

Chrysler Cam Kit

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.

Check out how to install this part at:
<http://www.spc-tv.com>



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. Raise front of vehicle and support by frame so suspension hangs free.
2. Remove inboard end of both forward and rearward OE lower control arms from subframe. This may require removal of sway bar to subframe mounts and removal of plastic undercarriage tray.



TECH TIP: Take note of the ridges inside camber arm bushing thru hole. These will be used in later steps.

3. For increased caster adjustment, elongate forward arm's subframe bolt holes into horizontal $\text{Ø}14 \times 16\text{mm}$ slots between existing stamped upsets using SPC Punch Tool #74920, or Rotary File Set #85130 or similar.
4. For increased camber adjustment, repeat step 3 on rearward arm's subframe bolt holes. (**Figure 1**)
5. Re-install lower control arms into subframe pockets.
6. For forward (caster) control arm, pre-assemble one cam with "D" shaped hole onto hex-head bolt and install through control arm and subframe slots.

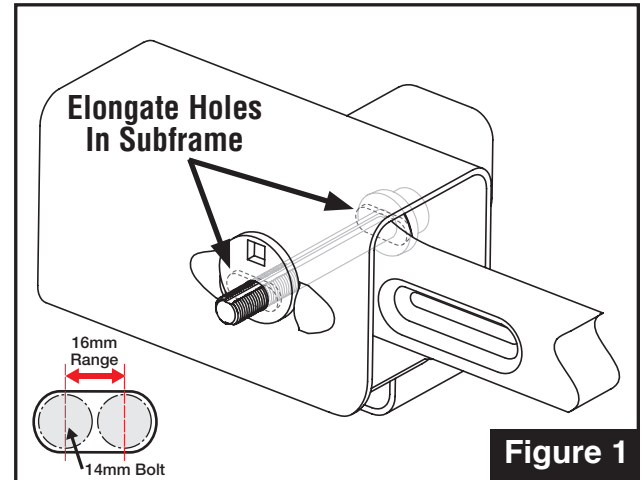


Figure 1

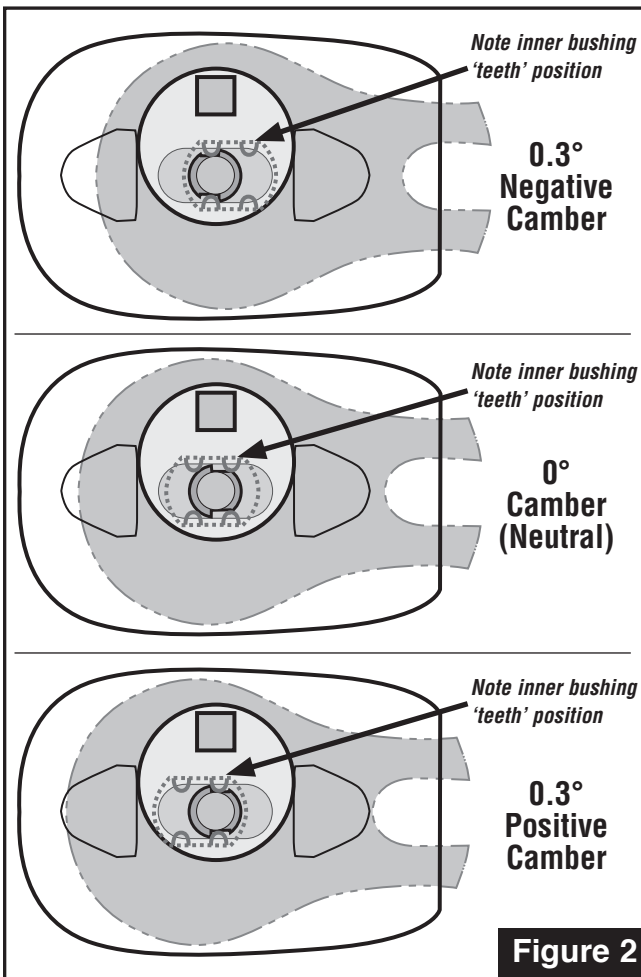


Figure 2

7. Install the other "D" cam onto end of bolt and lightly tighten nut so that bolt with cams can still rotate between stamped upsets on subframe.
8. For rearward (camber) control arm, pre-assemble plain washer onto socket-head bolt and install through control arm and subframe slots from rear so head lies in pocket beneath sway bar mount.

NOTE: Socket-head bolt may be engaged through camber arm bushing offset inboard, offset outboard, or centered. Install with milled features between protruding ridges in bushing hole to gain extra $\pm 0.3^\circ$ camber change in addition to change provided by cam. (**Figure 2**)

9. Install eccentric washer with square $3/8$ " drive hole onto end of bolt and lightly tighten nut so that cam can still rotate between existing stamped upsets on subframe to slide bolt in slot.
10. Reinstall tire and wheel assembly and lower vehicle.
11. To adjust camber: install $3/8$ " drive ratchet in square hole of rear arm cam and rotate washer only. Do not turn bolt head to avoid damage to bolt and/or bushing. Bolt head should slide in slot not rotate with cam.
12. To adjust caster: rotate head of forward bolt to turn both cam washers.



TECH TIP: Begin adjustments with bolts at inboard end of slots for easier adjustment rolling cams out with vehicle's weight on tires.

13. When finished adjusting, torque fasteners to 130lb-ft (176 Nm).
14. Complete alignment, reinstall sway bar and undercarriage protection, and road test vehicle.

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



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