

ROADSLAYER // QUICK-REFERENCE TUNING CARD

Wreckfest 2 · Content Update #8 setup menu · heavy nose-first American V8 muscle

Car character: a big, front-heavy V8 bruiser. Exceptional straight-line pace and it soaks up contact, but the mass works against you twice: **entry understeer** from the heavy nose, and **power oversteer** when all that torque hits the rear tires. Tuning goal: wake up the front end without letting the torque own the rear. Bars run 0% (full left) → 100% (full right); move one notch at a time.

● **DIRT** — momentum & throttle discipline

● **STREET** — point the nose, manage the torque

● **MIXED** — conservative all-rounder

BRAKES

Braking Force Balance % toward front		65% front	60% front	63% front
Braking Force Pressure heavy car locks late on tarmac, early on dirt		45–55%	85–95%	60–70%
Front Balancer toggle	Test both ways in one hard braking zone. The heavy nose already loads the fronts hard under braking — re-check after any Balance change.	OFF	OFF* test	OFF

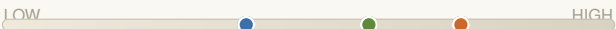
DIFFERENTIAL Power = exit · Coast = entry · Preload = consistency

Power less than lighter cars — the torque does the locking for you		65–75%	45–55%	55–65%
Coast low — the nose-heavy chassis is already entry-stable		40%	45–55%	45%
Preload baseline lock		45%	50%	45%

GEARING torque everywhere — err long; short gearing just adds smoke

Final Drive gear to the track's fastest point — the limiter is the enemy		Med	Long	Med-Long
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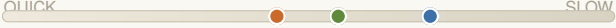
SUSPENSION stiffer axle = less grip on that axle

Front Springs needs more spring than light cars, but keep front relatively soft		40%	70%	55%
Rear Springs soft rear = traction for the V8		30%	60%	45%
Front Ride Height heavy car bottoms out — stay higher than light cars		70%	35%	55%
Rear Ride Height keep rake — rear above front helps turn-in		75%	40%	60%

ANTI-ROLL BARS signature move: rear bar STIFFER than front to fight the built-in understeer

Front ARB soft front frees the nose		30%	55%	40%
Rear ARB run stiffer than front — opposite of light cars		35%	60%	45%

STEERING

Lock to Lock max steering angle		High	Med	Med-Hi
Steering Ratio the mass responds slowly anyway — quick ratio just adds twitch		Med	Slower	Med

ALIGNMENT — WHAT THE ANGLES MEAN

Camber (front view)

negative camber: tops lean in



More negative = more cornering grip. The heavy RoadSlayer rolls hard and leans on its outside tires, so it rewards **more front camber** than light cars on tarmac. Stay mild on dirt.

Toe (top view)

front: toe-out
rear: toe-in



Front toe-out is your cheapest understeer fix on this car. **Rear toe-in** keeps the torque from swinging the tail on exit. Keep angles small; toe adds drag you'll feel on the straights this car lives for.

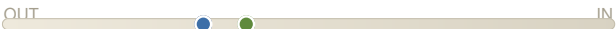
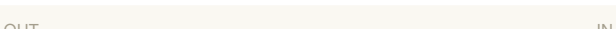
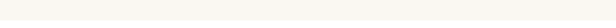
Ackermann & Wedge

inside wheel steers more



Ackermann: high for tight stuff — the long, heavy nose needs all the low-speed help it can get.
Wedge: ovals only; this car is a natural oval bully, and wedge is your main balance knob there. Neutral everywhere else.

ALIGNMENT VALUES

Front Camber		-0.5° to -1°	-2° to -2.5°	-1.5°
Rear Camber		0° to -0.5°	-1° to -1.5°	-0.5° to -1°
Front Toe		-0.15° out	-0.15° out	-0.1° out
Rear Toe		+0.2° in	+0.1° to +0.2° in	+0.2° in
Ackermann		High	Med	Med
Wedge	Neutral in all three templates. On ovals this is the RoadSlayer's primary balance knob — add wedge if loose off the corner, remove if too tight.	0	0	0

WHY EACH TEMPLATE IS BUILT THIS WAY

DIRT

Momentum machine. Keep **Power lock moderate** — the V8 torque already overwhelms dirt grip, so lock it up fully and every exit becomes a fight. Low brake pressure: two tons locks tires on loose ground instantly. Soft-front / stiffer-rear bars pivot the nose in; then it's throttle discipline — roll on, don't stab. Height way up: this chassis bottoms out where light cars skim.

STREET

Point the nose, manage the torque. **Aggressive front camber and toe-out** wake up turn-in; stiff-ish springs and bars keep the mass from wallowing. Power lock stays modest — traction off slow corners comes from the **soft rear springs**, not the diff. Brake early and straight: the weight means it will not trail-brake like a light car, but it out-drags nearly everything down the next straight.

MIXED

Conservative everywhere because mass punishes surprises. Mid-range springs with extra ride height for the rough sections, front-biased brakes at dirt-safe pressure, and low Coast lock so the nose still turns when the surface changes under you. The RoadSlayer forgives contact better than any setup detail — use the body, protect the exits.

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

PROBLEM	PHASE	FIX, IN ORDER OF PREFERENCE
Plows wide on entry (its default sin)	ENTRY	Front toe-out → soften front ARB → –Coast lock → +1 notch rear brake bias
Torque spins it on exit	EXIT	–Power lock → soften rear springs → short-shift out of slow corners
Still won't rotate mid-corner	MID	Stiffen rear ARB → more negative front camber → raise rear ride height (rake)
Locks fronts and slides straight on	ENTRY	–Brake pressure → shift balance rearward one notch
Wallows and leans in fast corners	ANY	Stiffen both ARBs → stiffen springs → lower ride height (tarmac only)
Bottoms out over jumps and ruts	ANY	Raise ride height — this car needs more clearance than most
Loose off oval corners	OVAL	Add wedge → then –Power lock
Feels numb after understeer fixes	ANY	Walk changes back one at a time; front ARB 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.