

INSTRUCTIONS
FULL CONTACT/DUAL ANGLE
REAR WHEEL ALIGNMENT SHIM SYSTEM

PRIOR TO HOOKING UP THE ALIGNMENT EQUIPMENT INSPECT THE REAR SPINDLE MOUNTING AREA FOR ANY EXISTING ALIGNMENT SHIMS. IF ANY SHIMS ARE PRESENT THEY MUST BE REMOVED TO ESTABLISH A BASE READING.

USE THE VEHICLE APPLICATION GUIDE SHOWN ON THE CHART TO SELECT WHICH SERIES/COLOR OF SHIM TO USE.

CAMBER CHANGE DESIRED						
Toe Change Column	1 1/2° 1.500	1 3/8° 1.375	1 1/4° 1.250	1 1/8° 1.125	1° 1.000	7/8° .875
0 .0000	6 Left Side IM 180 180 OUT 180 180		5 Left Side IM 180 180 OUT 180 180		4 Left Side IM 180 180 OUT 180 180	
1/32" .03125	6 Left Side IM 180 175 OUT 175 180		5 Left Side IM 180 175 OUT 175 180		4 Left Side IM 180 175 OUT 175 180	
1/16" .0625	6 Left Side IM 180 170 OUT 170 180		5 Left Side IM 180 170 OUT 170 180		4 Left Side IM 180 170 OUT 170 180	
3/32" .0937	6 Left Side IM 180 165 OUT 165 180		5 Left Side IM 180 165 OUT 165 180		4 Left Side IM 180 165 OUT 165 180	
1/8" .1250	6 Left Side IM 180 160 OUT 160 180		5 Left Side IM 180 160 OUT 160 180		4 Left Side IM 180 160 OUT 160 180	

Figure 1

1. Take and record rear alignment readings. Note the camber and toe changes desired.
2. Select the correct side of the shim **Application/Position Chart** (Included with shim). One side is for **computerized** four wheel alignment equipment and the other is for **(Non-Computerized)** equipment. **(Fig. 1)**

The difference is that when using non computerized equipment you must measure the diameter of the tires and select toe change desired from proper tire diameter column. Tire diameter is not measured when using electronic 4 wheel computerized equipment.

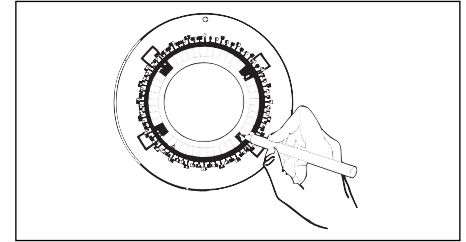


Figure 2

3. Select the amount of toe change desired (From appropriate chart) by reading down the toe change column on the left side of the chart.
4. Select the amount of camber change (Increase or decrease) from camber change listing across the top of the chart. Next read down the camber change column and across the toe change column to find the box where the two columns meet. **(Fig. 1)**

Use the information shown in the box to obtain the correct shim number to use (Bold number in the upper left corner of the box). Determine if you are working on the right or left side and if you want to change toe inward or outward from the reading you now have. The number shown is the indexing number for the shim when locating it on the template. (See template furnished with shims).

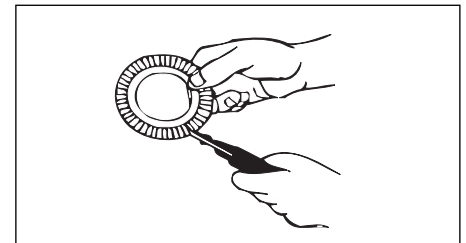


Figure 3

5. Select correct template and place shim over template with the notch indexed to the location number obtained from the chart. The serrated side of the shim faces up.
6. Select the mounting bolt pattern from the template (Included with shim) and mark the tabs on the shim which are to be removed to mount the shim **(Fig. 2)**

Mark a line on the shim at the 0 degree position of the template. This is the top position of the shim when it is installed.

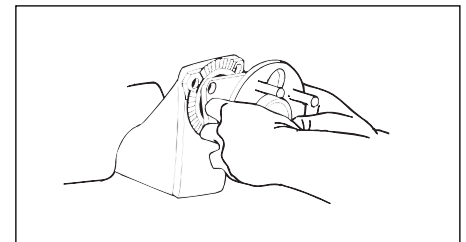
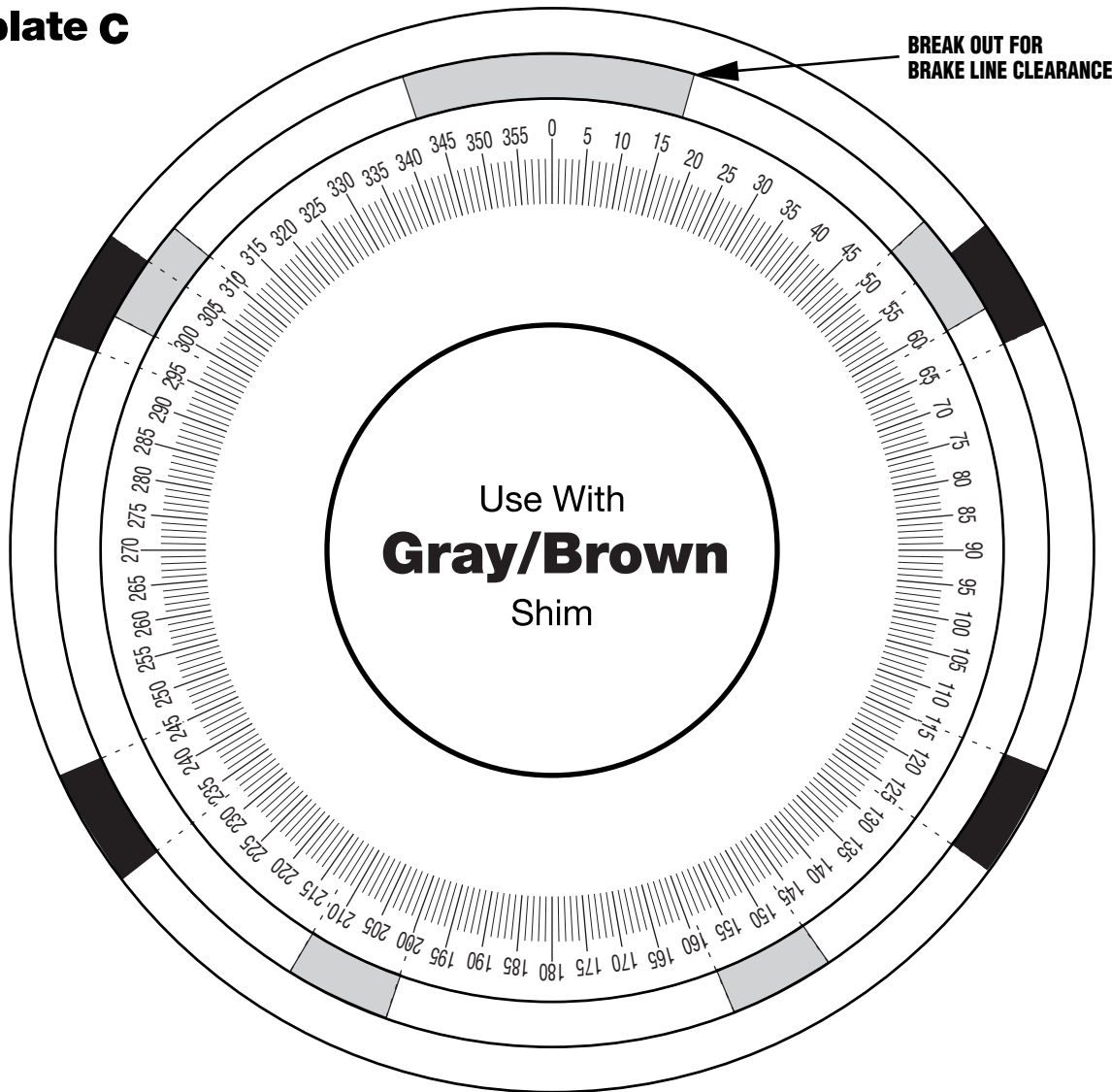


Figure 4

7. Remove the shim from template and using a side cutter, nip the very edge of the slots on either side of the tabs you wish to remove. (this will split the membrane) Next, grasp the tabs with the side cutter and bend **downward** to break tabs at the relief line causing them to neatly separate from shim body. **(Fig. 3)**
8. Remove the spindle or hub from the vehicle, clean all surfaces and install the shim with the top reference mark directly at 12:00 position and the serrations facing out (toward you) **(Figure 4)**
9. Torque hub mounting bolts to specifications, complete front alignment and road test vehicle.

NOTE: A FINE TIPPED PAINT PEN WORKS BEST FOR MARKING OF BOLT BREAK OUT PATTERNS AND "0" DEGREE TOP REFERENCES.

Template C



BREAK OUT FOR
BRAKE LINE CLEARANCE

Use With
Gray/Brown
Shim



HONDA - Civic & CRX
Civic Wagon
ACURA - Integra



GM - X-J-N Cars
CHEVROLET - Corsica, Beretta & Cobalt
SATURN - ION