ADJUSTMENTS

CAMBER MEASUREMENT

Check camber to determine if any components are bent or damaged. Camber angle is NOT adjustable. If angle is not to specification, components causing problem must be replaced. See **ALIGNMENT SPECIFICATIONS** .

CASTER ADJUSTMENT

Check caster angle. See **ALIGNMENT SPECIFICATIONS** . If caster is not to specification, adjust by adding or removing shims at rear of lower control arms on all except Wrangler, or between front axle pads and spring brackets on Wrangler. See **Fig. 1** or **Fig. 2** .

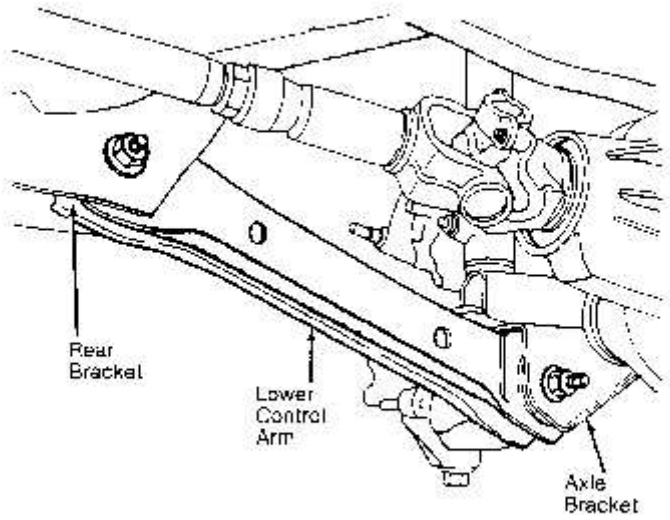

Fig. 1: Identifying Lower Control Arm (Except Wrangler)
Courtesy of CHRYSLER CORP.

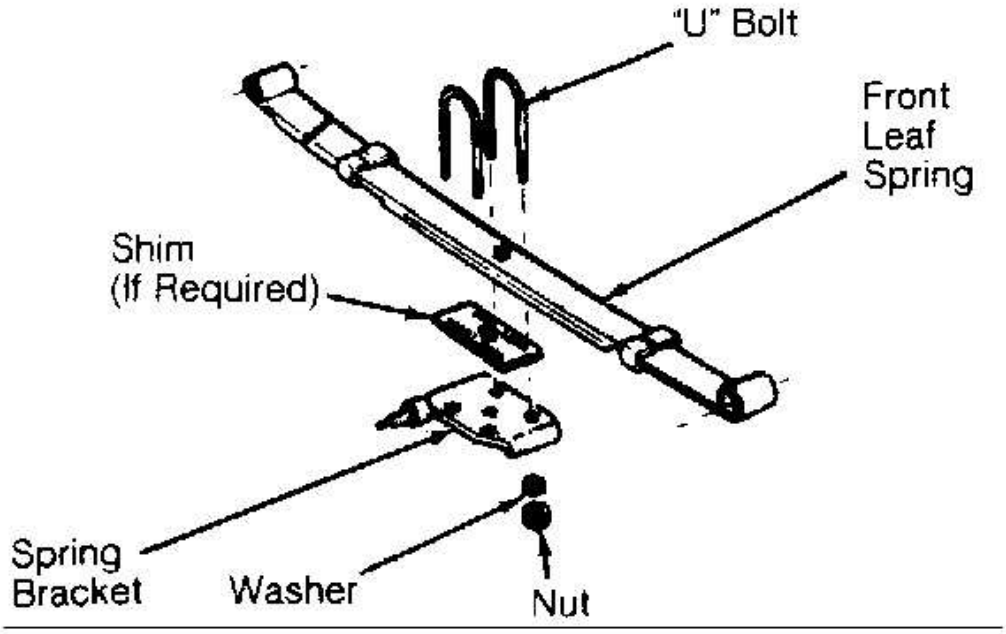

Fig. 2: Identifying Front Leaf Spring Bracket (Wrangler)
Courtesy of CHRYSLER CORP.

NOTE: On 4WD vehicles, shim adjustment will change caster angle and front drive shaft angle. If both angles cannot be adjusted to specifications, drive shaft angle has priority and should be adjusted for its specified angle. See appropriate article in the DRIVE AXLES section.

TOE-IN ADJUSTMENT

Wrangler

1. Center front wheels straight ahead and lock steering wheel in centered position. Measure toe and compare to specifications. See **ALIGNMENT SPECIFICATIONS** .
2. Loosen tie rod adjustment sleeve clamp bolts. See **Fig. 3** . Rotate sleeve to adjust toe to specification. See **ALIGNMENT SPECIFICATIONS** . After adjustment, position clamp bolts so threaded ends face rearward and are angled upward. Tighten sleeve clamp to specification. See **TORQUE SPECIFICATIONS** .
3. If necessary, steering wheel can be centered by adjusting the drag link adjustment sleeve. When adjustment is complete, position sleeve as described earlier and tighten to specifications. See **TORQUE SPECIFICATIONS** .

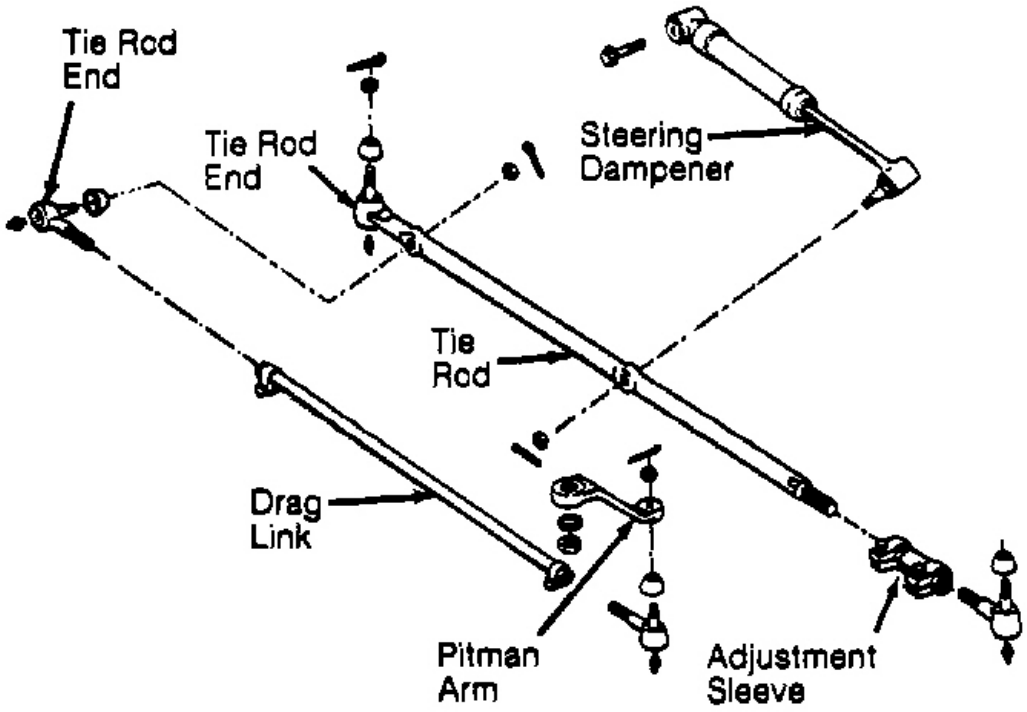

Fig. 3: Exploded View Of Steering Linkage (Wrangler)
Courtesy of CHRYSLER CORP.

Except Wrangler

1. Center front wheels straight ahead.Measure toe and compare to specifications. See **ALIGNMENT SPECIFICATIONS** .
2. Center steering wheel by counting the turns required to hit left and right steering stops. Center steering wheel mid-way between stops. Loosen drag link adjustment sleeve clamp bolts. See **Fig. 4** .
3. Rotate sleeve to adjust right wheel toe to specification. Position clamp bolts so threaded bolt ends face upward and to rear of vehicle. Tighten drag link sleeve bolts to specification. See **TORQUE SPECIFICATIONS** .
4. Loosen clamp bolts at each end of tie rod. Rotate tie rod to adjust left wheel to toe specification. See **ALIGNMENT SPECIFICATIONS** . When adjustment is complete, position sleeve as described earlier and tighten to specifications. See **TORQUE SPECIFICATIONS** .

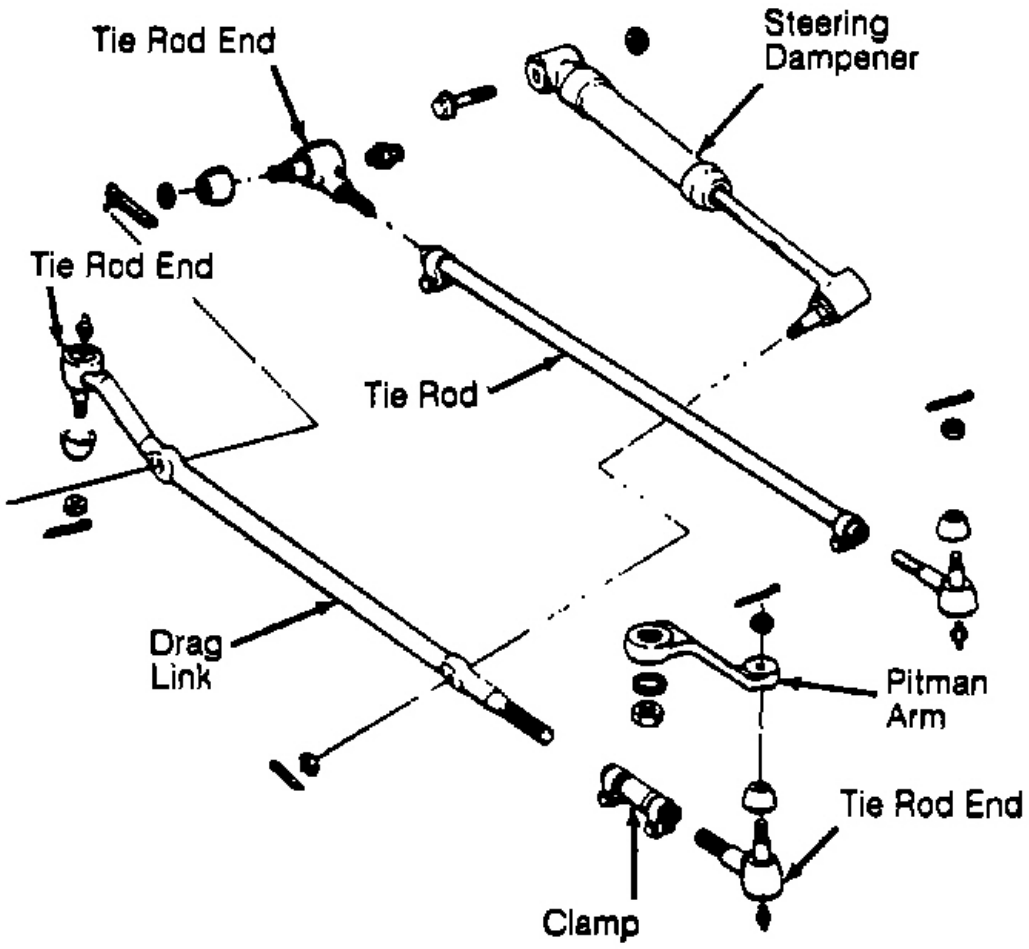

Fig. 4: Exploded View Of Steering Linkage (Except Wrangler)
Courtesy of CHRYSLER CORP.

ALIGNMENT SPECIFICATIONS

CHEROKEE

WHEEL ALIGNMENT SPECIFICATIONS (CHEROKEE)

Application	Preferred	Range
Camber (1)	0	-.75 to .50
Caster (1)	6	5 to 7
Toe-In (1)	0	-.06 to .06

Toe-In (2)	0	-.03 to .03
Toe-Out On Turns (1)	32.5	32.5

(1) Measurement in degrees.

(2) Measurement in inches (mm).

GRAND CHEROKEE & GRAND WAGONEER

WHEEL ALIGNMENT SPECIFICATIONS (GRAND CHEROKEE & GRAND WAGONEER)

Application	Preferred	Range
Camber (1)	-0.25	-.75 to .50
Caster (1)	7	6.5 to 7.5
Toe-In (1)	.25	.25 to .44
Toe-In (2)	.12	.12 to .22
Toe-Out On Turns (1)	33	33

(1) Measurement in degrees.

(2) Measurement in inches (mm).