CASTER
Less Caster decreases straight-line stability, increases off-power steering at corner entry, increases suspension efficiency, 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.

BUMP STEER SHIMS
Less shims - less steering in mid-corner, smoother steering response, better on rough bumpy tracks.
More shims - better steering response.

WHEELBASE
Longer wheelbase - car is more stable, easier to drive but has less steering, less response, better on high traction tracks or long tracks.
Shorter wheelbase - more to long, better steering response, car is more aggressive but on smaller technical tracks.

STEERING BLOCK
H - easier to drive
More traction and steering but more difficult to drive
ALU for foam trees

CAMBER LINK LOCATION
Inner hole - more traction, more roll, more push on power, recommend for small-medium tracks with low-medium traction
Outer hole - better cornering speed, less roll, less traction, recommend for large tracks with high traction

FRONT DRIVE SHAFT
52mm - recommended for carpet and large asphalt tracks
50mm - better steering response but more difficult to drive, recommend for low-medium grip and small asphalt tracks

FRONT TOE
INCORRECTING
more stable on power and on the straight
DECREASES
decreases understeer, increases steering at corner entry, faster steering response, less stable under acceleration, makes car more difficult to drive

REAR TOE
INCORRECTING
more traction, more stable, but push on power more and has less cornering speed
DECREASES
less traction, better cornering speed, more on power steering and rotation

ACKERMANN
less shims - smooths out steering response, car reacts smoothly, better suited to smooth flowing tracks with high speed corners
more shims - quickens initial steering response, car reacts faster to steering input, better suited to small and tight tracks

SHIMS UNDER SHOCKS
more shims - easier to drive, more stable but less steering
less shims - more difficult to drive, more steering

ROLL CENTER UPPER CLAMP
FRONT - shorter link (1) - more steering response, more in-corner steering, car rolls more
longer link (4) - less steering response, more mid-corner steering, car rolls less
REAR - shorter link (1) - more steering response, more cornering speed, less rotation, car rolls more
longer link (4) - less steering response, more cornering speed, more rotation, car rolls less

ANTI-ROLL BAR
FRONT
Softer [thicker wire] - more chassis roll, increases front track, decreases rear track, increases off-power steering (may cause oversteer)
Stiffer [thicker wire] - less chassis roll, decreases front track, increases rear track, reduces off-power steering at corner entry (increases understeer), quicker steering response

REAR
Softer [thicker wire] - more chassis roll, increases rear track, decreases front track, decreases on-power steering (increases understeer)
Stiffer [thicker wire] - less chassis roll, decreases rear track, increases front track, increases on-power steering (may cause oversteer), quicker steering response in high speed chicanes

SHOCK UPPER POSITION [SHOCK TOWER]
FRONT SHOCKS
MORE DOWN - decreases entry steering but improves cornering speed
MORE UP - gives you better steering and rotation of the car
REAR SHOCKS
MORE DOWN - gives you better cornering speed and rotation of the car
MORE UP - gives more rear track

DIF. POSITION
UP - more steering but less front track
DOWN - more front track but makes the car push more on power

REAR DIFF.
UP - more on-power steering but makes the rear slightly more loose, also better rotation
DOWN - more rear track, mainly on-power track and makes the car more stable in the chicanes, but makes the car push more on power

DIFFERENTIAL
FRONT SOLID AXEL - more inherent steering, better for breaking
FRONT GEAR DIFF. - less steering response but more cornering speed (500+ - 1 000)
REAR GEAR DIFF. - softer - more inherent steering and more traction
HARD - better stability and better cornering speed
**Schocks**

<table>
<thead>
<tr>
<th>Shock Oil</th>
<th>Piston Holes</th>
<th>Effect</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONT SHOCKS</td>
<td>Thinner</td>
<td>More holes/larger holes</td>
</tr>
<tr>
<td>SOFTER DAMPING</td>
<td>Thinner</td>
<td>Less holes/smaller holes</td>
</tr>
<tr>
<td>HARDER DAMPING</td>
<td>Thinner</td>
<td>Less holes/smaller holes</td>
</tr>
</tbody>
</table>

**Springs**

<table>
<thead>
<tr>
<th>Front</th>
<th>Softer</th>
<th>Softer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Springs</strong></td>
<td><strong>Spring</strong></td>
<td><strong>Spring</strong></td>
</tr>
<tr>
<td><strong>Front</strong></td>
<td><strong>Softer</strong></td>
<td><strong>Softer</strong></td>
</tr>
<tr>
<td>Increases initial steering into corner, decreases steering mid-corner and out, car more responsive, can become nervous off center</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car will have less initial steering, especially under braking, will have more steering through and out of corners, car will feel smoother</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Rebound**

<table>
<thead>
<tr>
<th>More Rebound</th>
<th>Less Rebound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car generates more grip, car is more responsive, car easily upset by curb/conner markers, can cause car to traction roll in high grip situations</td>
<td></td>
</tr>
<tr>
<td>Car generates less grip, car is smoother and more forgiving to drive, can be useful in high grip conditions</td>
<td></td>
</tr>
</tbody>
</table>

**Front Eccentric Bushings**

<table>
<thead>
<tr>
<th>Kick-Up &amp; Anti-Dive</th>
<th>Roll-Center</th>
<th>Track-Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>FF</td>
<td>+0.5</td>
<td>+0.5</td>
</tr>
<tr>
<td>FR</td>
<td>+1</td>
<td>+2</td>
</tr>
<tr>
<td>0°</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Roll-Center**

- Lower roll center: Increased forward traction which improves in corner steering. Recommended for asphalt tracks and tracks with low-medium traction.
- Higher roll center: Decreases forward traction, makes the car easier to drive as it is less responsive, easier to drive in chicanes and high traction conditions. Recommended for carpet or high traction tracks.

**Anti-Dive**

- For more weight transfer to the front of the chassis on-throttle or under braking, chassis compresses or drop more off-throttle or under braking, handling is improved on bumpy tracks, decreased steering response.
- For less weight transfer to the front of the chassis on-throttle or under braking, chassis compresses or drops less off-throttle or under braking, handling is improved on smooth tracks, increased steering response.

**Rear Eccentric Bushings**

<table>
<thead>
<tr>
<th>Anti-Squat &amp; Pro-Squat</th>
<th>Roll-Center</th>
<th>Track-Width</th>
<th>Toe-In</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR</td>
<td>+0.5</td>
<td>+0.5</td>
<td>3°</td>
</tr>
<tr>
<td>RF</td>
<td>+1</td>
<td>+2</td>
<td></td>
</tr>
<tr>
<td>0°</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Anti-Squat**

- More stable, easier to drive, less rotation and more on power push. Recommended for high traction tracks.
- Less stable, better rotation and cornering speed. Recommended for low-medium traction tracks.

**Pro-Squat**

- More weight transfer to the rear of the chassis on-throttle, chassis compresses or drop more off-throttle or under braking, decreased steering response, increased rear traction.
- Less weight transfer to the rear of the chassis on-throttle, chassis compresses or drops less off-throttle or under braking, handling is improved on bumpy tracks, decreased steering response.

**Toe-In**

- Increasing (more toe-in): Increases understeer, more stable exiting on-power at corner exit and breaking, less chance of losing rear traction, decreases top speed.
- Decreasing (less toe-in): Less stable at on-power corner exit and breaking, more chance of losing rear traction, increases top speed.