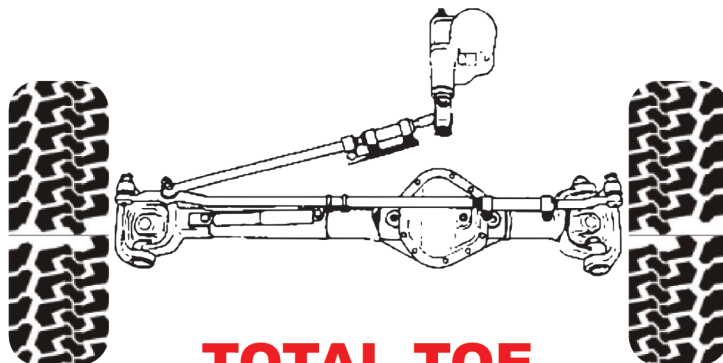


# 2005 - 2009 RAM POWER WAGON WITH "T" STEERING ONLY

SEE OUR ILLUSTRATION TO DETERMINE YOUR STEERING  
TYPE, BEFORE GOING TO THE ALIGNMENT SHOP.



**LEFT FRONT  
SPECIFIED RANGE**



**CAMBER \*\***

**Read below**

**CASTER**

**3.00\* to 4.00\***

**TOE**

**-0.05\* to 0.05\***

**RIGHT FRONT  
SPECIFIED RANGE**



**CAMBER \*\***

**Read below**

**CASTER**

**4.00\* to 5.00\***

**TOE**

**-0.05\* to 0.05\***

**TOTAL TOE**

**0.00\* to 0.05\***

1. 2005-2007.5 had the bad "Y" steering, and 2007.5-2009 should have the "T" version. It's good to verify.
2. If you have "Y" type steering, use OEM specs do not use these specs. Or the better option, convert to "T" steering.
3. Front TOTAL-TOE must be in this range no questions, and not just "close." This is the most critical detail to get right.
4. Rear axle is not adjustable. Just make sure nothing indicates the rear axle is heavily out of alignment.
5. 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.
6. Driver side and Passenger side Caster cams should only be one or two marks out of phase/mirror.
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.