

## PART NO. 86350

### Instructions Sheet GM TRUCK & SUV OFFSET CAMBER BUSHINGS

*This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.*

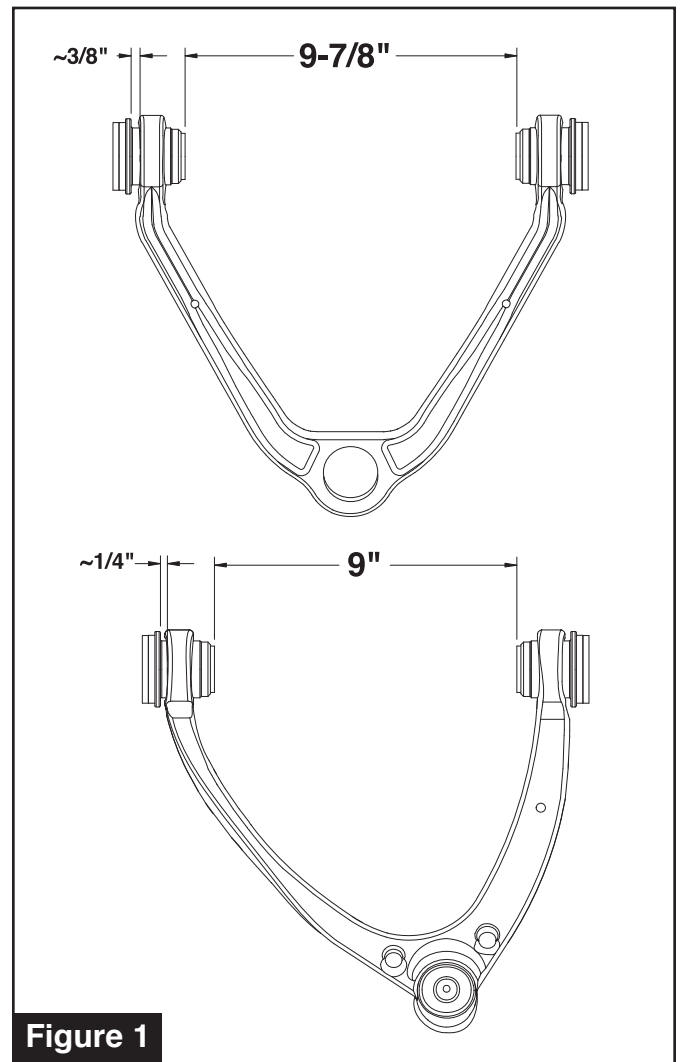
**These bushing are designed for positive camber change only. Using the bushing for caster change may put the bushing and arm in a bind and may result in premature bushing failure.**

1. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns.
2. Raise and support vehicle under lower control arms. Use caution when lifting vehicle and use appropriate support device. Remove wheel assembly.
3. Remove upper control arm from vehicle using manufacture's recommended procedure. Follow all safety precautions.
4. With upper arm supported in a vise, follow instructions included in press adapter kit #79500 along with #72509 ball joint press tool to remove old bushings and install new offset bushings.

**NOTE: The bushings are marked with a reference notch. The replacement bushings must be installed in pairs with the reference marks in the same relative location so the mounting bolts are in line with each other. Failure to follow this procedure may result in poor handling and premature bushing wear.**

5. For full positive camber change press in the bushing with the reference mark pointing away from the ball joint and in line with the control arm.
6. Press both bushings in to achieve dimesnions shown in **Figure 1**.
7. The distance for 1988-2006 vehicles should be 9 7/8". Make sure the bushings are centered in arm. There should be approximately a 3/8" gap at the widest point between the large flange on the bushing and the outer surface of the arm.
8. The distance for 2007 and up vehicles should be 9". Make sure the bushings are centered in arm. There should be approximately a 1/4" gap at the widest point between the large flange on the bushing and the outer surface of the arm.
9. Reinstall upper control arm using manufacturer's recommended procedure.
10. Set vehicle alignment using stock camber/caster adjusting cams.
11. Road test vehicle.

**Always check for proper clearance between suspension components and other components of the vehicle.**



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