

## **BUMP AND REBOUND EXPLAINED**

*The rules for Slow Bump/Rebound settings:*

- *If weight transfer is too fast which result in loss of grip, try to increase front and rear and vice versa.*
- *If the car under steers in corner entry and exit, increase rear OR decrease front.*
- *If the car over steers in corner entry and exit, decrease rear OR decrease front.*

*Fast Bump/Rebound settings:*

- *On a bumpy track where you lack grip over bumps and curbs, try to decrease front and rear.*
- *If the car bounces over bumps resulting in loss of grip, increase front and rear.*
- *If the car under steers over bumps, increase rear OR decrease front.*
- *If the car over steers over bumps, decrease rear OR increase front.*

*Lower settings (eg 1) = dampers offer less resistance so springs are pretty much free to move as they please*

*Higher settings (eg 20) = dampers will "hold" or the slow springs' movement down and so stop them reacting as fast ...*

1. **Fast Bump** - Controls the rapid upward movement of this suspension corner following bumps and curbs. This Bump is described as "Fast" because the damper is moving up (compressing) in a rapid motion, usually above 100mm/sec (use telemetry). So this adjustment controls how a tyre conforms to the road as it's negotiating the leading edge-topeak of a bump or road undulation. If you find the car pushing to the outside of the track in a "skating" fashion over bumps, then soften (lower) this setting. If the car floats and changes direction erratically, then stiffen (higher) this setting. When in doubt, go softer.

**Slow Bump** - Controls the mild UPWARD movement of this suspension corner caused by a driver input (steering, braking, throttle). This Bump is described as "Slow" because the damper is moving up (compressing) in a slow motion, usually below 70mm/sec damper speed (use telemetry). Used to affect chassis balance while we are transitioning into, and out, of the corners. Decreasing this number will speed up how quickly a corner accepts weight transfer while we are transitioning. Increasing will slow it down.

**Fast Rebound** - Controls the rapid DOWNWARD movement of this suspension corner following bumps and curbs. This Rebound is described as "Fast" because this damper is moving down (extending) in a rapid motion, usually above 100mm/sec (use telemetry). So this adjustment controls how a tyre conforms to the road as it's negotiating the peak-to-trailing edge of a bump or road undulation. If the fast bump setting has been changed, then it's usually a good idea to change fast rebound in a similar manner.

**Slow Rebound** - Controls the mild DOWNWARD movement of this suspension corner caused by a driver input (steering, braking, throttle). This Rebound is described as "Slow" because the damper is moving down (extending) in a slow motion, usually below 70mm/sec damper speed (use telemetry). Used to affect chassis balance while transitioning into, and out, of the corners. Decreasing this number will speed up how quickly this corner gives up - or "sheds" - weight transfer while we are transitioning. Increasing this setting will slow it down.