CASTER	CASTER	
Less Caster	decreases straight-line stability, increases off-power sterring at corner entry, decreases on-power steering at mid-corner and corner exit	
More caster	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		
	NARROW	Recommend for bumpy tracks
	WIDER	Recommend for increased downforce

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

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

FRONT UPPER ARM	
SOFT	makes the car more round and more steering
MEDIUM	STANDARD
HARD	makes the car less round and less steering, but little more initial steering,
FRONT AND REAR ARM	
MEDIUM	for more cold condition or lower grip
HARD	better for hot condition, Makes the car little bit more precise and frees up the suspension
It's recommend to change both - FRONT & REAR ARMS	

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

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

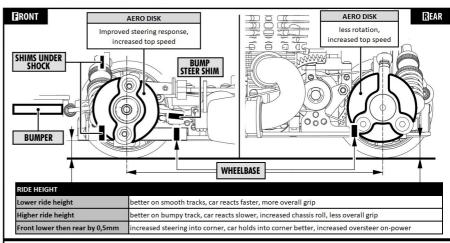
OUTER ACKERMANN POSITION	
1	more rotation, less initial steering, more edgy, better for low grip
2	standard sterring
3	less rotation, increased initial steering, more round, increased highspeed steering, better for high grip

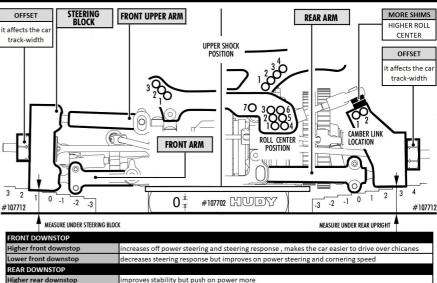
ACKERMANN		
	smoother out steering response, car reacts smoothly, better suited	
backward	to smooth flowing tracks with high speed corners	
	quickens initial steering response, car reacts faster to steering input, better suited to small and tight tracks, faster direction change	

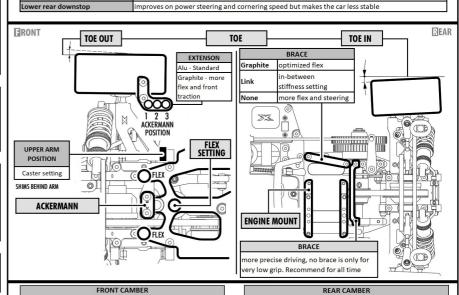
SHIMS UNDER SHOCK	
more shims	easier to drive, more round and smooth
less shims	more difficult to driver, faster and more direct response of the car

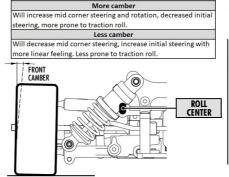
SHOCK UPPER POSITION (SHOCK TOWER)	
	decreases steering response, less on power steering, increased highspeed steering, increase midcorner steering but decrease rotation
FRONT SHOCKS MORE UP	increases steering response, more on power steering, decreased highspeed steering, decrease midcorner steering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

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

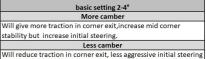


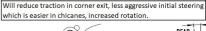


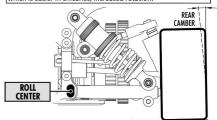




basic setting 2-3°







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

SHOCKS AND SPRINGS

	SHOCK OIL	PISTON HOLES	EFFECT
FRONT SHOCKS			
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
REAR SHOCKS			
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

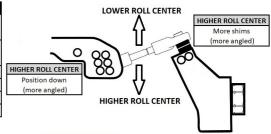
SPRINGS		
FRONT	STIFFER	increases steering response and initial steering into corner, decreases steering mid-corner but more rotation and increased on power steering
		decreases steering response and initial steering into corner, increased steering mid-corner, but less rotation and decreased on power steering, car will feel smoother especially under breaking, 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

REBOUND	
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

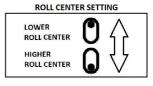


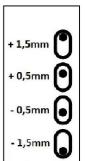
ROLL CENTER

REAR CAMBER LINK POSITION		
LENGHT	I LONG	less rear traction in corner exit, more cornering speed, more rotation, more rear traction on straight way, more linear cornering
	i shori	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

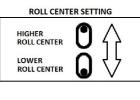


FRONT UPPER ARM POSITION		
Lower		improved initial steering, more linear cornering, less rotation and less off power steering Recommended for low-medium traction
Higher	roll center	decreased initial steering, more progressive cornering, more rotation and more offpower steering Recommended for high traction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

REAR DEFFERIENTIAL	
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	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		

