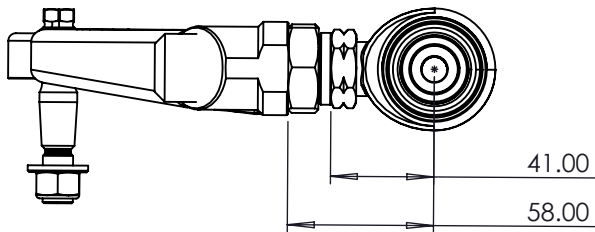
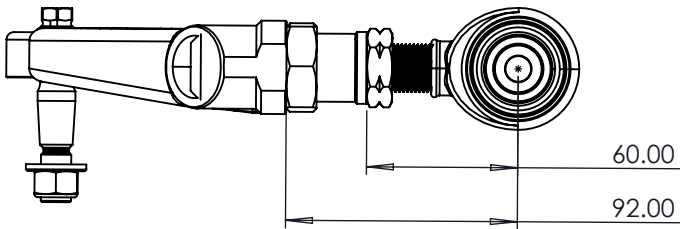


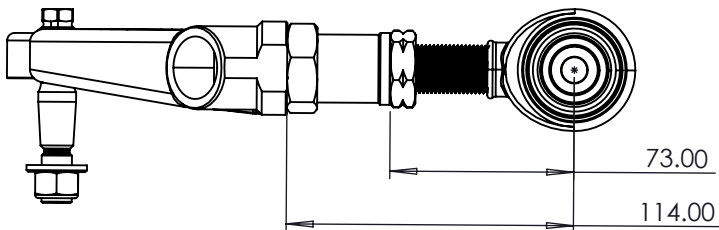
MIN ADJUSTMENT (OEM -34mm)



OEM ADJUSTMENT



MAX ADJUSTMENT (OEM +22mm)



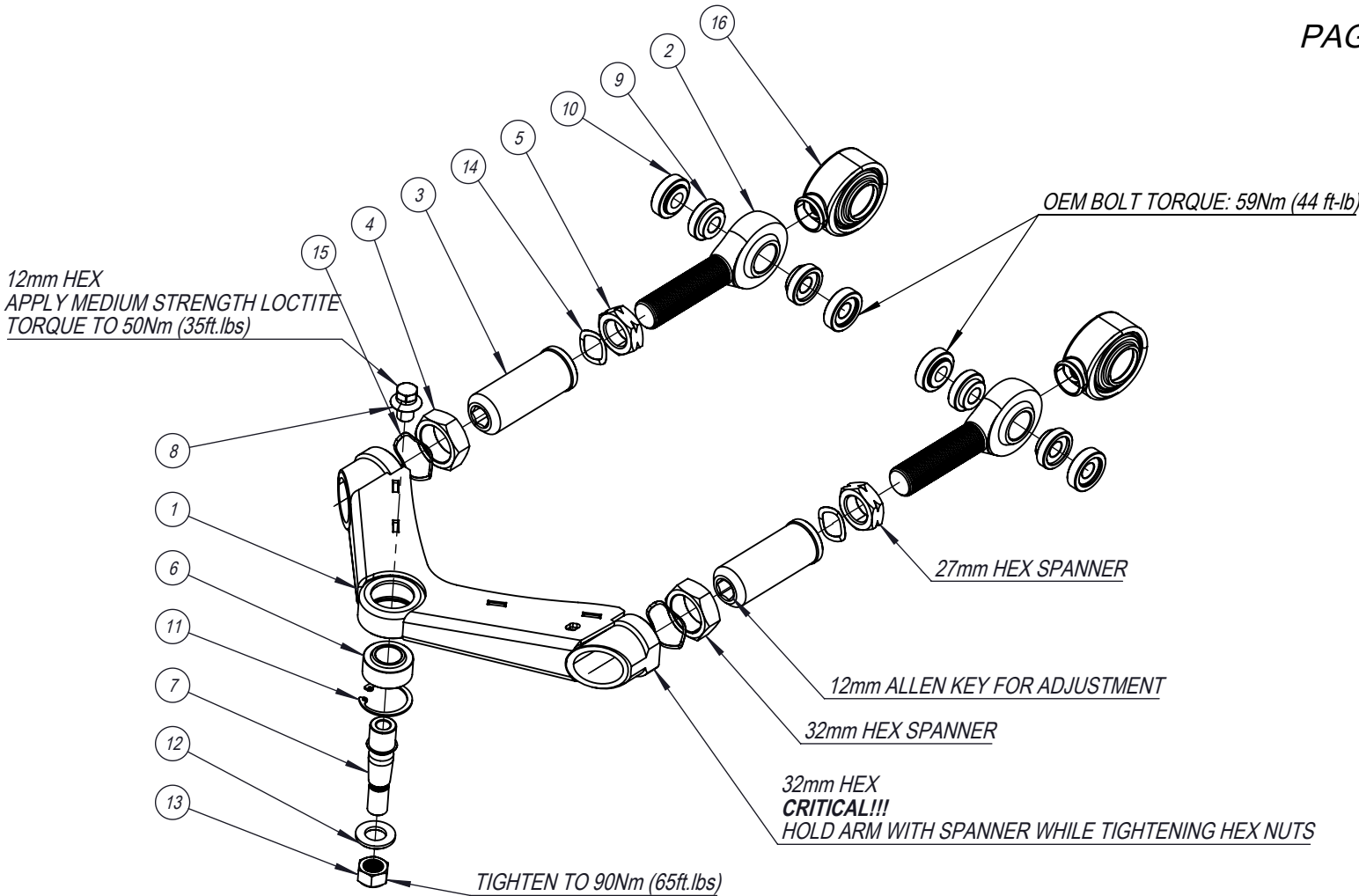
| ITEM NO. | DESCRIPTION                         | QTY. |
|----------|-------------------------------------|------|
| 1        | JZXX FUCA R/H ASM                   | 1    |
| 2        | PCML12T-ES                          | 2    |
| 3        | VERNIER SLEEVE - M27x3/4 REAR DRIVE | 2    |
| 4        | M27x2 JAM NUT                       | 2    |
| 5        | NUT 3/4-16 UNF 3B L/H               | 2    |
| 6        | COM10-T SPHERICAL BEARING           | 1    |
| 7        | XE10 RUCA COM10T STUD               | 1    |
| 8        | TOP A-ARM BEARING BOLT              | 1    |
| 9        | XE10 FUCA Inner Caster Spacer       | 4    |
| 10       | XE10 FUCA Outer Caster Spacer       | 4    |
| 11       | DIN 472, Internal Retaining Ring    | 1    |
| 12       | M12x24x2.5 Washer                   | 1    |
| 13       | M12x1.25 Spring Stop Locknut        | 1    |
| 14       | 24MM WAVE WASHER                    | 2    |
| 15       | 32MM WAVE WASHER                    | 2    |
| 16       | PCMX12T BOOT                        | 2    |
| 17       | "LOCTITE MUST BE USED ON BOLT"      | 1    |
| 18       | "DIRECTION FRONT OF CAR"            | 1    |

SPACERS CAN BE MOVED FORWARD  
TO INCREASE CASTER BY 1DEG

SPACERS CAN BE MOVED REARWARD  
TO REDUCE CASTER BY 1DEG

**CRITICAL!**

CHECK FOR ROD END BEARING ALIGNMENT  
AFTER TIGHTENING THE ADJUSTING MECHANISM  
ROD END TO BE PERPENDICULAR TO THE SPACERS



RHS ARM SHOWN  
CUTOUT IN FRONT OF THE BALLJOINT

VEHICLE FRONT