PART NO. 72370 Instruction Sheet

Mustang 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.

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. Loosen nut on OE upper control arm inboard mounting bolt at subframe and allow weight of vehicle to settle upper control arm to inboard limit of subframe slot for full negative camber. Lightly re-tighten nut to hold arm in place.
2. Install alignment equipment and take current alignment readings with upper control arm at full negative camber.
3. Use ***Figure 1*** to choose which letter-number combination will give camber change needed per side to adjust vehicle to desired spec.

   Example: With OE upper control arm at max negative camber limit of subframe slot, equipment reads -2.5° camber. If desired spec is -1.0°, choose combination D4 to affect the +1.5° change needed. Some fine tuning range is available in addition to these discrete settings, so choose a letter-number combination bar that offers suitable range for directional fine tuning later.
4. Raise vehicle and support by lower control arm as far outboard as possible so that suspension simulates normal ride height. Remove rear tire and wheel assembly.

   Tech Tip: Reinstall 2 lug nuts to secure brake rotor, then zero a magnetic camber gauge SPC **# 81139** or similar to easily confirm changes made to camber settings later.
5. Remove OE upper control arm. Take care to support knuckle to avoid straining wires and brake lines.
6. Install plastic eccentric insert to inboard bushing hex in selected position A-D as determined in step 2, according to ***Figure 2***.
7. Install control arm to vehicle subframe clevis and install shorter bolt from rear of arm.
8. Select locking plate number 1-4 or 2-3 as determined in step 2. Only one locking plate will be used per arm. Install plate over bolt end in orientation per figure 2, seat upset into subframe clevis slot to lock bolt from sliding in slot. Lightly tighten nut so that locking plate remains seated in slot, but control arm can still rotate.

   NOTE: Tightening fasteners with arm at angle other than ride height will cause premature bushing failure.
9. Install steel coned sleeve into outboard control arm bushing and engage coned receiver in knuckle. Install longer bolt with large washer from rear of arm so that washer covers bushing. Lightly tighten nut so that coned insert can still be rotated for fine tuning camber.
10. Tighten inboard nut at subframe to 76 lb-ft (103Nm) to lock inboard setting.
11. To fine tune camber, rotate outer bushing insert using a thin 1½" open end wrench such as SPC# 74400 or similar. Adjust until magnetic camber gauge indicates desired camber change as determined in step 2. When finished adjusting, torque outboard nut at knuckle to 85lb-ft (115Nm).
12. Reinstall tire and wheel assembly and lower vehicle. Confirm camber change has been accomplished, compensate toe settings and complete alignment before road testing vehicle.

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

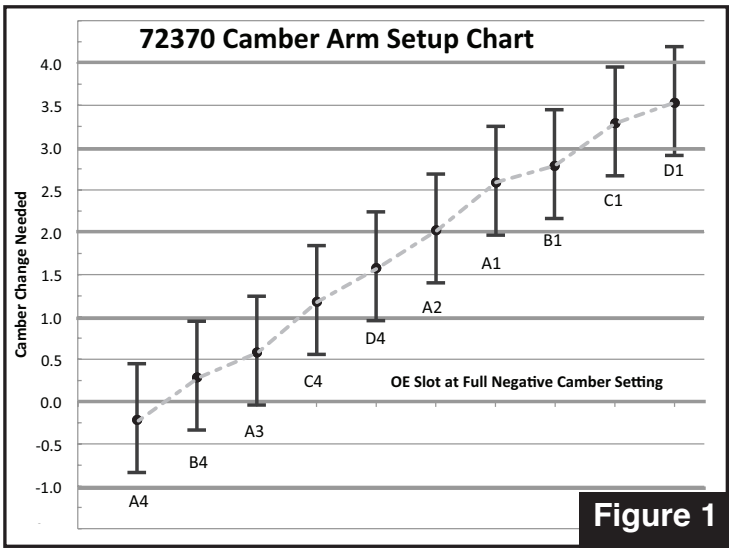


Figure 1

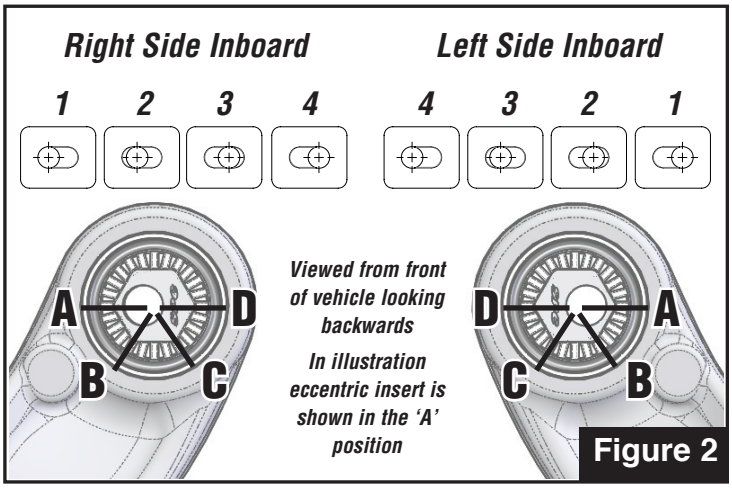
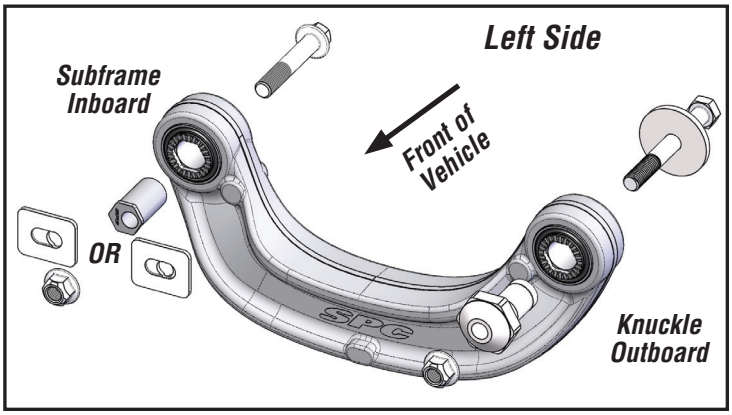


Figure 2



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4045 Specialty Place • Longmont, CO 80504 • (303) 772-2103 • Fax: (303) 772-1918 • www.specprod.com • Email: info@specprod.com

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