MODIFIED - TUNING GUIDE

4-Link Tuning

To Tighten

CORNER ENTRY (on throttle)	CORNER ENTRY (off throttle)	MIDDLE CORNER (off throttle)	MIDDLE CORNER (on throttle)	CORNER EXIT (on throttle)
• Increase wedge • Stiffen LF spring (banked track) • Increase compression LF shock • Soften RR spring • Drop left bottom 4-link on chassis	• Soften RF spring[3] (can also loosen exit) • Stiffen LF spring • Decrease compression RF shock • Drop right bottom 4-link rod on chassis • Increase compression LR shock • Decrease compression RR shock[4]	• Stiffen LF spring • Soften RF spring[3] • Drop panhard on pinion / raise on LS frame • Decrease rebound LF shock • Increase compression LR shock • Stiffen RR spring[3] (can also loosen exit) • Shorten RS wheelbase / lengthen LS	• Increase wedge • Decrease rebound LF shock • Decrease rebound LR shock • Raise left top 4-link rod on chassis • Decrease rebound RR shock (can loosen entry) • Soften RR spring[1] (can loosen entry also)	• Increase wedge (on throttle) • Decrease rebound front shocks • Decrease rebound LR shock • Raise left top 4-link rod on chassis • Soften RR spring[1] (can loosen entry also) • Drop right top 4-link rod on chassis

To Loosen

CORNER ENTRY (on throttle)	CORNER ENTRY (off throttle)	MIDDLE CORNER (off throttle)	MIDDLE CORNER (on throttle)	CORNER EXIT (on throttle)
• Decrease wedge • Increase compression RF shock • Increase compression RR shock[1] • Stiffen RR spring[2] • Raise both right side 4-link rods on chassis	• Soften LF spring • Raise right bottom 4-link rod on chassis • Increase compression RF shock • Increase rebound LF shock • Raise panhard on pinion / drop on LS frame • Stiffen LR spring • Stiffen RF spring[4]	• Soften LF spring • Raise panhard on pinion / drop on LS frame • Increase rebound LF shock • Drop left top 4-link rod on birdcage & chassis • Stiffen LR spring • Stiffen RF spring[4]	• Decrease wedge • Drop left top 4-link rod on chassis • Increase rebound front shocks • Increase rebound RR shock[2] • Raise right top 4-link rod on chassis • Raise left bottom 4-link rod on chassis • Stiffen RR spring[2]	• Decrease wedge (on throttle) • Increase rebound RF shock • Increase rebound LF shock • Increase compression RR shock[1] • Stiffen RR spring (can also tighten entry)[2] • Raise right top 4-link rod on chassis • Raise left bottom 4-link rod on chassis

1. Can also loosen off-throttle handling 2. Can also tighten off-throttle handling 3. Can also loosen on-throttle handling 4. Can also tighten on-throttle handling

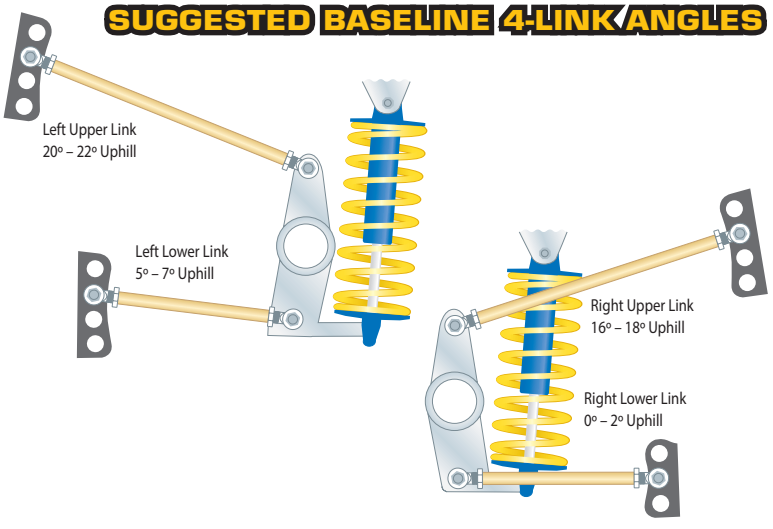
SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS

LR Shock Location: A shock mounted ahead of the axle will provide more dampening than the same shock mounted behind the axle.

LR Spring Rate: Soft springs increase LR hike-up and tend to stay loaded at full suspension rebound travel. Stiff springs decrease LR hike-up and tend to become unloaded at full suspension rebound travel. Generally speaking, springs that remain loaded provide more traction than unloaded springs.

- Hike-up promotes side bite and left rear drive off corners. Both effects tend to tighten handling, but hike-up also promotes loose roll steer that tends to loosen handling.
- Use a stiff compression shock ahead of the axle on LR to improve corner entry stability. Reduce rebound to improve LR drive off the corner. (AFCO part #s 1996-2 / 1997-2 / 1998-2)
- Excessive left top 4-link rod angle can bind the suspension and increase loose roll steer to the point of causing an overall loose condition.

SUGGESTED BASELINE 4-LINK ANGLES



- A cable mounted to the top of the LR axle tube to limit chassis hike keeps the amount of potential suspension travel constant and is advantageous. When a shock mounted to a birdcage is used to limit hike, the amount of potential suspension travel changes whenever any adjustments are made to the left side 4-link rods.

MODIFIED - TUNING GUIDE

Swing Arm/Z-Link Tuning

To Tighten

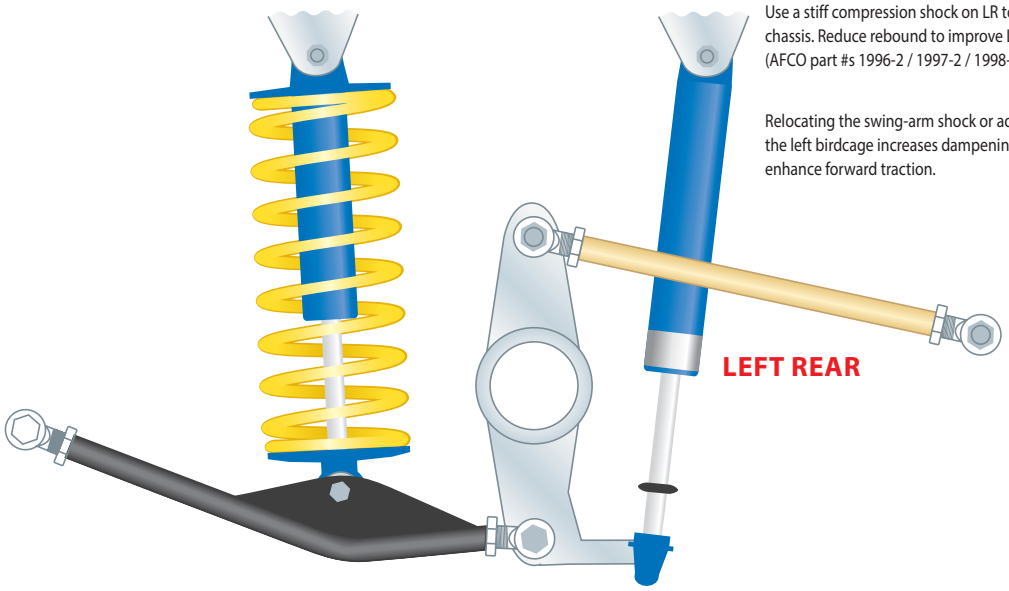
CORNER ENTRY (on throttle)	CORNER ENTRY (off throttle)	MIDDLE CORNER (off throttle)	MIDDLE CORNER (on throttle)	CORNER EXIT (on throttle)
• Increase wedge • Raise right trailing arm on chassis • Increase compression LF shock • Stiffen LF spring (banked track) • Stiffen LR spring • Soften RR spring[1]	• Soften LR spring • Stiffen LF spring • Raise right trailing arm on chassis • Stiffen RR spring[3] • Decrease compression RF shock • Increase compression LF shock • Decrease compression RR shock	• Stiffen LF spring • Soften RF spring[3] • Decrease compression RF shock • Decrease rebound LF shock • Decrease compression RR shock • Shorten RS wheelbase / lengthen LS	• Increase wedge • Drop left trailing arm on chassis • Decrease rebound LF shock • Decrease rebound LR shock • Decrease rebound RR shock • Soften RR spring[1] • Stiffen LR spring • More pull bar to left	• Increase wedge (on throttle) • Drop left trailing arm on chassis • Decrease rebound front shocks • Decrease rebound LR shock • Decrease compression RR shock[3] • Soften RR spring[1] • Stiffen LR spring • More pull bar to left

To Loosen

CORNER ENTRY (on throttle)	CORNER ENTRY (off throttle)	MIDDLE CORNER (off throttle)	MIDDLE CORNER (on throttle)	CORNER EXIT (on throttle)
• Decrease wedge • Increase compression RF shock • Drop right trailing arm on chassis • Increase compression RR shock • Soften LR spring • Stiffen RR spring[2]	• Stiffen RF spring[4] • Soften LF spring • Stiffen LR spring • Increase compression RF shock • Increase wedge • Increase rebound LR shock	• Increase wedge[4] • Stiffen LR spring • Drop right trailing arm on chassis[3] • Increase rebound LF shock • Soften LF spring • Increase compression RR shock	• Decrease wedge • Increase rebound RF shock • Increase rebound LF shock • Soften RF spring • Raise left trailing arm on chassis	• Decrease wedge • Increase rebound RF shock • Raise left trailing arm on chassis • Increase rebound LF shock • Increase compression RR shock[1] • Stiffen RR spring[2]

1. Can also loosen off-throttle handling 2. Can also tighten off-throttle handling 3. Can also loosen on-throttle handling 4. Can also tighten on-throttle handling

SPECIAL TUNING TIPS FOR LR BEHIND APPLICATIONS



Use a stiff compression shock on LR to improve corner entry stability on hiked-up chassis. Reduce rebound to improve LR drive off the corner.
(AFCO part #s 1996-2 / 1997-2 / 1998-2)

Relocating the swing-arm shock or adding a shock (rules permitting) to the rear of the left birdcage increases dampening and can improve corner entry stability and enhance forward traction.