

WARNING - This kit is designed for use only with 17" rims or larger when installed in the rear.

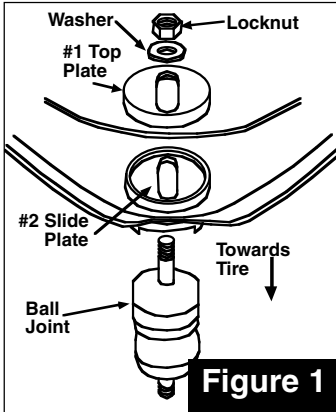


Figure 1

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. This product is designed for camber change only.
2. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns.
3. Raise and support the front or rear of the vehicle. Remove tire and wheel assembly. Remove cotter pin and nut from upper ball joint.
4. Break the ball joint to spindle taper using Specialty Products' tool #8370 then press out the ball joint.
5. Position slide plate (#2) on underside of arm. Align slot in slide plate so that it points directly towards the tire (**Figure #1**) and press into the arm using ball joint press, Specialty Products #40920.
6. Determine if negative or positive camber change is needed. Position offset of stud toward **INSIDE** of car for positive change and toward **OUTSIDE** of car for negative change (**Figure #2**). Install ball joint through slot and align machined grooves. Install top plate (#1) with the recessed area down over the flange on the control arm. Install washer and locknut making sure washer fits onto recessed area of nut.
7. Install ball joint stud into spindle, torque nut to manufacturer's specification and install cotter pin.
8. Reinstall tire and wheel assembly. Install alignment equipment and re-compensate.
9. Adjust for correct camber by slightly loosening top lock nut and sliding joint in or out.

NOTE: JOINT WILL SLIDE WHEN NUT IS LOOSE. USE CARE WHEN MAKING ADJUSTMENTS.

10. Tighten top lock nut to 120 lb-ft

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

11. Re-check camber, set toe and road test vehicle.

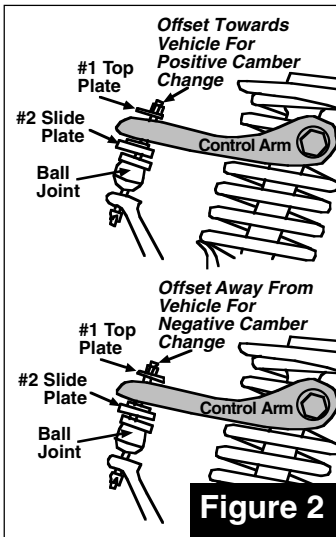


Figure 2

