Wheel Alignment

JAGUAR (Cont.)

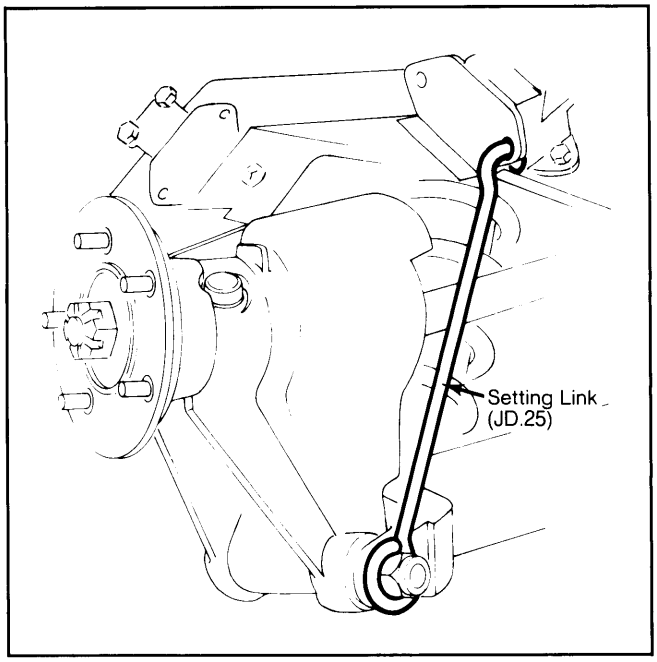
3) Compress rear suspension and install setting links (JD.25) to lock rear suspension in place. *See Fig. 2.* Vehicle is now locked in half-loaded condition and caster and camber can be checked and adjusted.

CASTER

1) If caster angle is not within specifications, adjust by moving shims on front and rear of upper control arm ball joint.

2) To increase caster, loosen bolts securing upper ball joint and move shims from rear of ball joint to front of ball joint. To decrease caster, reverse procedure. Tighten ball joint attaching bolts and recheck caster angle.

Fig. 2: Rear Suspension in Locked Position with Tool



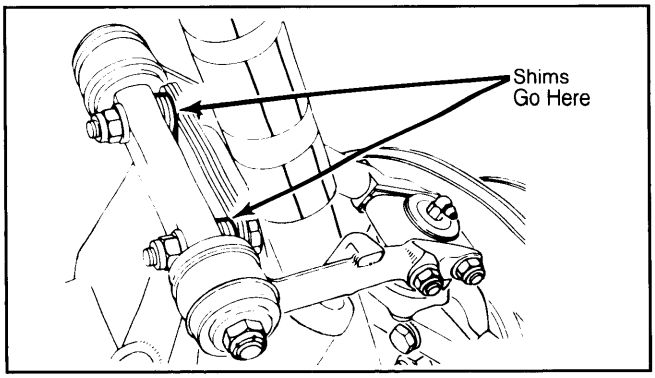
CAMBER

Front

1) Place wheels in straight-ahead position. Measure camber angle. Make sure front wheels are within 1/4° of each other.

2) Adjustment is accomplished by adding or subtracting shims. *See Fig. 3.* Adding shims increases camber angle. Make sure same number of shims are used on each bolt.

Fig. 3: Adjustment Shim Location for Front Camber



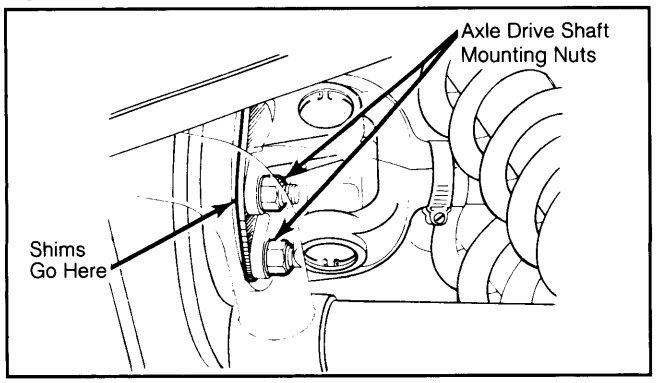
Place equal numbers of shims on each side.

Rear

1) To adjust, remove suspension setting links (JD.25), raise and support rear of vehicle and remove wheels. Loosen nuts securing half-shaft to brake disc.

2) Add or remove shims as required to bring camber angle within specifications.

Fig. 4: Adjustment Shim Location for Rear Camber



TOE-IN

1) 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.

2) 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.

LUV

ADJUSTMENT

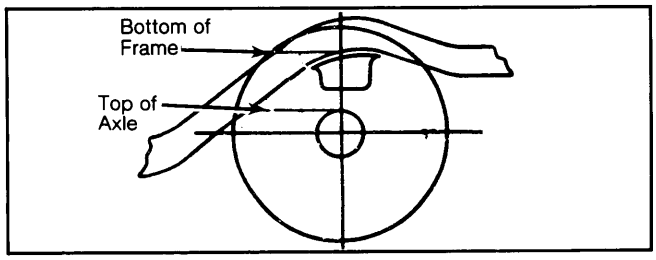
TIRE INFLATION

Before checking or adjusting wheel alignment, ensure tires are correctly inflated. Refer to manufacturer's specifications located in glove box or on right door pillar.

RIDING HEIGHT

1) Place vehicle on smooth level surface. Jounce 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



A full tank of gas, spare tire and jack are required in vehicle.

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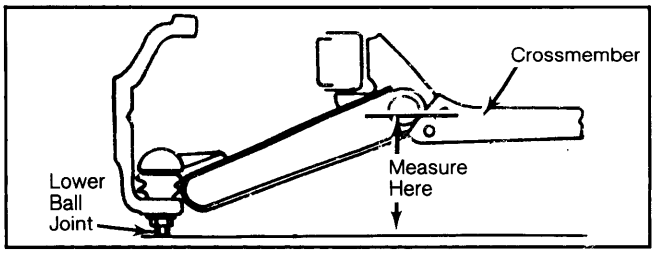
Wheel Alignment

LUV (Cont.)

2) Difference between measurements of each side must not be more than 1/2" (12.5 mm). If an adjustment is necessary, it can be made at bolt on height control arm.

Fig. 2: Front Suspension Riding Height Measuring Point



A full tank of gas, spare tire and jack are required in vehicle.

RIDING HEIGHT SPECIFICATIONS

Application	Front In. (mm)	Rear In. (mm)
Luv Truck		
Standard	4.0 (102)	6.1 (155)
Long Wheelbase	4.0 (102)	7.5 (190)

TORSION BAR SPRING HEIGHT

1) Park vehicle on level surface. Jounce vehicle several times and allow vehicle to return to settled position.

2) Measure buffer clearance (between rubber bumper and lower control arm). On 2-WD models, use bolt located on height control arm, adjust buffer clearance to about .866" (22 mm).

3) On 4-WD models, turn adjuster bolt on torsion bar until correct riding height specification is obtained. Rotating bolt inward increases vehicle height.

CASTER

Caster adjustments should be made by varying length of strut bar (adjust with lock nuts).

CAMBER

1) Camber adjustments may be made with shims inserted between pivot shaft and frame. Adding or subtracting equal number of shims at both front and rear pivot shaft bolts will decrease positive camber.

2) By inverting pivot shaft, the distance between pivot shaft center and fitting face can be adjusted 5/32" (4.0 mm).

TOE-IN

NOTE: Toe-in must be adjusted after caster and camber adjustments have been completed.

Toe-in can be adjusted by rotating tie rod after loosening jam nuts. Rotate tie rod towards front of vehicle to reduce toe-in and towards rear of vehicle to increase toe-in until proper specification is obtained. Tighten jam nuts and check wheel alignment.

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

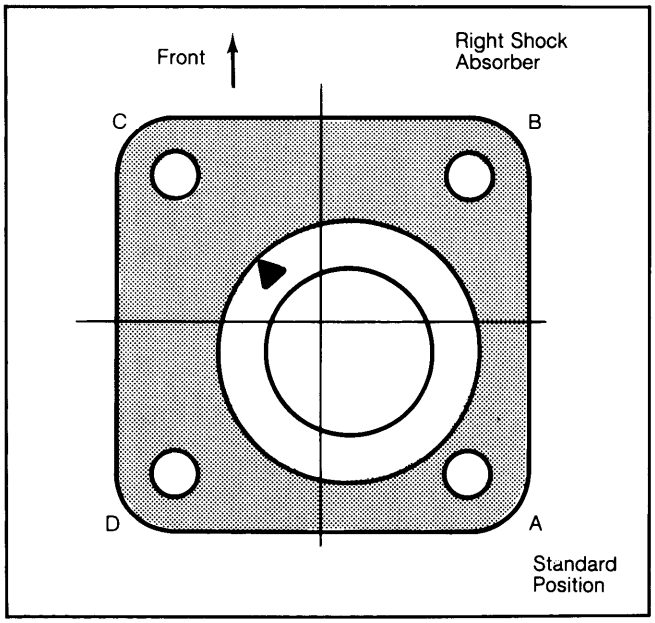
1) Caster and camber angles are adjusted together by changing position of MacPherson strut support. To adjust, remove 4 nuts attaching MacPherson strut support to fender apron.

2) Raise front of vehicle and support with jack stands. Remove wheel on side to be adjusted. Press MacPherson strut downward and change position of support according to table and *Fig. 1*.

MacPHERSON STRUT SUPPORT TABLE

Strut Position	Caster	Camber
A 0°	0°	0°
B 90°	1/2°	0°
C 180°	1/2°	1/2°
D 270°	0°	1/2°

Fig. 1: RX7 & 626 Caster & Camber Adjustment Using MacPherson Strut Support



Position "C" shown, 180° = 1/2° caster, 1/2° camber.

3) Tighten MacPherson strut support mounting nuts. Install wheel, lower vehicle and recheck caster and camber.

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