



## **BMS Intimidator Set Up Sheet**

### Ride Heights:

- LF: 6" Between the ground and bottom of frame rail on outermost edge
- RF: 6" Between the ground and bottom of frame rail on outermost edge
- RR: 2  $\frac{3}{4}$ " between bottom of the axle tube and the top of lower frame rail

\*Front ride heights will measure  $\frac{1}{2}$ " higher when using Hoosier A40 Tires

### Springs:

#### Chevelle Lower Control Arms

- LF: 650#      RF: 600#
- LR: 225#      RR: 200#

### Shocks:

<u>Bilsteins</u>		<u>BSB</u>	
LF: 30/30	RF: 50/30	LF: BMS/BLACK	RF: BMS/BLACK
LR: 20/60	RR: 50/30	LR: BMS/BLACK	RR: BMS/BLACK

### Upper Control Arm:

- Chevelle Frame:      Swag Tube Lengths:  
    LF: 6                      RF: 6  
    LR: 6                      RR: 5

\*Before 2007 swage tubes are reversed on Chevelle frames.

### Front Wheel Alignment Settings:

- Caster LF: 2+ to 3+ RF: 4+ to 5+
- Camber LF: 4+ RF: 6-
- $\frac{1}{2}$ " to  $\frac{3}{4}$ " toed out

### Rear Bar Lengths:

- Measure Center to Center
- Upper Bars: 17" 4<sup>th</sup> hole up on left side 3<sup>rd</sup> hole up on right side
- Lower Bars: 16" 4<sup>th</sup> hole up on left side 2<sup>nd</sup> hole up on right side

### Chain drop on left rear:

- 19" from top of rear end housing to bottom of shock tower.

### Torque Link:

- 26  $\frac{1}{2}$ " (approx.) center with  $\frac{1}{4}$ " preload
- 1200 # spring recommended or 1000/1600 progressive
- Middle hole of housing
- One hole up from bottom on frame

### J-Bar (approx.) 21":

- Chevelle: Left side 5" between bottom of bracket and top of frame rail  
Right side level with pinion or the next hole down.

\*Center rear-end housing by measuring inside left rear rotor to frame rail 12" at ride height

\*\*NOTE: Rotors should be mounted outboard-make hub and rotor wide as possible

### Birdcage Placement:

- BSB birdcage 5  $\frac{1}{4}$ " from inside rotor to outside of top birdcage ear

### Wheel Offsets:

- LF: 2" off      RF: 2" off
- LR: 2" off      RR: 3" off

### Tire Pressure:

- LF: 12"      RF: 14"
- LR: 10"      RR: 12"

### Tire Stagger:

- Front - 0 to 1"
- Rear -  $\frac{1}{2}$  to  $1 \frac{1}{2}$ "

### Scaling Percentages:

- 52% to 53%      Left side weight
- 57% to 60%      Rear weight
- 48% to 52%      Cross weight
- 0 # to 50 #      Left rear bite (w/o driver)

\*All figures are for an average 200lb. driver. Example: If you weigh 250lbs. add 50lbs. in drivers cockpit when scaling.

### Pinion Angle:

- Measuring 9010 shock shaft from body of shock to the slide indicator should be approx.  $2 \frac{1}{2}$ " - this will give you 8 to 10 degrees pinion angle.

## Adjustment Guide

	<b>Tight On Entry</b>	<b>Loose on Entry</b>	<b>Tight In Middle</b>	<b>Loose In Middle</b>	<b>Tight On Exit</b>	<b>Loose on Exit</b>
<b>LF Spring</b>	Soften	Stiffen	*	*	*	*
<b>RF Spring</b>	Stiffen	Soften	*	*	Soften	Stiffen
<b>LR Spring</b>	Stiffen	Soften	*	*	Soften	Stiffen
<b>RR Spring</b>	Soften	Stiffen	*	*	Stiffen	Soften
<b>Pan-Hard Bar At Pinion</b>	Raise	Lower	Raise	Lower	*	*
<b>Pan-Hard Bar At Frame</b>	Lower	Raise	Lower	Raise	*	*
<b>LR Top Rod Frame</b>	*	*	Lower	Raise	Lower	Raise
<b>LR Bottom Rod</b>	Raise	Lower	Raise	Lower	Raise	Lower
<b>RR Top Rod</b>	Lower	Raise	*	*	Raise	Lower
<b>RR Bottom Rod</b>	Raise	Lower	Raise	Lower	Raise	Lower
<b>Ballast Height</b>	Lower	Raise	Lower	Raise	Lower	Raise
<b>Left Side %</b>	Increase	Decrease	Increase	Decrease	Decrease	Increase
<b>Rear %</b>	Decrease	Increase	Increase	Decrease	Decrease	Increase
<b>Diagonal Wedge</b>	Increase	Decrease	Decrease	Increase	Decrease	Increase
<b>Trail RR Wheel Base</b>	Lengthen RS	Shorten RS	Lengthen RS	Shorten RS	Lengthen RS	Shorten RS
<b>Air Pressure</b>	Increase RR	Decrease RR	Increase RR	Decrease RR	Increase RR	Decrease RR