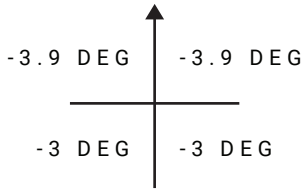


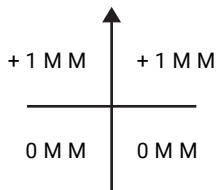
SET-UP RECOMMENDATIONS FAST TRACK - LONG STRAIGHTS

CAMBER:



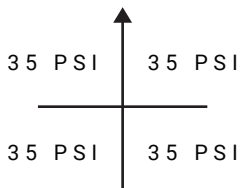
GOOD STARTING POINT. DRIVERS MAY RUN -4 DEG CAMBER BUT NEED TO BE CONFIDENT IN THEIR SET-UP TO ENSURE THEY ARE NOT OVER -4 DEG WHEN INSPECTED AFTER SESSIONS.

TOE:



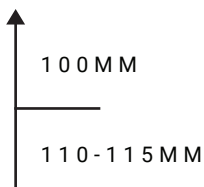
TOE MAKES SIGNIFICANT CHANGES TO THE HANDLING AND FEEL OF THE VEHICLE. REAR TOE OUT WILL HELP CORNERING THOUGH MAY FEEL UN-NATURAL, IT'S ADVISED TO BUILD INTO REAR TOE ADJUSTMENT. MORE TOE OUT WILL RESULT IN INCREASED DRAG AND WILL SLOW THE VEHICLE ON STRAIGHTS. IMPORTANT TO EXPERIMENT WITH DRIVER FEEL AND FIND THE TRADE OFF.

TARGET PRESSURES:



AIM FOR HIGHER TYRE PRESSURES TO DECREASE DRAG. IF THE VEHICLE IS STRUGGLING FOR GRIP, DECREASE PRESSURES AND FIND THE MEDIUM GROUND. TRY AND RUN NITROGEN IF POSSIBLE.

RIDE HEIGHTS:



RUN MINIMUM FRONT RIDE HEIGHT. SILL RAKE OF 10MM TO CREATE 110-115MM IN THE REAR. REAR HEIGHT IS A GOOD TUNING AID, RAISE THE REAR FOR MORE FRONT BITE AND LOWER FOR MORE REAR BITE. BE WARY OF THE CHANGES TO OTHER SETTING WHEN TUNING THESE HEIGHTS. RUNNING LOWER HEIGHTS WILL HELP DECREASE DRAG.

NOTES:

- THE ADJUSTER SETTINGS ARE SUPPLIED AT SUPASHOCK'S RECOMMENDATIONS FOR DRY CONDITIONS. FOR WET CONDITIONS, SOFTEN THE DAMPING VIA THE ADJUSTER TO SUIT.
- THROUGH TESTING SUPASHOCK FOUND CASTOR OFFERED DRIVING FEEL CHANGE BUT NO NOTABLE TIME GAIN. SUPASHOCK RECOMMENDS 0 DEG INITIALLY.
- ON CORNER EXITS, THE VEHICLE MAY HOP OR BOUNCE. THIS MEANS THE VEHICLE IS GRIPPED UP WELL. TEAMS MAY TUNE THIS OUT BUT BE AWARE IT WILL LIKELY HURT PERFORMANCE.
- ALWAYS FLIP TYRES ON RIMS TO KEEP A CONSISTENT LEVEL OF WEAR.

INSTALLATION & SET-UP GUIDES AVAILABLE:



[YOUTUBE.COM/SUPASHOCKSUSPENSIONAU](https://www.youtube.com/supashocksuspensionau)