



## CAR IS TOO TIGHT (TO MAKE IT LOOSER)

### »» ENTRY:

- Move ballast rearward
- Raise track bars
- Lower crossweight
- May need to tighten center/exit to compensate

### »» CENTER:

- Raise track bars
- 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

## CAR IS TOO LOOSE (TO MAKE IT TIGHTER)

### »» ENTRY:

- Move ballast forward
- Lower track bars
- Raise crossweight
- May need to loosen center/exit to compensate

### »» CENTER:

- Lower track bars
- 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

## CAR IS RUNNING SLOW (POTENTIAL IMPROVEMENTS)

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

## RIDE HEIGHTS (TO FIX ISSUES)

Note: Try to keep crossweight the same if you don't want to affect balance.

Check ride heights in the replay (use CTRL+F12 for camera options) or telemetry analysis (VRS or Motec).

### »» BOTTOMING OUT FRONT:

- Stiffen front springs and/or shock springs
- Raise front ride heights with perches and/or packers
- Lower rear ride heights with perches to pitch up the front

### »» BOTTOMING OUT REAR:

- Raise rear ride heights with perches
- Stiffen rear springs

### »» TOO HIGH FRONT:

- Soften front springs and/or shock springs
- Lower front ride heights with perches and/or packers
- Raise rear ride heights with perches to pitch down the front

### »» LEFT SIDE IS HIGHER:

- Lower left side with perches and link slack/preload
- More Arm asymmetry
- Soften left side and/or stiffer right side springs

### »» RIGHT SIDE IS HIGHER:

- Lower right side with perches and link slack/preload
- Less Arm asymmetry
- Stiffen left side and/or soften right side springs

## SPEED TIPS (ESSENTIAL)

- Seal the front splitter in the corners without bottoming out.
- Find the best rear ride heights, trading off downforce and drag.

- The fastest setups will be close to the garage limits on some settings. Adjustments could make the settings illegal, so you'll need to restore them back to original values.

- After making changes, make sure the ride heights are still where you want them to be.

- Find the best tire pressures (usually minimum on the right side and around 60-70% of that number on the left).

- Max cambers everywhere except the RF. Find the best RF camber for long run speed.

- The less chassis movement the better for aero reasons (use stiff springs).

- The fastest setups apply everything that's worth a tiny bit of speed, and try to extract the most out of it.