

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

ABC123

Entire Article
2000 Chevrolet Camaro

ARTICLE BEGINNING

2000-01 WHEEL ALIGNMENT
Specifications & Procedures

Cars - Except Saturn

IDENTIFICATION

MODEL IDENTIFICATION

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Body Code (1) Model

"C"	Park Avenue
"E"	El dorado
"F"	Camaro & Firebird
"G"	Aurora
"H"	Bonneville & LeSabre
"J"	.....	Cavalier & Sunfire
"K"	.....	DeVille & Seville
"M"	.....	Metro
"N"	.....	Alero, Grand Am & Malibu
"S"	.....	Prius
"V"	.....	Catera
"W"	Century, Grand Prix, Impala, Intrigue, Lumina, Monte Carlo & Regal
"Y"	Corvette

(1) - Vehicle body code is fourth character of VIN.

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RIDE HEIGHT ADJUSTMENT

NOTE: Proper ride height is necessary for correct wheel alignment. Check ride height with vehicle on level floor. Ensure less than 15.5 lbs. of weight is in trunk (other than spare and tools), fuel tank is full (unless specified otherwise), front seats are in full rearward position and tires are the correct size and properly inflated. Tire inflation specification can be found on door pillar, sidewall of tire, sun visor or in glove box. On vehicles with electronic chassis controls, ensure all systems are functional before adjusting ride height or wheel alignment.

Visually inspect vehicle for signs of abnormal height from front to rear or side to side. If ride height is not within specification, check, repair or replace suspension components.

CHECKING PROCEDURE

"C", "H" & "K" Bodies

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1) Ensure Electronic Level Control (ELC) is operating properly (if equipped). Bounce front and rear end of vehicle 3 times. Measure dimension "A" to locate point to measure dimension "J". Measure dimension "J" from underbody points to floor. Measure dimension "Z" between lowest part of ball joint and centerline of control arm bolt. See Fig. 1. See RIDE HEIGHT SPECIFICATIONS ("C", "H" & "K" BODIES) table.

2) Measure dimension "B" to locate point to measure dimension "K". Measure dimension "K" from underbody points to floor. See Fig. 1. Measure dimension "D" between bottom of wheel bearing face and centerline of outboard control arm bolt. See RIDE HEIGHT SPECIFICATIONS ("C", "H" & "K" BODIES) table.

"E" Body

1) Ensure Electronic Level Control (ELC) is operating properly. Bounce vehicle 3 times at front and rear. Measure dimension "Z" between centerline of front lower control arm bushing bolt and lowest part of ball joint. From the front side of rear suspension, measure dimension "D" between centerline of front inner bearing bushing bolt and centerline of front outer bushing bolt. See Fig. 2. See RIDE HEIGHT SPECIFICATIONS ("E" BODY) table.

2) Measure dimensions "A" and "B" to locate measuring points "J" and "K". Measure dimensions "J", "K", "E" and "F" between underbody and floor and center of wheel well and floor. See Fig. 2. See RIDE HEIGHT SPECIFICATIONS ("E" BODY) table.

"F" Body

Jounce front and rear bumper at least 1.5" (38 mm) and let settle. Measure and note front and rear trim heights. See Fig. 3. Repeat 2 more times. Average measurements for trim heights. See RIDE HEIGHT SPECIFICATIONS ("F" BODY) table.

"G" Body

1) Ensure Electronic Level Control (ELC) is operating properly (if equipped). Bounce front and rear end of vehicle 3 times. Measure dimension "Z" between lowest part of ball joint and centerline of control arm bolt. See Fig. 1. See RIDE HEIGHT SPECIFICATIONS ("G" BODY) table.

2) Measure dimension "D" between bottom of wheel bearing face and centerline of outboard control arm bolt. See Fig. 1. See RIDE HEIGHT SPECIFICATIONS ("G" BODY) table.

"J" Body

1) Push front bumper down about 1.5" (38 mm). Let vehicle settle. Repeat 3 times. Measure dimension "Z". See Fig. 4. See RIDE HEIGHT SPECIFICATIONS ("J" BODY) table.

2) Lift rear bumper up about 1.5" (38 mm). Let vehicle settle. Repeat 2 more times. Measure dimension "D". See Fig. 4. See RIDE HEIGHT SPECIFICATIONS ("J" BODY) table.

3) Measure dimensions "A" and "B" to locate measuring points "J" and "K". Measure dimensions "J" and "K" between underbody and floor, and center of wheel well and floor. See Fig. 4. See

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RIDE HEIGHT SPECIFICATIONS ("J" BODY) table.

"M" Body

NOTE: Fuel tank must be at least 1/8 full.

1) Lift front bumper about 1.5" (38 mm). Allow vehicle to settle. Push front bumper down about 1.5" (38 mm). Allow vehicle to settle. Measure dimension "J" between centerline of front wheel and floor. See Fig. 4. See RIDE HEIGHT SPECIFICATIONS ("M" BODY) table.

2) Lift rear bumper about 1.5" (38 mm). Allow vehicle to settle. Push rear bumper down about 1.5" (38 mm). Allow vehicle to settle. Measure dimension "K" between centerline of rear wheel and floor. See Fig. 4. See RIDE HEIGHT SPECIFICATIONS ("M" BODY) table.

3) Measure dimension "Z" between centerline of lower control arm rear bolt and bottom of ball joint. See Fig. 4. See RIDE HEIGHT SPECIFICATIONS ("M" BODY) table.

"N" Body

1) Lift front bumper about 1.5" (38 mm) and allow vehicle to settle. Repeat 2 more times. Distance "A" is from center of front axle to locate point to measure dimension "J". Dimension "J" is measured from floor to bottom of rocker panel. Measure dimension "Z". Dimension "Z" is measured from bottom of ball joint to bottom of frame rail. See Fig. 6. See RIDE HEIGHT SPECIFICATIONS ("N" BODY) table. Note measurements. Do this 2-3 times, and average measurements.

2) Lift rear bumper up about 1.5" (38 mm) and allow vehicle settle. Repeat 2 more times. Distance "B" from center of rear axle to locate point to measure dimension "K". Dimension "K" is measured from floor to bottom of rocker panel. See Fig. 6. See RIDE HEIGHT SPECIFICATIONS ("N" BODY) table. Push rear bumper down about 1.5" (38 mm) and allow vehicle to rise. Repeat 2 more times. Measure dimension "K" again. Average high and low measurements to determine true ride height.

"S" Body

NOTE: Fuel tank must be at least 1/8 full.

1) Lift front bumper 1.5" (38 mm) and let settle. Repeat 2 more times. Push front bumper down 1.5" (38 mm) and let settle. Repeat 2 more times. Measure dimension "Z" between center of lower control arm mounting bolt and floor. See Fig. 7. See RIDE HEIGHT SPECIFICATIONS ("S" BODY) table.

2) Lift rear bumper 1.5" (38 mm) and let settle. Repeat 2 more times. Push rear bumper down 1.5" (38 mm) and let settle. Repeat 2 more times. Measure dimension "D" between center of rear trailing arm bolt and floor. See Fig. 7. See RIDE HEIGHT SPECIFICATIONS ("S" BODY) table.

"V" Body

1) Ensure Automatic Level Control (ALC) is operative while

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taking measurements. Lift front bumper 1.5" (38 mm) and let settle. Repeat 2 more times. Push front bumper down 1.5" (38 mm) and let settle. Repeat 2 more times. Measure dimensions "J" and "P". Dimension "J" is measured from bottom of rocker panel to floor. Dimension "P" is measured from top of tire to bottom of front tire (diameter). See Fig. 8. See RIDE HEIGHT SPECIFICATIONS ("V" BODY) table.

2) Lift rear bumper 1.5" (38 mm) and let settle. Repeat 2 more times. Push rear bumper down 1.5" (38 mm) and let settle. Repeat 2 more times. Measure dimensions "K" and "R". Dimension "K" is measured from bottom of rocker panel to floor. Dimension "R" is measured from top of tire to bottom of rear tire (diameter). See Fig. 8. See RIDE HEIGHT SPECIFICATIONS ("V" BODY) table.

"W" Body

1) Lift front bumper 1.5" (38 mm) and let settle. Push front bumper down 1.5" (38 mm) and allow vehicle to rise and settle. Measure dimension "Z" between center of rear bushing bolt and lowest point of ball joint. See Fig. 9. Measure dimension "A" from center of front wheel to locate point to measure dimension "J". Measure dimension "J" between lower rocker panel to floor. See RIDE HEIGHT SPECIFICATIONS ("W" BODY) table. If ride height is not within specification, replace damaged or worn suspension parts.

2) Lift rear bumper 1.5" (38 mm) and let settle. Push rear bumper down 1.5" (38 mm) and allow vehicle to rise and settle. On Lumina, measure dimension "D" from a point 2.17" (55 mm) from outboard of rear brake hose bracket bolt centerline to trailing arm to knuckle attachment bolt centerline. On all other models, measure dimension "D" from a point 1.18" (30 mm) from outboard of rear brake hose bracket bolt centerline to trailing arm to knuckle attachment bolt centerline. See Fig. 9.

3) Measure dimension "B" to locate point to measure dimension "K". Measure dimension "K" between from bottom of rocker panel to floor. See Fig. 9. See RIDE HEIGHT SPECIFICATIONS ("W" BODY) table. If ride height is not within specification, repair or replace damaged or worn suspension parts.

"Y" Body (Front)

NOTE: When taking measurements, the real time damping system must be operative during procedure. If ride height adjustment is necessary, opposite trim height will be affected. Recheck vehicles ride height after each adjustment.

1) Lift front bumper 1.5" (38 mm) and let settle. Repeat 2 more times. Push front bumper down 1.5" (38 mm) and let settle. Repeat 2 more times. Measure from center of front axle to lower edge of rocker panel (dimension "A") to locate dimension "J" measuring point. Measure dimension "J" from bottom of rocker panel to floor. See Fig. 10. See RIDE HEIGHT SPECIFICATIONS ("Y" BODY) table. If front ride height is not within specification, go to step 3).

2) Using Trim Height Measurement Gauge (J-42854), measure left and right side dimension "Z" between lowest point of ball joint

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and center of lower control arm mounting bolt. See Fig. 10. See RIDE HEIGHT SPECIFICATIONS ("Y" BODY) table. If ride height is not within specification, go to next step.

3) If ride height adjustment is necessary, Trim Height Adjustment Tool (J-42743) must be used to prevent damage to rubber shear pad on end of adjuster bolt. See Fig. 11. Adjust dimension "Z" by turning the spring adjuster bolt. One complete turn of adjuster bolt equals about 0.08" (2 mm). Remove trim height adjustment tool. Ensure maximum difference between left and right spring adjuster bolt gaps does not exceed 0.196" (5 mm). Recheck ride height. Measure and adjust front spring adjuster bolt gaps. Bolt gaps should be between 0.078-0.944 (2-24 mm). See Fig. 12.

"Y" Body (Rear)

NOTE: When taking measurements, the real time damping system must be operative during procedure. If ride height adjustment is necessary, the opposite trim height will be affected. Recheck vehicles ride height after each adjustment.

1) Lift rear bumper 1.5" (38 mm) and let settle. Repeat 2 more times. Push rear bumper down 1.5" (38 mm) and let settle. Repeat 2 more times. Measure from center of rear axle to lower edge of rocker panel (dimension "B") to locate dimension "K" measuring point. Measure dimension "K" from bottom of rocker panel to floor. See Fig. 10. See RIDE HEIGHT SPECIFICATIONS ("Y" BODY) table. If rear ride height is not within specification, go to step 3).

2) Using Trim Height Measurement Gauge (J-42854), measure left and right side dimension "D" between lowest point of ball joint and center of lower control arm mounting bolt. See Fig. 10. See RIDE HEIGHT SPECIFICATIONS ("Y" BODY) table. If ride height is not within specification, go to next step.

3) If ride height adjustment is necessary, adjust dimension "D" by removing spring bolt retainers and turning the spring adjuster bolt. One complete turn of adjuster bolt equals about 0.08" (2 mm). Ensure maximum difference between rear spring stud height does not exceed 0.196" (5 mm). See Fig. 13. Recheck ride height. Measure and adjust front spring adjuster bolt gaps. Rear spring stud height should be between 0.866-1.811" (22-46 mm). Install retainers to bolts.

RIDE HEIGHT SPECIFICATIONS

On "C", "G", "H", and "J" Bodies, maximum variation between side-to-side and front-to-rear should not exceed .75" (19 mm). On "N" Body, maximum variation between side-to-side should not exceed 0.24" (6 mm). On all other models, maximum variation between side-to-side and front-to-rear should not exceed .47" (12 mm).

RIDE HEIGHT SPECIFICATIONS ("C", "H" & "K" BODIES)

AA	
Appl i cation	In. (mm)

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Bonneville, DeVille, LeSabre, Park Avenue & Seville (1)

Dimension "A"	23.5 (600)
Dimension "B"	23.22 (590)
Dimension "J"	6.44-7.25 (164-184)
Dimension "K"	8.38-9.19 (213-233)
Dimension "Z"	1.19-2.0 (30-50)
Dimension "D"	3.0-3.75 (79-96)

(1) - See Fig. 1.

AA

RIDE HEIGHT SPECIFICATIONS ("E" BODY)

AA

Application In. (mm)

El dorado (1)

Dimension "A"	22.84 (580)
Dimension "B"	22.17 (563)
Dimension "J"	8.66 (220)
Dimension "K"	8.43 (214)
Dimension "E"	28.15 (715)
Dimension "F"	27.91 (709)
Dimension "Z"	1.97 (50)
Dimension "D"	1.14 (29)

(1) - See Fig. 2.

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RIDE HEIGHT SPECIFICATIONS ("F" BODY)

AA

Application In. (mm)

Camaro & Firebird (1)

Dimension "1" (Side Rocker Panel)	8.0 (204)
Dimension "2" (Side Rocker Panel)	8.2 (208)
Dimension "3" (Front Fascia)	
Camaro	17.4 (443)
Firebird With 235/55 Tires	13.4 (342)
Trans Am Except Base Model	13.4 (342)
Trans Am Base Model	16.3 (416)
Dimension "4" (Rear Fascia)	
Camaro	14.4 (367)
Firebird & Trans Am	14.7 (375)

(1) - See Fig. 3.

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RIDE HEIGHT SPECIFICATIONS ("G" BODY)

AA

Application In. (mm)

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Aurora (1)	
Di mensi on "D"	3.0-3.8 (76-96)
Di mensi on "Z"	1.2-2.0 (30-50)

(1) - See Fig. 1.

AA

RI DE HEI GHT SPECI FI CAT IONS ("J" BODY)	
AA	
Appl i cati on	In. (mm)

Caval i er & Sunfi re (1)	
Di mensi on "A"	31 (800)
Di mensi on "B"	22 (560)
Di mensi on "J"	87 (223)
Di mensi on "K"	9 (230)
Di mensi on "Z"	
Wi th 14" Ti res	0.16 (4)
Wi th 15" Ti res	
2. 2L (2)	0 (0)
2. 4L (3)	- 0.08 (- 2.0)
2. 4L (4)	0.4 (1.0)

(1) - See Fig. 4.

- (2) - Wi th acti ve suspensi on.
- (3) - Wi th ri de handl i ng suspensi on.
- (4) - Wi th soft ri de suspensi on.

AA

RI DE HEI GHT SPECI FI CAT IONS ("M" BODY)	
AA	
Appl i cati on	In. (mm)

Metro (1)	
Di mensi on "A"	17.75 (450)
Di mensi on "B"	17.75 (450)
Di mensi on "J"	8.25 (210)
Di mensi on "K"	8.85 (225)
Di mensi on "Z"	1.75 (45)

(1) - See Fig. 4.

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RI DE HEI GHT SPECI FI CAT IONS ("N" BODY)	
AA	
Appl i cati on	In. (mm)

Al ero (1)	
Di mensi on "A"	32.2 (817)
Di mensi on "B"	25.0 (635)
Di mensi on "J"	9.33 (237)
Di mensi on "K"	9.61 (244)

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Di mensi on "D"	
15" Wheel s	4.84 (123)
16" Wheel s	4.72 (120)
Di mensi on "Z"	
15" Wheel s	0 (0)
16" Wheel s	- 5 (- 20)
Grand Am (1)	
Di mensi on "A"	32.2 (817)
Di mensi on "B"	25.0 (635)
Di mensi on "J"	9.33 (237)
Di mensi on "K"	9.61 (244)
Di mensi on "D"	
15" Wheel s	0 (0)
16" Wheel s	4.72 (120)
Di mensi on "Z"	
15" Wheel s	0 (0)
16" Wheel s	- 5 (- 20)
Mal i bu (1)	
Di mensi on "A"	32.2 (817)
Di mensi on "B"	25.0 (635)
Di mensi on "J"	9.33 (237)
Di mensi on "K"	9.61 (244)
Di mensi on "D"	4.84 (123)
Di mensi on "Z"	0 (0)

(1) - See Fig. 6.

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RI DE HEI GHT SPECI FI CATI ONS ("S" BODY)

AA

Appl i cati on I n. (mm)

Pri zm (1)

Di mensi on "Z"	
Wi th P175/64R14 Ti res	6.88 To 7.68 (175 To 195)
Wi th P185/64R14 Ti res	7.08 To 7.88 (180 To 200)
Di mensi on "D"	
Wi th P175/64R14 Ti res	9.25 To 10.05 (235 To 255)
Wi th P185/64R14 Ti res	9.44 To 10.24 (240 To 260)

(1) - See Fig. 7

AA

RI DE HEI GHT SPECI FI CATI ONS ("V" BODY)

AA

Appl i cati on I n. (mm)

Catera (1)

Di mensi on "P"	27.3 (693)
Di mensi on "J"	6.9 (175)
Di mensi on "K"	6.5 (165)
Di mensi on "R"	27.3 (693)

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(1) - See Fig. 8.

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RI DE HEI GHT SPECI FI CATI ONS ("W" BODY)

AA

Appl i cati on In. (mm)

Except Lumi na (1)

Di mensi on "A" 23.8 (605)

Di mensi on "B" 20.7 (526)

Di mensi on "J" & "K" 8.4 (213.3)

Di mensi on "Z"

Wi th 225/60R16 Ti res 1.89 (48)

Wi th 225/70R15 Ti res 2.13 (55)

Di mensi on "D"

Wi th 225/60R16 Ti res 10.4 (255)

Wi th 225/70R15 Ti res 10.3 (261)

Lumi na (1)

Di mensi on "A" 23.8 (605)

Di mensi on "B" 20.7 (525)

Di mensi on "J" & "K" 8.4 (213.3)

Di mensi on "Z"

Wi th 205/70R15 Ti res 2.13 (55)

Wi th 225/60R16 Ti res 1.89 (48)

Di mensi on "D"

Wi th 205/70R15 Ti res 10.28 (261)

Wi th 225/60R16 Ti res 10.04 (255)

(1) - See Fig. 9.

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RI DE HEI GHT SPECI FI CATI ONS ("Y" BODY)

AA

Appl i cati on In. (mm)

Corvette (1)

Di mensi on "A" 35 (889)

Di mensi on "B" 31 (787)

Di mensi on "J" 6.02 (153)

Di mensi on "K" 6.22 (158)

Di mensi on "D" 4.0 To 4.5 (102 To 114)

Di mensi on "Z" 1.48 To 1.99 (38 To 50)

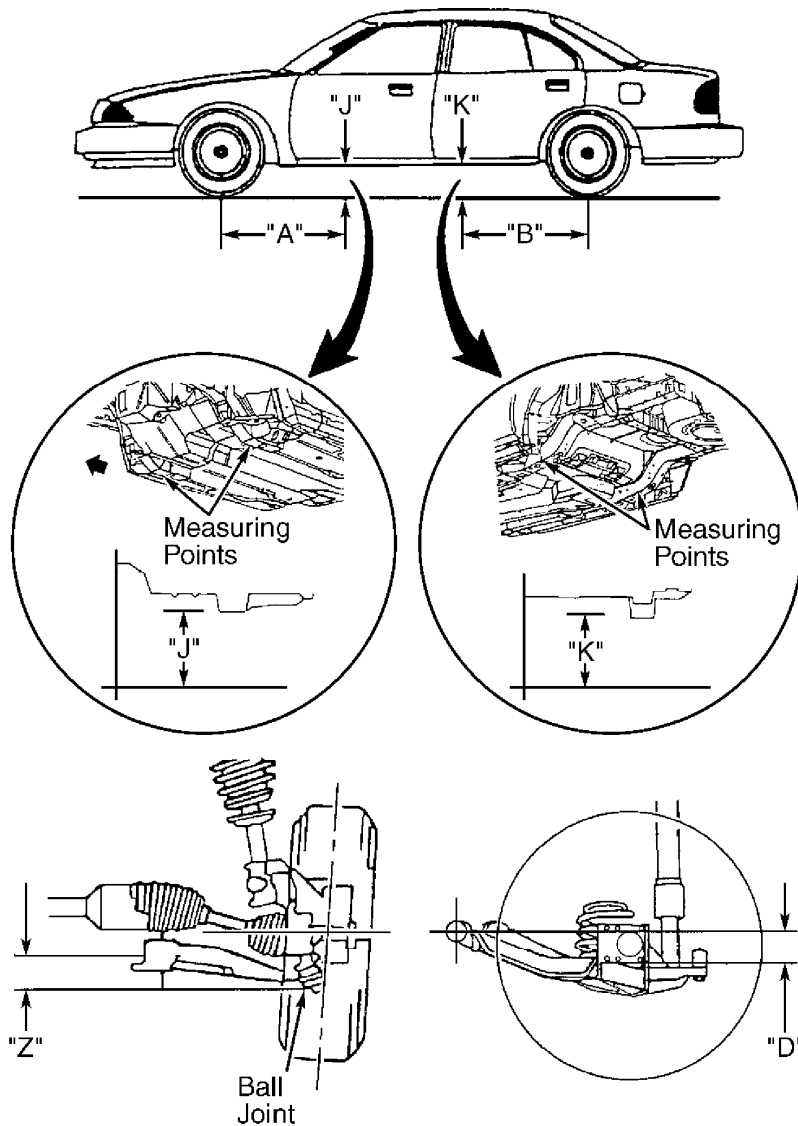
(1) - See Fig. 10.

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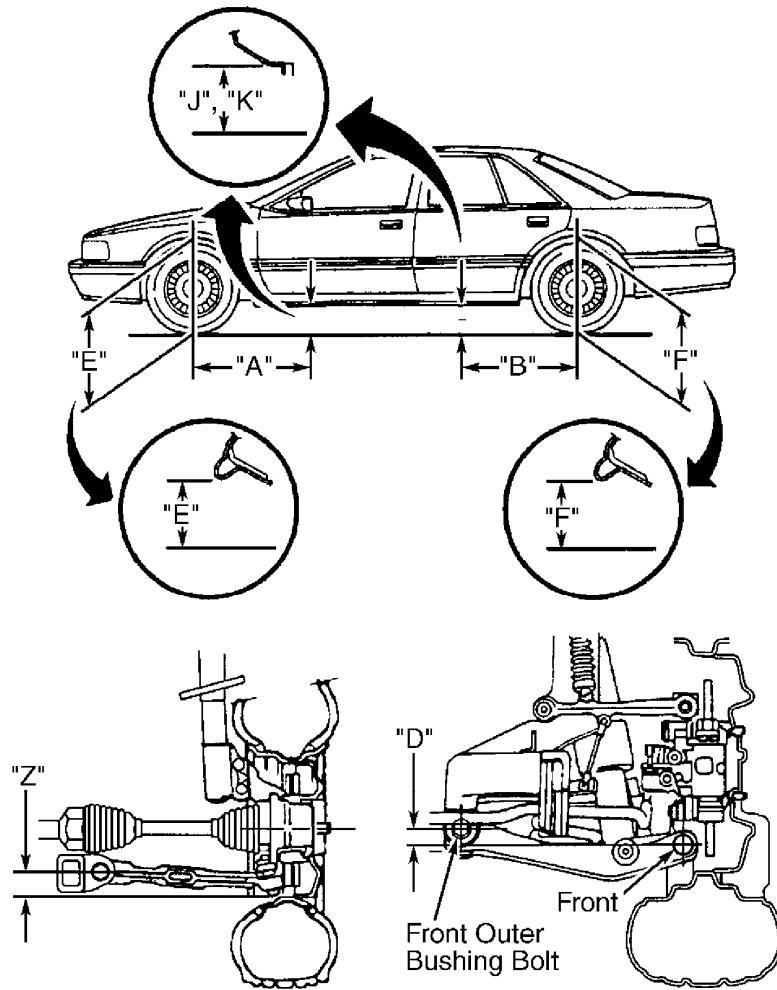
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Fig. 1: Ride Height Measuring Points ("C", "G", "H" & "K" Bodies)
Courtesy of General Motors Corp.

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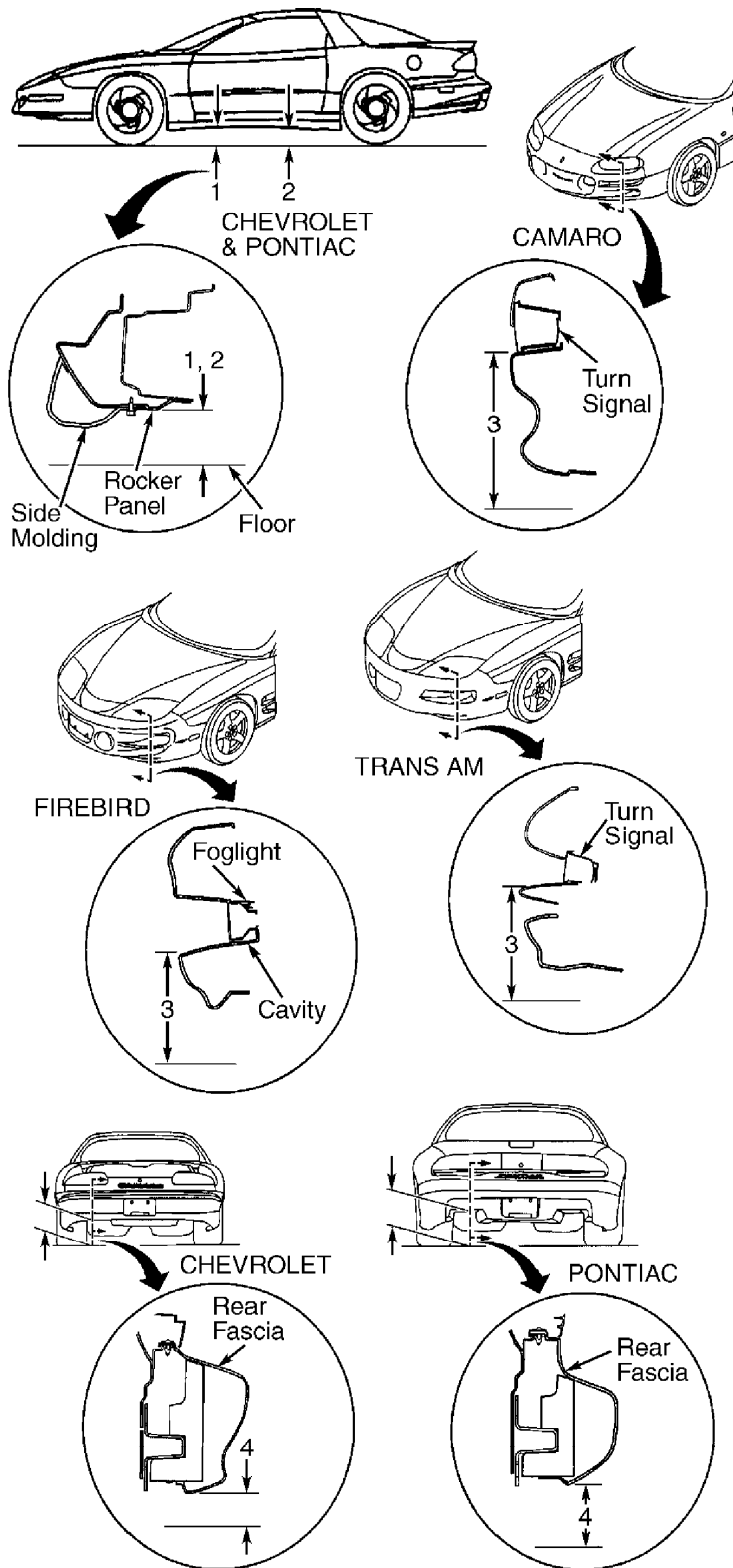
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Fig. 2: Ride Height Measuring Points ("E" Body)
Courtesy of General Motors Corp.

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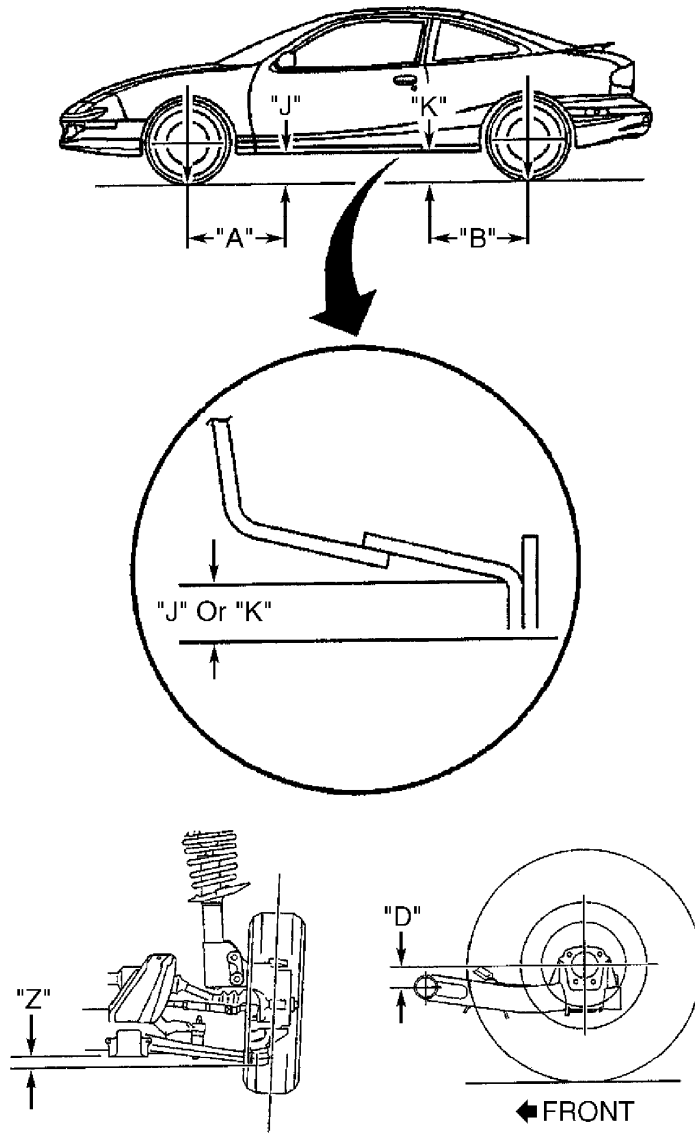
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Fig. 3: Ride Height Measuring Points ("F" Body)
Courtesy of General Motors Corp.

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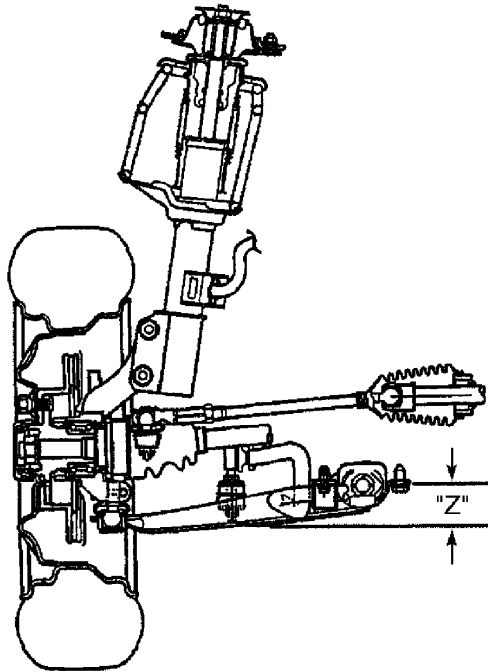
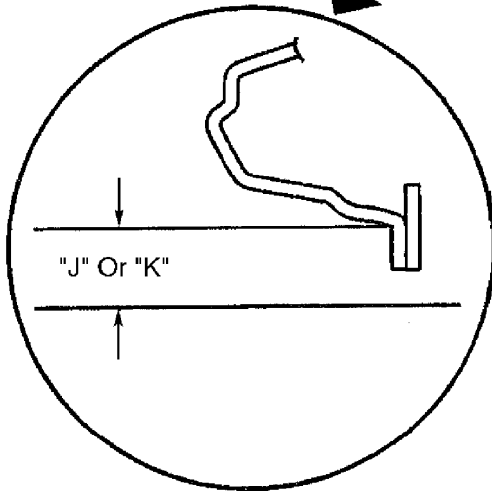
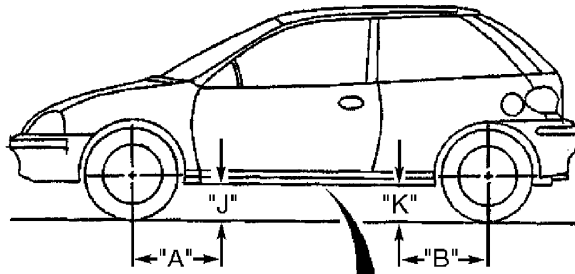
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Fig. 4: Ride Height Measuring Points ("J" Body)
Courtesy of General Motors Corp.

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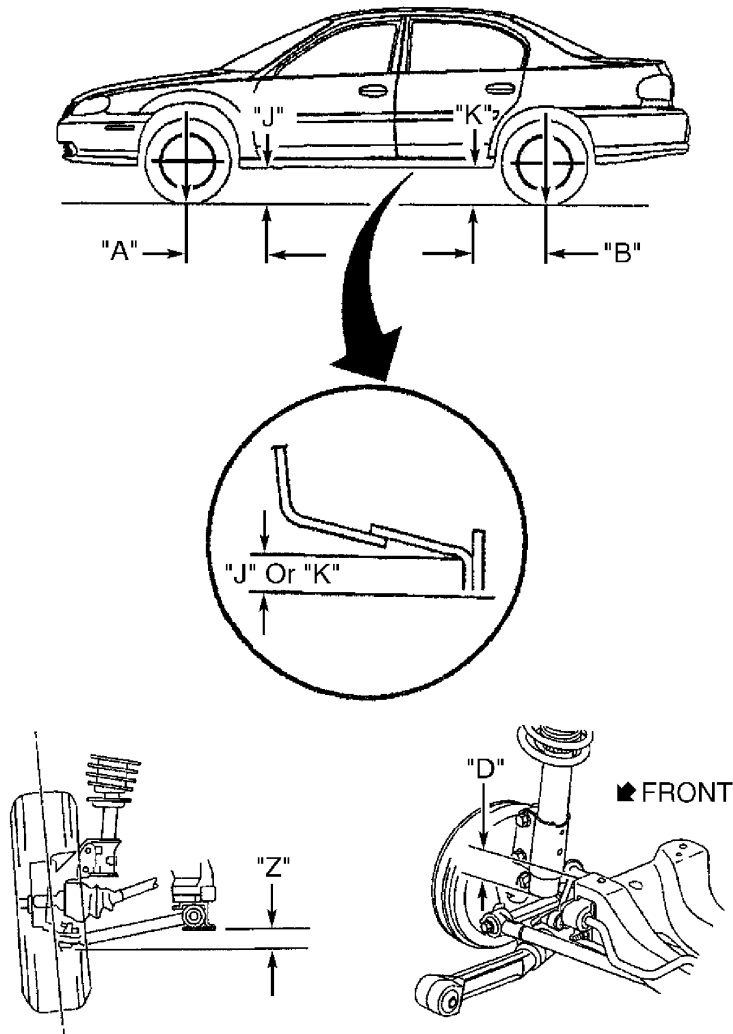
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Fig. 5: Ride Height Measuring Points ("M" Body)
Courtesy of General Motors Corp.

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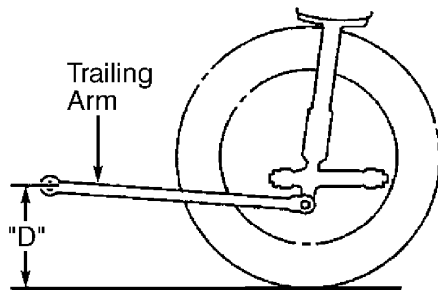
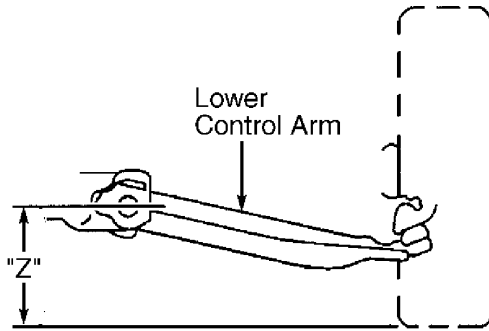
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Fig. 6: Ride Height Measuring Points ("N" Body)
Courtesy of General Motors Corp.

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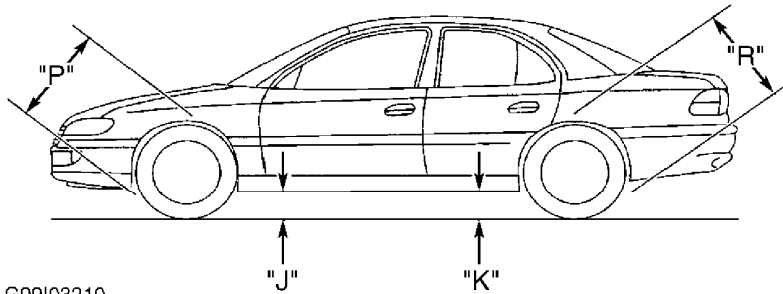
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Fig. 7: Ride Height Measuring Points ("S" Body)
Courtesy of general motor corp.



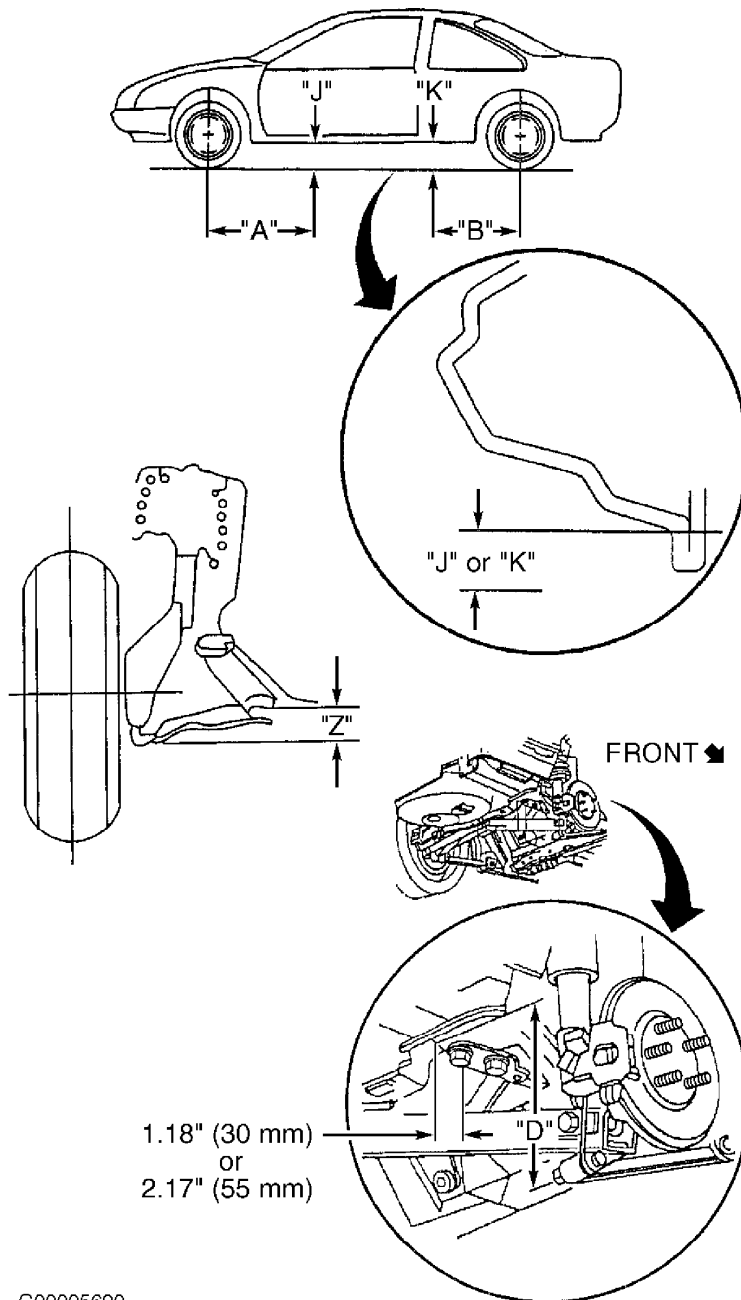
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Fig. 8: Ride Height Measuring Points ("V" Body)
Courtesy of General Motors Corp.

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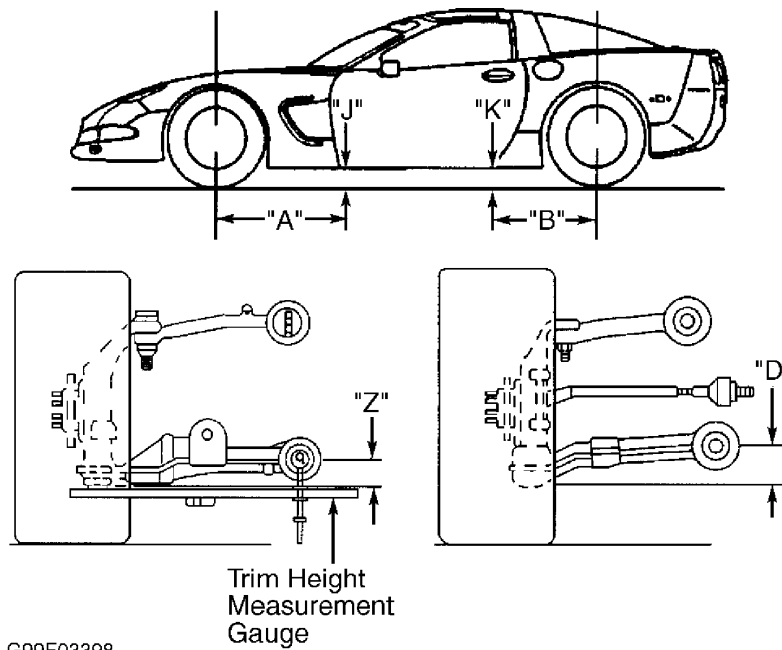
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Fig. 9: Ride Height Measuring Points ("W" Body)
Courtesy of General Motors Corp.

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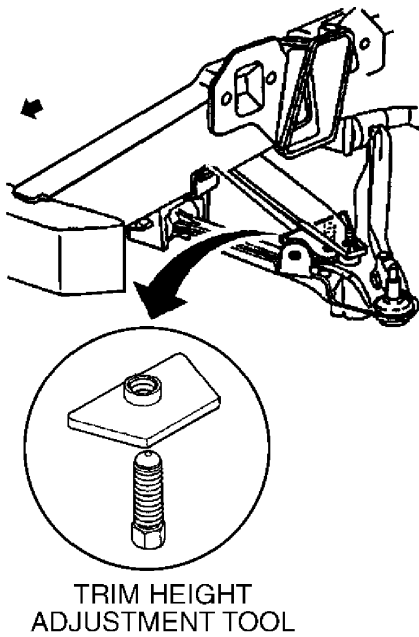
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Fig. 10: Ride Height Measuring Points ("Y" Body)
Courtesy of General Motors Corp.



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Fig. 11: Installing Trim Height Adjustment Tool ("Y" Body)
Courtesy of General Motors Corp.

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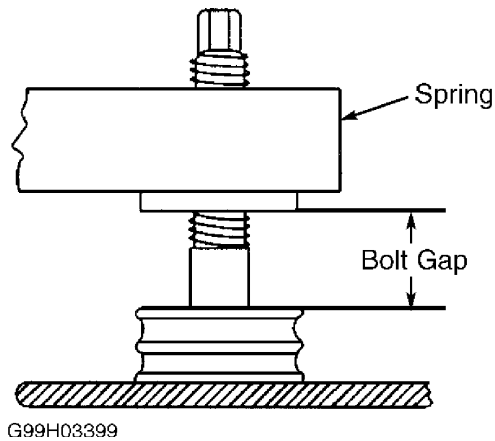


Fig. 12: Measuring Front Spring Adjuster Bolt Gap ("Y" Body)
Courtesy of General Motors Corp.

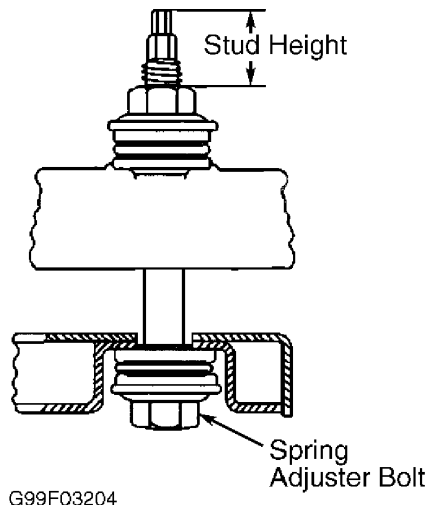


Fig. 13: Measuring Rear Spring Stud Height ("Y" Body)
Courtesy of General Motors Corp.

JACKING & HOISTING

FLOOR JACK

FWD Vehicles

When supporting vehicle using floor jack, place support at suspension lift points or frame lift points. Floor jacks may be placed under front crossmember on most models. See Figs. 14-21.

RWD Vehicles

Floor jack may be used under rear axle or front suspension lower control arms. Observe the following precautions:

- * DO NOT use jack on any part of underbody.
- * DO NOT raise entire vehicle at side rail with jack midway between front and rear wheels, or permanent

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- body damage may result.
- * DO NOT allow lifting plate fingers to contact axle cover plate when lifting at rear axle housing.
- * If vehicle is equipped with a stabilizer bar, DO NOT lift at rear axle housing. See Figs. 14-21.

BUMPER JACK

Bumper jack, if supplied as original equipment with vehicle, should only be used to change a flat tire. If vehicle is not supplied with a bumper jack, DO NOT lift vehicle by the bumper at any time.

AXLE CONTACT HOIST

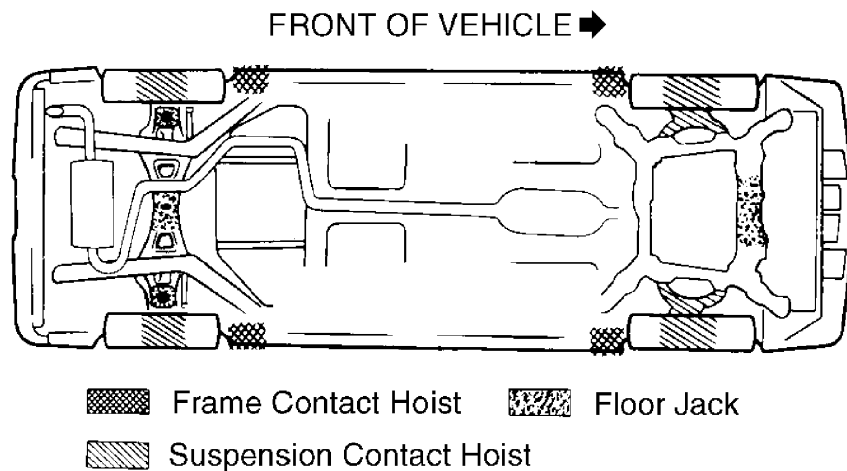
NOTE: Always follow hoist manufacturer's instructions. DO NOT allow hoist or adapters to contact suspension, exhaust or steering components. Frame contact must be made. Use adapters if necessary.

Hoist should contact lower control arms, or front crossmember and rear axle.

FRAME CONTACT HOIST

Hoist adapters must contact vehicle in specified areas. See Figs. 14-21. Adapters must be positioned to distribute load and support vehicle in a stable manner. DO NOT allow lift pads to contact body panels or exhaust system components.

WARNING: If removing rear axle, fuel tank, spare tire or liftgate using single-post hoist, anchor vehicle to hoist. Place jack stands under vehicle, or add weight on rear end of vehicle to prevent tipping when center of gravity changes.



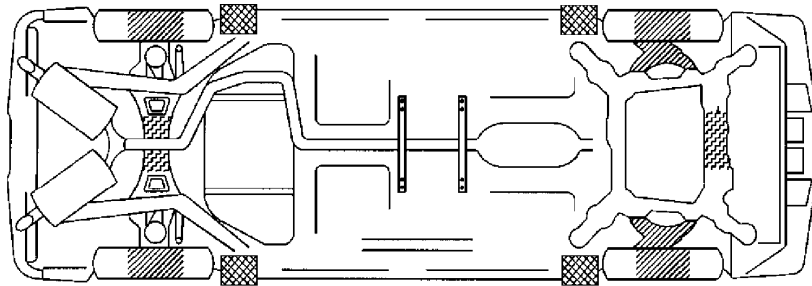
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Fig. 14: Lifting Points ("C", "G" & "H" Bodies)
Courtesy of General Motors Corp.

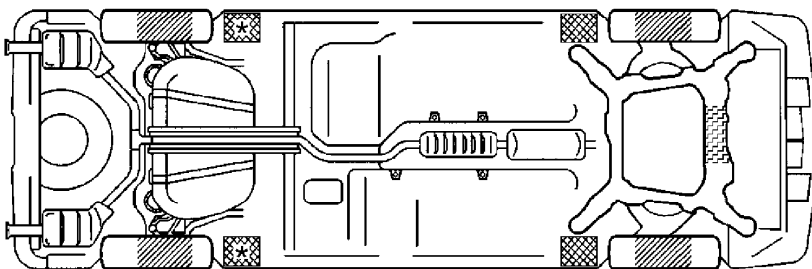
WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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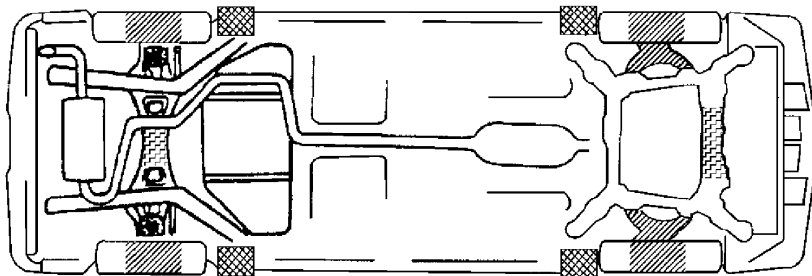
Entire Article
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1999 "K" BODIES (EXCEPT SEVILLE)



* Lifting point for both Suspension Frame Contact & Floor Hoist.
1999 SEVILLE



1998 SEVILLE, 1998-99 "J" BODY & METRO

-  Frame Contact Hoist
-  Floor Jack
-  Suspension Or Drive-On Hoist

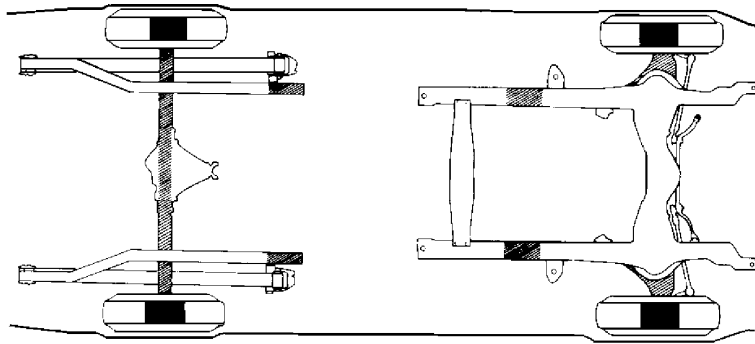
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Fig. 15: Lifting Points ("E" & "K" Bodies)
Courtesy of General Motors Corp.

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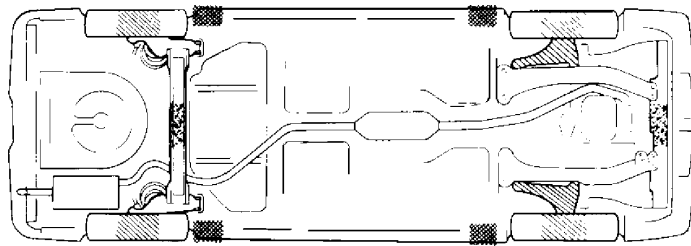
Entire Article
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- Drive-On Hoist
- ▨ Floor Jack Or Axle Contact Hoist

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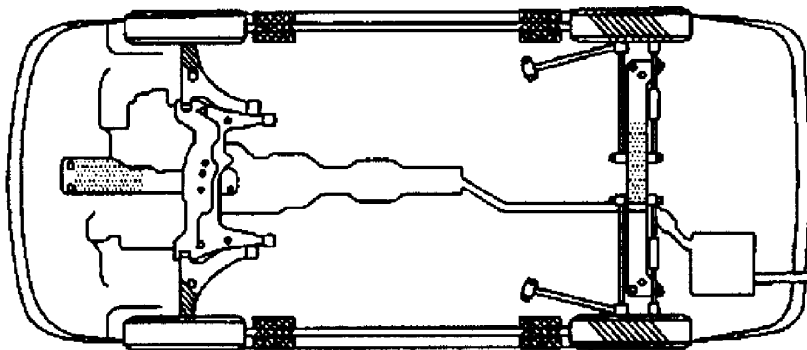
Fig. 16: Lifting Points ("F" Body)
Courtesy of General Motors Corp.



- ▨ Floor Jack
- Frame Contact Hoist
- ▨ Suspension Contact Hoist

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Fig. 17: Lifting Points ("J" & "N" Bodies)
Courtesy of General Motors Corp.



- ← ■ Frame Contact Hoist
- ▨ Floor Jack
- ▨ Suspension Contact Hoist

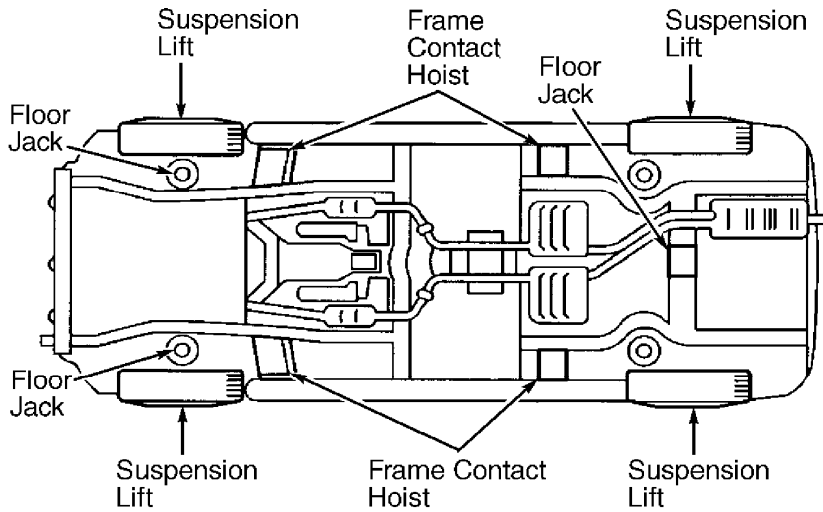
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Fig. 18: Lifting Points ("M" & "S" Bodies)
Courtesy of General Motors Corp.

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

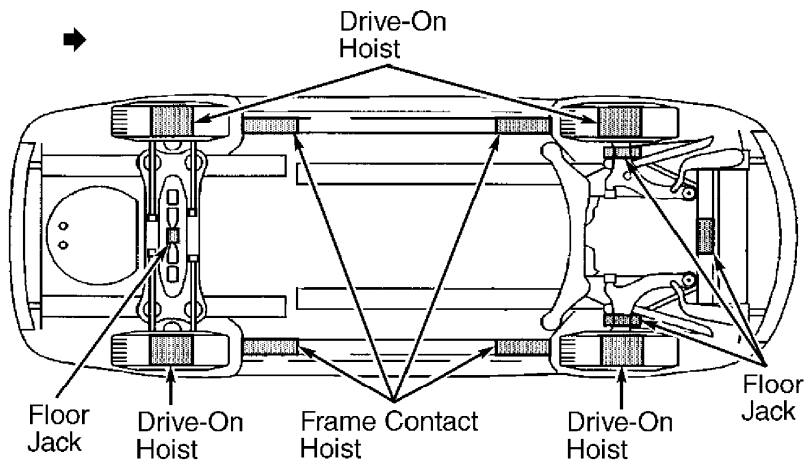
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Fig. 19: Lifting Points ("V" Body)
Courtesy of General Motors Corp.



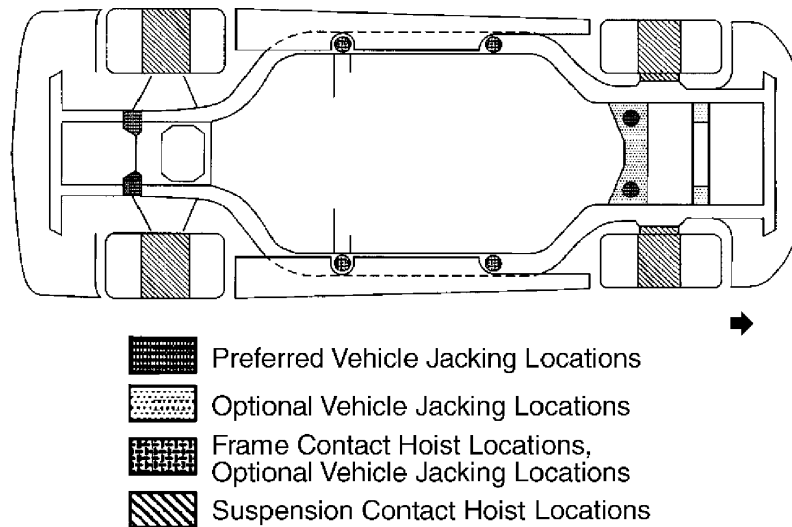
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Fig. 20: Lifting Points ("W" Body)
Courtesy of General Motors Corp.

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Fig. 21: Lifting Points ("Y" Body)
Courtesy of General Motors Corp.

WHEEL ALIGNMENT PROCEDURES

ORDER OF ALIGNMENT

NOTE: To ensure accurate alignment, align wheels in the following order: rear camber, rear toe-in, front caster, front camber and front toe-in.

CAMBER ADJUSTMENT (REAR)

"E" Body

Loosen front and rear inside control arm mounting bolts. See Fig. 22. Move lower control arm inward or outward as necessary to adjust camber. Tighten bolts to specification. See TORQUE SPECIFICATIONS.

"W" Body

1) Raise and support vehicle. Remove rear wheel. Remove strut. File the upper bolt hole at lower end of strut to make it oblong. See Fig. 23.
2) Install strut, but DO NOT fully tighten strut mounting bolts at steering knuckle. Lower vehicle. Adjust camber to specification. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten bolts to specification. See TORQUE SPECIFICATIONS.

"Y" Body

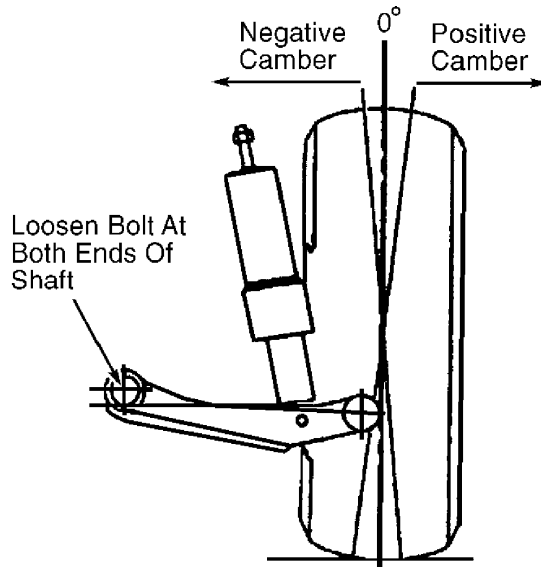
Loosen lower control arm cam bolt nut. Rotate cam bolt until camber is within specification. See Fig. 24. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten bolts to specification. See TORQUE SPECIFICATIONS.

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

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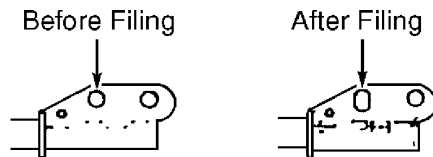
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Except "E", "W" & "Y" Bodies
Rear camber is not adjustable. If rear camber is not as specified, repair or replace worn or damaged suspension components.



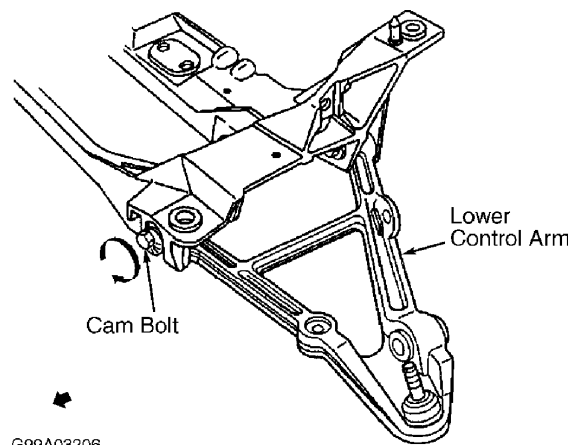
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Fig. 22: Adjusting Rear Camber ("E" Body)
Courtesy of General Motors Corp.



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Fig. 23: Elongating Rear Strut Bolt Hole For Camber Adjustment
("W" Body)
Courtesy of General Motors Corp.



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Fig. 24: Adjusting Rear Camber ("Y" Body)
Courtesy of General Motors Corp.

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TOE-IN ADJUSTMENT (REAR)

"C", "G", "H" & "K" Bodies

Adjust left and right sides separately. Loosen inner adjustment link cam nut. See Fig. 25. Rotate cam bolt until toe-in is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten cam nut to specification. See TORQUE SPECIFICATIONS.

"E" Body

Loosen toe link bolt. See Fig. 26. Move wheel inward or outward as necessary until toe-in is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten bolts to specification. See TORQUE SPECIFICATIONS.

"M" Body

Loosen right and left body side control rod cam bolts. Rotate cam bolt until toe-in is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten lock nut to specification. See TORQUE SPECIFICATIONS.

"S" Body

Loosen both tie rod end lock nuts. Rotate threaded sleeve until toe-in as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten lock nut to specification. See TORQUE SPECIFICATIONS.

"V" Body

Loosen rear tie rod adjuster clamps. Rotate threaded sleeve until rear toe-in is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten adjuster clamps to specification. See TORQUE SPECIFICATIONS.

"W" Body (Except Lumina)

Adjust left and right sides separately. Loosen nuts at rear wheel spindle rod. Adjust toe to proper setting. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten rear wheel spindle rod nuts to specification. See TORQUE SPECIFICATIONS.

"W" Body (Lumina)

1) Adjust left and right sides separately. Lubricate threads of Rear Toe Adjuster (J-38118). Install adjuster in rear rod access hole closest to center of rear suspension support and other end to rear suspension support. See Fig. 27. Hand-tighten adjuster in direction of adjustment.

2) Loosen nut on bolt securing rear suspension rod to crossmember at least 4 turns. Rotate adjuster as necessary until rear toe-in is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten rear suspension rod nut at crossmember to specification. See TORQUE SPECIFICATIONS.

"Y" Body

Loosen lock nut on rear tie rod. Rotate tie rod as necessary

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until rear toe-in is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten lock nut to specification. See Fig. 28. See TORQUE SPECIFICATIONS.

All Others

Rear toe-in is not adjustable. If rear toe-in is not as specified, repair or replace worn or damaged suspension components.

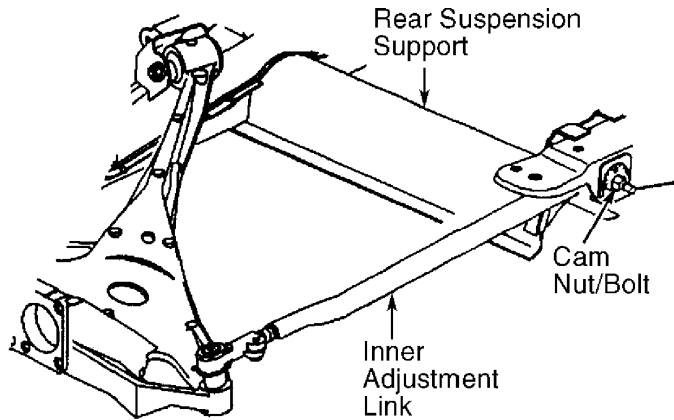
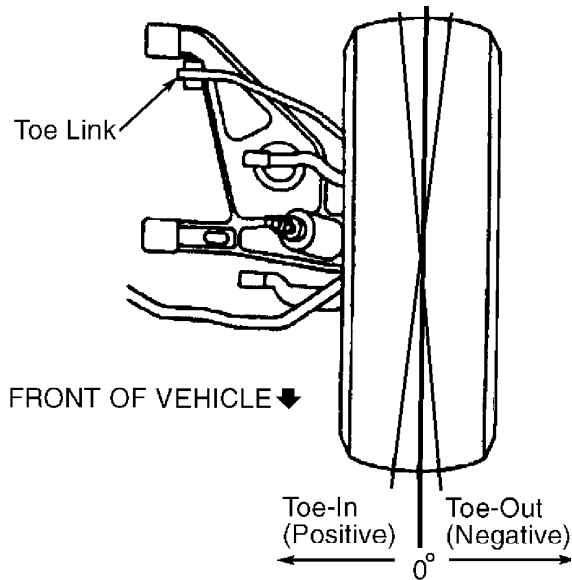


Fig. 25: Adjusting Rear Toe-In ("C", "G", "H" & "K" Bodies)
Courtesy of General Motors Corp.



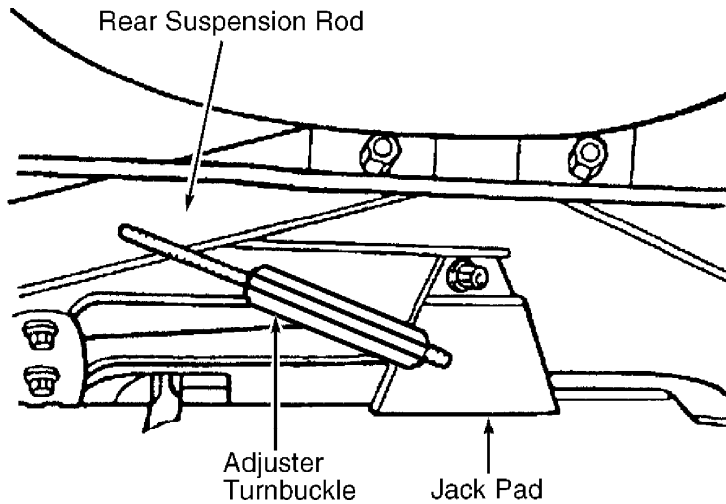
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Fig. 26: Adjusting Rear Toe-In ("E" Body)
Courtesy of General Motors Corp.

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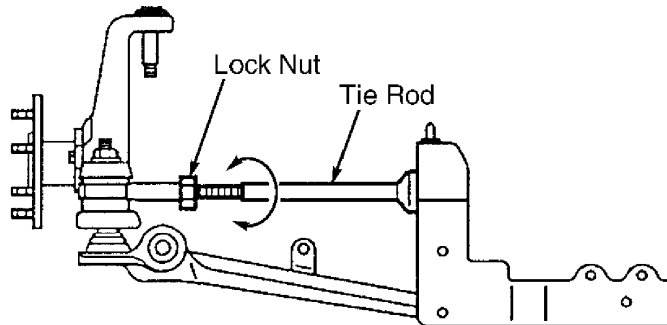
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Fig. 27: Adjusting Rear Toe-In ("W" Body - Lumina)
Courtesy of General Motors Corp.



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Fig. 28: Adjusting Rear Toe-In ("Y" Body)
Courtesy of General Motors Corp.

CASTER ADJUSTMENT

"C", "G", "H" & "K" Bodies

1) With vehicle on ground (suspension loaded), remove nuts securing strut upper mount to body at each strut tower. See Fig. 29. Raise front of vehicle until strut studs have cleared holes.

2) Remove guide pins. Elongate each strut stud hole, then file excess material between holes. Lower vehicle to install strut into tower. Adjust caster to specification by moving top of strut forward or rearward. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS.

"E" Body

Support vehicle by its wheels (suspension loaded). Remove nuts and washers from front strut mounting tower. See Fig. 29. Move top of strut forward and/or rearward as necessary to adjust caster. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS table.

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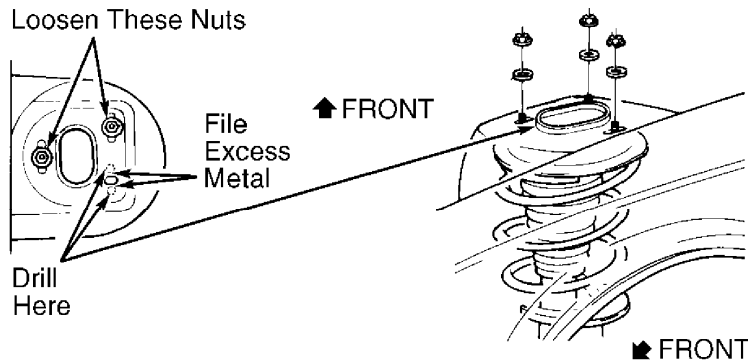
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"F" Body

Loosen nuts on bolts securing lower control arm to crossmember. Attach Caster/Camber Adjuster (J-38658) to crossmember and lower control arm. See Fig. 30. Rotate adjuster clockwise to increase caster or counterclockwise to decrease caster. Adjust caster to specification. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS table. Remove adjuster.

"J", "M", "N", "S", "V" & "W" Bodies

Caster is not adjustable. If caster is not as specified, check for worn or damaged suspension or body parts. Repair or replace as necessary.



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Fig. 29: Adjusting Caster ("C", "E", "G", "H" & "K" Bodies)
Courtesy of General Motors Corp.

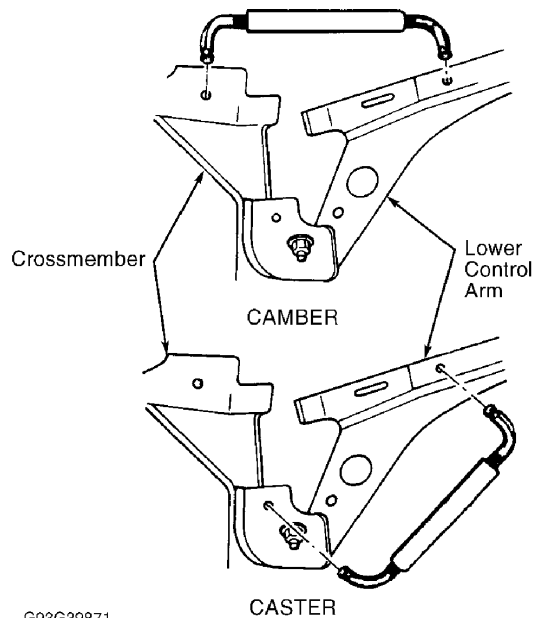
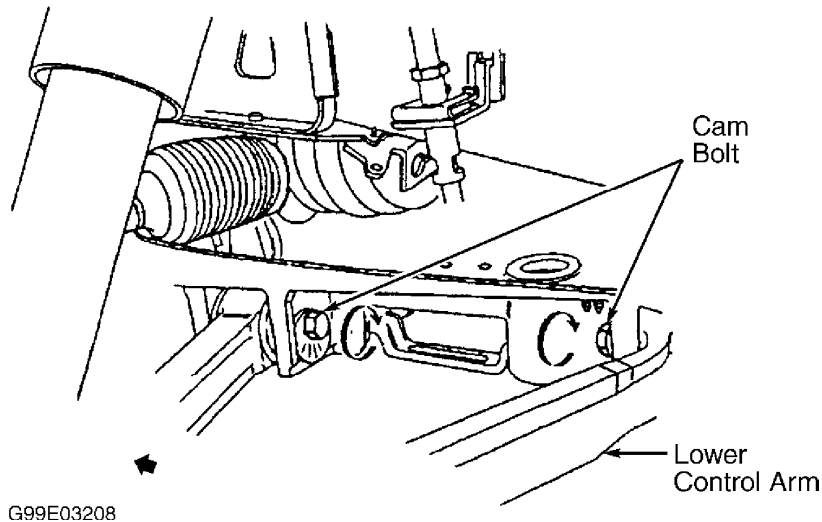


Fig. 30: Adjusting Front Camber & Caster ("F" Body)
Courtesy of General Motors Corp.

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

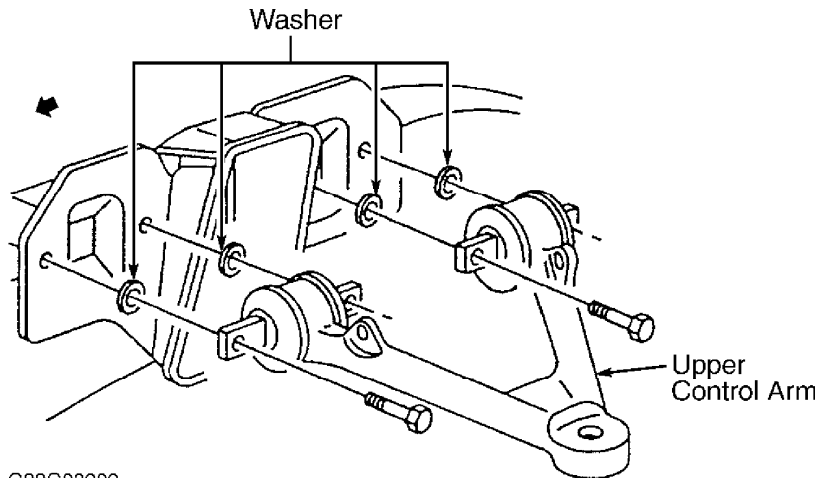
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Fig. 31: Adjusting Front Camber & Caster ("Y" Body)
Courtesy of General Motors Corp.



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Fig. 32: Removing/Adding Upper Control Arm Washers ("Y" Body)
Courtesy of General Motors Corp.

"Y" Body

Loosen lower control arm cam bolt nuts. Rotate cam bolts to required camber specification. See Fig. 31. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS. If unable to achieve specification for caster, washers at upper control arm can be added or subtracted to obtain specification. See Fig. 32.

CAMBER ADJUSTMENT (FRONT)

"C", "G", "H" & "K" Bodies

Loosen nuts on 2 bolts securing strut to steering knuckle. See Fig. 33. Install Camber Adjuster (J-39601). Rotate bolt on camber

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adjuster until camber is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS.

"E" Body

Loosen nuts on bolts securing strut to steering knuckle. See Fig. 33. Tighten or loosen camber adjusting bolt as necessary to adjust camber to specification. See WHEEL ALIGNMENT SPECIFICATIONS table. While holding wheel in position, tighten nuts to specification. See TORQUE SPECIFICATIONS.

"F" Body

Loosen nuts on bolts securing lower control arm to crossmember. Attach Adjuster (J-38658) to crossmember and lower control arm. See Fig. 30. Rotate turnbuckle clockwise to increase camber or counterclockwise to decrease camber. Adjust camber to specification. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS. Remove adjuster.

"J" & "N" Bodies

1) Remove nuts and bolts securing strut to steering knuckle. See Fig. 34. If lower bolt hole has been elongated, go to step 3). See Fig. 35. If lower bolt hole has NOT been elongated, go to next step.
2) Disengage strut from steering knuckle. Reposition strut at lower control arm. Elongate lower bolt hole. Paint exposed metal with rust-preventive paint or primer.
3) Install bolts and nuts, but DO NOT tighten nuts. Move top of wheel inward or outward as necessary until camber is as specified. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS.

"V" Body

Remove brake caliper, and wire aside. DO NOT disconnect hydraulic line. Remove strut to steering knuckle bolts. Replace with NEW bolts and tighten to 15 ft. lbs. (20 N.m). Clean brake caliper mounting bolt threads to remove any residual locking compound. Apply 272 Threadlock or equivalent to NEW caliper mounting bolts. Install and tighten to specification. Reposition strut to adjust camber to specified range. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten bolts to specification. See TORQUE SPECIFICATIONS.

"W" Body (Except Lumina)

1) Raise and support vehicle. Remove rear wheel. Remove strut. File lower end of strut bolt hole to make lower bolt hole oblong. See Fig. 35.
2) Install strut, but DO NOT fully tighten strut mounting bolts at steering knuckle. Lower vehicle. Adjust camber to specification. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten bolts to specification. See TORQUE SPECIFICATIONS.

"W" Body (Lumina)

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CAUTION: DO NOT lift vehicle by suspension parts. DO NOT overextend drive axles.

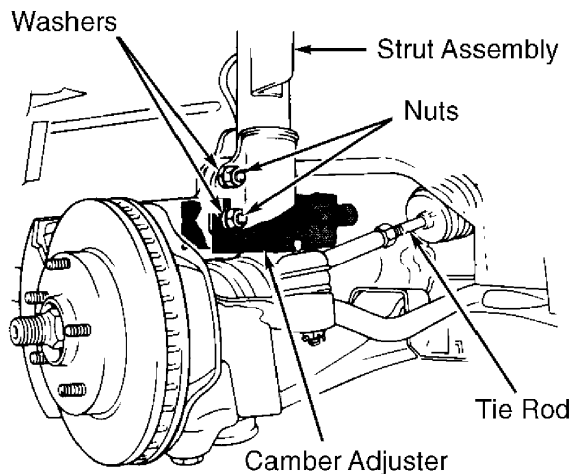
1) Loosen 3 strut cover attaching nuts. Remove strut cover. Lift front of vehicle enough to allow strut attaching studs to clear mounting holes. Cover top of strut to keep metal shavings from damaging strut. Using Template (J-36892) as a guide, file the 3 holes as necessary to allow for camber adjustment. See Fig. 36.

2) Paint exposed surfaces with rust-preventive paint or primer. Lower front of vehicle while aligning studs into holes. Install, but DO NOT tighten, 3 strut cover attaching nuts. Set camber to specification. Tighten strut cover attaching nuts to specification. See TORQUE SPECIFICATIONS.

"Y" Body

1) Loosen lower control arm cam bolt nuts. Rotate cam bolts to required camber specification. See Fig. 31. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten nuts to specification. See TORQUE SPECIFICATIONS.

2) If unable to set camber to specification using cam bolts, upper control arm shims can be added or subtracted. See Fig. 32. Ensure shims are of equal thickness to avoid caster change. If shims are removed to obtain additional negative camber, ensure there is proper clearance between upper control arm and shock absorber with suspension in full rebound.



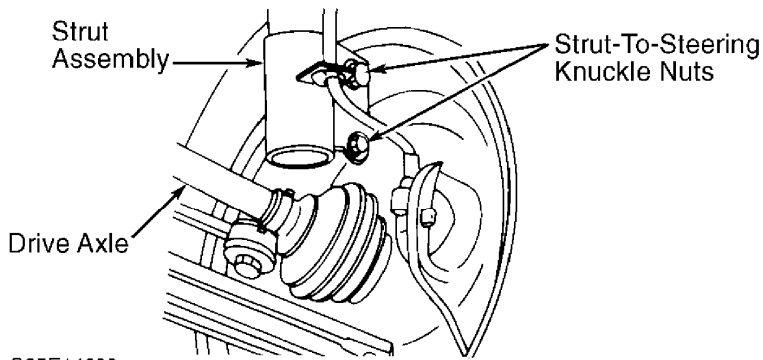
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Fig. 33: Adjusting Front Camber ("C", "E", "G", "H" & "K" Bodies)
Courtesy of General Motors Corp.

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

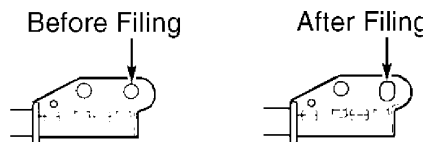
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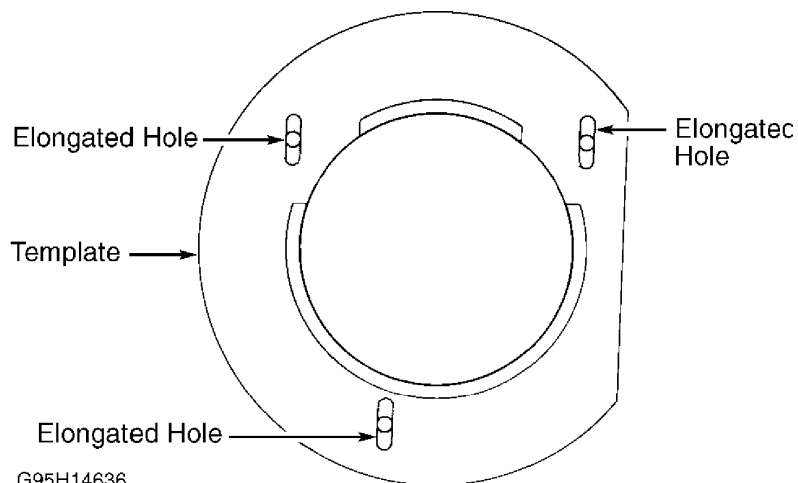
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Fig. 34: Adjusting Front Camber ("J" & "N" Bodies)
Courtesy of General Motors Corp.



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Fig. 35: Elongating Front Strut Bolt Hole For Camber Adjustment
"W" Body - Except Lumina)
Courtesy of General Motors Corp.



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Fig. 36: Adjusting Front Camber ("W" Body - Lumina)
Courtesy of General Motors Corp.

TOE-IN ADJUSTMENT (FRONT)

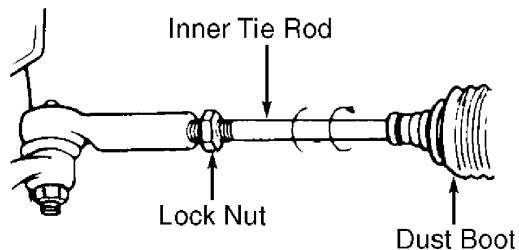
All Models

Loosen tie rod adjuster clamps, lock nut or jam nut. Rotate threaded sleeve or inner tie rod until required toe is obtained. See WHEEL ALIGNMENT SPECIFICATIONS table. Tighten adjuster clamps, lock nut or jam nut to specification. See TORQUE SPECIFICATIONS.

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Fig. 37: Adjusting Front Toe-in
Courtesy of General Motors Corp.

TORQUE SPECIFICATIONS

TORQUE SPECIFICATIONS

AA

Appl i cation	Ft. Lbs. (N. m)
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"C" Body	
Adjustment Link Cam Nut	55 (75)
Strut-To-Steering Knuckle Nut	166 (225)
Strut-To-Strut Body Nut	35 (47)
Tie Rod End Lock Nut	47 (64)
"E" Body	
Rear Toe Link Bolt	66 (90)
Strut-To-Steering Knuckle Nut	136 (184)
Strut-To-Strut Tower Nut	18 (24)
Tie Rod End Lock Nut	46 (63)
"K" Body (DeVil le)	
Adjustment Link Cam Nut	55 (75)
Strut-To-Steering Knuckle Nut	108 (147)
Strut-To-Tower Bolt	30 (40)
Tie Rod End Lock Nut	44 (60)
"K" Body (Sevil le)	
Adjusting Link Cam Bolt	55 (75)
Strut-To-Steering Knuckle Nut	129 (175)
Strut-To-Strut Tower Bolt	30 (40)
Tie Rod End Lock Nut	44 (60)
"F" Body	
Lower Control Arm-To-Crossmember Bolt	96 (130)
Lower Control Arm-To-Crossmember Nut	66 (90)
Tie Rod End Lock Nut	35 (47)
"G" Body	
Adjustment Link Cam Nut	55 (75)
Strut-To-Body Nut	35 (47)
Strut-To-Steering Knuckle Nut	136 (185)
Tie Rod End Lock Nut	47 (64)
"H" Body	
Adjustment Cam Link Nut	55 (75)
Strut-To-Steering Knuckle Nut	136 (185)
Strut-To-Body Bolt	35 (47)
Tie Rod End Lock Nut	47 (64)

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"J" Body	
Strut-To-Body Nut	18 (24)
Strut-To-Steering Knuckle Nut	133 (180)
Tie Rod End Lock Nut	50 (68)
"M" Body	
Rear Cam Bolt Nut	59 (80)
Tie Rod End Lock Nut	33 (45)
"N" Body	
Strut-To-Steering Knuckle Nut	133 (180)
Tie Rod End Lock Nut	50 (68)
"S" Body	
Lower Strut Bolt (Front)	203 (274)
Tie Rod End Lock Nut	41 (56)
"V" Body	
Brake Caliper Mounting Bolts	(1) 70 (95)
Strut-To-Steering Knuckle Bolts	(2) 66 (90)
Tie Rod Adjuster Clamp Bolts	11 (15)
"W" Body	
Century, Grand Prix & Regal	
Rear Wheel Spindle Rod	37 (50)
Strut-To-Steering Knuckle Bolt	90 (122)
Tie Rod End Lock Nut	50 (68)
Intrigue, Lumina & Monte Carlo	
Spindle Rod Jam Nut (Rear)	50 (68)
Strut-To-Steering Knuckle Bolt (Front)	90 (122)
Strut-To-Steering Knuckle Bolt (Rear)	82 (112)
Tie Rod End Jam Nut	50 (68)
"Y" Body	
Adjustment Link Cam Nut	55 (75)
Front Upper Control Arm Bolts	42 (57)
Strut-To-Body Mounting Nut	35 (47)
Strut-To-Steering Knuckle Nut	136 (185)
Tie Rod End Lock Nut	47 (64)

(1) - Tighten an additional 37 degrees.

(2) - Tighten an additional 53 degrees.

AA

WHEEL ALIGNMENT SPECIFICATIONS

WHEEL ALIGNMENT SPECIFICATIONS

AA

Appl i cation	Preferred	Range
"C" Body		
Camber (1)		
Front	- 0.2	- 0.7 To 0.3
Rear	- 0.3	- 0.8 To 0.2
Caster (1)	6	5.5 To 6.5
Toe-In (1)		
Front	0.2	- 0.1 To 0.5
Rear	0.2	0 To 0.4

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Toe-In (2)	
Front	0.1 (2.5) - 0.05 To 0.25 (- 1.3 To 6.4)
Rear	0.1 (2.5) 0 To 0.2 (0 To 5.1)
"E" & "K" Bodies	
El dorado	
Camber (1)	
Front	0 - 0.5 To 0.5
Rear	0 - 0.5 To 0.5
Caster (1)	2.3 1.3 To 3.3
Toe-In (1)	
Front	0.2 0 To 0.4
Rear	0.2 0 To 0.4
Toe-In (2)	
Front	0.1 (2.5) 0 To 0.2 (0 To 5.0)
Rear	0.1 (2.5) 0 To 0.2 (0 To 5.0)
Seville SLS/STS & DeVille	
Camber (1)	
DeVille & Seville SLS	
Front	- 0.02 - 0.07 To 0.3
Rear	- 0.03 - 0.08 To 0.2
Seville STS	
Front	- 0.2 - 0.7 To 0.3
Rear	- 0.6 - 1.1 To - 0.1
Caster (1)	6 5.5 To 6.5
Toe-In (1)	
Front	0.2 0 To 0.4
Rear	0.2 0 To 0.4
Toe-In (2)	
Front	0.1 (2.5) 0 To 0.2 (0 To 5)
Rear	0.1 (2.5) 0 To 0.2 (0 To 5)
"F" Body	
Camber (1)	
Front	0.4 - 0.1 To 0.9
Rear	0 - 0.6 To 0.6
Caster (1)	5.0 4.5 To 5.5
Toe-In (1)	
Front	0 - 0.2 To 0.2
Rear	0 - 0.3 To 0.3
Toe-In (2)	
Front	0 - 0.1 To 0.1 (- 2.5 To 2.5)
Rear	0 - 0.2 To 0.2 (- 4.0 To 4.0)
"G" Body	
Camber (1)	
Front	- 0.2 - 0.7 To 0.3
Rear	- 0.3 - 0.8 To 0.2
Caster (1)	6 5.5 To 6.5
Toe-In (1)	
Front	0.2 0 To 0.4
Rear	0.2 0 To 0.4
Toe-In (2)	

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Front	0.1 (2.5)	0 To 0.2 (0 To 5.0)
Rear	0.1 (2.5)	0 To 0.2 (0 To 5.0)
"H" Body		
Camber (1)		
Front	0.2	- 0.3 To 0.7
Rear	- 0.8	- 0.8 To 0.2
Caster (1)	6.0	5.5 To 6.5
Toe-In (1)		
Front	0.2	0 To 0.4
Rear	0.2	0 To 0.4
Toe-In (2)		
Front	0.1 (2.5)	0 To 0.2 (0 To 5.0)
Rear	0.1 (2.5)	0 To 0.2 (0 To 5.0)
"J" Body		
Camber (1)		
Front	- 0.2	- 1.2 To 0.8
Rear	- 0.3	- 1.0 To 0.5
Caster (1)	4.3	3.3 To 5.3
Toe-In (1)		
Front	0.1	- 0.15 To 0.35
Rear	0.2	- 0.1 To 0.5
Toe-In (2)		
Front	0.05 (1.5)	- 0.07 To 0.17 (- 1.5 To 4)
Rear	0.1 (2.5)	- 0.05 To 0.25 (- 1.5 To 6.5)
"M" Body		
Camber (1)		
Front	0	- 0.5 To 0.5
Rear	0	- 0.5 To 0.5
Caster (1)	3	2 To 4
Toe-In (1)		
Front	0.16	0 To 0.3
Rear	0.45	0.3 To 0.6
Toe-In (2)		
Front	0.08 (2)	0 To 0.16 (0 To 4)
Rear	0.23 (6)	0.15 To 0.3 (4 To 7.5)
"N" Body		
Camber (1)		
Front	- 0.2	- 1.2 To 0.8
Rear	- 0.2	- 0.7 To 0.30
Caster (1)	4.1	3.1 To 5.1
Toe-In (1)		
Front	0.1	- 0.15 To 0.35
Rear	0.06	- 0.26 To 0.14
Toe-In (2)		
Front	0.05 (1.5)	- 0.07 To 0.17 (- 1.5 To 4.0)
Rear	0.03 (1.0)	- 0.13 To 0.07 (- 2.5 To 2.5)
"S" Body		
Camber (1)		

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Front	- 0.18	- 0.93	To 0.57
Rear	- 0.92	- 1.67	To - 0.17
Caster (1)	1.33	0.58	To 2.08
Toe-In (1)					
Front	0.1	- 0.1	To 0.3
Rear	.....	0.4	.....	0.2	To 0.6
Toe-In (2)					
Front	.....	0.05 (1.5)	.....	- 0.05	To 0.15 (- 1.5 To 4)
Rear	.....	0.25 (5.0)	.....	0.1	To 0.3 (2.5 To 7.5)

"V" Body

Camber (1)					
Front	.....	0.5	.....	1.15	To 1.35
Rear	.....	1.8	.....	2.45	To 1.08
Caster (1)	.....	5.0	.....	3.9	To 4.9
Toe-In (1)					
Front	.....	0.3	.....	0.09	To 0.41
Rear	.....	0.1	.....	0.10	To 0.22
Toe-In (2)					
Front	.....	0.12 (3.0)	.....	0.04	To 0.20 (1.0 To 5.0)
Rear	.....	0.03 (1.0)	.....	0.05	To 0.11 (- 1.5 To 3.0)

"W" Body

Century, Grand Prix &
Regal

With 15" Wheels

Camber (1)					
Front	.....	- 0.9	.....	- 1.35	To - 0.35
Rear	.....	- 0.9	.....	- 1.4	To - 0.4
Caster (1)	.....	3.2	.....	2.7	To 3.7
Toe-In (1)					
Front	.....	0.1	.....	- 0.1	To 0.3
Rear	.....	0.1	.....	- 0.1	To 0.3
Toe-In (2)					
Front	.....	0.05 (1.5)	.....	- 0.05	To 0.15 (- 1.5 To 4)
Rear	.....	0.05 (1.5)	.....	- 0.05	To 0.15 (- 1.5 To 4)

With 16" Wheels

Camber (1)					
Front	.....	- 0.94	.....	- 1.44	To - 0.44
Rear	.....	- 0.1	.....	- 1.5	To - 0.5
Caster (1)	.....	3.2	.....	2.7	To 3.7
Toe-In (1)					
Front	.....	0.1	.....	- 0.1	To 0.3
Rear	.....	0.1	.....	- 0.1	To 0.3
Toe-In (2)					
Front	0.05 (1.5)	- 0.05	To 0.15 (- 1.5 To 4)
Rear05 (1.5)	- 0.05	To 0.15 (- 1.5 To 4)

Impala & Monte Carlo

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(2000)

With 15" Wheels

Camber (1)

Front 0.9 - 0.35 To - 1.35

Rear - 0.9 - 0.40 To 1.40

Caster (1) 3.2 2.7 To 3.7

Toe-In (1)

Front 0.1 0.1 To 0.3

Rear 0.1 - 0.1 To 0.3

Toe-In (2)

Front 0.1 (1.5) - 0.1 To 0.2 (- 1.5
To 4.0)

Rear 0.1 (1.5) - 0.1 To 0.2 (- 1.5
To 4.0)

With 16" Wheels

Camber (1)

Front 0.9 1.44 To 0.44

Rear - 1.0 1.50 To - 0.50

Caster (1) 3.2 2.7 To 3.7

Toe-In (1)

Front 0.1 - 0.1 To 0.3

Rear 0.1 -0.1 To 0.3

Toe-In (2)

Front 0.1 (1.5) - 0.05 To 0.15 (- 1.5
To 4.0)

Rear 0.1 (1.5) - 0.05 To 0.15 (- 1.5
To 4.0)

Impala (2001)

Camber (1)

Front - 0.9 - 0.40 To - 1.40

Rear 0 - 0.50 To 0.50

Caster (1) 0 2.70 To 3.70

Toe-In (1)

Front 0.1 - 0.1 To 0.3

Rear 0.1 - 0.1 To 0.3

Toe-In (2)

Front 0.05 (1.5) - 0.05 To 0.15 (- 1.5
To 4)

Rear 0.05 (1.5) - 0.05 To 0.15 (- 1.5
To 4)

Intrigue

Camber (1)

Front - 0.9 - 1.40 To - 0.40

Rear (2000) - 0.5 - 1.02 To - 0.02

Rear (2001) - 0.9 - 1.40 To - 0.40

Caster (1) 3.05 2.55 To 3.55

Toe-In (1)

Front 0.1 - 0.1 To 0.3

Rear 0.1 - 0.15 To 0.25

Toe-In (2)

Front 0.05 (1.5) - 0.05 To 0.15 (- 1.5
To 4)

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Rear 0.05 (1.5) - 0.07 To 0.12 (- 1.5 To 3)

Lumina

Camber (1)

Front - 0.70 0.20 To 1.20

Rear

15" Wheel s - 0.35 - 0.85 To 0.15

16" Wheel s - 0.45 - 0.95 To 0.05

Caster (1) 1.8 1.30 To 2.30

Toe-In (1)

Front 0 - 0.2 To 0.2

Rear 0 - 0.3 To 0.3

Toe-In (2)

Front 0 (0) - 0.10 To 0.10 (- 2.5 To 2.5)

Rear 0 (0) - 0.10 To 0.10 (- 2.5 To 2.5)

Monte Carlo (2001)

Camber (1)

Front - 0.70 - 0.50 To - 0.90

Rear 0 - 0.70 To 0.70

Caster (1) 0 2.70 To 3.70

Toe-In (1)

Front 0.1 - 0.1 To 0.3

Rear 0.1 - 0.1 To 0.3

Toe-In (2)

Front 0.05 (1.5) - 0.05 To 0.15 (- 1.5 To 4)

Rear 0.05 (1.5) - 0.05 To 0.15 (- 1.5 To 4)

"Y" Body

Camber (1)

Front - 0.2 - 0.7 To 0.3

Rear - 0.2 - 0.7 To 0.3

Caster (1) 6.1 5.6 To 6.6

Toe-In (1)

Front 0.08 - 0.12 To 0.28

Rear - 0.02 - 0.22 To 0.18

Toe-In (2)

Front 0.04 (1.0) .. - 0.06 To 0.14 (- 1.5 To 3.5)

Rear - 0.01 (0.5) ... - 0.11 To 0.09 (- 3 To 2)

(1) - Measurement is in degrees.

(2) - Measurement is in inches (mm).

AA

END OF ARTICLE