



Asphalt 600cc Chassis Setup

LIVE...RACE...WIN

	Left Front	Right Front	Left Rear	Right Rear
Coil Over Spring Rate	180	200	180	180
Block Size	3-1/4"	3-1/4"	2-1/4"	2-1/4"
# of Turns Off Block	-3	-2	0	-1
Approximate Corner Weight	220	112	245	180 (total 757)
Ride Height	1-1/2"	1-3/4"	1-1/2"	1-3/4"
Monotube ARS Shocks	3252	3252	3264/2	3264
Monotube Adjustable	B3255-0.5/2	B3255/0.5-5	B3266-2/2	B3264/6-2
Twin Tube Shocks	1052	1052	3264/2	3264
Right Side Tire Offset		4-1/2 to 5" to the Right		16" -18"
Tire Pressure	9 psi	12-15 psi	9 psi	12-18 psi
Tires	10/18-6 IN-2	10/18-6 IN-2 or 3	10/18-6 IN-2	10/19-10 IN-3 or 4
Wheels	10x7 (2" outer)	10x7 (2" outer)	10x8 (5" or 4" outer)	10x11 (6" or 7" outer)
Stagger	4-1/2"-6" (5" to Start)			
Rear Panhard	7"			
Front Panhard	5"			

Setup notes:

- Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.
- Use the blocks and turns to get the car close to the optimum ride heights. After blocking check ride heights, add or subtract turns evenly to achieve the desired ride heights, then scale car.
- Always scale car with the driver in the car and about 1-2 gallons of fuel, tire pressures set.
- Cross weight (LR+RF/TOTAL WEIGHT) should be 42%-52%, start at 48%
- Add cross weight to tighten up...reduce cross weight to loosen up
- Add cross weight by adding 1 turn to RF and LR and taking out 1 turn from the RR and LF, this will maintain ride heights
- Left side weight should be around 62%
- Rear weight should be around 55%-58%, driver weight will have a large influence on this and there is not much you can do to change it other than move the rear axle back and the front axle back to decrease percentage.
- Set caster to 4 degrees (king pin angle lay back)
- For a driver heavier than 210 pounds use the next size stiffer rear springs
- On adjustable LR shock, run it full stiff -2 turns
- If using a 2" rear axle, use two 2" blocks in the rear

To make car tighter

- Add cross weight
- Less stagger
- Less rebound on the front shocks, softer compression RR, stiffer compression RF
- Lower rear tire pressures
- Lower rear panhard bar, raise front panhard bar, rear panhard bar makes a larger adjustment than the front
- Move RR in to tighten on entry
- Softer RR spring or stiffer RF spring

To make the car looser:

- Add more stagger
- Stiffen up compression on RR shock, increase rebound in LR and/or LF shock
- Increase RR & LR tire pressure
- Move RR out
- Raise rear panhard bar, lower front panhard bar
- Stiffer RR spring
- Install a rear traction bar if car is rolling too much, common for heavy drivers