

BULLET // QUICK-REFERENCE TUNING CARD

Wreckfest 2 setup menu · long-wheelbase American heavyweight · the freight train

Car character: the biggest hammer in your garage — a long, heavy, torque-rich RWD brute in the Charger mold. The long wheelbase gives it the best high-speed stability of your fleet and the **worst agility**: it rotates slowly, hates hairpins and chicanes, and once it does start rotating, the length means slides build momentum and take real distance to gather back up. Tuning goal: buy rotation for the slow stuff without spending the high-speed stability that is this car's entire identity. Bars run 0% (full left) → 100% (full right).

● **DIRT** — commit early, slide long

● **STREET** — point the freight train

● **MIXED** — steady bruiser

BRAKES

Braking Force Balance % toward front		66% front	61% front	64% front
Braking Force Pressure mass needs strong brakes on tarmac, gentle on dirt		45–55%	85–95%	60–70%
Front Balancer toggle	Test both ways in one hard braking zone. All that mass means long brake zones — stability through them matters more here than on any other car.	OFF	OFF* test	OFF

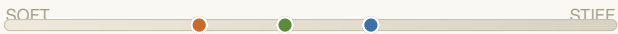
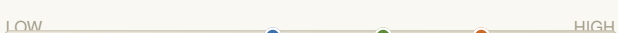
DIFFERENTIAL Power = exit · Coast = entry · Preload = consistency

Power the torque does most of the locking work already		60–70%	45–55%	55–60%
Coast low — the long chassis needs every rotation aid it can get		38%	45%	42%
Preload baseline lock		45%	50%	48%

GEARING the longest gearing in your fleet — this car lives on its straights

Final Drive shorter is pure wheelspin on this engine — protect the top end		Med	Long	Med-Long
--	--	-----	------	----------

SUSPENSION stiffer axle = less grip on that axle

Front Springs heavy nose needs support; keep it relatively soft		42%	72%	58%
Rear Springs soft — traction for the big torque		32%	60%	46%
Front Ride Height heavyweight — more clearance than anything else you run		72%	38%	56%
Rear Ride Height strong rake — the long chassis needs the turn-in help		78%	44%	62%

ANTI-ROLL BARS soft front / stiffer rear, like the RoadSlayer but pushed further — this chassis fights rotation hardest

Front ARB		28%	50%	38%
Rear ARB clearly stiffer than front		40%	65%	50%

STEERING

Lock to Lock long slides need long counter-steer		High	Med	Med-Hi
Steering Ratio a quick ratio can't hurry this mass		Med	Slower	Med

ALIGNMENT — WHAT THE ANGLES MEAN

Camber (front view)

negative camber: tops lean in



More negative = more cornering grip. The heavy Bullet leans hard on its outside tires, so it rewards deep front camber on tarmac — the most in your fleet alongside the RoadSlayer. Mild on dirt.

Toe (top view)

front: toe-out
rear: toe-in



Front toe-out is cheap rotation for a chassis that refuses to rotate — run it in every template. **Rear toe-in** stays moderate: the long wheelbase is already stable, so heavy rear toe just adds drag to a car that lives on its straight-line speed.

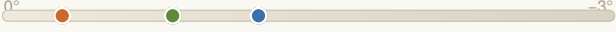
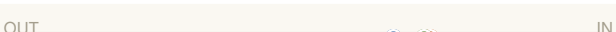
Ackermann & Wedge

inside wheel steers more



Ackermann: high wherever the track is tight — the long wheelbase makes hairpins this car's worst enemy, and Ackermann is free low-speed help. **Wedge:** ovals only — and note the Bullet may be the best oval chassis in your garage; wedge is your primary knob there.

ALIGNMENT VALUES

Front Camber		-0.5° to -1°	-2° to -3°	-1.5°
Rear Camber		0° to -0.5°	-1° to -1.5°	-1°
Front Toe cheap rotation — run it everywhere		-0.15° out	-0.15° out	-0.1° out
Rear Toe		+0.2° in	+0.15° in	+0.2° in
Ackermann		High	Med	Med-Hi
Wedge	Neutral in all templates. Ovals: this may be your best oval car — wedge becomes the primary balance adjustment there.	0	0	0

WHY EACH TEMPLATE IS BUILT THIS WAY

DIRT

Commit early, slide long. The long wheelbase rotates slowly, so dirt technique changes: **initiate the slide earlier than any other car you own** — flick or lift well before where the Nami would — and expect the slide itself to be long, stable, and stately once established. Moderate Power lock (the torque overwhelms dirt on its own), soft everything, maximum clearance for the mass, and patience: this car pendulums like an ocean liner, majestic but unhurried.

STREET

Point the freight train. Everything on this template exists to make the nose turn: deep camber, toe-out, soft front bar, strong rake, low Coast lock. Brake early and dead straight — the mass makes trail braking expensive — get the rotation done, then let the engine do what it does. On any circuit with a long straight, the Bullet recovers everything the corners cost it, so **don't fight the tight sections; minimize them and cash in on the straights.**

MIXED

Steady bruiser. Mid-range everything with the rotation aids kept (toe-out, rake, soft front bar) because the long chassis needs them even in a compromise setup. Its mixed-lobby value is different from your other cars: supreme stability through surface changes and the mass to shrug off contact that would spin the Nami. Drive it like the strategy inverts — in this car, YOU are the traffic other people should fear.

BULLET-SPECIFIC FIXES apply in order, one change at a time

PROBLEM	PHASE	FIX, IN ORDER OF PREFERENCE
Plows through hairpins and tight stuff	ENTRY	Front toe-out → +Ackermann → soften front ARB → more rake (raise rear)
Slow, late rotation everywhere	MID	–Coast lock → stiffen rear ARB → initiate corners earlier — line, not just setup
Torque spins it off slow corners	EXIT	–Power lock → soften rear springs → short-shift
A slide, once started, won't stop	STABILITY	+Coast lock → +Rear toe-in → catch it earlier — long chassis slides build momentum
Locks fronts in the long brake zones	ENTRY	–Brake pressure → shift balance rearward one notch
Bottoms out on jumps and ruts	ANY	Raise ride height — this car needs the most clearance in your garage
Loose or tight on ovals	OVAL	Wedge first, before any other knob — this chassis responds to it beautifully
Feels numb after rotation fixes	ANY	Walk back one at a time; keep the toe-out and rake, surrender Coast lock first

BALANCE CHEAT WHEEL — WHICH KNOB MOVES THE CAR WHICH WAY

Push toward OVERSTEER (more rotation)

Rear brake bias · softer front ARB · stiffer rear ARB · softer front springs · raise rear ride height (rake) · more negative front camber · front toe-out · less Coast lock · less preload · remove wedge (ovals)

Push toward STABILITY (less rotation)

Front brake bias · stiffer front ARB · softer rear ARB · softer rear springs · lower rear ride height · more negative rear camber · rear toe-in · more Coast lock · more preload · add wedge (ovals)

Habits: save each template as a preset, then clone-and-tweak per venue — never edit the originals, so you always have a known-good baseline. When handling suddenly worsens mid-race, check damage before setup: a bent front end after contact pulls and won't track straight, and no slider fixes that. Slider percentages are approximate — if in-game ranges differ, the relative positions between templates are what matter.