

Wheel Alignment

JAGUAR (Cont.)

.020" (.5 mm) shim will alter camber 1/4°. Retighten nuts and bolts and check camber angle.

TOE-IN

All Models – Place vehicle in straight-ahead position. Remove grease nipple from rack adjuster nut. Put centralizing

tool 12279 (or equivalent) into locating hole. Push tool on to back of rack bar. Slowly turn steering wheel until tool drops into back of rack bar. Measure toe-in. If toe-in is not within specifications, adjust by loosening steering link lock nuts and rotating adjuster sleeves equal amounts, as necessary. Tighten lock nuts and recheck toe-in.

ADJUSTMENT

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 Fig. 1 and 2.

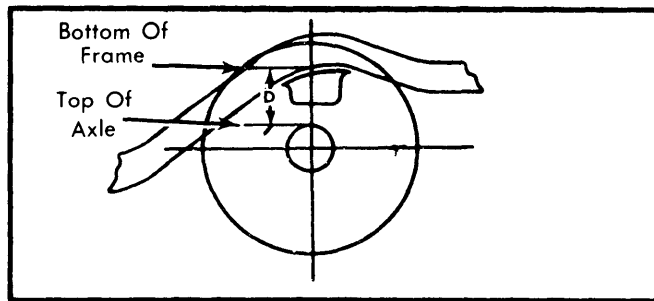


Fig. 1 Rear Suspension Riding Height Measuring Point

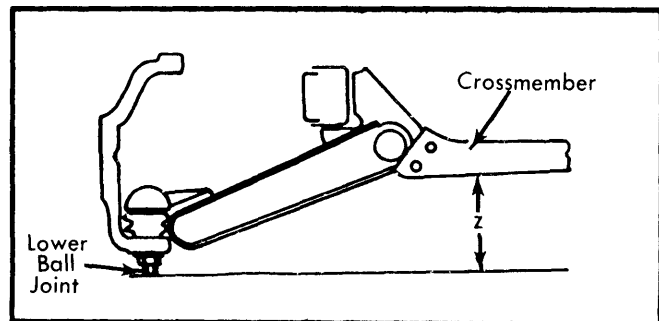


Fig. 2 Front Suspension Riding Height Measuring Point

LUV

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"	6.0"

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 transferred 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 specifications table.

MAZDA

ADJUSTMENT

TIRE INFLATION (COLD)

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

CASTER

808 & RX3 – Caster is not adjustable. If caster angle is not to specifications, inspect suspension for wear or damage and repair or replace components as necessary.

RX4 and Cosmo – Caster and camber angles are adjusted by changing position of shock absorber support. To adjust,

MAZDA (Cont.)

remove four nuts attaching shock absorber support to fender apron. Raise front of vehicle and support with jack stands, then remove wheel on side to be adjusted.

2) Press shock absorber downward and change position of support according to table and Fig. 1. Tighten shock absorber support mounting nuts. Install wheel, lower vehicle and recheck caster and camber.

Caster and Camber Adjustment			
Adjustment		Variation	
	Shock Absorber Support	Caster	Camber
A	0	0	0
B	90°	½ °	0
C	180°	½ °	½ °
D	-90°	0	½ °

Pickup — To adjust, change shims between upper arm shaft and support bracket or turn upper arm shaft until specifications are obtained.

CAMBER

808 & RX3 — Camber is not adjustable. If camber angle is not to specifications, inspect suspension for wear or damage and repair or replace components as necessary.

RX4 and Cosmo — See procedure given under Caster adjustment.

Pickup — To adjust, change shims between upper arm shaft and support bracket until specifications for camber are within limits.

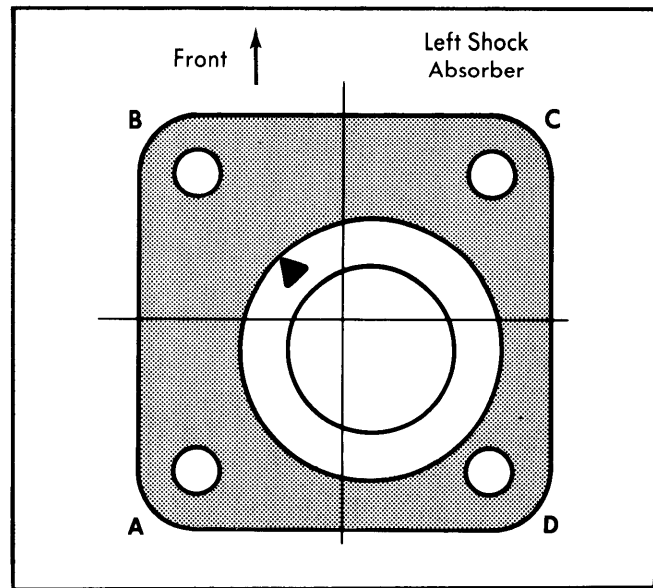


Fig. 1 RX4 Caster & Camber Adjusting Pad
(Position "B" Shown)

TOE-IN

All Models — 1) Raise front of vehicle. Turn wheels by hand and mark a line in center of each tire tread. Place vehicle in straight-ahead position and lower vehicle to ground.

2) Measure distance between marked lines at both front and rear of wheel. Make sure measurements are made equal distances from ground. Distance at rear of wheel should be .24" (6 mm) more than that at front wheels. Loosen lock nuts and turn tie rods until adjustment is correct.

MERCEDES-BENZ

ADJUSTMENT

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 (Front) — Test under loaded condition. Load vehicle with two 143 lb. weights on rear seat and full tank of gasoline. If caster is not to specifications, loosen lock nut on eccentric bolt on front side of lower control arm. To adjust, rotate eccentric bolt until caster angle is to specifications. Hold eccentric bolt in place and tighten lock nut.

ADJUSTMENT

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.

CAMBER

All Models (Front) — Test under loaded condition. Load vehicle with two 143 lb. weights on front seat, one 143 lb. weight on rear seat and full tank of gasoline. If camber is not to specifications, loosen lock nut of eccentric bolt on rear side of lower control arm. To adjust, rotate eccentric bolt until camber is within specifications. Hold eccentric bolt in place and tighten lock nut.

TOE-IN

All Models (Front) — Place wheels in straight-ahead position. If toe-in is not within specifications, adjust by loosening lock nuts on outer steering links and rotating links to obtain specified toe-in. Make sure steering links are adjusted equally.

MG

NOTE — All checks must be made with vehicle unloaded, tires properly inflated and steering wheel in straight-ahead position. Before making checks, ensure suspension components are in good condition. If necessary, repair damaged components before making wheel alignment checks.