# Handling Adjustments For Your GT American Race Car

## Overall loose condition both entering and exiting

1) Lower rear of the car evenly in 1/2 turn increments
2) Raise front of the car evenly in 1/2 turn increments
3) Lower tire pressures in 1/2 lb. increments
4) Lower rear panhard bar 1 hole
5) Take tilt out of the car in 1/2 turn increments (Raise the left side)
6) Increase right front spring rate to 10 lbs.
7) Decrease stagger in ¼" increments.

**NOTES:**

## Overall tight condition both entering and exiting

1) Lower front of the car in 1/2 turn increments (no lower then 8" ride height)
2) Raise rear of car in 1/2 turn increments
3) Raise right rear tire pressure in 1/2 lb. increments
4) Add tilt to the car in 1/2 turn increments (lower left side half turn then raise right side 1/2 a turn)
5) Raise rear panhard bar
6) Increase right rear air shock pressure in 5 lb. increments
7) Increase stagger in ¼" increments.

**NOTES:**

## Tight condition entering corner only

1) Move right rear tire out in 1/4" increments
2) Move rear panhard bar up 1 hole
3) Add tilt to the car (Same as above)
4) Add left rear weight (This will free the car up getting in but make it drive harder getting off the corner.)
5) Lower front panhard bar to bottom hole

**NOTES:**

## ***Tight condition exiting the corner***

1) Lower front of the car in 1/2 turn increments (Do not go lower then 7 3/4" in ride height)
2) Decrease left rear weight (This will tighten up car entering the corner)
3) Increase left rear tire pressure in 1 lb. increments
4) Soften right front spring
5) Increase stagger

**NOTES:**

## ***Loose entering corner***

1) Move right rear wheel in
2) Decrease stagger in 1/4" increments
3) Take tilt out of the car in 1/2 turn increments (Same procedure as above)
4) Lower right rear tire pressure in 1/2 lb. increments

**NOTES:**

## ***Loose condition exiting corner***

1) Add left rear weight in 5 lb. increments (This will free up car on entrance)
2) Decrease stagger in1/4" increments
3) Decrease left rear tire pressure in 1/2 lb. increments
4) Stiffen right front spring by 10lbs

**NOTES:**

### *TroubleshootingTips:*

The biggest cause of a **race car spinning out off the corner** is the driver pulling the car off the wall. If this is a problem you are having, **pay close attention to your driver's hands on the steering wheel** when they are exiting the corner. If they are jerking the steering wheel to keep the car from driving to the fence, there is not much set up-wise you can do to correct this problem.

It has been our experience that by taking the basic set up given to you by GT American Race Cars, your car will be set up close at any race track you visit. Depending on weather and surface conditions, you may need to make small adjustments to "dial in" your car. Because of the chassis design of GT American (no chassis flex), small adjustments can make big handling changes in your car. **When you make a change, make *ONE* change at a time!!**

**Areas to work on at the track if you are loose or tight:**

1. The **ride height** of the car.
2. The **tilt** of the car.
3. The **panhard bar** location.
4. The **wheel offset**.

***Always* start at the same base setup** you have received and adjust from there, regardless of whether you are racing at a high-banked track like Pomona or Mini-Indy, or a flat track like Baylands or Kokomo. (You will need to raise the car for rough tracks such as Pomona, but start at the same ride heights first.) The biggest gains in speed and handling are going to be found in the small adjustments.

*GT American Race Cars*
*45383 Industrial Place, Unit 5*
*Fremont, CA 94538*

WWW.GTAMERICAN.COM

*Phone 510.657.5054*
*Fax 510.657.5026*
*GTAMERICAN@HOTMAIL.COM*