

# ALIGNMENT



## CAMBER:

### TOO MUCH NEGATIVE FRONT CAMBER:

- Car turns into a corner too quickly or becomes loose.
- Chassis will tighten up from the middle out.



### TOO MUCH NEGATIVE REAR CAMBER:

- Tight condition from the middle out.
- Loose condition entering a corner.



### TOO MUCH POSITIVE FRONT CAMBER:

- Car turns into a corner too slowly and feels tight.
- Chassis will loosen up from the middle out.



### TOO MUCH POSITIVE REAR CAMBER:

- Loose condition from the middle out.
- Tight condition entering a corner.



## FRONT TOE:

### TOO MUCH TOE OUT:

- Car feels difficult to turn into corner.
- Car may not take set in the corner.
- Car will want to push.
- Car may wander under heavy braking.



### TOO MUCH TOE IN:

- Car turns into a corner quicker than it should with very little wheel movement.
- Car will feel loose upon entry into a corner & is generally unstable.



NEO MOTORSPORT PRESENTS TUNING GUIDE FOR:  
**CORNERING**



**CAR OVERSTEERS ENTERING CORNER:**

- Too much toe out.
- Too much front brake bias.
- Front sway bar too large.
- Too small a rear sway bar.
- Rear ride height too low.
- Rear shock rebound too weak.
- Front shock compression too stiff.
- Rear shock rebound too weak.
- Spoiler downforce too high.
- Front springs too stiff.
- Rear springs too weak.



**CAR OVERSTEERS IN THE MIDDLE OF A CORNER:**

- Front spring too soft.
- Rear spring too stiff.
- Front sway bar too soft.
- Excessive front toe (in or out)
- Improper camber settings.
- Not enough negative Front camber.
- Excessive positive camber in Rear.
- Too high differential ratio
- causing wheel spin.
- Front shock compression too low.
- Rear shock rebound too high.
- Rear shock compression too high.
- Spoiler downforce too low.



**CAR OVERSTEERS EXITING A CORNER:**

- Too much positive Front camber.
- Too high a differential ratio causing wheel spin.
- Too small a front sway bar.
- Excessive front toe (in or out).
- Too large a rear sway bar.
- Rear ride height too high.
- Rear shock compression too stiff.
- Front shock rebound too soft.
- Spoiler downforce too low.
- Front springs too weak.
- Rear springs too stiff.



**CAR UNDERSTEERS ENTERING CORNER:**

- Not enough toe out.
- Rear camber too high.
- Not enough front brake bias.
- Front sway bar too small.
- Too large rear sway bar.
- Rear ride height too high.
- Rear shock rebound too stiff.
- Front shock compression too soft.
- Rear shock rebound too stiff.
- Spoiler downforce too low.
- Front springs too weak.
- Rear springs too stiff.



**CAR UNDERSTEERS IN THE MIDDLE OF A CORNER:**

- Front spring too stiff.
- Rear spring too soft.
- Front sway bar too stiff.
- Excessive front toe (in or out)
- Improper camber settings.
- Front shock compression too high.
- Rear shock rebound too low.
- Rear shock compression too low.
- Spoiler downforce too high.



**CAR UNDERSTEERS EXITING A CORNER:**

- Too large a front sway bar.
- Excessive front toe (in or out).
- Too small a rear sway bar
- Rear shock compression too soft.
- Front shock rebound too stiff.
- Spoiler downforce too high.
- Front springs too stiff.
- Rear springs too soft.



# SUSPENSION ADJUSTMENTS

## RIDE HEIGHT:

### RIDE HEIGHT TOO LOW:

- Car will bottom out.
- On the rear will increase straightaway speeds.



### RIDE HEIGHT TOO HIGH:

- On the rear will increase rear traction and bite.



## SHOCKS:



### FRONT SHOCKS TOO STIFF:

- Car will push entering the corner while braking.
- Car will also push while accelerating exiting a corner.

### FRONT SHOCKS TOO WEAK:

- Car will be loose entering a corner while braking.
- Car will also feel loose exiting a corner while under acceleration.

### REAR SHOCKS TOO STIFF:

- Car will be loose entering a corner while braking.
- Car will also feel loose exiting a corner while under acceleration.

### REAR SHOCKS TOO WEAK:

- Car will push entering the corner while braking.
- Car will also push while accelerating exiting a corner.

## SPRINGS:



### FRONT SPRINGS TOO STIFF:

- Car will Understeer.
- Car feels stiff and unresponsive.

### FRONT SPRINGS TOO WEAK:

- Car will Understeer.
- Front of car will dive entering a corner and may bottom out while braking.
- Excessive body roll.
- Mid turn push.

### REAR SPRINGS TOO STIFF:

- Car will Oversteer when accelerating.
- Excessive wheelspin.

### REAR SPRINGS TOO WEAK:

- Car will Understeer.
- Excessive rear squat when accelerating possibly bottoming out.
- Car will roll over onto the rear right.
- Car may be slow to take a set.

NEO MOTORSPORT PRESENTS TUNING GUIDE FOR:  
**VEHICLE DYNAMIC**

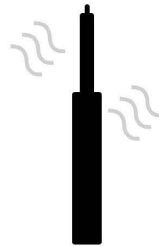


**CAR FEELS UNSTABLE:**

- Excessive front toe.



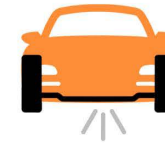
- Shocks too soft.



- Too much camber



- Front sway bar too stiff.

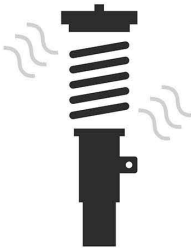


- Excessive front or rear brake bias.

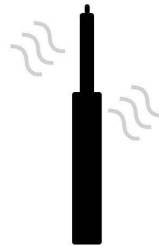


**CAR FEELS UNRESPONSIVE:**

- Springs too soft.



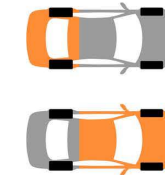
- Shocks too soft.



- Front sway bar too small.



- Ride height too low



- Spoiler downforce too low.

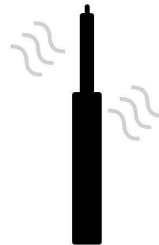


**CAR FEELS OVER RESPONSIVE:**

- Springs too stiff.



- Shocks too soft.



- Front sway bar too large.

