

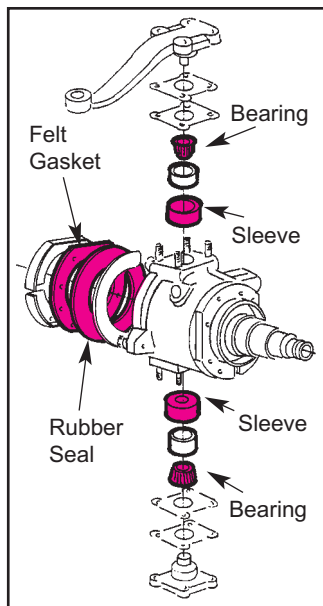
4X4 CAMBER/CASTER SLEEVES

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.

Part #	Total change of Camber and/or Caster
88901	1.2
88902	1.5
88903	1.8
88904	2.2

LIST OF ADJUSTMENTS

POSITIVE CAMBER :	Top Sleeve Indicator Mark to Shock
NEGATIVE CAMBER :	Top Sleeve Indicator Mark to Wheel
POSITIVE CASTER:	Top Sleeve Indicator Mark to Front
NEGATIVE CASTER :	Top Sleeve Indicator Mark to Rear
EQUAL CAMBER /CASTER :	Top Sleeve Indicator Mark to 45° Angle
Bottom Mark Will Be 180° Opposite Top Mark	



1. Set up vehicle, take alignment readings and determine camber and/or caster needed.
2. Raise vehicle. Remove wheel and tire assembly on side you want to change. Disconnect brake line from caliper.
3. Remove 4 wheel lock-out hub assembly. Next, remove the snap ring or locking bolt from axle. Then, remove 8 bolts holding metal ring, rubber seal, and felt from back of hub assembly.
4. Disconnect tie rod end from steering knuckle. Remove steering knuckle from top of hub assembly, **taking care not to distort shims under the knuckle.**
5. Remove nuts holding bottom king pin cap and allow plate to drop down to clear inner bearings. Lift hub and rotor assembly clear of axle and place to the side. (Upper bearing may stick to hub assembly - push it back down with a screwdriver.)
6. Turn axle so flat spots are up and down and remove axle. Remove lower bearing race, then remove upper bearing race. Choose correct adjustment ring and install for correct camber and/or caster change. (Rings must be installed in upper and lower hole).

Caution: It is very important that the ring offset mark is 180 degrees from top to bottom.

7. Pack and install new bearing and race in upper hole. Install new race only in lower hole.
8. Pack and install new lower bearing on lower king pin cap.
9. Reverse removal procedures for installation.
10. Install alignment equipment and compensate, recheck alignment specification, set toe, and test drive.



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