

# NAMI // QUICK-REFERENCE TUNING CARD

Wreckfest 2 setup menu · light short-wheelbase RWD coupe · four templates

**Car character:** rotates fast, changes direction beautifully — and bites the same way. Its two failure modes are **lift-off oversteer** (fix with Coast lock) and **power oversteer** (fix with Power lock). Every template trades a little agility for a rear end you can trust. Bars below run 0% (full left) → 100% (full right); move one notch at a time from these starting points.

● DIRT — throttle-steer

● STREET — stiff & low

● MIXED — safety-first

● OFFROAD — clearance & landings

## BRAKES

|                                                          |                                                                                                             |           |           |           |           |
|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|-----------|
| <b>Braking Force Balance</b><br>% toward front           |                                                                                                             | 60% front | 55% front | 60% front | 62% front |
| <b>Braking Force Pressure</b><br>highest that won't lock |                                                                                                             | 50–60%    | 80–90%    | 65–75%    | 45–55%    |
| <b>Front Balancer</b><br>toggle                          | Test both ways in one hard braking zone; keep whichever entry you trust. Re-check after any Balance change. | OFF       | OFF* test | OFF       | OFF       |

## DIFFERENTIAL

Power = exit · Coast = entry · Preload = consistency

|                                     |  |        |        |        |     |
|-------------------------------------|--|--------|--------|--------|-----|
| <b>Power</b><br>lock under throttle |  | 70–80% | 50–60% | 60–70% | 70% |
| <b>Coast</b><br>lock off-throttle   |  | 40–50% | 50–60% | 50%    | 50% |
| <b>Preload</b><br>baseline lock     |  | 40%    | 50%    | 45%    | 45% |

## GEARING

low-torque engine — keep it in the band; never lug it

|                                                                                    |  |       |          |     |       |
|------------------------------------------------------------------------------------|--|-------|----------|-----|-------|
| <b>Final Drive</b><br>gear to the track's fastest point — the limiter is the enemy |  | Short | Med-Long | Med | Short |
|------------------------------------------------------------------------------------|--|-------|----------|-----|-------|

## SUSPENSION

stiffer axle = less grip on that axle

|                                                              |  |     |     |     |     |
|--------------------------------------------------------------|--|-----|-----|-----|-----|
| <b>Front Springs</b>                                         |  | 35% | 65% | 50% | 30% |
| <b>Rear Springs</b><br>always a notch softer than front      |  | 30% | 60% | 45% | 25% |
| <b>Front Ride Height</b>                                     |  | 65% | 30% | 50% | 80% |
| <b>Rear Ride Height</b><br>slightly higher than front (rake) |  | 70% | 35% | 55% | 85% |

## ANTI-ROLL BARS

pure cornering-balance tool — soften the end that's losing grip

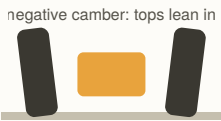
|                                                       |  |     |     |     |     |
|-------------------------------------------------------|--|-----|-----|-----|-----|
| <b>Front ARB</b>                                      |  | 30% | 60% | 45% | 25% |
| <b>Rear ARB</b><br>keep softer than front on the Nami |  | 25% | 50% | 35% | 20% |

## STEERING

|                                                         |  |       |        |        |           |
|---------------------------------------------------------|--|-------|--------|--------|-----------|
| <b>Lock to Lock</b><br>max steering angle               |  | High  | Med    | Med-Hi | High      |
| <b>Steering Ratio</b><br>gamepad: run slower than shown |  | Quick | Slower | Med    | Quick-Med |

ALIGNMENT — WHAT THE ANGLES MEAN

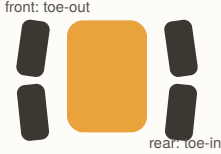
**Camber** (front view)



negative camber: tops lean in

More negative = more cornering grip, less straight-line grip. The loaded outside tire sits flat mid-corner. Go aggressive on tarmac; near-zero on dirt and offroad, where tires slide instead of lean.

**Toe** (top view)



front: toe-out  
rear: toe-in

Front toe-out sharpens turn-in (slightly nervous straights). Rear toe-in plants the rear — the Nami's cheapest anti-spin insurance. Keep all angles small; toe adds drag.

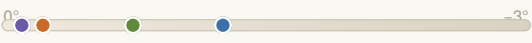
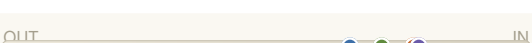
**Ackermann & Wedge**



inside wheel steers more

**Ackermann:** high for hairpins, figure-8s, derby bowls; lower for fast sweepers. **Wedge:** cross-weight — ovals only. Loose off the corner? add wedge. Too tight? remove it. Neutral everywhere else — it makes the car asymmetric.

ALIGNMENT VALUES

|              |                                                                                    |                   |                   |              |             |
|--------------|------------------------------------------------------------------------------------|-------------------|-------------------|--------------|-------------|
| Front Camber |   | -0.5° to -1°      | -1.5° to -2.5°    | -1° to -1.5° | 0° to -0.5° |
| Rear Camber  |   | 0° to -0.5°       | -1° to -1.5°      | -0.5° to -1° | 0°          |
| Front Toe    |   | -0.1° out         | -0.1° out         | 0°           | 0°          |
| Rear Toe     |   | +0.2° to +0.3° in | +0.1° to +0.2° in | +0.2° in     | +0.25° in   |
| Ackermann    |   | High              | Low-Med           | Med          | Med-Hi      |
| Wedge        | Neutral in all templates. Ovals only: adjust to taste once everything else is set. | 0                 | 0                 | 0            | 0           |

WHY EACH TEMPLATE IS BUILT THIS WAY

**DIRT**

Steer with the throttle: high **Power lock** means committing to the slide and driving through it. Soft springs + raised ride height soak up ruts — the light Nami skips badly when stiff. **Brake pressure way down:** it locks tires on loose surfaces before heavier cars do. Generous lock + quick ratio because you'll live in counter-steer.

**STREET**

The Nami's best surface. Light weight lets it run **stiff and low** for elite class cornering. Power lock drops so full-throttle exits stay straight; **Coast lock rises** to suppress lift-off oversteer — its classic tarmac killer. Camber goes properly negative both ends. 55% brake bias helps rotation; go back to 60% if entries feel risky in traffic.

**MIXED**

Safety-first, because surface transitions catch the rear out — hitting dirt mid-corner on a tarmac diff is how the Nami spins. Everything mid-range with **rear stability prioritized** (toe-in, soft rear ARB, front brake bias). Brake pressure is set for the **dirt sections**: you can brake early on tarmac, but you can't unlock a frozen tire on dirt.

**OFFROAD**

Built for rough open terrain — waypoint courses, desert routes, anything with jumps, ruts, and no prepared racing surface. This is the dirt template pushed further in one direction: **clearance and landing absorption beat cornering sharpness**. Ride height goes near maximum (the light Nami flies farther off every crest than you expect, and a bottomed-out landing is a spin or a breakage), springs and ARBs go to their softest so one-wheel impacts don't pivot the chassis, and camber zeroes out — airborne and sliding tires want a full flat contact patch on touchdown, not an angled edge. Brake pressure is the lowest of any template because braking often happens on the loosest possible surface, sometimes with wheels light off a crest. Keep Power lock high to claw through soft ground, and land throttle-on with the wheels straight: a light steady throttle on touchdown settles the rear the same way maintenance throttle does mid-corner. The trade-off is real — this setup rolls and wallows on any flat, grippy section — so don't use it as a dirt-oval tune; it exists for terrain the dirt template bottoms out on.

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

| PROBLEM                                     | PHASE     | FIX, IN ORDER OF PREFERENCE                                                |
|---------------------------------------------|-----------|----------------------------------------------------------------------------|
| Snaps sideways when you lift mid-corner     | ENTRY     | +Coast lock → +Rear toe-in → soften rear ARB                               |
| Spins on corner exit under power            | EXIT      | –Power lock → soften rear springs one notch → short-shift                  |
| Won't rotate, pushes wide (street setup)    | MID       | Soften front ARB → +1 notch rear brake bias → –Coast lock                  |
| Skittish and bouncy on rough dirt           | ANY       | Soften both springs → raise ride height → soften ARBs                      |
| Gets spun by every love-tap in traffic      | STABILITY | +Front brake bias, +Coast lock, +Rear toe-in — accept the lap-time cost    |
| Twitchy on fast straights                   | STABILITY | Slower steering ratio → front toe from out to zero                         |
| Bottoming out over jumps / kerbs            | ANY       | Raise ride height (rear first)                                             |
| Nose-dives or bounces wild off jumps        | OFFROAD   | Soften springs → raise ride height → land throttle-on, wheels straight     |
| Spins on landing                            | OFFROAD   | Zero front toe → +Rear toe-in → never brake while airborne or on touchdown |
| Feels dead and reluctant after safety fixes | ANY       | Walk one change back at a time; 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. And 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 — the bars show position along each slider's travel (0% = full left, 100% = full right), not the number the game displays; if in-game ranges differ, the relative positions between templates are what matter.