



Specialty Products **FAQ**

Part numbers 24120/24180

Adjustable Truck Sleeves

Q1: How do I get the sleeve to stay in position when I tighten the ball joint castle nut?

A1: It might help to install the sleeve then use the old sleeve along with a hammer to drive the sleeve into the axle. Make sure the all of the components are dry, do not lube the sleeve or axle. This will normally keep the inner sleeve from turning when the nut is tightened.

Q2: Why are there different charts for the same bushing number?

A2: On specific models the same sleeve will give more or less camber and caster correction depending on how far apart the ball joints are. On many two-wheel drive models the ball joints are closer together so the amount of change will be more. Transversely a lot of four-wheel drives have a greater distance between the ball joints and will give less change. The same issues apply to the fixed change sleeves.

Q3: The puller tool will not pull out the stock sleeve. What is the best way to remove the existing sleeve?

A3: Although there are pullers available for truck sleeves, they are only good up to a point. The weak spot is the amount of lip on the existing sleeve. The sleeve can be rusted in so tight that the tool will tear off the sleeve flange. One of the best and most used tools for removing truck sleeves is a good air chisel with an angled chisel bit. The hammering action helps break loose the taper lock between the sleeve and the ball joint. Be careful not to damage the threads on the ball joint stud. If the sleeve will still not come out it may be necessary to break the taper on both the upper and lower ball joint and let the knuckle drop down a little. This will remove the tension on the sleeve and the sleeve will come out easily.

