

# Fitting Instructions

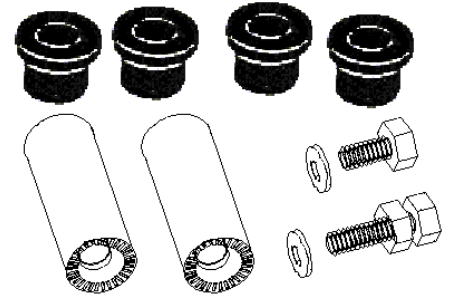
## For I.R.S Camber and Toe Adjuster

**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.

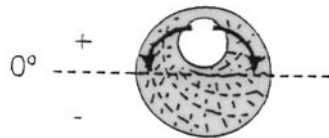
### Contents:

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

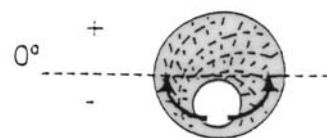


**These instructions are to be used in conjunction with workshop manual.**

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



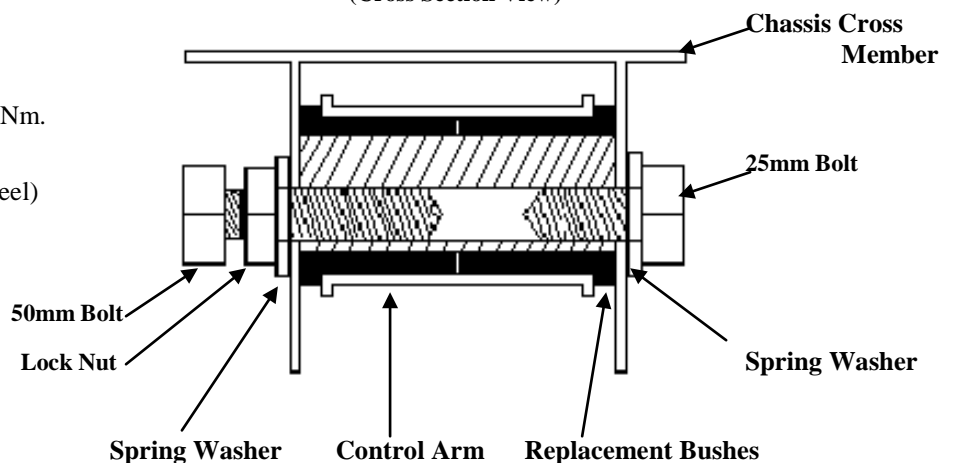
**Positive  
Camber**



**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.

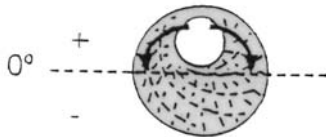
**DO NOT DISCARD**  
**Keep these instructions in Glove Box**  
**Wheel alignment Instructions**  
 For I.R.S Camber and Toe Adjuster

**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.**

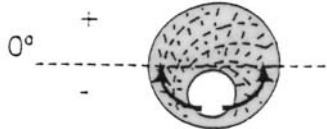
**Any adjustment of outer point may cause drive shaft and or differential failure.**

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.

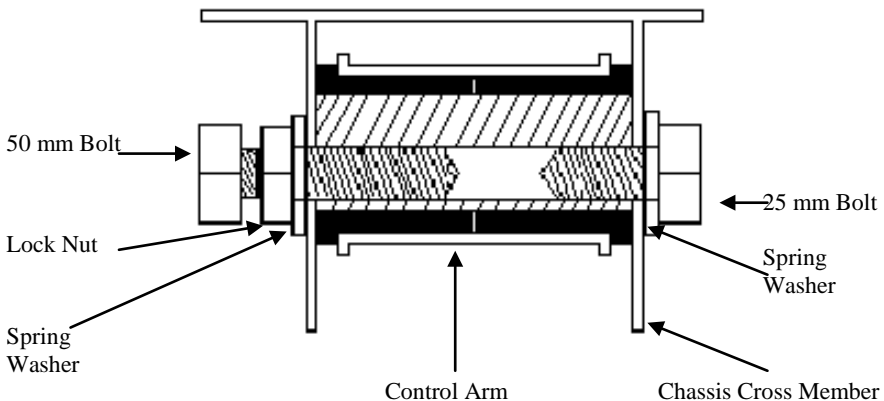
**Diagram 1**  
**Positive Camber**



**Diagram 2**  
**Negative Camber**



**Diagram 3**  
**Final Assembly (Cross Section View)**



# Instructions

## Rear Camber Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Page 1 of 2

This bushing kit is designed for vehicles with factory 'Toe Arm'. Pictured below.

**Application** - Holden Commodore  
- Chev Lumina  
- Pontiac GTO

**Caution - camber and toe should be adjusted via the supplied bushings with the factory Toe Rod disconnected.**

- Raise vehicle evenly and safely support.  
*Never rely on a Jack only*

**The bushings can be replaced with arms still in vehicle.**

- Leave the shock mount in position and support the trailing arm with a jack stand. Proceed to un-bolt bushings and Toe Rod (the exhaust may have to be lowered).
- Lower arm slowly - careful of brake lines.
- The inner bushings can be cut or drilled out - just make a slit on one side, then hit bushings out.
- The outer bushing will require heat or a threaded puller.

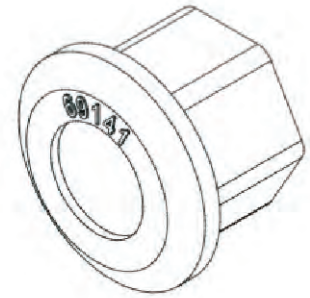
Factory Toe Rod should be disconnected during wheel alignment.

Once wheel alignment finished, un-wind Toe Rod and pop in position - while vehicle is at ride height.

Make minor toe adjustments only if required.



Hex shape bushing to be installed to inner point only.



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

## Rear Camber Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Page 2 of 2

- Once bushings removed, clean eye Rings.
- Push in supplied bushings.

**Note - Hex shape bushing suits inner point only.**

- Grease bushing ID and face with supplied grease only.

- Push in off-set steel tubes.

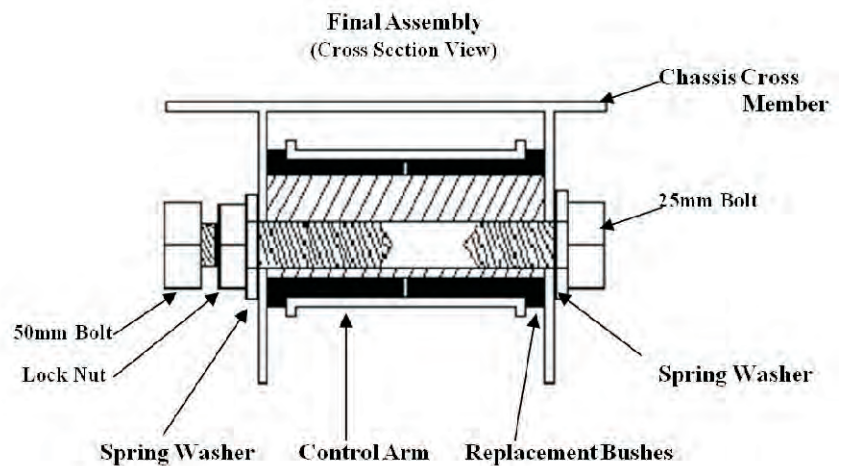
- Place the longer adjuster bolt (and nut/spring washer) in best side for live adjustment access.

- Adjust camber and toe (with Toe Rod removed)  
Then tighten all nuts and bolts

- After wheel alignment, un-wind Toe Rod and pop in position at ride height only.

### Recommended Settings

Camber - negative 1.5 degrees +/- 0.5  
Toe - positive 2mm +/- 0.5mm



Place 50mm adjuster bolt on bushing side with best access for live adjustment.



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