

# OVERSTEER / UNDERSTEER CORRECTIONS

## Understeer Corrections

Push, plowing, front tyres slide out first.  
Usually slight understeer is safer.  
Raise front tire pressure.  
Lower rear tire pressure.  
Soften front shocks. Stiffen Bump.  
Stiffen rear shocks.  
Lower front end.  
Raise rear end.  
Widen front track.  
Install shorter front tyres.  
Install taller rear tyres.  
Install wider front tyres.  
Install narrower rear tyres.  
Soften front sway bar.  
Stiffen rear sway bar.  
More front toe out.  
Reduce rear toe in slightly.  
Increase front negative camber.  
Increase positive caster.  
Soften front springs.  
Stiffen rear springs.  
May need more front suspension travel.  
Install wider front wheels.  
Use softer front compound if possible.  
Use harder rear compound if possible.  
Remove weight from front of vehicle.  
Add weight to rear of vehicle.  
Drive a different line.  
Use weight transfer to your advantage.  
High Speed. Increase front wing downforce.  
Too much front brake.  
Vehicle is TWITCHY at limit and hard to keep ahead of in the steering department.  
Lower front and rear tire pressures slightly.  
Suspension may be too stiff.  
Shocks may be set too firm.  
Tyres may be old or hard.  
Vehicle may not have enough suspension travel.  
Vehicle may have a toe problem front or rear.  
Increase negative camber front and rear if possible.

## Oversteer Corrections.

Loose, rear tyres slide out first.  
Oversteer can be dangerous, especially at high speeds.  
Lower front tire pressure.  
Raise rear tire pressure.  
Stiffen front shocks.  
Soften rear shocks.  
Raise front end.  
Lower rear end.  
Reduce rear track.  
Install taller front tyres.  
Install shorter rear tyres.  
Install narrower front tyres.  
Install wider rear tyres.  
Stiffen front sway bar.  
Soften rear sway bar.  
More front toe in.  
Increase rear toe in.  
Reduce front negative camber.  
Reduce positive caster.  
Stiffen front springs.  
Soften rear springs.  
May need more rear suspension travel.  
Install wider rear wheels.  
Use harder front compound if possible.  
Use softer rear compound if possible.  
Add weight to front of vehicle.  
Remove weight from rear of vehicle.  
Driver may be going in too deep.  
Driver may be getting on the throttle too early.  
High Speed. Increase rear wing downforce.  
Too much rear brake.  
Vehicle slides and is easy to drive at limit but does not corner to full potential.  
Raise front and rear tire pressures slightly.  
Suspension may be too soft.  
Shocks may be too soft.  
Roll centers may be too high.  
Lower vehicle.  
Tyres may be too hard.  
Widen track front & rear.

## NOTE -

A properly set up vehicle will usually push slightly on corner entry, be fairly neutral at the apex (STEADY STATE) and exhibit slight power oversteer on corner exit. Tight courses may require more oversteer, fast tracks understeer