DRIFT REVOLUTION

SETUP N STUFF...

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1. Introduction

To be honest, I have never written any readmes, but I will try to be short and informative. Please note, since this release is a demo, there might be some issues, but we will do our best to make everything as good as possible. Have fun and enjoy the game!

Cheers,

A member from the Physics Staff

2. Steering wheel setup

This is the most important setting for the drift mod. It's very recommended to turn of the Centering Spring force in the steering wheel menu in the control panel/game controllers. Since the drift cars have very big steering lock (50+ degrees) and yet today many steering wheel don't have bigger turning lock than 200 degrees, I made settings for 180-200 degrees, 270 degrees and 360+ degrees in the control menu. There are three parameters to look for:

- Speed sensitivity
- Wheel (X) axis sensitivity
- Throttle (RZ) axis sensitivity: I recommend to set this at around 5%

These are the settings that I have found to be working well:

	180-200° (%)	270° (%)	360° or more (%)
Digital steering rate	10	10	10
Digital throttle rate	10	10	10
Digital brake rate	10	10	10
Digital clutch rate	20	20	20
Speed sensitivity	60	15	0
Look ahead	0	0	0
Head movement	0	0	0
Exaggerrate yaw	0	0	0
X axis sensitivity	5	20	30
RX axis sensitivity	0	0	0
Y axis sensitivity	0	0	0
RY axis sensitivity	0	0	0
Z axis sensitivity	0	0	0
RZ axis sensitivity	3	3	3
S0 axis sensitivity	0	0	0
S1 axis sensitivity	0	0	0

When you raise the value from 360 degrees in the control panel, you should also increase the steering wheel (X) axis sensitivity in the game. Always aim for linear feeling for the wheel.

3. About the cars

Four cars featured in the demo with fixed upgrades and decent default setups.

Drift Trainer: It's a close to stock Kage car upgraded exhaust and intake, extended steering rod for bigger lock, adjustable dampers and gears. You guys might think this car is boring because it is low on power and more wobbly than the other cars but this is where you can learn the very basics of drifting. Since it's low on power and it has a narrow torque band, you always have to keep the revs up.If it drops just kick the clutch. To learn it, go into the corner slowly not in sideways, in the middle of the corner push the throttle, kick the clutch and hold the powerslide, find the limits of the car. Also, with this car you will learn the weight transition, weight, soft suspension is bad. There are many styles and ways to drift, e-brake, feint, power, side-long etc, they will be explained in the near future with a video.

Kage: This car is Stage-1. With 360 BHP (on max boost 414 BHP), 24-way adjustable damper, adjustable suspension (plenty of sway bars) 1.5-way limited slip diff, adjustable gearing. Hardest to drive from the 3 drift cars because of its weight distribution (52:48-50:50), light, stiff, agile little mean machine, better race car than drift car. You really need to be awake, this car snaps.

Sprinter: You would think, this is the underdog, but I just had to put in a Stage-2 engine in the demo, which creates 300 BHP. Sometimes it gives really hard time to the bigger cars. On max boost it produces 345 BHP, it has 24-way adjustable dampers, 1.5-way limited slip diff. This is the lightest car from the three models, the handling is quite good but can be very nervous at braking.

Furano: The Big Daddy in Stage-1. It has got 440 BHP (on maximum boost 506 BHP), 24-way adjustable damper, 1.5-way limited slip diff, etc. In short, it's big heavy and that's why it's very predictable to drive. This car will be a hit for many drivers

Note for all cars

These cars are not fully ripped from weight. They are using high performance street tires. In the full version of the mod there will be stock and semi-slick tires, many types of engines, exhausts, ECUs, bodyparts, LSDs, suspensions and a lot of other parts to use.

4. Car setup

This is the part what most of the drivers miss, maybe because they're too lazy to learn or maybe no-one is willing to explain or the gamers find it to be too difficult to understand. Those who know how to set up the car, can skip this part and go to play hush-hush. I will try to explain the most important setup tricks in an easy and short way.

- **Suspension:** There are different opinions on how to set up the suspension, someone likes it to be soft, other likes it stiff, or under or oversteery. It usually depends on your driving style. My motto is stiff up the suspension until it doesn't affect badly the grip of the car. The less bodytransfer, the better behaviour of the car.

- **Anti-roll bar:** This is the most important parameter to set the cars handling between over or understeery and the best way to reduce weight transfer from side to side. In short, to make a car oversteery, either use smaller roll bar (but this makes the car more lean side to side) on the front, or stiff up the rear. For understeery behaviour vice versa. (stiffening up the roll bar has it's limits if its too stiff, then the car will waddle side to side on ruff surfaces which reduces grip and you will end up floating in air rather than stick to the road).

- **Springs:** Like the anti-roll bar but it's mostly against the front-rear body transfer. Usually I set the roll bar first, then fine tune handling with the springs, checking the traction limit of the back end, if its nervous still I put in softer springs.

- **Dampers:** (slow-fast bump-rebound) Before we start go to your PLR file, (USERDATA/YOURNAMEDIR/) open it with a text editor like the notepad and search for 'game options' (around the middle) and find the Damper Units=0 line. Change the 0 to 1, so in the game the display will show in N/m/s rates. You will see in the default setup bump rates are half of the rebound rates, this what drivers recommend to use otherwise the car will handle like a bigboat and will make it unpredictable to drive. Aim for the optimal traction. Give the Trainer adjustable dampers so You can try to play with the settings.

Remember all three settings should be in harmony for good handling. Drift cars are slightly more understeery than race cars for easier handling. Camber, toe-in,caster settings are quite well explained in Wikipedia.

- **Weight:** Weight is bad to have generally, but at 1st getting used to drifting it handles slower and easier, but the negative effect is the car won't be agile enough for Tsuiso (paralell drift) battles. Weight distribution, for drift cars having more weight on the front makes them easier to handle (less dive-in into corners and less grippy back end) but understeery for race.(Included race setups in the demo also).

- **Gears:** It is important to find the right gear settings for each track, partly because it affects your performance when you have to fiddle with the shift in the middle of the corner or if it's too long or your revs drop under the torque band. Which is bad.

5. Technical advices

- It is recommended to install a fresh copy of rFactor before installing the demo.
- Do not use max boost, recommended to use Temporary boost button, balance is more important than power.
- Even if you are a newcomer to simulation, I really recommend you take the time to learn the basics of setting up the car. Can be fun :)
- We recommend to use the Realfeel FFB plugin for more realistic FFB effects. Optimal settings for the plugin:
  - Smoothing: 0
  - Damping: 11500
  - Max strenght value for Furano: 3000
  - Max strenght value for Kage: 2200,
  - Max strenght value for Sprinter: 2000