

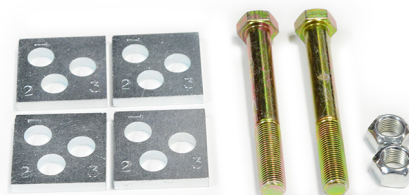


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LOC-2 EXCCENTRIC LOCK OUT KIT

PARTS LIST

- 4. (3 HOLE PLATES)
- 2 (½-INCH BOLTS)
- 2. (½-INCH NUTS)



Lockout kits eliminate the lower control arm eccentric. The eccentric adjusts the alignment of your vehicle. It is the bolt that holds the lower control arm to your frame. By turning the eccentric, camber is adjusted (the tilt in or out of the fender) but will also affect caster and toe. Eccentrics because they are an offset cam, have a tendency to slip during suspension movement. When they slip your alignment is lost.

The lockout kit replaces the eccentric with 2 predrilled plates. The plates have three holes drilled in them for setting the camber. Even though there is only three holes per plate there are really 6 positions on the plate depending how you rotate it. The holes are numbered so it takes the guess work out. The plates are machined to fit directly where the eccentric installs. Since square plates cannot rotate such as a cam does. The alignment will remain fixed.

Installation: An alignment shop should first adjust the camber using the factory eccentric. Once the camber is adjusted, measure from the frame stop (that the eccentric rests against) to the center of the eccentric bolt. Then take that measurement and find the hole on the plate that best replicates that measurement. Use that number for installation. You will save a ton of time.

Each hole positions will effect the camber setting.

- Raise the vehicle off the ground and support with jack stands. Use a shop manual for proper jack points. (There should be no load on the lower arm.) We generally place a block of wood between the frame and the upper arm before we raise the car. As the car go up the wood block sandwiches between the frame and the upper arm limiting the suspension travel. When the car gets high enough the lower arm will have no load on it.
- There are 4 plates with holes drilled in them. You will need 2 plates to do each side of the car. Remove the lower control arm eccentric bolt that holds the lower control arm to the frame.

- Take the 2 plates furnished in the kit and place one plate in between the flanges on the frame facing the front of the car. There will be numbers 1, 2, 3 or if you have the plate flipped it will read 4, 5, and 6. Whatever side you choose, slide the bolt through the frame and arm. On the back side you will install the plate so the bolt goes through the same numbered hole facing forward, up against the frame. Looking from the front of the car towards the rear, you should read the same number of the hole with the bolt in it. This means on the backside of the plate, the side you can read will show the opposite side of the numbers.
- Install the lock nut and run down just enough to hold the plates together. You will tighten the bolt down after you recheck the camber.
- Do the other side the same way. Lower the car and recheck the camber. You want to see $\frac{1}{2}$ a degree negative on both sides. If you need to adjust, lift the car up in the same manner and reposition the plates. Remember the plates will give 6 set camber readings from full negative to positive. Note: Make sure both plates are using the same holes. The bolt must be straight rather than on an angle.
- Continue the procedure till you have a good alignment setting.
- Torque the bolts to 70 foot pounds.

Alignment: Nova 62-67

Caster --- passenger side --- 2 1/2 degree's positive

Caster --- driver side --- 2 degree's positive

Camber --- both sides --- $\frac{1}{2}$ degree negative

Toe in ----- 3/32 total toe in

Alignment: 67-73 Mustang, 1966-73 Cougar, 1966-71 Fairlane, "1968-71 Ranchero"

Power steering

Caster passenger side 3 1/2 degree's positive

Caster driver side 3 degree's positive

Camber both sides $\frac{1}{2}$ degree negative

Toe in 3/32 total toe in

Manual steering

Caster passenger side 1-1/2 degree positive

Caster driver side 1 degree's positive

Camber both sides $\frac{1}{2}$ degree negative

Toe in 3/32 total toe in