

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

All Models (Front) – Check that vehicle is full of fuel, 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 outer 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 $\frac{1}{8}$ " (3.2 mm) thick, and will change riding height approximately $\frac{3}{16}$ " (7.9 mm).

All Models (Rear) – Check that vehicle is full of gasoline, water and oil, and that tires are properly inflated. 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. Correct height should be $7.45 \pm .25$ " (189 ± 6 mm). If height is correct, it will be unnecessary to proceed further, however if height is incorrect, all four rear springs will need to be replaced.

PREPARATION FOR CASTER & CAMBER ADJUSTMENT

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.

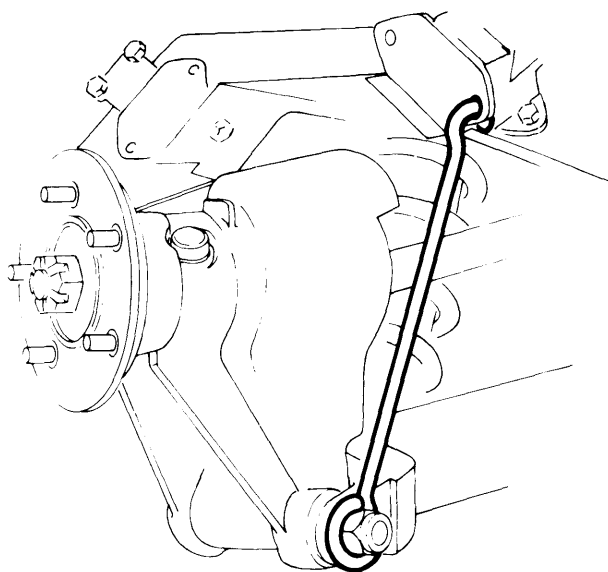


Fig. 2 Rear Suspension in Locked Position with Special Tool

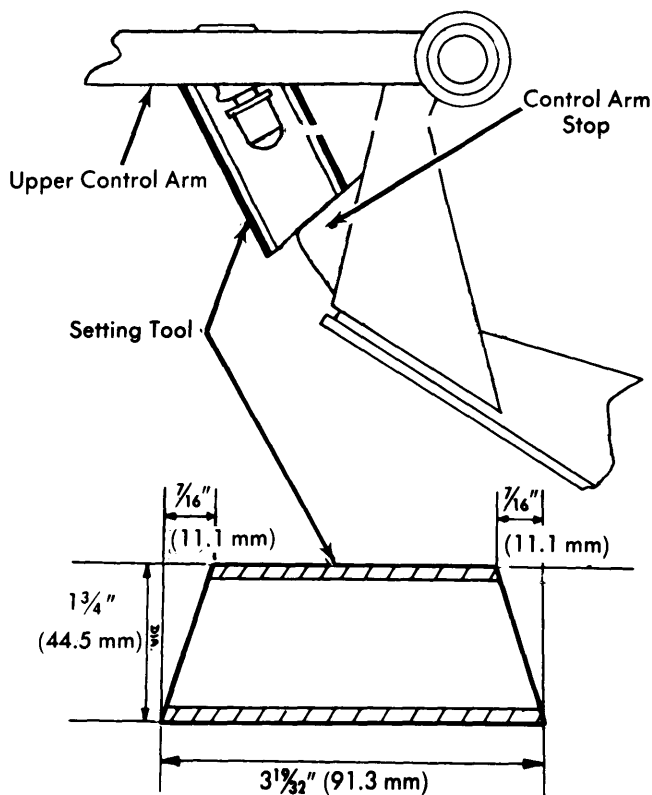


Fig. 1 Dimensions for Fabricating the Two Necessary Setting Tools

CASTER

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

All Models – 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.

CAMBER

NOTE – Before attempting to check or adjust camber angle it will be necessary to make sure that vehicle is in half-loaded condition.

All Models (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

Wheel Alignment

JAGUAR SPECIFICATIONS & ADJUSTMENTS (Cont.)

and the frame. Adding shims decreases camber angle. **NOTE** — Be sure to use the same number of shims on each bolt, otherwise caster angle will be affected.

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 required to bring

camber angle within specifications. **NOTE** — Addition of one .020" (.5 mm) shim will alter camber $\frac{1}{4}^\circ$. Retighten 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	$2\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{4}$ $\frac{3}{4} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$
Front			
Rear			