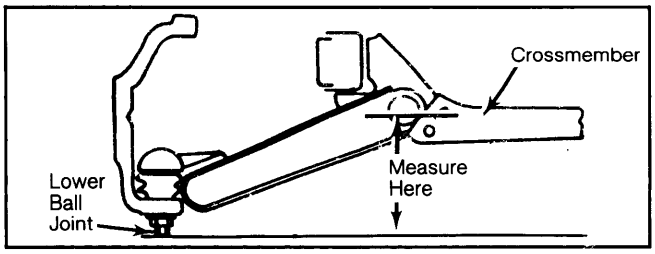
Wheel Alignment

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

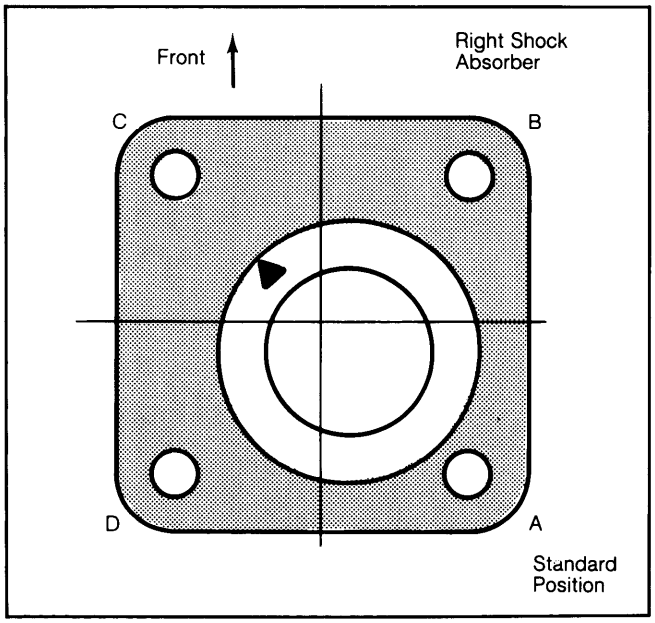
1) Caster and camber angles are adjusted together by changing position of MacPherson strut support. To adjust, remove 4 nuts attaching MacPherson strut support to fender apron.

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.

Wheel Alignment

MAZDA (Cont.)

Pickups

To adjust caster, change shims between upper control arm shaft and support bracket or turn upper control 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

1) Camber may be adjusted 1/2° negative or positive. Raise front end and support with jack stands. Remove front wheel and open hood.

2) Remove 2 mounting nuts attaching MacPherson strut support to fender apron. Push MacPherson strut down, turn 180° and tighten mounting nuts. Check camber angle.

RX7 & 626

NOTE: See procedure given under RX7 & 626 Caster & Camber adjustment.

Pickups

To adjust, change shims between upper arm shaft and support bracket until specifications for camber are within limits.

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.

3) Distance at rear of wheels should be more than that at front of 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

1) Test under loaded condition. Load vehicle with 2 weights of 143 lbs. (65 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.

2) To adjust, rotate eccentric bolt until caster angle is within specifications. Hold eccentric bolt in place and tighten lock nut.

CAMBER

Front

1) Test under loaded condition. Load vehicle with 2 weights of 143 lbs. (65 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.

2) To adjust, rotate eccentric bolt until camber is within specifications. Hold eccentric bolt in place and tighten lock nut.

TOE-IN

Front

1) Place wheels in straight ahead position. If toe-in is not within specifications, adjust by loosening jam nuts on outer tie rods.

2) Rotate tie rods to obtain specified toe-in. Make sure tie rods are adjusted equally. Tighten jam nuts on tie rods and check wheel alignment.

PEUGEOT

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.

TOE-IN

1) Position wheels in straight-ahead position. If toe-in is not to specifications, loosen jam nuts on tie rods.

2) To adjust, rotate tie rods simultaneously in either direction necessary to obtain specified toe-in. Tighten tie rod jam nuts and recheck toe-in.

CAMBER & CASTER

Camber and caster are not adjustable. If alignment is not within specifications, inspect for damaged suspension parts and repair or replace as necessary.