CAMBER/CASTER BOLT KIT INSTALLATION INSTRUCTIONS for
LINCOLN LS 2000-current
JAGUAR S-TYPE 2000-current
NEW DESIGN FORD THUNDERBIRD

THIS KIT REPLACES THE PLAIN FACTORY BOLTS WITH CAMBOLTS TO ALLOW ACCURATE ADJUSTMENT OF CAMBER AND CASTER ON THESE VEHICLES.

1) Check vehicle for bent, worn or loose components and repair as necessary.
2) Check alignment and determine front camber and caster changes required. Determine whether both left and right wheels need adjustment, or one side will be sufficient.
3) Lift front of vehicle so suspension hangs freely and bolts holding rack and pinion assembly can be accessed. Support safely.
4) Remove lower covers to allow access to lower control arm pivot bolts and rack and pinion mounting bolts.
5) Remove lower electrical connector from rack and pinion.
6) Remove three mounting bolts and nuts from rack and pinion assembly.
7) Remove pivot bolts and nuts from one or both lower control arms. When removing bolt for rear of left control arm, the rack and pinion assembly will need to be pried backward to obtain adequate clearance. Use care in this procedure. **(See Figure 1)**

NOTE: Some of these vehicles have identical length bolts at the front and rear of the control arms, and some have longer bolts at the front. Our cambolt fits both designs.

8) Place one cam next to head of replacement bolt. Install this assembly through subframe and inner pivot of lower control arm. Place another cam on the bolt, followed by a lockwasher and a nut. Place both cams in a neutral position with the large part of the cam facing up. Snug nut. All bolts will be installed with the nuts toward the front of the vehicle. **(See Figure 2)**
9) Repeat step 8 in one or three bolt positions, depending on whether one or both front wheels need to be realigned.
10) Reinstall rack and pinion to crossmember. Torque fasteners to factory specification.
11) Reinstall electrical connector removed in step 5.
12) Lower vehicle to alignment rack. Reinstall and recompensate alignment sensors as required. Determine camber and caster changes required.
13) Using alignment equipment manufacturer's recommended procedure, adjust camber and caster.
14) Remeasure caster to verify proper readings.
15) Torque nuts on cambolts to 150 ft. lb. (200 N. m.)
16) Replace covers removed in step 4.
17) Complete alignment and road test vehicle.

Figure No. 1

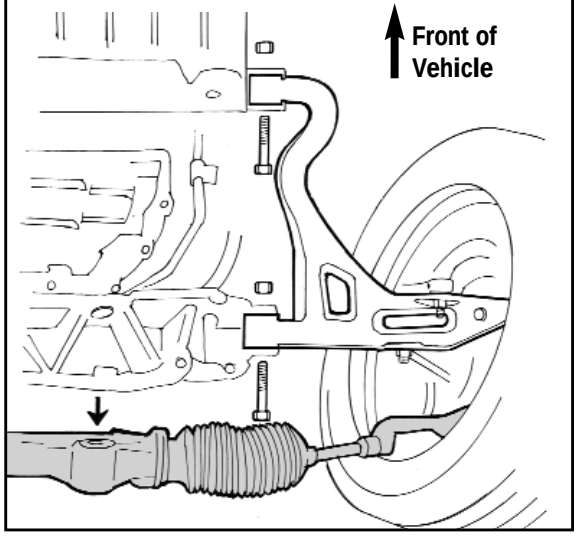

Figure No. 2