

So the goal with the kit is to allow positive camber adjustment by raising the inner control arm, and adjusting toe by sliding the outer arm towards the front or rear of the car. Lowered racecars have too much negative camber...and benefit from toe adjustment.

The kit uses the existing control arm pickups, although they have to be modified. Starting with the inner arm pickup closest to the differential, we cut away some of the mounting tab turning a hole into a slot. Cut from the top. Use the Ireland slotted pieces as a template to determine how much to remove. It is not necessary to grind the bottom of the slot as you will never lower the arms further on a lowered car.



SLOTS POINT UP!



The camber plates have a shoulder that allows them to rest on the tabs. Square these up and tack them in place. Do the same to the other side making sure the two camber plates are square to each other.



The toe plates go on the outer arm pickups. The slots on these are supposed to be aligned horizontally. Center the plates over the mounting hole and use a marker to highlight where to cut away. You will need to remove material past the hole to have full adjustability. Note in the pics I have the subframe turned upward to work on the piece.



Make sure everything is square and tack into place. I used a 3"x3" metal tube to make sure the plate were square to each other and in alignment with the previous bolting locations. I also like using vice-grips to hold in place rather than magnetic squares.



Before finishing up the welds I put the boxed arms onto the subframe to make sure everything fits. Bolts insert from the inside of the control arm...think about the subframe on the car and having to get a control arm off and you'll understand. Do it wrong and you get to drop the whole subframe later to get a arm off.



One of the arms shrunk a bit when I boxed it and it made for a snug fit. I might reposition the toe plates slightly to make the fit work a bit easier. I'll finish up the welds later this week and get it painted. I'll add a few more pictures later to show how everything looks when complete as I had trouble understanding the other posts I found. That way we will have yet another piece of info lost in the depths of the FAQ.

Once again, thanks to Jeremy for walking me though the process when I picked up the plates.