



Hyper 270cc Coil

| | Left Front | Right Front | Left Rear | Right Rear |
|-------------------------------|----------------------|-------------------|------------------------|---------------------|
| Coil Size | 80 | 95 | 80 | 105 |
| Block Size | 1-1/2" | 1-1/2" | 1-3/4" | 1-3/4" |
| # of Turns Off Block | +2 | -1 | -2 | +1 |
| Monotube ARS Shocks | 3262/1 | 3261/2 | 3264/2 | 3263 |
| Monotube Adjustable | B326 1-5/2 | B326 H1/5-1 | B3268-1/2 | B337 3.5/4.5-2 WXS |
| Twin Tube Shocks | 1061 | 106.5/1 | 1064/2 | 1063 |
| Twin Tube Adjustable | E1065-0.5/1 | E1065-0.5/1 | B1068-2/2 | BRC1166-2 |
| Right Side Tire Offset | | 3/4" to the Right | | 12-3/4" |
| Tire Pressure | 6 psi | 6-8 psi | 3-8 psi | 5-10 psi |
| Tires | | 57x6 RD12 | 57x6 RD12 | 59-8 or a 61-8 RD12 |
| Wheels 10x6 | 10x6 | 10x8 (5" outer) | 10x10 (6" or 7" outer) | 65 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 90 LR and a125 RR Coils, also keep the seat down as low as possible
- Light weight drivers or a really smooth slick track can run two 80's in back.
- An ARS bump rubber is recommended on the left rear shock
- 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 2 turns out from full stiff on normal track, 1 turn out on wet track and 3 turns out on a slick track too much tie down will make the car hoop through the turn, too little tie down makes car unpredictable
- If the car is not turning in right, a slight push when you first point the car in, add more RF weight by taking a 2 turns 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 setup manual
- Add LR RF weight to tighten up on exit, add LF RR weight to tighten up entry
- Add LR RF weight to loosen up on entry, add LF RR weight to loosen up on exit
- Add corner weights by adding 2 or taking out 2 turns to each corner, ex: add RF LR weight by adding 2 turns to LR RF and -2 turn to LF RR

To make car tighter:

- Move wing back
- Go to 4-1/2" stagger or as little as 4", put on a 61", stretch LR tire is necessary
- Softer rear springs
- Stiffer front springs 95 LF 105 RF
- Reduce LR tie down (-3 from full stiff on a 8-2/1) to tighten up on entry
- Two easy up shocks in front, make RR shock is full soft (if using a 6-3), if using dbl adj go to full tie down (soft comp, stiff rebound)
- Go to two softer springs in the rear 65 LR 80 RR
- Lower rear tire pressures to 4 LR and 5 RR
- Lower rear panhard bar
- To make car tighter coming out (forward bite) raise ride heights front and rear, generally done on a smaller track
- To make car tighter in the middle, lower ride height, just beware of car bottoming out, generally done on 1/3 mile tracks

To make the car looser:

- Move wing front, but keep angle at 22 degrees
- Add more stagger (go to a 59" LR) 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 and RF tire pressure
- To make car looser coming out lower ride heights, take one to three turns out of each front side and one to two turns out of each rear
- Move RR out as far out as it will go, if car is rolling up on RR too much, an extra 1" can be achieved by going to a 7 on 3 RR wheel
- Raise rear panhard bar to as high as 8"
- Soften up front springs, stiffen up rear springs (65 LF, 80 RF, 105 LR, 125 RR)