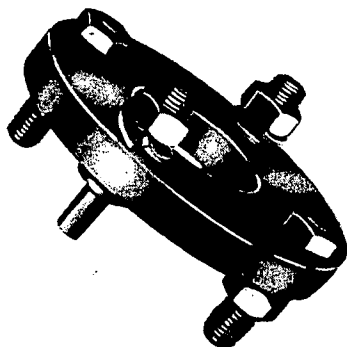


STEERING COUPLING DISK-174



FOR POWER AND CONVENTIONAL STEERING

APPLICATION CHART

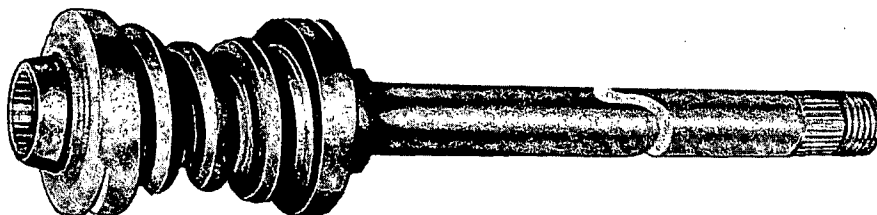
BUICK	1957-66	}	3-2200
CADILLAC	1957-66		
CHEVROLET	1957-66		
CHRYSLER	1965-66		
FORD	1965-66		
OLDSMOBILE	1957-66		
PONTIAC	1957-66		
TEMPEST	1961-66		

3-2200

IMPROVES STEERING

— ELIMINATES — STATIC — SHOCK — EXCESSIVE STEERING WHEEL PLAY —

STEERING TUBE AND WORM-174



Car	Years	Models	Part No.
DODGE	55-56	All Pass. (Ex. P.S.)	1557917
FORD PASS.	1955	All (39-7/8" Long)	B5A-3524A
	1954	All (41-5/8" Long)	AD-3524A
FORD TRUCK	48-52	F1, F2, F3 (43-23/32" Long)	7HC-3524
PLYMOUTH	55-56	All (Ex. P.S.)	1557917

STEERING CAMBER ADJUSTING BOLT-174



BUICK	1957-58
CADILLAC	1957-58
CHEVROLET	1955-58

3-5820

BOLT KIT

(8 Bolts, Lockwashers, Nuts)

As front suspension parts wear and the front coil springs "set" **NEGATIVE CAMBER RESULTS.** **POSITIVE CAMBER IS INCREASED** as shims are removed. When **ALL** shims are removed, additional adjustment is **IMPOSSIBLE.**

With the **CAMBER ADJUSTING BOLT**, you can **INCREASE POSITIVE CAMBER** AFTER ALL SHIMS ARE REMOVED.

By the use of the **ECCENTRIC CAMBER ADJUSTING BOLT** the steering Knuckle Lower Control Arm can be moved just 1/8" toward the center of the car. This will **INCREASE CAMBER 1 FULL DEGREE.**

Regular shims can once again be used for final adjustment.

- Makes possible 1/8", or 1 DEGREE ADDITIONAL POSITIVE CAMBER.
- Permits mechanic to INCREASE POSITIVE CAMBER after all shims have been removed.
- No new parts needed. The front suspension system need not be disassembled to make installation.
- Low cost. Can be installed in less than 1 hour. Only 8 holes to drill.
- A positive and permanent repair. Can be used on various other applications.
- No bending necessary.