

Camber Kit Information

Please see separate PDF drawing outlining our recommendation for oil fill level.

Our customers have found that the easiest way to fill the diff without installing a higher fill plug is as follows:

- Jack one rear corner of the car up so the tyre is 5-10mm above the ground
- Remove the one side end cap and axle
- Fill the diff until oil level is between the bottom of the spindle tube and the bottom level of axle
- Re-install axle and end cap

End float spacers:

These were designed to stop the axles rubbing on the end cap and floating inboard and rubbing the inside of the axle on the spindle tube. If the axles float inboard and rub on the spindle the debris will be fed through the bearings

We suggest our customers follow this procedure to ensure the correct end float

- Fit outer end float spacers to the axles
- Fit inner end float spacers to the axles
- Fit LH side axle and end cap
- Fit RH side axle and push LH axle against end cap
- Measure amount the outer spacer is protruding from the drive flange end cap face
- Remove ½ this amount plus 2mm from each inner end float spacer
- Re-install axles and check once pushed home one way there is approx 4-5mm gap between the outer axle spacer and end cap

We also suggest using Castrol LSX 90 mineral oil at the minimum. We have very good success with our camber kits and this oil in a varying range of applications from clubman race cars to sports sedans and targa cars

Camber kits come with individually ground pre-load spacers to .010" pre-load

Spindle nut tension is to 120 ft/lb

For any questions or clarification regarding these kits and installation practices, please contact us.



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