

TORSION BARS

The suspensions should carry out different jobs in different conditions: they must be able to absorb holes and bumps, get the best performance in corners and keep the vehicle stable under braking and acceleration.

It is often very difficult to obtain good cornering performance having a frame with soft springs, at the same time too rigid frames make the vehicle ungovernable in case of holes or disconnections.

The result is often a compromise. Generally in track uses, we tend to have a fairly rigid frame but able to absorb the bumps of the asphalt. Unfortunately, these arrangements are not sufficiently rigid for optimal performance and generate cornering roll, putting a strain on the tires and the characteristic angles.

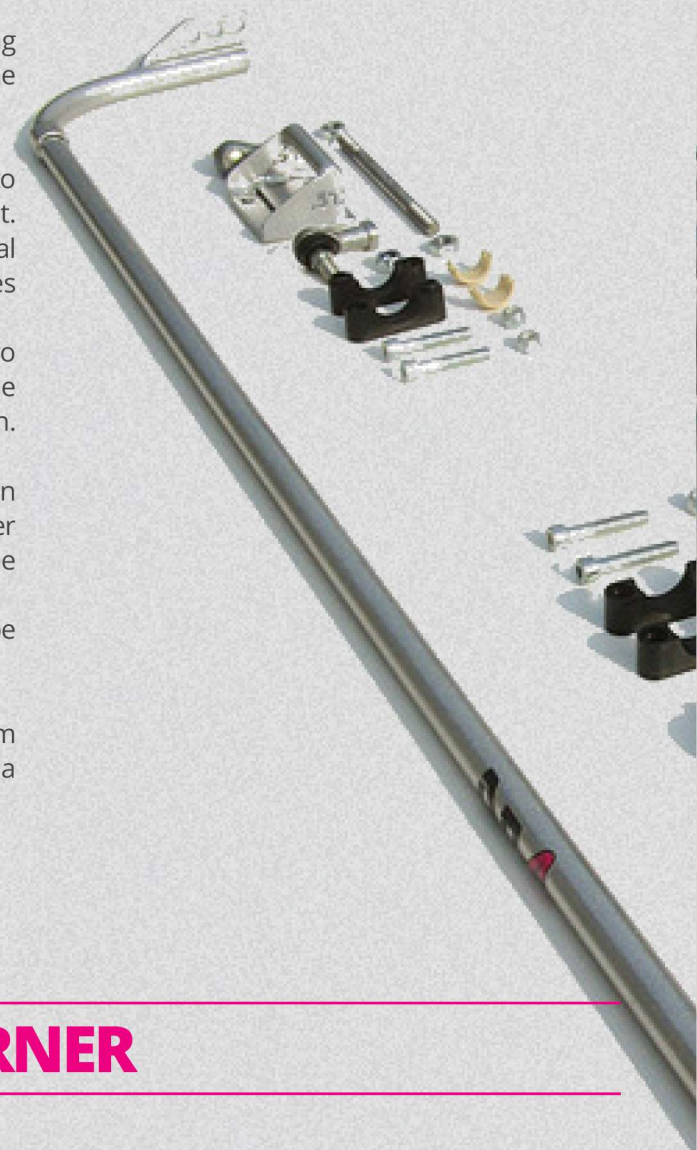
For this reason the torsion bars have been introduced: tying the two suspensions together with the frame, they tend to keep the vehicle "plate" in the curve, without interfering in case of hole or disconnection.

The torsion bars are also used to change the behavior of the vehicle in a curve: stiffening the rear torsion bar will make the vehicle more over steering, softening them will make the vehicle more under steering. The same goes for the forehand but backwards.

Road vehicles are designed to be safe and therefore they tend to be often much under steering.

This trend, which is useful for the average user, becomes a problem on the track uses and in racing where you require a quick turn-in and a very responsive and fast vehicle.

Too much over steering on the other side leads to problems of instability and makes the vehicle difficult to drive. Our torsion bar kits are designed to reduce the problems of under steering and are adjustable so that the user can find the right compromise of over steering basing on the type of circuit and / or their driving style.



BEST PERFORMANCE IN CORNER

