

INSTRUCTIONS

STEP

1. Inspect vehicle for damaged, bent or worn parts and repair as necessary. Take camber reading to determine the amount of camber change required and select proper shim.
2. Raise vehicle at pinch welds behind front wheel wells in a safe manner and remove wheel assembly and brake caliper. (Be sure brake caliper is supported so the weight of the caliper is not being held by the brake line—**NOTE:** Hanging caliper over the lip of the lower spring mount, using a shop rag for protection, works well.) (See **Illustration No. 1**) Remove Rotor.

Illustration No. 1



SELECT THE PROPER PROCEDURE FROM THE FOLLOWING:

3. PASSENGER SIDE - CAMBER DECREASE

Remove all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters.) Position **side "A1"** of the selected shim behind **front** half of hub with the letter **"A"** to the top. (See **Illustration No. 2**) Re-install front hub bolts halfway. Next, position **side "A2"** of the shim behind the **rear** half of the hub with the letter **"A"** to the top. (See **Illustration No. 2**) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 2
Passenger Side
Camber Decrease

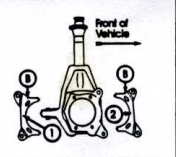


Check to be sure caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) **NOTE:** The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber increase) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

3A. ALTERNATE STEP: PASSENGER SIDE - CAMBER INCREASE

Remove all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters.) Position **Side "B2"** of the selected shim behind **front** half of hub with the letter **"B"** to the top. (See **Illustration No. 3**) Re-install front hub bolts halfway. Next, position side **"B1"** of the shim behind the rear half of the hub with the letter **"B"** to the top. (See **Illustration No. 3**) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 3
Passenger Side
Camber Increase



Check to be sure caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) **NOTE:** The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber decrease) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

STEP

4. DRIVERS SIDE - CAMBER DECREASE

Remove all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters.) Position **side "C"** of the selected shim behind **front** half of hub with the letter **"C"** to the top. (See **Illustration No. 4**) Re-install front hub bolts halfway. Next, position side **"C4"** of the shim behind the rear half of the hub with the letter **"C"** to the top. (See **Illustration No. 4**) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 4
Driver Side
Camber Decrease

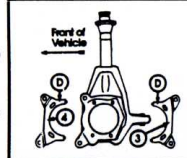


Check to be sure the caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) **NOTE:** The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber increase) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

4A. ALTERNATE STEP: DRIVERS SIDE - CAMBER INCREASE

Remove all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters.) Position **side "D4"** of the selected shim behind **front** half of hub with the letter **"D"** to the top. (See **Illustration No. 5**) Re-install front hub bolts halfway. Next, position side **"D3"** of the shim behind the rear half of the hub with the letter **"D"** to the top. (See **Illustration No. 5**) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 5
Driver Side
Camber Increase



Check to be sure the caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) **NOTE:** The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber decrease) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

NOTE: THE MOUNTING SURFACE ON THE STRUT IS NOT A MACHINED SURFACE, THEREFORE YOU MAY EXPERIENCE SLIGHT VARIATIONS IN CAMBER CHANGES FROM THOSE SHOWN ON THE SHIM.