

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 AMX, Concord & Spirit Eagle	$+1\frac{1}{4} \pm 1\frac{1}{4}$ $+4 \pm 1$	$+3\frac{3}{8} \pm 3\frac{3}{8}$ $0 \pm 3\frac{3}{8}$	$\frac{1}{16}$ to $\frac{3}{16}$ $\frac{1}{16}$ to $\frac{3}{16}$	38° 38°
CHRYSLER CORP. Horizon & Omni Cordoba & Mirada St. Regis, New Yorker & Newport All Others	① $+2\frac{5}{8} \pm 1\frac{1}{8}$ Man $-1\frac{1}{2} \pm 1\frac{1}{4}$ ④ Pwr $+3\frac{3}{4} \pm 1\frac{1}{4}$ ④ $+2\frac{5}{8} \pm 1\frac{1}{8}$ ④	F $+1\frac{1}{4} \pm 1\frac{1}{2}$ Rr $-1 \pm 1\frac{1}{2}$ $+1\frac{1}{4} \pm 1\frac{1}{2}$ L $+1\frac{1}{2} \pm 1\frac{1}{2}$ R $+1\frac{1}{4} \pm 1\frac{1}{2}$ L $+1\frac{1}{2} \pm 1\frac{1}{2}$ R $+1\frac{1}{4} \pm 1\frac{1}{2}$	F $-\frac{5}{32}$ to $+\frac{1}{8}$ ② Rr $-\frac{5}{32}$ to $+\frac{1}{32}$ ③ $\frac{1}{16}$ to $\frac{1}{4}$ ⑤ $\frac{1}{16}$ to $\frac{1}{4}$ ⑤ $\frac{1}{16}$ to $\frac{1}{4}$ ⑤ 20° 20° 20° 18° 18° 18°
FORD MOTOR CO. Bobcat & Pinto Sedan Wagon Mustang & Capri Fairmont & Zephyr Sedan Wagon Thunderbird & Cougar Monarch, Granada & Versailles Ford, Mercury, Continental & Mark VI	$+1 \pm \frac{3}{4}$ ⑥ $+1\frac{1}{4} \pm \frac{3}{4}$ ⑥ $+1 \pm \frac{3}{4}$ ⑥ $+1 \pm \frac{7}{8}$ ⑦ $+1\frac{1}{4} \pm \frac{7}{8}$ ⑦ $+1 \pm \frac{7}{8}$ ⑦ $-\frac{1}{2} \pm \frac{3}{4}$ ⑧ $+3 \pm \frac{3}{4}$ ⑧	$+\frac{1}{2} \pm \frac{3}{4}$ ⑥ $+\frac{1}{2} \pm \frac{3}{4}$ ⑥ $+\frac{1}{4} \pm \frac{3}{4}$ ⑦ $+\frac{7}{16} \pm \frac{3}{4}$ ⑦ $+\frac{1}{2} \pm \frac{3}{4}$ ⑦ L $+\frac{3}{8} \pm \frac{7}{8}$ ⑦ R $+\frac{3}{8} \pm \frac{7}{8}$ ⑦ $+\frac{1}{4} \pm \frac{3}{4}$ ⑧ $+\frac{1}{2} \pm \frac{3}{4}$ ⑧	0 to $\frac{1}{4}$ 0 to $\frac{1}{4}$ $\frac{1}{16}$ to $\frac{5}{16}$ $\frac{1}{16}$ to $\frac{5}{16}$ $\frac{1}{16}$ to $\frac{5}{16}$ $\frac{1}{16}$ to $\frac{5}{16}$ 0 to $\frac{1}{4}$ $\frac{1}{16}$ to $\frac{3}{16}$	20° 20° 20° 20° 20° 20° Pwr 20° Man 20° 20°	18.84° 18.84° 19.74° 19.74° 19.74° 24.9° 18.20° 18.43° 18.51°
GM – BUICK Skylark Skyhawk Century & Regal LaSabre & Electra Riviera	0 ± 2 ⑩ $-\frac{3}{4} \pm 1\frac{1}{2}$ ⑨ Man $+1 \pm 1\frac{1}{2}$ ⑨ Pwr $+3 \pm 1\frac{1}{2}$ ⑨ $+3 \pm 1\frac{1}{2}$ ⑨ $+2\frac{1}{2} \pm 1\frac{1}{2}$ ⑨	$+\frac{1}{2} \pm 1\frac{1}{2}$ ⑨ $+\frac{1}{4} \pm 1\frac{1}{2}$ ⑨ $+1\frac{1}{2} \pm 1\frac{1}{2}$ ⑨ $+\frac{4}{5} \pm 1\frac{1}{2}$ ⑨ F $0 \pm 1\frac{1}{2}$ ⑨ Rr $-\frac{1}{2} \pm \frac{4}{5}$ ①	$\frac{1}{16}$ to $\frac{3}{16}$ ⑩ 0 to $\frac{1}{8}$ ⑪ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ F $-\frac{1}{16}$ to $+\frac{1}{16}$ ⑫ Rr 0 to $\frac{5}{16}$ ⑬

- ① – Non-adjustable.
- ② – Degrees per wheel, .3° OUT to .1° IN.
- ③ – Degrees per wheel, .3° OUT to .7° IN.
- ④ – Side to side (left minus right) should not exceed $1\frac{1}{4}$ °.
- ⑤ – Degrees per wheel, .05° to .25°.
- ⑥ – Maximum side to side (left minus right) must be within $-\frac{3}{4}$ ° to $+\frac{3}{4}$ °.
- ⑦ – Caster and camber non-adjustable; set at factory.
- ⑧ – Side to side (left minus right) must be within $-\frac{1}{2}$ ° to $+1$ °.

- ⑨ – Side to side must be within $\frac{1}{2}$ ° of each other.
- ⑩ – Degrees per wheel, .1° to .2°.
- ⑪ – Degrees per wheel, .05° to .15°.
- ⑫ – Degrees per wheel, $-.05$ ° to $+.05$ °.
- ⑬ – Degrees per wheel, 0° to .3°.
- ⑭ – Degrees per wheel, .06° to .18°.
- ⑮ – Degrees per wheel, 0° to .12°.
- ⑯ – Degrees per wheel, $-.12$ ° to 0°.
- ⑰ – Side to side must be within 2° of each other.
- ⑱ – Degrees per wheel, .19° to .31°.

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				Inner	Outer
GM – CADILLAC Deville & Brougham Eldorado & Seville	$+3\pm\frac{1}{2}$ ② $+2\frac{1}{2}\pm\frac{1}{2}$ ②	$+\frac{1}{2}\pm\frac{1}{2}$ ② F $0\pm\frac{1}{2}$ ② Rr $-\frac{1}{2}\pm\frac{4}{5}$ ①	$\frac{1}{16}$ to $\frac{3}{16}$ ⑭ F $-\frac{1}{16}$ to $+\frac{1}{16}$ ⑫ Rr 0 to $\frac{1}{16}$ ⑬
GM – CHEVROLET Caprice & Impala Malibu, Malibu Classic, El Camino & Monte Carlo Camaro, Camaro Berlinetta Citation Chevette Corvette Monza	$+3\pm\frac{1}{2}$ ② Man $+1\pm\frac{1}{2}$ ② Pwr $+3\frac{1}{2}\pm\frac{1}{2}$ ② $+1\pm\frac{1}{2}$ ② 0 ± 2 ⑦ $+4\frac{1}{2}\pm 1$ ⑦ $+2\frac{1}{4}\pm\frac{1}{4}$ ② $+4\frac{1}{5}\pm\frac{1}{2}$ ②	$+\frac{4}{5}\pm\frac{1}{2}$ ② $+\frac{1}{2}\pm\frac{1}{2}$ ② $+1\pm\frac{1}{2}$ ② $+\frac{1}{2}\pm\frac{1}{2}$ ② $+\frac{1}{5}\pm\frac{2}{5}$ ⑦ $+\frac{3}{4}\pm\frac{1}{2}$ ② $+\frac{1}{5}\pm\frac{1}{2}$ ②	$\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{1}{8}$ ⑬ $\frac{3}{16}$ to $\frac{5}{16}$ ⑬ $-\frac{1}{8}$ to 0 ⑮
GM – OLDSMOBILE Delta 88 & Ninety-Eight Cutlass Omega Starfire Toronado	$+3\pm\frac{1}{2}$ ② Man $+1\pm\frac{1}{2}$ ② Pwr $+3\pm\frac{1}{2}$ ② 0 ± 2 ⑦ $-\frac{4}{5}\pm\frac{1}{2}$ ② $+2\frac{1}{2}\pm\frac{1}{2}$ ②	$+\frac{4}{5}\pm\frac{1}{2}$ ② $+\frac{1}{2}\pm\frac{1}{2}$ ② $+\frac{1}{2}\pm\frac{1}{2}$ ② $+\frac{1}{5}\pm\frac{1}{2}$ ② F $0\pm\frac{1}{2}$ ② Rr $-\frac{1}{2}\pm\frac{4}{5}$ ①	$\frac{1}{16}$ to $\frac{1}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $-\frac{1}{8}$ to 0 ⑮ F $-\frac{1}{16}$ to $+\frac{1}{16}$ ⑫ Rr 0 to $\frac{3}{16}$ ⑬
GM – PONTIAC Bonneville & Catalina Phoenix Grand Am, Grand LeMans, Grand Prix & LeMans Firebird Sunbird	$+1\pm\frac{1}{2}$ ② 0 ± 2 ⑦ Man $+1\pm\frac{1}{2}$ ② Pwr $+3\pm\frac{1}{2}$ ② $+1\pm\frac{1}{2}$ ② $-\frac{4}{5}\pm\frac{1}{2}$ ②	$+\frac{4}{5}\pm\frac{1}{2}$ ② $+\frac{1}{2}\pm\frac{1}{2}$ ② $+\frac{1}{2}\pm\frac{1}{2}$ $+1\pm\frac{1}{2}$ ② $+\frac{1}{5}\pm\frac{1}{2}$ ②	$\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $\frac{1}{16}$ to $\frac{3}{16}$ ⑩ $-\frac{1}{8}$ to 0 ⑮

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