

#7099 Precision Camber Gauge

All Vehicles:

A smooth, flat surface such as a work-bench must be used for the most accurate settings. All adjustments must be made at normal ride height (All radio gear, motor, fuel, batteries, etc., must be installed prior to adjustment). Compress the suspension several times to set ride height. Set the gauge to the desired angle and place the gauge next to the wheel on the work-bench (See diagram). Adjust the camber rods until the tire aligns itself with the gauge at both the top and the bottom of the tire. If adjustments to your initial settings must be made, **RPM** recommends never adjusting the camber more than one degree at a time. Make minor changes, and then test those changes before making any more adjustments.

Off-Road Settings:

Front: Start with one to three degrees of negative camber on each front wheel for added traction during cornering.

Rear: Normal starting camber angle for rear tires is also between one to three degrees of neg. camber. This prevents the outside edge of the tire from rolling under during cornering, which prevents a loss of traction. Too much neg. camber will cause traction loss on the straight-aways. Positive camber or too little neg. camber will decrease cornering traction, thereby adding steering by allowing the rear end to slide through the corner.

Oval Settings:

Front: Assuming a left turn oval, start with one to three deg. of negative camber on the right wheel and zero to two degrees of positive camber on the left side.

Rear: Mimic front end settings as a starting point.

Sedan & On-Road:

Front: One degree of negative camber should cover most situations.

Rear: Begin with either zero to one degree of negative camber.

