Setup Tips

Ride Height
Ride height adjustments are a very powerful tool affecting the overall behaviour of the car.

Though asymmetrical (left-to-right) ride heights and spring rates are very common in oval racing, in the vast majority of cases, keeping the car symmetrical is best.

Note: The term used when comparing the front ride-height to the rear ride-height is RAKE. When the front suspension is set lower than the rear, the car is said to have “Positive Rake”.

Front:

LOWERING the ride height of the front of the car will shift more weight to front, improving front tyre grip and thus shifting the balance to less UNDERsteer and/or more OVERsteer.

RAISING the ride height of the front will shift weight to the rear, improving the grip of the tyres at the end of the car and shifting the handling balance toward UNDERsteer.

Rear:

LOWERING the ride height at the rear of the car will shift the weight and grip to the rear. This shifts the handling balance toward UNDERsteer.

RAISING the ride height at the rear of the car will shift the weight and grip to the front of the car. This shifts the handling balance toward OVERsteer.