

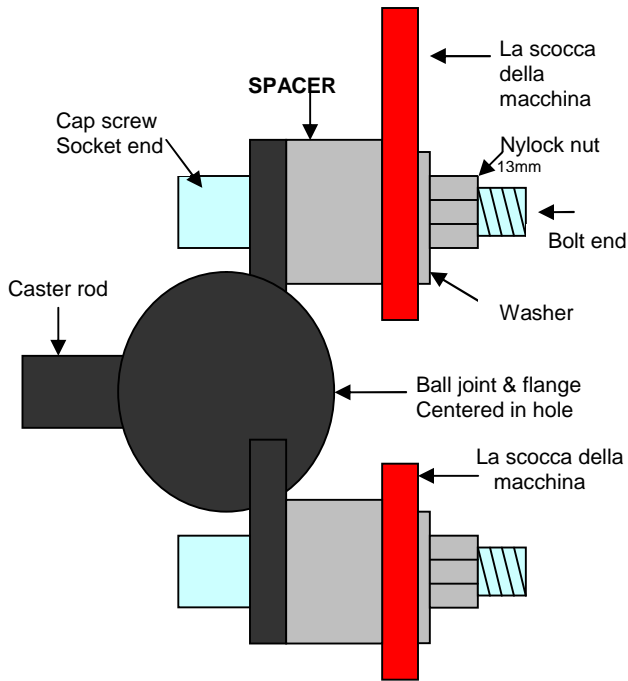
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deDion Caster Arm Ball Joint Adapter Installation

The mounting surface or the pocket sides on these chassis seem to be very irregular, i.e., not flat or constant in size.** In addition, the flanges of the ball joint are a little big for the supporting metalwork. Make sure the control arm is centered in the hole. Oftentimes you will be required to grind the surface or perhaps the mating side of the spacer, or frequently, a corner of the spacer to get it to fit properly. Usually a minor amount of work here will pay off with a successful installation, so do not be timid in making these parts fit.

Tighten cap screws to 15.9 / 19.8 foot pounds or 2.2 / 2.75 kg-m.

Cross Section View

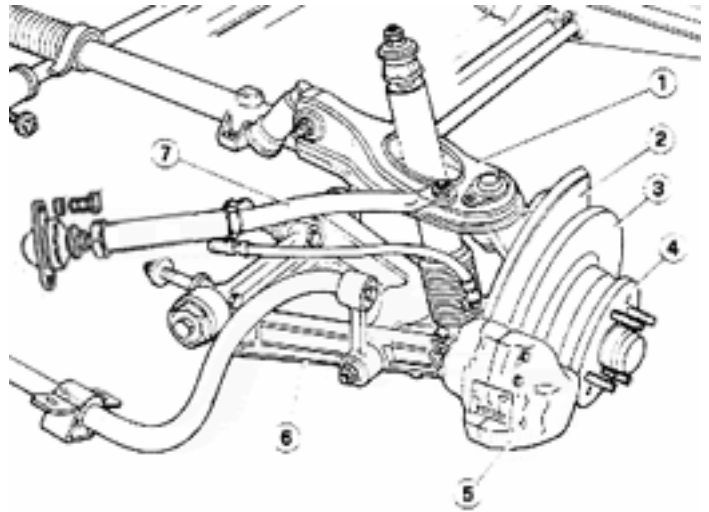


Caster rod installation:

When you remove the caster rod from the upper control arm, the control arm will tend to move forward in the wheel arch. When you try to install the new and improved caster rod, the rod will appear to be too long to fit.* Following these steps should make the installation go smoothly.

1. Screw the new caster arm together on the bench.
2. Bolt the adapter/ball joint end of the caster rod to the chassis. Make sure the rod "bows" in towards the inner fender. If the rod is reversed, the tire will rub on the bar when turned inwards (see #7 in the picture below).
3. Adjust the length of the arm so that the mounting hole in the caster arm lands about 3/4" (19mm) past the hole in the upper control arm. Tighten the jam nuts to hold that length.
4. Do the same to the other side of the car.
5. Using a pry bar, pull the wheel towards the back so that the mounting holes in the caster rod and the upper control arm line up. Insert bolt from below the control arm in this order - bolt head/washer/control arm/nut. Tighten to torque of 28.8-32.5 ft-lb / 39-44Nm. If the nut is not properly tightened, you run the risk of ovaling that hole, which is a bad thing.
6. Do the same to the other side of the car.
7. Take car to alignment shop.

This should yield an initial caster setting close to where it should be. If you measure carefully, both sides will be fairly even so the front end will not develop caster pull and wear out your tires before you get to the alignment shop.



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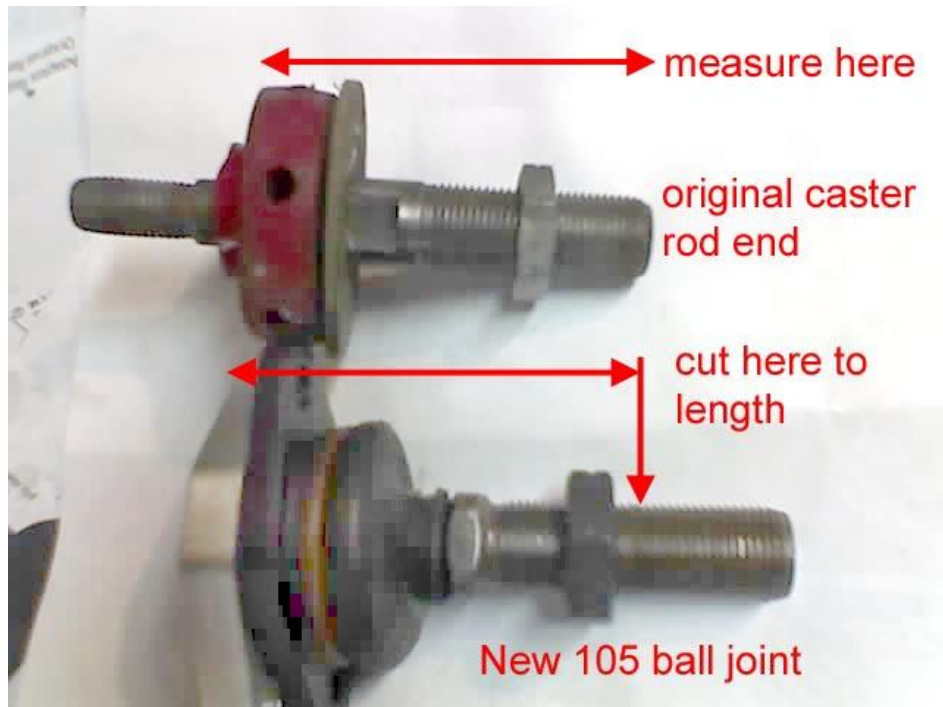
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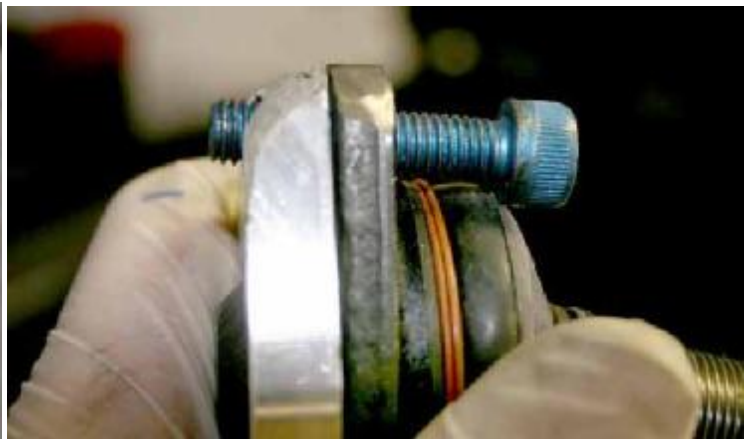
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* It seems that sometimes, the threaded socket in the caster rod is not deep enough to accommodate the shaft of the ball joint. This makes the caster rod length too great to fit into the wheel arch and make the proper connection to the upper control arm. The best procedure is to pull the ends off both caster rods and compare the oem threaded length to the new ball joint shafts' length. If the ball joints are too long, you will need to cut the shaft to the proper length. The best way to do so, is to measure from the front face of the bushing on the old end. Then, measuring from the front face of the spacer, mark the correct length on the ball joint shaft. Wind the jam nut onto the shaft of the ball joint past the cut point. Make the cut as cleanly as possible, trying to do as little damage to the threads as possible. Then wind the nut off the shaft. This should clean the threads enough so that it will thread into the caster rod end. Then follow the instructions above for installation.



** a little angle grinder work and a few fitting trials will give a good fit for the adapter plate.



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