

Suspension Tuning Guide 5.1.18

Component	Handling Condition	Resolution
TIRES Try to get tire temps within 10 degrees across the face of the tire.	Understeer = Push	More front tire pressure Less rear tire pressure
	Oversteer = Loose	Less front tire pressure More rear tire pressure
	Excessive center tire temp	Less tire pressure
	Excessive edge tire temp	More tire pressure
CAMBER A good alignment base line is: Camber = -.25 to -1.5 degrees, Caster = positive 6 degrees or more, toe = 1/8" toe IN street 1/4" toe OUT track	Understeer = Push	More negative front camber Less negative rear camber
	Oversteer = Loose	Less negative front camber More negative rear camber
	Excessive inside edge tire temp	Less negative camber
	Excessive outside edge tire temp	More negative camber
TOE	Corner ENTRY understeer	More front toe OUT
	Consistent understeer	More rear toe out
	Corner ENTRY oversteer	More front toe IN
	Consistent oversteer	More rear toe IN
	Poor straight line stability	More front toe IN More rear toe IN
CASTER	Poor straightline stability	More positive caster
SPRINGS We have an excellent spring rate calculator online: http://www.ridetech.com/tech/spring-rate-calculator/	Understeer = Push	Less front spring rate More rear spring rate
	Oversteer = Loose	More front spring rate Less rear spring rate
SWAY BARS	Understeer = Push	Less front bar More rear bar
	Oversteer = Loose	More front bar Less rear bar
SHOCKS	Corner entry understeer = Push	More front compression More rear rebound
	Corner entry oversteer = Loose	Less front compression Less rear rebound
	Corner exit understeer = Push	More front rebound More rear compression
	Corner exit oversteer = Loose	Less front rebound Less rear compression

NOTES: