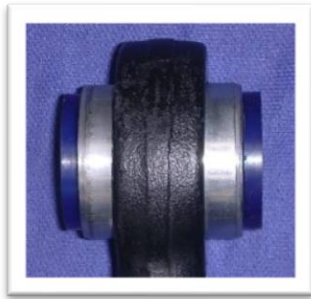


# Fitting Instructions #2413IS

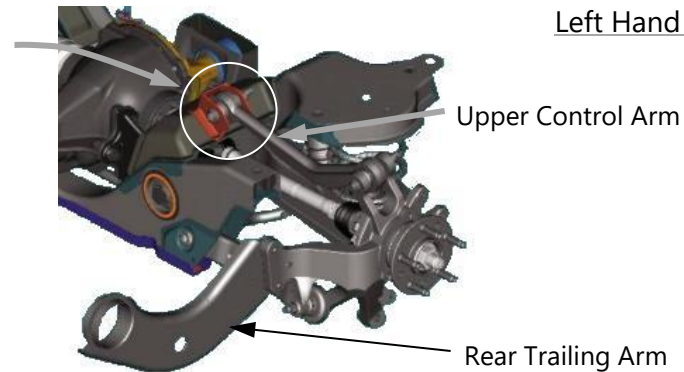
Ford Falcon BA, BF, FG / Territory SX, SY

## Control Arm Upper Inner Kit



Bushing # 2413

Front of Vehicle



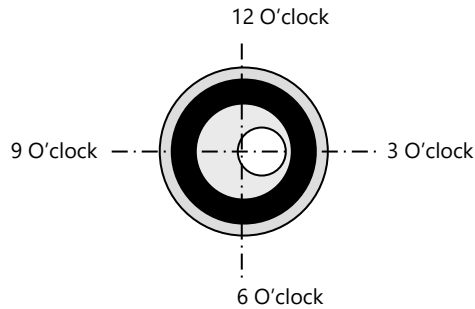
Left Hand Side Shown

**Note:** Polyurethane bushes must be fitted as per diagram attached.

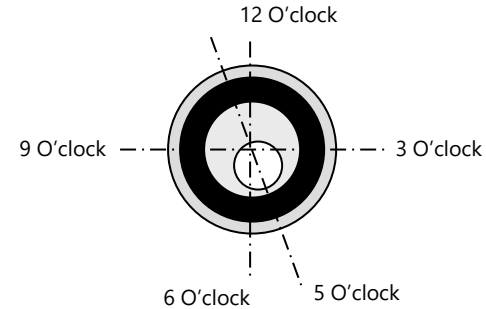
- Wheel-align the vehicle before the job is started and note the rear settings;
- Remove the Rear Upper Control arms according to the manufacturer's instructions. The rear cross member should be lowered on it's mounting bolts by approx. 12mm (length of thread on bolts), to allow the passenger side upper inner bolt to be removed. Also the brake calliper has to be unbolted and removed so that the upper outer bolt can be removed. These upper outer control arm bolts can be replaced from the opposite direction so that if future removal is required it can be achieved without removing the brake calliper;
- With the use of a hydraulic press and suitable pressing tools, remove the original shell parts from the inner positions only;
- With the use of a hydraulic press and suitable pressing tools press the new shell parts into the control arms taking care to position them correctly. Ensuring the new bushing is centralised in the arm as pictured;
- Using the grease supplied, generously lubricate the inside of the new polyurethane parts and the outside of the steel crush tubes. Push the steel crush tubes into the bushings. With reference to the adjustment required, align the holes in the steel tubes to give the desired result i.e. increase or decrease camber. A hand press may be required to insert the steel crush tubes;
- Grease the faces of the new bushings and the areas on the chassis or washers that the bushing will contact. Refit the control arms with the new bushes and offset tubes into the vehicle;
- Wheel-align vehicle and check new settings, adjust if necessary;
- Ensure all fasteners are re-tightened to the manufactures specifications with the vehicle at ride height.

# Fitting Instructions #2413IS

Side view of assembled new SPF2413 with eccentric tube set at **3 O'clock** to give 1 degree more positive Camber



Side view of assembled new SPF2413 with eccentric tube set at **5 O'clock** to give 1/2 degree more positive Camber

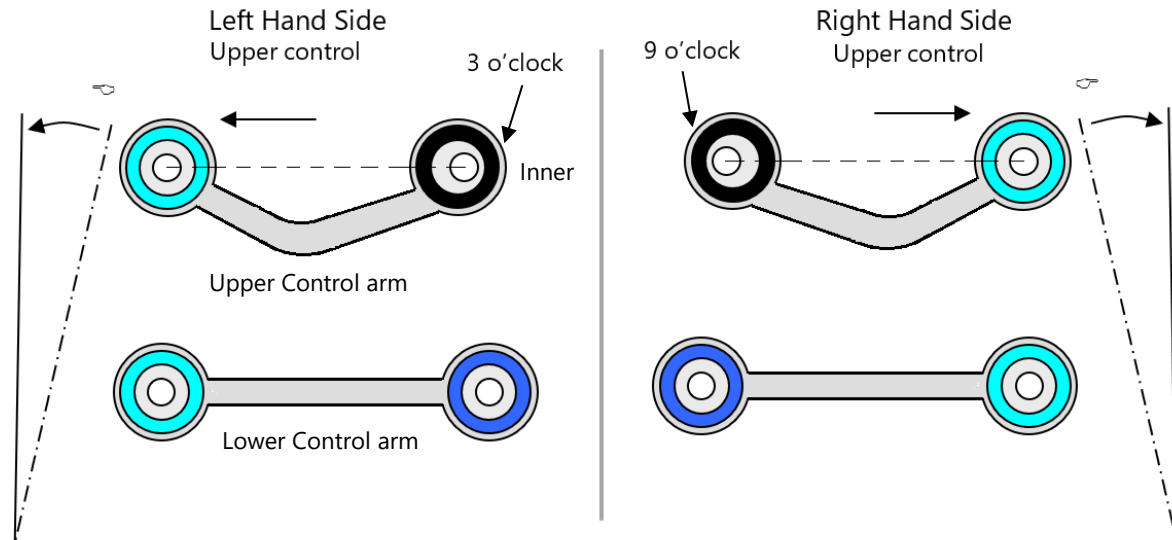


As viewed from the rear of the vehicle, looking forward on

## To induce "More positive" Rear Camber



**Note:** XR6 & XR8 Models have eccentric camber adjusters at Upper Outer position; these can be used for final in-car camber



This diagram shows the maximum camber adjustment that can be achieved with this kit. Variation of this adjustment can be achieved by rotating the offset tubes in the bushings.