



Camber Kit

Installation instructions and owners manual

Instructions for 65-66 car owners

1. Remove stock LCA and engine cross member
2. Using the 1/2" stock LCA mounting bolt, secure the Camber kit plate cradle with the #1 plate to the chassis. Check the slot is parallel to the ground. You may have to grind surrounding metal so the plate sits flat both sides. The #1 plate represents the stock location so this ensures the plate cradle is centered over the stock hole.
3. Tack weld in place.
4. Remove the bolt and the #1 plate.
5. Check that you used the #1 plate and that the slot in the Camber kit plate cradle is centered over the stock hole and is parallel to the ground.
6. Weld the plate cradle in place. A bead down each vertical face is plenty.

Now for the fun part...

7. Grind the stock hole open so it matches the slot in the Camber kit plate cradle. We find that a carbide bit on a die grinder works best. When the slot is ground, insert the stock LCA mounting bolt and slide it forward and backward in the slot. Ensure you have removed enough of the stock metal so the bolt slides freely horizontally. Be careful not to grind any metal so the bolt can move vertically up and down in the slot.
8. Paint any raw metal.
9. Align the car using the numbered plates in different configurations until you achieve your desired camber figure.

Instructions for 67-73 car owners

1. Remove the stock LCA mounting bolt and round eccentrics.
2. Use the square numbered plates in the kit to achieve the camber setting desired.

IMPORTANT

Make sure to read and understand this manual completely before starting installation.

If you are not experienced with working on your vehicle, please consult a qualified mechanic. Street or Track LLC is not responsible for any damage caused to you or your vehicle due to improper installation.