



Caster Adjustment Bushing - Instructions for Use

P/N 2180011

Cars Applicable:

- 986 / 996 Front, 986 / 996 / 987 / 997 / 981 Rear
- 987 / 997 / 981 / 991 Front

Parts list:

Description	Quantity
Caster Adjustment Bushing Assembly	2
M6 Socket Head Cap Screw	4
8.5mm spacer	4



Caster Adjustment Bushing

Tools Required:

- Basic Mechanic's Tool set
- Shop Press or Elephant Racing Bushing Removal Tool, P/N: 2260017 (**Recommended**)

Introduction:

Congratulations on your selection of the Elephant Racing Caster Adjustment kit! This kit is compatible with all factory lower control arms including factory GT3 arms. This item allows tuning of wheel caster: a feature that the factory left out. The Elephant Racing kit is a must have item for all cars that have extended lower control arms (GT3 control arm or eccentric monoballs). Additionally, when installed on the rear suspension, the Elephant Racing caster adjuster can compensate for increased rear weight bias caused by aggressive rear camber settings.

The Elephant Racing Caster Adjuster is machined from billet aluminum and completely replaces the factory compliant rubber bushing. Your alignment stays true even under heavy load, thus making the car more predictable at the limit.

Step-by-Step Installation -

1 – Raise and support the vehicle using an appropriate method. Remove the wheels where the caster adjusters are to be installed.

2 – Detach the caster arm from the lower control arm.

3 – Bushing Removal

If using the Elephant Racing Bushing Removal Tool (P/N: 2260019 available separately), remove the factory rubber bushing from the control arm.

Otherwise, remove the lower control arm from the vehicle. Use a press to press the bushing out. Focus the force on the outer bushing sleeve using a cylindrical press tool. Support the wheel upright using a larger cylindrical press tool as shown.

If you do not use Elephant Racing Bushing Removal Tool, be careful to choose cylinder diameters that engage only the outer sleeve of OEM bushing to be removed. The control arm must be supported on the flat surface surrounding OEM bushing bore & allow full length of bushing to be pressed out.



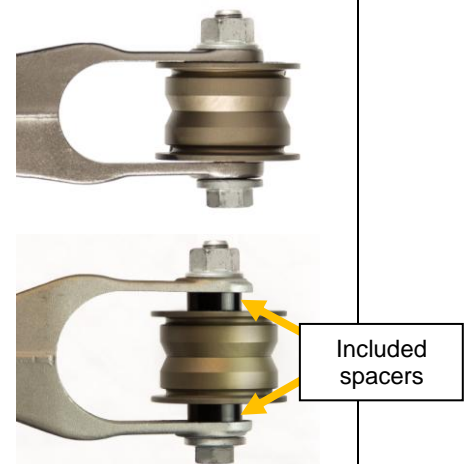
4 – Insert the Elephant Racing caster adjustment bushings into the lower control arm. Insert the M8 screws to hold the halves in place, leaving it finger tight temporarily.

5 – Insert the control arm and caster bushing assembly into the car.

If fork portion of castor arm measures 43mm, the 8.5mm thick spacers supplied with kit will not be used.

If fork portion of castor arm measures 60mm, the 8.5mm thick spacers supplied **MUST BE USED** to fill space & center castor arm as illustrated. Insert one spacer above and one spacer below the bushings.

The M14 bolt that secures the caster arm to the caster bushings finger tight temporarily.



6 – Adjustment

For the front suspension, our Caster Adjuster allows you to tune this important setting that the factory left out. A must-have for cars that have extended lower control arms (GT3 control arms or eccentric monoballs) to correct for un-intended caster change that is caused by the extended arms.

For the rear suspension, our Caster Adjuster can reduce rear overhang and rear weight bias. Cars with aggressive rear camber actually draw the wheels forward, increasing rear weight bias. Use our Caster Adjuster to compensate to shift the wheels back for less rear weight bias.

Both the M6 and M14 bolts clamping the caster bushings must be temporarily loosened before adjusting. Adjustment is made by rotating the caster bushings, using an M10 hex key in the hex cutouts as a lever. Two hex holes are provided in each caster adjustment bushing to provide alternate access positions, the upper and lower are offset to facilitate four different access positions.

Indices on the caster bushing are used as a reference to compare left and right-side adjustments. Rotate the caster bushing until the desired measure is achieved. Torque the M6 hex head screw to **8 ft-lbs** to hold the bushing halves in place.

7 – Torque fasteners

Torque the M14 bolt securing the caster arm to the caster bushing to 120 ft lbs. Be careful not to over-torque.

Do not use an impact wrench. Use of impact wrench will likely over-torque and damage product.

Torque all remaining fasteners to the factory specifications.



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