

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS

R - Right Rr - Rear Man - Man Steering Pwr - Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
AMERICAN MOTORS					
Hornet & Gremlin	$0 \pm \frac{1}{2}$	L + $\frac{3}{8} \pm \frac{1}{4}$ R + $\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{8} \pm \frac{1}{16}$	25°	22°
All Others	$+1 \pm \frac{1}{2}$	L + $\frac{3}{8} \pm \frac{1}{4}$ R + $\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{8} \pm \frac{1}{16}$	25°	22°
CHRYSLER CORP.					
Dart & Valiant	①	②	$\frac{5}{32} \pm \frac{1}{32}$	20°	18.5°
Barracuda & Challenger	①	②	$\frac{5}{32} \pm \frac{1}{32}$	20°	18.4°
Coronet, Charger & Satellite	①	②	$\frac{5}{32} \pm \frac{1}{32}$	20°	18.0°
Fury & Monaco	①	②	$\frac{5}{32} \pm \frac{1}{32}$	20°	18.3°
Chrysler & Imperial	①	②	$\frac{5}{32} \pm \frac{1}{32}$	20°	18.3°
FORD MOTOR CO.					
Ford, Mercury & Meteor	$+2 \pm 2$ ④	L + $\frac{1}{2} \pm 1$ ③ R + $\frac{1}{4} \pm 1$ ③	$\frac{1}{4} \pm \frac{3}{16}$	20°	18.75°
Torino, Montego & Cougar	$+2 \pm 1 \frac{1}{2}$ ③	L + $\frac{5}{8} \pm 1$ ④ R + $\frac{1}{8} \pm 1$ ④	$\frac{3}{16} \pm \frac{3}{16}$	20°	18.11° ⑤
Thunderbird & Mark IV	$+2 \pm 1 \frac{1}{2}$ ③	+ $\frac{3}{4} \pm 1$ ③	$\frac{1}{4} \pm \frac{3}{16}$	20°	18.07°
Maverick & Comet	$-\frac{1}{2} \pm 2$ ④	+ $\frac{1}{4} \pm 1$ ④	$\frac{7}{32} \pm \frac{5}{32}$	20°	⑥
Lincoln Continental	$+1 \frac{1}{2} \pm 2$ ④	+ $\frac{1}{2} \pm 1$ ③	$\frac{3}{16} \pm \frac{3}{16}$	20°	18.16°
Mustang	+ $\frac{7}{8} \pm 1$ ④	+ $\frac{1}{2} \pm 1$ ④	$\frac{1}{8} \pm \frac{1}{8}$	20°	18.84°
Pinto	$+1 \frac{1}{2} \pm 2$ ④	+ $\frac{3}{4} \pm 1$ ④	$\frac{1}{4} \pm \frac{1}{8}$	20°	18.84°
GENERAL MOTORS CORP.					
BUICK DIVISION					
Apollo	$+ \frac{1}{2} \pm \frac{1}{2}$ ⑩	+ $\frac{1}{4} \pm \frac{1}{2}$ ⑩	$\frac{3}{16} \pm \frac{1}{16}$	...	...
Century & Regal	$0 \pm \frac{1}{2}$ ⑩	R + $\frac{1}{2} \pm \frac{1}{2}$ ⑩ L + $1 \pm \frac{1}{2}$ ⑩	$\frac{1}{16} \pm \frac{1}{16}$	...	...
All Others	$+1 \pm \frac{1}{2}$ ⑩	R + $\frac{1}{2} \pm \frac{1}{2}$ ⑩ L + $1 \pm \frac{1}{2}$ ⑩	$\frac{1}{16} \pm \frac{1}{16}$	...	...
CADILLAC DIVISION					
Eldorado	$0 \pm \frac{1}{2}$ ⑦	L + $0 \pm \frac{3}{8}$ ⑧ R - $\frac{1}{4} \pm \frac{3}{8}$ ⑧	$0 \pm \frac{1}{16}$	.....	.....
All Others	$0 \pm \frac{1}{2}$ ⑦ ⑧	L + $0 \pm \frac{3}{8}$ ⑧ R - $\frac{1}{4} \pm \frac{3}{8}$ ⑧	$\frac{1}{8} \pm \frac{1}{16}$	.....	.....
CHEVROLET DIVISION					
Chevrolet	$+1 \pm \frac{1}{2}$ ⑩	L + $1 \pm \frac{1}{2}$ ⑪ R + $\frac{1}{2} \pm \frac{1}{2}$ ⑪	$\frac{1}{16} \pm \frac{1}{16}$	.....	.....
Chevelle & El Camino	Man + $1 \pm \frac{1}{2}$ ⑩ Pwr $0 \pm \frac{1}{2}$ ⑩	+ $\frac{1}{2} \pm \frac{1}{2}$ ⑪	$\frac{1}{16} \pm \frac{1}{16}$	.....	.....
Monte Carlo	+ $5 \pm \frac{1}{2}$ ⑩	L + $1 \pm \frac{1}{2}$ ⑪ R + $\frac{1}{2} \pm \frac{1}{2}$ ⑪	$\frac{1}{16} \pm \frac{1}{16}$	.....	.....
Camaro (Exc. Z-28)	$0 \pm \frac{1}{2}$ ⑩	+ $1 \pm \frac{1}{2}$ ⑩	$\frac{3}{16} \pm \frac{1}{16}$	.....	.....
Z-28	$-1 \pm \frac{1}{2}$ ⑩	+ $\frac{3}{4} \pm \frac{1}{2}$ ⑩	$\frac{3}{16} \pm \frac{1}{16}$	.....	.....
Nova	+ $\frac{1}{2} \pm \frac{1}{2}$ ⑩	+ $\frac{1}{4} \pm \frac{1}{2}$ ⑩	$\frac{3}{16} \pm \frac{1}{16}$	.....	.....
Vega	$-\frac{3}{4} \pm \frac{1}{2}$ ⑩	+ $\frac{1}{4} \pm \frac{1}{2}$ ⑩	$\frac{1}{4} \pm \frac{1}{16}$	.....	.....
Corvette	Man + $1 \pm \frac{1}{2}$ ⑩ Pwr + $2 \frac{1}{4} \pm \frac{1}{2}$ ⑩	F + $\frac{3}{4} \pm \frac{1}{2}$ ⑩ Rr - $\frac{7}{8} \pm \frac{1}{4}$	F $\frac{1}{4} \pm \frac{1}{16}$ Rr $\frac{1}{16} \pm \frac{1}{32}$ ⑫	.....	.....

① - Man $-\frac{1}{2} \pm \frac{1}{2}$ °.
Pwr $+\frac{3}{4} \pm \frac{1}{2}$ °.

② - L + $\frac{1}{2} \pm \frac{1}{4}$ °.
R + $\frac{1}{4} \pm \frac{1}{4}$ °.

③ - Max. variation between wheels $\frac{3}{4}$ °.

④ - Max. variation between wheels 1°.

⑤ - Cougar is 18.84°.

⑥ - Man 18.39° and Pwr 18.16°.

⑦ - Cross Caster (L-R) $0 \pm \frac{1}{2}$ °.

⑧ - Cross Camber (L-R) $+\frac{1}{4} \pm \frac{1}{2}$ °.

⑨ - Fleetwood 75 is $-1 \pm \frac{1}{2}$ °.

⑩ - Max. variation between wheels $\frac{1}{2}$ °.

⑪ - Cross Camber (L-R) $+\frac{1}{2} \pm \frac{1}{4}$ °.

⑫ - Each wheel.

⑬ - Salon is $+2 \pm \frac{1}{2}$ °.

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS (Cont.)

R - Right F - Front Rr - Rear L - Left Man - Man Steering Pwr - Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
GENERAL MOTORS (Cont.)					
OLDSMOBILE DIVISION					
Omega	+ 1/2 ± 1/2 ⑩	+ 1/4 ± 1/2	3/16 ± 1/16	.....	.....
Cutlass	0 ± 1/2 ⑩ ⑬	L + 1 ± 1/2 R + 1/2 ± 1/2	1/16 ± 1/16	.....	.....
88 & 98 Series	+ 1 ± 1/2 ⑩	L + 1 ± 1/2 R + 1/2 ± 1/2	1/16 ± 1/8	.....	.....
Toronado	+ 2 ± 1/2	L + 1/4 ± 1/2 R - 1/4 ± 1/2	0 ± 1/16	.....	.....
PONTIAC DIVISION					
Ventura	+ 1/2 ± 1/2 ⑩	+ 1/4 ± 1/2 ⑩	3/16 ± 1/16	.....	.....
LeMans & Grand Am	Man - 1 ± 1/2 ⑩ Pwr 0 ± 1/2 ⑩	L + 1 ± 1/2 ⑩ R + 1/2 ± 1/2 ⑩	1/16 ± 1/16	.....	.....
Catalina, Bonneville & Grandville	+ 1 ± 1/2 ⑩	L + 1 ± 1/2 ⑩ R + 1/2 ± 1/2 ⑩	1/16 ± 1/16	.....	.....
Grand Prix	+ 3 ± 1/2 ⑩	L + 1 ± 1/2 ⑩ R + 1/2 ± 1/2 ⑩	1/16 ± 1/16	.....	.....
Firebird	0 ± 1/2 ⑩	+ 1 ± 1/2 ⑩	3/16 ± 1/16	.....	.....
JEEP CORP.					
CJ Models	3 ± 1	1 1/2 ± 1/2	3/64 to 3/32	...	...
Cherokee & Wagoneer	4 ± 1	1 1/2 ± 1/2	3/64 to 3/32	...	...

- ① - Man - 1/2 ± 1/2 °.
Pwr + 3/4 ± 1/2 °.
- ② - L + 1/2 ± 1/4 °.
R + 1/4 ± 1/4 °.
- ③ - Max. variation between wheels 3/4 °.
- ④ - Max. variation between wheels 1 °.
- ⑤ - Cougar is 18.84 °.
- ⑥ - Man 18.39 ° and Pwr 18.16 °.
- ⑦ - Cross Caster (L-R) 0 ± 1/2 °.
- ⑧ - Cross Camber (L-R) + 1/4 ± 1/2 °.
- ⑨ - Fleetwood 75 is - 1 ± 1/2 °.
- ⑩ - Max. variation between wheels 1/2 °.
- ⑪ - Cross Camber (L-R) + 1/2 ± 1/4 °.
- ⑫ - Each wheel.
- ⑬ - Salon is + 2 ± 1/2 °.

