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## **INSTRUCTIONS FOR INSTALLATION OF CAMBER REGULATOR**

The rear of the car must be jacked up, and the suspension has to be loaded just as it would be on the ground. Concrete blocks under the tires will work, or jack stands under the lower shock absorber mounts. Also leave a couple of stands under the torsion bar tube for safety, but make sure that the car does not rest on them. For the ultimate installation, ballast the drivers seat with your approximate weight. (Your wife with a couple of old flywheels in her lap works well).

Now remove the forward bolt of the three bolts that attach the trailing arm to the axle tube. Don't disturb the forward most fourth bolt that is for the toe-in adjustment stop. Do this on both sides. Next, remove the two bottom nuts and washers on each side of the transmission side covers. Now pull the two studs from either side; (transmission below serial # 20,000 (1956-57) have through-holes for these studs; oil will pour out!) leave the two studs on the opposite side. To pull the studs, either jam-nut them and turn them out, or use pliers or vise-grips. Two replacement bolts are supplied in the small plastic bag taped to the spring.

Now slide the regulator bracket over the two studs on one side, and swing it up to match the holes where the old studs came out on the other side. Carefully start the bolts into the holes (re-use your old studs if you wish). Now tighten the four nuts/bolts holding the bracket.

Remove the mounting bolts and washers from the top of the links. Slide the bolt with a thick black washer into the old trailing arm hole from the outside. Now slide the large gold washer, and then another black washer onto the bolt. The regulator is supplied with one short link assembly and one long link assembly installed. The short assembly is at it's longest setting; do not lengthen. The long assembly is at it's shortest setting. Any lengthening should be done at this link. Any shortening, if needed, should be done at the short link. Slide the short link onto the mounting bolt, add the lock washer and nut and tighten. Now adjust the long link so it is at least  $\frac{1}{2}$ " longer than needed to install with no pre-load. You want the link longer so it will push the suspension toward negative. Now tighten the lock nuts on the links. Don't worry about the different link lengths. It's not like pre-loading a sway bar; any change to one link is shared equally by the other side. More pre-load; i.e. more lengthening, will firm up the ride. The total length of the links will vary from car to car depending on weight and amount of rear wheel camber. If you have a problem with the lengths, contact me.

For further adjustments after test driving, load the suspension, disconnect one link or both and lengthen or shorten as desired. Do not shorten to the point that the spring has to be pushed up to attach the links! This will pull the wheels toward positive camber, which is not what you want!

You may notice some additional firmness in the rear suspension when going over bumps that affect both wheels. You will not notice much difference in handling in slow

**speed corners, but in the faster ones your rear wheels will not tuck in as badly, resulting in a dramatic improvement in car control. In addition, under severe braking, the rear end will not rise as much, thereby improving over-all braking performance.**

**For those of you with the two-leaf competition version; if you feel the unit is too stiff for the tracks you run on, or if you want to put it on the street, merely remove the lower spring and add the second nut (supplied in the plastic bag) to act as a spacer and jam-nut. Of course the suspension has to be loaded to take the weight off the spring. The photo below shows a very safe method to install the camber regulator with the suspension loaded and the driver's seat properly ballast.**

**Any problems please give me a call.**