

INSTALL GUIDE

FRONT UPPER CONTROL ARM CAMBER/CASTER KIT

APPLICATION: Ford Territory SX-SY

General Information.

This caster/camber adjustment kit replace the top inner control arm's left and right handed pivot mount on Ford Territory. This product allows for the fitment of shims to move the top arm in/out and back/forth.

Suggested alignment angles are:

Camber	-0.5 deg +/- 0.30 deg (decimal degrees)
Caster	+6.5deg +/- 0.50 deg (decimal degrees)
Total toe	1.0mm in Total +/- 0.5mm



Fitment procedure

1. Observe front tyre wear, road test car and note owner's complaints.
2. Perform normal pre-alignment procedures and then record alignment angles.
3. **NOTE: Supplied brackets are left and right handed**
4. Raise the front of the car until the wheels are clear of the ground and support the car on stands. Remove wheel from the appropriate side or sides.
5. Remove front strut assembly to allow removal of top arm bracket.
6. From inside the engine bay remove the 4 top control arm bracket retaining nuts and remove the top arm bracket from the inner guard. Rotate top arm around ball joint 180 degrees to allow easy access to the arm to bracket pivot bolts.

7. Undo and remove the top arm pivot bolts, replace the O.E. upper arm bracket with the supplied and refit the bolts. Do not tighten them, at this time. Make sure the bracket is marked "R" for the right hand side or "L" for the left hand side.

DO NOT FIT "L" to right hand or "R" to left hand sides.

8. From engine bay, insert Stud Plate thru inner mud guard.
NOTE: Insure the space washer is fitted to the lower stud and fits to the engine bay side of the inner mudguard.
From under guard fit white retainer shim to hold studs in place.



9. Reinstall the top control arm to the stud plates using new nuts supplied. Only start nuts by one or two threads. The front struts can now be refitted.

Adjustment Procedure

10. It is now necessary to calculate the shim stacks required and fit these between the bracket and white retainer shim. To do this the following information should assist. (Figures are only approximate)
11. NOTE: To obtain the initial figures as those obtained with the O. E. M.'s pivots fit 2 x 3mm shims to both front and rear. This should make shim stack calculation easier. Eg, Supplied Pivot + 6mm shim pack = O.E.M. Pivot

CAMBER CHANGE:

Removing shims at front and rear will move camber to the negative.
Adding shims at front and rear will move camber to the positive.

Fitment or removal of 2 X 3mm shims front and rear = 0.5 deg change.
Fitment or removal of a 3mm shim front and rear = 0.25 deg change.
Fitment or removal of a 1.5mm shim front and rear = 0.125 deg change.

CASTER CHANGE:

Removal of a front shim and reinstalling it in the rear moves caster to the negative.
Removal of a rear shim and reinstalling it in the front moves caster to the positive.

Transfer 2 X 3mm shims from one pivot to the other = 1 deg change.
Transfer a 3mm shim from one pivot to the other = 0.5 deg change.
Transfer a 1.5mm shim from one pivot to the other = 0.25 deg change.

NOTE: Additional 3mm shims are available, refer catalogue.

12. Tighten the four shim pack and bracket retaining nuts to 35Nm.
13. Refit the wheels, lower the vehicle and bounce the front of the vehicle to settle the suspension into its normal ride position. Tighten the 2 Inner pivot bolts to 35Nm.
14. Recheck Camber & Caster, adjust Toe and road test vehicle.