SRX
SUPERSTAR RACING
EXPERIENCE

USER MANUAL
SRX

SRX
SUPERSTAR RACING
EXPERIENCE

TABLE OF CONTENTS

CLICK TO VIEW A SECTION

GENERAL INFORMATION

ADVANCED SETUP OPTIONS

SRX
SUPERSTAR RACING
EXPERIENCE

DEAR iRACING USER,

Congratulations on your purchase of the SRX! From all of us at iRacing, we appreciate your support and your commitment to our product. We aim to deliver the ultimate sim racing experience, and we hope that you'll find plenty of excitement with us behind the wheel of your new car!

The following guide explains how to get the most out of your new car, from how to adjust its settings off of the track to what you'll see inside of the cockpit while driving. We hope that you'll find it useful in getting up to speed.

Thanks again for your purchase, and we'll see you on the track!

CHASSIS

INDEPENDENT COILOVER FRONT SUSPENSION, LIVE AXLE TRUCK ARM REAR SUSPENSION WITH COILOVERS

LENGTH	WIDTH	WHEELBASE	DRY WEIGHT	WET WEIGHT WITH DRIVER
4825mm 190in	1625mm 80in	2641mm 104in	1315kg 2900lbs	1475kg 3250lbs

POWER UNIT

ILMOR 396 NATURALLY ASPIRATED V8

DISPLACEMENT	RPM LIMIT	TORQUE	POWER
6.5 Liters 396CID	8000RPM	520lb-ft 700Nm	700bhp 522kW

INTRODUCTION

The information found in this guide is intended to provide a deeper understanding of the chassis setup adjustments available in the garage, so that you may use the garage to tune the chassis setup to your preference.

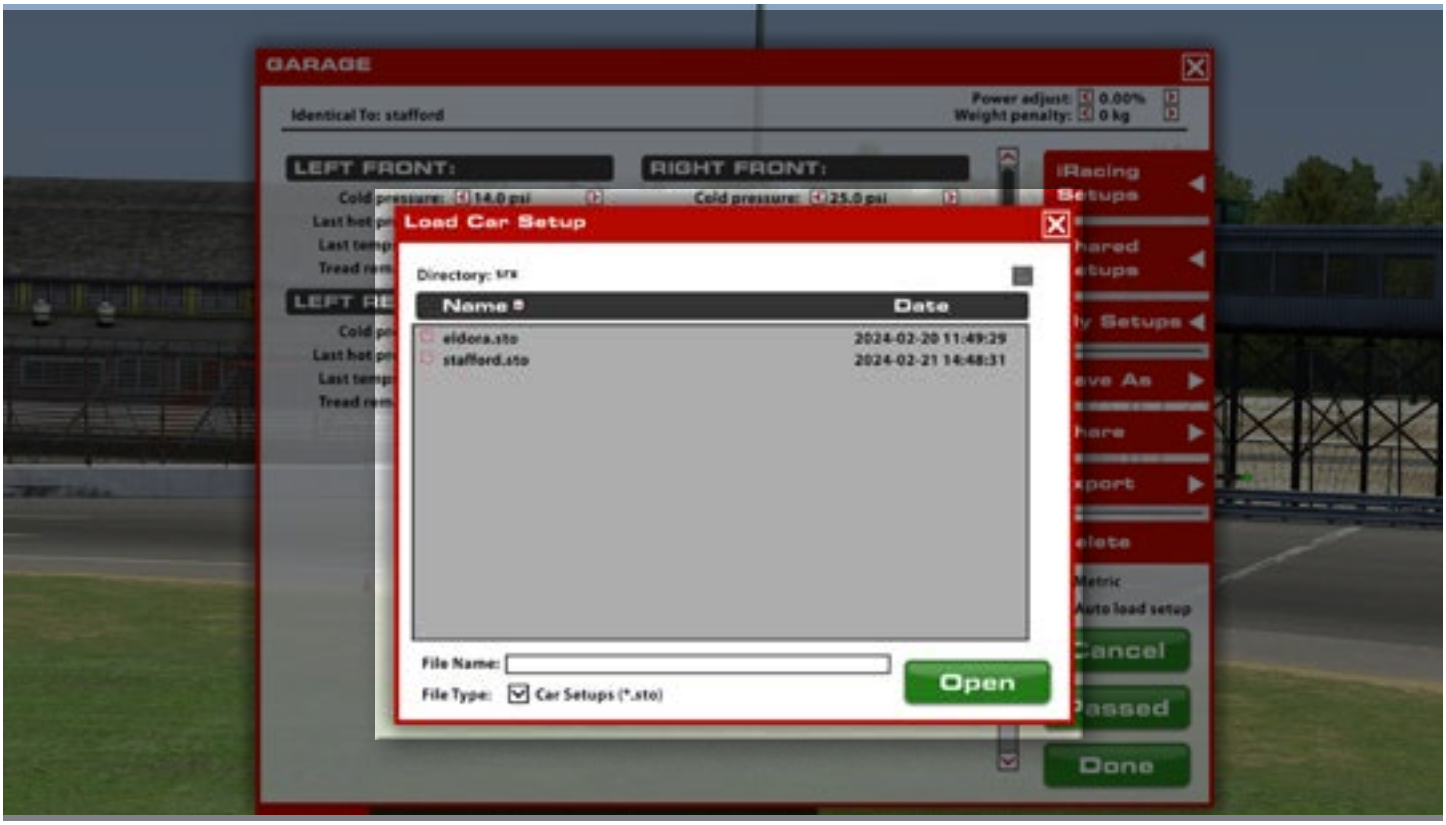
Before diving into chassis adjustments, though, it is best to become familiar with the car and track. To that end, we have provided baseline setups for each track commonly raced by these cars. To access the baseline setups, simply open the Garage, click iRacing Setups, and select the appropriate setup for your track of choice. If you are driving a track for which a dedicated baseline setup is not included, you may select a setup for a similar track to use as your baseline. After you have selected an appropriate setup, get on track and focus on making smooth and consistent laps, identifying the proper racing line and experiencing tire wear and handling trends over a number of laps.

Once you are confident that you are nearing your driving potential with the included baseline setups, read on to begin tuning the car to your handling preferences.

GETTING STARTED

Once you load into the car, press the clutch and select 1st gear. Give it a bit of throttle and ease off the clutch pedal to get underway. This car uses an h-pattern transmission, but only requires the clutch pedal to get the car rolling and when coming to a stop in gear. To upshift, simply let off the throttle and select the next higher gear. To downshift, give the throttle a blip while selecting the next lower gear. Upshifting is recommended around 7500 rpm. If you downshift too early, or don't blip the throttle sufficiently, the wheel speed and engine speed will be mismatched, leading to wheel hop at the rear and a possible spin.

LOADING AN iRACING SETUP



When you first load into a session, the iRacing Baseline setup will be automatically loaded onto the car. If you would like to try any of the other iRacing pre-built options, you may select it by going to Garage > iRacing Setups > and then selecting another option that fits your needs. Because this car uses slightly different chassis and body configurations on different types of tracks, it will be necessary to load a setup from the same track type to pass tech inspection. For example, a setup for Talladega will pass at Daytona, but likely will not pass at Bristol. If you would like to customize the setup, simply make the changes in the garage that you would like to update and click apply. If you would like to save your setup for future use click “Save As” on the right to name and save the changes. To access all of your personally saved setups, click “My Setups” on the right side of the garage. If you would like to share a setup with another driver or everyone in a session, you can select “Share” on the right side of the garage to do so. If a driver is trying to share a setup with you, you will find it under “Shared Setups” on the right side of the garage as well.

DASH PAGES

The SRX car uses the Holley EFI digital dash display. This display provides all important information in an easy-to-read format using a single page. Unlike the digital displays used in other oval racing series this display operates at a lower framerate, around 5fps, which reflects the behavior of the display used in the real-world SRX series.

RPM - Current engine RPM is displayed in the center

Trip 1 - This odometer value shows the distance the car has traveled in the current session

ILMOR - Race distance remaining on the engine, in miles or kilometers starting from a random value, until the engine would need to be rebuilt. This does not affect engine performance and the sim does not require engine rebuilds.

WATER TEMP - Engine cooling water temperature in °C or °F

OIL TEMP - Engine oil temperature in °C or °F

Odometer - Race distance on the chassis, in miles or kilometers, starting from a random value

Battery - Current battery voltage

Fuel Pressure - Pressure in the fuel system, in PSI or BAR

Oil Pressure - Pressure in the engine oil system, in PSI or BAR

TPS - Throttle position

DRIVING TIPS

The SRX car is a unique beast in the oval-racing world, combining low levels of aerodynamics, high engine power, and a very low left-side weight bias. These three traits combine to produce a driving experience that is very unique but highlights driver skill, patience, and throttle management.

LOW AERO, ALL MECHANICAL

Despite sporting a large wing reminiscent of the Superbird from the 1970s, the SRX car makes very little aerodynamic downforce or sideforce. Unlike most cars of the modern era this car was designed with that in mind from the start and, as a result, relies heavily on mechanical grip from the suspension and tires. What little downforce is generated is concentrated very far rearward on the car, so far back that the front tires can begin to unload at higher speeds and make the front end feel "floaty".

Because of these characteristics, it's very important to keep in mind that the extra grip provided during braking and turning from aerodynamics is not present. Braking distances are longer, corner speeds are lower, and a tendency to skew towards understeer is common. A patient driver who brakes early for corners, is smooth with inputs, and lets the tires do the work through the corner instead of trying to hustle the car around will find the car responding well.

Another unique aspect of the car is the low left-side weight bias. While short track cars can run anywhere from 54-57% (or more!) left-side weight, the SRX car's symmetrical chassis has a very low left-side weight that comes in around 51%. The extra right-side weight will try to push the car off-line, especially at flatter tracks, and will result in lower corner speeds. When compared to other short track cars, drivers will often have to wait longer through the center of the corner to begin applying throttle or risk the car sliding off-line.

MORE POWER

The Ilmor 396 engine produces roughly 700hp, making it one of the most powerful oval cars on the iRacing service. This engine is run in both the NASCAR Truck Series and the ARCA series, and the engine is used, unrestricted, in the SRX car as well. To further link the three series, the SRX car also uses the same tires seen on the NASCAR Truck Series so the combination will be familiar to many.

This high horsepower and torque output combined with the low aerodynamic downforce and somewhat narrow tires can quickly become a handful to drivers who are more aggressive on the throttle. Traction can be lost quickly, and without warning (especially if the car exhibits mild understeer through the corners) unless throttle is applied carefully. Despite that trait, wheelspin can be easily managed with smooth throttle application and a good feel for how settled the car is on corner exit.

A DRIVER'S CAR

While it may sound daunting to pair a high-output engine with a low amount of grip, the SRX car is an extremely capable and rewarding car to drive. The lack of aero means cars can follow closely together without detrimental effects on trailing cars while the power results in fast acceleration and high straight-line speeds. The combination produces a driver's car in the truest sense, and aims to showcase some of the best side-by-side racing on the service.

ADVANCED SETUP OPTIONS

This section is aimed toward more advanced users who want to dive deeper into the different aspects of the vehicle's setup. Making adjustments to the following parameters is not required and can lead to significant changes in the way a vehicle handles. It is recommended that any adjustments are made in an incremental fashion and only singular variables are adjusted before testing changes.

TIRES

TIRE SETTINGS (ALL FOUR TIRES)

COLD AIR PRESSURE

Air pressure in the tire when the car is loaded into the world. Higher pressures will reduce rolling drag and heat buildup, but will decrease grip. Lower pressures will increase rolling drag and heat buildup, but will increase grip. Higher speeds and loads will require higher pressures, while lower speeds and loads will see better performance from lower pressures. Excessively low cold pressures at high-speed tracks can lead to a lack of traction and excessive tire heat. Cold pressures should be set to track characteristics for optimum performance.

LAST HOT PRESSURE

Air pressure in the tire after the car has returned to the pits. The difference between Cold and Hot pressures can be used to identify how the car is progressing through a run in terms of balance, with heavier-loaded tires seeing a larger difference between Cold and Hot pressures. Ideally, tires that are worked in a similar way should build pressure at the same rate to prevent a change in handling balance over the life of the tire, so Cold pressures should be adjusted to ensure that similar tires are at similar pressures once up to operating temperature.

TIRE TEMPERATURES

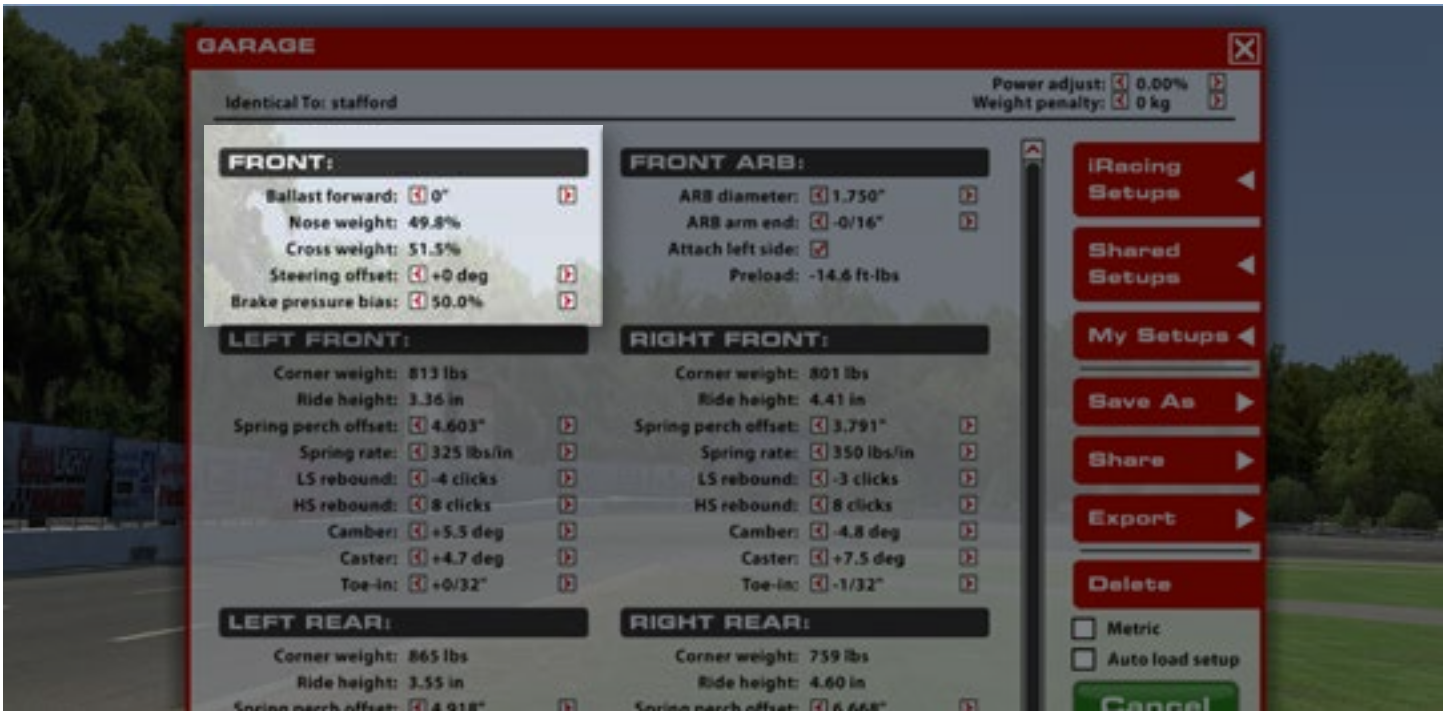
Tire carcass temperatures once the car has returned from the pits. Wheel loads and the amount of work a tire is doing on-track is reflected in the tire's temperature, and these values can be used to analyze the car's handling balance. Center temperatures are useful for directly comparing the work done by each tire, while the Inner and Outer temperatures are useful for analyzing the wheel alignment while on track. These values are measured in three zones across the tread of the tire. Ideally, the temperature spread across a tire will reflect the amount of camber (for ovals, the left side of the tire should always read hotter) and should never read even across the tire tread. Tracks with longer straights should read hotter on the left-side edges because of the extra time spent on the tire edges, while tracks with shorter straights will read more even across the tread.

TREAD REMAINING

The amount of tread remaining on the tire once the car has returned from the pits. Tire wear is very helpful in identifying any possible issues with alignment, such as one side of the tire wearing excessively, but should never be prioritized over tire temperatures when analyzing handling balance. These values are measured in three zones across the tread of the tire.

CHASSIS

FRONT



BALLAST FORWARD

In order to meet minimum legal competition weights, lead blocks are installed within the chassis frame rails that can be moved to various locations in the car. This adjustment directly affects the Nose Weight setting (see below) and will have a large effect on the car's overall handling balance, especially at high-speeds on larger tracks.

NOSE WEIGHT

The Nose Weight setting shows the percentage of the car's weight is situated over the front axle, with higher values indicating more weight is on the front axle relative to the rear axle. As Nose Weight increases and weight is moved forward the car will tend to understeer while cornering and lose front-end grip, while lower Nose Weight values will induce oversteer and can cause a loss in rear-end grip. At high speed tracks this value is used to balance overall aerodynamic balance, so a change in chassis rake may require an adjustment in the car's nose weight to re-balance the chassis with the aero. This value can be adjusted directly via the Ballas Forward option, but will also be affected by the amount of fuel in the car. It is very important to be aware of Nose Weight changes when adding or removing fuel to avoid a handling issue due to changing Nose Weight.

CROSS WEIGHT

Cross Weight is the percentage of the car's total weight that is situated on the Left-Rear and Right-Front wheels. Higher values will place more weight on these wheels and induce understeer while cornering, lower values will shift weight to the Left-Front/Right-Rear wheels and induce oversteer. Cross Weight is used for a multitude of reasons, most important being a way to control the handling in various sections of the corner. This value should be set initially to match track characteristics, with higher values being used for low-grip track surfaces or tracks with lower banking. This will increase the weight on the Left-Rear tire and increase on-throttle traction, very helpful on this type of track. For tracks that are high banked or have a high-grip surface this extra traction isn't necessary, so reducing the crossweight will keep the car free through the center of the corner without scrubbing speed.

STEERING OFFSET

Sometimes due to asymmetric wheel loading and alignment while on track, the SRX car can sometimes have a tendency to pull to the left on ovals. To counter this effect and re-center the steering wheel, an offset can be applied in the garage. Positive values will rotate the steering wheel to the right and negative values will rotate the steering wheel to the left. This offset will not affect the steering or the chassis in any way other than the steering wheel's orientation at neutral steering input.

BRAKE PRESSURE BIAS

The Brake Balance Bar setting controls the Brake Bias value, or the amount of braking force split between the front and rear braking systems. The value is a percentage of front braking force, and values over 50% and higher represent more pressure being sent to the front brakes. Lower values will shift the pressure towards the rear, with values under 50% sending more to the rear brakes than the front. This can be a helpful tool in preventing wheel lockups under heavy braking by shifting pressure away from the locking axle, but can also be used as a way to slightly alter the car's handling under heavy braking. Generally, a higher Brake Bias value will induce understeer while braking while lower values will induce oversteer while braking. corners, cross weight can be adjusted by making changes to the spring perch offsets at each corner of the car.

FRONT ARB

ARB DIAMETER

The front Anti-Roll Bar (ARB, or "sway" bar) diameter will alter the front suspension's roll stiffness and influence the chassis' handling and responsiveness. Larger diameters will increase the roll stiffness and reduce body roll, but can induce understeer and potentially hurt front tire life. Smaller diameter ARB settings will reduce roll stiffness and increase body roll, but are better on the front tires and can make them last longer. Generally, the smallest ARB diameter that still keeps the front of the car flat to the race track will yield the best results.

ARB ARM END

The ARB Arm End setting changes the length of the right side ARB linkage. This can be used to either pre-load the ARB (see below) or cause a delay in the ARB's engagement. Negative values will pre-load the ARB and apply a static load to the bar when the car is sitting still, which will pull the Left-Front of the chassis down and raise the Right-Front of the chassis. Positive values will apply a pre-load in the other direction, pulling the Right-Front down and the Left-Front up.

ATTACH LEFT SIDE

The Attach Left Side setting controls whether the left side of the ARB assembly is connected directly to the suspension. Checking this box will attach a solid linkage between the left-side ARB arm and the Left-Front suspension, unchecking this box will allow the bar to move independently of the suspension and prevent positive preload values (commonly known as a "slapper"-type sway bar). See the ARB Arm End section for more on the effects of a detached ARB linkage and how it can be used.

If the Attach Left Side setting is left unchecked, positive preload values will cause the bar to delay engagement until the front of the car drops from aerodynamic and track loads. This is very helpful when the car is set up with ride heights above where the car will be run on-track, since it prevents vertical travel from loading the ARB and causing the bar to try and lift the nose back up on the straights when cornering loads are removed.

PRELOAD

ARB Preload is a static twisting force applied to the front ARB when the car is stationary. Bar Preload's effect is explained in the ARB Arm End setting, but this value is a numerical representation of the amount of load the bar is seeing while in the garage. Tech inspection limits exist on the maximum or minimum preload that can be applied to the bar and will indicate when the bar is in an illegal configuration. can result in longer braking distances if the system is set overly aggressive for the amount of available grip.

FRONT CORNERS

CORNER WEIGHT

The Corner Weight displays the weight situated on each wheel when the car is stopped and in the garage. These values are crucial in determining how the car will handle as well as providing insight on which adjustments could be needed to alleviate handling issues. Corner Weights are not directly adjustable, but instead are dependent on almost every other option in the garage so it is very important to pay attention to these values when making adjustments. Changing a component without ensuring the weights return to what they were prior to the adjustment can introduce unexpected or undesired handling effects.

RIDE HEIGHT

The Ride Height values are a measurement from the ground to a specific point on the chassis. On the front end of the car these values measure to the lower surface on the front end of the chassis' lower door frame rails, just behind the front wheels. Since various parts of the chassis extend below these points, the Ride Height values are not a representation of the car's ground clearance, but instead are to be used as a reference height for setup changes.

SPRING PERCH OFFSET

The upper spring perches can be moved up or down to adjust the suspension spring preloads, with their position represented as the Spring Perch Offset value in the garage. Lower values will move the perch down and place more load on the spring, which raises the ride height on that corner of the car and increases the corner weight. When adjusted individually these can be used to fine-tune the weight of a given corner, but when adjusted equally on multiple corners this will shift weight around the car without significantly altering the ride heights.

SPRING RATE

Spring Rate is the stiffness value of the suspension's coil spring shown in a force-per-displacement value, either pounds-per-inch (lb/in) or Newtons-per-millimeter (N/mm). Higher values are stiffer springs which will resist compression more as loads increase, resulting in a more consistent aerodynamic platform but reduced mechanical grip. On the front of the . On the front of the SRX Car, the front springs are not always intended to be used as the primary load-carrying springs and should be kept fairly soft in order to drop the nose of the car when on the track. Despite this, altering the front Spring Rate can be used to fine-tune how aggressively the bumpstops are engaged, with stiffer springs resulting in a more gradual transition onto the bumpstops as the suspension compresses. Also, tracks with high vertical loads can benefit from stiffer front spring rates, especially on the Right-Front corner.

LS REBOUND

The front LS (Low Speed) Rebound setting changes how stiff the front shocks are in rebound, or when the suspension is extending, when the shock is moving at a lower velocity (roughly less than 2 inches/second). This is most commonly seen on throttle application and corner exit, but can also occur in the corners over small bumps. Increasing the front rebound setting will hold the front of the car down better than lower settings, but can promote understeer on corner exit. Also, if a track is very bumpy a higher rebound setting can reduce front grip by not allowing the suspension to move and keep the tire in contact with the track. Adjusted individually, front rebound can also alter the chassis balance on corner exit: Increasing Left-Front rebound will increase traction and understeer, while increasing Right-Front rebound will free up the chassis on corner exit.

HS REBOUND

The front HS (High Speed) Rebound setting changes how stiff the front shocks are in rebound when the shock is moving at higher velocities, usually following suspension compression from a large bump in the track surface. While this setting won't directly influence handling to the level the LS Rebound setting will, improper settings can result in a loss of grip for a given corner. Higher values will prevent the suspension from extending too quickly which can reduce excessive chassis movement while also giving a more solid feel to the driver. Lower values will allow the suspension to extend more freely to keep the tires in contact with the track, but can sometimes result in a less-responsive feel to the driver if set too low.

CAMBER

Camber is the vertical angle of the wheel relative to the center of the chassis. Negative camber is when the top of the wheel is closer to the chassis centerline than the bottom of the wheel, positive camber is when the top of the tire is farther out than the bottom. Greater camber angles will increase the cornering force generated by the tire, but will reduce the amount of longitudinal grip the tire will have under braking. Excessive camber values can produce very high cornering forces but will also significantly reduce tire life, so it is important to find a balance between life and performance. For ovals, set the left side positive and the right side negative. For road courses, all four wheels should be set with negative camber.

CASTER

How much the steering axis is leaned back (positive) or forward (negative), which influences dynamic load jacking effects as the car is steered. More positive caster results in a heavier steering feel but decreases dynamic crossweight while turning, as well as adding straight-line stability. Running less caster on the left-front than on the right-front will cause the car to pull harder to the left and enter the corner more aggressively.

TOE-IN

Toe is the angle of the wheel, when viewed from above, relative to the centerline of the chassis. Positive toe-in is when the front of the wheel is closer to the centerline than the rear of the wheel, and negative toe-in (toe-out) is when the front of the wheel is farther away from the centerline than the rear of the wheel. Front toe-in effects must be considered for each wheel individually as well as an overall toe setting for the front wheels together by adding the values together.

If the net toe-in setting results in a toe-in setting that is negative, the wheels are aligned to point away from each other (toe-out). This will result in a more aggressive turn-in response, but it can cause the front tires to heat up faster and potentially overheat if too much front toe-out is used, as well as causing the car to be unstable in a straight line for high toe-out values. If the net setting is positive, the wheels are aligned to point towards each other (toe-in). This will reduce heat buildup in the front tires, but can stabilize the car in a straight line.

In addition to the net toe-in setting, each wheel can be adjusted individually to fine-tune the handling characteristics. On a left-turning oval, toeing the wheels to the right (Toe-in for LF, toe-out for RF) will reduce slip angle on a given tire. If the tire is losing grip this can be used to reduce the maximum slip angle it sees and increase grip from the tire, but too much can prevent the tire from achieving maximum grip. Conversely, toeing a wheel to the left (Toe-out for LF, toe-in for RF) will increase the slip angle on a tire. If the tire is not working to its maximum potential this can increase grip but too much can overslip the tire, leading to overheating and a loss of grip.

REAR CORNERS

CORNER WEIGHT

The Corner Weight displays the weight situated on each wheel when the car is stopped and in the garage. These values are crucial in determining how the car will handle as well as providing insight on which adjustments could be needed to alleviate handling issues. Corner Weights are not directly adjustable, but instead are dependent on almost every other option in the garage so it is very important to pay attention to these values when making adjustments. Changing a component without ensuring the weights return to what they were prior to the adjustment can introduce unexpected or undesired handling effects.

RIDE HEIGHT

The Ride Height values are a measurement from the ground to a specific point on the chassis. On the rear end of thecar these values measure to the lower surface on the rear end of the chassis' lower door frame rails, just ahead of the rear wheels. Since various parts of the chassis extend below these points, the Ride Height values are not a representation of the car's ground clearance, but instead are to be used as a reference height for setup changes.

SPRING PERCH OFFSET

The upper spring perches can be moved up or down to adjust the suspension spring preloads, with their position represented as the Spring Perch Offset value in the garage. Lower values will move the perch down and place more load on the spring, which raises the ride height on that corner of the car and increases the corner weight. When adjusted individually these can be used to fine-tune the weight of a given corner, but when adjusted equally on multiple corners this will shift weight around the car without significantly altering the ride heights.

SPRING RATE

Spring Rate is the stiffness value of the suspension's coil spring shown in a force-per-displacement value, either pounds-per-inch (lb/in) or Newtons-per-millimeter (N/mm). Higher values are stiffer springs which will resist compression more as loads increase, resulting in a more consistent aerodynamic platform but reduced mechanical grip. Generally the Right-Rear spring will be run stiffer than the Left-Rear to compensate for the lack of a rear ARB. A softer Left-Rear spring rate will also help to lower the Left-Front of the car, reducing the need for large diameter front ARB and/or high front bar loads.

LS REBOUND

The rear LS (Low Speed) Rebound setting changes how stiff the front shocks are in rebound, or when the suspension is extending, when the shock is moving at a lower velocity (roughly less than 2 inches/second). This is most commonly seen on initial brake application and corner entry, but can also occur in the corners over small bumps. Increasing the rear rebound setting will hold the rear of the car down better than lower settings, but can promote understeer on corner entry. Also, if a track is very bumpy a higher rebound setting can reduce rear grip by not allowing the suspension to move and keep the tire in contact with the track. Adjusted individually, rear rebound can also alter the chassis balance on corner entry: Increasing Left-Rear rebound will increase braking stability and understeer, while increasing Right-Rear rebound will free up the chassis on corner entry.

HS REBOUND

The rear HS (High Speed) Rebound setting changes how stiff the front shocks are in rebound when the shock is moving at higher velocities, usually following suspension compression from a large bump in the track surface. While this setting won't directly influence handling to the level the LS Rebound setting will, improper settings can result in a loss of grip for a given corner. Higher values will prevent the suspension from extending too quickly which can reduce excessive chassis movement while also giving a more solid feel to the driver. Lower values will allow the suspension to extend more freely to keep the tires in contact with the track, but can sometimes result in a less-responsive feel to the driver if set too low.

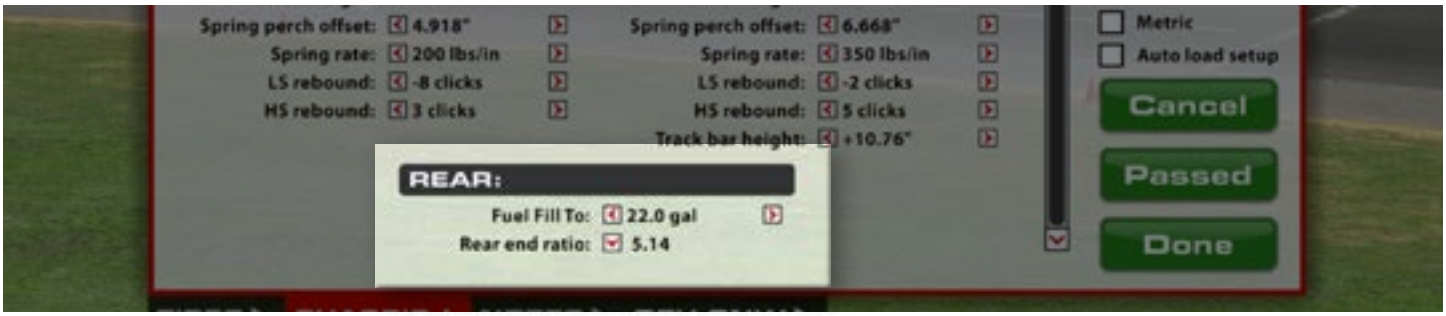
TRACK BAR HEIGHT

The Track Bar is a solid steel rod mounted to the rear axle housing on the left side and to the chassis frame on the right side to hold the rear axle assembly in place. The track bar's left-side mount is fixed to the rear axle while the right-side mount can be raised or lowered to alter both the dynamic loading on the rear tires as well as change the rear suspension's roll stiffness, with both having a large effect on handling characteristics.

Raising the height of the track bar will increase the roll stiffness of the rear suspension and free up the chassis through all phases of cornering. Lowering the track bar will reduce the rear roll stiffness and tighten the chassis while cornering. Since this type of adjustment alters rear roll stiffness it can have a large effect on the chassis's roll attitude, so it's important to keep this in mind while making adjustments.

The SRX car features a "live" track bar mount in the garage, in which the track bar mount value represents where the track bar will be when the car is loaded into the world and is linked directly to Right-Rear Ride Height, changing in the garage as adjustments are made to other chassis settings. In order to prevent unintentional changes during adjustment, it is extremely important to pay attention to the Track Bar mount height and reset it as necessary!

REAR



FUEL FILL TO

The Fuel Fill To setting alters the amount of fuel in the fuel tank when the car leaves the garage. Most races will be shorter than what a full tank is capable of, so it is important to get a good fuel reading in practice and carry no more fuel than is necessary for a race to keep overall vehicle weight low.

REAR END RATIO

The Rear End Gear Ratio is the ratio between the driveshaft pinion and the differential ring gear. Higher number values produce better acceleration but reduce top speed, lower number values reduce acceleration but result in a higher top speed. Generally it is good to gear the car to hit the engine rev-limiter briefly before reaching the braking zone for a corner.

SETUP TIPS

The SRX car is meant to be run as a fixed-setup car to showcase driver talent and skill. However, should you wish to modify the chassis setups for Leagues or Hosted events there are a few simple tips to follow to keep the car behaving well.

RIDE HEIGHTS & ATTITUDE

Generally, the SRX car will want to maintain a consistent chassis and body attitude as much as possible during a lap. Under braking and throttle this can be hard to manage due to the higher loads in these phases, but the car will rarely be upset by dive and squat on entry and exit. Through the center of the corner, aim for a visible gap underneath the front and sides of the car, usually 1.5-3" is enough to keep the car steady and clear of any large bumps. Unlike other cars of this era the SRX car will not gain much performance by running closer to the track, therefore it is usually preferable to raise the car enough to clear any large bumps and tune the rear heights so the car is roughly level, front-to-rear, through the center of the corner. Once this has been accomplished, other aspects of the setup can be adjusted with reliable results.

SPRINGS

Due to the lack of major aerodynamic contributions, the springs will provide most of the grip available while on track. Generally, a rule of thumb is to first set the springs to achieve the desired ride heights and body attitude, then alter the rates slightly to handle bumps if needed. Spring rate ranges will change based on the track's characteristics, with higher-load tracks allowing stiffer springs. Instead of using springs to tune handling, it's best to set the springs as soft as possible while maintaining the desired heights and using corner weight placement to dial in handling.

CORNER WEIGHTS

With the SRX car being almost entirely dependent on mechanical grip the corner weights and wheel loads are the single most powerful setup option in the garage. In many cases, a crossweight change of 1-2% is enough to completely change how the car drives.

To adjust crossweight without introducing other issues, follow these steps:

- Note the current ARB Preload and disconnect the bar. Once disconnected, increase the ARB Arm End option to a large positive value, which will prevent the bar from influencing other adjustments while disconnected.
    - If the bar has a large amount of preload this may cause the ride heights to move into illegal ranges. This is okay, as they should return to legal ranges when the bar is reattached and loaded.
- Using the Spring Perch Offsets, adjust the crossweight by making the following changes:
    - Increase Crossweight
        - Right Rear - Right Click (Increase value, decrease corner weight)
        - Left Rear - Left Click (Decrease value, increase corner weight)
        - Left Front - Right Click (Increase value, decrease corner weight)
        - Right Front - Left Click (Decrease value, increase corner weight)

CORNER WEIGHTS (CONT)

- Decrease Crossweight
  - Right Rear - Left Click (Decrease value, increase corner weight)
  - Left Rear - Right Click (Increase value, decrease corner weight)
  - Left Front - Left Click (Decrease value, increase corner weight)
  - Right Front - Right Click (Increase value, decrease corner weight)

- If you're new to the setup process, keep these adjustments to one or two clicks at a time and watch what happens to the chassis. If you're comfortable with the adjustments, multiple clicks (Shift-Click is equal to 5 clicks) can be made as long as you keep track of everything that's changing. Always pay attention to the ARB preload to make sure it stays at zero during crossweight adjustments. If it registers a value, simply adjust the ARB Arm End to remove the preload and continue with weight adjustments.

- Once the desired crossweight change has been made, reattach the ARB and preload the bar to what it was initially. Following these steps you should now have a change in crossweight with almost no change in ride heights or alignment!

Deciding on a crossweight adjustment is usually fairly simple, it will come down to how the car is behaving through the center and on throttle application. If the car understeers through the center or has too much rear traction on throttle, decrease the crossweight. If the car oversteers through the center or the rear tires spin too easily on initial throttle, increase the crossweight.

It is also very important to focus on crossweight adjustments progressively through the corner: Start with entry and work on the car around the corner. It's very easy to fall into the trap where the rear of the car loses grip on exit and the driver wants more crossweight to correct that, when the root cause is understeer through the center of the corner. This understeer will result in the driver applying too much steering input and over-slipping the front tires, which "bite" as steering is removed through corner exit and causing the rear to lose traction. In this situation, adding crossweight will make the center of the corner worse and potentially make the car "looser" on exit. This pitfall can be avoided by looking at the tire temperatures screen (after a steady run without spins) and noting whether the temperatures show hotter on the RF than the RR tire, an indication that the car is understeering and the crossweight needs to be reduced. This will often, counter-intuitively, tighten the car on exit and free the car up through the center.

ADJUSTING FOR WEATHER AND TIME-OF-DAY

Varying weather conditions and race start times can greatly affect the amount of grip available from the track surface. Hotter track temperatures will produce less grip and often cause the car to oversteer, especially on throttle, while cooler tracks will increase grip and shift the balance towards understeer. To correct for weather and track temperature changes, the only adjustment needed is crossweight: Increase crossweight for warmer temperatures, decrease it for cooler temperatures.

FINAL CONSIDERATIONS

The SRX car is one of the simplest cars to work on and set up due to the lack of aerodynamics influencing handling balance. Mechanical adjustments are very sensitive and small changes can go a long way, so keep adjustments small and work towards a goal without making large overhauls to the setup. The baseline setups provided with the car are close to where the car would like to be run as far as heights and weight balance, but are tuned more towards mild understeer to make the car more approachable. Keep it simple, make small adjustments, and you should be able to get wherever you want to go!