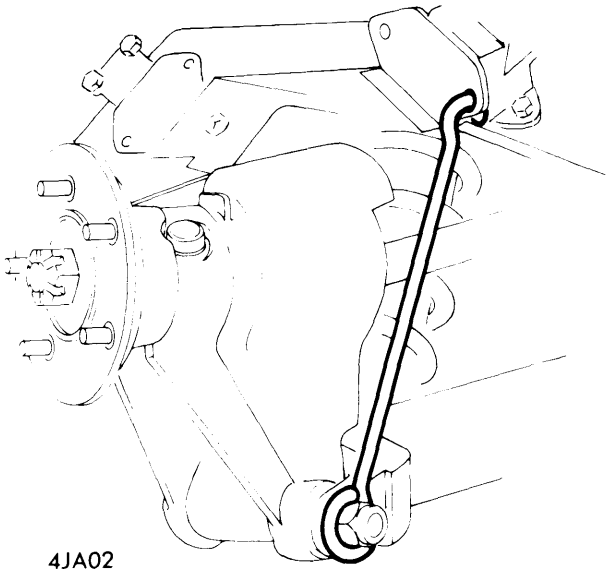
All Models (Rear) – Check that vehicle is full of gasoline, water and oil, and that tires are properly inflated. Roll vehicle forward three car lenghts to settle suspension system. Measure distance between lower surface of rear crossmember and ground on both sides of vehicle. Correct height should be 7.45±.25" (189 ± 6 mm) on XJ6 and XJ12 models or 7.9±.25" (201±6 mm) on XKE V-12. If height is incorrect, it will be necessary to replace all four rear springs.



CASTER & CAMBER SETTING TOOL (XJ6 & XJ12)

PREPARATION FOR CASTER & CAMBER ADJUSTMENT (XJ6 & XJ12)

Ensure vehicle is on level ground and that tires are properly inflated. Before checking or adjusting caster or camber it will be necessary to fabricate two setting tools (see illustration). Compress front suspension and insert tools under upper control arms adjacent to control arm rubber stops and over brackets welded to bottom of control arms. Compress rear suspension and install suitable suspension setting links (J.25), to lock rear suspension in place (see illustration). Vehicle is now locked in half-loaded condition and caster and camber can be checked and adjusted.



LOCKING REAR SUSPENSION (ALL MODELS)

CASTER

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

XJ6 & XJ12 – If caster angle is not within specifications, adjust by moving shims on front and rear of upper control arm ball joint. To increase 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. Tighten ball joint attaching bolts and recheck caster angle.

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.

JAGUAR SPECIFICATIONS & ADJUSTMENTS (Cont.)

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 ¼ ° 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 affected.*

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 1/16" shim will change camber angle ¼ °.

All Models (Rear) — Before checking rear wheel camber, rear suspension must be in the half-loaded position. See *Preparation for Caster & Camber Adjustment.* To adjust, remove suspension setting links (JD.25), raise and support rear of vehicle and remove wheels. Loosen nuts securing half-shaft to brake disc, then add or remove shims as reqired to bring camber angle within specifications. *NOTE — Addition of one .020" (.5 mm) shim will alter camber ¼ °.* Retighen nuts and bolts and check camber angle.

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 (Degrees)	
				Inner	Outer
XJ6 & XJ12					
Front	2 1/4 ± 1/4	1/2 ± 1/4	1/16 to 1/8	...	...
Rear	.....	3/4 ± 1/4	.....	...	...
XKE V-12					
Front	2 1/2 ± 1/2	0 ± 1/4	1/16 to 1/8	...	...
Rear	.....	−3/4 ± 1/4	.....	...	...