



MEDIEVAL CHASSIS ADJUSTMENT GUIDE						
Problem / Adjustment	TIGHT ON ENTRY	LOOSE ON ENTRY	TIGHT IN MIDDLE	LOOSE IN MIDDLE	TIGHT ON EXIT	LOOSE ON EXIT
LF Spring	Soften	Stiffen	-	-	-	-
RF Spring	Stiffen	Soften	-	-	Soften	Stiffen
LR Spring	-	-	-	-	Soften	Stiffen
RR Spring	Soften	Stiffen	-	-	Stiffen	Soften
LF Shock	Decrease Compression	Increase Compression	Decrease Extension	Increase Extension	Increase Extension	Decrease Extension
RF Shock	Decrease Compression	Increase Compression	Decrease Compression	Increase Compression	Increase Extension	Decrease Extension
LR Shock	Decrease Extension	Increase Extension	Decrease Extension	Increase Extension	Increase Compression	Decrease Compression
RR Shock	Decrease Extension	Increase Extension	Decrease Compression	Decrease Compression	Decrease Compression	Increase Compression
LR Trailing Arm	Decrease Angle	Increase Angle	Increase Angle	Decrease Angle	Decrease Angle	Increase Angle
RR Trailing Arm	Increase Angle	Decrease Angle	Increase Angle	Decrease Angle	Increase Angle	Decrease Angle
Left Side %	Increase	Decrease	Increase	Decrease	Decrease	Increase
Rear %	Decrease	Increase	Decrease	Increase	Decrease	Increase
Diagonal/ Cross %	Increase	Decrease	Decrease	Increase	Decrease	Increase
Ballast Height	Lower	Raise	Lower	Raise	Lower	Raise
Stagger	Increase Front	Decrease Front	Increase Front or	Decrease Front or	Increase Rear	Decrease Rear
Wheel Offset	Move RF In	Move RF Out	Move LR In	Move RF Out	Move RR Out	Move RR In
Air Pressure	Decrease Front	Increase Front	Decrease RF or Increase RR	Increase RF or Decrease RR	Increase Rear	Decrease Rear
Braking	Increase Rear	Increase Front	-	-	-	-
Tire Temps	RF Hot	RR Hot	RF Hot	RR Hot	RF or LR Hot	RR Hot

Entry is considered under braking.

Middle & Exit is considered under acceleration.