

Hyper Chassis 600cc '11-'12 Z-Link Setup Guide

Suggested Starting Setup on a Normal Condition 1/6 or 1/8 Mile Track, Winged				
	Left Front	Right Front	Left Rear	Right Rear
Torsion Bar Size (+ Turns)	.700	.700	.725	.725
Block Size	1"	1"	1"	1"
# of Turns Off Block	-1	+1	+0	+1
Monotube ARS Shocks	326H4/2	326H1/3	3276/2 or 5/2	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 327 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"-15"
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)	* Adjustable shock turns are turns out from full stiff (full clockwise) **Use 2021 style Jacob's ladder frame tabs and start on the inner hole top and bottom. If LR is bottoming out on entry, stiffen the LR compression and use linear valving.		
Rear Panhard	6-1/2"			
Front Panhard	3-1/4"			

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 set up according to the setup manual with axles square, offsets done, chain aligned.
- For a driver heavier than 220 pounds use 750 LR and a 775 RR bars, and also keep the seat down on the bottom rail
- For light weight drivers or on a really smooth slick track, run .725RR and a .725 LR bars.
- 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 1/2 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, and loosen up on exit. Too much tie down will make the car hop through the turn. Not enough tie down makes car unpredictable
- If the car is not turning in, and has 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 the **Setup Manual** or watch the tire prep video on **Hyper Racing's YouTube Channel.**
- Add LR-RF weight to tighten up on exit (and on entry for wingless), add LF-RR weight to tighten up entry
- 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. But if you are trying to add drive (middle off), only add the turns to the corners so that you will be raising the CGH as well.
- 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.

To Make Car Tighter:

- Move the 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 two .725's up front or just a .725 RF.
- Go to two easy up shocks in front. Make RR shock full soft (if using a 7-3 or 4.5/7-2). If using double adjustable go to more tie down, full soft compression, and 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 in the front and rear. This is generally done on a smaller track.
- To make car tighter in the middle on big 1/3 mile tracks, lower ride height. Just beware of car bottoming out.
- Move LR tire out as far as it will go when on a big track.
- Raise the front panhard bar.

To Make Car Looser:

- Move the wing front, but keep the angle at 22 degrees on a 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" stagger.
- Stiffen up the RR shock. Increase rebound on the LF shock. Increase rebound in LR shock. Too much tie down will make car hop.
- Increase the RR tire pressure to 8-10. Lower the fronts to 7.
- Move the RR out to 15-1/2" or as far out as it will go. If car is rolling up on RR too much, an extra 1" can be achieved by using a 9 on 4 RR wheel.
- To make car looser coming out of the turn, lower the ride heights. Take 1-3 turns out of each front side and 1-2 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. This makes the 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 at www.hyperracing.com. Our Tech Department section has a lifetime of work documented for your support.