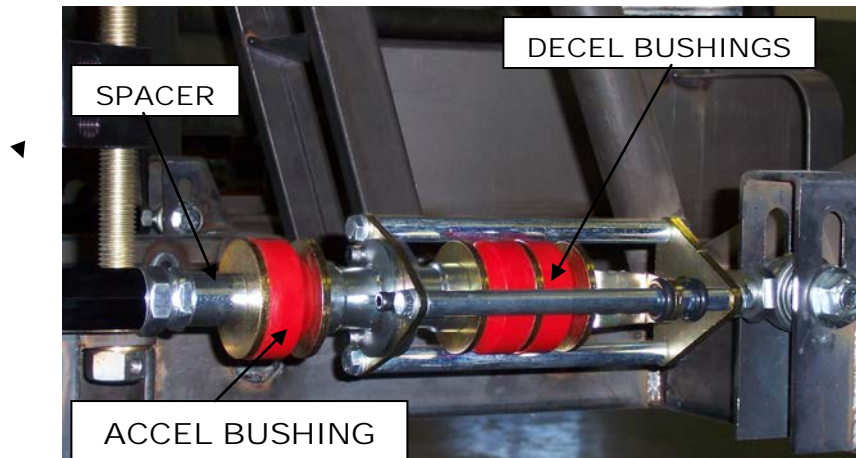




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TECH SHEET: 2-WAY TRACKER

The 2-Way Tracker is typically installed in the right lower radius rod of a 3-link type suspension and is used to control rear axle movement under acceleration and deceleration. Acceleration and deceleration travel are individually tune-able. The 2-Way Tracker can be used with Right Foot's Accel/Decel System.



ACCELERATION – When accelerating, the tractive effort from the rear tires exerts a pushing force on the Accel Bushing. The pushing force compresses the bushing allowing the right rear to steer ahead, increasing forward traction and tightening the car on corner exit. Normal Accel travel is 3/16" to 1/4". Increasing the travel will tend to tighten the car more on corner exit. Decreasing travel will have the opposite effect.

DECELERATION – When decelerating and under braking, the tractive effort from the rear tires exerts a pulling force on the tracker. The pulling force compresses the Decel Bushings which steers the right rear back, helping to loosen the car and steer it through the corner. Normal Decel travel is 3/8" to 1/2". Increasing travel will further loosen the car on corner entry. Decreasing travel will have the opposite effect.

TUNING OPTIONS – The 2-Way Tracker has a number of tuning options described below.

1. Normal bushing preload is two rounds (measured after all free play is taken up). Bushing preload can be adjusted by turning the nylock jam nut. Increasing bushing preload will decrease both Accel and Decel travel and will affect the cars' wheelbase. We recommend no more than 4 rounds be applied. We also recommend the wheelbase be checked after adjusting preload.

2. The Tracker has Red (hard durometer) bushings installed as standard. Yellow (soft) and blue (medium durometer) bushings are available and can be installed to increase Accel and/or Decel travel. Bushings with different durometers can be mixed. For example, a blue Decel bushing can be installed with a red Decel bushing. Typically, yellow bushings are only used on low horsepower cars with narrow tires or on worn out tracks with very limited traction.
3. Bushings and spacers can be added or removed. As examples; to increase Accel travel the spacer can be removed and be replaced with an additional Accel bushing. To increase Decel travel the spacer can be removed and an additional Decel bushing installed. To decrease Decel travel a Decel bushing can be removed and be replaced with an additional spacer. As a general rule two bushings stacked together will have $\frac{1}{2}$ the spring rate of a single bushing. The Tracker shown below shows one possible Tracker configuration. The spacer on the Accel side of the Tracker has been replaced with a blue bushing. A red bushing has been removed from the Decel side of the Tracker and replaced with a spacer (removed from the Accel side). The configuration shown will have the effect of tightening the car on corner entry and exit (compared to a standard Tracker). A bushing spring rate chart is available from Right Foot. When adding or removing bushings be careful to leave the combined stack height of the bushings and spacers the same. A Tuning Kit, including a Travel Limiter, to control bushing engagement is available as Right Foot P/N 4548.



4. The tracker only works when the driver is on the throttle or the brakes. Because of this the Tracker will normally not affect a cars' handling in the middle of a corner. However, if a car is pushing in the middle of the corner it might be possible to run a looser then normal set-up and adjust the Tracker to tighten the car driving off the corner.
5. If the car "wiggles" when going from acceleration to deceleration it is typically an indication the Tracker is allowing too much travel. This could be because the Tracker is not adjusted to suit track conditions or because the bushings are worn out.

MAINTENANCE – Maintenance of the tracker is simple. Periodically give either grease fitting a shot of grease. Periodically check the fasteners for tightness. Always check the fasteners after you have adjusted the cars' wheelbase. Replace the bushings if there are any signs of cracking, flaking or wear. The poly bushings have proven to be very durable and for the average racer are typically good for a season of use.

PARTS – Replacement bushings, spacers and other parts are available from major chassis builders and dealers. The Right Foot P/N's for the bushings and spacer are: Yellow Bushing – 4563Y, Blue Bushing – 4563B, Red Bushing – 4563R, Spacer – 4532.

Feel Free To Call Us With Questions @ (920) 832-2322.