

Front Suspension

Ride Height, front

Front ride height distance from the ground to the bottom of the chassis, with the kit fully equipped (fig. 1).

To set the standard front ride height, lift up the entire car about six to eight inches off the bench and drop it. When the suspension settles, the front edge of the a-arms should be level, fig. 2. If they are not in a straight line, then add or subtract preload spacers to the front shocks, fig. 3, or adjust the threaded shock collar up or down until it is level.

If you move the batteries forward or back, then recheck the ride height and adjust so it is level.

When should I change the ride height?

You should always check the ride height after making all your other adjustments, just before you are ready to race.

- You should maintain your ride height level as described above, a position called "arms level." Making large ride height adjustments up or down from this setting will tend to make the car feel unpredictable.
- If you want more steering, drop your front ride height (arms aiming downward toward the chassis).
- Raising your ride height will give you more push and less steering.
- Front ride height will also affect jumping. If your car is jumping nose-down, try raising the front end to give it more lift off the jump.

How do I change the ride height?

By adding or subtracting preload spacers to the front shocks (fig. 3), or adjusting the treaded collar up or down on the Factory Team threaded shock bodies.

On setup sheet

You mark here if your front ride height is level ("arms level"), or otherwise ("arms below level").

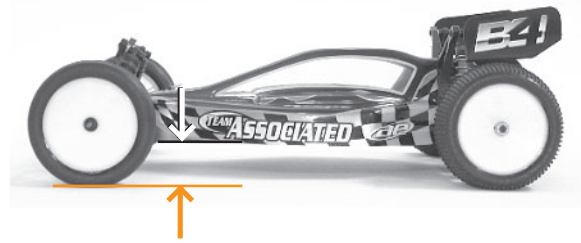


fig. 1 Ride height distance.

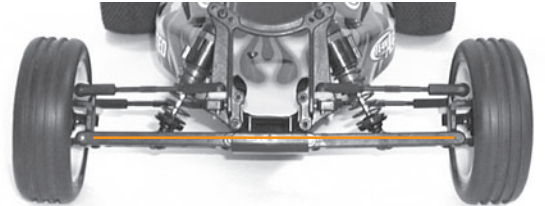


fig. 2 Standard front ride height is a-arms level. This means that your a-arm edges should be in a straight line, as shown.

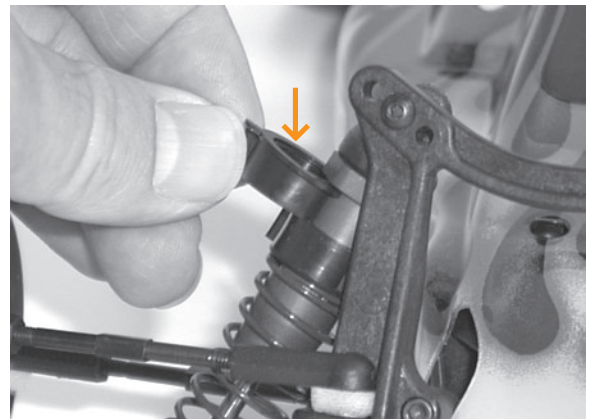


fig. 3 Add preload spacers to raise your chassis ride height.