

# Fitting Instructions #1000IS

## Ford Falcon

### Camber Caster Adjusting Kit



**Special Note:** This equipment will not correct excessive setback

#### Optimum Alignment Settings

Camber	Zero to 3/4 degree negative
Castor	LHS 2.5 +/- 1/2 degree RHS 2 degrees +/- 1/2 degree Maximum split 1/2 degree LHS higher to oppose road crown pull.
Toe	Zero +/- .5mm total (static - no load condition)

Fitment of 1 x 1.6mm shims will give the equivalent settings of original pivots. Adjust shim pack as detailed below to obtain optimum wheel alignment settings.

- Obtain alignment settings of castor, camber & Toe. Take note of owner's comments on tyre wear and driving characteristics.
- Fitment to one side may provide optimum alignment specs, however taxis, enthusiast and performance cars should have both sides fitted.
- On the side selected, jack under the lower control arm, until the wheel is clear of the floor.
- In the engine bay, remove the four lock nuts securing the two upper control arm pivots.
- Now, at the side of the vehicle, swing the arm out, remove studs. Undo & remove original equipment pivot bolts. INSTALL THE NEW CAMBER/CASTOR ADJUSTERS being sure that the same angular setting is obtained.
- Tension the lock nuts to manufacturer's specifications. Calculate the shim pack required from the original alignment settings obtained, to the preferred settings. Shims supplied per vehicle side are 2x6mm, 4x3mm, 2x1.6mm.

**Special Note:** The following instructions should make the shim stack calculation easier.

#### Camber Change:

- Shim removal from both front and rear will move camber to the negative;
- Shim fitment to both front and rear will move camber to the positive;
- Fitment or removal of 6mm shim both front and rear = 1 degree change;
- Fitment or removal of 1x 3mm shim both front and rear = 1/2 of 1 degree;
- Fitment or removal of 1 x 1.5mm shim front and rear = 1/4 of 1 degree.

#### Castor Change

- Removal of a 3mm front shim and reinstalling it in the rear, adjusts the castor;
- 3/4 of a degree to the negative but will also increase camber .3 of a degree;
- Removal of a 3mm rear shim and re-installing it in the front, adjusts the castor to the positive but will decrease camber y .3 of a degree.

Transferring 1 x 6mm from one pivot to the other = 2 degree change.

Transferring 1 x 3mm shim from one pivot to the other = 1 degree change.

Transferring 1 x 1.5mm shim from one pivot to the other = 1/2 degree change.

- Fit the required shim packs to the pivot studs. Swing the arm back into locate the new pivot studs in inner guard recess. Fit the new nyloc nuts supplied and tension to the manufacturers torque settings with the vehicle at ride height.

Caution: If refitting with no or 1.6mm shims only, check the clearance at the inner edge of the control arm to the inner guard & if required grind the control arm until clearance is obtained.

- Perform the wheel alignment.

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SPF772K in its original form provided the answer to excessive tyre wear and tracking of EA-EL Ford Falcons.

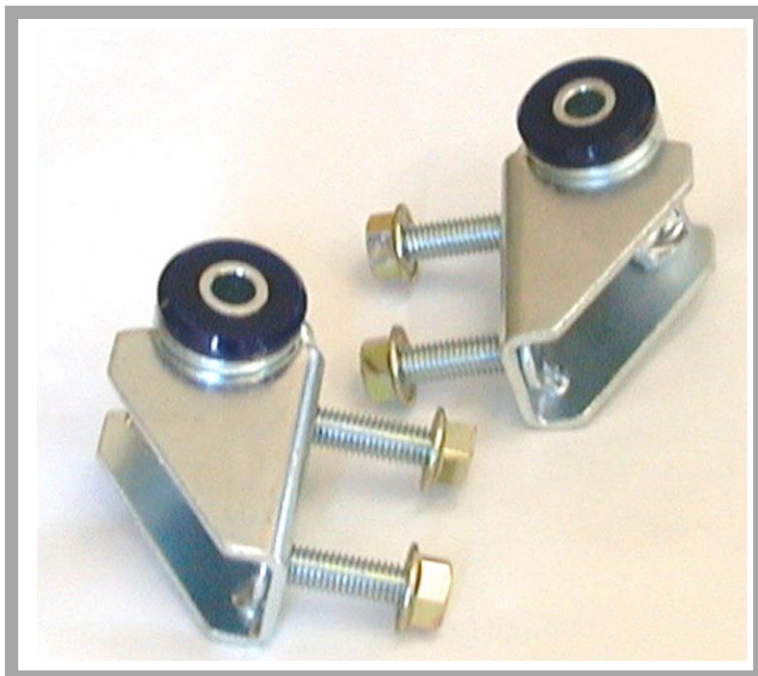
The design features of the Super Pro upper inner support arm pivots eliminate steering and handling problems associated with original equipment non adjustable camber & caster pivot bushes, fitted to EA/ED Falcons. The EF and EL Falcons were provided with some adjustment.

Field reports indicate that some of these vehicles require a facility for more caster and/or camber adjustment. To provide this correction Super Pro have now released additional kits, which allow increase in adjustment. Adjustment is obtained by an increase in shell offset and slightly longer bolts.

**\*\*Note:** Install gold bracket to rear & silver bracket to front.\*\*

Average range of adjustment available from the kits is as follows:

Part No#	Camber	Caster
SPF772K	-1.1° to -2.0°	+1.5° to +6.3°
SPF1000K	-0.5° to -2.3°	+0.5° to +5.3°
SPF1001K	-0.2° to -2.0°	+3.9° to +6.0°



**\*\* Note:** When fitting maximum shims always ensure that the lock nut has been torqued and has a full thread.\*\*

These kits replace the original upper inner control arm pivots and can be fitted to both sides of the Vehicle to obtain optimum suspension compliance and alignment settings.