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When you lower your IRS-equipped Commodore, you will come across the

problem of excess negative camber. This means accelerated tyre wear, a reduced tyre-contact patch (meaning less grip) and excess stress on other suspension components.

This is especially apparent when you install an airbag system that drops the suspension lower than the OEM intended when designing the settings. Holden tunes around 2° of negative camber into the IRS from the factory, but when lowered it can increase by a full degree. This will chew out your tyres quicker than you can say 'sickmatethatissolowitshectic'.

We headed over to Tubular Suspension Systems, a supplier of Noltec suspension products, where James installed Noltec's four-point camber-toe kit to sort the camber issue in his project Caprice. *SC*

PLAYING THE ANGLES

TOO MUCH REAR NEGATIVE CAMBER IS AN ISSUE ALL IRS-EQUIPPED COMMODORE OWNERS FACE WHEN THEY LOWER THEIR CAR. THIS ISSUE, WE SHOW YOU HOW TO FIX IT

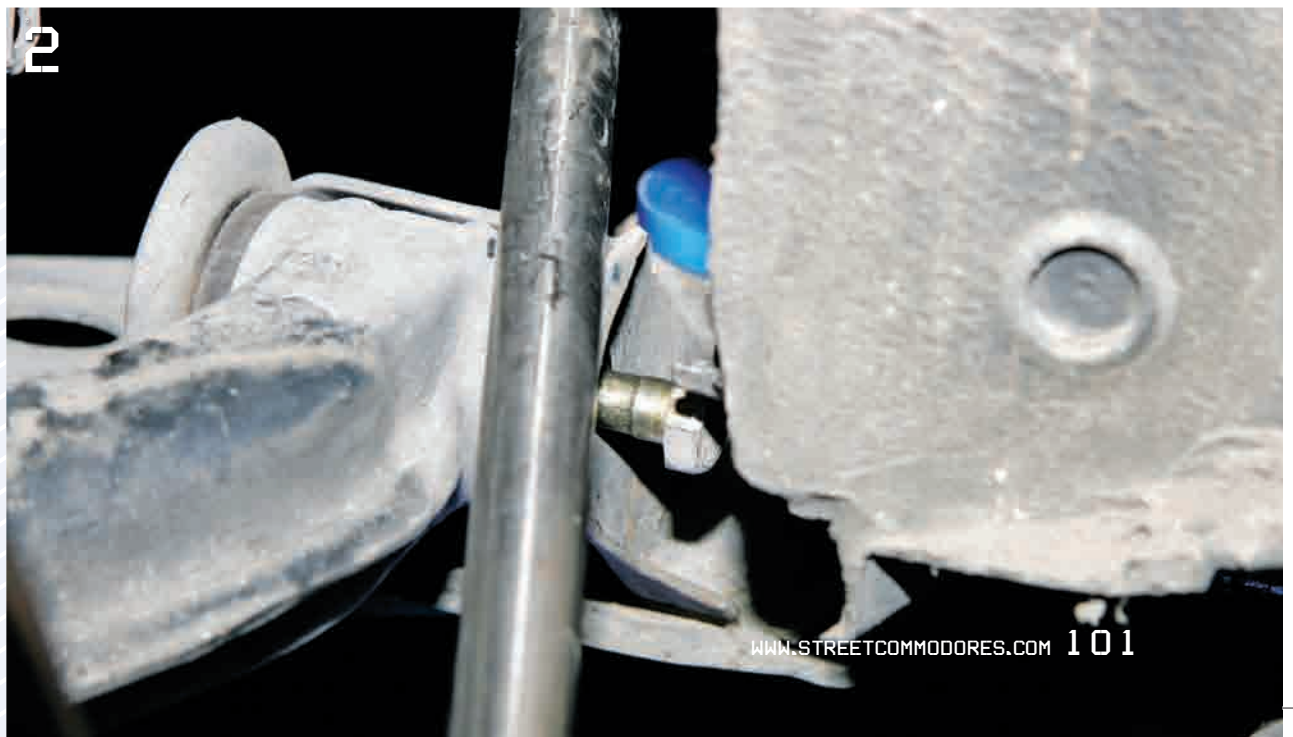
WORDS BY BEN NIGHTINGALE PICS BY PAUL WORSELY

STEP 1

Here is the kit before it goes in. Note the offset bushes that change the suspension geometry to bring it back within reasonable limits

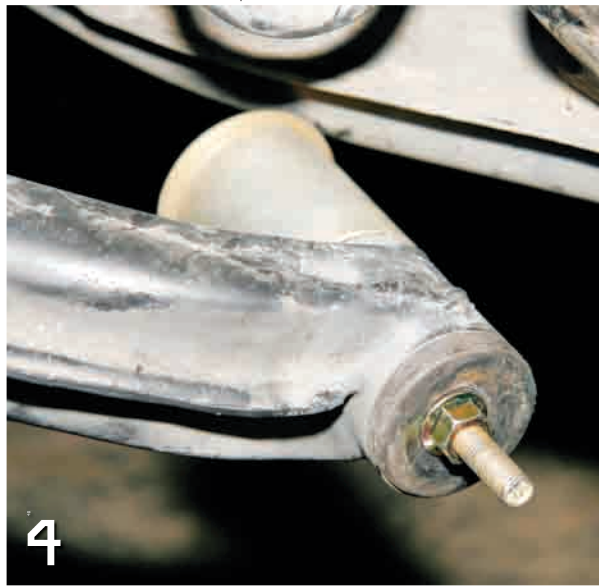
STEP 2

To remove the inner bushes you may need to remove the rear section of the exhaust system, which will give you clearance to both remove the bolt and swing the arm down towards the ground. Note: the removal of the exhaust system does not apply to all vehicles, and didn't in this case





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STEP 3

To remove the outer bushes, you will need to remove the plate and large bolt that runs through the subframe mount on the front of each side of the subframe. The subframe will need to be supported, and when lowered slightly will give clearance to remove the outer bolts. Use jack stands to support the subframe, and a jack to support the diff itself. You may now swing the control arms down far enough to give you clearance for bush removal

STEP 4

Using a sharp knife, cut the flanged end of the rubber bush off the end of the eye that you intend to draw the bush through. This will provide a flat base for the removal cup to seat square

STEP 5

Lubricate the bush to ease the removal process. Lubricate the drawbar of the fitting tool with grease before fitting. Now fit the removal tool as per the photo provided

STEP 6

Once fitted, the bush is removed simply by tightening the nut, thus drawing the bush out of the control-arm mount. Make sure you keep the removal tool square at all times and the bush well lubricated

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TECH STUFF

STEP 7

Once the rubber bushes are removed, clean and dry the eyes on the control arm in preparation for the IRS adjusters. Fit the bushes to the arms. Now, with the grease provided, grease the internal bore of the blue bushes and the outside of the gold tubes. The tubes may now be inserted into the bushes. Grease the ends of the bush assembly plus the faces of the channel where the bush will seat

STEP 8

Raise the control arm back into position and place the new bolts that are supplied in the kit through the mounting holes. Be sure to use Loctite on all of the bolts as you don't want any nasty surprises

STEP 9

James also replaced the diff-cradle mount bushes with new Noltec bushes while he had the cradle unbolted

STEP 10

This is how the control-arm bushes and diff-cradle bushes should look after installation

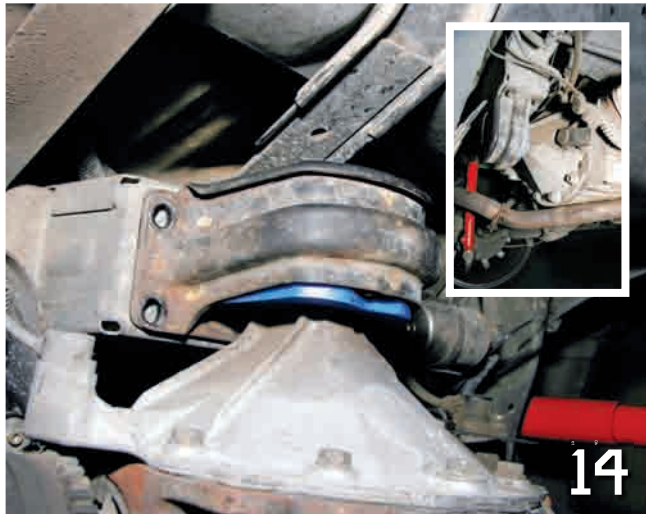
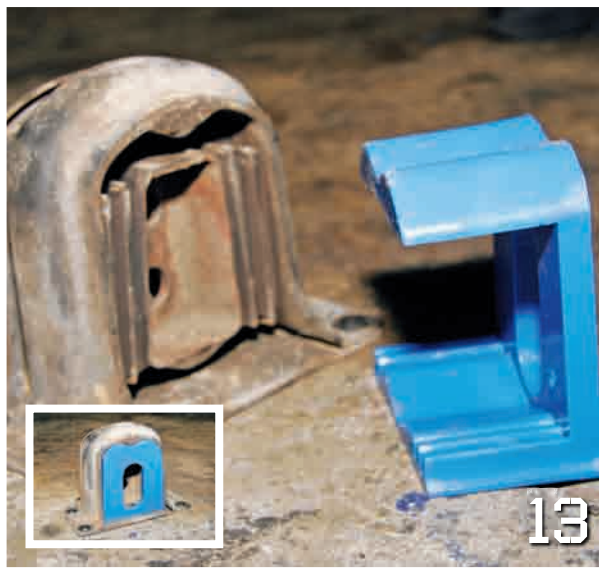
STEP 11

Up next is the Noltec Anti-Squat replacement bush. This is an insert that helps prevent the severe squat associated with Commodore IRS under hard acceleration

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STEP 12

With the rear diff support removed, drill out the spot welds on the rear of it and remove the plate

STEP 13

Here is the support plate and the new Noltec insert. Grease up the insert and install it from the rear

STEP 14

Re-assemble the diff-support bracket and then bolt the diff back to the subframe

STEP 15

Set the camber at max by adjusting the inner bush so the control arm is all the way up as shown in the picture. Then set the toe bush about halfway as a base setting that will get you to the wheel-alignment workshop

STEP 16

Enjoy the new lease of life this kit will give your tyres. They will last a hell of a lot longer without so much negative camber, and it looks visually better too

CONTACT:

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