Installation Instructions

Removal Instructions

1. IMPORTANT! Check alignment and document the readings. Determine the amount of camber change needed before proceeding. This kit will give -1° to +3° of camber change.
2. Raise vehicle in a safe manner and support vehicle on jack stands under body and remove the tire/rim assembly.
3. Remove the cotter pin and nut from the upper ball joint. Break the taper free between the upper ball joint and spindle and remove the ball joint stud from the spindle.
4. Inspect the ball joint stud and spindle for any abnormal wear. If damaged, replace the spindle and ball joint.
5. Remove and discard the two nuts holding the upper ball joint to the control arm and remove the ball joint.
6. Press out and discard the two studs from the ball joint.

Assembly Instructions

1. Slide the small bracket into the large C shaped bracket with the studs of the small bracket protruding through the slot in the C shaped bracket. If difficult to slide, pull on the protruding studs and gently tap the brackets together. Do not tap on the studs.
2. Place the ball joint over the two studs pressed into the new C shaped bracket (not the small bracket) with the ball joint stud at the same end as the open end of the C shaped bracket.
3. Install two of the new flange head lock-nuts onto the studs protruding through the ball joint bracket and torque to 35-40 ft-lbs (47-54 N-m).

Installation

1. Install the new camber bracket on the bottom side of the control arm with the studs of the small bracket protruding through the existing holes of the control arm.
2. Install the remaining two flange head lock-nuts onto the studs protruding through the control arm. Tighten the nuts enough so the assembly is secure but still slides against the control arm.
3. Reinstall the ball joint stud to the spindle. Torque the nut to 29-35 ft lbs (39-48 N-m) and install the cotter pin (if the cotter pin does not line up with the hole, tighten the nut so the next slot is aligned with the cotter pin hole).
4. Reinstall the tire/rim assembly and remove the vehicle from the jack stands.
5. Install alignment equipment and set the camber to the manufacturers specifications by sliding the adjustable camber bracket to the proper position. Tighten the two flange head lock-nuts to 35-40 ft-lbs (47-54 N-m).
6. Check and set toe to specifications, road test vehicle and make further adjustments as needed.