

# Fitting Instructions #1001IS

## Ford Falcon

### Camber Caster Adjusting Kit



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

Fitment of 1 x 6mm and 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.

#### Optimum Alignment Settings

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

1. Obtain alignment settings of castor, camber & Toe. Take note of owner's comments on tyre wear and driving characteristics;
2. Fitment to one side may provide optimum alignment specs, however taxis, enthusiasts and performance cars should have both sides fitted;
3. On the side selected, jack under the lower control arm, until the wheel is clear of the floor;
4. In the engine bay, remove the four lock nuts securing the two upper control arm pivots;
5. Open kit and identify components with particular emphasis on the colour of them:
  - For an increase in caster- The Silver Pivot "1301" goes to the front position and the Gold Pivot "1300" goes to the rear position of the upper control arm;
  - For a decrease in caster- The Gold Pivot "1300" goes to the front position and the Silver Pivot "1301" goes to the rear position of the upper control arm.
6. Now, at the side of the vehicle, swing the arm out, remove studs. Undo & remove original equipment pivot bolts. **Install the new camber/caster adjusters** being sure that the same angular setting is obtained;
7. 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 change;
- Fitment or removal of 1 x 1.5mm shim front and rear = 1/4 of 1 degree change.

#### 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 by 0.3 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 of 1 degree change.

8. 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 manufacturer's 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.

9. Perform the wheel alignment.