

JAGUAR (Cont.)

Preparation for Caster & Camber Adjustment. To adjust, remove suspension setting links (JD.25), raise and support rear of vehicle and remove wheels. Loosen nuts securing half-shaft to brake disc, then add or remove shims as required to bring camber angle within specifications.

NOTE — Addition of one .020" (.5 mm) shim will alter camber 1/4°.

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.

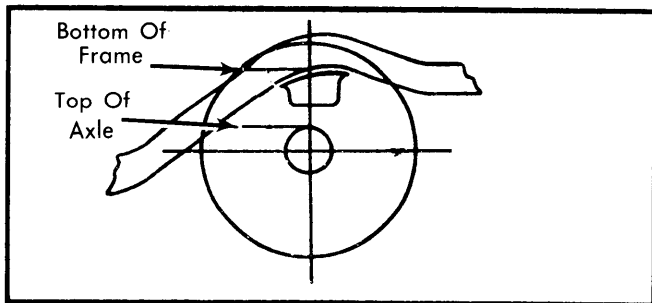


Fig. 1 Rear Suspension Riding Height Measuring Point

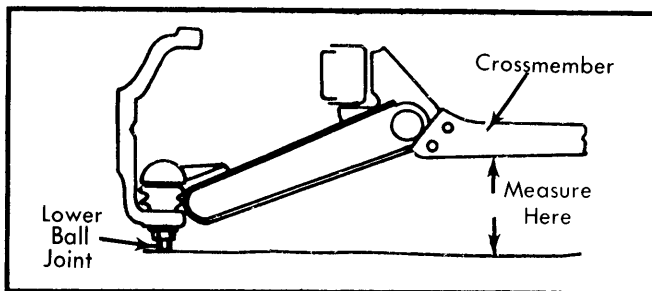


Fig. 2 Front Suspension Riding Height Measuring Point

NOTE — Height check should be made with a full tank of gas, spare tire installed, and jack included. No passengers should be in vehicle.

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.

LUV

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" (116.8 mm)	6.0" (152.4 mm)

TORSION BAR SPRING

1) Park vehicle on level surface. Jounce vehicle several times and allow to return to settled position.

2) Measure buffer clearance between rubber bumper and lower control arm. Using bolt located on height control arm, adjust buffer clearance to about .866" (22 mm).

NOTE — Rotating bolt inward increases vehicle height.

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.