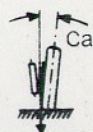


LEYLAND Cars (GB)



Marina

Saloon

-

1,58/
0°16'

0°-0°46'

*1

7°30'

Estate

-

1,58/
0°16'

0°-0°46'

*1

7°30'

Van and Pick-up

-

1,58/
0°16'

0°-0°46'

*1

7°30'

From september 1975
Séries 2

-

1,58/
0°16'

0°-0°46'

2° only

7°30'

Jaguar

XJ6C & XJ6L 3,4/4,2

-

1,6-3,2/
0°16'-0°32'

0°30'±15'

2°15'±15'

1°30'

*2

*2

-0°45'±15'

XJ12C & XJ12L 5,3

-

1,6-3,2/
0°16'-0°32'

0°30'±15'

3°30'±15'

1°30'

*2

*2

-0°45'±15'

Jaguar XJS

-

1,6-3,2/
0°16'-0°32'

0°30'±15'

3°30'±15'

1°30'

*2

*2

-0°45'±15'

Observations:

*1 - Early Véhicules = 5° - Later véhicules = 2°

*2 - Parallel ±0,8 mm

LEYLAND Cars (GB)
Triumph

 STAG
UPTOLD 32670

 STAG
AFTER LD 32670

2500S SAL

2500S EST

2500 TC SAL

2500 TC EST

2000 TC SAL

2000 TC EST

Sprint

Dolomite

1500 TC

 TOLEDO
UP to ADG 11512

 TOLEDO
ADS 648 ONLY


-

 1,6-3,7/
0°15'-0°40'

 $1^{\circ}+VE_{-1}^{\circ}$
 $2^{\circ}_{-1}^{\circ}$
 $10^{\circ}30'_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $1^{\circ}30'_{+}^{\circ}$
 VE_{-1}°

-

 1,6-3,7/
0°15'-0°40'

 $1^{\circ}+VE_{-1}^{\circ}$
 $2^{\circ}_{-1}^{\circ}$
 $10^{\circ}30'_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°

-

 1,6-3,7/
0°15'-0°40'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}_{-1}^{\circ}$
 $11^{\circ}_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $1^{\circ}+VE_{-1}^{\circ}$

-

 1,6-3,7/
0°15'-0°40'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}_{-1}^{\circ}$
 $11^{\circ}_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°

-

 1,6-3,7/
0°15'-0°40'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}_{-1}^{\circ}$
 $11^{\circ}_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $1^{\circ}+VE_{-1}^{\circ}$

-

 1,6-3,7/
0°15'-0°40'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}_{-1}^{\circ}$
 $11^{\circ}_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°

-

 1,6-3,7/
0°15'-0°40'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}_{-1}^{\circ}$
 $11^{\circ}_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $1^{\circ}+VE_{-1}^{\circ}$

-

 1,6-3,7/
0°15'-0°40'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}_{-1}^{\circ}$
 $11^{\circ}_{-1}^{\circ}$

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°

-

 0-1,6/
0°-0°15'

 $0^{\circ}45'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}15'_{-1}^{\circ}$
 $6^{\circ}15'_{-1}^{\circ}$

-

-

-

-

 0-1,6/
0°-0°15'

 $0^{\circ}45'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}15'_{-1}^{\circ}$
 $6^{\circ}15'_{-1}^{\circ}$

-

-

-

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}15'_{-1}^{\circ}$
 $6^{\circ}30'_{-1}^{\circ}$

-

-

-

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}15'_{-1}^{\circ}$
 $6^{\circ}30'_{-1}^{\circ}$

-

-

-

-

 0-1,6/
0°-0°15'

 $0^{\circ}30'_{+}^{\circ}$
 VE_{-1}°
 $2^{\circ}15'_{-1}^{\circ}$
 $6^{\circ}30'_{-1}^{\circ}$

-

-

-

Observations:

LEYLAND Cars (GB)


TOLEDO - From A D G 11512 & ADS 648	-	0-1,6/ 0°-0°15'	1°15'+VE ±1°	2°15'±1°	5°45'±1°	-	-	-	
TOLEDO - From ADH 01 & ADF 50001	-	0-1,6/ 0°-0°15'	1°+VE±1°	2°15'±1°	5°45'±1°	-	-	-	
Spitfire IV & 1500	-	1,6-3,7/ 0°15'-0°35'	3°+VE±1°	4°±1°	5°45'±1°	0,79-2,38/ 0°08'-0°25'	-	1°-VE±1°	
TR 6 C A R B	-	0-1,6/ 0°-0°15'	0°15'-VE ±30'	2°45'±30'	9°15'±45'	-	0-1,6/ 0°-0°15'	1°-VE±30'	
TR 6 PI	-	0-1,6/ 0°-0°15'	0°±30'	2°45'±30'	9°±45'	-	0-1,6/ 0°-0°15'	1°-VE±30'	
TR 7 (USA)	-	0-1,6/ 0°-0°15'	0°30'-VE ±30'	3°±30'	11°30'±45'	-	-	-	
2200						-	-	-	
3500						-	-	-	
Range Rover	1,4-2,4/ 0°15'-0°25'	-	0°	3°	SPI 7°	-	-	-	
LAND ROVER 88"6.00X16 tyres	-	1,2-2,4/ 0°10'-0°25'	1°30'	3°	SPI 7°	-	-	-	
LAND ROVER 88"7.00X16	-	1,2-2,4/ 0°10'-0°25'	1°30'	3°	SPI 7°	-	-	-	
LAND ROVER 109"7.50X16	-	1,2-2,4/ 0°10'-0°25'	1°30'	3°	SPI 7°	-	-	-	

Observations :

LEYLAND Cars (GB)									
Princess 1800 - 2200 also 18-22 séries	*1	*1	0°30'	1°30'	11°	*2	*2	1°±30'	
Austin, Morris, Wolseley	*1	*1	0°30'	1°30'	11°	*2	*2	1°±30'	
Mini Range	1,6/0°15'	-	2°±1°	3°±1°	9°30'	-	3,18/0°30'	1°	
Maxi Range	-	1,6-3,18/ 0°15'-0°30'	1°30'±45'	2°±1°	12°	-	4,76±3,18/ 0°45'±30'	0°±1°	
Allegro Range up to car no 226629	4±1/ 0°40'±10'	-	1°20'±1°	4°±1°	9°30'			1°±30'	
Car No 226630 onwards	*3	*3	1°20'±1°	4°±1°	9°30'			1°±30' nég.	
MGB	-	1,6-2,4/ 0°15'-0°25'	1°+0°15' -1°15'	7°+0°15' -2°	8°+1° -0°45'	-	-	-	
MG Midget	-	0-3,2/ 0°-0°30'	0°45'	3°	6°30'	-	-	-	

Observations :

- *1- Parallèl ±1,6
- *2- 1°±0°52' included 0°30' per wheel
- *3- Parallèl + 0°30' (included angle).