

Fitting Instructions

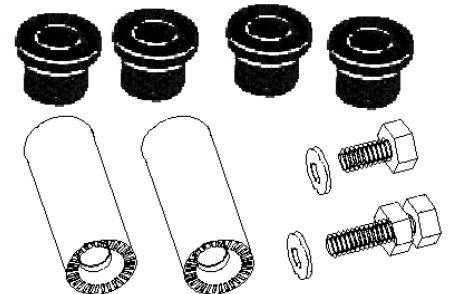
For I.R.S Camber and Toe Adjuster

To suit: Holden Commodore VP-Onwards and Toyota Lexcen

N.B: Fit new kit to the inner pivot mount only on VS Series 2 onwards, as the increased adjustment by fitting to both the inner & outer pivots to these vehicles can cause drive shaft or differential damage.

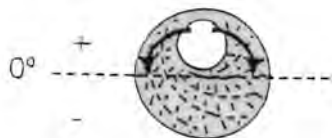
Contents:

Urethane Bushes	x 4	Lock Nuts	x 2
Eccentric Crush Tubes	x 2	Spring Washers	x 4
Bolts x 50mm Long	x 2	Grease Satchel	x 1
Bolts x 25mm Long	x 2	Fitting Instructions	x 1

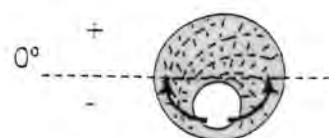


These instructions are to be used in conjunction with workshop manual.

1. Raise the rear of the vehicle and support on chassis stands, remove the rear wheels.
2. Remove the exhaust hangers as required and support exhaust system.
3. Disconnect the sway bar from the control arm assembly.
4. Remove the inboard control arm nut and bolt and discard these items.
5. Lever down the control arm and support the arm in a position in which it can be worked on easily.
6. Remove the bush as per workshop manual or use a suitable removing tool.
7. Ensure all sharp edges and burrs are removed from the control arm eye.
8. Clean all surfaces where the bush will be installed. Install the two bushes into the control arm inner eye.
9. Lubricate (with the grease supplied) the end faces and ID of the bush **ONLY**.
10. Lubricate and install the eccentric crush tube into the bush and also lubricate the chassis crossmember where the bush will mount into the vehicle



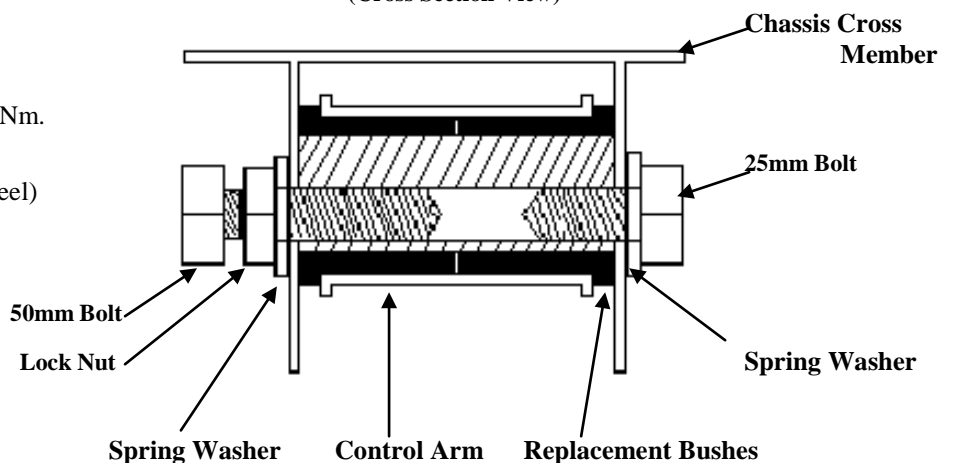
**Positive
Camber**



**Negative
Camber**

11. Reinstall the control arm into the chassis.
12. Run the nuts down the 45mm bolts.
13. Fit the new bolts, lock washers and lock nuts to the eccentric crush tube allowing room for adjustment and fitment of spanner.
14. Once the bolts are fitted, the longer of the two is tightened until it bottoms out in the thread. Rotate bolt clockwise to turn the eccentric crush tube to the desired alignment specification.
15. When the specification is reached, tighten lock nut up against chassis mount to lock off adjustment.
16. Refit the sway bar link to the control arm and exhaust hangers.
17. Repeat steps 4-15 for opposite side control arm.
18. Lower the vehicle to the correct ride height and carry out the rear wheel alignment (see Specifications below).
19. The alignment is obtained by turning the head of the bolt to gain the desired specification. Once the alignment is obtained tension the control arm bolt lock nut as listed below.
20. Road test vehicle.

**Final Assembly
(Cross Section View)**



Torque Specifications:

Control arm bolt: 95-105Nm.

Wheel alignment specifications: (each wheel)

Camber: -1.5 +/- 0.5 degree.

Toe: +1mm +/- 0.2mm.

Note: In vehicles where a greater degree of adjustment may be needed (ie: motor sport, high performance and lowered vehicles FE2 or lower, or vehicles with rear sub frame damage) it may be necessary to install adjusters to both inner and outer pivot positions.

46139A - Replacement bush kit is available when required, it contains 4 x new replacement bushes and reuse crush tubes and bolts.

NB: It is recommended that a licenced workshop or trades person carry out the above procedure and that workshop manual procedures are followed in addition to the above.

DO NOT DISCARD
Keep these instructions in Glove Box
Wheel alignment Instructions
 For I.R.S Camber and Toe Adjuster

NB: All adjustments should be done at inner point only. Outer point should be set with crush tube set at 12 O'clock position as in Diagram 1 and not adjusted.

Any adjustment of outer point may cause drive shaft and or differential failure.

To adjust rear wheel alignment settings, loosen lock nut and 25mm bolt, rotate 50mm bolt (as per diagram 3) in a clockwise direction to obtain the correct wheel alignment figures. Once correct figures have been achieved, tighten lock nut and 25mm nut to 95-105nm.

Diagram 1
Positive Camber

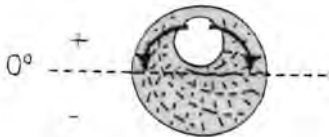


Diagram 2
Negative Camber

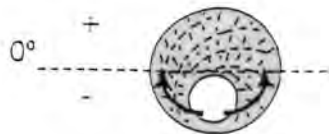


Diagram 3
Final Assembly (Cross Section View)

