

Ride Height Performance Tips:

Proper ride height adjustments will affect many handling characteristics in both on & off-road vehicles. As spring tension is added, your ride height will increase (which raises ground clearance) and gives your vehicle a stiffer, rougher ride. Reducing ride height by decreasing spring tension lowers ground clearance and smoothes out your ride. A higher ride height in the front shifts the vehicle's weight to the back giving the vehicle more rear end traction while reducing steering. The opposite, higher ride height in the rear, shifts weight forward which increases steering while reducing rear end traction. For oval racing, a slight increase on the right side (passenger side) will reduce body roll.

#81150 Ride Height Gauge Introduction:

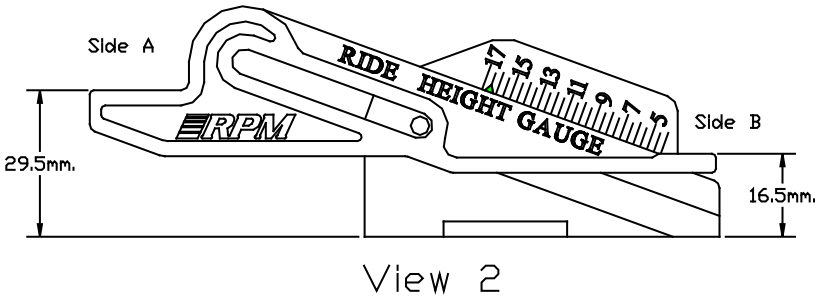
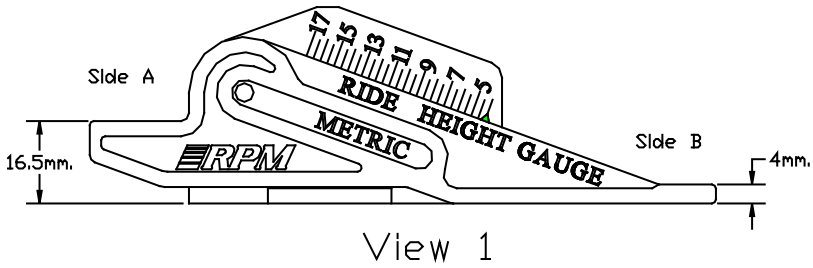
(Please see the back side of this instruction sheet.) Your new Ride Height Gauge has a black base that has the graduated scale along the upper edge, and a blue slide that has two ends, one end is for low vehicles such as pan cars and sedans (Side A in either view) and the other end is for higher vehicles such as off-road buggies and trucks (Side B in either view). The slide also has an indicator point situated about the middle section just above the second letter "H" in the word "HEIGHT".

Reading the #81150 Ride Height Gauge:

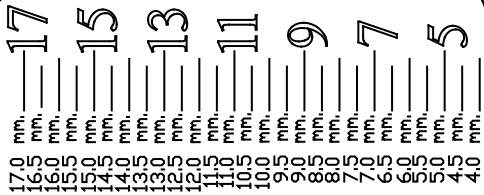
The first line on the right of the scale represents 4mm., the scale increases from right to left at graduated intervals of 0.5mm. Every fourth line is clearly labeled with a number, starting at 5mm. and read from right to left. Using Side B, the scale will represent the exact height all the way along the scale. Using Side A, you will need to add 13mm. to the scale reading to get a numerical value for your height. (See "Side A & Side B Scale Readings" for clarification.) Please see "View 1" and "View 2" for visual examples. Please remember that these numbers are actual heights, but it is the relationship between the front to the rear and side to side attitude of the vehicle that is the most important, not the actual height because tire diameters will change, while the ride height relationships should not.

Using Your #81150 Ride Height Gauge:

Both Side A & Side B have a flat surface on the top, which is used to just touch the bottom of your chassis for measurement. Before any checks are made, be sure to install all of the electronic components, fuel, batteries, body, etc. The vehicle should be in a ready to run state. Next, press down several times on your suspension to be sure that the suspension components are in a static (neutral) state. Take your Ride Height Gauge and slide it to its lowest point, Using the side that fits closest to the underside of your vehicle, (either Side A or Side B) cautiously slide the flat portion of the gauge under the vehicle. Gently slide the gauge up until it just touches the underside of the car. It is extremely important that you do not bump the chassis because it will give you false readings and you will need to reset the static height. Write down your reading! For on-road vehicles, ride height should be checked just behind the front wheels on both left & right sides and just in front of the rear tires on both sides. For most off-road vehicles, check the ride height just behind the "A" arms *on the chassis*. Ride height can be adjusted simply by adjusting the spring tension on the shock in the area you want changed.



Side B Scale Readings



Side A Scale Readings

