



Set-up Routine

(REMOVE WHEELS / TYRES AT THIS STAGE)

1. Check the set-up board and chassis is free of any debris and is clean!
2. Ensure the Chassis is 100% flat, if it has tweak (twisted / 'bent'), remove the tweak
3. Set you Caster, Ackerman, Roll Centres, add Weights etc. **BEFORE** commencing set-up
4. Remove Shocks both Front and Rear
5. Disconnect one side of your Anti-Roll Bar both Front and Rear

Front End - (With chassis flat on the surface)

6. Ensure **Steering is Central** (use a steering block if required or turn your TX on)
7. Measure your **Front Toe IN / OUT**
8. Set **Front Camber**
9. Set **Front Droop**

Rear End - (With chassis flat on the surface)

10. Measure your **Rear Toe IN**
11. Set **Rear Camber**
12. Set **Rear Droop**

Once you have completed the above...

13. **Reconnect the Rear Anti-Roll Bar** and ensure the **Anti-Roll Bar engages at the same time both left and right**. You should have the same amount of wishbone 'lift' left and right before the opposite side lifts. **Repeat** for the **Front Anti-Roll Bar**.

14. Put your **Shocks and wheels on both Front and Rear** and set your **Ride Height**.

I highly recommend using the same NEW wheels / tyres or set-up wheels for ride height so you always have an accurate guide!

Now you're ready to race!

Set-up Tips

Shocks - The collar screw measurement (Ride Height adjuster) from the top of the shock to the top of the collar screw should be the same both left and right. The measurement will vary Front and Rear, however it is important to ensure the Front has the same measurement Left and Right, as should the rear - at your desired Ride Height of course.

Droop - To quickly check your droop is set correctly, with the NEW tyres on and the car sat on the surface, place your finger in the centre of the rear of the chassis and slowly lift, if the wheels leave the surface at the same time, your droop is set correctly. If they don't, then your droop is out. Repeat for the Front.

Anti-Roll Bars - An additional check to ensure your anti-roll bars are set-up correctly is by checking the diagonals. To do this turn your front wheels fully to the right. Now put your hand on the left hand wheel and slowly lift the right hand wheel - do this until the front right wheel starts to lift. Take note of how far the rear right wheel lifts from the surface just before the front right wheel lifts. Now do the same but turning the front wheels to the left, then put your hand on the right hand wheel and lift the left hand wheel - the distance the wheel lifts should be the same distance as the other wheel. Then repeat for the front end. IF - The rear measurements are different, then the front anti-roll bar is NOT set-up correctly. If the front measurements are out then the rear anti-roll bar is NOT set correctly. It is useful to have someone help you with the measurements if possible.

Remember, this is a Set-Up Routine, NOT a Maintenance Routine...

With thanks to the supporters of my work...

