

Installation Instructions

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

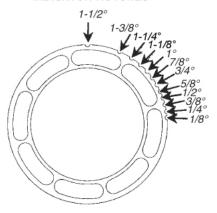
Important Notes:

The webs of the shims between the bolt slots will occasionally interfere with steering knuckle bolt heads or studs, preventing the desired notch from being set at exactly 12 or 6 o'clock. When this occurs you need to simply flip the shim over in the following manner.

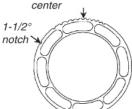
- 1. Position the camber plate against the spindle with the desired notch for proper alignment at 12 or 6 o'clock position
- 2. Mark the location of the 1-1/2° notch on the outside edge of the spindle.
- 3. Flip the camber plate over on its back, keeping the 1-1/2° notch lined up with the mark on the spindle. Although the desired alignment notch will no longer be at the original 12 or 6 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 1/2" longer, grade 8 bolts. If necessary, grind off bolt for hub clearance.

INDICATOR NOTCHES



Line up desired notch top or bottom dead



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