

Installation Instructions

1. Support truck by lower control arms.
2. It is necessary to remove the tire and wheel assembly on 4X4 trucks to gain access to the control arm mounting area.
3. Removal of OEM control arm mounting bolts:

NOTE: General Motors has used three different procedures for cam bolt installation. **The first** version had a washer which was spot welded to the brackets, simply chisel or grind the top weld free, then break the lower weld loose. After they are removed, clean weld area and install the cam bolt. The vehicle is now ready to be aligned. **The second** version used in mid to late 1990, has a knockout plug in the bracket, all that is required is to punch the plug on one side and rotate the plug sideways, it can then be removed. This leaves an elongated slot. Install the cam bolt and align the vehicle. **The third** version first seen in late 1990, has a knockout area also, but it cannot be punched out. The perforated area is cut at an angle and needs to be removed from the inside and not the outside. There is a special tool that will pull the plug through the hole, leaving a slot. Another method is to knock out the plug from the inside of the bracket outwards. A variation of this version has cam bolts installed from the factory but does not have the knock out plug removed from behind the cam. This system may be identified by the use of black cam bolts from the factory.

4. After removing the plug make sure the hole is clean from burrs.
5. Install thrust washer on cam bolt so that it is between the mount and the cam washer.
6. Install cam bolt into mount and add second thrust washer against mount then cam washer, lock washer and nut.
7. Adjust the camber by rotating the cams within the frame mounting brackets.
8. Torque the cam nuts to 80-100 ft. lbs.
9. Reinstall the wheel and road test.

