

INDEPENDENT REAR SUSPENSION COMMODORE CAMBER CORRECTION KITS

Replacing worn rear tyres is a regular expense suffered by thousands of Commodore owners every year. The Independent Rear Suspension (I.R.S.) was introduced on some VP, VR & VS models from July '93 and continued until the release of the VE Commodore in 2006, and this system is subject to poor rear wheel alignment on lowered or heavily laden (commercial, utes & towing) Commodores. The resulting alignment issue is excess negative camber and toe resulting in the scrubbing of the inner tyre (as per the picture to the right demonstrates) and premature tyre wear.

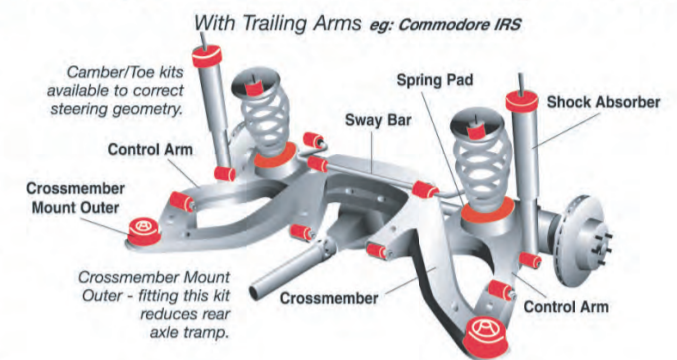
BENEFITS OF NOLATHANE CAMBER/TOE CORRECTION KITS

Reduces negative camber by up to 3° to ensure an even tyre contact patch
Dramatically improve rear tyre life and costly tyre replacement costs

The 46138A kit uses 2 bolts per mount instead of one long splined bolt used in 46138X & 46138HD. With 46138A a 25mm short bolt & washer is threaded into one end of the eccentric crush tube and a 45mm bolt with locknut and washer is installed into the other end. Once the long bolt has been tightened to bottom out in the crush tube, adjustment can be obtained by turning the bolt further in a clockwise direction. Thus, rotating the eccentric crush tube and providing adjustment. The half locknut and spring washer on the 45mm bolt as well as the 25mm bolt can then be tightened to maintain the setting.



Independent Rear Suspension



DOES YOURS OR YOUR CUSTOMERS COMMODORE SUFFER FROM EXCESSIVE REAR INNER TYRE WEAR???

46138A



VN - VX Commodore
Standard Height to Fe2

Use 46138A x 2

Low to Superlow

Use 46138X x 1 & 46138HD x 1

46138X



VX2-VZ Commodore (fitted with factory toe arm)

Standard Height to Fe2

Use 46138A x 1 (outer pivot points only)

Low to Superlow

Use 46138X x 1 (outer pivot points only)

46138HD



We recommend 1 kit mounted inboard for vehicles down to FE2 height and 2 kits (inner & outer) for vehicles below FE2. Please note: As there is only 1 floating CV joint on all models from VS2 on, care MUST be taken to use the inner kit to adjust toe ONLY & the outer kit for camber adjustment ONLY due to potential driveline damage / vibration. **ON MODELS FROM VX2 ON WITH THE OE "MULTI-LINK" REAR TOE ADJUSTER, FIT ONLY THE OUTER KIT FOR CAMBER ONLY.**

In summary - Inner kit for toe & outer kit for camber!

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