

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

Article Text

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Sunday, March 19, 2000 01:56AM

ARTICLE BEGINNING

Wheel Alignment Specifications & Procedures
1987 VOLKSWAGEN

ALIGNMENT SPECIFICATIONS

WHEEL ALIGNMENT SPECIFICATIONS TABLE

Make & Model

Volkswagen

Cabriolet, Scirocco

Front

Camber in Degrees

Fraction 21/64 +/- 1

Decimal333 +/- 1.0

Caster in Degrees

Fraction 1 53/64 +/- 1

Decimal 1.833 +/- 1.0

Toe-In in Inches

Fraction 11/64 +/- 5/64

Decimal166 +/- .083

Toe-In in Degrees

Fraction 21/64 +/- 13/64

Decimal333 +/- .208

Toe-Out in Turns

Inner NS

Outer NS

Steering Axis Inclination (SAI)

NS

Rear

Camber in Degrees

Fraction -1 1/4 +/- 1 1/2

Decimal -1.250 +/- 1.500

Caster in Degrees

Fraction

Decimal

Toe-In in Inches

Fraction 1/4 +/- 11/64

Decimal250 +/- .166

Toe-In in Degrees

Fraction 1/2 +/- 21/64

Decimal500 +/- .333

Toe-Out in Turns

Inner

Outer

Steering Axis Inclination (SAI)

.....

Fox Sedan

Front

Camber in Degrees

Fraction -1/2 +/- 21/64

Decimal500 +/- .333

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Caster in Degrees

Fraction 2 +/- 21/64

Decimal 2.0 +/- .333

Toe-In in Inches

Fraction -5/64 +/- 5/64

Decimal -.083 +/- .083

Toe-In in Degrees

Fraction -21/64 +/- 21/64

Decimal -.166 +/- .166

Toe-Out in Turns

Inner NS

Outer NS

Steering Axis Inclination (SAI)

..... NS

Rear

Camber in Degrees

Fraction 1 1/2 +/- 1/2

Decimal 1.500 +/- .500

Caster in Degrees

Fraction

Decimal

Toe-In in Inches

Fraction 13/64 +/- 5/64

Decimal208 +/- .083

Toe-In in Degrees

Fraction 27/64 +/- 11/64

Decimal416 +/- .166

Toe-Out in Turns

Inner

Outer

Steering Axis Inclination (SAI)

.....

Fox Wagon

Front

Camber in Degrees

Fraction -1/2 +/- 21/64

Decimal500 +/- .333

Caster in Degrees

Fraction 1 5/64 +/- 21/64

Decimal 1.083 +/- .333

Toe-In in Inches

Fraction -5/64 +/- 5/64

Decimal -.083 +/- .083

Toe-In in Degrees

Fraction -21/64 +/- 21/64

Decimal -.166 +/- .166

Toe-Out in Turns

Inner NS

Outer NS

Steering Axis Inclination (SAI)

..... NS

Rear

Camber in Degrees

Fraction 1 1/2 +/- 1/2

Decimal 1.500 +/- .500

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| | |
|---------------------------------|--------------------------|
| Caster in Degrees | |
| Fraction | |
| Decimal | |
| Toe-In in Inches | |
| Fraction | 13/64 +/- 5/64 |
| Decimal |208 +/- .083 |
| Toe-In in Degrees | |
| Fraction | 27/64 +/- 11/64 |
| Decimal |416 +/- .166 |
| Toe-Out in Turns | |
| Inner | ..... |
| Outer | ..... |
| Steering Axis Inclination (SAI) | |
| Golf & Jetta | |
| Front | |
| Camber in Degrees | |
| Fraction | -1/2 +/- 21/64 |
| Decimal | -.500 +/- .333 |
| Caster in Degrees | |
| Fraction | 1 1/2 +/- 1/2 |
| Decimal | 1.500 +/- .500 |
| Toe-In in Inches | |
| Fraction | 0 +/- 5/64 |
| Decimal | 0 +/- .083 |
| Toe-In in Degrees | |
| Fraction | 0 +/- 11/64 |
| Decimal | 0 +/- .166 |
| Toe-Out in Turns | |
| Inner | NS |
| Outer | NS |
| Steering Axis Inclination (SAI) | |
| Rear | |
| Camber in Degrees | |
| Fraction | -1 43/64 +/- 21/64 |
| Decimal | -1.666 +/- .333 |
| Caster in Degrees | |
| Fraction | ..... |
| Decimal | ..... |
| Toe-In in Inches | |
| Fraction | 13/64 +/- 1/8 |
| Decimal |208 +/- .125 |
| Toe-In in Degrees | |
| Fraction | 27/64 +/- 1/4 |
| Decimal |416 +/- .250 |
| Toe-Out in Turns | |
| Inner | ..... |
| Outer | ..... |
| Steering Axis Inclination (SAI) | |
| GTI & GLI | |
| Front | |
| Camber in Degrees | |
| Fraction | -37/64 +/- 21/64 |

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| | |
|---------------------------------------|--------------------|
| Decimal | -.583 +/- .333 |
| Caster in Degrees | |
| Fraction | 1 37/64 +/- 1/2 |
| Decimal | 1.583 +/- .500 |
| Toe-In in Inches | |
| Fraction | 0 +/- 5/64 |
| Decimal | 0 +/- .083 |
| Toe-In in Degrees | |
| Fraction | 0 +/- 1/8 |
| Decimal | 0 +/- .125 |
| Toe-Out in Turns | |
| Inner | NS |
| Outer | NS |
| Steering Axis Inclination (SAI) | NS |
| Rear | |
| Camber in Degrees | |
| Fraction | -1 43/64 +/- 21/64 |
| Decimal | -1.666 +/- .333 |
| Caster in Degrees | |
| Fraction ..... | ..... |
| Decimal ..... | ..... |
| Toe-In in Inches | |
| Fraction ..... | ..... |
| Decimal ..... | ..... |
| Toe-In in Degrees | |
| Fraction ..... | ..... |
| Decimal ..... | ..... |
| Toe-Out in Turns | |
| Inner ..... | ..... |
| Outer ..... | ..... |
| Steering Axis Inclination (SAI) ..... | ..... |
| Quantum | |
| Front (See Fig. 1) (1) | |
| Camber in Degrees | |
| Fraction | -43/64 +/- 1/2 |
| Decimal | -.666 +/- .500 |
| Caster in Degrees | |
| Fraction | 1/2 +/- 1/2 |
| Decimal | .500 +/- .500 |
| Toe-In in Inches | |
| Fraction | 5/64 +/- 3/64 |
| Decimal | .083 +/- .042 |
| Toe-In in Degrees | |
| Fraction | 11/64 +/- 1/8 |
| Decimal | .166 +/- .125 |
| Toe-Out in Turns | |
| Inner | NS |
| Outer | NS |
| Steering Axis Inclination (SAI) | NS |
| Rear | |
| Camber in Degrees | |
| Fraction | -1 43/64 +/- 21/64 |

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| | |
|---------------------------------------|-----------------|
| Decimal | -1.666 +/- .333 |
| Caster in Degrees | |
| Fraction | |
| Decimal | |
| Toe-In in Inches | |
| Fraction | 13/64 +/- 1/8 |
| Decimal | .208 +/- .125 |
| Toe-In in Degrees | |
| Fraction | 27/64 +/- 1/4 |
| Decimal | .416 +/- .250 |
| Toe-Out in Turns | |
| Inner ..... | ..... |
| Outer ..... | ..... |
| Steering Axis Inclination (SAI) ..... | ..... |
| Quantum Synchro | |
| Front | |
| Camber in Degrees | |
| Fraction | 43/64 +/- 1 |
| Decimal | .333 +/- 1.0 |
| Caster in Degrees | |
| Fraction | 1/2 +/- 11/64 |
| Decimal | .500 +/- .166 |
| Toe-In in Inches | |
| Fraction | 5/64 +/- 3/64 |
| Decimal | .083 +/- .042 |
| Toe-In in Degrees | |
| Fraction | 11/64 +/- 5/64 |
| Decimal | .166 +/- .083 |
| Toe-Out in Turns | |
| Inner | NS |
| Outer | NS |
| Steering Axis Inclination (SAI) | NS |
| Rear | |
| Camber in Degrees | |
| Fraction | -37/64 +/- -1/2 |
| Decimal | -.583 +/- -.500 |
| Caster in Degrees | |
| Fraction ..... | ..... |
| Decimal ..... | ..... |
| Toe-In in Inches | |
| Fraction | 11/64 +/- 5/64 |
| Decimal | .166 +/- .083 |
| Toe-In in Degrees | |
| Fraction | 21/64 +/- 11/64 |
| Decimal | .333 +/- .166 |
| Toe-Out in Turns | |
| Inner ..... | ..... |
| Outer ..... | ..... |
| Steering Axis Inclination (SAI) | |
| Vanagon | |
| Front (See Fig. 2 & 3) | |
| Camber in Degrees | |

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| | | |
|---------------------------------|-------|-----------------|
| Fraction | | 0 +/- 1/2 |
| Decimal | | 0 +/- .500 |
| Caster in Degrees | | |
| Fraction | | 7 1/4 +/- 1/4 |
| Decimal | | 7.250 +/- .250 |
| Toe-In in Inches | | |
| Fraction | ..... | 11/64 +/- 1/4 |
| Decimal | ..... | .166 +/- .250 |
| Toe-In in Degrees | | |
| Fraction | ..... | 21/64 +/- 1/2 |
| Decimal | ..... | .333 +/- .500 |
| Toe-Out in Turns | | |
| Inner | ..... | NS |
| Outer | ..... | NS |
| Steering Axis Inclination (SAI) | ..... | NS |
| Rear (See Fig. 4) | | |
| Camber in Degrees | | |
| Fraction | ..... | -53/64 +/- 1/2 |
| Decimal | ..... | -.833 +/- .500 |
| Caster in Degrees | | |
| Fraction | ..... | ..... |
| Decimal | ..... | ..... |
| Toe-In in Inches | | |
| Fraction | ..... | 0 +/- 3/32 |
| Decimal | ..... | 0 +/- .083 |
| Toe-In in Degrees | | |
| Fraction | ..... | 0 +/- 3/16 |
| Decimal | ..... | 0 +/- .166 |
| Toe-Out in Turns | | |
| Inner | ..... | ..... |
| Outer | ..... | ..... |
| Steering Axis Inclination (SAI) | ..... | ..... |
| Vanagon Synchro | | |
| Front | | |
| Camber in Degrees | | |
| Fraction | ..... | 21/64 +/- 21/64 |
| Decimal | ..... | .333 +/- .333 |
| Caster in Degrees | | |
| Fraction | ..... | 4 43/64 +/- 1/4 |
| Decimal | ..... | 4.666 +/- .250 |
| Toe-In in Inches | | |
| Fraction | ..... | 0 +/- 11/64 |
| Decimal | ..... | 0 +/- .166 |
| Toe-In in Degrees | | |
| Fraction | ..... | 0 +/- 5/16 |
| Decimal | ..... | 0 +/- .313 |
| Toe-Out in Turns | | |
| Inner | | NS |
| Outer | | NS |
| Steering Axis Inclination (SAI) | | NS |
| Rear | | |
| Camber in Degrees | | |

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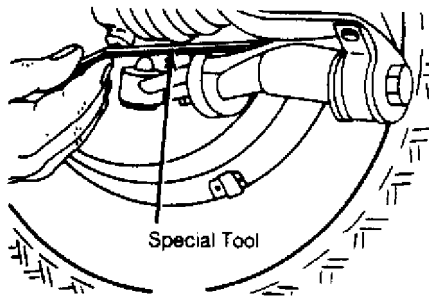
| | | |
|---------------------------------|-------|----------------|
| Fraction | | -1/4 +/- 11/64 |
| Decimal | | -.250 +/- .166 |
| Caster in Degrees | | |
| Fraction | | |
| Decimal | | |
| Toe-In in Inches | | |
| Fraction | ..... | 5/64 +/- 11/64 |
| Decimal | ..... | .083 +/- .166 |
| Toe-In in Degrees | | |
| Fraction | ..... | 5/32 +/- 5/16 |
| Decimal | ..... | .166 +/- .313 |
| Toe-Out in Turns | | |
| Inner | ..... | ..... |
| Outer | ..... | ..... |
| Steering Axis Inclination (SAI) | | |
| | | |

(1) - Caster and rear camber are not adjustable.

NS - Information not supplied by manufacturer.

AA

ALIGNMENT PROCEDURES

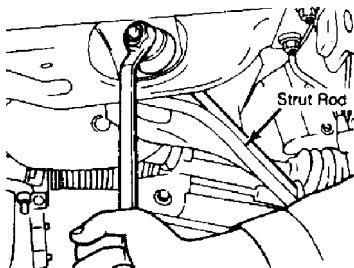


CAMBER ADJUSTMENT
WITH SPECIAL TOOL

To adjust, pry lower ball joint out to increase
camber.

Fig. 1: Camber adjustment with special tool.

To adjust, pry lower ball joint out to increase camber.



CASTER ADJUSTMENT

To adjust caster, lengthen or shorten strut rod
as shown.

Fig. 2: Caster adjustment.

To adjust caster, lengthen or shorten strut rod as shown.

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

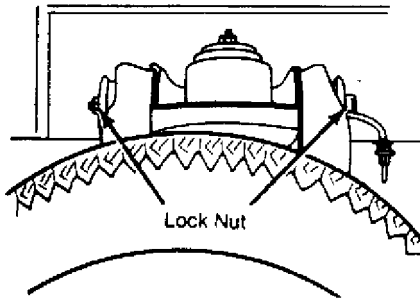
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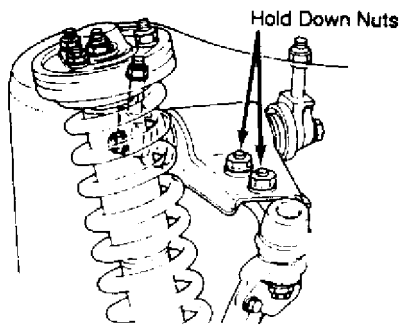


CAMBER ADJUSTMENT

Loosen lock nut on control arm and rotate to obtain correct camber setting.

Fig. 3: Camber adjustment.

Loosen lock nut on control arm and rotate to obtain correct camber setting.



CAMBER ADJUSTMENT

Loosen hold down nuts on the control arm and position in or out to set camber.

Fig. 4: Camber adjustment.

Loosen hold down nuts on the control arm and position in or out to set camber.

END OF ARTICLE