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Thank you for purchasing **Racecomp Engineering Tarmac II Clubsport**
Threaded Body Suspension System for Subaru BRZ and Scion FR-S!

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. Fine tuning may yield additional benefits. 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



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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. Too little rebound will feel make the car feel floaty or bouncy.

To set your dampers, set the adjusters to full stiff (clockwise) before setting turning the adjuster back to the desired setting.

The recommendations below are intended to be used with the standard RCE T2 Clubsport springs. These are daily drivable and track capable settings.

Damper settings:

	Rebound (turns from full stiff)	Bump/Compression (turns from full stiff)
Front	10 clicks	11 clicks
Rear	13 clicks	8 clicks

For additional comfort, dial back a few clicks of both rebound and compression.

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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.

A 1 inch drop is a good place to start. A lower ride height can be advantageous for some users and set ups. Corner balancing is recommended to get the most out of your coilover system but is not required.

These coilovers **are** designed to run at a lowered ride height, however, 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

	Camber Front	Camber Rear	Toe	Caster Front
Street	-1°	-1.7°	0 front 1/16th in rear	6.5°
Canyon/Track/ Autocross	-2.0° to -3.0°	-2.0° to -2.3°	1/32 out to 0 front 1/16th in rear	6.5° to 7.5°

Tire choice will have a large effect on alignment settings. The above settings are a good starting point.

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Set-up Log

Damping front	Damping rear	Alignment	Ride height	Tire pressure	Notes