

REVCON GM 454 C.I.D. SUSPENSION

ALIGNMENT RACK PROCEDURE

1. Ride Height (Front)

The ride height is measured from the ground to the bottom of the frame alongside the bellcrank and idler position. The correct measurement is 17".
2. Camber with 63 pounds tire pressure (Front)

Set camber as follows:

Left side — 0 to $\frac{1}{4}$ degrees positive
Right side — 0 to $\frac{1}{4}$ degrees negative
3. Caster

Set both sides at 1 degree + (negative) to 2 degrees + check that a clearance exists between the frame and the control arm mounting bosses on the upper control arms.
4. Toe In-Out

After camber and caster is set use the sighting device on the gages to align the front wheels to the rear then check that the bellcrank to idler cross link is the correct length of 42 $\frac{3}{4}$ " center of joint to center of joint. Set the bellcrank and idler in the straight ahead position relative to the frame. Recheck that the front wheels are still in line to the rear and by adjusting the tie-rods set the toe to 1/8" total toe out (1/16" out each side). After the toe has been set, recheck the straight ahead position of the bellcrank and idler and front to rear alignment.
5. Equal Right and Left Turn Angles

By adjusting the drag link that connects the steering gear Pitman Arm to the bellcrank, it is possible to adjust the amount of left and right lock.

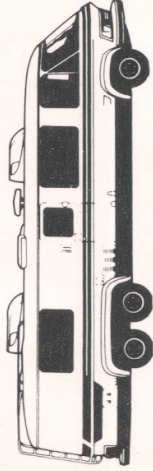
 - A. Turn the steering wheel to full left lock. Read the angle on the circular plate under the left wheel. It should be approx. 31 degrees.
- B. Turn the steering wheel to full right lock and read the angle of the circular plate under the right wheel, it should be the same as the left. (approx. 31 degrees)
- C. If the steering lock angles do not match, adjust the drag link length and repeat the lock angle measurement until both sides are turning the same amount.
6. Tighten all tie rod clamps and ball joint nuts.
7. Check that all clamps are oriented correctly and that there is no interference between any steering link clamp and the frame or steering components.
8. Check that all cotter pins are installed correctly.
9. Grease all ball joints.
10. With the steering on left lock then right lock then straight, grease the bellcrank and idler bushings.
11. Check that bellcranks and idlers have plastic bearings, not brass in center pivots.
12. Check bellcrank and idler mounting bolts for correct torque (150 foot pounds).
13. Check lug nuts for correct torque — 140-180 ft. lbs.
14. NOTE: With Michelin — Radial Tires

The correct front tire pressure is 63 pounds per square inch.
The correct rear tire pressure is 57 pounds per square inch.
15. After setting alignment with wheels set straight ahead, check steering wheel position. If the wheel is not straight, it can only be straightened by removing the steering shaft from between the column and gear. Straighten steering wheel with wheels straight ahead, replace steering shaft on steering gear. Do NOT adjust the drag link.
16. Jounce Stop

Check that the rubber jounce snubber is installed and tight. Then check that there is sufficient jounce clearance between the flange on the metal jounce bracket and the control arm. With the ride height set at 17" the shortest distance from the metal flange on the jounce stop to the lower control arm where it would make contact after the snubber has compressed should be 1".
17. Leaks

Before removing the vehicle from the alignment pit, check it for oil and water leaks. Check all hose ends and connections and check all drain plugs for looseness.

NOTES - Never adjust torsion bars to change ride height unless the vehicle is jacked up and the suspension is hanging down in full rebound position.



ALIGNMENT INFORMATION

REVCON MOTOR HOME & TRANSCOM VEHICLES