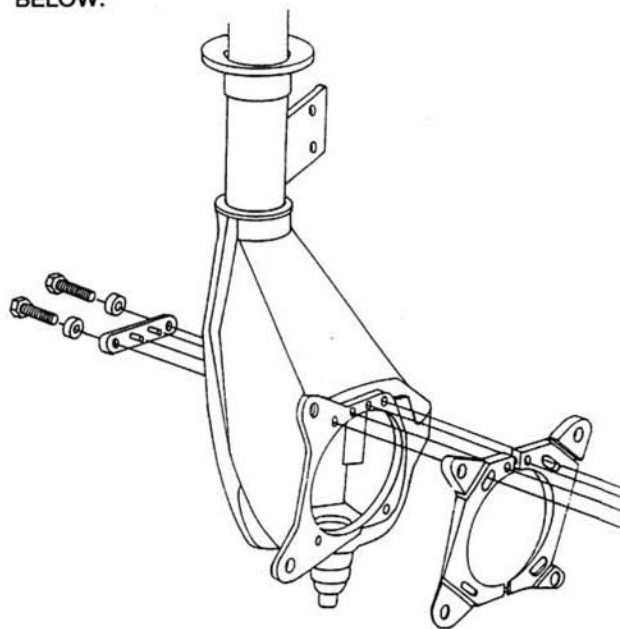


# IMPORTANT

## FOR VEHICLES WITH ABS BRAKES

FOR POSITIVE ADJUSTMENT WHEN INSTALLING A 1/2", 3/4" OR 1" SHIM ON "W" BODY VEHICLES EQUIPPED WITH ABS BRAKES, REPLACE BOTH TOP ORIGINAL EQUIPMENT HUB BOLTS WITH SUPPLIED BOLT/SPACER KIT. SEE ILLUSTRATION BELOW.



95-120-395

### INSTRUCTIONS

#### STEP

1. Inspect vehicle for damaged, bent or worn parts and repair as necessary. Take camber reading to determine the amount of camber change required and select proper shim.
2. Raise vehicle at pinch welds behind front wheel wells in a safe manner and remove wheel assembly and brake caliper. (Be sure brake caliper is supported so the weight of the caliper is not being held by the brake line—(NOTE: Hanging caliper over the lip of the lower spring mount, using a shop rag for protection, works well.) (See Illustration No. 1) Remove Rotor.

Illustration No. 1

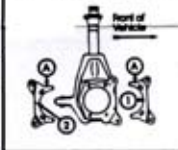


#### SELECT THE PROPER PROCEDURE FROM THE FOLLOWING:

#### 3. PASSENGER SIDE - CAMBER DECREASE

**Remove** all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters.) Position side "A1" of the selected shim behind front half of hub with the letter "A" to the top. (See Illustration No. 2) Re-install front hub bolts halfway. Next, position side "A2" of the shim behind the rear half of the hub with the letter "A" to the top. (See Illustration No. 2) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 2  
Passenger Side  
Camber Decrease



Check to be sure caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) (NOTE: The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber increase) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

#### 3A. ALTERNATE STEP: PASSENGER SIDE - CAMBER INCREASE

**Remove** all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters) Position Side "B2" of the selected shim behind front half of hub with the letter "B" to the top. (See Illustration No. 3) Re-install front hub bolts halfway. Next, position side "B1" of the shim behind the rear half of the hub with the letter "B" to the top. (See Illustration No. 3) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Check to be sure caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) (NOTE: The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber decrease) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

Illustration No. 3  
Passenger Side  
Camber Increase



#### STEP

#### 4. DRIVERS SIDE - CAMBER DECREASE

**Remove** all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters) Position side "C3" of the selected shim behind front half of hub with the letter "C" to the top (See Illustration No. 4). Re-install front hub bolts halfway. Next, position side "C4" of the shim behind the rear half of the hub with the letter "C" to the top (See Illustration No. 4) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 4  
Driver Side  
Camber Decrease



Check to be sure the caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) (NOTE: The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber increase) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

#### 4A. ALTERNATE STEP: DRIVERS SIDE - CAMBER INCREASE

**Remove** all four (4) hub bolts. Separate shim into front and rear sections by breaking at snap tabs top and bottom. (Remove any remaining tab material with side cutters.) Position side "D4" of the selected shim behind front half of hub with the letter "D" to the top. (See Illustration No. 5) Re-install front hub bolts halfway. Next, position side "D3" of the shim behind the rear half of the hub with the letter "D" to the top. (See Illustration No. 5) Re-install the two (2) rear hub bolts, but do not tighten at this time.

Illustration No. 5  
Driver Side  
Camber Increase



Check to be sure the caliper bolt holes and forward protruding shim tab holes are lined up. Next, using the large caliper mounting bolts as a guide, center shim tabs with caliper mounting holes and torque all four (4) hub bolts, in sequence, to specs. (60 ft. lbs. / 80 N.M.) (NOTE: The rearward facing caliper shim tabs may be cut off and discarded as they are only needed when shim is mounted in the reverse position for camber decrease) Next, re-install rotor and remount caliper making sure shim tabs are between caliper and mounting surface. (This puts caliper in exact alignment with rotor) Torque brake caliper mounting bolts to specs. (80 ft. lbs. / 107 N.M.)

**NOTE: THE MOUNTING SURFACE ON THE STRUT IS NOT A MACHINED SURFACE, THEREFORE YOU MAY EXPERIENCE SLIGHT VARIATIONS IN CAMBER CHANGES FROM THOSE SHOWN ON THE SHIM.**