

## REAR CAMBER ARM FOR BMW X5/X6

***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.**

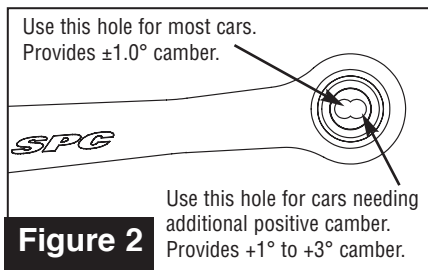
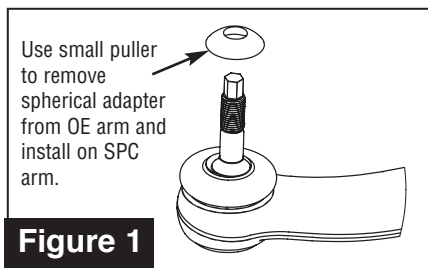
*Check for loose or worn parts, proper tire pressure, and odd tire wear patterns before beginning alignment.*

- Loosen and center factory camber adjustment cam on inboard end of Rear Lower Control Arm.
- Determine camber change needed.
- Jack rear of vehicle by frame and remove tire and wheel assembly. For easiest alignment, install and zero **P/N 81139** SPC Magnetic Camber Gauge.
- Carefully remove plastic ABS wire tray from OE Upper Control Arm by prying up plastic latches. Position tray and wires to side so as not to damage any wiring.
- Remove OE UCA per manufacturer's procedure.
- Using SPC **P/N 8370** Tie Rod Separator or similar, remove spherical washer from tie rod end of OE UCA as shown in **Fig. 1**.
- Place spherical washer onto stud of SPC UCA, and install arm in vehicle, leaving inner and outer fasteners seated, but not tightened.

**Note: Bushing has two holes. Use proper hole for desired camber adjustment range vs. OE arm. (See Fig. 2).**

- Obtain desired camber change by turning hex of ball stud on outer end of SPC arm. When desired alignment change shows on magnetic camber gauge, tighten nut to 60 lbf (81 Nm) while holding stud to ensure it doesn't rotate.
- Install OE wire tray onto SPC UCA.
- Install tire and wheel assembly and lower vehicle.
- Torque inboard UCA bolt to manufacturer's specification.
- If additional adjustment of camber is needed, it is easiest to use the factory adjustment cam that was centered in step 1.
- Complete alignment and road test vehicle.

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



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