2011 Hyper 600cc Jacob's Ladder Setup

	Left Front	Right Front	Left Rear	Right Rear
Torsion Bar Size	.700	.700	.725	.725
Block Size	1-1/2"	1-1/2"	1-1/4"	1-1/4"
# of Turns Off Block	-1	+1	+1	+0
Ride Heights **	10-7/8"	11-3/4"	7-3/4"	8-5/8"
Monotube ARS Shocks	326H4/2	326H1/3	3276/2 or 5/2	~~3274~~327 4.5/3
Monotube Adjustable	A326 1-5/2	B326 H1/5-1	B327 7-2/2	B327 4.5/4.5-2 WXS Or B327 7-5/3 WXS
Monotube Pressure	20 psi	20 psi	10 psi	10 psi
Double Adjustable				BC3176-3/6-3
Twin Tube Shocks	1064/2	1061/3	1076/2 or 5/2	1074
Twin Tube Adjustable	B1065-0.5/2	B1065-0.5/2	B1078-2/2	BRC1176-2
Center Line of Tire Offset		3/4" to the Right	12"	14" 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"			

** Ride heights are measured from the ground to the center of the torsion bar
With out driver in car. These are heights for a normal track.

Setup notes:

- 1-3/4" Rear axle position measurement is 9-11/16" between the front of the rack and the small diameter of the rear axle. 2" Axle is 9-9/16"
- The rear setup blocks are 1.00 because of the angle of the bottom rail. It is really equivalent to a 1-1/2" block.

Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.

- For a driver heavier than 220 pounds use 750 LR and a 775 RR bars, also keep the seat down on the bottom rail
- Light weight drivers or a really smooth slick track can run .725RR and a .725 LR
- Use a 32" wide nose wing where legal, use a deep belly wing on tracks 3/8 mile or smaller
- On high speed tracks it may be necessary to go with even up bars in the back, two .725's or two .750's
- 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 ½ to 1 turn on both rear bars and make sure you have a bump rubber on the LR
- With an adjustable LR shock, less tie down (turns out) will tighten up the car on entry, loosen up on exit 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, 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 (and on entry for wingless), add LF RR weight to tighten up entry (for winged only)
- Add LR RF weight to loosen up on entry, add LF RR weight to loosen up on exit
- Add corner weights by adding ½ or taking out ½ turn to each corner, ex: add RF LR weight by adding ½ turn to LR RF and -1/2 turn to LF RR
- Treat monotube shock pressures like extra turns in that corner, the more pressure you run in a corner, the more weight, a 30psi change is similar to adding a turn

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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
- Reduce LR tie down (-2-1/2 from full stiff) to tighten up on entry (this may loosen it up a bit on exit)
- Change to 2 .725's up front or just a .725 RF
- Two easy up shocks in front, make RR shock is full soft (if using a 7-3 or 4.5/7-2), if using dbl adj go to more tie down, full soft comp, stiffer rebound
- Put on an adjustable rebound RR shock 327 6-3/3 WXS, then stiffen it up to make the car tighter
- 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 on big 1/3 mile tracks, in the middle, lower ride height, just beware of car bottoming out,
- Move Left rear tire out as far as it will go when on a big track
- Raise front panhard bar

To make the 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, increase rebound on the LF shock, increase rebound in LR shock, too much tie down will make car hop
- Increase RR tire pressure to 8 to 10, lower fronts to 7
- 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
- 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
- Soften up front bars, stiffen up rear bars (.625LF .650RF .775LR .800RR)
- 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

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

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

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