

Tokyo Xtreme Racer 2 Car Tuning FAQ

by RNA

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Tokyo Xtreme Racer 2 (US version) Car Tuning/Settings Mini-FAQ v0.1

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If you want to contact me, post your question/message at the www.gamefaqs.com message board for Tokyo Xtreme Racer 2 (TXR2) - Dreamcast. There's probably a good chance I won't even see your message since I have completely stopped playing the game.

Please do not request for me to make car settings other than the ones posted here. I have already returned TXR2 (& the Dreamcast) back to its owner so I no longer have immediate access to the game :(

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What's in this FAQ

Tokyo Xtreme Racer 2 has many different cars, and with all those different cars, come differences in handling. There are those cars which handle excellently as soon as you try it out, there are those that drive like they're missing a wheel or two, and there are those which lie in the middle. But no matter how good a car is to begin with, I find myself changing settings for every single car - especially when it comes to gear ratios. In this FAQ, are several tips on how to tune your car to suit your own style, and also several settings that I use for my own cars.

Note that I will be using real car names rather than their in-game names so you may have to refer to other FAQs if you are in question as to what car I am referring to.

Revision History

v0.1 - Feb 20/01 - My first and final(hopefully) version is finally finished. I hope I didn't leave anything out or mess up some settings. I swear I had a Silvia 14 K's car in my game. I guess I never recorded the settings down :(Oh well, if I can remember correctly, its handling is near perfect with all the best aero parts so it shouldn't be a problem for anyone to tune.

There shouldn't be any more updates unless I find

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[Section 1] - General Questions & Answers

--[1a]-- What is the importance of aero parts?

Aero parts affect two things - weight and handling. If your car is handling poorly, one of the 2 main reasons is because your aero parts are not set properly (the other being brake balance --[2b]--). The cars in TXR2 handle the best when you give them the best aero parts. So besides the mirrors and the hood, make sure you change the rest of the aero parts to (5) before fiddling with the settings. However, not all the best aero parts appeal to everyone in appearance. So if you choose to use lesser aero parts which provide a better "look", then be prepared to give your car settings a major/minor overhaul. Although it should be noted that the farther you deviate from using the best aero parts, the harder it will be to set your car's handling close to what it should be capable of - in most cases, it is impossible to get similar handling.

--[1b]-- What parts should I buy for my car?

Buy the most expensive parts for your car, even if it increases weight, it is still more beneficial. Aero parts and accessories are optional, but keep in mind that different aero parts provide differences in handling while different accessories only affect weight and appearance. Front and back tires should both be racing slicks but there are exceptions when you are trying to tune your car (more detail is discussed in section --[2g]--).

It is suggested that you unlock and buy all the best main parts for your car before attempting to tune it.

--[1c]-- What is the difference between understeer & oversteer?

Understeer - when the front end of the car has a tendency to move towards the inside wall when turning. Extreme understeer makes the car extremely stiff and uncontrollable when entering turns.

Oversteer - when the rear end of the car has a tendency to move towards the outside wall when turning. Extreme oversteer makes the car extremely free in movement and uncontrollable when entering turns.

I find oversteer very difficult to control in this game because of the narrow roads and the many walls. Understeer allows for your car to make it through turns with less effort because the car will "want" to go into the turn, hence you should be able to go through turns much faster than if oversteer was dominant. However, a little oversteer is needed to be able to turn the car if you wish to powerslide. So in general, you should try to adjust your car to provide understeer and oversteer while making understeer more dominant.

--[ld]-- What is a powerslide/fish-tail/drift?

I will use the term "powerslide" in this FAQ.

To initiate a powerslide, enter a turn by braking and twisting your car around so that it is facing in the direction of the turn's exit. You will need sufficient oversteer and/or understeer to be able to effectively twist your car around while your tires are spinning and screeching through the powerslide. When you have turned your car as much as possible, start accelerating out. Since this is not a guide to help you drive your car, I will assume that you know how to powerslide and this brief description should be enough to describe it.

--[1e]-- What are the consequences of high turbo settings?

Some cars have a turbo boost setting in which 0.600 is the lowest setting, while 1.350 is the highest, and 0.975 is in the middle.

By setting your turbo boost higher, you will get more HP, less torque at low RPMs (turbo lag is not very noticeable in this game) and your engine's performance will degenerate quicker. ie, at turbo 1.350, you will notice engine degradation at around 30 - 50 miles of driving while at turbo 0.600, you will notice it at around 80 - 100 miles of driving. By exiting the track and going back to your garage, your engine's performance will be optimized for your next track entry. Use a higher turbo boost for a quick race against a hard opponent and a lower turbo boost for many races against easier opponents.

I usually test my cars at 0.975 turbo boost although I will change it back to 0.600 when actually racing on the track.

--[1f]-- Shift assist on or off?

When you are just learning the game, you should use shift assist ON so that you can concentrate on turning the car and memorizing the track. It is not recommended that you remain using shift assist because of its many disadvantages. Since the car shifts up near the red line with shift assist ON, you cannot properly place all your gears within the car's power band to get the best acceleration out of it - many cars have power bands much lower than its redline. Also, with shift assist ON, you can not use downshifting as a means to slow down faster.

--[lg]-- What is my car's power band?

On the main screen in your garage, press the left or right trigger button (shift up/down) and the stats of your car will show up. Look at the place where it gives you your car's power output in HP and torque. Your car's power band lies within the peak RPM of your HP output and the peak RPM of your torque output. Depending if the torque graph (top left) is a plateau or a steep slope starting from its peak, you will have a smaller or bigger power band. But in both cases, the power band usually starts a little higher than the torque's peak RPM. The power band always ends at a point on or over the HP's peak RPM. Use the HP graph in a similar fashion as the torque graph to figure out where your power band ends.

For example:

With a power output of (800HP@8000RPM) and (700lbs/ft@6000RPM), this car's power band is located somewhere within 6000 to 8000 RPM. If the torque graph is a plateau starting at its peak, than I would estimate the power band to be somewhere around 6000RPM to 8000RPM. If the torque graph is a steep slope starting at its peak, than I would estimate the power band to be somewhere around 6500RPM to 8000RPM.

--[lh]-- When is the best time to shift to a higher gear?

When your tachometer lands on your HP's peak RPM, or lands a little bit past it (not your peak torque's RPM). This gives you the best acceleration from your car.

--[li]-- What is the fastest way to slow down?

At higher speeds, the fastest way to slow down is to brake hard and quickly downshift to gear 1 as fast as you can. If your braking power is too weak, you will find that doing this will put you into neutral very often.

At lower speeds, simply tap your brakes every few milliseconds while downshifting like the above.

--[lj]-- Why doesn't my car turn when it goes into neutral?

If your car has very weak braking power, then braking too hard will cause your car to go into neutral. Your car won't turn as well because the tires are locked. To avoid this, you must increase braking power as noted in (--[2b]--).

--[lk]-- Strong gripping power vs. weak gripping power?

Why do you want to grip your front tires when turning? At higher speeds,

your car will eventually grip its front tires in turns (your wheels start to screech). Strong gripping power allows for the car to grip "inwards" at high speed turns while weak gripping power allows for the car to grip "outwards" at high speed turns. Obviously, you want your car to grip "inwards" so that you can take high speed turns at a much higher speed. Some cars grip more often than others (ie, Viper GTS grips all the time while the Lancer VI almost never grips). You can learn to control gripping power and gripping tendency with the tuning section further below - [Section 2].

--[11]-- How do I go in Reverse?

Here's something off-topic. When you are at a stop, hold the downshift button while you accelerate. Watch out for autopilot though.

[Section 2] - How to tune your car

--[2a]-- Steer/Accel/Brake - your own personalized settings

These three settings do NOT affect your car's handling. In fact, they only affect how your controller responds to the car itself. Steer really doesn't need to be touched if you are using the analog since you can apply different degrees of pressure in different directions. In the case of accel and brake, you will quickly notice that your controller does not have an analog for a gas pedal or a brake pedal. When you tap the gas/brake, you will apply a constant amount of force every time you tap it. ie, if you set brake at (+15), then every time you tap the brake button, you can think of it as slamming on your brakes in real life.

Steer - quick: turning response is increased.

Steer - slow : turning response is decreased.

Accel - quick: faster acceleration when gas is applied = frequent wheel Spins.

Accel - slow : slower acceleration when gas is applied = TCS (traction control system) - less wheel spin when accelerating.

Brake - quick: faster braking response = prone to locking of tires

Brake - slow : slower braking response = less prone to locking of tires.

Recommendations:

Generally have all these settings pretty high but try not to go past (+10) for any of them. Forget about the TCS, wheel spin isn't very noticeable in this game and all that power helps out when trying to straighten yourself out of a turn. For brake, have it pretty high but less for FR and MR cars.

--[2b]-- Brake Balance & Braking Power|

In my opinion, brake balance is one of the 2 major factors for controlling of your car in TXR2 - aero parts being the 1st major factor. Brake balance is such a major factor because it affects 3 important things; understeer, oversteer, and braking power. Note that brake balance is the only factor that affects understeer and oversteer WITHOUT affecting the car's turning radius at low & high speeds - this is very important.

Brake Balance - Rear : Brakes are set further to the rear wheels = tendency to oversteer when braking and LESS braking power in front &/or rear drive vehicles.

Brake Balance - Front: Brakes are set further to the front wheels = tendency to understeer when braking and MORE braking power in front &/or rear drive vehicles.

Recommendations:

For FR, RR, 4WD and MR cars, set the brakes farther to the front end to increase braking power and lower tendency to oversteer. RR, FR and MR cars should generally be farther than 4WD since 4WD cars have pretty good braking power to begin with. (-12, -8) is a good range for these cars and (-6, -2) is a good range for 4WD cars. Setting it too far to the front will produce extreme understeer, which results in a very stiff and immobile car when under braking. You will notice that the car shakes up and down simulating ABS when you apply too much front brakes. Try to avoid this because it makes the car hard to maneuver when braking.

For FF cars, their brakes are already set really far to the front to begin with, so braking power should be pretty good already. (-2, +2) is a good range to set your FF car's brakes. Some FF cars handle stiffly when under braking cause they don't have enough oversteer to twist their whole body so slight oversteer should be added.

Note: before adjusting anything else that affects handling, make sure you have set brake balance and aero parts FIRST! This usually solves most problems with many cars.

--[2c]-- Ride Height

Ride Height affects how close to the ground the car is. It does NOT affect appearance in any way (in this game). It affects these factors: Gripping power, tendency to grip, weight transfer(freedom of movement), length of time in a powerslide, braking power, understeer, and oversteer. It does NOT affect speed in TXR2.

Ride Height F&R - High: The car is higher from the ground = easier to grip front tires when turning, lesser freedom of movement at high speeds, greater freedom of movement at low speeds, longer powersliding sessions, and greater braking power because of increased spring height.

Ride Height F&R - Low : The car is lower to the ground = harder to grip front tires when turning, greater freedom of movement at high speeds, lesser freedom of

movement at low speeds, shorter powersliding sessions, and less braking power because of decreased spring height.

Ride Height F - High: Front ride height is higher than rear ride height = weaker gripping power and much more understeer.

Ride Height R - High: Rear ride height is higher than front ride height = stronger gripping power and much more oversteer.

Recommendations:

Generally have ride height pretty low to the ground for all car types except for FF cars. A wide range of (-12, -4) is a good place to set your ride height. FF cars don't need much adjusting of ride height. I personally tend to use ride height to produce more understeer by adjusting the rear end lower to the ground than the front end but it's really up to you whether you use ride height, spring rate, or shocks to make a similar effect.

--[2d]-- Spring Rate

Spring rate affects how bouncy your car is. The bouncier it is, the more that weight will be able to freely move between the front and rear wheels. These are the factors that spring rate affects: Impact, gripping power, tendency to grip, weight transfer(freedom of movement), length of time in a powerslide, braking power, understeer, and oversteer.

Spring Rate F&R - Hard: The car's springs are stiffer = more speed is lost when hitting an object, tendency to grip tires increases, more freedom of movement at high speeds, less freedom of movement at low speeds, shorter powersliding sessions, and less braking power.

Spring Rate F&R - Soft: The car's springs are softer = less speed is lost when hitting an object, tendency to grip tires decreases, less freedom of movement at high speeds, more freedom of movement at low speeds, longer power sliding sessions, and more braking power.

Spring Rate F - Hard: Front Springs are harder than rear springs = stronger gripping power and more oversteer.

Spring Rate R - Hard: Rear springs are harder than front springs = weaker gripping power and more understeer.

Recommendations:

As you can see, besides the impact factor, spring rate and ride height affect the same factors in the same directions. However, the degree at which spring rate affects these factors is different than the degree at which ride height affects these same factors.

Generally have both spring rates soft for all car types to accept impacts more easily. Not too soft though, (-5, 0) is a good range.

You can adjust the front and rear ends unevenly to produce effects of oversteer, understeer, etc.

--[2e]-- Shocks/Dampers

Shocks affect the way weight is contained and transferred between the front and rear tires. The harder the shocks, the easier it is to contain or accept the transfer of weight. The softer the shocks, the easier it is to transfer or get rid of that weight. These are the factors that shocks affect: Gripping power, tendency to grip, weight transfer (freedom of movement), understeer, and oversteer. Shocks may affect the length of time in a powerslide and/or braking power but the degree they affect those factors are less noticeable than ride height or spring rate.

Shocks F&R - Hard: The car's shocks are stiffer = Weight transfer is restricted so tendency to grip tires increases, freedom of movement at high speeds increases, and freedom of movement at low speeds decreases.

Shocks F&R - Soft: The car's shocks are softer = Weight transfer is encouraged so tendency to grip tires decreases, freedom of movement at high speeds decreases, and freedom of movement at low speeds increases.

Shocks F - Hard: Front shocks are harder than rear shocks = much stronger gripping power and little bit more oversteer.

Shocks R - Hard: Rear shocks are harder than front shocks = much weaker gripping power and a little bit more understeer.

Recommendations:

Adjusting the rear end towards the softer end should allow for sharper turning capabilities at low speed. This will however, cut into high speed gripping power so it is necessary to apply other means to compensate for this loss of gripping power - either by adjusting front shocks harder or by using spring rate and/or ride height to produce similar effects.

Alternatively, adjusting the frontend towards the harder end should allow for sharper turning capabilities at high speeds.

I generally leave the rear end softer than the front end, setting my rear end around (-10, -2) and my front end around (0, +5).

--[2f]-- Ride Height, Spring Rate, & Shocks

If you've read the last three sections, then you're probably asking this, "what the hell? ride height, spring rate, and shocks affect almost the exact same factors! what's the point?"

Well, this is the main reason why it takes me so freakin long to tune a car. I wish I knew the answer to that question. I really think the designers should have put other tuning options such as camber, stabilizers, etc. that actually adjust different factors without affecting the same factors as these suspension settings.

However, these three lovely settings aren't completely useless. Besides the impact factor in the springs, each setting affects their respective factors at different degrees, which are very complex to pinpoint. ie, adjusting front ride height higher than rear ride height produces more understeer than adjusting front spring rate softer than rear spring rate. The same goes to all the other factors. This is what makes tuning a car so complex in this game.

Although I do not know the exact values these factors hold for each suspension setting, I will attempt to estimate to the best of my ability in the following charts:

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Ride Height      | F - Hi | F - Lo | R - Hi | R - Lo | F&R - Hi | F&R - Lo |
-----
Grip power       | weak  - | strong + | strong + | weak  - | weak  -- | strong++ |
Grip frequency   | freq  + | infreq - | infreq - | freq  + | freq  ++ | infreq-- |
Maneuver Lo      | strong + | weak  - | weak  - | strong + | strong++ | weak  -- |
Maneuver Hi      | weak  - | strong + | strong + | weak  - | weak  -- | strong++ |
Powerslide       | long  - | short + | long  - | short + | long  -- | short ++ |
Braking power    | strong | weak   | strong | weak   | strong + | weak  - |
Understeer       | strong++ | weak  -- | weak  -- | strong++ | neutral | neutral |
Oversteer        | weak  -- | strong++ | strong++ | weak  -- | neutral | neutral |
Impact           | neutral | neutral | neutral | neutral | neutral | neutral |
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Spring Rate      | F - Hd | F - St | R - Hd | R - St | F&R - Hd | F&R - St |
-----
Grip power       | strong | weak   | weak   | strong | strong | weak   |
Grip frequency   | infreq | freq   | freq   | infreq | infreq - | freq  + |
Maneuver Lo      | weak   | strong | weak   | strong | weak  - | strong + |
Maneuver Hi      | strong | weak   | strong | weak   | strong + | weak  - |
Powerslide       | short  | long   | short  | long   | short  + | long  - |
Braking power    | weak  - | strong + | weak  - | strong + | weak  -- | strong++ |
Understeer       | weak  - | strong + | strong + | weak  - | neutral | neutral |
Oversteer        | strong + | weak  - | weak  - | strong + | neutral | neutral |
Impact           | poor  - | good  + | poor  - | good  + | poor  -- | good  ++ |
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Shocks           | F - Hd | F - St | R - Hd | R - St | F&R - Hd | F&R - St |
-----
Grip power       | strong++ | weak  -- | strong++ | weak  -- | strong++ | weak  -- |
Grip frequency   | neutral | neutral | neutral | neutral | freq   | infreq |
Maneuver Lo      | weak  - | strong + | weak  -- | strong++ | weak   | strong |
Maneuver Hi      | strong++ | weak  -- | strong + | weak  - | strong | weak   |
Powerslide       | neutral | neutral | neutral | neutral | neutral | neutral |
Braking power    | neutral | neutral | neutral | neutral | neutral | neutral |
Understeer       | weak   | strong | strong | weak   | neutral | neutral |
Oversteer        | strong | weak   | weak   | strong | neutral | neutral |
Impact           | neutral | neutral | neutral | neutral | neutral | neutral |
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Legend

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Maneuver Hi & Lo - refers to weight transfer and freedom of movement |
                  at high and low speeds                               |
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The goal of gear ratio adjusting, is to make every gear lie within its power band (see --[lg]--) and to make each gear useful while emphasizing top speed, high acceleration, or some of both.

To properly adjust your gears the way you want it, you will have to constantly go in and out of the testing area in the setup screen. Make sure your shift assist is OFF when you are adjusting gears. Why OFF? (see --[lf]--). It should take 5 - 10 tests to get your gears right once you get the hang of it. You may also want to test out your car on the long part of the track since it is nearly impossible to reach top speed in the test course with any car - though most cars can reach its 6th gear.

When adjusting, try to leave your final gear ratio near the middle so that it is possible to adjust your car for higher acceleration or top speed whenever you need it. Some cars require the final gear ratio placed very far to the left or right so that one of its gears(usually the 2nd gear) are not completely useless. ie, Datsun 280 Z (A class).

Also, avoid adjusting your gears so that they look consistent in the settings menu. ie, setting each gear far to the left and putting each one after it a couple notches forward in a monotonous manner. Although it may look pretty on the screen, it tends to make power output very jagged and inconsistent when actually driving it.

--[2hi]-- Linear Power Gear Setup

To get the most linear power out of your car, have every single gear start on the power band's bottom point. ie, if your power band is 6500RPM - 8000RPM, shifting your gear at 8000 RPM should make the next gear begin at 6500RPM. By doing this, you will extract constant maximum output of your car in a nearly linear directional increase of speed. However, sometimes you do not want this power to be extracted in a linear form, hence the need to tune your gears to provide better acceleration or better top speed.

--[2hii]-- Faster Acceleration Gear Setup

In the case of faster acceleration, you should make each gear land on a point higher than your power band's bottom point. Do not set it too high since the increase in acceleration becomes less apparent as you reach the top point of your power band. For acceleration, probably the best place to have each gear land on, would be the middle point of your car's power band. ie, for a power band of 6500RPM - 8000RPM, make each gear start out at 7250RPM to produce optimal acceleration.

--[2hiii]-- High Top Speed Gear Setup

In the case of higher top speed, you should make each gear land on a point close to or under your power band's bottom point. Do not set it too low since acceleration will be painfully slow the further down the RPM scale you go. ie, for a power band of 6500RPM - 8000RPM, making each gear start out at 5500RPM - 6000RPM should yield good top speed. If you have trouble reaching the 6th gear, then you may have to set your gears

a little higher.

--[2hiv]-- Hybrid Gear Setup

This hybrid method is probably the best method to use for your car if you don't plan to adjust your final gear ratio very often. Simply set your first 2 or 3 gears in the "faster acceleration" form of setup and set your last few gears to a "higher top speed" form of setup. This will ensure good acceleration at low speeds where you need it to get out of turns, and high top speeds where you have long runways.

I generally use this method and the linear power method the most.

--[2hv]-- 1st gear

If you haven't noticed yet, all of the above methods of gear setups apply to gears 2 - 6(5). So how should you set 1st gear? You generally want a pretty high ratio 1st gear that goes up to around 60 - 90 mph so that it leaves enough room for you to produce decent top speed. However, if your 1st gear is too high, you will find yourself having lots of trouble getting out of corners fast enough to avoid hitting a wall. If you have a really low ratio 1st gear, you will find that reaching a decent top speed is very difficult but the extra acceleration of the 1st gear will help push you out of corners a lot faster.

For the top speed method of gear setup, have your 1st gear very high - maybe around 90 - 120 mph. For the faster acceleration method, have your 1st gear around 40 - 70 mph. And somewhere in the middle for any hybrid method.

--[2i]-- Misc. Tuning Tips 1 - Magnitude, Ratios, & Numbers

When tweaking your car and you find settings that seem to work but needs a little something more to make it perfect, try adjusting the magnitudes of your settings while keeping their ratios the same. ie, if a car with front ride height (-9) and rear ride height (-12) appears to work really well but still requires some loosening up, try adjusting it to (-6) and (-8) or (-3) and (-4) - I assume you have some mathematical knowledge so I will not go in-depth with ratios :) You'd be surprised how often this technique solves problems - especially since oversteer and understeer is not directly affected by changing magnitudes, only weight transfer(freedom of movement) and maybe power sliding lengths.

Other than the recommendations given in the suspension settings, it is difficult to know what values to use in your settings. Believe me, it is VERY difficult to get the right settings in the first try. Most of the time, I have to go in and out of the track many times - with difficult cars (ie, Viper & Porsche turbo), I may go in and out more than 100 times! This is because I take my time increasing and decreasing values of my settings by small increments. Sometimes a 1 point difference in values makes A LOT of difference. So don't go about setting everything to -15 or +15 cause you are probably causing many more problems to fix rather than actually fixing the problem.

When you have tuned your car many times and you still can't get the right settings, try starting over. You might realize that the original settings were actually even better than your settings and you've been going in the wrong direction the whole time.

--[2j]-- Misc. Tuning Tips 2 - Where to test your car

Do NOT test your car's handling in the test course from the settings menu. The reason is because there is only one turn there and that turn does not give even a close simulation to the turns you meet on the actual track. I've tried testing cars there and when taking it to the track, it handles like crap. Just stick to testing gear ratios in the test course.

I am not sure if this was a glitch in my US version of TXR2, but there is a way to test your car in the actual track of the game without meeting any obstacles (except for rivals). Simply start out on the area furthest to the bottom of the screen in the 2nd part of the game - the place BEFORE unlocking the 3rd and last part of the track(the area where team gessellschaft and ratz hang out). Now keep driving south and go over that big bridge with the narrowest turns in the entire game. By the time you reach your first fork, you will notice no obstacle cars are to be seen anywhere and by then, you should have been able to test out the max speed of your car. Now you can choose to go left into the clockwise version of the first part of the game, or choose to go straight. I usually turn left and go through that place with all the twists and turns.

Of course, you can just do it the easy way and try time attack since you can also adjust your settings in there.

[Section 3] - My car settings

Keep in mind that all of my cars are fully upgraded with the best parts(not aero parts) and to those cars that apply, their turbo settings are all set to 0.600 although they were all tested at 0.975. The reason why I do not have all the top speeds of all my cars is because I do not have the game to test them again - I only recorded some of them. Also, they may not be accurate as I did not measure every car's top speed on the long coastal route.

Btw, I seem to have misplaced my Silvia 14 K's settings. Don't worry though, besides the gear ratios, this car handles almost as good as the RX-7 Infini III if not better and requires little tuning. Although its super sized rear spoiler and sweet aero parts make it a much prettier sight - probably my favorite B class car.

--[3a]-- 180SX Type X|

steer: +5 brake balance: -9 f. spring rate: -4 f. shocks: +5 |
accel: +6 f. ride height: -6 r. spring rate: -2 r. shocks: -2 |
brake: -2 r. ride height: -6 |

Gear Ratios Aero Parts Tires |
1st: 2.754 f. Bumper : 5 Front: racing slicks |
2nd: 2.045 hood : 2 Rear : racing slicks |
3rd: 1.522 mirror : 2 |
4th: 1.223 side skirt: 5 Max Speed |
5th: 0.961 r. bumper : 5 204 mph |
6th: 0.784 r. spoiler: 5 |
final: 2.953 |

Comments: Handling needs a little more work, and my gear ratios don't
exploit the full potential of this car's power band.

--[3b]-- Altezza RS200 |

steer: 0 brake balance: 0 f. spring rate: 0 f. shocks: 0 |
accel: 0 f. ride height: 0 r. spring rate: 0 r. shocks: 0 |
brake: 0 r. ride height: 0 |

Gear Ratios Aero parts Tires |
1st: 2.638 f. bumper : 5 Front: racing slicks |
2nd: 2.089 hood : 2 Rear : racing slicks |
3rd: 1.699 mirror : 2 |
4th: 1.382 side skirt: 5 Max Speed |
5th: 1.176 r. bumper : 5 198 mph |
6th: 1.073 r. spoiler: 4 |
final: 3.091 |

Comments: I kinda like its original handling capabilities so I didn't
bother to change it.

--[3c]-- BMW M3 |

steer: +4 brake balance: -9 f. spring rate: -8 f. shocks: +6 |
accel: +6 f. ride height: -2 r. spring rate: -2 r. shocks: -4 |
brake: -2 r. ride height: -2 |

Gear Ratios Aero parts Tires |
1st: 3.165 f. bumper : 5 Front: racing slicks |
2nd: 2.338 hood : 2 Rear : racing slicks |
3rd: 1.821 mirror : 2 |
4th: 1.462 side skirt: 4 Max Speed |
5th: 1.174 r. bumper : 3 ??? |
6th: 0.994 r. spoiler: 4 |
final: 2.627 |

Comments: I like this car. It handles extremely well for a FR car.
Torque at low speeds is amazing - which helps it exit a turn with a
punch.

--[3d]-- Celica GT-Four|

steer: 0 brake balance: -7 f. spring rate: 0 f. shocks: 0 |
accel: +5 f. ride height: 0 r. spring rate: -10 r. shocks: 0 |
brake: +5 r. ride height: 0 |

Gear Ratios Aero parts Tires |
1st: 2.191 f. bumper : 5 Front: racing slicks |
2nd: 1.758 hood : 2 Rear : racing slicks |
3rd: 1.422 mirror : 2 |
4th: 1.149 side skirt: 4 Max Speed |
5th: 0.934 r. bumper : 3 210 mph |
6th: 0.803 r. spoiler: 5 |
final: 2.881 |

Comments: The 4wd makes this car handle pretty good, but the lack of power makes this car suck when put side to side with other A class super cars.

--[3e]-- Civic Type R|

steer: +6 brake balance: 0 f. spring rate: -6 f. shocks: -2 |
accel: +3 f. ride height: -6 r. spring rate: 0 r. shocks: -12 |
brake: +2 r. ride height: -8 |

Gear Ratios Aero parts Tires |
1st: 2.422 f. bumper : 4 Front: racing slicks |
2nd: 1.918 hood : 2 Rear : racing slicks |
3rd: 1.562 mirror : 2 |
4th: 1.296 side skirt: 5 Max Speed |
5th: 1.082 r. bumper : 5 196 mph |
6th: 0.887 r. spoiler: 5 |
final: 3.824 |

Comments: This is the closest I could get to duplicate the handling of a civic with a better front bumper. If you want near perfect handling for the civic, then replace the front bumper with (5) and set all three suspension settings to 0's. This is one of the best C class cars - also my favorite C class car.

--[3f]-- CR-X II Si|

steer: 0 brake balance: 0 f. spring rate: -1 f. shocks: -6 |
accel: 0 f. ride height: -2 r. spring rate: -1 r. shocks: +4 |
brake: 0 r. ride height: -3 |

Gear Ratios Aero parts Tires |
1st: 2.374 f. bumper : 5 Front: racing slicks |
2nd: 1.970 hood : 2 Rear : racing slicks |
3rd: 1.617 mirror : 2 |
4th: 1.359 side skirt: 5 Max Speed |
5th: 1.112 r. bumper : 5 186 mph |
6th: 0.916 r. spoiler: 5 |
final: 3.626 |

Comments: Pretty much identical to the civic type R. I set the car for

faster acceleration hence the lower top speed.

--[3g]-- Datsun 240Z|

steer: +15 brake balance: +8 f. spring rate: -15 f. shocks: -15 |
accel: +12 f. ride height: +15 r. spring rate: +15 r. shocks: +15 |
brake: +2 r. ride height: -15 |

Gear Ratios Aero parts Tires |
1st: 2.245 f. bumper : 3 Front: competition "R" |
2nd: 1.821 hood : 2 Rear : racing slicks |
3rd: 1.451 mirror : 2 |
4th: 1.234 side skirt: 0 Max Speed |
5th: 1.048 r. bumper : 5 115 mph |
6th: 0.887 r. spoiler: 5 |
final: 4.438 |

Comments: This car is a joke. Apparently, the best-car-in-the-game's
counter part is the worst car in the game. To turn this car, tap the
brake button and twist your car with your accelerator still held down.

--[3h]-- Datsun 280Z|

steer: +6 brake balance: -2 f. spring rate: -2 f. shocks: +14 |
accel: 0 f. ride height: 0 r. spring rate: -2 r. shocks: -2 |
brake: +10 r. ride height: -6 |

Gear Ratios Aero parts Tires |
1st: 2.952 f. bumper : 5 Front: racing slicks |
2nd: 2.000 hood : 2 Rear : racing slicks |
3rd: 1.622 mirror : 2 |
4th: 1.312 side skirt: 0 Max Speed |
5th: 1.103 r. bumper : 5 232 mph |
6th: 0.929 r. spoiler: 4 |
final: 2.750 |

Comments: The best car in the game - so good that it seems like you're
cheating when you drive it. This is the same car that the final boss
drives.

--[3i]-- Eclipse GS-T|

steer: +6 brake balance: +2 f. spring rate: -10 f. shocks: +6 |
accel: +2 f. ride height: -4 r. spring rate: 0 r. shocks: -12 |
brake: +4 r. ride height: -8 |

Gear Ratios Aero parts Tires |
1st: 2.483 f. bumper : 5 Front: racing slicks |
2nd: 1.815 hood : 2 Rear : racing slicks |
3rd: 1.358 mirror : 2 |
4th: 1.053 side skirt: 5 Max Speed |
5th: 0.855 r. bumper : 5 216 mph |
6th: 0.692 r. spoiler: 5 |
final: 3.187 |

Comments: One of the 3 best B class cars, the others being the RX-7
infini III and the Silvia 14 K's.

--[3j]-- FTO GP Version R

steer: +4 brake balance: 0 f. spring rate: -6 f. shocks: +8 |
accel: +5 f. ride height: -4 r. spring rate: 0 r. shocks: +4 |
brake: +6 r. ride height: -10 |

Gear Ratios Aero parts Tires |
1st: 3.038 f. bumper : 2 Front: racing slicks |
2nd: 2.085 hood : 2 Rear : racing slicks |
3rd: 1.640 mirror : 1 |
4th: 1.274 side skirt: N Max Speed |
5th: 1.022 r. bumper : 1 201 mph |
6th: 0.847 r. spoiler: 3 |
final: 4.021 |

Comments: Too bad the aero parts look so bad on this car, which forces
me give its settings a complete makeover. I liked this car in Gran
Turismo 1 & 2 a lot more :)

--[3k]-- GTO VR-4 (M)

steer: +9 brake balance: -8 f. spring rate: +2 f. shocks: +4 |
accel: +4 f. ride height: -4 r. spring rate: -4 r. shocks: -5 |
brake: +10 r. ride height: -5 |

Gear Ratios Aero parts Tires |
1st: 2.353 f. bumper : 5 Front: competition "R" |
2nd: 1.809 hood : 2 Rear : racing slicks |
3rd: 1.410 mirror : 1 |
4th: 1.090 side skirt: 4 Max Speed |
5th: 0.836 r. bumper : 5 ??? |
6th: 0.696 r. spoiler: 5 |
final: 3.192 |

Comments: The 4WD makes this car have above average handling but the
heavy body makes it pretty slow.

--[3l]-- Imprezza 22B STi

steer: 0 brake balance: -3 f. spring rate: -4 f. shocks: 0 |
accel: 0 f. ride height: 0 r. spring rate: 0 r. shocks: 0 |
brake: +6 r. ride height: 0 |

Gear Ratios Aero parts Tires |
1st: 2.202 f. bumper : 5 Front: racing slicks |
2nd: 1.826 hood : 2 Rear : racing slicks |
3rd: 1.542 mirror : 2 |
4th: 1.299 side skirt: 5 Max Speed |
5th: 1.065 r. bumper : 5 ??? |
6th: 0.798 r. spoiler: 5 |

final: 3.011

Comments: This car handles almost perfectly to begin with. It is considered one of the 2 best cars in the game not including the Datsun 280Z. I set the gears to produce excellent acceleration and pretty decent top speed - very fun to drive.

--[3m]-- Integra Type R (M) |

steer: 0 brake balance: 0 f. spring rate: -6 f. shocks: +2 |
accel: 0 f. ride height: 0 r. spring rate: 0 r. shocks: -2 |
brake: +4 r. ride height: 0 |

Gear Ratios Aero parts Tires |
1st: 2.356 f. bumper : 4 Front: racing slicks |
2nd: 1.815 hood : 2 Rear : racing slicks |
3rd: 1.454 mirror : 2 |
4th: 1.177 side skirt: 5 Max Speed |
5th: 0.961 r. bumper : 4 200 mph |
6th: 0.797 r. spoiler: 4 |
final: 4.067 |

Comments: You should be able to get a lot better handling if you switch the aero parts to their max and set all three suspension settings to 0's. If it weren't for its limited power, it would be just as good as the RX-7 Infini III, Silvia, and the Eclipse GS-T

--[3n]-- Lancer Evolution VI GSR (M) |

steer: +15 brake balance: -4 f. spring rate: 0 f. shocks: 0 |
accel: +10 f. ride height: 0 r. spring rate: 0 r. shocks: 0 |
brake: +13 r. ride height: 0 |

Gear Ratios Aero parts Tires |
1st: 2.196 f. bumper : 5 Front: racing slicks |
2nd: 1.744 hood : 2 Rear : racing slicks |
3rd: 1.372 mirror : 2 |
4th: 1.094 side skirt: 5 Max Speed |
5th: 0.868 r. bumper : 5 229 mph |
6th: 0.686 r. spoiler: 5 |
final: 3.580 |

Comments: This car handles almost perfectly to begin with. It is considered one of the 2 best cars in the game not including the Datsun 280Z. Unlike the 22B, this car has to reach a very high speed before it grips its tires while turning.

--[3o]-- MR-S S edition |

steer: 0 brake balance: -6 f. spring rate: -3 f. shocks: +4 |
accel: +6 f. ride height: 0 r. spring rate: 0 r. shocks: 0 |
brake: 0 r. ride height: 0 |

Gear Ratios Aero parts Tires |

```
1st: 2.374      f. bumper : 5  Front: racing slicks |
2nd: 1.796      hood       : 2  Rear : racing slicks |
3rd: 1.400      mirror    : 2                    |
4th: 1.113      side skirt: 5  Max Speed                |
5th: 0.924      r. bumper  : 5  ???                      |
6th: 0.777      r. spoiler: 5                    |
final: 3.665                                         |
```

Comments: I just got this car cause one of the wanderer requirements
requires me to drive this car around. Frankly, this was just a 5-minute
quick tune up and more work could probably be applied to make it better.

--[3p]-- MR-2 GTS|

```
steer: +15  brake  balance: -6  f. spring rate: -6  f. shocks: +6 |
accel: +8   f. ride height: -4  r. spring rate: -3  r. shocks: -6 |
brake: +5   r. ride height: -4                    |
```

```
Gear Ratios      Aero parts      Tires |
1st: 2.248        f. bumper : 5  Front: racing slicks |
2nd: 1.647        hood       : 2  Rear : racing slicks |
3rd: 1.274        mirror    : 2                    |
4th: 1.016        side skirt: 5  Max Speed                |
5th: 0.824        r. bumper  : 5  222 mph                  |
6th: 0.659        r. spoiler: 4                    |
final: 3.414                                         |
```

Comments: This car needed a little bit of work to keep it from
understeering too much. Handling is above average.

--[3q]-- MR-2 G-Limited|

```
steer: +6  brake  balance: -4  f. spring rate: 0  f. shocks: 0 |
accel: 0   f. ride height: -3  r. spring rate: 0  r. shocks: 0 |
brake: 0   r. ride height: -3                    |
```

```
Gear Ratios      Aero parts      Tires |
1st: 2.464        f. bumper : 5  Front: racing slicks |
2nd: 1.958        hood       : 2  Rear : racing slicks |
3rd: 1.563        mirror    : 1                    |
4th: 1.267        side skirt: 5  Max Speed                |
5th: 1.021        r. bumper  : 5  198 mph                  |
6th: 0.831        r. spoiler: 4                    |
final: 3.550                                         |
```

Comments: Not as difficult to tune as its A class brother, and it
handles pretty good for a B Class car.

--[3r]-- NSX Type R|

```
steer: +8  brake  balance: -8  f. spring rate: -6  f. shocks: +3 |
accel: +5  f. ride height: -5  r. spring rate: -1  r. shocks: -8 |
brake: +4  r. ride height: -6                    |
```

Gear Ratios	Aero parts	Tires	
1st: 2.091	f. bumper : 4	Front: racing slicks	
2nd: 1.778	hood : 2	Rear : racing slicks	
3rd: 1.512	mirror : 2		
4th: 1.273	side skirt: 5	Max Speed	
5th: 1.007	r. bumper : 3	236 mph	
6th: 0.812	r. spoiler: 4		
final: 3.600			

Comments: Because of the aero parts, handling is only above average but still pretty good. The gears are set for higher acceleration at lower speeds. Note that you can interchange the aero parts and all the other settings (except for gear ratios) with the NSX Type S-Zero below. These cars are almost exactly identical in handling and in power.

--[3s]-- NSX Type S-Zero|

steer: +8	brake balance: -9	f. spring rate: -2	f. shocks: +5	
accel: +6	f. ride height: -9	r. spring rate: -2	r. shocks: -3	
brake: +10	r. ride height: -12			

Gear Ratios	Aero parts	Tires	
1st: 2.335	f. bumper : 5	Front: racing slicks	
2nd: 1.942	hood : 2	Rear : racing slicks	
3rd: 1.510	mirror : N		
4th: 1.220	side skirt: 5	Max Speed	
5th: 1.010	r. bumper : 5	234 mph	
6th: 0.835	r. spoiler: 5		
final: 3.460			

Comments: This is by far my favorite car in TXR2. It was the first car I ever bought and the first car I ever tamed. Initially, this car has very uncontrollable handling - but when tuned, it can take corners like they were nothing. Besides maybe the Datsun 280Z or the Porsche 911 Turbo, this car has the best turning capabilities in the game. Unfortunately, with the lack of a turbo, the NSX cannot compare with the 22B and Lancer VI. Note that you can switch settings and parts with the NSX Type R(except for gear ratios) if you want a less responsive car.

--[3t]-- Porsche 911|

steer: +5	brake balance: -10	f. spring rate: +6	f. shocks: +8	
accel: +4	f. ride height: -10	r. spring rate: 0	r. shocks: +4	
brake: -4	r. ride height: -7			

Gear Ratios	Aero parts	Tires	
1st: 2.664	f. bumper : 3	Front: racing slicks	
2nd: 2.092	hood : 2	Rear : racing slicks	
3rd: 1.622	mirror : 1		
4th: 1.275	side skirt: 5	Max Speed	
5th: 1.046	r. bumper : 5	215 mph	
6th: 0.862	r. spoiler: 5		
final: 2.927			

Comments: Not as powerful as its bigger brother with the big turbo, but this Porsche can actually be handled with little effort - probably

because of less power.

--[3u]-- Porsche 911 Turbo|

steer: +10 brake balance: -13 f. spring rate: -11 f. shocks: +15 |
accel: +12 f. ride height: -14 r. spring rate: +10 r. shocks: -15 |
brake: +8 r. ride height: -14 |

Gear Ratios Aero parts Tires |
1st: 2.515 f. bumper : 5 Front: racing slicks |
2nd: 1.760 hood : 2 Rear : racing slicks |
3rd: 1.327 mirror : N |
4th: 1.040 side skirt: 5 Max Speed |
5th: 0.847 r. bumper : 5 244 mph |
6th: 0.686 r. spoiler: 5 |
final: 2.927 |

Comments: One of the three most powerful cars in the game - the others being the Viper GTS and the Datsun 280Z. This car is the hardest car I have tuned in TXR2. After 700 miles of ONLY testing and over 5 tries to tune, these are the settings I have come up with. I believe this car was never meant to powerslide through turns which requires me to change my driving style just to control it. With so much understeer & oversteer, you can pretty much take any turn without having to drift or grip your tires. That's why it was tuned with such powerful brakes, so you can brake BEFORE entering a turn and exiting with its awesome turning capabilities.

--[3v]-- Skyline R32 GTS-t Type M|

steer: +10 brake balance: -6 f. spring rate: -5 f. shocks: +2 |
accel: +10 f. ride height: -1 r. spring rate: 0 r. shocks: -9 |
brake: +4 r. ride height: -4 |

Gear Ratios Aero parts Tires |
1st: 2.491 f. bumper : 5 Front: racing slicks |
2nd: 1.826 hood : 2 Rear : racing slicks |
3rd: 1.413 mirror : 2 |
4th: 1.135 side skirt: 5 Max Speed |
5th: 0.911 r. bumper : 5 ??? |
6th: 0.734 r. spoiler: 5 |
final: 3.709 |

Comments: I got this car for one of the wanderer requirements but I never got the wanderer to come out anyways. Average handling probably because of its FR drivetrain.

--[3w]-- Skyline R34 V-Spec|

steer: +5 brake balance: -2 f. spring rate: +1 f. shocks: +2 |
accel: +12 f. ride height: -4 r. spring rate: +1 r. shocks: -2 |
brake: +12 r. ride height: -8 |

Gear Ratios Aero parts Tires |

```
1st: 2.874      f. bumper : 5  Front: racing slicks      |
2nd: 2.177      hood       : 2  Rear : racing slicks      |
3rd: 1.709      mirror    : 1                               |
4th: 1.370      side skirt: 5  Max Speed                  |
5th: 1.126      r. bumper  : 5  ???                        |
6th: 0.929      r. spoiler: 5                               |
final: 2.688                                         |
```

Comments: The handling is pretty good to begin with, but not as good as the Lancer VI or the 22B. With such a heavy body, the Skyline isn't as good as it should be.

--[3x]-- RX-7 GT Turbo|

```
steer: +10  brake  balance: -7  f. spring rate: +8  f. shocks: +10 |
accel: +10  f. ride height: -5  r. spring rate: -4  r. shocks: -4  |
brake: +7   r. ride height: -9                               |
```

```
Gear Ratios  Aero parts  Tires      |
1st: 3.022   f. bumper : 5  Front: racing slicks |
2nd: 1.968   hood       : 2  Rear : racing slicks |
3rd: 1.533   mirror    : 1                               |
4th: 1.214   side skirt: 5  Max Speed            |
5th: 0.971   r. bumper  : 5  ???                  |
6th: 0.781   r. spoiler: 4                               |
final: 4.217                                         |
```

Comments: Another one of those cars I got just for a wanderer requirement.

--[3y]-- RX-7 Infini III|

```
steer: 0     brake  balance: -8  f. spring rate: -1  f. shocks: 0  |
accel: +2    f. ride height: -3  r. spring rate: 0   r. shocks: 0  |
brake: +4    r. ride height: -3                               |
```

```
Gear Ratios  Aero parts  Tires      |
1st: 2.726   f. bumper : 5  Front: racing slicks |
2nd: 1.863   hood       : 1  Rear : racing slicks |
3rd: 1.419   mirror    : 1                               |
4th: 1.094   side skirt: 5  Max Speed            |
5th: 0.859   r. bumper  : 5  211 mph              |
6th: 0.707   r. spoiler: 5                               |
final: 3.655                                         |
```

Comments: One of the 3 best B class cars next to the Silvia and the Eclipse GS-T. Almost nothing needs to be done to perfect the excellent handling of this B class king.

--[3z]-- RX-7 Type RS|

```
steer: +6    brake  balance: -10  f. spring rate: -3  f. shocks: +3  |
accel: +10   f. ride height: -8  r. spring rate: -2  r. shocks: -6  |
brake: +3    r. ride height: -10                               |
```

Gear Ratios	Aero parts	Tires
1st: 2.612	f. bumper : 4	Front: racing slicks
2nd: 1.920	hood : 1	Rear : competition "R"
3rd: 1.531	mirror : 1	
4th: 1.205	side skirt: 3	Max Speed
5th: 0.942	r. bumper : 3	237 mph
6th: 0.752	r. spoiler: 5	
final: 3.485		

Comments: This car has excellent handling with all the best aero parts, so if you want the absolute best handling for this car, change all the aero parts to the highest and set all three suspension settings to 0's. The gears are set in a very distinct hybrid method in which the 1st gear yields excellent acceleration to help out when exiting turns.

--[30]-- Step WGN Ultra|

steer: +10	brake balance: -4	f. spring rate: 0	f. shocks: 0
accel: 0	f. ride height: 0	r. spring rate: 0	r. shocks: 0
brake: +4	r. ride height: 0		

Gear Ratios	Aero parts	Tires
1st: 2.320	f. bumper : 5	Front: racing slicks
2nd: 1.711	hood : 2	Rear : racing slicks
3rd: 1.306	mirror : 2	
4th: 0.976	side skirt: 5	Max Speed
5th: 0.786	r. bumper : 5	???
6th: 0.000	r. spoiler: 5	
final: 4.274		

Comments: What? I have this car cause it's err... original. Who wouldn't wanna drive a 2 tonne van around merely to create fender benders? The handling is surprisingly good because of its 4wd and its low speed capacity.

--[31]-- Supra RZ (M)|

steer: +9	brake balance: -8	f. spring rate: -6	f. shocks: 0
accel: +11	f. ride height: +2	r. spring rate: -2	r. shocks: -12
brake: +2	r. ride height: -8		

Gear Ratios	Aero parts	Tires
1st: 2.779	f. bumper : 2	Front: racing slicks
2nd: 2.167	hood : 2	Rear : racing slicks
3rd: 1.725	mirror : 2	
4th: 1.402	side skirt: 4	Max Speed
5th: 1.159	r. bumper : 3	227 mph
6th: 0.977	r. spoiler: 4	
final: 2.500		

Comments: For the best handling, switch all the aero parts to the highest and set all three suspension settings to 0's. The handling is above average but the power leaves something to be desired. For some reason, it won't let me increase the 6th gear any higher - when you get to about 210 mph, you should already be at the redline. Yeah, it goes

past the redline at 227 mph.

--[32]-- Supra RZ (TRD3000GT)|

steer: 0 brake balance: 0 f. spring rate: 0 f. shocks: 0 |
accel: 0 f. ride height: 0 r. spring rate: 0 r. shocks: 0 |
brake: 0 r. ride height: 0 |

Gear Ratios Aero parts Tires |
1st: 2.843 f. bumper : 4 Front: racing slicks |
2nd: 2.273 hood : 1 Rear : racing slicks |
3rd: 1.865 mirror : 1 |
4th: 1.530 side skirt: 5 Max Speed |
5th: 1.180 r. bumper : 5 227 mph |
6th: 0.929 r. spoiler: 5 |
final: 2.500 |

Comments: This is just the non(M) version of the Supra. With the right
aero parts and a greyish tint, this car has a TRD3000GT kit :) I still
don't like that 5th front bumper... looks too happy to me.

--[33]-- S2000 (Hardtop)|

steer: +3 brake balance: -10 f. spring rate: -6 f. shocks: +5 |
accel: +5 f. ride height: -3 r. spring rate: -2 r. shocks: -3 |
brake: +4 r. ride height: -7 |

Gear Ratios Aero parts Tires |
1st: 2.271 f. bumper : 2 Front: racing slicks |
2nd: 1.863 hood : 1 Rear : racing slicks |
3rd: 1.567 mirror : 1 |
4th: 1.324 side skirt: 5 Max Speed |
5th: 1.113 r. bumper : 4 216 mph |
6th: 0.978 r. spoiler: 5 |
final: 3.485 |

Comments: Maybe if I liked the 5th front bumper, this car wouldn't need
such an overhaul. Handling is excellent with this setup but the power
output is very weak.

--[34]-- Viper GTS|

steer: +8 brake balance: -13 f. spring rate: +5 f. shocks: +4 |
accel: +13 f. ride height: -4 r. spring rate: -5 r. shocks: -8 |
brake: +4 r. ride height: -6 |

Gear Ratios Aero parts Tires |
1st: 1.954 f. bumper : 5 Front: racing slicks |
2nd: 1.557 hood : 1 Rear : competition "R" |
3rd: 1.247 mirror : 1 |
4th: 1.023 side skirt: 5 Max Speed |
5th: 0.849 r. bumper : 5 248 mph |
6th: 0.686 r. spoiler: 5 |
final: 2.978 |

Comments: This is a very difficult car to tune. This is probably my 2nd
mostly tuned car next to the Porsche 911 turbo. However, this setup
makes the original car drive like it's got 6 wheels. Handling is now
above average and with the awesome power coming from under its hood,
this is one deadly car.

[Section 4] - Credits

- www.gamefaqs.com for the only known TXR2 message board known to me.
- My cousin Will for letting me borrow his dreamcast for a whole month.
- lindigj user 97830 of the gamefaqs message boards for zir suggestion to make a FAQ. Hard to believe, but I was looking at zir message when it clicked into my head that I would write this. Sorry I didnt contact you about your compilation of my settings, I had a lot of updates and settings never posted that I wanted to put in as well.
- All the ppl who post at the TXR2 message board. I felt kind of guilty to just leave the board like that when everyone still needs help with their car settings :)
- urmie, shoryuken, and shinya for their car lists which helped me determine which car was what.
- Dave Connoy connoy@mailcity.com for his Gran Turismo 2 car list that helped me fill out any errors or dicrepancies in the names of cars from the lists of TXR2.
- Genki for making such a fun game. I hope you fix the cpu AI and the limited amount of car settings for the next TXR :)

So much for a mini-faq, this thing turned out bigger than I thought!

- All references to Tokyo Extreme Racer 2 and any part of that game is copyright to Genki.
- All references to Gran Turismo 1 & 2 is copyright to the developers of that game - I think it's sony?

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