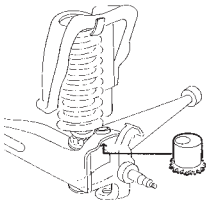


2 Wheel Drive Truck Alignment Installation – Camber Change



1. After inspecting suspension and adjusting caster, determine camber change needed.
2. Remove wheel and tire assembly. Remove upper ball joint cotter pin and stud nut.

NOTE: If lock nuts are used, spray solvent around nut and stud to soften lock tight material.

3. Remove old sleeve with tool #7266 or chisel.
4. Insert appropriate sleeve into yoke in proper position.
5. Install new ball joint stud nut. Torque nut to 100 ft. lbs., install cotter pin, if used. Replace wheel & tire assembly.

6. Replace alignment equipment, recompensate, & recheck alignment readings.
7. Adjust toe, & road test vehicle.

Positive Camber



Front of vehicle
(right side)

Negative Camber



Front of vehicle
(right side)



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Made in U.S.A.

APPLICATIONS	1982-86 Ford F100, F150 & 1982-88 Ranger & Bronco II with ball joints	
Part Number	Total Camber Change	
23161	.25°	(1/4°)
23162	.50°	(1/2°)
23163	.75°	(3/4°)
23164	1.00°	(1°)
23165	1.25°	(1-1/4°)
23166	1.50°	(1-1/2°)
23167	1.75°	(1-3/4°)
23168	2.00°	(2°)

On our website you can discover more about performance alignment kits.