

- 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. IMPORTANT!! Caster cams must remain one mark or less mirrored/equal, when comparing driver and passenger side.
- 3. If the above important Cam note is not followed, the truck will have a heavy chassis lean, so closer to equal the better.
- 4. If you do need a bit of bias in the cams, be sure to loosen the upper radius arm to axle bolts, too, to help prevent lean.
- 5. Correct/high bolt torque to the axle is critical. The 4 radius arm to axle bolts must be 225ft/lbs or you will get popping.
- 6. Rear axle is not adjustable. Just make sure nothing indicates the rear axle is heavily out of alignment.
- 7. 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.
- 8. If you have a lighter gas engine, stay to the higher end of the caster specs.
- 9. If you have a heavier Diesel engine, stay to the lower end of the caster specs.
- 10. If your wheel combo sticks out heavy past the fenders(less positive offset), stay to the lower end of the Caster specs.
- 11. If you are running stock or more tucked in wheels(high positive offset), stay to the higher end of the Caster specs.
- 12.\*\*Camber is not adjustable. If you have heavy visible Negative Camber(tops of tires leaned in), your axle is probably bent.
- 13. Extra positive Caster is welded into the right(passenger) side knuckle, and can not be adjusted out. This is intentional.
- 14. Do not use offset ball joints, as they are very weak, and are not needed.
- 15. Axial(Up and down) play in the ball joints, up to about 1/16" or .060", is totally normal.
- 16. Radial(side to side) play should be very very minimal. If there is easily detectable radial play, your ball joints are bad.