

# Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS				
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
<b>ARROW</b> All Models	$2 \pm \frac{1}{2} \textcircled{1}$	$1 \pm \frac{1}{2} \textcircled{1}$	$\frac{5}{64}$ to $\frac{15}{64}$	$\textcircled{1}$ Max. variation $\frac{1}{2}^\circ$
<b>AUDI</b> Fox 100LS	$\frac{1}{2} \pm \frac{1}{2}$ $0 \pm \frac{1}{4} \textcircled{1}$	$\frac{1}{2} \pm \frac{1}{2}$ $0 \pm \frac{1}{2}$	0 to $\frac{5}{64}$ $\frac{3}{64}$ to $\frac{1}{8}$	$\textcircled{1}$ With power steering, set to $-\frac{1}{2} \pm \frac{1}{4}^\circ$ .
<b>BMW</b> 2002 Front Rear 3.0 Si Front Rear 530i Front Rear	$4 \pm \frac{1}{2}$ ..... $9\frac{2}{3} \pm \frac{1}{2}$ ..... $7\frac{2}{3} \pm \frac{1}{2}$ .....	$\frac{1}{2} \pm \frac{1}{2}$ $-2 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ -2 $\frac{1}{2} \pm \frac{1}{2}$ $-2 \pm \frac{1}{2}$	$\frac{3}{64}$ to $\frac{3}{32}$ 0 to $\frac{1}{8}$ 0 to $\frac{3}{32}$ 0 to $\frac{5}{64}$ $\frac{3}{64}$ to $\frac{3}{32}$ 0 to $\frac{5}{64}$	
<b>CAPRI</b> All Models	$1\frac{5}{8} \pm \frac{5}{8}$	$1\frac{1}{2} \pm \frac{3}{4}$	$\frac{1}{4}$ to $\frac{3}{8}$	
<b>COLT</b> All Models	$1\frac{1}{4} \pm \frac{1}{2} \textcircled{1}$	$5/6 \pm \frac{1}{2} \textcircled{1}$	$\frac{5}{64}$ to $\frac{15}{64}$	$\textcircled{1}$ Max. variation $\frac{1}{2}^\circ$
<b>COURIER</b> All Models	$\frac{3}{4} \pm 1\frac{1}{4}$	$1 \pm \frac{3}{4}$	0 to $\frac{1}{4}$	
<b>DATSUN</b> F10 B210 610 & 710 Pickup 280Z Front Rear 280Z 2+2 Front Rear	$1 \pm \frac{3}{4}$ $\frac{7}{8} \pm \frac{5}{8}$ $1\frac{1}{4} \pm \frac{1}{4}$ $1\frac{1}{2} \pm \frac{3}{4}$ $2\frac{3}{4} \pm \frac{3}{4}$ ..... $2\frac{3}{4} \pm \frac{3}{4}$ .....	$1 \pm \frac{1}{2}$ $1\frac{3}{4} \pm \frac{3}{4}$ $2 \pm \frac{3}{4}$ $1\frac{1}{4} \pm 1$ $1 \pm \frac{3}{4}$ $1 \pm \frac{3}{4}$ $1\frac{1}{2} \pm \frac{3}{4}$ $-\frac{3}{4} \pm \frac{1}{2}$	0 to $\frac{5}{64} \textcircled{1}$ $\frac{5}{64}$ to $\frac{3}{32}$ $\frac{1}{64}$ to $\frac{1}{32} \textcircled{1}$ $\frac{3}{64}$ to $\frac{13}{64}$ 0 to $\frac{3}{16}$ $-\frac{3}{16}$ to $+\frac{3}{16}$ 0 to $\frac{3}{16}$ $-\frac{3}{16}$ to $+\frac{3}{16}$	$\textcircled{1}$ Radial tires; $\frac{1}{32}$ " for bias tires
<b>FIAT</b> 124 Spider 128 Sedan, Wgn Front Rear Coupe Front Rear X1/9 Front Rear 131	$3\frac{1}{6} \pm \frac{1}{2}$ ..... ..... ..... ..... ..... $7 \pm \frac{1}{2}$ ..... $3\frac{3}{4} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{6}$ $1\frac{1}{2} \pm \frac{1}{2}$ $-3\frac{1}{4} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{2}$ $-3\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $-1\frac{2}{3} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{4}$	$\frac{5}{64}$ to $\frac{5}{16}$ 0 to $\frac{5}{64}$ $\frac{5}{64}$ to $\frac{1}{32}$ $0 \pm \frac{5}{64}$ $\frac{5}{32} \pm \frac{5}{64}$ $\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{32}$ to $\frac{15}{64}$ $\frac{15}{64}$ to $\frac{25}{64}$	

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Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
<b>HONDA</b>				
Civic				
Front	1¾	½	¾⓪	⓪ Toe-out
Rear	.....	.....	0	
CVCC Sedan				
Front	2±½	½±½	¾±¾⓪	
Rear	.....	½±½	0±¾⓪	
CVCC St.Wgn.	1±½	½±½	¾±¾⓪	
Accord				
Front	2±1	½±1	¾ to ¾⓪	
Rear	.....	.....	¾ to ¾⓪	
<b>JAGUAR</b>				
XJ6				
Front	.....	.....	.....	
Rear	.....	.....	.....	
XJ12				
Front	2¼±¼	½±¼	0 to ⅓	
Rear	.....	-¾±¼	.....	
XJS				
Front	3½±¼	½±¼	⅓ to ⅓	
Rear	.....	-¾±¼	.....	
<b>LANCIA</b>				
All Models	1½±⅓	½±⅓	.....	
<b>LUV</b>				
All Models ⓪	-⅓	½	0	⓪ Unloaded
<b>MAZDA</b>				
808 Mizer				
Sedan	1¼±¾	⅓+1	0 to ¼	⓪ With power steering, 2¼±¾
Coupe & Wgn.	1¾±¾	⅓±1	0 to ¼	
808 (1600)				
Sedan	1½±¾	1±1	0 to ¼	
Coupe	1⅓±¾	1±1	0 to ¼	
Wgn.	1¾±¾	1±1	0 to ¼	
RX3				
Sedan	1¾±¾	⅔	0 to ¼	
Coupe	2±¾	⅔	0 to ¼	
Wgn.	1¾±¾	1±1	0 to ¼	
RX4				
Sedan	1⅓±¾	1±1	0 to ¼	
Coupe	1⅓±¾	1±1	0 to ¼	
Wgn.	1⅓±¾	1¼±1	0 to ¼	
Cosmo	1⅓±¾⓪	1±1	0 to ¼	
B1600	1±⅓	1⅓±1	0 to ¼	

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<b>MERCEDES-BENZ</b> 230,240D, 280,300D Front 450 SE/SEL, 280 Front 450 SL/SLC Front	$2\frac{2}{3} \pm \frac{1}{3}$ ①	$\frac{1}{4} \pm \frac{1}{6}$	$\frac{3}{32}$ to $\frac{5}{32}$	① Power Steering $3\frac{3}{4} \pm \frac{5}{6}$ ② $-\frac{1}{3}$ to $+\frac{1}{6}^\circ$ .		
	$10 \pm \frac{1}{2}$	$\frac{1}{6}$ ②	$\frac{3}{32}$ to $\frac{5}{32}$			
	$3\frac{2}{3} \pm \frac{1}{3}$	$-\frac{1}{12} \pm \frac{1}{4}$	$\frac{3}{64}$ to $\frac{7}{64}$			
<b>MG</b> MGB Midget	7 ①	1 ②	$\frac{1}{16}$ to $\frac{3}{32}$	① $-2$ to $+\frac{1}{4}^\circ$ . ② $-1\frac{1}{4}$ to $+\frac{1}{4}^\circ$ . ③ $-\frac{3}{4}$ to $+\frac{1}{4}^\circ$ .		
	3	1 ③	$\frac{1}{8}$			
<b>OPEL</b> All Models	$5 \pm 1\frac{1}{2}$	$0 \pm 1$	$\frac{1}{8}$ to $\frac{3}{32}$			
<b>PEUGEOT</b> All Models	$2\frac{2}{3} \pm \frac{1}{2}$	$\frac{2}{3} \pm \frac{1}{2}$	$\frac{3}{32}$ to $\frac{5}{32}$			
<b>PORSCHE</b> 911S Front Rear 912E Front Rear 914 Front Rear 930 Front Rear	$6 \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{6}$ ①	0	① Max. deviation $\frac{1}{6}^\circ$ ② Max. deviation $\frac{1}{3}^\circ$ ③ Degrees		
	.....	$0 \pm \frac{1}{6}$	$\frac{1}{3} \pm \frac{1}{3}$ ③			
	$6 \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{6}$ ①	0			
	.....	$0 \pm \frac{1}{3}$ ②	$0 \pm \frac{1}{3}$ ③			
	$6 \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{6}$ ①	0			
	.....	$0 \pm \frac{1}{6}$	$\frac{1}{3} \pm \frac{1}{3}$ ③			
	$5\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{6}$	0			
	.....	$0 \pm \frac{1}{6}$	$\frac{1}{3} \pm \frac{1}{3}$ ③			
	<b>RENAULT</b> R-5 Front Rear R-12,15,17 Front Rear	$13 \pm 1$	$\frac{1}{2} \pm \frac{1}{2}$		$\frac{3}{64}$ to $\frac{3}{16}$ ①	① Toe-out
		.....	$\frac{3}{4} \pm \frac{3}{4}$		0 to $\frac{5}{32}$ ①	
		4	$1\frac{1}{2} \pm \frac{1}{2}$		$\frac{3}{64}$ to $\frac{5}{32}$ ①	
		.....	$0 \pm \frac{1}{2}$		0 to $\frac{1}{16}$ ①	
<b>SAAB</b> All Models	$1 \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$	$\frac{3}{64} \pm \frac{3}{64}$ ①	① With power steering, $0 \pm \frac{3}{4}$		

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<b>SUBARU</b>					
1400					
Front	$\frac{3}{4} \pm \frac{3}{4}$	$1\frac{1}{2} \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{5}{16}$	① St. Wgn., set to $1\frac{1}{2} \pm \frac{1}{2}$	
Rear	.....	$\frac{7}{8} - \frac{5}{8}$ ①	$\frac{3}{64}$ to $\frac{13}{64}$		
4WD					
Front	$\frac{3}{4} \pm \frac{3}{4}$	$1\frac{1}{2} \pm \frac{1}{2}$	$\frac{7}{32}$ to $\frac{15}{32}$		
Rear	.....	$1\frac{5}{6} \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$		
1600					
Front	.....	.....	.....		
Rear	.....	.....	.....		
<b>TOYOTA</b>					
Corolla	$1\frac{5}{6} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{1}{64}$ ①	① Radial tires $\frac{5}{64}$ ② Radial tires $\frac{1}{8}$ ③ Radial tires	
Corona	$\frac{1}{3} \pm 1\frac{1}{3}$	$0 \pm 1$	$\frac{3}{64}$ to $\frac{1}{8}$		
MK II	$2\frac{1}{4} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{1}{64}$ to $\frac{7}{32}$ ②		
Celica	$1 \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{3}{64}$ to $\frac{1}{8}$ ③		
Celica GT	$1\frac{5}{6} \pm \frac{1}{2}$	$\frac{5}{6} \pm \frac{1}{2}$	$\frac{3}{64}$ to $\frac{1}{8}$ ③		
Hi-Lux	$\frac{1}{2} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{13}{64}$ to $\frac{17}{64}$		
Land Cruiser	1	1	$\frac{13}{64}$ to $\frac{17}{64}$		
<b>TRIUMPH</b>					
Spitfire					
Front	$4\frac{1}{2} \pm \frac{1}{2}$	$2 \pm \frac{1}{2}$	0 to $\frac{1}{16}$ ①	① Toe-out	
Rear	.....	$-3\frac{3}{4} \pm 1$	0 to $\frac{1}{16}$ ①		
TR6					
Front	$2\frac{3}{4} \pm 1$	$\frac{1}{4} \pm 1$	$\frac{1}{16}$ to $\frac{1}{8}$ ①		
Rear	.....	.....	0 to $\frac{1}{16}$ ①		
TR7	.....	.....	.....		
<b>VOLKSWAGEN</b>					
Type 1					
Front	$3\frac{1}{3} \pm 1$	$\frac{1}{2} \pm \frac{1}{3}$	$\frac{5}{64}$ to $\frac{13}{64}$	① Given in degrees ② $-\frac{1}{4}$ to $+\frac{1}{6}$ ".	
Rear	.....	.....	.....		
Type 2					
Front	$3\frac{2}{3}$	$\frac{2}{3} \pm \frac{1}{3}$	$\frac{1}{4} \pm \frac{1}{4}$ ①		
Rear	.....	$-\frac{5}{6} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{1}{3}$ ①		
Dasher					
Front	$\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{1}{4}$ ①		
Rear	.....	$-\frac{1}{2} \pm \frac{1}{2}$	$0 \pm \frac{1}{2}$ ①		
Rabbit/Scirocco					
Front	$1\frac{5}{6} \pm \frac{1}{2}$	$\frac{1}{3} \pm \frac{1}{2}$	$-\frac{1}{4}$ ②		
Rear	.....	$-1\frac{1}{4} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{1}{2}$ ①		
<b>VOLVO</b>					
All Models	$2\frac{1}{2} \pm \frac{1}{2}$	$1\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{3} \pm \frac{1}{6}$ ①		① 240 without power steering. $\frac{1}{4} \pm \frac{1}{6}$ 240 with power steering and 260 series