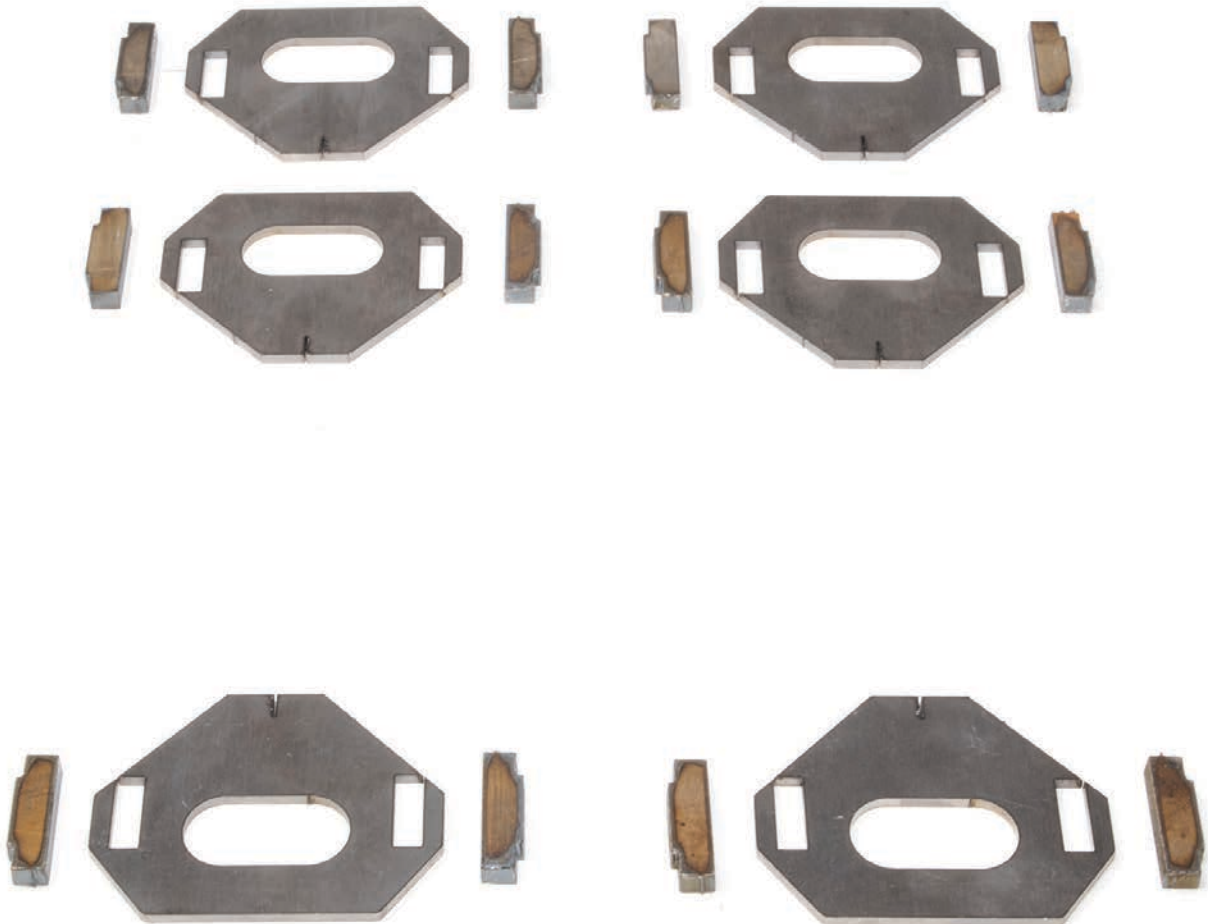




INSTALLATION INSTRUCTIONS



COMPONENT: CAM TAB GUSSETS

PART #: 59822

REQUIRED TOOLS

- Drill
- Hammer
- Sander or grinder
- Welder
- Chisel or air chisel

IMPORTANT

- This procedure will require cutting, grinding and welding to your chassis. Removing your battery ground/power is recommended. TOTAL CHAOS suggests that only qualified and experienced fabricators perform this installation.
- Place vehicle securely on jack stands. Make sure the front wheels are not contacting the ground. Chock both rear wheels of the vehicle to secure it from rolling back. Remove the front wheels and tires.
- Remove both front lower control arms prior to installation.

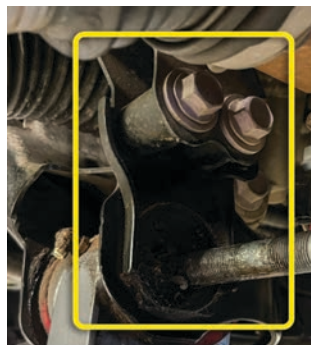
FRONT LOWER CONTROL ARM PIVOTS (NOTE TAB ORIENTATION)



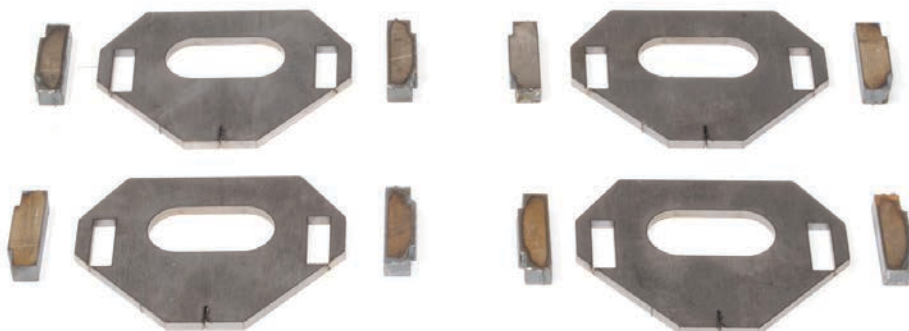
NOTE:

The rear cam tabs on the front pivots stay on the vehicle.

DO NOT REMOVE THEM OR DRILL OUT WELDS



REAR LOWER CONTROL ARM PIVOTS (NOTE TAB ORIENTATION)



STEP 1

To prevent sparks from damaging the factory boots we recommend covering the inner CV joint, outer CV joint, and inner tie rod boots when grinding or welding.



STEP 2

DO NOT drill or cut off the rear tab of the front suspension pivots.

Because this stock alignment cam tab is integrated into the frame, the stock cam tab will not be removed.

Being careful to not damage any of the surrounding components with the flame, use a torch and wire brush to remove the paint on the outside of the stock alignment cam tab.



STEP 3

With the paint removed, weld along the outside of the stock alignment cam tab where the tab is bent up.

Once welded, clean off any welding soot with a wire brush and paint any raw metal.



The following steps will cover the remaining six cam tabs with removal of the stock plates and installation of the TC cam tab plates & tabs.

STEP 1

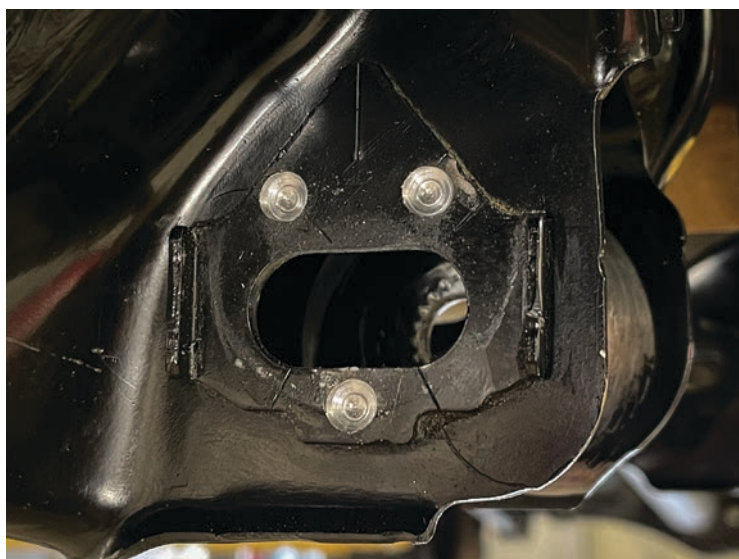
Drill out the spot welds on the six remaining factory cam tabs.

Only drill deep enough to go through the outer tab that's being removed.

DO NOT DRILL THROUGH BOTH LAYERS.



STEP 1 CONTINUED



STEP 2

Using a chisel or air chisel remove the factory cam tabs from the frame.



STEP 3

Hammer the two tabs into the two holes in the gusset.

NOTE: You may have to flip the bracket over to get the tabs to stick.

**STEP 4**

Weld the tab on the back of the gusset.



STEP 5

Sand the back weld on the gusset flush.

**STEP 6**

Weld the outer side of the two front tabs.

Repeat steps 3-6 on the remaining five gussets.



STEP 7

Use a sander to remove all paint and clean the surface in preparation for welding. Because the Total Chaos Cam Tab plate is near the edge of the frame pocket, we recommend removing the paint from the outside edge of the frame pocket to ensure the paint doesn't interfere with the welding process.



STEP 8

Ensure the lower control arm eccentric bolts fit and rotate correctly in the new cam tabs as well as the frame prior to welding.



STEP 9

Line up the cam tabs with the frame pocket holes and use a clamp to hold them while you tack the four corners into place.



STEP 9 CONTINUED



STEP 10

Once properly set, remove bolt and alignment cam and weld both sides of the tab to the frame. After all six cam tabs are installed, spray paint surface black. Once dried, reinstall lower control arms and cam bolts.

NOTE: An alignment will be required once everything is reassembled.





CAM TAB GUSSET INSTALLATION IS COMPLETE!



FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

Call 951.737.9682 or email info@chaosfab.com