

SIM RACING SETUP GUIDE

V1.0

SOLUTIONS TO HANDLING ISSUES ARE PRESENTED IN MY PREFERRED ORDER OF IMPLEMENTATION.
THESE ARE SUGGESTIONS, NOT RULES - AND AS ALWAYS, RESULTS VARY FROM SIM TO SIM.

BRAKING

LOSS OF CONTROL

1. Move brake bias forward
2. Decrease slow damper

FRONT TYRES OFTEN LOCK

Move brake bias backward

CAR PITCHES TOO MUCH

Stiffen front springs

NOSE HITS FLOOR

1. Increase ride height
2. Adjust bump stops
3. Stiffen front springs

EXCESSIVE LOCKING

Reduce overall brake pressure
(use with caution)

TURN IN

UNDERSTEER

All Speeds:

1. Adjust front tyre pressures
2. Soften front anti-roll bar
3. Increase front toe out
4. Decrease diff coast locking
5. Soften front springs

Mid-High Speed:

Reduce rear wing angle, or
Increase front wing angle

When Braking:

Move brake bias backward

OVERSTEER

All Speeds:

1. Adjust rear tyre pressures
2. Stiffen front anti-roll bar
3. Decrease front toe out
4. Stiffen front springs

Mid-High Speed:

Increase rear wing angle, or
Decrease front wing angle

LIFT OFF OVERSTEER

1. Increase diff coast locking
2. Increase pre-load value

CORNER EXIT

UNDERSTEER

All Speeds:

1. Stiffen rear anti-roll bar
2. Increase diff power locking
3. Stiffen rear springs

Mid-High Speed:

Reduce rear wing angle, or
Increase front wing angle

OVERSTEER

All Speeds:

1. Soften rear anti-roll bar
2. Decrease diff power locking
3. Soften rear springs

Mid-High Speed:

Increase rear wing angle, or
Decrease front wing angle

LIFT OFF OVERSTEER

PICNIC

(Problem in chair, not in car)

CAR BOUNCES DURING WEIGHT TRANSFER

When Braking, Accelerating & Turning:

Increase slow damper setting

On Bumps/Curbs:

Increase fast damper setting

OTHER

TYRES OVERHEAT

All Over:

1. Increase pressures
2. Decrease toe value

On Inside Edge:

Reduce negative camber

On Outer Edge:

Increase negative camber

In Middle:

Reduce pressures

TYRES COLD

All Over:

1. Decrease pressures
2. Increase toe value

CAR EDGY DURING WEIGHT TRANSFER

When Braking, Accelerating & Turning:

Decrease slow damper setting

On Bumps/Curbs:

Decrease fast damper setting

LOW TOP SPEED

1. Reduce wing values
2. Lengthen gear ratios

TIPS

RIDE HEIGHT

As low as possible, but avoid
grounding car or stalling the aero

DAMPERS

Bump setting should be lower than
the corresponding rebound setting

Try to use the lowest setting that
avoids oscillation / bouncing

Can be used to tune the
responsiveness of the car.
High values = more responsive
Low values = more stable

AERO

Use ride height and rake to generate
as much downforce as possible,
then trim the aero balance using
the wings and/or splitter.

Increasing the rake moves
the aero balance backwards

Run the car as stiff as needed to
maintain stable ride height

BRAKE BIAS

Front tyres should lock just
before the rears for best stability

