
PlayStation
NTSC U/C
PlayStation
EVERYONE
CONTENT RATED BY ESRB
SLUS-01005
EA SPORTS
SUPERCROSS
2000
EA SPORTS supercross series

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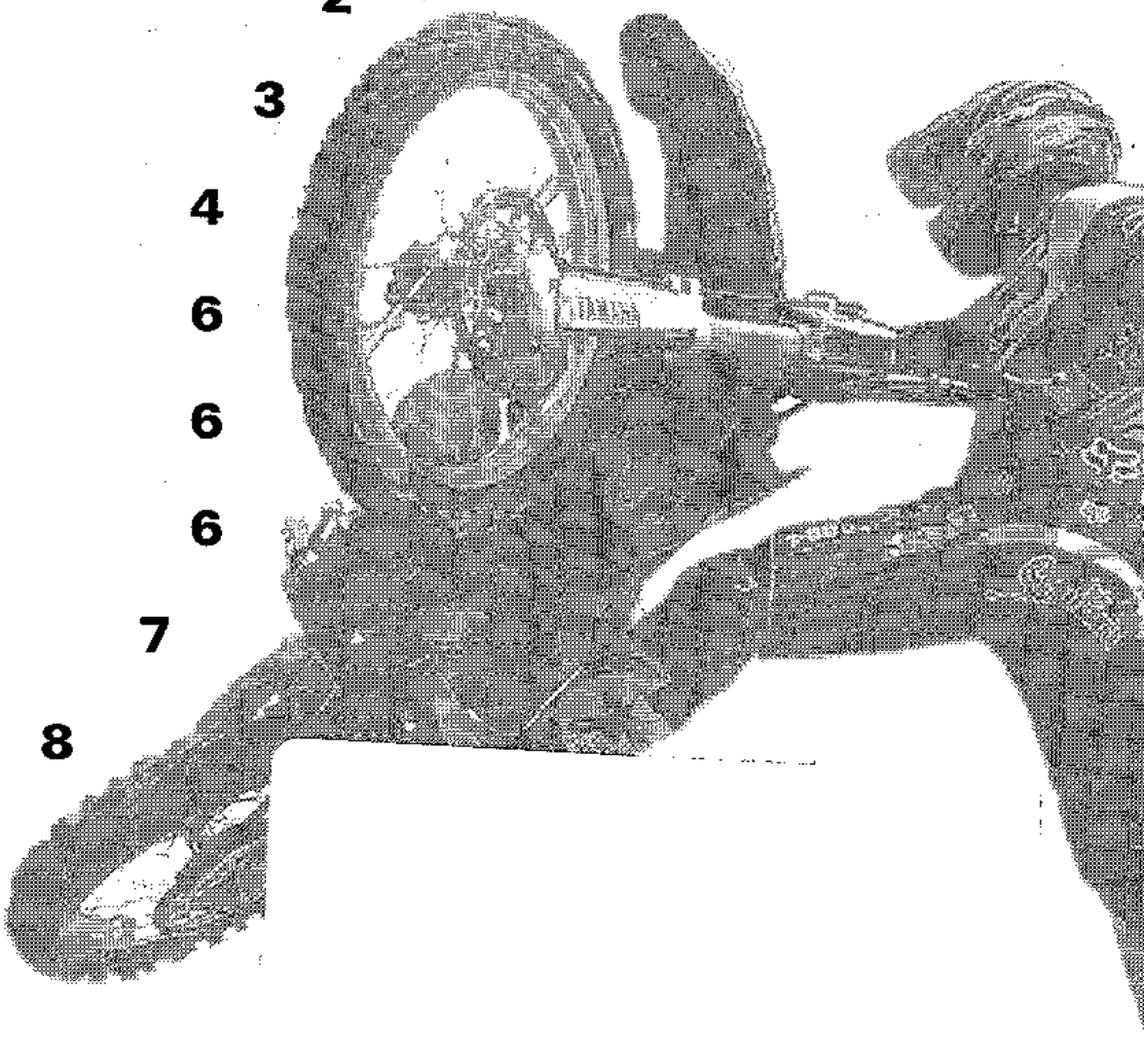
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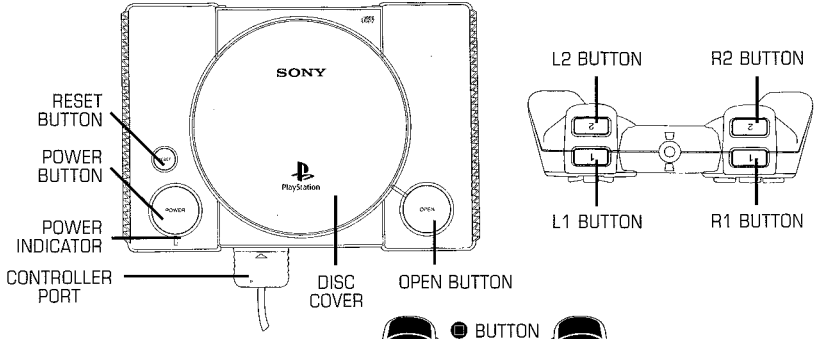


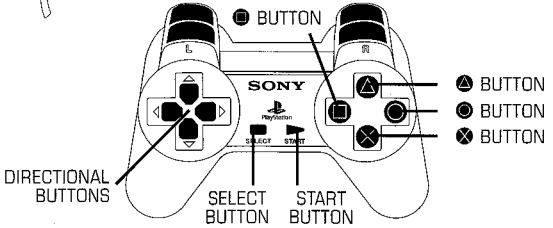
Starting-Up

1. Set up your PlayStation® game console according to the instructions in its instruction manual.
2. Make sure the power is OFF before inserting or removing a compact disc. Insert the SUPERCROSS disc and close the disc cover. If you wish to save your game, insert a Memory Card (sold separately) into Memory Card Slot 1.
3. Insert game controllers and turn on the PlayStation® game console.

Note: Supercross is for up to 2 players.

Follow on-screen instructions to start a game.





WELCOME!



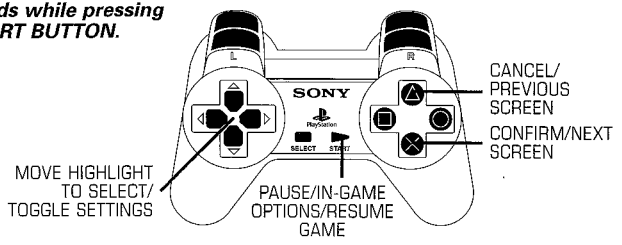
Welcome to the wild world of Supercross racing! I'm Jeremy McGrath. I've been in more than a few Supercross events in my time, and seen plenty of games that tried and failed to capture the intensity and excitement of this thrilling sport. I put my life and reputation on the line every time I race, and I am proud to say that this game is the real thing. That's why my name's on it.

At last, here's a game that gives you plenty of realistic Motocross and Supercross action, including different viewpoints, fabulous bikes, injuries, awesome tracks that push your skills beyond the usual limits and a bruising soundtrack that keeps the adrenaline flowing. You can even use the Track Editor to create and save your own special brand of Supercross madness! So gather your guts, get on your bike, and get ready for a wild ride. I'll be waiting for you at the finish line!



Basic navigation:

Note: To reset to the title screen, hold the SELECT BUTTON for 3 seconds while pressing the START BUTTON.



STARTING UP



At the title screen, press the **START BUTTON**. You will come to the Main Menu.

Main Menu

RACE: Brings you to the Race Type screen to select your race.

OPTIONS: Set up the game to suit your style.

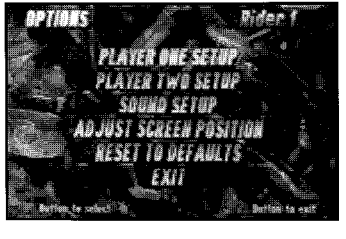
TRACK EDITOR: Go to the Track Editor, where you create and edit custom tracks, then race on them!

LOAD/SAVE RIDER: Go to your Memory Card to Load or Save up to six different riders.

DELETE FILES: Clear unwanted files from your Memory Card

SHOW CREDITS: View the game credits.

OPTIONS

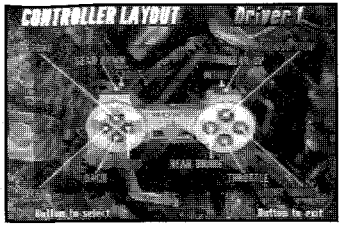


Before you hit the track, it's a good idea to set your options. To do so, press ↑ or ↓ on the Directional Buttons to highlight an item, then press the ⊗ **BUTTON** to select it. Press ← or → on the Directional Buttons to toggle settings.

PLAYER ONE SETUP/ PLAYER TWO SETUP

Set options for each player. The available options are the same, so let's run through the Player One Set-up options:

DEFINE CONTROLS: Press ← or → on the Directional Buttons to select any of 4 pre-set controller set-ups, which are color coded Blue, Red, Green and Cyan. Blue is the default. When the desired configuration is on screen, press the **START BUTTON**.



CONTROL SYSTEM: This sets how much the computer helps you control your bike. Choose Easy (computer helps with everything), Intermediate (computer aided weight distribution) or Advanced (no computer help—the setting the pros prefer!) settings. Easy is the default.

DIFFICULTY: Set game difficulty according to your skill. Choose from Easy, Intermediate and Advanced settings. Easy is the default.

SPEEDOMETER: Choose to play with the Speedometer display ON (default) or OFF.

POSITION INDICATOR: Choose to play with the Position Indicator display ON (default) or OFF.

BEST LAP/TRACK TIME: Choose to play with your Best Lap time and Track Time display ON (default) or OFF.

EXIT: Return to the Main Options Menu.

SOUND SETUP

SOUND FX VOLUME: Press → to increase, ← to decrease.

MUSIC VOLUME: Press → to increase, ← to decrease.

ENGINE VOLUME: Press → to increase, ← to decrease.

SPEAKER VOLUME: Press → to increase, ← to decrease.

OUTPUT: Select STEREO or MONO sound.

EXIT: Return to Main Options Menu.

ADJUST SCREEN POSITION

This option allows you to use the Directional Buttons to center the game screen on your monitor.

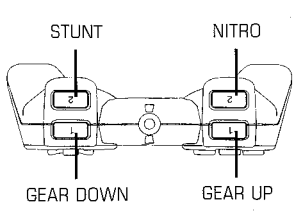
RESET TO DEFAULTS

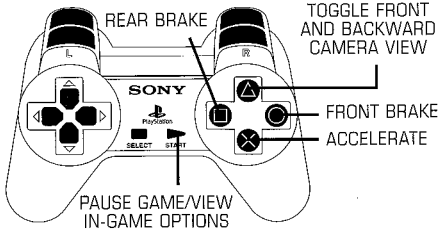
Return all options to their default settings.

EXIT

Return to the Main Menu for mo' Supercross mayhem!

DEFAULT CONTROLS





DETAILS

Acceleration and Nitro: As you'd expect, acceleration is a major part of winning at Supercross. So is knowing when to layoff! Nitro gives you an extra burst of power, making it possible to do wheelies, fly past your competitors, and really hurt yourself if you misjudge when to accelerate. Generally, accelerate on straightaways (if you can find any!) and out of curves.

Braking: All bikes come with front and rear brakes. Rear braking gives you the most stable stopping power. Front braking gives you the quickest/sharpest braking, but if you are moving too fast, you'll be chewing dirt before you can say "Asahmochenbuendaiay" (if you can say it at all).

To win at Supercross, you must become the Sultan of Slide Braking, in which the rider brakes while accelerating to slide through a sharp turn.

- To do **Slide Braking:** Press ⬅ or ➡ on the Directional Buttons while holding ACCELERATE and pressing the REAR BRAKE control. (This can also be done using the FRONT BRAKE control, but try it and see why we don't recommend it.)

Gears: You can gear up or gear down as the track and conditions require. As a rule, gear down when going into tight turns, and gear up before accelerating for jumps and out of curves. Gearing can also be set to automatic if you don't want to bother constantly shifting up and down, but remember that the pros insist on having control over their gearing.

Stunts: This is a crucial part of Supercross racing. While some see it as juvenile grandstanding, or worse, a distracting danger, the fact is that crowds come to see fancy footwork and high-wire antics. There are four stunts in all, two on ground and two in-air. Press the STUNT control once for a simple stunt, twice for the advanced ones. The stunt control is great when you're ahead and in control, and as a desperation crowd pleaser when you're behind, but it's highly dangerous. Overuse it on a couple of spins around any track and you'll see what I mean! Ouch!

PLAYING SUPERCROSS

General: Pretty soon you will be knee deep in details about the various race modes, but first let's review some general items.

Injuries: Falling off your scooter and having it land on you is painful in real life, and it's painful in Supercross. You won't lose any stamina or blood, but you will lose the most precious thing in Supercross racing: time!

Race Type

When you select RACE on the Main Menu, you'll come to the Race Type screen, where you can choose Racing Season, Single Race (for one or two players), Ghost Racing or Exit.



Racing Season

The Circuit: A racing season consists of 3 indoor (arena) races and 4 outdoor races in a variety of weather. There is no track select in season racing. You must race tracks in the order in which they are presented.

Qualifying: Players earn varying points depending on finish order. 1st place is worth 5 points, while 5th place is worth 1 point. You must earn at least three points to qualify on a course, allowing you to go on to the next course on the circuit.

Scoring: The player with the most points at the end of a complete season is the winner.

New season: Select this to begin a new season of Supercross racing.

Continue season: Select this to resume a previously saved season from where you left off.

View Race Charts: Select this option to view current standings/accumulated point total for the season.

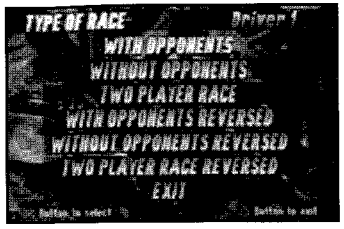
Single Race

This mode is ideal for practicing your cycling skills. It is a great way to try out different bikes on a variety of tracks before entering season or Ghost Race play. Single races do not count in standings and cannot be saved. You will have an option to play with or without computer opponents, or to have a second player join in.

Note: Track selection and Bike selection work the same way for Single Race, Two-Player Race and Ghost Race.

Type of Race

After selecting the Single Race, it's time to choose whether you wish to race With Opponents (a standard race against computer opponents), Without Opponents (essentially, you against the clock), a Two Player Race (split screen action with two human players) or Exit.



Track selection

After selecting a single race, you will come to the Track Selection screen. You can choose to race on any of the available courses. Initially, there are three. To open up more you must reach them in a Season race. Once you have played a season race and reached a new track, be sure to save your rider, as open track data is saved at the same time.



- Press ◀ or ▶ on the Directional Buttons to scroll through tracks, then press the ⊗ **BUTTON** to confirm your selection and move to the Bike selection screen.

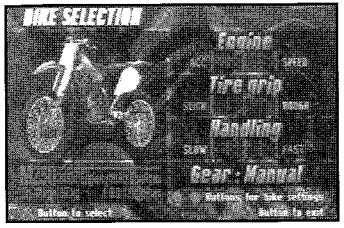
Qualifying on a course in Season mode makes the next course on the circuit available to Single Race mode, so you can get used to the track before resuming season play.

Bike selection

There are lots of bikes to choose from, each with different characteristics, which appear at the bottom of the screen.

- Press ◀ or ▶ on the Directional Buttons to scroll through the bikes. To the right are adjustable options in four categories.
- Once you've selected a bike, press ▲ or ▼ on the Directional Buttons to highlight a bike option. Each option can be adjusted

by pressing ◀ or ▶ on the Directional Buttons.



Engine: Adjust to greater or lesser amounts of Acceleration versus top Speed.

Tire Grip: Adjust for Slick or Rough tracks.

Handling: Adjust between Slow and Fast handling characteristics.

Gear: Toggle between Manual (you shift gears up and down) and Automatic gearing.

When you are through selecting your bike and setting it up, press the ⊗ **BUTTON** to begin racing!

Two Player Race

Two players race head to head in a split screen environment. See Single Race for setup details.

Ghost Racing

Race against yourself! Record your best time/laps/race, then go back and see if you can beat yours. Your friend can do the same thing, so two players can race against their ghosts! See Single Race for setup details.

Record Ghost: Use this to record a new ghost.

Race Ghost: Once you have recorded a ghost you can race it.

Playback Ghost: Use the external cameras to watch your ghost (no play).

Load Ghost: Load ghost data.

Save Ghost: Save your ghost (maximum 4 on a Memory Card).

SAVING/LOADING GAMES

You may save and load up to 6 games (Memory Card required). This is also where you input a rider name. Make sure to save season races when you rank high enough to open up a new track.

Enter/Edit Name: Move the cursor to one of the six game slots. Press ◀ or ▶ on the Directional Buttons to select a character, then press the ⊗ **BUTTON** to enter or the △ **BUTTON** to cancel.

Saving: Highlight SAVE and press the ⊗ **BUTTON**. You will see the Save/Load screen with four slots. Press ▲ or ▼ on the Directional Buttons to highlight a slot and press the ⊗ **BUTTON.** If a slot already has a game saved in it, you will be asked if you wish to overwrite it (replace it with a new one). Highlight YES and press the ⊗ **BUTTON** to do so. Choose NO if you wish to cancel the overwrite.

Loading: Highlight LOAD and press the ⊗ **BUTTON.** You will see the Save/Load screen with four slots. Press ▲ or ▼ on the Directional Buttons to highlight the desired slot and press the ⊗ **BUTTON.** The requested data will load.

USER TRACKS

Load Track

Highlight Load Track and press the ⊗ **BUTTON**. You will see the Track screen with any saved tracks. Press ◀ or ▶ on the Directional Buttons to scroll through the available tracks, then press the ⊗ **BUTTON** to load the desired track.

Save Track

After you have created a track in Edit Track mode, return to the User Track menu. Highlight Save Track and press the ⊗ **BUTTON.** You will see the Save Track screen with the track(s) you've created. Press ◀ or ▶ on the Directional Buttons to highlight a track and press the ⊗ **BUTTON** to save it.

Create Track

Controls:

Directional Buttons: Highlight square on track grid/move selected track element. Highlight Track element on selection matrix.

○ **BUTTON:** Cancel/delete selection.

□ **BUTTON:** Activate track selection matrix.

△ **BUTTON:** Copy (in edit mode).

⊗ BUTTON: Select track element/ confirm placement.
L1/R1 BUTTONS: Rotate track element on track grid.
START: Done.



Basics: All tracks need a beginning and an end. The default track starting position is in the upper left corner of the track grid (you can adjust this by pressing the **⊗ BUTTON** to select it, then using the Directional Buttons to reposition it). All track elements must link to another to form a closed loop when the track is completed. "Orphan" elements (ones which don't link or are impossible) will be highlighted in RED when the track is complete. These must be fixed before you can save your track.

Creating a Track: Press the **● BUTTON** to access the track element grid at the right of the screen, then use the Directional Buttons to highlight the desired track element. Press the **⊗ BUTTON.** The selected track element will appear in the highlighted square on the track grid (to the left). Press the Directional Buttons to move the track element to the desired location. Press the **L1** or **R1 BUTTONS** to rotate the element to the desired position. When you're satisfied, press the **START BUTTON** to confirm that you're DONE.

Tip: Vary your track elements, but keep in mind that a track that looks good on screen may play like plop. Putting too many curves and jumps in a row is asking for injury, or at least a darn good talking to.

Edit Track: After testing a track, you may wish to go back and tune it to take out parts that stink. Edit Track controls are just like the Create Track controls.

One Player Race: Single player race on a custom track.

2 Player Race: Two players race on a custom track.

Opponent Race: Play against computer controlled opponents.

YOUR OPPONENTS



J. McGrath

Over the years, the 8-time champion has consistently defined what "champion" means. It will take a hard man indeed to stand up to the King, for it seems McGrath is ready to repeat his success this season as well. If not, the one who beats McGrath will ride his bike through the halls of fame, straight into the history books.



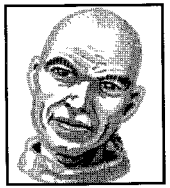
C. Nilsson

Motivated by true sportsmanship, Nilsson never goes in for shortcuts or stunts. He's highly competitive and is known to be very stubborn about giving in to a bypass. If he is in the lead, his performance will usually drop drastically due to lack of competitive motivation.



E. Körner

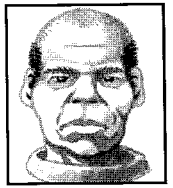
A true aggressor on the racing track. Always runs on full throttle aiming to save seconds or any advantage that appears. Rarely wasting time on stunts that can endanger his performance, he is a true master at gathering speed on the straights. Despite his name, Korner's weakness lies in his slow performance on curves and rough terrain; he tends to be overly cautious. The reason, according to Körner, is that a crash loses him more time than going at a "safer" speed. Some sources say the he just can't handle the thought of injury.



T. Liljetoft
A former Army motorcyclist, Liljetoft shows an almost supernatural handling skill and speed on curves and rough terrain. He is known to lose out on most starts. His favored bike engine settings always gives him an overpowering performance in lower speeds and makes him a bit sluggish on the straights. It is rumored that Liljetoft is armed, dangerous and an incredibly sore loser.



D. Gustafsson
As a newcomer to this class of racing, Gustafsson is still suffering from low confidence and lack of the aggressiveness so typical of more seasoned riders. Gustafsson is likely to under-perform in most stages of the races. Still, though far from the top rank of riders, he may surprise you and everyone else.



M. Nilsson
The youngest competitor of the season who seems to manage to come out in the lead after every start. Still fairly untrained and un-tested, sheer willpower has brought Nilsson this far. A willpower that probably never again will recover after the complete and utter thrashing he will be subject to this season.



S. Grant
One of the seniors of the sport, Grant has now lost most of the powers that made him a top ranker in the past and it is said that Grant is part of this racing season for the very last time, ever.



J. Ribbenrott
It's a mystery how Ribbenrott ever managed to qualify for this season. Ribbenrott's performance is many levels below the average of the season. It is also said that the Ribbenrott's mystery is explained by him having close family connections in the top layers among the event head sponsors.



V. Springs
A true Cinderella story surrounds Springs. Out of nowhere he came and has stayed in the top ranks ever since. The secret behind Springs' victories lies within his remarkable skill in controlling his acceleration, rocketing him quickly and safely out of the curves and constantly giving him the edge in the starts and on the straight runs.



J. Jonsson
Ever-changing luck has managed to keep Jonsson stuck in the middle of the charts for most of his career. Rewarded with terrific bike deals and his favorite driving conditions one season, the next he's crippled with breakdowns and injury. It is rumored that Jonsson has consulted several fortune tellers to rid him of bad luck this season, and if the stars are right, he just might come out on top for once.



K. Largo
A former top ranker now hindered by several injuries. Personal pride and an apparently unhealthy stubbornness keeps him going. There is no hope of Largo ever qualifying for any honorable position and though his personal physician urges him to retire, it seems that the only one who will ever get him off the track is the undertaker.



D. Roberts
The spectacular riding of Roberts has become a huge crowd pleaser within recent events. Roberts always rockets himself at maximum speeds with no regard to his own safety, crashing constantly, always getting back in the saddle and speeding up further, always forcing himself to qualify. Rumor has it that Roberts is paying back the money he owes the factory for his bike by betting money on himself. They say he just can't afford to lose.



J. Miller
It's a rare thing when Miller wins a race. He is another one of these drivers who seems to constantly hover in the middle of the ranks. Although Miller is a very promising driver, competent in all the skills of a professional rider, he just can't let go of his overdeveloped dreams of becoming a movie star. Miller ALWAYS goes for the stunt. Even off the track Miller is infamous for his practical jokes among his competitors and teammates, making his social life as much of a failure as his riding career.



E. Navarre
Navarre is a fast and slippery driver, hard to pinpoint or suppress. He is very careful about getting too close to an entanglement and prefers to wait for the right opportunity where he can rocket past the competitors standing in his way. As proof of his remarkable evasion skills we could mention that he still is single and that no reporter has ever managed to get hold of Navarre for an interview.



H. Todhunter
Much of Todhunter's success can be credited to Todhunter's parents and Todhunter's parents' money. Always supported with huge amounts of cash for equipment and training, he soon became a very promising, if spoiled, rider. Todhunter is used to getting exactly what he wants, and if he's is not in the lead, Todhunter gets sore. This colors his whole style of riding. In the lead, he is quick, daring, confident and hard to catch up with. Should things not go his way, however, all willpower soon drains from him and he can barely scrape together the energy to finish the race. He has been known to just leave his bike and walk off the track in defiance. A big baby.



I. Brechnev
A very strong and committed driver, as fast on the straights as he is confident in the rough. Brechnev seems to have developed a skill and a pleasure in squaring off into shortcuts just in front of trailing competitors, throwing them off guard (making them crash, or at least slow down). Brechnev seems to enjoy throwing his competitors into the dust, but doesn't take kindly to the same treatment.



B. Lewis
Lewis is a veteran, now slowly on his way down from stardom. Every season sees him a few notches further down the ranking lists. Lewis is still fast enough to take the lead and his great experience makes him a good guy to stay behind keeping an eye out for good shortcuts, but he has lost the spark that made him a winner.



H. Norton
Norton came in second in last year's season. He is a by-the-book rider who has written a couple of extra chapters himself about the tricks of the track and how to successfully blur the edges of fair play. He is known to be a good guy in a tight corner and has earned respect from both competitors and teammates.



D. Alighieri
The guy who ended up as number three in last year's event is known to emerge unscathed from the worst of rumbles. Alighieri is an experienced driver not easily influenced about what goes on around him, always racing only against himself. His close teamwork with his mechanic Vergil has been the foundation of an almost mythical tale of a "man and machine" relationship. It has also given Alighieri a season of zero breakdowns and a bike with outstanding performance.



G. Gasparro
Gasparro is a driver pushing his way up from the very bottom of the ranks. Rumors has it he has sought counseling in inner strength and actually found it. Gasparro now rides with courage and confidence, performing better with each new victory. Even the most seasoned riders will soon have to keep a look over their shoulders for Gasparro.



J. Hakkapelle
Hakkapelle likes it rough, throwing himself into tight corners and rough ground with great enthusiasm and enjoyment. Not many riders can touch him when it comes to handling his bike. Luckily for his opponents, Hakkapelle has a hard time picking up speed on the straights, which has left him trying to keep out of entanglements on these stretches and do most of his overtaking on the insides of turns or across shortcuts where most riders are occupied just staying in the saddle.



T. Beckwith
An experienced and competent driver, Beckwith has ended up in the lower ranks in the last couple of events, due to the recurrent breakdown of his factory carburetor. Beckwith's sponsoring factory has now compensated him by giving him their newest invention and after extensive trials now is believed to stand a good chance of helping to bring home the title. The new computer controlled carburetor gives Beckwith an unmatched supercharged acceleration that leaves all competition behind when it comes to pure engine power and speed. The downside of this new miracle gadget is its somewhat unpredictable low power performance which the factory technician promises will soon be eradicated. If not, Beckwith threatens, he will sue.



H. Mifune

To many, the violent attitude of Mifune makes him an enemy of the sport. Mifune rides angry, saying that "anger is the purest form of energy, and only if you really HATE can you achieve to your full potential." So Mifune hates. He hates everything and everybody, especially competitors just ahead of him. The event arrangers have tried to suspend Mifune from the season for deliberately aiming for fallen riders on the track, but the lack of evidence has made a suspension impossible.



H. Chang

Having had some trouble getting his hands on the proper gear, Chang has time and again been unable to prove what an excellent rider he really is. This year a minor sponsor has come forward and invested enough money to upgrade Chang's bike to, if not top performance, at least a competitive standard. Judging by his good trial times recently, it is clear that Chang can triumph if properly equipped.

HINTS & TIPS

- Always wear a helmet.
- Try running a practice race backwards to get a new perspective on the track layout.
- Make sure your bike settings suit the track you're on. An indoor arena track will call for different Tire Grip and Handling settings than a snowy outdoor one.
- Drinking soda and playing video games is NOT recommended. You might spill something on the console.
- Running into your opponents is fun, but it slows your progress considerably. Try to temper your taste for wrecks with a will to win.