LUV SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION

Before checking or adjusting wheel alignment, ensure tires are correctly inflated. Refer to manufacturers specifications located in glove box or on right hand door jam.

RIDING HEIGHT

1) Place vehicle on smooth level surface. Bounce vehicle several times. Raise vehicle and allow to settle at normal height. Measure distance as shown in illustration.

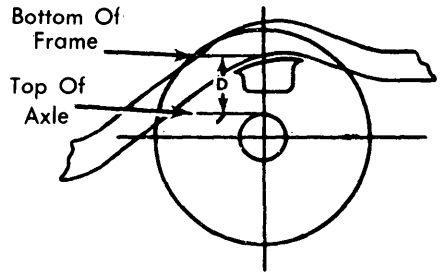

Fig. 1 Rear Suspension Riding Height Measuring Point

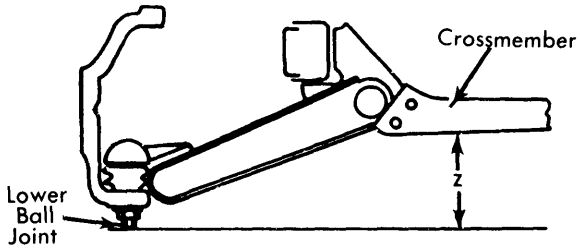

Fig. 2 Front Suspension Riding Height Measuring Point

NOTE — Height check should be made with a full tank of gas, spare tire installed, and jack included. No passengers should be in vehicle.

2) Difference between measurements of each side must not be more than 1/2". If an adjustment is necessary, it can be made at bolt on height control arm.

Riding Height Specifications

Application	Front	Rear
LUV	4.6"	7.4"

CASTER

Adjustment is made with shims inserted between upper control arm pivot shaft and frame. Adding or subtracting shims from either front or rear bolts will effect a change in caster. Shims may be transfered from front to rear or from rear to front.Transfer of one shim from front bolt to rear bolt will decrease positive caster. For correct specifications, refer to table.

CAMBER

Camber is adjusted by adding or subtracting shims. Adding an equal number of shims at both front and rear of pivot shaft will decrease positive camber. For correct specifications, refer to table.

TOE-IN

NOTE — Toe-in must be adjusted after caster and camber adjustment.

Toe-in can be adjusted by rotating the intermediate rod after loosening lock nuts. Rotating intermediate rod towards front of vehicle reduces toe-in and towards rear of vehicle increases toe-in. For correct specifications, refer to following table.

WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns (Degrees)	
				Inner	Outer
LUV①	1/3	1	1/8	.....	.....

① — Vehicle unloaded.