

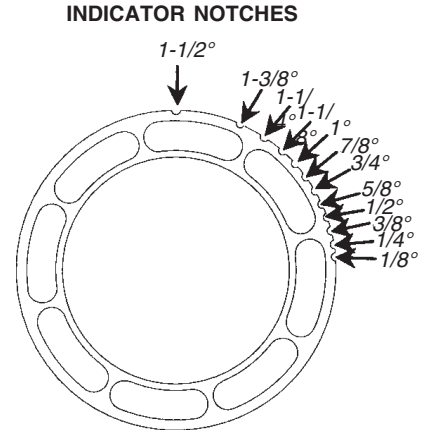
Installation Instructions

1. Determine the degree of change needed to correct alignment.
2. Disassemble front wheel, hub, brake assembly and backing plate. Mark the top of the spindle to avoid camber changes during reassembly due to a slightly bent spindle. Remove the spindle from the steering knuckle. Clean all surfaces thoroughly.
3. Locate the notch of the shim for the proper degree of change needed. Place that notch at twelve (12) O'clock for positive camber and at six (6) O'clock for negative camber.
4. Reassemble the brake assembly, hub and wheel and adjust toe to specifications.

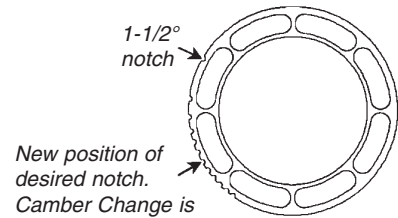
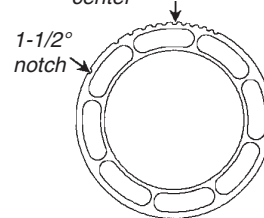
Important Notes: The webs of the shim between the bolt slots will occasionally interfere with the steering knuckle bolt heads or studs, preventing the desired notch from being set at exactly twelve or six O'clock. When this occurs you need to simply flip the plate in the following manner.

1. Position the camber plate against the spindle with the desired notch for proper alignment at twelve or six.
2. Mark the location of the 1-1/2° notch on the outside edge of the spindle.
3. Flip the camber plate over on its back, keeping the 1-1/2° notch lined up with the mark on spindle. Although the desired alignment notch will no longer be at the original twelve or six O'clock position, the proper camber adjustment will remain the same.

Due to the thickness of the shim, longer spindle mounting bolts may be required for reassembly. If so use 3/8"x1-1/2" grade eight bolts. If necessary, grind off bolts for hub clearance.



*Line up desired notch
top or bottom dead
center*



*New position of
desired notch.
Camber Change is
the same.*