

Installation Instructions

CAUTION: Observe proper safety and repair procedures for installation of all chassis parts. Some chassis parts require specialized tools and experience and therefore **MUST** be installed by a qualified technician otherwise an unsafe vehicle and / or personal injury could result. Always check suspension for interference of moving parts after installation.

NOTE: These parts are intended for use in vehicles with abnormal alignment and are designed to replace the non-adjustable factory equipment. These parts are not designed for installation on vehicles with suspension and/or steering systems modified for racing, competition or any other non-standard purpose.

- IMPORTANT!** Check alignment and document the readings. Determine the amount of camber change needed before proceeding. This kit will provide up to $\pm 2^\circ$ of camber change on most vehicles with one Fastcam™ bolt installed in the upper strut hole and up to $\pm 4^\circ$ of camber change when two Fastcam™ bolts are used per wheel.
- Raise front of vehicle in a safe manner and support vehicle on jack stands under the body pinch welds (not the axle) and remove the tire/rim assembly.
- Remove the UPPER strut bolt but do not loosen the lower strut bolt.
- Install the tab washer onto the Fastcam™ with the bolt head arrow pointing away from the washer handle and the washer tab pointing away from the bolt head so the washer tab is nestled in the space between the bolt head and cam lobe.
- Insert one Fastcam™ (with washer) through the strut/spindle assembly in the same direction that the UPPER OE bolt was installed. For positive camber correction, install with the washer handle pointing towards the tire and the bolt head arrow pointing towards the engine (reverse for negative camber correction). Install the locknut and snug. If only installing one Fastcam™ bolt, loosen the lower strut bolt and proceed to step 9 otherwise, torque the Fastcam™ locknut to 20 to 40 ft-lbs (27 to 54 N-m) to hold the spindle in place.
- Remove the LOWER strut bolt (on vehicles with splined spindle bolts, it may be necessary to drive out the bolt).
- Insert the second Fastcam™ (with washer) through the strut/spindle assembly in the same direction that the LOWER OE bolt was installed. For positive camber correction, install with the washer handle pointing towards the engine and the bolt head arrow pointing towards the tire (reverse for negative camber correction). Install the locknut until it is snug against the strut but still able to rotate.
- Loosen the nut on the top Fastcam™ slightly just so the bolt can be rotated.
- Re-install the tire/rim assembly and alignment equipment and rotate both Fastcam™ bolts equally in opposite directions (one clockwise, other counterclockwise) or rotate the single Fastcam™ bolt (if only one installed) until the desired camber angle is achieved. It may be necessary to hold the washer handle to keep the washer from rotating.
- After adjusting, tighten all nuts to the torque values. Do Not Exceed Upper Limit.

Torque Values:

<u>Part Number</u>	<u>Torque Specification</u>
35420 or 81260	77 ft-lbs

Limited Warranty

Subject to Disclaimer. All Ingalls products are warranted against defects in materials and workmanship for ninety (90) days from date of purchase. During the warranty period, Ingalls will repair, or at its option replace at no charge, components that prove to be defective. The product must be returned, shipping prepaid, to Ingalls facility. This limited warranty does not apply if the product is damaged by accident or misuse. The foregoing warranty is in lieu of all other warranties expressed or implied including but not limited to any implied warranty of merchantability, fitness, or adequacy for any particular purpose or use. Ingalls shall not be liable for any special, incidental or consequential damages whether in contract, tort, or otherwise resulting from the use or the inability to use the product.

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