

MÉGANE R.S. TROPHY-R

SETTINGS MANUAL
CHASSIS SYSTEM



ADJUSTMENTS

Mégane R.S. Trophy-R has 3 possible settings for the suspension system: dampers, body height and tyre pressures.

ADJUSTMENT METHOD

Make only one adjustment at a time! Do not hesitate to double-check (A-B-A adjustment) to confirm an improvement.

Pay attention to the "circuit" effects (temperature variation, tyre wear, driver's knowledge of the circuit and trajectories)!

The "clicks" take effect quickly: proceed one click at a time.

The various adjustments have been tested by Renault Sport Cars, which made sure that, whatever the adjustment combination is, only the response/comfort/behaviour compromise is modified.

ADJUSTING THE DAMPER

The driver can adjust the dampers with the scroll wheel located at bottom of the damper. An audible "click" confirms each adjustment.

All the recommended adjustments are to be made from the "0" position of the 'click', i.e. by tightening fully (clockwise) the adjustment screw (without forcing against the stop), which corresponds to the hardest damper setting.

The maximum adjustment amplitude is 20 'clicks' at the front and 30 'clicks' at the rear (0 = hardest, 20/30 = softest).

The adjustment is a 'coefficient': it acts on bump and rebound.

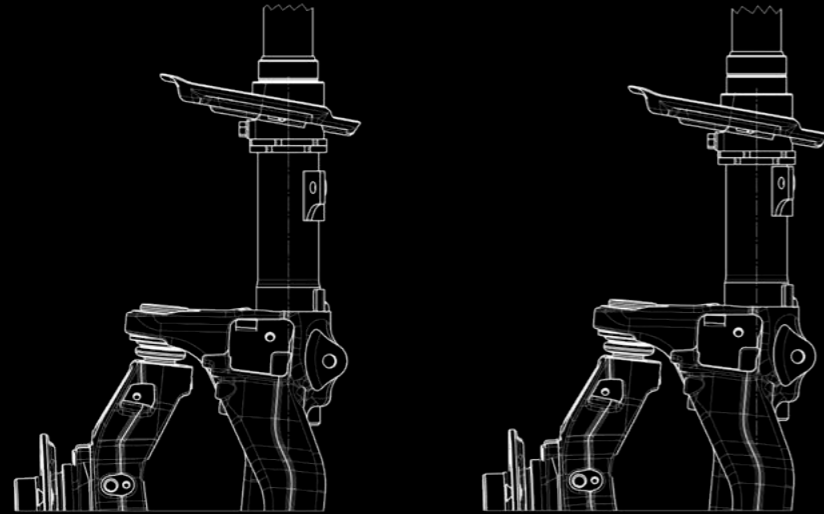
!/ The extreme settings (0 clicks at the front and the rear) produce a very hard ride, but do not necessarily improve the performance (traction, performance, etc.)



ADJUSTMENTS

BODY HEIGHT

FRONT AXLE : The front body height can be modified by unscrewing the locknut, then the nut which lowers the bottom spring seat to obtain the required height. The vehicle can be lowered by -16 mm at the front, which corresponds to the minimum allowed by the thread, i.e. -15 mm of adjustment on the damper or -16 mm on the body height.

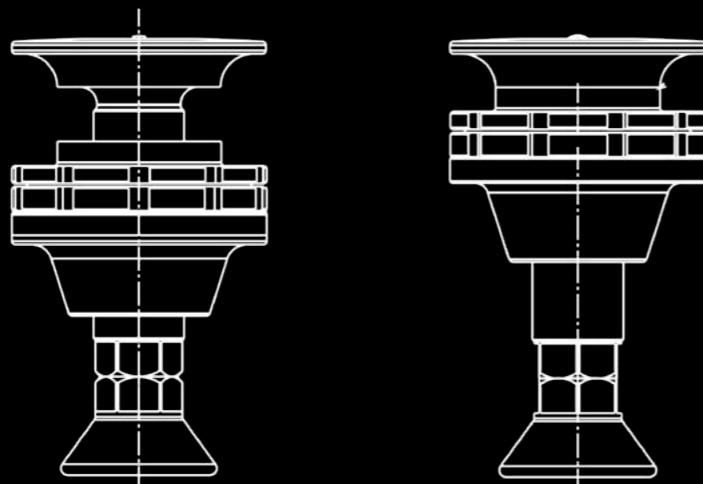


HIGH RIDE HEIGHT

LOW RIDE HEIGHT

REAR AXLE : For vehicles equipped with adjustable rear stops and short springs (accessories available on the website: shop.renaultsport.com/RSperformance), the rear body height can also be modified by unscrewing the locknut of the adjustable bump stop (accessory) then by turning the bottom spring seat to obtain the required height. The vehicle can be lowered by -16 mm at the rear, which corresponds to the minimum allowed by the thread, i.e. -14 mm of adjustment on the stop or -16 mm on the body height.

!! If the body height is changed, you must correct the headlight height setting.



HIGH RIDE HEIGHT

LOW RIDE HEIGHT

TYRE PRESSURES

The recommended pressures are given for cold tyres. In case of high temperatures (circuits/tyre), you are recommended to reduce the front tyre pressures. For example, we recommend not exceeding 2.5 bars when hot at the front.

!! Do not forget to readjust the tyre pressures before leaving the circuit to avoid damaging the tyres and to comply with regulations!

!! The recommended circuit pressures are less than the minimum legal pressures on road and increase fuel consumption.

CARBON WHEELS SCREW TIGHTENING

When replacing alu wheels by carbon wheels or vice versa, only use the bolts provided and tighten them to a torque of 130 Nm.



ADJUSTMENTS

The adjustments proposed here are recommendations resulting from the adjustments made during our tuning sessions. The values to be applied may vary depending on your driving style and any differences between your vehicle (mileage, equipment, etc.) and the series low-mileage vehicle.

MÉGANE R.S. TROPHY-R	DAMPERS ADJUSTMENT		BODY HEIGHT		TYRE PRESSURES BRIDGESTONE S007	
	FRONT (cliks)	REAR(clicks)	FRONT (mm)	REAR (mm)	FRONT (bars)	REAR (bars)
ROAD USE RIDE HEIGHT (homologated factory setting)	8	9	0	0	2.2	2.1
LOW RIDE HEIGHT ⁽¹⁾ (fast circuit on dry track) ⁽²⁾	6	7	-16	-16	2.1	2.3
LOW RIDE HEIGHT ⁽¹⁾ (slow circuit on dry track) ⁽²⁾	7	8	-16	-16	2.1	2.3

From the above settings, additional recommendations :

	+2 CLIKS (To soften)	-2 CLIKS (To harden)		+5 vs low ride height		+0.2 BARS
IN CASE OF UNDER-STEERING (loss of front axle grip)	In case of under-steering when entering the corner, we recommend adjusting the front dampers and increasing the rear tyre pressures. In case of under-steering when leaving the corner, we recommend adjusting the front and rear dampers.					
IN CASE OF OVER-STEERING (loss of rear axle grip)	-2 CLIKS (To harden)	-2 CLIKS (To harden)		+5 vs low ride height		-0.2 BARS
	To reduce over-steering, make the front and rear dampers harder and adjust the pressure of the rear tyres.					
TRACTION EFFICIENCY ON CURVE EXIT	+1 CLIK (To soften)					
	To improve traction on curve exit, make the front dampers softer (for better wheel/road contact).					

⁽¹⁾ Non-homologated ride height

⁽²⁾ On wet track, it is recommended to increase the front and the rear by 2 clicks and raise the body height by 5 mm compared with the setting on dry track.

ADDITIONAL RECOMMENDATIONS

The carbon-ceramic braking system remains highly efficient at high temperature. However cooling is essential, after intensive driving: drive at reduced speed without using the braking system for two laps of circuit (or 10 min) before stopping the car.

When removing the front wheels, make sure the disc does not hit the wheel rim.

If regularly used on track, you must replace the brake fluid every 3 days of circuit driving. Always use brake fluid that comply with Renault specifications (DOT4). In case of occasional use, it must be changed once a year.

For use on circuit, keep sufficient fuel in the tank (more than half-full) to prevent from potential fuel pressure loss in high speed corners.

Between two sessions of driving on track, remember to check that the wheels are tight (when cold).

Find the video tutorial on [renaultsport.com](https://www.renaultsport.com)





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