



ENGINEERING SPECIFICATION

ESAB39-1255-AA

NAME : VEHICLE SUSPENSION & ALIGNMENT - Ranger (P375) & BT50 (J26E)

SERVICE SPECIFICATIONS

Curb Condition : **Service equipment (caster sweep)**, No Occupants, fuel full and other fluids full

PRODUCTION SPECIFICATION P375 (T6) NEW RANGER FMCSA NCA MACHINE	FRONT				REAR				
	LH CASTER*	RH CASTER*	CAMBER	TOE / WHL**	TOTAL TOE***	FORD (P375)	MAZDA (J26E)	FORD (P375)	MAZDA (J26E)
4x2 LR	Nominal	+2.88°	+0.00°	+0.00°	+0.00°				
	Tol.	±0.75°	±0.75°	±0.15°	±0.30°				
RAP/ DBL	Nominal	+3.00°	+0.00°	+0.00°	+0.00°				
	Tol.	±0.75°	±0.75°	±0.15°	±0.30°				
RHD	Nominal	+3.07°	+0.00°	+0.00°	+0.00°				
	Tol.	±0.75°	±0.75°	±0.15°	±0.30°				
4x2HR/ 4x4	Nominal	+2.57°	+0.00°	+0.00°	+0.00°				
	Tol.	±0.75°	±0.75°	±0.15°	±0.30°				
Side to Side Difference****	Nominal	4x2LR : 0° 4x2 / 4x4 RHD : +0.50° LHD : -0.50°	0.00°						
	Tol.	±0.75°	±0.75°	±0.15°	±0.30°				±0.30°
Steering Axis Incl.	Reference		4x2 LR : 12.36°	4x2HR/4x4 : 11.10°					
Turns Lock to Lock	Reference		4x2 LR : 3.49	4x2HR/4x4 : 3.29					
Maximum Steering Angle	Inner		4x2 LR : 41.4° ±3°	4x2HR/4x4 : 38.0° ±3°					
	Outer		4x2 LR : 35.5° ±3°	4x2HR/4x4 : 33.0° ±3°					
Clear Vision	Max		3°						

* Production measures true caster via inclinometer tool. Audit and Service measures approx caster via caster sweep method.

** Difference in toe adjuster length max 3mm, refer to figure 6

*** Toe compensated by thrust angle, for clear vision purposes (requirement : 4 wheel alignment)

**** Camber difference = Cross camber = Left front camber – Right front camber

Caster difference = Cross caster = Left front caster – Right front caster

Rear toe difference = Thrust angle = (Left rear toe – Right rear toe)/2

t/b With plant fitment of any towbar