

# Wheel Alignment

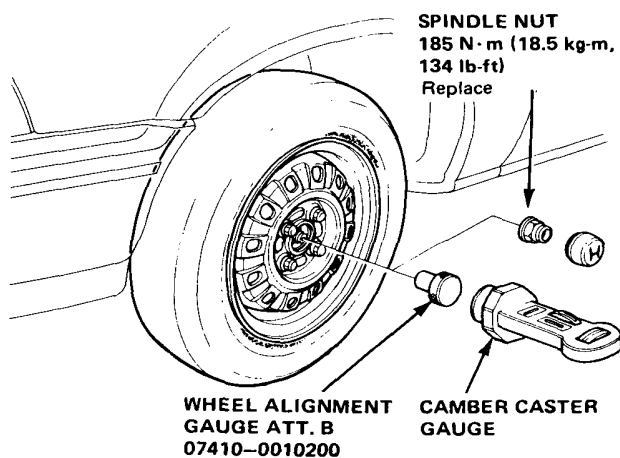
## Camber Inspection

1. With the wheels in a straight ahead position, remove the spindle nut and install the special tool on the spindle as shown.
2. Set up the camber/caster gauge.
3. Read the camber on the gauge with the bubble at the center of the gauge.

### Front Camber

	KB,KE,KF, KG,KS,KW, KX	KQ	KY	Others
Coupe	$-0^{\circ}10' \pm 1^{\circ}$	←	←	←
2D H/B	$-0^{\circ}10' \pm 1^{\circ}$	←	$0^{\circ}10' \pm 1^{\circ}$	$-0^{\circ}10' \pm 1^{\circ}$
4D	$-0^{\circ}10' \pm 1^{\circ}$	←	$0^{\circ}20' \pm 1^{\circ}$	$-0^{\circ}10' \pm 1^{\circ}$
4D H/B	$0^{\circ}16' \pm 1^{\circ}$	$0^{\circ}20' \pm 1^{\circ}$	←	←

Rear Camber :  $-0^{\circ}45' \pm 15'$



### NOTE:

- If your alignment equipment must be mounted at axle centerline, use Honda front and rear wheel alignment attachments as shown.
- Camber is not adjustable. If out of specification, check suspension for damage and replace parts as necessary, then recheck alignment.

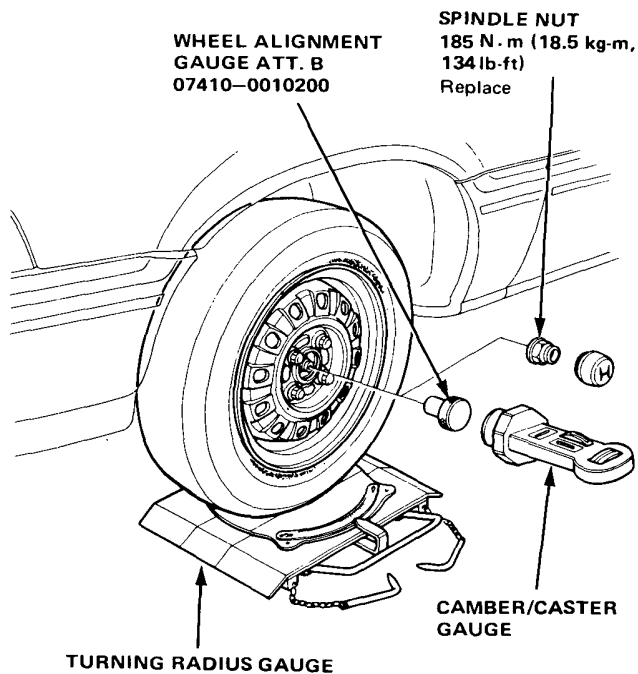
## Caster Inspection

1. Jack up the front of the car and set the turning radius gauges beneath the front wheels, then lower the car.
2. Remove the spindle nut and install Wheel Alignment Gauge Attachment.
3. Install Camber/Caster Gauge on the Attachment and apply the front brake. Turn the wheel  $20^{\circ}$  inward.
4. Turn the adjust screw so that the bubble in the caster gauge is at  $0^{\circ}$ . Return the wheel to the straight ahead position.

### Caster angle:

\* with P/S

	KB,KE,KF, KG,KS,KW, KX	KQ	KY	Others
Coupe	$2^{\circ}50' \pm 1^{\circ}$	$2^{\circ}25' \pm 1^{\circ}$	$2^{\circ}15' \pm 1^{\circ}$	←
2D H/B	$2^{\circ}20' \pm 1^{\circ}$ $*2^{\circ}55' \pm 1^{\circ}$	←	$2^{\circ}10' \pm 1^{\circ}$	$2^{\circ}20' \pm 1^{\circ}$
4D	$2^{\circ}25' \pm 1^{\circ}$ $*3^{\circ}00' \pm 1^{\circ}$	←	$2^{\circ}10' \pm 1^{\circ}$ $*2^{\circ}45' \pm 1^{\circ}$	$2^{\circ}25' \pm 1^{\circ}$
4D H/B	$1^{\circ}50' \pm 1^{\circ}$ $*2^{\circ}25' \pm 1^{\circ}$	$2^{\circ}00' \pm 1^{\circ}$ $*2^{\circ}35' \pm 1^{\circ}$	←	←



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