

C4 Camber Rod Installation

sheet 1 of 2

Before beginning installation you should put a small amount of anti-seize on the threads of the rod ends to help prevent corrosion over time. If your camber rods are not yet assembled simply apply a thin film of anti-seize to the threads before assembly. If your camber rods are assembled, unscrew the rod end from the trailing arm body almost all the way out (it is considerably easier if you do not fully unthread the rod end, only so there is approximately 1-1/2" of thread showing). Apply anti-seize to the threaded portion of the rod end such that there is a thin film all the way around it, then thread the rod end back into the body. Keep in mind that one of the rod ends is a left handed thread so it will need to be turned in the opposite direction than the other.

To begin, use the procedures outlined in your GM service manual to disassemble the OE camber rods. Save the 16 mm mounting hardware (hex bolts, washers & hex nuts) that attach the OE camber rod to the suspension knuckle as this will be re-used with your new camber rods. All other OE parts can be discarded.

NOTE 1: If one end of the camber rod is easier to grip than the other, it's recommended to orient the camber rod so that the easier to grip side of the rod is attached to the suspension knuckle. This gives the user a good surface to grab onto when making camber adjustments.

Begin on the inboard (frame) side by sliding the supplied M12 bolt through the first Cam Plate Adapter, the first frame tab, the first frame spacer, the rod end, the second frame spacer, the second frame tab, and the second Cam Plate Adapter (See FIG 1, NOTE 2 on this sheet and NOTE 5 on sheet 2). Then start the M12 hex nut onto the M12 bolt.

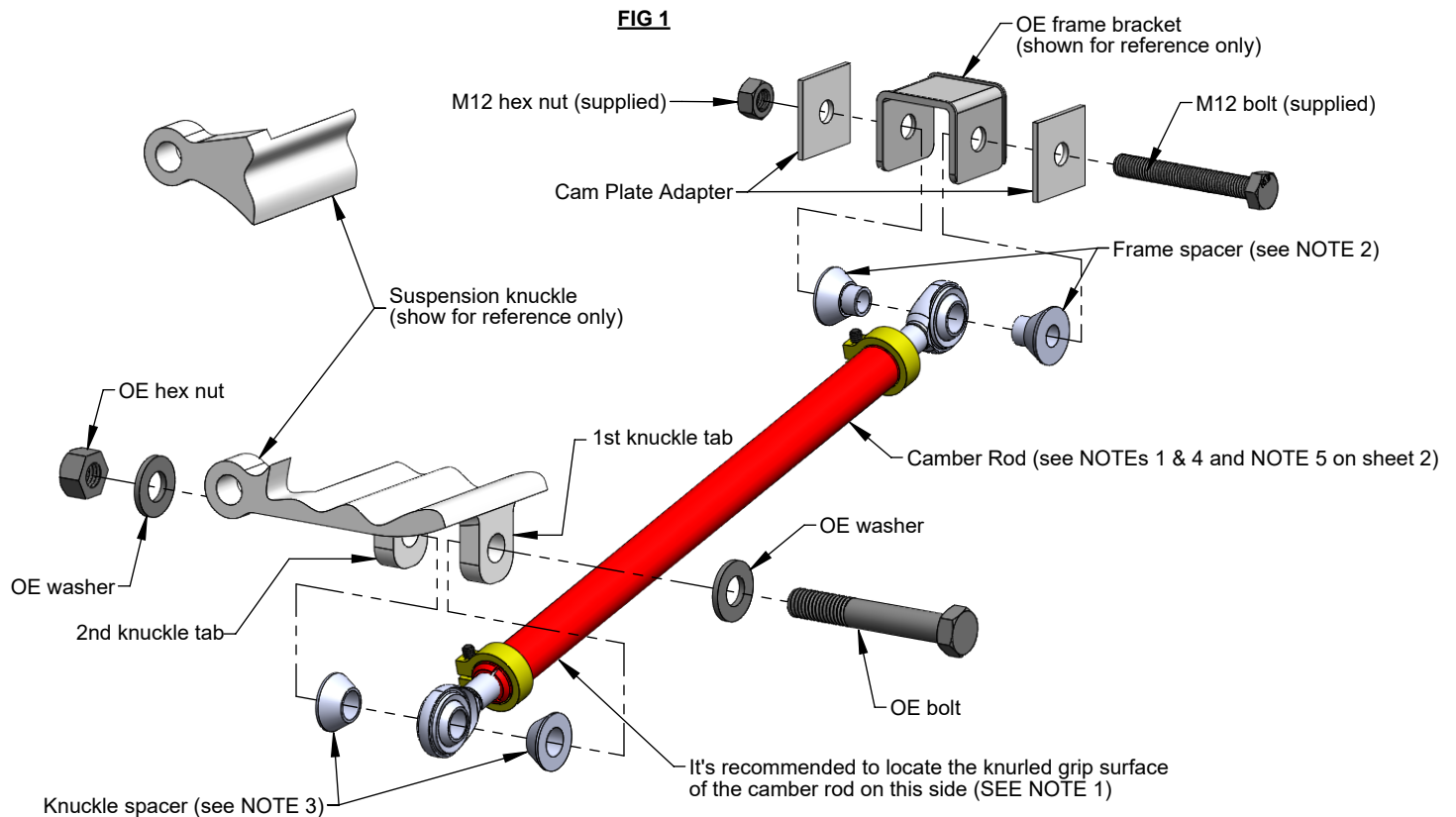
On the outboard (knuckle) side, put an OE washer on the OE bolt and slide it through the first knuckle tab, the first knuckle spacer, the rod end, the second knuckle spacer and the second knuckle tab. Put another OE washer over the bolt and start the OE nut (see FIG 1, NOTES 3 & 4 on this sheet and NOTE 5 on sheet 2).

You can now tighten both the supplied M12 & OE bolts to the torque specs in your GM Service Manual.

NOTE 2: Notice that the frame side spacers have a neck on them. This neck slides into the thru hole of the rod end and reduces it to properly accept the supplied 12 mm bolt. The spacers are the same so they can be used on either side of the frame side rod end (see FIG 2 on sheet 2)

NOTE 3: Notice that the knuckle side spacers do not have a neck as they are designed to accept the OE bolt, as is the rod end.

NOTE 4: You may find that you need to twist the body of the camber rod to lengthen or shorten it as necessary to aid in installing the knuckle side rod end.



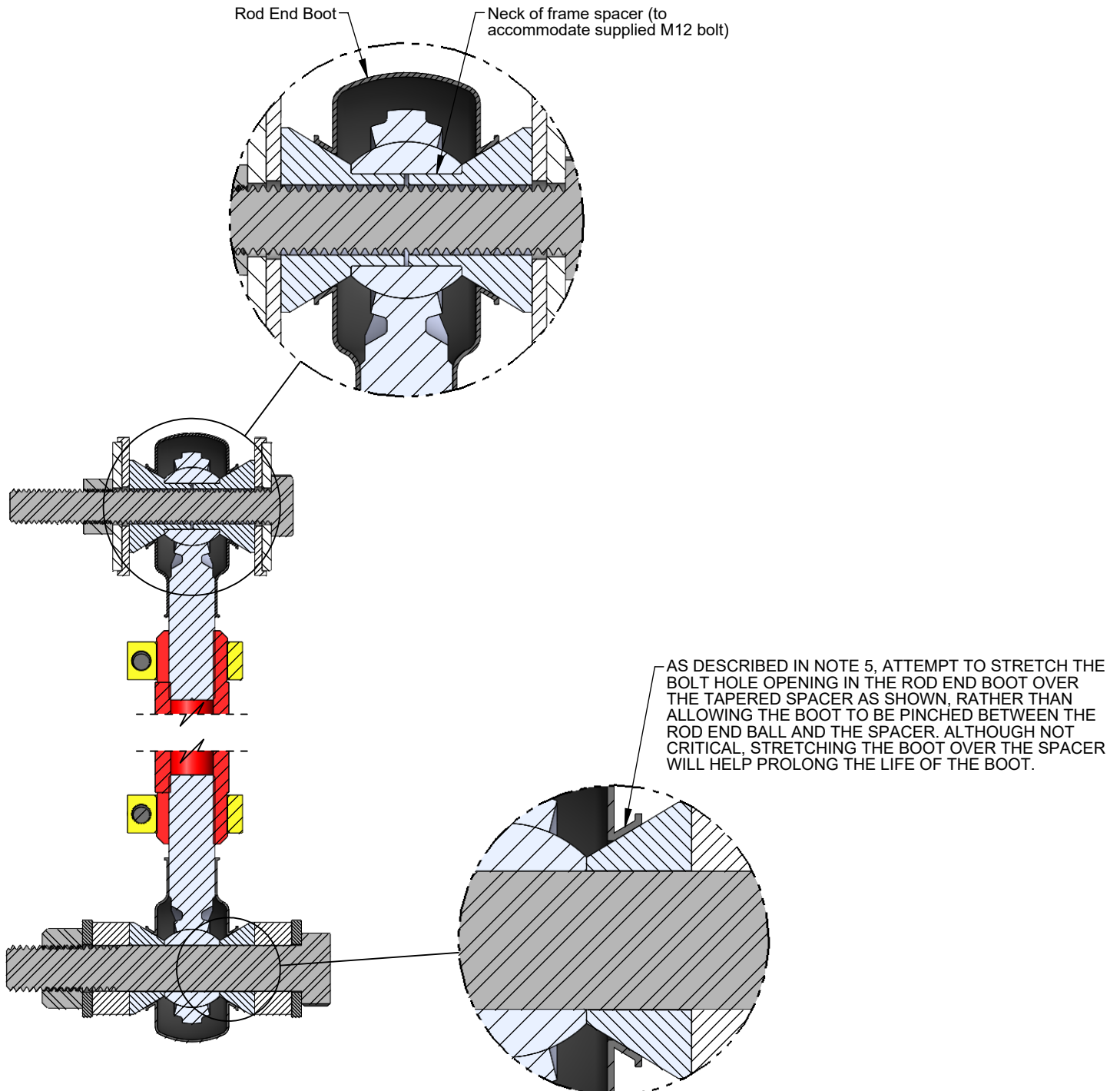
DISCLAIMER: Banski MotorSports LLC assumes no responsibility for any failure, based on the the advice provided in this document. It is provided as a guide to assist in installation only. The user is fully responsible for the safe and proper installation of the camber rods.

C4 Camber Rod Installation

sheet 2 of 2

NOTE 5: If you have rod end boots installed it is recommended that you place the spacers such that the bolt hole openings of the boots stretch over the outside of the spacer (see FIG 2). This can be a challenge and is sometimes easiest when done on a bench before installation on the car.

FIG 2



DISCLAIMER: Banski MotorSports LLC assumes no responsibility for any failure, based on the the advice provided in this document. It is provided as a guide to assist in installation only. The user is fully responsible for the safe and proper installation of the camber rods.