

# CLIO CUP



air temp	
track temp	
weather	<b>DRY</b>
humidity	
wind	

Track	
Date	
session	
driver	
engineer	
track length	

chassis	<b>CLIO CUP</b>
engine	<b>M5MA400</b>
Km	
gearbox	<b>ST 82/17</b>
ECU	<b>SQ7Di</b>

Set-up						
static ground clearance / front			Front Geometrie		Front anti-roll bar	
	real		Roll center height (straight line)	<b>34 mm</b>	Diameter	<b>22,5mm 98Rs</b>
<b>120</b>	reference	<b>120</b>			bearing	<b>Ø19mm</b>

Front Left		unsprung mass (kg)
Camber	<b>-3°30'</b>	<b>53</b>
Toe (+ OUT)	<b>-0°05'</b>	sprung mass (kg)
Alignment	<b>/</b>	<b>317</b>
Caster angle read	<b>4°50'</b>	Front Left weight
spring (N/mm)	<b>110</b>	<b>370</b>
Ratio spring / wheel	<b>1,03</b>	
Packers	<b>NO packer</b>	
bump stop	<b>Ø45x30mm</b>	
clearance stop	<b>/</b>	
damper	<b>SACHS RD45-1</b>	
rebound	<b>5</b>	
bump	<b>5</b>	
tyre pressure	<b>2,35</b>	
adherence coefficient	<b>1,6</b>	
vertical stiffness (N/mm)	<b>320</b>	
under load radius	<b>291</b>	

unsprung mass (kg)	Front Right	
<b>53</b>	Camber	<b>-3°30'</b>
sprung mass (kg)	Toe (+ OUT)	<b>-0°05'</b>
<b>317</b>	Alignment	<b>/</b>
Front Right weight	Caster angle read	<b>4°50'</b>
<b>370</b>	spring (N/mm)	<b>110</b>
	Ratio spring / wheel	<b>1,03</b>
	Packers	<b>NO packer</b>
	bump stop	<b>Ø45x30mm</b>
	clearance stop	<b>/</b>
	damper	<b>SACHS RD45-1</b>
	rebound	<b>5</b>
	bump	<b>5</b>
	tyre pressure (hot)	<b>2,35</b>
	adherence coefficient	<b>1,6</b>
	vertical stiffness (N/mm)	<b>320</b>
	under load radius	<b>291</b>



Rear Left	
Camber	<b>-2°</b>
Toe (+ OUT)	<b>+0°02'</b>
Alignment	<b>/</b>
Caster angle read	<b>/</b>
spring (N/mm)	<b>80</b>
Ratio spring / wheel	<b>1,04</b>
Packers	<b>NO packer</b>
bump stop	<b>Ø45x35mm</b>
clearance stop	<b>/</b>
damper	<b>SACHS RD36-1</b>
rebound	<b>8</b>
bump	<b>8</b>
tyre pressure (hot)	<b>2,25</b>
adherence coefficient	<b>1,6</b>
vertical stiffness (N/mm)	<b>320</b>
under load radius	<b>293</b>

Rear Right	
Camber	<b>-2°</b>
Toe (+ OUT)	<b>+0°02'</b>
Alignment	<b>/</b>
Caster angle read	<b>/</b>
spring (N/mm)	<b>80</b>
Ratio spring / wheel	<b>1,04</b>
Packers	<b>NO packer</b>
bump stop	<b>Ø45x35mm</b>
clearance stop	<b>/</b>
damper	<b>SACHS RD36-1</b>
rebound	<b>8</b>
bump	<b>8</b>
tyre pressure (hot)	<b>2,25</b>
adherence coefficient	<b>1,6</b>
vertical stiffness (N/mm)	<b>320</b>
under load radius	<b>293</b>

Set-up						
static ground clearance / rear			Rear geometrie		Rear anti-roll bar	
<b>220</b>	real	<b>220</b>	Roll center height	<b>/</b>	Type	<b>0 98rs</b>
	reference		Anti-Dive	<b>/</b>	Raideur	<b>reinforced rear axle</b>
			Anti-Squat	<b>/</b>	Rear Wing	
					angle	<b>not adjustable</b>
					gurney	<b>/</b>

**Notes**

**DAMPERS**  
 The Dampers are adjustable for bump and rebound at the same time on the piston rod, using the lower Knurling wheel  
 The damping force is adjusted by hand without tools. During the adjustment you should notice a "click" at each position  
 Softer = Arrow direction "-"  
 Harder = Arrow direction "+"  
 => To reach the indicated "click" value of the setup document, first turn the knurling wheel in the "+" direction until it is completely closed. Then turn the desired number of clicks in the "-" direction to reach the setup  
 CAUTION : Do not turn the knurling wheel more than 20 clicks in the "-" direction.



