Tenhulzen Automotive Camber Measurement Instructions

**Calibration**
The digital readout auto-levels when it is powered on. If the working surface is not level the readout can be calibrated.

**IMPORTANT!!!** The digital readout must always face the same direction it was facing when calibrated. If the readout is forward (toward the front of the car) when it is calibrated the readout should be facing forward when camber is measured on both sides of the vehicle. This will keep the calibration.

**Step 1: Calibration (if necessary)**
Adjust the sliding contact point to the end of the gauge, and orient it so the two contact points are sitting on the ground (as shown below). Rotate the digital readout so it is upright, power it on, and press the zero button on the gauge to calibrate.

If the surface is very wavy or bumpy the calibration may still not be perfect. In this case a long, straight piece of metal or similar can be laid down and used to calibrate the digital readout.

**Tip:** If it is desired to simply add a certain amount of camber, the gauge can also be calibrated on the wheel itself. For example if you are out at the track and decide you want to add 1 degree more negative camber, the gauge can be placed on the wheel and zeroed. Now camber can be adjusted until the gauge reads 1 degrees negative camber.

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**Step 2: Measure Camber**

Adjust the upper contact point so that both contact points touch the wheel rim. The camber value will instantly be displayed on the digital readout. Remember that the readout must always face the same direction it was facing when calibrated (meaning it will have to be turned around when measuring the other side of the vehicle).

**Tip:** If the suspension the vehicle must be disassembled to adjust camber (threaded ball-joints, rod ends, etc.), it is possible to speed up the process using the digital readout on the wheel hub or brake disk.

First measure the camber as normal, and determine how much you want to add or subtract. Then after jacking up the vehicle use the digital readout on the hub. This will NOT provide an accurate camber measurement because the suspension is unloaded, but it can provide an accurate camber CHANGE measurement. Meaning if you change the angle of the hub by one degree, the camber should also change by about 1 degree. This will eliminate having to repeatedly disassemble/reassemble the suspension to guess and check. Do not zero the digital readout on the hub unless you want to loose your calibration.

**NOTE:** The digital readout is very sensitive, so sensitive that you may make yourself crazy trying to adjust to the exact desired value. Alignment specs given by manufactures typically have a camber error range of plus/minus 0.5 degrees, meaning if the camber is within 0.5 degrees of the desired value the car is considered to be within spec. Keep this in mind while adjusting camber, if camber is a couple tenths off the exact desired value, there will be no perceivable difference in handling or tire wear.

If you have any questions or issues, please contact us at info@TenhulzenAutomotive.com