

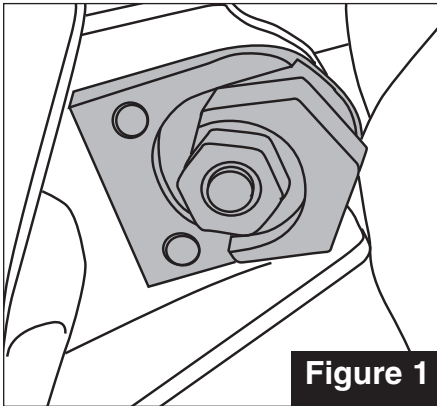
FORD EXPLORER FRONT CASTER/CAMBER KIT

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.

1. Before beginning any alignment always check for loose or worn parts, tire pressure, and odd tire wear patterns.
2. Raise vehicle under frame and support. Remove tire and wheel assembly.
3. Support lower control arm and remove upper ball joint lock nut. Using **Part # 8370** or equivalent, break the ball joint loose from the knuckle.

Caution: Prevent damaging the ABS wiring or axle joints by supporting the knuckle after disconnecting the upper ball joint.

4. Remove the two nuts that retain the upper control arm to the frame and remove the tabbed washers.
5. Install the new plates on both studs so that the locator pins fit in the holes that retained the stock alignment washer. Install the cam so it fits in the plate recess with the offset hole towards the locator pins (**Fig. #1**) and install the supplied nuts. Lightly tighten nuts so cam can be rotated.
6. Install ball joint into knuckle and tighten to manufacturers specification. Install tire and wheel assembly, reinstall alignment equipment and compensate,
7. Adjust camber and caster by rotating cams using **Part # 87175** or appropriate size socket or wrench. Do not turn cam over 90 degrees either way from the center position.



Caution: Do not try turning the cam in a full circle. Adjusting cam is not designed to rotate 360 degrees. Damage to the plate or cam may result.

8. Tighten locknut to manufacturers specification. Be careful not to move adjusting cam.

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

9. Recheck alignment readings and road test vehicle.



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