

Installation Instructions

'96-UP TAURUS/SABLE REAR CAMBER/TOE KIT

Note: This kit can be used for both camber and toe adjustments. If mounted on rearward control arm (through frozen factory adjusters) toe can be adjusted. If a second kit is installed on forward control arm camber can be adjusted, when used in conjunction with toe adjuster.

1. Do pre-alignment checks. Inspect vehicle for damaged, bent or worn parts and repair as necessary. Install alignment equipment and determine amount of rear camber and toe change needed.
2. Raise rear of vehicle by the body so rear suspension hangs freely. Support safely.

FOR CAMBER CHANGE

3. Remove inner pivot bolts from front control arms and discard.
4. Install cam bolts (with a cam next to the bolt head) from the rear of vehicle. Be sure to put the "toothed" side of the cam toward the body. Install with the big side of the cam straight up. Install cam plate over the cam bolts with rounded side of cutouts up and the flat surface of the plate against the body (see figure No. 1). Mark body through small hole in center of cam plate. Remove the plate and drill 1/4" hole using angle drill.
5. Remove cam bolts. Lower front control arms out of bracket until bolt holes are exposed.
6. Using a 1/2" tapered rotary file in an angle drill, elongate existing hole. For positive camber change, elongate toward center of vehicle. For negative camber change, elongate toward tire. Use template on this instruction sheet to determine maximum hole elongation (see figure No. 3).
7. Reinstall cam bolts. Install cams and nuts on threaded ends of bolts, being sure the "toothed" side of the cam faces the body. Snug nuts and install cam plate over bolts with flat surface of the plate up against the body. Secure plate with bolt and nut. Lower and jounce vehicle.
8. Rotate factory toe adjusters for maximum toe-in. Rotate cam bolts for desired camber. Reset toe using factory adjusters. Should factory toe adjusters be frozen, remove bolts through them and adjust camber. *SEE "TOE CHANGE" SECTION IF PROPER TOE READINGS CANNOT BE OBTAINED.* Torque all fasteners, align front of vehicle and road test.

FOR TOE CHANGE

If proper toe readings cannot be achieved using the factory adjusters, or if factory toe adjusters are frozen, a second kit can be installed in the rear control arms through the factory toe adjusters.

1. Raise and support vehicle as previously stated. Remove the inner pivot bolts from the rear control arms and discard.
2. Install the cam bolts (with a cam next to the bolt head) into the rear control arms from the front of the vehicle. Be sure the "toothed" side of the cam is toward the body. Install with the big side of the cam straight up.
3. Install cam guide plate over the cam bolts with round side of cutouts up. Mark body through the small hole in the center of the cam plate. Remove the plate and drill a 1/4" hole using an angle drill (see figure No. 2).
4. Remove cam bolts. Lower the rear control arms out of the bracket until bolt holes are exposed.
5. Using a 1/2" tapered rotary file in an angle drill, elongate existing hole. If toe-in is required, elongate hole toward wheel. If toe-out is required, elongate toward center of vehicle. Use templates (see figure No. 3) on this instruction sheet to determine maximum hole elongation.
6. Reinstall cam bolts. Install cams and nuts on threaded ends of bolts, being sure the "toothed" side of the cam faces the body. Snug nuts. Install 6mm bolt through plate, install spacer washer over bolt, and install the cam guide plate over the cam bolts with spacer washer against the body (see figure No. 1). Install and torque 6mm nut. Lower and jounce vehicle.
7. Rotate cam bolts to achieve desired toe readings. Fine-tune camber and toe readings.
8. Torque all fasteners. Align front of vehicle and road test.

