

1978 Wheel Alignment Specifications 8-3

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 5000 Front Rear	$\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{6} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$	$-\frac{1}{12}$ to $+\frac{5}{12}$ ⓐ $-\frac{5}{6}$ to $+\frac{5}{6}$ ⓐ $-\frac{1}{6}$ to $\frac{1}{12}$ ⓐ $+\frac{1}{6}$ to $+\frac{5}{12}$ ⓐ	ⓐ Toe-in given in degrees.
BMW 320i Front Rear 530i Front Rear 633CSi & 733i Front Rear	$8\frac{1}{3} \pm \frac{1}{2}$ $7\frac{2}{3} \pm \frac{1}{2}$ $9 \pm \frac{1}{2}$	$0 \pm \frac{1}{2}$ $-2 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $-2 \pm \frac{1}{2}$ $0 \pm \frac{1}{2}$ $-1 \pm \frac{1}{2}$	$\frac{3}{64}$ to $\frac{3}{32}$ 0 to $\frac{5}{64}$ $\frac{3}{64}$ to $\frac{3}{32}$ 0 to $\frac{5}{6}$ 0 to $\frac{1}{16}$ $\frac{5}{64}$ to $\frac{9}{64}$	
CAPRI All Models	$1\frac{5}{8} \pm \frac{5}{8}$	$1\frac{1}{2} \pm \frac{3}{4}$	$\frac{1}{4}$ to $\frac{3}{8}$	
CHALLENGER All Models	$2\frac{2}{3} \pm \frac{1}{2}$	$1\frac{1}{2} \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{23}{64}$	
COLT All Models	$2\frac{1}{12} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$ ⓐ	ⓐ Wagon is $\frac{5}{64}$ to $\frac{11}{32}$
COURIER All Models	$1 \pm \frac{1}{4}$	$\frac{7}{8} \pm \frac{3}{8}$	0 to $\frac{1}{4}$	
DATSUN F10 B210 200SX 510 810 280Z Front Rear 280Z 2+2 Front Rear Pick-up	$1\frac{1}{2} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{5}{6} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{1}{2}$ $1\frac{11}{12} \pm \frac{3}{4}$ $2\frac{3}{4} \pm \frac{3}{4}$ $2\frac{3}{4} \pm \frac{3}{4}$ $1\frac{5}{6} \pm \frac{2}{3}$	$1\frac{7}{12} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $1 \pm \frac{5}{6}$ $1\frac{7}{12} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $-\frac{3}{4} \pm \frac{7}{12}$ $1\frac{1}{4} \pm 1$	0 to $\frac{5}{64}$ ⓐ $\frac{5}{64}$ to $\frac{7}{32}$ $\frac{7}{64}$ to $\frac{7}{32}$ $\frac{3}{64}$ to $\frac{1}{8}$ 0 to $\frac{7}{64}$ 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 $\frac{1}{8}$	ⓐ Radial tires; $\frac{13}{64}$ to $\frac{7}{32}$ for bias tires ⓑ A toe-in to a toe-out range.
FIAT 124 Sport Spider 128 Front Rear 128 3P Front Rear 131 Brava X1/9 Front Rear	$3\frac{1}{2} \pm \frac{1}{2}$ $2\frac{1}{4} \pm \frac{1}{2}$ $2\frac{1}{4} \pm \frac{1}{2}$ $3\frac{1}{2} \pm \frac{1}{2}$ $7 \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$ $1\frac{1}{2} \pm \frac{1}{2}$ $-3\frac{1}{4} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{2}$ $-3\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $-1 \pm \frac{1}{3}$ $-2 \pm \frac{1}{3}$	$\frac{5}{64}$ to $\frac{1}{8}$ $-\frac{5}{64}$ to $\frac{5}{64}$ $\frac{1}{64}$ to $\frac{5}{64}$ $-\frac{5}{64}$ to $\frac{5}{64}$ $\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{64}$ to $\frac{13}{64}$ $\frac{3}{64}$ to $\frac{13}{64}$ $\frac{5}{32}$ to $\frac{15}{64}$	

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WHEEL ALIGNMENT SPECIFICATIONS (Cont.)				
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
FIESTA All Models	$-3/4$ to $+1$	$+1$	$3/64$ to $9/64$	
HONDA Accord Front Rear Civic Front Rear CVCC Sedan Front Rear CVCC Wagon	2 ± 1 ----- $1 3/4$ ----- $1 1/2 \pm 1/2$ ----- $1 \pm 1/2$	$1/2 \pm 1$ ----- $1/2$ $1/2$ $1/2 \pm 1/2$ $1/2 \pm 1/2$ $1/2 \pm 1/2$	$-5/64$ to $+5/32$ ① $-3/64$ to $+1/8$ ① $3/64$ ② 0 0 to $5/64$ ② 0 to $3/64$ ② 0 to $3/64$ ②	① A toe-in to a toe-out range. ② Toe-out.
JAGUAR XJ6 Front Rear XJ12 & XJS Front Rear	$2 1/4 \pm 1/4$ ----- $3 1/2 \pm 1/4$ -----	$1/2 \pm 1/4$ $-3/4 \pm 1/4$ $1/2 \pm 1/4$ $-3/4 \pm 1/4$	$1/16$ to $1/8$ $0 \pm 1/32$ 0 to $1/16$ ① $0 \pm 1/32$	① Toe-out.
LANCIA All Models Front Rear	$1 1/2 \pm 1/3$ -----	$1/2 \pm 1/3$ $-7/8 \pm 3/8$ ①	$3/64$ to $3/32$ $1/64$ to $5/32$	① Sedan is $-3/4 \pm 1/3$
LUV All Models	$1/2 \pm 1/2$	$1/2 \pm 1/2$	0 to $1/8$	
MAZDA RX4 Sedan Hardtop Wagon Cosmo GLC B1800	$1 5/6 \pm 3/4$ $1 5/6 \pm 3/4$ $1 5/6 \pm 3/4$ $1 5/6 \pm 3/4$ ① $1 7/12 \pm 3/4$ $1 \pm 1/3$	1 ± 1 1 ± 1 $1 1/4 \pm 1$ 1 ± 1 $2/3 \pm 1$ $5/6 \pm 5/12$	0 to $1/4$ 0 to $1/4$ 0 to $1/4$ 0 to $1/4$ 0 to $1/4$ 0 to $1/4$ 0 to $1/4$	① With power steering $2 1/4 \pm 3/4$.
MERCEDES BENZ 230,240D,280E,300D 280SE,450SEL 450SL,450SLC 6.9 Sedan	$8 3/4 \pm 1/2$ $10 \pm 1/2$ $3 3/3 \pm 1/3$ $10 1/4 \pm 1/2$	$0 \pm 1/6$ $-1/6 \pm 1/6$ $-1/2 \pm 1/4$ $-1/3 \pm 1/6$	$3/32$ to $5/32$ $3/32$ to $5/32$ $3/64$ to $7/64$ $3/32$ to $5/32$	
MG Midget MGB	3 $6 1/8 \pm 1 1/8$	$3/4$ $1/2 \pm 3/4$	0 to $1/8$ $1/16$ to $3/32$	

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WHEEL ALIGNMENT SPECIFICATIONS (Cont.)				
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
OPEL All Models	5 ± 1	0 ± 1/2	5/64 to 1/64	
PEUGEOT 504 Front Rear 604 Front Rear	2 3/3 ± 1/2	2/3 ± 1/2 -1 + 2/3 -1/3	1/8 ± 1/32 9/64	
PORSCHE 911S Front Rear Turbo-Carrera Front Rear 924 Front Rear 928 Front Rear	6 1/12 ± 1/2 5 1/2 ± 1/2 2 3/4 ± 1/2 3 1/2 ± 1/2	1/2 ± 1/6 0 ± 1/6 1/2 ± 1/6 0 ± 1/6 -1/3 ± 1/4 -1 ± 1/2 -1/2 ± 1/6 -2/3 ± 1/6	0 0 to 1/3 ① 0 1/3 ± 1/3 ① -1/4 to +1/12 ① -1/6 to 1/6 ① 0 ± 1/12 ① 1/6 ± 1/12 ①	① Toe-in given in degrees.
RENAULT R-5 Front Rear	13 1/2 ± 1/2	1/2 ± 1/2 3/4 ± 3/4	3/64 to 3/16 ① 3/64 to 1/8	① Toe-out.
SAAB All Models	1 ± 1/2	1/2 ± 1/2	0 to 3/32 ①	① With power steering -3/4 to +3/4; a toe-in to a toe-out range.
SAPORO All Models	2 2/3 ± 1/2	1 1/2 ± 1/2	5/64 to 23/64	
SUBARU 1600 Front Rear 4WD Station Wagon Front Rear Brat Front Rear	-5/6 ± 3/4 ① -5/6 ± 3/4 -3 1/4 ± 1 2/3	1 1/2 ± 3/4 ② 1/3 ± 3/4 ③ 2 1/6 ± 3/4 1 1/3 ± 3/4 1 2/3 ± 1/4 1 1/3 ± 3/4	5/64 to 5/16 3/64 to 13/64 ④ 15/64 to 15/32 5/64 to 15/64 15/64 to 15/32 5/64 to 15/64	① Wagon is -1/6 ± 3/4 ② Wagon is 1 3/4 ± 3/4 ③ Wagon is 1 1/6 ± 3/4 ④ Wagon is 5/64 to 15/64

8-6 1978 Wheel Alignment Specifications

WHEEL ALIGNMENT SPECIFICATIONS (Cont.)				
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
TOYOTA Corolla 1100 cc Corolla 1600 cc Corona Celica Cressida Hi-Lux Land Cruiser	$1\frac{5}{6} \pm \frac{1}{2}$ $1\frac{5}{6} \pm \frac{1}{2}$ $1\frac{5}{6} \pm \frac{1}{2}$ $1\frac{3}{4} \pm \frac{1}{2}$ $1\frac{1}{4} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ 1	$1 \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ $1 \pm \frac{1}{12}$ $1 \pm \frac{1}{2}$ $\frac{5}{6} \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ 1	$0 \text{ to } \frac{5}{64} \textcircled{1}$ $0 \text{ to } \frac{5}{64}$ $\frac{3}{64} \text{ to } \frac{1}{8} \textcircled{2}$ $0 \text{ to } \frac{5}{64}$ $\frac{5}{64} \text{ to } \frac{5}{32}$ $\frac{13}{64} \text{ to } \frac{11}{64}$ $\frac{1}{8} \text{ to } \frac{3}{64}$	$\textcircled{1}$ Radial tires; $\frac{5}{64}$ to $\frac{3}{32}$ " with bias tires. $\textcircled{2}$ Radial tires; $\frac{1}{8}$ to $\frac{13}{64}$ " with bias tires.
TRIUMPH Spitfire Front Rear TR7	$4\frac{1}{2} \pm \frac{1}{2}$ $3\frac{1}{2} \pm 1$	$2 \pm \frac{1}{2}$ $-3\frac{3}{4} \pm \frac{1}{2}$ $-\frac{1}{4} \pm 1$	$0 \text{ to } \frac{1}{16}$ $0 \text{ to } \frac{1}{16}$ $0 \text{ to } \frac{1}{16}$	
VOLKSWAGEN Type 1 Front Rear Type 2 Front Rear Dasher Front Rear Rabbit/Scirocco Front Rear	$2 \pm \frac{1}{12}$ $3 \pm \frac{2}{3}$ $1\frac{5}{6} \pm \frac{1}{2}$ $1\frac{5}{6} \pm \frac{1}{2}$	$\frac{5}{6} \pm \frac{1}{2}$ $-1 \pm \frac{2}{3}$ $\frac{2}{3} \pm \frac{1}{3}$ $-\frac{5}{6} \pm \frac{1}{2}$ $\frac{1}{3} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$ $+\frac{1}{3} \pm \frac{1}{2}$ $-1\frac{1}{4} \pm \frac{5}{6}$	$\frac{1}{4} \text{ to } \frac{3}{4} \textcircled{1}$ $-\frac{1}{4} \text{ to } +\frac{1}{4} \textcircled{1}$ $0 \text{ to } \frac{1}{2} \textcircled{1}$ $-\frac{1}{6} \text{ to } +\frac{1}{2} \textcircled{1}$ $-\frac{1}{12} \text{ to } +\frac{5}{12} \textcircled{1}$ $-\frac{5}{6} \text{ to } +\frac{5}{6} \textcircled{1}$ $-\frac{1}{2} \text{ to } +\frac{1}{12} \textcircled{1}$ $-\frac{1}{6} \text{ to } +\frac{5}{6} \textcircled{1}$	$\textcircled{1}$ Toe-in given in degrees. Some models give a toe-in to a toe-out range.
VOLVO All Models	$2\frac{1}{2} \pm \frac{1}{2}$	$1\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{3} \pm \frac{1}{6} \textcircled{1}$	$\textcircled{1}$ 240 without power steering; $\frac{1}{4} \pm \frac{1}{6}$ for 240 with power steering and 260 series.