



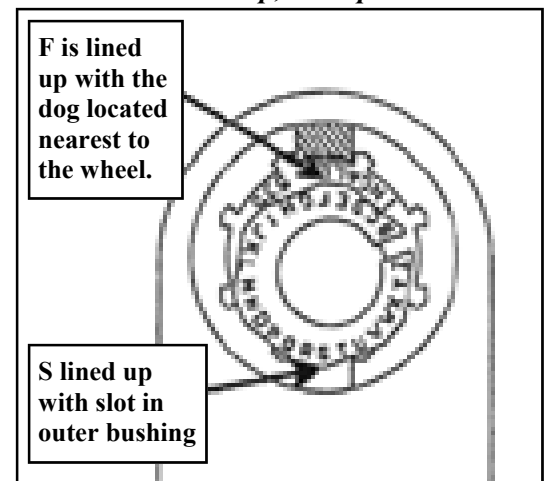
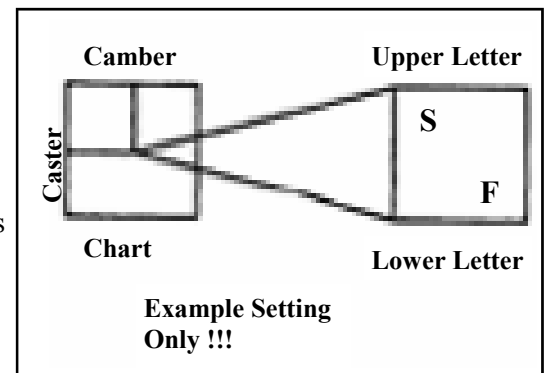
PRO COMP SUSPENSION, Inc. Chula Vista, CA USA

Ph:(619) 216-1444 • Fax:(619) 216-1474 • E-Mail: tech@explorerprocomp.com • Website: www.explorerprocomp.com

INSTALLATION INSTRUCTIONS:

Part # 535 Camber/Caster adjustable bushing '80-'92 4X4 Ford downsize trucks

- 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 535 bushing, remove the lower ball joint cotter pin and loosen the nut, 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.
- 4) Remove the old bushing using a pitman arm puller or similar tool.
- 5) Install the 435-0 Degree bushing and tighten the lower ball joint stud to 40 ft./lbs. Retake alignment readings, then determine camber/caster changes needed.
- 6) refer to the 535 chart.
- 7) On chart, find camber change needed. Camber line runs from left to right at the top of the chart.
- 8) On chart, find caster change needed. For driver side use the left side of the chart. For passenger side use the right side of the chart.
- 9) Follow the desired measurements to their intersection. In this box you will find two letters. The upper letter is the letter code for the inner piece adjustment. The lower letter is for the installation reference point.
- 10) Adjust the inner 535 piece so that the top letter found on chart is centered with slot of the outer 535 piece. **NOTE: When there are two letters on top, line up the center of those two letters with the center of the slot.**
- 11) Remove 435-0 degree bushing.
- 12) Without rotating the inner piece inside the outer of the 535, install the 535 bushing so that the lower letter found on the chart is lined up with the dog or flat located closest to the wheel.
- 13) Install the upper ball joint stud nut and torque to 85-95 ft./lbs., advance nut to next castellation if necessary and install a new cotter pin.
- 14) Finish tightening the lower ball joint stud nut and torque to 95-110 ft./lbs., advance nut to next castellation if necessary and install a new cotter pin.
- 15) Set toe and recheck alignment.



Why use a 435-0 degree bushing: Some Ford trucks come from the factory with an offset bushing already installed. Not all of these bushings are clearly marked. Using the 435-0 degree bushing eliminates math errors when calculating the proper adjustment needed.