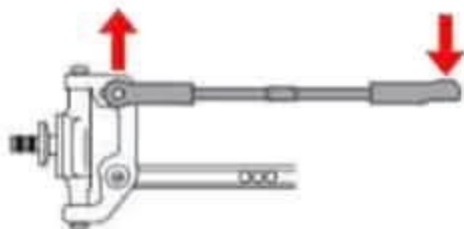


CAMBER LINK ROLL CENTER ADJUSTMENTS (IF CAR IS LOOSE)

Raise
tightens car
Middle off

Lower
tightens car
Middle off



LEFT FRONT

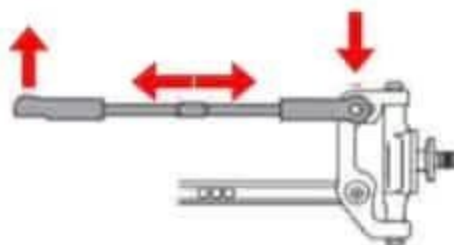
NOTES:

LF... If you raise the inner or lower the outer the car rotates middle off then the opposite obviously does the opposite

Raising
Tightens
car on Entry

Shortening
tightens car
on entry

Lowering
loosens car
on entry



RIGHT FRONT

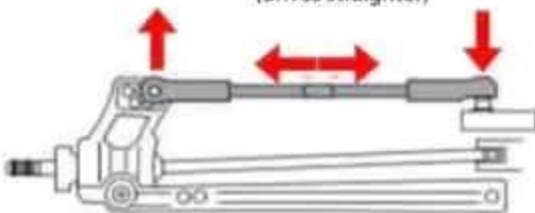
NOTES:

RF... If you lower the inner and raise the outer the car is more aggressive on entry and dives on RF... the opposite does the opposite... If you make it shorter the car reacts faster and gives you more camber gain.... longer slows the car down.

Raising
tightens car
from middle off

Lengthening
tightens from
middle off
(drives straighter)

Lowering Tightens
car from
middle off



LEFT REAR

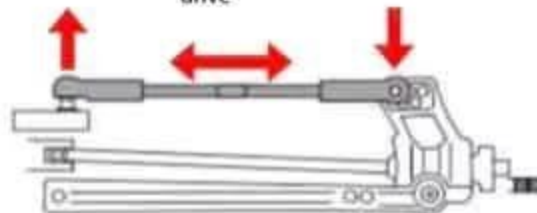
NOTES:

LF... A long link will make it drive straighter off the corner if you make it shorter it rotates more off if you raise the inner or lower the outer it puts more weight on the right side of the car allowing it to rotate more middle off if you raise the outer and lower the inner it does the opposite

Raising
Tightens car on
corner entry

Lengthening
tightens car
on entry and
gains forward
drive

Lower Tightens
car on corner
entry



RIGHT REAR

NOTES:

RR... If you make it longer it locks the RR in the track on entry if you make it shorter it rotates better on entry but loses forward drive... if you raise the inner or lower the outer it rolls on RR on entry.. If you raise outer or lower inner it will keep weight from transferring on RR going in