V1.10.2

ASSETTO CORSA COMPETIZIONE

THE OFFICIAL **SIM RACING SETUP GUIDE** BY KLORPTE 789

GUIDE INDEX & NOTE

CLICK TO GO TO

Dear fellow sim racers!

I hope this guide provides a lot of help setting up your favorite cars and therefore speed to you all.
Please note; These are just suggestions and not rules. Tracks, cars and also their setups have a lot of variables like e.g. weather, driving style or track surface and so it's not said that these tweaks or changes work on every car, for every driver in every situation. Also, the order in which the adjustments are placed are not the order of applying them. Find your issue and try out these tweaks one click at the time.
For suggestions and/or questions go to my discord channel.

CLICK HERE FOR INVITE

CORNER ENTRY

GO BACK

UNDERSTEER

TYRE
- Adjust Front Tyre Pressures
- Increase Front Toe Out (negative increase)
- Increase Front Camber (negative increase)
- Increase Caster

MECHANICAL GRIP
- Soften Front Anti-Roll Bar
- Decrease Wheel Rate Front
- Decrease Preload Differential

DAMPERS
- Decrease Front Bump
- Increase Rear Rebound

AERO
- Decrease Front Ride Height
- Increase Rear Ride Height
- Decrease Rear Wing Angle
- Increase Front Splitter Angle (when possible)

WHEN BRAKING
- Move Brake Bias Backward (lower numbers)
- Increase ABS

OVERSTEER

TYRE
- Adjust Rear Tyre Pressures
- Decrease Front Toe Out (positive increase)
- Increase Rear Camber (negative increase)

ELECTRONIC
- Increase Traction Control

MECHANICAL GRIP
- Increase Front Anti-Roll Bar
- Decrease Rear Wheel Rate
- Increase Front Wheel Rate
- Increase Preload Differential

DAMPERS
- Increase Front Bump
- Decrease Rear Rebound

AERO
- Increase Front Ride Height
- Decrease Rear Ride Height
- Increase Rear Wing Angle
- Decrease Front Splitter Angle (when possible)

WHEN BRAKING
- Move Brake Bias Forward (higher numbers)

MID-CORNER

GO BACK

UNDERSTEER

TYRE

- Adjust Front Tyre Pressures
- Increase Front Toe Out (negative increase)
- Increase Front Camber (negative increase)
- Increase Caster

MECHANICAL GRIP

- Decrease Front Anti-Roll Bar
- Increase Rear Wheel Rate
- Increase Rear Anti-Roll Bar
- Decrease Preload Differential (when on throttle)

DAMPERS

- Increase Front Rebound (when on throttle)
- Increase Rear Bump (when on throttle)
- Decrease Front Rebound (when off throttle)
- Decrease Rear Bump (when off throttle)

AERO

- Decrease Front Ride Height
- Increase Rear Ride Height
- Increase Front Splitter Angle (when possible)

OVERSTEER

TYRE

- Adjust Rear Tyre Pressures
- Decrease Front Toe Out (positive increase)
- Increase Rear Camber (negative increase)

ELECTRONIC

- Increase Traction Control

MECHANICAL GRIP

- Decrease Rear Anti-Roll Bar
- Decrease Rear Wheel Rate
- Increase Front Wheel Rate
- Increase Rear Bumpstop Range
- Decrease Rear Bumstop Rate
- Increase Preload Differential (when on throttle)

DAMPERS

- Increase Rear Rebound (when off throttle)
- Decrease Rear Bump (when on throttle)

AERO

- Decrease Rear Ride Height
- Increase Front Ride Height
- Increase Rear Wing Angle

CORNER EXIT

GO BACK

UNDERSTEER

TYRE

- Adjust Front Tyre Pressures
- Increase Caster

MECHANICAL GRIP

- Decrease Front Anti-Roll Bar
- Increase Rear Wheel Rate
- Increase Rear Anti-Roll Bar
- Increase Preload Differential

DAMPERS

- Increase Front Rebound
- Increase Rear Bump

AERO

- Decrease Front Ride Height
- Increase Rear Ride Height
- Increase Front Splitter Angle (when possible)

OVERSTEER

TYRE

- Adjust Rear Tyre Pressures
- Increase Rear Camber (negative increase)

ELECTRONIC

- Increase Traction Control

MECHANICAL GRIP

- Decrease Rear Anti-Roll Bar
- Decrease Wheel Rate Rear
- Increase Wheel Rate Front
- Decrease Preload Differential

DAMPERS

- Decrease Front Rebound
- Decrease Rear Bump

AERO

- Decrease Rear Ride Height
- Increase Rear Wing Angle

UNSTABLE

GO BACK

GENERAL

TYRE
- Adjust Tyre Pressures

ELECTRONIC
- Increase Traction Control

MECHANICAL GRIP
- Decrease Bumpstop Rate
- Increase Bumpstop Range

DAMPERS
- Decrease Bump
- Decrease Rebound

AERO
- Decrease Ride Height
- Increase Rear Wing Angle
- Increase Front Splitter Angle (when possible)

ON BUMPS/KERBS

MECHANICAL GRIP
- Decrease Wheel Rate
- Decrease Bumpstop Rate
- Increase Bumpstop Range

DAMPERS
- Decrease Fast Bump
- Decrease Fast Rebound

BOUNCING/EXCESSIVE SCRAPING

MECHANICAL GRIP
- Increase Wheel Rate
- Increase Bumpstop Rate
- Increase Bumpstop Range

DAMPERS
- Increase Bump
- Increase Rebound

AERO
- Increase Ride Height

BOUNCING ON BUMPS/KERBS

DAMPERS
- Increase Fast Bump
- Increase Fast Rebound

CORNER ENTRY

TYRE
- Adjust Tyre Pressures
- Decrease Toe Out (positive increase)
- Increase Camber (negative increase)
- Increase Caster

MECHANICAL GRIP
- Decrease Wheel Rate
- Increase Bumpstop Range

AERO
- Decrease Ride Height

WHEN BRAKING
- Move Brake Bias Forwards (higher numbers)

MID CORNER

TYRE
- Adjust Tyre Pressures
- Decrease Toe Out (positive increase)
- Increase Camber (negative increase)
- Increase Caster

MECHANICAL GRIP
- Decrease Wheel Rate
- Increase Bumpstop Range
- Decrease Bumpstop Rate

AERO
- Decrease Ride Height
- Increase Rear Wing Angle
- Increase Front Splitter Angle (when possible)

CORNER EXIT

TYRE
- Adjust Tyre Pressures
- Decrease Toe Out (positive increase)
- Increase Camber (negative increase)
- Increase Caster

ELECTRONIC
- Increase Traction Control

MECHANICAL GRIP
- Decrease Wheel Rate
- Increase Bumpstop Range

AERO
- Decrease Ride Height
- Increase Rear Wing Angle
- Increase Front Splitter Angle (when possible)

STRAIGHTS

GO BACK

SLOW ACCELERATION

TYRE
- Adjust Tyre Pressures

ELECTRONIC
- Decrease Traction Control

MECHANICAL GRIP
- Decrease Preload Differential

DAMPERS
- Increase Rear Bump

AERO
- Decrease Rear Wing Angle
- Decrease Front Splitter Angle (when possible)
- Decrease Brake Ducts

SLOW TOPSPEED

TYRE
- Adjust Tyre Pressures
- Decrease Toe (closer to 0)
- Increase Camber (negative increase)

ELECTRONIC
- Increase ECU Mapping (more aggressive)

AERO
- Decrease Rear Wing Angle
- Decrease Front Splitter Agle (when possible)
- Decrease Brake Ducts

WHEEL SPIN

TYRE
- Decrease Tyre Pressures
- Decrease Rear Camber (closer to 0)

ELECTRONIC
- Increase Traction Control

MECHANICAL GRIP
- Decrease Rear Anti-Roll Bar
- Decrease Preload Differential

OVERLY SENSITIVE STEERING

TYRE
- Decrease Front Toe (closer to 0)
- Decrease Front Camber (closer to 0)
- Increase Caster

MECHANICAL GRIP
- Decrease Steering Ratio

TYRES

GO BACK

OVERHEATING

TYRE
- Adjust Tyre Pressures
- Decrease Toe (closer to 0)
- Decrease Caster

ELECTRONIC
- Increase Traction Control

MECHANICAL GRIP
- Adjust Brake Bias

AERO
- Increase Brake Ducts

OVERCOOLING

TYRE
- Adjust Tyre Pressures
- Increase Toe (away from 0)

ELECTRONIC
- Decrease Traction Control

MECHANICAL GRIP
- Adjust Brake Bias

AERO
- Decrease Brake Ducts

OVERHEATING INSIDE EDGE

TYRE
- Reduce Tyre Pressures
- Decrease Toe (closer to 0)
- Decrease Camber (positive increase)

OVERHEATING OUTSIDE EDGE

TYRE
- Increase Tyre Pressures
- Decrease Toe (closer to 0)
- Increase Camber (negative increase)

BRAKING

GO BACK

LOCKING FRONT

ELECTRONIC

- Increase ABS

MECHANICAL GRIP

- Move Brake Bias Backward (lower numbers)

LOCKING REAR

ELECTRONIC

- Increase ABS

MECHANICAL GRIP

- Move Brake Bias Forward (higher numbers)

OVERHEATING

ELECTRONIC

- Increase ABS

FUEL & STRATEGY

- Choose Brake Pads 2 (dry conditions)
- Choose Brake Pads 3 (wet conditions/endurance race)

AERO

- Increase Brake Ducts

OVERCOOLING

ELECTRONIC

- Decrease ABS

FUEL & STRATEGY

- Choose Brake Pads 1 (dry conditions)

AERO

- Decrease Brake Ducts

BRAKE PADS

GO BACK

BRAKE PADS 1

SPRINT BRAKE PADS

- Excellent Friction Coefficient
- Maximum Braking Performance
- Notable Disc & Pad Wear
- Best For Quali & Sprint Race
- Better In Hotter Conditions (increase brakeducts)
- Max. 3 Hours

BRAKE PADS 2

ENDURANCE BRAKE PADS

- Very Good Friction Coefficient
- Great Braking Performance
- Moderate Disc & Pad Wear
- Best For Endurance Race
- Better In Colder Conditions (decrease brakeducts)
- Easily 12 Hours / Max. 24 Hours

BRAKE PADS 3

RAIN BRAKE PADS

- Good Friction Coeficiant
- Good Braking Performance
- Very Low Disc & Pad Wear
- Best For Longest Endurance & Rain Race
- Easily 24 Hours

BRAKE PADS 4

DEMONSTRATION BRAKE PADS (do not use)

- Excellent Friction Coefficient
- Maximum Braking Performance
- Extreme Disc & Pad Wear
- Only Used For Demonstration Purposes
- Max. 15 Min.

RACE CONDITIONS

GO BACK

HIGH FUEL CONSUMPTION

TYRE

- Increase Tyre Pressures

ELECTRONIC

- Decrease ECU Mapping

AERO

- Decrease Rear Wing Angle
- Decrease Front Splitter Angle (when possible)

HIGH TYRE DEGRADATION

TYRE

- Adjust Tyre Pressures
- Decrease Toe (closer to 0)
- Decrease Caster

ELECTRONIC

- Decrease Traction Control

FUEL

GO BACK

QUALI

Extra fuel is extra weight, so try to run as low fuel as you can to set your fastest lap. Don't forget to factor in your out lap and possible in lap.

HOW TO CALCULATE

FR = ((TR x 60) / TL) x FL + (2 x FL)

FR – Fuel for race, TR – Race duration in minutes

FL – Fuel per lap, TL – Average Lap Time

RACE

Different strategies come at hand here, in most cars you can do an 1 hour race with a full tank of fuel, but sometimes you might be quicker carrying 2 times 60L onboard and pitting in the middle. The same goes for endurance. Here you could also consider racing with less fuel consuming engine maps.

You can calculate your fuel by using the formula to the left or just press the link below.

FUEL CALCULATOR ›

ECU MAPPING

GO BACK

GT3 CARS MAPS	QUALI	SPRINT	ENDURANCE	FUEL SAVING	WET	PACE CAR	EMERGENCY
ASTON MARTIN V12 VANTAGE GT3	1	1	2 - 3	4	5 - 7	8	-
AMR V8 VANTAGE GT3	1	1	2 - 3	4	5 - 7	8	-
AUDI R8 GT3	1	1	2 - 3	4	5 - 7	8	-
AUDI R8 EVO GT3	1	1	2 - 3	4	5 - 7	8	-
AUDI R8 EVO II GT3	1	1	2 - 3	4	5 - 7	8	-
BENTLEY CONTINENTAL GT3 '15	1	1	2 - 3	4	5 - 7	8	-
BENTLEY CONTINENTAL GT3 '18	1	1	2 - 3	4	5 - 7	8	-
BMW M6 GT3	1	1	2	3	6 - 8	5	4
BMW M4 GT3	1	1	2	3	6 - 8	5	4
EMIL FREY JAGUAR G3	1	1	2	3	4 - 6	-	-
FERRARI 488 GT3	1	1	2 - 3	4	5 - 8	9 - 12	-
FERRARI 488 EVO GT3	1	1 - 2	3 - 4	5	6 - 8	9 - 12	-
FERRARI 296 GT3	1	1	2 - 4	5	6 - 9	10	-
HONDA NSX GT3 / EVO	4	4 - 3	2	1	5 - 7	8	-
FORD MUSTANG GT3	1	1	2 - 3	3	2 - 3	4	4
LAMBORGHINI HURACAN GT3	1	1	2 - 3	4	5 - 7	8	-
LAMBORGHINI HURACAN GT3 EVO	1	1	2 - 3	4	5 - 7	8	-
LAMBORGHINI HURACAN GT3 EVO II	1	1	2 - 3	4 - 5	6 - 7	8	-
LEXUS RC F GT3	2	1	3	4	4	5	-
MCLAREN 650S GT3	1	1	2 - 3	4	5 - 8	9	-
MCLAREN 720S GT3 / EVO	1	1	2 - 3	4 - 6	8 - 12	-	7
MERCEDES AMG GT3	1	1	2	3	-	-	-
MERCEDES AMG GT3 / EVO	1	1	2	3	-	-	-
NISSAN GT-R NISMO GT3 '15	1	1	2 - 3	4	-	-	-
NISSAN GT-R NISMO GT3 '18	1	1	2 - 3	4	-	-	-
PORSCHE 911 GT3R	8	8 - 5	4 - 1	9	4 - 1	10	-
PORSCHE 911 II GT3R	8	8 - 5	4 - 1	9	4 - 1	10	-
PORSCHE 911 GT3 R 992	8	8 - 5	4 - 1	9	4 - 1	10	-
REITER ENGINEERING R-EX GT3	1	1	2 - 3	4	-	-	-

INDICATION LAPTIMES

GO BACK

TRACK	GT4	ROOKIE	AM	SILVER	PRO	ALIEN
Barcelona	01:55,4	01:48.0	01:47,9	01:45,9	01:43,6	01:42,2
Brands Hatch	01:32,1	01:27.0	01:26,5	01:24,0	01:23,2	01:22,2
COTA	02:16,5	02:10,0	02:09,0	02:07,3	02:05,5	02:03,3
Donington	01:35,4	01:31,0	01:30,5	01:28,5	01:26,3	01:25,1
Hungaroring	01:52,9	01:47,8	01:46,0	01:44,5	01:42,9	01:41,6
Imola	01:49,5	01:46,0	01:44,9	01:42.6	01:40,3	01:39,8
Indianapolis	01:43,4	01:39,5	01:38,5	01:36,1	01:34,0	01:33,5
Kyalami	01:54,3	01:46,0	01:45,4	01:43,2	01:42,0	01:39,3
Laguna Seca	01:30,9	01:26,5	01:25,7	01:24,5	01:23,5	01:20,9
Misano	01:41,8	01:37,5	01:36,0	01:34,5	01:33,1	01:32,4
Monza	01:57,8	01:52,0	01:50.0	01:48,5	01:47,1	01:46,5
Mount Panorama	02:14,2	02:06,2	02:05,8	02:03,4	02:01,5	01:59,5
Nurburgring GP	02:05,0	01:59,7	01:57,9	01:56,4	01:55,8	01:53,0
Nordschleife	08.55,5	08:42,7	08:32,4	08:21,2	08:10,5	08:02,8
Oulton Park	01:43,0	01:39,1	01:37,3	01:35,2	01:33,8	01:32,3
Paul Ricard	02:05,7	01:58,2	01:56,4	01:55,0	01:53,7	01:52,6
Red Bull Ring	1:35,3	01:33,5	01:31,3	01:29,5	01:27,8	01:26,8
Silverstone	02:09,8	02:02,5	02:01,2	01:59,9	01:58,1	01:56,0
Snetterton	01:57,9	01:52,2	01:50,6	01:48,9	01:47,1	01:44,8
Spa Francorchamps	02:31,3	02:23,6	02:21,0	02:18,9	02:16,2	02:15,8
Suzuka	02:14,6	02:06,0	02:04,5	02:03,9	02:02,2	01:57,8
Valencia	01:41,1	01:36,5	01:34,2	01:32,9	01:31,0	01:29,6
Watkins Glen	01:54,0	01:49,1	01:47,2	01:45,9	01:44,2	01:42,8
Zandvoort	01:43,6	01:39,4	01:38,5	01:37,2	01:35,2	01:33,9
Zolder	01:36,5	01:32,0	01:30,4	01:29,0	01:28,3	01:26,8

TIPS & INFO

GO BACK

RIDE HEIGHT

Try going as low as possible, but avoid grounding the car or stalling the aero.

AERO

Use ride height and rake to generate as much downforce as possible, then trim the aero balance using the wings and/or splitter.

On the bottom of the aero setup screen you'll find the: 'FRONT AERO VARIATION" value's. This indicates where the aero balance is highest:

- Positive values = more front aero
- Negative values = more rear aero

DAMPERS

Bump setting should be lower than the corresponding rebound setting. Try to use the lowest setting that avoids oscillation / bouncing.

The dampers can be used to tune the responsiveness of the car.

- High values = more responsive
- Low values = more stable

BRAKE BIAS

Front tyres should lock just before the rears for best stability. But for a bit of extra turn-in you can move the brake bias to the rear.

Spinning out every time you brake? Move it to the front.