**CASTER**
- Less Caster: Decreases straight-line stability, increases off-power steering 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 aggressive, 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 a 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 recommended to change both - FRONT & REAR ARMS.

**STEERING BLOCK**
- 1 DEGREE: 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**
- 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 steering.
3. Less rotation, increased initial steering, more round, increased highspeed steering, better for high grip.

**ACKERMANN**
- More backward: Smoother out steering response, car reacts smoothly, better suited to smooth flowing tracks with high speed corners.
- More forward: Quicker 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, rounder and smoother.
- Less shims: More difficult to driver, faster and more direct response of the car.

**SHOCK UPPER POSITION (SHOCK TOWER)**
- FRONT SHOCKS: Increases steering response, less on power steering, increased highspeed steering, decrease midcorner steering but decrease rotation.
- FRONT SHOCKS: Increases steering response, more on power steering, decreased highspeed steering, decrease midcorner steering but increase rotation.
- REAR SHOCKS: Increases rotation and onpower steering.
- REAR SHOCKS: Decreased rotation, faster direction change, more midcorner steering, less onpower steering.

**ENGINE MOUNT**
- W/ Basic setting: Basic setting.
- MONOBLock: Reinforces the chassis flex around the engine area for improved onpower steering and feeling, decreased innercorner steering.
- BRASS: Reinforces the chassis flex around the engine area for improved onpower steering and feeling, decreased innercorner steering, increased midcorner steering.

**FRONT CAMBER**
- Basic setting: 2°-3°.

- Will increase mid corner steering and rotation, decreased steering, more prone to traction roll.
- Will decrease mid corner steering, increase initial steering with more linear feeling, less prone to traction roll.

**REAR CAMBER**
- Basic setting: 2°-4°.

- Will give more traction in corner exit, increase mid corner stability but increase initial steering.
- Will reduce traction in corner exit, less aggressive initial steering which is easier in chicanes, increased rotation.

**TRACK WIDTH**
- FRONT Wider: Increases traction, less steering response, easier to drive, avoid traction rolling, more onpower steering.
- FRONT Narrower: Decreases 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

<table>
<thead>
<tr>
<th>FRONT SHOCKS</th>
<th>SOFTER DAMPING</th>
<th>Thinner holes/larger holes</th>
<th>Lower steering response, decreases initial steering at corner entry, increased oversteer mid corner</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARDER DAMPING</td>
<td>Thicker holes/smaller holes</td>
<td>Faster steering response, increases initial steering at corner entry, decreased oversteer mid corner</td>
<td></td>
</tr>
<tr>
<td>REAR SHOCKS</td>
<td>SOFTER DAMPING</td>
<td>Thinner holes/larger holes</td>
<td>Faster steering response, decreases rear stability at corner exit, increases rear stability under braking and mid corner</td>
</tr>
<tr>
<td>HARDER DAMPING</td>
<td>Thicker holes/smaller holes</td>
<td>Lower steering response, increases rear stability at corner exit, decreases rear stability under braking and mid corner</td>
<td></td>
</tr>
</tbody>
</table>

### Springs

<table>
<thead>
<tr>
<th>FRONT</th>
<th>STIFFER</th>
<th>Increases steering response and initial steering into corner, decreases steering mid-corner but more rotation and increased on power steering</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOFTER</td>
<td>Increases steering response and initial steering into corner, increased steering mid-corner, but less relaxation and decreased on power steering, car will feel smoother especially under braking, better for bumpy tracks</td>
<td></td>
</tr>
<tr>
<td>REAR</td>
<td>STIFFER</td>
<td>Decreases initial steering, increases mid corner steering and increases power oversteering from mid corner to exit, slightly faster direction change</td>
</tr>
<tr>
<td>SOFTER</td>
<td>Increases initial steering, decreases mid corner steering, decreases power oversteering, better for bumpy tracks</td>
<td></td>
</tr>
</tbody>
</table>

### Roll Center

<table>
<thead>
<tr>
<th>Rear Camber Link Position</th>
<th>Length</th>
<th>Shorter than 50%</th>
<th>More cornering speed, more rotation, more rear traction on straight way, more linear cornering</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>Up</td>
<td>Less mid corner steering, more rotation, more initial steering, slightly more progressive cornering</td>
<td></td>
</tr>
<tr>
<td>Angle</td>
<td>Flattened</td>
<td>Less mid corner steering, more chassis roll, more progressive cornering, less rotation</td>
<td></td>
</tr>
</tbody>
</table>

### 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 off power 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 bushing position will effect the ride height position.

### Differential

<table>
<thead>
<tr>
<th>Front Differential</th>
<th>Thinner Oil</th>
<th>Less steering response, less forward traction, more onpower steering, worst stability on break, more cornerspeed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Thicker Oil</td>
<td>Higher steering response, more forward traction, less onpower steering, better stability on break, less cornerspeed</td>
</tr>
</tbody>
</table>

### Anti-Roll Bar

<table>
<thead>
<tr>
<th>Rear Differential</th>
<th>Thinner Oil</th>
<th>Lower traction, more stability, less steering on power, more rotation, steering off power</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Thicker Oil</td>
<td>Higher traction, less stability, more steering on power, less rotation, steering off power</td>
</tr>
</tbody>
</table>

### Anti-Roll Bar Blade - Progressive

By Midcorner steering, the wire got better steering response.