

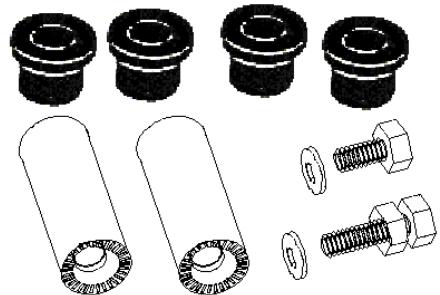
Fitting Instructions

For I.R.S Toe Adjuster

To suit: Holden Commodore VP-Onwards and Toyota Lexcen

Contents Kit 1 Two bolt System: (Fits into Inboard bush)

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

(Cross Section View Two Bolt System)

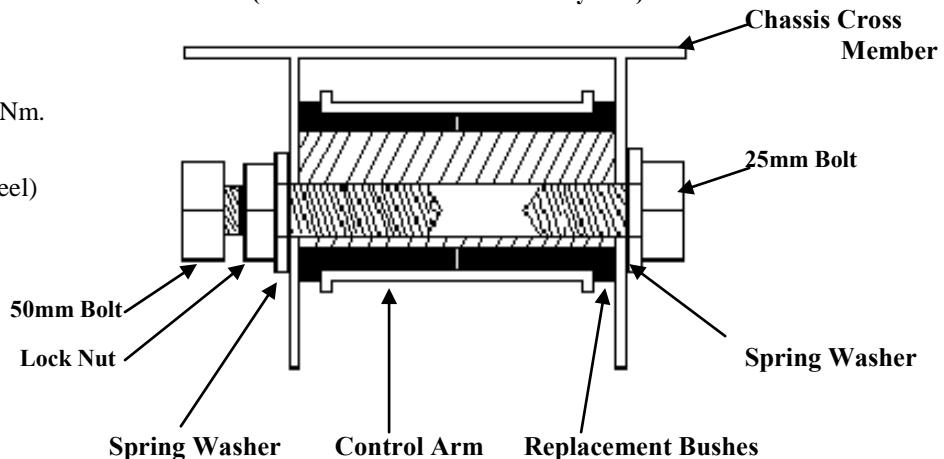
Torque Specifications:

Control arm bolt: 95-105Nm.

Wheel alignment specifications: (each wheel)

Camber: -1.5 +/- 0.5 degree.

Toe: +1mm +/- 0.2mm.



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. Repeat steps 4-15 for opposite side control arm.

Fitting Instructions

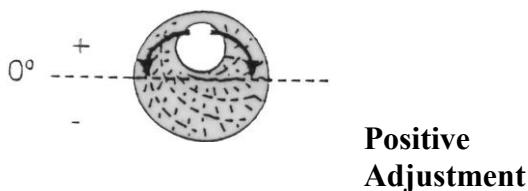
For I.R.S Camber

To suit: Holden Commodore VP-Onwards and Toyota Lexcen

Contents Kit 2 Knurled Bolt Systems: (Fits into Outboard Bush)

Urethane Bushes	x 4	Cone Lock Nuts	x 2
Eccentric Crush Tubes	x 2	Flange Nuts	x 2
Bolts Knurled	x 2	Grease Satchel	x 1

17. Remove the outboard control arm nut and bolt and discard these items.
18. Lever down the control arm and support the arm in a position in which it can be worked on easily.
19. Remove the bush as per workshop manual or use a suitable removing tool.
20. Ensure all sharp edges and burrs are removed from the control arm eye.
21. Clean all surfaces where the bush will be installed. Install the two bushes into the control arm outer eye.
22. Lubricate (with the grease supplied) the end faces and ID of the bush **ONLY**.
23. Lubricate and install the eccentric crush tube into the bush and also lubricate the chassis cross member where the bush will mount into the vehicle



24. Re-fit the arm up into the housing and using the supplied knurled bolts provided in the kit, insert the knurled bolt through the eccentric tube.
25. Using the supplied flange nuts, fit onto the thread of the knurled bolts and tighten to pull the knurling of the bolt into the crush tube until correctly seated. Remove the flange nut and discard.
26. Fit the supplied cone lock nuts onto the knurled bolt thread and tighten.
27. Refit the sway bar link to the control arm and exhaust hangers.
28. Repeat steps 17-26 for opposite side control arm.
29. Lower the vehicle to the correct ride height and carry out the rear wheel alignment (see alignment Specifications).
30. 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.

NB: DO NOT live adjust Outer single bolt bush on vehicles which DO NOT have slip style driveshaft yolks. Set crush tube at 12.00 O'Clock as per diagram illustrated above. Live adjustment of the outer eccentric can cause damage to the driveshaft or differential.

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.