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Camber / Caster Bushing Part # 1029H Installation Instructions

1. Raise the vehicle so that approximately half of the vehicle weight is off the tire/wheel assembly.
2. Remove the upper ball joint stud snap ring. (Where Applicable)
3. Using a 12mm socket to loosen the upper ball joint pinch bolt & remove the OEM camber / caster bushing by prying upward under the camber / caster bushing shoulder.
4. Install the new Skyjacker camber / caster bushing with the slot facing in the desired direction. Refer to the chart on the next page for the proper slot direction for the desired angle changes.
5. Tap downward on the camber / caster bushing to seat it & snug down the pinch bolt nut.
6. Reinstall the snap ring. (Where Applicable)
7. Turn the camber / caster bushing to obtain the desired final results.
8. Tighten the pinch bolt nut to 48 to 65 ft-lb.
9. Lower the vehicle & road test.

EXAMPLE: The example shown on the next page is a 2 degrees bushing used on a 2WD application. Placed in the vehicle with the slot toward the front (as shown) CASTER only would change. (2 degree Negative in the sample shown.) If the bushing were rotated to the "B" position CASTER & CAMBER would each decrease 1-3/8 degree. This is illustrated by the (-) marks in both the CASTER CHANGE circle & CAMBER CHANGE circle intersecting the line to the letter "B".

| 2WD & 4 WD Applications | Bushing I.D. Number | + or - Degrees of Adjustment | | | |
|---|---------------------|------------------------------|--------------------------|-----------------------|--------------------------|
| | | 2WD | | 4 WD | |
| | | Max. Camber or Caster | Combined Camber & Caster | Max. Camber or Caster | Combined Camber & Caster |
| FORD 2WD 87 & Up F150, F250, & F350 89-90 Bronco II 91 & Up Explorer 89 & Up Ranger | HR-1/4 | .25 (1/4) | .2 (3/16) | .2 (3/16) | .1 (1/8) |
| | HR-1/2 | .50 (1/2) | .3 (5/16) | .4 (3/8) | .2 (1/4) |
| | HR-3/4 | .75 (3/4) | .5 (1/2) | .5 (5/8) | .4 (3/8) |
| | HR-1 | 1.00 (1) | .7 (11/16) | .7 (3/4) | .5 (1/2) |
| FORD 4 WD Mid 90 Bronco II 90 & Up Explorer Mid 90 & Up Ranger <i>(All three with pinch bolt style axle)</i> | HR-1 1/4 | 1.25 (1 1/4) | .9 (7/8) | .9 (7/8) | .6 (5/8) |
| | HR-1 1/2 | 1.50 (1 1/2) | 1.1 (1-1/16) | 1.0 (1) | .7 (3/4) |
| | HR-1 3/4 | 1.75 (1 3/4) | 1.2 (1-3/16) | 1.2 (1-3/16) | .9 (7/8) |
| | HR-2 | 2.00 (2) | 1.4 (1-3/8) | 1.4 (1-3/8) | 1.0 (1) |
| MAZDA 4 WD 91 & Up Navajo | EX-1 3/4 | DO NOT INSTALL | | 1.75 (1-3/4) | 1.1 (1-1/8) |
| | EX-2 | DO NOT INSTALL | | 2.00 (2) | 1.3 (1-1/4) |

