

# RENAULT SPORT TECHNOLOGIES

## LAURENT HURGON RECOMENDATIONS



## MEGANE RENAULTSPORT 275 TROPHY AND MEGANE RENAULTSPORT 275 TROPHY-R



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Mégane Renaultsport 275 Trophy and Trophy-R	Damper Set-up		Michelin Pilot Sport Cup 2 tyre pressures		Ground Clearance
	Front	Rear	Front (bars)	Rear (bars)	Front
<p>Vehicles are set at the factory according to the 'Road' set-up, dampers (number of clicks), spring cup (damper 150mm)</p> <p>These set-ups are to be considered as recommendations which come from the settings used during our practice sessions. The data below are subject to change depending on driving style, mileage etc</p>					
Road Set-up (Factory delivery)	5	10	2.2	2.0	150 mm (factory)
Road Set-up Sport	3	8	2.2	2.0	150 mm (factory)
Quick Track Dry	4	9	2.0	2.0	150 mm (factory)
Quick Track Wet	5	10	2.2	2.2	142 mm
Slow Track Dry	3	10	1.9	2.2	150 mm (factory)
Slow Track Wet	5	9	2.2	2.2	142 mm
Nürburgring Record Lap	4	9	2.0	2.0	142 mm
'B road' – bumpy conditions	20	30	2.0	2.0	150 mm (factory)
'B road' – bumpy wet condition	20	30	2.0	2.0	142 mm

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In case of understeer (loss of front grip)	+2 clicks (soften)	-2 clicks (harden)		+0.2 bars	- 4 mm / -8 mm
	In case of understeer at the turn-in, we recommend a tweak on the front dampers and to raise the tyre pressure on the rear. In case of understeer at the turn exit, we recommend to tweak the front & rear dampers On wet track, lower the front ground clearance.				
In case of oversteer (loss of rear grip)	-2 clicks (harden)	-2 clicks (harden)		-0.2 bars	
	In order to reduce oversteer, harden the dampers front and rear and adjust the rear tyre pressure				
Grip at the turn exit	+1 click (soften)		-0.1 bars	+0.2 bars	
	To enhance the grip at the turn exit, soften the front dampers (for a better contact between wheels and ground)				
<u>Damper set-up :</u>	<p>The driver can adjust the dampers, there is a knob at the lower part of the damper. One ‘noisy click’ confirms each adjustment.</p> <p>All the setups recommended are to be done starting the « 0 » position, the « 0 » position is the one when you turn tightened the knob clockwise at the maximum, which corresponds to the harder setup.</p> <p>The setup amplitude is of 20 clicks at the front and 30 clicks at the rear (0 being the harder, 20/30 the softer).</p> <p>The setup is a coefficient: it affects compression and release</p> <p>/!\ The extreme setups (0 click at the front and rear for example) are not ideal for the comfort, and do not necessarily enhance the performance (grip, potential,...)</p>				
<u>Ground clearance :</u>	<p>It is possible to adjust the front ground clearance by turning the counter-bolt anti-clockwise, then in turning the lower spring cup until getting the height needed. It is possible to lower the vehicle by 8mm at the front, which corresponds to the minimum allowed by the styli. Don’t forget to re-tightened the counter-bolt</p> <p>On the Mégane Renaultsport front axle, lower the ground clearance to enhance the aerodynamics (SCx) and so the top speed, but the side effect is that it lowers the front roll centre.</p>				
<u>Tyre pressures :</u>	<p>The tyre recommended pressure is on cold tyres. Set them on cold tyres and also measure them again when hot.</p> <p>In case of high temperatures (track and tyres), we advise to lower the front tyres pressure... We recommend not to go over 2.5 bars on the front tyres while hot.</p> <p>/!\ Please don't forget to re-inflate the tyres before leaving the track in order not to damage the tyres and also for legal reasons.</p> <p>/!\ The recommended track pressures are below the lowest pressures allowed on roads and raise the fuel consumption</p>				

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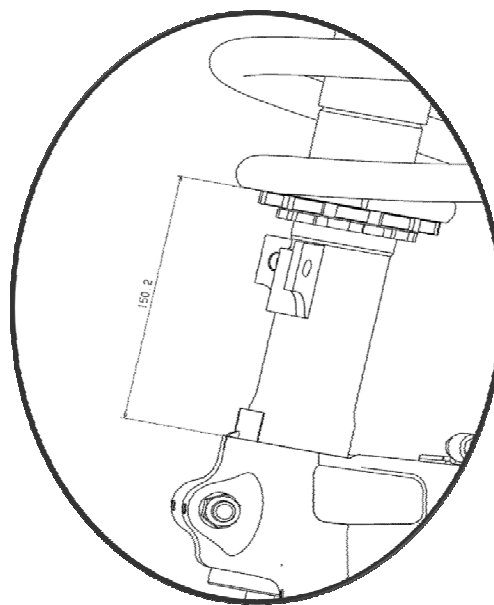
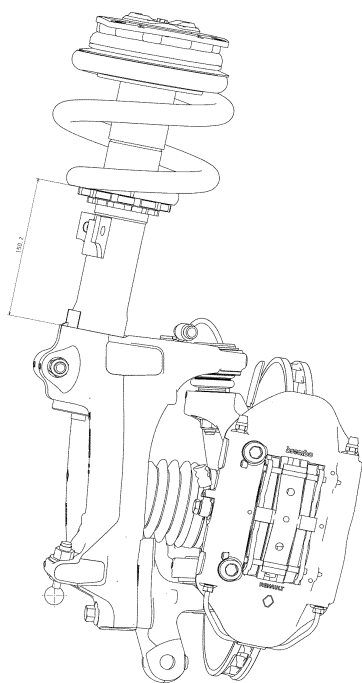
## Adjustment methodology :

Modify only one thing each time in order to evaluate if it has enhanced the car capacity or not. Don't hesitate to do a counter-test (setup A-B-A) in order to validate the enhancement. Be careful with track variables (temperature, state of tyres, track knowledge and driver lines)

The clicks perform quickly so modify click by click. Click settings are sensitive, i.e one click makes a big difference on these dampers

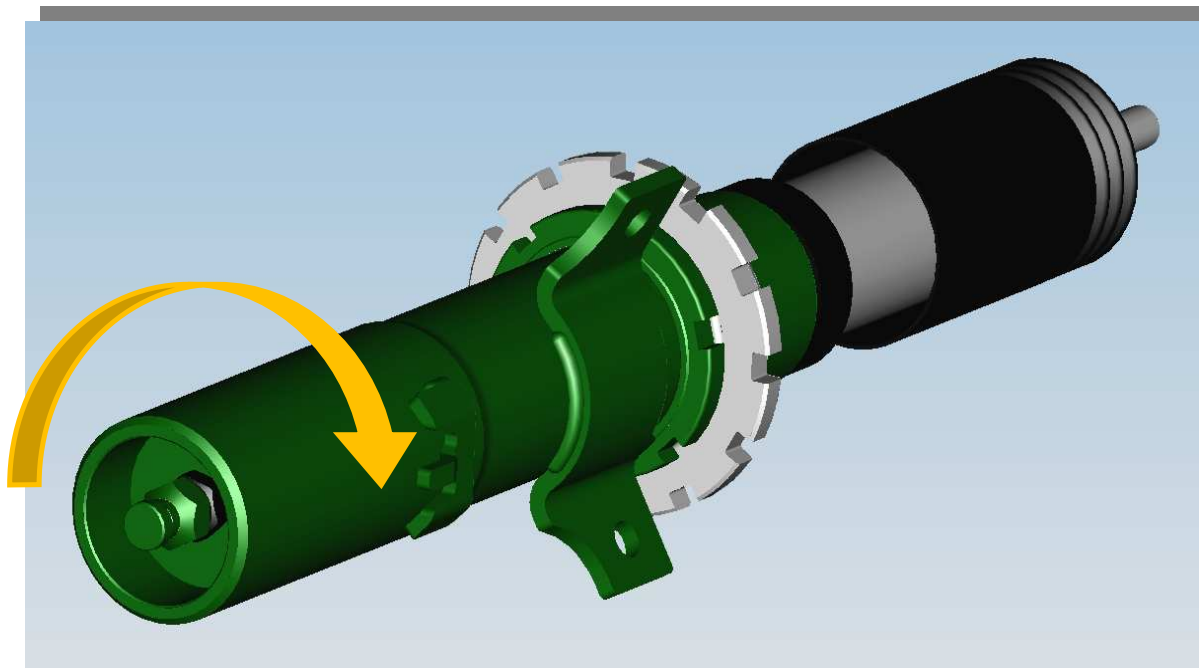
## Set-up of front dampers

- Standard ground clearance set-: 150 mm
- Minimum set-up: 142 mm



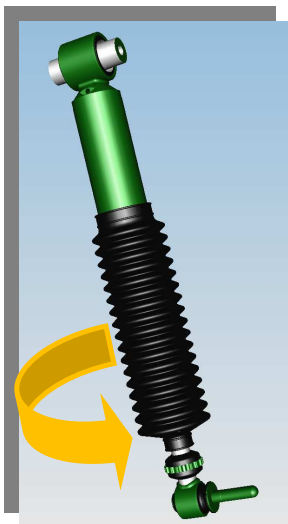
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## Front & Rear Dampers hydraulic setup



### **Way of rotating to modify the set-up of front dampers:**

- Turn Clockwise to harden
- The driver can adjust the dampers by turning the knob located at the basis of the damper. One click will confirm each adjustment.
- the « 0 » position is when the knob is fully tightened



### **Way of rotating to set-up the rear dampers:**

- Turn Clockwise to harden
- The driver can adjust the dampers by turning the knob located at the basis of the damper. One click will confirm each adjustment.
- the « 0 » position is when the knob is fully tightened