

[Home](#) | [Account](#) | [Contact ALLDATA](#) | [Log Out](#) | [Help](#)

SHOWCASE HONDA

[Select Vehicle](#) | [New TSBs](#) | [Technician's Reference](#)Component
Search:

OK

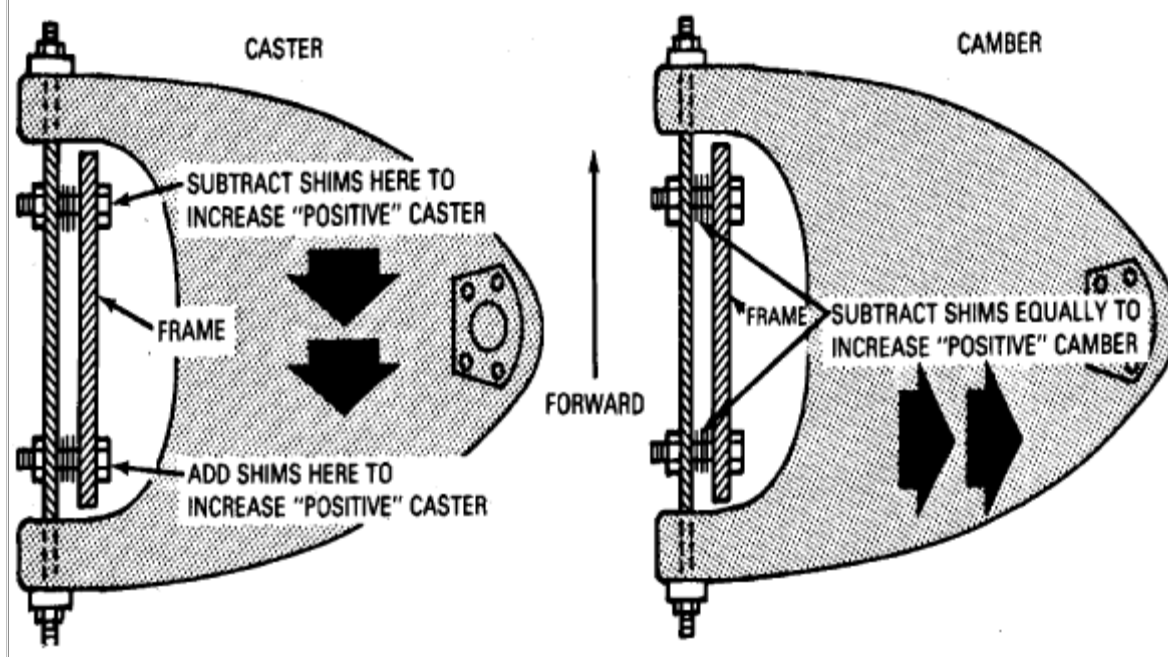
Conversion Calculator

1982 Chevrolet Corvette V8-350 5.7L[Vehicle Level](#) → [Steering and Suspension](#) → [Alignment](#) → [Service and Repair](#) → [Front Wheel Alignment](#) ←**Front Wheel Alignment**[Notes](#)

Prior to checking or adjusting front suspension alignment, inspect suspension components for damage or excessive wear, and replace as needed. Ensure tire pressures and [wheel bearings](#) are properly adjusted, then raise and release front bumper several times to allow vehicle to assume normal ride height.

CASTER, ADJUST

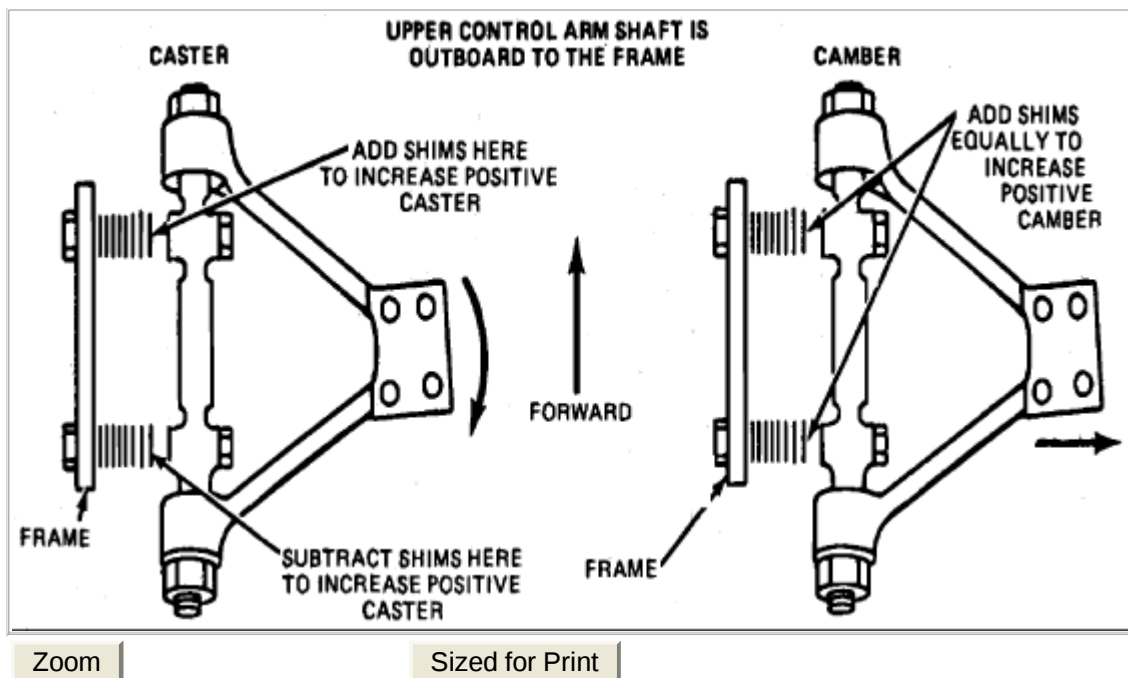
Fig. 1 Caster & camber adjustments. Chevrolet, Malibu & Monte Carlo



Zoom

Sized for Print

Fig. 2 Caster & camber adjustments. Corvette.



Chevrolet Corvette, Malibu & Monte Carlo

Caster adjustments are performed by moving, adding or subtracting the shims that are located between the upper control arm support shaft and the support bracket on the frame. Refer to **Fig. 1. and 2.** and note the effect of shim placement.

Although all models utilize the same basic type of front suspension, the movement of shims on Corvette models is opposite that of the Chevrolet Malibu, and Monte Carlo, since the upper control arm shaft is outboard of the frame. (compare **Figs. 1 and 2.**)

CAMBER, ADJUST

Except. Camaro

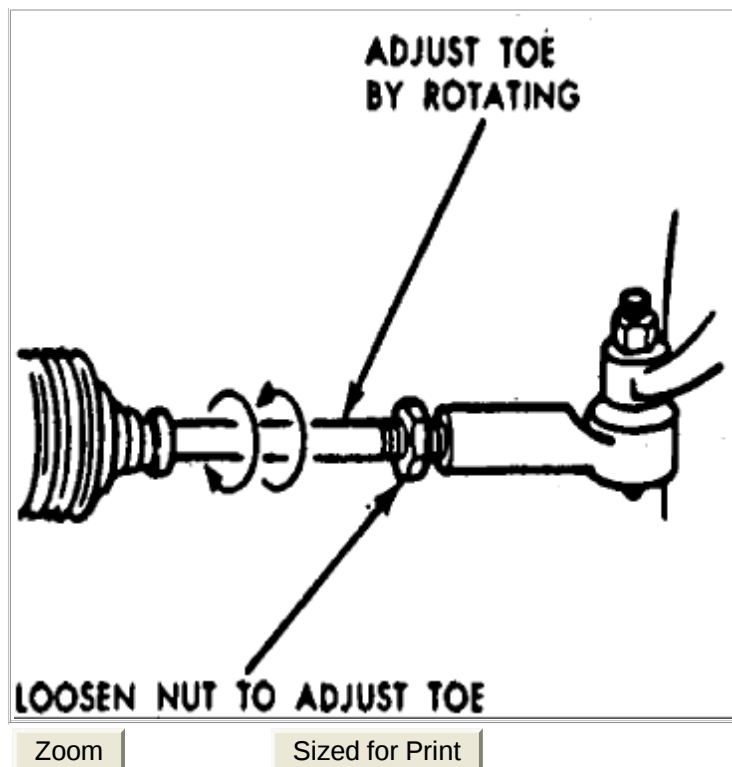
Camber adjustments are made by means of shims between the upper control arm inner support shaft and the support bracket attached to the frame. Shims may be added, subtracted or transferred to change the readings.

Change shims at both the front and rear of the shaft. Adding an equal number of shims at both front and rear of the support shaft will decrease positive camber.

One shim (1/32 inch) at each location will move camber approximately 1/6 degree.

TOE-IN, ADJUST

Fig. 6 Toe-in adjustment



Toe-in can be adjusted by loosening the clamp bolts at each end of each tie rod and turning each tie rod to increase or decrease its length as necessary until proper toe-in is secured and the steering gear is on the high point for straight-ahead driving. **Fig. 6.**