VIRTUAL RACING SCHOOL
eNASCAR Class C Truck SETUP GUIDE by Keegan Leahy
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HANDLING

NOTE:
- This will be similar to the Cup car, with a few key differences.
- If the splitter isn't sealed in the corners, nothing will help the handling!
- Keep in mind, these adjustments won't only affect one specific area. You may need to chain multiple adjustments together to isolate one spot as best you can.
- You may need to return the correct ride heights or preload when making spring or ARB adjustments.

LOOSER

» ENTRY:
- Move ballast rearward
- Raise track bars or truck arm mounts
- Lower crossweight
- May need to tighten center/exit to compensate

» CENTER:
- Raise track bars or truck arm mounts
- Lower crossweight
- Soften LR spring and stiffen RR spring if on-throttle
- Stiffen LR spring and soften RR spring if off-throttle, and lower crossweight

» EARLY EXIT:
- Soften LR spring and stiffen RR spring
- May need to tighten entry to compensate

» LATE EXIT:
- Same as early exit if there's lots of banking
- If the banking falls away, soften the RR spring and lower crossweight

» SHORT RUN:
- More RF camber
- Less LR psi

» LONG RUN:
- Less RF camber
- Soften LR spring
- Higher steering ratio to reduce overturning the wheel

TIGHTER

» ENTRY:
- Move ballast forward
- Lower track bars or truck arm mounts
- Raise crossweight
- May need to loosen center/exit to compensate

» CENTER:
- Lower track bars or truck arm mounts
- Raise crossweight
- Stiffen LR spring and soften RR spring if on-throttle
- Soften LR spring and stiffen RR spring if off-throttle, and raise crossweight

» EARLY EXIT:
- Stiffen LR spring and soften RR spring
- May need to loosen entry to compensate

» LATE EXIT:
- Same as early exit if there's lots of banking
- If the banking falls away, stiffen the RR spring and raise crossweight

» SHORT RUN:
- Less RF camber
- More LR psi

» LONG RUN:
- More RF camber
- Stiffen LR spring
- Use part-throttle more when driving to keep rear tire temperatures down

TOO SLOW ON

NOTE: use this if handling feels good overall

» ENTRY:
- Could be bottoming out in the front

» CENTER:
- Could be bottoming out in the front
- Unoptimized ride heights
- Unoptimized RF camber

» EARLY EXIT:
- Rear spring split could be making the handling inconsistent through the corner

» LATE EXIT:
- Rear ride heights could be moving up too much if the springs are too soft

» SHORT RUN:
- More RF camber
- More caster
- Incorrect tire PSI (need to try higher or lower)
- Could be bottoming out

» LONG RUN:
- Less RF camber
- Incorrect tire PSI (need to try higher or lower)
- Stiffen rear springs to keep ride heights more consistent
- Too far forward ballast could be causing rear tires to lose traction

RIDE HEIGHTS

NOTE:
- Dynamic front ride heights depend on coil binding the LF spring
- Try to keep crossweight the same if you don't want to affect balance
- Can check ride heights in the replay (use CTRL+F12 for camera options) or telemetry analysis (VRS or Motec)

» BOTTOMING OUT FRONT:
- Coil bind the LF higher with more spring deflection (see Tips for Speed)
- Lower rear ride heights statically with perches and dynamically with softer rear springs to pitch up the front

» BOTTOMING OUT REAR:
- Stiffen rear springs
- Raise LR and/or lower RR track bar
- Raise rear ride heights with spring perches

» TOO HIGH FRONT:
- Coil bind the LF lower with less spring deflection (see Tips for Speed)
- Raise rear ride heights statically with perches or dynamically with softer rear springs to pitch down the front

» LEFT SIDE IS HIGHER:
- More Arm asymmetry
- Softer LR and/or stiffer RR springs
- Consider raising the right side ride heights with perches and link slack/preload as a last resort

» RIGHT SIDE IS HIGHER:
- Less Arm asymmetry
- Stiffer LR and/or softer RR springs
- Lower right side with perches and link slack/preload if not already at minimum ride heights

TIPS FOR SPEED

NOTE:
Most tips from the Cup car sheet apply here, with a few additions:
- Generally the static front ride heights should be as close to minimum as possible, but play around with the rear ride heights.
- To adjust coil bind on the LF spring, and ultimately the front ride heights at speed, use the LF spring deflection values to fine tune how much travel there will be until the spring coil binds. The available travel is the difference between the two numbers (e.g. 4.50" of 6.00" is 1.50" of travel). RF spring generally shouldn't coil bind, nor do the rears.
- Minimize roll as much as possible with stiff ARB, max ARB asymmetry to push the garage tech inspection ride height rules to the limit.
- Max skew with up to +6/-6 rear toes and an angled track bar (higher right side) gives maximum downforce at the cost of a little drag.