PANTERA SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

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

RIDING HEIGHT

NOTE — Vehicle must be loaded to simulate normal road condition, before attempting to check or adjust wheel alignment.

To simulate normal road condition, place 88 lb. weight on each seat, 66 lb. weight in each foot well and make sure fuel tank is full.

CASTER

Caster angle is not adjustable. If caster angle is not within specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

CAMBER

Front — With normal loaded condition simulated, measure camber angle. If adjustment is necessary, loosen bolts on upper control arm ball joint. Move ball joint in or out to obtain specified angle. Tighten bolts.

Rear — If rear camber angle is not to specifications, adjust by adding or removing an equal number of shims between lower control arm attaching bracket and the frame. *NOTE — An equal number of shims must be added or removed at both attaching brackets.*

TOE-IN

Front — Set wheels in straight-ahead position and measure toe-in. If adjustment is necessary, loosen lock nuts on steering link (tie rods) adjusting sleeves. Rotate each sleeve an equal amount until correct toe-in is obtained. *NOTE — After adjustment, both steering links (tie rods) should be of equal length.*

Rear — Back vehicle onto alignment machine, and note that a toe-out condition will be indicated. If adjustment is necessary, loosen lower control arm attaching bracket bolts and insert horseshoe shims behind lower control arm attaching brackets. *NOTE — After adjusting toe-in, thickness of shims should be about equal on each side of vehicle.*

WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
Pantera					
Front	2¾°	0° ± 1/6°	1/8	.....	.....
Rear	.....	−½° ± 1/6°	1/8 - 3/16	.....	.....