



understeer / oversteer corrections guide

Understeer Corrections	Oversteer Corrections.
Push, plowing, front tires slide out first.	Loose, rear tires slide out first.
Usually slight understeer is safer.	Can be dangerous, especially at high speeds.
Raise front tire pressure.	Lower front tire pressure.
Lower rear tire pressure.	Raise rear tire pressure.
Soften front shocks. Stiffen Bump.	Stiffen front shocks.
Stiffen rear shocks.	Soften rear shocks.
Lower front end.	Raise front end.
Raise rear end.	Lower rear end.
Widen front track.	Reduce rear track.
Install shorter front tires.	Install taller front tires.
Install taller rear tires.	Install shorter rear tires.
Install wider front tires.	Install narrower front tires.
Install narrower rear tires.	Install wider rear tires.
Soften front sway bar.	Stiffen front sway bar.
Stiffen rear sway bar.	Soften rear sway bar.
More front toe out.	More front toe in.
Reduce rear toe in slightly.	Increase rear toe in.
Increase front negative camber.	Reduce front negative camber.
Increase positive caster.	Reduce positive caster.
Soften front springs.	Stiffen front springs.
Stiffen rear springs.	Soften rear springs.
May need more front suspension travel.	May need more rear suspension travel.
Install wider front wheels.	Install wider rear wheels.
Remove weight from front of vehicle.	Add weight to front of vehicle.
Add weight to rear of vehicle.	Remove weight from rear of vehicle.
Drive a different line.	Driver may be going in too deep.
Use weight transfer to your advantage.	Driver may be getting on the throttle too early.
Too much front brake. Adjust ratio rearward.	Too much rear brake. Adjust ratio forward.

Simple and quick track adjustments are **highlighted in bold**