

QUICK SETUP	CAR IS UNDERSTEERING	CAR IS OVERSTEERING
TURN ENTRY	<ul style="list-style-type: none"> -front spring tension +rear spring tension -front bump dampers -rear rebound dampers +caster +negative camber front -negative camber rear +front toe-in +front brake bias -coast (FWD) + coast (RWD) 	<ul style="list-style-type: none"> +front spring tension -rear spring tension +rear bump dampers +rear rebound dampers -caster -negative camber front +negative camber rear -front toe-in +rear brake bias +coast (FWD) – coast (RWD)
APEX	<ul style="list-style-type: none"> -front anti-roll bar +rear anti-roll bar +negative camber front -negative camber rear -power (FWD) + power (RWD) 	<ul style="list-style-type: none"> +front anti-roll bar -rear anti-roll bar -negative camber front +negative camber rear +power (FWD) –power (RWD)
TURN EXIT	<ul style="list-style-type: none"> +front spring tension -rear spring tension +front rebound dampers +rear bump dampers -caster -negative camber front/rear -rear toe-in -power (FWD) +power (RWD) 	<ul style="list-style-type: none"> -front spring tension +rear spring tension -front bump dampers -rear rebound dampers +caster +negative camber front/rear +rear toe-in power (FWD) – power (RWD)
GENERAL	<ul style="list-style-type: none"> ▪ Softer springs and anti-roll bars make for increasing grip in slower turns and decreasing tire wear and temperature ▪ But it as well decreases the car's responsiveness and requires higher ride height ▪ Balance grip/wear vs. Response by adjusting springs ▪ Decreasing tire pressure makes for better grip but increases tire temps and wear ▪ Increasing front toe-in makes for better turning but increases tire temps and wear ▪ Increasing camber makes for better turning but increases tire temps and wear ▪ Balance tire temps by adjusting camber (inner temp reading), toe-in (outer temp reading) and tire pressure (middle temp reading) ▪ Stiffer suspensions make for better car control but make vulnerable to bumps and curbs ▪ Balance ride height and decrease bump/rebound dampers to avoid getting odd reactions to curbing ▪ Balance brake bias and brake power to reduce tire wear from locking front/rear tires 	