

CASTER	
<b>Less Caster</b>	decreases straight-line stability, increases off-power steering at corner entry, decreases on-power steering at mid-corner and corner exit
<b>More caster</b>	increases straight-line stability, decreases off-power steering at corner entry, increases on-power steering at mid-corner and corner exit, makes the car more stable through bumpy track conditions

BUMPER	
<b>NARROW</b>	Recommend for bumpy tracks
<b>WIDER</b>	Recommend for increased downforce

BUMP STEER SHIMS	
<b>Less shims</b>	less steering in mid-corner, better on rough bumpy tracks, easier to drive on chicanes
<b>More shims</b>	more steering in mid-corner, more rotation

WHEELBASE	
<b>Longer wheelbase</b>	car is more stable, easier to drive but got less steering, less response, better on high traction tracks or big tracks
<b>Shorter wheelbase</b>	opposite to long, better steering response, car is more aggressive, better on smaller technical tracks

FRONT UPPER ARM	
<b>SOFT</b>	makes the car more round and more steering
<b>MEDIUM</b>	STANDARD
<b>HARD</b>	makes the car less round and less steering, but little more initial steering,

FRONT AND REAR ARM	
<b>MEDIUM</b>	for more cold condition or lower grip
<b>HARD</b>	better for hot condition, Makes the car little bit more precise and frees up the suspension

STEERING BLOCK	
<b>1 DEGREE</b>	change of the caster, but also change the tweak in corners similar like the camber effect it. It makes more edge rotation for slow corner. Less linear cornering

FRONT TOE-OUT	
<b>INCREASING</b>	more stable on power and on the straight
<b>DECREASING</b>	increases steering and steering response, faster direction change
REAR TOE-IN	
<b>INCREASING</b>	more traction and more on power stability
<b>DECREASING</b>	less traction, more onpower steering, faster direction change

OUTER ACKERMANN POSITION	
<b>1</b>	more rotation, less initial steering, more edgy, better for low grip
<b>2</b>	standard steering
<b>3</b>	less rotation, increased initial steering, more round, increased highspeed steering, better for high grip

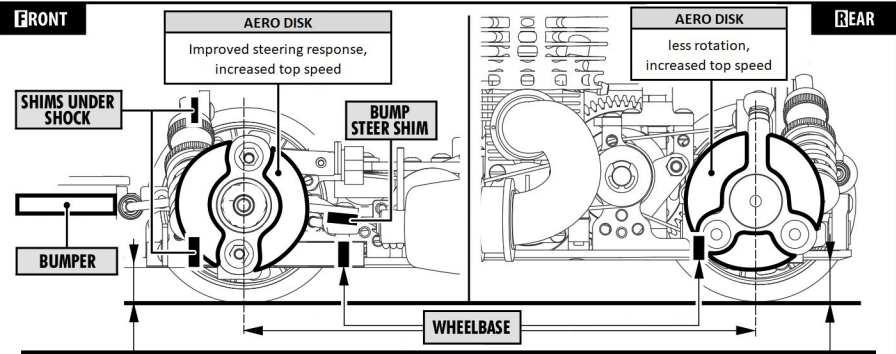
ACKERMANN	
<b>more backward</b>	smoother out steering response, car reacts smoothly, better suited to smooth flowing tracks with high speed corners
<b>more forward</b>	quickens initial steering response, car reacts faster to steering input, better suited to small and tight tracks, faster direction change

SHIMS UNDER SHOCK	
<b>more shims</b>	easier to drive, more round and smooth
<b>less shims</b>	more difficult to driver, faster and more direct response of the car

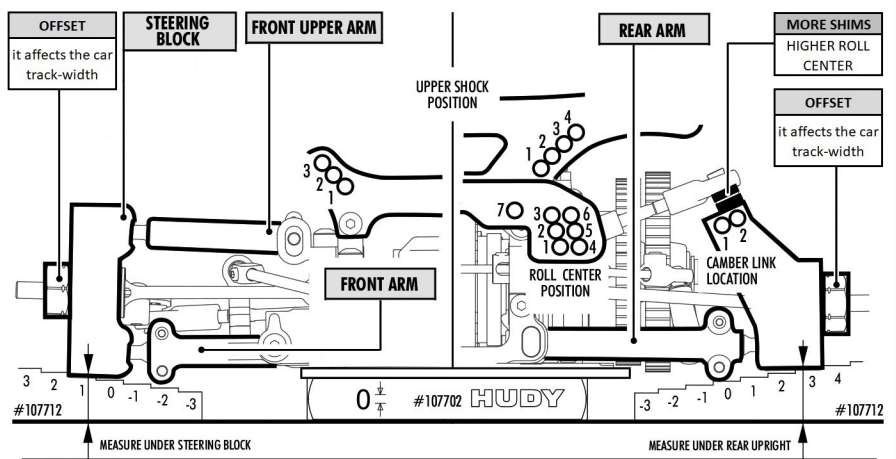
SHOCK UPPER POSITION (SHOCK TOWER)	
<b>FRONT SHOCKS MORE DOWN</b>	decreases steering response, less on power steering, increased highspeed steering, increase midcorner steering but decrease rotation
<b>FRONT SHOCKS MORE UP</b>	increases steering response, more on power steering, decreased highspeed steering, decrease midcorner steering but increase rotation
<b>REAR SHOCKS MORE DOWN</b>	increased rotation and onpower steering
<b>REAR SHOCKS MORE UP</b>	decreased rotation, faster direction change, more midcorner steering, less onpower steering

ENGINE MOUNT	
<b>KIT</b>	BASIC SETTING
<b>MONOBLOCK</b>	reinforces the chassis flex around the engine area for improved onpower steering and feeling, decreased incorner steering
<b>BRASS</b>	reinforces the chassis flex around the engine area for improved onpower steering and feeling, decreased incorner steering, increased midcorner steering

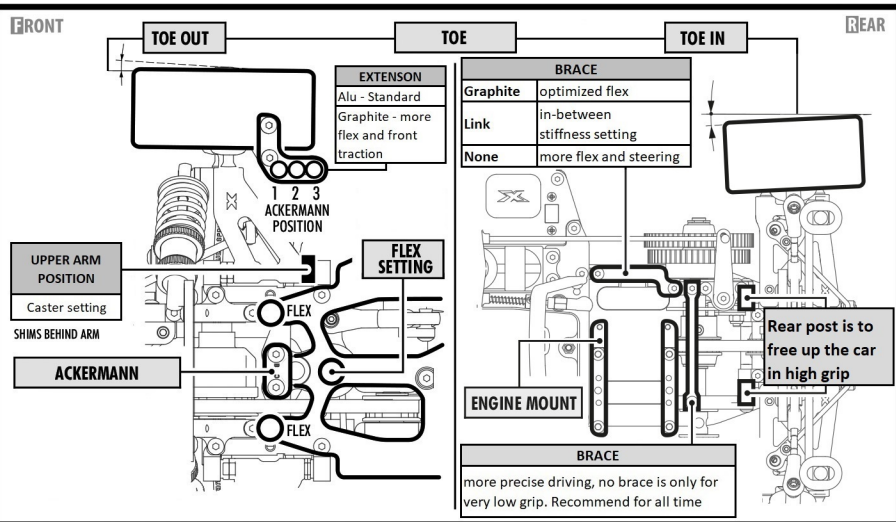
FRONT BRACE	
	better steering response and precise driving, Also little more steering



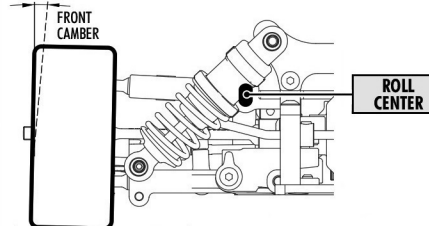
RIDE HEIGHT	
<b>Lower ride height</b>	better on smooth tracks, car reacts faster, more overall grip
<b>Higher ride height</b>	better on bumpy track, car reacts slower, increased chassis roll, less overall grip
<b>Front lower then rear by 0,5mm</b>	increased steering into corner, car holds into corner better, increased oversteer on-power



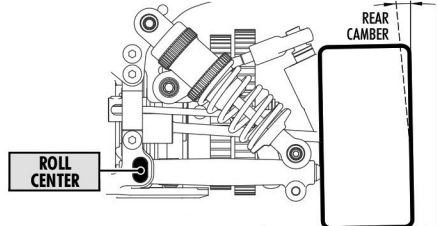
FRONT DOWNSTOP	
<b>Higher front downstop</b>	increases off power steering and steering response, makes the car easier to drive over chicanes
<b>Lower front downstop</b>	decreases steering response but improves on power steering and cornering speed
REAR DOWNSTOP	
<b>Higher rear downstop</b>	improves stability but push on power more
<b>Lower rear downstop</b>	improves on power steering and cornering speed but makes the car less stable



FRONT CAMBER	
<b>basic setting 2-3°</b>	
<b>More camber</b>	Will increase mid corner steering and rotation, decreased initial steering, more prone to traction roll.
<b>Less camber</b>	Will decrease mid corner steering, increase initial steering with more linear feeling. Less prone to traction roll.



REAR CAMBER	
<b>basic setting 2-4°</b>	
<b>More camber</b>	Will give more traction in corner exit, increase mid corner stability but increase initial steering.
<b>Less camber</b>	Will reduce traction in corner exit, less aggressive initial steering which is easier in chicanes, increased rotation.



TRACK WIDTH	
<b>FRONT Wider</b>	increases front traction, less steering response, easier to drive, avoid traction rolling, more onpower steering
<b>FRONT Narrower</b>	decreases front traction, better steering response, faster direction change
<b>REAR Wider</b>	more stable, easier to drive, less rotation and faster direction change
<b>REAR Narrower</b>	less stable, better rotation and cornering speed, more onpower steering

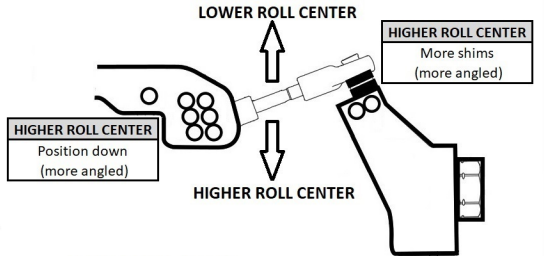
**SHOCKS AND SPRINGS**

	SHOCK OIL	PISTON HOLES	EFFECT
<b>FRONT SHOCKS</b>			
SOFTER DAMPING	thinner	more holes/larger holes	slower steering response, decreases initial steering at corner entry, increased oversteering mid corner
HARDER DAMPING	thicker	less holes/smaller holes	faster steering response, increases initial steering at corner entry, decreased oversteer mid corner
<b>REAR SHOCKS</b>			
SOFTER DAMPING	thinner	more holes/larger holes	faster steering response, decreases rear stability at corner exit, increases rear stability under braking and mid corner
HARDER DAMPING	thicker	less holes/smaller holes	slower steering response, increases rear stability at corner exit, decreases rear stability under braking and mid corner
<b>SPRINGS</b>			
FRONT	STIFFER		increases steering response and initial steering into corner, decreases steering mid-corner but more rotation and increased on power steering
	SOFTER		decreases steering response and initial steering into corner, increased steering mid-corner, but less rotation and decreased on power steering, car will feel smoother especially under braking, better for bumpy tracks
REAR	STIFFER		decreases initial steering, increases mid corner steering and increases power oversteering from mid corner to exit, slightly faster direction change
	SOFTER		increases initial steering, decreases mid corner steering, decreases power oversteering, better for bumpy tracks
<b>REBOUND</b>			
MORE REBOUND	car generates more initial grip, but has less chassis roll with less cornering speed, car is more responsive, car is more sensitive to curbs, can cause car to traction roll in high grip conditions		
LESS REBOUND	car generates less initial grip, but has more chassis roll and cornering speed, car is smoother and more forgiving to drive, can be useful in high grip conditions		

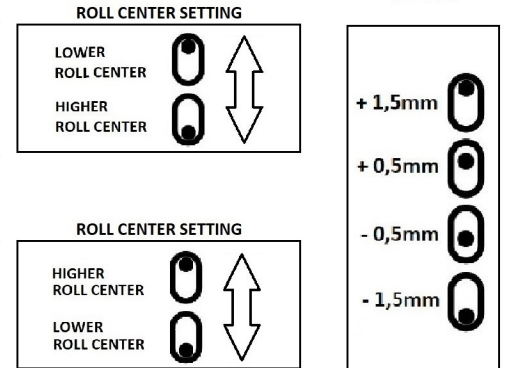


**ROLL CENTER**

REAR CAMBER LINK POSITION		
LENGTH	LONG	less rear traction in corner exit, more cornering speed, more rotation, more rear traction on straight way, more linear cornering
	SHORT	more rear traction in corner exit, less cornering speed, less rotation, less rear traction on straight way, more progressive cornering
HEIGHT	UP	less midcorner steering, more rotation, more initial steering, slightly more progressive cornering
	DOWN	more midcorner steering, less rotation, less initial steering, slightly more linear cornering
ANGLE	ANGLED	more steering midcorner, more chassis roll, more progressive cornering, less rotation
	FLATTENED	less steering midcorner, less chassis roll, more linear cornering, more rotation



FRONT UPPER ARM POSITION	
Lower roll center	improved initial steering, more linear cornering, less rotation and less off power steering Recommended for low-medium traction
Higher roll center	decreased initial steering, more progressive cornering, more rotation and more offpower steering Recommended for high traction tracks



REAR LOWER ARM POSITION	
Lower roll center	improved traction, more initial steering, more rotation Recommended for low traction tracks
Higher roll center	improved on power steering, easier in chicanes, faster direction change but less traction Recommended for high traction tracks

Changing the eccentric bushings position will effect the ride height position

**DIFFERENTIAL**

FRONT DIFFERENTIAL	
Thinner oil	Less steering response, less forward traction, more onpower steering, worst stability on break, more cornerspeed
Thicker oil	Higher steering response, more forward traction, less onpower steering, better stability on break, less cornerspeed
REAR DEFFERENTIAL	
Thinner oil	lower traction, more stability, less steering on power, more rotation, steering off power
Thicker oil	higher traction, less stability, more steering on power, less rotation, steering off power



**ANTI-ROLL BAR**

ANTI-ROLL BAR FRONT	
Softer (sthinner wire)	more chassis roll, increases front traction, decreases rear traction, increases steering (may cause oversteer)
Stiffer (thicker wire)	less chassis roll, decreases front traction, increases rear traction, reduces steering at corner entry (increases understeer), quicker steering response
REAR	
Softer (sthinner wire)	more chassis roll, increases rear traction, decreases front traction, decreases steering (increases understeer)
Stiffer (thicker wire)	less chassis roll, decreases rear traction, increases front traction, increases steering (may cause oversteer), quicker steering response

ANTI-ROLL BAR BLADE - PROGRESSIVE

ANTI-ROLL BAR WIRE - LINEAR

BY MIDCORNER STEERING, THE WIRE GOT BETTER STEERING RESPONSE

