

Fitting Instructions #0877ZIS

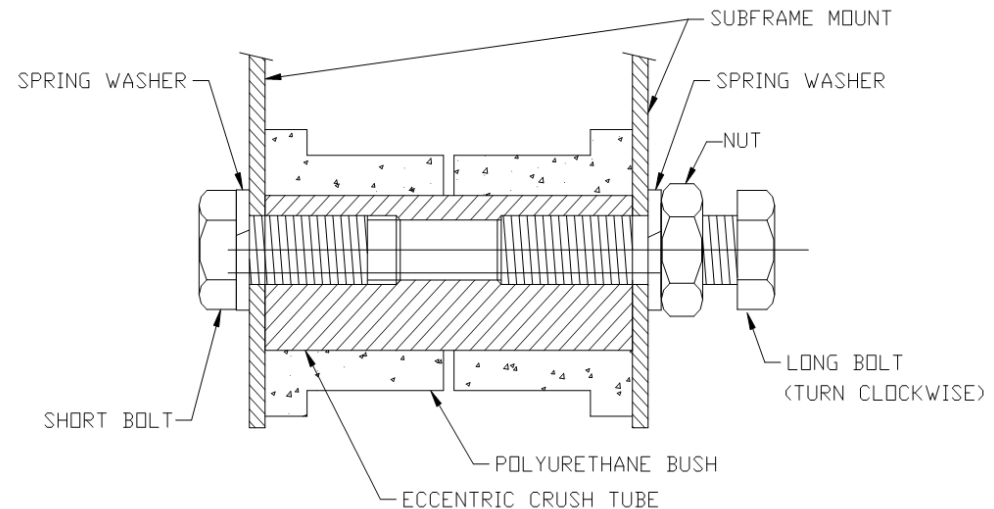
Holden Commodore, Monaro, GTO, Calibra

Rear Trailing Arm Bush Inner Fixed Adjustment

- 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 inner pivot bolts. (VT only, outer bolt must be cut to clear inner still panel). NOTE: Be careful not to overstretch brake hose;
- Press original bushes from trailing arm using suitable pressing tools. Clean any flaking paint and rubber from hole. **Please note there are 2 types of bushes, the fixed offset bushes must be fitted to the inner pivot position, with new O.E. bolts.** Fully grease bush and trailing arm with grease supplied. **Position the locating lug upward to fit against floorpan.**
- As per diagram reconnect outer pivot position. Fully grease bushes and tube. 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 locknut (tighten to original manufacturers torque specifications).

Recommended Settings:

- **Camber:** -1 to -2.4;
- **Toe in:** +2 to +3mm per side.



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

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

- Wheel alignment settings must be modified to obtain drive shaft end-float.
- Shortened drive shafts must be sourced if end-float cannot be obtained with desired alignment settings.
- Bound drive shafts will cause differential damage.