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.*

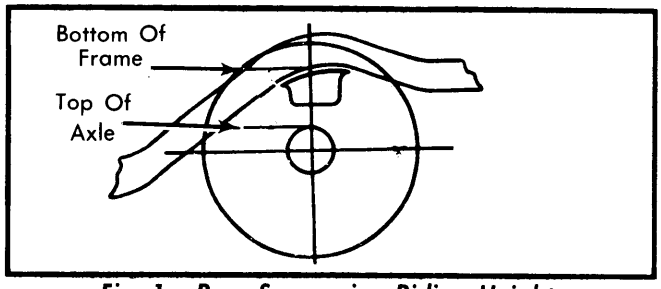

Fig. 1 Rear Suspension Riding Height Measuring Point

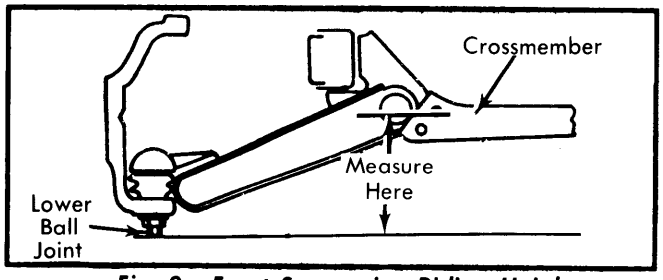

Fig. 2 Front Suspension Riding Height Measuring Point

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,

MAZDA (Cont.)

remove 4 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.

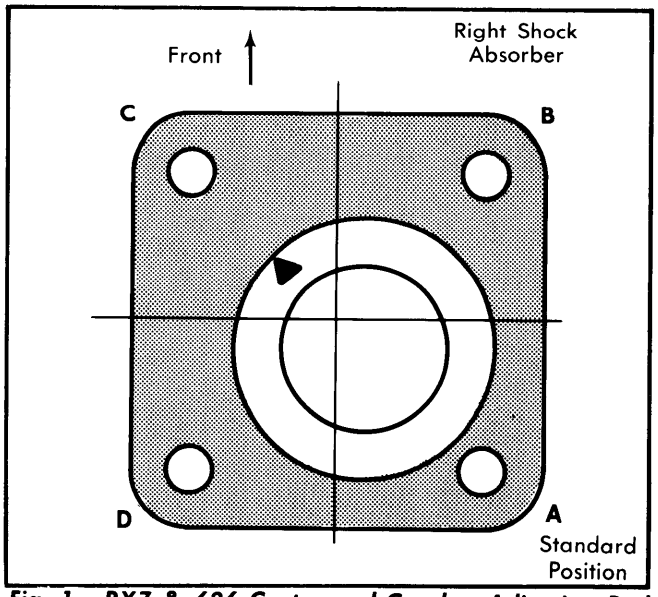

Fig. 1 RX7 & 626 Caster and Camber Adjusting Pad (Position "C" Shown)

TOE-IN

1) Raise front of vehicle. Turn wheels by hand and mark a line in center of each tire tread. 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 manufacturer's specifications given in owner's manual.

CASTER

Front – Test under loaded condition. Load vehicle with 2 weights of 143 lbs. (64.9 kg) on rear seat and a full tank of fuel. If caster is not to specifications, loosen lock nut on eccentric bolt on front side of lower control arm. To adjust, rotate eccentric bolt until caster angle is within specifications. Hold eccentric bolt in place and tighten lock nut.

CAMBER

Front – Test under loaded condition. Load vehicle with 2 weights of 143 lbs. (64.9 kg) on front seat, 1 similar weight on rear seat and a full tank of fuel. If camber is not within specifications, loosen lock nut of eccentric bolt on rear side of lower control arm. To adjust, rotate eccentric bolt until camber is within specifications. Hold eccentric bolt in place and tighten lock nut.

TOE-IN

Front – Place wheels in straight-ahead position. If toe-in is not within specifications, adjust by loosening lock nuts on outer steering links and rotating links to obtain specified toe-in. Make sure steering links are adjusted equally.

MG

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.

NOTE – *All checks must be made with vehicle unloaded, tires properly inflated and steering wheel in straight-ahead position. Before making checks, ensure suspension components are in good condition. If necessary, repair damaged components before making wheel alignment checks.*

CAMBER & CASTER

Camber and caster are not adjustable. If alignment is not within specifications, inspect for damaged suspension parts and repair or replace as necessary.