



**Application:** Fits 71-73

**Part Includes**

- 1- Camber
- 2- Adjuster Kit

# Camber + Adjuster Kit



**Tools Needed**



**STEP 1.**

Jack up the front of the car, and rest on two sturdy jack stands. If the car has never has Urethane type control arm bushings installed before, its best to remove the entire control arm assembly from the car. If you have already installed any brand of Urethane bushings, you can install the it with the control arms still attached to the car. this is because a stock VW rubber control arm bushings has an outer metal sleeve. This sleeve must be removed on a hydraulic press before the Urethane type bushings can be slipped in from either side. Otherwise, they will not fit!

**STEP 2.**

Once the inner control arm bushing has been removed (either the VW one with a press, or the Urethane two piece kind), pry the arm down just past the mount point and prepare the Urethane parts by applying the special anti-squeak grease provided. Cover all surfaces of the Urethane with grease.

**STEP 3.**

First, put the Urethane pieces into the control arm. One goes in from each side. Use channel lock pliers, or (if the arm is still out of the car) a bench vise to press them in. Next, find the metal insert pieces with the little "D" shaped holes milled into them. Push the metal pieces into the Urethane, making sure the HOLLOW PARTS FACE INWARD, and the SOLID PARTS FACE OUTWARD toward the chassis mounting tabs. You must line up the two "D" shaped holes so that the flat sided camber bolt can pass through easily. If the arm is still out of the car at this point, just sight through the holes, and use one of the new bolts as a turning device to line it up. If the arm is still in the car, simply insert the bolt into one side of the metal insert, and turn it slowly with a wrench until you feel the bolt slip through the other side. You are now ready to install the arm into the chassis tabs.

**STEP 4.**

Tap the arm assembly with a hammer until the unit is lined up with the bolt holes in the chassis tabs. Put one eccentric washer (the stock looking ones) on the head of the bolt. Start the bol into the bushing, make sure not to twist the bushing (and mess up the alignment) as it is tapped through the assembly. Finsih up by placing the second washer on the outside, and special Fuji-Lock nut in place loosely. You can now set the "ballpark" alignment before tightening up the assembly. For a lowered car, as an example, rotate the bolt so that the control arm reacts toward the center of the chassis. This gives maximum positive camber. Torquw the lock nut to 4.0 mkg (29ft. lb.)

**STEP 5.**

Repeat the process for the other side of the car. When finished go back and ake ure you have tightened ALL the nuts and bolts, including those for the sway bar. have a qualified aligment shop check your work. On the most severely damaged or lowered cars, the camber may still not quite adjust to fatory specs. In this case, we recom-  
mened that you request the alignment tech to ajust for as close as possible to factory specs.



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