

Rear Camber 2 Arm and Toe Cam Set

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.

Check out how to install this part at:
<http://www.spc-tv.com>



Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment

NOTE: This alignment kit will adjust camber, toe and setback on the rear suspension. It is important that all instruction steps be followed or improper handling may result.

1. Before any work is done, and while vehicle is resting on tires, take measurement between tire and lower edge of wheel well. (**Figure 1**)
2. Raise vehicle by frame and remove rear tire/wheel assembly.
3. Replace lower arm and rear arm one at a time, repeating steps 4 and 5 for each.
4. Remove bolts holding arm in place and remove arm.
5. Adjust corresponding SPC arm to match length of removed arm, making sure an equal amount of threads show on either side of hex adjuster. Install SPC arm using OE fasteners and provided nuts where necessary and loosely tighten.

NOTE: Tightening fasteners with vehicle in raised position may cause premature bushing failure.

6. Remove factory cam bolt at inboard end of toe arm and lower arm out of frame pocket.
7. To take full advantage of camber adjustment range provided by arms, toe cam slots must be elongated. Use SPC slot punch #74920, rotary file #85130 or similar. (**Figure 2**)
8. Re-install toe arm into frame pocket and install SPC cam bolt assembly in place of OE cam bolt. Leave assembly somewhat loose so cam can be rotated.
9. Once all components are in place, reinstall tire/wheel assembly and lower vehicle.
10. Tighten all control arm bolts to manufacturer's specifications.
11. Adjust camber and toe first using the rear arm hex adjuster sleeve and toe cam. Once settings are as desired, adjust setback using lower forward arm to match reading from Step 1. Recheck that camber and toe are as desired, readjust as necessary. When satisfactory settings are in place, tighten toe cam nut to 75ft-lb [102Nm]. Tighten control arm lock nuts against hex adjuster to lock settings on arms.

NOTE: The maximum length of the arms has been reached when the flat on threaded rods is just visible at end of the hex adjuster. DO NOT lengthen arms past this point.

12. Complete alignment and road test vehicle.

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



Figure 1

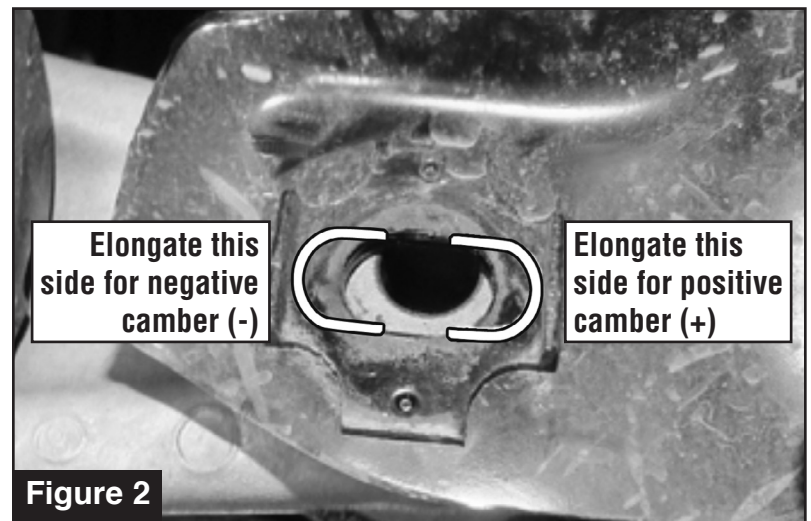


Figure 2



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