

CRUSADER // QUICK-REFERENCE TUNING CARD

Wreckfest 2 setup menu · compact American sedan · FRONT-wheel drive — this card inverts the RWD rules

Car character: one of only two FWD cars in the game, and everything you've learned from the RWD cards flips. The front tires do all three jobs — steering, braking, AND power — so the enemy is **understeer**, especially power-on understeer out of corners. The light rear is not a threat to manage but a **tool to use**: a deliberately loose rear axle is how a FWD car rotates. Where your RWD cards soften the rear for safety, this one stiffens it on purpose. Bars run 0% (full left) → 100% (full right).

● **DIRT** — lift-off rally style

● **STREET** — pivot on the rear

● **MIXED** — drama-free commuter

BRAKES

Braking Force Balance

% toward front — the light rear locks easily



66%
front

62%
front

65%
front

Braking Force Pressure

highest that won't lock



50–60%

85–90%

65–75%

Front Balancer

toggle

Test both ways in one hard braking zone. With the engine over the front axle, the fronts carry nearly everything under braking already.

OFF

OFF*
test

OFF

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

Power

locks the FRONT wheels — traction vs torque-steer plow



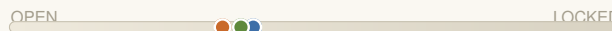
55%

45%

50%

Coast

run LOW — free lift-off rotation is FWD's steering tool



35%

40%

38%

Preload

baseline lock



40%

45%

42%

GEARING FWD bonus: wheelspin pulls straight — tolerates shorter gearing than RWD

Final Drive

shorter is safer here than on any RWD card — no oversteer penalty



Short

Med

Short-Med

SUSPENSION stiffer axle = less grip on that axle

Front Springs

soft — the front tires need every scrap of compliance



35%

60%

48%

Rear Springs

STIFFER than front — inverted from every RWD card



45%

70%

58%

Front Ride Height



65%

32%

50%

Rear Ride Height

level or a touch lower than front — no rear rake here



63%

30%

48%

ANTI-ROLL BARS the signature FWD move: rear bar much stiffer than front — the loose rear IS the rotation

Front ARB

soft — protects front grip for steering and power



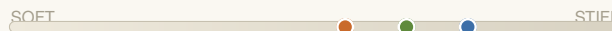
25%

40%

32%

Rear ARB

stiff — makes the rear pivot willingly



55%

75%

65%

STEERING

Lock to Lock

max steering angle



High

Med

Med-Hi

Steering Ratio

gamepad: run slower than shown



Quick-Med

Med

Med

ALIGNMENT — WHAT THE ANGLES MEAN

Camber (front view)

negative camber: tops lean in



The front gets nearly all the camber budget. Those tires steer, brake, and drive, so give them real negative camber on tarmac. The rear just follows — keep it near zero everywhere; rear camber on a FWD is mostly wasted drag.

Toe (top view)

front: toe-out
rear: toe-in



Front toe near zero — the driven fronts already fight torque effects, and toe-out on top makes the car dart under power. The interesting axle is the rear: **zero to minimal rear toe-in** keeps the pivot free. Add rear toe-in only when the rear gets too lively under braking.

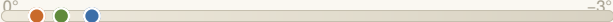
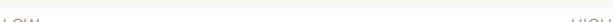
Ackermann & Wedge

inside wheel steers more



Ackermann: high for tight tracks — FWD understeer is worst at low speed, and Ackermann is free help. **Wedge:** ovals only, neutral otherwise. A FWD on an oval benefits from slightly freeing the rear (less wedge) since the front pulls it around.

ALIGNMENT VALUES

Front Camber the working axle — feed it		-0.5° to -1°	-2° to -3°	-1.5°
Rear Camber		0°	0° to -0.5°	0°
Front Toe		0°	-0.1° out	0°
Rear Toe low — a free rear is the point		+0.1° in	0°	+0.1° in
Ackermann		High	Med	Med-Hi
Wedge	Neutral in all templates. Ovals: if anything, remove a touch — a slightly free rear helps a FWD around a corner it would otherwise plow through.	0	0	0

WHY EACH TEMPLATE IS BUILT THIS WAY

DIRT

Lift-off rally style. FWD dirt driving is its own art: **slow the hands, use the feet**. A sharp lift (Coast lock is low on purpose) swings the light, stiff-barred rear out on entry, then full throttle from that moment on — the front wheels pull the car straight out of its own slide, which is the FWD superpower: on loose ground, throttle is a stabilizer, not a threat. Left-foot braking mid-corner tucks the nose without lifting.

STREET

Pivot on the rear. Maximum rear ARB and stiff rear springs make the back end light and willing, front camber goes properly deep, and Power lock stays modest so corner exits pull straight instead of plowing. The driving rule inverts from your RWD cars: **slow in, rotate early, then full commitment** — once the nose is pointed, a FWD exit is the easiest in the game. Do your rotating before the apex, because after it, throttle only adds understeer.

MIXED

Drama-free commuter. This is honestly the Crusader's best argument: a mid-range FWD setup is the most forgiving thing in your garage across surface changes — no power oversteer exists, and lift-off rotation only happens when you ask for it. Mild rear toe-in and a slightly softened rear bar tame the pivot for traffic, and everything else splits the difference. A great car for chaotic mixed lobbies where survival beats pace.

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

PROBLEM	PHASE	FIX, IN ORDER OF PREFERENCE
Plows wide under power on exit	EXIT	–Power lock → soften front springs/ARB → finish rotating BEFORE the apex next lap
Won't rotate into the corner	ENTRY	Stiffen rear ARB → –Coast lock → use a sharper lift at turn-in
Rear too lively under braking	ENTRY	+Front brake bias → +Rear toe-in → soften rear ARB one notch
Inside front wheel spins out of hairpins	EXIT	+Power lock one notch → +Preload → open the exit line
Darts under hard acceleration	STABILITY	Front toe to zero → –Power lock → slower steering ratio
Skips over rough dirt	ANY	Soften both springs → raise ride height → soften front ARB (keep the rear bar's stiffness edge)
Understeers everywhere on tarmac	MID	More front camber → stiffen rear ARB → check you're not on the throttle before the apex
Rotation got scary after fixes	ANY	Walk back rear ARB first, then Coast lock — keep the front camber

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.