

JAGUAR S-TYPE 4 WHEEL ALIGNMENT SPECIFICATIONS: - UPDATED TO PREVENT INNER TIRE WEAR.

Please see comments from Brutal added to the end of this document 17th-Oct-2011

NOTES TO POINT OUT TO YOUR ALIGNMENT TECH:

- 1) FRONT TOE – SEE SPEC SHEET FOR REVISED SPEC
- 2) SET FRONT NEGATIVE CAMBER AS EVENLY AS POSSIBLE - otherwise the car pay potentially pull.
- 3) Sequence of setting the alignment:

FIRST SET REAR TOE

THEN SET CASTOR AND CAMBER

SET FRONT TOE TO REVISED SPEC LAST, WITH THE STEERING WHEEL LOCKED DEAD CENTER TO PREVENT AN OFF – CENTER WHEEL.

Wheel Alignment – Front

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S-TYPE – Camber							
1999.25 up to 2002.5 MY – Start VIN L00600		Left-Hand		Right-Hand		Balance (LH minus RH)	
		Nom	Tol	Nom	Tol	Nom	Tol
All Right-Hand Drive and Japan	Decimal Degrees	- 0.25°	± 0.50°	- 0.05°	± 0.50°	- 0.20°	± 0.70°
	Degrees/Minutes	- 0° 15'	± 0° 30'	- 0° 03'	± 0° 30'	- 0° 12'	± 0° 42'
USA, Canada, Mexico, Dominican Republic (NAS)	Decimal Degrees	0.00°	± 0.50°	- 0.60°	± 0.50°	+ 0.60°	± 0.70°
	Degrees/Minutes	0° 00'	± 0° 30'	- 0° 36'	± 0° 30'	+ 0° 36'	± 0° 42'
Rest of World	Decimal Degrees	- 0.05°	± 0.50°	- 0.25°	± 0.50°	+ 0.20°	± 0.70°
	Degrees/Minutes	- 0° 03'	± 0° 30'	- 0° 15'	± 0° 30'	+ 0° 12'	± 0° 42'
2002.5 MY onwards – Start VIN M45255							
All Right-Hand Drive and Japan	Decimal Degrees	- 0.60°	± 0.75°	- 0.20°	± 0.75°	- 0.40°	± 0.75°
	Degrees/Minutes	- 0° 36'	± 0° 45'	- 0° 12'	± 0° 45'	- 0° 24'	± 0° 45'
USA, Canada, Mexico, Dominican Republic (NAS)	Decimal Degrees	- 0.20°	± 0.75°	- 0.55°	± 0.75°	+ 0.35°	± 0.75°
	Degrees/Minutes	- 0° 12'	± 0° 45'	- 0° 33'	± 0° 45'	+ 0° 21'	± 0° 45'
Rest of World	Decimal Degrees	- 0.20°	± 0.75°	- 0.40°	± 0.75°	+ 0.20°	± 0.75°
	Degrees/Minutes	- 0° 12'	± 0° 45'	- 0° 24'	± 0° 45'	+ 0° 12'	± 0° 45'

Note: All above figures are at 'showroom' height – See 'Vehicle Ride Height' section.
Note: Tires must be inflated to normal pressure.

Wheel Alignment – Front

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S-TYPE – Castor							
1999.25 up to 2002.5 MY – Start VIN L00600		Left-Hand		Right-Hand		Balance (LH minus RH)	
		Nom	Tol	Nom	Tol	Nom	Tol
All Right-Hand Drive and Japan	Decimal Degrees	+ 7.80°	± 0.70°	+ 7.80°	± 0.70°	0.00°	± 0.70°
	Degrees/Minutes	+ 7° 48'	± 0° 42'	+ 7° 48'	± 0° 42'	0° 00'	± 0° 42'
USA, Canada, Mexico, Dominican Republic (NAS)	Decimal Degrees	+ 7.80°	± 0.70°	+ 7.80°	± 0.70°	0.00°	± 0.70°
	Degrees/Minutes	+ 7° 48'	± 0° 42'	+ 7° 48'	± 0° 42'	0° 00'	± 0° 42'
Rest of World	Decimal Degrees	+ 7.80°	± 0.70°	+ 7.80°	± 0.70°	0.00°	± 0.70°
	Degrees/Minutes	+ 7° 48'	± 0° 42'	+ 7° 48'	± 0° 42'	0° 00'	± 0° 42'
2002.5 MY onwards – Start VIN M45255							
All Right-Hand Drive and Japan	Decimal Degrees	+ 6.88°	± 0.75°	+ 6.33°	± 0.75°	+ 0.55°	± 0.75°
	Degrees/Minutes	+ 6° 53'	± 0° 45'	+ 6° 20'	± 0° 45'	+ 0° 33'	± 0° 45'
USA, Canada, Mexico, Dominican Republic (NAS)	Decimal Degrees	+ 6.61°	± 0.75°	+ 6.74°	± 0.75°	- 0.14°	± 0.75°
	Degrees/Minutes	+ 6° 36'	± 0° 45'	+ 6° 45'	± 0° 45'	- 0° 08'	± 0° 45'
Rest of World	Decimal Degrees	+ 6.61°	± 0.75°	+ 6.61°	± 0.75°	0.00°	± 0.75°
	Degrees/Minutes	+ 6° 36'	± 0° 45'	+ 6° 36'	± 0° 45'	0° 00'	± 0° 45'

Note: All above figures are at 'showroom' height – See 'Vehicle Ride Height' section.
Note: Tires must be inflated to normal pressure.

Wheel Alignment – Front

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S-TYPE – Toe				Notes
1999.25 up to 2002.5 MY – Start VIN L00600		Total Toe		
		Nom	Tol	
All Right-Hand Drive and Japan	Decimal Degrees	+ 0.17°	± 0.17°	<div style="border: 1px solid black; padding: 5px; background-color: #ffff00;"> <p>Note 3/31/2010 2:50:29 PM ×</p> <p>Gandroul Options ▾</p> <p>Updated Jaguar specs to prevent inner tire wear.</p> <p>SET FRONT TOE AS CLOSE TO + 13 DEGREES PER SIDE AS POSSIBLE. SET TOTAL TOE TO +26 Degrees]</p> </div>
	Degrees/Minutes	+ 0° 10'	± 0° 10'	
USA, Canada, Mexico, Dominican Republic (NAS)	Decimal Degrees	+ 0.17°	± 0.17°	
	Degrees/Minutes	+ 0° 10'	± 0° 10'	
Rest of World	Decimal Degrees	+ 0.17°	± 0.17°	
	Degrees/Minutes	+ 0° 10'	± 0° 10'	
2002.5 MY onwards – Start VIN M45255				
All Right-Hand Drive and Japan	Decimal Degrees	+ 0.10°	± 0.20°	
	Degrees/Minutes	+ 0° 06'	± 0° 12'	
USA, Canada, Mexico, Dominican Republic (NAS)	Decimal Degrees	+ 0.10°	± 0.20°	
	Degrees/Minutes	+ 0° 06'	± 0° 12'	
Rest of World	Decimal Degrees	+ 0.10°	± 0.20°	
	Degrees/Minutes	+ 0° 06'	± 0° 12'	

Note: All above figures are at 'showroom' height – See 'Vehicle Ride Height' section.
Note: Tires must be inflated to normal pressure.

SEE NOTE – IGNORE FACTORY FRONT TOE SPECS – USE SPECS IN YELLOW BOX.

Wheel Alignment – Rear

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S-TYPE – Camber						Notes
1999.25 up to 2002.5 MY – Start VIN L00600		Left-Hand		Right-Hand		
		Nom	Tol	Nom	Tol	
All Markets	Decimal Degrees	- 1.00°	± 0.75°	- 1.00°	± 0.75°	
	Degrees/Minutes	- 1° 00'	± 0° 45'	- 1° 00'	± 0° 45'	
2002.5 MY onwards – Start VIN M45255						
All Markets	Decimal Degrees	- 0.54°	± 0.75°	- 0.54°	± 0.75°	
	Degrees/Minutes	- 0° 32'	± 0° 45'	- 0° 32'	± 0° 45'	

Note: All above figures are at 'showroom' height – See 'Vehicle Ride Height' section.

Note: Tires must be inflated to normal pressure.

Wheel Alignment – Rear

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S-TYPE – Toe									
1999.25 up to 2002.5 MY – Start VIN L00600		Left-Hand		Right-Hand		Total Toe		Thrust Angle	
		Nom	Tol	Nom	Tol	Nom	Tol	Nom	Tol
All Markets	Decimal Degrees	+ 0.12°	± 0.10°	+ 0.12°	± 0.10°	+ 0.25°	± 0.17°	0.00°	± 0.10°
	Degrees/Minutes	+ 0° 07'	± 0° 06'	+ 0° 07'	± 0° 06'	+ 0° 15'	± 0° 10'	0° 00'	± 0° 06'
2002.5 MY onwards – Start VIN M45255									
All Markets	Decimal Degrees	+ 0.08°	± 0.14°	+ 0.08°	± 0.14°	+ 0.16°	± 0.20°	0.00°	± 0.14°
	Degrees/Minutes	+ 0° 05'	± 0° 08'	+ 0° 05'	± 0° 08'	+ 0° 10'	± 0° 12'	0° 00'	± 0° 08'

Note: All above figures are at 'showroom' height – See 'Vehicle Ride Height' section.

Note: Tires must be inflated to normal pressure.

Notes

Additional comment by Brutal.

Brutal, thanks for spending all the time you have done explaining the alignment process!

The main thing I want people to understand is that the shop should always check toe deflection after they set toe and before they finalise and tighten everything up.

Aka Mercedes alignment with presser bar.

This closely simulates what your [tires](#) and suspension do when you're driving. It also shows suspension issues you may have missed like bad tie rods ball joints, wheel bearings, bushings etc etc.

If they set to the middle or the outside of specs you can still have wornout inner tires because the tires "toe out" while driving. this is why I like a tight total toe of .26/.

There are even times I've had to toe into the red after checking deflection, but it gave even [tire](#) wear across the face of the tires