

Your Pro is designed to create and maintain chassis consistency. The following adjustments will pre-load your chassis to desired race specifications.

Preparing the chassis for competition:

1. Mount all front suspension and steering components.
2. Mount the rear with zero rear steer and square.
3. On a level floor, jack the car and place jack stands under the front and rear frame.

Adjusting the chassis rods:

1. Neutralize both rear down tube adjusters so they are free of pressure.
2. Adjust the left rear down tube by lengthening out 2 full turns. Tighten jam nuts and mounting bolts.
3. Adjust the right rear down tube by lengthening out 1 full turn. Tighten jam nuts and mounting bolts.
4. Install cowl adjuster if equipped and adjust so it is free of any pressure.
5. Adjust cowl adjuster out one full turn. Tighten jam nuts and mounting bolts.
6. Remove jack stands. Place the car on a level floor.

Setting ride heights:

1. Set tire pressures.
2. Make sure you have 1 inch of stagger in front and 2-3 inch of stagger in rear.
3. Set ride heights as follows with the driver in the car.

Left front 4-7/8"

Right front 5"

Left rear 5-1/4"

Right rear 5-1/2"

Front Suspension:

1. Maintain a 2-3 degree split in caster (Example +5 degree left front and +8 degree on the right front).
2. Camber setting left front +1-2 degree. Right front -3 1/2 - 4 1/2 degrees.
3. Toe out front wheels 1/8 to 3/16 inch.

Setting Pro adjustable lower Control arms:

1. Measure front spindle end of rod to adjusting clamp.
  - a. Left side 1/2" and tighten clamp.
  - b. right side 1" and tighten clamp.

Note: Moving the bottom of shock inward allows you to run a stiffer spring with less suspension travel. This equates to increase tire patch pressure and quicker weight transfer ratio.

Note: The following Spring and shock rates are good starting points and will in many cases need adjusted to each driver's style or as a driver finds more speed. Also depending on track conditions rates may change at times.

1. Recommended Spring Rates:

- a. Left front 190-220
- b. Right front 200-225

2. Recommended Shock Rates:

- a. Left front 20/20
- b. Right front 20/20 or 20/25 if increased spring rates used.

Rear Suspension:

Mounting the rear assembly, On DMI quick change.

1. Set slider clamps for rear trailing arms 1/2" up from bottom plate on birdcage for both left and right sides.
2. With the driver in the car, set the right side trailing arm level or 1-2 degrees up. To minimize rear steer.
3. With driver in car set left side trailing arm in center of travel of trailing arm chassis mount.

Note: raising the left side trailing arm at the chassis end will increase forward traction

(also known as forward bite). Too much angle or forward bite will cause the left front tire to lift off the track. A slight lifting is acceptable. However, excessive lifting of the left front is not. Four wheels on the ground is faster than three.

4. Adjusting the third link. For cars equipped with horizontal adjustments:

a. Always keep the 3rd link square in the car pulling straight ahead. Failure to do so may cause damage.

b. Looking down at the 3rd link from opened fuel cell hatch, adjust the frame and rear 3rd link evenly.

A good starting point is in the center of travel.

c. Moving the adjusters to the left will tighten the car. Move to the right to loosen the car.

5. Set the panhard bar or the adjuster assembly in the center of the frame mount.

6. Set the panhard bar on rear in center hole.

Note: The primary function of the panhard bar is to control lateral movement and apply leveraged pressure on the rear end during the exit of the turn. Raising the panhard bar with the adjuster assembly will increase the pressure on the rear tires during the rear roll cycle. Too much panhard bar angle will cause the car to be too tight or push while exiting the turn. Keep the panhard bar in the top hold of the rear panhard plate.

#### Recommended Spring Rates

Left Rear 130-145

Right Rear 135-150

#### Recommended Shock Rates

Left Rear 40/20

Right Rear 40/20. For slick track conditions, change shock to a 20/15

#### **2006-2012 Pro Bandit DXS, DXT, DXR Set Up Sheet for Dirt**

| <b>CASTER SETTINGS</b>           |                                                 | <b>CAMBER SETTINGS</b>                  |                                     |
|----------------------------------|-------------------------------------------------|-----------------------------------------|-------------------------------------|
| Left Caster – 6 degrees positive | Right Caster – 8 degrees positive (7-9 degrees) | Left Camber – 1 ½ to 2 degrees positive | Right Camber – 3 ¼ degrees negative |

| <b>FRONT SHOCKS &amp; SPRINGS</b> |                     |                      |                     |
|-----------------------------------|---------------------|----------------------|---------------------|
| <b>LEFT FRONT</b>                 |                     | <b>RIGHT FRONT</b>   |                     |
| Heavy or Tacky Track              |                     | Heavy or Tacky Track |                     |
| Shock BILSTEIN 20-20              | Spring – 190 to 210 | Shock BILSTEIN 20-20 | Spring – 175 to 190 |
| Shock PRO SB 63/631               | Spring – 190 to 210 | Shock PRO SB 63/631  | Spring – 175 to 190 |
| <b>Slick Track</b>                |                     | <b>Slick Track</b>   |                     |
| Shock BILSTEIN 10-30              | Spring – 190 to 200 | Shock BILSTEIN 10-30 | Spring – 175        |
| Shock PRO SB 63/631               | Spring – 190 to 200 | Shock PRO SB 63/631  | Spring – 175        |
|                                   |                     |                      |                     |
| <b>REAR SHOCKS &amp; SPRINGS</b>  |                     |                      |                     |

| LEFT REAR                   |                     | RIGHT REAR                  |                     |
|-----------------------------|---------------------|-----------------------------|---------------------|
| <b>Heavy or Tacky Track</b> |                     | <b>Heavy or Tacky Track</b> |                     |
| Shock BILSTEIN 40-20        | Spring – 120 to 130 | Shock BILSTEIN 30-30        | Spring – 140 to 150 |
| Shock PRO SB 63             | Spring – 120 to 130 | Shock PRO SB 63             | Spring – 140 to 150 |
| <b>Slick Track</b>          |                     | <b>Slick Track</b>          |                     |
| Shock BILSTEIN 40-20        | Spring – 130 to 140 | Shock BILSTEIN 30-10        | Spring – 110 to 130 |
| Shock PRO SB 63/624         | Spring – 130 to 140 | Shock PRO SB 63             | Spring – 110 to 130 |

### REAR END SETTINGS

**SQUARE THE REAR END** – The pinion angle should be 3 – 5 degrees down at the front. The starting point for the panhard mount is 4 – 8 degrees up on the frame side (about 5" from the top of the frame to the bottom of the slider). The rear mount should remain close to the center. REMEMBER to free up the car with the panhard bar you must lower the slider on the frame side. To tighten the car up you must raise the slider on the frame side. We recommend that you only move the slider a ¼" at a time. Right rear radius rod should be level with the driver in the car. Left rear radius rod should be up in the front 10 degrees. Raise left rear for more forward bite on turn exit.

### Tires

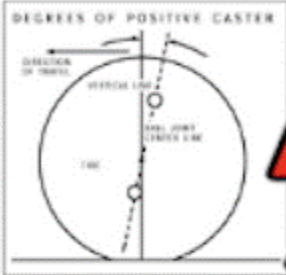
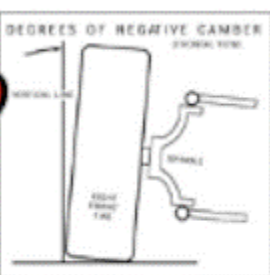
**REAR STAGGER** – Heavy or banked track – 3". Slick track – 2 to 2 ½". Dry slick 1 ½" to 2". Front tires should remain 1" to 1 ½". ALL TIRES SHOULD BE MOUNTED ON 7" RIMS.

### RIDE HEIGHT

Set all shock coil kits to 2" from the bottom of the adjustment nut to the bottom of the sleeve. Use a level surface to set the frame heights WITH DRIVER in the car. Use a point on the frame under the front lower a-arm and the rear axle housing. Setting should be as follows:

|                     |                   |
|---------------------|-------------------|
| Left Front – 4 7/8" | Right Front – 5"  |
| Left Rear – 5 ¼"    | Right Rear – 5 ½" |

Heavy track conditions raise the front of the car ½".

| CASTER SETTINGS                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                 | CAMBER SETTINGS                         |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------------------|-------------------------------------|
| Left Caster – 6 degrees positive                                                                                                                                                                                                                                                                                                                                                                                                                                                | Right Caster – 8 degrees positive (7-9 degrees) | Left Camber – 1 ½ to 2 degrees positive | Right Camber – 3 ¼ degrees negative |
| <div style="display: flex; align-items: center; justify-content: space-around;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> |                                                 |                                         |                                     |