

# Wheel Alignment

## GENERAL MOTORS

### CHEVROLET & GMC WITH COIL SPRINGS

**NOTE** — Difference in shim packs must not exceed .300". Front shim pack must be .240" minimum and .740" maximum thickness. Rear shim pack must be .590" maximum thickness.

#### CAMBER

**All Models** — Camber is changed by adding or subtracting shims from the upper control arm shaft. To increase camber, add equal amounts of shims to both upper control arm attaching bolts. To decrease camber, subtract equal amounts of shims from both control arm attaching bolts. **NOTE** — By adding or subtracting equal amounts of shims, camber may be corrected without affecting caster.

#### CASTER

**All Models** — 1) Measure frame angle, in relation to level, directly behind cab. Using suitable alignment equipment, determine existing caster. Combine frame angle with caster angle to determine corrected caster angle as follows:

A) — If frame is down in rear, frame angle must be subtracted from positive caster angle.

B) — If frame is down in rear, frame angle must be added to negative caster angle.

C) — If frame is up in rear, frame angle must be subtracted from negative caster angle.

D) — If frame is up in rear, frame angle must be added to positive caster angle.

2) Measure distance from top of jounce bumper bracket on lower control arm to bottom of frame crossmember. Determine correct caster angle for measured clearance and adjust. To increase caster, add shims between forward upper control arm attaching bolt and frame, or subtract shims from rear attaching bolt. To decrease caster, subtract shims from forward bolt, or add shims to rear bolt.

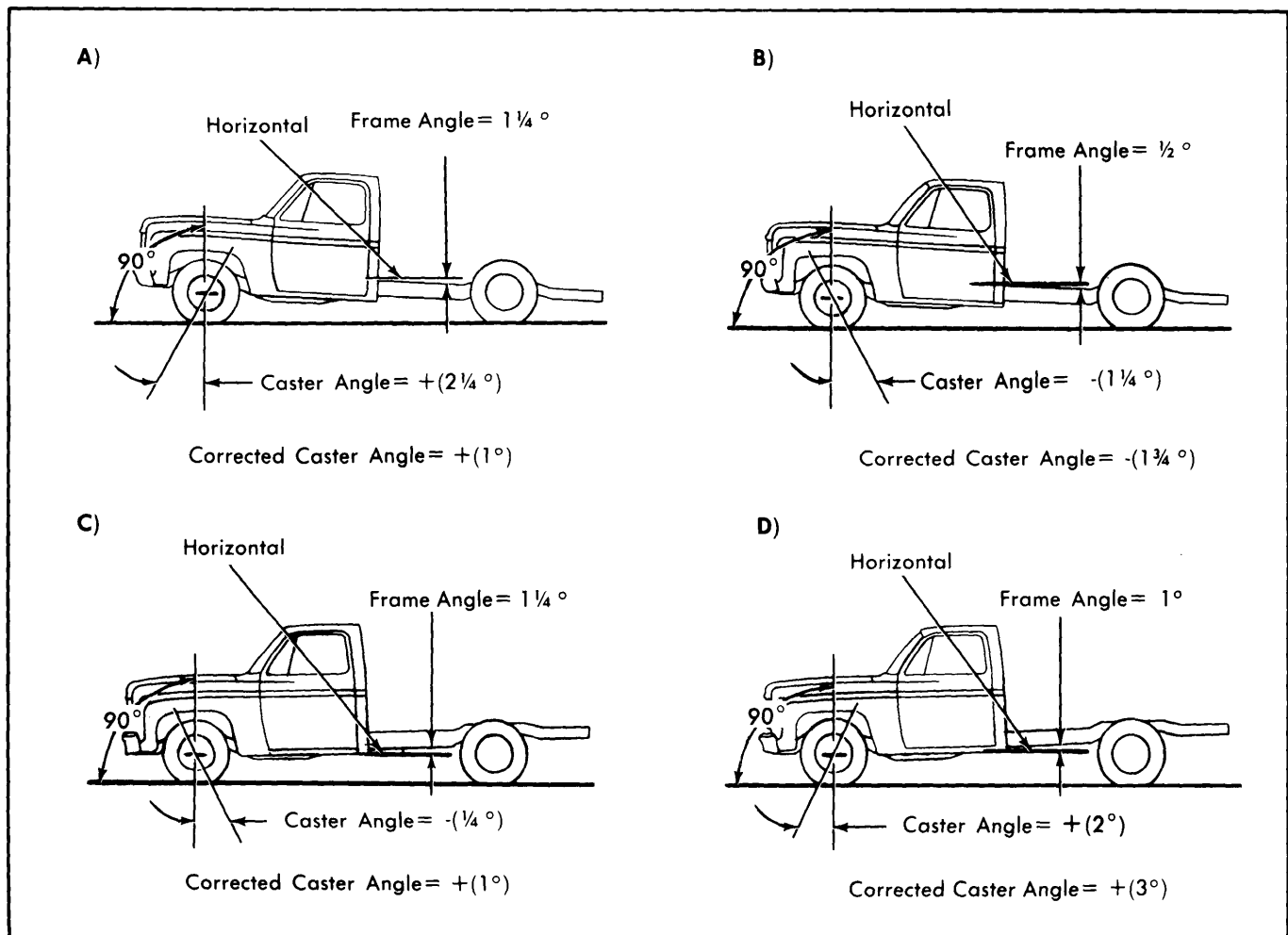


Fig. 1 Determining Corrected Caster Angle