

APR Sway Bar Guide

APR Sway Bars alter how much a vehicle will oversteer or understeer. This is a general guide that will help you understand how each bar will impact oversteer and understeer characteristics.

Oversteer vs. Understeer

- **Understeer:** The car doesn't turn as much as you want. You turn the wheel, but the front tires lose grip, and the car keeps going straight. It feels like the car is "pushing" through a turn.
- **Oversteer:** The car turns more than you want. The rear tires lose grip, causing the back of the car to swing out. It feels like the car is "spinning out."

In short, **understeer** happens when the front tires lose grip, and **oversteer** happens when the rear tires lose grip.

Front vs rear Sway Bars

APR sway bars have an increased spring rate over the stock bars and will have the following general impact.

- **Front Sway Bar:** Increases oversteer.
- **Rear Sway Bar:** Increases understeer.

Tuning the Sway Bars

Many bars have multiple adjustment points.

- **Front Sway Bar**
 - **Inside Hole:** Stiffer setting – Increases **understeer** more.
 - **Outside Hole:** Softer setting – Increases **understeer** less.
- **Rear Sway Bar**
 - **Inside Hole:** Stiffer setting – Increases **oversteer** more.
 - **Outside Hole:** Softer setting – Increases **oversteer** less.

