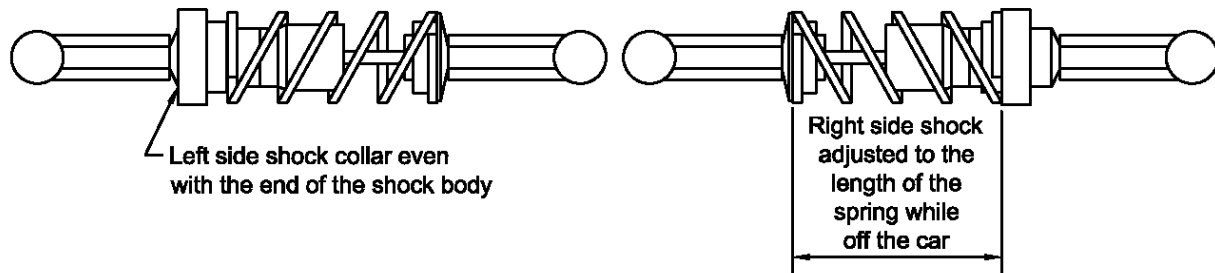


# Setup Basics for 513 T-Plate Car with WGT Tires

## Basic Starting Setup

- Front Springs – KSG .019 (KSG .018 on Gray Carpet for Truck Only)
- Center Shock – Pemberton Gold 11# (or HPI Gold) with 50wt. oil
- Side Shocks – Opaque 11# with 35wt. oil
- T-Plate – Mertz Racing MR2021 Long Spring Steel (or McPappy .032" Spring Steel)
- Camber – RF = -2 degrees & LF = 2 degrees
- Castor – RF = 4 degrees & LF = 0 degrees
- Steering Dual Rate = 24-25% on Gray Carpet or 18-22% on Black Carpet

**Setting the side shocks.** For the right side shock, with the shock off of the car, make sure it is extended the full length. Turn the shock collar until it just touches the spring (on black carpet, you may want to set a few turns looser). On the Left side, adjust the shock collar so it is even with the edge of the shock. This is how I start off with my car. When adjusting the car, I generally use the right side shock the most. I never really adjust the left side shock more than a few turns in either direction.



**Setting the ride height.** Before I hit the track, I will set the ride height on the car. I use .060" spacers under the right side front end and .030" spacers under the left side front end. I start the rear axle ride height using IRS 1.5's set with the axle closer to the top of the pod. With all the weight in the car, I set the car on the board and adjust the center shock until the chassis sits level. With a ride height gage, I measure in front of the battery and behind the battery to make sure both are equal. Once I set the center shock, I tend to never touch it.

**Adjusting the Dual Rate.** I never adjust it more than 2% in either direction depending on the track. When the car is turning too hard into the corners, try to soften up the left rear shock before dialing out too much dual rate. By dropping too low on the dual rate to compensate for a loose condition, you tend to get the car to turn in but then get loose in the middle of the corner. When we ran open tires, you can get real low on the dual rate because we had soft inside tires to help get the car to stick in the middle of the turn, that's not the case now with the rock hard WGT Tires. Generally the combination of more tweak and more steering tends to work better with WGT Tires.

## My General Rule of thumb when adjusting the car:

- Loose going into the turn = Soften the left rear shock
- Pushing going into the turn = Stiffen the left rear shock
- Loose coming off the turn = Stiffen the right rear shock
- Pushing coming off the turn = Soften the right rear shock

