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Thank you for purchasing the **Racecomp Engineering Super Street 1** Suspension System for Subaru BRZ, Toyota GT86 and Scion FRS!

The following is a guideline intended to assist in setting up your suspension for different situations and uses. The settings in this document are intended as baselines to get you started. Fine tuning may yield additional benefits. The “best” set up will vary from car to car and driver to driver.

Please contact us for additional support.

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Damping Basics

This suspension system utilizes single adjustable dampers that allow the user to alter rebound damping characteristics. Rebound adjustment is located on the top of each damper and can be adjusted using the included allen key adjustment knob.

Rebound controls how the damper extends after bumps and during body roll. Adding rebound reduces excessive movement of the chassis and improves stability. Too much rebound reduces traction in slow speed corners and reduces compliance over bumps. Too little rebound will feel make the car feel floaty or bouncy.

In general, adding rebound at the rear of the car will increase oversteer, while increasing rebound at the front of the car will increase understeer. Overall, damper adjustments have little effect on steady-state handling balance and are instead used to alter chassis behavior on corner entry, corner exit, and ride control.

Damper settings

To set your dampers, turn the adjusters to full stiff (clockwise) before turning the adjuster back to the desired setting.

	Rebound (Street)	Rebound (Track)
Front	14 clicks from full stiff	8 clicks from full stiff
Rear	16 clicks from full stiff	10 clicks from full stiff

Tire pressure

Tire pressure will vary based on tire brand and size. Please consult your manufacturer's recommended specifications.

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Ride Height

This suspension system is height adjustable. Loosen the set screws on the locking perches and tighten them to 2 ft-lbs after raising or lowering the perches. Do not overtighten the set screws.

Lowering 20mm in the front and rear is a recommended starting point. A

lower ride height can work for some users. A taller ride height can improve ride quality. Corner balancing is recommended but is not required. These coilovers are designed to run at a lowered ride height and should not be set above stock levels.

Recommended Alignment settings

Optimal alignment settings are dependent on tire choice. The settings below are useful starting points but further fine tuning can lead to improved results.

Application	Camber Front	Camber Rear	Toe
Street (OEM or similar low grip tires)	-1.50°	-1.50°	0 front 1/16th in rear
Street, light autocross, or track days (Michelin PS4S or similar summer tires)	-2.20°	-1.80°	0 front 1/16th in rear
Autocross (Bridgestone RE-71R or similar)	-3.25° to -3.75°	-2.25° to -2.75°	0 front 1/16th in rear
Track (Hankook RS4 or similar)	-2.75° to -3.50°	-2.25° to -2.75°	0 front 1/16th in rear

