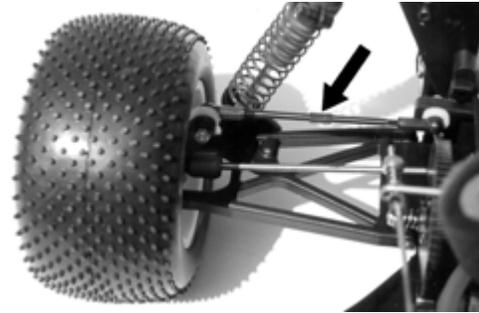


## Rear Suspension

[Contents](#) ©2003 Associated Electrics, Inc. All Rights Reserved.

### Camber Link Adjustment, rear

The camber link is from the rear shock tower to the ball end on the wheel hub, fig. 1. Changing the mounting position of the camber links can affect traction, stability, and handling on rough tracks.



**fig. 1** You can place this turnbuckle in different holes in the rear shock tower to tune for different track conditions.

### How do I know which link is best?

Use the following guidelines to find the best handling for your track conditions.

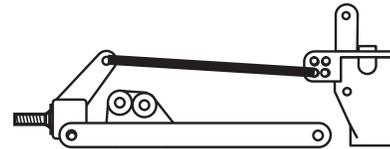
- This lower outside hole will give you the most camber change of all of them. A very good setting for **very bumpy tracks**.
  - The upper outside hole is rarely used. It gives more camber at the end of it's travel.
  - The lower inner location is used often. This setting is what **works best on 90% of the tracks**.
  - This upper inner setting is used to **gain more rear traction on high speed tracks**. This gives your tire very little camber change.

### How do I change the link position?

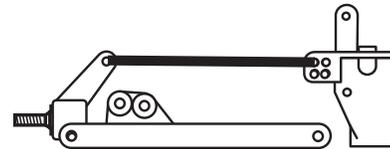
First remove the ball cups from the ball ends and unscrew the ball ends. Then screw the ball ends into the new holes. Reinsert the ball cups onto the ball ends again, twisting or untwisting the cups as necessary to fit.

### On setup sheet

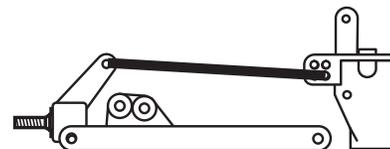
You mark which holes you used for your camber link from the tower to the hub carrier.



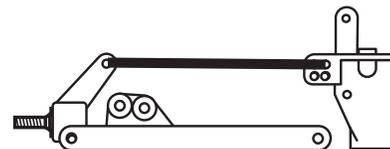
**fig. 2** Lower outside hole.



**fig. 3** Upper outside hole.



**fig. 4** Lower inside hole.



**fig. 5** Upper inside hole.