

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



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.

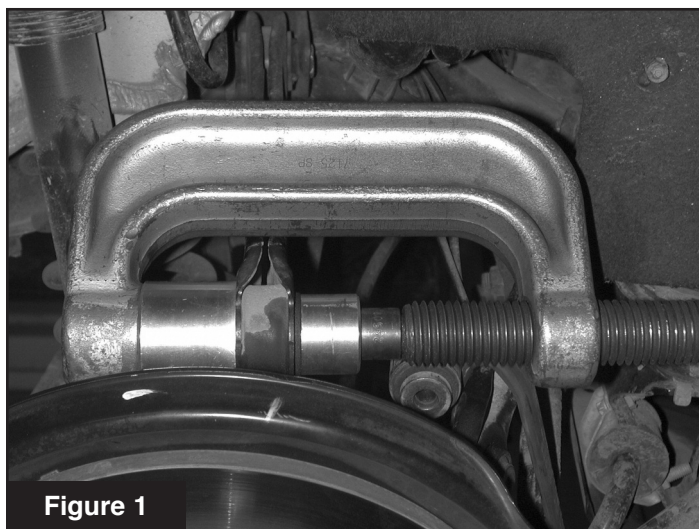


Figure 1

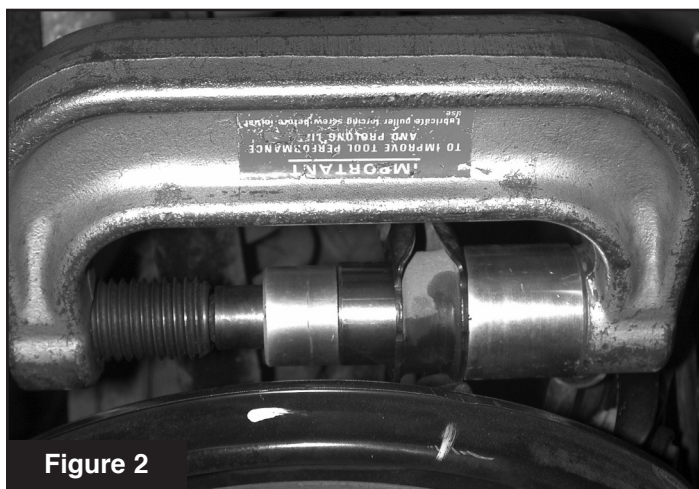


Figure 2

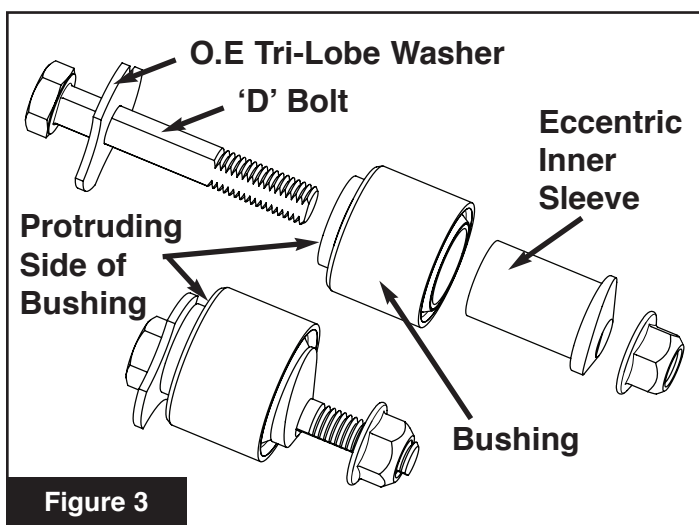


Figure 3

The 28850/55 Camber Kit consists of two cam bushings that replace the outboard bushings on the top two rear control arms where they attach to the top of the wheel knuckle. Two bushings will be installed per wheel.

Before beginning alignment check for loose or worn parts, proper tire pressures, and odd tire wear patterns. Replace any loose or worn parts.

Plan Ahead - Read All Instructions BEFORE installing part.

1. Lift rear of vehicle by the outboard end of the lower control arms. Remove rear wheel.
2. Using calipers, measure the outer bushing diameter of each upper camber arm. Measurements should be 43.5mm (1.71") for the upper bushing and 39.5mm (1.55") for the lower bushing. If measurements differ from these by more than .5mm (.020"), call SPC Tech Line at 1-800-525-6505 for further assistance.
3. If bushing measurements are as expected, remove the two bolts and nuts holding the two upper control arm links to knuckle.
4. Use #76000 press tool adapters with a standard ball joint 'C' clamp press tool such as SPC #72509 to press out the outer bushings. Be sure to use proper press tool for the application! Press tools are marked for proper diameter bushings. (Fig #1)

CAUTION: Using a tool that is too large or too small will damage arms, and you will not be able to repair the damage!

CAUTION: Some stock bushings may be flared at one end. Make sure to press bushings out towards the flared end if present, or damage to arm may result.

5. Using the same 76000 press tool adapters, press in each new bushing until it is centered in control arm. (Fig #2)

NOTE: Press bushings so that the protruding side of the inner bushing sleeve is facing away from knuckle (forward for the upper and rearward for the lower).

6. Fasten lower arm on knuckle first: Install O.E. Tri-Lobe washer on 'D' bolt, insert aluminum eccentric through bushing with flange facing knuckle (Fig #3). Line up arm with mounting hole in knuckle. Install 'D' bolt through bushing and knuckle and install locknut, tightening lightly.
7. Repeat steps above for the upper arm.
8. Orient the offset of bushings so they are in the same relative position.
9. To adjust camber, rotate bushing bolts the same amount and in the same direction until desired camber change is achieved. Adjusting cams by different amounts will affect setback of wheel.
10. Torque nuts to 65-70 lb-ft [88-95 Nm]. If car was not lifted by outboard ends of lower control arms, tighten nuts only after lowering vehicle so weight is resting on tires.

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

11. Recheck alignment readings, and adjust as necessary. Road test vehicle.



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