

SELECTING PROPER TRUCK ALIGNMENT SLEEVE WITH TEMPLATE



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The illustrations below are templates and examples used to manually determine what sleeve is needed for any given amount of camber or caster change. **The first two illustrations are assuming you have a zero-degree sleeve installed.** We are working here with the drivers (left) side of the vehicle.

1. A line is drawn from the desired caster change of negative 1.5 degree in the proper direction.
2. Another line is drawn from the desired camber change of negative 1.0 degree in the proper direction.
3. Where the lines intersect will determine the proper sleeve to select. In this case 1.75-degree sleeve.
4. The slot in the sleeve is installed in the directions where the lines intersect, more forward than and inwards towards the engine.



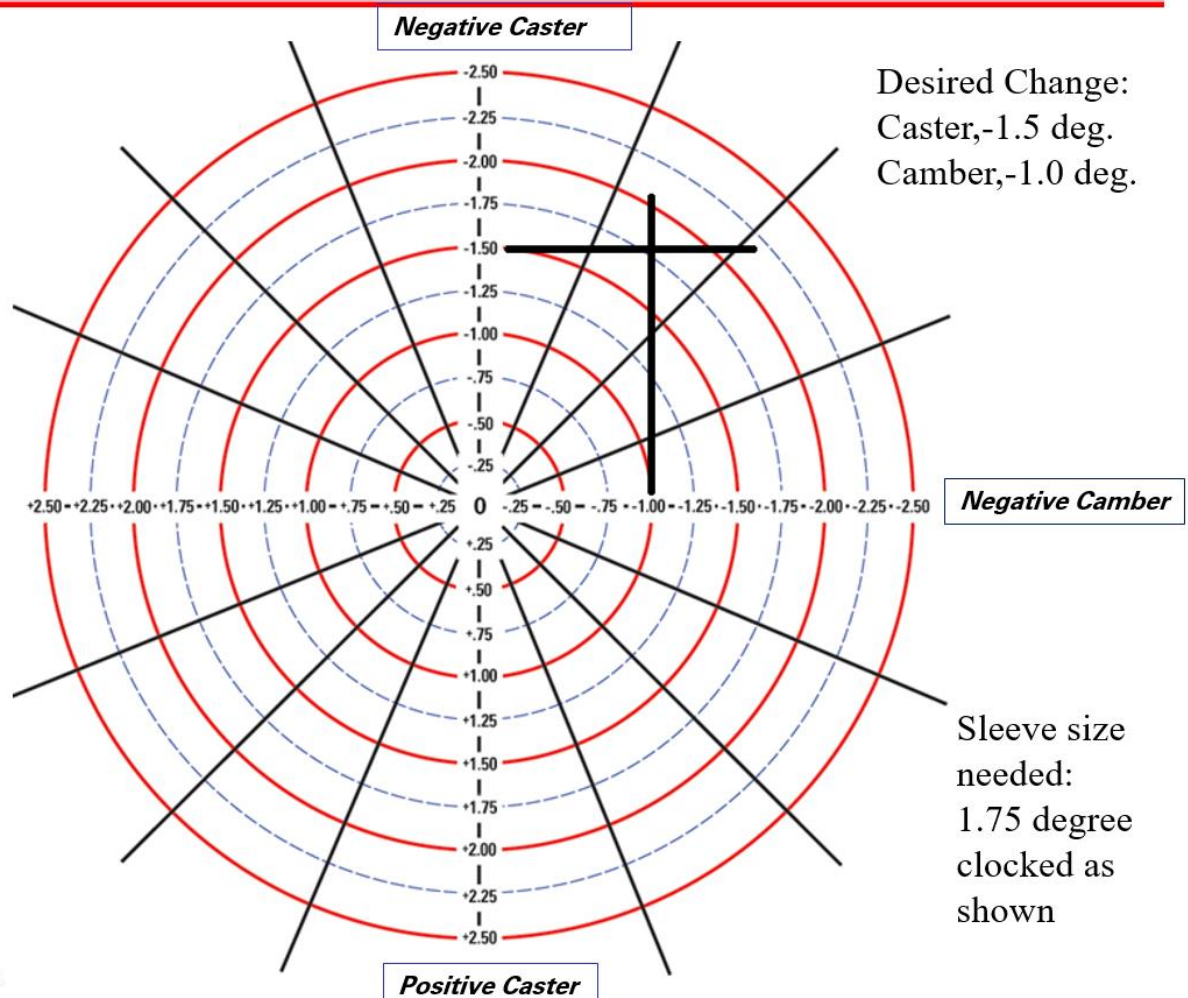
Truck Sleeve Template 1



**Front of
Vehicle**

**Driver's
Side**

Positive Camber



1. A line is drawn from the desired caster change of positive 1.5 degree in the proper direction.
2. Another line is drawn from the desired camber change of positive 1.5 degree in the proper direction.
3. Where the lines intersect will determine the proper sleeve to select. In this case 2.25-degree sleeve.
4. The slot in the sleeve is installed in the directions where the lines intersect, equally outward and rearward.



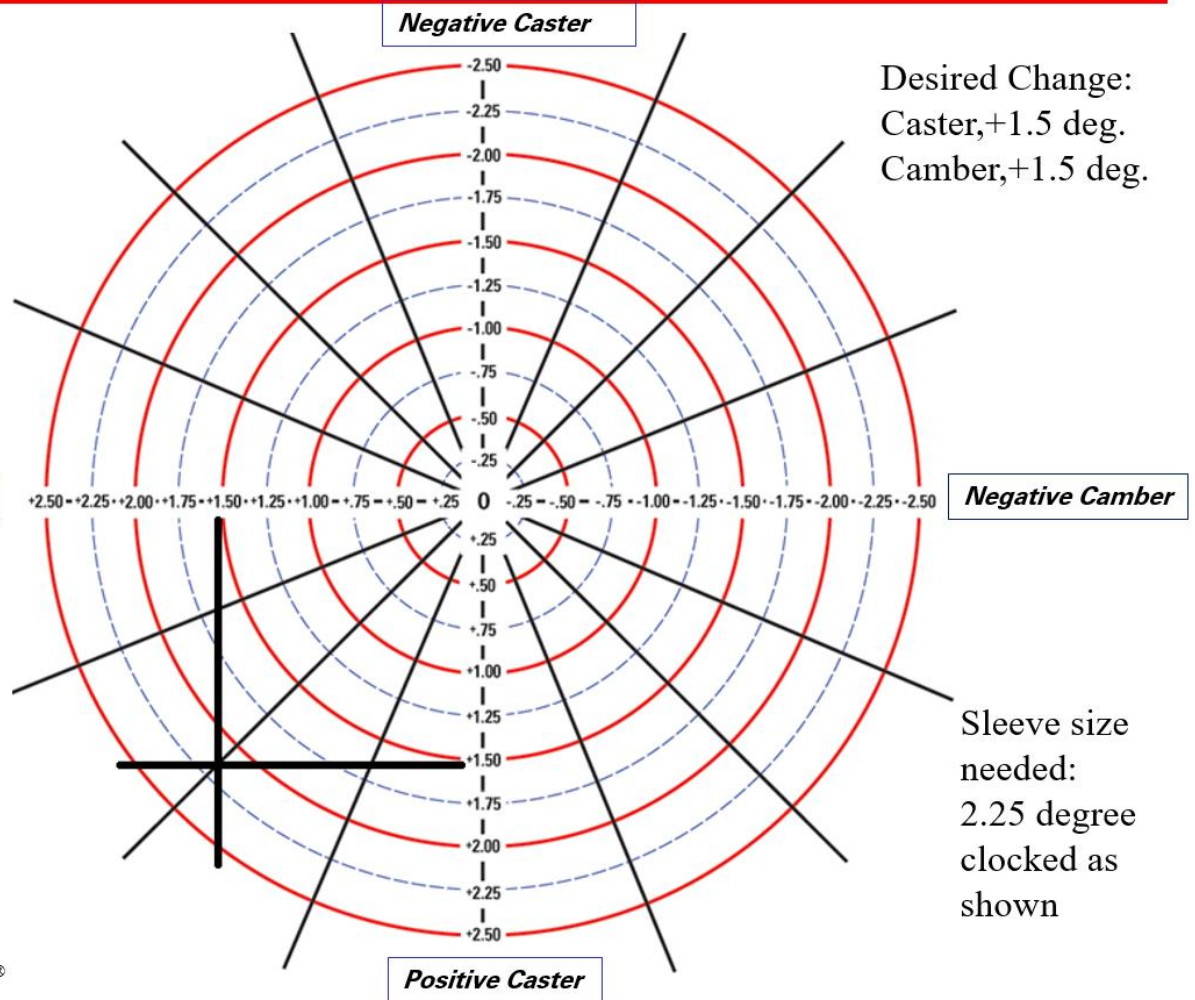
Truck Sleeve Template 2



Front of Vehicle

Driver's Side

Positive Camber



Desired Change:
Caster, +1.5 deg.
Camber, +1.5 deg.

If you know the offset of the sleeve currently in the truck (OE or aftermarket) you can use the chart to figure out what offset and direction to install the new sleeve to get you where you need to be.

The factory sleeve removed was marked for 1.0 degree of positive camber and 0 caster.

If an aftermarket sleeve were removed the amount of change and position would need to be recorded to determine the correct amount of change needed.

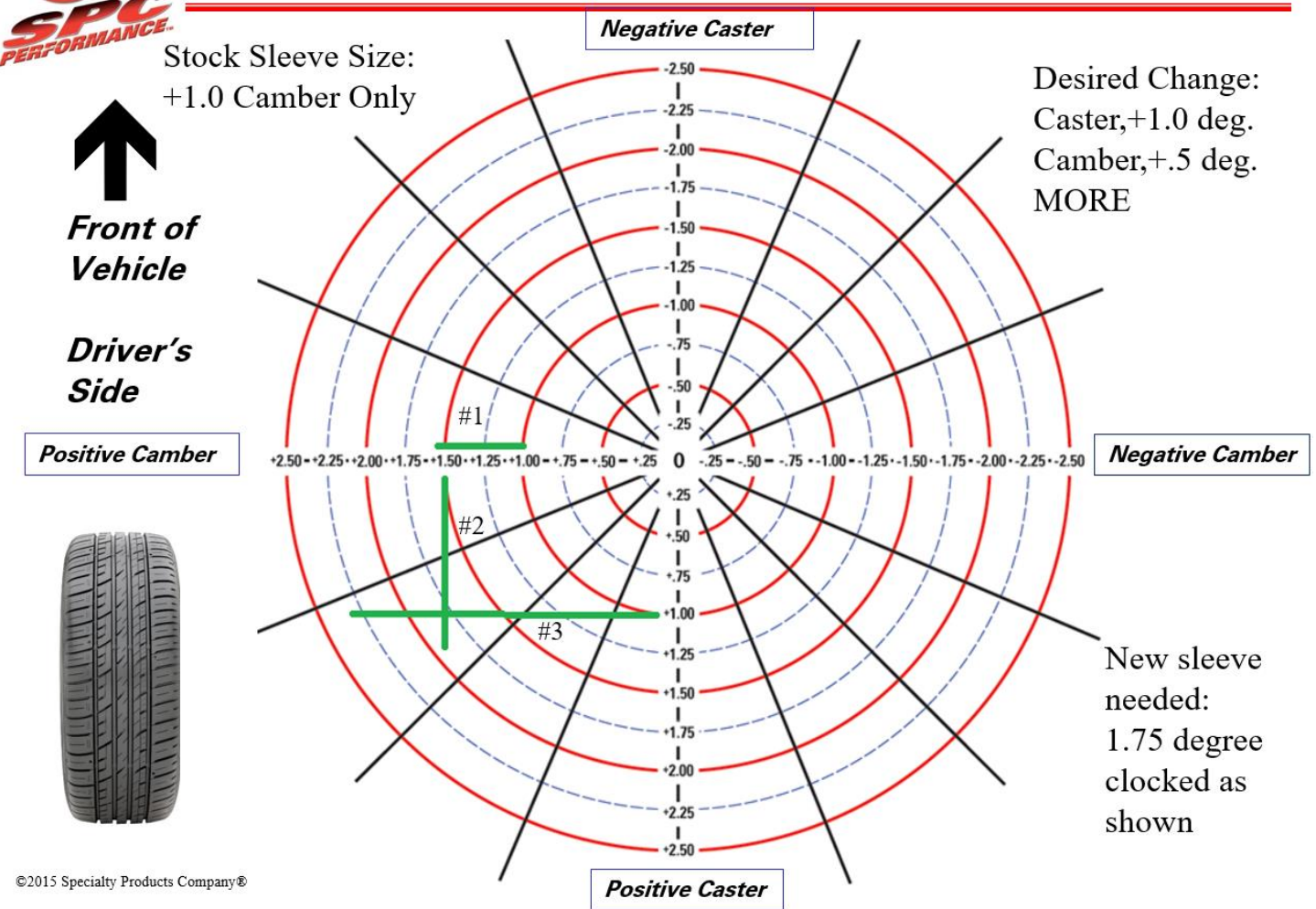
This vehicle needs another 1.0 degree of caster and .5 degree of camber to bring it to proper specifications.

1. A line is drawn for the additional .5 degree of positive camber change needed starting at the positive 1.0-degree mark (#1).
2. A line is drawn straight down from the 1.5-degree point. (#2).
3. The last line is drawn from the desired 1.0-degree positive caster change in the proper direction (#3).
4. Where the lines intersect will determine the proper sleeve to select.
5. The slot in the sleeve is installed in the directions where the lines intersect. In this case the 1.75 degree sleeve would be installed equally outward and rearward.

This will work exactly as shown for axles with the pinch bolt retainer but with 8 position axles the amount of change may need to be altered.



Truck Sleeve Template 3





Blank Template Driver side

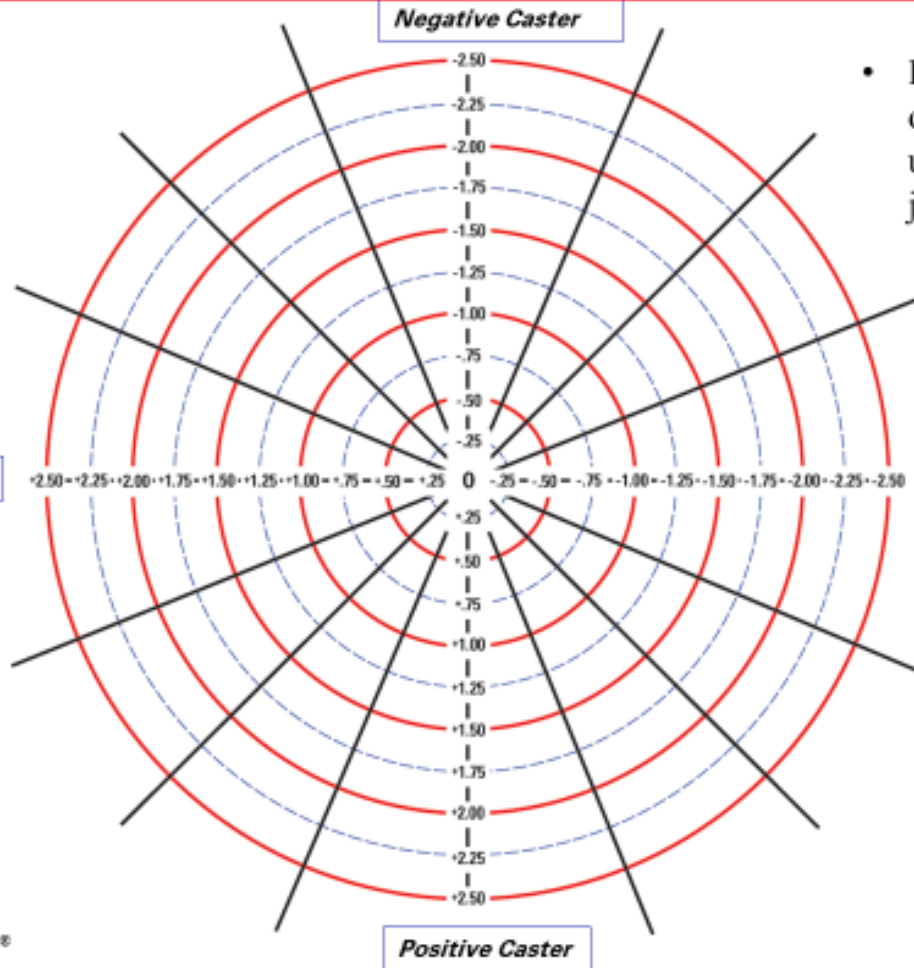


Front of Vehicle

Driver Side

Positive Camber

- Looking down on top of upper ball joint.



Negative Camber

Positive Caster

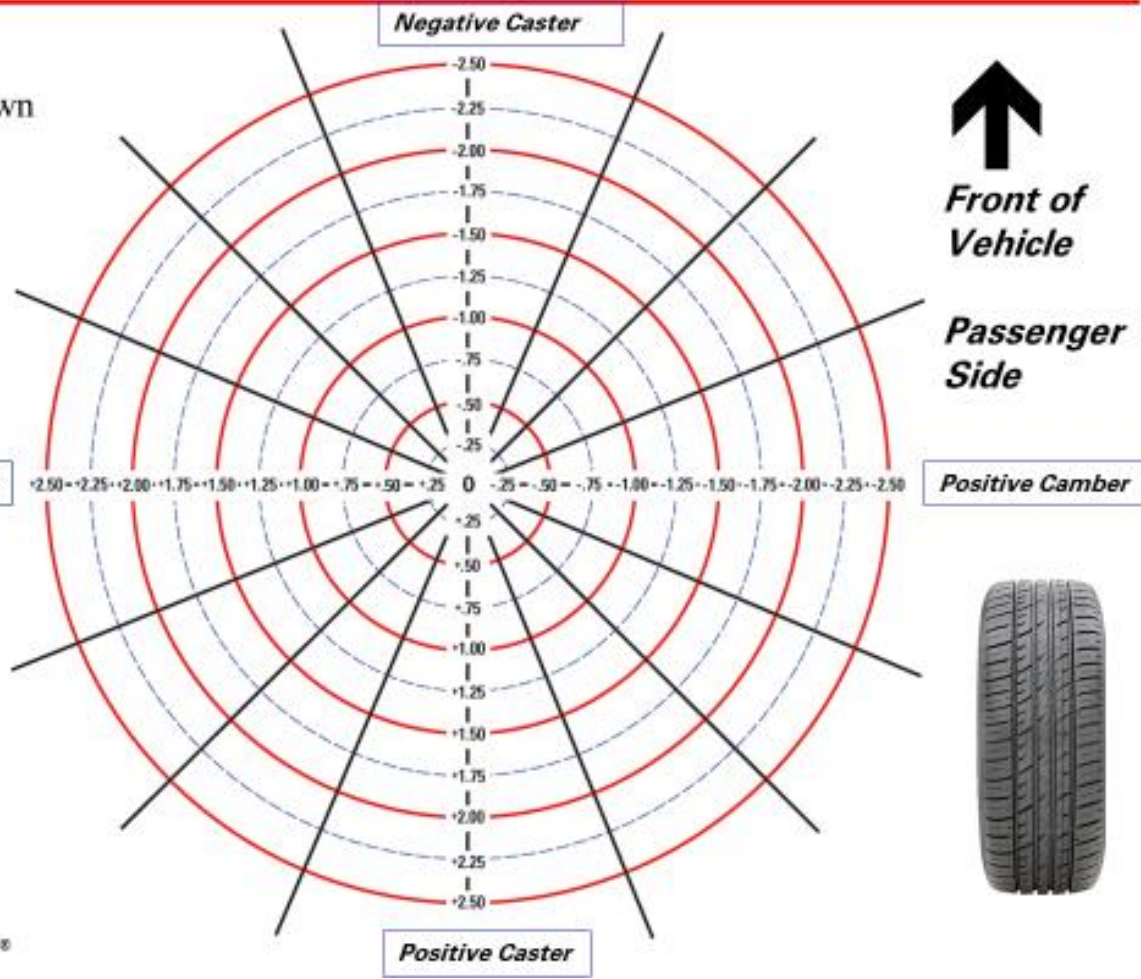


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Blank Template Passenger side

- Looking down on top of upper ball joint.



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