Fitting Instructions

For I.R.S Evolution Camber Adjuster

To suit: Holden Commodore VP-VZ and Toyota Lexcen

N.B: Fit new kit to the outer pivot mount only and set the crush tube at the 12 o'clock position (as per Diagram 1) as any adjustment to the outer pivots to these vehicles may cause drive shaft and/or serious differential damage.

Contents:

4 x Urethane Bushes	2 x Castleated Nuts
2 x Eccentric Crush Tubes	1 x Grease Satchel
2 x Bolts	1 x Fitting Instructions
2 x Split Pins	4 x Washers

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

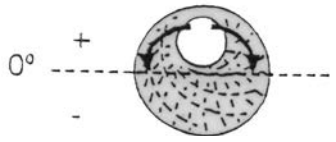
1. Raise the rear of the vehicle and support on chassis stands, remove the rear wheels.
2. Disconnect the sway bar from the control arm assembly.
3. Remove the outboard trailing arm nut and bolt and discard these items.

These bolts are yield bolts and must not be re-used – new bolts are supplied in kit.

N.B: The rear cross member may need to be lowered to remove and re-fit adjusting bolts.

4. Lever down the control arm and support the arm in a position in which it can be worked on easily.
5. Remove the bush as per workshop manual.
6. Ensure all sharp edges and burrs are removed from the control arm eye and mounting point flanges.
7. Clean all surfaces where the bush will be installed. Install the two bushes into the control arm inner eye.
8. Lubricate (with the grease supplied) the bore and end faces of the bush and the chassis cross member where the bush will mount into the vehicle.
9. Lubricate and install the eccentric crush tube into the bush.

Diagram 1

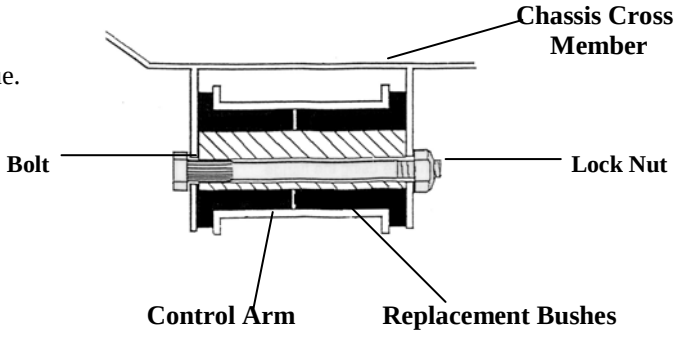


Positive Camber

10. Reinstall the control arm into the chassis using the new bolt supplied.
11. Fit the supplied lock nut onto the bolt and tighten completely with crush tube set at 12 o'clock position. (Refer Diagram 1)
12. Repeat above steps for opposite side of vehicle.
13. **NOTE: If cross member was removed it should be re-aligned and tightened before wheel alignment.**
14. Lower the vehicle to the correct ride height and carry out the rear wheel alignment, adjusting the inner point only as the outer point, once installed and set should never be adjusted.
15. The alignment is obtained by moving the inner point to gain the desired toe specification.
16. Lower and remove the vehicle from hoist.
17. Road test vehicle.

Final Assembly

(Cross Section View)



Torque Specifications:
Drive shaft to wheel hub: 50Nm, then 60-75 degrees of angle torque.
Trailing arm bolt: 95-105Nm.

Wheel alignment specifications: (each wheel)
Camber: -1.5 +/- 0.5 degree.
Toe: +1mm +/- 0.2mm.

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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.