



The Ultimate Dirt Race Cars

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TUNING WITH SHOCKS (LR BEHIND LATE MODEL SET-UP)

LOOSE ON ENTRY:

1. Increase RF compression
2. Decrease RR compression
3. Increase 5th Coil shock rebound

TIGHT ON ENTRY:

1. Decrease RF compression
2. Increase LR compression (if LR is slamming down)
3. Increase gas pressure in LR shock (if LR is slamming down)
4. Increase RR compression
5. Decrease 5th Coil shock rebound

LOOSE IN MIDDLE ON THE THROTTLE:

1. Decrease LR rebound
2. Increase gas pressure in LR shock
3. Decrease RR compression
4. Decrease RF rebound

TIGHT IN MIDDLE ON THE THROTTLE:

1. Increase RF rebound
2. Increase LR rebound
3. Decrease gas pressure in LR shock
4. Decrease LF rebound

LOOSE IN MIDDLE OFF THE THROTTLE:

1. Increase RF compression
2. Decrease RR compression
3. Increase 5th Coil shock rebound

TIGHT IN MIDDLE OFF THE THROTTLE:

1. Decrease RF compression
2. Increase LR compression (if LR is slamming down)
3. Increase gas pressure in LR shock (if LR is slamming down)
4. Decrease 5th Coil shock rebound

LOOSE OFF THE CORNER:

1. Decrease LR rebound
2. Increase gas pressure in LR shock
3. Decrease RR compression

TIGHT OFF THE CORNER:

1. Increase LR rebound
2. Decrease gas pressure in LR shock
3. Decrease LF rebound

OVERVIEW:

Compression in Fronts Effects:

1. Entry
2. Middle

Rebound in Fronts Effects:

1. Middle
2. Exit

Compression in Rears Effects:

1. Entry
2. Middle

Rebound in Rears Effects:

1. Middle
2. Exit