

Step 1

Lift truck using jackstands or a hoist (hoist is preferred), and remove wheels, starting with the passenger side

Step 2

Separate lower ball joint.

Step 3

Remove lower spindle/strut bolt at rear of spindle.

Step 4

Remove tie rod.

Step 5

Remove brake caliper and *ABS* sensor.

Step 6

Pull spindle out of the truck.

Step 7

Only after the spindle is out of the way, then remove upper strut mount nuts from interior. Nuts are accessed behind the glove box on passenger side, and in driver footwell on driver side. Nuts are under the carpet, you will have to pull it back to access.

Step 8

Drill out holes in truck, the studs on the Traxda part are 10mm in diameter and the OEM holes are 9mm. Use 7/16 or similar unibit style tool.

Step 9

Install Traxda part onto strut. The sliding top plate will be used to adjust camber. Start with plate in the center.
MAKE SURE TO TELL YOUR ALIGNMENT TECH THAT CAMBER ADJUST IS THERE.

Step 10

NOTE on CAMBER Adjust - we put more adjustment into the camber plate than can be used. You can get more camber change by using a hammer to push back the metal in the wheel well that the spring will rub against.

Step 11

Reassemble front parts as the reverse of disassembly.

Step 12

Align to stock specs. CAMBER adjustment is reach from inside the truck. Limit to about 1 / 2 degree without mods.