

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

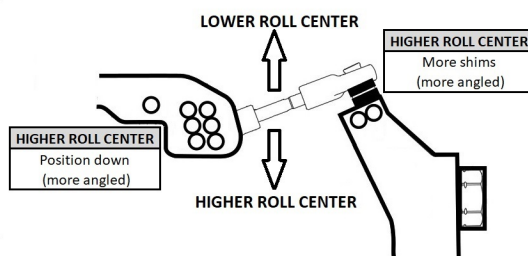
## SHOCKS AND SPRINGS

	SHOCK OIL	PISTON HOLES	EFFECT
<b>FRONT SHOCKS</b>			
<b>SOFTER DAMPING</b>	thinner	more holes/larger holes	slower steering response, decreases initial steering at corner entry, increased oversteering mid corner
<b>HARDER DAMPING</b>	thicker	less holes/smaller holes	faster steering response, increases initial steering at corner entry, decreased oversteer mid corner
<b>REAR SHOCKS</b>			
<b>SOFTER DAMPING</b>	thinner	more holes/larger holes	faster steering response, decreases rear stability at corner exit, increases rear stability under braking and mid corner
<b>HARDER DAMPING</b>	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>			
<b>FRONT</b>	<b>STIFFER</b>		increases steering response and initial steering into corner, decreases steering mid-corner but more rotation and increased on power steering
	<b>SOFTER</b>		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
<b>REAR</b>	<b>STIFFER</b>		decreases initial steering, increases mid corner steering and increases power oversteering from mid corner to exit, slightly faster direction change
	<b>SOFTER</b>		increases initial steering, decreases mid corner steering, decreases power oversteering, better for bumpy tracks
<b>REBOUND</b>			
<b>MORE REBOUND</b>	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		
<b>LESS REBOUND</b>	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		

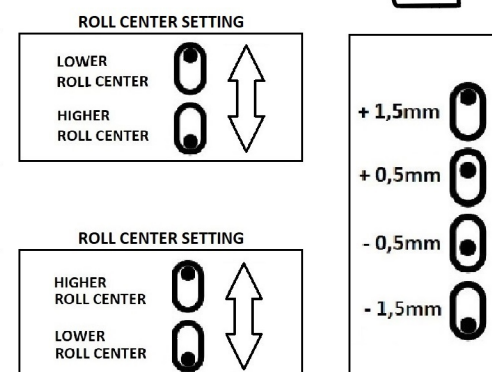


## ROLL CENTER

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



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



<b>REAR LOWER ARM POSITION</b>	
<b>Lower roll center</b>	improved traction, more initial steering, more rotation Recommended for low traction tracks
<b>Higher roll center</b>	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

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



## ANTI-ROLL BAR

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