

## Camber

Camber describes the angle of the wheels as their tops lean to or away from the chassis (fig. 1). Negative camber means that the tire leans inward at the top, pivoting at the front outer hinge pin. Positive camber means that the tire leans outward at the top. (Positive camber is not recommended.) Camber is measured in degrees.

### How do I know which setting to use?

We don't suggest positive camber under any circumstances. We suggest using 2° of negative camber, but you may want to adjust for the following:

- Use 2° to 3° negative camber on high traction tracks.
- Use less negative camber (0° to 2°) for **low traction conditions**.

### How do I change the camber?

You change the front camber by turning the camber link (fig. 2). This pivots the axle at the hinge pin. Then re-check toe-in/out, for it will change.

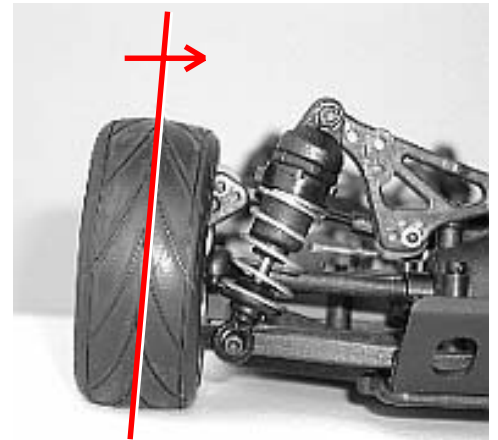
### How do I measure the camber?

We recommend using a camber gauge (Fig. 3), 3x5" card, or just a square piece of cardboard. When adjusting camber you need to have the car ready to run with no body.

1. Set the car on a flat surface.
2. Take your 3x5 card and push it against the tire as shown.
3. Use your supplied molded turnbuckle wrench to adjust the camber link to 1°, 2° or 3° by either eyeballing the gap between the card and the top of the tire), or by placing a ruler across the top of the tires and measuring from the card to the tire.
  - 1° produces a .045" (1.1mm) gap.
  - 2° produces a .088" (2.2mm) gap.
  - 3° produces a .130" (3.3mm) gap.

### On setup sheet

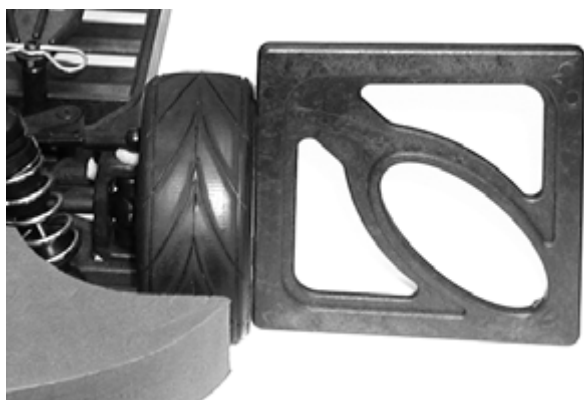
You mark the number of degrees of camber you used.



**Fig. 1** Camber is seen from the back or front of the car.



**Fig. 2** Turn the camber link to change camber.



**Fig. 3** Measure camber with Associated's #1719 Camber Gauge.

#### TIP

Optional titanium turnbuckles resist bending and provide a slight weight savings.

#### Product info

- #1356, Factory Team TC3 Titanium Turnbuckle Set
- #1719, Camber + Track Width Gauge
- #3867, TC3 Steel Turnbuckle Set