

AMS2 TUNING CHEAT SHEET

BASED ON STEELCAST27'S VIDEOS

V1.0 ★

INTRODUCTION

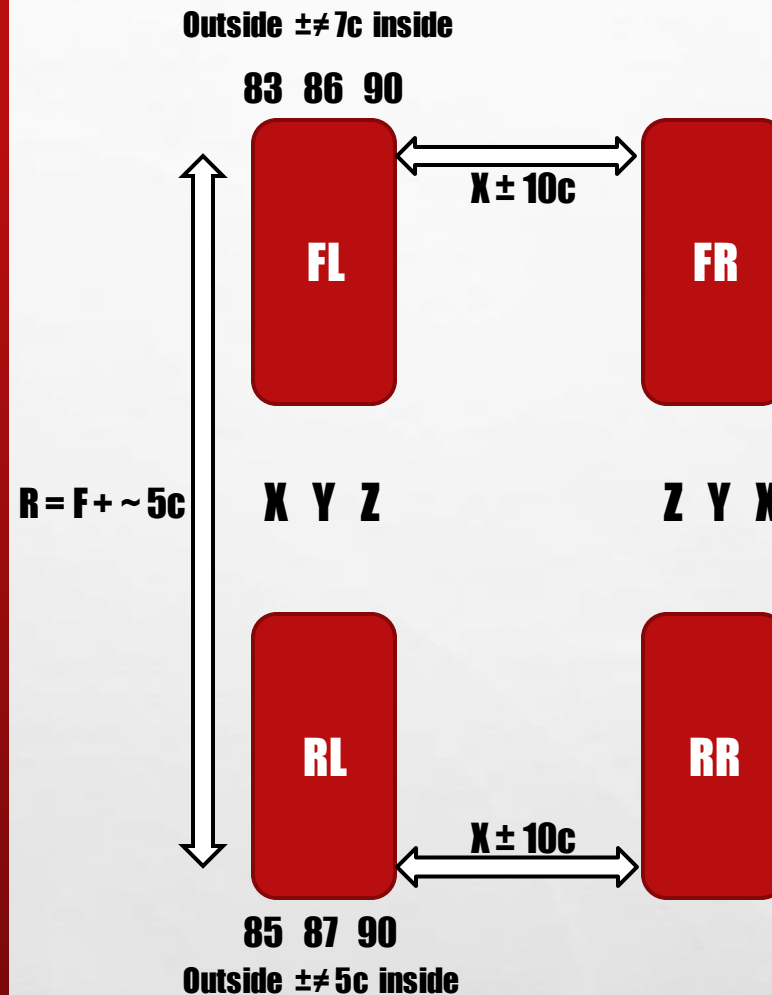
- **THIS IS A WRAP UP OF THE VERY USEFULL YOUTUBE'S VIDEO MADE BY STEELCAST27**
 - **[HTTPS://YOUTU.BE/OPKOB-ZH7DO](https://youtu.be/OPKOB-ZH7DO) (PART1- TYRES BRAKES CHASSIS)**
 - **[HTTPS://YOUTU.BE/Q9P2TFFWU0](https://youtu.be/Q9P2TFFWU0) (PART2 – SUSPENSION)**
 - **[HTTPS://YOUTU.BE/GQUI-6H_Z1G](https://youtu.be/GQUI-6H_Z1G) (PART3 – DRIVETRAIN)**
- **I USE THE FOLLOWING PAGES AS A CHEAT SHEET FOR QUICK TIPS DURING GAME SESSION TO GET THE CAR COMFORTABLE ON THE WAY I DRIVE**

BASIC TUNING

- **I M NOT PRETENDING TO BE AN ACE'S TUNER, THIS IS MY WAY FOR MY TASTE, SOME PEOPLE ARE EVEN FASTER WITH DEFAULT SETUP.**
- **WHAT I DO IS :**
 - **SET BRAKE PRESSURE TO 83% TO AVOID TIRE LOCK**
 - **IF FRONT TIRES ARE LOCKING OFTEN (CREWCHIEF WILL TELL YOU)**
 - **PUT MORE BRAKE BIAS ON REAR**
 - **LOOK AT TIRE TEMP**
 - **FRONT TIRE YELLOW USUALLY TOO MUCH UNDERSTEER**
 - **RIGHT TIRE YELLOW USUALLY TOO MUCH OVERSTEER**
 - **DO SOME ADJUSTMENTS WITH SUSPENSION SLIDE AND REAR ROLL BAR**
 - **WAIT TO FEEL THE CAR UNTIL TIRES AND BRAKES ARE AT GOOD TEMP**
 - **NO OFTEN LOOKING AT OTHERS SLIDES, STABLE CAR IS LESS FRUSTRATING THAN VERY FAST CAR**
- **ON DRY : TC AND ABS AT 2-3 IF AVAILABLE**
- **REDUCE ENGINE AND BRAKE OPENING AS MUCH AS POSSIBLE TO GAIN SPEED**
 - **ENGINE TEMP AROUND 110C**
 - **BRAKE GOING MAX YELLOW ON BRAKING**
- **WHEN I M HAPPY WITH SUSPENSIONS I TRY TO REDUCE THE REAR WING UNTIL REAR BECOME UNSTABLE IN CORNER TO GAIN TOP SPEED.**

TIRE (METRIC TEMP)

TIRES ARE YOUR MAIN SOURCE OF DATA



TOE: negative angle at front and positive angle at rear

Front: max -1 or lower
Rear: max +8 or lower

- **SOFT TIRE IDEAL TEMP : 75 ~ 85C**
 - IF BELOW 65C : TOO COLD
 - LOOK AT TEMP AFTER 3 LAPS
- **BASIC**
 - IF Z (IN) < X (OUT) -> INCREASE CAMBER
 - IF Y TOO LOW -> DECREASE PRESSURE
 - IF Y TOO HIGH -> INCREASE PRESSURE
- **ADVANCE**
 - IF X REAR > X FRONT + 5
 - MEANS REAR TOO STIFF VS FRONT
 - IF X REAR < X FRONT
 - MEANS REAR TOO SOFT VS FRONT
- **HIGH SPEED TURN FRONT OVERHEAT**
 - MEANS TOO MUCH FRONT AERO

TIRE ADVANCE

TIRES ARE YOUR MAIN SOURCE OF DATA

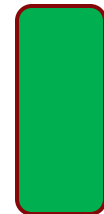
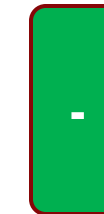
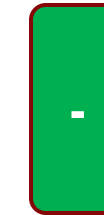
- **IF ONE OF THE TIRE BECOME TOO HOT**

- **DECREASE THIS SLOW DAMPER**
- **INCREASE BOTH OTHERS SIDES SLOW REBOUND**



- **IF ONE OF THE TIRE BECOME TOO COLD**

- **INCREASE THIS SLOW DAMPER**
- **DECREASE BOTH OTHERS SIDES SLOW REBOUND**



SUSPENSION

- **TURN ENTRY**
 - **IF UNDERSTEER**
 - **DECREASE FRONT SPRINGS AND SLOW DAMPERS**
 - **IF OVERSTEER**
 - **INCREASE FRONT SPRINGS AND SLOW DAMPERS**
- **MID TURN**
 - **IF UNDERSTEER**
 - **DECREASE FRONT ROLL BAR AND INCREASE REAR ROLL BAR (SWAY)**
 - **IF OVERSTEER**
 - **INCREASE FRONT ROLL BAR AND DECREASE REAR ROLL BAR (SWAY)**
- **EXIT TURN**
 - **IF UNDERSTEER**
 - **INCREASE REAR SPRINGS AND SLOW DAMPERS**
 - **IF OVERSTEER**
 - **DECREASE REAR SPRINGS AND SLOW DAMPERS**

SPRINGS

- **FRONT SPRINGS**
 - **IF THEY ARE TOO STIFF**
 - **BRAKING IS INCONSISTENT + WHEEL LOCK**
 - **CAR IS SLUGGISH AND UNDERSTEER (ENTRY AND MID CORNER)**
 - **IF THEY ARE TOO SOFT**
 - **TAIL BRAKING**
 - **OVERSTEER (ENTRY AND MID CORNER)**
- **REAR SPRINGS**
 - **IF THEY ARE TOO STIFF**
 - **REAR OF THE CAR IS SENSIBLE TO GAZ INPUT IN CORNER**
 - **DRIFT AND 180°**
 - **IF THEY ARE TOO SOFT**
 - **DIFFICULT TO APEX**
 - **UNDERSTEER MID CORNER ON GAZ**

ROLL BAR

- **DECREASE FRONT IF**
 - **UNDERSTEER ENTRY AND MID CORNER**
- **INCREASE FRONT IF**
 - **OVERSTEER ENTRY AND MID CORNER**
- **DECREASE REAR IF**
 - **OVERSTEER MID AND EXIT CORNER**
- **INCREASE REAR IF**
 - **OVERSTEER ENTRY AND MID CORNER**

DRIVETRAIN

- **CLUTCH LSD PRELOAD**
 - **AS HIGH AS POSSIBLE**
 - **DECREASE IF OVERSTEER**
- **LSD**
 - **ENTRY CORNER**
 - **IF UNDERSTEER**
 - **LOWER COAST AND INCREASE BIAS**
 - **IF OVERSTEER**
 - **INCREASE COAST AND DECREASE BIAS**
 - **EXIT CORNER**
 - **IF UNDERSTEER**
 - **LOWER POWER RAMP AND INCREASE BIAS & VISCOUS**
 - **IF OVERSTEER**
 - **INCREASE POWER RAMP AND DECREASE BIAS & VISCOUS**