

ADJUSTMENT GUIDE

TO TIGHTEN CAR ON ENTRY

Increase Compression Left Front Shock
 Decrease Compression Right Rear Shock
 Increase Rebound 5th Coil
 Raise J-Bar on Chassis 1/2" at a Time
 Lower J-Bar on Pinion 1 Click at a Time
 Lower Right Bottom 4-Link Rod on Chassis
 Stiffen Left Front Spring 25# at a Time
 Lower Right Side of Ride Heights
 Decrease Left Side Weight %

TO TIGHTEN CAR IN MIDDLE OF CORNER

ON THROTTLE MIDDLE
 Less Rebound Left Rear Shock
 More Gas Pressure in Left Rear Front Shock
 Less Compression in Right Rear Shock
 Lower Left Bottom Bar on Chassis
 Less Rebound Right Front Shock
 Lower Right Top Bar on Chassis

OFF THROTTLE MIDDLE
 More Compression Right Front Shock
 Less Compression Right Rear Shock
 Increase Rebound 5th Coil Shock

TO TIGHTEN CAR ON EXIT

Less Rebound Left Rear Shock
 More Gas Pressure Left Rear Front Shock
 Less Compression Right Rear Shock
 Increase Wedge (Bite)
 Raise Left Top Bar on Chassis
 More Left Rear Spring
 Less Right Rear Spring
 More Right Front Spring (May Loosen Entry)

TO LOOSEN CAR ON ENTRY

Less Compression Right Front Shock
 Increase Compression Left Rear Shock (If Slamming Down)
 Increase Gas Pressure Left Rear Front Shock (If Slamming Down)
 Less Rebound 5th Coil Shock
 Raise J-Bar on Pinion 1 Click at a Time
 Soften Left Front Spring 25# at a Time
 Raise Right Bottom 4-Link Rod on Chassis
 Increase Left Side Weight %

TO LOOSEN CAR IN MIDDLE OF CORNER

ON THROTTLE MIDDLE
 Increase Rebound Right Front Shock
 Raise Left Bottom 4 Bar on Chassis
 Less Gas Pressure in Left Rear Front Shock
 Add Stagger
 Less Rebound Left Front Shock
 Raise Right Top 4-Link on Chassis

OFF THROTTLE MIDDLE
 Less Compression Right Front Shock
 More Compression Left Rear Shock (If Slamming Down)
 More Gas Pressure Left Rear Front Shock (If Slamming Down)
 Decrease Rebound 5th Coil Shock

TO LOOSEN CAR ON EXIT

Decrease Wedge (Bite)
 Lower Left Top Bar on Chassis
 Soften Left Rear Spring
 Stiffen Right Rear Spring
 Lower Left Side Ride Heights
 Less Gas Pressure Left Rear Front Shock (If Slamming Down)
 Less Rebound Left Front Shock

TO TIGHTEN CARS HANDLING

Raise Ballast & Left Side Ride Heights
 Stiffen Left Side Springs
 Run Standard 4-Link Lengths
 Reduce Stagger

TO LOOSEN CARS HANDLING

Lower Ballast & Left Side Ride Heights
 Lengthen Right Rear 4-Link Lengths
 Increase Stagger

LEFT REAR SHOCK HINTS

Softening Rebound in Left Rear Behind Shock will Increase Left Rear Bite
 Increasing Gas Pressure in Left Rear Front Shock will Increase Left Rear Bite
 A Left Rear Front Shock Can be Run to Control Acceleration & Braking
 4c-0r for Momentum Cornered tracks & a 6c-0r for Tighter Cornered Tracks
 Use a Gas Shock for Maximum Braking Control & Traction on Dry Slick Tracks
 Use a Dual-Tube Shock when there is Maximum Traction

LEFT REAR

TO LOOSEN CORNER MIDDLE ON THROTTLE

Raise Left Bottom Rod on Chassis

Raising Left Bottom Rod on Chassis will Create more Hike-Up and More Rear Steer, Loosing Car on Throttle

Lowering Left Bottom Rod on Chassis will Hold Load on Rear Mounted Spring & Promote Less Roll Steer, Tighteneing Car on Throttle

TO LOOSEN CORNER EXIT

Lower Left Top Rod on Chassis

TO TIGHTEN CORNER MIDDLE ON THROTTLE

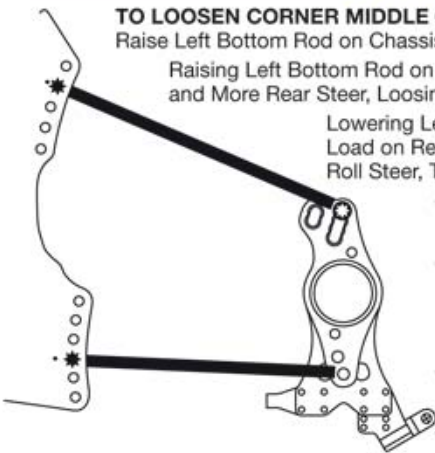
Lower Left Bottom Rod on Chassis
 Lower Left Top Rod on Birdcage

TO TIGHTEN CORNER ENTRY

Lower Left Bottom Rod on Chassis

TO TIGHTEN CORNER EXIT

Raise Left Top Rod on Chassis
 Lower Left Bottom Rod on Chassis



RIGHT REAR

TO LOOSEN CORNER MIDDLE

Raise Right Top Rod on Chassis

Lengthen Right Side Top Bar & Bottom Bar for More Rear Steer on Tight Cornered or Heavy, Tacky Race Tracks

Can Also Decrease Lap Times on Momentum Race Tracks (Depending on Driving Style)

TO LOOSEN CORNER ENTRY

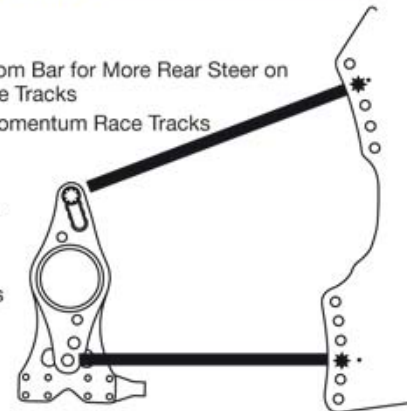
Raise Right Bottom Rod on Chassis
 Lower Right Top Rod on Chassis

TO TIGHTEN CORNER ENTRY

Lower Right Bottom Rod on Chassis

TO TIGHTEN CORNER EXIT

Lower Right Top Rod on Chassis



JUST BUILT BETTER

