

GENERAL MOTORS (Cont.)

CAMBER (REAR)

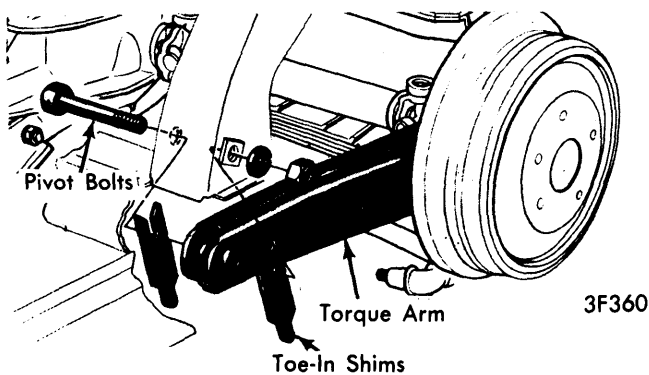
Camber adjustments are made by adjusting eccentric cam and bolt assembly located at inboard mounting of strut rod. To change camber setting, loosen locknut on cam bolt and rotate cam and bolt assembly until specified camber is obtained. Tighten locknut.



CORVETTE CASTER & CAMBER ADJUSTING SHIMS (FRONT)

TOE-IN (REAR)

Rear wheel toe-in angle is adjusted through use of variable thickness shims inserted between torque arm and frame side member web at forward pivoting joint. Shims are slotted to slide over bushing pivot bolt on either side. To adjust, loosen pivot bolt, shim outboard gap as necessary to obtain solid stack-up between outer end of torque arm bushing and inner wall of frame side member, and when adding shims to inner side of control arm do not use thicker shim than necessary or force insertion of shim as this may cause toe-in setting to change. After shims are securely installed, tighten pivot bolt.



CORVETTE REAR SUSPENSION TOE-IN SHIMS

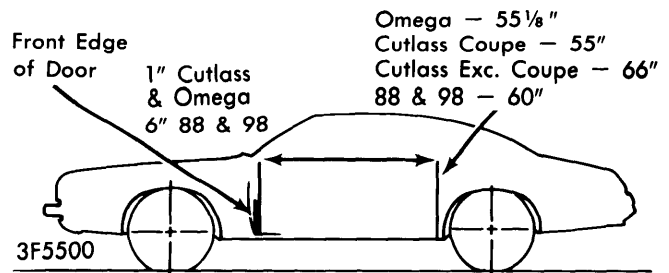
OLDSMOBILE (EXCEPT TORONADO)

TIRE INFLATION (COLD)

Inflate tires to recommended pressures listed on rear of left front door on Omega and Cutlass models, and inside glove box door on 88 and 98 models.

RIDING HEIGHT

Check riding height with full gas tank, front seat rearward, tire pressure correct, doors closed and trunk empty. With vehicle on level floor, bounce several times and allow car to settle. Measure heights as shown in illustration. Measured heights may differ side to side $\pm 3/8$ " or front to rear $\pm 1/2$ ".



OLDSMOBILE RIDING HEIGHT

Riding Height Specifications

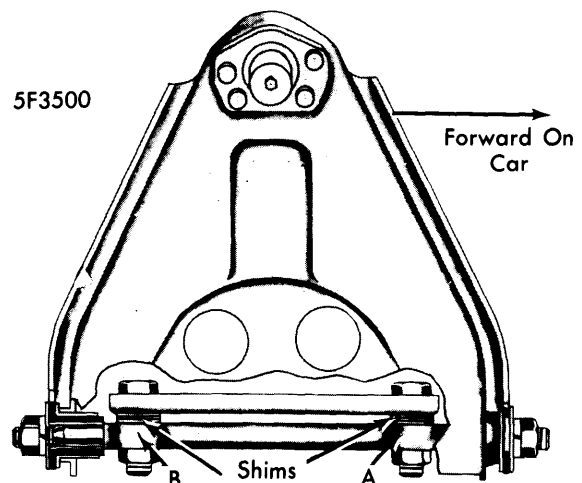
Application	Front	Rear
Omega	9 3/4"	9 3/4"
Cutlass (Exc. Wagon)	10 1/4"	10 1/4"
Cutlass Wagon	10 5/8"	10 5/8"
88 (Exc. Wagon)	9 1/2"	9 1/2"
88 Wagon	10 1/8"	10 1/4"
98	9 3/4"	9 3/4"

CASTER

Loosen pivot shaft-to-frame nuts. **CAUTION** - Bolts are splined to frame and should not be turned. To decrease positive caster (increase negative caster), add shims at front bolt. To increase positive caster (decrease negative caster), remove shims at front bolt. **NOTE** - Difference between front and rear shim packs must not exceed .340" on Omega or .400" on Cutlass, 88 & 98. With weight of car on wheels tighten nuts to 80 ft. lbs. (Omega) or 100 ft. lbs. (All Others).

CAMBER

Loosen pivot shaft-to-frame nuts. **CAUTION** - Bolts are splined to frame and should not be turned. To increase positive camber, remove shims at both front and rear bolts. To decrease positive camber, add shims at both front and rear bolts. **NOTE** - By adding or subtracting an equal amount of shims from front and rear bolts, camber can be changed without affecting caster adjustment. With weight of car on wheels, tightening nuts to 80 ft. lbs. (Omega) or 100 ft. lbs. (All Others).



- To Decrease Positive Caster: Add Shim At "A"
- To Decrease Negative Caster: Remove Shim At "A"
- To Increase Camber: Remove Shims At Both "A"
- To Decrease Camber: Add Shims At Both "A" And "B"

OLDSMOBILE CASTER & CAMBER ADJUSTING SHIMS