Team Tech Tips

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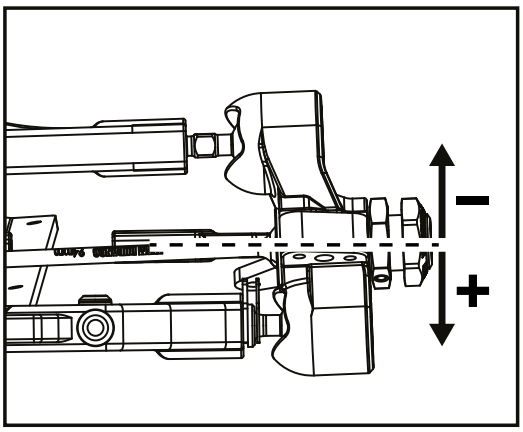
DROOP



'Super-easy setup change and makes a LOT of difference'

Front

Less = More corner exit (on-power) steering, no effect on turn-in.

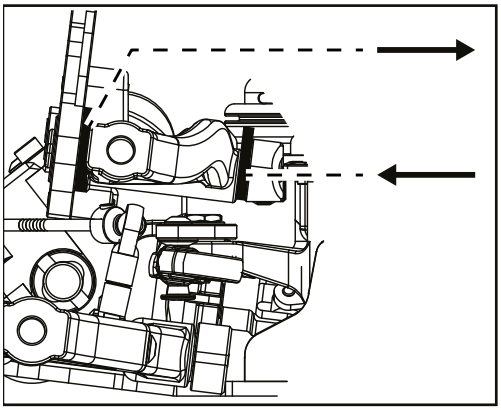
More = Less corner exit (on-power) steering, no effect on turn-in.

Rear

Less = More initial steering (rear slides on turn-in) and can also be used to reduce 'jacking' effect on very high traction.

More = The feeling of more rear grip on corner entry. This feels safe to drive. It can also make the car prone to 'jacking' and even traction roll if the grip is super high (dry Astroturf for example).

STATIC CASTER



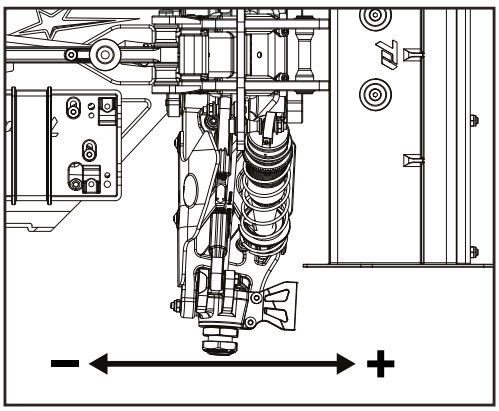
'The composite Clips on the Front Upper Arm change the static caster setting.'

Less caster (Clips back position) – Gives more initial steering and less on-power (corner exit) steering – Useful to liven the car up on tight tracks.

More caster (Clips forward position) – Gives less initial steering and more on-power (corner exit) steering – Useful to calm the car down at high-speed.

Advice – Run least caster (Clips back position) if the grip is low.

REAR WHEELBASE



'This is completely personal preference, we nearly always ran middle'

Short – Hub forwards will give you the best rear traction on power.

Long – Hub backwards will give you more on-power steering (rear end sliding on power).

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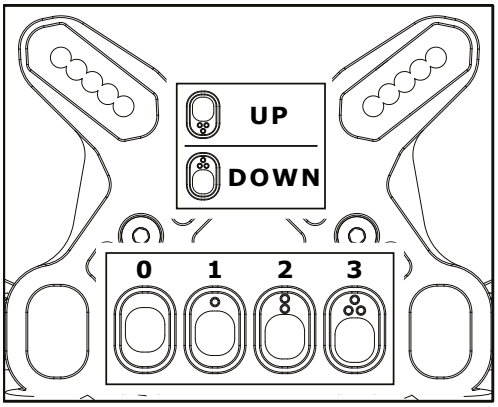
ACTIVE CASTER



'The 'outer' insert in the Front Shock Tower for the Upper Arm is used to adjust the active caster. The higher the mounting hole, the less active caster.'

This is a win/win setup change, unlike static caster you can make a change that gains steering on corner entry AND corner exit (or vice versa).

More active caster (DOWN) – This sharpens up the steering response. This has reducing caster as the front end of the car dips. So off power you get reduced caster to gain corner entry steering. On-power, as the front raises, you get increased caster for more corner exit (on-power) steering.

Less (no) active caster (UP) – This makes the car more predictable to drive; this is certainly the 'safe' option. The caster is less dependent on suspension position and makes the car easier to drive.

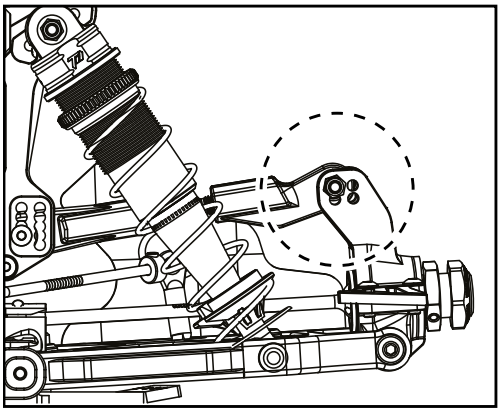
Advice – We have found that if we are familiar with a track, adding some active caster always made us faster. If we approached new track we were not familiar with, the safest thing to do is go with less active caster, learn the track and the car and then add some active caster later on to get added speed once we had become consistent.

ACTIVE CASTER CHART

More Active Caster = Insert Dot Down
Less Active Caster = Insert Dot Up

Active Caster		Kick Up (DEG)								
		5	5.5	6	6.5	7	7.5	8	8.5	9
AC Insert	3 DOTS UP	-3.5	-3	-2.5	-2	-1.5	-1	-0.5	0	0.5
	2 DOTS UP	-2.75	-2.25	-1.75	-1.25	-0.75	-0.25	0.25	0.75	1.25
	1 DOT UP	-2	-1.5	-1	-0.5	0	0.5	1	1.5	2
	0	-1.25	-0.75	-0.25	0.25	0.75	1.25	1.75	2.25	2.75
	1 DOT DOWN	-0.5	0	0.5	1	1.5	2	2.5	3	3.5
	2 DOTS DOWN	0.25	0.75	1.25	1.75	2.25	2.75	3.25	3.75	4.25
	3 DOTS DOWN	1	1.5	2	2.5	3	3.5	4	4.5	5

REAR CAMBER LINK



'We found this a really useful setup option to tune the way the car drives depending on the 'shape' of the track.'

Short Vs Long

Short - is good for making the car square up on corner exit (on power) good for tight or low traction tracks especially where you need to square up for jumps after corners. This has the feeling of more rear grip but it can break away quite sharply at high speed.

Long – This is good for when you want the car to carve nice round corners on high speed, high traction flowing tracks. Overall less rear 'grip' than a short link but breaks away and slides more consistently. Nice progressive break away when traction is lost.

High Vs Low

High – Similar feeling as short. We mostly use the upper sets of holes

Low – Similar feeling as long. We rarely used the lower sets of holes

Advice – We nearly always use kit settings, only changing to long link when the grip came up and/or the track was very high speed with lots of sweeping corners. Long link also reduces the 'jacking' (lifting inside rear Wheel on turn-in) effect when traction is very high.

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REAR TOE-IN CHART

Rear Toe-In (DEG)		REAR INSERT				
		Line In	Dot In	Middle	Dot Out	Line Out
FRONT INSERT	Line Out	1	1.5	2	2.5	3
	Dot Out	1.5	2	2.5	3	3.5
	Middle	2	2.5	3	3.5	4
	Dot In	2.5	3	3.5	4	4.5
	Line In	3	3.5	4	4.5	5

Rear Toe-In is adjusted by changing the Rear Suspension Hanger Inserts.

Adding Rear Toe-In increases rear traction.

Reducing Rear Tow-In decreases rear traction.

ANTI-SQUAT CHART

Anti-Squat (DEG)		REAR INSERT				
		Line Up	Dot Up	Middle	Dot Down	Line Up
FRONT INSERT	Line Down	0	0.5	1	1.5	2
	Dot Down	0.5	1	1.5	2	2.5
	Middle	1	1.5	2	2.5	3
	Dot Up	1.5	2	2.5	3	3.5
	Line Up	2	2.5	3	3.5	4

Anti-squat describes the angle of the Rear Hingepins relative to the horizontal plane. Its purpose is to make vehicle squat less when accelerating.

Increasing Anti-squat will provide more forward traction.

Decreasing Anti-squat will decrease forward traction but increase on-power steering.

KICK UP CHART

Kick Up (DEG)		REAR INSERT				
		Line Up	Dot Up	Middle	Dot Down	Line Up
FRONT INSERT	Line Down	5	5.5	6	6.5	7
	Dot Down	5.5	6	6.5	7	7.5
	Middle	6	6.5	7	7.5	8
	Dot Up	6.5	7	7.5	8	8.5
	Line Up	7	7.5	8	8.5	9

Kick-up is the angle between the ground and the Lower Inboard Hingepins.

Adjusting kick-up will allow you to tune how your vehicle reacts to jumps and landings.

Kick-Up adjustments will assist in smoothing-out ride quality on rough surfaces.