GENERAL MOTORS (Cont.)

CAMBER

All Models (Exc. Starfire and Toronado) – 1) Loosen pivot shaft-to-frame nuts. See *Fig. 33.*

NOTE – *Bolts are splined to frame and should not be turned. Loosen nuts only. Do not remove weight of vehicle from front wheels when adjusting shims.*

2) 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.*

Starfire – Loosen front lower control arm pivot nut and rotate cam until specified camber setting is obtained. Cam action moves lower control arm in and out. Tighten pivot nut and check camber setting. See *Fig. 27 in CHEVROLET section for illustration of cams.*

Toronado – 1) Adjustment is made by rotating eccentric cam assemblies at inner end of upper control arm front and rear legs. Hold 1 cam bolt and loosen nut. Turn cam to obtain change equal to ½ the needed corrections.

2) Hold cam bolt in this position while tightening nut to 110 ft. lbs. to maintain setting. Then, follow the same procedure with the other cam assembly. Caster setting then will not be affected. See *Fig. 34.*

REAR WHEEL ALIGNMENT (TORONADO)

See *CADILLAC, Rear Wheel Alignment (Eldorado).*

PONTIAC

TIRE INFLATION (COLD)

Before attempting wheel alignment adjustments, tires must be inflated to specified pressures shown on vehicle placard label.

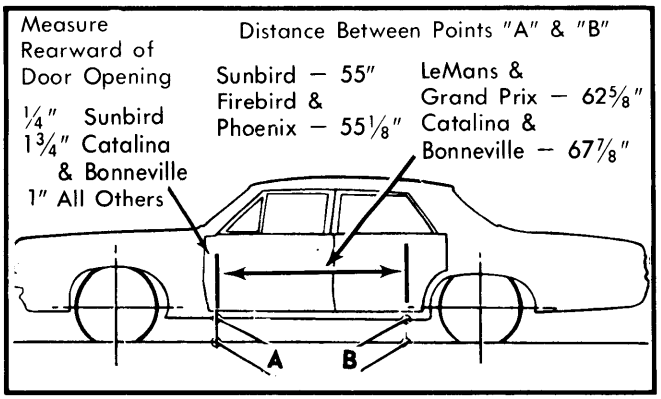

Fig. 35 Riding Height Measuring Points (Pontiac – All Models)

RIDING HEIGHT

With vehicle at curb height and on a level floor, bounce vehicle several times and allow to settle. Measure heights at locations shown in *Fig. 35.* Specifications are for new vehicles. Most vehicles in use, will average 1" less than new vehicles.

RIDING HEIGHT SPECIFICATIONS

Application	A	B
LeMans, Grand Am		
Grand LeMans		
Station Wagons	10.25"	10.38"
All Others	10.25"	10.25"
Grand Prix	9.75"	9.75"
Catalina &		
Bonneville	10.25"	10.25"
Firebird	8.50"	7.87"
Phoenix	9.62"	9.50"
Sunbird	7.75"	7.75"

CASTER

All Models (Exc. Sunbird) – To adjust caster, loosen control arm shaft-to-frame bolts. To decrease caster, add shims to front bolt and remove shims from rear bolt. To increase caster, remove shims from front bolts and add shims to rear bolt. Tighten bolts when adjustment is completed. See *Fig. 36.*

NOTE – *Shim pack should never contain more than one small and one medium shim. Shim packs should not exceed ¾" thickness or have a difference greater than ⅜" between front and rear shim packs.*

Sunbird – Loosen rear lower control arm pivot nut and rotate cam until specified caster setting is obtained. Cam action moves lower control arm foreward and rearward. Tighten pivot nut and recheck caster. See *Fig. 27 in CHEVROLET section for illustration of cams.*

CAMBER

All Models (Exc. Sunbird) – To adjust camber, loosen control arm shaft-to-frame bolts. To increase camber, remove shims from both front and rear bolts. To decrease camber, add shims to both front and rear bolts. By adding or removing equal thickness of shims at th front and rear bolts, camber can be changed without changing caster. Tighten bolts when adjustment is completed. See *Fig. 36.*

GENERAL MOTORS (Cont.)

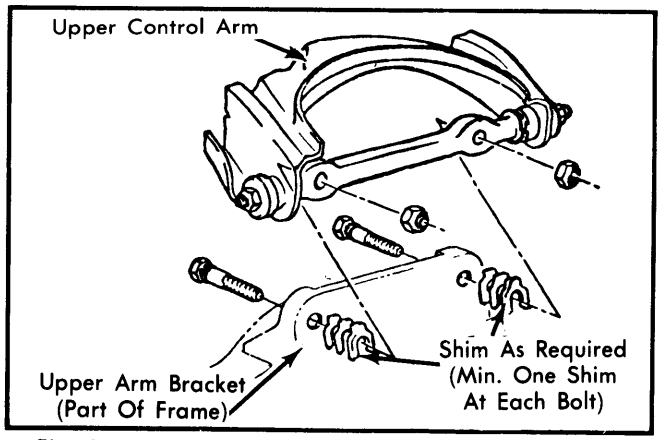

Fig. 36 Pontiac Caster & Camber Adjusting Shims (Except Sunbird)

NOTE – *Shim pack should never contain more than one small and one medium shim. Shim packs should not exceed ¾" thickness or have a difference greater than ⅜" between front and rear shim packs.*

Sunbird – Loosen front lower control arm pivot nut and rotate cam until specified camber setting is reached. Cam action moves lower control arm in and out. Tighten pivot nut and recheck camber and caster settings. *See Fig. 27 in CHEVROLET section for illustration of cam.*