

# Wheel Alignment

## WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
<b>AUDI</b> 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.
<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>CHRYSLER CORP. IMPORTS</b> Arrow Champ & Colt Hatchback Challenger & Sapporo Colt Wagon Arrow & Ram-50 Pickup	$2\frac{1}{12} \pm \frac{1}{2}$ $\frac{5}{6} \pm \frac{1}{3}$ $2\frac{2}{3} \pm \frac{1}{2}$ $2\frac{2}{3} \pm \frac{1}{2}$ $2\frac{1}{2} \pm 1$	$1 \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $1\frac{1}{6} \pm \frac{1}{2}$ $1\frac{1}{4} \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$	$\frac{5}{64}$ to $\frac{15}{64}$ $\frac{5}{32}$ to $\frac{5}{64}$ ① 0 to $\frac{9}{32}$ $\frac{5}{64}$ to $\frac{23}{64}$ $\frac{5}{64}$ to $\frac{23}{64}$	① - A toe-in to toe-out range.
<b>COURIER</b> Pickup	$\frac{3}{4}$ to $1\frac{1}{4}$	$\frac{1}{2}$ to $1\frac{1}{4}$	0 to $\frac{1}{4}$	
<b>DATSUN</b> 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 $1\frac{11}{12} \pm \frac{3}{4}$ ..... $1\frac{1}{3} \pm \frac{1}{2}$ ③	$\frac{1}{12} \pm \frac{3}{4}$ $\frac{3}{4} \pm \frac{3}{4}$ $\frac{1}{6} \pm \frac{3}{4}$ $\frac{2}{3} \pm \frac{3}{4}$ $1 \pm \frac{3}{4}$ $\frac{3}{4} \pm 1$ $\frac{1}{2} \pm \frac{3}{4}$ ④ $\frac{3}{4} \pm \frac{3}{4}$ $1\frac{1}{6} \pm \frac{3}{4}$ $\frac{1}{2} \pm \frac{1}{2}$	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 $\frac{3}{64}$ $\frac{5}{32}$ to $\frac{35}{64}$ $\frac{13}{64} \pm \frac{9}{32}$	① - $2\frac{3}{4} \pm \frac{3}{4}$ for Wagon. ② - $1\frac{2}{3} \pm \frac{3}{4}$ for Wagon. ③ - $-\frac{5}{6} \pm \frac{3}{4}$ for Wagon. ④ - $1\frac{2}{3} \pm \frac{1}{2}$ for 4-WD.
<b>FIAT</b> Brava Spider 2000 Strada Front Rear X1/9 Front Rear	$3\frac{1}{4} \pm \frac{1}{2}$ $3\frac{1}{4} \pm \frac{1}{2}$ $2 \pm \frac{1}{2}$ ..... $7 \pm \frac{1}{2}$ .....	$1 \pm \frac{1}{2}$ $\frac{1}{4} \pm \frac{1}{2}$ $1\frac{1}{2} \pm \frac{1}{4}$ $1 \pm \frac{1}{2}$ $-\frac{1}{2} \pm \frac{1}{2}$ $-1\frac{1}{4} \pm \frac{1}{2}$	$\frac{5}{32}$ to $\frac{5}{16}$ $\frac{5}{32}$ to $\frac{1}{4}$ $\frac{3}{32}$ to $\frac{1}{8}$ ① 0 to $\frac{1}{32}$ $\frac{1}{16}$ to $\frac{3}{16}$ $\frac{5}{32}$ to $\frac{1}{4}$	① - Toe-out.

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<b>HONDA</b> Accord Front Rear Civic Front Rear Prelude Front Rear	$1\frac{1}{3} \pm 1$ ..... $1\frac{3}{4} \pm 1$ ③ ..... $1\frac{1}{2} \pm 1$ .....	$\frac{1}{3} \pm 1$ ..... $0 \pm 1$ ..... $0 \pm 1$ .....	$\frac{3}{64} \pm \frac{5}{64}$ ① $\frac{3}{64} \pm \frac{5}{64}$ ② $0 \pm \frac{1}{8}$ ① $\frac{5}{64} \pm \frac{5}{64}$ ② $0 \pm \frac{1}{8}$ ① $\frac{1}{8}$ ②	① - Toe-out. ② - Toe-in. ③ - $1 \pm 1$ for Wagon.
<b>ISUZU</b> I-Mark P'UP	$5\frac{1}{6} \pm 1\frac{1}{4}$ $\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{6} \pm \frac{3}{4}$ $\frac{1}{2} \pm \frac{1}{2}$	$\frac{5}{64} \pm \frac{11}{64}$ $\frac{5}{64} \pm \frac{5}{32}$	
<b>JAGUAR</b> 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 to $\frac{1}{32}$	
<b>LUV</b> 2-WD Pickup 4-WD Pickup	$\frac{1}{2}$ $\frac{1}{3}$	$\frac{1}{2}$ $\frac{7}{12}$	$\frac{5}{64}$ $\frac{5}{64}$	
<b>MAZDA</b> GLC 626 RX7 B2000 Pickup	$2 \pm \frac{3}{4}$ ① ③ ④ $1 \pm \frac{1}{3}$	$1 \pm \frac{1}{2}$ ② $1\frac{1}{4} \pm \frac{1}{2}$ $1 \pm \frac{1}{2}$ $\frac{3}{4} \pm \frac{1}{3}$	0 to $\frac{1}{8}$ 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 - $4\frac{1}{6} \pm \frac{1}{2}$ for right side, $3\frac{2}{3} \pm \frac{1}{2}$ for left side.
<b>MERCEDES-BENZ</b> 280E, 300SD All Others	$10 \pm \frac{1}{2}$ $8\frac{3}{4} \pm \frac{1}{2}$	$-\frac{1}{6} \pm \frac{1}{6}$ $0 \pm \frac{1}{6}$	$\frac{1}{8} \pm \frac{3}{64}$ $\frac{1}{8} \pm \frac{3}{64}$	
<b>PEUGEOT</b> 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 $\frac{5}{32}$	
<b>PORSCHE</b> 911SC Front Rear 924 Front Rear 928 Front Rear	$6\frac{1}{12} \pm \frac{1}{4}$ ..... $2\frac{3}{4} \pm \frac{1}{2}$ ..... $3\frac{1}{2} \pm \frac{1}{2}$ .....	$\frac{1}{2} \pm \frac{1}{6}$ $0 \pm \frac{1}{6}$ $-\frac{1}{3} \pm \frac{1}{4}$ $1 \pm \frac{1}{2}$ ② $-\frac{1}{2} \pm \frac{1}{6}$ $-\frac{2}{3} \pm \frac{1}{6}$	0① $\frac{1}{6} \pm \frac{1}{6}$ ① $0 \pm \frac{1}{6}$ ① $0 \pm \frac{1}{12}$ ① $0 \pm \frac{1}{12}$ ① $\frac{1}{6} \pm \frac{1}{12}$ ①	① - Toe-in given in degrees. ② - $\frac{5}{12} \pm \frac{1}{2}$ for 924 Turbo "Sport".
<b>RENAULT</b> Le Car Front Rear 18i Front Rear	$12\frac{1}{2} \pm \frac{1}{2}$ ..... $3 \pm \frac{1}{2}$ .....	$\frac{1}{2} \pm \frac{1}{2}$ $\frac{1}{2} \pm \frac{1}{2}$ $0 \pm \frac{1}{2}$ $\frac{1}{4} \pm \frac{1}{4}$	$\frac{3}{64}$ to $\frac{3}{16}$ $\frac{3}{64}$ to $\frac{1}{8}$ $\frac{1}{6} \pm \frac{1}{6}$ ① $\frac{1}{8} \pm \frac{1}{8}$ ①	① - Toe-out given in degrees.

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Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Remarks
<b>SAAB</b> 900	2 ± 1/2	1/2 ± 1/2	5/64 ± 3/64	
<b>SUBARU</b> Exc. 4-WD Wagon Front Rear 4-WD Wagon Front Rear BRAT Front Rear	-1 1/6 to 1/3 ① ..... -1 5/12 to 1/12 ..... -3 1/4 ± 1 2/3 .....	1 1/2 ± 3/4 0 ± 3/4 1 11/12 to 3 1/3 -5/12 to 1 1/12 1 1/3 ± 3/4 1 1/3 ± 3/4	5/64 to 5/16 0 ± 1/8 15/64 to 15/32 -1/8 to 1/8 5/64 to 15/64 5/64 to 15/64	① - -1 1/4 to 1/4 for Wagon. ② - 1 3/4 ± 3/4 for Wagon.
<b>TOYOTA</b> Celica Corolla Corona Cressida Land Cruiser 2-WD Pickup 4-WD Pickup Starlet Supra Tercel Front Rear	1 2/3 ± 1 1 3/4 ± 1/2 ② 1 1/2 ± 1/2 1 1/2 ± 1/2 1 ± 3/4 1 ± 1/2 3 1/2 ± 2/3 2 ± 1/3 ⑦ 4 1/6 ± 1/2 ..... 2 1/6 ± 1/2 .....	1 1/12 ± 1 1 ± 1/2 1 ± 1/2 5/6 ± 1/2 1 ± 3/4 1 1/12 ± 1/2 1 ± 2/3 2/3 ± 1/3 5/6 ± 1/2 ..... 1/2 ± 1/2 0 ± 1/2	3/64 ± 3/64 ① 1/8 ± 1/64 ③ 1/8 ± 3/64 ③ 1/8 7/64 ± 5/64 ④ 13/64 ± 3/4 ⑤ 5/32 ± 3/64 ③ 5/32 ± 25/64 ④ 1/8 ± 3/64	① - 5/32 ± 3/64 with power steering. ② - 1 1/2 ± 1/2 for Wagon. ③ - 3/64 ± 3/64 with radial tires. ④ - 3/64 ± 5/64 with radial tires. ⑤ - 1/8 ± 3/64 with radial tires. ⑥ - Toe-in with radial tires 5/64 ± 1/32. ⑦ - Station Wagon 1 3/4 ± 1/3.
<b>TRIUMPH</b> TR7 & TR8	3 1/2 ± 1	-1/4 ± 1	0 to 1/16	
<b>VOLKSWAGEN</b> Dasher Front Rear Jetta, Rabbit & Scirocco Front Rear Rabbit Pickup Front Rear Vanagon Front Rear	1/2 ± 1/2 ..... 1 5/6 ± 1/2 ..... 1 5/6 ± 1/2 ..... 7 1/4 ± 1/4 .....	1/2 ± 1/2 -2/3 ± 2/3 1/3 ± 1/2 1 1/4 ± 7/12 1/3 ± 1/2 0 ± 7/12 0 ± 1/2 -5/6 ± 1/2	1/6 to 1/4 ① 0 ± 5/6 ① 1/4 ± 1/6 ① 1/3 ± 1/3 ① -1/4 to 1/6 ① 1/3 ± 1/3 ① 1/6 ± 1/4 ① 0 ± 1/6 ①	① - Toe-in given in degrees.
<b>VOLVO</b> All Models Man. Steering Pow. Steering	2 1/2 ± 1/2 3 1/2 ± 1/2	1 1/4 ± 1/4 ① 1 1/4 ± 1/4 ①	3/16 ± 1/16 1/8 ± 1/16	① - 1/2 ± 1/4 for GLT.