

INSTALLATION INSTRUCTIONS

Dual-Axis Adjustable Bushings

1. Take initial alignment reading to determine that the vehicle is out of OEM specification.
2. Remove tire/wheel assembly and the currently installed bushing from the upper ball joint.
3. Install the DUAL -AXIS ADJUSTABLE BUSHING in the Neutral or 0 Degree position by dialing the "N" of the INNER BUSHING to the SLOT of the OUTER BUSHING (See Illustration #1). It does not matter at this point in what position the Dual-Axis bushing is installed.
4. Take a new alignment reading to determine the amount of positive (+) or negative (-) Camber & Caster changes necessary.
5. Refer to the proper chart for the vehicle make you are servicing.
6. Follow both measurements (camber & caster changes required) to their intersection on the chart. In this box, you will find two letters. The UPPER letter represents the code for positioning the INNER adjuster. The LOWER letter is the reference for positioning the OUTER adjuster (See Illustration #2).
7. It is not necessary to remove the DUALAXIS bushing to index to the proper position! Using a thin wall socket or channel type pliers will make adjustments easy.
8. Simply adjust the INNER bushing so the UPPER letter recorded earlier lines up with the SLOT of the OUTER bushing. Dial the OUTER bushing so that the slot lines up in the appropriate location of the knuckle according the LOWER number of the chart (See Illustration #3).
9. Install the pinch bolt or ball joint castle nut and torque to manufacturer's specifications. (Install new castle nut included with bushing, where provided, to allow for proper cotter pin installation.)
10. Install snap ring or cotter pin as required.
11. Proceed with alignment and road test the vehicle.

Illustration #1

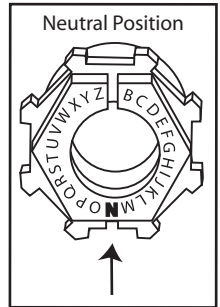
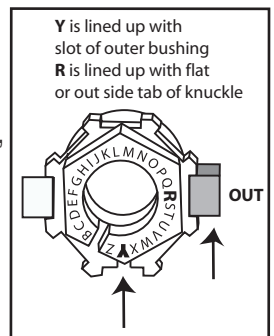


Illustration #2



Illustration #3



1980-95 F150 & F250 Ford Trucks 4x4
 1992 & newer F250 Super-duty Ford Trucks 4x4
 1998 & newer F350, F450 & F550 Ford Trucks 4x4
 1994-99 Dodge Ram 2500, 3500 4x4 & 4x2

| | | CAMBER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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