

CIRCLE TRACK TUNING TIPS

brought to you by



IF THE RACE CAR. . .

! is tight off the exit of corner:

1. increase the rebound in the RF
2. decrease the rebound in the LF
3. increase compression in the RR

! is loose off the exit of corner:

1. decrease rebound in the RF
2. increase rebound in the LF
3. decrease compression in the RR

! is tight in the middle of corner:

1. increase rebound in the LR
2. decrease rebound in the LF
3. decrease rebound in the RR
4. increase rebound in the RF
5. increase compression in the RR

! is loose in the middle of corner:

1. decrease compression in the RR
2. decrease rebound in the RF
3. decrease rebound in the LR
4. increase rebound in the RR
5. increase rebound in the LF

! is loose on entry to corner:

1. increase compression in the RF
2. decrease rebound in the LR
3. decrease rebound in both rears

! pushes on entry to corner:

1. decrease compression in the RF
2. increase rebound in the LR
3. increase rebound in the LF

RULES TO REMEMBER. . .

(it's all about weight transfer)

! compression in the front usually effects:

1. entry
2. middle

! rebound in the rear usually effects:

1. entry
2. middle

! compression in the rear usually effects:

1. middle
2. exit

! rebound in the front usually effects:

1. middle
2. exit

Always fix the car through the corner (entry, middle, exit)