

WHEEL ALIGNMENT

Ford
Mustang Mach-E
0.0 75kWh
JB64MSB

Select option

RWD

Tightening torques

Steel wheels 204 Nm

Lightly coat mating surfaces between wheel centre hole and hub (use anti-seize grease).
DO Not lubricate studs, nuts or other mating surfaces.
Re-tighten nuts after 100 miles (160 km)

Alloy wheels 204 Nm

Lightly coat mating surfaces between wheel centre hole and hub (use anti-seize grease).
DO Not lubricate studs, nuts or other mating surfaces.
Re-tighten nuts after 100 miles (160 km)

Trackrod locknut/clamp 90 Nm

Checking range - Front wheels

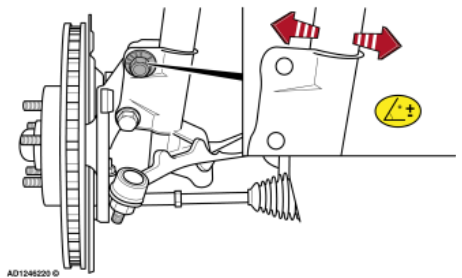
Load positioning	Unladen
Fuel tank - percentage full	% 100
Toe-in (N = negative, toe-out)	mm 0,42N - 2,94P
Toe-in (N = negative, toe-out)	deg 0°3'N - 0°21'P
Toe-in (N = negative, toe-out)	deg-1/100 0,05N - 0,35P
Camber	deg 2°N - 0°30'P
Camber	deg-1/100 2N - 0,50P
Castor	deg 2°34' - 4°34'
Castor	deg-1/100 2.57-4.57

Setting data - All wheels

Load positioning	Unladen
Fuel tank - percentage full	% 100
Front toe-in (N = negative, toe-out)	mm 1,26±1,68
Front toe-in	deg 0°9'±12'
Front toe-in	deg-1/100 0,15±0,20
Front camber	deg 0°45'N±1°15'
Front camber	deg-1/100 0,75N±1,25
Front tolerance left/right	deg 1°15'
Front tolerance left/right	deg-1/100 1.25

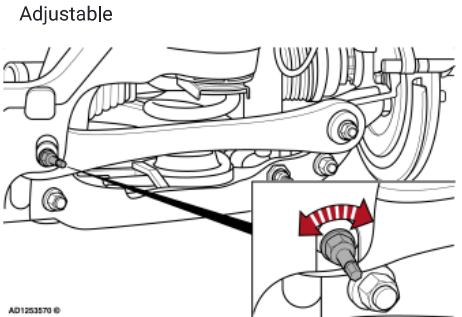
Front camber adjustment

Adjustable



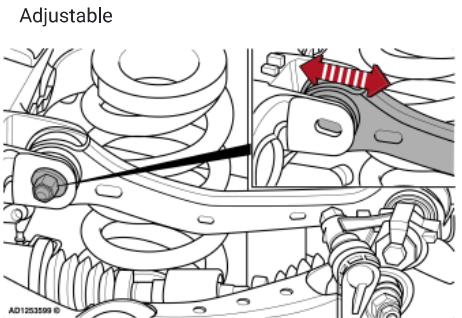
AD1246220 ©
Fig. 1246220

Castor	deg 3°34'±1°
Castor	deg-1/100 3,57±1
Tolerance left/right	deg 1°
Tolerance left/right	deg-1/100 1
Castor adjustment	Not adjustable
Rear toe-in	mm 2,53±1,68
Rear toe-in	deg 0°18'±12'
Rear toe-in	deg-1/100 0,30±0,20
Rear toe-in adjustment	Adjustable



AD1253570 ©
Fig. 1253570

Rear camber	deg 1°18'N±1°15'
Rear camber	deg-1/100 1,30N±1,25
Rear tolerance left/right	deg 1°15'
Rear tolerance left/right	deg-1/100 1.25
Rear camber adjustment	Adjustable



AD1253599 ©
Fig. 1253599

Thrust axis deviation	deg 0°±30'
Thrust axis deviation	deg-1/100 0±0.500