INSTRUCTIONS FOR INSTALLING WHEEL SUSPENSION PARTS

TO DISASSEMBLE:

1. Raise front of car with a jack under lower spring seat.
2. Remove wheel and brake assembly, if possible without disconnecting brake hose. On some models it will be necessary to disconnect hose. Wire brake assembly to frame to prevent damage to brake hose.
3. Disconnect shock absorber from upper control arm and remove pin "C", Figure I.
4. Swing Knuckle support out of control arms and remove clamp bolt "K" and eccentric bushing "D."

TO INSTALL SUPPORT PIN AND BUSHING:

1. Place new bushing in knuckle support and install clamp bolt "K."
2. Install new seal "H" on each side of control arm and swing knuckle support into position in center of arms.
3. Screw pin "C" through rear control arm, eccentric bushing, and front control arm. Tighten pin securely and replace lock nut and lock washer or cotter pin.

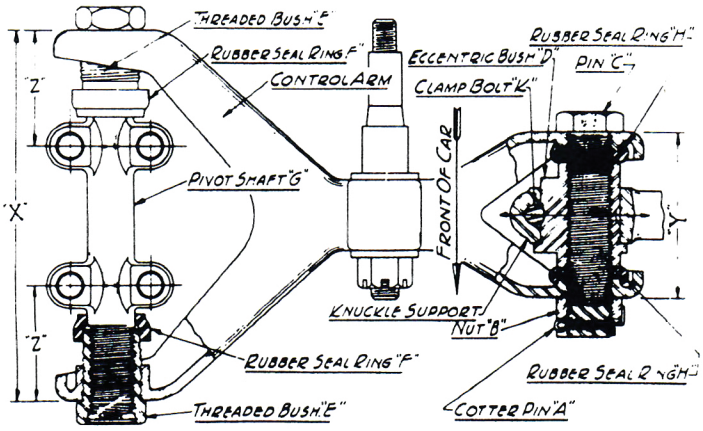

Fig. I

TO INSTALL PIVOT SHAFT AND BUSHINGS:

1. After 4 under "To Disassemble," remove cap screws holding shaft "G" to frame and remove the assembly to a vise.
2. Measure and record dimensions "X" and "Z." Remove bushings "E" and shaft "G."
3. Place new seal on each end of shaft and install shaft in control arms.
4. Screw threaded bushings "E" onto shaft and into control arms. If available a factory locating tool should be used to insure proper location of shaft in control arms. If tool is not available the shaft can be properly centered in the control arms and dimensions "X" and "Y" obtained by placing a C clamp over the arms to close them or a bar and wedge between the arms to open them to previously recorded dimension "X," and then center shaft to previously recorded dimensions "Z" before completely tightening bushings "E."
5. If new control arm is being installed and holes for bushings are not threaded proceed as follows. Place shaft in control arms and adjust to dimensions "X" as described above. Start bushing on each end of shaft and lubricate bushings with thread cutting compound so that as bushings are screwed onto shaft they cut their own threads in the control arms. Adjust shaft to previously recorded dimensions "Z" before tightening bushings.
6. Tighten bushings securely against control arms and replace shaft "G" securely to frame.
7. Replace support pin and bushing as described above. Replace shock absorber, brake and wheel assembly.
8. Lubricate new parts, lower wheels to floor and check for caster, camber, and toe-in, and if necessary to adjust proceed as follows. Have car empty, tires properly inflated, wheel bearings and steering mechanism properly adjusted, and car on a level floor.

TO ADJUST CAMBER:

1. Loosen clamp bolt "K."
2. Turn eccentric bushing "D" until proper camber is obtained. One-half turn gives maximum adjustment possible. If this does not give proper camber check for bent parts.
3. Tighten clamp bolt "K" and check.

TO ADJUST CASTER:

1. Loosen clamp bolt "K."
2. Turn eccentric bushing backward or forward complete full turns until proper caster is obtained. Camber will not be disturbed if complete full turns are made. Do Not Turn Bushing Until It Binds Against Either Side Of Control Arm. If proper caster is not obtained before binding occurs check for bent parts.
3. Tighten clamp bolt "K" and check.

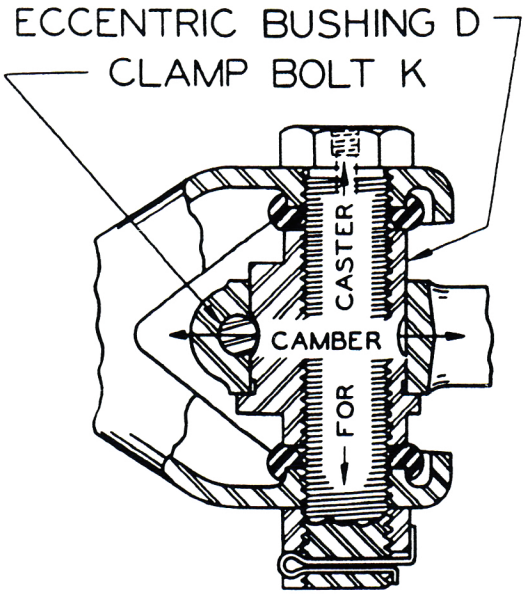

Fig. II

CAMBER, CASTER AND TOE-IN

CAR	MODEL	YEAR	CAMBER		CASTER		TOE-IN
Chrysler	All	1940-41	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/8"
Chrysler	C33, C36	1942	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/8"
Chrysler	C34	1942	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Chrysler	All	1946-48	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Chrysler	All	1949-50	0°	3/4° Pos.	1° Neg.	3° Neg.	0" - 1/16"
Chrysler	All	1951	3/8° Neg.	3/8° Pos.	1° Neg.	3° Neg.	0" - 1/16"
DeSoto	All	1940-41	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/8"
DeSoto	All	1942-48	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
DeSoto	S13	1949	0°	3/4° Pos.	1° Neg.	3° Neg.	0" - 1/16"
DeSoto	S14	1950	0°	3/4° Pos.	1° Neg.	3° Neg.	0" - 1/16"
DeSoto	S15	1951	3/8° Neg.	3/8° Pos.	1° Neg.	3° Neg.	0" - 1/16"
Dodge	D11	1939	1/4° Neg.	1/2° Pos.	1/2° Neg.	1 1/2° Pos.	0" - 1/8"
Dodge	All	1940-41	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/8"
Dodge	All	1942-48	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Dodge	D29, D30	1949	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Dodge	D33, D34	1950	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Dodge	D41, D42	1951	3/8° Neg.	3/8° Pos.	1° Neg.	3° Neg.	0" - 1/16"
Plymouth	P7, P8	1939	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/8"
Plymouth	All	1940-41	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/8"
Plymouth	P-14	1942	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Plymouth	All	1946-47	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Plymouth	P-15	1948	0°	3/4° Pos.	0°	1° Pos.	0" - 1/16"
Plymouth	P17, P18	1949	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Plymouth	P19, P20	1950	0°	3/4° Pos.	1° Neg.	1° Pos.	0" - 1/16"
Plymouth	P22, P23	1951	3/8° Neg.	3/8° Pos.	1° Neg.	1° Pos.	0" - 1/16"