



1027 Calle Trepadora
San Clemente, CA 92672
(714) 492-6608
FAX (714) 492-7516

SWIFT DB-2 S-2000

SET UP INFORMATION

FRONT

SPRINGS: 350 LBS/IN. (RED) ANTI ROLL BAR: .610 DIA
CAMBER: 1 TO 1 1/8° NEG.
TOE: 6 TO 10 MIN. TOE OUT PER WHEEL (.07 IN. TOTAL)
CASTOR: 3 1/2° TO 4°
RIDE HEIGHT: 1 3/4" AT BOTTOM OF CHASSIS (NOT SKIDS) DOWN TO 1 1/2"
SHOCKS: KONI 4 CLICKS BUMP - 8 SWEEPS REBOUND
FOX 3 CLICKS BUMP - 12 CLICKS OFF MAX.

REAR

SPRINGS: 450 LBS/IN. (BLUE/ORANGE) ANTI ROLL BAR: .650 DIA. ADJ.
CAMBER: 3/8 TO 1/2° NEG.
TOE: 12 TO 15 MIN. TOE IN PER WHEEL (.160 IN. TOTAL)
RIDE HEIGHT: 2 1/4" TO BOTTOM OF ADAPTOR HOUSING (NOT SKID) DOWN TO 2"
(5.0" TO THE CENTER OF AFT BEARING, LOWER A-ARM)
SHOCKS: KONI 4 CLICKS BUMP - 10 SWEEPS REBOUND
FOX 4 CLICKS BUMP - 8 CLICKS OFF MAX.

BRAKE BIAS 2 TURNS TO FRONT

RIDE HEIGHT SENSITIVITY

1 PLATFORM TURN = .08 IN. RIDE HEIGHT (F & R)

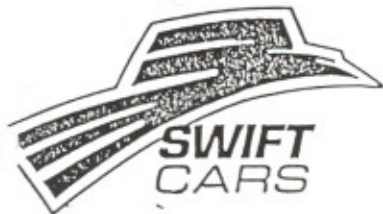


1027 CALLE TREPADORA
SAN CLEMENTE, CA 92672
(714) 492-6608
FAX (714) 492-7516

SWIFT DB-2 S-2000

ALIGNMENT NOTES:

1. ALIGNMENT SHOULD BE DONE WITH EQUAL LENGTH STRUTS IN PLACE OF THE FRONT SHOCKS. THIS IS TO PREVENT PRE-LOADING OF THE FRONT ANTI-ROLL BAR DURING ALIGNMENT OR IN SETTING OF CORNER WEIGHTS. STRUT LENGTH SHOULD BE 12.30 IN. FOR A NOMINAL RIDE HEIGHT (FRONT) OF 1.75 IN.
2. INITIALLY THE LINKS BETWEEN THE FRONT ROCKER ARMS AND BELLCRANKS SHOULD BE ADJUSTED TO EQUAL LENGTHS OF 3.88 IN. EACH. AFTER ALIGNMENT, THESE LINKS MAY BE ADJUSTED DIFFERENTIALLY TO EQUALIZE THE CORNER WEIGHTS. THE DIFFERENTIAL ADJUSTMENT SHOULD NOT EXCEED 2 TURNS (APPROX. 0.17 IN. DIFFERENCE IN LENGTH).
3. ALIGNMENT SHOULD BE DONE WITH THE REAR SHOCKS REMOVED AND THE REAR ANTI-ROLL BAR DISCONNECTED. THE CHASSIS SHOULD BE SUPPORTED TO GIVE A RIDE HEIGHT OF 2.25 IN. AT THE FLYWHEEL (5.00 IN. TO THE CENTER OF THE AFT PIVOT ON THE LOWER A-ARM).
4. BEFORE INSTALLING THE SPRING/SHOCK UNITS IN THE CAR, ADJUST THE PLATFORM HEIGHTS SUCH THAT THE TWO FRONT AND TWO REAR ARE EQUAL DIMENSION AS MEASURED FROM THE SPRING RETAINER TO THE PLATFORM WITH THE SHOCK FULLY EXTENDED.
5. TO ADJUST THE CORNER WEIGHTS, CHANGE THE LENGTH OF THE ROCKER LINK (EITHER ONE). DO NOT EXCEED 2 TURNS DIFFERENCE BETWEEN THE TWO. IF MORE ADJUSTMENT IS NEEDED, USE THE REAR SPRING PLATFORMS. DO NOT DIFFERENTIALLY ADJUST THE FRONT SPRING PLATFORMS, AS THEY WILL PRE-LOAD THE FRONT ANTI-ROLL BAR.
6. AFTER CORNER WEIGHTS ARE SET, ADJUST THE REAR ANTI-ROLL BAR LINK FOR NO PRE-LOAD AND CONNECT TO THE ROCKER.
7. ANY CHANGE IN RIDE HEIGHT REQUIRED AT THE FRONT OR REAR IS DONE WITH THE SPRING PLATFORMS.
8. BUMP STEER AT THE FRONT IS ADJUSTED BY SHIMMING THE OUTBOARD ROD END OF THE STEERING LINK UP OR DOWN AS REQUIRED.
9. BUMP STEER AT THE REAR IS ADJUSTED BY SHIMMING THE OUTBOARD ROD ENDS OF THE LOWER A-ARM (AT THE ATTACHMENT TO THE UPRIGHT) UP OR DOWN AS REQUIRED. THE TOTAL NUMBER OF SHIMS SHOULD REMAIN THE SAME (I.E. A SHIM REMOVED FROM THE FRONT SHOULD BE ADDED TO THE REAR AND VICE VERSA).

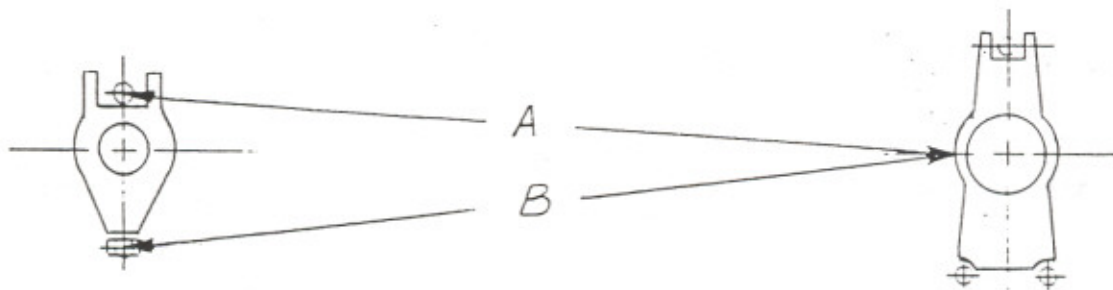


1027 Calle Trepadora
San Clemente, CA 92672
714/492-6608

SWIFT DB-2 S-2000

ALIGNMENT NOTES: (CONTINUED)

10. ALTERNATE METHOD OF SETTING FRONT CASTOR:



MEASURE DIMENSION A & B AS SHOWN FROM THE CENTER OF THE UPPER & LOWER BALL JOINT AT THE FRONT UPRIGHT TO THE REAR UPRIGHT. ADJUST THE ROD ENDS OF THE LOWER A-ARM UNTIL DIMENSION B IS 0.63 IN. GREATER THAN DIMENSION A. THIS WILL GIVE APPROX. 3.5 DEGREES CASTOR.