Suspension Tuning Reference Chart

Component	Handling Condition	Fix
Tires	Understeer	Decrease front tire pressure
		Increase rear tire pressure
	Oversteer	Increase front tire pressure
		Decrease rear tire pressure
Front Weight Bias	Understeer	Decrease front bias
	Oversteer	Increase front bias
Left Weight Bias *	Left side tires overheating	Decrease left bias (otherwise use maximum)
Cross Weight *	Understeer	Decrease cross weight (lower left-rear)
	Oversteer	Increase cross weight (raise left-rear)
Camber	Understeer	Add more negative front camber
		Reduce negative rear camber
	Oversteer	Reduce negative front camber
		Add more negative rear camber
	Tire edges wearing excessively	Reduce camber settings
Toe	Corner-entry understeer	Increase front toe-out
	Consistent understeer	Increase rear toe-out
	Corner-entry oversteer	Increase front toe-in
	Consistent oversteer	Increase rear toe-in
	Poor straight-line stability	Increase front toe-in
		Increase rear toe-in
	Inside tire edges wearing excessively	Decrease toe-out
	Outside tire edges wearing excessively	Decrease toe-in
Caster	Poor straight-line stability	Increase caster
	Tire edges wearing excessively	Decrease caster
Springs	Understeer	Decrease front spring rate
		Increase rear spring rate
	Oversteer	Increase front spring rate
		Decrease rear spring rate
Anti-roll bars	Understeer	Decrease front anti-roll bar diameter
		Increase rear anti-roll bar diameter
	Oversteer	Increase front anti-roll bar diameter
		Decrease rear anti-roll bar diameter
Shocks	Corner-entry understeer	Increase front compression
		Increase rear rebound
	Corner-entry oversteer	Decrease front compression
		Decrease rear rebound
	Corner-exit understeer	Increase front rebound
		Increase rear compression
	Corner-exit oversteer	Decrease front rebound
		Decrease rear compression
Aerodynamics	High-speed corner understeer	Increase front downforce
		Decrease rear downforce
	High-speed corner oversteer	Decrease front downforce
		Increase rear downforce

* Left weight bias and cross weight are adjustments that are usually only useful in oval track racing.