PART NO. 91025

Specialty Products Company®

Instruction Sheet
OFFROAD FASTRAX™ ADJUSTABLE CAMBER / CASTER / TOE GAUGE

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

Thank you for purchasing the innovative ***FASTRAX™ Hands Free Adjustable Camber/Caster/Toe Gauge***. Your new gauge will now allow you to read accurate alignment angles as you adjust your suspension for optimal performance and handling. **FASTRAX** can be used quickly and accurately in the shop and at the track. The tool is designed to be used and "zero set" for level racks or floors or reset to match track conditions.

FASTRAX displays camber angles over four degrees, positive or negative. Camber is the inward (negative) or outward (positive) tilt of the top of the wheel as viewed from the front. **FASTRAX** also displays caster angles from four degrees negative to twelve degrees positive. Caster is a front wheel angle only and is viewed from the side. Positive caster is described when the upper ball joint is rearward of the lower ball joint thereby increasing handling stability and the returnability of the steering wheel to center.

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ASSEMBLY INSTRUCTIONS (Refer to Figure 1)

1. Position the 2 Toe Plates on the Lower Crossbar with the "step" in the toe plate against the end of the Crossbar. Insert the 2 1/4" x 20 x 4-1/4" cap screws through the holes in the Toe Plate and Crossbar.

2. Slide 2 of the Guide Stud Extensions over the screws. Add 2 of the Guide Studs.

3. Using the 3/16" Allen Wrench on the cap screws and holding on to the Guide Stud, tighten the assembly securely. Repeat this process for the third Guide Stud Extension in the top of the unit with 4" cap screw.

4. Position Toe Bars (Left and Right) on the threaded studs on the Toe Plates and install Pivot Knobs. Refer to **Figure 1,**

Note: THIS GAUGE IS CALIBRATED. DO NOT DROP OR DAMAGE VIAL BLOCK.

USING FASTRAX ON LEVEL SURFACES

Measuring Camber: Slightly loosen the black clamping knob and rotate the adjusting knob (**see Figure 1)** to lengthen or shorten the tool. **FASTRAX** adapts to most wheels from thirteen to eighteen inches in diameter. Fit the tool so the guide studs (3) grasp either the inner or outer lip of the wheel rim. Adjust the tool to apply enough pressure for a snug fit and tighten the black clamping knob. In cases that the wheel has no rim or lip to grasp, simply hold the tool to the accessible flat surfaces and read your camber angles or changes.

Measuring Caster: BEFORE checking caster angles, **tighten** the four sided pivot knob and unscrew the lLocking Screw to allow movement of the vial block. **The angled tip of the vial block represents 15 degree angles.** To determine Caster: Turn the front wheel "out" fifteen degrees (turn the front of the wheel away from the body fifteen degrees or until angled tip is parallel with the side of the vehicle). **While maintaining this position, raise/lower the vial block to "zero" on the Caster side of the vial block.** Next, turn the wheel back in so that the front of the tire is pointing "in" fifteen degrees (or until the angled tip is parallel with the side of the vehicle). **The center of the bubble (on the Caster side) will then display your accurate caster reading.**

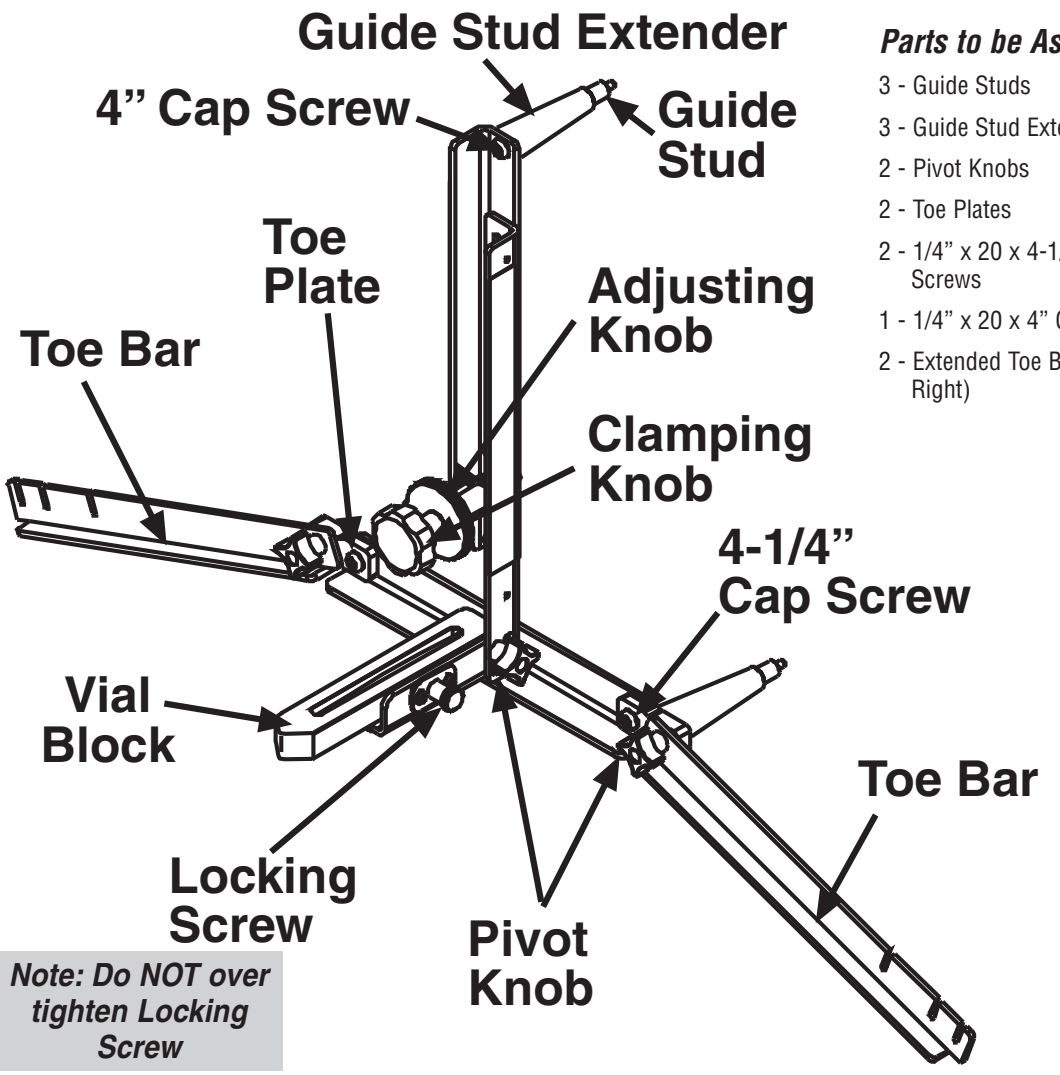
USING FASTRAX ON UNEVEN SURFACES

With the Locking Screw engaged, the **FASTRAX** has been "zero set" (or leveled). Do NOT over tighten Locking Screw. If you are using the tool at locations that may not be level, **FASTRAX** can be reset and "zero set" to adapt to the new location. Unscrew the Locking Pin to disengage the vial block. Place the tool on the ground, *FACING THE OPERATOR,* next to the tire. Raise/lower the vial block to *ZERO* on the Camber scale and tighten the Four sided Pivot Knob. Replace the tool onto the wheel for your true angles. **REPEAT THIS PROCEDURE TO ZERO CAMBER ON EACH SIDE OF THE VEHICLE.**

***** Positive and negative camber degrees are clearly displayed on the left side of the vial and caster on the right side.**

You may need the bungie cord (included) to securely attach the FasTrax to oversized wheels or tires. It is best to run the bungie cord below the Clamping Knob, but above the base of the FasTrax.

Figure 1
Assembled FasTrax



Note: Do NOT over tighten Locking Screw

Required Tools:

- 3/16" Allen Wrench

Parts to be Assembled:

3 - Guide Studs

3 - Guide Stud Extenders

2 - Pivot Knobs

2 - Toe Plates

2 - 1/4" x 20 x 4-1/4" Cap Screws

1 - 1/4" x 20 x 4" Cap Screw

2 - Extended Toe Bars (Left and Right)

USING THE FASTRAX TOE ADAPTER

The ***FASTRAX TOE ADAPTER*** will allow you to measure the amount of toe present in either your front or rear wheels. Toe is the difference between leading edges and trailing edges of the front of the wheel & tire assembly, measured at spindle height. *Toe-In* brings the front of the tires closer than the rear, and *Toe-Out* sets the front of the tires farther apart than the rear. *Zero Toe* is the setting where the wheels are parallel. The Toe setting strongly affects the handling characteristics and transitional cornering of your vehicle.

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To use the **FASTRAX™ TOE ADAPTER,** attach the **FASTRAX** Camber/Caster Gauge securely to the wheel. Center the steering. Loosen the toe bar clamp knobs and lower the toe bars. Insert the head of heavy-duty tape measure (included) into one of the slots in the toe bar and stretch the tape measure over to the tire on the opposite side of the vehicle. Select a suitable reference point on the tire (scribe line, wear indicator, plate resting against sidewall, etc.) and record the measurement. Move the tape measure to the same slot on the **TOE ADAPTER** on the opposite side of the tire, and repeat the procedure. If the measurement at the front of the tire is smaller than at the rear of the tire, you have a *Toe-In* condition. If the front measurement is larger than the rear measurement, you have a *Toe-Out* condition.

After you adjust toe, swing the toe bars up and clamp them in place. Roll the vehicle and settle the suspension. Lower the toe bars, and repeat the measurement procedure to verify your adjustment.

Specialty Products Company®

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