1. Take alignment readings and determine amount of camber change needed.
2. Raise vehicle by body pinch welds. Remove tire and wheel assembly.
3. Remove the upper strut-spindle bolt.
4. **When installing on a strut with elongated upper or lower holes use the adapter plate included in the kit.** Check for proper fit of the adapter plate to the strut flange. Plate should sit flush against the strut and dimples should mount inside strut slot. Due to variations among strut manufacturers, slight modifications to the strut and/or plate may be necessary. Hold the adapter plate in place against the strut as shown in **Figure 1**. Using dimples on plate as a guide, mark where dimples will contact strut. Using a hammer and center punch make a small indentation where dimples will sit against strut. This will allow plate to lock against strut when Cam Bolt is tightened.
5. Line up small tab with cam on bolt. **Install bolt with large tab out toward wheel for positive camber or in away from wheel for negative camber (See Figures 2 and 3).** Install Cam Bolt into strut hole making sure the small tab on the washer is in the hole and the washer is flush on the strut. Add lock nut, snug, but do not tighten
6. **Loosen the lower strut bolt.**
7. Reinstall tire and wheel assembly and recompensate alignment equipment. Rotate Cam Bolt to obtain desired camber reading.
8. Torque lower bolt to manufacturer's specification below.

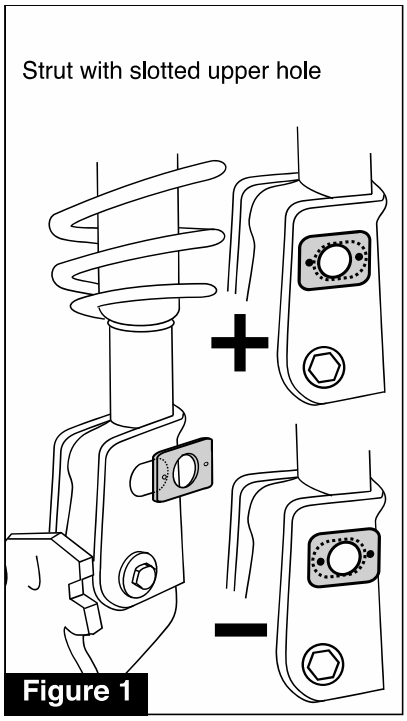

Figure 1

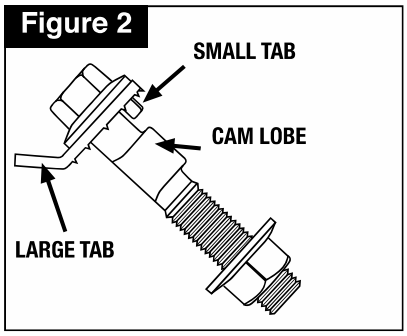

Figure 2

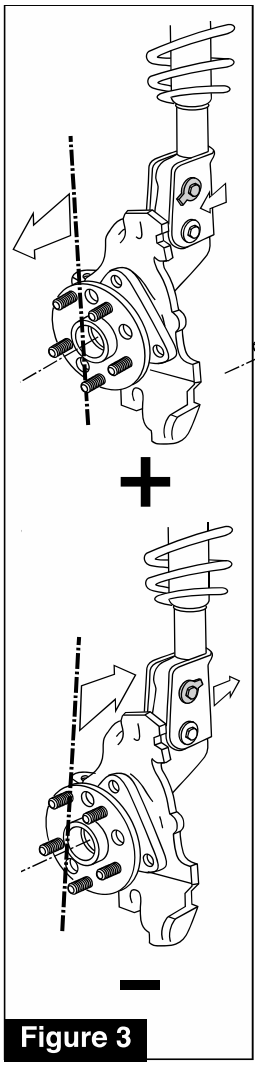

Figure 3

| Thread | Lobe Dia. | Torque | | |
|---|---|---|---|---|
| | | Lb-ft | N-m | Kgf-m |
| M14 | 16mm | 125 | 169 | 17.3 |

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

9. Complete alignment and road test vehicle.