

Mid-Engined RWD Car Handling Reference Guide

Adjustment	Effect on Handling	Potential Result
CAMBER		
More Negative Camber	Increases cornering grip, reduces tire wear on outer edges	
		Better turn-in & cornering, can cause twitchiness if overdone
Less Negative/Positive Camber	Reduces cornering grip, increases straight-line stability	
		More understeer, improved stability in straight lines
CASTER		
More Positive Caster	Improves high-speed stability, increases steering weight	
		Better self-centering, more mid-corner grip
Less Positive/Negative Caster	Lightens steering, reduces high-speed stability	
		Easier to steer but can feel vague
TOE		
Front Toe-Out	Sharper turn-in, increases responsiveness	Quick steering response, can feel nervous at high speeds
Front Toe-In	Increases straight-line stability, slows turn-in	
		Stable on straights, reduced corner entry sharpness
Rear Toe-In	Stabilizes rear, reduces oversteer	Better rear grip, more stable on throttle
Rear Toe-Out	Makes rear rotate easier, increases oversteer	
		More agile, but can feel tail-happy
RIDE HEIGHT		
Lower Both Ends	Lowers center of gravity, improves cornering & stability	
		Less body roll, harsher ride if overdone
Raise Both Ends	Increases body roll, improves ride comfort	Reduced precision, better over bumps
Lower Front / Raise Rear	Increases front grip, sharper turn-in, more	

	oversteer	Agile but can feel twitchy, less high-speed stability
Lower Rear / Raise Front	Increases rear grip, stabilizes rear, induces understeer	More stable at high speeds, less responsive in corners
SPRING RATES		
Stiffer Front Springs	Reduces front body roll, improves turn-in, can cause understeer	Better high-speed stability, reduced front grip in corners
Softer Front Springs	Increases front grip, improves compliance, can cause oversteer	More nimble, but may dive under braking
Stiffer Rear Springs	Reduces rear body roll, increases rotation, can cause oversteer	Better traction on smooth surfaces, tail-happy behavior
Softer Rear Springs	Increases rear grip, stabilizes the car, can cause understeer	More predictable, reduced agility

Quick Setup Tips for Mid-Engined RWD Cars

For More Oversteer (Agility):

- Soften front springs / stiffen rear springs
- Add front toe-out / rear toe-out
- Lower front ride height / raise rear ride height
- Increase negative camber at the front

For More Understeer (Stability):

- Stiffen front springs / soften rear springs
- Add front toe-in / rear toe-in
- Lower rear ride height / raise front ride height
- Reduce negative camber at the front

Balanced Setup (Neutral Handling):

- Moderate negative camber front & rear
- Positive caster for stability without heavy steering
- Mild front toe-out for responsiveness, mild rear toe-in for stability
- Slight forward rake (front slightly lower than rear)