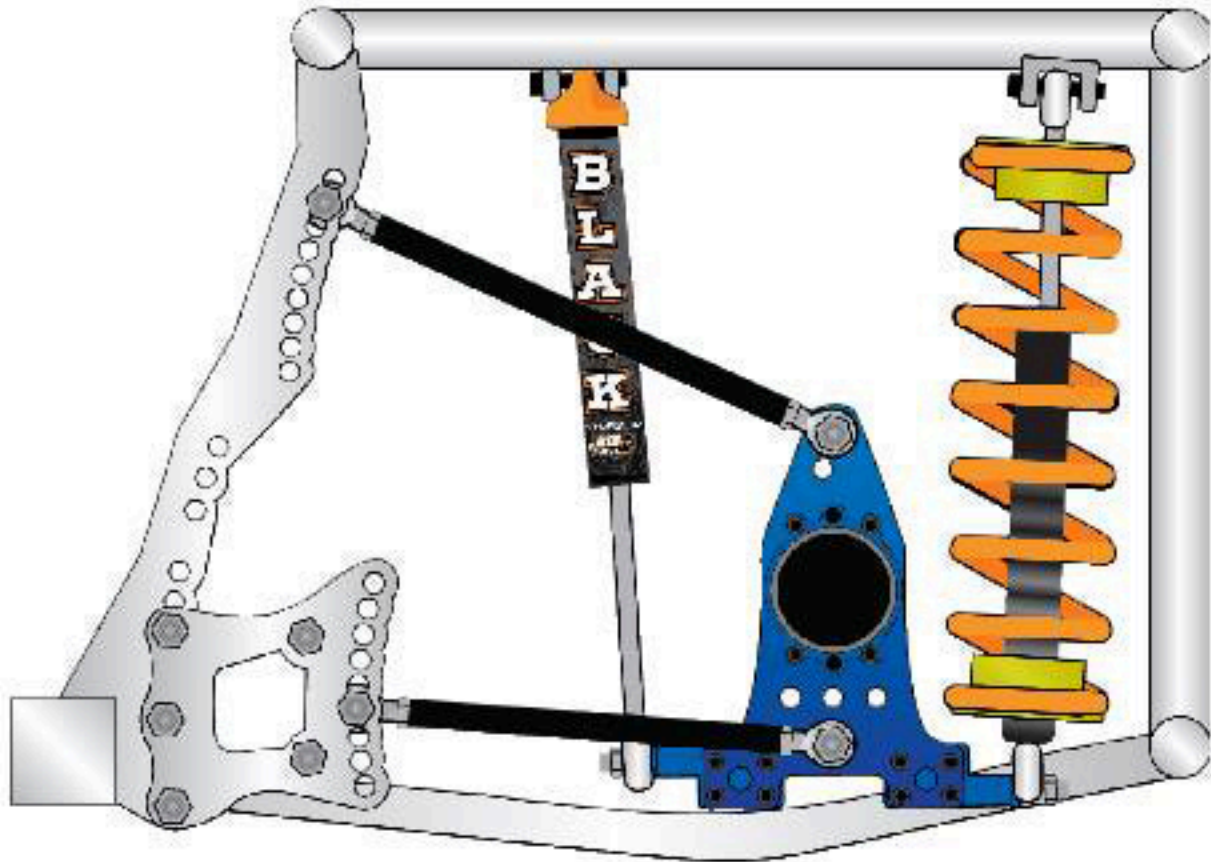
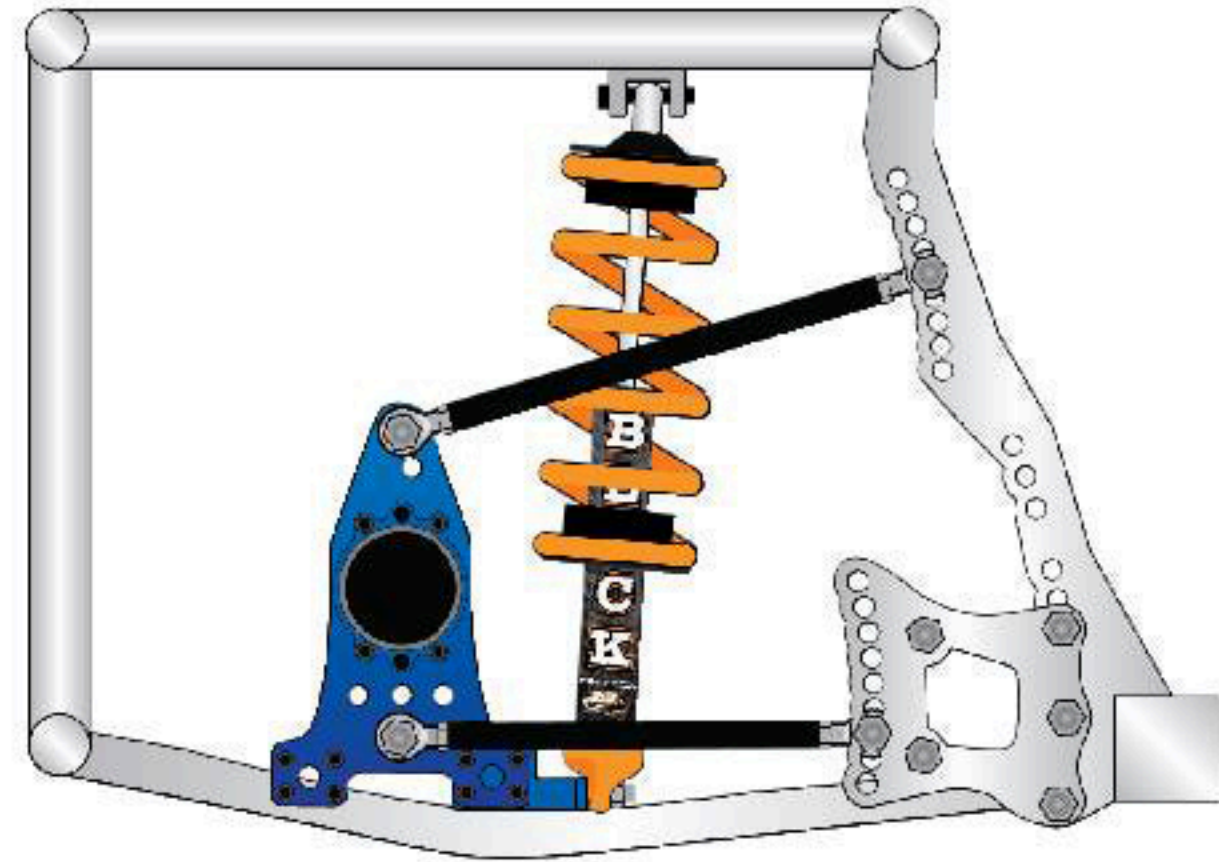


4 LINK ADJUSTMENTS

LEFT SIDE



RIGHT SIDE



Picture is shown with bars in standard holes.

TO TIGHTEN CORNER ENTRY

Lower right rear bottom 4 link bar on chassis
Raise right rear top 4 link bar on chassis
Lower left rear bottom 4 link bar on chassis

TO LOOSEN CORNER ENTRY

Raise right rear lower 4 link bar on chassis
Lower right rear top 4 link bar on chassis
Raise left rear bottom 4 link bar on chassis

TO TIGHTEN MIDDLE OF CORNER

Lower left rear bottom 4 link bar on chassis
Raise left rear top 4 link bar on chassis (on gas)
Lower right rear top 4 link bar on chassis

TO LOOSEN MIDDLE OF CORNER

Raise right bottom 4 link bar on chassis
Lower left rear top 4 link bar on chassis

TO TIGHTEN CORNER EXIT

Lower right rear top 4 link bar on chassis
Lower right rear bottom 4 link bar on chassis
Lower left rear bottom 4 link bar on chassis
Raise left rear top 4 link bar on chassis

TO LOOSEN CORNER EXIT

Raise right rear top 4 link bar on chassis
Raise right rear bottom 4 link bar on chassis
Lower left rear top 4 link bar on chassis
Raise left rear bottom 4 link bar on chassis

IN GENERAL

Raising right bottom 4 link rod on chassis will loosen the car up on entry and tighten the car on exit. Lowering right upper 4 link rod on chassis will tighten corner exit, but don't become depended on it because getting it too low will extend exit drive out on the straight away and will reduce corner speed.

Raising left bottom 4 link rod on chassis will create more "hike" and more roll steer, therefore loosening car on throttle. It will also give the car a little drive, but don't mistake this for a drive adjustment, it is for steer.

Lowering left bottom 4 link rod on chassis will hold more spring load on chassis "hike" and promote less roll steer, therefore tightening car on throttle.

The top left bar is for drive adjustment and the bottom is for steer adjustment.

Lower Left bottom 4 link rod on chassis. By lowering left bottom 4 link rod on chassis, you hold spring load longer in the left rear behind during chassis "hike". Although this will create traction, the adverse effect is often a mid corner throttle push because roll steer is reduced.