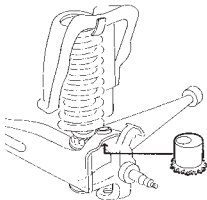


2 Wheel Drive Truck Alignment Installation – Camber Change



1. After inspecting suspension and adjusting caster, determine camber change needed.
2. Remove wheel and tire assembly. Remove upper ball joint cotter pin and stud nut.

NOTE: If lock nuts are used, spray solvent around nut and stud to soften lock tight material.

3. Remove old sleeve with tool #7266 or chisel.
4. Insert appropriate sleeve into yoke in proper position.
5. Install new ball joint stud nut. Torque nut to 100 ft. lbs., install cotter pin, if used. Replace wheel & tire assembly.

6. Replace alignment equipment, recompensate, & recheck alignment readings.
7. Adjust toe, & road test vehicle.
8. Toll free technical hot line:

1-800-525-6505

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Specialty Products CO. • (303) 772-2103

Positive Camber



Front of vehicle
(right side)

Negative Camber



Front of vehicle
(right side)



Specialty Products Company

Longmont,
Colorado
80502-0923

Made in U.S.A.
Printed in U.S.A.

APPLICATIONS

1982-86 Ford F100,
F150 & 1982-88
Ranger & Bronco II
with ball joints

Part Number

Total Camber Change

23161	.25°	(1/4°)
23162	.50°	(1/2°)
23163	.75°	(3/4°)
23164	1.00°	(1°)
23165	1.25°	(1-1/4°)
23166	1.50°	(1-1/2°)
23167	1.75°	(1-3/4°)
23168	2.00°	(2°)