

# TRACK SETTINGS

## RIDE HEIGHT

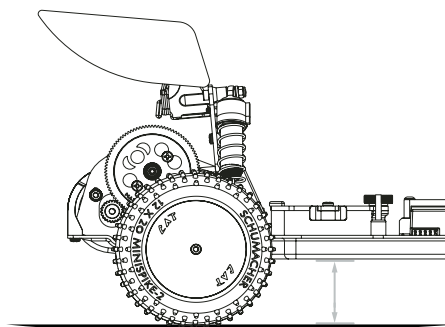
See Page 09 Bag B - Step 17 & 18

Use the spring adjusters on the shock absorbers to adjust the front and rear ride heights. With the car level, we recommend setting the ride height to around 17mm on astro, 21mm on dirt and 13-15mm on carpet. (16mm if there are large jumps in the track).

This is measured between the bottom of the chassis and the ground with the car in running trim. First press the car down on to the ground and release it once or twice to settle the suspension before adjusting the ride height. The chassis should be level when viewed from the side.

Adjusting the spring collars does not increase or decrease the spring stiffness only the preload.

If the suspension needs to be softer or harder change the spring.

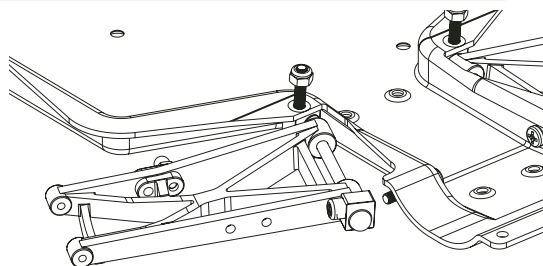


## REAR TOE

See Page 12 Bag B - Step 14

The base setting for rear toe in is  $4^\circ$ , this is a good compromise between forward traction and the car binding in the turns. This setting is fine for most tracks. You can alter the toe in by adding/removing washers behind the rear suspension mount. If you are running too much toe in, your car may suffer from instability at high speeds. Decreasing the toe in will reduce forward traction but will free the car up in the turns. Usually the team use less toe in on high grip tracks and more for low grip tracks.

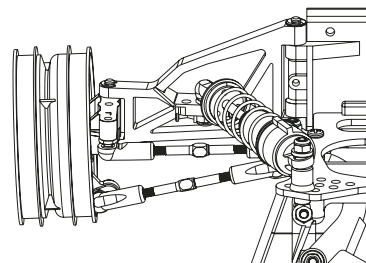
A good starting position is  $1.5^\circ$  on carpet and  $4.0^\circ$  on low grip dirt and wet astro.



## FRONT TOE

See Page 08 Bag A - Step 9

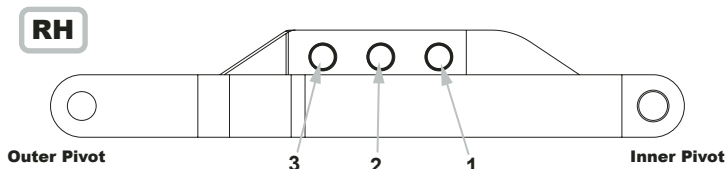
Front toe should be set to  $0^\circ$  (both front wheels pointing straight ahead) this will be the best setting for most track conditions. Adding toe out will increase initial turn in and make it smoother to drive on power. The team generally run  $1^\circ$  toe out on Astro tracks.



## FRONT WISHBONE SHOCK MOUNTING HOLE

See Page 2 Bag A - Step 1

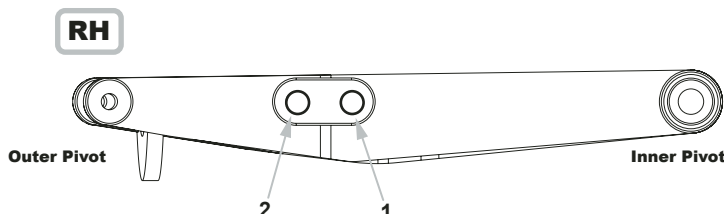
The middle hole (2) on the wishbone is the standard setting for most tracks. Moving the shock to the inner hole makes the car more reactive. It increases the initial turn in and makes the front of the car roll more through the turns. This setting also makes the front end softer.



## REAR WISHBONE SHOCK MOUNTING HOLE

See Page 12 Bag B - Step 14

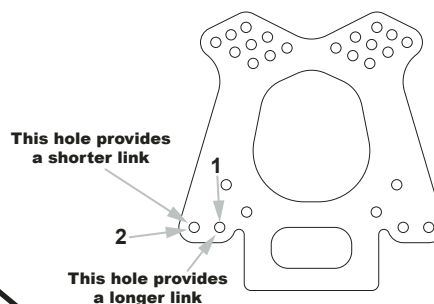
Hole 1 works best for most track conditions giving good traction and drive through the turns whilst maintaining good stability over the bumps. Moving to hole 2 on the wishbone will decrease traction but will allow the rear to free up more in the turns. This setting would usually only get used on high grip tracks and when moving the shock out you may have to change the oil and spring settings to get the same suspension feel.



## FRONT CAMBER LINKS

See Page 07 Bag A - Step 8

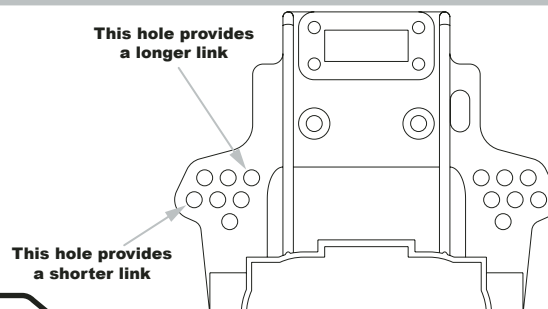
The kit settings for the front camber link position (1) and length are used by the team for most tracks. A longer front link (Hole 1) makes the front of the car roll more and offers less steering reaction at high speed. We would recommend this on fairly smooth high grip tracks. A shorter front link (2) will make the car roll less and speed up the cars initial steering response. This is a better choice for bumpy, low grip tracks.



## REAR CAMBER LINKS

See Page 13 Bag B - Step 16

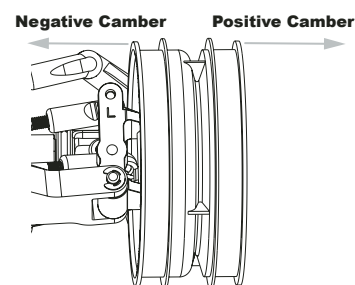
The kit setting for the rear camber link is the best compromise for most tracks. The longer links will make the car roll more and gain side traction, making the car easier to drive. Shortening the rear camber link will make the rear of the car roll less in the corners, and square up faster when accelerating away from tight turns. Longer links are generally used on high grip tracks and shorter links on low grip tracks.



## FRONT CAMBER

See Page 08 Bag A - Step 9

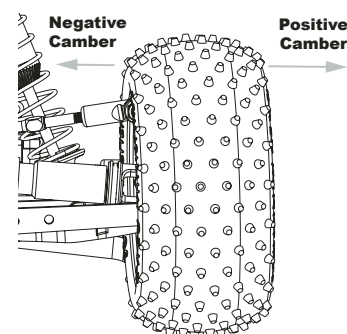
The usual team setting for static front camber is 1-2° negative at ride height (the top of the wheel is leaning inwards towards the car). Increasing the static camber will generally increase the mid corner steering, whereas decreasing the static camber usually makes the car smoother to drive by reducing the steering response.



## REAR CAMBER

See Page 12 Bag B - Step 15

The usual team setting for static rear camber is 1° negative at ride height (the top of the tyre leaning inwards towards the car). Increasing the static rear camber will increase the traction when exiting the turns, but will be less stable at high speed. Decreasing the camber will reduce stability and traction in the turns but will be more stable at high speed.



## REAR ANTI SQUAT

See Page 11 Bag B - Step 13

The Kit build anti squat is set at 2°. This works best on most tracks. The anti-squat can be reduced by adding a washer above the front pivot block, or increased by removing the kit 1.6mm washer, (the wishbone may need to be trimmed for clearance). 1.6mm of adjustment = 2°. If you increase the anti squat angle you will find the car will support itself better through aggressive bumps and reduce over rotation on corner exit. It's best to stay between 1 and 2 degrees.

