PART NO. 67817

Instruction Sheet
ADJUSTABLE REAR CAMBER ARM

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.

1. Take alignment readings and determine amount of camber change needed.
2. Raise rear of vehicle and securely support by outer end of lower control arm, under spring bucket seat. Remove rear tire and wheel assembly.

TECH TIP: Mount and zero SPC P/N 81139 Magnetic Camber Gauge or equivalent to brake rotor.

3. Disconnect brake line from upper control arm bracket, retaining both mounting bolts.
4. Remove OE upper control arm per manufacturer's procedure. Retain mounting hardware.
5. Install supplied lower brake line bracket onto SPC control arm using supplied M6 bolt, see **Figure 1**. Lower bracket should be on forward-facing side of arm.
6. Adjust SPC arm to be approximately same length as OE arm. Fully thread each jam nut so it is closest to bushing. Ensure equal threads are visible on either side of adjusting hex, see **Figure 1.**
7. Install SPC arm onto vehicle using OE hardware. Verify brake line is looped around SPC control arm. Loosely tighten each mounting bolt.

WARNING: Tightening bushing fasteners with vehicle in raised position may cause premature bushing failure.

TECH TIP: Reinstall the inner mounting bolt in reverse direction, with bolt head towards rear of vehicle, for easier maintenance.

8. Adjust control arm to desired camber setting by rotating large hex adjuster.

TECH TIP: If using magnetic camber gauge, verify change and adjust length if necessary.

CAUTION: Maximum length of arm is reached when thread on either side of large hex is 1/2" (13mm), see Figure 1. DO NOT lengthen arm beyond this point. Exceeding range of adjustment on arm may cause it to fail and void warranty.

9. When desired camber change is achieved, firmly tighten small jam nut against large hex adjuster and large jam nut against end of arm. Verify top brake bracket remains in line with arm during tightening.
10. Mount OE brake line to upper and lower SPC brackets using OE bolts and supplied nuts. Verify crimped portion of OE mounts are sitting in SPC brackets, see **Figure 1.**

WARNING: Correct location and orientation of brake line and brake line brackets is critical. After brake line is properly mounted, verify SPC arm can move through entire suspension travel without stressing brake line.

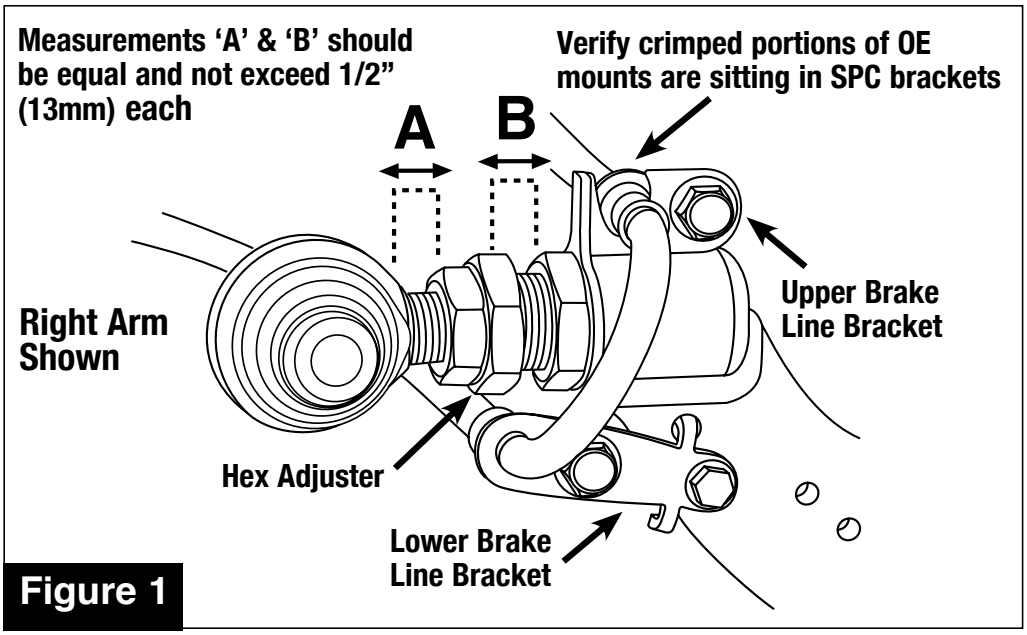

Figure 1

11. Reinstall tire and wheel assembly and lower vehicle. Settle suspension to normal ride height.
12. Torque control arm mounting bolts to manufacturer's specification.

CAUTION: Verify outer xAxis™ housing is square in knuckle pocket before torquing mounting hardware.

13. Confirm camber change and adjust rear toe. Complete vehicle alignment and road test vehicle.

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

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