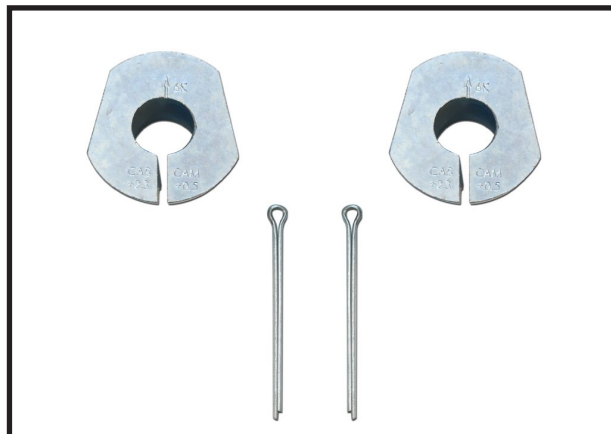


PART #	DESCRIPTION
62530	2005-UP FSD 2.5 <a href="#">ALIGNMENT CAM KIT</a>

COMPONENTS INCLUDED	
(2) 167008 SD ALIGNMENT CAM 0.5 CAM/2.3 CAS	
HARDWARE INCLUDED	
(2) 605900 1/8 X 2.000 COTTER PIN STEEL	
TOOLS REQUIRED	
PLIERS BRASS HAMMER	TORQUE WRENCH 24MM SOCKET / WRENCH
TECH NOTES	
N/A	


**WARNING!**

**\*\* READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE!**

**\*\* ICON VEHICLE DYNAMICS RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING UNDER A VEHICLE THAT IS SUPPORTED WITH JACK STANDS.**

**INSTALLATION**

- Lift the front end of the truck and support the frame at the front frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE. Remove front wheels.
- Remove the driver side stock alignment cam: Remove the cotter pin from the ball joint castle nut. Remove the castle nut from the upper ball joint using a 24mm. With a brass hammer, strike the ball joint stud to dislodge the taper. Be careful not to damage the threads. Remove stock alignment cam.
- Install the new alignment cam: Make sure the arrow is pointing toward the front of the truck and the flat end of the cam is aligned with the flat end of the knuckle. Use the old sleeve to tap the new one down onto the taper. Install the castle nut using a 24mm [Torque to 69 ft-lbs]. Install the new cotter pin.
- Repeat the previous steps for the passenger side.
- Reinstall the wheels and lower the vehicle to the ground.
- Have the vehicle professionally aligned: Caster and camber are now set with the alignment cam.

**VERIFY ALL FASTENERS ARE PROPERLY TORQUED BEFORE DRIVING VEHICLE.**

**RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 100 MILES AND PERIODICALLY THEREAFTER.**