

***HANDLING PERFORMANCE***

The Radical Hankook Tyre for SR3 and SR8 offers a different construction to previous tyres. From a driver's perspective the construction feels stiffer and provides a more secure feeling in middle and high speed corners. During testing less deflection was felt from the side wall of the tyre when cornering. This allows drivers to run stiffer than normal roll bar combinations. The rear construction meant that if directly adding the tyre after using previous brands the rear of the car could be susceptible to oversteer on corner entry. Whilst this maybe desirable for advanced drivers, some may wish to work away from this by trying to increase rear rebound and spring rates or any personal preference in set up change that the driver may want to try to work away from the balance you experience.

The warm up phase of the tyre is comparable to previous models. In colder climates when the tyre has a low pressure you may feel some "tyre wobble" through the steering column during the first 1 – 2 laps however this quickly disappears when the tyre pressure builds.

Throughout this year the Radical Factory team will refining suggested car setups in order to get the best performance from the tyre. The below setups are how we have found the tyre to best perform from the substantial pre-introduction testing we have completed across the world so far.

SR3 - Factory setup sheet - Hankook



Date		Customer Name	
Job Number		VIN Number	Setup by

Camber		
-3.2		-3.2
-1.8		-1.8

Toes		
2mm OUT		2mm OUT
2mm IN		2mm IN

Triple Intrax		Springs/Preload		Triple Intrax	
Bump LS:	-14	Rate	FARB	Rate	Bump LS:
Bump HS:	-25	110	Soft 15.8mm	110	Bump HS:
Rebound:	-5		Medium 19mm		Rebound:
	Length		Hard 22.2mm		Length
	100		X Hard 22.2mm		100
	Preload				Preload
	4				4

Corner weights/Drop/Ride Height		
166 m m	Front dffuser H 40m m	166 m m
	Ballast Weight	
77m m	80kg	77m m
Weight	Cross%	Weight
166		166
	Total weight kg	

Triple Intrax		Springs/Preload		Triple Intrax	
Bump LS:	-10	Rate	RARB	Rate	Bump LS:
Bump HS:	-35	110	Soft 12.7mm	110	Bump HS:
Rebound:	-17		Medium 15.8mm		Rebound:
	Length		Hard 19 mm		Length
	100		X Hard 22.2mm		100
	Preload				Preload

Corner weights/Drop/Ride Height		
215 m m	Rake mm	215 m m
	mm	
75m m		75m m
Weight	LHD	RHD
193		209

Tyre Pressure (PSI) (Cold & Hot)		
22	Hankook	22
28		28
21		21
28		28

PADS	Fuel Level
01	

Dive planes:	Y- / N
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PADS	Main Wing	BI-Wing
01		

Note: When carrying out set-up on flat-patch, set tyre pressures to hot pressure. Ensure that they are returned to cold pressures after setup is complete.

Comments:

SR8 - Factory setup sheet - Hankook



Date		Customer Name	
Job Number		VIN Number	Setup by

Camber		
-3.2	↑	-3.2
-1.4		-1.4

Toes		
2mm OUT	↑	2mm OUT
3mm IN		3mm IN

Triple Intrax		Springs/Preload		Triple Intrax	
Bump LS:	-10	Rate	FARB	Rate	Bump LS:
Bump HS:	-30		Soft 16.8mm	130	Bump HS:
Rebound:	-5		Medium 19mm	130	Rebound:
		Length	Hard 22.2mm	Length	
		100	X Hard 22.2mm	100	
		Preload		Preload	
		4		4	

Corner weights/Drop/Ride Height		
165 mm	Front diffuser H	165 mm
	Ballast Weight	
78 mm	80kg	78 mm
Weight	Cross%	Weight
160 kg		155 kg
	Total weight kg	

Triple Intrax		Springs/Preload		Triple Intrax	
Bump LS:	-4	Rate	RARB	Rate	Bump LS:
Bump HS:	-20		Soft 12.7mm	130	Bump HS:
Rebound:	-30		Medium 15.8mm	130	Rebound:
		Length	Hard 19 mm	Length	
		100	X Hard 22.2mm	100	
		Preload		Preload	
		NA		NA	

Rake		
211 mm	↑	211 mm
79 mm		79 mm
Weight	LHD	RHD
221 kg		245 kg

Tyre Pressure (PSI) (Cold & Hot)		
20	Hankook	20
28		28
19		19
28		28

PADS	Fuel Level
01	

Dive planes:	Upper	Y / N
	Lower	Y / N

PADS	Main Wing	BI-Wing
01		

Note: When carrying out set-up on flat-patch, set tyre pressures to hot pressure. Ensure that they are returned to cold pressures after setup is complete.

Comments: