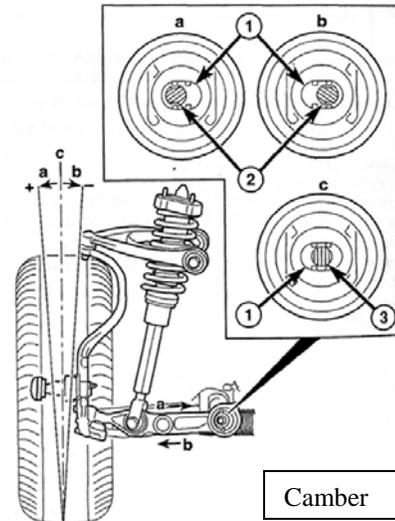


Camber/Caster Bolt

1. Determine the amount of change needed.
2. Raise the vehicle by the frame.
3. Remove Belly pan as necessary
4. Remove heat shield covering the stabilizer bar.
5. Remove stabilizer bar bushing retainer to the cradle.
6. Swing the stabilizer bar rearward and down and out of the way.
7. Remove the bolt from the inboard control arm and tension strut arm and discard.

Note: The grooves on the adjustment bolts are off-center, forcing the bolt to be installed in one of two ways depending on whether more positive or negative camber or caster necessary. The bolts must be rotated 180 degrees to achieve either more positive or negative camber or caster. **DO NOT** force the adjustment bolt.



8. **Camber adjustment** – the adjustment bolts are designed to work in conjunction with “bat wing” holes that are formed in to the inner metal of **lower control arm** bushing (1) allowing for **lower control arm** movement approximately 0.3 in either direction.
9. To achieve more positive camber, refer to fig (a). Move the control arm **or** tension strut in the desired direction, then insert the adjustment bolt (2) with washer installed through the round hole in the engine cradle and “bat wing” hole (1) in the bushing inner metal.
10. To achieve more negative camber refer to fig (b) in the figure. Move the control arm **or** tension strut in the desired direction, then insert the adjustment bolt (2) with washer installed through the round hole in the engine cradle and “bat wing” hole (1) in the bushing inner metal.
11. **Caster adjustment** – the adjustment bolts are designed to work in conjunction with “bat wing” holes that are formed in to the inner metal of the **tension strut** bushing (1) allowing for **tension strut** movement approximately 0.3 in either direction.
12. To achieve more positive caster, refer to fig (a) in the figure. Move the **tension strut** in the desired direction, then insert the adjustment bolt (2) with washer installed through the round hole in the engine cradle and “bat wing” hole (1) in the bushing inner metal.
13. To achieve more negative camber refer to fig (b) in the figure. Move the **tension strut** in the desired direction, then insert the adjustment bolt (2) with washer installed through the round hole in the engine cradle and “bat wing” hole (1) in the bushing inner metal.
14. Start a New Nut on the end of the mounting bolt by hand, then while holding the head of the bolt stationary, install the nut. **Do not tighten the nut at this time**
15. Lower the vehicle to curb position, Jounce the rear then the front of the vehicle an equal amount of times.
16. Using a crowfoot wrench, tighten the adjustment bolt to manufacture torque spec while holding the bolt stationary.
17. Reinstall the stabilizer bar and heat shields and belly pan.
18. Recheck alignment and road test

