

## Caster Correction Offset Bushings Installation and Fitment Guide

**\*PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLATION AND FITMENT\***

**Parts Included:**

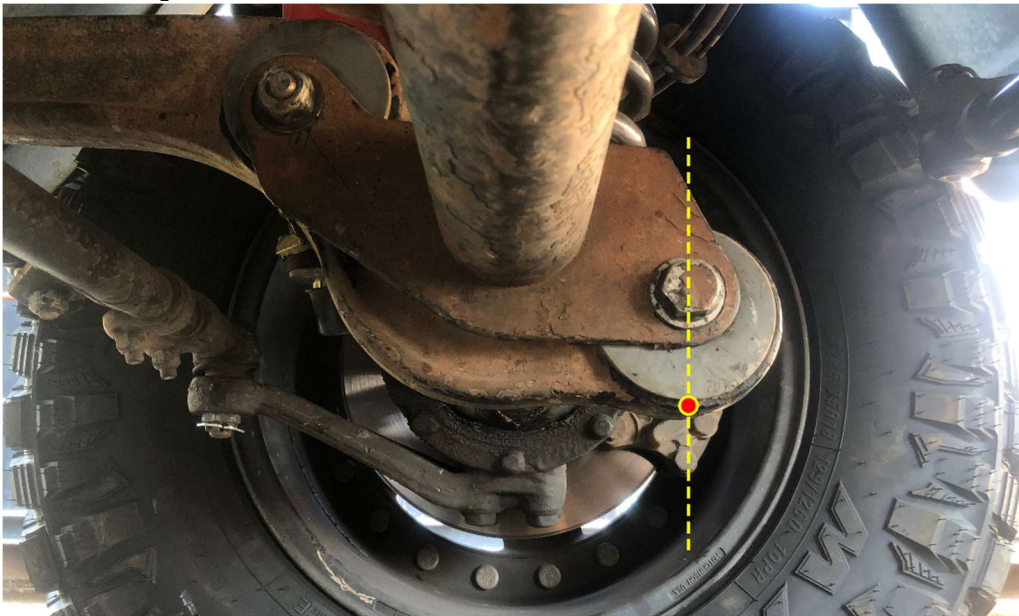
- 4 Polyurethane Bushings (detachable)
- 4 Steel Sleeves

**Recommended Tools:**

- Hydraulic Press
- Torque Wrench

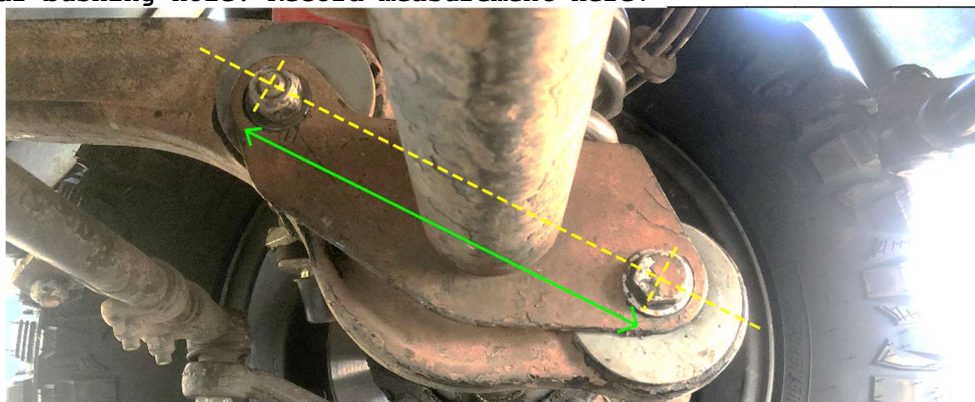
**Instructions/Fitment:**

1. After suspension lift has been equipped, with the vehicle on a flat surface, note the vertical line along the center of the front bushing and mark the bottom most point below the front bushing on the control arm. (Mark pictured in red below).



**Fig. 1 - Driver Front Control Arm pictured. Front of vehicle to the right.**

2. Once this marking has been made on both control arms, safely uninstall both control arms from the vehicle.
3. With the control arms removed from the vehicle, precisely measure the distance from the center of the front bushing hole to the center of the rear bushing hole. Record measurement here:



**Fig. 2 - Green line indicates measurement to make in step 3.**

4. Press out/remove the existing bushings from ONLY ONE CONTROL ARM.
5. Install the first front bushing so that the offset hole is 180 degrees or opposite of the marking made in step 1 (highest point).



Fig. 3 - Front bushing hole (blue) positioned as described in step 5.

6. Install the rear bushing so that the distance from the center of the front to rear bushing holes is the same distance as measured in step 3. The hole should be towards the bottom and towards the back of the control arm.

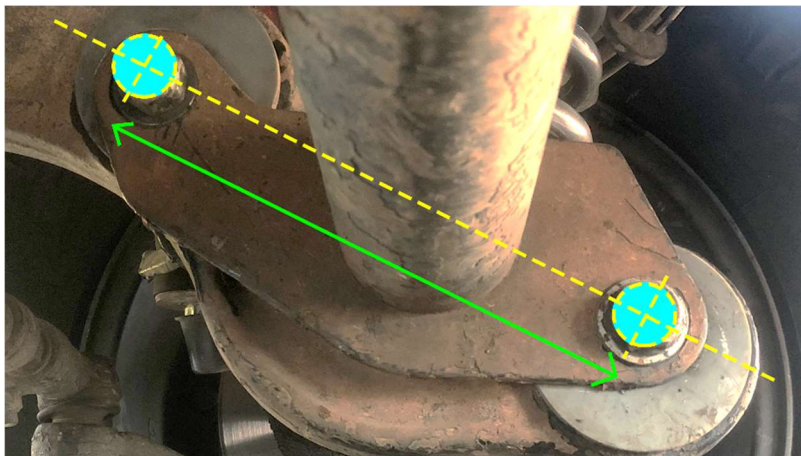


Fig. 4 - Front and rear bushings installed so holes are same distance as recorded in step 3 and positioned as mentioned in steps 5 and 6.

7. Once both bushings are installed onto the first control arm, place this control arm over the other control arm still bearing the original bushings so that the original bushing holes are aligned with the holes of the new caster correction offset bushings. Assure that the new holes are the same distance apart as the originals. If installed correctly, the trailing end of the new control arm should now be angled higher up than the original and the caster correction has been achieved.
8. Repeat steps 4-6 with the second control arm and again confirm that the holes of all caster correction offset bushings on each of the updated control arms are aligned.
9. Reinstall the control arms onto the vehicle using caution so that the edges of the caster correction offset bushings are not snagged on the front axle mounting brackets. Fitment should be snug and some lubricant may need to be applied onto the outside surfaces of the new bushings to slide them into place. Because of tight fitment, it may also be necessary to bleed some air from the edges of the bushings that might have been trapped during reinstallation.
10. Torque all bolts to manufacturer spec.