

## #70492 Toe - In Gauge

### What the toe-gauge does:

Checking toe-in with this gauge is a simple matter of comparing the rear of the tire to the front using reference points on the tires.

### Tips for the most accurate readings of your toe-in gauge:

- 1) Install all radio gear, speed control, motor, battery, etc. prior to checking or setting the toe-in (or camber).
- 2) Important: All checks of your toe-in (or camber) must be made while the vehicle is sitting at proper ride height.
- 3) Check that the surface used is **smooth and flat**.
- 4) Turn your radio and your vehicle on, then off to ensure that your vehicle's front wheels are as straight as possible.
- 5) Using your **RPM #70992 Camber Gauge**, set your camber prior to checking or setting the toe-in.

### About your #70492 Toe-In Gauge:

- 1) This kit includes one toe-in gauge and two small risers.
- 2) The risers have multiple purposes such as:
  - To raise the centerline of the gauge to match the centerline of off-road truck tires. (Without the risers, centerline of the gauge matches centerline of off-road buggy tires.)
  - To raise on-road vehicles so the gauge will be able to slide under the chassis. (Place risers under the front tires of your on-road vehicle prior to checking toe-in.) See **FIG. A**.
- 3) Take a moment to familiarize yourself with the two ends of the gauge. Place the gauge on its bottom edge where there are two small feet used to stabilize the gauge in that position. The blue knob should be facing toward you. You should be looking straight down at the top edge of the gauge. The left end of the gauge looks like a whale's tail (these are the pointers) and the right end has a graduated scale and a single pointer. Each line on the scale represents one degree of total toe-in (1/2 Deg per side).

### Using your #70492 Toe-In Gauge:

**Please note that all references to "left" and "right" are your left and right, NOT the vehicle's left and right!**

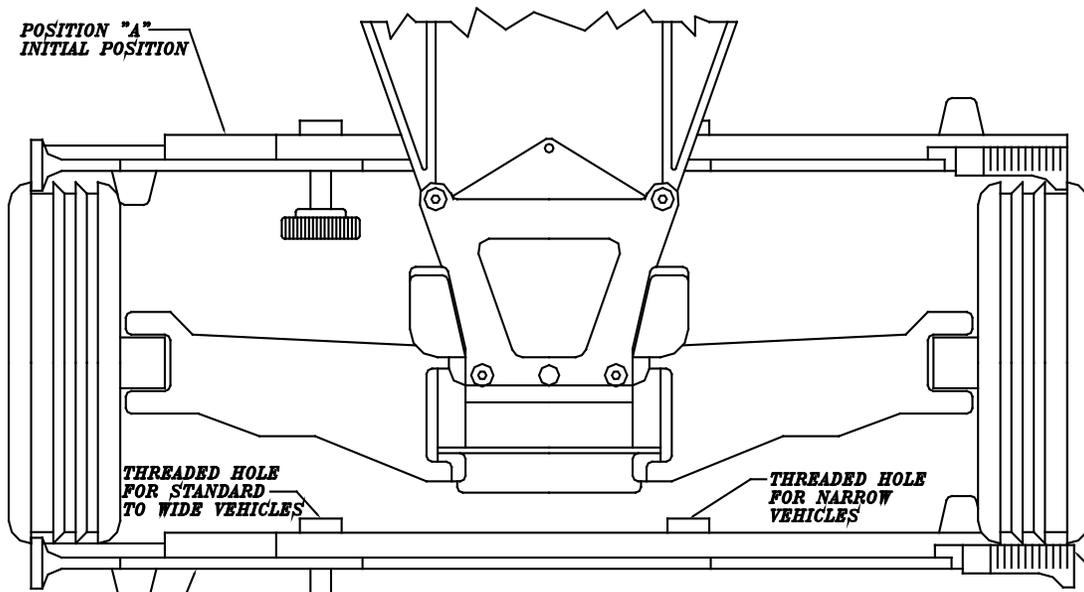
Keep only light tension on the spring-loaded, blue knob. Slide the gauge open part way. If you are checking an off-road truck, install the risers just to the outside of the balancing feet, under the toe-in gauge. With the front of the vehicle facing you, place the gauge under the vehicle, behind the front tires (**POS. "A"**). The blue knob must be facing toward you. Choose a rib on each tire. These ribs will be the reference ribs. Carefully place one gauge point against the inside of a reference rib. Now slide open the gauge until the gauge-point on the other end touches the inside of the reference rib on the other tire. Gently remove your gauge from under the vehicle. Place the gauge in front of the tires with the blue knob still facing you (**POS. "B"**). Now, only the left gauge point faces the tire. Place this pointer against the inside of that same reference rib. On the right side, the inside of the reference rib will be lined up with one of the lines on the graduated scale. The outside end of the scale represents "0" degrees. Each line inwards represents one degree. (See the example on the illustration.) Read the gauge at the point where the reference rib lines up with a line on the scale. (If the reference rib does not line up with any lines on the scale, then you have toe-out. See "Checking Toe-Out" below.) If the gauge is left locked down, the vehicle can be rapidly checked for toe-in changes after a crash simply by placing the gauge in front of the wheels and, using the same reference ribs, check to see if the toe has changed!

### Sedans & Other Narrow Chassis Vehicles:

If you cannot get the toe-gauge to close far enough then there is a second hole in your toe-gauge for the blue knob that allows the ends, or "pointers" to come closer together (See illustration). Simply remove the knob from the standard position, close the gauge until the slot reveals the second threaded hole, then reinstall the knob. Due to tighter tread designs or the use of "slicks", it may be necessary to use the inside edge of the tire for your reference edges. Use the small risers or some thin, equal thickness spacers to elevate the chassis to enable you to stand the gauge up behind the tires (See **FIG. "A"**).

### Checking Toe-Out: (Very rarely used!!!)

If you prefer to run toe-out or the condition described above is prevalent, then toe-out may be checked simply by starting from the front of the tires and finishing behind the tires. The only exception being the blue knob must face the rear of the vehicle (away from you) throughout the procedure.



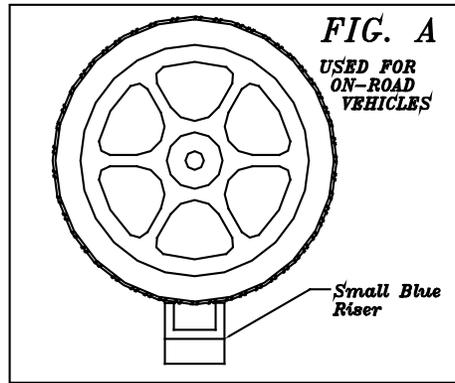
**POSITION "A"**  
**INITIAL POSITION**

**THREADED HOLE**  
**FOR STANDARD**  
**TO WIDE VEHICLES**

**THREADED HOLE**  
**FOR NARROW**  
**VEHICLES**

**POSITION "B"**  
**FINAL POSITION**

**NOTE POSITION OF KNOB IN**  
**BOTH POS. "A" & POS. "B"**



**FIG. A**  
**USED FOR**  
**ON-ROAD**  
**VEHICLES**

**EXAMPLE SHOWS**  
**ONE DEG. WORTH**  
**OF TOE-IN**

**Small Blue**  
**Riser**