



## Hyper 270cc Torsion All Years

	Left Front	Right Front	Left Rear	Right Rear
<b>Bar Size</b>	3/4 x .670	3/4 x .670	3/4 x.730	3/4 x.740
<b>If your car has 7/8 Bars</b>	7/8 x .675	7/8 x .675	7/8 x .725	7/8 x .750
<b>Block Size</b>	1-1/2"	1-1/2"	1-3/4"	1-3/4"
<b># of Turns Off Block</b>	+1	+0	0	0
<b>Monotube ARS Shocks</b>	3261	326.5/1	3265/2	3263
<b>Monotube Adjustable</b>	E326 5-0.5/1	E326 5-0.5/1	B3268-1/2	BRC3366-3
<b>Twin Tube Shocks</b>	1061	106.5/1	1065/2	1063
<b>Twin Tube Adjustable</b>	E1065-0.5/1	E1065-0.5/1	B1068-2/2	BRC1166-3
<b>Right Side Tire Offset</b>		5/8" to the Right		13"
<b>Tire Pressure</b>	6 psi	6-8 psi	3-8 psi	5-10 psi
<b>Tires: Hoosier</b>	57x6 RD12	57x6 RD12	59-8 or a 61-8 RD12	65 RD12
<b>Tires American Racer</b>	18x6 SD33	18x6 SD33	19x8 SD33	20.0 or 20.5x10 SD33
<b>Wheels</b>	10x6	10x6	10x8 (5" outer)	10x10 (6" or 7" outer)
<b>Stagger</b>	4"-8" (5-1/2" Start)			
<b>Rear Panhard</b>	6-1/2"			
<b>Front Panhard</b>	3-1/4"			

### Setup Notes:

- Make sure your car is setup according to the setup manual with axles square, offset, chain aligned.
- For a driver heavier than 220 pounds use .775 RR Bar, also keep the seat down as low as possible
- Light weight drivers or a really smooth slick track can run two .730's in back.
- An ARS bump rubber is recommended on the left rear shock
- If the car is bottoming out, add 1/2 to 1 turns on both rear bars 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 1/2 turn 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 1/2 or taking out 1/2 turn to each corner, ex: add RF LR weight by adding 1/2 turn to LR RF and -1/2 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
- Stiffer front bars .690 LF .690 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)
- Lower rear tire pressures to 4 LR and 5 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

### 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 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



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- 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 bars, stiffen up rear bars (.630 LF, .630 RF, .750 LR, .775 RR)