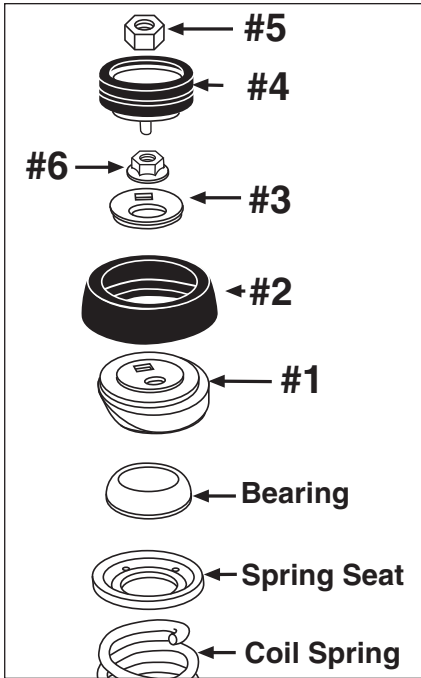


VW/AUDI FRONT CAMBER/CASTER KIT

All products available from Specialty Products Company are intended for use by professional installers only.



1. Always check for loose or worn parts, tire pressure and tire wear.
2. Raise vehicle by body pinch welds. Remove tire and wheel assembly.
3. Remove strut assembly from vehicle by following manufacturer's recommended procedure.
4. Using a strut compressor compress the spring. Follow the strut compressor's safety precautions. Remove the stock nut and upper mounting plate leaving the upper spring seat and bearing on spring.
5. Install bearing cup (#1) over bearing then install strut mount (#2) and cam washer (#3).
6. Install stock upper mount retaining nut (#6) and tighten making sure both square holes are lined up properly.
7. Remove strut from compressor and reinstall into vehicle using manufacturer's recommended procedure. Use cover (#4) and supplied top nut (#5) to help hold strut in place.
8. Reinstall wheel alignment equipment and recompensate.

9. To adjust strut for camber and caster change remove the top nut (#5) and cover (#4). Loosen the strut nut one/half turn and rotate the cam plate by installing a 3/8" extension and ratchet in the square holes.
10. Caster and camber correction will be determined by the location of the strut shaft. (e.g. if the strut shaft is towards the engine you will get negative camber change, if the strut shaft is towards the front of the car you will get negative caster change.)
11. When adjustments are complete lower vehicle, tighten upper bearing retaining nut to 44 lbs-ft (60 n.m.). Reinstall cover plate (#4) making sure pin engages in square hole. Install top nut (#5) and torque to 30 lbs-ft (40 n.m.).

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

12. Recheck alignment readings and road test vehicle.



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