

# Longacre®

## Instructions For Caster/Camber Gauge

- Read to the center of the bubble.
- Camber uses outside vials and reads in  $1/4^\circ$ .
- Turn wheels  $20^\circ$  to R & L of center when setting caster w. vial type gauges.

1) Find a level place to set up your front end.

2) Attach the gauge to the spindle. If you have a magnetic adaptor 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.**

With the thread-on type adaptor be certain the spindle threads are free of burrs. Usually there are a few extra threads on the spindle. If not you will need to remove the spindle nut and install the adaptor in its place.

3) Rotate the gauge until the small vial at the end of the gauge shows level.

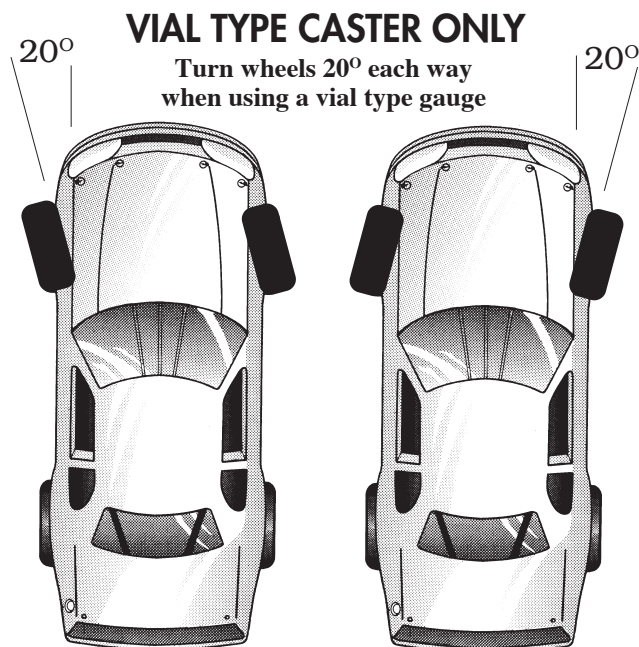
4) Read the CAMBER directly on one of the two vials on either side of the gauge. Note that they are marked + and -. Read the line nearest to the center of the bubble. Each line is  $1/4^\circ$ .

5) To read CASTER first turn the wheels  $20^\circ$  to the right when setting the RF and to the left when setting LF. If you don't have a set of turn plates you can use the angles machined on the corners of the gauge as a reference. Turn the wheels until the angle is parallel to the side of the car. Rotate the gauge until it is level.

6) Turn the knurled nob in the center until the center caster vial reads  $0^\circ$ . Now turn the wheels back past center to  $20^\circ$  the opposite way - for a total of  $40^\circ$ . Rotate the gauge again to level (DON'T turn knurled knob). Read the caster directly on the center vial. Read to the center of the bubble. Each line is  $1/2^\circ$ .

NOTE: If you need to measure more than  $12^\circ$  caster - racing karts for example - turn the wheel  $20^\circ$  and set the center vial at negative  $4^\circ$  instead of  $0^\circ$ . Proceed as above and add  $4^\circ$  to the reading. This will give you a total range of  $16^\circ$ .

7) Adjust the caster and camber as needed. Each time you make a change bounce on the front end to settle the suspension. Remove the gauge and reinstall the spindle nut if needed.



NOTE: Adjusting the caster may have an effect on the camber and vice versa. Double check all your settings before finishing. Be sure to tighten all suspension bolts when done.

## Warning:

Do Not leave the gauge in the hot sunlite or store in a place over  $120^\circ$  F. Breakage of the vials could occur due to heat expansion.

Replacements can be ordered from any authorized dealer or the factory. Replacement is simple with no loss of accuracy.