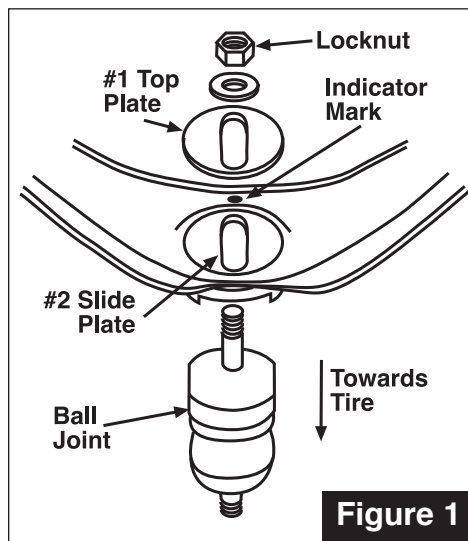


SPC

PERFORMANCE®

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.



INSTRUCTIONS

1. This product is designed for *positive* 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 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, using ball joint press, Specialty Part #72509
5. Position slide plate (#2) on under side 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 Part #72509.
6. Position offset of top stud toward *INSIDE* of car (*Figure #2*). Install ball joint through slot and align machined grooves. Install top plate (#1) so that the shoulder engages in the control arm hole. 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 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 locknut 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 the vehicle.

