RIDE HEIGHTS

CHASSIS 101 – RIDE HEIGHTS

WHAT I'VE DONE IS TAKEN THE TIRES AND WHEELS OFF AND BLOCKED THE AXELS UP TO MAKE IT EASIER TO SEE ALL THE MEASUREMENTS.

YOU MUST ALSO REMOVE THE REAR SHOCKS AND TURN THE FRONTS TO SOFT IF YOU HAVE ADJUSTABLES TO GET CORRECT HEIGHTS AND WEIGHTS.

RIDE HEIGHTS

THIS IS A SPRING LOADED HEIGHT GUAGE THAT I USE, MAKES IT A LOT EASIER FOR ME TO READ. BUT YOU CAN USE A TAPE MEASURE.

RIDE HEIGHTS

ALWAYS MEASURE IN THE SAME PLACE, I HAVE STARTED USING THIS GROUND CLEARANCE MEASUREMENT WHICH IS RIGHT UNDER THE FIRST AND LAST VERTICAL UPRIGHTS IN THE CHASSIS. THIS IS WHAT I CALL GUAGE HEIGHT OR GUAGE BLOCK HEIGHT. I HAVE STARTED USING THIS MEASUREMENT SO TUBE HEIGHTS DON'T COME INTO PLAY.

BASISCLY THE HIGHER YOUR GUAGE HEIGHTS ARE THE MORE SIDE BITE YOU WILL HAVE (RASING THE ROLL CENTERS)

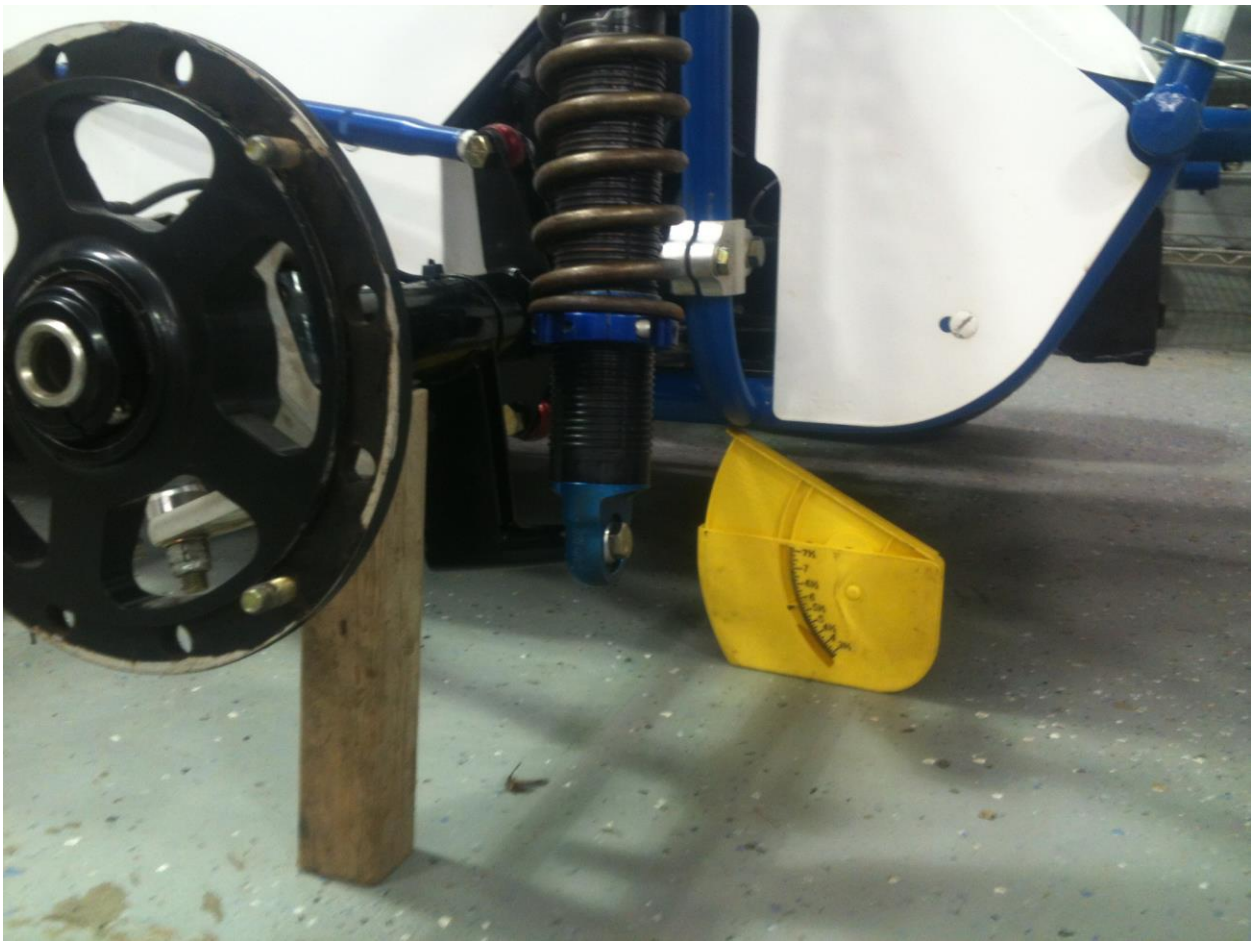
I ALWAYS START GETTING MY BASE SETUP WITH THE DRIVER IN THE CAR, ONCE YOU'VE DONE THAT THEN CHECK YOUR HEIGHTS WITHOUT THE DRIVER AND YOU'LL KNOW HOW MUCH HIGHER YOU HAVE TO SET YOUR CAR UP WITHOUT THE DRIVER IN.

BLOCKING AND RIDE HEIGHTS WILL ONLY GET YOU CLOSE, YOU NEED TO PUT THE CAR ON SCALES TO GET THE HEIGHTS AND CROSS WEIGHT RIGHT. YOU CAN BLOCK YOUR CAR JUST LIKE MINE AND THERE WILL BE UP TO 5% DIFFERENCE IN THE CROSS. SO SCALING IS VERY IMPORTANT.

RIDE HEIGHTS

HERE I HAVE PLACED MY HEIGHT GUAGE UNDER THE REAR UPRIGHT AND I AM LOOKING FOR 4” TO 4 ¼” WITH DRIVER IN THE CAR.

RIDE HEIGHTS

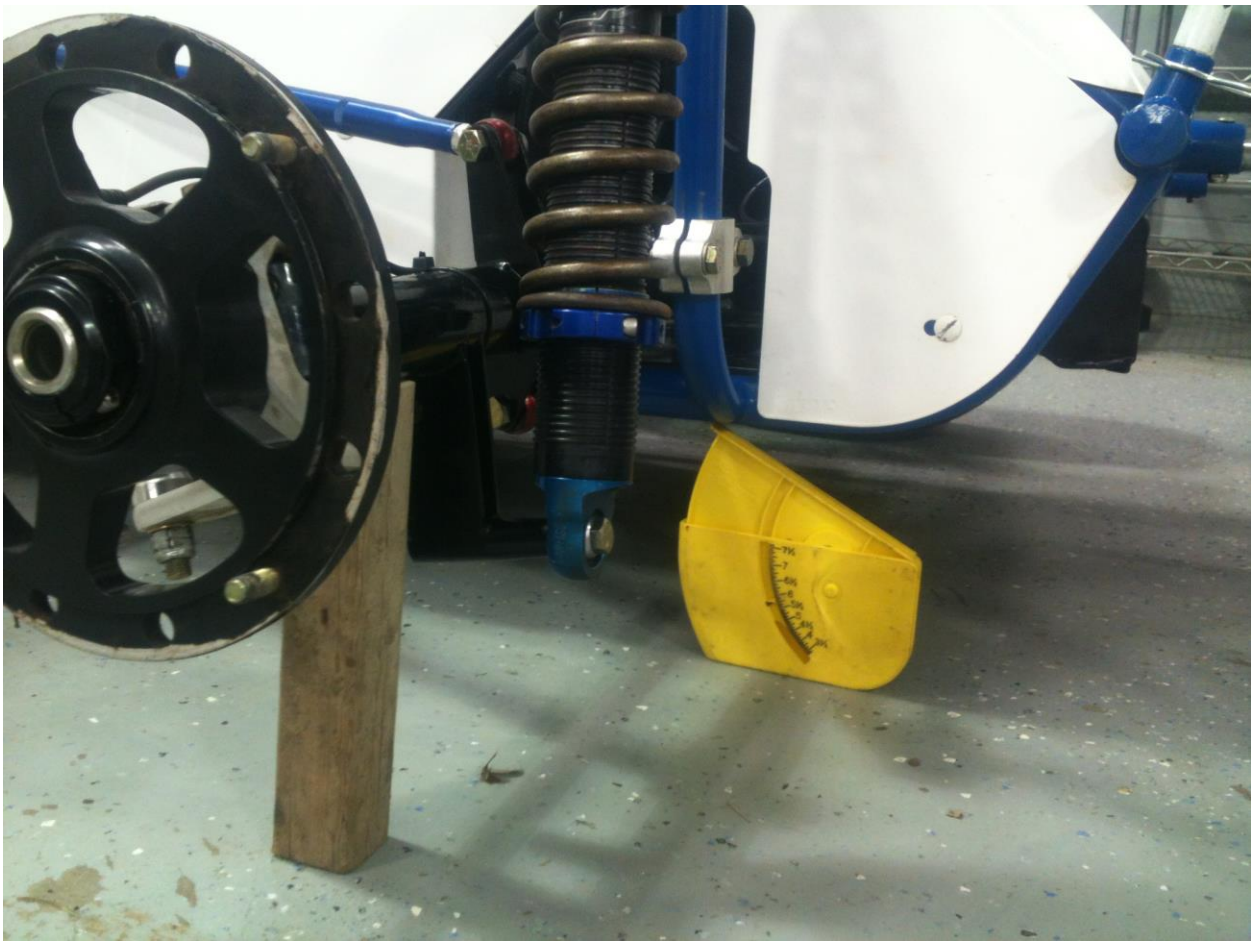


NOW I HAVE MOVED TO THE FRONT AND I WANT THIS MEASUREMENT ¼ TO ½ INCH HIGHER THAN THE REAR.

WHEN IT DRIES OUT THIS MEASUREMENT WILL INCREASE.

A GOOD WAY TO GET YOUR FRONT TO REAR HEIGHTS RIGHT IS WHEN YOU ROLL OUT ON THE TRACK JUST GIVE IT A LITTLE THROTTLE AND IF THE FRONT END COMES UP YOU ARE GOOD. IF IT DOESN'T EITHER THE REAR END IS TOO HIGH OR THE FRONT IS TO LOW.

RIDE HEIGHTS



YOU CAN SEE IN THIS PICTURE THAT MY PAN HARD BAR CENTERLINE IS RIGHT AT THE TOP OF THE FRONT AXEL.

RIDE HEIGHTS

RIDE HEIGHT MEASUREMENT ON THE FRONT END –

ON THE 4 BAR CARS THIS IS EASY, CENTER OF TORSON BARS. BUT ON THE COIL OVER CARS YOU CAN MEASURE TO THE CENTER OF THE #1 TUBE IN THE CAR OR THE CENTER OF THE TOP EYE ON THE SHOCK. I ALWAYS HAVE THIS HEIGHT DOCUMENTED ALONG WITH THE GUAGE BLOCK HEIGHT FOR A BACK UP CHECK.

ON THE REAR YOU CAN GET A RIDE HEIGHT MEASUREMENT AT THE CENTER OF THE TORSON BARS, THIS IS ANOTHER MEASUREMENT THAT I DOCUMENT.

THIS MESUREMENT RIGHT SIDE TO LEFT SIDE WILL GIVE YOU THE TILT IN THE CAR, THE LESS TILT THE MORE SIDE BITE THE CAR HAS AND THE MORE TILT THE QUICKER THE CAR ROLLS BACK TO THE LEFT SIDE WHICH GIVES YOU FORWARD BITE

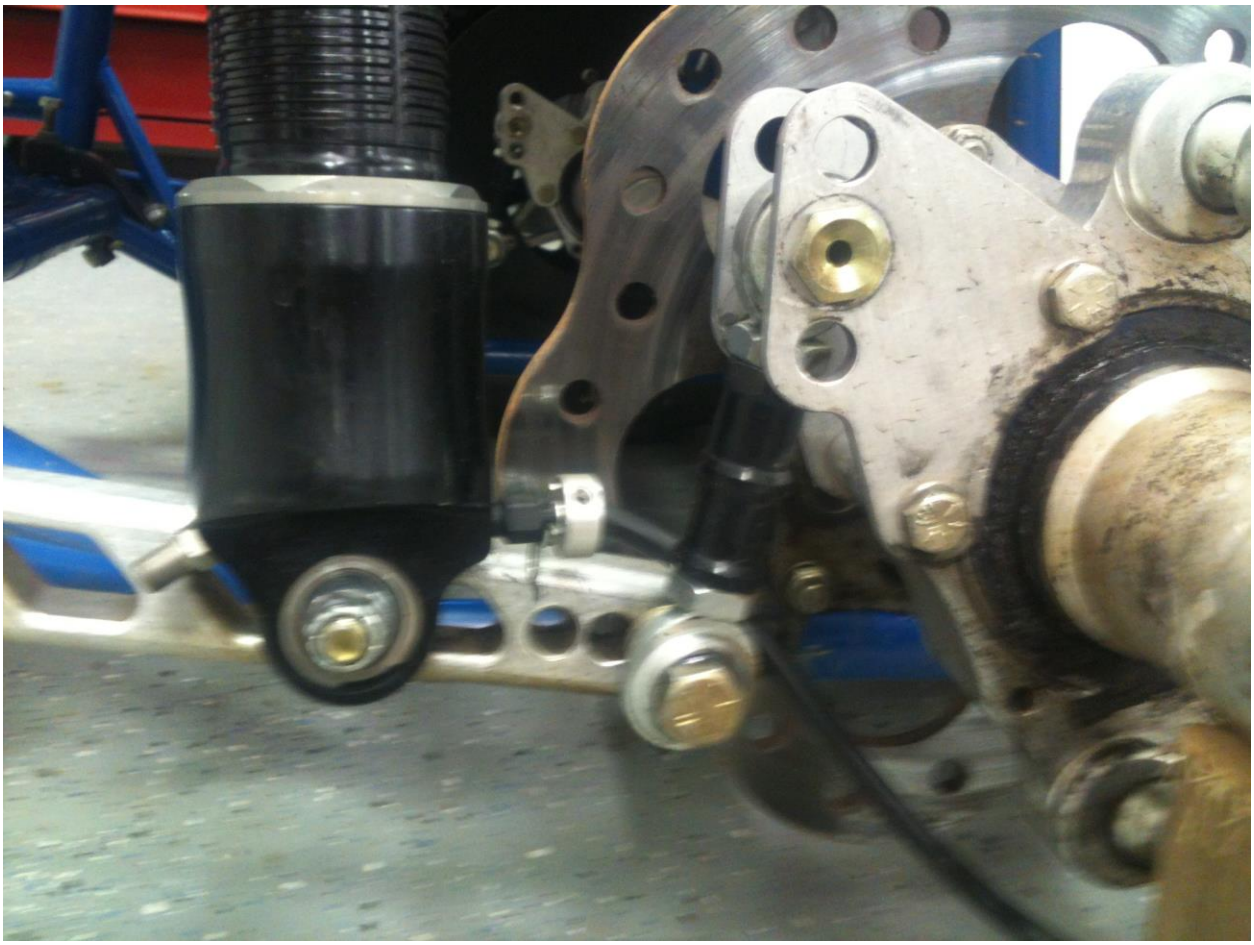
RIDE HEIGHTS

RIDE HEIGHTS

THIS SHOWS OUR 4 LINK SET UP WITH THE #41 REAR ADJUSTABLE RADIUS ROD PLATE – ANOTHER GREAT ADJUSTMENT FOR CHANGING TRACKS.

MOVE THE TOP ROD DOWN ON THE PLATE FOR MORE BITE

RIDE HEIGHTS



THIS PICTURE SHOWS THE REAR TORSON ARM AND DOUBLE HEIM PLATE AND THEIR ADJUSTMENTS.

REMEMBER EACH HOLE THAT YOU MOVE THE DOUBLE HEIM CHANGES THE SPRING RATE ONE BAR SIZE.

BACK IS STIFFER – FROWARD IS SOFTER

CHANGING THE LENGTH AND LOCATION OF THE DOUBLE HEIM LENGTH WILL CHANGE YOUR ROLL CENTERS.

SHORTER LENGTH LOWER = LOWER ROLL CENTERS = MORE CHASSIS ROLL AND VISE VERSA.

THESE DOUBLE HEIM PLATES AND LENGTHS ARE A GREAT ADJUSTMENT TOOL AND THEY CAN BE CHANGED WITHOUT HAVING TO RESET THE CAR.

BUT REMEMBER IT IS STILL NECESSARY TO SCALE THE CAR TO KNOW WHERE YOU ARE AT.