

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.

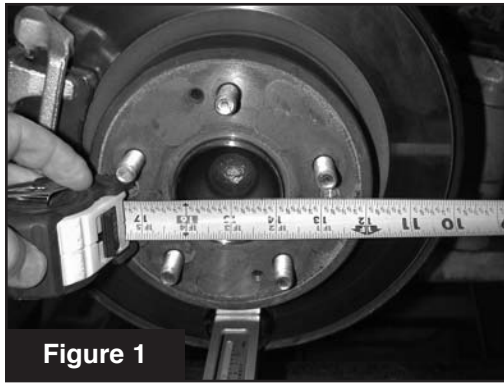


Figure 1

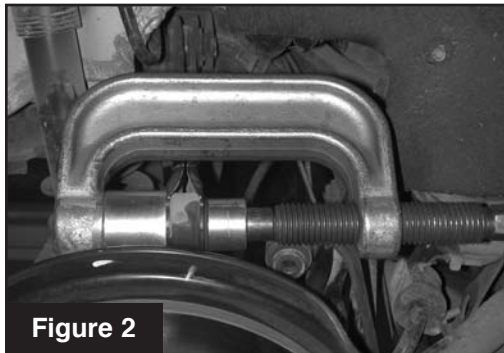


Figure 2

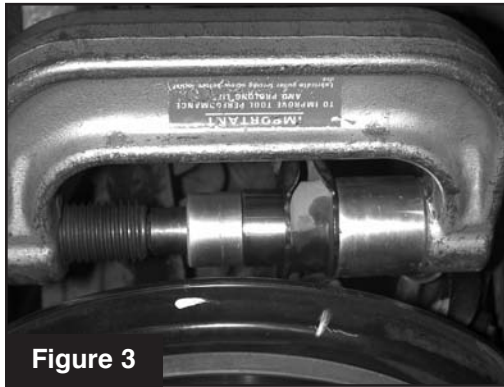


Figure 3

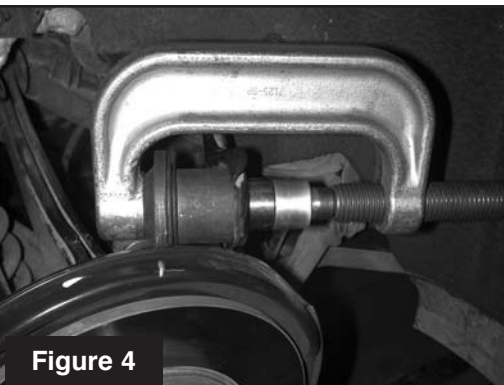


Figure 4

The 28840 Camber Kit consists of two cam bushings that replace the outboard bushings on the top two rear control arms where they attach to the top of the wheel hub. Two bushings will be installed per wheel.

1. Always check for loose or worn parts, tire pressure and tire wear.
2. Raise vehicle by body pinch welds. Remove rear tires and wheels. Install one side at a time.
3. Raise rear lower control arm slightly for support.
4. With a tape measure take a measurement from the center of the axle shaft to the front lip of the wheel well. Record this measurement. **Fig. #1**
5. Remove the two bolts and nuts holding the two upper control arm links to knuckle. Support hub assembly so it does not fall uncontrolled.
6. Use #75990 press tool adapters with a standard ball joint 'C' clamp press tool such as SPC #72509. Press out the outer bushings. **Fig. #2**

CAUTION: Some stock bushings are flared at one end. Make sure to press the bushings out towards the flared end or damage to the arm may result.

Note: Some bushings have a soft shell which can distort during removal. This can damage the arm, and the press tool. A new design press tool (#75990) is available from SPC.

7. The supplied bushings are identical in size and have a lip on one end. Using the press tool adapters, press in each new bushing until it is centered in the control arm. **Fig. #3** Press the bushing from the outside in so the lip is oriented on the outside of the arm as it attaches to the knuckle.

Note: Use the stock press adapters in the #72509 for the receiver on the forward arm. Fig. #4

8. Fasten rearward arm on the knuckle first. Install one small cam, an inner sleeve and a second cam in the sleeve bore.
9. Line up arm with the mounting hole in the knuckle. Install 'D' bolt through the knuckle and through the bushing making sure the cams and inner sleeve line up properly. **Fig. #5**
10. Install supplied flat washer and nut then tighten lightly.
11. Repeat steps 8 through 10 for the forward arm.
12. Orient the offset of the bushings so they are in the same relative position.
13. Using tool #759905 or equivalent to rotate the rearward bushing bolt and a 10mm socket to adjust forward bushing bolt, adjust camber by rotating bushing bolts the same amount and in the same direction until desired camber change is achieved. **Fig. #6** Make sure setback of the wheel is maintained as measured in step #4.
14. Now torque the bushing nuts to 65-70 lb-ft. making sure the nuts are tightened with the suspension in the loaded position.

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

15. Recheck alignment readings, and adjust as necessary. Road test vehicle.

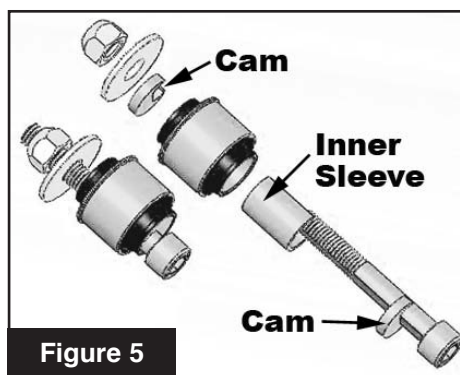


Figure 5



Figure 6



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