



Instructions For No. 78290 Digital Caster/Camber Gauge

- 1) Find a level place to set up your front end. This unit reads camber and caster very accurately. Unlevel ground will affect that accuracy. **SEE BELOW IF GROUND IS NOT LEVEL.**
- 2) Attach the gauge to the spindle. Be sure that the surface you attach to is machined square to the spindle and doesn't have any nicks or burrs. **BE SURE WHEELS ARE POINTED STRAIGHT AHEAD WHEN SETTING CAMBER.** Rotate the gauge until the small vial on the top of the gauge shows level.
- 3) **CAMBER:** Turn on the **AccuLevel™**. Camber is read directly on the display to .1° (1/10°). Be sure the display is not flashing. This indicates it is in Caster Mode - **CASTER** see below. Push **CASTER** button to exit Caster and get into get into Camber Mode - steady display reading. See separate **AccuLevel™** instructions if needed. On the left side of the display a ▲ pointing up indicates negative camber (top of tire in). A ▼ pointing down indicates positive camber (top of tire out). Race cars usually use negative camber on RF and positive camber on LF. This is helpful when using small camber numbers - less than 1°.
- 4) **CASTER** is measured digitally on this version - up to 45° negative or 45° positive. First turn the wheels 15° to the right when setting the RF or 15° left when setting LF. (**NOTE: THIS IS DIFFERENT THAN WHEN USING VIAL GAUGES WHICH USE 20°. IT IS IMPORTANT TO TURN THE WHEELS EXACTLY 15° FOR MAXIMUM ACCURACY.**) Rotate gauge until it is level.
- 5) Turn on the **AccuLevel™** and push the **CASTER** button. The display will flash on and off to indicate caster is being measured. Push **ZERO** - display now reads 0°. Now turn the wheels back past center to 15° the opposite way - for a total of 30° (**AGAIN THIS IS DIFFERENT THAN WHEN USING VIAL GAUGES**). Rotate the gauge again to level and read the caster directly on the display to 1/10°. (Some previously models required you to double this number - **NOT** with this version.)
- 6) Adjust the caster and camber as needed. Each time you make a change bounce on the front end to settle the suspension. **NOTE:** Adjusting the caster may have an effect on the camber and vice versa. Double check settings. Tighten all bolts when done.

IF GROUND IS NOT LEVEL :

Before checking camber remove **AccuLevel™** and place on ground parallel to axle centerline. If it does not read 0.0° push "**ZERO**". Replace **AccuLevel™** in gauge and proceed as above. This must be done on each side of the car and will compensate for non-level ground. Push "**ZERO**" again to go back to normal (absolute) operation.

See separate instructions for **AccuLevel™** if needed. It can be removed and used for other measurements. Simply slide **AccuLevel™** out (it's held in place with magnets).

NOTE: If display flashes on and off **AccuLevel™** is in Caster mode and will not read absolute angles correctly. Push **CASTER** button to exit Caster Mode.

Warning:

Do Not leave the gauge in the hot sunlite or store in a place over 120° F. The digital display may not be readable. Once it cools down the digital display should be visible again.

