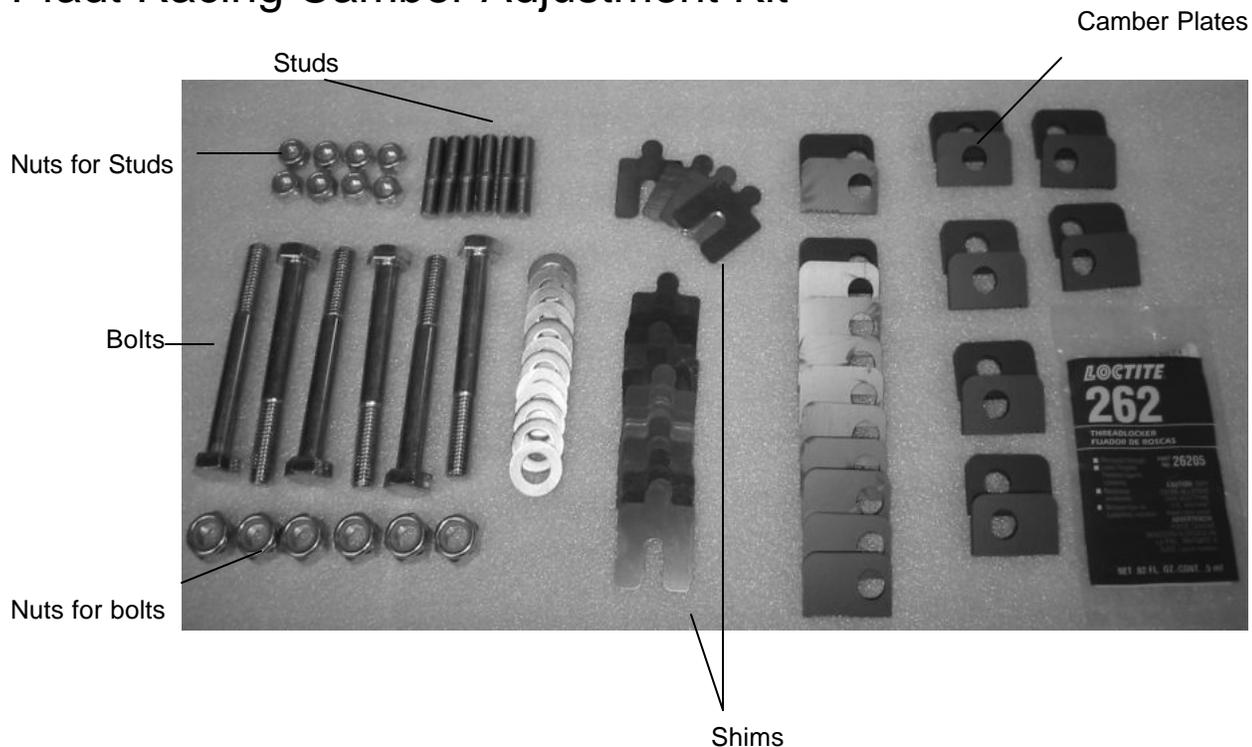


# Pfadt Racing Camber Adjustment Kit



The purpose of this kit is to simplify the alignment process and correct the factory shortcomings. The orange camber plates have different hole placement and are identified by the notches on the bottom.

## Front:

- The front kit contains camber plates (spacers) and bolts to replace the factory eccentric bolts and washers.
  - Use the camber plates with 6 notches on the bottom
  - Remove eccentric bolts from lower control arm
  - Install bolts and plates with 6 notches. One plate goes on each end of the bolt. When installed correctly the bolts heads will be toward the outside of the car.
  - You may have to pry the lower control arm out to get the bolt to align in the control arm.
  - Tighten the bolts to 80 ft/lbs of torque.
  - Remove the bolts from the upper control arm. Move the control arm out of the way.
  - Install the studs in place of the bolts and use the Loctite to hold them in.
  - Put Control arm back on over the studs. For a non-aggressive alignment, ( less than 1.5 degrees negative camber) place two 3/8 inch washers (not included) over each stud as a spacer before installing control arm.
  - Install two 2mm thick shims on each stud behind the pivot pin. Install locking nuts and snug them down.
  - Repeat on the other side.
- Install wheels and check alignment for camber settings. Use shims to correct alignment to desired camber.
- A 1mm shim placed on each stud is approximately 0.2 degrees of camber.**
- After camber is set, measure caster.
  - To set caster, do not change the total number of shims – just move shims from rear of control arm to the front or vice versa.
  - Re-check camber and torque upper lock nuts to 25 ft/lbs.

RECHECK ALL WORK!!



## **REAR:**

Overview – all of the settings are achieved with the lower front pivot bolt.

- Remove factory bolts from front pivot of lower control arm.
- Replace the bolt and eccentrics with the bolt provided and two of camber plate #3 (3 notches). The hole should move the bolts toward the outside of the of the car. Loosely install bolts for measurements.
- Reinstall wheels and measure camber.
  
- Change plates to correct camber to desired settings.
- One camber plate # higher should be about + 0.2 degrees of negative camber (more negative camber).
- One camber plate # lower should be about – 0.2 degrees negative camber (less negative camber).
- You may not end up with equal plates on both sides.
- Torque bolts to 80 ft/lbs.
  
- Re set toe-in using factory adjusters
  
- RECHECK ALL WORK!!**