

	Left Front	Right Front	Left Rear	Right Rear
Coil Size	80	95	80	105
Block Size	1-1/2"	1-1/2"	1-3/4"	1-3/4"
# of Turns Off Block	+2	-1	-2	+1
Monotube ARS Shocks	3261	326.5/1	3264/2	3263
Monotube Adjustable	E3265-0.5/1	E3265-0.5/1	B3268-1/2	BRC3266-3
Double Adjustable				BC3166-3/6-3
Twin Tube Shocks	1061	106.5/1	1064/2	1063
Twin Tube Adjustable	E1065-0.5/1	E1065-0.5/1	B1068-2/2	BRC1166-2
Right Side Tire Offset		3/4" to the Right		12-3/4"
Tire Pressure	6 psi	6-8 psi	3-8 psi	5-10 psi
Tires	57x6 RD12	57x6 RD12	59-8 or a 61-8 RD12	65 RD12
Wheels	10x6	10x6	10x8 (5" outer)	10x10 (6" or 7" outer)
Stagger	4"-8" (5-1/2" Start)			
Rear Panhard	6-1/2"			
Front Panhard	3-1/4"			

Setup Notes:

- Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.
- For a driver heavier than 220 pounds use 90 LR and a125 RR Coils, also keep the seat down as low as possible
- Light weight drivers or a really smooth slick track can run two 80's in back.
- An ARS bump rubber is recommended on the left rear shock
- If the car is bottoming out, add 2 to 4 turns on both rear coils and make sure you have a bump rubber on the LR
- On adjustable LR shock, run it 2 turns out from full stiff on normal track, 1 turn out on wet track and 3 turns out on a slick track 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 right, a slight push when you first point the car in, add more RF weight by taking a 2 turns out of the LF and RR and adding a 1/2 turn to RF and LR.
- 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 2 or taking out 2 turns to each corner, ex: add RF LR weight by adding 2 turns to LR RF and -2 turn to LF RR

To Make Car Tighter:

- Move wing back
- Go to 4-1/2" stagger or as little as 4", put on a 61", stretch LR tire is necessary
- Softer rear springs
- Stiffer front springs 95 LF 105 RF
- Reduce LR tie down (-3 from full stiff on a 8-2/1) to tighten up on entry
- Two easy up shocks in front, make RR shock is full soft (if using a 6-3), if using dbl adj go to full tie down (soft comp, stiff rebound)
- Go to two softer springs in the rear 65 LR 80 RR
- Lower rear tire pressures to 4 LR and 5 RR
- Lower rear panhard bar
- 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

To Make Car Looser:

- Move wing front, but keep angle at 22 degrees
- Add more stagger (go to a 59" LR) this will achieve 5-1/2" to 8-1/2"
- Stiffen up RR shock, stiffen up rebound on the LF shock, increase rebound in LR shock (note warning above)
- Increase RR and RF tire pressure
- 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
- Move RR out as far out as it will go, if car is rolling up on RR too much, an extra 1" can be achieved by going to a 7 on 3 RR wheel
- Raise rear panhard bar to as high as 8"
- Soften up front springs, stiffen up rear springs (65 LF, 80 RF, 105 LR, 125 RR)