

	<u>Shock Rate</u>	<u>Spring Rate</u>	<u>Chassis Percentage</u>	<u>Panard Bar Location</u>
Push (B) Corner Entry	Decrease LF & RF Compression	Decrease RF Increase LF Rate	Increase Diagonal % Pin RF & Unhook RR	Raise Bar Up or Decrease Angle to RR
Push © Corner Entry	Increase RR Compression Increase LR Extension	Decrease Both Front Rates	Increase Left Side % RR has too much load	Raise Bar Up or Decrease Angle to RR
Push (D) Mid Corner	Increase LR Compression Increase RF Extension	Increase RR Rate	Lower Ballast Weight Decrease LR % Decrease Rear %	Raise Bar Up or Decrease Angle to RR
Push (E) Mid Corner	Decrease LF Extension Decrease RR Compression	Decrease RF or LR Rate	Decrease LR % Decrease Rear %	See other adjustments
Push (F) Corner Exit	Increase LR Compression Decrease RR Compression	Decrease LR Rate	Decrease LR % Decrease Rear %	See other adjustments
Push (G) Corner Exit	Increase LR Compression Decrease RR compression	See other adjustments	Decrease Rear %	See other adjustments
Push (H) Corner Exit	Increase LR Compression Decrease RR Compression	See other adjustments	Decrease Rear %	See other adjustments
Loose (B&C) Corner Entry	Increase LF Compression	Increase Front Rate	Raise Ballast Weight Decrease Left %	Lower Bar Down or Increase Angle to RR
Loose (D) Mid Corner	Decrease LR Compression	Decrease RR Rate	Increase LR % Increase Rear %	Lower Bar Down or Increase Angle to RR
Loose (E) Mid Corner	Decrease RF Extension	Increase LR Rate	Increase LR % Increase Rear %	See other adjustments
Loose (F) Corner Exit	Decrease RF Extension	Decrease LR Compression Increase RF Rate	Increase LR % Increase Rear %	See other adjustments
Loose (G) Corner Exit	Decrease RF Extension Decrease LR Compression	Increase LR Rate	Increase LR % Increase Rear %	See other adjustments

	<u>Brake % Front/Rear</u>	<u>Tire Stagger</u>	<u>Wheel Offset</u>	<u>Other Adjustments</u>	<u>Other Problems</u>
Push (B) Corner Entry	Decrease Front Brake Increase Rear Braking	Increase Front	Move RF In	Check Camber Alignment & Toe Out	Shock Bent, A Frame Binding
Push © Corner Entry	Decrease Front Brake Increase Rear Brake	Increase Front	Move RF in or Move RR Out	Check Front Tires for Hardness & Wear	Brake Pedal Balance Bar Binding
Push (D) Mid Corner	Decrease Front Brake Increase Rear Brake	Increase Front & Rear	Move LR in or Move RR Out	Move Axle Dampener Shock to Left	Right Front Caliper Binding- Tires Old
Push (E) Mid Corner	See other adjustments	Increase Rear	Move LR in or Move RR Out	Raise RR Trailing Arm Check Rear Alignment	Bent Axle Housing, RR toe in, LR toe out
Push (F) Corner Exit	See other adjustments	Increase Rear	Move LR in or Move RR Out	Decrease Torque Link or Upper Link Angle	
Push (G) Corner Exit	See other adjustments	Increase Rear	Move LR in or Move RR Out	Move Torque Link/Arm Right	Broken RR Axle
Push (H) Corner Exit	See other adjustments	Increase Rear	Move LR in or Move RR Out	Decrease Rear Gear Ratio	Rear Suspension Unloading Linkage Loose
Loose (B&C) Corner Entry	Increase Front Brake Decrease Rear Brake	Decrease Front	Move RF Out or Move RR In	Increase Rear Gear Ration	To Much Trail In Rear Bent Shock, Slider, or other Rear Suspension Bind
Loose (D) Mid Corner	Increase Front Brake Decrease Rear Brake	Decrease Rear	Move RF Out or Move RR In	Increase Throttle Linkage Ratio	Suspension Bottoming Out Tires Old Torque Link Binding
Loose (E) Mid Corner	See other adjustments	Decrease Rear	Move RR In or Move LR Out	Increase Torque Link or Upper Link Angle	
Loose (F) Corner Exit	See other adjustmens	Increase Rear	Move RR In or Move LR Out	Increase LR Trailing Arm Angle	Bent Axle Housing, LR Toe In, RR Toe Out Drive Line Bind
Loose (G) Corner Exit	See other adjustments	Decrease Rear	See other adjustments	Torque Link/Arm Spring to Soft	Not Enough Pinion Angle, Tires Old