OPEL SPECIFICATIONS & ADJUSTMENTS

TIRE INFLATION (COLD)

Before attempting to check or adjust wheel alignment, make sure tires are properly inflated. Refer to manufacturer's specifications given in owner's manual.

CASTER

All Models – If caster angle is not to specifications, adjust by changing shims on upper control arm shaft. Raise vehicle and place jack stands under lower control arms. Remove wheel on side which requires caster adjustment. Loosen hex nut from upper control arm shaft and remove shaft. Adjust caster by replacing shims on shaft between upper control arm shaft and shock absorber support. To reassemble, reverse disassembly procedure.

CAMBER

All Models – Raise front of vehicle and place jack stands below lower control arms. Remove wheel on side to be adjusted. Remove ball joint from upper control arm and front steering knuckle. To adjust camber, lift upper control arm and rotate ball joint flange 180°. *NOTE – Only two adjustments are possible. Manufacturer adjusted camber to smallest possible negative camber.* Rotating ball joint flange will make camber more negative. To reassemble, reverse disassembly procedure.

TOE-IN

All Models – 1) Position front wheel in straight ahead position. Remove clamp on tie rod bellows and push bellows back. Loosen tie rod clamping bolts. To adjust, rotate tie rod sleeves equally to obtain specified toe-in. *NOTE – Never grip tie rod on inner ball joint stud. To avoid ball stud resting against inside of hole in tie rod outer end, center outer end of each rod to ball stud.*

2) Pull bellows over tie rods and secure wire clamps. Bellows must not be twisted and wire ends showing towards steering gear adjusting screw opening. Tighten clamp bolts. Rotate wheel back and forth several times to check bellows for correct attachment to tie rods.

WHEEL ALIGNMENT SPECIFICATIONS

Application	Caster (Degrees)	Camber (Degrees)	Toe-In (Inches)	Toe-Out On Turns (Degrees)	
				Inner	Outer
All Models	4½ ±1½	−1 ± ½	⅛ to 3/16	20	19¼