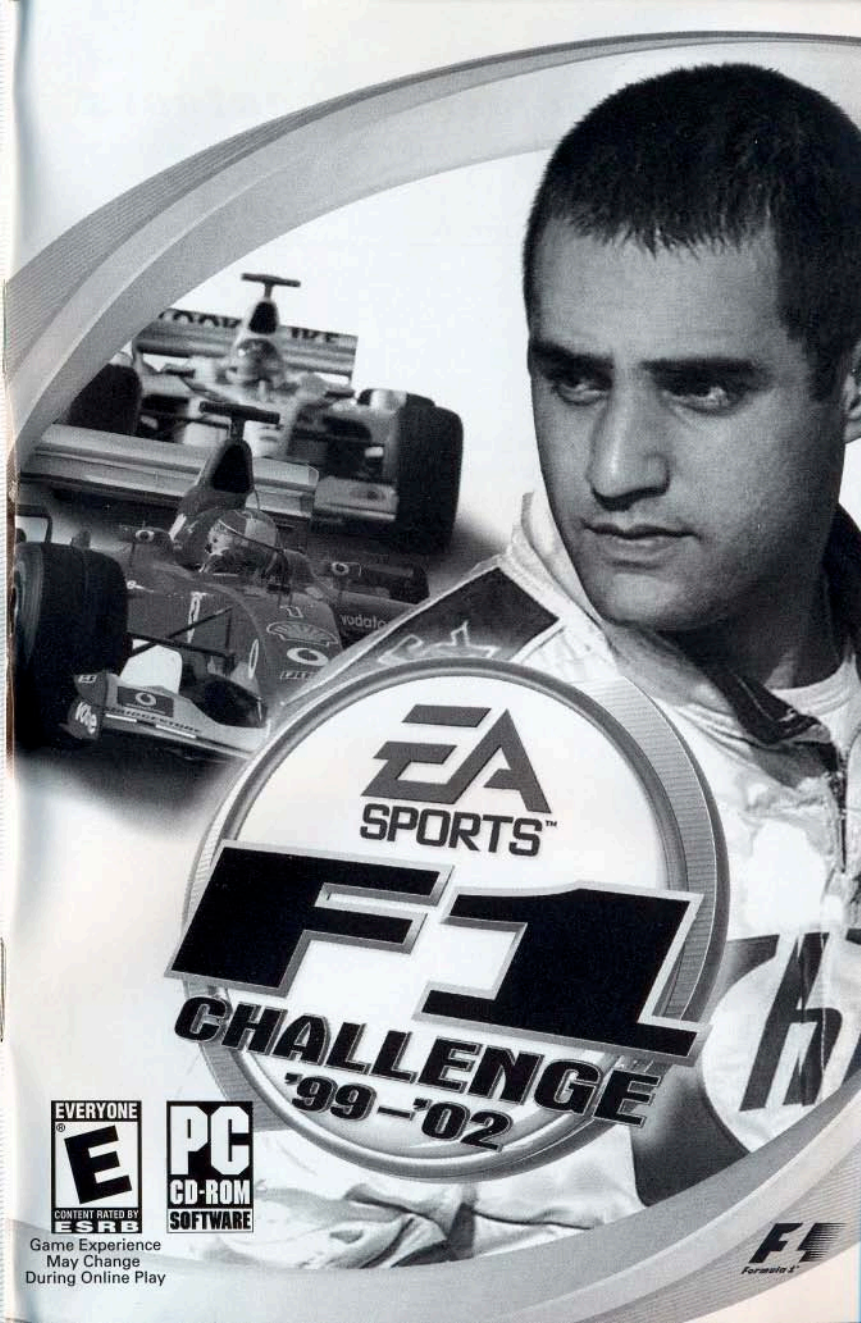




209 Redwood Shores Parkway  
Redwood City, CA 94065

Part #1462705



Game Experience  
May Change  
During Online Play



## BASIC GAMEPLAY CONTROLS

Get behind the wheel and drive like a pro. These basic controls will get you on the right track.

<b>ACTION</b>	<b>KEYBOARD</b>	<b>DEFAULT CONTROLLER</b>
Accelerate	[A]	D-Pad ↑
Brake	[Z]	D-Pad ↓
Steer Left/Right	[←]/[→]	D-Pad ←→
Shift Up/Down	Left [ALT]/Right [ALT]	—
Clutch	[Q]	—

**NOTE:** In addition to these basic moves, *F1 Challenge '99-'02* includes many other enhanced control features that can help change the outcome of any game. For more detailed information about gameplay controls, ► *Complete Controls* on p. 4.



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This product has been rated by the Entertainment Software Rating Board. For information about the ESRB rating, or to comment about the appropriateness of the rating, please contact the ESRB at 1-800-771-3772.

## INTRODUCTION

The glamorous world of Formula One™ racing is so close you can almost taste the champagne. A little sweat, a lot of practice and like Michael Schumacher, you too could become a multiple FIA FORMULA ONE WORLD CHAMPION. If that sounds like the sort of buzz you're after, then climb aboard the FORMULA ONE mobile circus for another seat-of-the-pants ride through the most exciting sport on Earth!

### NEW FEATURES

- ⦿ *F1 Challenge '99-'02* is the only FORMULA ONE game to feature four complete seasons of racing action. That's 14 teams, 44 different vehicles, 34 drivers, and 17 of the world's most famous racing circuits configured as they were for each FORMULA ONE season from 1999–2002.
- ⦿ New technology brings you the most accurate representation of FORMULA ONE ever. Accurate car profiles include details right down to the very last shutline, while circuits include helicopters, airplanes, and glorious, real sky panoramas. Dynamic new cameras take you beyond the limitations of television to experience authentic FORMULA ONE action as never before.
- ⦿ User Interface revisions include an all-new session status display that lets you view the action on the track via your own personal monitor, while remaining ready to exit the pits when the time is right. Meanwhile, players competing against their friends in Multiplayer mode now have the ability to fully customize grid positions prior to the race.
- ⦿ Improved damage modeling includes shattering carbon fiber pieces and subtle damage effects from minor collisions and scrapes. Rear wings are also now repaired during pit stops as made possible during the 2002 season.

- ⦿ Improved sound effects bring the sound of FORMULA ONE to life better than ever before. Turn it up, turn it up **LOUD!!!**
- ⦿ Improved Windows® XP support allows users with limited user rights to play.

Regardless of your experience level, we recommend that you read p. 6–12 of this manual. By following the simple steps listed in each of the sections within these pages, you will learn the game's default controls, how to create your own Player identity, the layout of the cockpit, and how to drive.



For more info about this and other titles, check out EA SPORTS™ on the web at [www.easports.com](http://www.easports.com).

**NOTE:** See enclosed Install Guide for Technical Support information.



## COMPLETE CONTROLS

Once you've mastered the basics, learn these more advanced controls and you might stand a chance against racing's elite drivers.

### BASIC DRIVING CONTROLS

ACTION	KEYBOARD	DEFAULT CONTROLLER
Accelerate	<b>A</b>	D-Pad ↑
Brake	<b>Z</b>	D-Pad ↓
Steer Left/Right	<b>←</b> / <b>→</b>	D-Pad ←→
Shift Up/Down	Left <b>ALT</b> /Right <b>ALT</b>	—
Neutral	—	—
Clutch	<b>Q</b>	—
Pause Game	<b>P</b>	—

**NOTE:** Default options are listed in bold type.

### MENU CONTROLS

ACTION	KEYBOARD	MOUSE
Highlight menu item	Arrow Keys <b>↑</b> <b>↓</b> <b>←</b> <b>→</b>	Move cursor over option
Cycle Options	Arrow Keys <b>↑</b> <b>↓</b> <b>←</b> <b>→</b>	Move cursor over option
Select highlighted item	<b>ENTER</b>	Left-click
Cancel/Return to previous screen	<b>ESC</b>	Left-click back arrow
Help menu	<b>F1</b>	Left-click help icon
Toggle menu sub-items	<b>TAB</b>	Move cursor over option/menu
Change focus between option menus	<b>BACKSPACE</b>	Move cursor over option

### ADVANCED GAMEPLAY

ACTION	KEYBOARD
LCD Mode	<b>ENTER</b>
Request/Cancel Pit Stop	<b>S</b>
LCD Up/Down	<b>↑</b> / <b>↓</b>
LCD Increase/Decrease	<b>→</b> / <b>←</b>
TC Override	<b>O</b>
Launch Control	<b>L</b>
RPM Limiter	<b>L</b>
Brake Bias (Forward)/(Rear)	<b>↑</b> / <b>↓</b>
Look Left/Right	<b>V</b> / <b>N</b>
Look Behind	<b>B</b>

## DIFFICULTY, CAMERA, AND DISPLAY SETTINGS HOTKEYS



ACTION	KEYBOARD
Steering Assistance (OFF/LOW/HIGH)	<b>F1</b>
Opposite Lock Assistance (OFF/ON)	<b>F2</b>
Braking Point Assistance (OFF/LOW/HIGH)	<b>F3</b>
Stability Assistance (OFF/LOW/HIGH)	<b>F4</b>
Spin Recovery (OFF/LOW/HIGH)	<b>F5</b>
Invulnerability (OFF/ON)	<b>F6</b>
Auto Shifting (ON/OFF/UPSHIFTS/DOWNSHIFTS)	<b>F7</b>
Traction Control (OFF/LOW/HIGH)	<b>F8</b>
Anti-Lock Brakes (OFF/LOW/HIGH)	<b>F9</b>
Pit Lane Assistance (OFF/ON)	<b>F10</b>
Clutch Assistance (OFF/ON)	<b>F11</b>
Take Screenshot	<b>F12</b>
Cockpit Cameras	<b>INS</b>
Onboard Cameras	<b>H</b>
Swingman Cameras	<b>PAGE UP</b>
Circuit Cameras	<b>PAGE DOWN</b>
Toggle Through Vehicles Ahead/Behind	<b>+</b> / <b>-</b> [Keypad]
Instant Replay	<b>R</b>
Display Driver Details	<b>TAB</b>
Restart Race	<b>Y</b>
End Session/Race	<b>ESC</b>

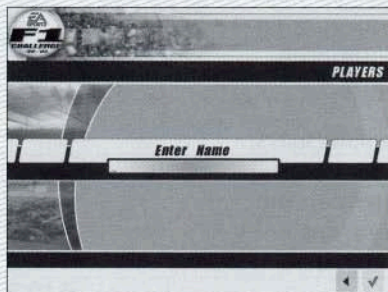
### SWING CAM CONTROLS

ACTION	KEYBOARD
Pan Up/Down	<b>8</b> / <b>2</b>
Rotate Left/Right	<b>4</b> / <b>6</b>
Zoom In/Out	<b>9</b> / <b>7</b>

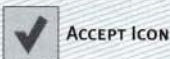
## SETTING UP THE GAME

Get ready to race by setting up a player identity and familiarizing yourself with the Main menu. Then it's time to launch your F1 career.

### GETTING STARTED






The first time you play *F1 Challenge '99-'02*, you are prompted to enter your player name, choose a season, a team, a driver, and a nationality. These details create a unique Player identity, which keeps track of your menu selections, game settings, and general progress within *F1 Challenge '99-'02*.




ACCEPT ICON

#### To create your Player identity:

1. Type your player name in the text box underneath ENTER NAME. Click the Accept icon  to continue.
2. The Select Season screen appears. Select a season from the choice of four years of FORMULA ONE action and click the icon to proceed.
3. The Select Team screen appears. Select a team and click the Accept icon  to proceed.
4. The Select Driver screen appears. Select a driver and click the Accept icon  to proceed.



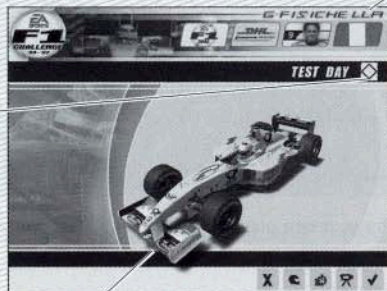
STATISTICS ICON

**NOTE:** During the Team and Driver selection phases, the teams and drivers available are dependant upon the season you've chosen. During these phases, you can also click the Statistics icon  to view information on the selected team or driver prior to confirming your selection.

5. The Select Nationality screen appears. Select a nationality and then click the Accept icon to progress to the Main menu.
- Your nationality choice does not need to match the nationality of your chosen team or driver.

### MAIN MENU

Left-click the arrows to choose a game mode (► *Game Modes* on p. 13).



Left-click, hold, and drag to change your view of the car. Right-click, hold, and drag to increase and decrease the size of your car.



Click this icon to view the Credits and, ultimately, quit *F1 Career Challenge '99-'02*.



Click this icon to view the Players screen where you can choose another Player profile, view Statistics, Edit existing player identities, Create new players or Delete existing players (► *Creating and Deleting Players* on p. 8).



Click this icon to adjust game Options (► *Options* on p. 20).



Click this icon to access Replays (► *Replays* on p. 27).



Click this icon to begin the current game mode with the current Player identity.

- Hover the cursor over an icon to view help text about it at the bottom of the screen.



The name of the selected Player. Ensure that your Player profile is active using the Players menu, if necessary (► p. 8). Right-click your Player name to toggle the main area display between the model of your car and your Player statistics.

## CREATING AND DELETING PLAYERS

If multiple people wish to play *F1 Challenge '99-'02* on one computer, each player should create their own Player identity and ensure that their Player is selected before starting a game.

### To create an additional player:

1. Click the Players icon located at the bottom of the Main menu. The Players screen appears.



PLAYER IDENTITY ICON

2. Click the Create icon at the bottom of the screen.



CREATE PLAYER ICON

3. Type in a name for your new player and click the Accept icon .
4. Now, select a season, team, driver, and nationality, clicking the Accept icon  to confirm each choice.

### To delete an existing player:



PLAYER IDENTITY ICON

1. At the Players screen, click the Selected Player arrows to choose the name of the player you want to delete.



DELETE PLAYER ICON

2. Click the Delete icon  at the bottom of the screen. If you are sure you want to delete the player profile, click the Accept icon  to confirm your choice.



## COCKPIT OVERVIEW

Hit the **[INS]** key to toggle through the three "cockpit views."  
The following is an overview of the actual driver's cockpit view:

Digital RPM Displays      Digital Gear Display      Digital Speed Display



Digital Laps Display      Digital Position Display      Digital Flag Warning Display

- ⊙ 4 Mode LCD: press **[ENTER]** to toggle through modes

The layout of each team's cockpit varies, but the following features are present in them all:

### DIGITAL DISPLAYS

- RPM**      The sequence of lights illuminates as your revs increase. When manual shifting, ensure that you shift up as the red light appears. Note that these lights cycle when the launch control system is active and pulsate when the RPM limiter is active.
- GEAR**      The selected gear is indicated as 1-7 (Forward Gears), N (Neutral), or R (Reverse).
- SPEED**      This number indicates the current speed of the car.
- POSITION**      The number on the left indicates your current position, while the number on the right indicates how many other drivers started the session.
- LAPS**      The number on the left indicates the number of the lap you are on, while the number on the right indicates the total number of laps for the current session.

## FLAG WARNING

The yellow LEDs light up when a yellow flag is active in the sector that you are in.

The blue LEDs flash when you are about to be lapped and are expected to give way to the lead car behind.

The red LEDs light up when you have been penalized and are expected to take a stop-go penalty.

The red LEDs flash on and off if you have been disqualified.

## LCD DISPLAYS

The LCD display shows different information depending upon the mode it is in.

➔ Press **ENTER** in the Cockpit view to select the different LCD Display modes.

### TIMING

During Practice, Warm Up, and Qualifying sessions the following information is displayed:

CURRENT	Your current lap time.
SECTOR X	Your best time for the current sector, where "X" is the number of the sector you are in.
SPLIT	The difference between your current lap time and your best lap time, as at the last timing sector.
BEST	The pole-sitter's best time for the current sector and their name.

### ***During Race sessions the following information is displayed:***

CURRENT	Your current lap time.
DRIVER AHEAD	The gap to the driver ahead.
DRIVER BEHIND	The gap to the driver behind.
BEST	The fastest lap time and the name of the driver who has set it.

## STRATEGY

When in Strategy mode, the LCD displays details of any outstanding penalties and a summary of what is to be done at the next pit stop.

STOP/GO	Indicates the number of laps before you have to serve an outstanding stop/go penalty.
FUEL	Indicates the total amount of fuel that the car will be filled with and how many laps that amount of fuel is expected to enable you to complete.
TIRES	Indicates whether the tires should be changed at the next pit stop and, if so, which compound should be used.
WING	Indicates the angle to which the front wing should be adjusted.
DAMAGE	Indicates whether damage is to be left as-is or repairs attempted.

➔ Use the LCD Up/Down/Increase/Decrease controls (► *Advanced Gameplay* on p. 4) to adjust your strategy.

**NOTE:** Some options may read N/A, depending upon the options you have selected.

## VEHICLE STATUS

- ⊙ Tire wear is indicated by the colored bars located next to each wheel. Green indicates that the tire has little or no wear; yellow indicates that the tire is worn and red indicates that the tire is severely worn.
- ⊙ Tire temperature is indicated by the color displayed on the relevant tire display. Blue indicates that the tires are cold while red indicates that the tires are at race temperature. Each of the tire temperature displays consists of three bands representing the inside, center and outside edge of each tire.
- ⊙ Damage is also indicated by color coding. Green indicates the component is fully functional, yellow indicates that a component is damaged, while red indicates that a component has been completely destroyed.



FUEL

Indicates the amount of fuel presently on board and the number of laps it is expected to last for.

PIT

Indicates the lap number on which you are next scheduled to make a pit stop.

## ASSISTANCE



These icons indicate the status of Assistance features  
(► *Difficulty* on p. 20).

- Ⓞ The **[F1]–[F11]** buttons enable you to adjust the levels of assistance “on-the-fly” (► *Difficulty, Camera, and Display Settings Hotkeys* on p. 5).
- Ⓞ The darker the intensity of gray used, the higher the Assistance feature is set.

## GAME MODES



Choose from four game modes as you further your F1 career. Fine-tune your set-up in Test Day mode, go up against top drivers in Race mode, see if you have what it takes to become the FIA Formula World Champion in Championship mode, or challenge your friends in Multiplayer mode.

### TEST DAY

Test Day is recommended for drivers who want to tweak their set-ups and use telemetry to improve their lap times, as well as those who simply want to get out on the track with little or no other traffic. Some time spent preparing the setup of your car could give you an edge on race day.

#### To set up a Test Day:

1. Click the arrows in the Main menu to select the Test Day game mode and click the Accept icon .



#### SESSION OPTIONS ICON

2. The Select Circuit screen appears. Click the Session Options icon to choose Weather Conditions. Choose from **CHANGING WEATHER**, **SELECTED SEASON**, **DRY**, **OVERCAST**, **RAINING**, or **MONSOON**. When you are happy with your choices, click the Back (arrow) icon.



Click the **CIRCUIT MAP ICON** to view circuit details.

3. Once you've chosen a circuit, click the Accept icon .
4. After a short loading sequence, the Test Day session status display appears, displaying the current session status. At the bottom of the screen are icons for Advanced Status, Change Vehicle, Leave Circuit, Controls, Circuit Map, Vehicle Setup, and Drive.



Click the **VEHICLE SETUP ICON** to adjust your car's setup. For details on Vehicle Setup, refer to *Appendix B – Vehicle Setup* of this manual on p. 35.



Once you're ready to proceed, click the **DRIVE ICON** to continue.

- ➔ Drive a few laps until you are comfortable with the circuit and car. Once you have completed a few laps, press **[ESC]** to return to the session status display, where your best lap time and those of any other drivers testing is displayed. Click the Drive icon to return to the track or click Leave Circuit to return to the Main menu.





To display more detailed information about the test day and the performance of those drivers participating, click the **ADVANCED STATUS ICON**. This display includes information on the number of laps completed and gap to the fastest driver. The advanced status display also enables you to view information for every individual lap completed by any driver by right-clicking on their name.

## RACE

Once you are able to consistently complete laps at any circuit on a Test Day, we recommend you try some serious racing against other FORMULA ONE drivers. A full Grand Prix weekend consists of seven sessions: Practice (four sessions), Qualifying, Warm Up, and Race.

## PRACTICE

The Practice sessions, as their name suggests, are simply Practice stages designed to help you put your car through its paces on the track that you will race on later in the race weekend. After you have driven a few laps, press **[ESC]** to return to the session status display or pull in to your pits to compare your lap times against those of the competition.

## QUALIFYING

Once the Practice sessions are finished, click the Next Session icon to proceed to Qualifying. During Qualifying sessions, each driver is restricted to a total of 12 laps. Your best lap time in Qualifying is used to determine your starting position for the actual race, so it is important to make sure that you complete at least one flying lap during this session.

## WARM UP

After the Qualifying session has finished, click the Next Session icon to take you to the Warm Up session. This is your last chance to ensure that you are totally dialed into the circuit before the race begins, so use the time allotted to your advantage.

➔ To end any practice, qualifying, or warm up session quickly, click the Finish Session icon to accelerate time and generate results for the session. Finally, click the Next Session icon to progress to the next active session.

## RACE

Once the Warm Up session is over, click the Next Session icon to proceed to the Race. Then, click the Drive icon to begin. Good Luck!

### To set up a Race:

1. If necessary, choose your Player identity and then choose the RACE game mode from the Main menu. Click the Accept icon  to continue.
2. Choose a circuit and click the Session Options icon if you want to adjust your active sessions settings or change the weather conditions. Finally, click the Accept icon  to begin the race weekend.
3. After the short loading sequence, which you should use to identify potential passing spots and danger areas, the session status display appears. The starting positions of all drivers for the current session are shown. At the bottom of the screen are icons for Advanced Status, Change Vehicle, Leave Circuit, Controls, Circuit Map, Vehicle Setup, Finish Session, Next Session, and Drive. Click DRIVE to race.
4. A full pre-race summary displays, ending with a complete run down of the starting grid packed with drivers and pit girls galore.  
➔ Press **[SPACEBAR]** to skip to the start, sitting in the cockpit of your car.
5. Once the pre-race sequence is complete, the display jumps to your chosen view of the race start. Watch the lights and, as the fifth bank of lights comes on, press and hold the launch control button **[LZ]** and press the accelerator ready for the start.
6. When all five banks of lights go out, release the launch control button. Focus on your race and try not to let the other drivers affect your concentration — good luck!



## CHAMPIONSHIP

Having familiarized yourself with the Test Day and Race modes, you are now ready to compete for the FIA FORMULA ONE World Drivers and Constructors Championships. The winner is the driver who has earned the most points throughout the year. Points are awarded as follows: 10 points for 1<sup>ST</sup>, six points for 2<sup>ND</sup>, four points for 3<sup>RD</sup>, three points for 4<sup>TH</sup>, two points for 5<sup>TH</sup>, and one point for 6<sup>TH</sup> place.

**NOTE:** Each player profile can have only one Championship season active at any one time.

### To set up a Championship:

1. Select your Player identity if necessary and then the Championship game mode from the Main menu. Click the Accept icon  and the Championship Summary screen appears.
2. Click the New Championship icon, customize Championship Rules settings (► *Rules* on p. 22) and then click the Accept icon  to begin your championship campaign.



NEW CHAMPIONSHIP ICON

3. Click the Accept icon  to move through the pre-race screens. As the season progresses, these screens can provide a useful insight into the current Drivers and Constructors Championship.
  4. After the short loading sequence, the session status display appears. This functions identically to the session status display in Race mode (► *Race* on p. 14).
- ➔ After the race has finished, the post race phase provides you with a useful update to the Drivers and Constructors Championships. Click the Accept icon  to move through the post race phase and loop around to begin your next race.



### To continue an existing Championship:

1. Make sure your Player identity is loaded then choose Championship game mode in the Main menu. Click the Accept icon  to progress. The Championship Summary screen appears.



RESUME CHAMPIONSHIP ICON

2. Click the Resume icon, pictured above.
  - ⦿ The status of your Championship season is automatically saved when you move to the following session or Grand Prix weekend. If you are a beginner, use your first season to gain experience at all of the circuits. With a season under your belt, we recommend experimenting with the difficulty settings in the Options screens before embarking on your second attempt.

## MULTIPLAYER\*

\*Multiplayer game servers are not hosted by EA. Availability of multiplayer games will vary.

You can race against other player-controlled drivers via a TCP/IP connection.

Once you have assembled all of the participating players, the first thing to do is to delegate the driver with the fastest computer to act as the "host." Subsequently, this driver will act as "host," while all other drivers are "clients."

### To create (host) a Multiplayer game:

1. Select your Player identity and the Multiplayer game mode from the Main menu.



CREATE MULTIPLAYER ICON

- ➔ To stop the list of games being refreshed (if you don't want to see all of the games available), click the Stop Refresh icon.




STOP REFRESH ICON

2. Select your Connection Type (MODEM <56K, MODEM 56K, ISDN, CABLE/DSL, or LAN).
- ➔ To host a **private game** set the Announce Game option to NO.
3. Click the Create icon at the bottom of the Lobby screen.
4. At the prompt, enter a name for the game, and then click the Accept icon .
5. Select a Circuit and confirm your Session options then click the Accept icon .



#### SESSION OPTIONS ICON

- ⊙ To set the Weather Conditions for any race, click the Session Options icon in the Select Circuit screen then click the arrows beside Weather Conditions to cycle through the options.
- 6. Customize the Multiplayer difficulty and rules settings, (▶ *Difficulty* on p. 20 and *Rules* on p. 22) and click the Accept icon . After the short loading sequence, the session status display appears (▶ p. 19).

### JOINING A MULTIPLAYER GAME (CLIENT)

#### To join (become a client of) a Multiplayer game:

1. Ensure you have selected your Player identity and then choose Multiplayer game mode from the Main menu.



To stop the list of games being refreshed, click the **STOP REFRESH ICON**.

2. At the Lobby screen, select your Connection Type and Refresh List Type (based upon where you are searching for the host's game).



If you don't see the game you wish to join, ensure that your Refresh List Type is set correctly and then click the **REFRESH ICON** to search for the game.


3. Select the game you want to join from the upper part of the screen and then click the Join icon to proceed to the session status display.



#### JOIN ICON

### JOINING A PRIVATE MULTIPLAYER GAME

To join a private game, you must have the IP address of the player that is hosting the game.

1. Click the Add Game icon, then enter the IP Address, and click the Accept icon .



#### ADD GAME ICON

2. The Lobby screen reappears. The private game is located and displayed at the top of the game list.
3. To join the game, click its name and click the Join icon as above.

### MULTIPLAYER SESSION STATUS DISPLAY

During Multiplayer games, the session status display acts as a central communication hub prior to the start of any race.

- ⊙ The list of drivers currently in the game is shown in the main area of the screen.
- ⊙ The session status (host) display contains icons for Advanced Status, Change Vehicle, Leave Circuit, Edit Starting Grid, Controls, Select Circuit, Vehicle Setup, Chat, Boot Player, Next Session, and Drive.

**NOTE:** The options for Chat, Edit Starting Grid, Rules, and Difficulty are somewhat unique to Multiplayer mode and so are detailed below.

### EDIT STARTING GRID

The host player can access the edit Starting Grid icon option only during the warm up session.



To edit the grid, the host must click the **EDIT STARTING GRID ICON** and then drag and drop drivers into the positions required. Once the grid order displayed is as desired click Accept to return to the session status screen.

### CHATTING WITH OTHER PLAYERS

Use the Chat option to send messages to other drivers before starting a race.



To broadcast a message, click the **CHAT ICON** at the bottom of the screen, type in your message in the lower bar and press **[ENTER]**. Your message appears in the box above.

### RULES & DIFFICULTY



#### RULES ICON



#### DIFFICULTY ICON

The options for Rules and Difficulty in Multiplayer mode can only be edited by the host player when creating the game. Client players may view the settings of these options and, of course, use the Chat feature to request that the host to set them differently for subsequent games.

## OPTIONS

Adjust the game options from level of difficulty to volume levels.



OPTIONS ICON

<b>DIFFICULTY</b>	Set the game difficulty (from easiest to most difficult) to <b>BEGINNER</b> , <b>NOVICE</b> , <b>INTERMEDIATE</b> , <b>PROFESSIONAL</b> , or <b>VETERAN</b> .
<b>RULES</b>	Choose from <b>CASUAL</b> or <b>SELECTED SEASON</b> .
<b>CONTROLS</b>	Select your preferred game controller (if it is plugged in). The game defaults to <b>KEYBOARD</b> control.
<b>DISPLAY</b>	Choose general display quality here from <b>LOW</b> , <b>MEDIUM</b> , <b>HIGH</b> , and <b>FULL</b> .
<b>AUDIO</b>	Choose default audio settings from <b>LOW</b> , <b>MEDIUM</b> , or <b>HIGH</b> .

**NOTE:** If an option is set to **CUSTOM**, this is because you have already tweaked the options from within the game or in one of the Options sub-menus.

Click the Options icons at the bottom of the Options screen to access detailed options for Difficulty, Rules, Controls, Display, and Audio settings.

**NOTE:** If an option appears in red text, it has been set to a higher level than is recommended for obtaining the best performance from *F1 Challenge '99-'02* on your particular PC. In this instance, it is suggested that you decrease the setting.

### DIFFICULTY

To customize the advanced Difficulty settings, click the Difficulty icon at the bottom of the Options screen. You can adjust the following settings:



DIFFICULTY ICON

**NOTE:** The default options settings below are those of the **BEGINNER** difficulty setting. The other default Difficulty settings create different defaults.

**STEERING ASSISTANCE (OFF/LOW/HIGH)** Provides assistance in steering and turning at corners.

**OPPOSITE LOCK ASSISTANCE (OFF/ON)**

Provides assistance in applying opposite lock to correct the car when its rear wheels slide.

**BRAKING POINT ASSISTANCE (OFF/LOW/HIGH)**

Provides assistance in identifying the correct time to brake.

**STABILITY ASSISTANCE (OFF/LOW/HIGH)**

Provides increased stability, especially during high-speed turns.

**SPIN RECOVERY (OFF/LOW/HIGH)**

Provides assistance in returning your car to the track as quickly as possible after a spin.

**INVULNERABILITY**

When set to **ON** your car becomes invincible in collisions.

**AUTO SHIFTING (OFF/UPSHIFTS/DOWNSHIFTS/ON)**

When set to **ON** your car automatically shifts up and down as you accelerate and brake.

**TRACTION CONTROL (OFF/LOW/HIGH)**

Provides assistance in preventing your car from wheel spinning when too much throttle is applied.



**TIP:** When **TRACTION CONTROL** is set to **LOW** or **HIGH**, at low speeds, press and hold the traction control override control (Ⓜ as default) to pull off 180 and 360 degree "donut" spin turns.

**ANTI-LOCK BRAKES (OFF/LOW/HIGH)**

Minimizes the chances of your wheels locking up under heavy braking.

**PIT LANE ASSISTANCE**

When set to **ON**, your car automatically drives out of the pit lane, obeying all the relevant rules and restrictions.

**CLUTCH ASSISTANCE**

When set to **ON**, the clutch is automatically applied when necessary to prevent your car from stalling.

**AUTOMATIC REVERSE**

When **ON** and the car is at rest, the brake control acts as a reverse control.

**DAMAGE MULTIPLIER**

Increase or decrease the effects of damage after crashes from 20-100%. Default is **100%**.

**AI DRIVERS STRENGTH**

Tweak the ability of AI drivers from 70-120%. Default is **75%**.

**AI DRIVERS AGGRESSION (0%-100%)**

Increase or decrease the likelihood of AI drivers attempting to pass you. Default is **25%**.



## RULES



To customize Rules settings click the Rules icon.

☉ The default options settings below are those of the **CASUAL** rules setting.

### FLAG RULES

Decide whether or not the real life rules of your selected FORMULA ONE™ Season are enforced. Default is **OFF**.

### FUEL USAGE

(OFF/**NORMAL**/X2/X3/  
X4/X5/X6/X7)

Set the consumption of Fuel from nothing to factors of up to seven times that found in real-life FORMULA ONE™ racing.

### TIRE WEAR

(OFF/**NORMAL**/X2/X3/  
X4/X5/X6/X7)

Set the wear rate of Tires from nothing to factors of up to seven times that found in real-life FORMULA ONE racing.

### MECHANICAL FAILURES

Set the probability of Mechanical Failures. Default is **TIME SCALED**.

### PRIVATE TEST DAYS

When **ON**, you'll have the track to yourself in Test Day game mode.

### NUMBER OF AI DRIVERS

Set the number of other drivers that you will compete against. Default is **21**.

### RACE GRID POSITION

(RANDOM/1-22/  
SELECTED SEASON)

Automatically set your grid position in races.

### RACE LENGTH

Make races longer or shorter. Default is **5%**.

**NOTE:** In cases where 5% Race Length equates to less than three laps, Race Length defaults to a minimum of three laps.

## CONTROLS



Click the **CONTROLS** ICON at the bottom of the screen to adjust current settings.

### CONTROLLER ASSIGNMENTS SCREEN

User-definable controls are listed in this menu.



**CONTROLLER ASSIGNMENTS** ICON

### REDEFINING CONTROLS

1. Select the control you wish to change by clicking on it.
  2. Press the keyboard or game controller button that you wish to use for that action (press **ESC** to leave it empty).
- ☉ If a control is reserved, a message appears to that effect.

### CONTROLLER RATES SCREEN

Use this screen to fine-tune your controller's input sensitivity.



**CONTROLLER RATES** ICON

- DIGITAL STEERING RATE** Adjust the sensitivity of your digital steering control. Default is **20%**.
- DIGITAL THROTTLE RATE** Adjust the sensitivity of your digital throttle control. Default is **50%**.
- DIGITAL BRAKE RATE** Adjust the sensitivity of your digital brake control. Default is **50%**.
- DIGITAL CLUTCH RATE** Adjust the sensitivity of your digital clutch control. Default is **20%**.
- SPEED SENSITIVITY** Adjust the sensitivity of your inputs to be more or less sensitive at high speeds. Default is **75%**.
- LOOK AHEAD** Adjust the amount that the view looks ahead in response to your steering inputs. The higher the setting, the more your viewpoint looks into the turn. Default is **0%**.
- HEAD MOVEMENT** Adjust the amount that your head moves in response to your throttle, brake and steering inputs. The higher the setting the more your virtual self leans his head into the turn. Default is **75%**.

## CONTROLLER 1/CONTROLLER 2 SCREENS



CONTROLLER 1 ICON

For advanced users who wish to tweak the “feel” of their controller, these screens allow both the Sensitivity and Deadzone to be adjusted for each individual axis (overriding the aforementioned general controller rates settings).



OPEN LOCK ICON

↳ To adjust the overall sensitivity and deadzone simultaneously, click the Sensitivity Lock or Deadzone Lock Options. Now, click and drag any slider to adjust all respective levels.

## FORCE FEEDBACK SCREEN

If you have a force feedback controller, you can fine-tune its setting here:



FORCE FEEDBACK ICON

- FORCE FEEDBACK TYPE** Select from NONE, WHEEL, JOYSTICK, and GAME PAD.
- FORCE FEEDBACK EFFECTS** Set the number of Force feedback effects from OFF, LOW, MEDIUM, HIGH, and FULL.
- FORCE FEEDBACK STRENGTH** Change strength of Feedback from -100% to +100%.

## DISPLAY



DISPLAY ICON

Select a Display level (LOW, MEDIUM, HIGH or FULL) for your game from the Options menu or click the Display icon at the bottom of the screen to customize further display options.

- CIRCUIT DETAIL** Adjust the amount of detail on the track.
- PLAYER VEHICLE DETAIL** Adjust the amount of detail displayed for your vehicle model (LOW/MEDIUM/HIGH/FULL).
- VEHICLE LIGHTING EFFECTS** Adjust the detail of vehicle lighting effects (OFF/LOW/HIGH).
- SHADOWS** Adjust the detail of shadow effects (OFF/LOW/MEDIUM/HIGH).
- OTHER VEHICLES DETAIL** Adjust the amount of detail displayed for other drivers' car models (LOW/MEDIUM/HIGH/FULL).
- IMAGE QUALITY** Adjust the quality of image displayed (LOW/MEDIUM/HIGH/FULL).
- SPECIAL EFFECTS** Adjust the level of special effects (e.g. skid marks, smoke, dust) displayed (OFF/LOW/MEDIUM/HIGH/FULL).
- PIT CREW ANIMATIONS** Adjust the level of detail displayed in pit crew animations (LOW/MEDIUM/FULL).
- DEFAULT VIEW** Select the viewpoint that you would normally like to use when racing (TV COCKPIT/COCKPIT/NOSE/SWINGMAN).
- MIRRORS** Turn **ON** to display full mirrors.
- MOVIES** Decide whether or not to play movies. Default is **ON**.
- MESSAGE CENTER** Turn in-game messages **ON** or OFF.
- HEADS UP DISPLAY** Turn this option **ON** to display race information at the top of the screen while racing.
- BROADCAST OVERLAYS** Turn TV panels, displaying up-to-the-minute race information such as current position and lap times, **ON** and OFF.
- SPEED INDICATOR** Display units in either **MPH** or **KPH**.

## AUDIO



### AUDIO ICON

Select the Audio level for the game (LOW/MEDIUM/HIGH) in the Options menu or customize the following, more detailed settings, by clicking on the Audio icon at the bottom of the screen:

<b>NUMBER OF EFFECTS</b>	Increase or decrease the maximum number of audio effects that can occur simultaneously (8–32).
<b>SOUND EFFECTS VOLUME</b>	Increase or decrease the volume of sound effects (0–100%).
<b>ENGINE VOLUME</b>	Increase or decrease the volume of your car's engine (0–100%).
<b>MUSIC VOLUME</b>	Increase or decrease the volume of music (0–100%).
<b>SPEECH VOLUME</b>	Increase or decrease the volume of speech (0–100%).
<b>SPEECH CONTENT</b>	Increase or decrease the amount of speech that is played (OFF/LOW/MEDIUM/HIGH).

## REPLAYS




### REPLAYS ICON

Click the Replays icon on the Main menu screen to play saved replays and adjust various replay options.

**NOTE:** We recommend that you have at least 500 MB of free space on your hard drive before attempting to record replays.

<b>RECORD REPLAYS</b>	Decide whether or not to record replay files while you are driving. Default is <b>ON</b> .
<b>REPLAY FIDELITY</b>	Vary the detail of replays (a higher setting increases processing time and file size). Set to <b>MINIMUM</b> , <b>LOW</b> , <b>MEDIUM</b> , <b>HIGH</b> , or <b>FULL</b> .
<b>RECORD HOT LAPS</b>	Decide whether or not to record replay files of your fastest lap while driving. Default is <b>ON</b> .
<b>INSTANT REPLAY</b>	Set the period of time to be replayed when an instant replay is activated from 10–180 seconds. The Default is <b>15 SECONDS</b> .

➔ To view a replay, click it to highlight it and then click the Accept icon  at the bottom of the screen. After a short loading sequence, the **REPLAY STUDIO** appears:



Jump to the very beginning of the current replay file.



Watch the current replay file in reverse. Click the icon twice to activate double-speed reverse scan.



Stop playing the replay file at the current position.



Play the replay file.





Watch the current replay file at high speed. Click the icon twice to activate double-speed forward scan.



Jump to the very end of the current replay file.



Jump to a view of the next car.



Maximize/minimize the replay panel.

In addition to the above, on the minimized Replay Studio page you can add “bookmarks” to your replay files. These allow you to quickly jump between key moments:



Jump to the position of your previous bookmark.



Add a bookmark.



Remove the last bookmark you added.



Jump to the position of your next bookmark.



Remove all bookmarks.

**NOTE:** When using the maximized view, you cannot create bookmarks.



## ADVANCED DRIVERS

Plan your pit stops and adapt your driving to suit the weather. The information in this section can give advanced drivers more of an edge.

### PIT STOPS

By adjusting the LCD mode while on the track, you are able to access and change your strategy for the next pit stop.

- ↳ Press **[INS]** to go to cockpit view, then press **[ENTER]** to get the Strategy LCD screen.
- ↳ If you wish to change the plan, press **[↑]**, **[↓]**, **[←]**, or **[→]** to select and adjust different parts of your pit stop plan.

Prior to entering the pits for an unscheduled stop, press **[S]** to request a pit stop. When your crew are ready for you to stop, they confirm via radio. At this point you can safely drive into the pits and make your pit stop. If you make your pit stop before the pit crew are ready, it may take longer to make your pit stop than planned.

- ⊙ If you have PIT LANE ASSISTANCE switched **ON** within the Difficulty options, the RPM Limiter will be switched **ON** and **OFF** automatically as you enter and exit the pit lane.
- ⊙ If PIT LANE ASSISTANCE is switched **OFF**, you must bring the car down to the legal speed limit and then switch on the RPM Limiter by pressing **[L]**. Don't forget to switch the RPM Limiter **OFF** as you exit the pit lane.



## WET WEATHER

Rain completely alters your driving experience. Grip is reduced, resulting in less weight transfer and exaggerated handling problems. Add reduced visibility to this and it is easy to see how even the very best FORMULA ONE drivers can struggle in the wet. To be successful in these conditions you must be more aware of what is going on around you.

Reduced weight transfer means that you need to brake earlier and lighter in order to slow the car sufficiently and avoid locking up the wheels. In addition to this, with the horsepower of the engine remaining the same as in the dry, you need to be very smooth with the accelerator in order to avoid spinning the wheels (which almost always leads to a catastrophic spin). You should also adopt the wider "Italian" racing line in order to decrease the angle of attack into corners. It is also advisable to stay away from the rumble strips to ensure you have complete control of the car in wet weather conditions.

A wet weather setup can also help. First ensure that you have rain tires fitted and then experiment with lowering Spring Rate, the Front and Rear Anti-Roll Bar, and Tire Pressure one by one in order to make the car less twitchy. After making these adjustments, brake bias should be moved towards the rear in order to increase the amount of weight transfer to the front under braking, which in turn helps prevent the front wheels from locking up during braking. Finally, you might use extra wing and slightly longer gear ratios to gain more grip and reduce the chance of wheel spin when accelerating.

**NOTE:** Refer to *Appendix B – Vehicle Setup* on p. 35 for a guide to achieving the best setup for the track conditions.



## APPENDIX A — TECHNIQUE

This section teaches you the finer points of perfecting your technique. Read on to discover how finding the limit and finding the best line can boost your finish.

### FINDING THE LIMIT

As drivers approach the limit and their car's tires experience ever increasing stress, the fact that the tires are reaching the limit of grip can actually be felt and therefore responded to accordingly. During high speed cornering, so much stress builds up in the tire that the area in contact with the road becomes stretched like a piece of elastic. This has the effect of pulling the remainder of the tire (and the car) sideways. This happens despite the fact that the tire itself is not actually sliding. The angle between the direction in which the tire is traveling and the direction it is pointing is commonly referred to as the "slip angle."

In *F1 Challenge '99-'02*, the effects of slip angle cannot be felt, but are instead relayed to you through audio. As the tires begin to screech in the corners, they are beginning to be stretched and are either at (or very near to) their limit of grip.



**TIP:** If you never hear the tires squeal, you're not pushing hard enough!

## RACING LINES

The main objective of a race driver is to win. To do that the driver has to be able to drive a car quickly around a circuit by taking the "Racing Line." Each corner, chicane, and even straight has a particular line each driver should follow to achieve the optimum lap time. Detailed below are the most common types of corners found in F1 today, and the racing line suited to each.

### FAST CORNER



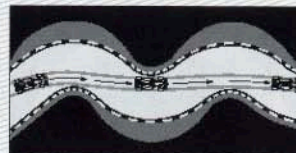
By its nature, a fast corner is shallow. It is important to turn in early and smoothly, as dramatic changes of direction can lead to a catastrophic spin. The objective is to carry your speed into and all the way through the corner.

### 90-DEGREE CORNER



The apex of a 90-degree corner is right in the center. Approach the bend on the outside of the track, brake early, head for the apex, and feed the throttle to the exit.

## THE "S" BEND OR CHICANE



The line through a chicane is dictated by whether it comes before or after a long straight. If it follows a long straight, brake late and carry your speed into the corner, sacrificing your exit speed, which is less important. If it precedes a long straight, brake early and sacrifice your entrance speed so that you can get on the power earlier and make a fast exit.

### HAIRPIN



Brake in a straight line, keeping to the outside of the track on the approach. Turn in late, sacrificing entry speed for the chance of getting on the power early for a fast exit. Remember that the fastest line in qualifying may not be the best line in a race when you may be closely followed by a rival. Under these circumstances you must protect your position by remaining on the inside while approaching the hairpin.

### DOUBLE-APEX CORNER



A double apex corner usually exists where there is a short straight between two corners. Although they appear to be two corners, this type of layout should be treated as one corner by running wide in mid-corner. This technique allows you to get the power down earlier for the best possible exit.

## CONSTANT RADIUS CORNER



Position yourself on the outside approaching the corner and turn in early. Follow the inside of the corner, creating a long apex, and accelerate out. The steering wheel should be held in one position from entry to exit because the curve of the corner, as its name suggests, remains constant.

## OPENING CORNER



At an opening corner, go to the apex early and allow the car to run wide as you feed in the power towards the exit. The shallower angle of the exit phase should allow you to accelerate earlier on the exit and carry more speed through it.

## TIGHTENING CORNER



On a tightening corner, turn in late and go to the apex extremely late. Brake very briefly just before reaching the apex and then put the power down for a good clean exit.

## APPENDIX B — VEHICLE SETUP

You can improve your lap times considerably by optimizing the setup of your car to suit your own driving style and the unique characteristics of each circuit.

Unfortunately, the process of setting up your car is not an exact science. Every adjustment you make is an exercise in compromise—everything affects something else and changes you expect to help may often have the opposite effect.

Let's take a look at the basic principles involved in optimizing the setup of your car:

### VEHICLE SETUP TUTORIAL

1. Create a new player profile called Test Driver and select the 2002 season McLaren Mercedes FORMULA ONE car and a driver.
2. Select TEST DAY from the Main menu and then click Accept to continue.
3. Select AUSTRIA, A1-RING and then click Load Circuit to continue.



VEHICLE SETUP ICON

4. After the short loading sequence, the session status display appears. Click the Vehicle Setup icon at the bottom of the screen.

### VEHICLE SETUP SCREEN

This page can be used to adjust overall aspects of Vehicle Setup such as DOWNFORCE PRIORITY, BALANCE, RIDE, and GEARING BIAS. In order to change any of the above, drag the corresponding slider towards the characteristic that you wish to prioritize. Notice that your Estimated (EST.) TOP SPEED, GRIP, and ACCELERATION change as you make adjustments.



## ADVANCED SETUP



### ADVANCED SETUP ICON

**Click the Advanced Setup icon to access the following screens:**



**STRATEGY:** Adjust Tires, Starting Fuel, Number of Stops, and lap numbers for your scheduled stops.



**GEARING:** Adjust 1st to 7th Gear Ratios as well as Final and Reverse Ratios.



**MECHANICAL AND AERO:** Make adjustments to Brake Duct Size, Engine Rev Limit, Radiator Size, Steering Lock, Differential Lock, Front and Rear Wings, Front and Rear Anti-Roll Bars, Weight Distribution, and Brake Bias.



**TIRE PRESSURE AND CAMBER:** Change your vehicle's Camber and Tire Pressure for each wheel and also Toe In for the front/rear.



**SPRINGS AND RIDE HEIGHT:** Adjust the Ride Height, Packers, and Spring Rate for each wheel of your car.



**BUMP DAMPING:** Make changes to Fast Bump and Slow Bump damping.



**REBOUND DAMPING:** Adjust Fast Rebound and Slow Rebound settings damping.

**NOTE:** The **TIRE PRESSURE AND CAMBER**, **SPRINGS AND RIDE HEIGHT**, **BUMP DAMPING**, and **REBOUND DAMPING** pages feature a **SYMMETRICAL** option. When set to **YES**, any changes you make on these pages will be made to each wheel simultaneously.

⇒ Return to the Vehicle Setup screen and make sure the **DOWNFORCE PRIORITY** slider is set as far to the left (**SPEED**) as possible and that the **GEARING BIAS** slider is as far to the right (**SPEED**) as possible.



### SAVE ICON

⇒ Click the Vehicle Setup icon and then click the Save icon. Save your current Setup as "STAGE 1."



### BACK ICON

⇒ Click the Back icon to return to the session status display and then click the Drive icon to begin. Press **[P]** to pause for a few moments while reading the following:

In order to optimize any car setup for a particular circuit, the first thing you must establish is the **DOWNFORCE PRIORITY** for that circuit. Downforce is the force that pushes the car downward, thus forcing it to grip the track surface better. Increasing Front and Rear Wing settings is the simplest method of increasing downforce.

Unfortunately, increasing the Front and Rear Wing settings also increases drag. Drag is generated by any aerodynamic or mechanical resistance to the car's forward motion. In this instance, the front and rear wings are aerodynamic devices that, by nature of their design, generate drag.

While downforce can be used to increase cornering speeds, drag reduces straight-line speed. As both cornering and straight-line speed are fundamental factors of racing, it is imperative to find the best compromise between these factors. Right now you are seated in a car that has the lowest possible settings for the Front and Rear Wings and the longest possible setting for 7TH Gear.

⇒ Press **[P]** to resume and then drive a few laps of the A1-Ring, paying particular attention to your top speed and the amount of RPM displayed before you reach your braking point on the longest straight.

Having driven a few laps, you should have noticed that the engine is never achieving maximum RPM (i.e., in 7TH Gear the red lights on the Digital RPM Display are never visible).

A good car setup should allow the engine to achieve maximum RPM in 7TH Gear approximately 300 meters before you reach your braking point at the end of the longest straight. When the engine does not achieve maximum RPM, you are not stretching the engine to its full potential and therefore not achieving maximum possible speed.

As we have already reduced the Front and Rear Wings to their minimum settings we know that drag is not the factor preventing us from achieving maximum RPM. Therefore we can safely conclude that our 7TH Gear is simply too long.





#### VEHICLE SETUP ICON

- ↳ Press **[ESC]** to return to the session status display and click the Vehicle Setup icon at the bottom of the screen.
- ↳ Then move the GEARING BIAS slider to the center of the scale, thus increasing the bias towards acceleration at the expense of straight-line speed.

**NOTE:** Usually you would adjust GEARING BIAS by much smaller amounts to find the right balance but for now we are more concerned with demonstrating the effects of change.



#### DRIVE ICON

Having adjusted the GEARING BIAS, return to the session status display, click the Drive icon and complete a few more laps of the A1-Ring, paying particular attention to your top speed and the amount of RPM displayed before you reach your braking point on the longest straight. You will notice that the engine is now revving much higher than previously as you reach the breaking point.

By adjusting just one simple factor you have already found a way to make your car faster. Continue tweaking the GEARING BIAS until you have found the setting that enables the engine to reach maximum RPM on the longest straight, approximately 300 meters before the turn ahead.

One you've discovered your maximum speed, you have completed the first step in establishing the DOWNFORCE PRIORITY for any circuit.

- ↳ **Now save your Vehicle Setup as "STAGE 2."**

The next step is to adjust DOWNFORCE PRIORITY towards GRIP until the amount of drag generated begins to restrict the maximum speed of your car.



#### VEHICLE SETUP ICON

- ↳ Access the Vehicle Setup screen once more, and move the DOWNFORCE PRIORITY slider to the middle, increasing the bias towards GRIP.

Test your changes by driving a few laps as before and then repeat the above, increasing DOWNFORCE PRIORITY in favor of GRIP each time until you notice that your car is no longer achieving the same speed at the end of the straight as it did when you last saved your setup. You have now reached the point where downforce is becoming the dominant factor and the effects of drag are beginning to reduce your top speed.

- ↳ **Save your Vehicle Setup as "STAGE 3."**

Now, to feel the changes sequentially, load each setup in order, drive a few laps with each one and note the lap times you achieve.

Generally at this stage, most drivers achieve their best lap times using the STAGE 3 setup. If you have recorded your best times using STAGE 1 or STAGE 2 setups, you should now try increasing the GRIP bias of your DOWNFORCE PRIORITY to see if the extra downforce enables you to improve your lap times even further. The A1-Ring is essentially a 'grip' circuit as there are no really fast, tight turns or long straights.



#### ASSIGN AS FAVORITE ICON

Once you perfect your Vehicle Setups, you may wish to save them as your optimum Vehicle Setup for the selected circuit. In order to do this, highlight a saved Setup and click the Assign as Favorite icon.

While the Front Wing, Rear Wing, and Gearing are key aspects of the car setup, you are aware by now that there are many other aspects that can be adjusted. Most are adjusted in order to affect the balance of the car and to bias this towards oversteer or understeer, with regards to drivers' personal preferences.

Oversteer is generated when the rear wheels lose grip causing the back end to become loose with a tendency to spin.

Understeer is generated when the front wheels lose grip causing the front end to push straight on and run wide.

The following tables provide a detailed summary of each and every aspect of car setup that can be adjusted within the Advanced Vehicle Setup pages.



## GEARING



GEARING ICON

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Lengthen gears	None	Increased potential maximum speed; decreased acceleration
Shorten gears	None	Decreased potential maximum speed; increased acceleration

## MECHANICAL AND AERO



MECHANICAL AND AERO ICON

### BRAKE DUCT SIZE

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase	None	Increased engine cooling; decreased straight line speed
Decrease	None	Decreased engine cooling; increased straight line speed

### ENGINE REV LIMIT

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase	None	Increased horsepower; higher engine temperatures
Decrease	None	Decreased horsepower; lower engine temperatures

### RADIATOR SIZE

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase	None	Increased engine cooling; decreased straight line speed
Decrease	None	Decreased engine cooling; increased straight line speed

## STEERING LOCK

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase	None	Decreased turning circle
Decrease	None	Increased turning circle

## DIFFERENTIAL LOCK

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase	Increased understeer in corners	None
Decrease	Increased oversteer in corners	None

## WINGS

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front	Increased oversteer in corners	Increased front grip in corners; increased front tire wear; reduced straight-line speed
Increase rear	Increased understeer in corners	Increased rear grip in corners; increased rear tire wear; reduced straight-line speed
Increase front and rear	None	Increased grip in corners; reduced straight-line speed
Decrease front	Increased understeer in corners	Decreased grip in corners; decreased front tire wear; increased straight-line speed
Decrease rear	Increased oversteer	Decreased grip in corners; decreased rear tire wear; increased straight-line speed



## ANTI-ROLL BARS

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front (stiffen)	Increased understeer in corners	Decreased grip on bumpy surfaces; increased front tire wear; more responsive handling
Increase rear (stiffen)	Increased oversteer in corners	Decreased grip when exiting corners, decreased grip on bumpy surfaces; increased rear tire wear; more responsive handling
Increase front and rear (stiffen)	None	Decreased grip when exiting corners, decreased grip on bumpy surfaces; increased front and rear tire wear; more responsive handling
Decrease front (soften)	Increased oversteer in corners	Increased grip on bumpy surfaces; decreased front tire wear; less responsive handling
Decrease rear (soften)	Increased understeer in corners	Increased grip when exiting corners; increased grip on bumpy surfaces; decreased rear tire wear; less responsive handling
Decrease front and rear (soften)	None	Car may bottom out more often; increased grip when exiting corners; increased grip on bumpy surfaces; decreased front and rear tire wear; less responsive handling

## WEIGHT DISTRIBUTION

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Adjust to front	Increased oversteer	None
Adjust to rear	Increased understeer	None

## BRAKE PRESSURE

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase	None	Increased brake pedal sensitivity, increased braking ability and increased brake wear
Decrease	None	Decreased brake pedal sensitivity, decreased braking ability and decreased brake wear

## BRAKE BIAS

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Adjust to front	Increased understeer under braking	Front wheels can lock up, increasing brake distances
Adjust to rear	Increased oversteer under braking	Rear wheels can lock up, increasing brake distances

## TIRE PRESSURE AND CAMBER



TIRE PRESSURE AND CAMBER ICON

### CAMBER

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front	None	Increased grip in corners
Increase rear	None	Decreased grip in corners
Decrease front	None	Decreased grip in corners
Decrease rear	None	Increased grip in corners

### TIRE PRESSURE

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front	Increased understeer	Decreased grip in corners; decreased front tire wear
Increase rear	Increased oversteer	Decreased grip in corners; decreased rear tire wear
Increase front and rear	None	Decreased grip in corners; decreased front and rear tire wear
Decrease front	Increased oversteer	Increased grip in corners; increased front tire wear
Decrease rear	Increased understeer	Increased grip in corners; increased rear tire wear
Decrease front and rear	None	Increased grip in corners; increased front and rear tire wear

## TOE IN

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front (Positive)	None	Improved turn-in; increased tire wear; decreased straight line speed
Increase rear (Positive)	None	Improved stability; increased tire wear; decreased straight line speed
Increase front (Negative)	None	Decreased turn-in; increased tire wear; decreased straight line speed
Increase rear (Negative)	None	Decreased stability; increased tire wear; decreased straight line speed

## SPRINGS AND RIDE HEIGHT



SPRINGS AND RIDE HEIGHT ICON

### RIDE HEIGHT

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front	Increased understeer in fast corners	Car may bottom out less often
Increase rear	Increased oversteer in fast corners	Car may bottom out less often
Increase front and rear symmetrically	None	Car may bottom out less often
Decrease front	Increased oversteer in fast corners	Car may bottom out more often
Decrease rear	Increased understeer in fast corners	Car may bottom out more often
Decrease front and rear	None	Car may bottom out more often

## PACKERS

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front	Increased understeer	Allows front ride height to be reduced without bottoming out
Increase rear	Increased oversteer	Allows rear ride height to be reduced without bottoming out
Increase front and rear symmetrically	None	Allows ride height to be reduced without bottoming out
Decrease front	Increased oversteer	Car may bottom out more often
Decrease rear	Increased understeer	Car may bottom out more often
Decrease front and rear	None	Car may bottom out more often



## SPRING RATE

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front (stiffen)	Increased understeer in corners	Decreased grip in corners; decreased grip on bumpy surfaces; increased front tire wear; more responsive handling
Increase rear (stiffen)	Increased oversteer in corners	Decreased grip in corners; decreased grip on bumpy surfaces; increased rear tire wear; more responsive handling
Increase front and rear symmetrically (stiffen)	None	Decreased grip in corners; decreased grip on bumpy surfaces; increased front and rear tire wear; more responsive handling
Decrease front (soften)	Increased oversteer in corners	Increased grip in corners; increased grip on bumpy surfaces; decreased front tire wear; less responsive handling
Decrease rear (soften)	Increased understeer in corners	Increased grip in corners; increased grip on bumpy surfaces; decreased rear tire wear; less responsive handling
Decrease front and rear (soften)	None	Increased grip in corners; increased grip on bumpy surfaces; decreased front and rear tire wear; less responsive handling

## BUMP DAMPING



BUMP DAMPING ICON

### FAST & SLOW BUMP

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front (stiffen)	Increased understeer in bumpy corners	Increased front tire wear
Increase rear (stiffen)	Increased oversteer in bumpy corners	Decreased grip on bumpy surfaces; increased rear tire wear
Increase front and rear symmetrically (stiffen)	None	Decreased grip on bumpy surfaces; increased front and rear tire wear; unpredictable and nervous handling
Decrease front (soften)	Increased oversteer in bumpy corners	Decreased front tire wear
Decrease rear (soften)	Increased understeer in bumpy corners	Increased grip on bumpy surfaces; decreased rear tire wear
Decrease front and rear (soften)	None	Increased grip on bumpy surfaces; decreased front and rear tire wear

## REBOUND DAMPING



REBOUND DAMPING ICON

### FAST & SLOW REBOUND

<b>ACTION</b>	<b>EFFECT ON BALANCE</b>	<b>OTHER EFFECTS</b>
Increase front (stiffen)	Increased understeer during entry/exit to corners	Increased front tire wear
Increase rear (stiffen)	Increased oversteer during entry/exit to corners	Increased rear tire wear
Increase front and rear symmetrically (stiffen)	None	More responsive handling
Decrease front (soften)	Increased oversteer during entry/exit to corners	Decreased front tire wear
Decrease rear (soften)	Increased understeer during entry/exit to corners	Decreased rear tire wear
Decrease front and rear (soften)	None	Less responsive handling

## NEED TECHNICAL SUPPORT?

Please see the enclosed Install Guide for technical support information.

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