

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
AUDI 4000 Front Rear 5000 Front Rear	$\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{6} \pm \frac{2}{3}$ ②	$-\frac{2}{3} \pm \frac{1}{2}$ $-1 \pm \frac{1}{3}$ $-\frac{1}{2} \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{1}{6}$ ① $\frac{1}{3} \pm \frac{1}{3}$ ① $\frac{1}{12}$ to $-\frac{1}{6}$ ① $\frac{1}{6}$ to $\frac{5}{12}$ ①	① - Toe-in given in degrees. ② - $1\frac{1}{6} \pm \frac{2}{3}$ for Turbo.
BMW 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 $\frac{9}{64}$	
CHRYSLER CORP. IMPORTS Arrow Champ & Colt Hatchback Challenger & Sapporo Colt Wagon Arrow & D50 Pickups	$2\frac{1}{12} \pm \frac{1}{2}$ $\frac{5}{6} \pm \frac{1}{3}$ $2\frac{2}{3} \pm \frac{1}{2}$ $2\frac{2}{3} \pm \frac{1}{2}$ $2\frac{1}{2} \pm 1$	$1 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $1\frac{1}{4} \pm \frac{1}{2}$ $1\frac{1}{4} \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{32}$ to $\frac{5}{64}$ ① $\frac{5}{64}$ to $\frac{23}{64}$ $\frac{5}{64}$ to $\frac{23}{64}$ $\frac{5}{64}$ to $\frac{23}{64}$	① - A toe-in to toe-out range.
COURIER Pickup	$1 \pm \frac{1}{4}$	$\frac{1}{2}$ to $1\frac{1}{4}$	0 to $\frac{1}{4}$	
DATSUN 200SX 210 280ZX Front Rear 310 Front Rear 510 810 Front Rear Pickup	$2\frac{1}{2} \pm \frac{3}{4}$ $2\frac{5}{12} \pm \frac{3}{4}$ ① $4\frac{11}{12} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $1\frac{5}{6} \pm \frac{3}{4}$ ② $1\frac{11}{12} \pm \frac{3}{4}$ $1\frac{1}{3} \pm \frac{1}{2}$	$\frac{1}{12} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $\frac{1}{6} \pm \frac{3}{4}$ $\frac{2}{3} \pm \frac{3}{4}$ $1 \pm \frac{3}{4}$ $\frac{3}{4} \pm 1$ $\frac{1}{2} \pm \frac{3}{4}$ ③ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $\frac{1}{2} \pm \frac{1}{2}$	0 to $\frac{5}{64}$ $\frac{3}{64}$ to $\frac{1}{8}$ $\frac{3}{64}$ to $\frac{1}{8}$ $\frac{5}{64}$ to $\frac{5}{32}$ 0 to $\frac{5}{64}$ 0 $\frac{3}{64}$ to $\frac{1}{8}$ 0 to $\frac{5}{64}$ $\frac{5}{32}$ to $\frac{35}{64}$ $\frac{13}{64}$ to $\frac{9}{32}$	① - $2\frac{2}{3} \pm \frac{3}{4}$ for Wagon. ② - $1\frac{2}{3} \pm \frac{3}{4}$ for Wagon. ③ - $-\frac{5}{6} \pm \frac{3}{4}$ for Wagon.
FIAT Brava Spider 2000 Strada Front Rear X1/9 Front Rear	$3\frac{1}{4} \pm \frac{1}{2}$ $3\frac{1}{2} \pm \frac{1}{2}$ $2 \pm \frac{1}{2}$ $6\frac{3}{4} \pm \frac{5}{64}$	$1 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $1\frac{3}{4} \pm \frac{19}{32}$ $1 \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$ $-1\frac{1}{4} \pm \frac{1}{2}$	$\frac{5}{32}$ to $\frac{5}{16}$ $\frac{3}{64}$ to $\frac{3}{16}$ $\frac{11}{64}$ to $\frac{7}{64}$ ① 0 to $\frac{5}{32}$ $\frac{3}{32}$ to $\frac{15}{64}$ $\frac{13}{64}$ to $\frac{11}{32}$	① - Toe-out.
FIESTA Hatchback	$\frac{1}{3} \pm \frac{5}{6}$	$2\frac{1}{4} \pm 1$	$\frac{3}{64}$ to $\frac{9}{64}$	

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WHEEL ALIGNMENT SPECIFICATIONS (Cont.)

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
HONDA Accord Front Rear Civic Front Rear Prelude Front Rear	$1\frac{1}{4} \pm \frac{1}{2}$ $1\frac{3}{4} \pm 1$ ^③ $1\frac{1}{2} \pm 1$	$\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{4} \pm \frac{1}{2}$ 0 ± 1 0 ± 1 0 ± 1	$\frac{3}{64} \pm \frac{1}{8}$ ① $\frac{3}{64} \pm \frac{5}{64}$ ② 0 ± $\frac{1}{8}$ ① 0 ± $\frac{5}{32}$ ② 0 ± $\frac{1}{8}$ ① $\frac{1}{8} \pm \frac{5}{64}$ ②	① - Toe-out. ② - Toe-in. ③ - $\frac{1}{2} \pm \frac{1}{2}$ for Wagon.
JAGUAR XJ6 Front Rear	$2\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{2} \pm \frac{1}{4}$ $-\frac{3}{4} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{1}{8}$ 0 ± $\frac{1}{32}$	
LUV 2-WD Pickup 4-WD Pickup	$-\frac{1}{6}$ $\frac{1}{3}$	$\frac{1}{2}$ $\frac{7}{12}$	0 0	
MAZDA GLC 626 RX7 B2000 Pickup	$1\frac{2}{3} \pm \frac{3}{4}$ ① ② ③ $1 \pm \frac{1}{3}$	$\frac{3}{4} \pm \frac{1}{2}$ ② $\frac{1}{4} \pm \frac{1}{2}$ $1\frac{1}{6} \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{3}$	0 to $\frac{15}{64}$ 0 to $\frac{15}{64}$ 0 to $\frac{15}{64}$ 0 to $\frac{15}{64}$	① - $1\frac{3}{4} \pm \frac{3}{4}$ for Wagon. ② - $1 \pm \frac{1}{2}$ for Wagon. ③ - $3\frac{2}{3} \pm \frac{3}{4}$ for right side. $3\frac{1}{6} \pm \frac{3}{4}$ for left side. ④ - $4\frac{1}{2} \pm \frac{1}{2}$ for right side. $4 \pm \frac{1}{2}$ for left side.
MERCEDES-BENZ 280SE, 300SD & 450SEL 450SL & 450SLC All Others	$10 \pm \frac{1}{2}$ $3\frac{2}{3} \pm \frac{1}{3}$ $8\frac{3}{4} \pm \frac{1}{2}$	$-\frac{1}{6} \pm \frac{1}{6}$ $-\frac{1}{6} \pm \frac{1}{2}$ 0 ± $\frac{1}{6}$	$\frac{1}{8} \pm \frac{3}{64}$ $\frac{5}{64} \pm \frac{3}{64}$ $\frac{1}{8} \pm \frac{3}{64}$	
MG MGB	$6 \pm \frac{1}{8}$	$\frac{1}{2} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{3}{32}$	
PEUGEOT 504 505 604 Front Rear	$2\frac{2}{3} \pm \frac{1}{2}$ $3\frac{1}{2} \pm \frac{1}{2}$	$-\frac{2}{3} \pm \frac{1}{2}$ $\frac{2}{3} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{3}{4}$ $-1\frac{1}{2} \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{5}{32}$ $\frac{1}{8}$ to $\frac{5}{32}$ $\frac{5}{64}$ to $\frac{5}{32}$ $\frac{3}{64}$ to $\frac{5}{32}$	
PORSCHE 911SC Front Rear 924 & 924 Turbo Front Rear 928 Front Rear	$6\frac{1}{12} \pm \frac{1}{4}$ $2\frac{2}{3} \pm \frac{1}{2}$ $3\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{6}$ 0 ± $\frac{1}{6}$ $-\frac{1}{3} \pm \frac{1}{4}$ $-1 \pm \frac{1}{2}$ ② $-\frac{1}{2} \pm \frac{1}{6}$ $-\frac{2}{3} \pm \frac{1}{6}$	0 ① $\frac{1}{6} \pm \frac{1}{6}$ ① $-\frac{1}{12} \pm \frac{1}{6}$ ① 0 ± $\frac{1}{12}$ ① 0 ± $\frac{1}{12}$ ① $\frac{1}{6} \pm \frac{1}{12}$ ①	① - Toe-in given in degrees ② - $\frac{1}{4} \pm \frac{1}{2}$ for 924 Turbo "Sport".
RENAULT Le Car Front Rear	$12\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$	$\frac{3}{64}$ to $\frac{3}{16}$ $\frac{3}{64}$ to $\frac{1}{8}$	
SAAB 99 & 900	$1 \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$ ①	0 to $\frac{3}{64}$	① - $2 \pm \frac{1}{2}$ with power steering.

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WHEEL ALIGNMENT SPECIFICATIONS (Cont.)

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
SUBARU				
Exc. 4-WD Wagon				
Front	$-1\frac{1}{6}$ to $\frac{1}{3}$ ①	$1\frac{1}{2} \pm \frac{3}{4}$ ②	$\frac{5}{64}$ to $\frac{5}{16}$	① - $-\frac{5}{6}$ to $\frac{2}{3}$ for Wagon.
Rear	.....	$0 \pm \frac{3}{4}$	$0 \pm \frac{3}{4}$	
4-WD Wagon				
Front	$-1\frac{5}{12}$ to $\frac{1}{12}$	$1\frac{5}{8}$ to $3\frac{1}{3}$	$\frac{15}{64}$ to $\frac{15}{32}$	② - $1\frac{3}{4} \pm \frac{3}{4}$ for Wagon.
Rear	.....	$-\frac{5}{16}$ to $1\frac{1}{12}$	$-\frac{1}{12}$ to $1\frac{1}{12}$	
BRAT				
Front	$-3\frac{1}{4} \pm 1\frac{2}{3}$	$1\frac{1}{3} \pm \frac{3}{4}$	$\frac{5}{64}$ to $\frac{15}{64}$	
Rear	.....	$1\frac{1}{3} \pm \frac{3}{4}$	$\frac{5}{64}$ to $\frac{15}{64}$	
TOYOTA				
Celica	$1\frac{2}{3} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{3}{64} \pm \frac{3}{64}$ ①	① - $\frac{5}{32} \pm \frac{3}{64}$ with power steering.
Corolla	$1\frac{3}{4} \pm \frac{1}{2}$ ②	$1 \pm \frac{1}{2}$	$\frac{1}{8} \pm \frac{3}{64}$ ③	
Corona	$1\frac{1}{2} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{1}{8} \pm \frac{3}{64}$ ③	② - $1\frac{1}{2} \pm \frac{1}{2}$ for Wagon.
Cressida	$1 \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$\frac{3}{64} \pm \frac{3}{64}$ ④	
Land Cruiser	1	1	$\frac{5}{32} \pm \frac{3}{64}$ ⑤	③ - $\frac{3}{64} \pm \frac{3}{64}$ with radial tires.
2-WD Pickup	$\frac{1}{2} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$1\frac{3}{64} \pm \frac{3}{64}$ ⑥	
4-WD Pickup	$3\frac{1}{2}$	1	$\frac{5}{32} \pm \frac{3}{64}$ ⑥	④ - $\frac{1}{8} \pm \frac{3}{64}$ with radial tires.
Supra	$1\frac{3}{4} \pm \frac{1}{2}$	$1 \pm \frac{1}{2}$	$0 \pm \frac{3}{64}$	
Tercel				
Front	$2\frac{1}{6} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$	$\frac{5}{64} \pm \frac{3}{64}$	⑤ - $0 \pm \frac{3}{64}$ with radial tires.
Rear	.....	$0 \pm \frac{1}{2}$	$0 \pm \frac{3}{64}$	
⑥ - $\frac{5}{64}$ with radial tires.				
TRIUMPH				
Spitfire				
Front	$4\frac{1}{2} \pm \frac{1}{2}$	$2 \pm \frac{1}{2}$	0 to $\frac{1}{16}$	
Rear	.....	$-3\frac{1}{4} \pm \frac{1}{2}$	0 to $\frac{1}{16}$	
TR7 & TR8	$3\frac{1}{2} \pm 1$	$-\frac{1}{4} \pm 1$	0 to $\frac{1}{16}$	
VOLKSWAGEN				
Dasher				
Front	$\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{1}{4}$ ①	① - Toe-in given in degrees.
Rear	.....	$-\frac{2}{3} \pm \frac{2}{3}$	$0 \pm \frac{5}{6}$ ①	
Jetta, Rabbit & Scirocco				
Front	$1\frac{5}{6} \pm \frac{1}{2}$	$\frac{1}{3} \pm \frac{1}{2}$	$-\frac{1}{12}$ to $-\frac{1}{2}$ ①	
Rear	.....	$-1\frac{1}{4} \pm \frac{7}{12}$	$\frac{1}{3} \pm \frac{1}{3}$ ①	
Rabbit Pickup				
Front	$1\frac{5}{6} \pm \frac{1}{2}$	$\frac{1}{3} \pm \frac{1}{2}$	$-\frac{1}{2}$ to $\frac{1}{6}$ ①	
Rear	.....	0 ± 1	-1 to 1 ①	
Vanagon				
Front	$7\frac{1}{4} \pm \frac{1}{4}$	$\frac{2}{3} \pm \frac{1}{2}$	$\frac{2}{3} \pm \frac{1}{3}$ ①	
Rear	.....	$-\frac{5}{6} \pm \frac{1}{2}$	$0 \pm \frac{1}{6}$ ①	
VOLVO				
All Models				
Man. Steering	$2\frac{1}{2} \pm \frac{1}{2}$	$1\frac{1}{4} \pm \frac{1}{4}$ ①	$\frac{3}{16} \pm \frac{1}{16}$	① - $\frac{1}{2} \pm \frac{1}{4}$ for GT.
Pow. Steering	$3\frac{1}{2} \pm \frac{1}{2}$	$1\frac{1}{4} \pm \frac{1}{4}$ ①	$\frac{1}{8} \pm \frac{1}{16}$	