



PLEASE READ CAREFULLY BEFORE PROCEEDING WITH INSTALL

Product Disclaimer

- A vehicle modified by the use of competition product(s) for use on public roadways may not meet local, state, or federal regulations. Installation and use of this competition product(s) may also affect vehicle insurance coverage. It is the purchaser's responsibility to meet and comply with regulations and policies before operating vehicle on public roadways.
- There is no warranty stated or implied due to the unusual stress placed on competition product(s) and/or the inability to monitor their modification, installation, and use. The entire risk of quality, performance, and defect is with the purchaser and not the manufacturer, distributor, or retailer. Should any product(s) prove to be defective for any reason under any circumstance, the purchaser and not the manufacturer, distributor, or retailer will assume financial responsibility for any consequential damages, repairs/service, and any other liability.
- Return of product(s) will be accepted ONLY if product(s) is in resellable condition. All accepted returns will be subjected to a 20% restocking fee. **ABSOLUTELY NO RETURNS ON USED PRODUCTS.** For more information on return policy, please call 951-808-9888.

Skunk2 Pro Series Front Adjustable Camber Kit Part # 516-05-5670

Included items with front camber kit - Please inspect each item for defects before installation

- (1) Left A-arm with ball joint, castle nut, and cotter pin
- (1) Right A-arm with ball joint, castle nut, and cotter pin

For Make and Model Below

- 1992 - 1995 Honda Civic
- 1994 - 2001 Acura Integra

Key features for the Skunk2 Racing Front Adjustable Camber Kit

- Adjustable camber kit offers over +/- 3° of adjustment
- Patent-pending ball joint design for easy access to ball joint bolts

Before the removal and installation of parts, please refer to the factory service manual, or equivalent.

Installation Notes:

1. Safely raise the vehicle off the ground using jack stands or a vehicle lift.
2. Remove the wheel.
3. Remove the upper arm per factory service manual instructions.
4. Remove the bushing from the upper arm. This will be installed on the Skunk2 upper arm.
5. Install the bushing on to the Skunk2 upper arm. DO NOT tighten the bushing bolts at this point.
6. Install the Skunk2 upper arm on to the vehicle.
7. Secure the bushing to the chassis by tightening the 2 self-locking nuts to 47 lb.-ft. (Diagram 1)
8. Position the Skunk2 upper arm up to approximate ride height then tighten the bolts that secure the bushing to the Skunk2 upper arm.
9. With the Skunk2 upper arm in place, install the knuckle on to the sliding ball joint.
10. Torque the castle nut to 29-35 lb.-ft. Install the cotter pin. (Diagram 2)
11. Reinstall the wheel on to the vehicle.
12. Safely lower the vehicle to the ground.
13. For optimum results and to prevent premature tire wear, the front wheels must be professionally aligned.
14. ALIGNMENT NOTES: Use blue grade Loctite® on the 4 ball joint bolts. Once the ball joint is correctly positioned, hand-tighten the 4 ball joint bolts. BE CAREFUL not to overtorque the ball joint bolts; this may cause irreparable damage to the bolts and the Skunk2 upper arm.

SELF-LOCKING NUT
12 x 1.25 mm
Replace.

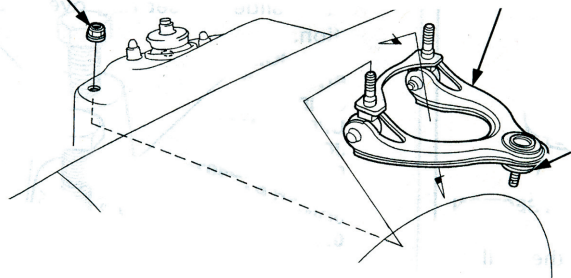
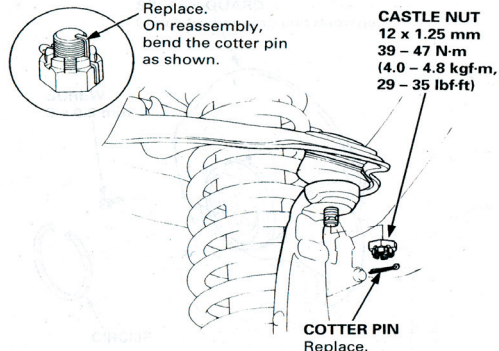


Diagram 1

COTTER PIN
Replace.
On reassembly,
bend the cotter pin
as shown.

CASTLE NUT
12 x 1.25 mm
39 - 47 N·m
(4.0 - 4.8 kgf·m,
29 - 35 lbf·ft)



COTTER PIN
Replace.

Diagram 2