

TECH TIPS

What angle is best?

- Varies to track length, configuration, tires, engine, many other factors. For general purposes:
Dirt - Heavy Tracks: 14° to 20°
Dirt - Medium Tracks: 18° to 24°
Dirt - Slick Tracks: 20° to 26°
Pavement - 3° to 7°
- Increasing the angle downhill to the front tends to promote forward traction.
- Extreme angles can cause a gradual loss of traction down the racetrack and/or wheel hop while braking.
- A 5° adjustment provides a noticeable handling effect.

What length is best?

- Increase length to improve forward traction on slick or slow racetracks.
- Decrease length to improve the chassis' ability to steer during acceleration.
- Use a 17" to 26" tube on heavy, fast tracks and 26" or longer on slow tracks where traction is minimal.

What about pinion angle?

- 3° to 7° works best on dirt or pavement.

What position over the rear?

- Starting position approximately at center of weight left to right or directly above driveshaft center line.
- Starting position of 11" to 13" above center of axle tube is recommended.
- Starting position of 3" to 5" ahead of vertical center line of axle tube measured after pinion angle is set is recommended.

Fine tuning -

- Moving torque link towards one or the other rear tires will redistribute forward bite to favor that tire.
- Car pushes under acceleration: move link towards right tire 1" to 3".
- Car loose under acceleration: move link towards left tire 1" to 3".
- Always keep the link parallel to the center line of the car or pointed slightly towards right at front.

General Tips -

- Service the unit regularly to ensure smooth performance.
- Check springs periodically for evidence of coil bind. Replace bound springs with stiffer rates.
- Replace urethane bushings when torque link does not maintain preload.
- Preload springs for zero slop at all times, remember that fuel burnoff reduces preload.
- Poly or rubber bushing types work well on medium-to-high traction and high speed tracks.
- Spring types work well under all track conditions, especially slick.
- Brake bushings - springs absorb brake torque and tend to improve corner entry handling and stability.