

# SIM RACING SETUP GUIDE /61

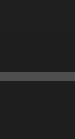
## ASSETTO CORSA COMPETIZIONE

Use this guide to perfect your setup and maximise your time on track with a few tweaks and simple suggestions.

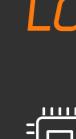
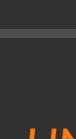
### GUIDE CHEAT SHEET

TYRES	
DAMPERS	/
ELECTRONICS	
MECHANICAL GRIP	
FUEL & STRATEGY	
AERO	

## CORNERS

CORNER ENTRY	MID-CORNER	CORNER EXIT
<b>UNDERSTEER</b>	<b>UNDERSTEER</b>	<b>UNDERSTEER</b>
 / Reduce Front Tyre Pressures / More Tow Out (negative decrease) / More Front Camber (negative increase) / More Caster	 / Reduce Front Tyre Pressures / More Tow Out (negative decrease) / More Front Camber (negative increase) / More Caster	 / Reduce Front Tyre Pressures / More Caster
 / Less Front Antiroll bar OR more Rear Antiroll bar / Move Brake Bias Rearward / Reduce Wheel Rate Front / Increase Differential Preload	 / Less Front Antiroll bar OR more Rear Antiroll bar / Reduce Wheel Rate Front	 / Less Front Antiroll bar OR more Rear Antiroll bar
/ / Increase Front Bump / Increase Front Rebound	/ / Increase Front Bump / Increase Front Rebound	/ / Increase Front Bump / Increase Front Rebound
 / Reduce Front Ride Height OR Increased Rear Ride Height	 / Reduce Front Ride Height OR Increased Rear Ride Height / Increase Front Splitter	 / Reduce Front Ride Height OR Increased Rear Ride Height / Increase Front Splitter
<b>OVERSTEER</b>	<b>OVERSTEER</b>	<b>OVERSTEER</b>
 / Reduce Rear Tyre Pressures / Less Front Toe Out (positive increase) / More Rear Camber (negative increase) / Less Front Antiroll bar OR more Rear Antiroll bar	 / Reduce Rear Tyre Pressures / Less Front Toe Out (positive increase) / More Rear Camber (negative increase) / Less Front Antiroll bar OR more Rear Antiroll bar	 / Reduce Rear Tyre Pressures / More Rear Camber (negative increase) / Less Front Antiroll bar OR more Rear Antiroll bar
 / Increased Traction Control	 / Increased Traction Control	 / Increased Traction Control
 / Reduce Wheel Rate Rear OR Increase Wheel Rate Front / Move Brake Bias Forward / Decrease Preload Differential	 / Reduce Wheel Rate Rear OR Increase Wheel Rate Front / Less Rear Antiroll Bar / Reduce Bumpstop Rate / Increase Rear Bumpstop Range / Decrease Preload Differential	 / Reduce Wheel Rate Rear OR Increase Wheel Rate Front / Less Rear Antiroll Bar / Reduce Bumpstop Rate / Decrease Preload Differential
/ / Reduce Rear Bump / Reduce Rear Rebound	/ / Reduce Rear Bump / Reduce Rear Rebound	/ / Reduce Rear Bump / Reduce Rear Rebound
 / Reduce Front Ride Height OR Increased Rear Ride Height	 / Reduce Front Ride Height OR Increased Rear Ride Height / Increased Rear Wing	 / Reduce Front Ride Height OR Increased Rear Ride Height / Increased Rear Wing
<b>UNSTABLE</b>	<b>UNSTABLE</b>	<b>UNSTABLE</b>
 / Reduce Rear Tyre Pressures / Less Toe (negative decrease) / More Camber (negative increase) / More Caster	 / Reduce Rear Tyre Pressures / Less Toe (negative decrease) / More Camber (negative increase) / More Caster	 / Reduce Rear Tyre Pressures / Less Toe (negative decrease) / More Camber (negative increase) / More Caster
 / Move Brake Bias Front / Increase Bumpstop Range / Decrease Wheel Rate	 / Reduce Bumpstop Rate / Increase Bumpstop Range / Decrease Wheel Rate	 / Increase Bumpstop Range / Decrease Wheel Rate
 / Reduce Ride Height	 / Reduce Ride Height / Increase Rear Wing / Increase Front Splitter	 / Reduce Ride Height / Increase Rear Wing, Increase Front Splitter

## STRAIGHTS

LOW END	TOP END	TYRES
<b>SLOW ACCELERATION</b>	<b>SLOW TOP SPEED</b>	<b>OVERHEATING</b>
 / Decrease Traction Control / Increase ECU Mapping	 / Increase Tyre Pressures / Less Toe (closer to 0) / More Camber (negative decrease)	 / Increase Tyre Pressures / Less Toe (closer to 0) / Less Caster
 / Decrease Preload Differential	 / Increase ECU Mapping	 / Move Brake Bias Front or Back
/ / Increase Rear Bump	 / Decrease Rear Wing / Decrease Front Wing / Reduce Brake Ducts	 / Increase Traction Control
 / Decrease Rear Wing / Decrease Front Wing / Reduce Brake Ducts		 / Increase Brake Ducts
<b>WHEELSPIN AT LOW SPEED</b>	<b>OVERLY SENSITIVE STEERING</b>	<b>OVERCOOLING</b>
 / Reduce Rear Tyre Pressures / Reduce Rear Camber (close to 0)	 / Less Toe Front and Rear / Less Front Camber (closer to 0) / More Caster	 / Reduce Tyre Pressures / More Toe
 / Increase Traction Control	 / Reduce Steering Ratio	 / Decrease Traction Control
 / Less Rear Antiroll Bar / Decrease Preload Differential		 / Move Brake Bias Front or Back
 / Reduce Ride Height		 / Reduce Brake Ducts
<b>BRAKES</b>	<b>OTHER</b>	<b>OVERHEATING ON INSIDE EDGE</b>
<b>Pads 4 - Most aggressive</b> <b>Pads 1 - Fairly aggressive</b> <b>Pads 2 - Ok Performance, Good endurance</b> <b>Pads 3 - Least performance, best endurance</b>	<b>GENERALLY UNSTABLE</b>	 / Reduce Tyre Pressures / Increase Traction Control
<b>LOCKING</b>	 / Decrease Bumpstop Rate / Increase Bumpstop Range	 / Move Brake Bias Front or Back
 / Increase ABS	 / Reduce Fast Bump / Reduce Fast Rebound	 / Reduce Brake Ducts
 / Reduce Braking Power (not advised) / Move Brake Bias Away from locking wheels	 / Reduce Ride Height / Increase Rear Wing / Increase Front Splitter	
<b>UNSTABLE</b>	<b>EXCESSIVE SCRAPING / BOTTOMING OUT</b>	<b>OVERHEATING ON OUTSIDE EDGE</b>
 / Less Toe (closer to 0)	 / Increase Wheel Rate / Increase Bumpstop Rate / Increase Bumpstop Range	 / Increase Tyre Pressures / Less Toe (closer to 0) / More Camber (negative decrease)
 / Increase ABS	 / Increase Ride Height	 / Reduce Brake Ducts
<b>IMPROVE BRAKING PERFORMANCE</b>		<b>UNCOMFORTABLE TAKING KERBS</b>
 / Decrease ABS / Use "Pads 4"		 / Reduce Wheel Rate / Decrease Bumpstop Rate / Increase Bumpstop Range
 / Increase Braking Power to Maximum		/ / Reduce Fast Bump / Reduce Fast Rebound
 / Increase Rear Wing / Increase Front Splitter		
<b>FUEL</b>	<b>RACE CONDITIONS</b>	
<b>HIGH FUEL CONSUMPTION</b>		
 / Increase Tyre Pressures / Decrease ECU Mapping / Decrease Wing		
<b>TYRES</b>		
<b>TEMPERATURES RISING</b>		
 / Increase Tyre Pressures / Increase Traction Control		
<b>TEMPERATURES FALLING</b>		
 / Reduce Tyre Pressures / Decrease Traction Control		
<b>EXCESSIVE TYRE DEGRADATION</b>		
 / Less Toe (closer to 0) / Less Caster / Reduce Tyre Pressures		
<b>BRAKES</b>		
<b>EXCESSIVE BRAKE WEAR</b>		
 / Increase ABS / Use "Pads 2" or "Pads 3"		
 / Reduce Brake Ducts		
 / Reduce Braking Power (not advised) / Move Brake Bias away from locking wheels		
<b>EXCESSIVE BRAKE TEMPERATURES</b>		
 / Increase ABS / Use "Pads 2" or "Pads 3"		
 / Increase Brake Ducts		
 / Reduce Braking Power (not advised) / Move Brake Bias away from hot wheels		