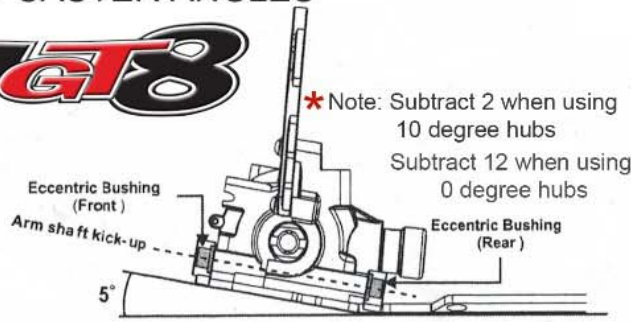


GT CASTER ANGLES



* Note: Subtract 2 when using 10 degree hubs
Subtract 12 when using 0 degree hubs

- Adjust the front caster angle by changing the "Eccentric Bushing" on the front lower arm.
- The final caster also depends on the kick-up setting.

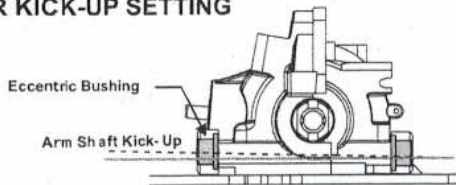
TOTAL CASTER = CHASSIS KICK-UP + C-HUB CASTER + ARM SHAFT KICK-UP

Example :
Total Caster 19° = Chassis Kick-up 5° + C-hub Caster 12° + Arm Shaft Kick-up +2°
Total Caster 17° = Chassis Kick-up 5° + C-hub Caster 12° + Arm Shaft Kick-up 0°
Total Caster 15° = Chassis Kick-up 5° + C-hub Caster 12° + Arm Shaft Kick-up -2°

Caster angle	Characteristics
Less caster	Increases off-power steering into a corner. Decreases on-power steering out of and in a corner. Decreases straight-line stability.
More caster	Decreases off-power steering into a corner. Increases on-power steering out of and in a corner. Increases straight-line stability.

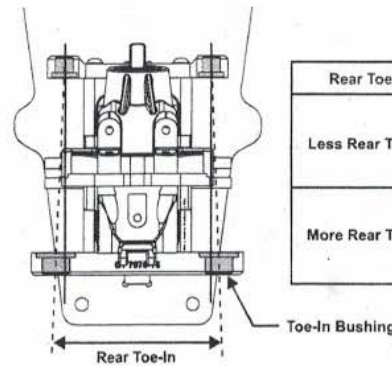
FF	FR	Arm Shaft Kick-Up	Total Caster *
1	↓ (Reverse)	+2°	19°
0.5	↓ (Reverse)	+1.5°	18.5°
1	0	+1°	18°
0.5	0	+0.5°	17.5°
0	0	0°	17°
0	0.5	-0.5°	16.5°
0	1	-1°	16°
↓ (Reverse)	0.5	-1.5°	15.5°
↓ (Reverse)	1	-2°	15°

REAR KICK-UP SETTING



Rear Kick-Up	Characteristics
Less Rear Kick-Up	<ul style="list-style-type: none"> ● Absorb road shock less. ● Applicable flat surface.
More Rear Kick-Up	<ul style="list-style-type: none"> ● Absorb road shock more. ● Applicable uneven surface.

REAR TOE-IN SETTING



Rear Toe-In	Characteristics
Less Rear Toe-In	<ul style="list-style-type: none"> ● Reduced Grip. ● Oversteer tendency. ● Linear acceleration over the instability.
More Rear Toe-In	<ul style="list-style-type: none"> ● Increased grip. ● Understeer tendencies. ● Linear acceleration than the stability.

RF	Rear Kick-Up
3.3	2.8°
3	2.5°
2.5	2°
2	1.5°
2 (Reverse)	1°
2 (Reverse)	0.5°
2 (Reverse)	0°

RR	Rear Toe-In
L3.5 R3.5	3.5°
L3.3 R3.3	3.3°
L3 R3	3°
L2.5 R2.5	2.5°
L2 R2	2°