

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 (Degrees)	
				Inner	Outer
AMERICAN MOTORS					
Pacer, Matador	$+1 \pm \frac{1}{2}$	R $+\frac{1}{8} -\frac{1}{8} +\frac{3}{8}$ L $+\frac{3}{8} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	38°, (35° Pacer)	.....
Gremlin, Hornet	$0 \pm \frac{1}{2}$	R $+\frac{1}{8} -\frac{1}{8} +\frac{3}{8}$ L $+\frac{3}{8} \pm \frac{1}{4}$	$\frac{1}{16}$ to $\frac{3}{16}$	38°	.....
CHRYSLER CORP.					
Aspen, Volare LeBaron, Diplomat All Others	$+2\frac{1}{2} -1 +1\frac{1}{4}$ Man $-\frac{1}{2} \pm 1\frac{1}{4}$ Pwr $+\frac{3}{4} \pm 1\frac{1}{4}$	R $+\frac{1}{4} \pm \frac{1}{2}$ L $+\frac{1}{2} \pm \frac{1}{2}$ R $+\frac{1}{4} \pm \frac{1}{2}$ L $+\frac{1}{2} \pm \frac{1}{2}$	$\frac{1}{16}$ to $\frac{1}{4}$ $\frac{1}{16}$ to $\frac{1}{4}$	20° 20°	18° 18°⊙
FORD MOTOR CO.					
Mustang	$+\frac{7}{8} \pm \frac{3}{4}$ ⊙	$+\frac{1}{2} \pm \frac{3}{4}$ ⊙	0 to $\frac{1}{4}$	20°	18.84°
Pinto, Bobcat (Sedan)	$+1 \pm \frac{3}{4}$ ⊙	$+\frac{1}{2} \pm \frac{3}{4}$ ⊙	0 to $\frac{1}{4}$	20°	18.84°
Pinto, Bobcat (Wagon)	$+\frac{1}{4} \pm \frac{3}{4}$ ⊙	$+\frac{1}{2} \pm \frac{3}{4}$ ⊙	0 to $\frac{1}{4}$	20°	18.84°
Maverick, Comet	$-\frac{1}{2} \pm \frac{3}{4}$ ⊙	$+\frac{1}{4} \pm \frac{3}{4}$ ⊙	0 to $\frac{1}{4}$	20°	P/S 18.13° 18.36°
Granada, Monarch	$-\frac{1}{2} \pm \frac{3}{4}$ ⊙	$+\frac{1}{4} \pm \frac{3}{4}$ ⊙	0 to $\frac{1}{4}$	20°	P/S 18.20° 18.43°
Ford	$+2 \pm \frac{3}{4}$ ⊙	L $+\frac{1}{2} \pm \frac{3}{4}$ ⊙ R $+\frac{1}{4} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{5}{16}$	20°	18.72°
LTD II, Cougar, Thunderbird, Montego, Elite, Torino	$+4 \pm \frac{3}{4}$ ⊙	L $+\frac{1}{2} \pm \frac{3}{4}$ ⊙ R $+\frac{1}{4} \pm \frac{3}{4}$	0 to $\frac{1}{4}$	20°	18.06°
Continental	$+2 \pm \frac{3}{4}$ ⊙	L $+\frac{1}{2} \pm \frac{3}{4}$ ⊙ R $+\frac{1}{4} \pm \frac{3}{4}$	0 to $\frac{1}{4}$	20°	(T-Bird 18.09°) 18.16°
Mark V	$+2 \pm \frac{3}{4}$ ⊙	L $+\frac{1}{2} \pm \frac{3}{4}$ ⊙ R $+\frac{1}{4} \pm \frac{3}{4}$	$\frac{1}{16}$ to $\frac{5}{16}$	20°	18.09°
BUICK					
Skyhawk	$-\frac{3}{4} \pm \frac{1}{2}$ ⊙	$+\frac{1}{4} \pm \frac{1}{2}$ ⊙	0 to $\frac{1}{8}$	.....	.....
Skylark	Man $-1 \pm \frac{1}{2}$ ⊙ Pwr $+1 \pm \frac{1}{2}$ ⊙	$+\frac{3}{4} \pm \frac{1}{2}$ ⊙ $+\frac{3}{4} \pm \frac{1}{2}$ ⊙	0 to $\frac{1}{8}$	.....	.....
Century, Regal	$+2 \pm \frac{1}{2}$ ⊙ $+1 \pm \frac{1}{2}$ ⊙	R $+\frac{1}{2} \pm \frac{1}{2}$ ⊙ L $+1 \pm \frac{1}{2}$ ⊙	0 to $\frac{1}{8}$	.....	.....
LeSabre, Electra, Estate Wagon, Riviera	$+3 \pm \frac{1}{2}$ ⊙	$+\frac{3}{4} \pm \frac{1}{2}$ ⊙	$\frac{1}{16}$ to $\frac{3}{16}$	.....	.....
CADILLAC					
Seville	$+2 \pm \frac{1}{2}$ ⊙	$0 \pm \frac{3}{8}$ ⊙	0 to $\frac{1}{8}$
Cadillac	$+3 \pm \frac{1}{2}$ ⊙	$+\frac{1}{2} \pm \frac{3}{8}$ ⊙	0 to $\frac{1}{16}$
Eldorado	$0 \pm \frac{1}{2}$ ⊙	$0 \pm \frac{3}{8}$ ⊙	0 to $\frac{1}{16}$

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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 (Degrees)	
				Inner	Outer
CHEVROLET					
Chevette	+4½ ± 1 ⑧	+13/64 ± 13/32	1/64 to 3/32	.....	.....
Vega, Monza	+4½ ± 1/2 ⑧	+1/4 ± 1/2	1/16 to 3/64	.....	.....
Nova, Concours	Man -1 ± 1/2 ③ Pwr +1 ± 1/2 ③	+51/64 ± 1/2 ③	0 to 1/8	.....	.....
Camaro	+1 ± 1/2 ③	+1 ± 1/2 ①	0 to 1/8	.....	.....
Malibu, El Camino	Man +1 ± 1/2 ③ Pwr +2 ± 1/2 ⑤ Pwr +1 ± 1/2 ④	L +1 ± 1/2 ① R +1/2 ± 1/2 ①	0 to 1/8	.....	.....
Impala, Caprice	+3 ± 1/2 ③	+51/64 ± 1/2 ①	1/8 to 1/4	.....	.....
Corvette	+2¼ ± 1/4 ③	F +3/4 ± 1/2 ① Rr +7/8 ± 1/4	F +3/16 to +5/16 Rr -1/64 to +1/32	.....	.....
OLDSMOBILE					
Starfire	-3/4 ± 1/2 ③	+1/4 ± 1/2 ③	0 to 1/8	.....	.....
Omega	Pwr +1 ± 1/2 ③ Man -1 ± 1/2 ③	+3/4 ± 1/2	0 to 1/8	.....	.....
Cutlass	+2 ± 1/2 ③	L +1 ± 1/2 ④ R +1/2 ± 1/2 ④	0 to 1/8	.....	.....
Delta 88, Ninety Eight, Custom Cruiser Toronado	+3 ± 1/2 ③ 0 ± 1/2 ③	+3/4 ± 1/2 ③ L +1/4 ± 1/2 ④ R -1/4 ± 1/2 ④	1/16 to 3/16 0 to 1/16	.....	.....
PONTIAC					
Astre, Sunbird	-5/64 ± 1/2 ③	+13/64 ± 1/2 ③	0 to 1/8	.....	.....
Ventura, Phoenix	Man -1 ± 1/2 ③ Pwr +1 ± 1/2 ③	+51/64 ± 1/2 ③	0 to 1/8	.....	.....
LeMans, Grand LeMans	Man +1 ± 1/2 ③ Pwr +2 ± 1/2 ③ ⑤ Pwr +1 ± 1/2 ③ ⑥	L +1 ± 1/2 ④ R +1/2 ± 1/2 ④	0 to 1/8	.....	.....
Catalina, Safari, Grand Safari, Bonneville	+3 ± 1/2 ③	+51/64 ± 1/2 ④	1/8 to 1/4	.....	.....
Firebird	+1 ± 1/2 ③	+1 ± 1/2 ④	0 to 1/8	.....	.....
Grand Prix	+5 ± 1/2 ③	L +1 ± 1/2 ④ R +1/2 ± 1/2 ④	0 to 1/8	.....	.....

- ① – Side to Side (Left - Right) must be within +1/2° to +1°.
- ② – Side to Side must be within 1° of each other.
- ③ – Side to Side must be within 1/2° of each other.
- ④ – Side to Side must be within +1/4° to +3/4°.
- ⑤ – Radial Tires.
- ⑥ – Belted Tires.
- ⑦ – Gran Fury, Royal Monaco and Chrysler Models, 18.30°.
- ⑧ – Side to Side within 2° of each other.