

SPECIFICATIONS

NOTE:

All specifications are given in degrees.

NOTE:

All air suspension equipped vehicles are to be aligned in the Normal Ride Height (NRH) setting. All non-air suspension equipped vehicles are to be aligned at curb height ([Refer to 02 - Front Suspension/Wheel Alignment - Standard Procedure](#)) .

Front Wheel Alignment Measurement Check Specifications							
	Total Toe**	Caster – Left	Caster – Right	Cross Caster*	Camber – Left	Camber – Right	Cross Camber*
Base Air at NRH	0.34° +/- 0.20°	4.85° +/- 0.65°	5.15° +/- 0.65°	-0.30° +/- 0.65°	0.15° +/- 0.65°	-0.15° +/- 0.65°	0.30° +/- 0.65°
Base Steel Spring	0.10° +/- 0.20°	4.85° +/- 0.65°	5.15° +/- 0.65°	-0.30° +/- 0.65°	0.15° +/- 0.65°	-0.15° +/- 0.65°	0.30° +/- 0.65°
Rebel Lifted Air at NRH	0.28° +/- 0.20°	4.35° +/- 0.65°	4.65° +/- 0.65°	-0.30° +/- 0.65°	0.15° +/- 0.65°	-0.15° +/- 0.65°	0.30° +/- 0.65°
Rebel Lifted Steel Spring	0.10° +/- 0.20°	4.35° +/- 0.65°	4.65° +/- 0.65°	-0.30° +/- 0.65°	0.15° +/- 0.65°	-0.15° +/- 0.65°	0.30° +/- 0.65°
RHO	0.10° +/- 0.20°	4.30° +/- 0.65°	4.80° +/- 0.65°	-0.50° +/- 0.65°	-0.50° +/- 0.65°	-0.50° +/- 0.65°	0.00° +/- 0.65°

* Cross Alignment values are determined by taking the left side value minus the right side value.

** TOTAL TOE is the sum of both left and right wheel toe setting. TOTAL TOE must be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe. Positive toe is toe-in and negative toe is toe-out.

Rear Wheel Alignment Measurement Check Specifications

	Individual Toe	Total Toe**	Thrust Angle*	Camber – Left or Right*	Cross Camber*
ALL	0.15° +/- 0.33°	0.30° +/- 0.33°	0.00° +/- 0.30°	-0.10° +/- 0.65°	0.00° +/- 0.65°

* For reference only. These are non adjustable angles.

** TOTAL TOE is the sum of both left and right wheel toe setting. TOTAL TOE must be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe. Positive toe is toe-in and negative toe is toe-out.

Front Wheel Alignment Set-To Specifications

	Individual Toe	Total Toe**	Caster – Left	Caster – Right	Cross Caster*	Camber – Left	Camber – Right	Cross Camber*
Base Air at NRH	0.17° +/- 0.05°	0.34° +/- 0.10°	4.85° +/- 0.50°	5.15° +/- 0.50°	-0.30° +/- 0.50°	0.15° +/- 0.50°	-0.15° +/- 0.50°	0.30° +/- 0.60°
Base Steel Spring	0.05° +/- 0.05°	0.10° +/- 0.10°	4.85° +/- 0.50°	5.15° +/- 0.50°	-0.30° +/- 0.50°	0.15° +/- 0.50°	-0.15° +/- 0.50°	0.30° +/- 0.60°
Rebel Lifted Air at NRH	0.14° +/- 0.05°	0.28° +/- 0.10°	4.35° +/- 0.50°	4.65° +/- 0.50°	-0.30° +/- 0.50°	0.15° +/- 0.50°	-0.15° +/- 0.50°	0.30° +/- 0.60°
Rebel Lifted Steel Spring	0.05° +/- 0.05°	0.10° +/- 0.10°	4.35° +/- 0.50°	4.65° +/- 0.50°	-0.30° +/- 0.50°	0.15° +/- 0.50°	-0.15° +/- 0.50°	0.30° +/- 0.60°
RHO	0.05° +/- 0.05°	0.10° +/- 0.10°	4.30° +/- 0.50°	4.80° +/- 0.50°	-0.50° +/- 0.50°	-0.50° +/- 0.50°	-0.50° +/- 0.50°	0.00° +/- 0.60°

* Cross Alignment values are determined by taking the left side value minus the right side value.

Front Wheel Alignment Set-To Specifications

	Individual Toe	Total Toe**	Caster – Left	Caster – Right	Cross Caster*	Camber – Left	Camber – Right	Cross Camber*
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** TOTAL TOE is the sum of both left and right wheel toe setting. TOTAL TOE must be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe. Positive toe is toe-in and negative toe is toe-out.

Rear Wheel Alignment Set-To Specifications

	Individual Toe	Total Toe**	Thrust Angle*	Camber – Left or Right*	Cross Camber*
ALL	0.15° +/- 0.30°	0.30° +/- 0.30°	0.00° +/- 0.30°	-0.10° +/- 0.50°	0.00° +/- 0.50°

* For reference only. These are non adjustable angles.

** TOTAL TOE is the sum of both left and right wheel toe setting. TOTAL TOE must be equally split between each wheel on the same axle to ensure the steering wheel is centered after setting toe. Positive toe is toe-in and negative toe is toe-out.