



Instructions for Camber Compensator Kit (Part # 9615)

PART LIST:

1) Compensator Bar	1) 3/8" x 2 3/4" Bolt
1) Transmission Bracket	2) 3/8" x 1" Bolts
1) U-Bracket	6) 9/16" Washers
1) Distance Tube	6) 3/8" Washers
1) Compensator Bar Bushing	2) 5/16" Nylock Nuts
2) Axle Tube Pads	3) 3/8" Nylock Nuts

PREPARATION:

It is recommended that the rear of the car be raised with wheel ramp stands so that rear suspension is in its normal loaded position during installation. Once rear of car is securely raised clean the bottom of the transmission differential and the bottoms of both axle tubes of grease and dirt. The factory sway bar on 1967-1968 type 1 vehicles must be removed to install the camber compensator.

INSTALLATION:

1. Remove the lower four transmission differential nuts and install the transmission bracket. Slide the four slots in the bracket onto the exposed studs and push the bracket up until it contacts the bottom of the transmission. Install one 5/16" washer on each stud and reinstall the nuts. Tighten nuts to 25 ft. lbs.
2. Install the two axle tube pads onto the compensator bar one at each end using a 5/16" washer and nut. Tighten nuts to 15 ft. lbs.
3. Grease and install the distance tube into the compensator bar bushing, then install the bushing into the U-bracket. Using the two 3/8" x 1" bolts, four 3/8" washers and two 3/8" nuts, install the assembly onto compensator bar. Tighten nuts to 50 ft. lbs.
4. Put the bar assembly on a floor jack and position it so the axle tube pads are aligned with the axle tubes and the compensator bar bushing assembly is directly under and aligned with the transmission bracket. Carefully raise the jack until the bushing assembly is between the two tabs on the transmission mount and the holes on the tabs align with the hole in the distance tube. This step may have to be repeated if alignment is not achieved. Lower the jack and reposition the bar as needed then re-raise the bar into position. **DO NOT ATTEMPT TO POSITION THE BAR WHILE IT IS IN THE RAISED POSITION, WHEN IT IS IN THIS POSITION IT IS UNDER SPRING TENSION AND COULD DISLODGE FROM THE JACK CAUSING INJURY. ALWAYS KEEP CLEAR OF THE BAR WHILE RAISING THE JACK UNTILL THE BUSHING ASSEMBLY IS BETWEEN THE TRANSMISSION MOUNT TABS.**
5. When alignment of the transmission mount tabs and distance tube holes is achieved install a 3/8" washer onto the 3/8" x 2 3/4" bolt and push the bolt through the tabs and distance tube. Install another 3/8" washer and a 3/8" nylock nut onto the bolt. Tighten the nut to 50 ft. lbs.
6. Review all your work and be sure all components are correct and tight. **CHECK TO MAKE SURE THAT ALL COMPONENTS OF THE CAMBER COMPENSATOR ARE CLEAR OF ALL BRAKE LINES AND CABLES, REROUTE ANY LINES OR CABLES THAT COULD POSSIBLY COME IN CONTACT WITH THE CAMBER COMPENSATOR THROUGH ITS RANGE OF MOTION. FAILURE TO DO SO COULD RESULT IN BRAKE FAILURE.**
7. Lower car and test-drive to familiarize yourself with changes in handling characteristics.
8. Recheck tightness of all fasteners after 500 miles.
9. To drain transmission oil remove the compensator bar assembly from the transmission bracket to access drain plug.

