

# RACECOMP ENGINEERING

Thank you for purchasing **Racecomp Engineering Tarmac II** Threaded Body Suspension System!

The following is a guideline intended to help the user set up their suspension for different situations and uses. Please carefully follow the installation instructions and call or email with any questions you may have.

These settings are intended as baselines to fine tune from. The “best” set up will vary from car to car and driver to driver.

Please contact us for additional support.

**Phone – 410-846-5407**

**Email – [sales@racecompengineering](mailto:sales@racecompengineering)**



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## Damping

This suspension system utilizes 2 way adjustable dampers. Compression and rebound are both adjustable independently from one another. Compression adjustment is located on the bottom of the damper and rebound is located on the top of the damper. Turn clockwise for stiffer adjustment.

Compression, also known as bump, controls how the damper compresses over bumps and during body roll. Adding compression damping can improve the stability, feel, and feedback of the car. Too much compression can cause the car to skip or skate over bumps.

Rebound controls how the damper extends back over bumps and during body roll. Adding rebound reduces excessive movement of the chassis and improves stability. Too much rebound can reduce overall grip in cornering and transitions. Too much rebound can also reduce traction coming out of slow speed corners.

### **FOR SPRING RATES OF: 500bs/400lbs**

#### **Daily Driver and Street damper settings:**

	<b>Rebound (turns from full stiff)</b>	<b>Bump/Compression (turns from full stiff)</b>
<b>Front</b>	12 clicks	9 clicks
<b>Rear</b>	13 clicks	11 clicks

Turn back the bump adjustment a little more front and rear for an even softer ride.

#### **Track/Autocross damper settings:**

	<b>Rebound (turns from full stiff)</b>	<b>Bump/Compression (turns from full stiff)</b>
<b>Front</b>	4 clicks	5 clicks
<b>Rear</b>	6 clicks	7 clicks

#### **Soft track damper settings, recommended for a bumpy or wet track:**

	<b>Rebound</b>	<b>Bump/Compression</b>
<b>Front</b>	8 clicks	7 clicks
<b>Rear</b>	8 clicks	7 clicks

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### Ride Height

This suspension system is height adjustable. Undo the set screws on both locking perches to adjust height, and tighten them after raising or lowering the perches to 1-2 ft-lbs.

**Recommended ride height:** 14.0 inches front and 13.5 inches rear, measured from center of hub to edge of fender.

Going lower than the recommended ride height will result in less than optimal suspension travel. In addition, excessive lowering can have negative effects on the suspension geometry of the car, specifically the roll center location. Parts such as the Whiteline Roll Center kit can correct this effect to a certain degree.

### Tire pressure

Tire pressure will vary based on tire brand and size. Please consult your manufacturer's recommended specifications.

### Recommended Alignment settings

	<b>Camber Front</b>	<b>Camber Rear</b>	<b>Toe</b>	<b>Caster Front*</b>
<b>Street</b>	-1°	-1.3°	0° front and rear	4.5° to 6°
<b>Aggressive Street</b>	-2°	-1.5°	0° front and rear	4.5° to 6°
<b>Track/Autocross</b>	-2.7° to -3.0°	-1.5°	0° front and rear	4.5° to 6°

\* Caster varies from car to car. An Impreza WRX and 2007 Impreza STi will not be able to get 4.5° without Camber/Caster plates or the Whiteline Anti-lift Kit.

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### Set-up Log

Damping front	Damping rear	Alignment	Ride height	Tire pressure	Notes