

Car	Mustang V* GT Coupe '07	Mustang V* GT Coupe '07	Mustang V* GT Coupe '07	Mustang V* GT Coupe '07
Max Horsepower	292	308	704	713
Weight kg	1630	1630	1321	1321
Performance Points	439	446	588	574
Calendar Date	5/27/2011	5/27/2011	5/27/2011	8/1/2011
Controller	DS3 analog sticks	DS3 analog sticks	DS3 analog sticks	DS3 analog sticks
Off-line or on-line	Off-line	Off-line	Off-line	Off-line
Track(s)	Indy Road Course	Indy Road Course	Indy Road Course	Various
GT Auto Services	New from dealership	Minimal upgrades	Maxed out	Maxed out & refined
Oil Change	na	yes	yes	yes
Aero Kit	na	na	front A, rear A	front A, rear A
Engine Overhall	na	na	na	na
Chassis Maintenance	na	na	na	na
Race Modifications	na	na	na	na
Tuning Shop Parts Fitted				
Weight Reduction (stage 1, 2 or 3)	na	na	stage 3	stage 3
Chassis Reinforcement	na	na	yes	yes
Window Weight Reduction	na	na	yes	yes
Carbon Hood	na	na	yes	yes
Engine Tuning (stage 1, 2 or 3)	na	na	stage 3	stage 3
ECU (standard or tuning)	standard	standard	tuning	tuning
Intake (standard or sport)	standard	standard	sport	sport
Air Filter (standard, sport or racing)	standard	standard	racing	racing
Exhaust (standard, sport, semi-racing or racing)	standard	standard	racing	racing
Exhaust Manifold (standard or sport)	standard	standard	sport	sport
Catalytic Converter (standard or sport)	standard	standard	sport	sport
Turbo Kits (low, mid, high)	na	na	na	na
Super Charger	na	na	yes	yes
Transmission (5-speed, 6-speed or full)	na	full	full	full
Clutch (standard, single or twin)	na	na	twin	twin
Flywheel (standard, sports or semi-racing)	na	na	semi-racing	semi-racing
Carbon Drive Shaft	na	na	yes	yes
Torque Sensing Center Differential	na	na	na	na
Adjustable LSD	na	yes	yes	yes
Suspention (standard, fixed, height-adj or full)	standard	full	full	full
Tires (comfort, sports, racing - hard, med, soft)	comfort soft	sport softs	racing softs	racing softs
Tunes				
Downforce Front	na	na	0	0
Downforce Rear	na	na	20	5
Balast (kg)	0	0	0	0
Balast Position	0	0	0	0
Power Limiter	100%	100%	100%	100%
1st gear	default	3.250	3.250	3.358
2nd gear	default	2.100	2.100	2.150
3rd gear	default	1.625	1.625	1.575
4th gear	default	1.325	1.325	1.210
5th gear	default	1.110	1.110	0.985
6th gear	default	0.950	0.950	0.826
7th gear	default	na	na	na
Final Drive	default	3.310	3.310	3.310
Transmission Top Speed	default	162 mph	162 mph	205 mph
LSD Initial Torque	na	18	18	7
LSD Acceleration Sensitivity	na	15	15	19
LSD Braking Sensitivity	na	5	5	5
Front Ride Height	na	-12	-12	-15
Front Spring Rate	na	12.0	12.0	11.0
Front Dampers Extension	na	8	8	7
Front Dampers Compression	na	6	6	5
Front Anti-Roll Bars	na	5	5	3
Front Camber Angle (-)	na	2.0	2.0	3.0
Front Toe Angle	na	-0.10	-0.10	-0.20
Rear Ride Height	na	-12	-12	-15
Rear Spring Rate	na	10.0	10.0	12.0
Rear Dampers Extension	na	7	7	8
Rear Dampers Compression	na	5	5	7
Rear Anti-Roll Bars	na	4	4	4
Rear Camber Angle (-)	na	1.5	1.5	2.5
Rear Toe Angle	na	0.10	0.10	-0.20
Front Brake Balance	5	5	5	2
Rear Brake Balance	5	9	9	10
Driving Options				
Transmission (manual or auto)	manual	manual	manual	manual
Traction Control	off	off	off	off
Skid recovery Force	off	off	off	off
Active Steering	off	off	off	off
ASM	off	off	off	off
ABS	1	1	1	1
CSS	0	0	0	0

Motor City's Comments:

2:00'036 stock. Overall, not a bad driving car from the dealership. Good turn in and strong apex out on throttle. Weak mid-corner with understeer. Lots of body roll and really sluggish in 4th and

1:49.294, a vast improvement over stock. Kinda took a big swing at this car setup and landed on a really good tune. Could spend hours fine tuning, but don't think I'd see more than

Going into max tuning, thought car would be really easy. Found that it has an angry personality and a high speed push. Most of the rest of the tune was close on the first few tries.

Did some more work on this tune. Fits my aggressive driving style of late braking and back to throttle as early as possible, near apex.