

Wheel Alignment

SPECIFICATIONS

WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out on Turns (Degrees)	
				Inner	Outer
Audi					
4000					
Front	$1/2 \pm 1/2$	$-2/3 \pm 1/2$	$1/6 \pm 1/6$ ¹	18 3/4	20
Rear	2	$-1 \pm 1/3$	$1/3 \pm 1/3$ ¹	18 3/4	20
5000					
Front	$-1/6 \pm 2/3$ ³	$-1/2 \pm 1/2$	$1/12$ to $-1/6$ ¹	18 3/4	20
Rear	2	$-1/2 \pm 1/2$	$1/6$ to $5/12$ ¹	18 3/4	20
Quattro					
Front	$1 \ 1/2$ ²	$-3/4 \pm 1/2$	$0 \pm 1/6$ ¹	19	20
Rear	2	$-1/2 \pm 1/2$	$-1/16 \pm 1/16$		
BMW					
320i					
Front	$8 \ 1/3 \pm 1/2$	$0 \pm 1/2$	$3/64$ to $3/32$	19 3/4	20
Rear	2	$-2 \ 1/3 \pm 1/2$	0 to $5/64$		
528e					
FRONT	$7 \ 2/3 \pm 1/2$	$1/2 \pm 1/2$	$3/64$ to $3/32$	19 3/4	20
Rear	2	$-2 \pm 1/2$	0 to $5/6$		
633CSi					
Front	$7 \ 3/4 \pm 1/2$	$0 \pm 1/2$	0 to $1/16$	....	....
Rear	2	$-2 \pm 1/2$	$7/64 \pm 1/32$		
733i					
Front	$9 \pm 1/2$	$0 \pm 1/2$	$0 \pm 1/16$	....	....
Rear	2	$1 \ 1/2 \pm 1/2$	$5/64 \pm 1/32$		
Chrysler Corp. Imports					
Arrow & Ram-50 Pickup	$2 \ 1/2 \pm 1$	$1 \pm 1/2$	$5/64$ to $1/32$	....	....
Challenger & Sapporo	$2 \ 2/3 \pm 1/2$	$1 \ 1/6 \pm 1/2$	0 to $9/32$	....	....
Champ & Colt	$2 \ 1 \pm 1/3$	$2 \ 1/2 \pm 1/2$	$5/32$ to $5/64$	....	....
Courier Pickup	$3/4$ to $1 \ 1/4$	$1/2$ to $1 \ 1/4$	0 to $1/4$	....	....
Datsun					
Maxima	$2 \ 7/8$ to $4 \ 1/2$	$-1/3$ to $1 \ 1/6$	$-5/64$ to $5/64$	20	18 2/3
Pickup					
2-WD	$5/6$ to $1 \ 5/6$	0 to 1	$3/16$ to $9/32$	20	18
4-WD	$1 \ 1/6$ to $2 \ 1/6$	0 to 1	$3/16$ to $9/32$	18 1/2	18
Sentra	$3/4$ to $2 \ 1/4$	$-1/2$ to 1	$1/8$ to $3/16$	20	17 1/2
Stanza	$2/3$ to $2 \ 1/6$	$-3/4$ to $3/4$	0 to $5/64$	20	18 1/2
200SX	$1 \ 3/4$ to $3 \ 1/4$	$-2/3$ to $5/6$	0 to $5/64$	20	18 5/8
210					
Sedan	$1 \ 2/3$ to $3 \ 1/6$	0 to $1 \ 1/2$	$3/64$ to $1/8$	....	....
Wagon	$1 \ 7/8$ to $3 \ 1/3$	0 to $1 \ 1/2$	$3/64$ to $1/8$	....	....
280ZX					
Power Steering	$4 \ 1/6$ to $5 \ 2/3$	$-1/2$ to 1	$3/64$ to $1/8$	20	18
Manual Steering	$4 \ 1/6$ to $5 \ 2/3$	$-1/2$ to 1	$3/64$ to $1/8$	20	18 3/4
310	$1/2$ to $1 \ 7/8$	$1/4$ to $1 \ 3/4$	0 to $5/64$	20	17 1/2
Fiat					
Spider 2000	$2 \ 2/3$ to $3 \ 2/3$	$-1/3$ to $2/3$	$5/32$ to $5/16$	....	....
X 1/9					
Front	$6 \ 1/3$ to $7 \ 1/3$	0 to -1	$5/64$ to $1/4$	....	....
Rear	2	$-3/4$ to $-1 \ 3/4$	$5/32$ to $5/16$		
Honda					
Accord					
Front & Rear	$1 \ 1/2$	0	0	....	....
Civic					
Front	2 ± 1	0 ± 1	Out $0 \pm 1/8$	....	....
Rear	2 ± 1	$-1/4$	In $5/64 \pm 5/64$		
Prelude					
Front	$1 \ 1/2$	0	Out 0	....	....
Rear	$1 \ 1/2$	0	In $1/8$		
Isuzu					
I-Mark	$5 \ 1/6 \pm 1$	$1/6 \pm 1/2$	$1/8 \pm 3/64$	....	....
P'UP	$1/2 \pm 1/2$	$1/2 \pm 1/2$	$5/64 \pm 5/64$	....	....

¹ — Toe-in given in degrees.

² — Not adjustable.

³ — $1 \ 1/6 \pm 2/3$ for Turbo.

⁴ — GLT $1/2 \pm 1/4$.