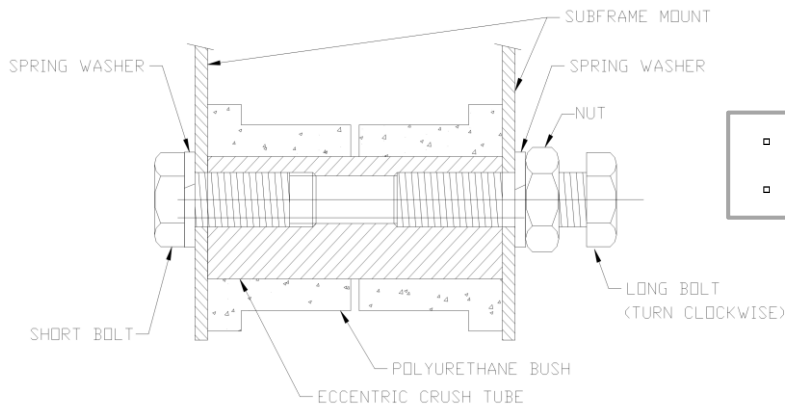


Fitting Instructions #2545IS

Holden Commodore, Monaro / Pontiac GTO

IRS Adjusting Camber Only Kit



- Camber -1.0 to -1.5 Degrees.
- Toe in +2.0 to +3.0mm per side.

- Take alignment readings before any disassembly, (to determine best settings to reduce tyre wear);
- Jack vehicle and support body on stands. Disconnect lower shock absorber mount and remove spring. Re-attach lower shock mount and remove outer pivot bolts. **Note:** Be careful not to over-stretch brake hose;
- Bushes are to be fitted to the outer pivot position. Partial removal of the inner bolt will allow the outer pivot to drop down sufficiently for application of removal tools Press original bushes from the outer pivot of trailing arm using suitable pressing tools. Clean any flaking paint and rubber from hole, smear a light amount of grease on bushes and fit to trailing arm. Fully grease bush and tube before pushing tube into bush;
- As per diagram reconnect arm. Ensure that long bolt, (fitted with nut and washer) is positioned to the outer side. Screw long bolt in completely until it bottoms out in the thread and starts to turn the eccentric crush tube;
- Wheel Align by turning the long bolt clockwise to obtain desired alignment settings. Short bolt and nut must be loosened while adjusting. (Take care approaching alignment settings, as adjustment is only effective in a clockwise direction.) Approximately 1 degree of camber change can be achieved with the fitment of this kit. **Note:** Vehicle ride height will vary depending on settings required;
- When desired settings are achieved, tighten short bolt first followed by locknut (tighten to original manufacturers torque specifications);
- Adjust toe equally via toe adjustment arm. Recommended Settings;

Do not road test vehicle until after a wheel alignment has been performed.

Note: After wheel alignment is performed, check the rear drive shaft end-float. With the vehicle on the ground, in neutral and with the hand brake off, check drive shaft end float. Each shaft must have a minimum of 0.5mm and a maximum of 4mm end float.

- Wheel alignment settings must be modified to obtain drive shaft end-float.