

CLIO CUP



weather **WET**

chassis	CLIO CUP
engine	M5MA400
unladen weight	1070
driver + fuel	90
TOTAL	1160

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

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

Front Left		unsprung mass (kg)
Camber	-3°30'	53
Toe (- IN)	-0°05'	sprung mass (kg)
Alignment	/	317
Caster angle read	4°50'	Front Left weight
spring (N/mm)	110	370
Ratio spring / wheel	1,03	
Packers	NO packer	
bump stop	Ø45x30mm	
clearance stop	/	
damper	SACHS RD45-1	
rebound		
bump	16	
tyre pressure	2,35	
adherence coefficient	1,6	
vertical stiffness (N/mm)	320	
under load radius	291	

unsprung mass (kg)	Front Right	
53	Camber	-3°30'
sprung mass (kg)	Toe (- IN)	-0°05'
317	Alignment	/
Front Right weight	Caster angle read	4°50'
370	spring (N/mm)	110
	Ratio spring / wheel	1,03
	Packers	NO packer
	bump stop	Ø45x30mm
	clearance stop	/
	damper	SACHS RD45-1
	rebound	
	bump	16
	tyre pressure (hot)	2,35
	adherence coefficient	1,6
	vertical stiffness (N/mm)	320
	under load radius	291



Rear Left	
Camber	-2°
Toe (+ OUT)	+0°02'
Alignment	/
Caster angle read	/
spring (N/mm)	80
Ratio spring / wheel	1,04
Packers	NO packer
bump stop	Ø45x35mm
clearance stop	/
damper	SACHS RD36-1
rebound	
bump	11
tyre pressure (hot)	2,25
adherence coefficient	1,6
vertical stiffness (N/mm)	320
under load radius	293

unsprung mass (kg)	40,5
sprung mass (kg)	169,5
rear left weight	210

40 kg fuel	
70 kg driver	
total weight	

unsprung mass (kg)	40,5
sprung mass (kg)	169,5
rear right weight	210

Rear Right	
Camber	-2°
Toe (+ OUT)	+0°02'
Alignment	/
Caster angle read	/
spring (N/mm)	80
Ratio spring / wheel	1,04
Packers	NO packer
bump stop	Ø45x35mm
clearance stop	/
damper	SACHS RD36-1
rebound	
bump	11
tyre pressure (hot)	2,25
adherence coefficient	1,6
vertical stiffness (N/mm)	320
under load radius	293

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

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.