

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS				
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
ARROW All Models	$2\frac{1}{12} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$	
AUDI Fox Front Rear 100LS	$\frac{1}{2} \pm \frac{1}{2}$ $0 \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $0 \pm \frac{1}{2}$	$-\frac{1}{32}$ to $\frac{7}{32}$ $-\frac{13}{32}$ to $\frac{13}{32}$ $\frac{3}{32}$ to $\frac{11}{32}$	
BMW 320i Front Rear 530i Front Rear 630CSi Front Rear	$8\frac{1}{3} \pm \frac{1}{2}$ $7\frac{2}{3} \pm \frac{1}{2}$ $7\frac{2}{3} \pm \frac{1}{2}$	$0 \pm \frac{1}{2}$ $-2 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $-2 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ -2	$\frac{3}{64}$ to $\frac{3}{32}$ 0 to $\frac{5}{64}$ $\frac{3}{64}$ to $\frac{3}{32}$ 0 to $\frac{1}{12}$ $\frac{1}{32}$ to $\frac{3}{32}$ 0 to $\frac{1}{16}$	
CAPRI All Models	$1\frac{5}{8} \pm \frac{5}{8}$	$1\frac{1}{2} \pm \frac{3}{4}$	$\frac{1}{4}$ to $\frac{3}{8}$	
COLT All Models	$2\frac{1}{12} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$	
COURIER All Models	$1 \pm \frac{1}{4}$	$\frac{7}{8} \pm \frac{3}{8}$	0 to $\frac{1}{4}$	
DATSUN 200SX F10 B210 710 810 280Z Front Rear 280Z 2+2 Front Rear Pickup	$1\frac{5}{16} \pm \frac{3}{4}$ $1\frac{1}{8} \pm \frac{3}{4}$ $1\frac{3}{4} \pm \frac{3}{4}$ $1\frac{5}{6} \pm \frac{3}{4}$ $1\frac{1}{2} \pm \frac{3}{4}$ $2\frac{3}{4} \pm \frac{3}{4}$ $2\frac{3}{4} \pm \frac{3}{4}$ $1\frac{5}{6} \pm \frac{2}{3}$	$1 \pm \frac{5}{6}$ $1\frac{5}{8} \pm \frac{3}{4}$ $1\frac{1}{8} \pm \frac{3}{4}$ $2 \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $1 \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $-\frac{3}{4} \pm \frac{7}{12}$ $1\frac{1}{4} \pm 1$	$\frac{5}{16}$ to $\frac{5}{32}$ 0 to $\frac{13}{16}$ ① $\frac{3}{32}$ to $\frac{5}{32}$ $\frac{5}{32}$ to $\frac{1}{4}$ ② 0 to $\frac{5}{64}$ 0 to $\frac{1}{8}$ $-\frac{13}{64}$ to $\frac{13}{64}$ 0 to $\frac{1}{8}$ $-\frac{13}{64}$ to $\frac{13}{64}$ $\frac{5}{64}$ to $\frac{1}{8}$	① - Radial tires; $\frac{1}{4} \pm \frac{1}{32}$ for bias tires. ② - Radial tires; $\frac{15}{64}$ to $\frac{5}{16}$ for bias tires.
FIAT 124 Spider 128 Front Rear X1/9 Front Rear 131	$3\frac{1}{6} \pm \frac{1}{2}$ $2\frac{1}{4} \pm \frac{1}{2}$ $7 \pm \frac{1}{2}$ $3\frac{3}{4} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{6}$ $1\frac{1}{2} \pm \frac{1}{2}$ $-3\frac{1}{4} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $-1\frac{2}{3} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{4}$	$\frac{1}{32}$ to $\frac{7}{32}$ $\frac{1}{4}$ to $\frac{15}{32}$ $\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{32}$ to $\frac{15}{64}$ $\frac{15}{64}$ to $\frac{25}{64}$	
HONDA Civic Front Rear CVCC Sedan Front Rear	$1\frac{3}{4}$ $2 \pm \frac{1}{2}$	$\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$	$\frac{3}{64}$ ① 0 0 to $\frac{3}{32}$ 0 to $\frac{5}{64}$	① - All Honda "Toe" measurements are "Toe-out".

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Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
HONDA (Cont.)				
CVCC ST. Wagon	$1 \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$	0 to $\frac{1}{16}$	
Accord				
Front	2 ± 1	$\frac{1}{2} \pm 1$	$-\frac{3}{32}$ to $\frac{5}{32}$	
Rear	.....	$\frac{3}{8} \pm \frac{1}{2}$	$\frac{1}{16}$ to $\frac{1}{8}$	
JAGUAR				
XJ6				
Front	$2\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$	
Rear	.....	$-\frac{3}{4} \pm \frac{1}{4}$	$-\frac{1}{32}$ to $\frac{1}{32}$	
XJ12				
Front	$2\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$	
Rear	.....	$-\frac{3}{4} \pm \frac{1}{4}$	$-\frac{1}{32}$ to $\frac{1}{32}$	
XJS				
Front	$3\frac{1}{2} \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$	
Rear	.....	$-\frac{3}{4} \pm \frac{1}{4}$	$-\frac{1}{32}$ to $\frac{1}{32}$	
LANCIA				
All Models				
Front	$1\frac{1}{2} \pm \frac{3}{8}$	$\frac{1}{2} \pm \frac{3}{8}$	$\frac{1}{16}$ to $\frac{1}{8}$	
Rear	.....	$-1 \pm \frac{3}{8}$	$-\frac{1}{32}$ to $\frac{1}{32}$	
LUV				
All Models	$-\frac{1}{6} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$	0 to $\frac{1}{8}$	
MAZDA				
808 (1300)				
Sedan & Wagon	$1\frac{5}{12} \pm \frac{3}{4}$	$\frac{5}{8} \pm 1$	0 to $\frac{1}{4}$	① - With power steering, $2\frac{1}{4} \pm \frac{3}{4}$.
Coupe	$1\frac{3}{4} \pm \frac{3}{4}$	$1\frac{1}{12} \pm 1$	0 to $\frac{1}{4}$	
808 (1600)				
Sedan	$1\frac{5}{6} \pm \frac{3}{4}$	$1\frac{1}{2} \pm 1$	0 to $\frac{1}{4}$	
Coupe	$2\frac{1}{12} \pm \frac{3}{4}$	$1\frac{1}{2} \pm 1$	0 to $\frac{1}{4}$	
Wagon	$1\frac{5}{6} \pm \frac{3}{4}$	$1\frac{1}{8} \pm 1$	0 to $\frac{1}{4}$	
RX3	$2\frac{1}{8} \pm \frac{3}{4}$	$1\frac{1}{8} \pm 1$	0 to $\frac{1}{4}$	
RX4				
Sedan & Coupe	$1\frac{5}{6} \pm \frac{3}{4}$	1 ± 1	0 to $\frac{1}{4}$	
Wagon	$1\frac{5}{6} \pm \frac{3}{4}$	$1\frac{1}{4} \pm 1$	0 to $\frac{1}{4}$	
Cosmo	$1\frac{5}{6} \pm \frac{3}{4}$ ①	1 ± 1	0 to $\frac{1}{4}$	
GLC	$1\frac{5}{8} \pm \frac{3}{4}$	$\frac{5}{8} \pm 1$	0 to $\frac{1}{4}$	
Pickup	$1 \pm \frac{1}{3}$	$1\frac{1}{3} \pm 1$	0 to $\frac{1}{4}$	
MERCEDES-BENZ				
230,240D				
280,300D	$8\frac{1}{4} \pm \frac{1}{2}$	$0 \pm \frac{1}{4}$	$\frac{3}{32}$ to $\frac{5}{32}$	
280SE,450SE/SEL	$10 \pm \frac{1}{2}$	$-\frac{1}{8} \pm \frac{1}{8}$	$\frac{3}{32}$ to $\frac{5}{32}$	
450 SL/SLC	$3\frac{3}{3} \pm \frac{1}{3}$	$-\frac{1}{12} \pm \frac{1}{4}$	$\frac{3}{64}$ to $\frac{7}{64}$	
6.9 Sedan	$9\frac{3}{4} \pm \frac{1}{2}$	$\frac{3}{8} \pm \frac{1}{8}$	$\frac{3}{32}$ to $\frac{5}{32}$	
MG				
Midget	3	$\frac{3}{4}$	0 to $\frac{1}{8}$	
MGB	$6\frac{1}{8} \pm 1\frac{1}{4}$	$\frac{1}{2} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$	
OPEL				
All Models	5 ± 1	$0 \pm \frac{1}{2}$	$\frac{5}{64}$ to $1\frac{1}{64}$	
PEUGEOT				
All Models	$2\frac{2}{3} \pm \frac{1}{2}$	$\frac{2}{3} \pm \frac{1}{2}$	$\frac{3}{32}$ to $\frac{5}{32}$	

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Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
PORSCHE 911S Front Rear 924 Front Rear 930 Front Rear	$6\frac{1}{8} \pm \frac{1}{4}$ $2\frac{3}{4} \pm \frac{1}{2}$ $5\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{8}$ $0 \pm \frac{1}{8}$ $-\frac{3}{8} \pm \frac{1}{8}$ $-1 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{8}$ $0 \pm \frac{1}{8}$	0 0 to $\frac{5}{32}$ $-\frac{1}{32}$ to $\frac{1}{32}$ $-\frac{5}{32}$ to $\frac{5}{32}$ 0 0 to $\frac{5}{16}$	
RENAULT ① R-5 Front Rear R-12,R-17 Front Rear	10 ± 1 2 ± 2	$1\frac{1}{2}$ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{2}$ $0 \pm \frac{1}{2}$	$-\frac{3}{16}$ to $\frac{1}{16}$ 0 to $\frac{5}{32}$ $-\frac{1}{8}$ to 0 0 to $\frac{1}{16}$	① - All Renault "Toe" measurements are "Toe-out".
SAAB All Models	$1 \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	0 to $\frac{1}{16}$ ①	① - With power steering, $-\frac{1}{32}$ to $\frac{1}{32}$.
SUBARU 4WD Front Rear 1600 Front Rear	$\frac{3}{4} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$	$2\frac{1}{2} \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ $1\frac{3}{4} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{2}$ ①	$\frac{7}{32}$ to $\frac{15}{32}$ $\frac{5}{64}$ to $\frac{15}{64}$ $\frac{1}{16}$ to $\frac{5}{16}$ $\frac{3}{4}$ to $\frac{13}{64}$ ②	① - Station Wagon is $1\frac{1}{2} \pm \frac{1}{2}$. ② - Station Wagon is $\frac{5}{64}$ to $\frac{15}{64}$.
TOYOTA Corolla Corona Celica Pickup Land Cruiser	$1\frac{5}{8} \pm \frac{1}{2}$ $1\frac{3}{4} \pm \frac{1}{2}$ $1\frac{3}{4} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ 1	$1 \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ 1	$\frac{3}{32}$ to $\frac{5}{32}$ ① 0 to $\frac{1}{16}$ $\frac{3}{64}$ to $\frac{1}{8}$ ② $\frac{13}{64}$ to $\frac{17}{64}$ $\frac{1}{8}$ to $\frac{13}{64}$	① - Radial tires; 0 to $\frac{1}{16}$ for bias tires. ② - Radial tires.
TRIUMPH Spitfire Front Rear TR7	4 ± 1 $3\frac{1}{2} \pm 1$	3 ± 1 -1 ± 1 $-1\frac{1}{4} \pm 1$	$\frac{1}{16}$ to $\frac{1}{8}$ ① $\frac{1}{32}$ to $\frac{3}{32}$ 0 to $\frac{1}{16}$	① - All Triumph "Toe" measurements are "Toe-out".
VOLKSWAGEN Type 1 Front Rear Type 2 Front Rear Dasher Front Rear Rabbit/Scirocco Front Rear	$3\frac{3}{8} \pm 1$ $3 \pm \frac{5}{8}$ $\frac{1}{2} \pm \frac{1}{2}$ $1\frac{7}{8} \pm \frac{1}{2}$	$\frac{5}{8} \pm \frac{1}{2}$ $\frac{1}{4} \pm 1$ $\frac{5}{8} \pm \frac{3}{8}$ $3\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$ $\frac{3}{8} \pm \frac{1}{2}$ $-1\frac{1}{4} \pm \frac{5}{8}$	$-\frac{1}{16}$ to $\frac{1}{8}$ $-\frac{3}{32}$ to $\frac{1}{32}$ $-\frac{1}{16}$ to $\frac{1}{8}$ $-\frac{1}{4}$ to 0 $\frac{1}{32}$ to $-\frac{7}{32}$ 0 to $\frac{13}{32}$ $-\frac{1}{4}$ to $-\frac{1}{16}$ $\frac{1}{32}$ to $\frac{9}{32}$	
VOLVO All Models	$2\frac{1}{2} \pm \frac{1}{2}$	$1\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{8}$ ①	① - 240 series and 260 series with power steering is $\frac{1}{16}$.