



## Instructions For No. 78110 Kart Digital Caster/Camber Gauge

- 1) Find a level place to set up your front end. This unit reads camber very accurately. Unlevel ground will affect that accuracy.
- 2) Attach the gauge to the spindle by screwing onto the extra threads outside the nut. If there are none remove the nut and screw the adaptor on until the the hub is tight. When done reinstall the spindle nut and pre-load bearings as required.  
**BE SURE WHEELS ARE POINTED STRAIGHT AHEAD WHEN SETTING CAMBER.**
- 3) Rotate the gauge until the small vial on the top of the gauge shows level.
- 4) **CAMBER:** Turn on the **AccuLevel™** Digital Readout by pushing "ON/OFF". Camber is read directly on the display to  $.1^\circ$  ( $1/10^\circ$ ). See separate **AccuLevel™** below instructions if needed. On the left side of the display a  $\nabla$  pointing up indicates negative camber (top of tire in). A  $\blacktriangle$  pointing down indicates positive camber (top of tire out). Race cars usually use negative camber on RF and positive camber on LF.
- 5) **CASTER:** To set caster more precisely using the **AccuLevel™** digital readout first turn the wheels  $15^\circ$  (**this is different than when using vial type gauges**) to the right when setting the RF or  $15^\circ$  left when setting LF. Rotate the gauge until it is level.
- 6) Turn on the **AccuLevel™** and push **ZERO** (may be marked "**C**" on some models) to zero degrees at that point (shows **00.0°**).
- 7) Turn wheels back to center and continue to  $15^\circ$  in the other direction (a total of  $30^\circ$ ). **Again this is different than when using vial type gauges.** The  $15^\circ$  must be done accurately. An error of even 1 or  $2^\circ$  turning will give a noticeable caster error.
- 8) Rotate gauge to level. Read the digital display and **DOUBLE THE NUMBER FOR (TOTAL) CASTER**, accurate to  $.1^\circ$ . For example display reads  $4.8^\circ \times 2 = 9.6^\circ$  caster.