

SWIFT DB-1 FF-1600

SET-UP INFO

FRONT:

Springs: 240 lb./in. (gray) Anti-Roll Bar: .560 dia.

Shock Settings:

Koni Single Adjustable: 1/2 turn rebound from full soft
Koni Double Adjustable: 4 clicks bump - 4 sweeps rebound
Bump Rubber Length: Approx. 1-1/2 in.

Camber: 7/8 to 1 deg. negative

Caster: 3 to 3-1/2 deg.

Toe: 6 to 10 min. toe OUT per wheel (.07 in. total)

Ride Height: 1-1/2 in. to bottom of chassis (NOT skids)

REAR:

Springs: 340 lb./in. (green) Anti-Roll Bar: .550 dia.

Shock Settings:

Koni Single Adjustable: 1 turn rebound from full soft
Koni Double Adjustable: 2 clicks bump - 10 sweeps rebound
Bump Rubber Length: Approx. 1-1/2 in.

Camber: 1/2 to 5/8 deg. negative

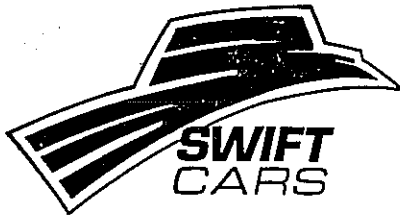
Toe: 12 to 15 min. toe IN per wheel (.160 in. total) \approx Flat

Ride Height: 2 in. to bottom of adaptor housing (not skid)
(4-3/4 in. to Center Line of aft bearing of the lower A-arm.)

Brake Bias: 2 turns to front

Ride Height Sensitivity:

1 platform turn = .08 in. ride height (F & R)

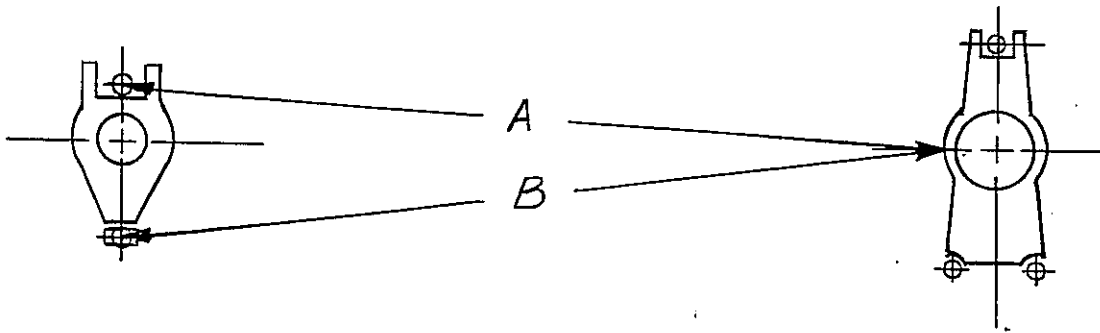


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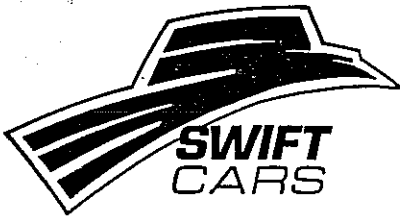
ALIGNMENT NOTES:

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 1.5 in.
2. Initially the links between the front rocker arms and bellcranks should be adjusted to EQUAL lengths of 4.81 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 in. at the flywheel (4.75 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 viceversa).

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 0.50 in. greater than dimension A. This will give approx. 3 degrees castor.



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PREPARATION NOTES:

1. The suspension adjusting nuts in the front & rear lower arms MUST be safety wired after adjustment. The jam nuts should be treated with blue loctite.

IMPORTANT!

2. The front & rear axle retaining nuts MUST be treated with RED loctite (stud & bearing mount) and then torqued to 180 ft.-lb. If these nuts are found loose (loose is anything less than 50 ft.-lb) after the car has run on the track, the wheel hub should be removed and inspected for cracks in the bearing mount area.
3. The steering shaft support block must be properly aligned and be kept well lubricated to prevent excessive steering effort.
4. The steering rack should be installed with the input shaft (steering shaft) at a 45° angle with the floor pan. It is necessary to pin the rack to the outer mounting block to maintain this angle.

