

# Wheel Alignment

## WHEEL ALIGNMENT SPECIFICATIONS (Cont.)

### FORD MOTOR CO.

Application	Axle Gap (Inches) <sup>1</sup>	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches) <sup>2</sup>	Steering Axis Incl. (Degrees)
E100/150	3 <sup>1</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>4</sub> to 8	-1 <sup>3</sup> / <sub>4</sub> to -1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	3 <sup>1</sup> / <sub>2</sub> to 3 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub> to 7 <sup>1</sup> / <sub>4</sub>	-1 <sup>1</sup> / <sub>2</sub> to -1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	3 <sup>3</sup> / <sub>4</sub> to 4	5 to 6 <sup>3</sup> / <sub>4</sub>	-1 to + <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 to 4 <sup>1</sup> / <sub>4</sub>	4 <sup>1</sup> / <sub>2</sub> to 5 <sup>3</sup> / <sub>4</sub>	-1 <sup>1</sup> / <sub>2</sub> to +1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 <sup>1</sup> / <sub>4</sub> to 4 <sup>1</sup> / <sub>2</sub>	4 to 5 <sup>1</sup> / <sub>4</sub>	0 to +1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 <sup>1</sup> / <sub>2</sub> to 4 <sup>3</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub> to 4 <sup>1</sup> / <sub>2</sub>	+1 <sup>1</sup> / <sub>2</sub> to +2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 <sup>3</sup> / <sub>4</sub> to 5	2 <sup>1</sup> / <sub>2</sub> to 4	+1 to +2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	5 to 5 <sup>1</sup> / <sub>4</sub>	2 to 3 <sup>1</sup> / <sub>4</sub>	+1 <sup>1</sup> / <sub>2</sub> to +3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
5 <sup>1</sup> / <sub>4</sub> to 5 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>2</sub> to 2 <sup>3</sup> / <sub>4</sub>	+2 to +3 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....	
E250/350	3 <sup>1</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>2</sub>	9 to 10 <sup>1</sup> / <sub>2</sub>	-1 <sup>3</sup> / <sub>4</sub> to -1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	3 <sup>1</sup> / <sub>2</sub> to 3 <sup>3</sup> / <sub>4</sub>	8 <sup>1</sup> / <sub>2</sub> to 9 <sup>3</sup> / <sub>4</sub>	-1 <sup>1</sup> / <sub>2</sub> to +1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	3 <sup>3</sup> / <sub>4</sub> to 4	7 <sup>7</sup> / <sub>8</sub> to 9	-1 to + <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 to 4 <sup>1</sup> / <sub>4</sub>	7 <sup>1</sup> / <sub>8</sub> to 8 <sup>1</sup> / <sub>2</sub>	-1 <sup>1</sup> / <sub>2</sub> to +1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 <sup>1</sup> / <sub>4</sub> to 4 <sup>1</sup> / <sub>2</sub>	6 <sup>1</sup> / <sub>2</sub> to 7 <sup>3</sup> / <sub>4</sub>	0 to +1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 <sup>1</sup> / <sub>2</sub> to 4 <sup>3</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub> to 7	+1 <sup>1</sup> / <sub>2</sub> to +2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	4 <sup>3</sup> / <sub>4</sub> to 5	5 <sup>1</sup> / <sub>4</sub> to 6 <sup>1</sup> / <sub>2</sub>	+1 to +2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
	5 to 5 <sup>1</sup> / <sub>4</sub>	4 <sup>5</sup> / <sub>8</sub> to 6	+1 <sup>1</sup> / <sub>2</sub> to +3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....
5 <sup>1</sup> / <sub>4</sub> to 5 <sup>1</sup> / <sub>2</sub>	4 to 5 <sup>1</sup> / <sub>2</sub>	+2 to +3 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	.....	
F100/150 (4x2)	2 <sup>1</sup> / <sub>4</sub> to 2 <sup>3</sup> / <sub>4</sub>	+6 to +10	-3 to -1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	2 <sup>3</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>4</sub>	+5 to +9	-2 to +1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	3 <sup>1</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>2</sub>	+4 to +8	-1 <sup>1</sup> / <sub>4</sub> to +1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	3 <sup>1</sup> / <sub>2</sub> to 4	+3 to +7	-1 <sup>1</sup> / <sub>4</sub> to +2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	4 to 4 <sup>1</sup> / <sub>4</sub>	+2 to +6	+1 <sup>1</sup> / <sub>2</sub> to +3	1 <sup>1</sup> / <sub>32</sub>	8
	4 <sup>1</sup> / <sub>4</sub> to 4 <sup>3</sup> / <sub>4</sub>	+1 to +5	+1 <sup>1</sup> / <sub>2</sub> to +4	1 <sup>1</sup> / <sub>32</sub>	8
F250/350 (4x2)	2 to 2 <sup>1</sup> / <sub>4</sub>	5 <sup>3</sup> / <sub>4</sub> to 9	-2 <sup>1</sup> / <sub>2</sub> to 0	1 <sup>1</sup> / <sub>32</sub>	8
	2 <sup>1</sup> / <sub>4</sub> to 2 <sup>3</sup> / <sub>4</sub>	4 <sup>3</sup> / <sub>4</sub> to 8	-1 <sup>1</sup> / <sub>2</sub> to +1	1 <sup>1</sup> / <sub>32</sub>	8
	2 <sup>3</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>4</sub> to 7	-3 <sup>1</sup> / <sub>4</sub> to +1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	3 <sup>1</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>2</sub>	2 <sup>3</sup> / <sub>4</sub> to 6	+1 <sup>1</sup> / <sub>4</sub> to +2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	3 <sup>1</sup> / <sub>2</sub> to 4	1 <sup>3</sup> / <sub>4</sub> to 5	+1 to +3 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>32</sub>	8
	4 to 4 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub> to 4	+2 to +4 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>32</sub>	8
F150 & Bronco (4x4)	2 <sup>3</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>4</sub>	6 to 9	-2 <sup>1</sup> / <sub>2</sub> to -1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	3 <sup>1</sup> / <sub>4</sub> to 3 <sup>1</sup> / <sub>2</sub>	5 to 8	-1 <sup>3</sup> / <sub>4</sub> to +1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	3 <sup>1</sup> / <sub>2</sub> to 4	4 to 7	-3 <sup>1</sup> / <sub>4</sub> to +1 <sup>1</sup> / <sub>2</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	4 to 4 <sup>1</sup> / <sub>4</sub>	3 to 6	0 to +2 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	4 <sup>1</sup> / <sub>4</sub> to 4 <sup>3</sup> / <sub>4</sub>	2 to 5	+1 to +3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	4 <sup>3</sup> / <sub>4</sub> to 5	1 to 4	+1 <sup>3</sup> / <sub>4</sub> to +4	1 <sup>1</sup> / <sub>32</sub>	13
F250/350 (4x4)	4 <sup>3</sup> / <sub>4</sub> to 5	3 to 5	-2 <sup>3</sup> / <sub>4</sub> to -1 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	5 to 5 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>8</sub> to 5 <sup>1</sup> / <sub>8</sub>	-1 <sup>3</sup> / <sub>4</sub> to + <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	5 <sup>1</sup> / <sub>2</sub> to 6	3 <sup>1</sup> / <sub>8</sub> to 5 <sup>1</sup> / <sub>8</sub>	-3 <sup>1</sup> / <sub>4</sub> to +1 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	6 to 6 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub> to 5 <sup>1</sup> / <sub>4</sub>	+1 <sup>1</sup> / <sub>4</sub> to +2 <sup>3</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>32</sub>	13
	6 <sup>1</sup> / <sub>4</sub> to 6 <sup>3</sup> / <sub>4</sub>	3 <sup>3</sup> / <sub>8</sub> to 5 <sup>3</sup> / <sub>8</sub>	+1 <sup>1</sup> / <sub>4</sub> to +4	1 <sup>1</sup> / <sub>32</sub>	13
	6 <sup>3</sup> / <sub>4</sub> to 7	3 <sup>1</sup> / <sub>2</sub> to 5 <sup>1</sup> / <sub>2</sub>	+2 <sup>1</sup> / <sub>2</sub> to +5	1 <sup>1</sup> / <sub>32</sub>	13

<sup>1</sup> — Clearance is between top of axle and bottom of spring tower (top of axle to bottom of frame on 4x4 F150 and Bronco).

<sup>2</sup> — Toe-in range is 3<sup>1</sup>/<sub>32</sub>" out to 5<sup>1</sup>/<sub>32</sub>" in.