

Jaguar Front Wheel alignment explained.

This is relevant to many Jaguar models, but I have based it on the Series cars, and the XJS.

Many, many discussions on this specific task across various Forum Sections.

Many wheel aligners are LAZY, FACT, and then add to that their general attitude towards Jaguar in general, we owners are in the proverbial “rock and a hard place” scenario.

Most of them DO KNOW how Jaguars are set up, they just dont want to do the hard yards, so, shortcuts reign supreme, and YOUR wallet suffers down the track, and the car drives like crap.

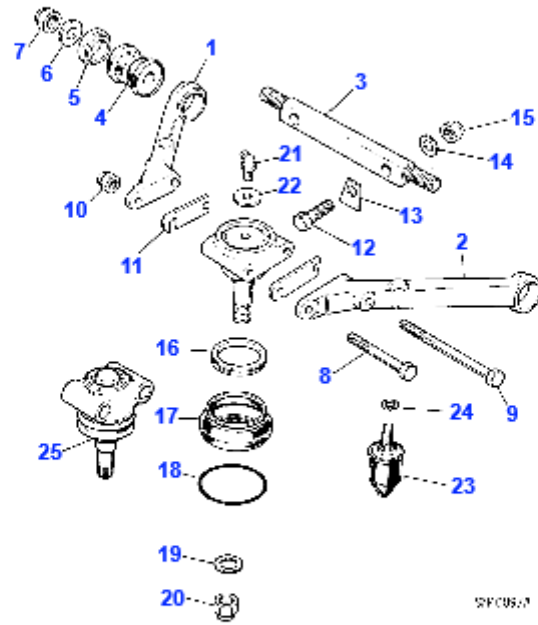
The Spare Parts drawing below shows the shims #14, for the CAMBER adjustment, and the shims #11, for the CASTOR adjustment.

2 (TWO) seperate and specific adjustments, and CANNOT be done as a single “tweak” of the upper pivot pin (Camber) shims.

The upper and lower inner pivot shafts, are designed to remain in a parallel plane, and that is why the shims used for Camber adjustment MUST, repeat, MUST be equal thickness on the front bolt and the rear bolt. So, if a 6mm thick shim is on the front bolt, then a 6mm shim MUST be on the rear bolt, no exceptions. Excessive wear of the lower inner Metalstic bushes will occur if these pins are not set as designed, and the lower inner bush replacement is NOT a 10 minute task.

The Caster shims, are supplied from the factory and a positioned fore and aft of the upper balljoint. Removal of ANY shims is a NO NO, and will contribute to excessive wear of the upper inner wishbone bushes. The shims are moved either side of the balljoint to achieve the required Caster setting, BUT, the number, AND, overall shim thickness, remains constant.

I have NOT given any specific settings for Camber/Castor, as that is a thing related to YOUR market, and road design.



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