



## General Set-up Tips

### **Your car is loose from entry to apex of the corner**

- Decrease right rear tire air pressure and or increase left rear (reducing stagger)
- Lower overall rear ride height (lowering roll center)
- Move right rear tire in and or move left rear tire out (shorten split)
- Lower panard bar (lowering roll center)
- Decrease right rear spring rate and or increase left rear spring rate
- Increase front spring rates
- Decrease stagger
- Increase compression rate on front shocks
- Decrease rebound rate on rear or only on left rear

### **Your car is loose from the apex to the corner exit**

- Decrease right rear tire pressure (reducing stagger)
- Move right rear tire in (shorter split)
- Increase bite/cross weight
- Lower rear of car
- Increase front spring rate
- Decrease rear spring rate
- Lower rear roll center
- Decrease rebound rate on front
- Decrease compression rate on rear or only right rear

### **Your car is tight from entry to apex of the corner**

- Increase right rear tire pressure and or lower left rear (increasing tire stagger)
- Raise rear ride heights (raising roll center)
- Move right rear tire out and or move left rear tire in (decrease split)
- Increase right rear spring rates and or decrease left rear spring rate
- Raise panard bar (raising roll center)
- Decrease front spring rates
- Maintain air pressure but alter stagger (increase by altering rim widths)
- Decrease compression rate on front shocks or only on right front shock
- Increase rebound rate on rear or only on left rear

### **Your car is tight from apex to the corner exit**

- Increase right rear tire pressure (increasing stagger)
- Move right rear tire out (longer split)
- Decrease bite/cross weight
- Raise rear of car
- Decrease front spring rate
- Increase rear spring rate
- Raise rear roll center
- Increase rebound rate on front
- Increase compression rate on rear or only on right rear