

FULL CONTACT REAR TOE SHIMS FOR VOLKSWAGENS

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

1. Before beginning any alignment, always check for loose or worn parts, tire pressure, and odd tire wear patterns. If any shims are present they must be removed to establish a base reading. Take alignment readings and determine change to be made and select appropriate shim sizes.
2. Remove spindle and hub using manufacturer's recommended procedure or by using special wrench #87530. Use of the special wrench will decrease labor time.
3. Install proper shim behind spindle. The camber shims are marked either positive or negative.
4. The toe adjusting shims have the part number stamped on the thickest part of the shim, so for negative toe change the part number will be towards the front of the vehicle and for positive toe change the part number will be towards the rear of the vehicle.
5. Shim may be stacked to provide for camber and/or toe change (maximum 2 per side).
6. Reassemble hub and spindle. With some disc brake applications together with a large amount of correction it may be necessary to shim brake caliper using #75970 Caliper Spacer Shim Set.

Always check for proper clearance between suspension components and other components of the vehicle.

7. Recompensate equipment, complete alignment, and road test vehicle.

NOTE: Actual reading may vary due to dirt or improper torquing.



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