

1986-92 RX-7

REAR SUSPENSION CAMBER ADJUSTER

Installation Instructions

1. Jack up the rear of the car and support it on jackstands. DO NOT work under a car supported only by a jack. DO NOT place the jackstands under the rear crossmember or any portion of the rear suspension. Installation of the Camber Adjuster involves the removal of a rear suspension sub-link and should not be done with the weight of the car resting on the rear suspension components.
2. Remove the left rear wheel.
3. The rear crossmember is prevented from tilting in the chassis by a vertical sub-link which attaches to the crossmember just to the left of the differential housing, ahead of the left axle. Remove the bolt which attaches the lower end of the stock sub-link to the rear crossmember.
4. Remove the bolt which holds the top of the stock sub-link to the chassis. This is most easily accomplished by holding a wrench on the inboard side of the link mount while an assistant reaches in through the wheel well with a long socket extension and turns the bolt.
5. Set the Racing Beat Camber Adjuster to the same length as the stock sub-link, and lightly tighten the jam nut. Hold the Camber Adjuster in position and re-insert both the top and bottom bolts. Tighten the top bolt to 60 ft-lb.
6. Remove the lower bolt and pull the Camber Adjuster out of position. Rear wheel camber is adjusted by changing the length of this link. Increasing the length of the link from the stock setting will increase negative camber at the rate of approximately 0.07 degrees for every full turn of the link. Decreasing the length of the link from the stock setting will decrease negative camber at the rate of approximately 0.055 degrees for every full turn of the link. The link can be adjusted 11 full turns in each direction without causing clearance problems under the car. (see note below)
7. When the link is at the desired length, re-install the lower bolt and torque to 60 ft-lb. Tighten the jam nut to 50 ft-lb.
8. Lower the car and drive it briefly to settle the suspension. Check the alignment and reset as necessary. NOTE: Camber adjustments will not cause a significant change in rear toe, however, to obtain optimum performance, check and adjust both Camber AND Toe.

NOTE: The link is designed to allow up to 20 full turns in each direction (from the stock length), but extreme caution should be used if such a large change will be made. The floor of the chassis must be modified to provide extra clearance around the crossmember if the link will be shortened more than 11 full turns. Pay particular attention to the clearance between the crossmember and the fuel and brake lines.

The exhaust system may need to be repositioned to avoid contacting the crossmember if the link is lengthened more than 11 full turns.

If you have made a large change in the length of the link, it is essential that the link, rear crossmember mounts, and the clearance between all components be inspected regularly for any signs of contact or premature wear.