

Wheel Alignment

WHEEL ALIGNMENT SPECIFICATIONS					
R – Right F – Front Rr – Rear L – Left Man – Manual Steering Pwr – Power Steering	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns	
				Inner	Outer
AMERICAN MOTORS					
Gremlin, Hornet	$0 \pm \frac{1}{2}$	L + $\frac{3}{8} \pm \frac{1}{4}$ R O to + $\frac{1}{2}$	$\frac{1}{16}$ to $\frac{3}{16}$	$38^\circ \pm 2^\circ$	...
Pacer	$+1 \pm \frac{1}{2}$	L + $\frac{3}{8} \pm \frac{1}{4}$ R O to + $\frac{1}{2}$	$\frac{1}{16}$ to $\frac{3}{16}$	$35^\circ \pm 1^\circ$	...
Matador	$+1 \pm \frac{1}{2}$	L + $\frac{3}{8} \pm \frac{1}{4}$ R O to + $\frac{1}{2}$	$\frac{1}{16}$ to $\frac{3}{16}$	$38^\circ \pm 2^\circ$	...
CHRYSLER CORP.					
Aspen & Volare Dart & Valiant Coronet, Charger SE, Fury, Cordoba Monaco, Gran Fury, Chrysler, Imperial	All Series Man - $\frac{1}{2} \pm \frac{1}{2}$ Pwr + $\frac{3}{4} \pm \frac{1}{2}$	All Series L + $\frac{1}{2} \pm \frac{1}{4}$ R + $\frac{1}{4} \pm \frac{1}{4}$	All Series $\frac{1}{8}$ to $\frac{3}{16}$	All Series 20°	16.1° 18.5° 18° 18.3°
FORD MOTOR CO.					
Ford & Mercury	$+2 \pm \frac{3}{4}$ ①	L + $\frac{1}{2} \pm \frac{3}{4}$ R + $\frac{1}{4} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	20°	18.72°
Torino, Montego, Elite & Cougar	$+4 \pm \frac{3}{4}$ ①	L + $\frac{1}{2} \pm \frac{3}{4}$ R + $\frac{1}{4} \pm \frac{3}{4}$	0 to $\frac{3}{8}$	20°	18.06°
Mark IV	$+2 \pm \frac{3}{4}$ ①	L + $\frac{1}{2} \pm \frac{3}{4}$ R + $\frac{1}{4} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	20°	18.09°
Thunderbird	$+4 \pm \frac{3}{4}$ ①	L + $\frac{1}{2} \pm \frac{3}{4}$ R + $\frac{1}{4} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	20°	18.09°
Lincoln Continental	$+2 \pm \frac{3}{4}$ ①	L + $\frac{1}{2} \pm \frac{3}{4}$ R + $\frac{1}{4} \pm \frac{3}{4}$	0 to $\frac{3}{8}$	20°	18.16°
Maverick & Comet	$-\frac{1}{2} \pm \frac{3}{4}$ ②	+ $\frac{1}{4} \pm \frac{3}{4}$	0 to $\frac{3}{8}$	20°	Man 18.36° Pwr 18.13°
Granada & Monarch	$-\frac{1}{2} \pm \frac{3}{4}$ ②	+ $\frac{1}{4} \pm \frac{3}{4}$	0 to $\frac{3}{8}$	20°	Man 18.43° Pwr 18.20°
Mustang Pinto & Bobcat, All (Exc. Wagon) Wagon	$+\frac{7}{8} \pm \frac{3}{4}$ ② $+1\frac{1}{4} \pm \frac{3}{4}$ ② $+1\frac{1}{2} \pm \frac{3}{4}$ ②	+ $\frac{1}{2} \pm \frac{3}{4}$ $+\frac{3}{4} \pm \frac{3}{4}$ $+\frac{3}{4} \pm \frac{3}{4}$	0 to $\frac{1}{4}$ $\frac{1}{8}$ to $\frac{3}{8}$ $\frac{1}{8}$ to $\frac{3}{8}$	20° 20° 20°	18.84° 18.84° 18.84°
GENERAL MOTORS					
BUICK					
Skyhawk Skylark	$-\frac{3}{4} \pm \frac{1}{2}$ ③ Man. - $1 \pm \frac{1}{2}$ ③ Pwr + $1 \pm \frac{1}{2}$ ③	+ $\frac{1}{4} \pm \frac{1}{2}$ ③ + $\frac{3}{4} \pm \frac{1}{2}$	0 to $\frac{1}{8}$ 0 to $\frac{1}{8}$	...	...
Century, Regal	$+2 \pm \frac{1}{2}$ ③	R + $\frac{1}{2} \pm \frac{1}{2}$ ④ L + $1 \pm \frac{1}{2}$ ④	0 to $\frac{1}{8}$	...	...
LeSabre, Electra, Riviera & EstateWagon.	$+1\frac{1}{2} \pm \frac{1}{2}$ ③	R + $\frac{1}{2} \pm \frac{1}{2}$ ④ L + $1 \pm \frac{1}{2}$ ④	0 to $\frac{1}{8}$	...	...

- ① – Maximum caster difference between wheels (left minus right) to be within $-\frac{3}{4}^\circ$ to $+\frac{3}{4}^\circ$ with caster set to specification. Maximum camber difference between wheels (left minus right) to be within $-\frac{1}{2}^\circ$ to $+1^\circ$ with camber set to specification.
- ② – Maximum caster and camber difference between wheels (left minus right) to be within $-\frac{3}{4}^\circ$ to $+\frac{3}{4}^\circ$ with camber and caster set to specification.
- ③ – Maximum variation between wheels, $\frac{1}{2}^\circ$.
- ④ – Maximum difference between wheels (left minus right), $+\frac{1}{2}^\circ$ to $+1\frac{1}{2}^\circ$.

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				Inner	Outer
CADILLAC					
Seville	$\pm 2 \pm 1$	L + $\frac{1}{2} \pm \frac{3}{4}$ R + $\frac{1}{4} \pm \frac{3}{4}$	+ $\frac{3}{16}$ to + $\frac{1}{4}$
Cadillac	+ 0 $\pm \frac{1}{2}$ ③	L 0 $\pm \frac{3}{8}$ ④ R - $\frac{1}{4} \pm \frac{3}{8}$ ④	$\frac{1}{16}$ to - $\frac{3}{16}$
Eldorado	0 $\pm \frac{1}{2}$ ③	L 0 $\pm \frac{3}{8}$ ④ R - $\frac{1}{4} \pm \frac{3}{8}$ ④	$\frac{1}{16}$ to - $\frac{1}{16}$	...	...
CHEVROLET					
Chevette	+ $4\frac{1}{2} \pm \frac{1}{2}$	+ $\frac{1}{4} \pm \frac{1}{2}$	$\frac{1}{16} \pm \frac{3}{64}$	...	...
Vega & Monza	- $\frac{3}{4} \pm \frac{1}{2}$ ①	+ $\frac{1}{4} \pm \frac{1}{2}$ ①	+ $\frac{3}{16}$ to + $\frac{5}{16}$	...	...
Camaro	+ 1 $\pm \frac{1}{2}$ ①	+ 1 $\pm \frac{1}{2}$ ①	0 to $\frac{1}{8}$	...	...
Nova	Man - 1 ± 1 ① Pwr + 1 $\pm \frac{1}{2}$ ①	+ $\frac{3}{4} \pm \frac{1}{2}$ ①	0 to $\frac{1}{8}$	...	...
Chevrolet	+ $1\frac{1}{2} \pm \frac{1}{2}$ ①	L + 1 $\pm \frac{1}{2}$ ② R + $\frac{1}{2} \pm \frac{1}{2}$ ②	0 to $\frac{1}{8}$	...	...
Monte Carlo "S"	+ 5 $\pm \frac{1}{2}$ ②	L + 1 $\pm \frac{1}{2}$ ② R + $\frac{1}{2} \pm \frac{1}{2}$ ②	0 to $\frac{1}{8}$	...	...
Chevelle & El Camino	Man + 1 $\pm \frac{1}{2}$ ① Pwr + 2 $\pm \frac{1}{2}$ ①	L + 1 $\pm \frac{1}{2}$ ② R + $\frac{1}{2} \pm \frac{1}{2}$ ②	0 to $\frac{1}{8}$	...	...
Corvette	Man + 1 $\pm \frac{1}{2}$ ① Pwr + $2\frac{1}{4} \pm \frac{1}{2}$ ①	R + $\frac{1}{2} \pm \frac{1}{2}$ ② F + $\frac{3}{4} \pm \frac{1}{2}$ ① Rr - $\frac{1}{8} \pm \frac{1}{4}$	F + $\frac{3}{16}$ to + $\frac{5}{16}$ Rr + $\frac{1}{32}$ to + $\frac{5}{32}$	...	...
OLDSMOBILE					
Starfire	- $\frac{3}{4} \pm \frac{1}{2}$ ③ Man. - 1 $\pm \frac{1}{2}$ ⑤ Pwr + 1 $\pm \frac{1}{2}$ ⑤	+ $\frac{1}{4} \pm \frac{1}{2}$ ⑤ + $\frac{3}{4} \pm \frac{1}{2}$	0 to $\frac{1}{8}$ 0 to $\frac{1}{8}$	...	...
Cutlass	+ 2 $\pm 1\frac{1}{2}$ ③	L + 1 $\pm \frac{1}{2}$ ④ R + $\frac{1}{2} \pm \frac{1}{2}$ ④	0 to $\frac{1}{8}$	...	...
88 & 98	+ $1\frac{1}{2} \pm \frac{1}{2}$ ⑤	L + 1 $\pm \frac{1}{2}$ ④ R + $\frac{1}{2} \pm \frac{1}{2}$ ④	0 to $\frac{1}{8}$	...	...
Toronado	0 ⑤	L + $\frac{1}{4} \pm \frac{1}{2}$ ⑥ R - $\frac{1}{4} \pm \frac{1}{2}$ ⑥	- $\frac{1}{16}$ to + $\frac{1}{16}$	...	...
PONTIAC					
Astre & Sunbird	- $\frac{3}{4} \pm \frac{1}{2}$ ① Man - 1 $\pm \frac{1}{2}$ ① Pwr 0 $\pm \frac{3}{4}$ ①	+ $\frac{1}{4} \pm \frac{1}{2}$ ① + $\frac{3}{4} \pm \frac{1}{2}$ ①	0 to $\frac{1}{8}$ 0 to $\frac{1}{8}$	...	...
LeMans, Grand Am	Man + 1 $\pm \frac{1}{2}$ ① Pwr + 2 $\pm \frac{1}{2}$ ①	L + 1 $\pm \frac{1}{2}$ ② R + $\frac{1}{2} \pm \frac{1}{2}$ ②	0 to $\frac{1}{8}$ 0 to $\frac{1}{8}$	...	...
Catalina, Bonneville, Grand Safari	+ $1\frac{1}{2} \pm \frac{1}{2}$ ①	L + 1 $\pm \frac{1}{2}$ ② R + $\frac{1}{2} \pm \frac{1}{2}$ ②	0 to $\frac{1}{8}$	...	...
Firebird	0 $\pm \frac{1}{2}$ ①	+ 1 $\pm \frac{1}{2}$ ①	0 to $\frac{1}{8}$	...	...
Grand Prix	+ 3 $\pm \frac{1}{2}$ ①	L + 1 $\pm \frac{1}{2}$ ② R + $\frac{1}{2} \pm \frac{1}{2}$ ②	0 to $\frac{1}{8}$	...	...

- ① - Maximum variation between wheels, $\frac{1}{2}^\circ$.
- ② - Maximum difference between wheels (left minus right), + $\frac{1}{2}^\circ$ to + $1\frac{1}{2}^\circ$.
- ③ - Maximum variation between wheels, 1° .
- ④ - Maximum difference between wheels (left minus right), - $\frac{1}{4}^\circ$ to + $\frac{3}{4}^\circ$.
- ⑤ - Maximum variation between wheels $\frac{1}{2}^\circ$.
- ⑥ - Left-hand $\frac{1}{4}^\circ$ more positive to $\frac{3}{4}^\circ$ more positive than right side.