

R-D RACING ENTERPRISES, INC.
502 PARK ST.
FARMINGTON, MD 63640
PHN-FAX 573-756-6954



CAMBER-BRACE

For the "LT-1/LT-4"

Tools required:

18mm deep socket and ratchet

18mm combination wrench

Flat bladed screwdriver

1 – Start by looking at the forward bolts that hold the upper control arm to the frame horn. If you can access these bolts it may not be required to raise the front of the car. If not jack up the front of the Corvette and support it with appropriate jack stands.

2 – Loosen the clamp on the air intake of the throttle body and remove from horn.

4 – Next remove the front upper control arm bolts on each side of the car.

5 – During this step, leave the brace wrapped in the shipping plastic to prevent nicking the powder coat. To install the brace, turn it so that the ears on each end are pointing downward. Then, from the passenger's side of the car, stick the end of the brace with the small ear between the AC lines and the power steering pulley. Then lower the big end down past the heater hoses on the passenger's side. (note: Pay close attention to the wiring harness clips on the front of the engine, they have sharp edges and will scratch your new brace.) As the brace is lowered past the hoses, you can then rotate so that the ears of the brace will go into place inside of the frame horns. They will need to be raised into place, because the frame horns are closer at the top than the bottom.

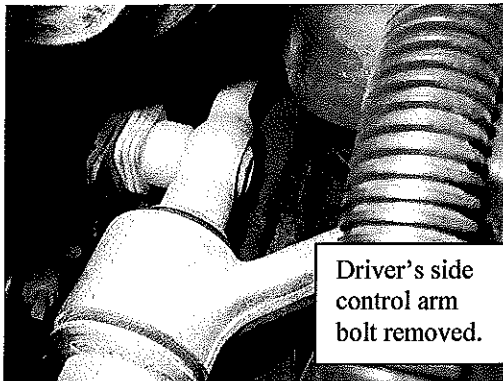
6 – Install the bolt on the driver's side first so you will be able to wiggle the brace while lining up the hole, then the passenger's side. Using the assorted shims that were provided, insert them to take up any play between the brace and the frame horns. If you plan on having the front end aligned, the shims may be omitted. Slide the brace forward in it's slots to give you maximum clearance in front of the power steering pulley. Tighten the control arm bolts to the correct specifications for your year model. (note: If your factory bolts do not allow the end of the bolt to stick out past the nut, then use the supplied bolts in the kit.)

7 – Reinstall the engine air horn

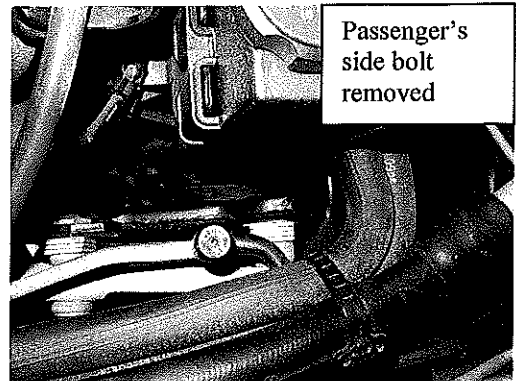
8 – Test-drive and recheck the control arm bolts torque.

Note: See page 2 & 3 for installation pictures.

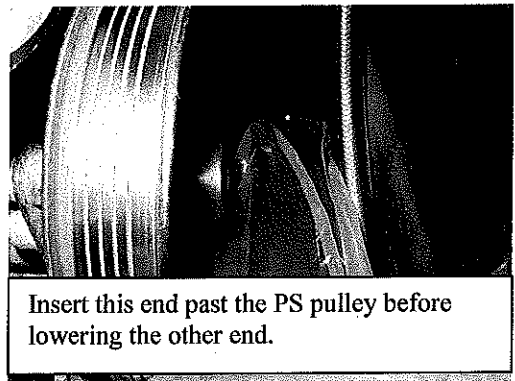
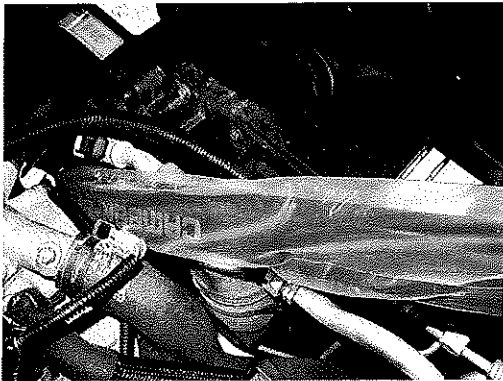
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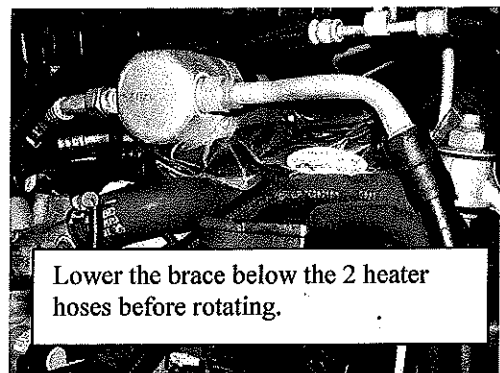
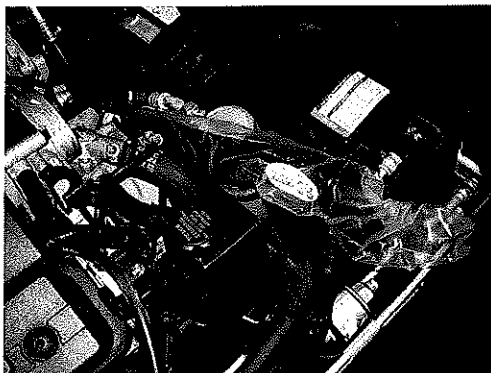
Driver's side control arm bolt removed.



Passenger's side bolt removed

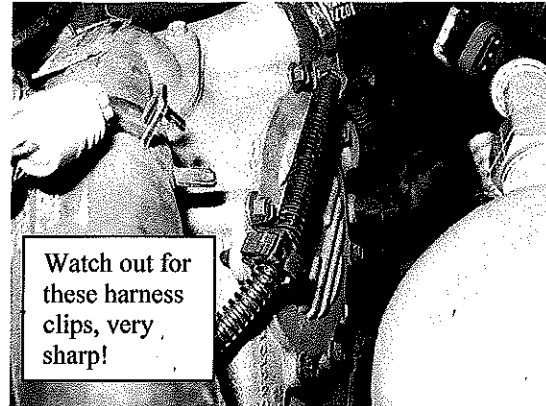
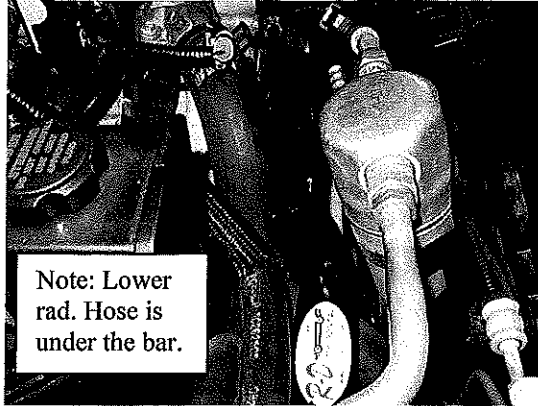


Insert this end past the PS pulley before lowering the other end.



Lower the brace below the 2 heater hoses before rotating.

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"Thank you for your purchase from R-D Racing Enterprises"

Untitled

The upper control arm is retained by two bolts per side. These are inserted through the frame horn, beveled spacers, shims and the UCA pivot bar shaft. The nuts go on the outside, the bolt heads are inward, near the engine.

The Camber-Brace for an '89 mounts by removing the forward L/R bolts and replacing these with the longer bolts supplied by R-D Racing.

Depending on the car, washers may be required between the outer sides of the C-B flanges and the inner sides of the frame horns. Or the weight be need to be taken off the front in order for the frame horns to open up sufficiently to permit the C-B to fit into place. My vote is that neither case is troublesome.