

Fitting Instructions KCA330

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Code: Z332

Application:

Holden Commodore VP-VX with "Independent Rear Suspension" without "Toe Control Arm" (TCA) suspension. Always refer to current catalogue for complete application listing.

KCA330 Camber & Toe Adjustment Kit is designed to provide a camber adjustment range of +/-1.5 degrees from base settings.

Note: KCA330 must not be used on vehicles with TCA suspension. On vehicles with TCA suspension, it is recommended not to replace trailing arm original inner bushes with polyurethane bushes.

Contents:

KCA330 kit contains the following hardware parts:

- 4 x polyurethane bushes, small inside diameter 27mm
- 4 x polyurethane bushes, large inside diameter 30mm
- 2 x metal crush tubes, small outside diameter 27mm
- 2 x metal crush tubes, large outside diameter 30mm
- 4 x high tensile bolts, short
- 4 x high tensile bolts, long
- 4 x nuts
- 8 x spring washers
- 1 x grease bag

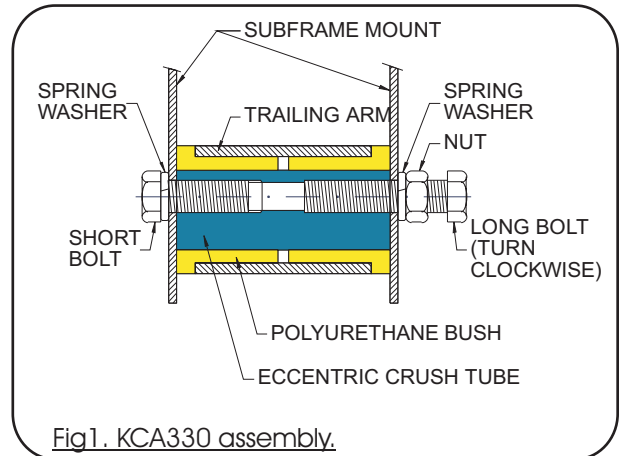


Fig1. KCA330 assembly.

Fitting:

Please read complete fitting instructions and check kit components prior to fitment. Whiteline recommends that all work be carried out by a qualified technician.

1. Measure wheel alignment settings prior to any disassembly.
2. Raise vehicle, support on safety chassis stands, and remove rear wheels.
3. Disconnect lower shock absorber mount and remove spring.
4. Re-attach lower shock mounts and remove trailing arm pivot bolts.

Note: Compress springs with suitable compressor tool.

Tip: Outer pivot bolts can be removed by either cutting the bolts or by lowering the front of the cross-member to clear inner seal panel.

Note: Be careful not to over-stretch brake hose.

5. Press original bushes from trailing arm using suitable pressing tool. Clean any flaking paint and rubber from hole, smear a light amount of grease on bushes and fit to trailing arm. Please note there are 2 size bushes.

Important: Bush with large inside diameter (30mm) must be fitted to the outer pivot, along with the corresponding large (30mm) metal crush tube.

Fully grease bush and tube before pushing tube into bush.

6. Reconnect trailing arm to cross-member as per Fig.1. 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 metal crush tube.
7. Pre-adjust wheel alignment settings based on original settings by turning the long bolt clockwise to obtain the desired settings. Short bolt and nut must be loosened while adjusting. Take care when approaching desired settings, as adjustment is only effective in a clockwise direction.
8. Adjust toe equally, as adjustment alters track width.
9. When desired settings are achieved, tighten short bolt first followed by lock-nut. Tighten to original manufacturers torque specifications.
10. Refit spring and cross-member. It is recommended to apply thread locking compound to cross-member to chassis mounting bolts.
11. Refit wheels, lower vehicle and settle suspension.
12. Measure new wheel alignment settings, and adjust as required.

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 of end-float. Wheel alignment settings must be modified to achieve permissible drive shaft end-float.

Warning: Please drive carefully while you accustom yourself to the changed vehicle behaviour.