



# OLD MAN EMU

## FITTING INSTRUCTIONS

# FK81

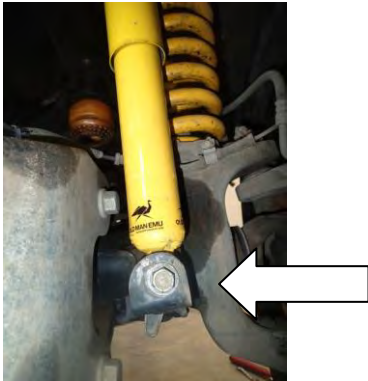
**Ford Superduty**  
**2008 On F250/350**  
**Castor Correction Kit 2"**

### KIT CONTENTS

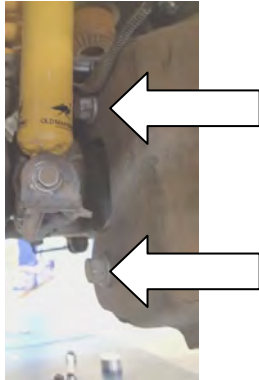
PART NO.	QTY	DESCRIPTION	
3194684L	2	Castor Plate Left	
3194684R	2	Castor Plate Right	
6151021	4	Bolt M8 x 20	
6151032	4	Nut M8	
4581081	8	Washer M8	
6151673	1	Nut M18 Nylon	
4584357	1	Washer 3 / 4 "	

## Fitting Procedure

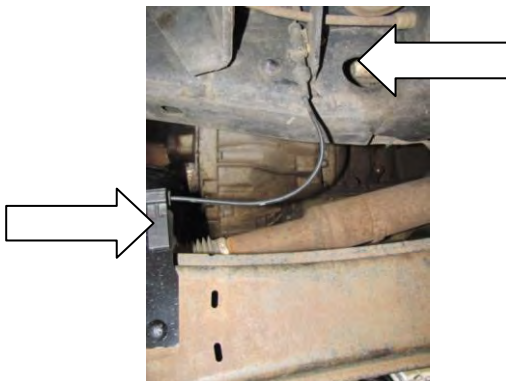
1. Disconnect front lower shock mount on both sides, to enable access to radius arm.



2. Where radius arm mounts to axle, loosen but **do not** remove the two M18 bolts on both Left and Right Radius Arms.



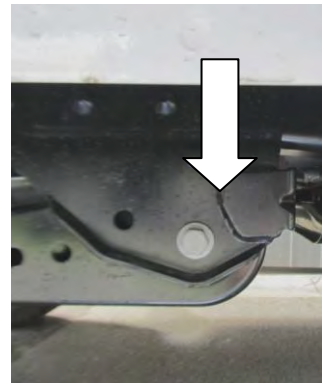
3. Disconnect on both arms the ABS plug and clip that runs along the top of the radius arm.



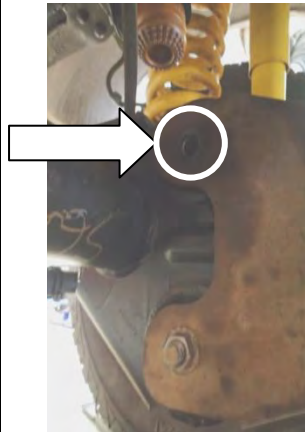
4. **CAUTION: The radius arms keep the axle in place underneath the vehicle, at all times at least one of two radius arms must be fully connected. Work only on one side at a time from this step on, failure to do so may event in serious injury.**

### RH ARM PROCEDURE

5. Where radius arm mounts to vehicle chassis, loosen and remove M18 fastener to disconnect radius arm, you may need to use heat to break down the chemical locking compound.

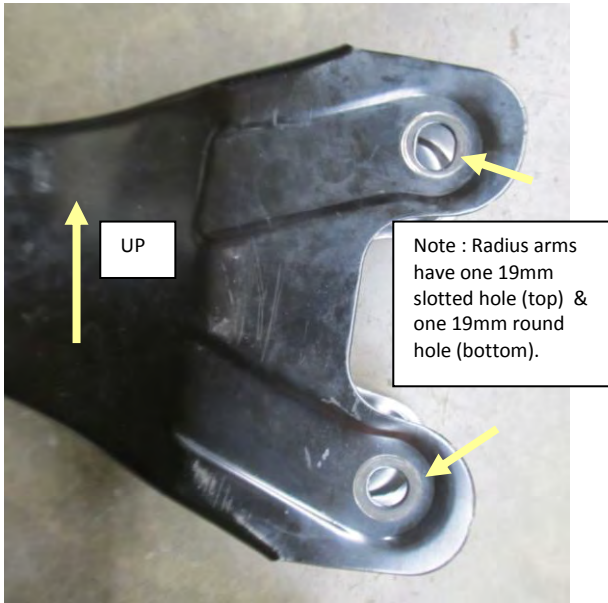


6. Remove top M18 bolt of radius arm on axle end pivot radius arm to the ground, then remove lower bolt. Arm should now be free to remove.



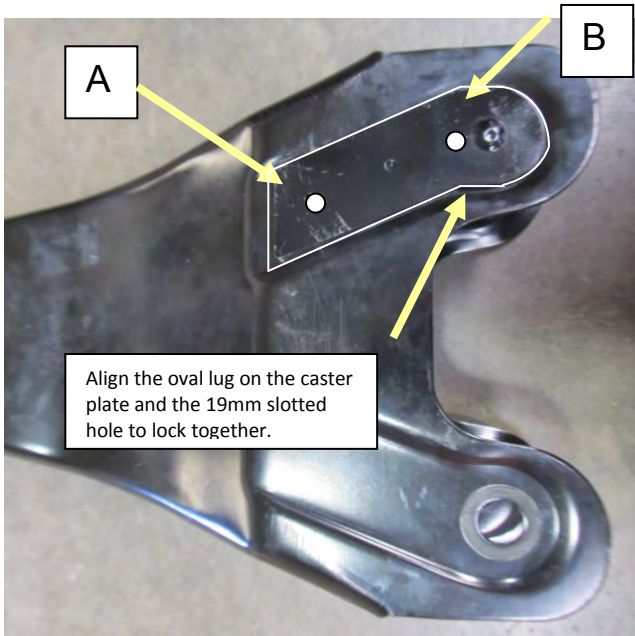
PLEASE NOTE: In **OE** form the RH and LH arms are fitted different to each other. The RH arm is fitted with the elongated holes to the top while the LH is fitted with them to the bottom; the LH has a nut welded to one face, please follow procedures carefully. The RH arm will be fitted back as it was removed. The LH arm will need the nut removed from the face, turned up the other way from its OE position and to be re-fitted the same as the RH side arm.

- Using new caster plates 1x 3194684L and 1x 3194684R per arm, align **locating lug** into original 19mm slotted bolt hole as shown by arrows



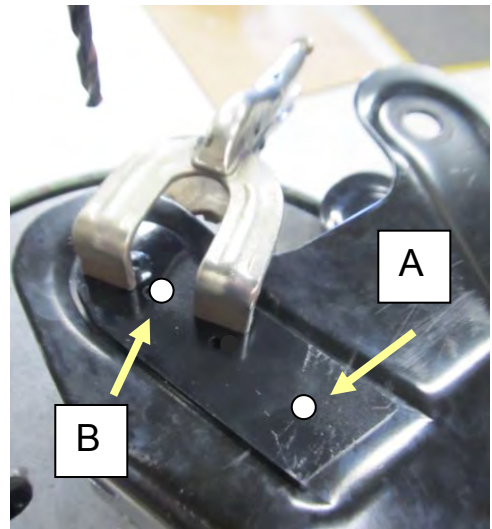
- Make sure plate sits flat against surface and aligned in the middle of the press form.

- Below shown is the caster plate sitting in position with lug fitted into 19mm slotted hole, there are two pilot holes for drilling, A and B.

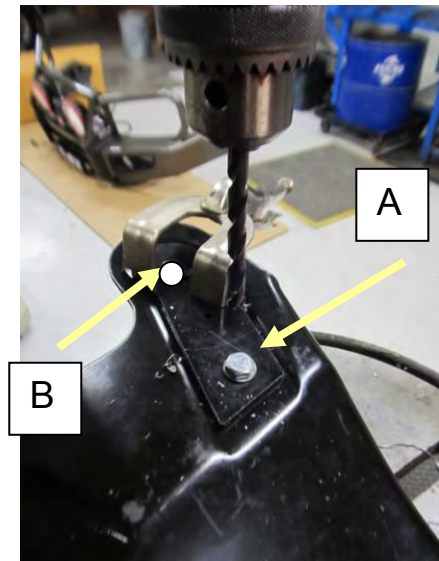


- Using a suitable clamp hold assembly together to prevent movement when drilling.

- Using pilot hole (A) drill a 5mm hole through arm. Follow with an 8mm drill.



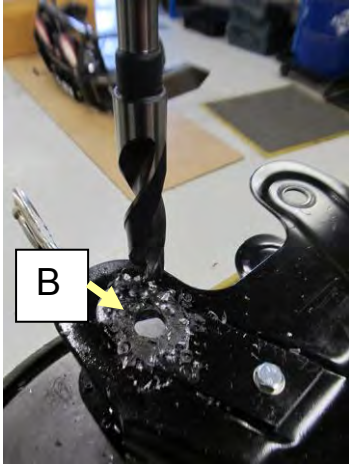
- Fit M8 bolt (6151021), nut (6151032) and washers (4581081) to new holes drilled at ( A ) and tighten to 20 Nm.



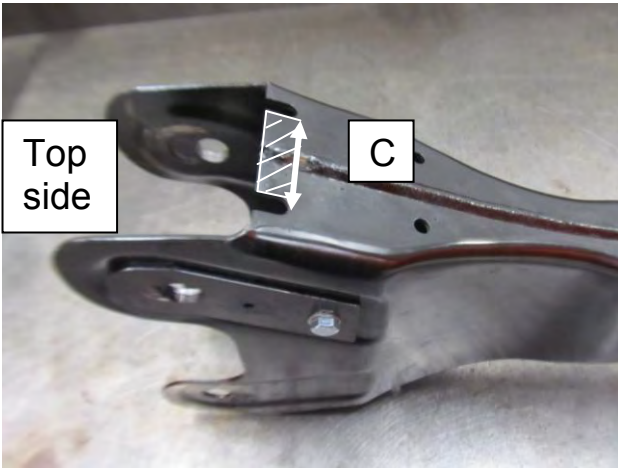
- Drill through pilot hole (B) with 5mm drill through the castor plate and the radius arm.

- Further drill open the hole (B) to 19mm, use a couple of size drills in between to make it easier. (ie. 5mm, 8mm, 13mm, 19mm).

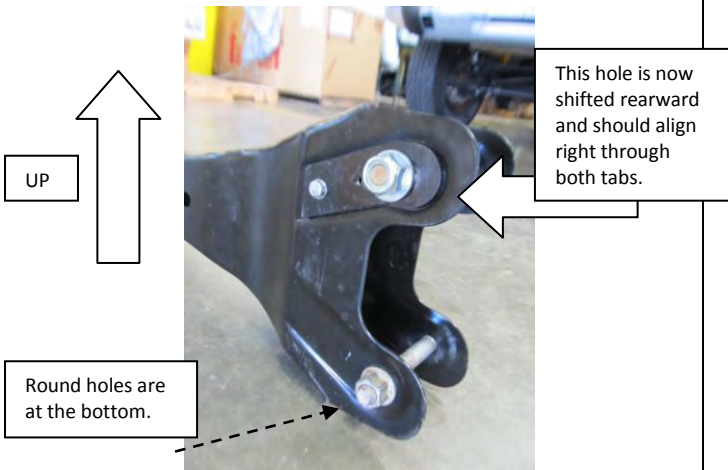
15. Ensure that you have drilled and secured 3194684L and 3194684R castor plates to both sides of the Radius Arm.



16. Cut along the arrowed line (C)  
Remove left over tab, spray paint over newly cut edge surface to prevent any rust.

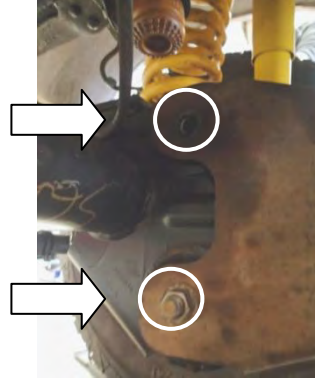


17. With finished assembly, remove all burrs making sure that castor plates are still firmly sandwiched together. If not, disassemble clean and de-burr, then reassemble unit.

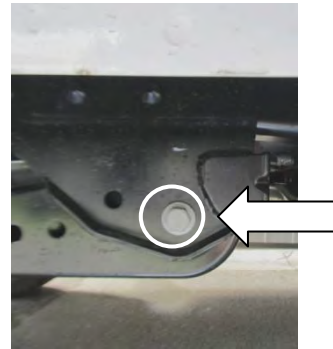


18. Reassemble arms to vehicle placing new drilled alignment holes to the **Top** of the axle housing. This will rotate the upper part of the housing rearward, and the pinion downwards, returning the caster geometry of the lifted suspension back to OE specifications.

19. Insert top and lower M18 bolt on radius arm at axle end loosely,



20. Lever radius arm into fixed chassis mount, using M18 bolt to fix, you may need to push/pull the wheel to get the holes to align the fastener with the mount hole.



21. Right hand radius arm should now be secured back in place with all M18 bolts and nut threads tightened and then backed off one turn to allow ease of working on left hand side.

## LH ARM PROCEDURE

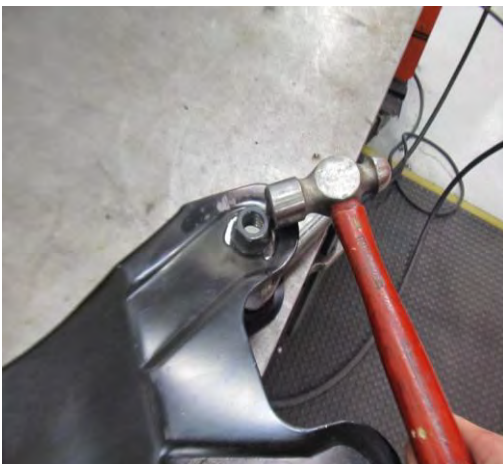
### WARNING:

Ensure that the Right Hand arm is secured in place with fasteners attached, at any given time at least one of the two radius must at all times be fixed in place underneath the vehicle, failure to do so may result in a serious injury.

22. Remove left arm as per steps 5 and 6.
23. Left hand arm has a nut spot welded to the face. This nut must be removed and discarded; the arm must be rotated upside down and fitted to the vehicle the same as the RH arm with the round hole at the bottom.



24. Nut is held on by small spot welds on the outer flanges. Grinding the edges slightly and a gentle tap with the hammer will break off these welds, do not damage arm as these are required for reassembly.



25. Grind or file smooth both surfaces and paint with matt black paint.



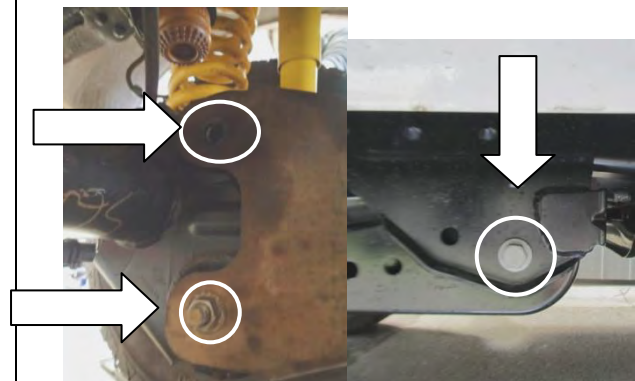
26. Fit new caster plates as per Steps 7 – 20 keeping in check the new orientation of arm. For step 19 use the newly supplied M18 nut (6151673) and washer (4584357) as a replacement for the one you have just cut off.

27. Depending on the year of manufacturer and if ABS is fitted, the bracket for the wiring will be either a plastic push in clip or steel bolt on clip. Remove and replace onto the opposite side of arm.

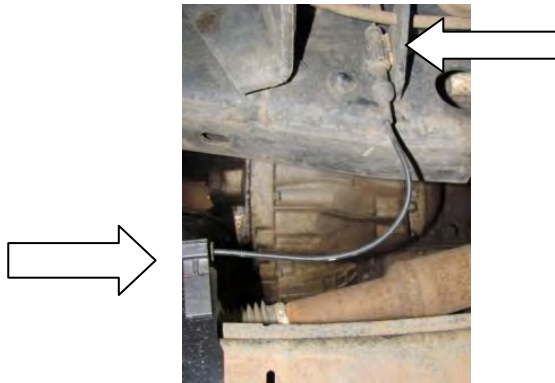


28. Both arms should now be fitted to the vehicle with new castor plates fitted.

29. Torque 2 x M18 Bolts on the axle end of the radius arm and 1 x M18 bolt on the radius arm fixed end to 350 Nm (260 lbf.ft)



30. Reconnect ABS plug and clip.



31. Repeat above steps 29-30 for other RH side radius arm.

32. Tighten lower shock mounts on both sides.  
Torque to 100 Nm.

