

Wheel Alignment

FIAT

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 & CAMBER

Spider 2000

1) If caster or camber is not within specifications, raise front of vehicle. Remove wheel and shock absorber.

2) Using spring compressor tool (A.74174), compress spring to relieve lower control arm. Loosen nuts holding control arm pivot bar to crossmember.

3) To adjust caster, remove shims from front stud and move to rear stud to increase caster. To decrease caster, remove shims from rear stud and move shims to front stud. Reverse removal procedure and check caster.

4) To increase camber, remove equal amount of shims from both studs. To decrease camber, add an equal amount of shims to both studs. Reverse removal procedure and check camber.

X 1/9

1) If caster is not within specifications, adjust

by adding or subtracting shims located between strut rod and strut rod support.

2) Camber is nonadjustable. If not within specifications, inspect suspension for damage and repair or replace parts as necessary.

TOE-IN

Spider 2000

1) Place front wheels in straight-ahead position. If toe-in is not within specifications, loosen 4 clamps securing sleeves on tie rods.

2) Rotate tie rods in opposite direction (by equal amounts) to set toe-in to specifications. Tighten clamp nuts. Expansion slot in sleeve must coincide with clamp joint when clamp is fully tightened.

X1/9 Front Wheels

Place front wheels in straight-ahead position. If toe-in is not to specifications, loosen sleeve jam nut on tie rods. To adjust, rotate tie rod until correct toe-in specifications are obtained. Hold tie rod in position and lock jam nut against tie rod sleeve.

X 1/9 Rear Wheels

If rear wheel toe-in is not within specifications, loosen clamps securing sleeves to reaction rods. Adjust toe-in by lengthening or shortening reaction rods. Tighten clamps and recheck toe-in.

HONDA

ADJUSTMENT

TIRE INFLATION (COLD)

Before checking or adjusting wheel alignment, make sure tires are correctly inflated. Refer to manufacturer's specifications located in glove box.

RIDING HEIGHT

Measure from top of wheel opening to floor. If front height measurement is not within specifications, check rear height before attempting to repair front suspension. See Riding Height Specifications table.

RIDING HEIGHT SPECIFICATIONS

Application	Front In. (mm)	Rear In. (mm)
Accord		
Hatchback	25.9 (658)	25.2 (640)
Sedan	25.9 (658)	25.0 (635)
Civic		
Hatchback/Sedan		
1300/1500		
Without A/C	25.6 (650)	25.3 (643)
1300		
With A/C	25.0 (635)	25.2 (640)
1500		
With A/C	25.3 (643)	25.4 (645)
Wagon		
Without A/C	25.6 (650)	26.3 (668)
With A/C	25.3 (643)	26.3 (668)
Prelude	24.4 (620)	24.2 (615)

CASTER & CAMBER

Caster and camber is nonadjustable. If alignment is not within specifications, inspect for damaged parts and replace as necessary.

TOE-IN

Front

1) Loosen jam nuts at each end of tie rods. Turn tie rod until toe-in is within specifications. Use same procedure for both sides.

2) To center steering wheel after toe has been adjusted, turn both tie rods in same direction until steering wheel (spokes) are centered. Tighten jam nuts.

Rear

1) To adjust toe-in, loosen lock nuts on radius arm adjusting bolts. Rotate adjusting bolt until toe is within specifications, then tighten lock nuts.

2) On Accord models, each notch on cam plate is equal to .20" (5 mm). On Civic models, each notch on cam plate is equal to .63" (16 mm). On Prelude models, each notch on cam plate is equal to .60" (15 mm).

NOTE: Notches on cam plate are for reference only. Do not use notches to equalize adjustments on rear radius rods.