

Camber and Stud Kit Installation Instructions

Tools Required:

- 1) 22mm socket
- 2) 22mm box end wrench
- 3) 21mm socket
- 4) 21mm box end wrench
- 5) 10 mm deep socket
- 6) 13mm socket
- 7) 4- jack stands
- 8) Floor jack
- 9) Felt tip marker or
- 10) 6 colors of model paint and small brush

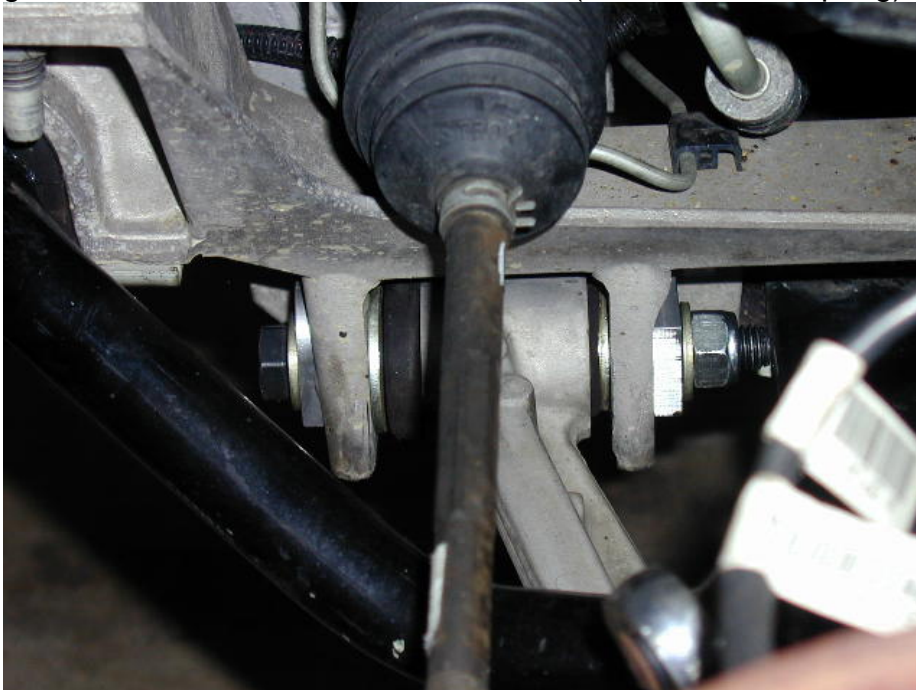
Parts Supplied:

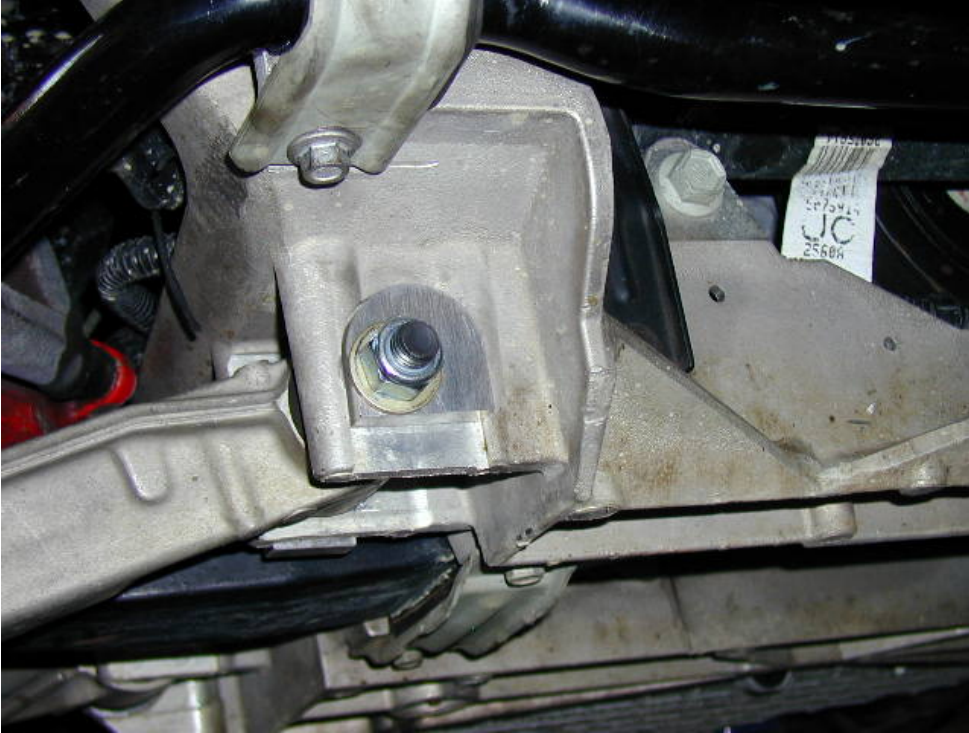
- 1) 12 rectangular shaped camber plates
- 2) 6 M14 Hex Head cap screws (bolts)
- 3) 6 M14 Nyloc nuts
- 4) 12 flat washers
- 5) 8 M10 studs
- 6) 8 M10 stainless steel Nyloc nuts
- 7) 16 stainless steel washers

- 1) Raise car, put car on jack stands under tie down slots on frame, and remove wheels. Replace 3 lugs on each spindle to hold down brake rotor, tighten slightly.
- 2) Starting at right front, mark position of stock a-arm cams on bolt head side. There are 2 cams for each lower front control arm and one for each lower rear. Use different color for each cam so you know where it came from for street use.

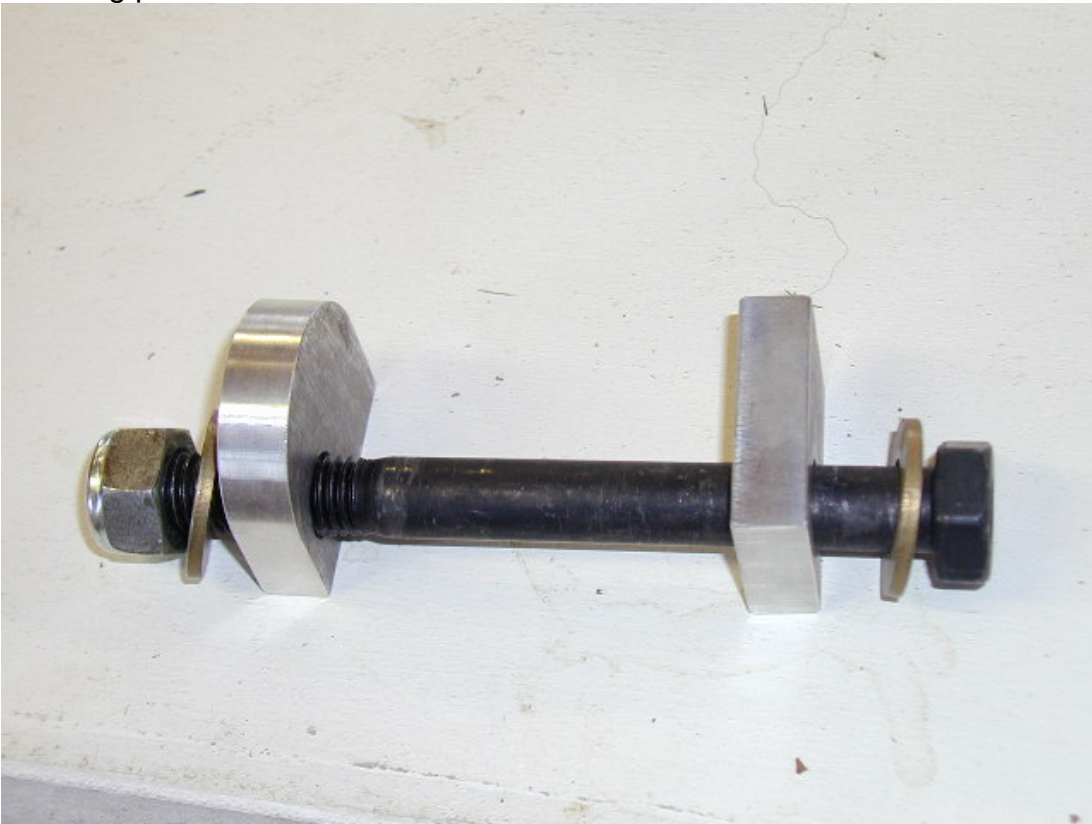


- 3) Remove stock cam, ONE AT A TIME, and replace with one set of camber plates, bolt, nut and a washer under the nut and bolt. The hole goes towards the brake rotor, NOT towards the center of the car. A set is: one square plate, one "D" shaped plate, one bolt, one nut, two washers. Note: The "D" shaped plate goes in a corresponding shape in the frame, the square plate goes in where the frame is not radiused (inside, towards spring).





The square plates go with the hole located outboard (the pictures show the old system). The correct order of washers, plates bolts and nuts are shown in the following picture.



- 4) Repeat for the other locations. The rear stock cams are more easily removed if you temporarily remove the fuel tank shields using a 10mm and 13mm sockets. Replace shields after camber plate installation.
- 5) For the C6ZO6 the front plates are open on the end as shown below on the right side of the picture. The open end faces towards the wheel.



- 6) If you purchased a stud kit, remove upper A-Arm bolts, save any washers and write down original locations of all the washers.
- 7) Install studs with Loctite or Gorilla glue into frame, (shorter threaded end into car, right side in picture below).



Use 2 nuts jammed together to tighten. Tighten moderately.

- 8) Reinstall washers over studs.
- 9) Reinstall upper arm and fasten with a washer and nut on each stud. Torque each to 30 Ft-lbs.
- 10) Adjust camber to desired setting. Shim out or in as necessary with extra washers. **Be certain not to shim so much that the nuts cannot be fully threaded onto the stud.**
- 11) Reset toe, front and rear. The suggested toe settings for **track use** are:

Front: 0 to 1/16 toe-out, **Rear:** 1/8 to 1/4 toe-in

Please note that this is an aggressive race setting and the car will be very quick handling and may cause accelerated tire wear.

- 12) Thank you, for your order. If you have any questions or problems, please call 603.682.8073