Initial D: Arcade Stage Version 2

The second game of the series Initial D: Arcade Stage, released the year 2003

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Acknowledgements

Just because this site has a ton of information doesn't mean that everything that comes from this site originated from our incredible minds! Here we make sure that every piece of information that has been taken from somewhere else it is being credited properly.

- HKS1104: for discovering the infinite points glitch for the Japanese release of the game (although he did not fully understand how it was triggered, just to clarify)
- SpaZMonKeY: for giving out so much information about the small details about Battle System and the Bunta Challenge overall

Cheats & Modifications

Sometimes in life you wanna feel good about yourself without putting in too much effort, and this page will help you a bit on achieving that. Or maybe you simply want to mod your game or don't want to grind again just to practice time trials with another car (which let's be honest, it's something quite understandable, since that takes A LOT of time),

So without further ado, here is a compilation of some cheats and modifications that you can do with Initial D: Arcade Stage Ver. 2.

Cheats

Set the total amount of points of your car to 999.999.999

For Japanese version (Original revision and revision A)

Prerequisites:

- A car of your choice that has between 1000 and 2000 points
- Beating Bunta in the *Bunta Challenge!* mode in one course between 10 and 20 times

Steps to follow:

1. Challenge Bunta in the *Bunta Challenge!* mode in the same course where you have beaten him at least 10 times and don't finish the race

Notes:

- It will be required to do one race per each upgrade remaining to unlock on your car.
- Remember that cards between revisions can be used, but a card from the Export version **cannot** be used in the Japanese version and viceversa.
- Once the glitch has been performed, the card can be used in the revision B of the game without any issue whatsoever.

For Japanese and Export version

Prerequisites:

- A hex editor program of your choice

Steps to follow:

1. Open your card in your hex editor program
2. Edit the values set in the 1st row and 6th and 7th columns (2 values in total) to anything and save the edited card

Notes:

- It will be required to do one race per each upgrade remaining to unlock on your car.
- Remember that cards between revisions can be used, but a card from the Export version **cannot** be used in the Japanese version and viceversa.

Turn your lights off

For Japanese and Export version

Prerequisites:

- Entering a race at night time

Steps to follow:

1. Press the Start button for a couple of seconds

Differences between releases

The game has two main variants, Export and Japan (those names were designated by the MAME ROM set).

The Japan variant, like the name implies, is the version that was released originally in Japan. Within the original release, there are (known to this date) 3 revisions, called A, B and C (also according to the MAME ROM set).

The export version of the game in this case it is simply the version that was given to the countries that were outside of Asia. In this case, there's only one revision of this game.

Japan

The original release, plain and simple.

Japan (Revision A)

(WIP)

Gameplay differences:

- (WIP)

Japan (Revision B)

(WIP)

Gameplay differences:

- (WIP)

Export

The international release of the game main difference is the language. In this case, and like with 99.9% of the games that were exported from the japanese arcades, were translated only to english, and this is no exception.

Non-gameplay differences:

- **Character names:** the names used here are the ones used in the Tokyopop translation of the manga and anime, so the atrocities of Cole, Tak and K.T. amongst others are here in all of their glory.

Gameplay differences:

- **Purchasing a card:** if you decide to purchase a card, Iketani, Itsuki and Takumi will appear trying to explain how does an Initial D card work exactly, and what are the benefits from using them.

Legends of the Streets

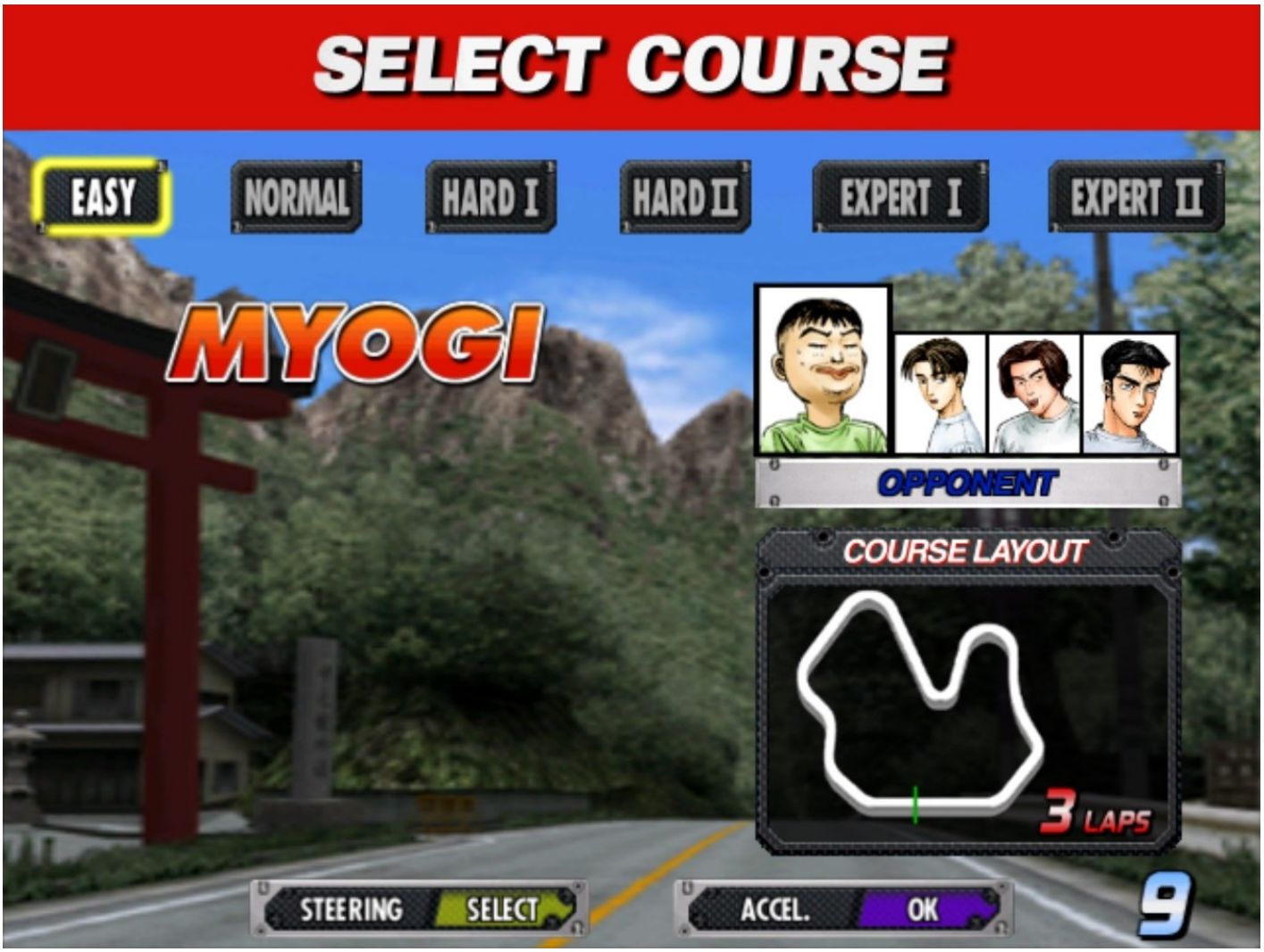
Like the name suggests, this is basically the Arcade mode from Initial D: Special Stage, but without the extra courses.

If you still haven't picked any car yet for your card, you'll have to pick one, but make sure that you pick wisely, since the progress is tied to each car, so if you wanna switch to another car, you'll have to do everything from scratch.

How this mode works

Like I just stated two lines of text ago, the first thing to do is to pick your car. Refer to the "What car to choose?" page for more information and some guidance on the matter.

Once your car has been chosen, it's time to actually start the races. If you have never raced before in that mode, you'll be greeted with this screen:



As you can see, you'll only be able to race on the following courses against the following characters:

Myogi

Driver	Car	Race conditions	Difficulty (out of 10)
Itsuki Takeuchi	Toyota Corolla Levin SR (AE85)	Day - Dry - Counterclockwise	1
Takumi Fujiwara	Toyota Corolla Levin SR (AE85)	Day - Dry - Clockwise	2
Shingo Shouji	Honda Civic SiR-II (EG6)	Night - Dry - Counterclockwise	4

Takeshi Nakazato	Nissan Skyline GT-R V-Spec II (BNR32)	Night - Dry - Clockwise	5

Usui

Driver	Car	Race conditions	Difficulty (out of 10)
Two Guys from Tokyo	Nissan Silvia Spec-R (S15)	Day - Dry - Counterclockwise	2
Nobuhiko Akiyama	Toyota Altezza RS200 Z Edition (SXE10)	Day - Dry - Clockwise	3
Mako Sato and Sayuki	Nissan SilEighty (RPS13)	Night - Dry - Counterclockwise	6
Sakamoto	Suzuki Cappuccino (EA11R)	Night - Wet - Clockwise	7

Akagi

Driver	Car	Race conditions	Difficulty (out of 10)
Kyoko Iwase	Mazda ɛfini RX-7 Type R (FD3S)	Day - Dry - Uphill	3
Kenta Nakamura	Nissan Silvia Q's (S14)	Day - Wet - Downhill	4
Keisuke Takahashi	Mazda ɛfini RX-7 Type R (FD3S)	Night - Dry - Uphill	7
Ryosuke Takahashi	Mazda SAVANNA RX-7 ∞ III (FC3S)	Night - Dry - Downhill	8

Akina

Driver	Car	Race conditions	Difficulty (out of 10)
Kenji	Nissan 180SX Type X (RPS13)	Day - Dry - Uphill	2
Koichiro Iketani	Nissan Silvia K's (S13)	Day - Dry - Downhill	3

Wataru Akiyama	Toyota Corolla Levin GT-APEX (AE86)	Night - Dry - Uphill	8
Takumi Fujiwara	Toyota Sprinter Trueno 3door GT-APEX (AE86)	Night - Dry - Downhill	9

Happogahara

Driver	Car	Race conditions	Difficulty (out of 10)
Toru Suetsugu	Mazda Eunos Roadster (NA6CE)	Day - Dry - Outbound	4
Daiki Ninomiya	Honda Civic Type R (EK9)	Day - Dry - Inbound	8
Smiley Sakai	Honda Integra Type R (DC2)	Night - Dry - Outbound	8
Tomoyuki Tachi	Honda Civic Type R (EK9)	Night - Dry - Inbound	9

Irohazaka

Driver	Car	Race conditions	Difficulty (out of 10)
Seiji Iwaki	Mitsubishi Lancer Evolution IV RS (CN9A)	Day - Dry - Downhill	6
Kyoichi Sudo	Mitsubishi Lancer Evolution III GSR (CE9A)	Day - Dry - Downhill	7
Kai Kogashiwa	Toyota MR2 G-Limited (SW20)	Night - Dry - Downhill	8
Keisuke Takahashi	Mazda ɛfini RX-7 Type R (FD3S)	Night - Dry - Downhill	9

In order to progress, you simply must beat these guys, and once you do it, you'll see that their character portrait image has a single red slash above it:



What this means, is that you have beaten that character one time, but what happens if you try to beat him again? Well, check these cutscenes, now they feature rain! Yes, as you might have seen already in the rival selection screen, you are doing the exact same race but now, instead of doing them in dry conditions, now they must be done with rain (with the exceptions of Kenta and Sakamoto since those always feature wet conditions).

Beat them once again, and their portraits will now display a double slash on their portrait, indicating that you have succesfully now beaten them twice.



Walkthrough of this mode

First of all, defeat all of the characters listed above at least once in order to unlock the following secret race:

Irohazaka

Driver	Car	Race conditions	Difficulty (out of 10)
Takumi Fujiwara	Toyota Sprinter Trueno 3door GT-APEX (AE86)	Night - Dry - Downhill	10

Beat Takumi at least **once**, and you'll finally unlock the final race, which is this one **(that must be done the moment you beat Takumi)**:

Akina

Driver	Car	Race conditions	Difficulty (out of 10)
Bunta Fujiwara	Subaru Impreza WRX STi Coupe Type R Version V (GC8F)	Night - Dry - Downhill	10

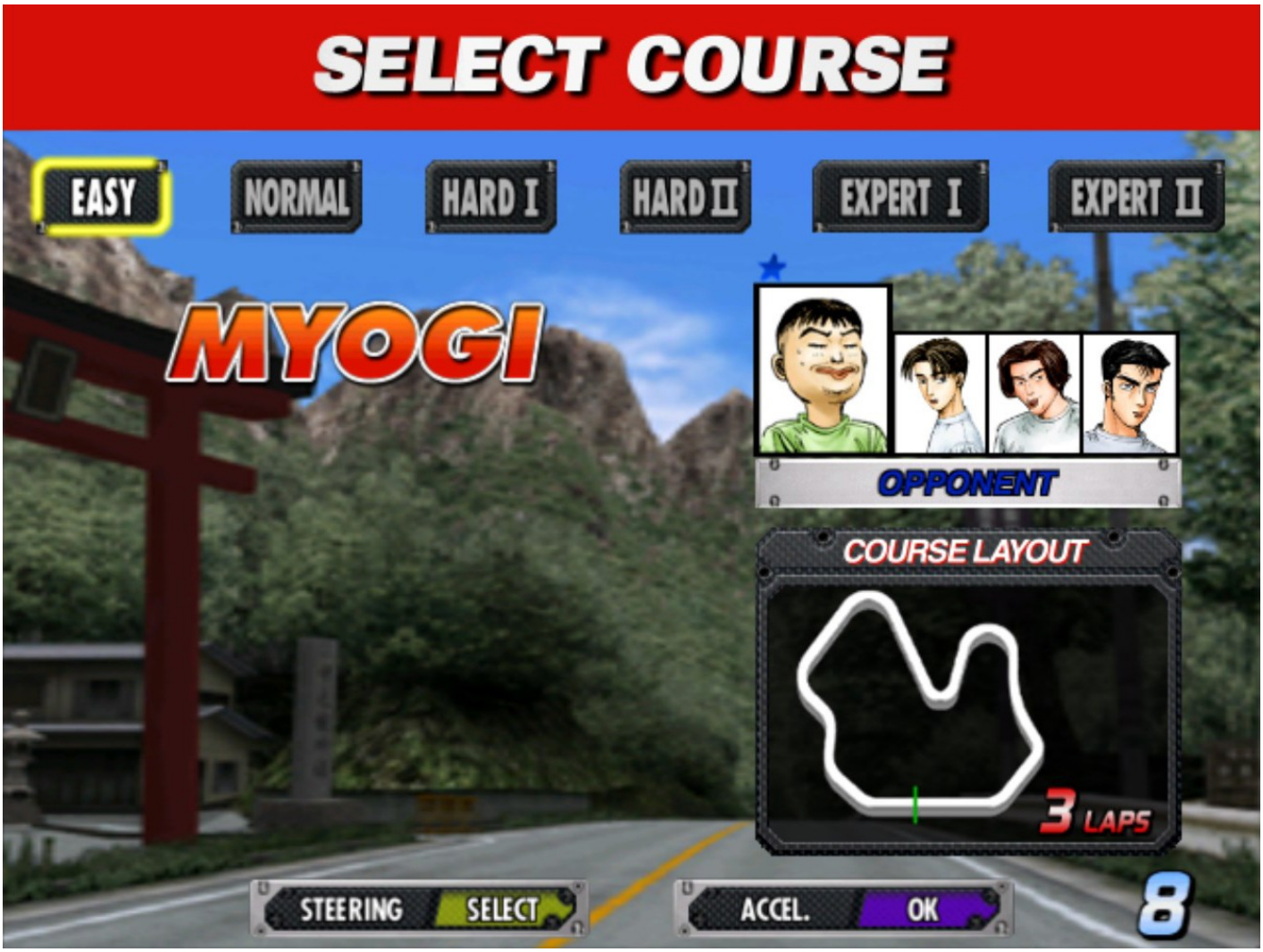
Complete the race **(you don't need to win, but it must be completed in order to see the credits)** and you'll be greeted with the credits, in which you'll see a replay of your race against Bunta.

Post-credits content

Once you have seen the credits (or not if you did not finish the race), you'll be greeted with a Game Over screen. But, this doesn't mean that the game is completed (with the car that you have chosen). Like we said before in the "How this mode works" section, you can play against everybody in the wet condition, so that'll be your main objective for now.

This time, you can do every race in any order you may wish, but that doesn't mean that you can simply beat Bunta again and call it a day, no, you must win against everybody in order to actually beat this mode and be greeted again with the credits (you'll only get to see the credits after beating everybody and then racing against Bunta).

Once that you have fully completed the Legends of the Streets mode, if you try to enter again the course selection with the same car, you'll realize that your progress has been wiped entirely (except the fact that you can race Takumi in Irohazaka and Bunta from the get-go), but that's not entirely true. The game doesn't tell you about this (it only shows you an amount of stars equal to the times that you have beaten this mode), but the game has increased a notch (we'll call it **NG+1/New Game Plus 1** from now on) its difficulty (not to be confused with the difficulty setting in the options menu, since that difficulty modifier **stacks up alongside** the one you have in this mode).



While at first glance you might not see too much of a difference, the more times you complete this game mode with the same car, the higher the difficulty will be, so as you can see, this game mode is designed to be completed multiple times instead of just one in order to enjoy it at its fullest potential. So for example, if you have managed to beat everybody seven times, you'll be playing in NG+7/New Game Plus 7, and unless your car is a meta car and your times are relatively close to the world records, just forget about giving it a chance.

The Bunta Challenge

The real challenge from the game. Did you think that beating him once in Legends of the Streets was not hard enough for your skills? Well here comes the real *challenge* of the game, beating Bunta in every course of the game! *(well, with the obvious exceptions because those tracks are completely uninteresting).*

How this mode works

When you enter this mode, you'll be granted a course selection menu, with 4 options: Akagi, Akina, Happogahara and Irohazaka.



The objective of this mode is pretty simple: beat Bunta in all of these courses 30 times. While at first it may sound daunting, it is not. Why? Because it's a nightmarish experience that only the

most dedicated players will be able to complete without going nuts.

Every time you beat him, the difficulty will increase slowly, very slowly. Even though the game starts easy with the first 10 stars (which those are done with the AE86 prior to the engine swap), the game ramps up its difficulty every 10 victories, so take that into consideration.

Once that you have beaten Bunta ten times in one of the courses, the next ten races will feature the AE86 with the new engine alongside the new hood, so expect to suffer quite a lot more than before.

Finally, once you have managed to defeat the Michael Shumacher of Akina, he'll change his car of choice. Like the story mandates, his final car will be the Impreza GC8F, and this last phase will be downright impossible depending on your car of choice. If you happen to pick a car that is not the Integra DC2, these last couple races will be simply not feasible, just forget about it.

When you complete the last race you'll be rewarded with [insert prize that doesn't exist here], so enjoy it!

What car to choose?

That is a good question, but also a bad question at the same time up to some degree. Why? Pretty simple, not all cars handle the same way, and while its a good idea to try to avoid the worst cars, simply because using cars that barely accelerate and handle properly can really hamper your experience overall, but at the same time picking the most overpowered cars just because they're the best even though your driving skills are bad, you are not really going to get any good time splits any time soon, so our personal opinion on the matter is to **simply pick a car you feel comfortable with**. Although it is a good idea to pick a car and grind points with just that one car, changing the car you're using is a good way to break with the eventual monotony of using the same car over and over again (thankfully you can at least change the tune course and the transmission type when there's an inspection of your card, which so happens after 50 game overs).

Regardless of what we said above, if you would still like to know an overall grasp of how the cars perform in this game, read the text that follows and then try to decide for yourself what car would you like to choose.

Drivetrains

The game has 4 possible drivetrains to use, and all of them make the car's behaviour in every aspect very different in comparison to other cars with different drivetrains.

Even though this game does not feature realistic handling, it's important to understand these points that we're going to showcase here since those are the ones that matter the most just for playing this game:

Front engine/Rear wheel drive (FR)

- **Key points:**
  - Control over top speed
- **Advantatges:**
  - Manageable maneuverability in corners
- **Disadvantatges:**
  - Prone to sliding outwards while cornering in wet conditions

Front engine/Front wheel drive (FF)

- **Key points:**
  - Great stability
- **Advantatges:**
  - Great acceleration after exiting corners
- **Disadvantatges:**
  - Noticeable understeer

Mid engine/Rear wheel drive (MR)

- **Key points:**
  - Countersteering is mandatory for the usage of these cars
- **Advantatges:**
  - Lightweight cars, so their overall manuevaribility is very good
- **Disadvantatges:**
  - Most oversteer-y cars in the entire game

4 wheel drive/All wheel drive (4WD/AWD)

- **Key points:**
  - Ideal for wet condition races
- **Advantatges:**
  - Most stable cars in the game
  - Best acceleration stats
- **Disadvantatges:**
  - Most understeer-y cars in the entire game

Tune courses

Basic tune

Acquiring 120.000 points with your car will grant you all of the parts that your selected tune course has to offer. Some cars will offer special upgrades depending on your tuning route, and those upgrades will be given to you once the *Basic tune* status has been achieved.

Full tune

Once that you have reached 120.000 points, you will get an internal upgrade every 15.000 points. Reaching 990.000 points will grant you the latest internal upgrade, thus reaching the *Full tune* status.

No tune (Stock)

If you don't like having any extremity/add-on for your car, this is the only option that you can get. In order to select this part course if it is not appearing on screen, you must hold the steering wheel to the left for a couple of seconds in order for the stock option to show up.

This option will let you obtain the same internal upgrades that you get during the basic tune route, minus with the special upgrades that are given to some cars (check in the Car ratings section to see which cars do offer those) when completing said tuning status.

Once completed the stock tuning path (at 120.000 points), you will be able to randomly unlock extremities for your car like with the other tuning routes.

Car ratings

Toyota

Sprinter Trueno 3door GT-APEX (AE86)



One of the most balanced cars in the game (**except for course D** since it has better top speed but worse handling in comparison to the other courses), the Trueno is surprisingly a car not suited for beginners, mostly because of its tendency to lose a lot of speed when hitting or just rubbing walls at high speeds.

Best course: Akina

Worst course: Irohazaka, wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5000 - 6000
- **TRD racing engine (only with the A-Tune path):** 8000 - 9000 - 10500

Complete basic tune reward of each tune course:

- **Tune course A:** TRD racing engine upgrade
- **Tune course B:** Racing engine upgrade
- **Tune course C:** Racing engine upgrade
- **Tune course D:** Turbo kit upgrade

Corolla Levin GT-APEX (AE86)



The good version of the Levin is quite similar to the Trueno. It turns pretty very well with a predictable oversteer that gets worse in the rain. But if you go for the NA tuning route, the car will have an overall better balanced stats, which means while it doesn't have a top speed comparable to the AE86, its cornering abilities will get better, even on wet conditioned races.

Best course: Akina

Worst course: Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5000 - 6000

Complete basic tune reward of each tune course:

- **Tune course A:** Turbo supercharger upgrade
- **Tune course B:** Racing engine upgrade
- **Tune course C:** Racing engine upgrade
- **Tune course D:** Turbo kit upgrade

Corolla Levin SR (AE85)



A car that is definitely a bad choice for beginners, the AE85 relies on strong and stable cornering ability to get by, but its poor top speed makes the Levin a below average vehicle. Be mindful that with the A-Tune upgrade, the car in wet conditions loses all of its traction and in dry conditions it tends to slide a bit more.

Best course: Akina

Worst course: Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5000 - 6000

Complete basic tune reward of each tune course:

- **Tune course A:** Turbo supercharger upgrade

MR2 G-Limited (SW20)



A superb car one mastered, the MR2 has extremely good turning if you manage to work around his oversteer with some proper countersteering. The acceleration though leaves a lot be desired, and that will show if you hit a guardrail.

Best course: Akina, Happogahara, Irohazaka

Worst course: Wet conditioned races

Technical information

Drivetrain: MR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5500 - 5500 - 6000

MR-S S-Edition (ZZW30)



The beginner friendly version of the Cappuccino. Basically, if you can't handle the oversteering that car offers at the speeds it does reach, give this car a spin. The poor acceleration at 4th and 5th gear makes this car way more manageable at higher speeds, since it stills offers a great amount of speed at lower gears and great maneuverability stats.

Best course: Akina, Happogahara, Irohazaka

Worst course: Myogi, Wet conditioned races

Technical information

Drivetrain: MR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5500 - 5500 - 6000 - 6500

Altezza RS200 Z Edition (SXE10)



One of the strangest cars in the game, the Altezza while still only being an above average car, it performs superbly on the tight corners of Shomaru Pass *(oh wait this is not Special Stage, so it doesn't have that course)*. Its biggest downside is the poor handling it has under wet conditions. Give it a try if you're an intermediate level player.

Best course: -

Worst course: Happogahara

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000 - 7500

Celica GT-Four (ST205)



If you're looking for the definition of below average, this is it. This car does underperform on every aspect: decent turning ability, decent acceleration, and it has a top speed that it is just *okay*. It does perform greatly on Akina while going uphill (maybe in reference to the anime? Who knows.), so if you're trying to play on Akina with a 4WD, this is your best choice by far.

Best course: Akina (Uphill)

Worst course: -

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Nissan

Skyline GT-R V-Spec II (BNR32)



Even though this car weighs like a tank, it's seriously an underappreciated car for those who are not veterans in this game. While his turning capabilities are horrendous, it makes up for its amazing stability and acceleration, so avoid picking any course with a lot of tight turns, as the R32 will understeer quite a lot. A good choice if you want a top-tier car but want to have a challenge.

Best course: Myogi

Worst course: Akina, Irohazaka

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7500 - 8000

Skyline GT-R V-Spec II (BNR34)



In contrast to the BNR32, this car is surprisingly way worse than his older counterpart. Heavy understeer, great acceleration makes this car handle relatively similar to the BNR32, but clearly the stats showcase that his capabilities outside of Real Myogi are really subpar. Regardless of that, pick this one up if you wanna do a wet conditioned race with an interesting mid-tier car.

Best course: Myogi

Worst course: Akina, Irohazaka

Technical information

Drivetrain: 4WD

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7000 - 7500 - 8000

Silvia K's (S13)



Like Iketani, the S13 K's is just an average car. Even though it has a predictable understeer, it has a great acceleration factor and amazing stability in wet conditioned races. A good choice if you're trying to get good times in Usui and Real Usui without picking a too overpowered vehicle.

Best course: Usui, Akina, Wet conditioned races

Worst course: Happogahara

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 6500 - 7000

Silvia Q's (S14)



The worst car in the game by far, the Silvia Q's is simply a bad choice no matter the race track. Poor acceleration, horrible top speed, and just decent cornering ability makes the car look like a bad joke. Unless you're trying to torture yourself, don't pick this car. Simply don't.

Best course: Usui, Akagi

Worst course: Happogahara, Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Silvia K's Aero (S14)



A below average car yet again, the S14 K's Aero it's one of those cars that its poor top speed (because of the rev limit) hampers its abilities to become a decent or at least an average car. Regardless of that, if you're interested in using a non character-driven car, this car will surprise you with its decent handling under wet conditions and great acceleration.

Best course: Myogi, Usui

Worst course: Akina

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Silvia Spec-R (S15)



Another one of those super weak cars. The Spec-R is simply a car for those who want to prove that this game is not as fast as it seems. They are wrong. What is really going on is that the S15 has REALLY bad stats overall: bad acceleration (it's initial acceleration is good though), pitiful top speed, and a handling model that makes you question if somebody actually enjoys this thing, because seriously that is feat more than a given thing.

Best course: Myogi, Usui

Worst course: Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6200 - 6700 - 7000

180SX Type X (RPS13)



The Nissan 180SX will make you wish that you were playing a less grippy game at first, but once you get used to it, you'll realize how this car performs, which is above average. Its understeering while annoying, it can be compensated easily thanks to its decent acceleration stats.

Best course: Myogi, Usui

Worst course: Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

SilEighty (RPS13)



Remember what I just said about the 180SX? Well this is just the same car but being more difficult since sometimes it may lock up due to being a grippy and a drifty car too. Other than that though, there is nothing worthwile to mention about this car.

Best course: Usui

Worst course: Irohazaka

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Honda

Civic Type R (EK9)



The EK9, like the EG6, it is a car that performs extraordinarily well on wet conditioned races, but don't let that fool you. This car is really bad when it comes to dry races, with the exception of Happogahara, its respective home course. So, even though this car has great acceleration in the higher gears, use this car soly for wet races.

Best course: Happogahara

Worst course: Akina

Technical information

Drivetrain: FF

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7000 - 7500

Civic SiR-II (EG6)



Another car that has amazing stats, the SiR-II while it's a car that is more meant to be driven under wet conditioned races, it is still a car that drives superbly in dry races, specially on Happogahara. Definitely a good choice if you want to get great times on wet races without trying to grasp its handling model for way too much time.

Best course: Happogahara, Wet conditioned races

Worst course: Dry conditioned races

Technical information

Drivetrain: FF

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 7000 - 7500

Integra Type R (DC2)



The best car of the game, bar none. Very stable, great on wet conditioned races, an amazing turning ability (even though it's important to brake before cornening and to stop accelerating during the turn in). If you decide to go with the Smiley Sakai route, the turbo upgrade will make your car go faster on straightaways, but it will make the DC2 a poor choice for wet conditioned races, so be mindful about that.

Best course: Akina (Wet), Happogahara (Wet)

Worst course: Usui (Downhill), Akagi (Downhill)

Technical information

Drivetrain: FF

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7000 - 7500

Complete basic tune reward of each tune course:

- **Tune course A:** Turbocharger upgrade

S2000 (AP1)



Another one of those tricky 6-gear cars, this FR has poor off-the-line acceleration that gets compensated with decent acceleration stats in higher gears. Like with the Trueno, this car will stall BADLY if your shift times are done incorrectly, so make sure to not touch this below than average car unless you're an experience player. It is worthwile mentioning that this car while in dry conditioned races it will perform reasonably well, the same races on wet will just understeer badly, making this car a bad choice under those circumstances.

Best course: Myogi, Happogahara

Worst course: Irohazaka, Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6500 - 7200 - 7500 - 8000

Mitsubishi

Lancer Evolution III GSR (CE9A)



Although the Evo III is amongst the best cars of Irohazaka, it is most well known for its "misfiring system" (even though in this game it does not really do anything in terms of performance). Getting that out of the way, the Evo III is surprisingly a really weak car outside of its home turf. His acceleration and his understeering problems make this car a below than average option for those who want to get a 4WD car.

Best course: Irohazaka

Worst course: Akina

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5500 - 6500 - 7000

Complete basic tune reward of each tune course:

- **Tune course A:** Misfiring system

Lancer Evolution IV RS (CN9A)



Don't be fooled. Although this car may seem like a twin to the Evo III at first, its performance is vastly superior, overall. It's one of the best car on Irohazaka, but performs incredibly well on other courses, too. In both cornering ability and acceleration, the Evo IV beats out his older brother. While this car might seem to suffer from understeering, if you keep pushing forward while turning you'll see that the turning radius will get smaller and will manage to take those pesky turns pretty easily. Therefore, keep in mind that with this excellent car you will have to turn a little earlier to get to the apex than with most other cars.

Best course: Irohazaka

Worst course: Akina

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Lancer Evolution VII GSR (CT9A)



The newest of the Evo cars, and the most average of them. The CT9A is a decent car that will help you getting around the tight corners of Irohazaka pretty well. But outside of that course, the car never excels, and in courses with a lot of turns that require maintaning a lot of speed it will start to showcase its weaknesses. Overall, a decent car if you're interested in trying out a 4WD without being too overly complicated.

Best course: Happogahara, Irohazaka

Worst course: Akagi, Akina

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Mazda

ɛfini RX-7 Type R (FD3S)



The FD Type R is a top tier car, just behind the DC2 in terms of overall strength. Like in any ID game, Keisuke's car (or Kyoko's~~, depending on who is your waifu~~) has incredible acceleration, good stability, and decent cornering ability and it excels in almost every course. Due to its great stability, this car ALSO shines in wet conditioned races, but this doesn't apply in Irohazaka on Akina, where this car tends to understeer no matter what. Note that if you go with the B course, the basic upgrade will give you better acceleration at higher gears at the cost of cornering speed.

Best course: Akagi

Worst course: Akina

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Complete basic tune reward of each tune course:

- **Tune course B:** Single turbine

RX-7 Spirit R Type A (FD3S)



The Type A is basically a Type R but with some more drifitng while cornering. With its good stability, strong acceleration, and amazing turning ability regardless of the weather conditions, it's a great beginner and intermediate level car.

Best course: Akagi

Worst course: Akina

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

SAVANNA RX-7 ∞ III (FC3S)



The bigger brother of the FD. Even though both cars share similar records on all cars, their characteristics are pretty different. While the FD depends on stability, predictable understeer and acceleration, the FC relies on oversteer and cornering ability, since it lacks a bit in terms of brute power. Nevertheless, his shortcomings are quite manageable and this car is definitely a good choice.

Best course: Akagi

Worst course: Myogi

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5500 - 6000

Eunos Roadster (NA6CE)



Similar to the NB8C, this car goes around the corners incredibly well under dry circumstances. However, under wet conditions this car will start skating around as if it was on ice, making it unbearable to drive. The horrendous acceleration in the highest gears makes this car an interesting pick if you want to challenge yourself with a car that has a bad top speed instead of having a handling model that is hard to grasp.

Best course: Happogahara

Worst course: Myogi, Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 5000 - 5500 - 6000 - 6500

Complete basic tune reward of each tune course:

- **Tune course A:** Increased cylinder bore

Roadster RS (NB8C)



A pretty underrated car in the game, the Roadster RS is a fantastic car if you want to tackle the most popular tracks like Akagi, Akina and Irohazaka. Regardless of your skills, this car will satisfy your needs, although it is important to know that the car's acceleration is just decent.

Best course: Akagi, Akina, Irohazaka

Worst course: Myogi, Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 6500 - 7000

Subaru

Impreza WRX STi Sedan Type R Version VI (GC8G)



Here's a car that has overall above average capabilities. Why so? Because its acceleration uphill and downhill is amazing and it is pretty stable. Though, it has to be mentioned that it has a tedency to understeer, but this can be remedied by using the Out-In-Out technique when attacking the corners and hairpins. Under wet conditions, instead of braking like somebody would do under dry conditions, it is preferable to just let the go the gas pedal and then start accelerating once the car is facing the corner exit.

Best course: Akagi, Akina, Irohazaka

Worst course: -

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Impreza WRX STi (GDBA)



A really easy 6-gear car to drive, it's a car that does not have any serious weakness at all. Its decent top speed and great stability and its bad traction under wet conditions make this car a decent choice.

Best course: Akina, Happogahara, Irohazaka

Worst course: Wet conditioned races

Technical information

Drivetrain: 4WD

Transmission: 6-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6000 - 6500 - 7000

Impreza WRX STi Coupe Type R Version V (GC8F)



Good stability, powerful acceleration and good turning abilities make this car an amazing choice for any expert driver. Regardless of that, this is a great beginner car. It doesn't have a best track, but it is an top-tier choice on almost all of them. Remember that in order to use this car, you must repeat the following instructions; hover the Subaru logo when selecting a car manufacturer, then press the following buttons: Shift Down, Shift Down, Shift Up, Shift Up, Shift Down, Shift Up, Shift Down, Shift Up, hold down the brakes, and press View change. If done right, you will hear a sound of an engine and you'll see the car listed as available in the Subaru's cars list.

Best course: Akagi, Akina, Irohazaka

Worst course: Myogi

Technical information

Drivetrain: 4WD

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 6000 - 6500 - 7000

Suzuki

Cappuccino (EA11R)



Likely the toughest car to drive in the game, the Cappuccino has incredible turning ability on almost every course, but at the cost of being really oversteer-y and having tricky shift points, since early shift points will make the engine stall. The acceleration at lower gears is pretty poor, but managing to keep a high speed will be rewarded with an even higher acceleration.

Best course: Akagi, Akina

Worst course: Wet conditioned races

Technical information

Drivetrain: FR

Transmission: 5-speed

Recommended shift points (in rpm):

- **Normal engine:** 8000 - 9500 - 10500