

GM ADJUSTMENT CAMS

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.

NOTE: Both Camber and Toe must be adjusted together on this type of suspension.

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

1. Raise vehicle and support by frame.
2. Remove tire and wheel assembly.
3. Remove camber and toe control arms per manufacturer's procedure.
4. Use 3/8" rotary file **SPC #85127** or similar to elongate slots on sub-frame as needed up to the edge of the stamped upsets (**Figure 1**).



Tech Tip: To make sure holes are correct size, place an SPC bolt into hole with cams on both sides in between stamped upsets. Bolt should be able rotate 360° without binding.

5. Reinstall camber and toe control arms using SPC bolts and cams. Small diameter of cams should be installed toward frame of vehicle (**Figure 2**). Loosely install nut.

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

6. Reinstall tire and wheel assembly.
7. Lower vehicle, then set camber and toe by rotating bolts to turn cams in slots.
8. When finished adjusting, hold bolt from rotating and torque nut to 64 lb-ft (87 N-m).
9. Complete alignment and road test vehicle.

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

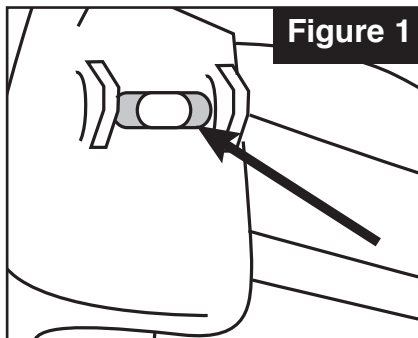


Figure 1

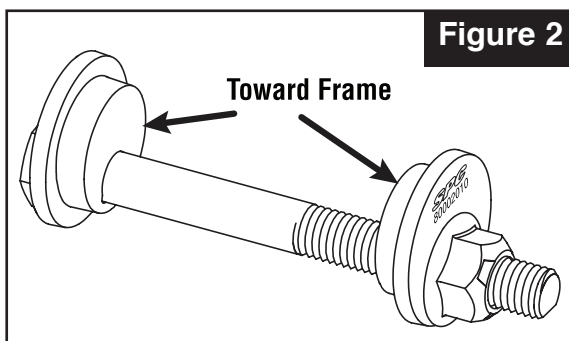


Figure 2



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ECN#2201

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