



## Steeda S550 Rear Adjustable Camber Arms

Installation Instructions For Part: 555-4122



### Tools required

1. 15mm wrench
2. 18mm wrench
3. 7/8" wrench
4. 1 1/4" wrench
5. 1 3/8" wrench
6. Torque wrench

### Disassembly: Cockpit

1. Jack up your vehicle and place it securely on jack stands.
2. Remove one rear wheel from one corner of the car.
3. Using a 15mm and 18mm wrench remove the outboard and then the inboard bolts which secure the stock camber link and confiscate the link from the vehicle. Make note of the direction in which the outboard bolt faces as it will be installed in the opposite direction during assembly. *Figure 1.*
4. Install the Steeda camber arm by first placing a lockout plate on each side of the inboard mounting slot. These can be installed with the bolt hole facing inward or outward, however they must both be facing the same position to align properly. If very high levels of camber are desired, mount these lockout tabs with the bolt hole positioned towards the furthest inboard location. *Figure 2.*



Figure 1



Figure 2

5. Place the Delrin mounting end inside the factory slot on the subframe and install the bolt. Do not torque at this time.
6. Place the tapered spherical insert into the Steeda camber arm.
7. Install the tapered end into the recessed location on the factory knuckle. Install the factory bolt in the opposite direction in which it came from the factory. *Figure 3.*

14mm Flat Washer



Figure 3

8. Place the 14mm flat washer which came in your Steeda kit on the back end of the bolt, up against the spherical bearing, and then install the factory nut.
9. Torque both inboard bolts to 85 ft-lbs and outboard bolts to 76 ft-lbs.
10. Mount the wheel back on the car and repeat this process for the other side.
11. Once both sides have the Steeda arms installed and the wheels mounted, you may begin to dial in your desired camber.
12. Loosen the two jam nuts on the center adjuster, and then turn the center adjuster to the desired camber setting. Adjust your toe in conjunction with this camber change. Once the desired camber has been reached, tighten the jam nuts on the car using a substantial amount of force. Blue Loctite is recommended to ensure these do not come loose. We differentiated between the left and right hand thread nuts by making them a different size. The left hand thread is 1 1/4" and the right hand thread is 1 3/8". When tightening down your jam nuts, make sure the spherical bearing is not angled relative to the bolt in order to ensure the most articulation in the joint.
13. It is suggested as with all performance applications that you check the jam nuts periodically to ensure that they remain tight.