JAGUAR (Cont.)

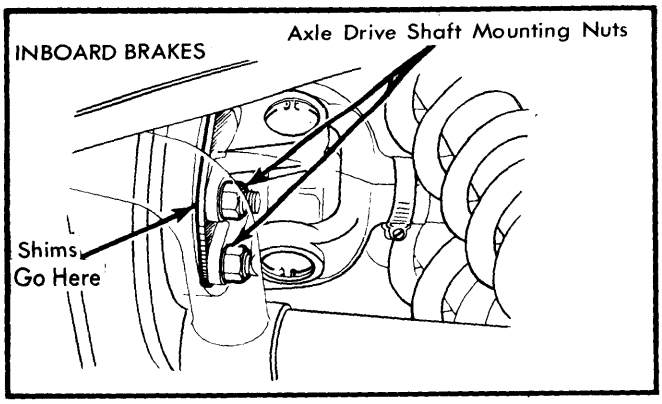

Fig. 4 Placement of Shims for Rear Camber Angle Adjustment

All Models (Rear) – Before checking rear wheel camber, rear suspension must be in the half-loaded position. See *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 reqired to bring camber angle within specifications.

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

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

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 CHECKING

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.*

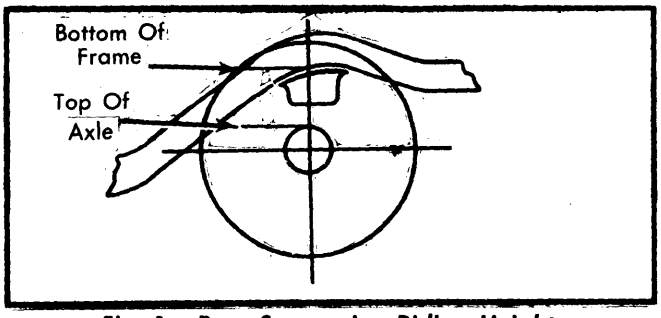

Fig. 1 Rear Suspension Riding Height Measuring Point

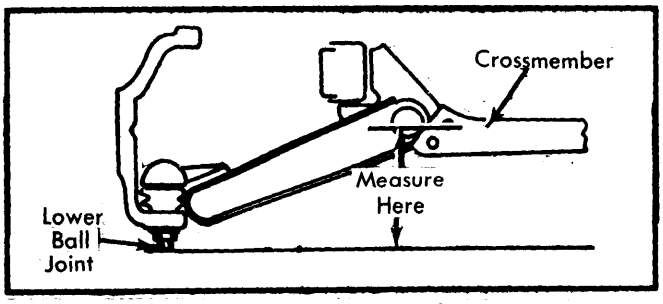

Fig. 2 Front Suspension Riding Height Measuring Point

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

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 2 Wheel Drive		
Standard	4.6" (116.8 mm)	6.1" (155 mm)
Long Wheelbase	4.6" (116.8 mm)	7.5" (190 mm)
LUV 4 x 4	4.8" (122 mm)	7.7" (195 mm)

TORSION BAR SPRING HEIGHT

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

2) On 2 wheel drive vehicles, 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).

3) On all models, turn adjuster bolt on torsion bar until riding height measurment is to specifications.

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 rear to front. Transfer

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LUV (Cont.)

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

GLC – Caster is not adjustable. If caster is not to specifications, inspect suspension for excessive wear or damage. Replace components as necessary.

RX7 & 626 – Caster and camber angles are adjusted by changing position of shock absorber support. To adjust, 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	270°	0	½ °

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

CAMBER

GLC – Camber is not adjustable. If caster is not to specifications, inspect suspension for excessive wear or damage. Replace components as necessary.

RX7 & 626 – *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.

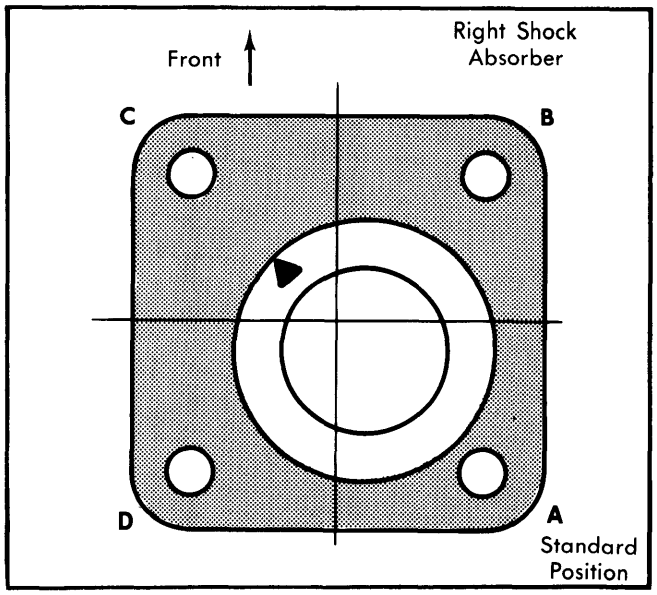

Fig. 1 RX7 & 626 Caster and Camber Adjusting Pad (Position "C" Shown)

TOE-IN

All Models – 1) Raise front of vehicle. Turn wheels by hand and mark a line in center of each tire tred. 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

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