

SPECIFICATIONS

NOTE: Specifications are in degrees.

LHD WITH STANDARD SUSPENSION

FRONT - LHD WITH STANDARD SUSPENSION

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT	-0.12°	-0.72° to 0.48°
CAMBER - RIGHT	-0.62°	-1.22° to -0.02°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.50°	+/-0.50°
CASTER -- LEFT/RIGHT	5.00°	4.40° to 5.60°
CROSS - CASTER (Maximum Side-To-Side Difference)	0.00°	0.50° Max
TOE - TOTAL*	0.20°	0.075° to 0.325°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

REAR - LHD WITH STANDARD SUSPENSION

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT/RIGHT	-0.54°	-0.99° to 0.09°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	0.50° Max
CASTER	N/A	N/A
TOE - INDIVIDUAL	0.10°	-0.05° to 0.25°
TOE - TOTAL*	0.20°	-0.05° to 0.45°
THRUST ANGLE	0.00°	-0.15° to 0.15°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

LHD WITH SPORT SUSPENSION

FRONT - LHD WITH SPORT SUSPENSION

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT	-0.60°	-1.10° to -0.10°
CAMBER - RIGHT	-1.10°	-1.60° to -0.60°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.50°	+/-0.50°
CASTER -- LEFT/RIGHT	5.45°	4.95° to 5.95°
CROSS - CASTER (Maximum Side-To-Side Difference)	0.00°	0.50° Max
TOE - TOTAL*	0.20°	0.075° to 0.325°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

REAR - LHD WITH SPORT SUSPENSION

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT/RIGHT	-1.02°	-1.47° to -0.57°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	0.50° Max
CASTER	N/A	N/A
TOE - INDIVIDUAL	0.10°	-0.05° to 0.25°
TOE - TOTAL*	0.20°	-0.05° to 0.45°
THRUST ANGLE	0.00°	-0.15° to 0.15°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

LHD - WITH AIR SUSPENSION

NOTE: Vehicles equipped with Air Suspension must be in the manually selected "Sport" position (Aero mode) of the terrain select switch when checking vehicle ride height or alignment.

FRONT - LHD WITH AIR SUSPENSION

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT	-0.64°	-1.14° to -0.14°

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - RIGHT	-1.14°	-1.64° to -0.64°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.50°	-0.10° to 1.10°
CASTER -- LEFT/RIGHT	5.50°	4.90° to 6.10°
CROSS - CASTER (Maximum Side-To-Side Difference)	0.00°	-1.00° to 1.00°
TOE - TOTAL*	0.20°	0.075° to 0.325°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

REAR - LHD WITH AIR SUSPENSION

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT/RIGHT	-1.14°	-1.59° to -0.69°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	-0.60° to 0.60°
CASTER	N/A	N/A
TOE - INDIVIDUAL	0.10°	-0.05° to 0.25°
TOE - TOTAL*	0.20°	-0.10° to 0.50°
THRUST ANGLE	0.00°	-0.15° to 0.15°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

RHD - WITH STANDARD SUSPENSION

FRONT - RHD WITH STANDARD SUSPENSION

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT	-0.37°	-0.87° to 0.13°
CAMBER - RIGHT	-0.37°	-0.87° to 0.13°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	0.50° Max
CASTER -- LEFT/RIGHT	5.00°	4.40° to 5.60°
CROSS - CASTER (Maximum Side-To-Side Difference)	0.00°	-1.00° to 1.00°

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
TOE - TOTAL*	0.20°	0.075° to 0.325°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

REAR - RHD WITH STANDARD SUSPENSION

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT/RIGHT	-0.54°	-0.99° to 0.09°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	0.50° Max
CASTER	N/A	N/A
TOE - INDIVIDUAL	0.10°	-0.05° to 0.25°
TOE - TOTAL*	0.20°	-0.05° to 0.45°
THRUST ANGLE	0.00°	-0.15° to 0.15°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

RHD - WITH AIR SUSPENSION

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FRONT - RHD WITH AIR SUSPENSION

FRONT WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT	-0.89°	-0.29° to -1.49°
CAMBER - RIGHT	-0.89°	-0.29° to -1.49°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	0.60° Max
CASTER -- LEFT/RIGHT	5.50°	4.90° to 6.10°
CROSS - CASTER (Maximum Side-To-Side Difference)	0.00°	-1.00° to 1.00°
TOE - TOTAL*	0.20°	0.075° to 0.325°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		

REAR - RHD WITH AIR SUSPENSION

REAR WHEEL ALIGNMENT	PREFERRED SETTING	ACCEPTABLE RANGE
CAMBER - LEFT/RIGHT	-1.14°	-1.69° to -0.59°
CROSS - CAMBER (Maximum Side-To-Side Difference)	0.00°	-0.60° to 0.60°
CASTER	N/A	N/A
TOE - INDIVIDUAL	0.10°	-0.05° to 0.25°
TOE - TOTAL*	0.20°	-0.10° to 0.50°
THRUST ANGLE	0.00°	-0.15° to 0.15°
Positive toe (+) is toe-in and negative toe (-) is Toe-out.		
* TOTAL TOE is the sum of both the left and right wheel toe settings. TOTAL TOE should be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe.		