

2015.0 F-TYPE (X152), 204-00

## SUSPENSION SYSTEM - GENERAL INFORMATION

# FOUR-WHEEL ALIGNMENT (G1580087)

### GENERAL PROCEDURES

57.65.01	FRONT WHEEL ALIGNMENT - CHECK AND ADJUST	ALL DERIVATIVES	0.7	USED WITHINS
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57.65.11	FOUR WHEEL GEOMETRY AND ALIGNMENT - CHECK AND ADJUST	ALL DERIVATIVES	0.8	USED WITHINS
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### ACTIVATION

#### ⚠ NOTES:

- Only use calibrated equipment recommended by Jaguar.
- A change in camber means a change in toe, therefore camber must always be adjusted first (only where adjustable).
- Make sure the steering wheel is in the straight ahead position.

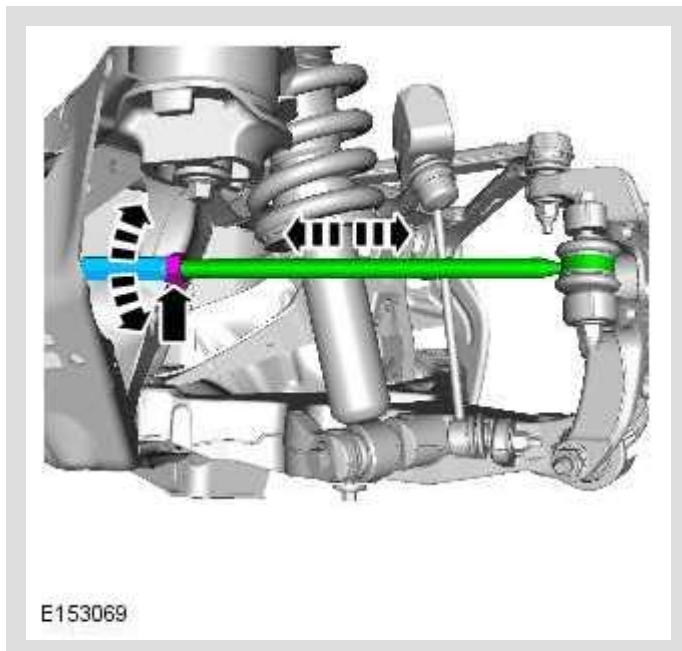
1. Note the correct geometry values before carrying out this procedure.

Refer to: [Specifications](#) (204-00 Suspension System - General Information, Specifications).

2. Check the tie rod ends, suspension joints, wheel bearings and wheels and tires for damage, wear and free play. Check and adjust the tire pressures.
3. Roll the vehicle backwards and forwards to settle the steering and suspension.

4.  **NOTE:**

Both tie rods must be rotated by an equal amount.

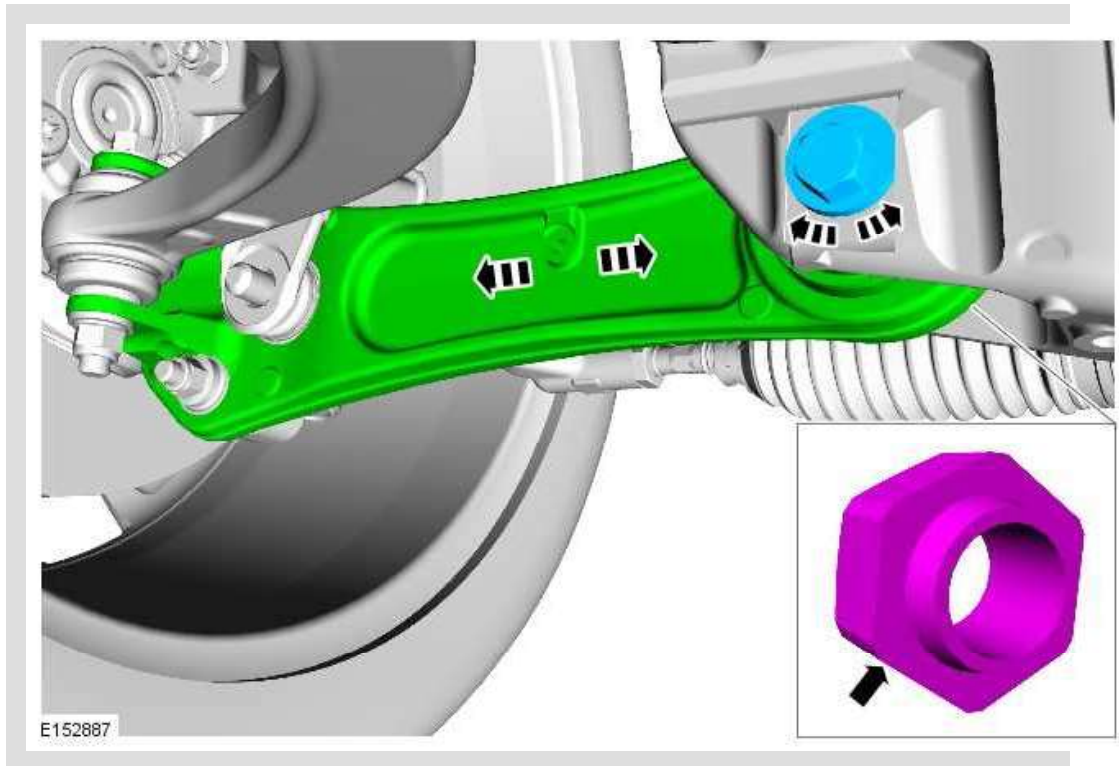


Adjust the rear wheel toe.

*Torque:* **55 Nm**

5.  **CAUTION:**

Make sure a new nut is installed.



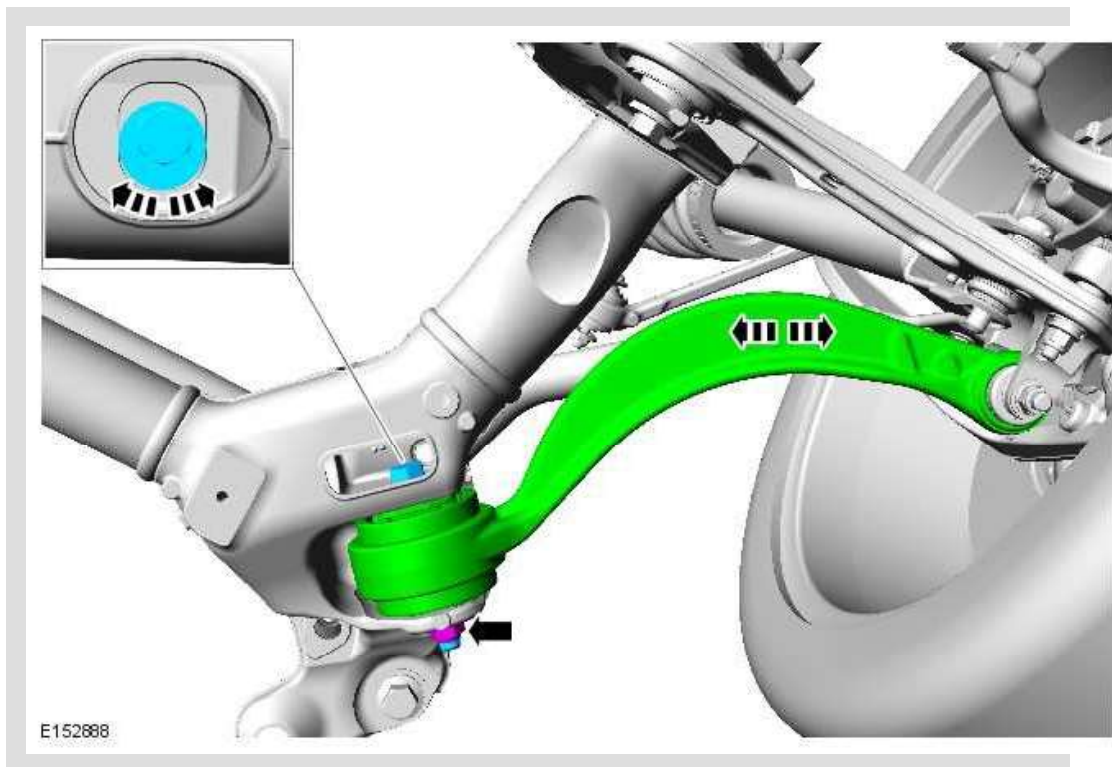
Adjust the front wheel camber.

*Torque:* **183 Nm**

6.

**ⓘ CAUTION:**

Make sure a new nut is installed.



Adjust the front wheel castor.

*Torque: 183 Nm*

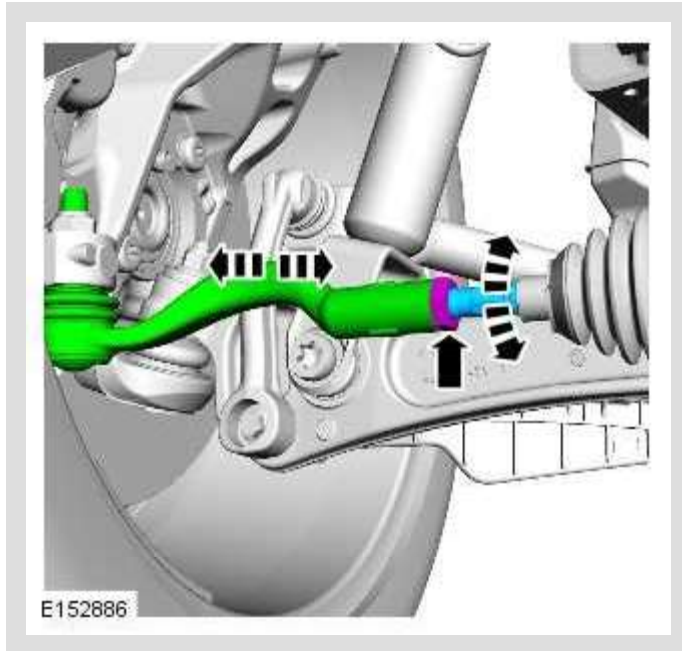
7.

⚠ CAUTIONS:

- To prevent damage to the tie rods, use an additional wrench when loosening or tightening the components.
- Do not allow the gaiter to twist.

 NOTE:

Both tie rods must be rotated by an equal amount.



Adjust the front wheel Toe.

*Torque:* **55 Nm**

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## SUSPENSION SYSTEM - GENERAL INFORMATION

### SPECIFICATIONS

#### Vehicle Ride Height

DESCRIPTION	FRONT/REAR	KERB MM (INCH)	TOLERANCE MM (INCH)
All markets	Front	387 (15.24)	±15 (0.6)

	Rear	391 (15.42)	±15 (0.6)
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- Ride height is measured from the centre of the wheel to the apex of the wheel arch, through the wheel centre line.
- Kerb - with all fluids at full and a full tank of fuel, no occupants /luggage.

### Wheel Alignment Specification - Front - RHD markets and Japan

#### △ NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
Camber							
	Decimal degrees	-1.15°	± 0.75°	-0.75°	± 0.75°	-0.40°	± 0.75°
	Degrees /minutes	-1°9'	± 45'	-45'	± 45'	-24'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-1.90°	-0.40°	-1.50°	0.00°	-1.15°	0.35°
	Degrees /minutes	-1°54'	-24'	-1°30'	0'	-1°9'	21'
Castor							
	Decimal degrees	6.75°	± 0.75°	6.20°	± 0.75°	0.55°	± 0.75°
	Degrees /minutes	6°45'	± 45'	6°12'	± 45'	33'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal	6.00°	7.50°	5.45°	6.95°	-0.20°	1.30°

	degrees						
	Degrees /minutes	6°'	7°30'	5°27'	6°57'	-12'	1°18'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

### Wheel Alignment Specification - Front - LHD markets

#### △ NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
<b>Camber</b>							
	Decimal degrees	-0.70°	± 0.75°	-1.20°	± 0.75°	0.5°	± 0.75°
	Degrees /minutes	-42'	± 45'	-1°12'	± 45'	30'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-1.45°	0.05°	-1.95°	-0.45°	-0.25°	1.25°
	Degrees /minutes	-1°27'	3'	-1°57'	-27'	-15'	1°15'

Castor		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
		Decimal degrees	6.48°	± 0.75°	6.48°	± 0.75°	0°
	Degrees /minutes	6°29'	± 45'	6°29'	± 45'	0'	± 45'
		Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
	Decimal degrees	5.73°	7.23°	5.73°	7.23°	-0.75°	0.75°
	Degrees /minutes	5°44'	7°14'	5°44'	7°14'	-45'	45'
Toe		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
		Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

### Wheel Alignment Specification - Rear - All markets

**△ NOTE:**

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance		
<b>Camber</b>							
	Decimal degrees	-1.50°	± 0.75°	-1.50°	± 0.75°		



	Degrees /minutes	-1°30'	± 45'	-1°30'	± 45'		
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>		
	Decimal degrees	-2.25°	-0.75°	-2.25°	-0.75°		
	Degrees /minutes	-2°15'	-45'	-2°15'	-45'		
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.145°	± 0.14°	0.145°	± 0.14°	0.29°	± 0.20°
	Degrees /minutes	9'	± 8'	9'	± 8'	17'	± 12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-0.0°	0.29°	-0.00°	0.29°	0.09°	0.49°
	Degrees /minutes	-0'	17'	-0'	17'	5'	29'

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## SUSPENSION SYSTEM - GENERAL INFORMATION

# FRONT CAMBER AND CASTER ADJUSTMENT

(G1580465)

### GENERAL PROCEDURES

### ACTIVATION

#### NOTES:

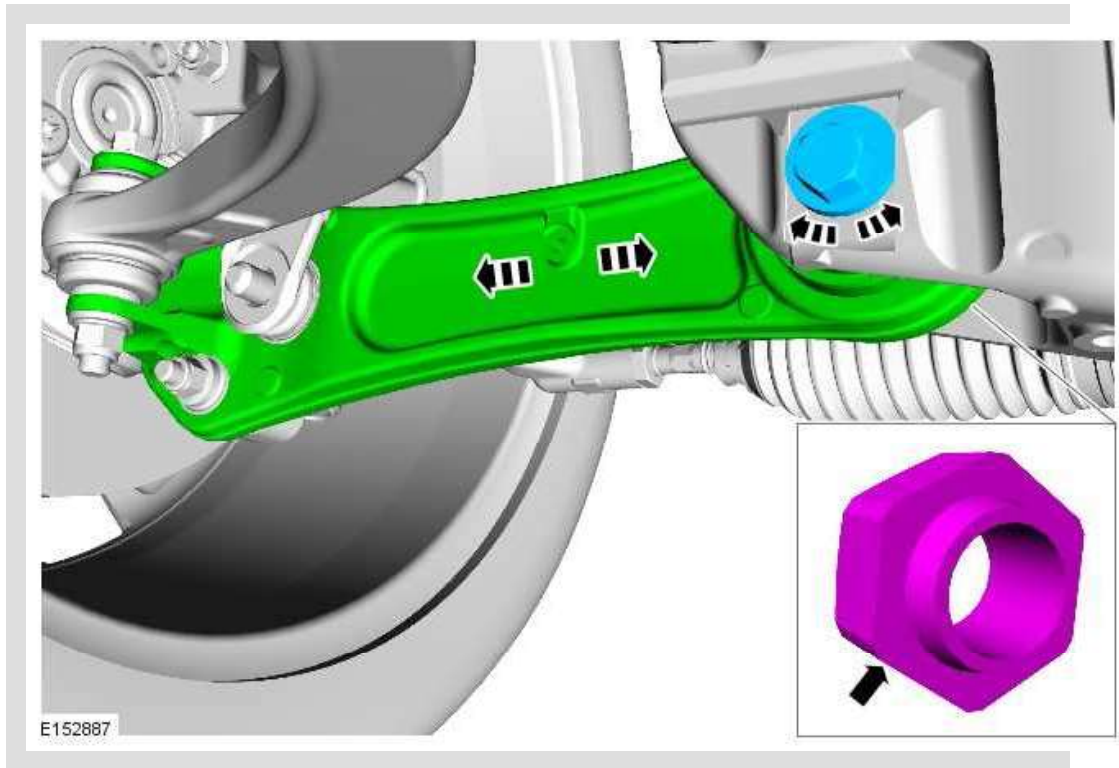
- Only use calibrated equipment recommended by Jaguar.
- A change in camber means a change in toe, therefore camber must always be adjusted first (only where adjustable).
- Make sure the steering wheel is in the straight ahead position.

1. Note the correct geometry values before carrying out this procedure.  
Refer to: [Specifications](#) (204-00 Suspension System - General Information, Specifications).
2. Check the tie rod ends, suspension joints, wheel bearings and wheels and tires for damage, wear and free play. Check and adjust the tire pressures.
3. Roll the vehicle backwards and forwards to settle the steering and suspension.

4.

ⓘ CAUTION:

Make sure a new nut is installed.



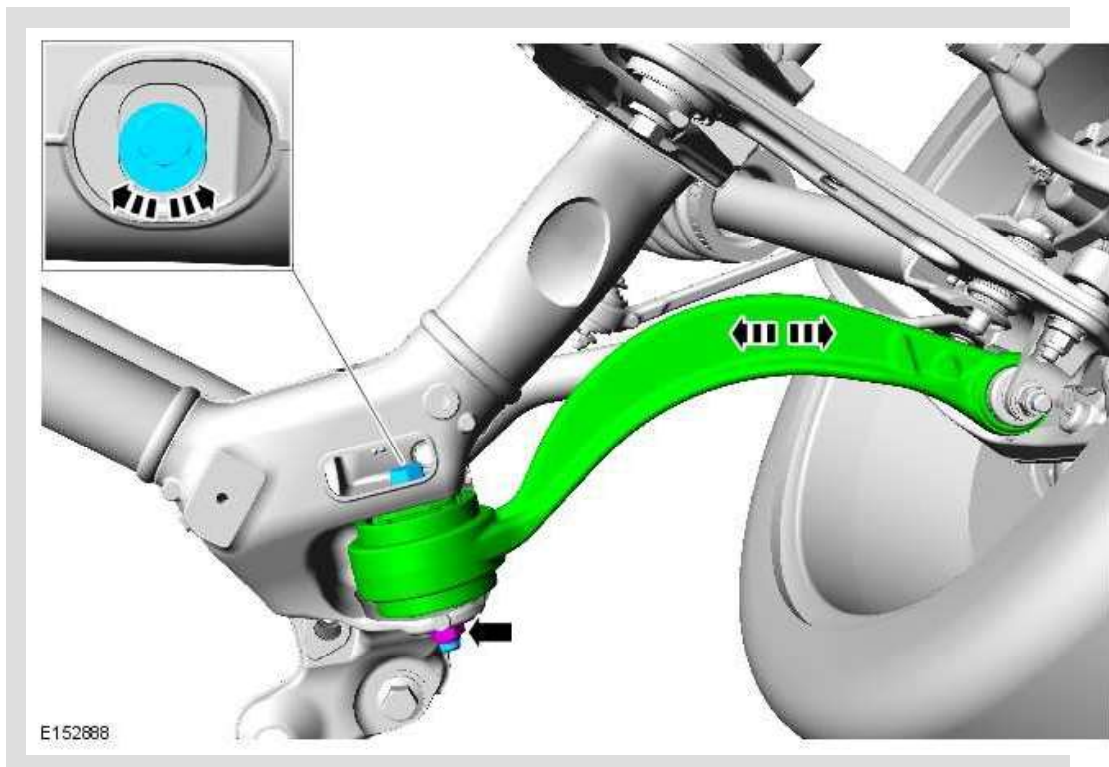
Adjust the front wheel camber.

*Torque: 183 Nm*

5.

ⓘ CAUTION:

Make sure a new nut is installed.



Adjust the front wheel castor.

*Torque:* **183 Nm**

6. Adjust the front wheel Toe.

Refer to: [Front Toe Adjustment](#) (204-00 Suspension System - General Information, General Procedures).

## SUSPENSION SYSTEM - GENERAL INFORMATION

FRONT TOE ADJUSTMENT (G1580086)

## GENERAL PROCEDURES

57.65.01	FRONT WHEEL ALIGNMENT - CHECK AND ADJUST	ALL DERIVATIVES	0.7	USED WITHINS
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## ACTIVATION

 NOTES:

- Only use calibrated equipment recommended by Jaguar.
- A change in camber means a change in toe, therefore camber must always be adjusted first (only where adjustable).
- Make sure the steering wheel is in the straight ahead position.

1. Note the correct geometry values before carrying out this procedure.  
Refer to: [Specifications](#) (204-00 Suspension System - General Information, Specifications).
2. Check the tie rod ends, suspension joints, wheel bearings and wheels and tires for damage, wear and free play. Check and adjust the tire pressures.
3. Roll the vehicle backwards and forwards to settle the steering and suspension.

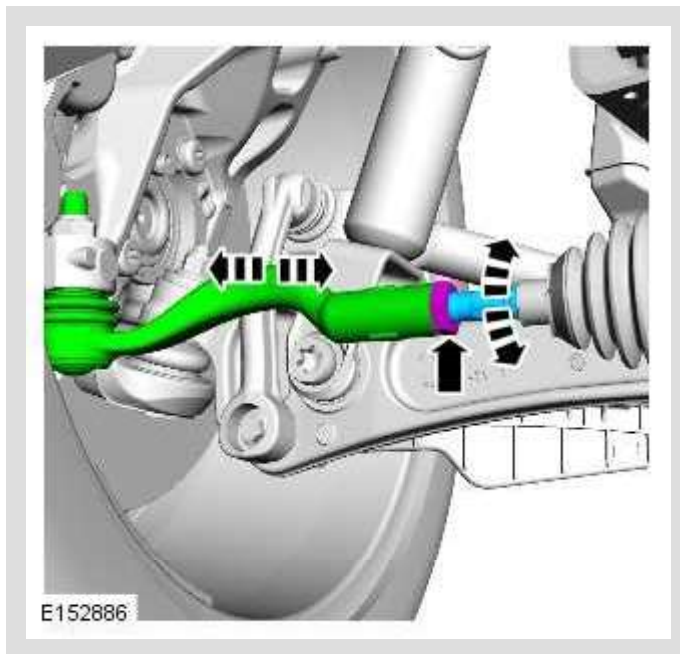
4. Refer to: Front Wheel Camber/Castor Adjustment and adjust if necessary.

5. **ⓘ CAUTIONS:**

- To prevent damage to the tie rods, use an additional wrench when loosening or tightening the components.
- Do not allow the gaiter to twist.

**⚠ NOTE:**

Both tie rods must be rotated by an equal amount.



*Torque:* **55 Nm**

# SUSPENSION SYSTEM - GENERAL INFORMATION

## SPECIFICATIONS

### Vehicle Ride Height

DESCRIPTION	FRONT/REAR	KERB MM (INCH)	TOLERANCE MM (INCH)
All markets	Front	387 (15.24)	±15 (0.6)
	Rear	391 (15.42)	±15 (0.6)

- Ride height is measured from the centre of the wheel to the apex of the wheel arch, through the wheel centre line.
- Kerb - with all fluids at full and a full tank of fuel, no occupants /luggage.

### Wheel Alignment Specification - Front - RHD markets and Japan

#### △ NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
Camber	Decimal degrees	-1.15°	± 0.75°	-0.75°	± 0.75°	-0.40°	± 0.75°
	Degrees /minutes	-1°9'	± 45'	-45'	± 45'	-24'	± 45'
		Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
	Decimal degrees	-1.90°	-0.40°	-1.50°	0.00°	-1.15°	0.35°

	Degrees /minutes	-1°54'	-24'	-1°30'	0'	-1°9'	21'
<b>Castor</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	6.75°	± 0.75°	6.20°	± 0.75°	0.55°	± 0.75°
	Degrees /minutes	6°45'	± 45'	6°12'	± 45'	33'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	6.00°	7.50°	5.45°	6.95°	-0.20°	1.30°
	Degrees /minutes	6°'	7°30'	5°27'	6°57'	-12'	1°18'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

### Wheel Alignment Specification - Front - LHD markets

**NOTE:**

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
<b>Camber</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>



	Decimal degrees	-0.70°	± 0.75°	-1.20°	± 0.75°	0.5°	± 0.75°
	Degrees /minutes	-42'	± 45'	-1°12'	± 45'	30'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-1.45°	0.05°	-1.95°	-0.45°	-0.25°	1.25°
	Degrees /minutes	-1°27'	3'	-1°57'	-27'	-15'	1°15'
<b>Castor</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	6.48°	± 0.75°	6.48°	± 0.75°	0°	± 0.75°
	Degrees /minutes	6°29'	± 45'	6°29'	± 45'	0'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	5.73°	7.23°	5.73°	7.23°	-0.75°	0.75°
	Degrees /minutes	5°44'	7°14'	5°44'	7°14'	-45'	45'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

**NOTE:**

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
<b>Camber</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>		
	Decimal degrees	-1.50°	± 0.75°	-1.50°	± 0.75°		
	Degrees /minutes	-1°30'	± 45'	-1°30'	± 45'		
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>		
	Decimal degrees	-2.25°	-0.75°	-2.25°	-0.75°		
	Degrees /minutes	-2°15'	-45'	-2°15'	-45'		
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.145°	± 0.14°	0.145°	± 0.14°	0.29°	± 0.20°
	Degrees /minutes	9'	± 8'	9'	± 8'	17'	± 12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-0.0°	0.29°	-0.00°	0.29°	0.09°	0.49°
	Degrees /minutes	-0'	17'	-0'	17'	5'	29'

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## SUSPENSION SYSTEM - GENERAL INFORMATION

# FRONT TOE ADJUSTMENT (G1580086)

### GENERAL PROCEDURES

57.65.01	FRONT WHEEL ALIGNMENT - CHECK AND ADJUST	ALL DERIVATIVES	0.7	USED WITHINS
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### ACTIVATION

#### NOTES:

- Only use calibrated equipment recommended by Jaguar.
- A change in camber means a change in toe, therefore camber must always be adjusted first (only where adjustable).
- Make sure the steering wheel is in the straight ahead position.

1. Note the correct geometry values before carrying out this procedure.  
Refer to: [Specifications](#) (204-00 Suspension System - General Information, Specifications).

2. Check the tie rod ends, suspension joints, wheel bearings and wheels and tires for damage, wear and free play. Check and adjust the tire pressures.

3. Roll the vehicle backwards and forwards to settle the steering and suspension.

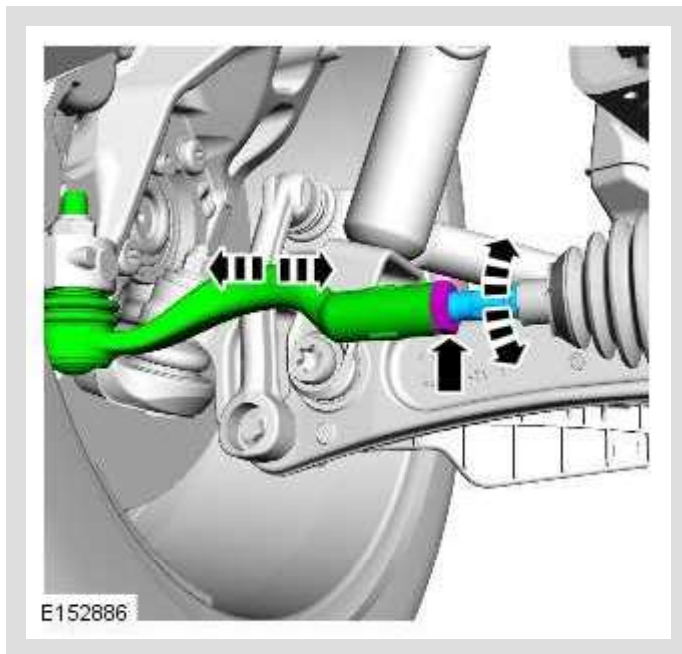
4. Refer to: Front Wheel Camber/Castor Adjustment and adjust if necessary.

5. **ⓘ CAUTIONS:**

- To prevent damage to the tie rods, use an additional wrench when loosening or tightening the components.
- Do not allow the gaiter to twist.

**⚠ NOTE:**

Both tie rods must be rotated by an equal amount.



*Torque:* **55 Nm**

# SUSPENSION SYSTEM - GENERAL INFORMATION

## SPECIFICATIONS

### Vehicle Ride Height

DESCRIPTION	FRONT/REAR	KERB MM (INCH)	TOLERANCE MM (INCH)
All markets	Front	387 (15.24)	±15 (0.6)
	Rear	391 (15.42)	±15 (0.6)

- Ride height is measured from the centre of the wheel to the apex of the wheel arch, through the wheel centre line.
- Kerb - with all fluids at full and a full tank of fuel, no occupants /luggage.

### Wheel Alignment Specification - Front - RHD markets and Japan

#### △ NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
Camber	Decimal degrees	-1.15°	± 0.75°	-0.75°	± 0.75°	-0.40°	± 0.75°
	Degrees /minutes	-1°9'	± 45'	-45'	± 45'	-24'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>

	Decimal degrees	-1.90°	-0.40°	-1.50°	0.00°	-1.15°	0.35°
	Degrees /minutes	-1°54'	-24'	-1°30'	0'	-1°9'	21'
<b>Castor</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	6.75°	± 0.75°	6.20°	± 0.75°	0.55°	± 0.75°
	Degrees /minutes	6°45'	± 45'	6°12'	± 45'	33'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	6.00°	7.50°	5.45°	6.95°	-0.20°	1.30°
	Degrees /minutes	6°'	7°30'	5°27'	6°57'	-12'	1°18'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

### Wheel Alignment Specification - Front - LHD markets

 **NOTE:**

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
<b>Camber</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	-0.70°	± 0.75°	-1.20°	± 0.75°	0.5°	± 0.75°
	Degrees /minutes	-42'	± 45'	-1°12'	± 45'	30'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-1.45°	0.05°	-1.95°	-0.45°	-0.25°	1.25°
	Degrees /minutes	-1°27'	3'	-1°57'	-27'	-15'	1°15'
<b>Castor</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	6.48°	± 0.75°	6.48°	± 0.75°	0°	± 0.75°
	Degrees /minutes	6°29'	± 45'	6°29'	± 45'	0'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	5.73°	7.23°	5.73°	7.23°	-0.75°	0.75°
	Degrees /minutes	5°44'	7°14'	5°44'	7°14'	-45'	45'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

## Wheel Alignment Specification - Rear - All markets

### △ NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance		
Camber	Decimal degrees	-1.50°	± 0.75°	-1.50°	± 0.75°		
	Degrees /minutes	-1°30'	± 45'	-1°30'	± 45'		
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>		
	Decimal degrees	-2.25°	-0.75°	-2.25°	-0.75°		
	Degrees /minutes	-2°15'	-45'	-2°15'	-45'		
Toe		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.145°	± 0.14°	0.145°	± 0.14°	0.29°	± 0.20°
	Degrees /minutes	9'	± 8'	9'	± 8'	17'	± 12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-0.0°	0.29°	-0.00°	0.29°	0.09°	0.49°
	Degrees /minutes	-0'	17'	-0'	17'	5'	29'



2015.0 F-TYPE (X152), 204-00

## SUSPENSION SYSTEM - GENERAL INFORMATION

# REAR TOE ADJUSTMENT (G1580088)

### GENERAL PROCEDURES

57.65.15	REAR WHEEL ALIGNMENT - CHECK AND ADJUST	ALL DERIVATIVES	0.7	USED WITHINS
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### ACTIVATION

#### △ NOTES:

- Only use calibrated equipment recommended by Jaguar.
- A change in camber means a change in toe, therefore camber must always be adjusted first (only where adjustable).
- Make sure the steering wheel is in the straight ahead position.

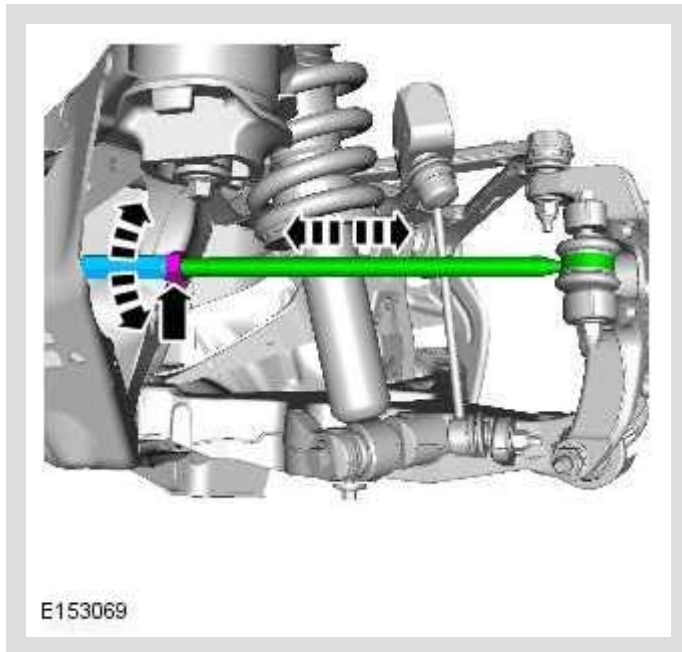
1. Note the correct geometry values before carrying out this procedure.  
Refer to: [Specifications](#) (204-00 Suspension System - General Information, Specifications).

2. Check the tie rod ends, suspension joints, wheel bearings and wheels and tires for damage, wear and free play. Check and adjust the tire pressures.

3. Roll the vehicle backwards and forwards to settle the steering and suspension.

4.  **NOTE:**

Both tie rods must be rotated by an equal amount.



Adjust the rear wheel toe.

*Torque:* **55 Nm**

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## SUSPENSION SYSTEM - GENERAL INFORMATION

SPECIFICATIONS

Vehicle Ride Height

DESCRIPTION	FRONT/REAR	KERB MM (INCH)	TOLERANCE MM (INCH)
All markets	Front	387 (15.24)	±15 (0.6)
	Rear	391 (15.42)	±15 (0.6)

- Ride height is measured from the centre of the wheel to the apex of the wheel arch, through the wheel centre line.
- Kerb - with all fluids at full and a full tank of fuel, no occupants /luggage.

### Wheel Alignment Specification - Front - RHD markets and Japan

#### △ NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
Camber							
	Decimal degrees	-1.15°	± 0.75°	-0.75°	± 0.75°	-0.40°	± 0.75°
	Degrees /minutes	-1°9'	± 45'	-45'	± 45'	-24'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-1.90°	-0.40°	-1.50°	0.00°	-1.15°	0.35°
	Degrees /minutes	-1°54'	-24'	-1°30'	0'	-1°9'	21'
Castor							
	Decimal degrees	6.75°	± 0.75°	6.20°	± 0.75°	0.55°	± 0.75°
	Degrees /minutes	6°45'	± 45'	6°12'	± 45'	33'	± 45'

		Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
	Decimal degrees	6.00°	7.50°	5.45°	6.95°	-0.20°	1.30°
	Degrees /minutes	6°'	7°30'	5°27'	6°57'	-12'	1°18'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

### Wheel Alignment Specification - Front - LHD markets

#### NOTE:

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
Camber		Nominal	Tolerance	Nominal	Tolerance	Nominal	Tolerance
	Decimal degrees	-0.70°	± 0.75°	-1.20°	± 0.75°	0.5°	± 0.75°
	Degrees /minutes	-42'	± 45'	-1°12'	± 45'	30'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-1.45°	0.05°	-1.95°	-0.45°	-0.25°	1.25°

	Degrees /minutes	-1°27'	3'	-1°57'	-27'	-15'	1°15'
<b>Castor</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	6.48°	± 0.75°	6.48°	± 0.75°	0°	± 0.75°
	Degrees /minutes	6°29'	± 45'	6°29'	± 45'	0'	± 45'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	5.73°	7.23°	5.73°	7.23°	-0.75°	0.75°
	Degrees /minutes	5°44'	7°14'	5°44'	7°14'	-45'	45'
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.14°	±0.10°	0.14°	±0.10°	0.27°	±0.20°
	Degrees /minutes	8'	±6'	8'	±6'	16'	±12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	0.04°	0.24°	0.04°	0.24°	0.07°	0.47°
	Degrees /minutes	2'	14'	2'	14'	4'	28'

### Wheel Alignment Specification - Rear - All markets

**NOTE:**

All figures are with vehicle at 'Showroom' ride height - full fluids, full tank of fuel, no occupants/luggage, tires inflated to normal pressures

ITEM		LEFT-HAND		RIGHT-HAND		TOTAL/BALANCE	
<b>Camber</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>		

	Decimal degrees	-1.50°	± 0.75°	-1.50°	± 0.75°		
	Degrees /minutes	-1°30'	± 45'	-1°30'	± 45'		
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>		
	Decimal degrees	-2.25°	-0.75°	-2.25°	-0.75°		
	Degrees /minutes	-2°15'	-45'	-2°15'	-45'		
<b>Toe</b>		<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>	<b>Nominal</b>	<b>Tolerance</b>
	Decimal degrees	0.145°	± 0.14°	0.145°	± 0.14°	0.29°	± 0.20°
	Degrees /minutes	9'	± 8'	9'	± 8'	17'	± 12'
		<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Minimum</b>	<b>Maximum</b>
	Decimal degrees	-0.0°	0.29°	-0.00°	0.29°	0.09°	0.49°
	Degrees /minutes	-0'	17'	-0'	17'	5'	29'

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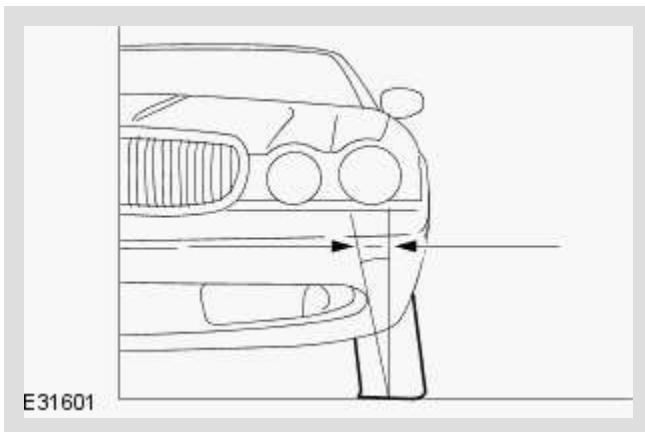
## SUSPENSION SYSTEM - GENERAL INFORMATION

### DESCRIPTION AND OPERATION

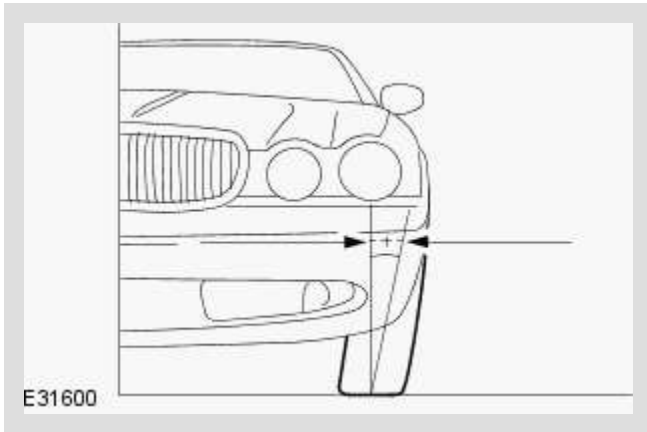
Camber, caster and toe are adjustable on the front suspension system. Only the toe is adjustable on the rear suspension system. Camber and caster are adjusted by means of eccentric cams on the lower arm mounting bolts. The front toe is adjusted by use of the front tie-rod. The rear toe is adjusted by the use of toe link assemblies connecting the knuckles to the rear sub-frame.

### CAMBER

#### Negative Camber

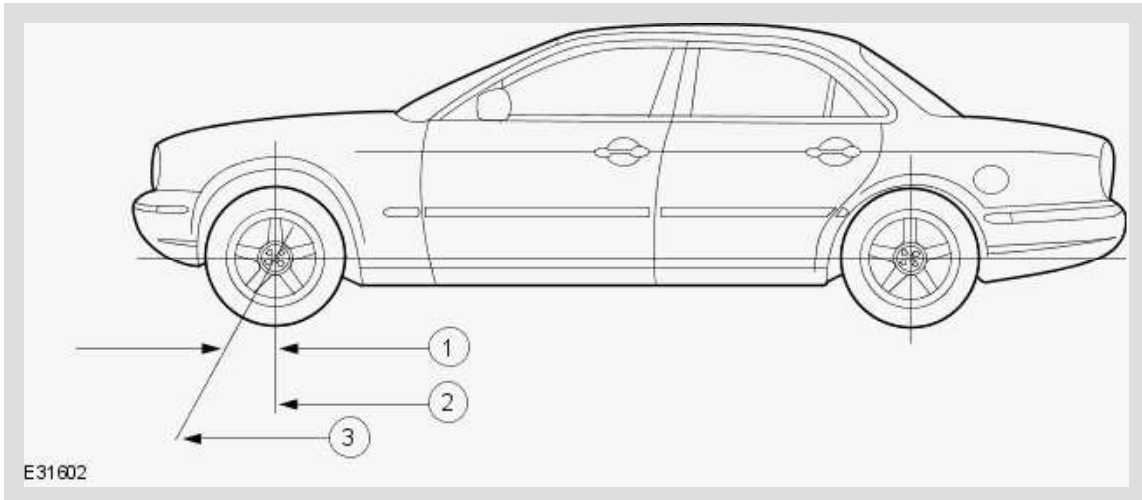


#### Positive Camber



Camber is the vertical tilt of the wheel when viewed from the front. Camber can be positive or negative and has a direct effect on tire wear.

### CASTER



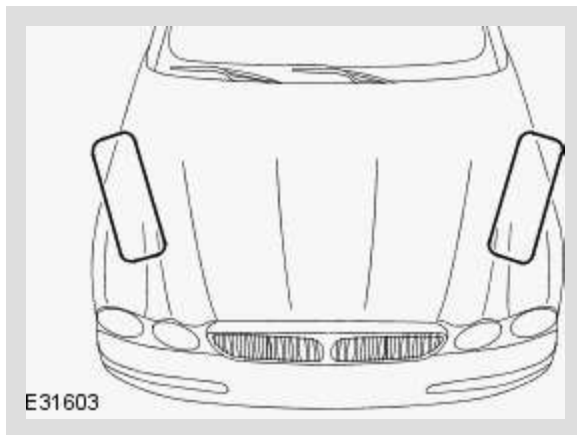
ITEM	DESCRIPTION
1	Positive caster
2	True vertical
3	Steering axis



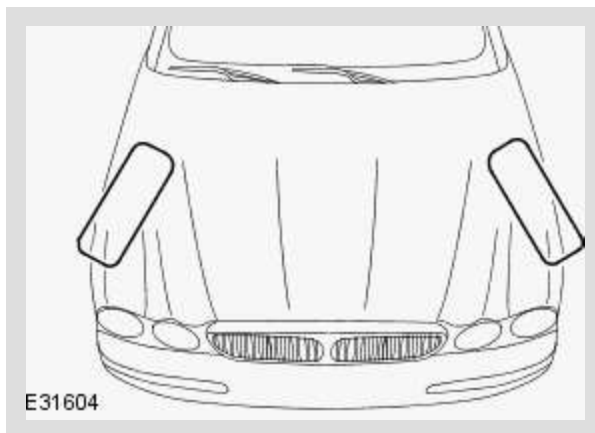
Caster is the deviation from vertical of an imaginary line drawn through the ball joints when viewed from the side. The caster specifications in this section will give the vehicle the best directional stability characteristics when loaded and driven. The caster setting is not related to tire wear.

## TOE

### Positive Toe (Toe-In)



### Negative Toe (Toe-Out)



The vehicle toe setting:

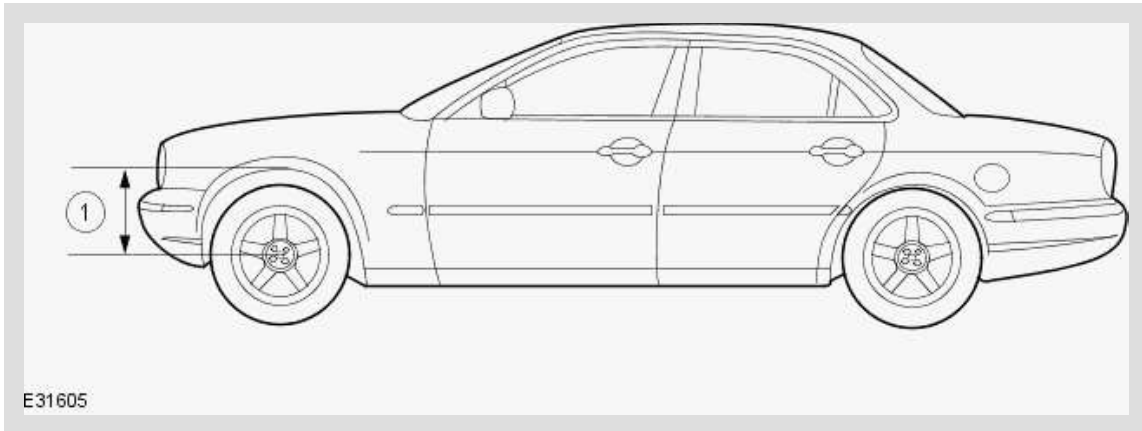
- affects tire wear and directional stability.

## RIDE HEIGHT

△ NOTE:

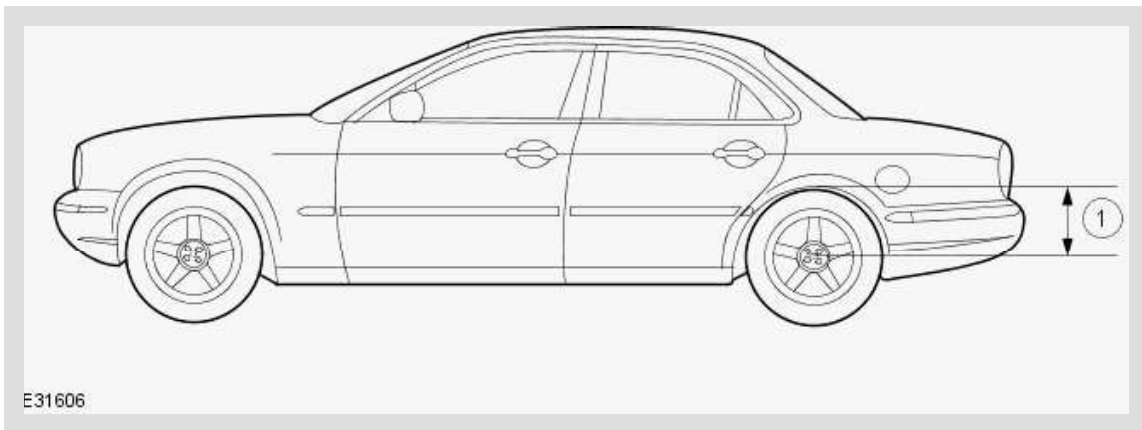
All ride height measurements are carried out with vehicle empty and 9 liters of fuel in the tank (showroom condition). The vehicle must be driven above 40 km/h (25 miles/hour) for a minimum of five minutes to make sure that the reservoir is full.

### Front Ride Height Measurement



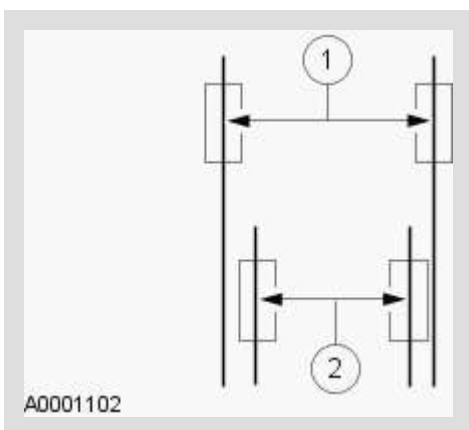
ITEM	DESCRIPTION
1	Ride height

### Rear Ride Height Measurement



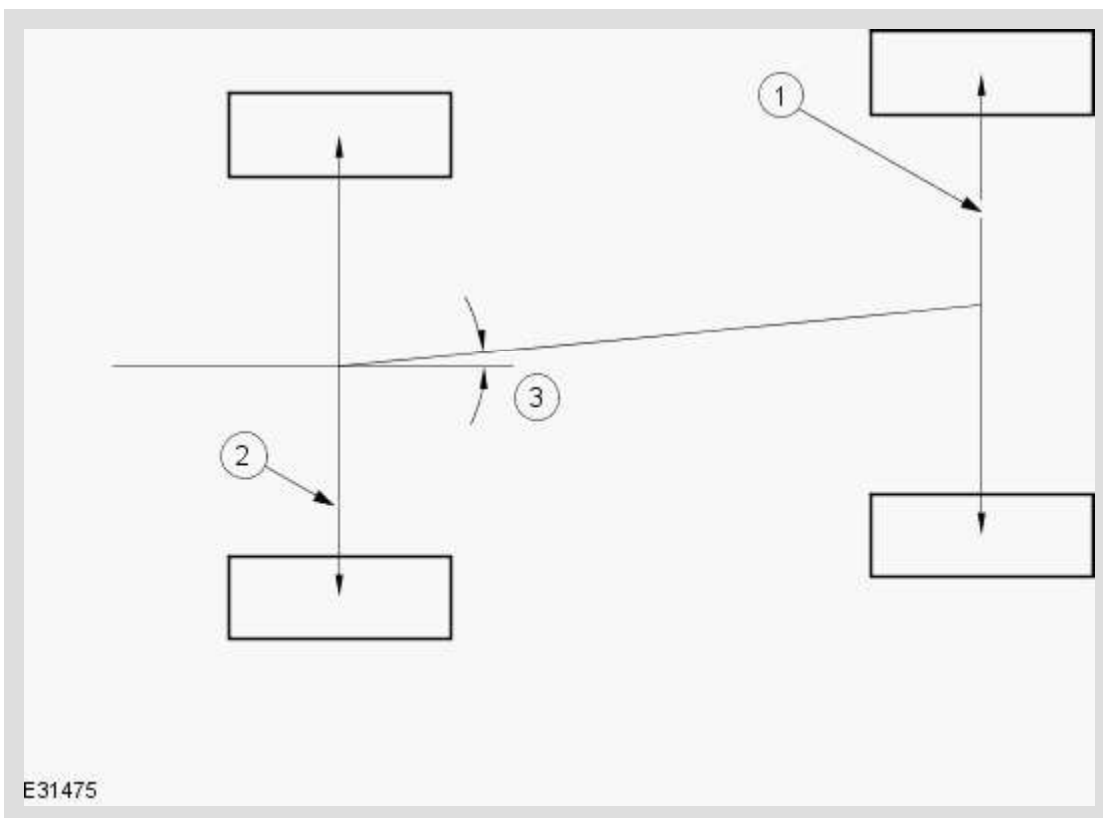
ITEM	DESCRIPTION
1	Ride height

## WHEEL TRACK



ITEM	DESCRIPTION
1	Front track
2	Rear track

## CRABBING



ITEM	DESCRIPTION
1	Front track

2	Rear track
3	Crabbing angle

Crabbing is the condition in which the independent rear suspension (IRS) system is not square to the chassis. Heavily crowned roads can give the illusion of crabbing.

## WANDER

Wander is the tendency of the vehicle to require frequent, random left and right steering wheel corrections to maintain a straight path down a level road.

## SHIMMY

Shimmy, as observed by the driver, is rotational oscillations of the steering wheel which may come and go over time, generally resulting from wheel and tire imbalances.

Shimmy can be experienced at any speed but generally between 80 to 145 km/h (50 to 90 miles/hour) and is most often experienced on smooth roads at steady speeds.

## NIBBLE

Sometimes confused with shimmy, nibble is a condition resulting from tire interaction with various road surfaces or brake disc irregularity and observed by the driver as small rotational oscillations of the steering wheel.

## POOR RETURNABILITY OF THE STEERING

Poor returnability of the steering is used to describe the poor return of the steering wheel to center after a turn or the steering correction is completed.

## DRIFT/PULL

Pull is a tugging sensation, felt by the hands on the steering wheel, that must be overcome to keep the vehicle going straight.

Drift describes what a vehicle with this condition does with hands off the steering wheel.

- A vehicle-related drift/pull, on a flat road, will cause a consistent deviation from the straight-ahead path and require constant steering input in the opposite direction to counteract the effect.
- Drift/pull may be induced by conditions external to the vehicle (i.e., wind, road crown).

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## VAGUE ON-CENTER FEEL

Vague on-center feel is characterized by little or no buildup of turning effort felt in the steering wheel as the wheel is rocked slowly left and right within very small turns around center or straight-ahead (under 20 degrees of steering wheel turn). Efforts may be said to be "flat on center".

- In the diagnosis of a roadability problem, it is important to understand the difference between wander and vague on-center feel.