



Camber / Caster Shim Part # 1032H / 1035H

Part # 1032H

80-96 Ford F-150, Bronco, F-250 4WD
80-85 Ford F-350 4WD

Part # 1035H

83-89 Ford Ranger 4WD
83-90 Ford Bronco II 4WD

On Ford Twin Traction Beam models, the camber is adjusted by replacing the camber adjusting bushing. Camber changes are determined by the angle at which the mounting bushing holds the ball stud.

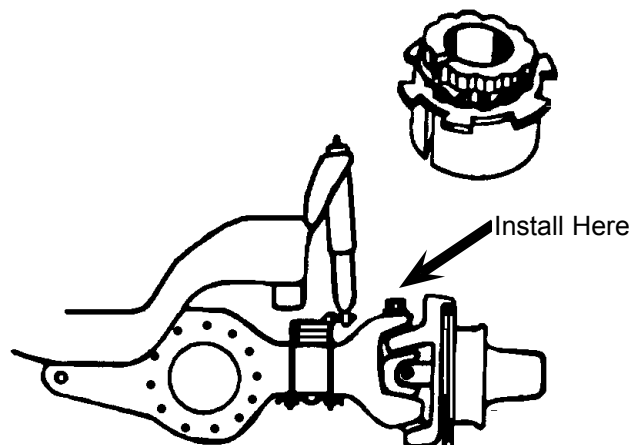
REMOVAL INSTRUCTIONS:

1. Remove the upper ball joint cotter pin & nut.
2. To help prevent a tight steering condition & aid in the seating of the bushing, remove the lower ball joint cotter pin & loosen the nut to the end of the stud, but DO NOT remove.
3. Strike the inside of the spindle near the upper & lower ball joints to break the spindle loose from the ball joint studs. Remove the old bushing using a pitman arm puller or similar tool.

INSTALLATION OF THE NEW BUSHING:

1. Partially tighten the lower ball joint stud nut to 40 Ft. Lbs. & lubricate the bushing. Install the bushing over the ball joint stud. Place the old bushing on top of the new & tap down to seat in place.
2. **Using a 1 1/8" box wrench**, rotate the bushing until the desired alignment is achieved. Position into place using the closest notch possible.
3. Place the old bushing over the new bushing again & firmly tap the bushing down as far as possible into the axle to correctly seat the taper of the bushing.
4. Install the upper ball joint stud nut & tighten to 95-110 Ft. Lbs. Advance (DO NOT LOOSEN) the nut to the next castellation & install the new cotter pin.
5. Finish tightening the lower ball joint nut to 95-110 Ft. Lbs. Advance the nut to the next castellation & install the new cotter pin.
6. Reinstall the tires / wheels & lower the vehicle & road test.

Note: Excessive spindle turning effort or poor steering returnability *may* be the result of not following the proper tightening sequence or worn / bent ball joints.



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