

Camber

Camber is the tilt of the tire as viewed from the front of the car. If the top of the tires lean toward the center of the car then you have negative camber. If the top of the tire tilts out away from the center of the car then you have positive camber.

Adjusting camber can have a dramatic effect on the cornering of your car. Most oval track racers run negative camber on the right side of the car and positive camber on the left. Optimum camber settings will result in more speed and ideal tire wear. Camber is measured with a caster camber gauge and is usually easily adjusted with shims or adjustable upper a-arms. Always check the toe when making camber or caster adjustments.

The amount of static camber that you should run is a result of testing, pyrometer measurements, front suspension geometry and discussions with your car builder. Remember that poor camber settings will cause excessive tire wear. Camber settings set to extremes can reduce the braking ability of the car.