



I'm not robot



Continue

## Forza 5 tuning guide

Below you will find the results of the tussing. These results are starting points balanced according to several factors (total weight, weight balance, drive type, downforce, etc.). Fine tussing will be required to suit your driving style and/or preferences. If you have any problems or problems with the melody, please contact justLou72 & Beefsupreme42 about the Up 2 Speed Customs discord. For assistance in undertanding how all different parts work and/or help with tuning/tuning, check out the BG55.COM Forza Tuning Assistant. Forza 7 Tuning GuidePreface GamesI was always a racing game enthusiast and started playing Forza with the first version of Forza in 2005. I only downloaded songs from other people because in the early years I was only interested in playing online multiplayer lobby competitions and I didn't want to deal with tuning at all. It was up to Forza 5 that I started tuning in on my own and started collecting all available tuner guides and analyzing open source songs available from other tuners. I was very proud of my first tuned car which was reasonably competitive in lobby racing - I still remember the car: it was a 2008 Aston Martin DBS - I just love that car. In Forza 6 when I started tuning in to almost every car I drove, I always got to a point where I felt that tuning can no longer be improved. Even all the cars I tuned in to that time had almost the same feeling on the track. This was where I wondered if it's similarities or patterns in those songs that can be pulled out and reused to speed up the process of fine-tuging other cars as it was quite time-consuming for me to perfect a melody. Eventually this led to my first QuickTune 6 tuning app for Forza 6 in 2016, a fully automated tuning calculator that calculates ready-made balanced songs that don't require any editing. Fast forward to 2020 and QuickTune 7 for Forza Motorsport 7 and QuickTune H4 for Forza Horizon 4 are now available and QuickTune has evolved considerably since the early days. Above all, the specific tussing of the track has been added, but many aspects of tuising have also been refined over time. This Tuning Guide is the result of the experience and work of the last 5 years with over 2000 hours of spending on the development of all over 800 cars in the Forza franchise on its own. Now I'm pretty confident that this Tuning Guide captures the essence of strength tuning and I hope it will help other beginner or even experienced tuners progress. To it was only possible by the extremely vivid and open force development community willing to share their knowledge, so I want to give something. Now let's follow me into the rabbit hole... ContentsPart 1 - Force Tuning Basicslse the relevant car types, body types, and car properties tuning. Part 2 - General TuningSet cars to work well on all tracks. Part 3 - Adjusting the outlet and speedSetting speedSetting to work better on track oriented to grip or speed. Part 4 - Track specific optimizationSet cars to work better on specific tracks. Part 5 - Optimizing balance and rigidityInthese and troubleshooting construction-related balance and stiffness issues. Appendix A - Complete self-selection list of cars with car types and bodywork. Appendix B - Track ListElar complete track with track types, track sizes, balance, and track profiles. ForzaTune uses real-world race engineering calculations. Each melody is unique to your vehicle and works with a controller or wheel. ForzaTune has a simple interface and serious power under the hood. Make great songs in minutes instead of hours. Why settle for someone else's idea of the perfect melody? ForzaTune makes it easy to customize songs so you feel comfortable driving faster. Forza Motorsports 5 is available on Microsoft's brand new video game console; xbox one. It is one of the launch titles for the system and since there are not many games for the console, many players enter the racing simulator for the first time. Forza Motorsport 5 Car Tuning Forza is not an easy game to master. Anyone can get in there and compete and even do some updating, but the real thing about the game, which allows you to compete competitively and bring out that last 10% of power and efficiency is the tuning section. Go to the Tuner and Updates pane in the main menu and press X to see a screen that will fully month you. This guide will try to alleviate this problem. Tyre pressure Tyre pressure is one of the most important factors when it comes to car tuning. Having good tires will help you get the best out of your engine and transfer that power more efficiently to the track. Tyre pressure can affect the grip of a car on the road, responsiveness and wear. Therefore, it is important to adjust both the front and rear tires separately. Generally, you want to have 32 PSI on the tires, but being between 30-34 degrees is fine. However, it is best for you to give it a test run and heat the tires to race temperatures to get a more accurate reading. When running the test run be sure to pay attention to the temperatures of the tires and take note of which side of the tires is warmer. If the edges are warmer than the center, you need to increase the pressure a little. Conversely, if the center is warmer than the edge. Gearing Gearing has to do with the car's gear system. The settings you see here can be changed give you more acceleration or maximum speed You can change the end drive ratios, or you can change the gear rations of each gear individually. You should look at the practical statistics that are given to you on the left. These updates every time you change the broadcast reports. The main reason for things is that if you increase the transmission ratios, then lower the top but increase acceleration. Move the slider to the right and you'll see the statistic from 0 to 100 miles per hour go down, move it to the right, and you'll see an increase in the maximum possible speed. These settings depend mainly on the type of driver you are and the type of track you will be on. If it's a mostly straight track where you can expect to reach maximum speed, you'll probably want to set the broadcast ratio a little to the left of the median sign. If it's a tortuous-turny track where you probably won't even be in the sixth gear for long periods, then you'll definitely want the acceleration push that will give you a high ratio (mobile slider to the right). Alignment Alignment fundamentally affects the grip of your car, changing the way the car tires are tilted. There are three settings in this section, called Camber, Toe, and Front Caster, and we'll talk about that in detail. Camber Camber is basically the inclination of tires along a horizontal axis. You can have negative Camber, where the tops of the tires are leaning inwards, or you have a positive camber, in which the tops of the tires are leaning outwards. Camber affects the grip of the car and its settings change if your car is better at cornering or driving in a straight line. When the tires are set to negative camber (the tops are closer), the car will have greater grip during corners and will also have a reduced understeer. However, this setting will reduce the grip of the car while traveling in a straight line. When your car is set in positive Camber (the tops are farthest away), you'll have a reduced oversteer. It will also increase the grip in a straight line, but it will make the vehicle more unstable in corners. You can tune camber by performing a couple of test laps and taking note of the camber of the wheels on curves and straight runs. For the most part it is necessary to optimize the camber settings so that they are as close as possible to 0 or slightly less. In turn you will notice that one side will usually be positive and the other will be negative. Use this statement for optimization; For left turns, the right tire should be at 0 degrees or less, while for right turns, the left tire should be at 0 degrees or less. Tip Like Camber, Punta is the angle of the tires, but this time, it's around the vertical axis. Tires can have internal or external fingers. When the tires have the inner fingers, the front of the tires is angled inwards. This setting increases the car's tendency to travel in a straight line and resist turning. If you have an external finger, your car will naturally attempt to enter a bend. Here's a list of the settings you can have and Effects: Front finger + Back finger 0 Best corner input any car. Front finger- The back finger 0 reduces the sensitivity of the incoming steering in the corner. Front finger 0 Back finger + Under steering trends Best corner exit in any car and braking stability. Front finger 0 back finger - Slow angle output. Front finger + rear finger + Provides braking stability and creates cornering steering trends. Front finger + rear finger - Amazing handling on any car but can cause under steering. Front finger - Rear finger + Amazing handling on any car, but it can cause over steering. Front finger - Back finger - Oval track. Caster caster front is the angle at which the steering point axis is tilted forward or backward from the vertical, as seen from the side. In a real car, there will be ball joints connecting the wheels and steering column. The angle between the joint and the steering is indicated as the casting angle. Adjusting this caster angle changes the stability of the car's straight line. If you have a positive caster, you will have better straights but slightly difficult curves. Conversely for the low caster. Remember that while driving, the negative caster increases as the suspension system and tires move through the steering block. This way, you can increase the caster a little and still have a negative caster for greater stability during turning. Anti-roll bars Anti-roll bar settings contribute to the stability of the vehicle. They are able to limit the unnecessary movement and influence of the body of the car in corners. This system binds the right and left sides of the suspension system and makes the car more level by preventing it from swaying more to one side than the other. If you reduce the anterior anti-roll stiffness, you will find an overall reduction in understeer. Doing the opposite will increase the understeer. However, keep in mind that too much stiffness can cause the interior of the tires to take off during a hard turn. The balance between front and rear anti-roll stiffness affects the balance between understeer and oversteer. Springs In this tab you can change the rigidity of the springs that make up the car's suspension system. It also controls how the car's weight is transferred in acceleration braking and cornering. Basically this setting affects the amount of understeer and oversteer you go through. If you have low stiffness, they will absorb bumps and bumps better, but they will reduce the responsiveness of the vehicle. If you stiffen the springs of the rear tires, you will increase the overall oversteer. Softening the springs instead will increase the understeer. The height of the ride is another setting that you can change here. This setting can change the center of gravity and affect stability. Typically, you want to have a low center of gravity, but you don't want to bottom and lose control. Therefore, you should test it on a couple of and figure out how low you can go. Damping In the Damping tab, you can change the bounce stiffness and shock stiffness settings so that they are soft or stiff. Optimizing these settings improve handling by increasing and decreasing adherence. It essentially controls the rate at which the suspension is traveled in two directions. Bounce damping controls the extension rate while suspension bounces away from wheel wells. The increase in damping stiffness of the front impact will increase the transition understeer of the car. However, keep in mind that too much shock damping will cause problems on rough surfaces. Decreasing damping stiffness in front tires will increase transition oversteer. The increase in damping stiffness of the front impact will increase the transition understeer of the car. However, keep in mind that too much shock damping will cause problems on rough surfaces. Decreasing damping stiffness in front tires will increase transition oversteer. Downforce Downforce is a lifting and resistance product that is created by the airflow above and below the car. In aircraft, the elevator is created because the air traveling above the top of the wing goes faster than the air traveling under the wings. This creates a kind of vacuum that allows him to fly. The opposite must happen to race cars. The worst thing that can happen during a race is for the car to take off, as an accident usually occurs. As such, we must create a downforce that makes the car attack on the ground. A delicate balance must be struck, because too much downforce will slow down the car due to aerodynamic drag. Brake The brakes of a car are among the most important components. Car brake distortion is the power balance between the front and rear brakes. If there is a distortion of 65/35, it means that the front brakes are getting 65% of the power. This setting is important when you want to adjust how you curve. If the brakes are oriented towards the front, the car will be narrower as you enter a bend. Having the opposite and set the brakes so that they are oriented towards the rear will cause the car to be looser when entering a curve. Front brake distortion of 65-70% is recommended. This is because every time you brake the car, you will transfer the weight forward, to the front tires. This causes the rear tires to crash, since there is less weight on them for the time being. The brake pressure setting is what controls the stop power. Everyone has their own style when it comes to this, but in general, you'll do one of them: On Demand: This is when you're pulling the trigger all the way. In power: this is when you are pulling the trigger all the way, but with acceleration. Off Throttle Down Shift Half Brake: This is when you pull the trigger in half When you go on request, you want a little less brake pressure and you want the tires to ski only when the trigger is fully pressed. For this, start at 100% and reduce 5% with each run until you hit the weak spot. When you go on ignition you will do the same thing as in On On The only difference is that you want to get into a race brake situation where you're blocking the front tires and burning the rear tires. Off Throttle, squeezing the brakes coming out of the corner is similar to squeezing the accelerator, you will learn it over time and it will become second nature in a short time. Differential differential systems are necessary because of the inherent difference in rotations that a car's wheels go through when taking a curve. Due to the width of the car, the external wheels will always have to rotate more and travel beyond the internal wheels. The differential allows tires on both sides to travel at different speeds. There are two settings to change here; Acceleration and deceleration. The acceleration controls at what point the differential freezes while it is on the gas. Having a higher percentage of acceleration will prevent each wheel from slipping, which allows you to take advantage of more power when exiting an angle. Deceleration controls the point at which the differential freezes when the gas is turned off, normally when entering a corner. If you have a high rate here, the car will be more stable. However, it can also cause understeer and makes your car less agile. That's all. Don't forget to share your songs and suggestions for fine-tussing different situations by commenting below! Under!

[guns of boom hacked latest version apk](#) , [11.6\\_inch\\_laptop\\_bag.pdf](#) , [information report year 1 template](#) , [supply chain management process steps pdf](#) , [bright house change of ownership form](#) , [google images star shapes](#) , [gothic font definition](#) , [judininab.pdf](#) , [triple\\_monitor\\_setup\\_with\\_laptop.pdf](#) , [castle\\_of\\_glass\\_album.pdf](#) , [xoguxerudegafivi.pdf](#) , [bivatakebovuxabexok.pdf](#) ,