

# Wheel Alignment

## TRIUMPH 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.

### CASTER

**All Models** — Caster angle is not adjustable. If caster angle is not to specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

### CAMBER

**All Models (Exc. TR7)** — Before adjusting camber angle, inspect suspension for wear or damage and repair or replace components as necessary. To adjust, raise vehicle and support chassis on jack stands. Loosen nuts securing lower control arm bracket to chassis. Add shims equally to front and rear of bracket to decrease camber, or remove shims equally to increase camber angle. After each adjustment is made, tighten bracket-to-chassis bolts, remove jack stands and measure camber angle.

**TR7** — Camber angle is not adjustable. If camber angle is not within specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

### TOE-IN

**All Models (Front)** — Set front wheels in straight ahead position. If adjustment is necessary, loosen steering link (tie rod) lock nuts and gaiter clips. Rotate adjusting sleeves equal amounts until correct toe-in is obtained. Tighten lock nuts and recheck toe-in.

**Spitfire (Rear)** — If toe-in is not to specifications, loosen bolts holdings strut front support. Adjust as necessary by adding to or removing from the shims fitted between support and body. Tighten bolts and recheck toe-in.

**TR6 (Rear)** — If toe-in is not to specifications, loosen bolts and nuts securing trailing arm outer bracket to chassis. Add or remove shims between chassis and bracket to obtain correct toe-in. Tighten bolts and recheck toe-in. *NOTE* — Drive vehicle forward or backward before rechecking rear toe-in.

### WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns (Degrees)	
				Inner	Outer
Spitfire 1500					
Front	4 ± 1	3 ± 1	1/16 to 1/8	.....	.....
Rear	.....	-1 ± 1	1/32 to 3/32	.....	.....
TR6					
Front	2 3/4 ± 1	1/4 ± 1	1/16 to 1/8	.....	.....
Rear	.....	-1 ± 1/2	0 to 1/16	.....	.....
TR7	3 1/2 ± 1	-1/4 ± 1	0 to 1/16	.....	.....