



## Camber / Caster Shim Part# 1032H / 1035H

### Part # 1032H

80-96 Ford F-150, Bronco, F-250 4WD

80-85 Ford F-350 4WD

### Part # 1035H

83-89 Ford Ranger 4WD

83-90 Ford Bronco II 4WD

On Ford Twin Traction Beam models, the camber is adjusted by replacing the camber adjusting bushing. Camber changes are determined by the angle at which the mounting bushing holds the ball stud.

Part # 1032H and 1035H bushings have a detachable lock ring that allows a full 360 degrees of bushing rotation. This allows the bushings to correct either positive or negative camber or caster as well as any joint camber / caster correction.

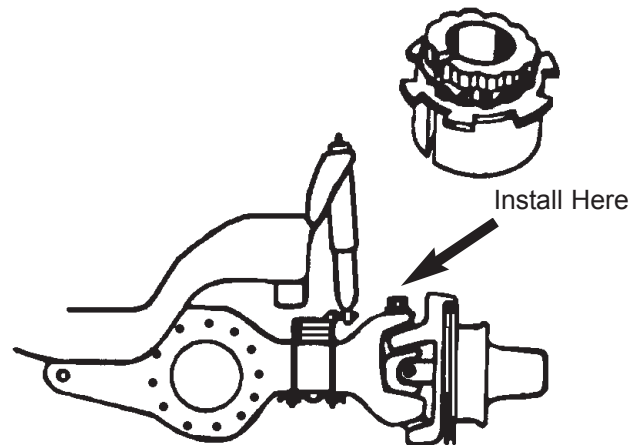
### REMOVAL INSTRUCTIONS:

1. Remove the upper ball joint cotter pin and nut.
2. To help prevent a tight steering condition and aid in the seating of the bushing, remove the lower ball joint cotter pin and loosen the nut to the end of the stud, but **DO NOT** remove.
3. Strike the inside of the spindle near the upper and lower ball joints to break the spindle loose from the ball joint studs. Remove the old bushing using a pitman arm puller or similar tool.

### INSTALLATION OF THE NEW BUSHING:

1. Partially tighten the lower ball joint stud nut to 40 Ft. Lbs. Lubricate the bushing. Remove the lock ring and install bushing over the ball joint stud. Place the old bushing on top of new and tap down to seat in place.
2. **Using a 1 1/8" box wrench**, rotate the bushing until desired alignment is achieved. Position the lock ring into place using the closest notch possible. Install the snap ring.
3. Place the old bushing over the new bushing again and firmly tap the bushing down as far as possible into the axle to correctly seat the taper of the bushing.
4. Install the upper ball joint stud nut and tighten to 95-110 Ft. Lbs. Advance (DO NOT LOOSEN) the nut to the next castellation and install new cotter pin.
5. Finish tightening the lower ball joint nut to 95-110 Ft. Lbs. Advance the nut to the next castellation and install a new cotter pin.
6. Reinstall wheels, lower vehicle and road test.

**NOTE: Excessive spindle turning effort or poor steering returnability *may* be the result of not following the proper tightening sequence or worn / bent ball joints.**



### Accessories:

Radius Arm Bushings  
I-Beam Drop Brackets  
Steering Stabilizers

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