

# ROCKET // QUICK-REFERENCE TUNING CARD

Wreckfest 2 setup menu · classic American coupe · the balanced all-rounder

**Car character:** the series' jack-of-all-trades — a mid-weight RWD coupe with no extreme vice to tune around. It sits between the Nami and the big muscle: heavier and lazier than the Nami, lighter and friendlier than the RoadSlayer, with mild power oversteer as its only real habit. That neutrality is the point of this card: the Rocket responds honestly and predictably to every knob, so these templates chase performance a little harder than the safety-first setups — and it's the best car in the garage for learning what each setting actually does. Bars run 0% (full left) → 100% (full right).

● **DIRT** — honest slides

● **STREET** — neutral & fast

● **MIXED** — true all-rounder

## BRAKES

|                                                          |                                                                                                             |              |              |              |
|----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|
| <b>Braking Force Balance</b><br>% toward front           |                                                                                                             | 61%<br>front | 57%<br>front | 60%<br>front |
| <b>Braking Force Pressure</b><br>highest that won't lock |                                                                                                             | 50–60%       | 85–90%       | 65–75%       |
| <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*<br>test | OFF          |

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

|                                                                              |  |     |        |        |
|------------------------------------------------------------------------------|--|-----|--------|--------|
| <b>Power</b><br>its one habit lives here — mild power oversteer              |  | 70% | 50–60% | 60–65% |
| <b>Coast</b><br>neutral chassis needs less anti-snap than the Nami or Jackal |  | 45% | 50–55% | 48%    |
| <b>Preload</b><br>baseline lock                                              |  | 42% | 50%    | 46%    |

## GEARING gear to the track's fastest point; the limiter is the enemy

|                                                                                             |  |           |          |     |
|---------------------------------------------------------------------------------------------|--|-----------|----------|-----|
| <b>Final Drive</b><br>honest here like everywhere else — a clean knob to learn gearing with |  | Short-Med | Med-Long | Med |
|---------------------------------------------------------------------------------------------|--|-----------|----------|-----|

## SUSPENSION stiffer axle = less grip on that axle

|                                                               |  |     |     |     |
|---------------------------------------------------------------|--|-----|-----|-----|
| <b>Front Springs</b>                                          |  | 38% | 65% | 52% |
| <b>Rear Springs</b><br>a notch softer than front for traction |  | 32% | 58% | 46% |
| <b>Front Ride Height</b>                                      |  | 65% | 32% | 50% |
| <b>Rear Ride Height</b><br>slight rake — rear above front     |  | 70% | 37% | 55% |

## ANTI-ROLL BARS near-neutral bars — the Rocket doesn't need the extreme splits other cars do

|                                                    |  |     |     |     |
|----------------------------------------------------|--|-----|-----|-----|
| <b>Front ARB</b>                                   |  | 32% | 58% | 45% |
| <b>Rear ARB</b><br>just slightly softer than front |  | 30% | 52% | 38% |

## STEERING

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

ALIGNMENT — WHAT THE ANGLES MEAN

**Camber** (front view)

negative camber: tops lean in



**More negative = more cornering grip.** The Rocket takes camber gratefully and predictably — go properly negative on tarmac, near-zero on dirt where the tires slide rather than lean.

**Toe** (top view)

front: toe-out  
rear: toe-in



**Front toe-out** for turn-in, **rear toe-in** for security — moderate amounts of both. The neutral chassis doesn't need the heavy rear-toe insurance the Jackal runs; keep angles small and pocket the reduced drag.

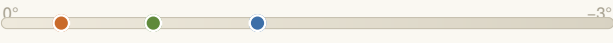
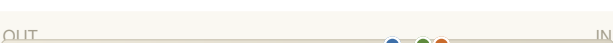
**Ackermann & Wedge**

inside wheel steers more



**Ackermann:** high for hairpins, figure-8s, and derby work; medium elsewhere. **Wedge:** ovals only — the balanced Rocket is a genuinely good oval car, and wedge becomes your main balance knob there. Neutral everywhere else.

ALIGNMENT VALUES

|              |                                                                                                                                     |              |                   |              |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------|--------------|
| Front Camber |                                                   | -0.5° to -1° | -1.5° to -2.5°    | -1° to -1.5° |
| Rear Camber  |                                                   | 0° to -0.5°  | -1° to -1.5°      | -0.5° to -1° |
| Front Toe    |                                                   | -0.1° out    | -0.1° out         | 0°           |
| 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 the balanced Rocket responds beautifully to wedge — make it your primary adjustment there. |              | 0                 | 0            |

WHY EACH TEMPLATE IS BUILT THIS WAY

**DIRT**

Honest slides. High Power lock and a quick-ish ratio turn the Rocket into a friendly throttle-steer car — it slides like the Nami but telegraphs everything earlier and recovers more willingly, which makes it the best car for **practicing** dirt technique. Soft springs and raised height for the ruts, low brake pressure for the loose surface. If the Nami's dirt template scares you, learn it here first.

**STREET**

Neutral and fast. Because the chassis has no vice, the street template chases pace harder than the other cars dare: proper camber, firm springs, low ride height, and near-balanced ARBs. The one thing to respect is Power lock — the 60s-muscle DNA shows up as wheelspin out of slow corners, so it stays moderate and the **soft-ish rear springs** handle traction instead. 57% brake bias gives entry rotation the neutral chassis won't provide on its own.

**MIXED**

The true all-rounder template — and the Rocket wears it better than any other car, because mid-range settings on a neutral chassis produce a genuinely competent car everywhere rather than a compromised one. Rear stability gets a mild priority (toe-in, softer rear bar) for surface transitions, brake pressure sits at dirt-safe levels, and everything else splits the difference. If you only save one preset for mixed lobbies, make it this one.

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

| PROBLEM                                     | PHASE     | FIX, IN ORDER OF PREFERENCE                                                                |
|---------------------------------------------|-----------|--------------------------------------------------------------------------------------------|
| Wheelspin out of slow corners               | EXIT      | –Power lock → soften rear springs one notch → roll the throttle on later                   |
| Rear steps out on lift (rare, but possible) | ENTRY     | +Coast lock → +Rear toe-in → soften rear ARB                                               |
| Feels inert, won't rotate (street setup)    | MID       | Soften front ARB → +1 notch rear brake bias → –Coast lock                                  |
| Skips over rough dirt                       | ANY       | Soften both springs → raise ride height → soften ARBs                                      |
| Vulnerable in traffic scrums                | STABILITY | +Front brake bias, +Coast lock, +Rear toe-in — accept the lap-time cost                    |
| Twitchy at speed                            | STABILITY | Slower steering ratio → front toe from out to zero                                         |
| Loose or tight on ovals                     | OVAL      | Wedge first — add if loose off the corner, remove if tight — before touching anything else |
| Bland after experimenting                   | ANY       | That's the Rocket telling you the change didn't help — walk it back and try the next knob  |

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.