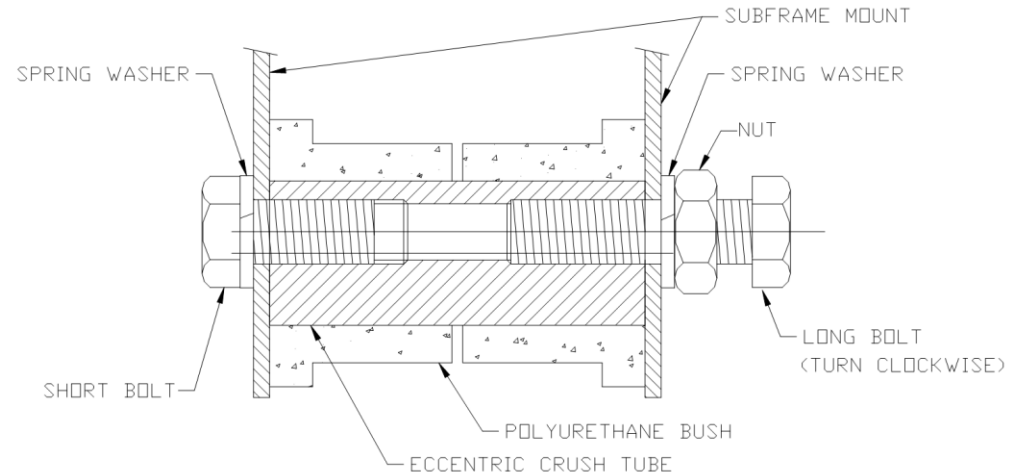


Fitting Instructions #1931IS

Holden Calibra

IRS Adjusting Camber & Toe Kit

- 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 mounts and remove inner pivot bolts. Outer bolt must be cut to clear inner still panel. NOTE: Be careful not to over-stretch brake hose.
- Press original bushes from 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 side with the most access. 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.)
- Adjust toe equally, as adjustment alters track width.
- When desired settings are achieved, tighten short bolt first followed by lock-nut. (Tighten to original manufacturers torque specifications).

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.

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