A800 MMX SETUP HELPER OUTDOOR ASPHALT V1.0

FEATURE	WHAT IT DOES	LOW GRIP	MEDIUM-HIGH GRIP
Chassis	More flex than aluminium	Carbon	
Top Decks	More or less flex. Cutting the decks produces more flex and grip	1.6mm	2mm
Arms	Track width change. Wider is more stable and easier to drive	+9mm front +8mm rear	
Roll Centers (Lower - Under Arm)	More shims, higher roll center Less shims, lower roll center	Rear: • RR and RF = 0 – 1.5mm Front: • FR = 0.5mm lower than rear • FF = 0 - 0.5mm lower than FR	Rear: • RR and RF = 1.5 - 3.5mm Front: • FR = 0.5mm lower than rear • FF = 0 - 0.5mm lower than FR
Roll Centers (Upper - Inside)	More shims, lower roll center Less shims, higher roll center	Rear: • RR = 2 - 3mm • RF = 2 - 3mm Front: • FR = 3 – 4mm • FF = 3 – 4mm	Rear: • RR = 3.75mm • RF = 3.75mm Front: • FR = 3.75mm • FF = 3.75mm
Roll Centers (Upper - Outside)	More shims, higher roll center Less shims, lower roll center	Rear = 1.75 – 2.25mm Front = 1.75 - 2.25mm	Rear = 1 - 1.75mm Front = 1 - 1.75mm
Rollbars	Thinner = more traction at that end Thicker = less traction at that end	1.0 - 1.1 front 1.0 – 1.1 rear	1.1 - 1.2 front 1.0 - 1.1 rear
Bump Steer	More shims = better steering response. Use less shims on rough tracks	3.5 - 5mm	
Rear Toe Gain	Car increases or decreases rear toe under suspension compression	3.75 - 4.5mm (4.5mm results in minimal toe gain) Reduce shims if you want more toe gain under suspension compression	
Suspension	Front: • Softer = less initial especially under brakes, more in and on exit, smoother • Stiffer = more initial, less mid and exit, more aggressive Rear: • Softer = more rear grip, smoother • Stiffer = less rear grip, more steering especially on power	Front: • SRS1 soft spring • 350-400 CST • 1.6 damper, 4 hook • 65-75 gf/mm Rear: • SRS1 hard spring • 350-400 CST • 3 damper, 3 hook • 105 – 110 gf/mm	Front: • SRS1 hard spring • 400 CST • 1.6 damper, 3.2 hook • 75 gf/mm Rear: • SRS1 hard spring • 400 CST • 3 damper, 2.8 hook • 110 gf/mm
Caster	Wheelbase adjustment. More increases on-power steering at mid and exit and makes car more stable	-4 front, +2 - 0 rear Lengthening wheelbase make car more stable	-4 front, +4 rear Shortening wheelbase frees the car up
Camber	More = more traction to a point	-2 - -2.5 degrees front and rear	
Front Toe	More = makes the car more stable	Typically 0 to 1.5 degrees Only decrease if you need more corner entry steering	
Rear Toe	More = provide more traction but less steering	3 degrees is a good starting position Reduce if grip is there – the lower the better for maximum speed	
Droop	Front = higher easier to drive and better in chicanes Rear = higher improves stability	6.0mm front 5.0mm rear	5.2 - 5.6mm front 4.4 - 4.6mm rear
Ride Height	Higher = less grip and increased roll Lower = more drip, better on smooth tracks	5.2 – 5.4mm front 5.4 – 5.6 rear	
Diff	Softer = more traction Hard = more stable, better cornering	3-5K for low grip (and stock classes) 5-10K+ for higher grip (and modified classes)	
Motor mount screws	Chassis flex adjustment	3, 4, 5	2, 3, 4, 5
Top Decks	Chassis flex adjustment	All edge screws plus C and D in the center	Add B and E to C and D
Weight bias	Ideally a little to the rear for more grip	49% front, 51% rear Ideally increase rear bias if lacking grip	