'07 & Up Hyper Asphalt 600cc Dirt Chassis Setup

	Left Front	Right Front	Left Rear	Right Rear
Spring Rate/Bar Size	180 or .825 Bar	200 or .825 Bar	.850	.825
Block Size	4"	4"	3-3/4"	3-3/4"
# of Turns Off Block	-2	-2	+0	-1-1/2
Ride Height	1-1/2"	2"	1-1/2"	2"
Approximate Corner Weight	182	101	253	218 (total 755)
Monotube ARS Shocks	326 H1/3	326 H1.5/3	B337 H6-2/2	B337 6-4/4.5
		Basic Dirt shocks can work fine		
Right Side Tire Offset		1" to the Right		14-1/2" -16" (15" Start)
Tire Pressure	9 psi	12-15 psi	9 psi	12-18 psi
Tirs	57/6-10 RD15	57/6-10 RD20 or 57/6.5-10 D25	57/6-10 RD15	62/10-10 RD20
Wheels	10x8 (4" outer)	10x8 (4" outer)	10x8 (5" or 4" outer)	10x13 (8" or 9" outer)
Stagger	4-1/2"-7"(6" to Start)			
Rear Panhard	6.5"			
Front Panhard	5"			

Setup Notes:

● Make a ½" thick x 1" wide aluminum bar to bolt on to the right front radius rod frame mounts to allow the proper angle of the RF radius rods. With car at ride height, they should be level or slightly angled downhill to the front axle. They will need to be raised about 2".
●Weld shock towers onto the front axle to get the shocks out close to the tires and to drop the shock mount to allow the car to be lowered without bottoming out the shocks. Weld shock towers out 3-5/8" center to center from the existing mounts and 4-3/8" tall. With the torsion arms, at this low ride height, the angle is way off. Coil overs are cheaper than torsion bars and work very well on asphalt.
●On the rear torsion arms, use longer shackles: 3-1/2" long shackle on LR with 5-3/4" center to center of rod ends, and 3" on RR with 5-1/8" centers. These shackles will correct the arm angle.
● Set caster to 5 degrees (king pin angle lay back).
●Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.
● Use the blocks and turns to get the car close to the optimum ride heights. After blocking check ride heights, add or subtract turns evenly to achieve the desired ride heights, then scale car.
● Always scale car with the driver in the car and about 1-2 gallons of fuel, tire pressures set.
● Cross weight (LR+RF/TOTAL WEIGHT) should be 42%-52%. Start at 48%.
● Add cross weight to tighten up…reduce cross weight to loosen up
● Add cross weight by adding 1 turn to RF and LR and taking out 1 turn from the RR and LF. This will maintain ride heights.
● Left side weight should be around 56%-59%.
● Rear weight should be around 62%-65%. Driver weight will have a large influence on this and there is not much you can do to change it other than move the rear axle back and the front axle back to decrease percentage.
● For a driver heavier than 210 pounds use the next size stiffer rear bars.
● On adjustable LR shock, run it full stiff -2 turns.
● If using a 2" rear axle, use two 3-1/2" blocks in the rear.

To Make Car Tighter

● Add cross weight.
● Move RR in.
● Less stagger.
● Less rebound on the front shocks, softer compression RR, stiffer compression RF.
● Lower rear tire pressures.
● Lower rear panhard bar, raise front panhard bar, rear panhard bar makes a larger adjustment than the front.
● Softer RR spring or stiffer RF spring.

To Make Car Looser:

● Move RR out.
● Add more stagger.
● Stiffen up compression on RR shock, increase rebound in LR and/or LF shock.
● Increase RR & LR tire pressure.
● Raise rear panhard bar, lower front panhard bar.
● Stiffer RR Bar.