

**LEFT FRONT
SPECIFIED RANGE**



CAMBER **

Read below

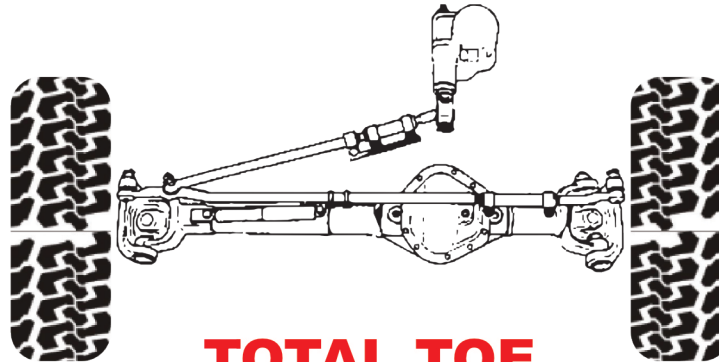
CASTER

2.40* to 3.80*

TOE

-0.05* to 0.05*

**2010 - 2013 RAM 2500,
2010 - 2012 RAM 3500,
AND
2010 - 2013 POWER WAGON**



TOTAL TOE

0.00* to 0.05*

**RIGHT FRONT
SPECIFIED RANGE**



CAMBER **

Read below

CASTER

3.40* to 4.80*

TOE

-0.05* to 0.05*

1. Front TOTAL-TOE must be in this range no questions, and not just "close." This is the most critical detail to get right.
2. Rear axle is not adjustable. Just make sure nothing indicates the rear axle is heavily out of alignment.
3. Front Caster not in the noted range is not a huge problem, as long as the truck drives good. Just get as close as possible.
4. Driver side and Passenger side Caster cams should only be one or two marks out of phase/mirror.
5. If you have a lighter gas engine, stay to the higher end of the caster specs.
6. If you have a heavier Diesel engine, stay to the lower end of the caster specs.
7. If your wheel combo sticks out heavy past the fenders(less positive offset), stay to the lower end of the Caster specs.
8. If you are running stock or more tucked in wheels(high positive offset), stay to the higher end of the Caster specs.
9. **Camber is not adjustable. If you have heavy visible Negative Camber(tops of tires leaned in), your axle is probably bent.
10. Extra positive Caster is welded into the right(passenger) side knuckle, and can not be adjusted out. This is intentional.
11. Do not use offset ball joints, as they are very weak, and are not needed.
12. Axial(Up and down) play in the ball joints, up to about 1/16" or .060", is totally normal.
13. Radial(side to side) play should be very very minimal. If there is easily detectable radial play, your ball joints are bad.