



Installation Instructions

1. Determine the degree of change needed to correct alignment.
2. Disassemble front wheel, hub, brake assembly and backing plate. Mark the top of the spindle to avoid [camber](#) 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.

