

Wheel Alignment

GENERAL MOTORS (Cont.)

CADILLAC

TIRE INFLATION (COLD)

Before checking wheel alignment, ensure that tires are inflated to manufacturers specifications, found on tire placard in glove box.

RIDING HEIGHT

Before checking riding height, trunk must be empty (except for spare tire and jack), front seat all way to rear, and fuel tank full. Normalize springs by working bumper up and down, then release bumper and let car assume normal position. If car is equipped with Automatic Level Control, deflate system using service valve and disconnect air line from superlift port on control valve. Check riding height as follows:

Front (Exc. Eldorado) – Measure distance from top of lower control arm in front of rubber bumper to flat surface on bottom of frame. Distance should be within specifications, and equal within 3/8" from side to side. If heights are unequal, replace spring on low side.

Front (Eldorado) – Measure distance from lower edge of front shock absorber dust tube to centerline of lower attachment. Distance should be within specifications, and equal within 3/8" on each side. If not within specifications adjust at torsion bar adjusting bolt. Clockwise rotation of bolt increases front height while counterclockwise rotation decreases height.

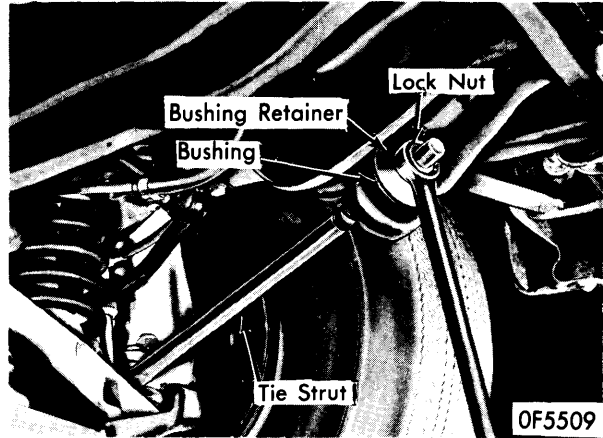
Rear (All Models) – Measure distance from top of axle housing straight up to lower underside of frame. Distance should be within specifications, and equal within 1/2" on each side. If not within specifications, replace spring on low side.

RIDING HEIGHT SPECIFICATIONS

Application	Front	Rear
Fleetwood Brougham	3 1/8 - 3 7/8"	4 7/8 - 5 3/8"
Fleetwood 75	3 5/8 - 4 3/8"	5 13/16 - 6 9/16"
Eldorado	8 1/4 - 8 1/2"	5 1/6 - 5 5/16"
All Other Models		
W/O ALC	3 3/16 - 3 15/16"	5 13/16 - 9 9/16"
W/ALC	3 3/16 - 3 3/16"	4 7/8 - 5 3/8"

CASTER (EXCEPT ELDORADO)

NOTE – Before adjusting caster, loosen tie-struts at lower suspension arms to allow tie-strut to center and thus prevent damage to bushings and premature wear at frame front crossmember. To provide more negative caster, lengthen tie-struts by loosening front lock nuts and tightening rear lock nuts. To provide more positive caster, shorten tie-struts by loosening rear lock nuts and tightening front lock nuts. One turn of lock nuts results in approximately 1/2° change in caster. After adjustments are made, tighten tie-strut mounting bolt nuts at lower arms to 55 ft. lbs. and front lock nuts to 35 ft. lbs. **NOTE** – When tightening front lock nut, hold rear nut securely to prevent changing caster setting.



CADILLAC CASTER ADJUSTMENT

CAMBER (EXCEPT ELDORADO)

Loosen lock nut on ball joint stud one turn and strike steering knuckle to free camber eccentric in steering knuckle. Using suitable tool (J-23415) turn camber eccentric until desired camber is obtained. Final position of ball joint should be in rear portion of camber eccentric in order to keep steering arm angle correct. After adjustments are completed, tighten ball joint stud nut.



CADILLAC CAMBER ADJUSTMENT

CAMBER & CASTER (ELDORADO)

Loosen nuts on upper control arm front and rear cam bolts, note camber reading. Rotate front bolt to correct for half of incorrect reading. Rotate rear bolt to bring camber reading to 0°, then tighten front and rear cam bolts. Check caster and if no adjustment necessary, tighten cam nuts to 95 ft. lbs. If caster adjustment necessary, loosen front and rear cam bolts and rotate front bolt so camber changes an amount equal to 1/4 of desired caster change. If adjusting for excessive negative caster, rotate front bolt to increase positive camber; if adjusting for excessive positive caster, rotate front bolt to increase negative camber. Rotate rear cam bolt until camber setting returns to 0°. Tighten cam nuts to 95 ft. lbs. and recheck adjustments.