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*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.*

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

1. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns. Determine the amount of camber change needed.
2. Before any work is done take a measurement from the forward most cradle bracket bolt to the bottom of the knuckle where the lower arm is connected. It is easier to make a mark on the knuckle and measure to this mark. See **Fig. #1** and **Fig. #2**. Record this measurement.
3. Raise vehicle by the body and remove wheels.
4. Remove the bolt holding the park brake cable to the lower arm.
5. Replace one arm at a time. Remove the bolts holding the arm in place and remove the stock arm.
6. Adjust the new arm to approximately the same length as the stock arm and install into vehicle. Use existing bolts and supplied nuts or existing nuts and washers where necessary. **Do not tighten any bolts or nuts at this time.**

**Note: Make sure the threaded portions of the EZ Arm are equal length before installing arm.**

7. After all the arms are installed on each side install the wheels and lower the vehicle. Now tighten all inboard and outboard nuts to 70-85 lb-ft. Center the stock toe adjusting cam and tighten. **Fig #3**
8. Install brake cable on lower arm bracket with stock bolt and supplied nut.
9. To adjust camber and toe rotate the turnbuckles on the rear and front arms to achieve the desired camber readings. Adjust the lower arm to achieve proper setback. Use the measurement taken in step #2 as a reference. It may be necessary to readjust camber and toe and then recheck the setback to achieve the desired readings. Make sure the setback is equal on both sides or improper handling may result.

**Note: The maximum length of the arm is reached when the flat on one rod is visible at the end of the turnbuckle adjuster. DO NOT lengthen the arm beyond this point.**

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

10. After adjustment is complete tighten all the jam nuts against the center piece.
11. Complete vehicle alignment and road test vehicle.



Figure 1



Figure 2

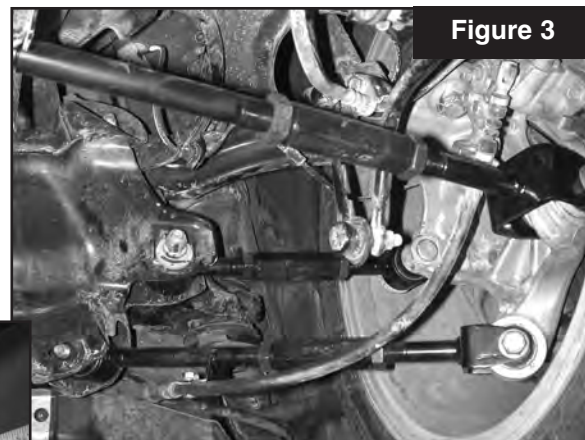


Figure 3



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