

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.

Plan Ahead - Read All Instructions BEFORE installing part.

1. Before removing any parts, determine and record required amount of camber change.
2. Lift rear of vehicle and remove tire/wheel assembly.
3. Place magnetic camber gauge (SPC P/N 81139) on rotor and zero gauge.
4. Remove OE upper control arm from vehicle. Elongate inboard frame bracket holes using an angled die grinder and 1/4" or 3/8" bits (SPC P/N 85125). Holes should be elongated 2mm for each degree of camber change needed, up to 4mm maximum. (**Figure 1**)

Note: Elongate holes outward for positive camber, inward for negative. It is not necessary to elongate holes in both directions.

5. Re-install OE upper control arm, leaving both attachment bolts loose.

Note: Knuckle may need to be raised to align holes so arm can be re-installed.

6. Prep the SPC lower control arm by tightening Clamp Bolt and Cam Nut bolt until play is removed, but arm can still be adjusted as Cam Nut is rotated.
7. Remove OE lower camber arm and install SPC adjustable lower camber arm in its place, leaving both attachment bolts loose.

Note: A small bracket is provided for vehicles which have a sensor attached to LH arm. If needed, mount bracket to SPC arm with provided hardware and reconnect OE sensor.

8. Consulting bubble gauge, adjust camber as desired by turning Cam Nut (**Figure 2**). Tighten bolt through cam nut to lock setting. Then tighten clamp bolt. Torque spec for both bolts is 45ftlbs [61Nm].
9. Install wheel/tire assembly. Lower car onto tires and jounce suspension to settle.
10. Tighten all upper and lower control arm attachment bolts to Manufacturer's specification.

NOTE: Tightening fasteners with vehicle in raised position may cause premature bushing failure.

11. Verify camber is as desired. If adjustment is necessary, loosen inboard upper control arm bolt, adjust using SPC lower arm, and re-torque all fasteners to proper specification when finished.
12. Adjust toe using OE cam bolt.

Note: If factory toe cam requires replacement, use SPC P/N 67667.

13. Complete alignment and road test vehicle.

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

Figure 1

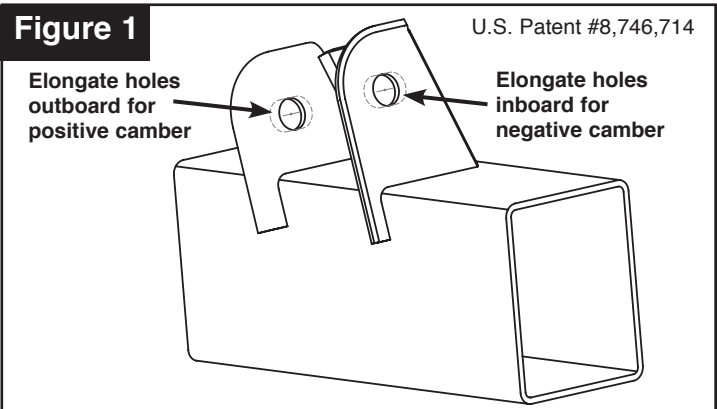
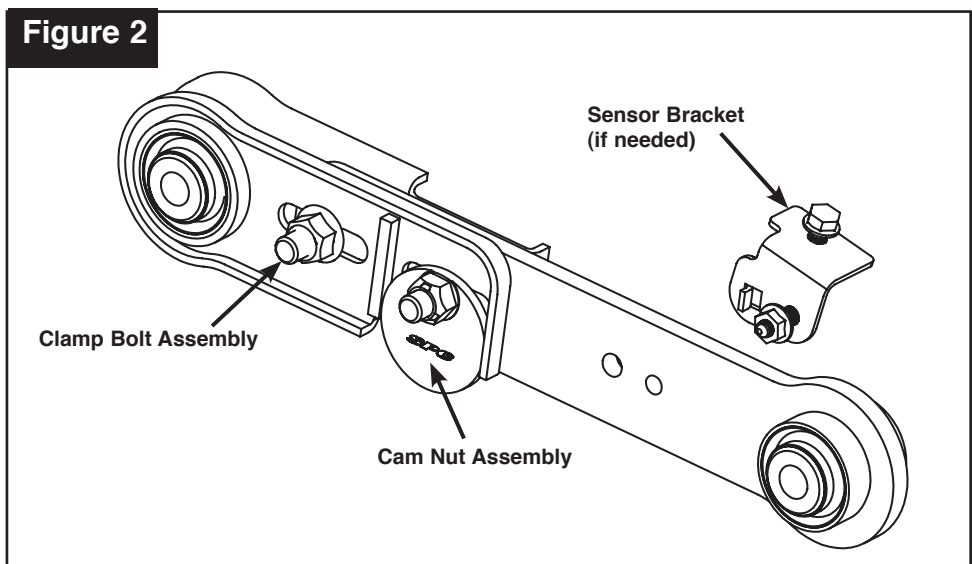


Figure 2



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