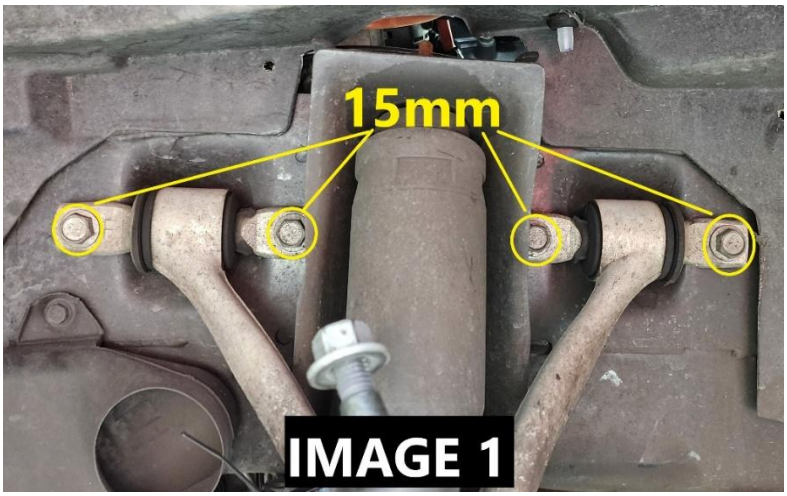
C5/C6 Corvette Camber Bolt and Stud Kit Install Instructions

Shim and Stud Install Instructions:

Tools Required:

- Jack and Jack Stands
- Metric Socket and Wrench set (15mm + 21mm socket)
- Torque Wrench



Installation:

1. Lift the front of the vehicle and safely support on jack stands. Remove both wheels.

2. Use a **15mm** socket to remove the upper control arm bolts **IMAGE 1**

NOTE: with the upper control arm fully disconnected, it will have a tendency to flop the knuckle forward. You can either support it or disconnect the cross-shaft bolts one side at a time

3. Apply a thin line of red threadlocker to the short end of the stud. **IMAGE 2**

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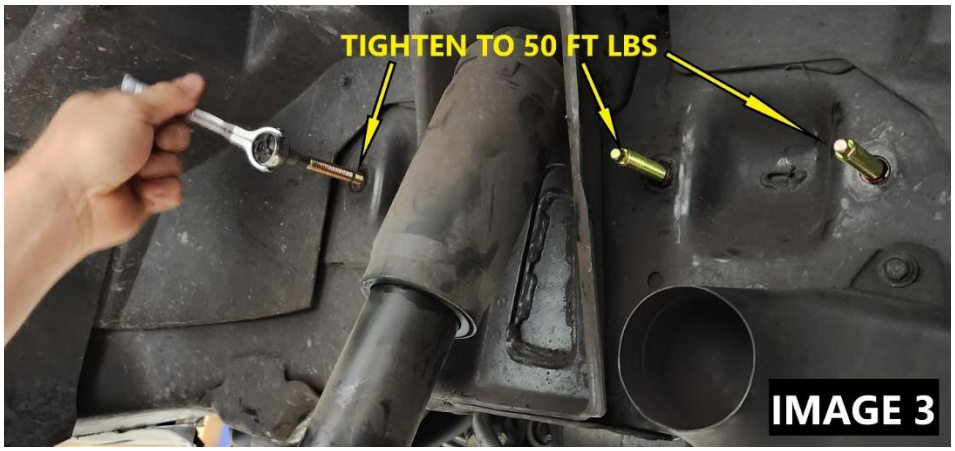
4. Using a socket, install the studs and torque to **50 ft lbs. IMAGE 3**

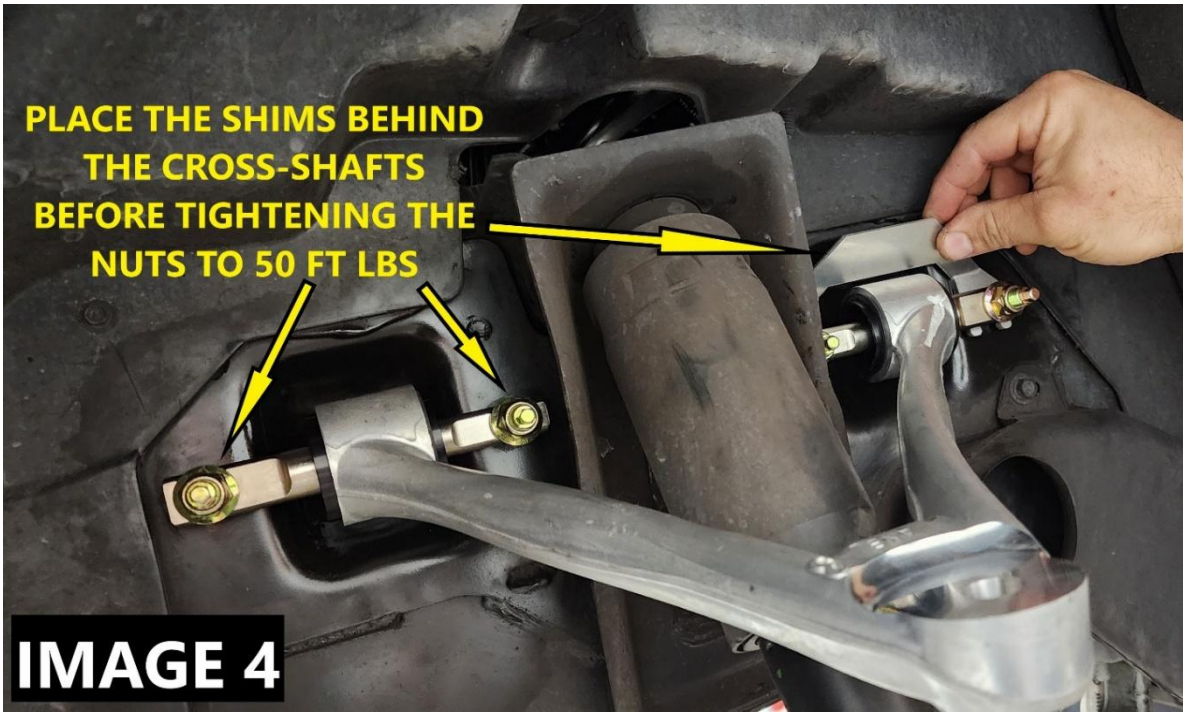


5. Place the T-bars from the upper control arm back over the studs and select what combination of shims you would like to place behind the cross-shaft. **IMAGE 4**

NOTE: The thinner shims add **.25°** of camber and the thicker shims add **.5°** If you have an aggressive track alignment, you can add shims to get the camber back into a more streetable range.

6. Once you have the shims you want behind the cross-shaft, Install the supplied nuts and torque down to **50 ft lbs**

7. Reinstall the wheels and lower the vehicle



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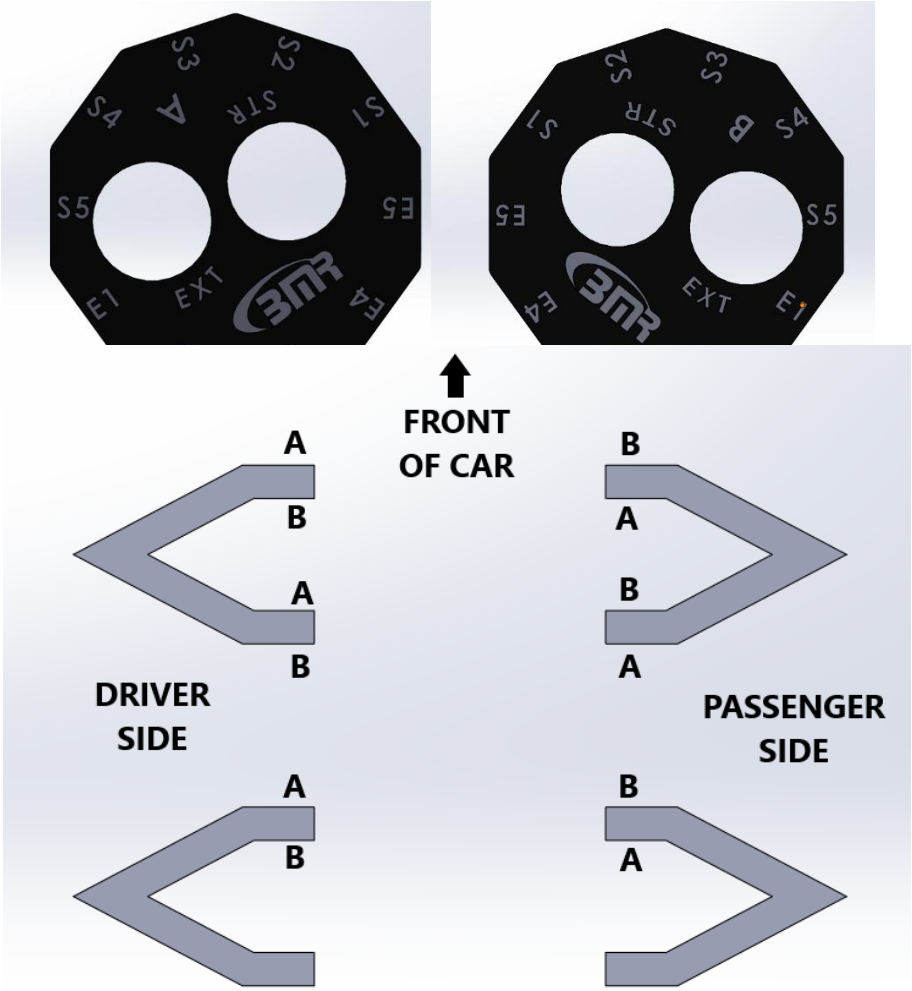
Camber Lockout Kit Install Instructions:

NOTE: IF YOU HAVE A C6 Z06 OR ZR1 (MAGNESIUM CRADLE) YOU WILL NEED WAK562

IMPORTANT NOTE: The lockout plates are labelled **"A"** and **"B"** They are for each side of the bolt and should always be paired together. Looking at the images below, you will see they are mirror images of eachother. Keeping them paired together will make all of the settings line up with each other. Be sure the number indicating the setting is right side up on the **frame** side of the lockout, **NOT** the wheel side. This will mean that there is **A** in the front and **B** in the back on the **Driver** side and **B** in the front and **A** in the back on the **Passenger** side.The lockouts have a hole marked **STR**, and one marked **EXT**. These are not limited to application, you may need to try both options to see which one best lines up for you.



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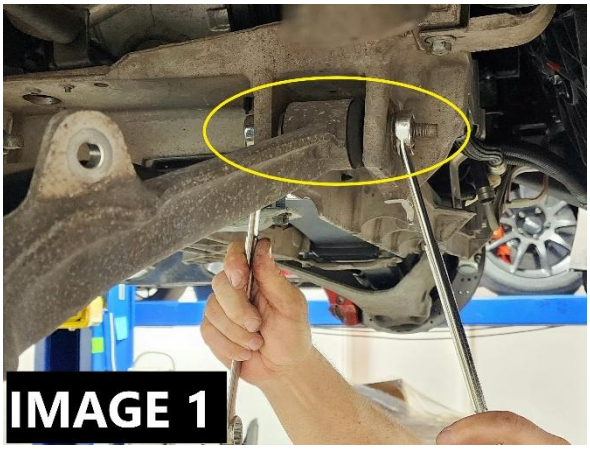
Tools Required:

- Jack and Jack Stands
- Metric Socket and Wrench set
- Torque Wrench



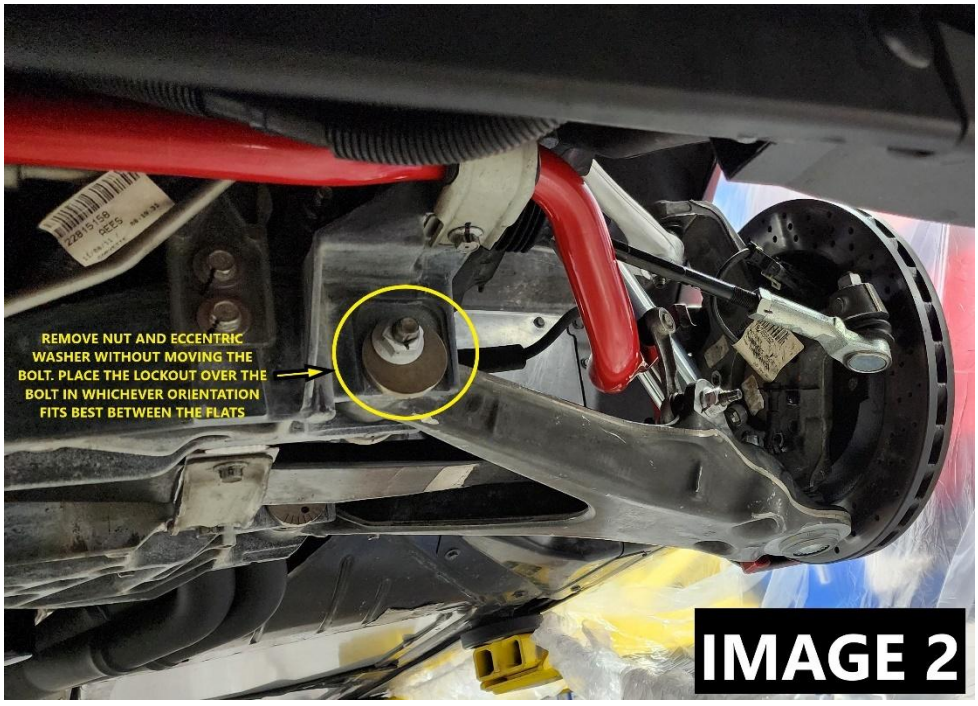
Installation:

1. Lift the front of the vehicle and safely support on jack stands. Remove both wheels.

2. Hold the lower control arm in place and remove the nut from the back of the eccentric cam bolts using a **21mm** socket and wrench. **(IMAGE 1)** Leave the bolt in place.

NOTE: If your car has large primary headers, you may need to lower the cradle slightly to gain enough clearance to get the bolts out.

3. Place the lockout plate over the eccentric bolt and locate which flat and which hole best lines up with where your eccentric bolt is currently sitting. **IMAGE 2**



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4. After you have selected the setting that best suits your application, remove the eccentric bolt and install the matching lockout for the other side of each mount and bolt it together

NOTE: If more or less camber is desired, use a different flat on the lockout to move the control arm **IN** for more positive camber or **OUT** for more negative camber **(see table)** Caster can also be adjusted by staggering the lockouts on the lower control arm. If more fine adjustments are needed, use BMR part number **WAK551**

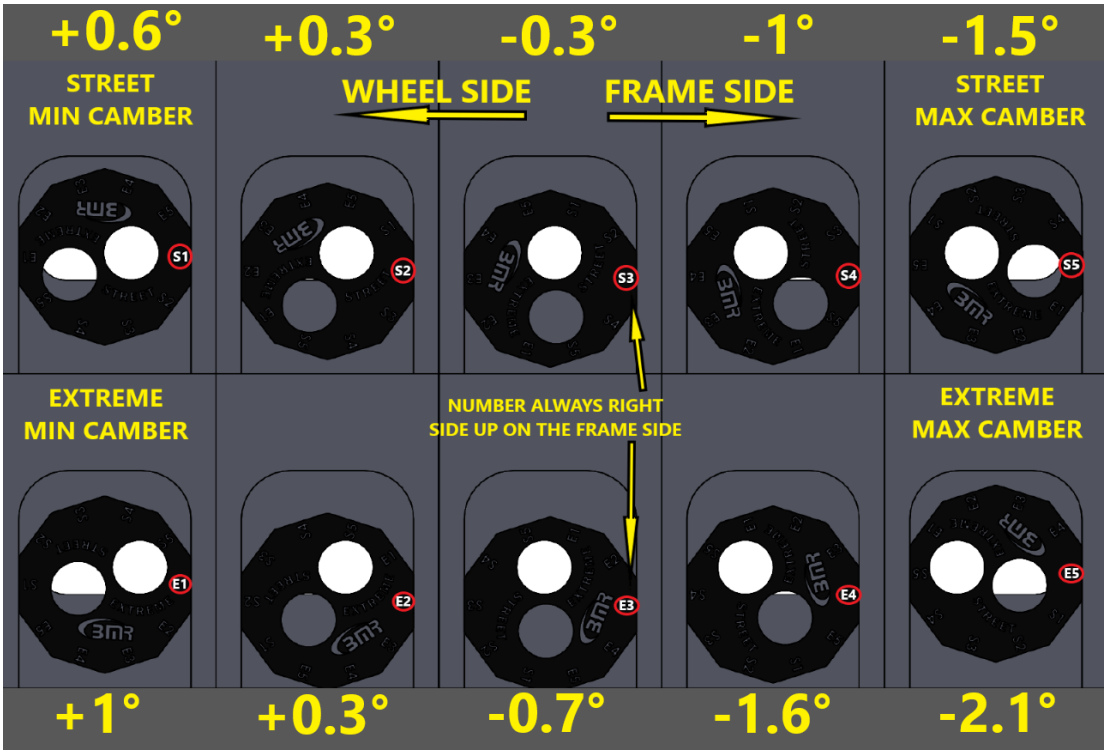
5. The chart shows camber measurements that were taken on a vehicle that we tested. This is to be taken as a guide, different vehicles at different ride heights will very your alignment measurements greatly.

6. Once you have the lockouts in place, install the nuts bolts and washers and tighten them to **107 ft lbs**

7. Repeat the same steps for the rear.

NOTE: Only the front of the lower control arms in the rear will have camber adjustment. The rear of the arm is tied into the sway bar mount.

8. Reinstall the wheels and lower the vehicle



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