

Front Camber and Caster Adjustment

Special Tool(s) / General Equipment

Vehicle/Axle Stands

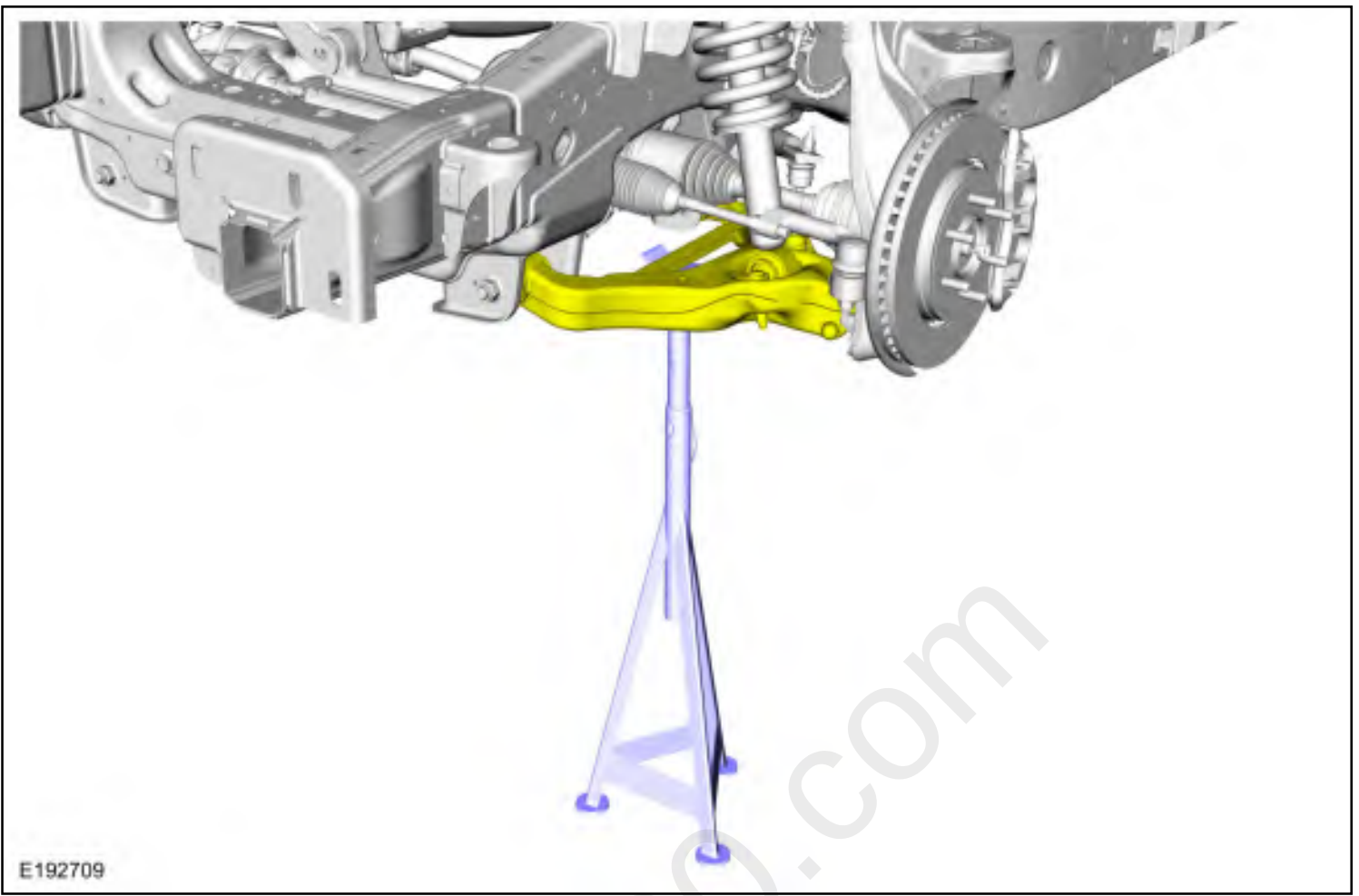
Adjustment

NOTICE: Suspension fasteners are critical parts that affect the performance of vital components and systems. Failure of these fasteners may result in major service expense. Use the same or equivalent parts if replacement is necessary. Do not use a replacement part of lesser quality or substitute design. Tighten fasteners as specified.

NOTICE: Do not remove the stabilizer bar brackets until the stabilizer links have been disconnected or damage to the stabilizer bar links may occur.

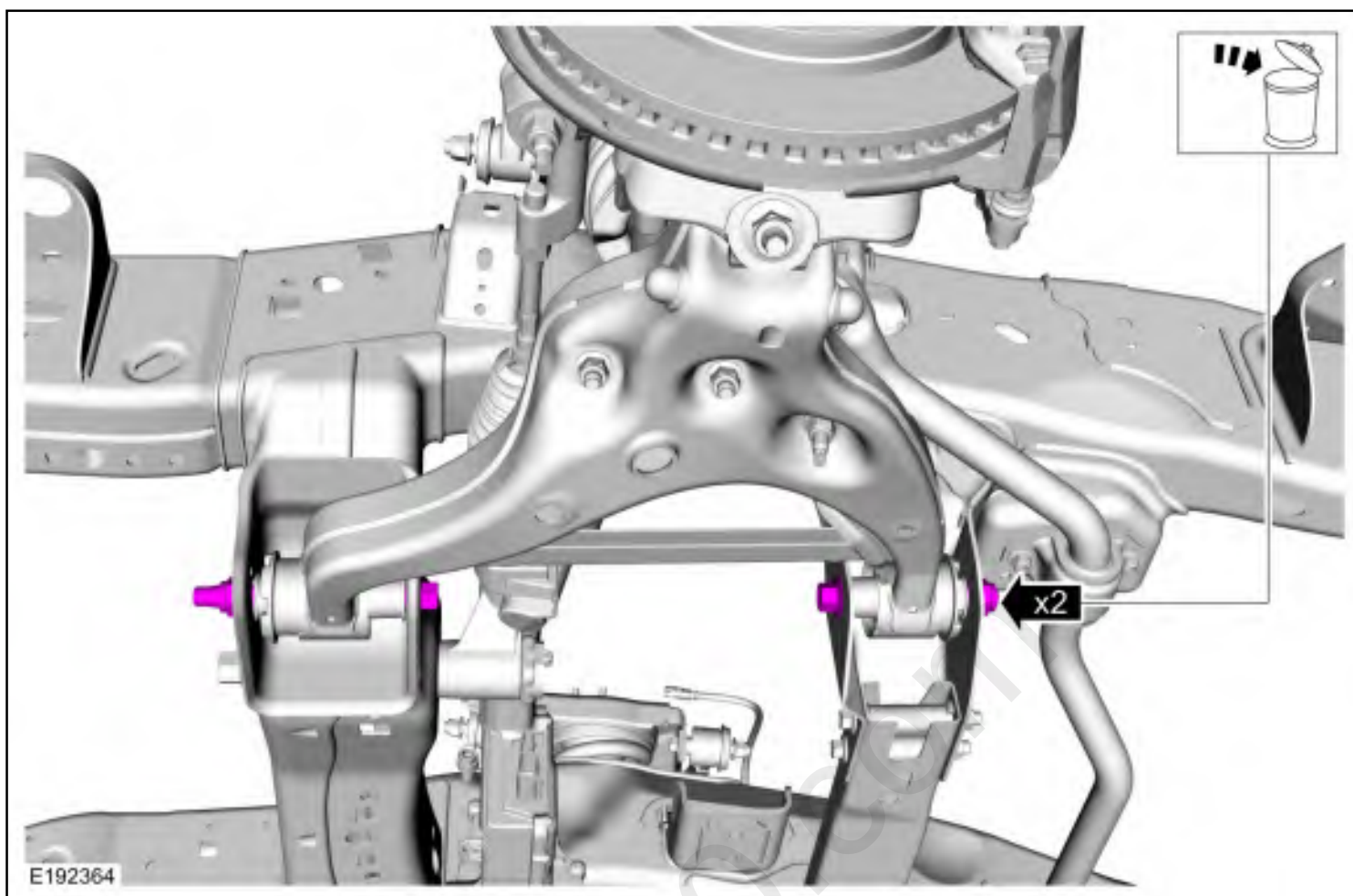
NOTE: To allow for adjustment of the lower arm in the frame slots, the lower arm bolts and nuts must be removed and discarded. They are replaced with cam bolt kit 3C333. The vehicle should be supported by the frame to ease movement of the lower arm in the slot.

1. Using alignment equipment and the manufacturers instructions, measure the front caster and camber.
 - For optimal alignment settings,
Refer to: [Specifications](#) (204-00 Suspension System - General Information, Specifications).
 - If the caster and camber values are not within specification, go to the next step.
2. Support the lower arm.
Use the General Equipment: Vehicle/Axle Stands



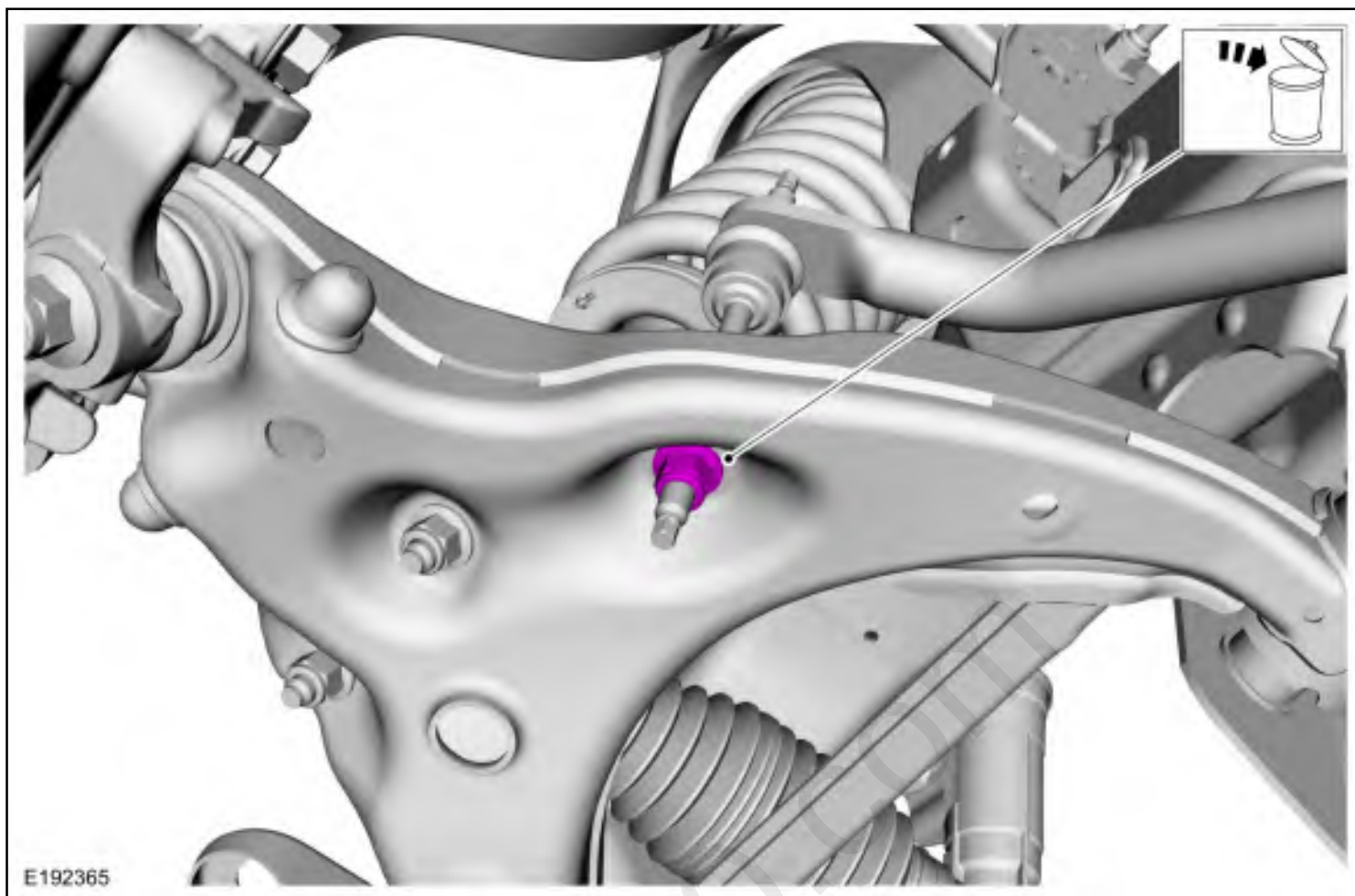
3. **NOTE:** *Support the lower arm with a jackstand.*

On both sides. Remove and discard the 2 lower arm nuts and bolts.
Use the General Equipment: Vehicle/Axle Stands



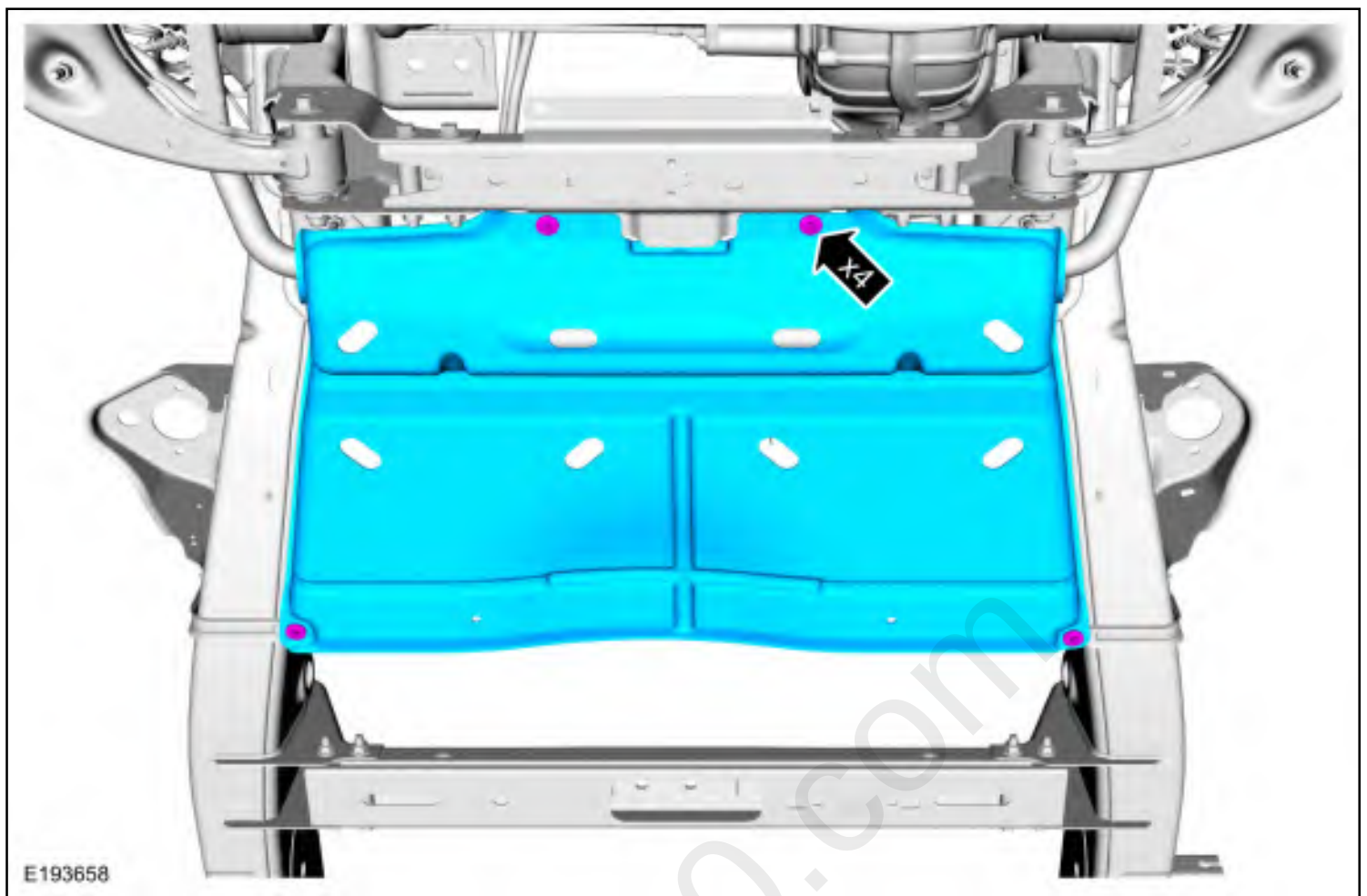
4. **NOTE:** Use the hex-holding feature to prevent the stud from turning while removing the nuts.

On both sides. Remove and discard the stabilizer bar link lower nuts.

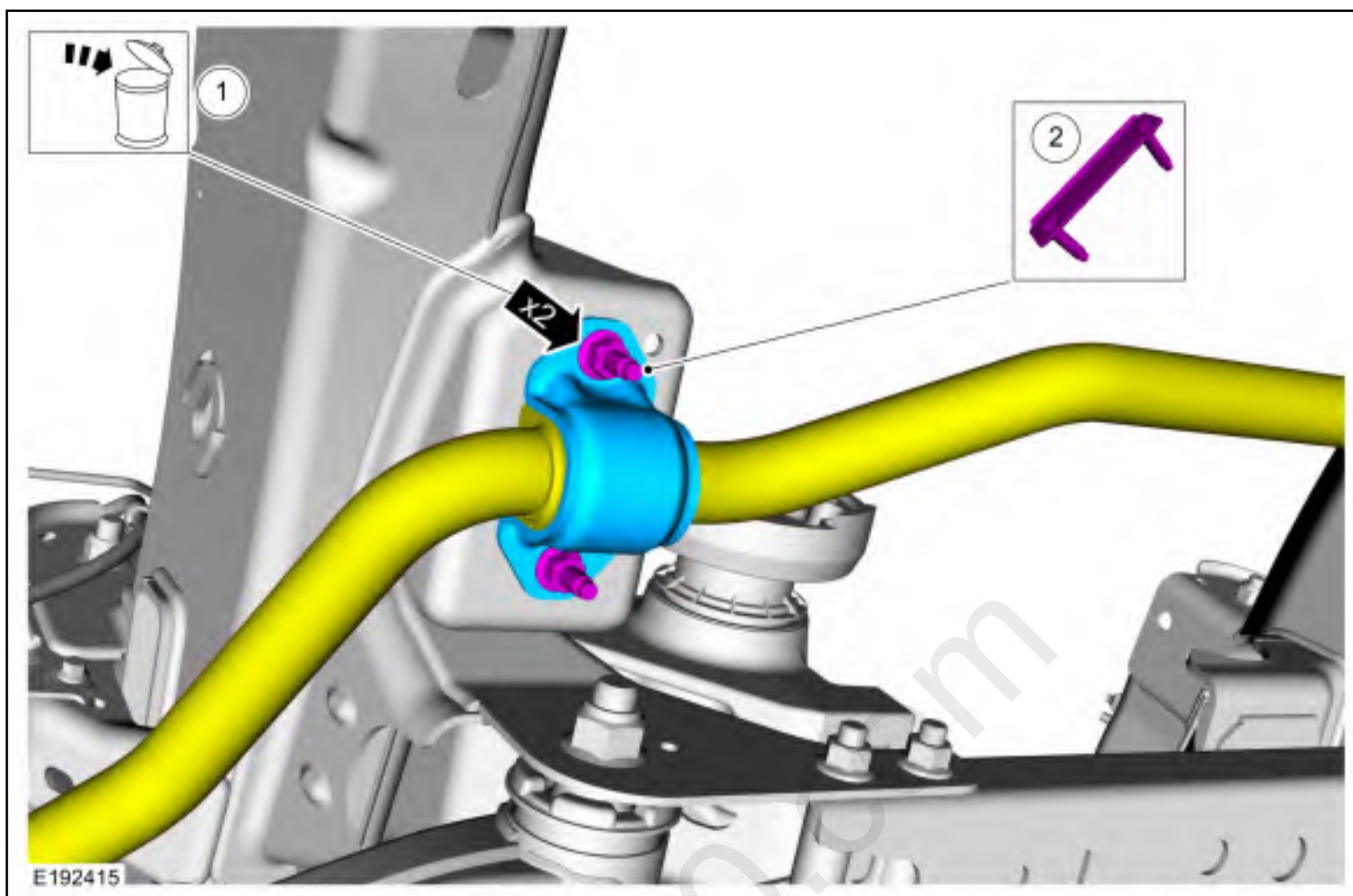


5. **NOTE:** *If equipped.*

Remove the 4 underbody shield retainers and the underbody shield.



1. On both sides. Remove and discard the front stabilizer bar bracket nuts.
2. Position the front stabilizer bar aside.

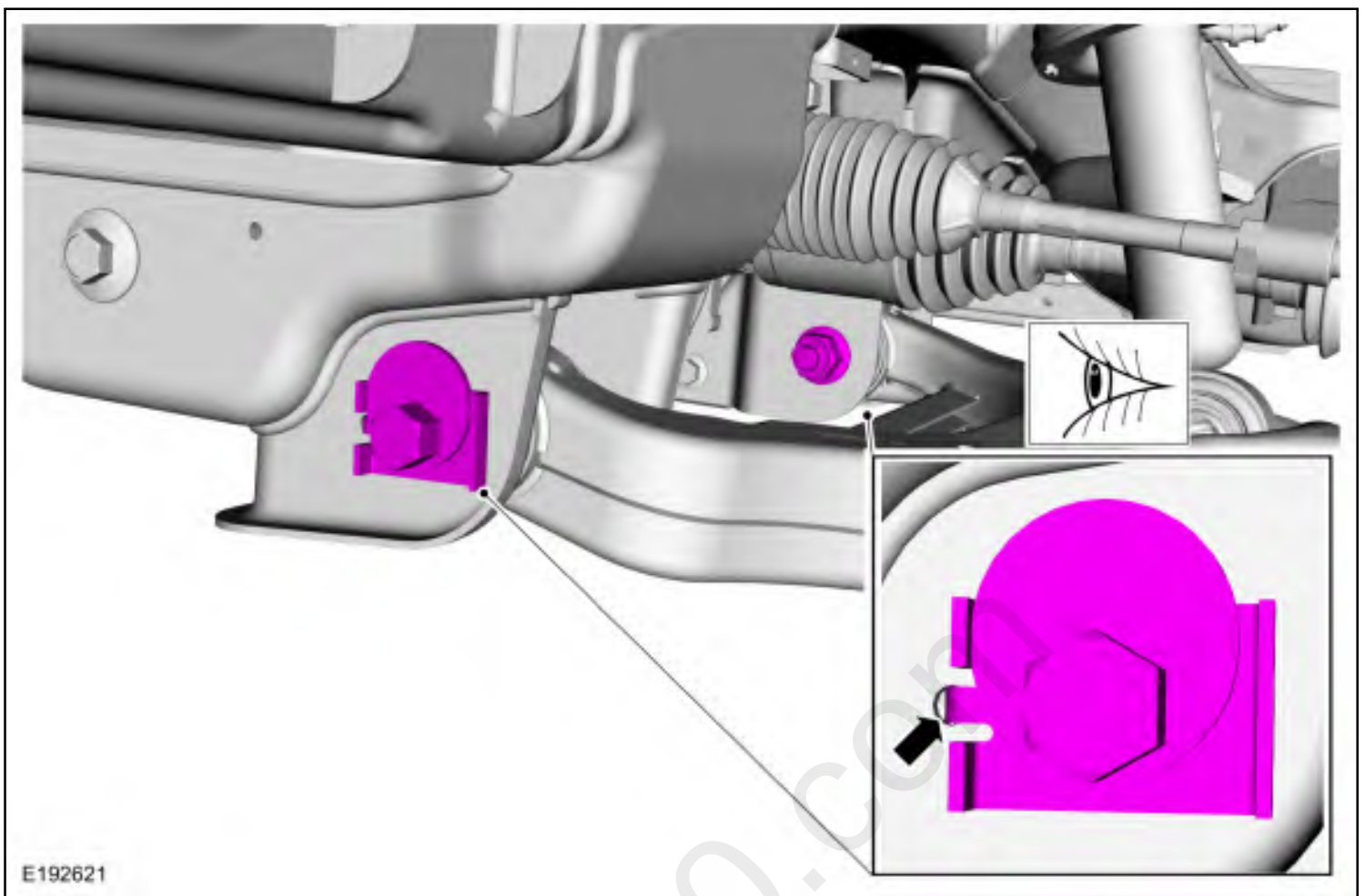


7. **NOTE:** The new cam bolts must be installed opposite of the original lower arm bolt orientation.

NOTE: Only tighten the nuts and bolts finger tight at this stage.

NOTE: Make sure that the locating tab is inserted into the hole in the frame.

On both sides. Install the 2 new cam bolt kits.



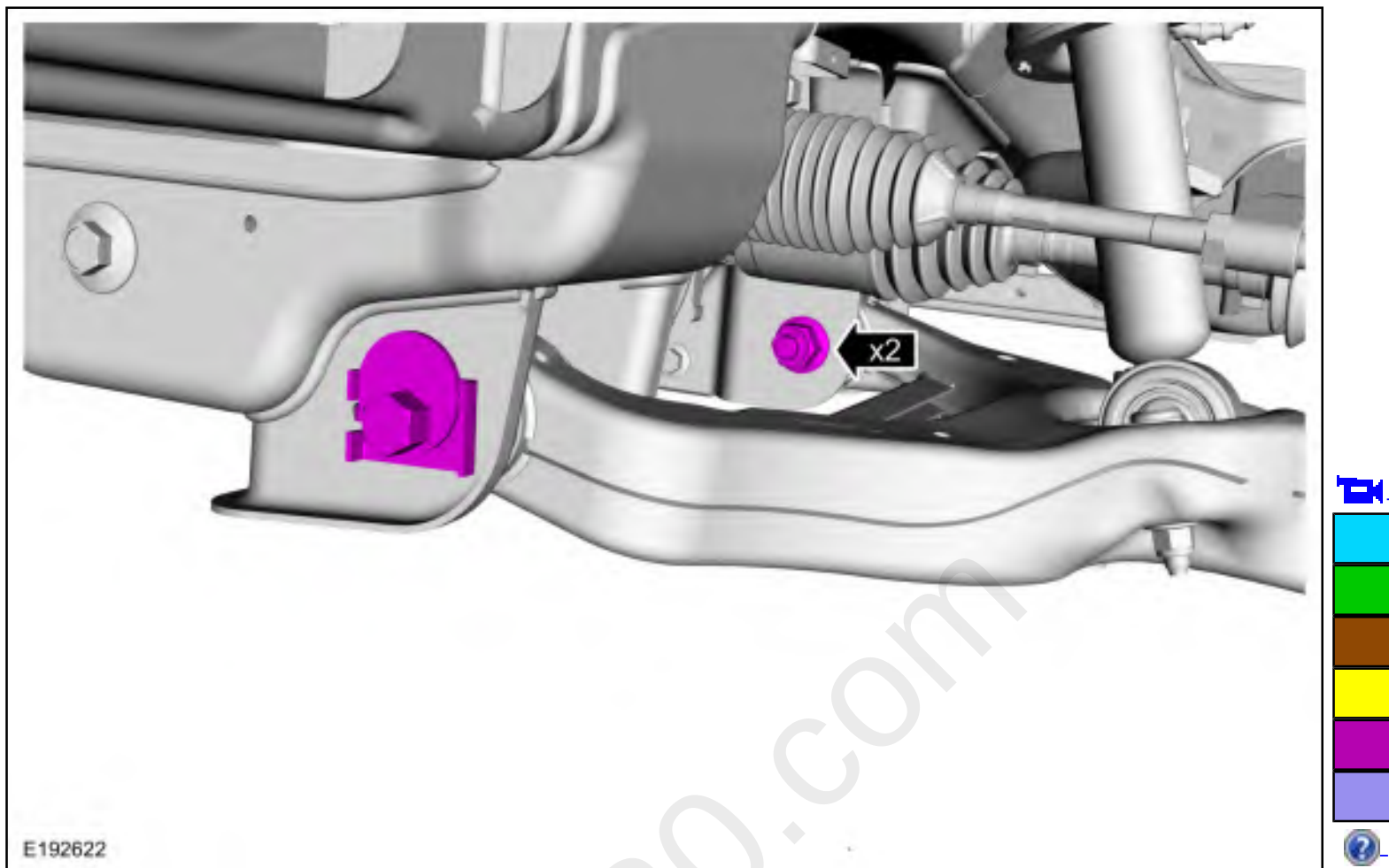
8. To adjust the caster and camber, refer to the following chart.

- Adjustments that require moving the front and the rear of the lower arm should be made equally.

Adjustment	Front of Lower Arm	Rear of Lower Arm
Increase caster	In	Out
Decrease caster	Out	In
Increase camber	In	In
Decrease camber	Out	Out
Increase caster and camber simultaneously	In	—
Decrease caster and camber simultaneously	Out	—

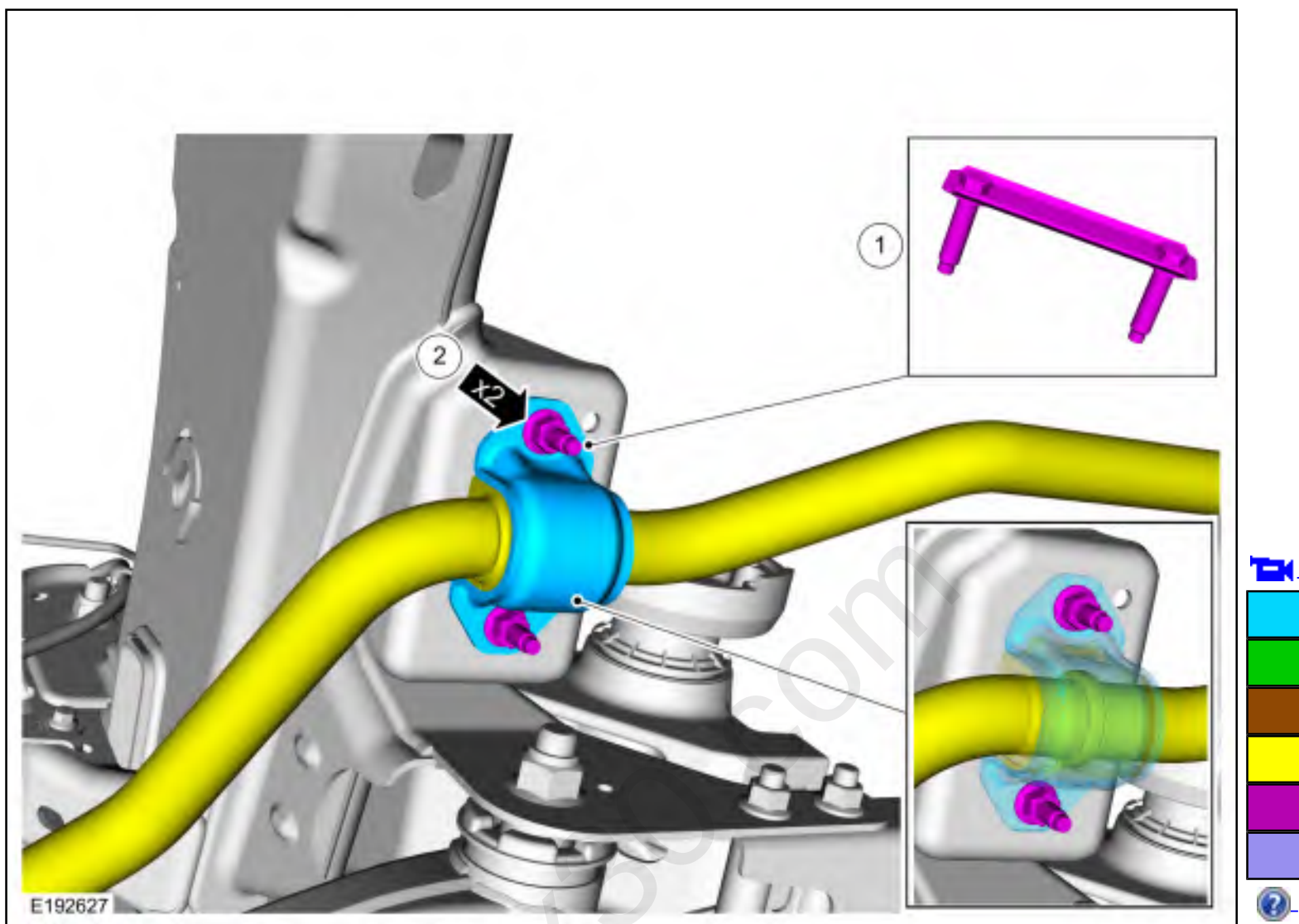
9. On both sides. With the weight of the vehicle resting on the wheel and tire assemblies, hold the cam bolts and tighten the nuts.

Torque: 258 lb.ft (350 Nm)



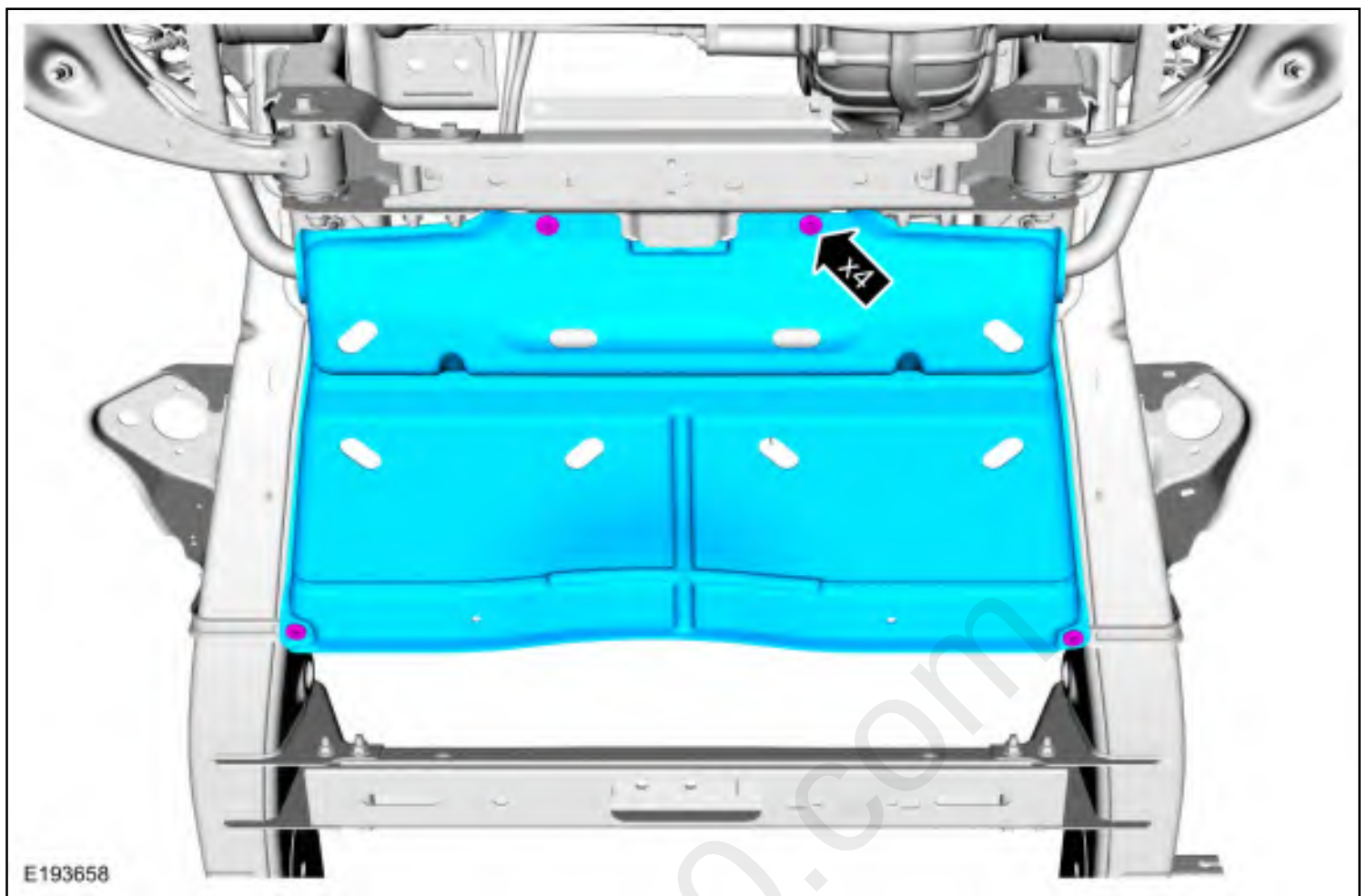
10. **NOTICE:** The raised ring on the stabilizer bar must be encapsulated inside the inner groove of the stabilizer bar bushing on the driver side of the vehicle for proper installation.

1. On both sides. Position the stabilizer bar and install the new front stabilizer bar bracket nuts.
Torque: 46 lb.ft (63 Nm)



11. **NOTE:** *If equipped.*

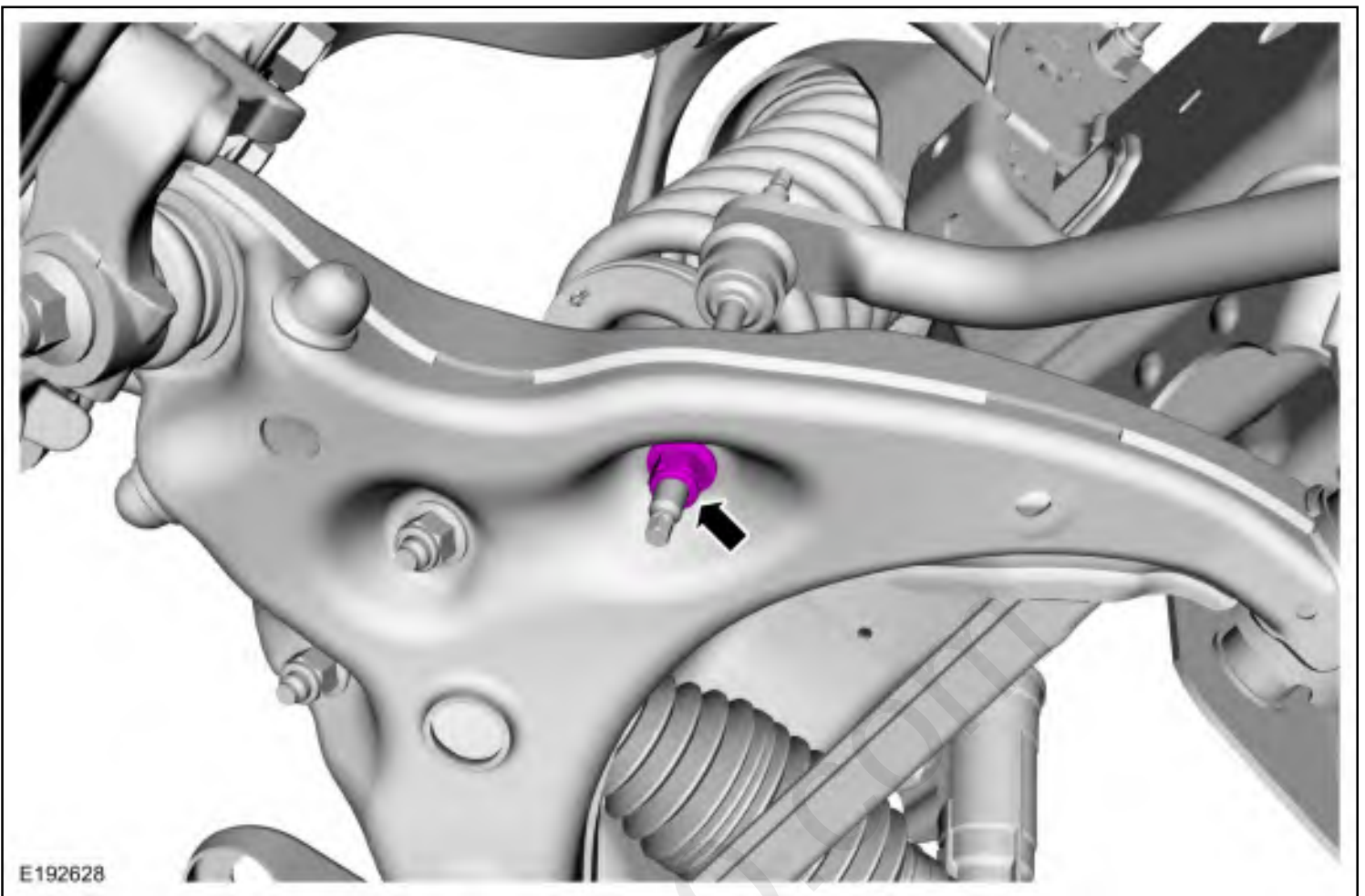
Install the underbody shield and the 4 underbody shield retainers.
Torque: 71 lb.in (8 Nm)



12. **NOTE:** Use the hex-holding feature to prevent the stud from turning while removing the nuts.

On both sides. Install the new stabilizer bar link lower nuts.

Torque: 59 lb.ft (80 Nm)



13. Check and if necessary, adjust front toe.

Refer to: [Front Toe Adjustment](#) (204-00 Suspension System - General Information, General Procedures).