

4X4 CASTER SLEEVES - +3.0° FIXED CASTER CHANGE

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

Before beginning alignment check for loose or worn parts, proper tire pressures, and odd tire wear patterns. Replace any loose or worn parts.

Plan Ahead - Read All Instructions **BEFORE** installing part.

1. Raise vehicle and support axle. remove wheel and tire assembly. Following factory service procedures, remove caliper, hub flange cap and snap ring, wheel bearing lock nut, lock plate, and retainer nut. Remove wheel hub/rotor assembly. Remove bolts holding spindle to knuckle and remove spindle from knuckle. Remove bolts holding wiper seal assembly to back of the knuckle.
2. Disconnect tie rod end and drag link from steering arm. Remove steering arm from bottom of knuckle assembly.
3. Remove upper bearing cap from knuckle, keeping track of any factory shims. Lift knuckle and remove from the end of the axle. Remove axle shaft, taking care not to damage the seal.

NOTE: Be prepared to replace seal if it is damaged.

4. Using a drift and hammer, remove the upper and lower factory bearing races.
6. Choose correct orientation of the SPC bearing race assembly (**Figure 1**), and install the upper race into the axle. Install the lower race 180 degrees opposite, using the internal notches to line the races up as they are installed.
7. Pack and install new upper bearing in the upper race. (**Figure 2**)
8. Pack and install new lower bearing on the steering arm. **Figure 2**)
9. Reverse removal procedures for installation. Add supplied shim in addition to any factory shims when installing steering arm and bearing cap. Check bearing preload per factory procedure, and adjust shims as necessary before finalizing alignment.

Always check for proper clearance between suspension and steering components and other components of the vehicle.

10. Install alignment equipment and compensate, verify proper camber/caster readings, set toe and test drive.

Figure 1

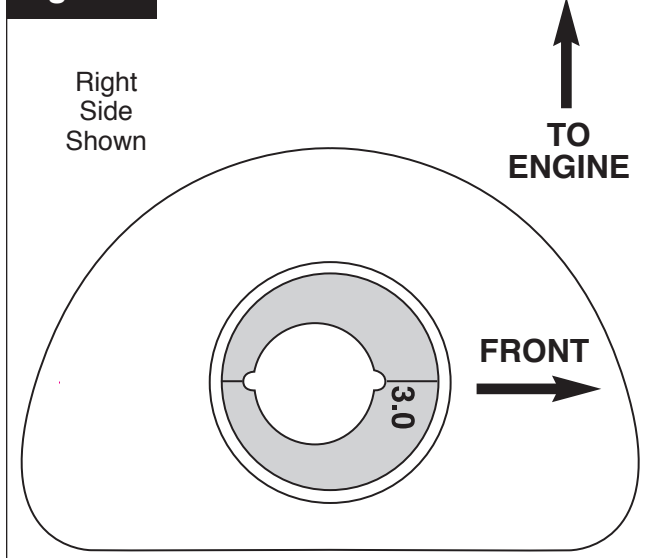
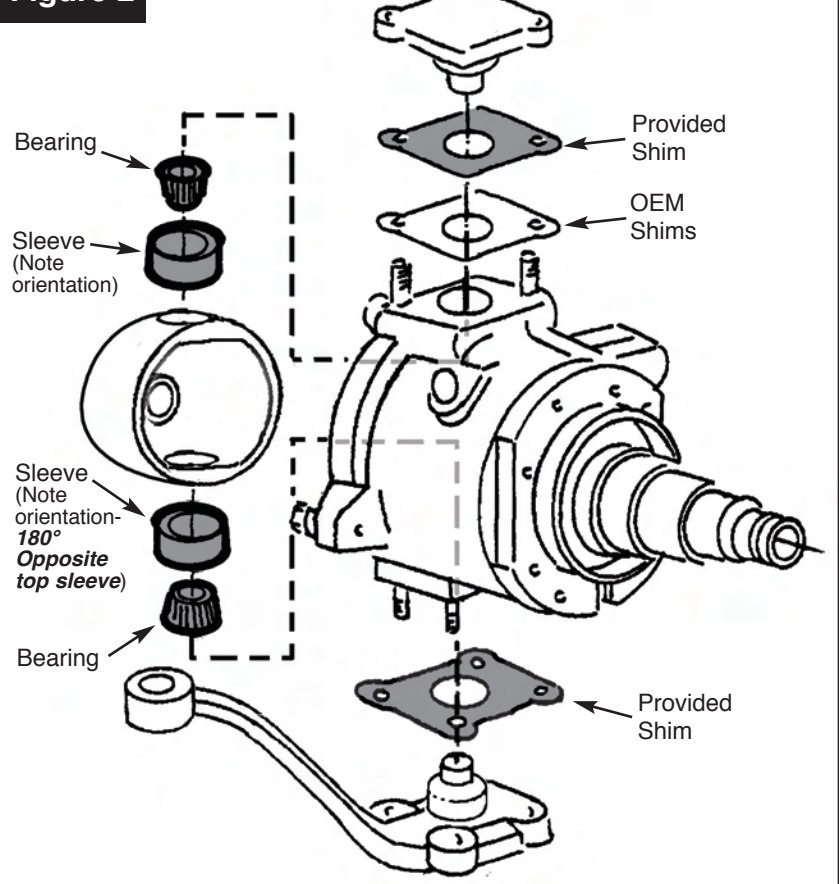


Figure 2



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