



eNASCAR Xfinity Class B SETUP GUIDE by Keegan Leahy

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HANDLING

LOOSER

TIGHTER

TOO SLOW ON

RIDE HEIGHTS

TIPS FOR SPEED

NOTES:

- 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 adjustment.



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



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

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:

- 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 or front shock springs to keep ride heights more consistent
- Too far forward ballast could be causing rear tires to lose traction

NOTE:

- 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:

- Stiffen shock springs
- Raise front ride heights dynamically with packers
- Lower rear ride heights dynamically with softer rear springs to pitch up the front



BOTTOMING OUT REAR:

- Stiffen rear springs
- Raise LR and/or lower RR track bar



TOO HIGH FRONT:

- Lower front ride heights dynamically with packers
- Raise rear ride heights with stiffer rear springs to pitch down the front



LEFT SIDE IS HIGHER:

- More arm asymmetry
- Softer LR and/or stiffer RR springs
- Lower LF packer and/or raise RF packer



RIGHT SIDE IS HIGHER:

- Less arm asymmetry
- Stiffer LR and/or softer RR springs
- Lower RF packer and/or raise LF packer
- Lower right side with perches and link slack/preload if not already at minimum ride heights

NOTE:

- Most tips from the Cup car sheet apply here with a few additions.
- Generally the static ride heights should be as close to minimum as possible (4.5" front, 7" rear).
- Front springs should generally be minimum (400lb/in) to allow the front end to travel down to race ride heights quickly.
- Use packers to change the height of the shock springs which act as a "bump stop", setting your front ride heights exactly where you want them for a low front splitter without bottoming out.
- Minimize roll as much as possible with stiff ARB, max ARB asymmetry, and appropriate springs, shock springs, and packers to push the garage tech inspection ride height rules to the limit.
- This car loves rear skew... +6/-6 rear toes with an angled track bar (higher right side) gives maximum downforce at the cost of a little drag.