

# Wheel Alignment

| WHEEL ALIGNMENT SPECIFICATIONS  |                                   |  |   |                               |          |
|---|-----------------------------------|--|---|-------------------------------|----------|
| <b>R</b> — Right <b>F</b> — Front<br><b>Rr</b> — Rear <b>L</b> — Left<br><b>Man</b> — Man Steering<br><b>Pwr</b> — Power Steering | Caster<br>(Degrees)               | Camber<br>(Degrees)  | Toe-In<br>(Inches)  | Toe-Out On Turns<br>(Degrees) |          |
|   |                                   |  |   | Inner                         | Outer    |
| <b>AMERICAN MOTORS</b>  |                                   |  |   |                               |          |
| Concord & Spirit  | $4\frac{1}{2} \pm \frac{1}{2}$    | <b>L</b> $+\frac{3}{8} \pm \frac{1}{4}$<br><b>R</b> $+\frac{1}{8} \pm \frac{1}{4}$   | $\frac{1}{8} \pm \frac{1}{16}$  | 38                            | .....    |
| Eagle   | $2\frac{1}{2} \pm \frac{1}{2}$    | $+\frac{3}{8} \pm \frac{1}{4}$   | $\frac{1}{8}$ Out $\pm \frac{1}{16}$  | 38                            | .....    |
| <b>CHRYSLER</b>   |                                   |  |   |                               |          |
| Charger, TC3, 024 & Rampage   | $+1\frac{7}{8} \pm 1$ ⑩②          | $+\frac{1}{4} \pm \frac{1}{2}$   | $+\frac{1}{16} \pm \frac{1}{16}$  | .....                         | .....    |
| Horizon & Omni  | $+1\frac{3}{8} \pm 1$ ⑩②          | $+\frac{1}{4} \pm \frac{1}{2}$   | $+\frac{1}{16} \pm \frac{1}{16}$  | .....                         | .....    |
| Aries, Dodge 400,<br>LeBaron & Reliant  | $+1\frac{3}{16} \pm 1$ ⑩②         | $+\frac{1}{4} \pm \frac{1}{2}$   | $+\frac{1}{16} \pm \frac{1}{16}$  | .....                         | .....    |
| All Other Models  | $+2\frac{1}{4} \pm 1$ ⑩           | $+\frac{1}{2} \pm \frac{1}{2}$ ④   | $+\frac{1}{8} \pm \frac{1}{16}$   | .....                         | .....    |
| <b>FORD MOTOR CO.</b>   |                                   |  |   |                               |          |
| Capri & Mustang   | $+1 \pm \frac{3}{4}$ ⑤            | $+\frac{1}{4} \pm \frac{3}{4}$ ⑤   | $\frac{3}{16} \pm \frac{1}{8}$  | 20                            | 19.84    |
| Cougar & Granada  | $+1 \pm \frac{7}{8}$ ①⑤           | $+\frac{7}{16} \pm \frac{3}{8}$ ①⑤   | $\frac{3}{16} \pm \frac{1}{8}$  | 20                            | 19.84    |
| Escort, EXP, LN7 & Lynx   | $0 \pm \frac{3}{4}$ ①             | <b>L</b> $+2\frac{1}{8} \pm 1\frac{1}{2}$ ①<br><b>R</b> $1\frac{3}{4} \pm 1\frac{1}{2}$<br><b>Rr</b> $1 \pm \frac{7}{8}$ ③ | <b>F</b> $\frac{3}{8}$ Out $\pm \frac{1}{8}$<br><b>R</b> $\frac{3}{16} \pm \frac{1}{8}$ ②<br><b>Rr</b> $\frac{3}{16} \pm \frac{1}{8}$ ② | <b>L</b> 20<br><b>R</b> 20    | 20<br>17 |
| Fairmont & Zephyr<br>Sedan  | $+1 \pm \frac{7}{8}$ ①⑤           | $+\frac{7}{16} \pm \frac{3}{4}$ ①⑤   | $\frac{3}{16} \pm \frac{1}{8}$  | 20                            | 19.84    |
| Sta. Wagon  | $+\frac{3}{4} \pm \frac{5}{8}$ ①⑤ | $+\frac{1}{2} \pm \frac{3}{4}$ ①⑤  | $\frac{3}{16} \pm \frac{1}{8}$  | 20                            | 19.84    |
| Thunderbird & XR7   | $+1 \pm \frac{7}{8}$ ①⑤           | $+\frac{3}{8} \pm \frac{3}{8}$ ①⑤  | $\frac{3}{16} \pm \frac{1}{8}$  | 20                            | 19.73    |
| All Others  | $+3 \pm \frac{3}{4}$ ⑤            | $+\frac{1}{2} \pm \frac{1}{4}$ ③   | $\frac{1}{16} \pm \frac{1}{8}$  | 20                            | 18.51    |
| <b>GM — BUICK</b>   |                                   |  |   |                               |          |
| Regal   | $+3 \pm \frac{1}{2}$ ⑦            | $+\frac{1}{2} \pm \frac{1}{2}$ ⑦   | $\frac{1}{8} \pm \frac{1}{16}$  | .....                         | .....    |
| Electra & LeSabre   | $+3 \pm \frac{1}{2}$ ⑦            | $+\frac{3}{4} \pm \frac{1}{2}$ ⑦   | $\frac{1}{8} \pm \frac{1}{16}$  | .....                         | .....    |
| Riviera   | $+2\frac{1}{2} \pm \frac{1}{2}$   | <b>F</b> $0 \pm \frac{1}{2}$<br><b>Rr</b> $-0 \pm \frac{3}{8}$ ②   | <b>F</b> $0 \pm \frac{1}{16}$<br><b>Rr</b> $\frac{3}{32} \pm \frac{3}{32}$ ②  | .....                         | .....    |
| Skylark & Century   | ①④                                | $0 \pm \frac{1}{2}$  | $0 \pm \frac{3}{32}$  | .....                         | .....    |

- ① — Non-adjustable
- ② — Toe-Out when backed on alignment rack becomes Toe-In while driving
- ③ — Maximum side-to-side difference  $1\frac{1}{4}^\circ$
- ④ — Maximum side-to-side difference  $1^\circ$
- ⑤ — Maximum side-to-side difference  $1\frac{1}{2}^\circ$
- ⑥ — Maximum side-to-side difference  $2^\circ$
- ⑦ — Maximum side-to-side difference  $\frac{1}{2}^\circ$
- ⑧ —  $\frac{3}{32}$ " per wheel (equal to  $.1^\circ$  per wheel)
- ⑨ —  $\frac{1}{8}$ " per wheel (equal to  $.12^\circ$  per wheel)
- ⑩ —  $.15^\circ \pm .65^\circ$  per wheel
- ⑪ —  $.06^\circ \pm .04^\circ$  per wheel
- ⑫ —  $0^\circ \pm .05^\circ$  per wheel
- ⑬ —  $.25^\circ \pm .06^\circ$  per wheel

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| <b>R</b> – Right <b>F</b> – Front<br><b>Rr</b> – Rear <b>L</b> – Left<br><b>Man</b> – Man Steering<br><b>Pwr</b> – Power Steering                         | Caster<br>(Degrees)   | Camber<br>(Degrees)  | Toe-In<br>(Inches)  | Toe-Out On Turns<br>(Degrees) |       |
|   |   |  |   | Inner                         | Outer |
| <b>GM – CADILLAC</b><br>Cimarron<br>Brougham & DeVille<br>Eldorado & Seville  | ①<br>$+3\pm\frac{1}{2}$<br>$+2\frac{1}{2}\pm\frac{1}{2}$  | $+\frac{5}{8}\pm\frac{1}{2}$<br>$+\frac{1}{2}\pm\frac{1}{2}$<br>$0\pm\frac{1}{2}$  | $\frac{1}{8}$ Out $\pm\frac{1}{8}$<br>$+\frac{1}{4}\pm\frac{1}{8}$ ④<br><b>F</b> $0\pm\frac{1}{8}$ ⑤  | .....                         | ..... |
| <b>GM – CHEVROLET</b><br>Cavalier<br>Camaro<br>Caprice & Impala<br>Chevette<br>Citation & Celebrity<br>Corvette<br><br>El Camino, Malibu &<br>Monte Carlo | ①<br>$+3\pm\frac{1}{2}$ ⑦<br>$+3\pm\frac{1}{2}$ ⑦<br>$+5\pm 1$ ⑦<br>①⑥<br>$+2\frac{1}{4}\pm\frac{1}{2}$ ⑦<br><br><b>Man</b> $+1\pm\frac{1}{2}$ ⑦<br><b>Pwr</b> $+3\pm\frac{1}{2}$ ⑦ | $+\frac{5}{8}\pm\frac{1}{2}$<br>$+1\pm\frac{1}{2}$ ⑦<br>$+\frac{1}{2}\pm\frac{1}{2}$ ⑦<br>$+\frac{1}{4}\pm\frac{3}{8}$ ⑦<br>$+0\pm\frac{1}{2}$ ①⑦<br><b>F</b> $\frac{3}{4}\pm\frac{1}{2}$ ⑦<br><b>Rr</b> $0\pm\frac{1}{2}$<br>$+\frac{1}{2}\pm\frac{1}{2}$ ⑦ | $\frac{1}{8}\pm\frac{1}{8}$<br>$\frac{1}{8}\pm\frac{1}{16}$ ⑩<br>$\frac{1}{8}\pm\frac{1}{16}$ ⑩<br>$\frac{5}{32}\pm\frac{1}{16}$ ⑩<br>$0\pm\frac{3}{32}$ ⑩<br><b>F</b> $\frac{1}{4}\pm\frac{1}{16}$ ⑬<br><b>Rr</b> ①②<br>$\frac{1}{8}\pm\frac{1}{16}$ ⑩ | .....                         | ..... |
| <b>GM – OLDSMOBILE</b><br>88 & 98<br>Cutlass<br>Omega & Ciera<br>Toronado   | $+3\pm\frac{1}{2}$ ⑦<br>$+3\pm\frac{1}{2}$ ⑦<br>①⑥<br>$+2\frac{1}{2}\pm\frac{1}{2}$ ⑦   | $+\frac{3}{4}\pm\frac{1}{2}$ ⑦<br>$+\frac{3}{4}\pm\frac{1}{2}$ ⑦<br>$0\pm\frac{1}{2}$ ①⑦<br><b>F</b> $0\pm\frac{1}{2}$<br><b>Rr</b> $0$ ⑦  | $\frac{1}{8}\pm\frac{1}{16}$ ⑩<br>$\frac{1}{8}\pm\frac{1}{16}$ ⑩<br>$0\pm\frac{3}{32}$ ⑩<br>$0\pm\frac{1}{16}$ ⑫<br><b>Rr</b> $\frac{5}{32}\pm\frac{5}{32}$ ⑦⑫  | .....                         | ..... |
| <b>GM – PONTIAC</b><br>Bonneville & Grand Prix<br>Firebird<br>Phoenix & 6000<br>T1000<br>J2000  | $+3\pm\frac{1}{2}$ ⑦<br>$+3\pm\frac{1}{2}$ ⑦<br>①④<br>$+5\pm 1$<br>①⑥   | $+\frac{1}{2}\pm\frac{1}{2}$ ⑦<br>$+1\pm\frac{1}{2}$ ⑦<br>$0\pm\frac{1}{2}$ ①⑦<br>$+\frac{1}{4}\pm\frac{3}{8}$<br>$+\frac{5}{8}\pm\frac{1}{2}$   | $\frac{1}{8}\pm\frac{1}{16}$ ⑩<br>$\frac{1}{4}\pm\frac{1}{16}$ ⑩<br>$0\pm\frac{3}{32}$ ⑩<br>$+\frac{5}{32}\pm\frac{1}{16}$<br>$+\frac{1}{8}\pm\frac{1}{8}$  | .....                         | ..... |

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