QUICKTRICK 4TH GEN ATV INSTRUCTIONS

Made in the USA

ALIGNMENT SIMPLE SOLUTIONS

Thank you for your support of QuickTrick products. You are supporting an American Dream business, grown from the Garage and race track to a World Wide small business. We pride ourselves on supporting you, the automotive community with quality solutions to everyday automotive issues. We enjoy helping you and others be their best on the track,

in the garage,

at the custom shop,

on military deployment,

your children's school bus maintenance dept.

and in your driveway.

Thank you for your support!

Mr & Mrs QuickTrick

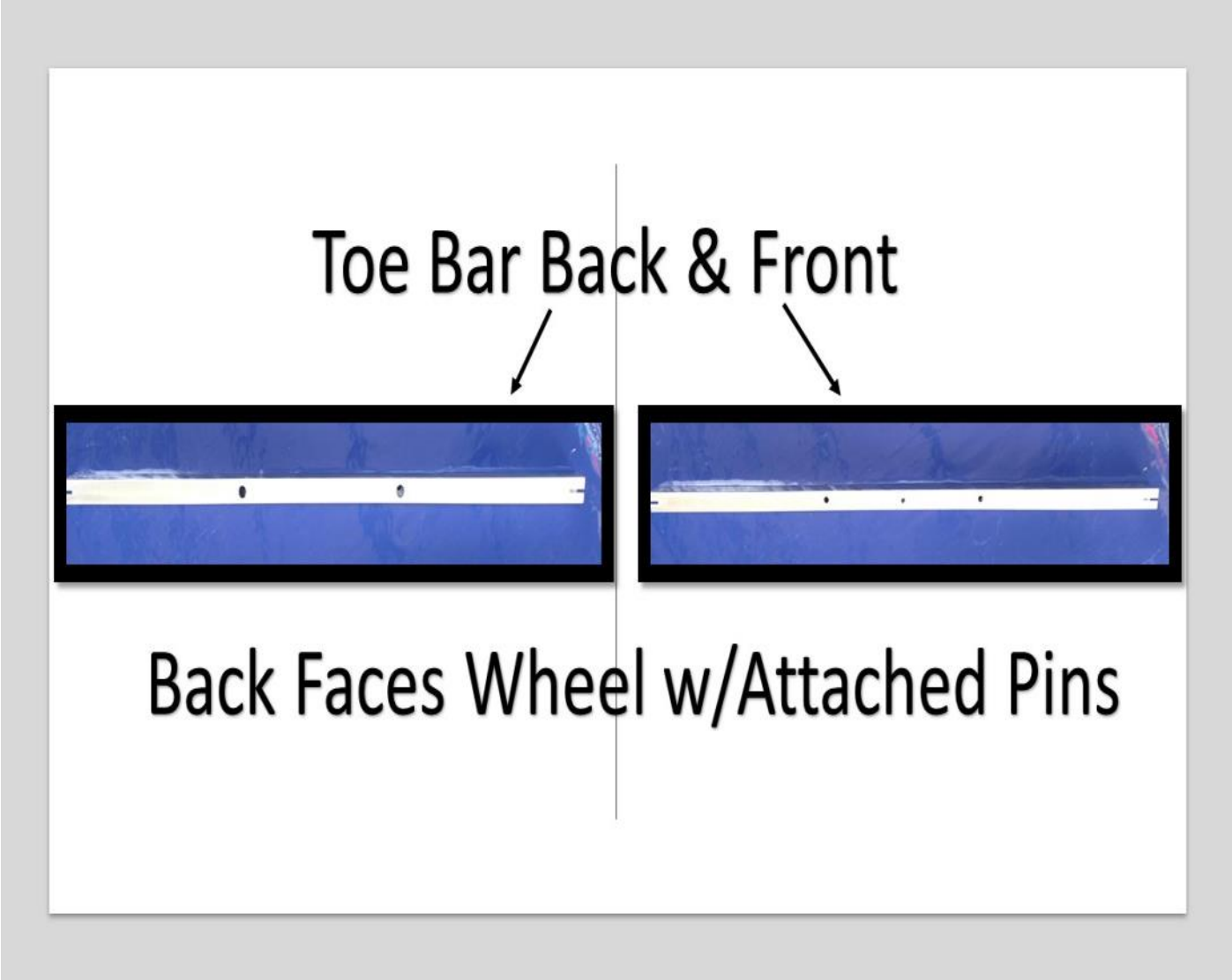
Need Assistance?
info@quicktrickalignment.com
Or call us
205-475-2419

We are a small business, so if we do not get to your call, please leave a message and we will call you back asap!

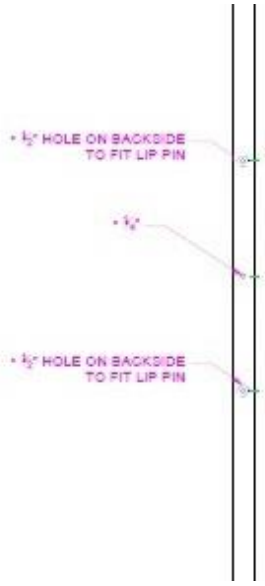
Large Text Instructions can be found here:

https://www.quicktrickalignment.com/2019-catalog

4TH GEN TOE BARS



TOE



INSERT 3/16” BOLT THROUGH SMALL HOLE IN BACK

REPEAT IN 2ND HOLE

USE SCOTCH BLUE TO PROTECT YOUR WHEELS & ADD GRIP

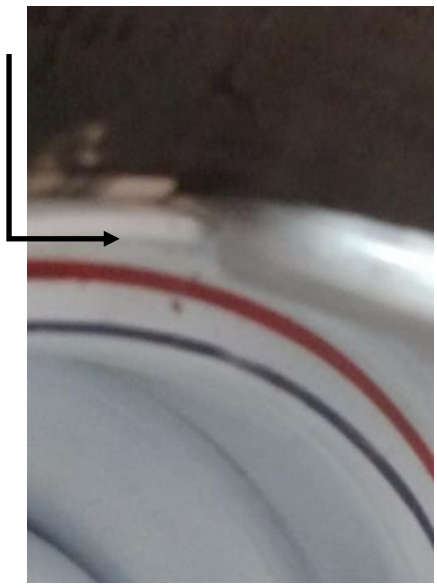
QUICKTRICK PINS PLACEMENT

ADJUST BASED ON YOUR WHEELS

Flush on one, not flush on the other. This is the same wheel one in front and one in back of our 1940 Ford

ALUMINUM WHEELS

STEEL WHEELS



Determine if your QuickTrick wheel application will be best suited for QT Pins between wheel and tire for attachment or with red cap covered QT pins for inner lip.



For Outside Wheel attachment (No caps): Masking tape or Scotch Blue is recommended to protect your wheels and provide additional grip for the QT Pins without caps

Ensure you do not tighten down too hard with Aluminum systems as you will strip the threads

Starting from the bottom of the wheel with horizontal toe bar

Slide QT pins between the bottom of your wheel and tire while moving your top QT pin into place last to tighten securely with knobs at top and bottom. Repeat on opposite side – (QuickTrick Verticals are adjustable for each wheel size by slider or 6 hole set up with each hole representing another wheel size. Adjust fit with bottom slot or slider depending on your QuickTrick system.)

For Inner Bead/Lip Attachment

Slide a red cap over the tip of each QT Pin.

Starting from the bottom of the wheel with the horizontal toe bar

Place bottom pins on inner bead of wheel and position top in the center inner bead.

Tighten with reverse tension to secure on the inner bead of wheel

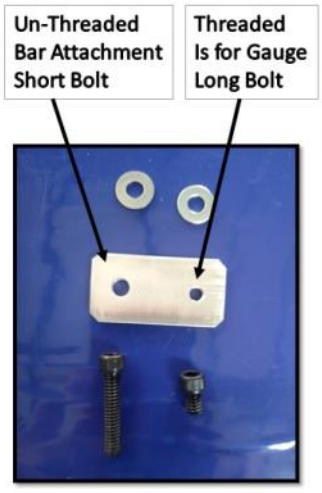
Repeat on opposite side



4TH GEN ATV UTV QUAD

GAUGE IS OPTIONAL

ZEROING OUT THE GAUGE IN FRONT OF YOUR TIRE PRIOR TO PLACING ON BRACKET



****For longer reach tire/wheel clearance, use the extenders as shown in the picture below:**

Now you are ready to measure!

Caster, Camber & Toe (In that Order)

Always check tire pressure and settle your suspension prior to getting measurements.

Remember the gauge is accurate to within 1/10 degree which makes it very sensitive

If you believe you are not getting repeatable measurements, please go through the steps to recalibrate found at the video link below:

http://www.youtube.com/embed/jLHIp_wKdQE

Make sure your vehicle is on a hard surface

Apply pressure on the bumper a few times to make sure your suspension settles

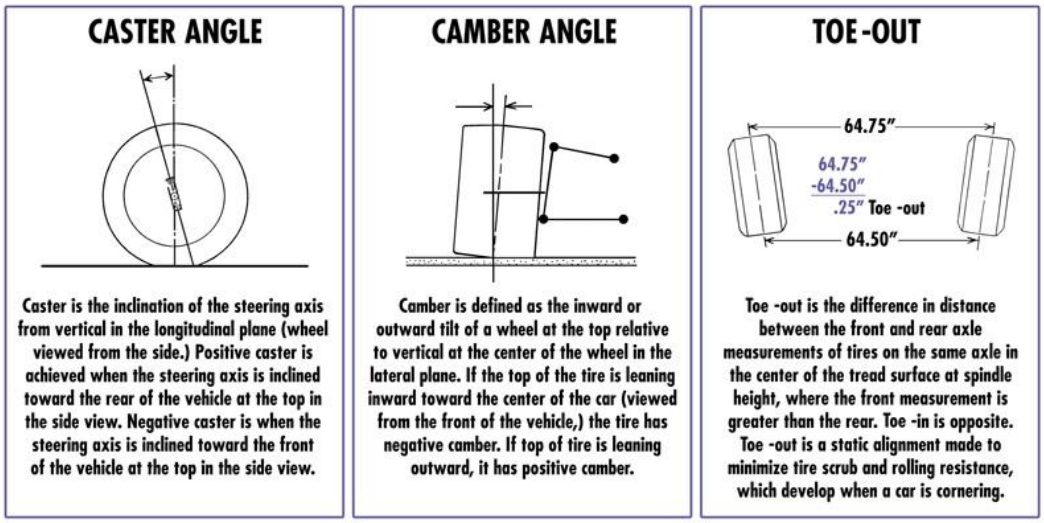
If you prefer…Inexpensive toe plates (floor tiles or 12x12" scrap metal with motor oil or salt in between)

Make sure your tire pressure is correct

Wheels with no lip – Use uncapped Pins (Use Scotch Blue or Masking Tape to protect Wheels)

Wheels with lip – Use red caps on tips of pins to protect and add grip inside the wheel

Caster, Camber & Toe (In that Order)



CASTER: With and without toe plates, Caster is a lot easier than most people think.

Center your steering wheel (use a small piece of tape for reference as you measure)
Place the QuickTrick frame on the wheel you are measuring
Use the gauge to determine the vertical is at 90 degrees (Make sure it is on the mode for degrees and not inches)
Make sure your tires are straight and center the steering wheel
Place the gauge on the 2" bracket on vertical bar
Turn the wheel until the tire you are measuring is at 20 degrees (or about ¾ of a turn) & Zero Gauge Out
Turn the steering wheel back to the center.. then 20 degrees in the opposite direction
Read the gauge (Disregard the up and down arrow for caster. Multiply the reading by 1.5 and this is your caster measurement. In most cases, your caster will always be positive. (The 1.5 is the closest calculation possible to actual caster as confirmed by MIT Engineers)

Caster is positive on most cars unless you have manual steering or an older vehicle model (pre 70's usually)

CAMBER:

Level the camber gauge. This is accomplished by placing the gauge in front of the tire and wheel you are checking. Turn the gauge on and the first reading you will see is the level of the surface you are working on. Example: If the reading on the gauge is 1.0 followed by the ^ arrow, this indicates the surface you're working on is 1.0 degrees positive, the opposite would show on the gauge as 1.0 v or negative. Simply hit the zero button and the gauge will recalibrate and show on the screen as 0.00 and will hold this recalibrated number until the zero button is pushed again.

Adjust for wheel height and size and attach the QuickTrick verticals to wheels. Make sure you are working on a hard surface against the wheel and the vertical is at 90 degrees prior to placing your gauge on the horizontal gauge bracket.

Checking Camber. Place the gauge on the gauge bracket and record your camber. Example: The only thing you need to remember when using the gauge for camber is ^ is positive, v is negative.

Repeat on opposite side

TOE:

Extend the tapes one in front of the tire and one behind the tire. We have found working from right to left is easiest for us. Slide the clip of the tape measure into the slots of the left front and rear, return the right front and slide the extended tapes into the slots front and rear. Gently pull the tapes at the same time making sure the opposite side is seated against the tire.

Read the tapes carefully. Typically you will have readings something like this:
Front measurement 75 ¼ – Rear measurement 75 $^{1}/_{8}$. This indicates that you have $^{1}/_{8}$ of an inch of toe out. Easy way to remember this is if the front number is higher, you have toe out. If the rear number is higher then of course you have toe in.

**If toe adjustments are needed, we recommend you string the car to determine which or if both sides need adjustment.

Troubleshooting & Useful information:

Suspension adjustment	Effect on vehicle balance, *eATV UTV QUAD useable adjustment limit*	Symptom of TOO MUCH adjustment
Front spring rate increase	More understeer	Terminal understeer, front of car hops in corners, excess wheel spin in FWD car
Front spring rate decrease	Less understeer	Too much oversteer, oversteer then understeer if spring is so soft that the car bottoms under lean, car bottom excessively with a jolting ride
Rear spring rate increase.	More oversteer	Too much oversteer, hop in corners, twitchy
Rear spring rate decrease	Less oversteer	Car understeers, if way to soft car understeers then oversteers as car bottoms out under lean, car bottoms out excessively with a jolting ride
Front antisway bar stiffer	More understeer	Terminal understeer, Lifts inside front tire off the ground which can cause massive wheel spin, also not good for most effective tire usage as inside wheel is now doing nothing

Front antisway bar softer	Less understeer	Oversteer
Rear antisway bar stiffer	More oversteer	Big time oversteer, Can cause the inside rear tie to lift off the ground which is not too bad on a FWD car. On Classics, if this happens while trail braking into a turn, the abs can shut the brakes down which can be a bit scary
Rear antisway bar softer	Less oversteer	understeer
Front tire pressure higher	Less understeer Except with BFG R-1 tires. They will grip less and understeer more if the pressures are increased within a reasonable amount.	No traction as tire is crowned so more understeer, bad wheel spin, jarring ride, center of tires wear out
Front tire pressure lower	More understeer Except with BFG R-1 tires. They will grip more and understeer less if the pressures are decreased within a reasonable amount.	Edges of tires wear quickly because tire is folding over, feels mushy, tires chunk because low pressure means more heat build up
Rear tire pressures higher	Less oversteer Except with BFG R-1 tires. They will grip less and oversteer more if the pressures are increased within a reasonable amount.	No traction as tire is crowned so more oversteer, bad wheel spin on RWD cars, jarring ride, center of tire wears out
Rear tire pressures lower	More oversteer Except with BFG R-1 tires. They will grip more and oversteer less if the pressures are decreased within a reasonable amount.	Edges of tires wear quickly because tire is folding over and cupping upward, feels loose in back, tires chunk because low pressure means more heat build up
More negative camber on front wheels	Less understeer/ *-3 degrees*	Poor braking, car is road crown sensitive, twitchy, tires wear out on the inside edge
Positive camber on front wheels	More understeer, a little can make the tires last a little longer	Poor braking, car is road crown sensitive, twitchy, tires wear out on the outside edge You almost never want to have positive camber