

Installation Instructions

1. Suspend front of vehicle and remove tire/wheel assembly.
2. Remove lower kingpin bearing cap bolts and bearing cap by lightly tapping side to side and gently prying bearing cap.
3. Install the eccentric stud only in place of the removed lower kingpin. Make sure that the lower kingpin bearing is centered in the hole of the spindle housing. A jack underneath the spindle/hub assembly may be helpful in aligning the lower kingpin bearing.
4. Install the base plate over the eccentric stud already in place with the raised collar of the base plate fitting up into the spindle housing. Move spindle/hub assembly to aid installation if necessary. If solid resistance occurs, check to see that the eccentric stud is fully inserted by tapping upward on the hex of the stud. **It may be necessary to loosen (Do Not Remove) the four upper king pin bolts.**

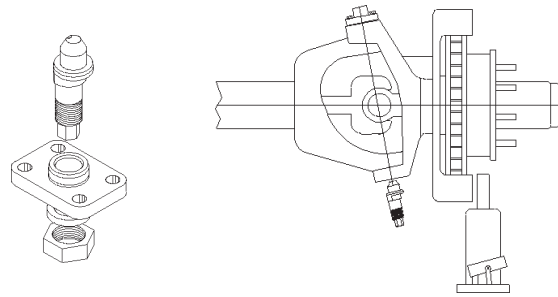
NOTE: Base plate should fit flat against spindle housing.

DO NOT use bolts to pull plate into place.

5. Install the four lower bearing cap bolts and torque in an even pattern to 70-90 ft. lbs.
6. Use a 5/8" socket or a wrench to rotate the hex on the eccentric until the desired camber correction is obtained.
7. Install the lock nut, lock washer and torque to 60-70 ft lbs.
8. Install self tapping grease fitting in bottom of eccentric stud and grease if necessary.

NOTE: Some alignment equipment may indicate a caster change, when in fact, wheelbase is being changed. **For caster change use leaf spring wedges.**

9. Check toe and reset if necessary, reinstall tire/wheel assembly and road test vehicle.



Move the spindle up and down to help in the installation of the adjustable kingpin

Tech Tips: Prior to removing the O.E. lower kingpin, clean the surface area of the 4X4 knuckle to be sure that no dirt or grit gets into the assembly when you install the adjustable kingpin. The use of a floor jack enables the weight on the knuckle assembly to be maintained and allows the wheel to be moved in a controllable manner to allow correct seating of the kingpin. It is not necessary to force or draw the adjustable camber kingpin into place if you maintain the weight of the tire/wheel knuckle assembly with a jack while correctly seating the kingpin. Do Not draw the kingpin cap into place with the bolts. The cap **MUST** be correctly seated prior to tightening the bolts.