

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS							
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		
AMERICAN MOTORS Hornet, Gremlin & Pacer	$0 \pm \frac{1}{2}$	L $+\frac{3}{8} \pm \frac{1}{4}$ R $+\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	25°	22°		
	Matador	$+1 \pm \frac{1}{2}$	L $+\frac{3}{8} \pm \frac{1}{4}$ R $+\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	25°	22°	
CHRYSLER CORP. Dart & Valiant	Man $-\frac{1}{2} \pm \frac{1}{2}$ Pwr $+\frac{3}{4} \pm \frac{1}{2}$	L $+\frac{1}{2} \pm \frac{1}{4}$ ① R $+\frac{1}{4} \pm \frac{1}{4}$ ①	$\frac{1}{8}$ to $\frac{3}{16}$	20°	18.5°		
	Coronet, Charger SE, Fury, Codoba	Man $-\frac{1}{2} \pm \frac{1}{2}$ Pwr $+\frac{3}{4} \pm \frac{1}{2}$	L $+\frac{1}{2} \pm \frac{1}{4}$ ① R $+\frac{1}{4} \pm \frac{1}{4}$ ①	$\frac{1}{8}$ to $\frac{3}{16}$	20°	18°	
	Monaco, Gran Fury, Chrysler, Imperial	Man $-\frac{1}{2} \pm \frac{1}{2}$ Pwr $+\frac{3}{4} \pm \frac{1}{2}$	L $+\frac{1}{2} \pm \frac{1}{4}$ ① R $+\frac{1}{4} \pm \frac{1}{4}$	$\frac{1}{8}$ to $\frac{3}{16}$	20°	18.3°	
FORD MOTOR CO. Ford & Mercury	$+2 \pm \frac{3}{4}$ ③	L $+\frac{1}{2} \pm \frac{3}{4}$ ② R $+\frac{1}{4} \pm \frac{3}{4}$ ②	$\frac{1}{16}$ to $\frac{3}{16}$	20°	18.72°		
	Torino, Montego, Elite & Cougar	$+4 \pm \frac{3}{4}$ ③	L $+\frac{1}{2} \pm \frac{3}{4}$ ② R $+\frac{1}{8} \pm \frac{3}{4}$ ②	0 to $\frac{3}{8}$	20°	18.06°	
	Mark IV	$+2 \pm \frac{3}{4}$ ③	L $+\frac{1}{2} \pm \frac{3}{4}$ ② R $+\frac{1}{4} \pm \frac{3}{4}$ ②	$\frac{1}{16}$ to $\frac{3}{16}$	20°	18.09°	
	Thunderbird	$+4 \pm \frac{3}{4}$ ③	L $+\frac{1}{2} \pm \frac{3}{4}$ ② R $+\frac{1}{4} \pm \frac{3}{4}$ ②	$\frac{1}{16}$ to $\frac{3}{16}$	20°	18.09°	
	Lincoln Continental Maverick & Comet	$+2 \pm \frac{3}{4}$ ③ $-\frac{1}{2} \pm \frac{3}{4}$ ③	$+\frac{1}{2} \pm \frac{3}{4}$ ② $+\frac{1}{4} \pm \frac{3}{4}$ ③	0 to $\frac{3}{8}$ 0 to $\frac{3}{8}$	20° 20°	18.16° Man 18.36° Pwr 18.13°	
	Granada & Monarch	$-\frac{1}{2} \pm \frac{3}{4}$ ③	$+\frac{1}{4} \pm \frac{3}{4}$ ③	0 to $\frac{3}{8}$	20°	Man 18.43° Pwr 18.20°	
	Mustang II Pinto & Bobcat	$+ \frac{7}{8} \pm \frac{3}{4}$ ③	$+\frac{1}{2} \pm \frac{3}{4}$ ③	0 to $\frac{1}{4}$	20°	18.84°	
	All (Exc. Wagon) Wagon	$+1 \frac{1}{4} \pm \frac{3}{4}$ ③ $+1 \frac{1}{2} \pm \frac{3}{4}$ ③	$+\frac{3}{4} \pm \frac{3}{4}$ ③ $+\frac{3}{4} \pm \frac{3}{4}$ ③	$\frac{1}{8}$ to $\frac{3}{8}$ $\frac{1}{8}$ to $\frac{3}{8}$	20° 20°	18.84° 18.84°	
	GENERAL MOTORS BUICK DIVISION	Apollo	Man $-1 \pm \frac{1}{2}$ ④ Pwr $+1 \pm \frac{1}{2}$ ④	$-\frac{3}{4} \pm \frac{1}{2}$ ⑤	0 to $\frac{1}{8}$
		Skyhawk Century, Regal	$-\frac{3}{4} \pm \frac{1}{2}$ ④ $+2 \pm \frac{1}{2}$ ④	$+\frac{1}{4} \pm \frac{1}{2}$ ④ L $+1 \pm \frac{1}{2}$ ⑤ R $+\frac{1}{2} \pm \frac{1}{2}$ ⑤	0 to $\frac{1}{8}$ 0 to $\frac{1}{8}$
LeSabre, Electra, Riviera, Estate Wagon		$+1 \frac{1}{2} \pm 1$ ④	L $-1 \pm \frac{1}{2}$ ⑤ R $+\frac{1}{2} \pm \frac{1}{2}$ ⑤	0 to $\frac{1}{8}$	.....	.....
CADILLAC DIVISION	Cadillac	$0 \pm \frac{1}{2}$ ⑥	L $0 \pm \frac{3}{8}$ ⑦ R $-\frac{1}{4} \pm \frac{3}{8}$ ⑦	$\frac{1}{16}$ to $-\frac{3}{16}$	.....	.....
	Eldorado	$0 \pm \frac{1}{2}$ ⑥	L $0 \pm \frac{3}{8}$ ⑦ R $-\frac{1}{4} \pm \frac{3}{8}$ ⑦	$\frac{1}{16}$ to $-\frac{1}{16}$	.....	.....

- ① — Maximum variation between wheels, $1 \frac{1}{4}^\circ$.
 ② — Maximum difference between wheels (left minus right), $-\frac{1}{2}^\circ$ to $+1^\circ$.
 ③ — Maximum variation between wheels, $\frac{3}{4}^\circ$.
 ④ — Maximum variation between wheels, $\frac{1}{2}^\circ$.
 ⑤ — Maximum difference between wheels (left minus right), $+\frac{1}{2}^\circ$ to $+1 \frac{1}{2}^\circ$.
 ⑥ — Maximum variation between wheels, 1° .
 ⑦ — Maximum difference between wheels (left minus right), $-\frac{1}{4}^\circ$ to $+\frac{3}{4}^\circ$.
 ⑧ — Right turn, 19.19° ; left turn, 18.81° .

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS					
R – Right F – Front R – Rear L – Left Man – Man Steering Pwr – Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns (Degrees)	
				Inner	Outer
CHEVROLET DIVISION Chevrolet Chevelle, El Camino Monte Carlo Camaro Nova Vega, Monza 2+2 Corvette	+1 ½ ± ¼ ④	L +1 ± ½ ⑤ R + ½ ± ½ ⑤	0 to ⅛	.....	.....
	Man +1 ± ½ ④ Pwr +2 ± ½ ④ +5 ± ½ ④	L +1 ± ½ ⑤ R + ½ ± ½ ⑤	0 to ⅛	.....	.....
	0 ± ½ ④	L +1 ± ½ ⑤ R + ½ ± ½ ⑤	0 to ⅛	.....	.....
	Man -1 ± ½ Pwr +1 ± ½ ④	+1 ± ½ ④ + ¾ ± ½ ④	0 to ⅛ 0 to ⅛	..........	.....
	-¾ ± ½ ④	+ ¼ ± ½ ④	0 to ⅛	.....	.....
	Man +1 ± ½ ④ Pwr 2 ¼ ± ½ ④	F + ¼ ± ½ ④ Rr - ½ ± ½	F ⅜ to ⅝ Rr 0 to ⅝	.....	.....
OLDSMOBILE DIVISION Omega Cutlass Starfire 88 & 98 Series Toronado	Man -1 ± ½ ④ Pwr +1 ± ½ ④ +2 ± ½ ④	+ ¾ ± ½	0 to ⅛	.....	.....
	-¾ ± ½ ④	L +1 ± ½ ⑤ R + ½ ± ½ ⑤	0 to ⅛	.....	.....
	+1 ½ ± ½ ④	+ ¼ ± ½	0 to ⅛	.....	.....
	0 ④	L +1 ± ½ ⑤ R + ½ ± ½ ⑤ L + ¼ ± ½ ⑤ R - ¼ ± ½ ⑤	0 to ⅛ -⅛ to ⅝	.....	.....
PONTIAC DIVISION Ventura LeMans, Grand Am Catalina, Bonneville, Grand Ville Grand Prix Firebird Astre	Man -1 ± ½ ④ Pwr +1 ± ½ ④	+ ¾ ± ½ ④	0 to ⅝	20°	18.5°
	Man +1 ± ½ ④ Pwr +2 ± ½ ④	L +1 ± ½ ⑤ R +1 ± ½ ⑤	0 to ⅝	20°	⑥
	+1 ½ ± 1 ④	L +1 ± ½ ⑤ R + ½ ± ½ ⑤	0 to ⅝	20°	18.5°
	+3 ± ½ ④	L +1 ± ½ ⑤ R +1 ± ½ ⑤	0 to ⅝	20°	⑥
	0 ± ½ ④ -¾ ± ½ ④	+1 ± ½ ④ + ¼ ± ½ ④	0 to ⅝ ⅝ to ⅝	20°	18.75°

- ① – Maximum variation between wheels, 1 ¼ °.
- ② – Maximum difference between wheels (left minus right), - ½ ° to +1 °.
- ③ – Maximum variation between wheels, ¾ °.
- ④ – Maximum variation between wheels, ½ °.
- ⑤ – Maximum difference between wheels (left minus right), + ½ ° to +1 ½ °.
- ⑥ – Maximum variation between wheels, 1 °.
- ⑦ – Maximum difference between wheels (left minus right), - ¼ ° to + ¾ °.
- ⑧ – Right turn, 19.19°; left turn, 18.81°.