

PART NO. 72290

SPC PERFORMANCE

Instruction sheet REAR CAMBER KIT



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.

Plan Ahead - Read All Instructions BEFORE installing part.

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

1. Raise rear of vehicle and properly support by frame. Remove rear tire and wheel assembly.
2. Remove inner and outer bolts of lower camber link and remove OE arm (this arm has an OE camber adjustment cam at inner end, see **Figure 1**).
3. Adjust SPC EZ Arm™ to approximately the same length as OE arm.
NOTE: Ensure equal thread is showing on either side of hex adjuster when pre-setting arm.
4. Install EZ Arm™, with bushing end inboard, using OE bolts. Lightly tighten both bolts with cam bolt in neutral position.

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

5. Place jack under coil spring seat to support lower control arm during pivot removal and reinstallation.
6. Remove OE toe cam and drop arm from frame by raising vehicle slightly or lowering jack under coil seat.

NOTE: Rear spring may need to be removed to allow inner pivot of arm to swing down due to frame pocket wrapping around arm.

CAUTION: Always use appropriate safety devices to support weight of vehicle while servicing any suspension component.

7. Use provided template and cut out template below and center on existing slot in vehicle. Mark area to elongate slots on both sides.
8. Use SPC part #85130 Rotary File Set or equivalent to elongate slots. Check hole size by placing SPC bolt with cam into hole and rotating 360 degrees. If cam bolt cannot complete a full rotation, extend slot further.
9. If spring was removed, reinstall prior to replacing control arm. Reinstall control arm by raising jack supporting arm and install bolt with a cam on either side. Loosely install lock nut. Remove jack.
10. Reinstall tire and wheel assembly and lower vehicle.
11. Adjust toe using SPC toe cam, and camber by turning hex adjuster of EZ Arm™.

NOTE: Maximum length of arm is reached when flat on either rod is visible at end of hex adjuster. DO NOT lengthen arm beyond this point. Exceeding the range of adjustment of these arms may cause the arm to fail and void warranty.

12. After adjustment is complete, tighten jam nuts against hex adjuster. Torque mounting bolts to manufacturer's specifications.
13. Complete vehicle alignment and road test vehicle.

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

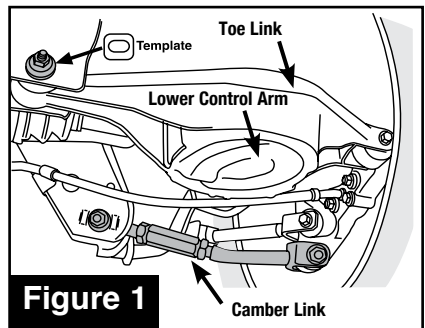


Figure 1

SEE REVERSE SIDE FOR TEMPLATE



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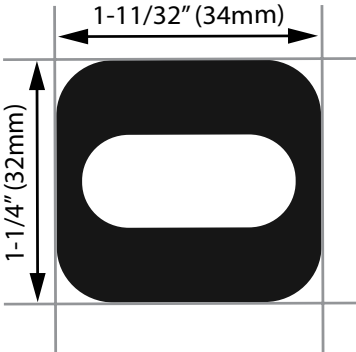
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Template to elongate hole



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