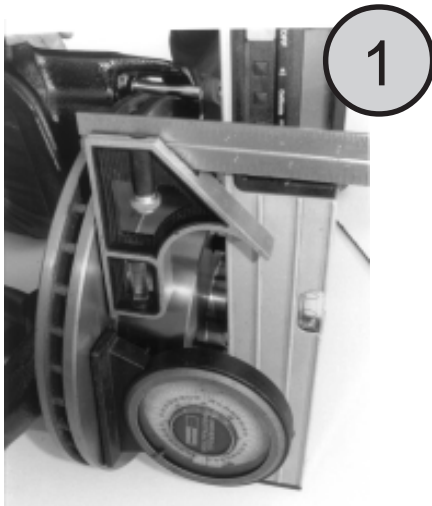


Home Alignment

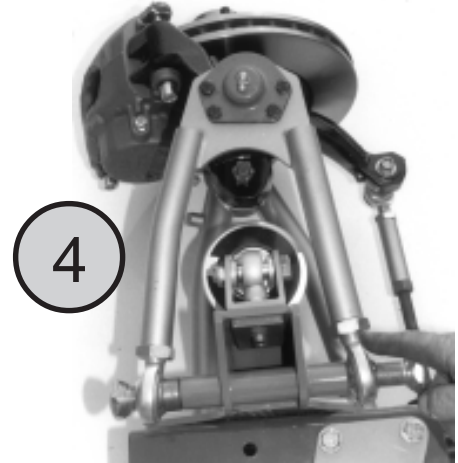
Upper A-Arm Alignment



1

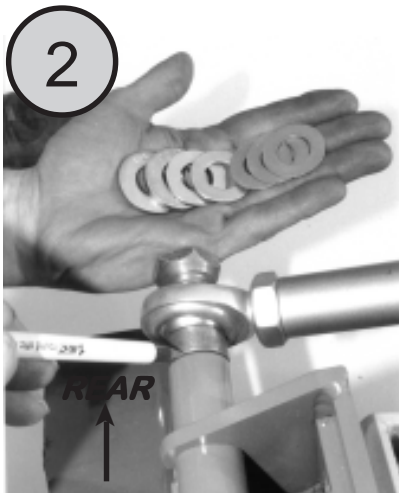
FIRST - Set camber to get to the alignment shop. Align the upper A-Arms after the car is assembled and has all the weight on the chassis. Using any type of vertical level (examples in photo), on the rotor face, adjust upper A-Arm rod ends until rotor is vertically level.

FRONT →



4

THIRD - set caster. With a magnetic degree wheel or a level on the caster platform set caster (specs below) from 1 1/2 to 4°. If using a level, mark bubble location and make both sides the same. Adjust equal amount of threads on both rod ends. To move upper A-Arm to rear go in 2 threads on rear leg. Recheck until you're close. More caster will make the steering wheel return back to center quicker. **LAST** - Recheck camber, re-adjust if necessary.



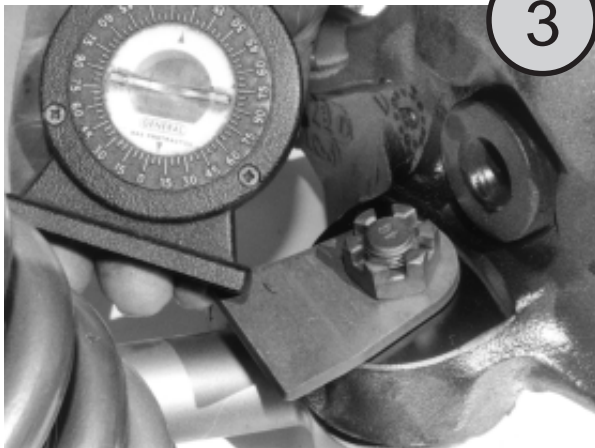
2

To remove all front-to-rear upper A-Arm movement, start with one sleeve next to each rod end, and then using a combination of thick or thin washers, shim as required (following alignment specs below) to remove any extra space on the rear pivot bolt only. Torque pivot bolts to 60 ft. lbs.

REAR ↑

3

SECOND - Place the caster platform provided under the lower spindle nut and tighten. Place a level or magnetic angle finder on this platform and adjust the caster. Remove platform when finished.



ALIGNMENT SHOP SPECS:

TOE IN: 1/16" to 1/8" total
CHAMBER: 0 to 1/4 positive
CASTER: 1 1/2' to 4"
set both the same above

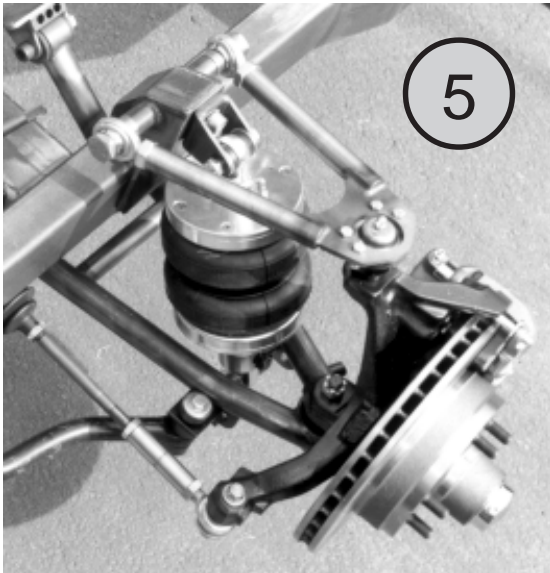
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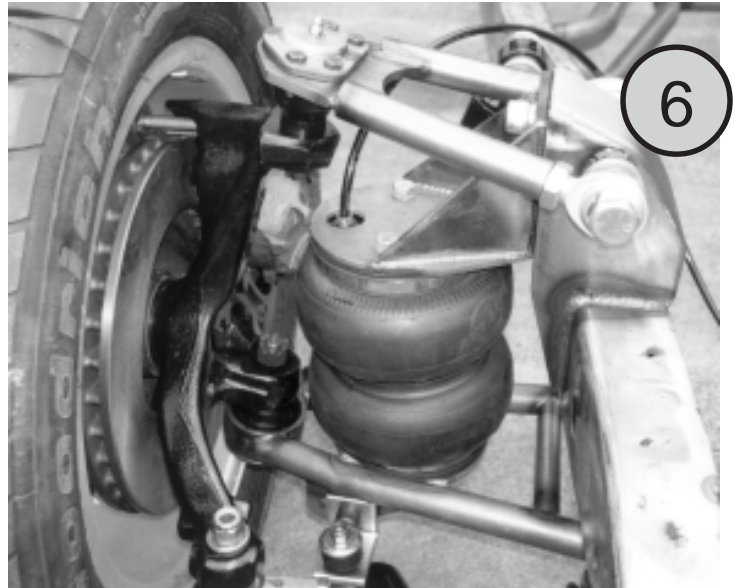
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Alignment with Air Bag - cont.



We install AirRide Technologies ShockWave™ SKW1003 on our 60-87 PU IFS for customer orders. Fully extended they are 11 1/4", while ride height is 10 1/4". With all the weight on the chassis, bring the front ShockWave™ units up to 10 1/4" center-to-center between the upper-&-lower mounting holes. Note how much air pressure is on the gauge at 10 1/4". This will be your driving pressure for correct alignment.



Determining ride height using standard air bags will depend on tire-fender clearance for a full turning radius. You'll need all the weight on the chassis, then raise the car until the tire turns completely back-and-forth without rubbing on the fender. Next, follow the alignment sequence 1-4. Last, check the gauge and remember how much pressure is at ride height. This front pressure will give correct driving alignment.



Additional adjustment - Most of our air bag IFS and our coilover IFS have an adjustable upper tower mount. Use both Allen bolts when changing holes to get the stance you like best.



LAST - Set the toe-in. Always measure between the same tread on each tire. We recommend setting about an 1/8-inch toe-in when you're finished with the installation. First, you'll have to measure the back (of tires) between the treads and then the front using the same tread as the rear. When the measurements match, then you can set the front tread 1/8-inch in.

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WARNING: Installation of any component or kit should only be performed by persons experienced in the installation and proper operation of SUSPENSION SYSTEMS. It is also the responsibility of the person installing any SUSPENSION SYSTEM or kit to determine the suitability of the component or kit for that particular application.

DISCLAIMER OF WARRANTY

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