

**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:

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

**Warning:** 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. Attempting to adjust cams with weight on vehicle may result in damage to plate or cam.

4. Loosen the LH and RH stabilizer bar-to-frame bracket and support out of the way. **(See Fig.2)**
5. With vehicle raised so that control arm are in the neutral position remove the factories lower control arm bolts and nut one at a time and discard.
6. Install cam bolt kit and nut, snug the nut but do not tighten at this time.

**Note:** Cam bolts are installed in reverse direction from OE bolts. **(See Fig.3)**

7. Repeat this process to install the rest of the kit.
8. Watching your alignment readings, adjust Camber /Caster to manufacturer's specification by turning cam until needed adjustment is achieved.

**Warning:** Adjustment cam is not designed to turn 360 degree. Damage to the plate or cam may result.

9. Torque both control arm pivot bolts to manufacture's specification.)
10. Proceed with alignment and road test vehicle.

FIG.1

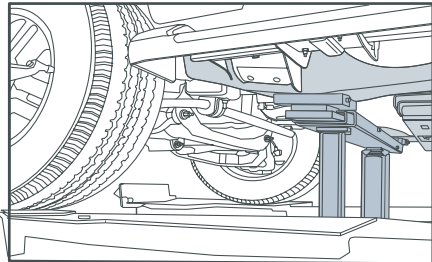


FIG.2

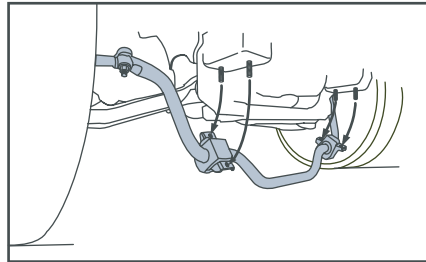
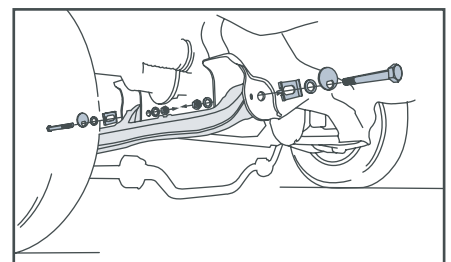


FIG.3



On some F150 models the weld on the frame of the truck could get in the way of the camber/caster guide. Use a suitable device to remove a corner of the guide to make clearance if necessary. Use the template below for a reference.

