

Instructions Jeep Camber Only Bushing

1. Set up alignment gauges, take and record readings.
2. Determine the bushing needed to adjust readings to desired angles.
3. Raise the vehicle with an air jack or suitable lift to remove the weight off of the tire/wheel assembly.
4. Using a appropriate socket, loosen, then remove upper ball joint nut and remove factory bushing.
5. Install the new bushing with the slot facing the desired direction. Refer to the chart for proper slot direction for desired angle changes.
6. Tap on the bushing to seat it. Install and torque bushing nut to manufacture specification and install cotter pin if applicable.
7. Lower the vehicle and jounce the suspension.
8. Take alignment readings and adjust toe on both sides to specification's.
9. Road test vehicle.

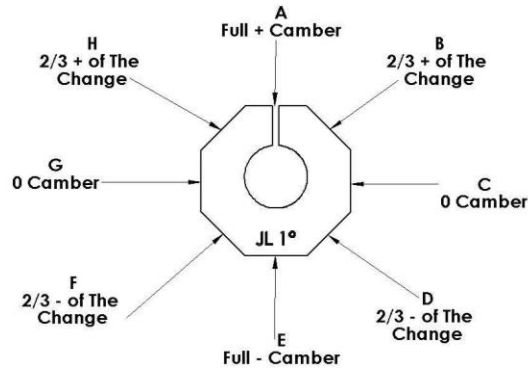
See Back side for EXAMPLE

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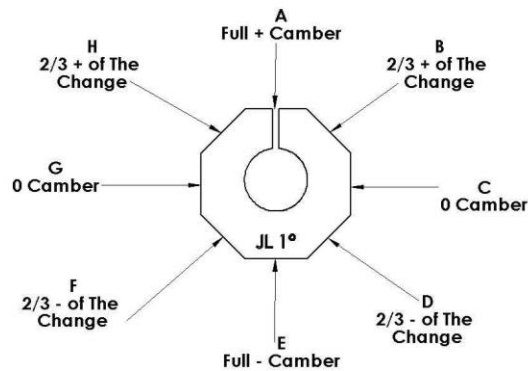
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Bushing Position Chart for Camber Change

NOTE: The example shown is a 1° bushing on a Jeep application. Placed in the vehicle with the slot toward the flat on the knuckle will give you 1° of positive camber. If the bushing were rotated to the “B” or “H” position the bushing will give you 2/3° of positive camber. If the bushing is rotated to the “G” or “C” position the bushing will give you 0° camber change. If the bushing were rotated to the “F” or “D” position the bushing will give you 2/3° of negative camber change. If the bushing is rotated to the “E” position the bushing will give you 1° of negative change.

Note: This Bushing does not affect Caster.



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