

	Left Front	Right Front	Left Rear	Right Rear
Torsion Bar Size	115	115	80	105
Block Size	1-1/2"	1-1/2"	1-3/4"	1-3/4"
# of Turns Off Block	+4	+0	+0	+0
Monotube ARS Shocks	3264/2	3263/1	3265/2	3264
Monotube Adjustable	Not needed	E3265-0.5/2	B3268-1/2	BRC3266-3
Double Adjustable				BC3166-3/6-3
Twin Tube Shocks	1064/2	1063/1	1065/2	1064
Twin Tube Adjustable	Not needed	E1065-0.5/2	B1068-2/2	BRC1166-2
Right Side Tire Offset		3/4" to the Right		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"			

Setup Notes:

- Please run a 4/2 or 5/2 or 5/1 left front shock, this shock really helps drivability.
- Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.
- For a driver heavier than 220 pounds use 105 LR and a 125 RR Springs, also keep the seat down on the bottom rail
- Light weight drivers or a really smooth slick track can run softer rear springs.
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- Use a 32" wide nose wing where legal, use a deep belly wing on tracks 1/4 mile or smaller, cut posts 2-1/2" shorter with this wing
- On high speed tracks it may be necessary to go with the next size stiffer rear springs
- 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 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 1-1/2 turns out from full stiff on normal track, 1 turn out on wet track and 2 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 2 turns 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
- Run car as low to the ground as possible without bottoming out.
- 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 turn to LR RF and 2 turns to LF RR
- If using a 2" rear axle, use two 1-1/2" blocks in the rear for a normal track

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
- Softer Rear Springs, softer LR tightens up on entry, softer RR bar tightens up on exit (don't bottom out though)
- Reduce LR tie down (-2-1/2 from full stiff on a 8-2/1) 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 7-3), if using dbl adj go to full tie down (soft comp, stiff 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
- Go to stiffer front springs, 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

To Make 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, stiffen up rebound on the LF shock, increase rebound in LR shock (note warning above)



'98-'06 Hyper 600cc Coil Over Setup

- Increase RR tire pressure to 8 to 10 and RF a little to 9
- 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 4 to 8 turns out of each front side and one to 6 turns out of each rear
- Soften up front springs, stiffen up rear springs (80LF 95RF 125LR 140RR)
- 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