FIESTA

ADJUSTMENT

TIRE INFLATION (COLD)

Before attempting to check and adjust wheel alignment, make sure tires are properly inflated. Refer to manufacturer's specifications given in owner's manual.

CASTER

Caster is not adjustable. If caster is not to specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

CAMBER

Camber is not adjustable. If camber is not to specifications, inspect suspension system for wear or damage and repair or replace components as necessary.

TOE-IN

Loosen lock nuts on outer ends of tie rods. Lock nuts are located next to ball joints. Loosen clamps on outer ends of steering gear bellows. Adjust both tie rods equal amounts until toe-in is within specifications. Tighten lock nuts. Install new clips to outer ends of bellows.

HONDA

ADJUSTMENT

TIRE INFLATION (COLD)

Before checking or adjusting wheel alignment, make sure tires are correctly inflated. Refer to manufacturers specifications located in glove box.

RIDING HEIGHT

Make sure tires are properly inflated. Measure from top of wheel opening to ground. If front height measurement is not within specifications, check rear height before attempting to repair front suspension. See *Riding Height Specifications table.*

Riding Height Specifications

Application	Front In. (mm)	Rear In. (mm)
Accord		
LX	25.2 (639)	23.7 (603)
Hatchback	25.6 (651)	23.7 (603)
Sedan	25.4 (646)	23.7 (603)
Civic		
Hatchback	24.9 (632)	24.5 (623)
Station Wagon	25.0 (636)	25.7 (653)
Prelude	24.4 (620)	24.2 (615)

CASTER

Caster is nonadjustable. If alignment is not within specifications, inspect for damaged parts and replace as necessary.

CAMBER

Camber is nonadjustable. If alignment is not within specifications, inspect for damaged parts and replace as necessary.

TOE-OUT

Front – Loosen lock nuts at each end of tie rods. Turn tie rod until toe-out is within specifications. Use same procedure for both sides. To center steering wheel after toe has been adjusted, turn both tie rods in same direction until steering wheel (spokes) are centered. Tighten lock nuts.

TOE-IN

Rear – To adjust toe-in, loosen lock nuts on radius arm adjusting bolts. Rotate adjusting bolt until toe is within specifications, then tighten lock nuts. On Accord models, each notch on cam plate is equal to .20" (5 mm). On Civic models, each notch on cam plate is equal to .63" (16 mm). On Prelude models, each notch on cam plate is equal to .60" (15 mm).

NOTE – *Notches on cam plate are for reference only. Do not use notches to equalize adjustments on rear radius rods.*

JAGUAR

ADJUSTMENT

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to owner's manual for manufacturer's specifications.

RIDING HEIGHT

XJ6 (Front) – Check that vehicle is full of fuel, oil and water, and that tires are properly inflated. Press down on front bumper and slowly release, then lift up on bumper and slowly release. This will settle front suspension. Measure distance between center of outer headlight and ground on both sides of vehicle. Height should be 24.6" (611 mm) minimum. To adjust height, install or remove spring spacers from front coil springs.

NOTE – *Spring spacers are 1/8" (3.2 mm) thick and will change riding height approximately 5/16" (7.9 mm).*

XJ6 (Rear) – Check that vehicle is full of fuel, oil and water, and that tires are properly inflated. Roll vehicle forward 3 car lengths to settle rear suspension system. Measure distance between lower surface of rear crossmember and ground on both sides of vehicle. Correct height should be 7.2-7.7" (183-195 mm). If height is not within specifications, replace all 4 rear springs.

PREPARATION FOR CASTER & CAMBER ADJUSTMENT

1) Ensure vehicle is on level ground and that tires are properly inflated. Before checking or adjusting caster or camber, fabricate 2 setting tools as shown in *Fig. 1.*

JAGUAR (Cont.)

2) Compress front suspension and insert tools under upper control arms, adjacent to control arm rubber stops and over brackets welded to bottom of control arms.

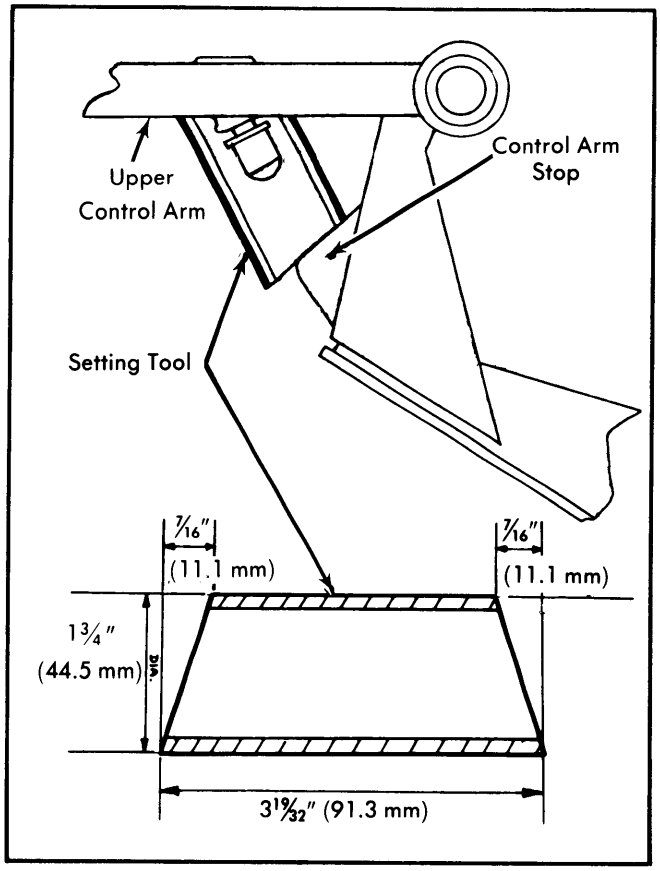

Fig. 1 Dimensions for Fabricating Setting Tools

3) Compress rear suspension and install setting links (J. 25) to lock rear suspension in place. See *Fig. 2*. Vehicle is now locked in half-loaded condition and caster and camber can be checked and adjusted.

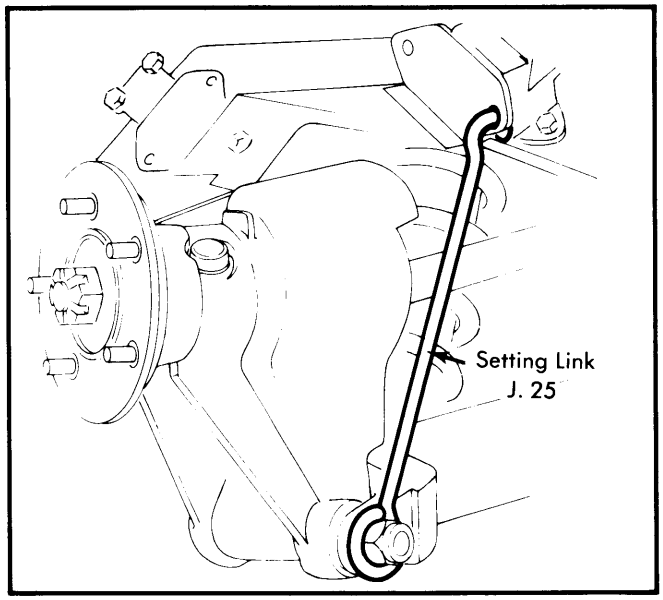

Fig. 2 Rear Suspension in Locked Position with Special Tool

CASTER

NOTE – *Before adjusting caster angle, make sure car is standing at normal riding height.*

XJ6 – If caster angle is not within specifications, adjust by moving shims on front and rear of upper control arm ball joint. To increase caster, loosen bolts securing upper ball joint and move shims from rear of ball joint to front of ball joint. To decrease caster, reverse procedure. Tighten ball joint attaching bolts and recheck caster angle.

CAMBER

NOTE – *Before attempting to check or adjust camber angle it will be necessary to make sure that vehicle is in half-loaded condition.*

XJ6 (Front) – Place wheels in straight-ahead position. Measure camber angle. Make sure front wheels are within ¼° of each other. Adjustment is accomplished by adding or subtracting shims. See *Fig. 3*. Adding shims increases camber angle. Make sure same number of shims are used on each bolt.

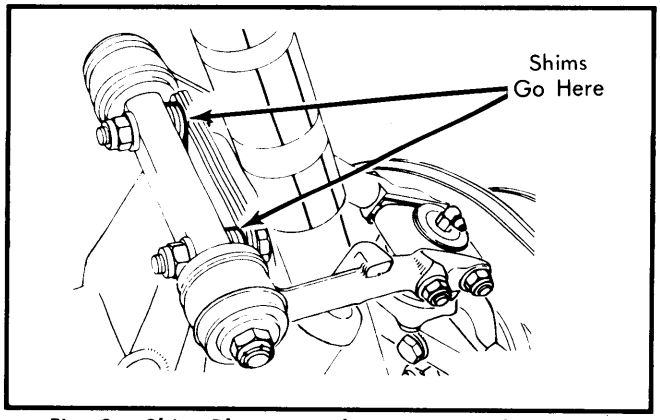

Fig. 3 Shim Placement for Front Camber Angle Adjustment

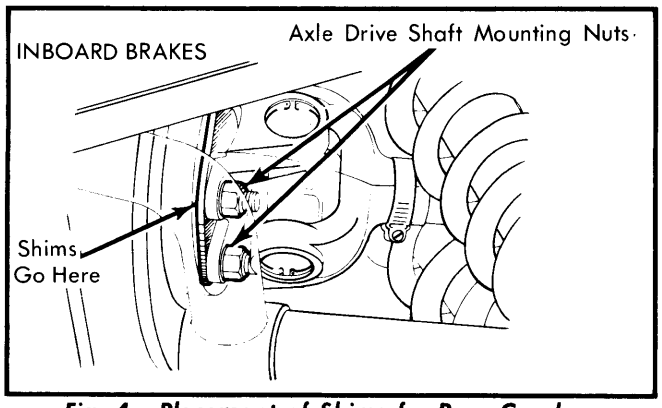

Fig. 4 Placement of Shims for Rear Camber Angle Adjustment

XJ6 (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 (J. 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.

JAGUAR (Cont.)

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

TOE-IN

XJ6 – Place wheels in straight-ahead position. Remove grease nipple from rack adjuster nut. Put centralizing tool (12279) into locating hole. Push tool onto 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 manufacturer's specifications located in glove box or on right door lock pillar.

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.*

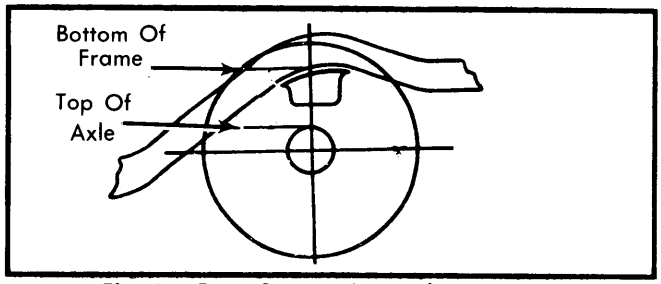

Fig. 1 Rear Suspension Riding Height Measuring Point

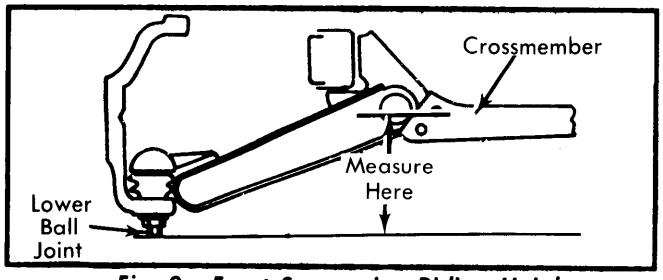

Fig. 2 Front Suspension Riding Height Measuring Point

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

2) Difference between measurements of each side must not be more than 1/2" (12.7 mm). If an adjustment is necessary, it can be made at bolt on height control arm.

Riding Height Specifications

Application	Front In. (mm)	Rear In. (mm)
2-WD		
Standard	4.6 (116.8)	6.1 (155)
Long Wheelbase	4.6 (116.8)	7.5 (190)
4-WD	4.8 (122)	7.7 (195)

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-WD vehicles, measure buffer clearance (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 correct riding height specification is obtained.

NOTE – *Rotating bolt inward increases vehicle height.*

CAMBER & CASTER

Camber and caster adjustments may be made at same time with shims inserted between upper control arm pivot shaft and frame. Adding or subtracting equal number of shims at both front and rear pivot shaft bolts will decrease positive camber. Adding or subtracting shims from front to rear or rear to front pivot shaft bolts will change caster. Transfer of 1 shim from front to rear bolt will decrease positive caster.

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. Rotate intermediate rod towards front of vehicle to reduce toe-in and towards rear of vehicle to increase toe-in until proper specification is obtained.

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,