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Part#: 124330

**OctoCam - Front Caster/Rear Pinion  
Adjustment Washers**

2007-2012 Jeep Wrangler JK

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## READ AND UNDERSTAND ALL INSTRUCTIONS AND WARNINGS PRIOR TO INSTALLATION OF SYSTEM AND OPERATION OF VEHICLE.

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### INSTALLATION INSTRUCTIONS

#### Front Installation

1. Park the vehicle on a clean, flat surface and block the rear wheels for safety.
2. Raise the front of the vehicle and support with jack stands under the frame rails, just to the rear of the lower control arm frame mounts. Allow front axle to hang with the tires off the ground.
3. Loosen the passenger's side lower control arm hardware at the axle and frame. Remove the lower control arm from the axle mount and swing arm out of the axle mount.
4. Locate the perforated edges of the lower control arm mount holes in the axle mount plates (Fig 1A). These rectangular sections of material on each side of the square mount hole must be removed to change the hole to a slot. This can be done with a rotary grinding tool, small air saw, special knock-out removal tool, etc.
5. Remove the perforated material sections to form the slots in both mounting tabs. Take care not to damage the mounts. Paint bare metal.
6. Reinstall the lower control arm into the axle mount with the factory bolt/nut along with 2 OctoCam Washers. Position the washers in the desired position between the cam tabs on the mount brackets (Fig 1B). There is 5 possible positions. The farther back toward the rear the bolt is, the higher the caster setting. Be sure the cams are set in identical positions between the tabs and snug hardware to hold the position.

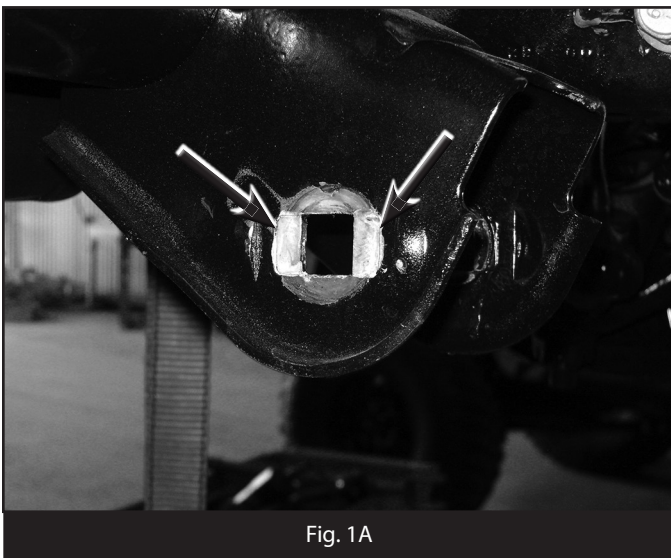


Fig. 1A

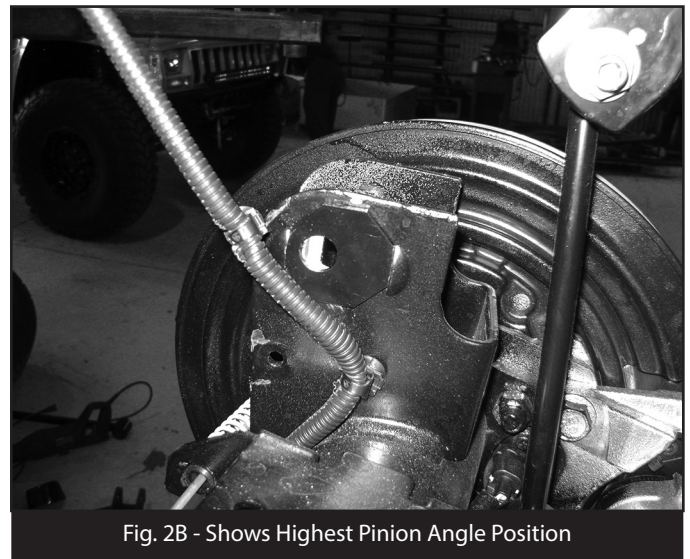
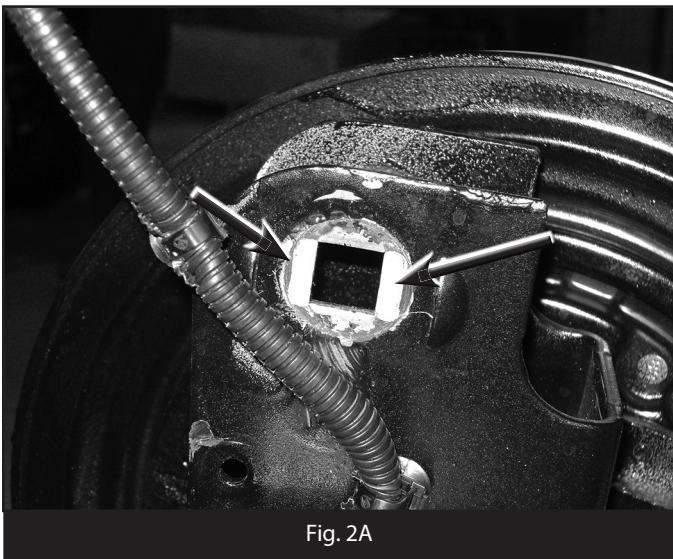


Fig. 1B - Shows Max. Caster Position

7. Repeat procedure on the driver's side. Set the cams equal to the passenger's side position.
8. With both sets of cams installed, lower the vehicle to the ground. Bounce the front of the vehicle to settle the suspension. Torque all 4 lower control arm bolts to 125 ft-lbs.

## Rear Installation

1. Block the front wheels for safety.
2. Raise the rear of the vehicle and support with jack stands under the frame rails, just to the front of the lower control arm frame mounts. Allow rear axle to hang with the tires off the ground.
3. Remove the wheels.
4. Loosen the passenger's side upper control arm hardware at the axle and frame. Remove the upper control arm from the axle mount and swing arm out of the axle mount.
5. Locate the perforated edges of the upper control arm mount holes in the axle mount plates (Fig 2A). These rectangular sections of material on each side of the square mount hole must be removed to change the hole to a slot. This can be done with a rotary grinding tool, small air saw, special knock-out removal tool, etc.
6. Remove the perforated material sections to form the slots in both mounting tabs. Take care not to damage the mounts. It may be necessary to lightly round the ends of the slots for proper bolt clearance, depending on cam position. Paint bare metal.
7. Reinstall the upper control arm into the axle mount with the factory bolt/nut along with 2 Octo Cam Washers. Position the washers in the desired position between the cam tabs on the mount brackets (Fig 2B). There is 5 possible positions. The farther back toward the front the bolt is, the higher the pinion angle will be. Be sure the cams are set in identical positions between the tabs and snug hardware to hold the position.



8. Repeat procedure on the driver's side. Set the cams equal to the passenger's side position.
9. With both sets of cams installed, install the wheels and lower the vehicle to the ground. Bounce the rear of the vehicle to settle the suspension. Torque all 4 upper control arm bolts to 125 ft-lbs.