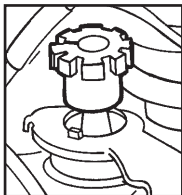
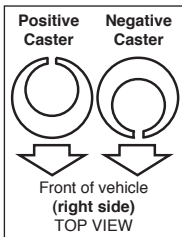
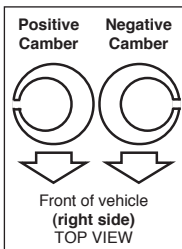


## 4 Wheel Drive Alignment Installation Instructions Camber and/or Caster Change



1. Before beginning any alignment always check for loose or worn parts, tire pressure and odd tire wear patterns. Take alignment readings and determine change needed.
2. Raise vehicle. Remove wheel and tire assembly. Remove upper ball joint cotter pin. Loosen stud nut until top of nut is even with top of stud. Use soft head hammer to sharply hit the top of the stud to free the ball joint from the sleeve.
3. Remove old sleeve with **#8370** or **#88830\*** tool. Observe markings on original equipment sleeve to calculate camber/caster changes.
4. Select desired sleeve.
5. Install sleeve with slot in appropriate position. Make sure the sleeve is down enough so the tape of the sleeve meets the ball joint taper.
6. Install ball joint stud nut & torque 100 ft. lbs., install cotter pin. Reinstall wheel and tire assembly.
7. Set toe, then road test vehicle.



**4 Wheel Drive Ford 1980 & up Bronco, F150, F250, F350  
with ball joint suspension**

<b>APPLICATIONS</b>	<b>Total Camber and/or Caster Change</b>	
Part Number		
23101	.25°	(1/4°)
23102	.50°	(1/2°)
23103	.75°	(3/4°)
23104	1.00°	(1°)
23105	1.25°	(1-1/4°)
23106	1.50°	(1-1/2°)
23107	1.75°	(1-3/4°)
23108	2.00°	(2°)

**4 Wheel Drive Downsize Ford 1983 & up Bronco II,  
1883 & up Ranger**

<b>APPLICATIONS</b>	<b>Total Camber and/or Caster Change</b>	
Part Number		
23121	.25°	(1/4°)
23122	.50°	(1/2°)
23123	.75°	(3/4°)
23124	1.00°	(1°)
23125	1.25°	(1-1/4°)
23126	1.50°	(1-1/2°)
23127	1.75°	(1-3/4°)
23128	2.00°	(2°)