



AMF Motorsports
22 Mill Road
West Chesterfield, NH 03466
Phone: 603-256-6800

ÖHLINS OVAL TRACK TUNING GUIDE

PUSH ON ENTRY

- A) DECREASE COMPRESSION RF
- B) DECREASE COMPRESSION BOTH FRONTS

PUSH IN MIDDLE

- A) DECREASE FRONT BAR
- B) INCREASE SPRING RATE LF
- C) DECREASE REBOUND LF
- D) INCREASE COMPRESSION RR
- E) INCREASE REBOUND RF

PUSH ON EXIT

- A) INCREASE REBOUND RF
- B) DECREASE REBOUND LF
- C) DECREASE REBOUND RR
- D) INCREASE REBOUND LR
- E) EQUALIZE REBOUND ON BOTH REARS
- F) ADD COMPRESSION JET RR

LOOSE ON ENTRY

- A) INCREASE COMPRESSION RF
- B) INCREASE COMPRESSION BOTH FRONTS
- C) DECREASE REBOUND LR
- D) ADD COMPRESSION JET RF

LOOSE IN MIDDLE

- A) DECREASE SPRING RATE RR
- B) DECREASE SPRING RATE LF
- C) DECREASE COMPRESSION RR
- D) DECREASE REBOUND RF
- E) DECREASE REBOUND LR
- F) DECREASE REAR TIRE STAGGER

LOOSE ON EXIT

- A) DECREASE SPRING RATE RR
- B) DECREASE REBOUND RF
- C) INCREASE REBOUND RR
- D) DECREASE COMPRESSION RR
- E) INCREASE REBOUND LF
- F) DECREASE REBOUND LR
- G) DECREASE REAR TIRE STAGGER

DAMPING USUALLY EFFECTS:

COMPRESSION IN FRONT

- A) ENTRY
- B) MIDDLE

COMPRESSION IN REAR

- A) MIDDLE
- B) EXIT

REBOUND IN FRONT

- A) MIDDLE
- B) EXIT

REBOUND IN REAR

- A) ENTRY
- B) MIDDLE