## 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** | | | | | |
| Concord & Spirit | +1±1 | **L** +3/8±1/4<br>**R** +1/8±1/4 | 1/8±1/16 | 38 | ..... |
| Eagle | +2 1/2±1/2 | +3/8±1/4 | 1/8 Out±1/16 | 38 | ..... |
| **CHRYSLER CORP.** | | | | | |
| Aries & Reliant | ① | **F** +1/4±1/2<br>**Rr** −1/2±1/2 | **F** 1/16 Out±1/16<br>**Rr** 0±1/8 ② | ..... | ..... |
| Horizon & Omni | ① | **F** +1/4±1/2<br>**Rr** −1±1/2 | **F** 1/16 Out±1/16<br>**Rr** 3/32±1/4 ② | ..... | ..... |
| Gran Fury, Newport, New Yorker & St. Regis | +1±1③ | +1/2±1/2④ | 1/8±1/16 | 20 | 18 |
| All Others | +2 1/2±1③ | +1/2±1/2④ | 1/8±1/16 | 20 | 18 |
| **FORD MOTOR CO.** | | | | | |
| Capri & Mustang | +1±3/4⑤ | +1/4±3/4⑤ | 3/16±1/8 | 20 | 19.84 |
| Cougar & Granada | +1±7/8①⑤ | +7/16±3/4①⑤ | 3/16±1/8 | 20 | 19.89 |
| Escort & Lynx | +1 5/8±7/8① | **L** +1 3/4±3/4①<br>**R** +1 1/3±3/4<br>**Rr** −1±7/8③ | **F** 1/8 Out±1/8<br>**Rr** 3/16±1/8② | **L** 20<br>**R** 20 | 19.97<br>17.04 |
| Fairmont & Zephyr Sedan | +1±7/8①⑤ | +7/16±3/4①⑤ | 3/16±1/8 | 20 | 19.89 |
| Sta. Wagon | +3/4±5/8①⑤ | +1/2±3/4①⑤ | 3/16±1/8 | 20 | 19.89 |
| Thunderbird & XR7 | +1±7/8①⑤ | +7/8±3/8①⑤ | 3/16±1/8 | 20 | 19.77 |
| All Others | +3±3/4⑤ | +1/2±3/4⑤ | 1/16±1/8 | 20 | 18.51 |
| **GM – BUICK** | | | | | |
| Century & Regal | +3±1/2⑦ | +1/2±1/2⑦ | 1/8±1/16 | ..... | ..... |
| Electra & LeSabre | +3±1/2⑦ | +3/4±1/2⑦ | 1/8±1/16 | ..... | ..... |
| Riviera | +2 1/2±1/2 | **F** 0±1/2<br>**Rr** −3/4±3/4① | **F** 0±1/16<br>**Rr** 5/32±5/32② | ..... | ..... |
| Skylark | 0±2①⑥ | +1±1/2①⑦ | 3/32±3/32⑧ | ..... | ..... |

① – Non-adjustable
② – Toe-Out when backed on alignment rack becomes Toe-In while driving
③ – Maximum side-to-side difference 1 1/4°
④ – Maximum side-to-side difference 1°
⑤ – Maximum side-to-side difference 1 1/2°
⑥ – Maximum side-to-side difference 2°
⑦ – Maximum side-to-side difference 1/2°
⑧ – 3/32" per wheel (equal to .1° per wheel)
⑨ – 1/8" per wheel (equal to .12° per wheel)
⑩ – .15°±.65° per wheel
⑪ – .06°±.04° per wheel
⑫ – 0°±.05° per wheel
⑬ – .25°±.06° per wheel

# Wheel Alignment

## WHEEL ALIGNMENT SPECIFICATIONS

| **R** – Right **F** – Front<br>**Rr** – Rear **L** – Left<br>**Man** – Man Steering<br>**Pwr** – Power Steering | **Caster (Degrees)** | **Camber (Degrees)** | **Toe-In (Inches)** | **Toe-Out On Turns (Degrees)** | |
|---|---|---|---|---|---|
| | | | | **Inner** | **Outer** |
| **GM – CADILLAC** | | | | | |
| Brougham & DeVille | +3±½ | +½±½ | ¼±⅛⑨ | ..... | ..... |
| Eldorado & Seville | +2½±½ | 0±½ | **F** 0±⅛⑨<br>**Rr** ⅛±⅛⑨② | ..... | ..... |
| **GM – CHEVROLET** | | | | | |
| Camaro | +1±½⑦ | +1±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Caprice & Impala | +3±½⑦ | +¾±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Chevette | +4½±1⑦ | +¼±½⑦ | 1/16±1/32⑪ | ..... | ..... |
| Citation | 0±2①⑥ | +1±½①⑦ | 3/32±3/32⑧ | ..... | ..... |
| Corvette | +2¼±½⑦ | **F** +¾±½⑦<br>**Rr** 0±½ | **F** ¼±1/16⑬<br>**Rr** ⑪② | ..... | ..... |
| El Camino, Malibu & Monte Carlo | **Man** +1±½⑦<br>**Pwr** +3±½⑦ | +½±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| **GM – OLDSMOBILE** | | | | | |
| 88 & 98 | +3±½⑦ | +¾±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Cutlass | +3±½⑦ | +½±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Omega | 0±2①⑥ | +½±½①⑦ | 3/32±3/32⑧ | ..... | ..... |
| Toronado | +2½±½⑦ | **F** 0±½<br>**Rr** −½±¾① | 0±1/16⑫<br>**Rr** 5/32±5/32⑦② | ..... | ..... |
| **GM – PONTIAC** | | | | | |
| Bonneville & Catalina | +1±½⑦ | +¾±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Firebird | +1±½⑦ | +1±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Grand Prix & LeMans | **Man** +1±½⑦<br>**Pwr** +3±½⑦ | +1±½⑦ | ⅛±1/16⑩ | ..... | ..... |
| Phoenix | 0±2①⑥ | +½±½①⑦ | 3/32±3/32⑧ | ..... | ..... |

① – Non-adjustable
② – Toe-Out when backed on alignment rack becomes Toe-In while driving
③ – Maximum side-to-side difference 1¼°
④ – Maximum side-to-side difference 1°
⑤ – Maximum side-to-side difference 1½°
⑥ – Maximum side-to-side difference 2°
⑦ – Maximum side-to-side difference ½°
⑧ – 3/32" per wheel (equal to .1° per wheel)
⑨ – ⅛" per wheel (equal to .12° per wheel)
⑩ – .15°±.65° per wheel
⑪ – .06°±.04° per wheel
⑫ – 0°±.05° per wheel
⑬ – .25°±.06° per wheel