Hyper Midget Setup

	Left Front	Right Front	Left Rear	Right Rear
Torsion Bar/Coil Size	200	185	775	.725
Block Size	2-1/2”	2-1/2"	3”	3”
# of Turns Off Block	0	+0	+1	+0
Ride Heights **				
Monotube ARS Shocks	327 4/1	327 1/3	327 6/2	327 5/3
Monotube Adjustable	327 6.5-3/2.5	337 1/5-1	3278-4/3 WXS B/S	327 7-4/3 WXS B/S
Monotube Pressure	20 psi	20 psi	15 psi	15 psi
Wheelbase	71-5/8”			
Center Line of Tire Offset		2” to the Right	7-1/2” from Torsion Arm	8”-13” Start at 9” From Arm
Tire Pressure	10 psi	11 psi	5-7 psi	6-12 psi
Tires Hoosier	68.0/7-13	68.0/7-13	76.0 or 78.0/10.0-13	82.0/12.0-13
Tires American Racer	22.5/7.0-13GT	22.5/7.0-13GT	24.0/10.0-13GT	26.0/12.0-13GT
Wheels	13x7 (**4” outer**)	13x7 (**4” outer**)	13x8 (6” outer)	13x12 (9” outer)
Wheels ARDC	13x7 (**4” outer**)	13x7 (**4” outer**)	13x8 (6” outer)	13x10 (8” outer)
Stagger	2-1/2”-6” (4" Start)			
Jacobs Ladder	Start left side hole			
Front Panhard	4”			
Rear Bearing Carrier Timing	5 Degree Forward			
Right Rear Control Arm	Top hole			

** 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.

Left Rear Control Arm-Top Hole

Setup Notes:

● If using adjustable shocks, start all of them full stiff minus 2 full turns. To tighten car, add turns (increase) to the right side shocks and decrease the left side shocks.

● Reduce tie down in left front shock for wingless to tighten coming off.

● Make sure your car is correct: axles square, tire offsets correct, bearing carriers timed, caster set to 12-18 degrees, rear arms are not bound against the side of the bearing carrier, toe set to 0, check stagger, brake floater does not hit anything.

● For a driver heavier than 220 pounds use stiffer bars in the rear and keep the RR wheel out further.

● For the Jacobs ladder, start in the **LEFT** side hole in the top frame mount. On wet tracks, if you are tight move it to the right side hole, make sure you lengthen the rod end to keep the rear axle in the same side to side position. This is not a huge change, but it helps.

● On the multi-point Jacobs ladder, use the 5 hole (furthest wide) on a normal and slick track, and the 1 hole on a wet track. This makes a big change.

● Tire preparation, grinding, grooving, and siping are recommended to get the most traction.

● Add LR RF weight to tighten up in middle and exit on small tracks, this may loosen on entry if too much.

● Shock pressure changes are not needed for optimal handling. Treat monotube shock pressures like extra turns in that corner. The more pressure you run in a corner, the more weight. A 30psi change adds is similar to adding a turn. Shock pressure is in no way like running a stiffer bar. It adds weight on that corner but does not change spring rate. Do not use more than 100 PSI in the ARS monotube shocks.

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To Make Car Tighter:

- Lower rear tire pressures.
- To make car tighter coming out (forward bite), raise ride heights front and rear and take tilt out of the car. Generally done more on the smaller tracks. Go 1 turn on the right side and 2 turns on the left side. Yes, raising the rear will provide more forward drive.
- Go to less stagger, as little as 2-1/2".
- Move RR in to 8".
- Soften up the RR bar to .700 or .675.
- Raise front panhard bar.

To Make Car Looser:

- Add more stagger.
- Stiffen up RR shock compression, increase rebound in LR shock.
- Decrease RF shock compression, increase LF rebound.
- Increase RR tire pressure.
- Move RR out to 14" or as far out as it will go. If car is rolling up on RR too much.
- Make sure Jacobs's ladder is in the right side hole and hole position #1 on paddle.
- To make car looser coming out lower ride heights, take 2 to 8 turns out of each front side coil and one to three turns out of each rear. Add tilt.
- Stiffen up right rear bar.
- Soften up coils in the front.

To further your education, read all of our setup manuals, assembly manuals, and set up theory on our website at **www.hyperracing.com**.

Our Tech Department section has a lifetime of work documented for your support.

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