



The Ultimate Dirt Race Cars

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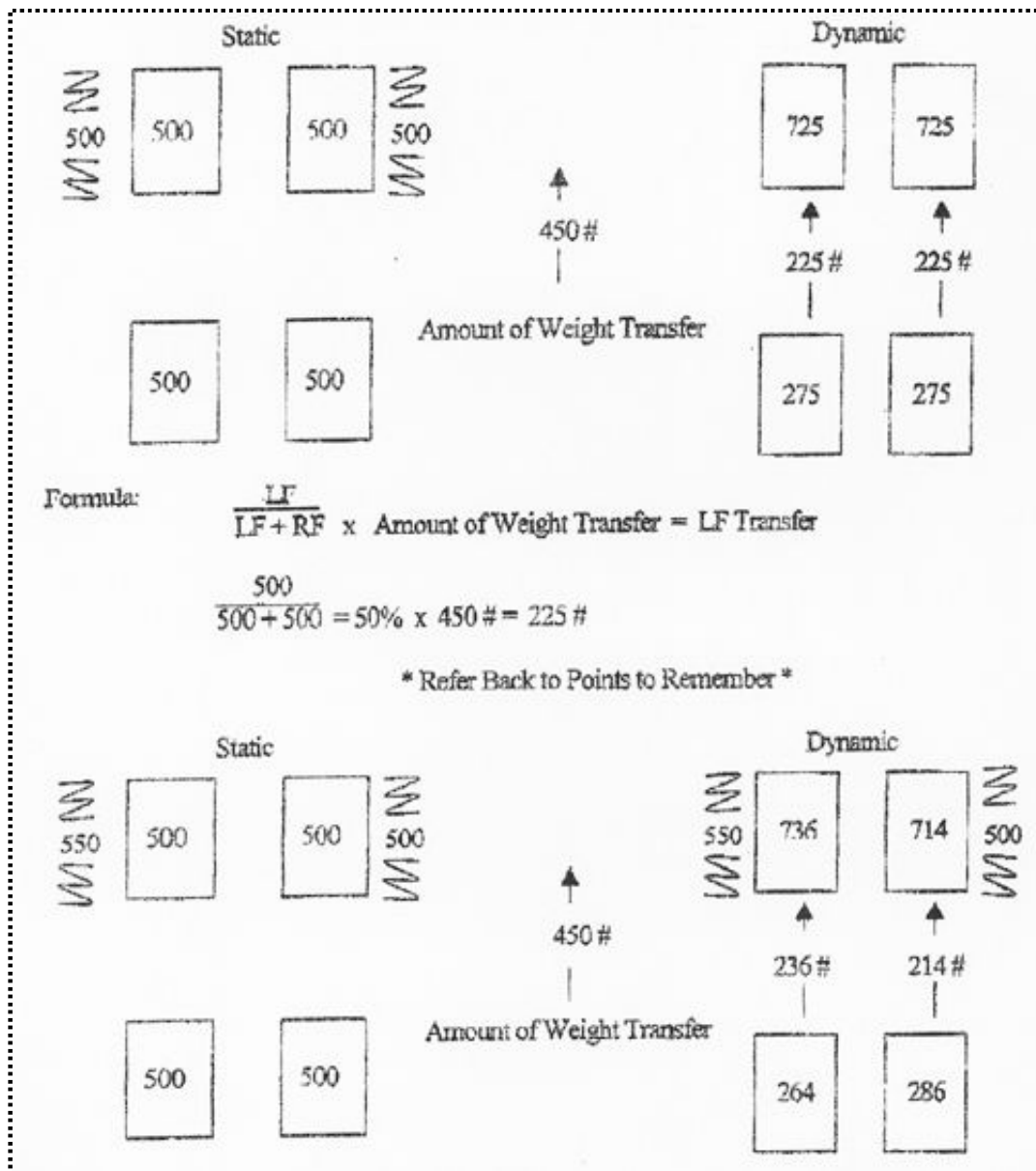
TUNING THE CAR WITH SPRINGS

REMEMBER: "STIFF SPRING GETS THE WEIGHT"
Rear to front weight transfer (deceleration)

POINTS TO REMEMBER:

- (1.) Stiffening the LF and/or softening the RF spring decreases dynamic wedge during deceleration.
- (2.) Softening the LF and/or stiffening the RF spring increases dynamic wedge during deceleration.

SAMPLES:

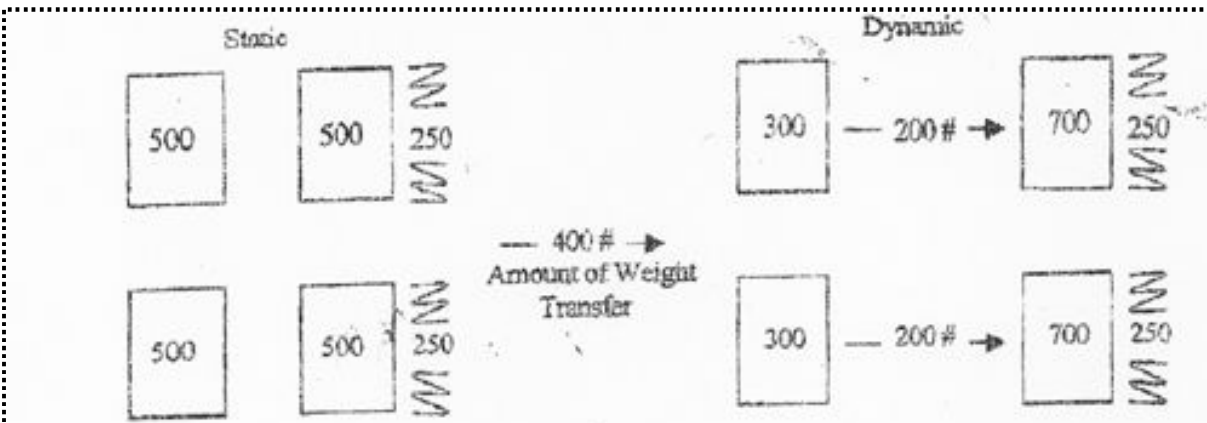


REMEMBER: "STIFF SPRING GETS THE WEIGHT"
Lateral weight transfer (middle of corner)

POINTS TO REMEMBER:

- (1.) Stiffening the RF and/or softening the RR spring increases dynamic wedge
- (2.) Softening the RF and/or stiffening the RR spring decreases dynamic wedge

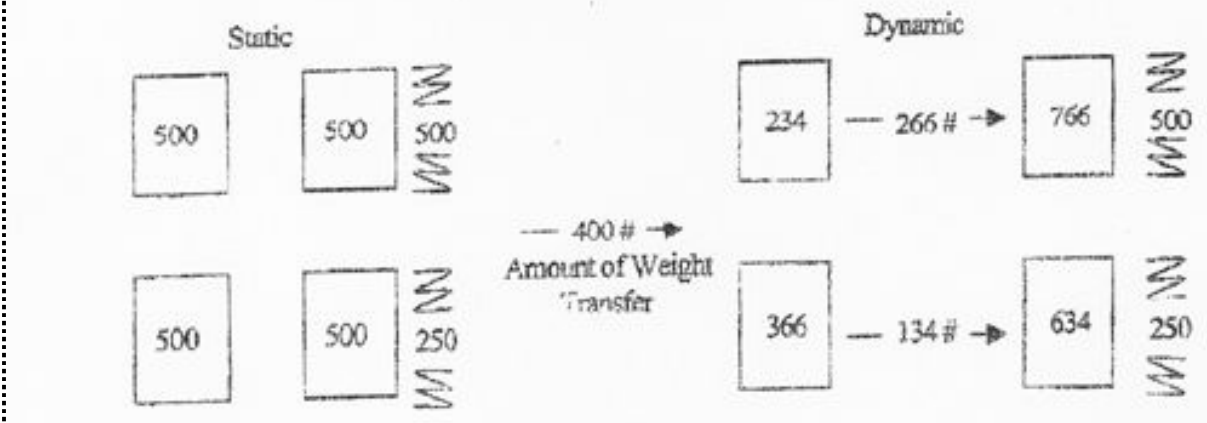
SAMPLES:



Formula: $\frac{RF}{RR + RF} \times \text{Amount of Weight Transfer} = \text{RF Transfer}$

$$\frac{250}{250 + 250} = 50\% \times 400 \# = 200 \#$$

* Refer Back to Points to Remember *



Formula: $\frac{RF}{RR + RF} \times \text{Amount of Weight Transfer} = \text{RF Transfer}$

$$\frac{500}{300 + 250} = 66.6\% \times 400 \# = 266 \#$$

REMEMBER: "STIFF SPRING GETS THE WEIGHT"
Front to rear weight transfer (acceleration)

POINTS TO REMEMBER:

- (1.) Stiffening the LR and/or softening the RR spring increases dynamic wedge during acceleration
- (2.) Softening the LR and/or stiffening the RR spring decreases dynamic wedge during acceleration. *

SAMPLES:

