

**PRODUCT FOCUS!**  
**OCTOBER 2020**



**Wheel Alignment, Balancing & Tire Supplies**  
**EXPERTS, since 1938.**

# HAVE THE PLOW TRUCK READY!



**PRO RYDE**  
EXACTLY THE WAY YOU WANT IT.

## FORD SUPER DUTY 4WD ADJUSTABLE FRONT LIFT LEVELING KIT

**PART #: 71-3500F**

Ford F250/350 2005-2020

**SALE!**  
10% off your already discounted price!



## DODGE RAM HD 2500/3500 4WD ADJUSTABLE FRONT LIFT LEVELING KIT

**PART #: 74-2550R**

Ram 2500/3500 4WD 2013-2020

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## SIERRA/SILVERADO HD 2500/3500 3-IN-1 REAR LEAF SPRING BLOCK KIT

**PART #: 52-1400G**

Chevrolet 2500/3500 2/4WD 2011-2020



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## CHEVROLET GMC HD 2500/3500 TORSION KEY FRONT LIFT LEVELING KIT

**PART #: 64-1400G**

Chevrolet 2500/3500 4WD 2011-2020



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## UPPER CONTROL ARM WITH ADJUSTABLE BALL JOINT

**PART #: 44-2727**

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10% off your already discounted price!



\*Special pricing valid October 1-31, 2020

- Quick and easy replacement of OE control arm
- Greaseable ball joint design for extended durability
- Adjustable ball joint allows for continuous future adjustments
- OE style control arm
- Fits both Left and Right sides of vehicle

Chevrolet Silverado 2500HD/3500 2011-2019  
GMC Sierra 2500HD/3500 2011-2019

## Max-A-Just ADJUSTABLE LIGHT TRUCK CAMBER/CASTER BUSHINGS

- DUAL AXIS Design for up to 25% Greater Range of Adjustment
- Bushing can be set to TRUE ZERO



### ADJUSTABLE BUSHING SDX05

Change camber and caster or a combination of both on 2005-18 Ford F-250/350 Super Duty 4x4's.  
Adjustment Range: 0° to ± 2.5°

**PART #: 44-5036**

#### APPLICATIONS:

|                    |           |
|--------------------|-----------|
| Ford F-250 & F-350 | 2005-2020 |
| Super Duty 4x4     | 2005-2020 |

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## DODGE RAM 2500/3500 ADJUSTABLE CAMBER UPPER BALL JOINTS

Adjustment range: ± 1.0°

**PART #: 44-2497**

Ram 2500/3500 4x4 2013-2019

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Adjustment Range: ±3° Camber,  
±1.5° Caster

Quantity: Each  
Sides Adjusted: 1

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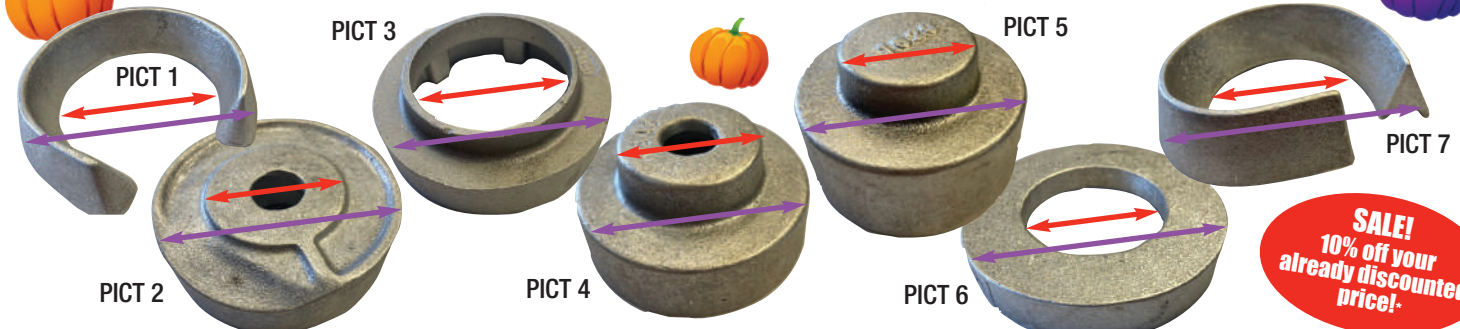
**PRODUCT  
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# ALUMINUM COIL SPRING SPACERS!

– Inexpensive fix for sagging springs – Easy to install –  
– Restores proper ride height, or can achieve a moderate lift –

Coil spacers come in various thicknesses for front & rear coil springs on many cars and trucks. Coil spacers allow shock absorbers to operate through their normal range for longer life and proper response ratios. Spacers restore car trim height for correct front-end component relationships and for like-new ride and appearance. They improve stability. When installed in front, ride height is raised approximately 2-1/2 to 3 times spacer thickness. Engine weight must be considered.

Rear installation on housing raises vehicle approximately 1-1/4 to 1-1/2 times spacer thickness.



| PART# | O.D.   | I.D.   | THICKNESS | LOCATION    | PICT# |
|-------|--------|--------|-----------|-------------|-------|
| 1102  | 5"     | 3-1/2" | 3/8"      | B-FRT       | 1     |
| 1103  | 5"     | 3-1/2" | 1/2"      | B-FRT & B R | 1     |
| 1104  | 5"     | 3-1/2" | 5/8"      | B-FRT       | 1     |
| 1105  | 5"     | 3-1/2" | 3/4"      | B-FRT       | 1     |
| 1106  | 5"     | 3-1/2" | 1"        | B-FRT & B R | 1     |
| 1303  | 4-1/2" | 2-7/8" | 1/2"      | B-F&R       | 1     |
| 1502  | 5"     | 3-1/2" | 3/8"      | T&B-F&R     | 1     |
| 1503  | 5"     | 3-1/2" | 1/2"      | T&B-F&R     | 1     |
| 1504  | 5"     | 3-1/2" | 5/8"      | T&B-F&R     | 1     |
| 1505  | 5"     | 3-1/2" | 3/4"      | T&B-F&R     | 1     |
| 1506  | 5"     | 3-1/2" | 1"        | T&B-F&R     | 1     |
| 1512  | 5-1/4" | 3-5/8" | 3/8"      | B-FRT       | 1     |
| 1513  | 5-1/4" | 3-5/8" | 1/2"      | B-FRT       | 1     |
| 1514  | 5-1/4" | 3-5/8" | 5/8"      | B-FRT       | 1     |
| 1515  | 5-1/4" | 3-5/8" | 3/4"      | B-FRT       | 1     |
| 1516  | 5-1/4" | 3-5/8" | 1"        | B-FRT       | 1     |
| 1702  | 5-3/8" | 3-3/4" | 3/8"      | B-FRT       | 1     |
| 1703  | 5-3/8" | 3-3/4" | 1/2"      | B-FRT & T R | 1     |
| 1704  | 5-3/8" | 3-3/4" | 5/8"      | B-FRT       | 1     |
| 1705  | 5-3/8" | 3-3/4" | 3/4"      | B-FRT       | 1     |
| 1706  | 5-3/8" | 3-3/4" | 1"        | B-FRT & T R | 1     |
| 1903  | 5-7/8" | 4-1/8" | 1/2"      | B-FRT       | 1     |
| 1905  | 5-7/8" | 4-1/8" | 3/4"      | B-FRT       | 1     |
| 1906  | 5-7/8" | 4-1/8" | 1"        | B-FRT       | 1     |
| 1602  | 3-3/4" | 2-1/2" | 1"        | B-R         | 2     |
| 1603  | 3-3/4" | 2-1/2" | 1-1/2"    | B-R         | 2     |

| PART# | O.D.   | I.D.   | THICKNESS | LOCATION  | PICT# |
|-------|--------|--------|-----------|-----------|-------|
| 1615  | 4-1/2" | 3-1/4" | 1"        | B-R       | 3     |
| 1616  | 4-1/2" | 3-1/4" | 1-1/2"    | B-R       | 3     |
| 2006  | 5-1/8" | 4"     | 3/8"      | F-T       | 3     |
| 2007  | 5-1/8" | 4"     | 1/2"      | F-T & R T | 3     |
| 2008  | 5-1/8" | 4"     | 5/8"      | R-T       | 3     |
| 2009  | 5-1/8" | 4"     | 3/4"      | R-T       | 3     |
| 2012  | 4-3/4" | 3-5/8" | 3/4"      | F-T & R-B | 3     |
| 2013  | 4-3/4" | 3-5/8" | 1"        | F-T & R-B | 3     |
| 1620  | 3-1/2" | 2"     | 1-1/2"    | R-T&B     | 4     |
| 1622  | 3-1/2" | 2"     | 1"        | R-T&B     | 4     |
| 1627  | 3-1/2" | 2-1/4" | 1"        | R-T&B     | 4     |
| 1628  | 3-1/2" | 2-1/4" | 1-1/2"    | R-T&B     | 4     |
| 1921  | 5-1/4" | 3-3/4" | 3/4"      | T&B-F&R   | 5     |
| 1922  | 5-1/4" | 3-3/4" | 9/16"     | T&B-F&R   | 5     |
| 1614  | 5-1/8" | 3-3/4" | 1/2"      | B-R       | none  |
| 1617  | 3-1/2" | 2"     | 1/2"      | B-F       | 6     |
| 1618  | 3-1/2" | 2"     | 3/4"      | B-F       | 6     |
| 1619  | 3-1/2" | 2"     | 1"        | B-F & R-B | 6     |
| 1818  | 3"     | 1-3/8" | 3/4"      | R-B       | 6     |
| 1819  | 3"     | 1-3/8" | 1"        | R-B       | 6     |
| 1621  | 4"     | 2-1/2" | 1/2"      | R-T&B     | none  |
| 1714  | 5-1/4" | 3-1/2" | 1/2"      | F-T       | 7     |
| 1716  | 5-1/4" | 3-1/2" | 3/4"      | F-T       | 7     |
| 1718  | 5-1/4" | 3-1/2" | 1"        | F-T       | 7     |
| 1724  | 5-1/2" | 3-1/2" | 1/2"      | F-T       | 7     |
| 1726  | 5-1/2" | 3-1/2" | 3/4"      | F-T       | 7     |
| 1728  | 5-1/2" | 3-1/2" | 1"        | F-T       | 7     |

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Proper Alignment Requires Correct Spring Height • Stacking Not Recommended

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