

CAUTION: Observe proper safety and repair procedures for installation of all chassis parts. Some chassis parts require specialized tools and experience and therefore MUST be installed by a qualified technician otherwise an unsafe vehicle and/or personal injury could result. Wear safety glasses and other protection.

WARNING: Before beginning, check for any damaged or loose suspension connections. Loose connections here indicate worn or broken parts which MUST BE REPLACED. Failure to replace a damaged or worn spindle and/or link may cause the wheel to separate from the vehicle, possibly resulting in serious personal injury.

1. Using a 0° bushing, record and document alignment readings. Select a new bushing to correct these alignment readings.
2. Raise the vehicle and support in a safe manner. Remove the wheel/tire assembly.
3. Remove the upper ball joint cotter pin and nut. Protect the ball joint threads using Ingalls p/n 92532.
4. Using a dead blow hammer, strike the area near the upper ball joint stud to break the bushing loose from the ball joint stud.
5. Remove the old bushing using a pitman arm puller or similar tool.
6. Lubricate the New bushing and install bushing over the ball joint stud. Install the bushing with slot in desired position.
 - A. Slot toward rear of vehicle for positive + caster.
 - B. Slot toward front of vehicle for negative - caster.
 - C. Slot toward inside of vehicle for negative - camber.
 - D. Slot toward outside of vehicle for positive + camber.
 - E. Or any combination of camber and caster.
7. Place the old bushing on top of the new bushing and tap downward to seat the new bushing on the ball joint taper, tap the bushing down as far as possible into the axle.
8. Install the upper ball joint stud nut and torque to the factory specifications. If necessary, advance (DO NOT loosen) the nut to the next castellation to align with the cotter pin hole and install a new cotter pin.
9. Reinstall wheels and check alignment (adjust toe if necessary). Lower vehicle and road test.

ALWAYS CHECK FOR SUSPENSION CLEARANCE

Modifying any suspension component may change other part clearances and cause binding or interferences. After installing any Ingalls' product, the suspension must be checked for binds or interference between all components, other arms and the chassis. Be sure that all control arms, struts and steering ends move freely through the full movement of the suspension (springs may need to be removed to fully check component travel). Installing any Ingalls' product on a modified vehicle (lowered or raised) from the original factory design requires a detailed check of all suspension components and their movements. Ingalls recommends that a trained technician install all products.

Limited Warranty

Subject to Disclaimer. All Ingalls products are warranted against defects in materials and workmanship for ninety (90) days from date of purchase. During the warranty period, Ingalls will repair, or at its option replace at no charge, components that prove to be defective. The product must be returned, shipping prepaid, to Ingalls facility. This limited warranty does not apply if the product is damaged by accident or misuse. The foregoing warranty is in lieu of all other warranties expressed or implied including but not limited to any implied warranty of merchantability, fitness, or adequacy for any particular purpose or use. Ingalls shall not be liable for any special, incidental or consequential damages whether in contract, tort, or otherwise resulting from the use or the inability to use the product.

Warranty Disclaimer

Use of this product in competition, or use on vehicles altered from original manufacturer's specifications or settings, EXPRESSLY VOIDS WARRANTY. The user is urged to inspect for suspension binding or interference when the product is used in these manners. However, due to the varying conditions and manner of use which the product will be subjected to in such uses, Ingalls Engineering Co., Inc. makes no warranties, either express or implied, including any warranty of merchantability or fitness for a particular purpose for use in competition or with specifications or settings other than those specified by the original manufacturer's specifications.