

# Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS				
Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
<b>ARROW</b> Exc. Pickup Pickup	$2\frac{1}{2} \pm \frac{1}{2}$ $3 \pm 1$	$1 \pm \frac{1}{2}$ ① $1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{64}$ to $\frac{23}{64}$	① - $1\frac{1}{2} \pm \frac{1}{2}$ for 2600 cc engine.
<b>AUDI</b> Fox Front Rear 5000 Front Rear	$\frac{1}{2} \pm \frac{1}{2}$ ..... $-\frac{1}{6} \pm \frac{2}{3}$ .....	$\frac{1}{2} \pm \frac{1}{2}$ $-\frac{2}{3} \pm \frac{2}{3}$ $-\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{1}{4}$ ① $0 \pm \frac{5}{6}$ ① $\frac{1}{12}$ to $\frac{1}{6}$ ① $\frac{1}{6}$ to $\frac{5}{12}$ ①	① - Toe-in given in degrees.
<b>BMW</b> 320i Front Rear 528i 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 $\frac{9}{64}$	
<b>CHALLENGER</b> All Models	$2\frac{2}{3} \pm \frac{1}{2}$	$1\frac{1}{4} \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{23}{64}$	
<b>CHAMP</b> Hatchback (FWD)	$\frac{5}{6} \pm \frac{1}{3}$	$\frac{1}{2} \pm \frac{1}{2}$	$-\frac{5}{32}$ to $\frac{5}{32}$ ①	① - A toe-in to toe-out range.
<b>COLT</b> Sedan & Coupe Station Wagon Hatchback (FWD)	$2\frac{1}{12} \pm \frac{1}{2}$ $2\frac{2}{3} \pm \frac{1}{2}$ $\frac{5}{6} \pm \frac{1}{3}$	$1 \pm \frac{1}{2}$ $1\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{64}$ to $\frac{23}{64}$ $-\frac{5}{32}$ to $\frac{5}{64}$ ①	① - A toe-in to toe-out range.
<b>COURIER</b> Pickup	$1 \pm \frac{1}{4}$	$\frac{7}{8} \pm \frac{3}{8}$	$0$ to $\frac{1}{4}$	
<b>DATSUN</b> 200SX 210 310 Front Rear 510 810 Front Rear 280ZX Front Rear Pickup	$1\frac{5}{6} \pm \frac{3}{4}$ $2\frac{5}{12} \pm \frac{3}{4}$ ① $1\frac{1}{4} \pm \frac{2}{3}$ ..... $1\frac{5}{6} \pm \frac{3}{4}$ ② $1\frac{11}{12} \pm \frac{3}{4}$ ..... $4\frac{5}{6} \pm \frac{3}{4}$ ..... $1\frac{1}{3} \pm \frac{3}{4}$	$1\frac{1}{12} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $1 \pm \frac{3}{4}$ $\frac{3}{4} \pm 1$ $\frac{1}{2} \pm \frac{3}{4}$ ③ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $\frac{1}{4} \pm \frac{3}{4}$ $\frac{1}{3} \pm 1\frac{1}{4}$ $\frac{1}{2} \pm \frac{3}{4}$	$\frac{5}{64}$ to $\frac{5}{32}$ $\frac{3}{64}$ to $\frac{1}{8}$ $0$ to $\frac{5}{64}$ $0$ $\frac{3}{64}$ to $\frac{1}{8}$ $0$ to $\frac{5}{64}$ $\frac{5}{32}$ to $\frac{35}{64}$ $\frac{3}{64}$ to $\frac{1}{8}$ $\frac{3}{64}$ to $\frac{1}{8}$ $\frac{13}{64}$ to $\frac{9}{32}$	① - Wagon is $2\frac{2}{3} \pm \frac{3}{4}$ . ② - Wagon is $1\frac{2}{3} \pm \frac{3}{4}$ . ③ - Wagon is $\frac{5}{6} \pm \frac{3}{4}$ .
<b>D50</b> Pickup	$3 \pm 1$	$1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{23}{64}$	

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<b>FIAT</b> Spider 2000 128 Front Rear 128 3P Front Rear X1/9 Front Rear Brava Strada Front Rear	$3\frac{1}{2} \pm \frac{1}{2}$ $2\frac{1}{4} \pm \frac{1}{2}$ ..... $2\frac{1}{4} \pm \frac{1}{2}$ ..... $7 \pm \frac{1}{2}$ ..... $3\frac{1}{2} \pm \frac{1}{2}$ $2 \pm \frac{1}{2}$ .....	$\frac{1}{2} \pm \frac{1}{2}$ $1\frac{1}{2} \pm \frac{1}{2}$ $-3\frac{1}{4} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{2}$ $-3\frac{1}{2} \pm \frac{1}{2}$ $-1 \pm \frac{1}{3}$ $-2 \pm \frac{1}{3}$ $\frac{1}{2} \pm \frac{1}{2}$ $1\frac{2}{3} \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{1}{8}$ $-\frac{5}{64}$ to $\frac{5}{64}$ ① $\frac{1}{64}$ to $\frac{5}{64}$ $-\frac{5}{64}$ to $\frac{5}{64}$ ① $\frac{5}{64}$ to $\frac{15}{64}$ $\frac{3}{64}$ to $\frac{13}{64}$ $\frac{5}{32}$ to $\frac{15}{64}$ $\frac{5}{64}$ to $\frac{13}{64}$ $-\frac{11}{64}$ to $-\frac{3}{32}$ 0 to $\frac{5}{64}$	① — A toe-in to toe-out range.
<b>FIESTA</b> All Models	$\frac{1}{3} \pm \frac{5}{6}$	$2\frac{1}{4} \pm 1$	$\frac{3}{64}$ to $\frac{9}{64}$	
<b>HONDA</b> Civic 1200 Front Rear Civic CVCC Front Rear Accord Front Rear	$\frac{3}{4} \pm \frac{1}{2}$ ..... $\frac{3}{4} \pm \frac{1}{2}$ ② ..... $1\frac{1}{4} \pm \frac{1}{2}$ .....	$\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{4} \pm \frac{1}{2}$	$\frac{3}{64} \pm \frac{5}{64}$ ① 0 $\frac{3}{64} \pm \frac{5}{64}$ ① 0 $\frac{3}{64} \pm \frac{1}{8}$ $\frac{3}{64} \pm \frac{5}{64}$ ①	① — Toe-out. ② — Wagon is $\frac{1}{2} \pm \frac{1}{2}$ .
<b>JAGUAR</b> XJ6 Front Rear XJ12 & XJS Front Rear	$2\frac{1}{4} \pm \frac{1}{4}$ ..... $3\frac{1}{2} \pm \frac{1}{4}$ .....	$\frac{1}{2} \pm \frac{1}{4}$ $-\frac{3}{4} \pm \frac{1}{4}$ $\frac{1}{2} \pm \frac{1}{4}$ $-\frac{3}{4} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$ 0 to $\frac{1}{32}$ 0 to $\frac{1}{16}$ ① 0 to $\frac{1}{16}$	① — Toe-out.
<b>LANCIA</b> All Models Front Rear	$1\frac{1}{2} \pm \frac{1}{3}$ .....	$\frac{1}{2} \pm \frac{1}{3}$ $-\frac{1}{8} \pm \frac{3}{8}$ ①	$\frac{3}{64}$ to $\frac{3}{32}$ $\frac{1}{64}$ to $\frac{5}{32}$	① — Sedan is $-\frac{3}{4} \pm \frac{1}{3}$ .
<b>LUV</b> Pickup	$-\frac{1}{6} \pm \frac{1}{2}$ ①	$\frac{1}{2} \pm \frac{1}{2}$	0 to $\frac{1}{16}$	① — 4x4 is $\frac{1}{3} \pm \frac{1}{2}$ .
<b>MAZDA</b> GLC B2000 626 & RX7	$1\frac{2}{3} \pm \frac{3}{4}$ $1 \pm \frac{1}{3}$ $4 \pm \frac{3}{4}$ ①	$\frac{3}{4} \pm 1$ $\frac{3}{4} \pm \frac{1}{3}$ $1\frac{1}{6} \pm \frac{1}{2}$ ②	0 to $\frac{15}{64}$ 0 to $\frac{15}{64}$ 0 to $\frac{15}{64}$	① — 626 is $3 \pm \frac{3}{4}$ . ② — 626 is $1\frac{1}{4} \pm \frac{1}{2}$ .
<b>MERCEDES-BENZ</b> 280SE, 300SD & 450SEL 450SL & 450SLC 6.9 All Other Models	$10 \pm \frac{1}{2}$ $3\frac{2}{3} \pm \frac{1}{3}$ $10\frac{1}{4} \pm \frac{1}{2}$ $8\frac{3}{4} \pm \frac{1}{2}$	$-\frac{1}{6} \pm \frac{1}{6}$ $-\frac{1}{6} \pm \frac{1}{2}$ $-\frac{1}{3} \pm \frac{1}{6}$ $0 \pm \frac{1}{6}$	$\frac{1}{8} \pm \frac{3}{64}$ $\frac{5}{64} \pm \frac{3}{64}$ $\frac{1}{8} \pm \frac{3}{64}$ $\frac{1}{8} \pm \frac{3}{64}$	

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<b>MG</b> Midget MGB	3 6 ± 1/8	3/4 1/2 ± 3/4	0 to 1/8 1/16 to 3/32	
<b>OPEL</b> All Models	4 1/2 ± 1 1/2	1/4 ± 1/2	1/16 ± 3/64	
<b>PORSCHE</b> 911SC & Turbo Front Rear 924 Front Rear 928 Front Rear	6 1/12 ± 1/4 ..... 2 3/4 ± 1/2 ..... 3 1/2 ± 1/2 .....	1/2 ± 1/6 0 ± 1/6 -1/3 ± 1/4 -1 ± 1/2 -1/2 ± 1/6 -2/3 ± 1/6	0 0 1/6 ± 1/6 ① 0 ± 1/12 ① 0 ± 1/6 ① 1/6 ± 1/12 ① 1/6 ± 1/12 ①	① - Toe-in given in degrees.
<b>RENAULT</b> R-5 Front Rear R-17 Gordini Front Rear	13 1/2 ± 1/2 ..... 4 .....	1/2 ± 1/2 3/4 ± 3/4 1 1/2 ± 1/2 1/4 ± 1/4	3/64 to 3/16 ① 5/64 to 1/8 0 to 1/8 ① 0 to 1/16 ①	① - Toe-out.
<b>SAAB</b> All Models	1 ± 1/2	1/2 ± 1/2	3/64 ± 3/64 ①	① - With power steering set to 0 ± 3/64".
<b>SAPORO</b> All Models	2 2/3 ± 1/2	1 1/4 ± 1/2	5/64 to 23/64	
<b>SUBARU</b> 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 1/3 ± 3/4 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 5/64 to 15/64 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 13/64
<b>TOYOTA</b> Corolla Corona Celica & Supra Cressida Pickup Land Cruiser	1 5/6 ± 1/2 1 3/4 ± 1/2 1 3/4 ± 1/2 1 1/2 1/2 ± 1/2 1	1 ± 1/2 1 ± 1/2 1 1/12 ± 1/2 ② 1/2 1 1/12 ± 1/2 1	5/64 to 5/32 ① 3/64 ± 3/64 3/64 ± 3/64 5/64 ③ 13/64 ± 3/64 1/8 to 13/64	① - With Radial tires set at 5/64". ② - Supra is 5/6 ± 1/2. ③ - Toe-out.
<b>TRIUMPH</b> Spitfire Front Rear TR-7	4 1/2 ± 1/2 ..... 3 1/2 ± 1	2 ± 1/2 -3 1/4 ± 1/2 -1/4 ± 1	0 to 1/16 0 to 1/16 0 to 1/16	

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<b>VOLKSWAGEN</b>				
Type 1				① - Toe-in given in degrees.
Front	$2 \pm 7/12$	$1 \pm 1/3$	$1/2 \pm 1/4$ ①	
Rear	.....	$-1 \pm 2/3$	$0 \pm 1/4$ ①	
Type 2				
Front	$3 \pm 2/3$	$2/3 \pm 1/3$	$1/4 \pm 1/4$ ①	
Rear	.....	$-5/6 \pm 1/2$	$1/6 \pm 2/3$ ①	
Dasher				
Front	$1/2 \pm 1/2$	$1/2 \pm 1/2$	$1/6 \pm 1/4$ ①	
Rear	.....	$-1/2 \pm 1/2$	$0 \pm 5/6$ ①	
Rabbit & Scirocco				
Front	$1 5/6 \pm 1/2$	$1/3 \pm 1/2$	$-1/4 \pm 1/6$ ①	
Rear	.....	$-1 1/4 \pm 1/2$	$1/3 \pm 1/2$ ①	
<b>VOLVO</b>				
240 Series	①	$1/2 \pm 1/2$	$3/16 \pm 1/16$ ②	① - Not Adjustable. ② - $1/8 \pm 1/16$ " with power steering.
260 Series	①	$-1/2 \pm 1/2$	$1/8 \pm 1/16$	