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 – 1) Caster and camber angles are adjusted by changing position of shock absorber support. To adjust, 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

NOTE – *On GLC wagon, camber is not adjustable. If camber is not within specifications, inspect suspension for excessive wear or damage. Replace components as necessary.*

GLC — Camber may be adjusted 1/2° negative or positive. Raise front end and support with jack stands. Remove front wheel, open hood and remove 2 mounting nuts attaching shock absorber support to fender apron. Push shock absorber down, turn 180° and tighten mounting nuts. Check camber angle.

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.

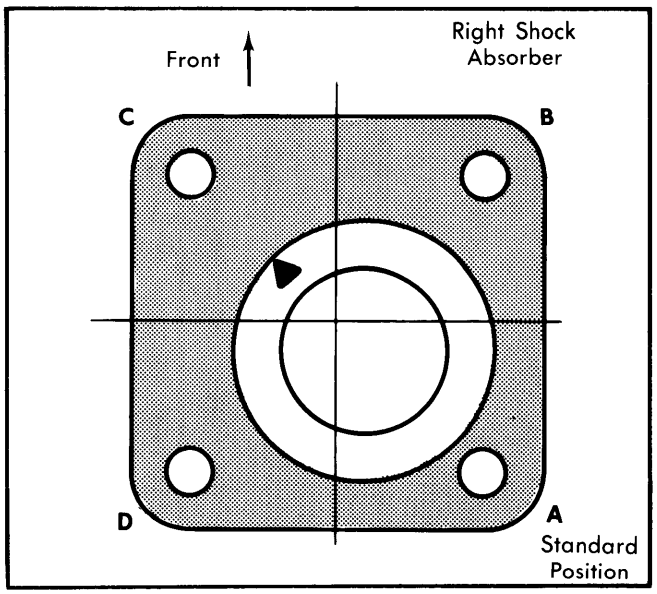

Fig. 1 RX7 & 626 Caster and Camber Adjusting Pad (Position "C" Shown)

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.