Wingless

’98-’06 Hyper 600cc Coil Over Setup

	Left Front	Right Front	Left Rear	Right Rear
Torsion Bar Size	125	140	80	95
Block Size	1-1/2”	1-1/2”	1-1/2	1-1/2
# of Turns Off Block	0	+6	+4	+0
Monotube ARS Shocks	3260.5/2	3260.5/2	3262	3264/22
Monotube Adjustable	A326 H1-5/2	B326 H1/5-1	B3268-1/2	B326 7-5/3 WXS
Twin Tube Shocks	1060.5/2	1060.5/2	1062	1064/2
Twin Tube Adjustable	B1065-0.5/2	B1065-0.5/2	B1068-2/2	BRC1168-2/2
Right Side Tire Offset		3/4” to the Right		14-1/2” 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
Wheels 10x7 (4” outer)	10x7 (4” outer)	10x10(6” or 7” outer)	10x13 (8” or 9” outer)	69Wx10 RD12

Stagger	4”-8” (5-1/2" Start)
Rear Panhard	6-1/2”
Front Panhard	3-1/4”

Setup notes:

- Make sure your car is setup according to the setup manual, axles square, offset, chain aligned.
- For a driver heavier than 220 pounds use 95 LR and a 115 RR Springs, also keep the seat down on the bottom rail
- Light weight drivers or a really smooth slick track can run softer rear springs.
- On high speed tracks it may be necessary to go with the next size stiffer rear springs
- 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 2 to 4 turns on both rear coils and make sure you have a bump rubber on the LR
- On adjustable LR shock, run it 1 turn in from full soft on normal track
  too much tie down will make the car hoop through the turn, and make the car real loose on entry
- If using a traction bar, be sure you use the setup sheet developed for its use
- Tire preparation, grinding, grooving, and siping are essential to getting the most traction, see setup manual
- Run car as low to the ground as possible without bottoming out
- Add LR RF weight to tighten up
- Add corner weights by adding 2 or taking out 2 turns to each corner, ex: add RF LR weight by adding 2 turn to LR RF and 2 turns to LF RR
- If using a 2” rear axle, use two 1-1/4” blocks in the rear for a normal track

To make car tighter:

- Go to 3-1/2” stagger or as little as 3”, put on a 64” or 65” LR tire, stretch LR tire if necessary
- Softer Rear Springs
- Reduce LR tie down
- Lower rear tire pressures to 3-1/2 LR and 5 RR
- To make car tighter coming out (forward bite) raise ride heights front and rear, generally done on a smaller track
- Lower rear panhard bar, raise front panhard bar
- Go to stiffer front springs, just be careful of bumps, the car will be inconsistent and tight on a rough track.

To make the car looser:

- Add more stagger (go to a 63 or 62x10) this will achieve 5-1/2” to 8-1/2”
- Stiffen up RR shock, stiffen up rebound on the LF shock, increase rebound in LR shock (note warning above)
- Increase RR tire pressure to 8 to 10 and RF a little to 9
- 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
- Raise rear panhard bar to as high as 8"
- To make car looser coming out lower ride heights, take 4 to 8 turns out of each front side and one to 6 turns out of each rear
- Soften up front springs, stiffen up rear springs (80LF 95RF 125LR 140RR)