Toe adjustments

What is the toe?

The toe is the angle of the front wheels when the car is viewed from the top. In most cars, the wheels are not parallel. Depending on your driving style you can either open the toe or close it.

Influence of the toe

Toe-in : reduced oversteer, help steady the car and enhance high-speed stability. For rear wheel drive it is good practice to have a very small toe in to compensate for the play in the bushing that will tend to toe out when accelerating.

Toe-out: reduced understeer, helping free up the car, especially during initial turn-in while entering a corner.

Neutral toe: Faster on straight speed. Slightly less agile in corners. More stable on low grip surfaces.

On MicroTurismo we recommend using a neutral toe or a very low toe (in or out). Especially, if you're running on a low grip floor like wooden or marble. However a slight toe, no more than 1° to 2° can be very useful and faster on some tracks.

2 ways to adjust the toe:

- 1- By sliding support plate:
- 2-By swapping pin steer plate

Sliding support plate

1- Unscrew by ½ turn the the x2 screws SCW3006





2- Flip the car and gently push up the support plate: push towards the front of the car for toe-out, backwards for toe-in.

If there is too much resistance, unscrew the SCW3006 by one more ½ turn. The ident holes are meant to show position accurately and facilitate the alignment. Refer to the front frame and support plate holes table underneath or in the annexe.



We recommend to not exceed these maximum toe for the formula set up



Front frame and support plate hole reference

Swapping Pin steer plate table

If the 1st method doesn't allow you to change the track as you would like too (for example, adapting to a very tight bodywork). You can change your toe by swapping the pin steer plate and use holes that are closest to your target.

Check out the pin steer plate table underneath or in the Annexe

Example:

Say you have a neutral toe with the holes number 14 of pin steer plate size 2

1- Unscrew the x2 SCW1603 to remove the pin steer plate



2- Swap to:

- Holes 13 of pin steer plate size 5 for an increased toe out
- Holes 15 of pin steer plate size 4 fo for an increase toe in



Set-up designation:

To make the adjustment simplified and universal to the community we will list the parameters as follow:

Microturismo Formula bodywork: Front rod hole S19 - Pin steer plate #2 hole 14 - Neutral toe PO2/S11



Adjust servo gap

There should always be a sufficient gap between the servo bracket and the pin steer plate. If the gap is not enough there will be excessive force applied to the servo and this will damage it.

In neutral steering (wheel going straight) you should always have a gap between 2 to 4 mm between servo bracket and the pin steer plate. When you steer right or left the gap will reduce and be almost 0mm.

To extend the gap you can slide the servo by releasing the x2 SCW3006.



If you cannot make a sufficient gap by this method you can either

Slide servo from the other side (only for wide tracks)

If you can't extend the gap you can either fit the servo from the other direction.

- 1- Remove the servo
- 2- Fit it in its socket from the other side

Remove servo flanges to accommodate any distance (For all setups, permanent modification)

In some instances you will have to modify the servo to accomodate a very specific setup.

1- Remove the servo,

2- Remove the 2 flanges with sharp side cutters. Use a fine file to gently remove any excess remaining plastic.

3- Adjust and lock-up the servo in place by tightening the 2x SCW3006

