

JAGUAR (Cont.)

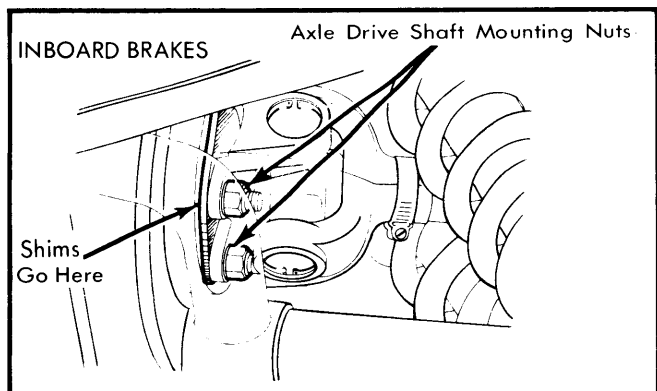


Fig. 4 Placement of Shims for Rear Camber Angle Adjustment

NOTE — Addition of one .020" (.5 mm) shim will alter camber $\frac{1}{4}^\circ$.

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.

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.

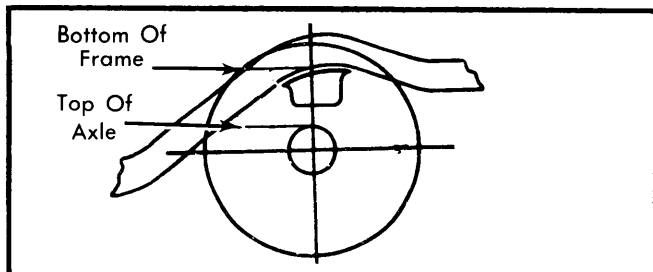


Fig. 1 Rear Suspension Riding Height Measuring Point

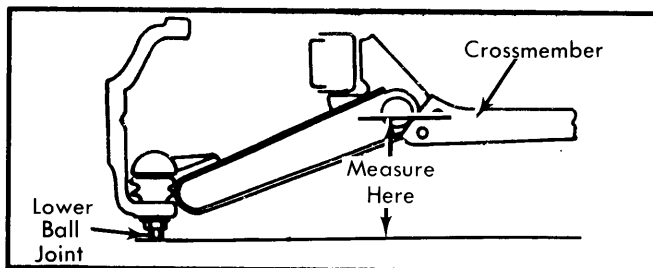


Fig. 2 Front Suspension Riding Height Measuring Point

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 $\frac{1}{2}$ " (12.7 mm). If an adjustment is necessary, it can be made at bolt on height control arm.

LUV

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. Bounce 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.