Fitting Instructions #0772IS

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

1. Obtain alignment settings of castor, camber & Toe. Take note of owner's comments on wear and driving characteristics;
2. Fitment to one side may provide optimum alignment specs, however taxis, enthusiast and race 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. Now, at the side of the vehicle swing the arm out, remove studs. Undo & remove original equipment pivot bolts. **<u>Install camber/castor adjusters</u>** being sure that the same angular setting is obtained;
6. 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, 4 x 3mm, 2 x 1.6mm.

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

<u>Camber Change:</u>

- 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 2x3mm shims both front & rear = 1 degree change;
- Fitment or removal of 1x3mm shim both front & rear = half of one degree
- Fitment or removal of 1xl.5mm shim front & rear = quarter of 1 degree.

<u>Castor Change:</u>

- 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 car shim and reinstalling it in the front adjusts the caster to the positive but will decrease camber by 0.3 of a degree;
- Transferring 2X3mm 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.

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7. 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;

<u>Caution:</u> 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.

8. Perform t e wheel alignment.