

Trak Pak Suspension Set Up Manual

The Trak Pak suspension includes adjustable front and rear shocks, front and rear springs with adjustable ride height,, front and rear anti roll bars, front and rear jounce bumpers and adjustable camber plates.

Adjusting Rebound:

The rebound adjustment is positioned on the end of the piston rod. The adjuster is visible at the top of the shock rod. The front adjuster is accessed by opening the hood and the rear adjuster is accessed by opening the trunk and temporarily pulling back the carpet on the sides to expose the top of the rear shocks. Please use the supplied 2mm Allen key.

To Make Adjustments.

- 1) Place the 2mm Allen key on the Allen bolt.
- 2): Turn the adjuster clockwise until it stops. This is now adjusted to full hard. (clockwise=harder).
- 3): Turn the 2mm Allen key counter clockwise to soften the rebound setting to the desired level. The effective adjustment range is from 0 - 2 turns / 0 - 12 clicks open.

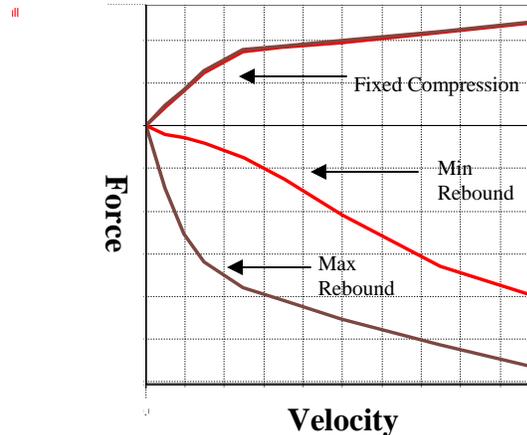
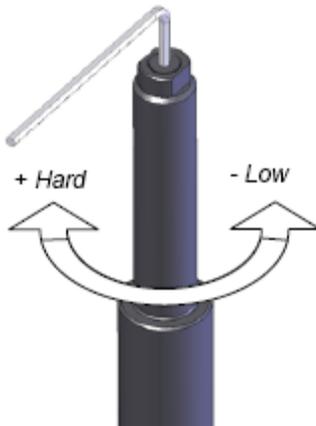
Attention:

Never drive the vehicle with the shock absorbers set to full hard or full soft! Never apply force to the adjusting mechanism of the shock absorber. As soon as you reach the end of the adjustment range, you will recognize a certain resistance. Stop turning to avoid damage to the bottom valve.

Rebound Adjusting Principles:

In general a soft rebound adjustment provides a comfortable ride at low vehicle speeds but the vehicle will have less stability at higher speeds, especially on the front axle (vehicle will tend to float at higher speeds).

A hard rebound adjustment offers more stability but could reduce vehicle grip (i.e. the vehicle will tend to skip across road imperfections, reducing traction).



Our recommendation for the Trak Pak suspension.

Track Settings:

Front Rebound: 6 clicks open (approx 1 1/4 turns)

Rear Rebound: 7 clicks open (approx 1 1/4 turns)

Street Settings:

If you desire a softer ride for street use:

Front Rebound: 9 clicks open (approx 1 1/2 turns)

Rear Rebound: 10 clicks open (approx 1 3/4 turns)

Suspension Alignment:

Street:

Camber = -1.3 degrees

Caster = not adjustable

Toe = 0 degrees

Track

Camber = -2.0 to -3.0 degrees

Caster = Not adjustable

Toe = 0 degrees