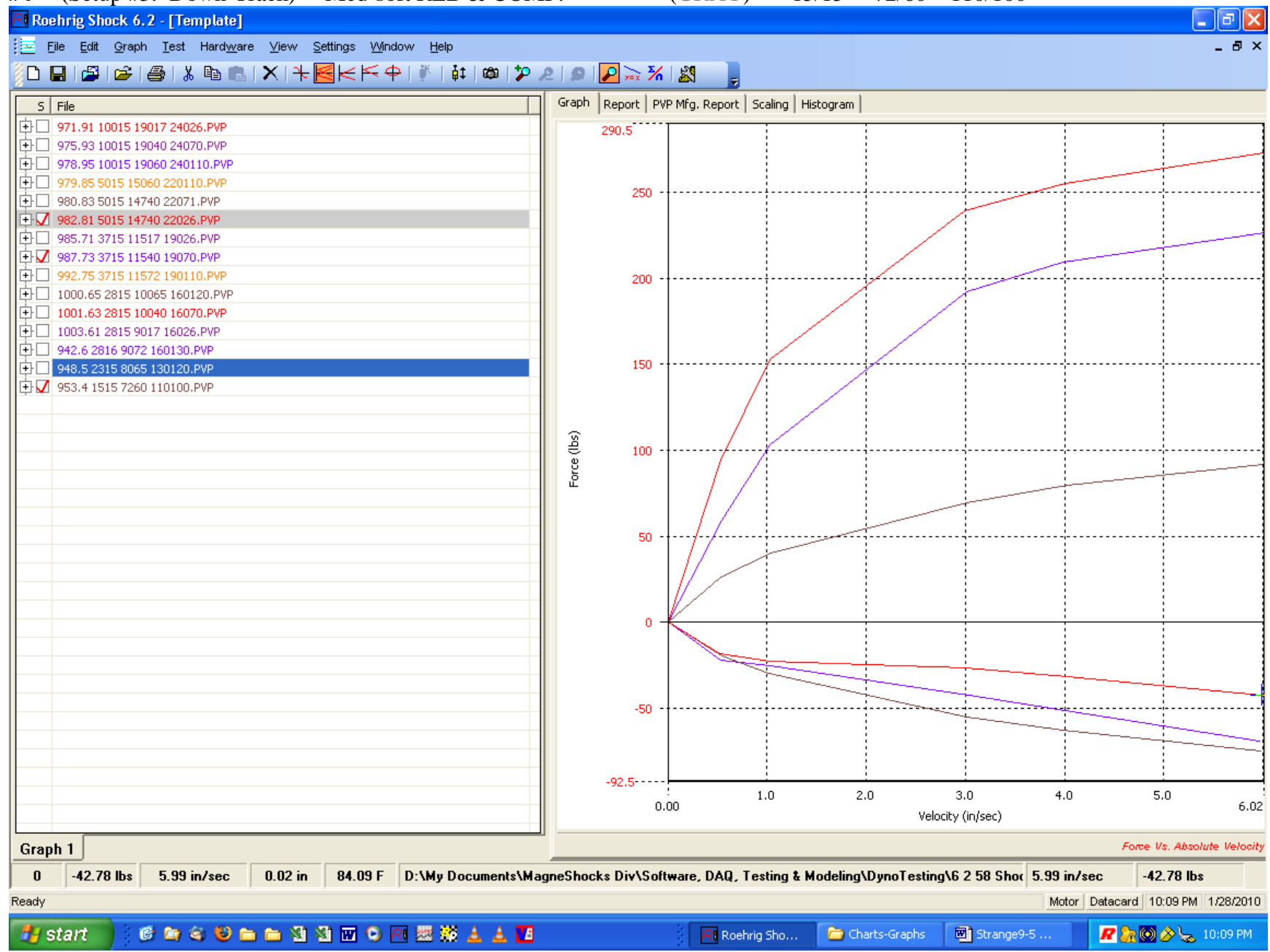


### ProMod REAR DRAG setups.

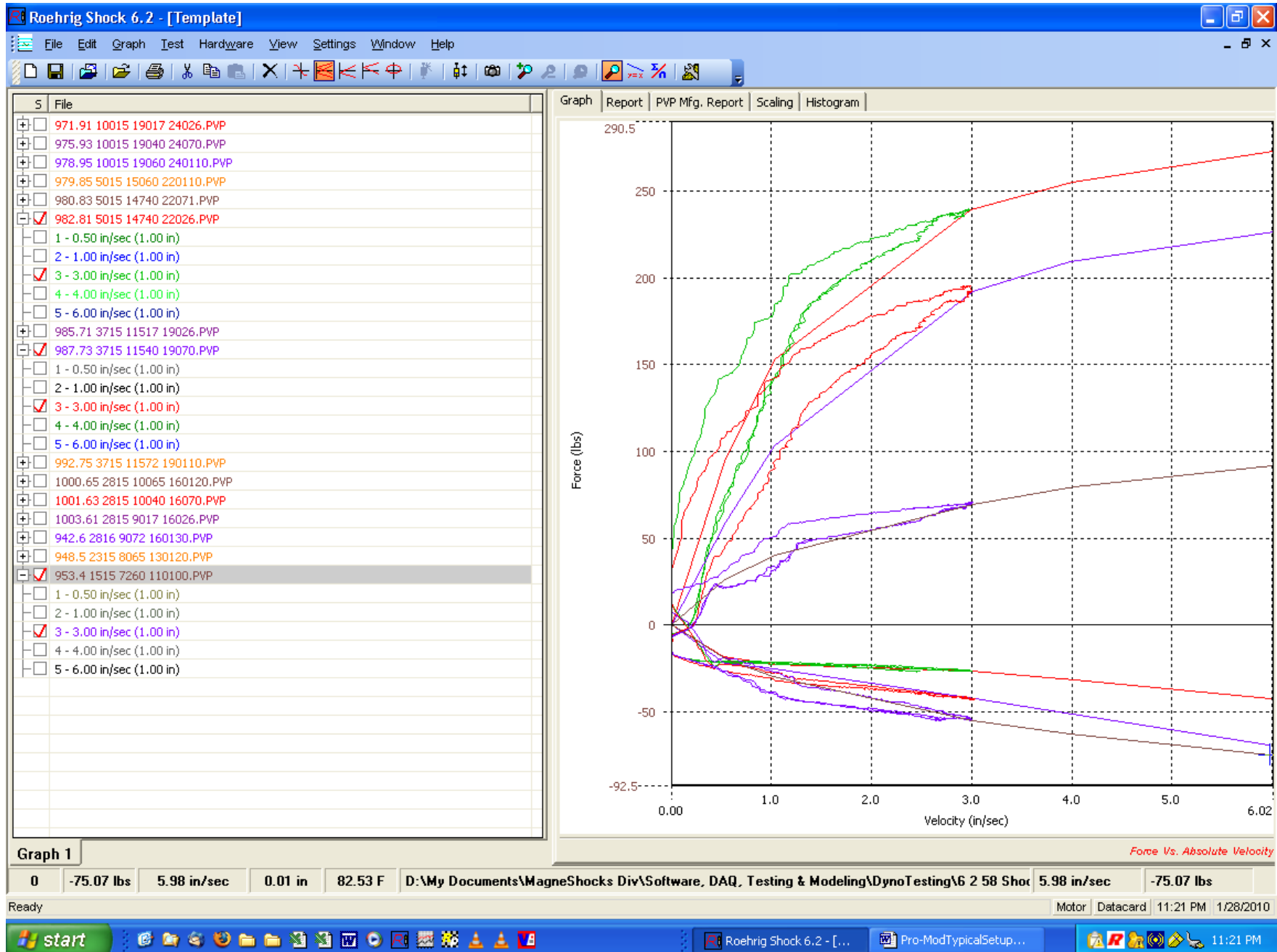
Some typical setups (with the MagneShock Controller settings) that have been used on highly competitive cars.

#### PVP chart @ 0.5 – 1 – 3 – 4 - 6 in/s

			0	1	3	Piston Velocity
#8/1 (Setup #1: Launch)	Very-stiff REB/Very-soft COMP:	(RED)	50/15	147/40	220/26	(Reb/Comp Settings)
#7/3 (Setup #2: Mid-Track)	Stiff REB /Soft COMP:	(VIOLET)	37/15	115/40	190/70	
#4 (Setup #3: Down-Track)	Med-soft REB & COMP:	(GRAY)	15/15	72/60	110/100	



For those of you that want to see a CVP chart & hysteresis: CVP graphs @ 3 in/s are shown here over the PVP graphs.  
 #8/1 Launch (GREEN), #7/3 Mid-track (RED) & #4 Down-track (VIOLET)

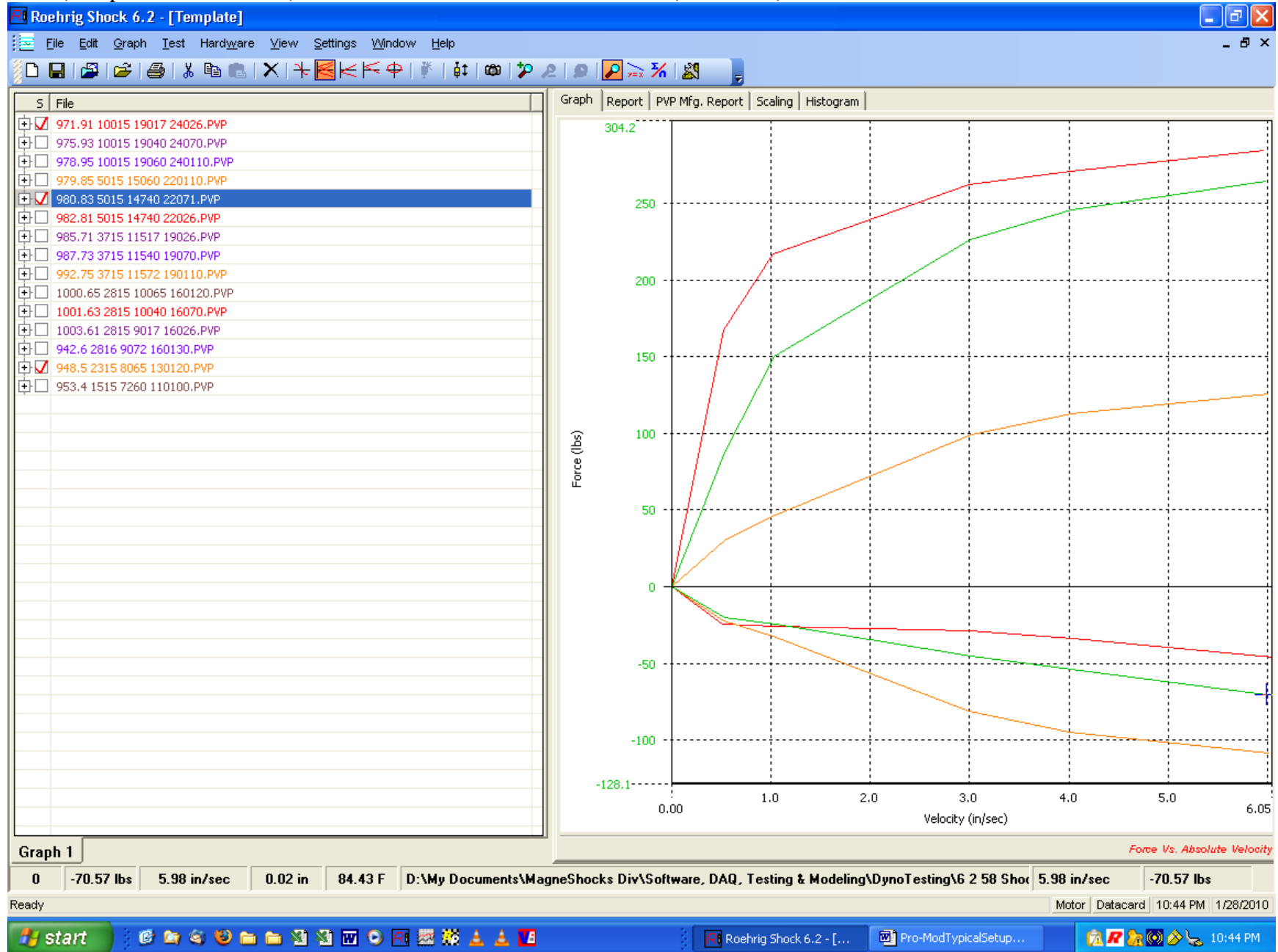


**ProMod REAR DRAG setups.**

Some STIFFER setups (with the MagneShock Controller settings) that might be useful with BIG HP or on a track with very good bite.

**PVP chart @ 0.5 – 1 – 3 – 4 - 6 in/s**

			0	1	3	Piston Velocity
#9/1 (Setup #4: Launch)	Very-very-stiff REB/Very-very-soft COMP:	(RED)	100/15	190/40	240/26	(Reb/Comp Settings)
#8/3 (Setup #5: Mid-Track)	Very-stiff REB/Soft COMP:	(GREEN)	50/15	147/40	220/70	
#5 (Setup #6: Down-Track)	Med REB & COMP:	(ORANGE)	23/15	80/65	130/120	



**Burn-outs:** We have to admit that we don't know yet what will be best. We are guessing a stiff setup may be better as it may promote tire-spin.

**Shut-down:** We haven't had the opportunity to tune this yet either.

A really good handling setup may be the ticket here. It should be stable when the chute hits – especially if it wants to whip the car around.

So we are going to suggest:

**PVP chart** @ 0.5 – 1 – 3 – 4 - 6 in/s

#8/5 (Setup #0: Burn-outs)	Very-stiff REB/Medium COMP: (ORANGE)	0	1	3	Piston Velocity
		50/15	150/60	220/110	(Reb/Comp Settings)
#6 (Setup #7: Shut-down)	Med-stiff REB/Med-stiff COMP: (GREEN)	28/16	90/72	160/130	

