’02-’06 Hyper 600cc Torsion Setup

	Left Front	Right Front	Left Rear	Right Rear
Torsion Bar Size	.675	.675	.650	.675
Block Size	1-1/2"	1-1/2"	1-3/4”	1-3/4”
# of Turns Off Block	+1	0	+0	+0
Ride Heights **	10-5/8”	11-3/4”	7-1/2”	8-5/8”
Monotube ARS Shocks	3264/2	3263/1	3265/2 or 4/2	3264
Monotube Adjustable	Not needed	E3265-0.5/2	B3678-2/2	BRC3366-3
Monotube Pressure	20 psi	20 psi	10 psi	10 psi
Double Adjustable				BC3166-3/6-3
Twin Tube Shocks	1064/2	1063/1	1066/2 or 5/2	1064
Twin Tube Adjustable	Not needed	E1065-0.5/2	B1068-2/2	BRC1166-2
Center Line of Tire Offset		3/4” to the Right	12”	14-1/2” to 15-1/2”
Tire Pressure	9 psi	9 psi	3-8 psi	5-10 psi
Tires	57x6.5 RD12	57x6.5 RD12	62,63,64 or 65” RD12	69Wx10 RD12
Wheels	10x7 (4” outer)	10x7 (4” outer)	10x10(6” or 7” outer)	10x13 (8” or 9” outer)
Stagger	4”-8” (5-1/2" Start)			
Rear Panhard	6-1/2”			
Front Panhard	3-1/4”			

** Ride heights are measured from the ground to the center of the torsion bar without driver in car. These are heights for a normal track.

Setup Notes:

- Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.
- Please run a 4/2 or 5/2 or 5/1 left front shock. This shock really helps drivability.
- For a driver heavier than 220 pounds use .700 LR and a .725 RR bars, and also keep the seat down on the bottom rail
- Use a 32” wide nose wing where legal, use a deep belly wing on tracks 3/8 mile or smaller
- On high speed tracks it may be necessary to go with even up bars in the back, two .675's or two .650's
- An ARS bump rubber is recommended on the left rear shock, this can be a big advantage when your left rear is bottoming out
- If the car is bottoming out, add ½ to 1 turn on both rear bars and make sure you have a bump rubber on the LR
- With an adjustable LR shock, less tie down (turns out) will tighten up the car on entry, loosen up on exit too much tie down will make the car hoop through the turn, too little tie down makes car unpredictable
- If the car is not turning in, or has a slight push when you first point the car in, add more RF weight by taking a 1/2 turn out of the LF and RR and adding a 1/2 turn to RF and LR.
- If using a traction bar, be sure you use the setup sheet developed for its use
- Tire preparation, grinding, grooving, and siping are essential to getting the most traction, see setup manual
- Add LR RF weight to tighten up on exit, add LF RR weight to tighten up entry
- Add LR RF weight to loosen up on entry, add LF RR weight to loosen up on exit
- Add corner weights by adding ½ or taking out ½ turn to each corner, for example, add RF LR weight by adding ½ turn to LR RF and -1/2 turn to LF RR
- If using a 2” rear axle, use two 1-1/2” blocks in the rear for a normal track
- Treat monotube shock pressures like extra turns in that corner, the more pressure you run in a corner, the more weight a 30psi change is similar to adding a turn

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To make car tighter:

- Move wing back
- Go to 4-1/2” stagger or as little as 4”, put on a 64” or 65” LR tire, stretch LR tire if necessary
- Reduce LR tie down (-2-1/2 from full stiff on a 8-1/2) to tighten up on entry (this may loosen it up a bit on exit)
- Two easy up shocks in front, make RR shock is full soft (if using a 6-3), if using dbl adj go to more tie down, full soft comp, stiffer rebound
- Lower rear tire pressures to 4 LR and 5-1/2 RR

- To make car tighter coming out (forward bite) raise ride heights front and rear, generally done on a smaller track
- To make car tighter in the middle, lower ride height, just beware of car bottoming out, generally done on 1/3 mile tracks
- Lower rear panhard bar, raise front panhard bar
- Go to stiffer front bars, stiffer LF will tighten up on entry and stiffer RF will tighten from the middle out.

Too stiff on the front will make the car inconsistent, it will push when the front hits a slight bump

- Move Left rear tire out as far as it will go when on a big track

To make the car looser:

- Move wing front, but keep angle at 22 degrees on small track, use as large as possible nose wing (32" wide)
- Add more stagger (go to a 63 or 62x10) this will achieve 5-1/2” to 8-1/2”
- Stiffen up RR shock, increase rebound on the LF shock, increase rebound in LR shock, too much tie down will make car hop
- Increase RR tire pressure to 8 to 10, lower fronts to 7
- Move RR out to 15-1/2” or as far out as it will go, if car is rolling up on RR too much, extra 1” can be achieved by using a 9 on 4 RR wheel
- Raise rear panhard bar to as high as 8"
- To make car looser coming out lower ride heights, take one to three turns out of each front side and one to two turns out of each rear
- Soften up front bars, stiffen up rear bars (.625LF .650RF .700LR .725RR)
- Install a rear traction bar if car is rolling too much, very common for heavy drivers
- Go to a 61” LR tire to achieve as much as 7-1/2” to 8-1/2” stagger, makes car easy to drive but hurts speed

Further your education, by reading all of our setup manuals, assembly manuals, and setup theory on our website www.hyperracing.com

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