

# JACKAL // QUICK-REFERENCE TUNING CARD

Wreckfest 2 · Content Update #8 setup menu · Fox-Body-style RWD pony car

**Car character:** the newest US pony car — lighter and nimbler than the full-size muscle, but true to its Fox Body inspiration: **light in the tail and eager to swap ends**. Nose-mounted V8 with a lively rear axle means the failure mode is nearly always the rear — snap oversteer on lift, wheelspin on exit, and axle hop over rough ground. Tuning goal: civilize the rear without killing the agility that makes it fun. Bars run 0% (full left) → 100% (full right).

● **DIRT** — controlled hooliganism

● **STREET** — planted rear, quick nose

● **MIXED** — snap-proof compromise

## BRAKES

### Braking Force Balance

% toward front — the light tail can't take much rear brake



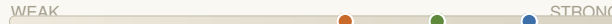
62%  
front

58%  
front

62%  
front

### Braking Force Pressure

highest that won't lock



50–60%

80–90%

65–75%

### Front Balancer

toggle

Test both ways in one hard braking zone; keep whichever entry you trust. Lean toward whatever calms the rear under braking.

OFF

OFF\*  
test

OFF

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

### Power

lock under throttle



65–75%

50–60%

60%

### Coast

the Jackal's #1 setting — its anti-snap dial



50%

55–65%

55%

### Preload

higher than usual — consistency tames the snappy rear



45%

55%

50%

## GEARING short gearing stacks with power oversteer — lengthen if exits get lively

### Final Drive

gear to the track's fastest point — the limiter is the enemy



Short-Med

Med-Long

Med

## SUSPENSION stiffer axle = less grip on that axle

### Front Springs



35%

65%

50%

### Rear Springs

notably soft — controls axle hop AND adds traction



25%

50%

40%

### Front Ride Height



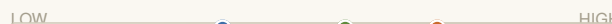
65%

30%

50%

### Rear Ride Height

slightly above front



70%

35%

55%

## ANTI-ROLL BARS rear bar soft, always — a stiff rear bar on this car is an invitation to spin

### Front ARB



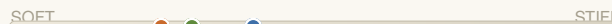
35%

60%

45%

### Rear ARB

keep well below front in every template



25%

40%

30%

## STEERING

### Lock to Lock

you WILL need counter-steer range



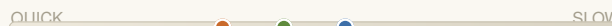
High

Med

Med-Hi

### Steering Ratio

quick enough to catch the rear — gamepad: one step slower



Quick

Med

Quick-Med

ALIGNMENT — WHAT THE ANGLES MEAN

**Camber** (front view)

negative camber: tops lean in



**More negative = more cornering grip.** Give the front decent camber on tarmac for bite, but keep **rear camber meaningful too** — every bit of rear cornering grip is anti-spin insurance on this chassis. Mild everywhere on dirt.

**Toe** (top view)

front: toe-out

rear: toe-in



**Rear toe-in is non-negotiable on the Jackal** — it runs the most of any of your cars. Front toe stays near zero; the nose is already willing, and toe-out just makes the whole car nervous on top of a nervous rear.

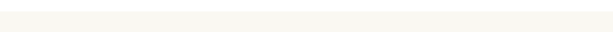
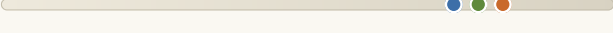
**Ackermann & Wedge**

inside wheel steers more



**Ackermann:** medium-high for tight tracks — the front end is agile enough not to need much help.  
**Wedge:** ovals only, neutral otherwise. On ovals a touch of added wedge suits this car well; it counteracts the loose rear on corner exit.

ALIGNMENT VALUES

|              |                                                                                                                    |                     |                |              |
|--------------|--------------------------------------------------------------------------------------------------------------------|---------------------|----------------|--------------|
| Front Camber |                                  | -0.5° to -1°        | -1.5° to -2.5° | -1° to -1.5° |
| Rear Camber  |                                  | -0.5°               | -1.5°          | -1°          |
| Front Toe    |                                  | 0°                  | -0.1° out      | 0°           |
| Rear Toe     |                                  | +0.25° to +0.35° in | +0.2° in       | +0.25° in    |
| Ackermann    |                                  | Med-Hi              | Med            | Med          |
| Wedge        | Neutral in all three templates. Ovals: a touch of added wedge suits the Jackal — it plants the loose rear on exit. | 0                   | 0              | 0            |

WHY EACH TEMPLATE IS BUILT THIS WAY

**DIRT**

Controlled hooliganism. High Power lock and generous steering lock let you hold long, lurid slides — the Jackal is arguably the best drift tool in your garage. The **very soft rear springs** do double duty: traction AND keeping the rear axle from hopping over ruts, which is this chassis's ugliest habit. Coast lock at 50% keeps lift-off moments catchable rather than instant.

**STREET**

Planted rear, quick nose. **Coast lock and preload run high** — lift-off snap in fast tarmac corners is the Jackal's killer, and this pairing suppresses it. Rear camber and toe-in add cornering security the light tail doesn't have naturally. The front barely needs help: modest camber, near-zero toe, and it turns in happily. Resist rear brake bias beyond 58% even though the car rotates nicely with it — one bump under braking and you're a passenger.

**MIXED**

Snap-proof first. Surface changes are where the Jackal's rear catches fire, so this template runs maximum rear insurance: generous rear toe-in, soft rear bar, mid Coast lock, and front-biased brakes at dirt-safe pressure. It will feel slightly lazy on the tarmac sections — that's the fee for never getting swapped around when the dirt starts.

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

| PROBLEM                                  | PHASE     | FIX, IN ORDER OF PREFERENCE                                             |
|------------------------------------------|-----------|-------------------------------------------------------------------------|
| Snap around the moment you lift          | ENTRY     | +Coast lock → +Preload → +Rear toe-in → soften rear ARB                 |
| Wheelspins and fishtails on exit         | EXIT      | –Power lock → soften rear springs → roll onto the throttle later        |
| Rear axle hops over bumps mid-corner     | MID       | Soften rear springs → soften rear ARB → raise rear ride height          |
| Rear steps out under braking             | ENTRY     | +1 notch front brake bias → –Brake pressure → +Coast lock               |
| Nose won't bite after all the rear fixes | MID       | Soften front ARB → more negative front camber → –Preload one notch      |
| Gets turned around by side contact       | STABILITY | +Rear toe-in, +Coast lock, +front brake bias — accept the lap-time cost |
| Twitchy at high speed                    | STABILITY | Slower steering ratio → check front toe is not toe-out                  |
| Feels strangled after safety fixes       | ANY       | Walk back one at a time; rear toe-in last — keep that                   |

## 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.