

Fitting Instructions

For I.R.S Camber and Toe Adjuster

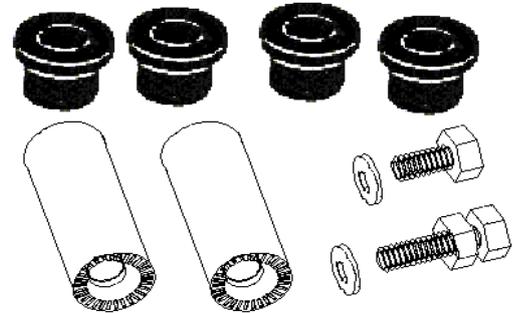
To suit: Nissan 1600, 180B, 240K, Laurel C31, Leopard F30, Skyline R30.

N.B: Fit new kit to the inner pivot mount for toe adjustment and slight camber adjustment.

For extra camber adjustment fit to the outboard point and lock in the lowest position and DO NOT perform any further adjustment from this point as this can potentially cause drive shaft bind and wheel base change.

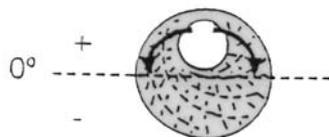
Contents:

6210 Bush	x 8	Lock Nuts	x 4
Eccentric Crush Tubes	x 4	Spring Washers	x 8
Bolts x 50mm Long	x 4	Grease Satchel	x 1
Bolts x 25mm Long	x 4	Fitting Instructions	x 1

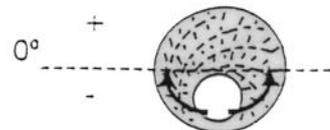


These instructions are to be used in conjunction with workshop manual.

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

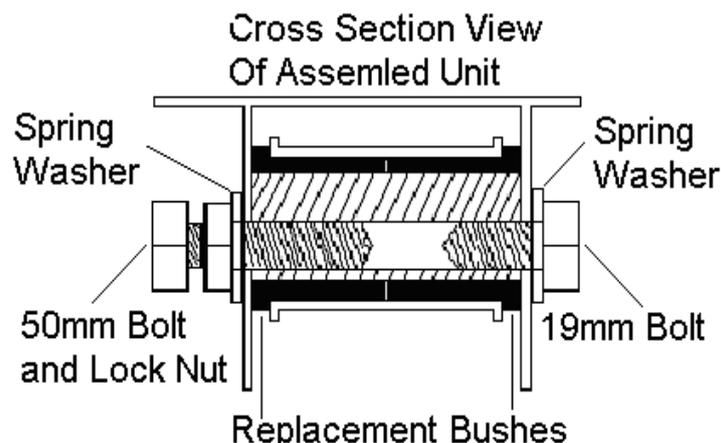


- i. Positive
- ii. Camber



Negative
Camber

12. Reinstall the control arm into the cross member/chassis.
13. Run the supplied nuts down the 50mm bolts.
14. Fit the new bolts, lock washers and lock nuts to the eccentric crush tube allowing room for adjustment and fitment of spanner.
15. Repeat steps 4 - 14 for opposite side control arm.
16. 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.
17. When the specification is reached, tighten lock nut up against chassis mount to lock off adjustment. Tighten short bolt.
18. Refit the sway bar link to the control arm and exhaust hangers.
19. Lower the vehicle to the correct ride height and carry out the rear wheel alignment.
20. 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



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.