

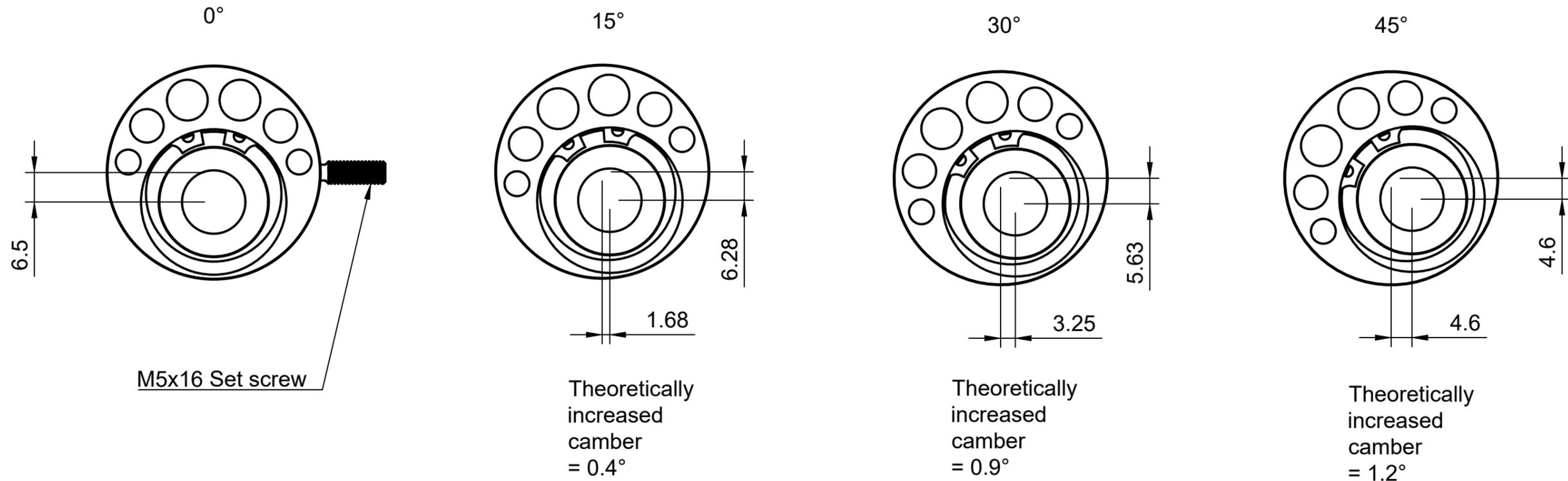
# Geometry change for partnumber 90474 mounted on M2F87 M3F80 M4F82.

The bushing should be rotated inwards to the center of the car. After the bushings is set to the desired position it should be secured with the supplied M5 set screw drilled in radially thru the aluminum in the hub and 2-5mm in to the bushing.

Below sketches show the change in camber when rotation the bushing. It could not be rotated once pressed in. It should be pressed in in the correct position. I recommend mounting them rotated 15 degrees inwards to the centre of the car to gain some camber yet still have the outer position lowered as much as possible. Once the bushing is in the correct position you should drill and tap a M5 hole radially in the hub to lock the position.

Note: The bushing has a 3mm blank area on the outer surface that should be inserted in the hub first. Then it could be rotated to the desired angle and then continue to press in until the bushing is flush with the hub.

Note2: Never press on the uniball.



|   |           |                                  |               |               |           |
|---|-----------|----------------------------------|---------------|---------------|-----------|
| Tolerancing standard:<br><b>ISO 2768-1</b><br>Tolerance class "M"<br>Dimensions in MM |           | First angle projection<br>       |               |               | Revision: |
| Drawn by:<br>SL   | Material: | Title:<br><b>90474B Geometry</b> |               |               |           |
| Date:<br>2021   | Finish:   | Partnr:<br><b>90474</b>          | Sheet:<br>1/1 | Scale:<br>1:1 | A3        |