



Small camber adjustments can be used to balance the car between straight-line grip and cornering. If the car is grippy in straight lines but struggles in corners, adding a bit of

negative camber to the axle losing grip can help

Caster (Caster describes the angle between the vertical axis of a wheel and the steering axis.)



Differentials (Tune if you need to control wheelspin, or if you notice undesirable balance changes between coasting and very slight throttle.)

More Clutches or clutch packs = more locking in general, especially while braking and on power

More preload = more locking, especially while coasting

Lower ramp angle = more locking under braking / power respectively

Aerodynamics (Tune for any issues mainly occurring at high speeds)

Handling problems & possible causes

This section will list various handling problems & what might be causing those handling problems. Please use this section only as a general guide. You may not see the same exact results as mentioned below. Other component settings may mask changes made in different areas. Adjustments in other areas may be needed first before you see some of the changes indicated below in certain areas. All troubleshooting answers assume the rest of the chassis is already set correctly or close to being correct.

CAR FEELS UNSTABLE	CAR FEELS UNRESPONSIVE	CAR FEELS OVER RESPONSIVE	CAR IS LOOSE ENTERING CORNER	CAR IS LOOSE IN THE MIDDLE OF A CORNER	CAR IS LOOSE EXITING A CORNER	CAR PUSHES ENTERING CORNER	CAR IS TIGHT IN THE MIDDLE OF A CORNER	CAR PUSHES EXITING A CORNER
Excessive front toe. Too soft a shock. Too much camber stagger. Excessive front or rear bias. Not enough caster Excessive caster stagger. Front sway bar too stiff. Excessive front or rear brake bias. Fuel load had changed. Too much grill tape. Too low a ride height Spoiler too low. Wrong spring. Steering ratio too low. Steering linearity too high. Tire psi. too low.	Tire psi too low. Springs too soft. Shocks too soft. Front sway bar too small. Track bar too high. Too much caster	Tire psi too high. Springs too stiff. Shocks too soft. Front sway bar too large. Track bar too low.	Too much stagger. Not enough toe out. Too much negative RF camber. Too much positive LF camber. RR camber too high. Too much caster stagger. RF caster too high. Not enough front brake bias. Not enough front bias. Front sway bar too small. Too much grill tape. Too large a rear sway bar. LR ride height too high. LR shock rebound too stiff. LF shock compression too soft. RR shock rebound too stiff. Front shock compression too soft. Rear shock rebound too stiff. Spoiler angle too low. Front springs too weak. Front spring stagger too high. Rear springs too stiff. RF spring too soft. RR spring too stiff. Front spring stagger too high. Steering ratio too high. RF tire psi. too high. RR tire psi. too high. LF tire psi. too low. RF caster too high. Track bar too high. Right side track bar too low. Wedge too low. Too much trail braking. Driver error. (erratic throttle & steering inputs)	Wedge too low. RF spring too soft. RR spring too stiff. Too much rear spring stagger. Front sway bar too soft. RR psi. too high. Stagger too high. Track bar too high. Front tire psi. too high. LR tire psi. too low. Excessive front toe (in or out) Improper camber settings. Not enough negative LF camber. Excessive positive camber in the RR. Too much positive caster. Too high a differential ratio causing wheel spin. LF shock compression too low. LR shock rebound too high. RR shock rebound too high. Right side track bar too high. (too much split on banked tracks) Left side track bar too high. (Not enough split on flat tracks) Not enough front bias. Spoiler too low. Driver error. Compensating for a corner entry push.	Too much stagger. Wedge too low. LF caster too low. Too much positive LF camber. LR spring too soft. RR spring too stiff. Decrease rear spring stagger. RR tire psi. too high. LR tire psi. too low. Too high a differential ratio causing wheel spin. Not enough front bias. Too small a front sway bar. Excessive front toe (in or out). Too much grill tape. Too large a rear sway bar. LR ride height too high. Front shock rebound too stiff. Front spring stagger too low. Rear shock rebound too soft. Front springs too weak. Rear springs too stiff. Track bar too high. Track bar on right side is too high. Driver error. (erratic throttle & steering inputs)	Not enough stagger. Too much toe out. Not enough negative RF camber. Not enough positive LF camber. Not enough caster stagger. Too much front brake bias. Too much front bias. Front sway bar too large. Not enough grill tape. Too small a rear sway bar. LR ride height too low. LR shock rebound too weak. Front shock compression too stiff. Rear shock rebound too weak. Front spring stagger too low. Rear springs too weak. LF spring too stiff. Front spring stagger too low. Rear springs too stiff. RF spring too soft. Steering ratio too low. RF tire psi. too low. RR tire psi. too high. RF caster too low. Track bar too low. Right side track bar too high. Wedge too high. Driver error.	Wedge too high. RF spring too stiff. RR spring too soft. Not enough rear spring stagger. Front sway bar too stiff. RR psi. too low. Stagger too low. Track bar too low. Front tire psi. too low. LR tire psi. too high. Excessive front toe (in or out) Improper camber settings. Too much negative LF camber. Not enough positive camber in the RR. Not enough positive caster. Too low a differential ratio. LF shock compression too high. RR shock rebound too low. RR shock compression too low. Right side track bar too low. (not enough split) Too much front bias. Spoiler too high. Driver error. Compensating for corner entry looseness.	Not enough stagger. Wedge too high. LR spring too stiff. RR spring too soft. RR tire psi. too low. LR tire psi. too high. Too low a differential ratio. Too much front bias. Too large a front sway bar. Excessive front toe (in or out). Not enough grill tape. Not enough positive LF camber. LR ride height too low. Rear shock compression too soft. Front shock rebound too stiff. RR shock compression too low. Spoiler too high. Rear spring stagger too low. Front springs too stiff. Rear springs too soft. Track bar too low. Track bar on right side is too low. (not enough split)

Max damping at 0 setting. Min damping at -24 setting.

-24 softest -> slow

0 stiffest -> fast