



SERVICE BULLETIN

NUMBER ST-34-1/82

Revised to replace ST-34-12/81

CATEGORY: TECHNICAL

ATTENTION: ALL DMC DEALERS/SERVICE MANAGERS

SUBJECT: SUSPENSION ALIGNMENT - FRONT AND REAR

This bulletin supersedes Bulletin No. ST-34-12/81.

Attached to this bulletin are the alignment checking and setting procedures for the De Lorean front and rear suspensions.

It is important to note that the vehicle setting height must be attained prior to checking or adjusting the suspension.

Please inform all personnel concerned.

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Attachment

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Wheel Alignment

1. Check front wheels for rim run out. Maximum tolerance is .406 mm (.016 inch).
2. Check tire pressures. See specifications.
3. Check and ensure no abnormal wear in steering joints/suspension.
4. Place vehicle on flat surface.
5. Check and, if necessary, adjust setting height 140 mm (5.5 inches). Figure 1. This measurement must be taken from the center of the front crossmember.

NOTE: It may be necessary to lift the front of the vehicle or to load the luggage compartment to obtain the specified setting height.

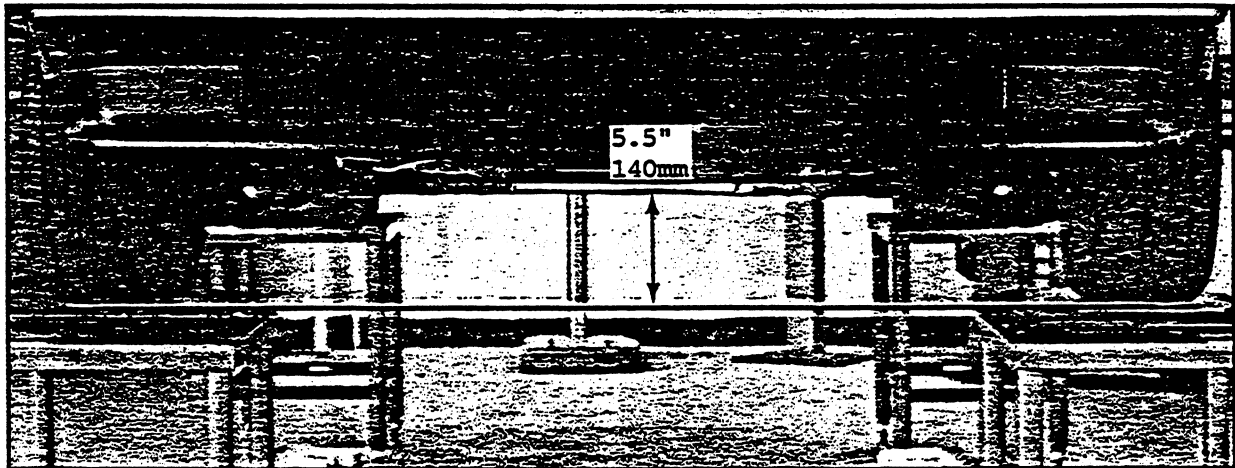


FIGURE 1

6. Proceed with wheel alignment per the directions of the manufacturer of the alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, check and ensure specified setting height is maintained.

Alignment Specifications - Front

Toe-In	3 mm (0.12 inch) per wheel
Caster Angle	3-1/2° to 4° positive non-adjustable
Camber Angle	0° to 1/2° Negative
King Pin Inclination	6° ± 1/2° - 0° non-adjustable

NOTE: If caster, camber and king pin inclination do not fall within the specified tolerances, check suspension components for damage.

Adjusting Toe-In

Loosen clamp securing steering rack boot to the tie-rod.

Holding tie-rod end "A" firmly with wrench, unlock locknut "B".

Using vise grips, rotate steering rod "C" to obtain specified adjustment. FIGURE 2

NOTE: It is important to adjust both sides equally ensuring that the same number of threads are exposed.

Torque the tie rod lock nuts to 36 Nm (26 ft lbs.).

Retighten boot clamp.

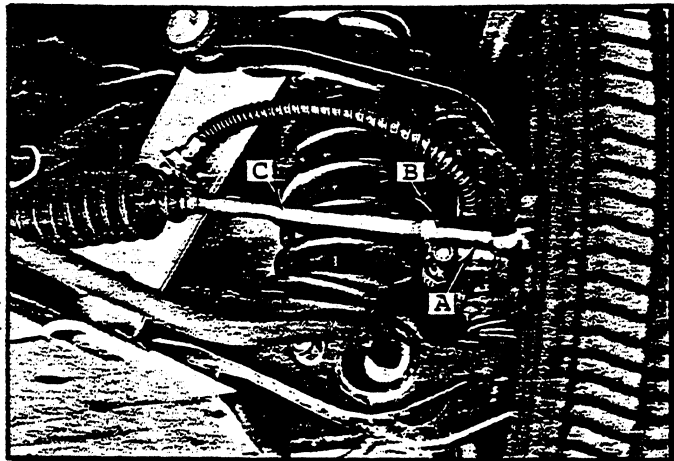


FIGURE 2

Alignment - Rear Wheels

Follow Steps 1 through 4 of Front Wheel Alignment procedures.

5. Check and, if necessary, adjust setting height 140 mm (5.5 inches) at the center of the engine support cross member (See Fig. 3).

NOTE: It may be necessary to lift the rear of the vehicle or load the vehicle to obtain the specified setting height.

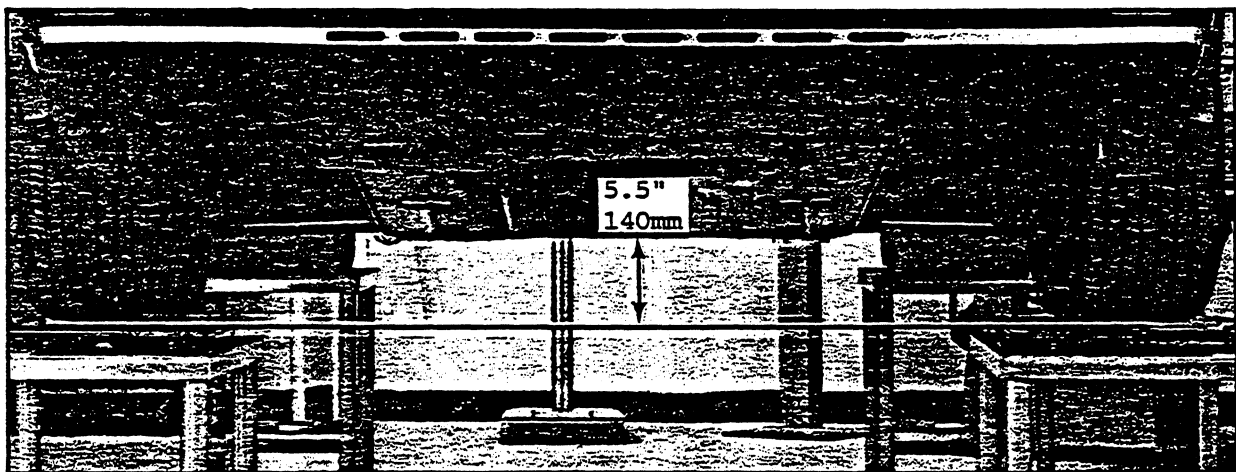


FIGURE 3

6. Proceed with wheel alignment per directions of manufacturers of alignment equipment used.

NOTE: Where equipment directions indicate to jounce the suspension, substitute with, and ensure specified setting height is maintained.

Alignment Specifications - Rear

Toe-In 3 mm (0.12 inch) per wheel
Camber 1/4° to 3/4° negative and non-adjustable

NOTE: If camber specifications do not fall within the specified tolerance, check for damaged suspension components.

Adjusting Toe-In

1. Remove trailing arm shields.
2. Loosen trailing arm pivot bolt "A". FIGURE 4.
3. Remove or add the required amount of shims (Part No. 106680) to obtain the specified tolerance.

NOTE: 1 shim = 1.1° (1/16 inch)

4. Torque trailing arm pivot bolt "A" to 75 Nm (55 ft lbs.). (See Fig. 4)
5. Check adjustment.



FIGURE 4

Conversion Table

Fractional Inches/Decimal Degrees

1/32 = .06°	5/32 = .32°	9/32 = .58°	13/32 = .83°
1/16 = .13°	3/16 = .38°	5/16 = .64°	7/16 = .90°
3/32 = .19°	7/32 = .45°	11/32 = .70°	15/32 = .96°
1/8 = .26°	1/4 = .51°	3/8 = .77°	1/2 = 1.02°