

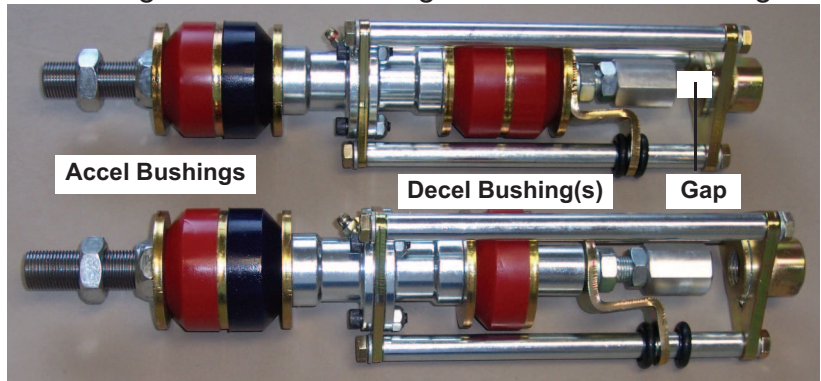
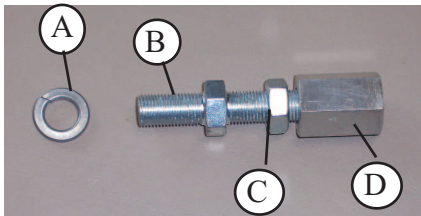


# Tech Sheet: 4548 Tracking Controller Tuning Kit & Travel Limiter

[www.rightfootperformance.net](http://www.rightfootperformance.net)

The Two Way Tracking Controller works because of the traction generated by the cars' rear tires. As the car accelerates the tires work to drive the rear end forward, compressing the tracking controllers accel spring bushing(s). Under braking the tires work to slow the rear end while the car is still trying to go forward. This compresses the decel spring bushing(s). Because the tracking controller relies on tire traction the action of the tracking controller is reduced as the tires go away. Unfortunately in long races as the track and tires go away and the car cannot accelerate as hard off the corner the amount of RR understeer caused by the tracking controller decreases at the worst possible time. The travel limiter is designed to make the tracking controller work well during long races on used up race tracks.

The tracker comes equipped with one red (hard) spring bushing on the accel side. This typically will give 3/16" to 1/4" of understeer (RR forward travel) when there is good bite in the track and tires. To obtain more travel for poor track conditions we normally recommend using a softer bushing, or adding a second spring bushing to the accel side. This reduces the spring rate. A bushing spring rate chart can be found on our website. A softer spring rate on the accel side often allows too much forward travel. The travel limiter limits forward travel when traction conditions are good but allows the car to maintain desired travel, and understeer, as the race progresses. With the travel limiter we can control the maximum RR understeer to whatever we desire by adjusting the travel limit dimension (Gap) as shown in the photo. During the late stages of the race this gives a definite advantage as the driver has better control off the corner.



The travel limiter is installed by removing the 1/2" cap screw, lock washer and flat washer which retain the shaft. Once the screw is removed pull the shaft out of the tracker and remove the shaft. Remove the spacer bushing from the accel side of the torque link and install the blue bushing (provided in the kit) in its place. At this time it is also possible to change the decel bushing configuration if desired. The durometer and number of bushings needed for both the accel and decel side of the tracker may change from track to track. Reinstall the shaft into the tracker. Install the 1/2" lock washer (A) onto the travel limiter stud and screw the short end (B) of the travel limiter into the end of the shaft. Tighten the stud. You don't want the stud to back out. As a starting point set the limiter at 1/2" from the end of the tracker. To adjust the limiter loosen the jam nut (C) and adjust the limiter hex (D). Increasing the gap will allow more travel. Decreasing the gap will reduce travel. Always set the travel indicator o-rings so you are sure that your accel bushings are allowing the travel limiter to mechanically stop travel as the adjuster nut contacts the rod end plate.

The above photo shows two possible tracker configurations; two accel bushings with one decel bushing and two accel bushings with two decel bushings. Additional tuning information can be found in the Two Way Tracker Tech Sheet. Please call us at 920 788 0356 if you have questions about setting up your tracking controller.