

**ADJUSTABLE CAMBER/CASTER SLEEVE FOR FORD/DODGE - INSTRUCTION SHEET**

*This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.*

**INSTRUCTIONS**

1. Remove cotter pin and nut on the upper ball joint and remove the existing bushing. Install a #23109 zero degree bushing and make a caster sweep to determine amount of change needed.

**Note: The use of a zero degree sleeve will make it much easier to determine the correct caster/camber change needed.**

2. Find desired caster change needed noting passenger and driver side and whether positive or negative change.
3. Find desired camber change needed noting positive and negative change.
4. The intersection of these two readings will give the letter code needed to give the desired change.

5. The upper letter(s) are for inner sleeve adjustment and the lower letter(s) are for the installation reference point.
6. Adjust the inner sleeve using **SPC #74500** wrench so the selected upper letter(s) code from the chart is lined up with the slot in the outer sleeve.
7. Remove the zero degree bushing. Install the new bushing so the selected lower letter(s) code from the chart is installed next to the locator notch on the knuckle that is closest to the wheel.
8. Make sure the new bushing is firmly seated, reinstall ball joint castle nut, torque to 85-95 lb ft, and install new cotter pin.  
**Always check for proper clearance between suspension components and other components of the vehicle.**
9. Adjust toe and recheck alignment.



		Negative Camber																Positive							
		-2.75°	-2.50°	-2.25°	-2.0°	-1.75°	-1.50°	-1.25°	-1.0°	-0.75°	-0.50°	-0.25°	0	+0.25°	+0.50°	+0.75°	+1.0°	+1.25°	+1.50°	+1.75°	+2.0°	+2.25°	+2.50°	+2.75°	
Positive	+2.75°									L-M	M	M-N	N	N-O	O	O-P									
	+2.50°							O-P	K-L	L	Q-R	R	I-J	J	J-K	K	P-Q	L-M							
	+2.25°					N-O	O	K											Q	M	M-N				
	+2.0°				M-N	J			G-H	H						T	T-U			R		N-O			
	+1.75°			M	I	I-J	T	T-U	U	U-V	V			F	F-G	G	G-H	H	R-S	S		O			
	+1.50°			L-M	R	R-S	F	F-G			V-W	E	E	E-F	F-G			U-V			I-J	J		O-P	
	+1.25°		K-L	Q	Q-R	H		F		D	D-E			W-X	X		V			T	J-K	K	P-Q		
	+1.0°		P-Q			G-H	V	V-W	E	X	C-D	Y	Y-Z	C	X-Y	D	W	E-F	F	T-U			K-L		
	+0.75°	O-P	J-K		U	U-V		D-E	A	Z	A	G	A	H	Y	B-C	W-X			U	G		L	L-M	
	+0.50°	O	J	T	T-U	F-G	X	X-Y	B	Z	A				A-B	Z	C-D	D		U-V	G-H	H	R	M	
	+0.25°	N-O	I-J	S-T		F	E-F	W-X	C-D	A-B						Z	X-Y	D-E	V-W	V	H-I	R-S	M-N	M-N	
	0°	N	I	H-I		E	X-Y		C	A						A	Y	O-P		W	P-Q		H-I	I	N
	-0.25°	M-N	R-S	H-I	I	V	V-W	D-E	X-Y	Z	A					Z	Y-Z	W-X	E-F	F	L-M	S-T	I-J	M-N	O
	-0.50°	M	R	H	G-H	U-V		D	C-D	Z	A				Z	A	B	X	X	F-G	T-U	T	J	O	
	-0.75°	L-M	Q-R	G	W-X	F	W		W-X	B-C	V	Y	Z	A	C	Y-Z	D-E	X		G	M-N	U	P	O-P	
	-1.0°		Q			T-U	F	E-F	W	D	X	C	Y	Y	U-V	C-D	X	E	V-W	V	G-H			K	N-O
	-1.25°		P-Q	K	J-K	T	Z		V	X	W-X			D-E	D	Q		F		H	Q-R	Q	Q	K-L	
	-1.50°		O-P	J	I-J				U-V				E-F	W	V-W			F-G		R-S	R	L-M			
	-1.75°		O		S	R-S	H	G-H	G	F	S			V	U-V	U	T-U	T	I-J	I		M	P-Q		
	-2.0°				N-O	R	X		T-U	T	W-X					H	G-H		J	P-Q		M-N	Q		
-2.25°					M-N	M	Q			S	S-T	I	I	H-I			K	Q-R	O-R						
-2.50°					L-M	P	P	J-K	J	S-T	I-J	R	U-V	Q-R	L	K-L	O-P								
-2.75°								O-P	O	N-O	N	M-N	M	L-M											
		-2.75°	-2.50°	-2.25°	-2.0°	-1.75°	-1.50°	-1.25°	-1.0°	-0.75°	-0.50°	-0.25°	0	+0.25°	+0.50°	+0.75°	+1.0°	+1.25°	+1.50°	+1.75°	+2.0°	+2.25°	+2.50°	+2.75°	
		Negative Camber																Positive							

**Adjustable Camber/Caster Sleeve for Ford & Dodge Applications**

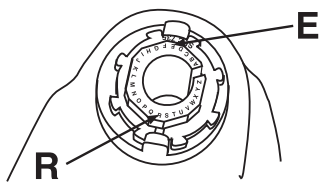
**Ford 4WD (Illust. 1)**  
80-96 F150, Bronco, F250, F350  
80-02 E250, E350, E450 (w/ball joints)  
97-98 F250 (H/D)

**Ford 4WD (Illust. 2)**  
92-98 F350 Crew Cab 4WD

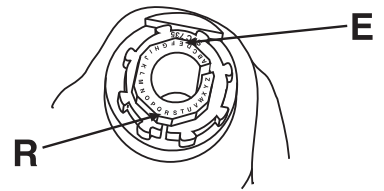
**Ford 2WD (Illust. 2)**  
99-02 F450, F550 Super Duty 2WD

**Dodge (Illust. 2)**  
(Note: 2° Maximum Camber Change)  
94-99 BR2500 4WD, BR3500 4WD  
94-02 BR3500 2WD w/ Mono Beam

		Negative Camber					
		-2.0°	-1.75°	-1.50°	-1.25°	-1.0°	-0.75°
Positive	+2.0°						
	+1.75°						
	+1.50°						
	+1.25°						
	+1.0°						
Negative	-1.75°						
	-1.50°						
	-1.25°						
	-1.0°						
	-0.75°						



**Illustration 1**  
'R' Lined-up with slot in the outer bushing  
**Upper Letter**  
'E' Lined-up with the dogear located nearest the wheel  
**Lower Letter**



**Illustration 2**  
'R' Lined-up with slot in the outer bushing  
**Upper Letter**  
'E' Lined-up with the raised flat ear located nearest the wheel  
**Lower Letter**

**Example Only!!!**  
'R' Upper Letter  
'E' Lower Letter