

Ford Expedition and Lincoln Navigator

2X4 & 4X4

Front Cam Bolt Kit With Guides

General Information: The front suspension is an independent SLA suspension. The lower control arm attachment brackets are elongated from the factory and hold the lower control arm in place using standard production bolts.

Installation Instructions.

This kit is to be installed on the lower control arm frame brackets.

1. Perform pre-alignment checks in normal manner.
2. Install alignment equipment and record readings.
3. Raise the front of the vehicle under the frame rails to ease movement of the lower control arm in its frame slots and support. **(See Figure 3)**

Note: Raise vehicle enough to take the tension off the lower control arm **(Control arms neutral position.)** Wheels will not be completely raised but will have approximately two tread widths contacting Turn Plates.

4. Install Cam Guides from kit using factory provided holes in the frame rail where the lower control arm bolts to the frame. **(See Fig.1 & Fig.2)**

Note: This kit is packaged with two different size Cam Guides. The small guide is designed for the front of the lower control arm frame rail and the large guide for the rear of the lower control arm frame rail. (These provide surface for cam to turn against) Before installing the plates, remove any excess welding slag from frame to allow smooth adjustments.

5. When installing the front small guide, arrows on guides reference top as well as left and right. The arrows should face up and outward when bolted in place with the flat edge of the guide facing inward, as bolts are placed through holes on frame. Secure Cam Guides with bolts & nuts provided **(See Fig. 1)**
6. When installing the rear large guide, align the holes in the guide with the holes in the frame next to the rear control arm pivot bolt. Secure Cam Guides with bolts & nuts provided. **(See Fig. 2)**
7. With vehicle raised so that control arms are in a neutral position remove the factory lower control arm bolts and nuts one at a time.
8. Install Cam & Bolt Assembly and nut, but do not tighten at this time.

NOTE: Cam bolts in kit are two different lengths. The longer bolt replaces the OE pivot bolt in the front of the control arm and the shorter bolt replaces the OE pivot bolt in the rear of the control arm.

9. Watching your alignment readings, adjust Camber/Caster to manufacturer's specification by turning cam until needed adjustment is achieved.
10. Torque both control arm pivot bolts to **270N.m. (199 ft.lb.)**
11. Proceed with alignment and road test vehicle.

NOTE: A defective air ride system may cause a change in ride height, which will effect Caster/Camber readings. Be sure the air ride system is working properly.

Figure 1

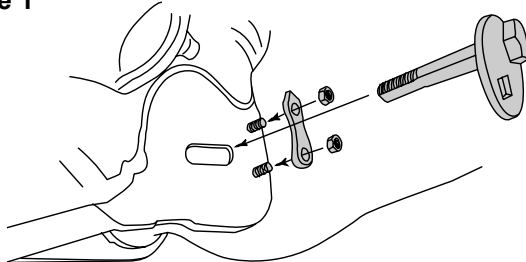


Figure 2

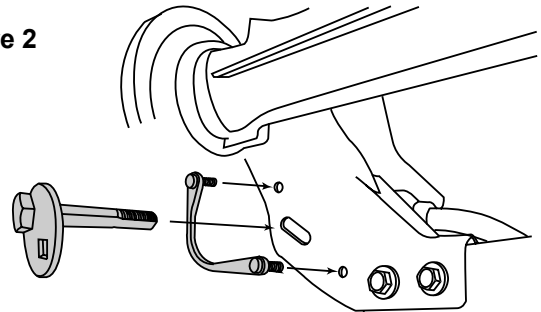
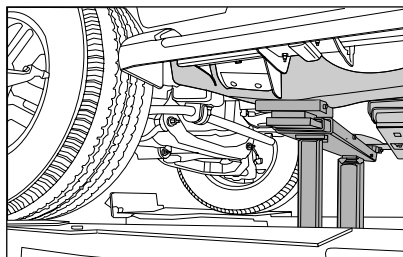


Figure 3



Note: Illustrations are shown from the passenger side of vehicle