

Initial D: Street Stage Car FAQ

by GrAyEeWoLf

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Initial D: Street Stage
Car FAQ v 1.5
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Presented by Sega
Developed by Sega Rosso
Initial D created by Shuichi Shigeno

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 1. Version History
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4/10/16:

v.1.5 - Added a new section that may prove beneficial: 4. Project.D Website Mode - Course.

With the help of Google Translate, I translated the Course section of the Project.D Website Mode. There was actually some pretty insightful information related to gameplay, so I figured it would be useful in this FAQ as picking a home course is an important aspect of selecting the right car for your gameplay style.

Mind you I'm no expert in the reading kanji/katakana, so the translation was written with my knowledge of the game as well as what Google Translate gave to me :)

Also, there was some weird formatting going on after the initial submission of this FAQ, so I went through and fixed those errors (as well as a few more text issues I spotted)

4/01/16:

v. 1.0 - Taking inspiration from the fact that I have finally completed my Initial D: Special Stage Car FAQ after starting it back in 2003, I felt that this game could have greatly benefitted from the same type of information.

As an incremental upgrade, the games are VERY similar, for the most part. So, if you've read the Special Stage version, there are many similarities. But, this game is based off Arcade Stage Version 3 (whereas Special Stage more closely resembles Version 2) so there are many differences in car performance and rankings. In any case, I hope this FAQ helps.

And, as always, if you think something needs changing/editing, feel free to drop me a line and I'll gladly take your suggestions. And now... I present to you the Initial D: Street Stage edition of the Car FAQ!

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2. About this FAQ
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If you're reading this FAQ, then I shouldn't have to explain to you what Initial D is. If you are reading this, you are one of 3 people:

- You've played the arcade game(s)
- You've played the portable version (or the console ports)
- You like the anime/manga and you got this game

This is now the third FAQ I've constructed, all for Initial D. Yes, I'm that much of a fan of the anime/manga as well as the games they are based on).

Unlike my previous Car FAQ, where I had the help of the Message Board to help me cover all the vehicles in the game, I had to do all the legwork myself. Lucky for me, though, car tuning goes by a lot faster so long as there's enough Tuning Cards (more on this later).

Let's begin, shall we?

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3. Car FAQ outline
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This FAQ was put together with the intention of helping you decide on a car that's the right fit for your gameplay style.

Each car's information is listed as follows:

- | | |
|---------------|--|
| Drivetrain: | Refer to '5. The Drivetrains' for more information. |
| Transmission: | How many gears the car has; something to consider if you plan on playing on Manual Transmission (MT) as, generally, you must be more mindful of your shift points. |
| Best course: | Course(s)/Conditions where the car performs the best. Also considered the car's 'Home Course'. |
| Worst course: | Course(s)/Conditions where the car performs |

poorly.

- Car Overview: A description of the car's overall performance and attributes which factor handling, overall acceleration, and average Time Attack results.
- Battle Potential: A general overview of how the car performs in a head-to-head scenario, highlighting the pros and cons of each vehicle.
- Recommended Shift Points: Shift points information to use for optimal acceleration, specifically right off the starting line, but also comes in handy when downshifting is absolutely necessary during races.
- Tune courses: The individual Tune Options for each car. You pick one as your base tune, but parts from the Tune Courses you don't select can be changed to later if you so choose after completing basic tune. Refer to '6.a. About Tuning', '6.b. About 'No Tune' for further information.

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4. Project.D Website Mode - Course
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The following is a rough translation of the information that can be found in the Course Section of the Project.D Website Mode.

Upon selecting each individual Course, you select from one of 2 menu options:

COURSE INTRODUCTION
COURSE CHEATS

4.a. Myogi

Course Introduction

The locals, Shingo Shoji and Takeshi Nakazato, are members of the Night Kids. There is a dynamic difference between the Clockwise and Counter-Clockwise Routes.

COURSE: Full Length 3,204m
RULE: 3 Laps
ROUTE: Clockwise / Counter-Clockwise
TIME: Day / Night

Course Cheats

Since the course is wide, high speeds are likely. Beginners can get a feel for high-speed cornering. The key is to corner without lowering

maximum speed.

Cheat Point

The only hairpin on Myogi. Time Attack results are determined by this section. Its purpose is for practicing drifting and help assess optimum angle when entering corners.

4.b. Usui

Course Introduction

The locals are Mako Sato and Sayuki. The corner C-121 has a high level of difficulty, and one is considered an expert of Usui if they're able to drift from the beginning to the end of it.

COURSE: Full Length 4,202m
RULE: 2 Laps
ROUTE: Clockwise / Counter-Clockwise
TIME: Day / Night

Course Cheats

It's possible to tackle the 2 different corners and 2 different hairpin curves with steering and accelerator work as well as braking (and shifting if using Manual Transmission). There are also many straightaways, offering opportunities to overtake rivals.

Cheat Point 1

Although tackling this corner isn't that difficult, this hairpin is slightly larger than other hairpins, yet tighter than the hairpin on Myogi. Be sure to slow down before entering the corner.

Cheat Point 2

This hairpin has a high degree of difficulty as it's a tight curve. Because the road here is so narrow, it's easy to hit the wall. Try not to accelerate until you reach the corner's exit.

4.c. Akagi

Course Introduction

The locals are the Takahashi Brothers who are members of the Red Suns. The slope at the end of Section 1 is tighter than that of Akina, with a low-speed section on the downhill featuring a severe change in altitude immediately following the starting straightaway.

COURSE: Full Length 5,804m

RULE: One-way
ROUTE: Downhill / Uphill
TIME: Day / Night

Course Cheats

Since there are many high-speed corners, it's easy to pick up speed. Remember to slow down when approaching the tighter corners before the first check point.

Cheat Point

The hairpins on the downhill are the most difficult aspect. The Red Suns have never lost to any rival of Akagi. Remember the rhythm of the corners.

4.d. Akina

Course Introduction

The locals are the Akina Speedstars as well as Takumi Fujiwara who honed his drifting by delivering tofu. The most difficult section is the sequential hairpin curves near the end of the downhill.

COURSE: Full Length 7,552m
RULE: One-way
ROUTE: Downhill / Uphill
TIME: Day / Night

Course Cheats

The course is narrow and there is more than one hairpin curve in each section. The key to good Time Attack results is braking and drift control. Rhythm is key in tackling the sequential hairpins.

Cheat Point 1

The hairpin after the starting straightaway. The key for cutting section time is careful braking and good drift control.

Cheat Point 2

A key point that can dramatically affect your Time Attack results. Barricades mark the construction environment. The key is to shift the car's weight in quick succession without making wall contact. Be mindful of your entry angle in the curves.

Cheat Point 3

Akina's most difficult section. Hit the gutter in the first corner of the sequential hairpins without slowing down too much. Rhythm is the deciding factor here.

4.e. Irohazaka

Course Introduction

The locals are Emperor, led by Kyoichi Sudo. It's a dynamic and steep slope that features serpent style hairpin curves like a roller coaster.

COURSE: Full Length 5,130m
RULE: One-way
ROUTE: Downhill / Reverse
TIME: Day / Night

Course Cheats

After passing the second checkpoint, it is possible to jump from some of the corners. The first is located after the first corner after the checkpoint followed by 4 more 2 corners after that.

Cheat Point 1

You can significantly cut your section time by hitting the apex of the corner.

Cheat Point 2

The second jumping section. You can significantly cut your section time by hitting the apex of the corner. You can continue jumping using continuous momentum through the following 3 corners.

4.f. Happogahara

Course Introduction

The course where Takumi Fujiwara battled Professional Racer Tomoyuki Tachi. The road is relatively wide, there are many changes in height, and the road undulates. The level of difficulty on the Outbound Route is particularly high.

COURSE: Full Length 5,754m
RULE: One-way
ROUTE: Outbound / Inbound
TIME: Night

Course Cheats

The Course Layout is complex with 7 different continuous S-curve

sections. Only the second and third sections feature straightaways. Good Time Attack results depend on speed, accelerator work and handling.

Cheat Point 1

In either direction, but especially the Outbound Route, Check Point results are determined by how much acceleration you have going in and coming out of the sequential hairpins. The key is grasping the rhythm.

Cheat Point 2

The corner following the tunnel is very difficult. Beware of the steep corner or you may hit the wall. Be mindful of your rhythm upon the corner's entry.

Cheat Point 3

Particularly on the Outbound Route, it's difficult to see the entrance to the tunnel coming out of the slope of the previous corner.

4.g. Shomaru Pass

Course Introduction

The Home Course of Wataru Akiyama with his AE86 Levin. This course takes guts to drive on as the course is narrow and the road surface is rough.

COURSE: Full Length 5,812m

RULE: One-way

ROUTE: Outbound / Inbound

TIME: Day / Night

Course Cheats

The Course Layout features few hairpins, but it's twisty. It's important to be mindful of your line as you may hit the wall once you lose concentration.

Cheat Point 1

It's easy to get by an opponent in the few wide sections of the course. But, try not to get overtaken if you are leading.

Cheat Point 2

This is one of the few wide sections in the course. Particularly on the Outbound Route, this is a good place to lose an opponent if you are chasing at this point.

4.h. Tsuchizaka

Course Introduction

Home Course of 'The 2 Men in Lancer Evolutions'. Oil was spilled on the course during the battle with Project.D. It is difficult to maintain high speed after the technical section in the middle of the course.

COURSE: Full Length 6,712m
RULE: One-way
ROUTE: Outbound / Inbound
TIME: Day / Night

Course Cheats

Depending on the Route, the course has a distinct change in feel on the opposite end of the tunnel. The course also features a construction barricade and oil has been placed on the road, so be cautious.

Cheat Point 1

By hitting the apex of the corner, you risk driving over the oil, so try to avoid it or it may slow you down and affect your Time Attack results.

Cheat Point 2

The road is made more narrow due to the presence of the construction barricade. It's possible to lose an opponent here if you're traveling side by side.

5. The Drivetrains

There are 4 distinct drivetrains. What 'drivetrain' means is engine displacement, and which wheels the engine power goes to. Your car's drivetrain can affect your car's handling and overall potential.

The car behavior in Initial D Street Stage is NOT realistic, so each explanation is relevant to this game. I have also broken down each drivetrain's notable characteristics into basic stats so you have a general idea of each of the drivetrain's pros and cons. But, any discrepancies in cars that don't conform to these conventions will be noted in each individual car's overview.

Front engine/Rear wheel drive (FR)

Acceleration: **
Top Speed: *****
Cornering: *****
Dry Traction: ****
Wet Traction: **

FR cars tend to favor control over acceleration. Most of the FRs provide the user manageable maneuverability while cornering, so if you're proficient at tackling corners, you're awarded with greater acceleration at a corner's exit as well as higher speeds in top gear. However, if you're unable to harness your car's abilities (aka sloppy driving), your overall speed will suffer. Note that in Wet conditions FRs slide outward while cornering, some worse than others. So, keep that in mind if you plan on focusing on Wet courses.

Front engine/Front wheel drive (FF)

Acceleration: ***
Top Speed: ***
Cornering: ***
Dry Traction: *****
Wet Traction: ***

FF cars have noticeable understeer while cornering, but offer much more stability in comparison to FR or MR cars. Acceleration and top speed are average, at best. But, FFs become much more challenging to drive when used in Wet conditions due to the loss of traction when exiting corners.

Mid engine/Rear wheel drive (MR)

Acceleration: ****
Top Speed: ***
Cornering: *****
Dry Traction: ***
Wet Traction: *

MR cars have even more oversteer than FR vehicles (with the exception being the Cappuccino). Because of this, countersteering is absolutely necessary after exiting corners, or the car will fishtail or end up meeting the guardrail. MRs exhibit low traction particularly under Wet conditions, so beware of the loss of control under such circumstances.

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

Acceleration: ***
Top Speed: ****
Cornering: ***
Dry Traction: *****
Wet Traction: *****

4WD/AWD drive cars are the most stable cars in the game. With their strong traction, they are excellent for Wet conditions. But, in some of the twistier courses, specifically in Dry conditions, these cars

have the most noticeable understeer. However, 4WD cars have strong mid-gear acceleration. So, any speed lost during cornering can be compensated for as long as you drive a clean line.

6. The cars

(note: the cars are listed in the order they appear in the game)

6.a. About Tuning

Unlike its Console/Arcade counterparts, this game relies on a Card System for tuning your car. The Tuning Cards are as follows:

- #174- TUNE-UP (EXTREMELY rare, but necessary)
- #175- MUFFLER
- #176- WHEEL
- #177- FRONT SPOILER
- #178- SIDE SKIRT
- #179- REAR SPOILER
- #180- REAR BUMPER
- #181- BONNET
- #182- MIRROR
- #183- ROOF
- #184- TRUNK
- #185- STICKER

Basic Tune

Completion of Basic Tune is when you acquire all the external parts of your selected Tune Course. After completing basic tune, you're free to change any of the following parts at any time (even back to the stock parts, if you so choose).

- MUFFLER
- WHEEL
- REAR SPOILER
- BONNET
- MIRROR

Full Tune

'Full Tune' is when you've applied all internal upgrades via the TUNE-UP Tuning Card. When all Internal Upgrades have been acquired, a car is considered 'Full Tuned' (aka there are no more tune ups that will affect your car's performance).

The internal Tune-Ups are as follows:

- Step 1- Intake System
- Step 2- Cooling System
- Step 3- ECU Exchange
- Step 4- Body Tune
- Step 5- Driving System Tune

Note:

Without a Full Tuned car, there is a noticeable difference in overall course time during Time Attacks (on average, at least 5 seconds with an under-tuned car). It's recommended that you don't focus on Time Attacks until you've reached Full Tune if you want the best possible results.

6.b. About No Parts Tune

The No Parts Tune option is available if you prefer to not to get any external parts for your car. It's the final option to the far right of the tune selection screen.

By selecting this tune option, you will not get any external upgrades by default, as well as no serious internal upgrades. Simply put, the car remains in the 'stock' configuration. It, in no way, seriously affects your performance, game-wise. But, for some cars (for example, the Toyotas that get major internal upgrades, namely the AE86s) there is a big enough difference in feel to set it apart from the typical tune option for that car.

Once basic No Parts Tune is completed, you will be able to equip some cosmetic parts for your car such as new Muffler pipes and wheels.

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6.1. Toyota

6.1.a. Trueno GT-Apex (AE86)

Drivetrain: FR
Transmission: 5-Gear
Best course: Akina
Worst course: Irohazaka/Tsuchizaka/wet conditions

Car Overview:

As its basis, the AE86 Trueno relies on strong cornering ability and controllable oversteer, but lacks in any true power. After upgrading to the new engine (A, B or C-Tune), it offers amazing acceleration as long as shift points are timed properly. With optimal shifting, the Trueno has incredibly strong high-end acceleration. However, shift poorly and the Trueno will stall badly.

With the racing engine tune courses, the Trueno is one of the more balanced cars in the game. But, when turbo tuned (D-Tune) what it gains it top speed it loses in cornering and handling. And, while undisputed king of Akina DH Dry, it can fare well outside of its home course if you remember one thing: this car's top speed suffers HEAVILY if you rub or hit walls when traveling at high speeds (more so than any other car in the game).

It's not a car intended for beginners, but learning to harness the abilities of the AE86 Trueno will teach you the game well, and you'll be able to hop into any other vehicle with little problem.

Battle Potential:

The AE86 Trueno is solid overall on Dry weather, but tricky to Battle with outside of its home course of Akina. The key to success is staying off the walls because taking full advantage of the Trueno's top-gear acceleration is its greatest strength. The game compensates for the Trueno's high-end speed by giving it one of the worst startups in the whole game. Try to avoid racing in the rain where the Trueno will slide out and give you trouble.

Recommended Shift Points:

Normal Engine (B, C and D-Tune): 5000 > 5000 > 6000

TRD racing engine (A-Tune): 8000 > 9000 > 10500

Tune course A (driven by Takumi Fujiwara):

Wheels -	RS Watanabe
Muffler -	Initial D
Front aero -	CIBIE
Bonnet -	Initial D
Sticker -	Initial D
Complete basic tune -	TRD racing engine upgrade

Tune course B:

Wheels -	Volk Racing
Muffler -	Techno Pro Spirit
Front aero -	TRD
Bonnet -	TRD
Complete basic tune -	Racing engine upgrade

Tune course C:

Wheels -	RS Watanabe
Muffler -	Techno Pro Spirit
Front aero -	Techno Pro Spirit
Bonnet -	Techno Pro Spirit
Complete basic tune -	Racing engine upgrade

Tune course D:

Wheels -	RS Watanabe
Muffler -	Ukiya Shoukai
Front aero -	Ukiya Shoukai
Side skirts -	Ukiya Shoukai
Bonnet -	Ukiya Shoukai
Complete basic tune -	Turbo kit upgrade

Drivetrain: FR
Transmission: 5-Gear
Best course: Shoumaru Pass/Happogahara
Worst course: Irohazaka/Tsuchizaka

Car Overview:

The Levin turns very well with controllable oversteer that is unfortunately affected in the rain where it slides a bit more. It has incredible startup acceleration and you'd be hard pressed to find an opponent you can't beat off the line. But, it is ultimately the lack of high-end acceleration that sets it apart from the top-tier cars.

With turbo tuning (A-Tune or D-Tune) the Levin is equipped with turbo or a supercharger. While that sounds great, Wet conditions become your worst enemy where the car becomes sluggish and loses almost all traction while cornering. But, the mecha-tuned AE86 Levin (B or C-tune) gives the car better overall balance as the racing engine upgrade preserves the Levin's good cornering response.

Battle Potential:

The Levin is tricky to drive outside of its strongest courses due to its cornering ability, but can hold its own on most courses on Dry Weather. Rain is a huge pain point as the car slides outward during cornering. However, the major problem this car has is that its top-gear acceleration is one of the worst in the whole game, which severely hinders its Battle potential.

Recommended Shift Points:

5000 > 5000 > 6000

Tune course A (driven by Wataru Akiyama):

Wheels -	Initial D
Muffler -	Initial D
Rear spoiler -	Initial D
Front sero -	TRD
Bonnet -	TRD
Complete basic tune -	Turbo Supercharger upgrade

Tune course B:

Wheels -	Volk Racing
Muffler -	Techno Pro Spirit
Rear spoiler -	TRD
Front aero -	TRD
Side skirts -	TRD
Bonnet -	TRD
Complete basic tune -	Racing engine upgrade

Tune course C:

Wheels - RS Watanabe
Muffler - Techno Pro Spirit
Rear spoiler - Techno Pro Spirit
Front aero - Techno Pro Spirit
Side skirts - Techno Pro Spirit
Bonnet - Techno Pro Spirit
Complete basic tune - Racing engine upgrade

Tune course D:

Wheels - RS Watanabe
Muffler - Ukiya Shoukai
Rear spoiler - Ukiya Shoukai
Front aero - Ukiya Shoukai
Side skirts - Ukiya Shoukai
Bonnet - Ukiya Shoukai
Complete basic tune - Turbo kit upgrade

6.1.c. Levin SR (AE85)

Drivetrain: FR
Transmission: 5-Gear
Best course: Akagi/Akina
Worst course: Irohazaka/Tsuchizaka

Car Overview:

As with the AE86s in their under-basic tune state, the AE85 relies on strong and stable cornering ability to get by. But, that's where the similarities end, as the Levin SR's weakness is its poor top speed. Because of the lack of top-gear acceleration, expect your typical Time Attack results to be slower than average. Inversely, it does take off rather quickly at the start dash.

Be mindful that with the A-Tune upgrade, the AE85's cornering changes a bit; it slides out more on Dry weather and loses virtually all traction under Wet conditions. Despite the shortcomings, it's still worthy of being driven, and is a definite must-have for anyone wanting to make this game a little more challenging without being overly frustrating to control.

Battle Potential:

The AE85 Levin is very comparable to the AE86 Levin in most regards, so the same factors apply here; Quick off-the-line acceleration, good cornering ability, weak top-end acceleration and sketchy handling in the rain. Considering all of that, your best bet at winning Battles is to drive clean, get ahead and block your opponent until the goal.

Recommended Shift Points:

5000 > 5000 > 6000

Tune course A (driven by Itsuki Takeuchi):

Wheels -	Initial D
Muffler -	Initial D
Sticker -	Initial D
Complete basic tune -	Turbo kit upgrade

Tune course B:

Wheels -	Volk Racing
Rear spoiler -	TRD
Front aero -	TRD
Side skirts -	TRD
Bonnet -	TRD

Tune course C:

Wheels -	RS Watanabe
Rear spoiler -	Techno Pro Spirit
Front aero -	Techno Pro Spirit
Side skirts -	Techno Pro Spirit
Bonnet -	Techno Pro Spirit

Tune course D:

Wheels -	RS Watanabe
Muffler -	Ukiya Shoukai
Rear spoiler -	Ukiya Shoukai
Front aero -	Ukiya Shoukai
Side skirts -	Ukiya Shoukai
Bonnet -	Ukiya Shoukai

6.1.d. MR2 G-Limited (SW20)

Drivetrain:	MR
Transmission:	5-Gear
Best course:	Akagi/Happogahara
Worst course:	Tsuchizaka/Wet Conditions

Car Overview:

The MR2 has extremely good turning ability and grants oversteer on almost every corner. Countersteering is essential when using this car, otherwise you will find yourself face to face with guardrail. It takes off from the starting line relatively quickly, but once in top gear, the MR2 stalls out pretty noticeably. Things only get worse when you drive the MR2 in Wet conditions, where it exhibits terrible traction and is prone to wall contact. In summary, this car is a formidable car for battles, but can only do average or below in Time Attacks.

Battle Potential:

On its strongest courses, the MR2 can manage under dry conditions. But, in a Battle, the car will fishtail if someone is pushing it from behind thanks to its small size, which is especially tough to deal with against larger cars that have higher top-end acceleration. Also, be weary that wet conditions are incredibly problematic, as the MR2 has zero traction.

Recommended Shift Points:

5500 > 5500 > 6000

Tune course A (driven by Kai Kogashiwa):

Wheels - TRD
Muffler - Initial D

Tune course B:

Wheels - Volk Racing
Muffler - TOM'S
Rear spoiler - TOM'S
Front aero - TOM'S
Side skirts - TOM'S
Bonnet - TOM'S

Tune course C:

Wheels - TRD
Muffler - TRD
Rear spoiler - C-ONE Motorsports
Front aero - C-ONE Motorsports
Side skirts - C-ONE Motorsports

Tune course D:

Wheels - TRD
Muffler - TRD
Rear spoiler - TRD
Front aero - TRD
Side skirts - TRD

6.1.e. MR-S (ZZW30)

Drivetrain: MR
Transmission: 5-Gear
Best course: Akagi/Happogahara
Worst course: Tsuchizaka/Wet Conditions

Car Overview:

The MR-S oversteers during turn-in and will require the user to countersteer upon exiting corners. However, it is much more stable when compared to some of the other cars that have similar turning capabilities (namely, the MR2 or the Cappuccino). Despite the

impressive handling, the MR-S unfortunately suffers from horrible top-gear acceleration and poor traction in Wet Conditions.

Battle Potential:

On a positive note, the MR-S' off-the-line start up is handy in a Battle, but if the opponent's car has better overall acceleration, get ready to play the blocking game as the MR-S unfortunately tops out very early. Also, you will feel fishtailing if someone is right on your bumper, so be prepared if you manage to get in front.

Recommended Shift Points:

5500 > 5500 > 6000 > 6500

Tune course A:

Wheels -	TRD
Muffler -	TRD
Rear spoiler -	Toyota
Front aero -	Toyota
Side skirts -	Toyota

Tune course B:

Wheels -	Volk Racing
Muffler -	C-ONE Motorsports
Rear spoiler -	C-ONE Motorsports
Front aero -	C-ONE Motorsports
Side skirts -	C-ONE Motorsports

Tune course C:

Wheels -	TRD
Muffler -	TRD
Rear spoiler -	TRD
Front aero -	TRD
Side skirts -	TRD

6.1.f. Altezza RS-200 (SXE10)

Drivetrain:	FR
Transmission:	6-Gear
Best course:	Shoumaru Pass
Worst course:	Irohazaka/Tsuchizaka

Car Overview:

The Altezza offers its driver just enough technical prowess to be a competitive vehicle. While it only does about above average on most courses during Time Attacks, this car runs superbly on either direction of Shoumaru's tricky pass. The SXE 10 has smooth cornering ability and decent top-gear acceleration. Its only downside is its

weak handling under Wet conditions.

Battle Potential:

A highlight about the Altezza is its Battle Potential. With one of the best start-ups in the entire game, this car's wide rear is pretty difficult to get past once it's in the front position of a non-boost Battle.

Recommended Shift Points:

6000 > 6500 > 7000 > 7500

Tune course A (driven by Nobuhiko Akiyama):

Wheels -	TRD
Muffler -	TRD
Rear spoiler -	TRD
Side skirts -	Toyota

Tune course B:

Wheels -	Volk Racing
Muffler -	C-ONE Motorsports
Rear spoiler -	C-ONE Motorsports
Front aero -	C-ONE Motorsports
Side skirts -	C-ONE Motorsports
Rear bumper -	C-ONE Motorsports
Bonnet -	C-ONE Motorsports

Tune course C:

Wheels -	TOM'S
Muffler -	TOM'S
Rear spoiler -	TOM'S
Front aero -	TOM'S
Side skirts -	TOM'S
Rear bumper -	TOM'S

6.1.g. Celica GT-FOUR (ST205)

Drivetrain:	4WD
Transmission:	5-Gear
Best course:	Akina UH
Worst course:	Irohazaka/Tsuchizaka

Car Overview:

One of the most drifty 4WD cars in the game, the Celica has decent turning ability, decent acceleration, and is pretty much average on every course. It does, however, excel on one course, and that is Akina UH. On this course, its turning ability and overall acceleration are greatly upgraded. Additionally, it has a great start

dash for a 5-Gear car. Recommended for those who want a combination of 4WD and FR-type handling.

Battle Potential:

As a Mid-tier car, the GT-FOUR's Battle performance is passable. Acceleration is its strength with solid starting line speed and a good top gear. However, if your opponent is right on your bumper, the GT-FOUR's cornering will be greatly affected, so do your best to anticipate your opponent's movements to keep your acceleration strong.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A:

Wheels -	TRD
Muffler -	C-ONE Motorsports
Rear spoiler -	C-ONE Motorsports
Front aero -	C-ONE Motorsports
Side skirts -	C-ONE Motorsports
Rear aero -	C-ONE Motorsports
Bonnet -	C-ONE Motorsports

Tune course B:

Wheels -	Volk Racing
Muffler -	Fujitsubo
Rear spoiler -	VARIS
Front aero -	VARIS
Side skirts -	VARIS
Rear aero -	VARIS

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6.2. Nissan
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6.2.a. Skyline GT-R V-spec II (BNR 32)
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Drivetrain:	4WD
Transmission:	5-Gear
Best course:	Myogi/Tsuchizaka
Worst course:	Irohazaka/Akina

Car Overview:

Driven by the Night Kid's team leader, it's a tough car to drive. It has amazing stability and acceleration, but greatly lacks in turning ability. Try to avoid courses with many turns, as the R32 will understeer dramatically during turn-in and exiting corners. More braking is necessary with the R32 than almost any other car.

The R32's greatest strength is its dominance under Wet Conditions, where it can power through most every course with the brute strength of its acceleration in its higher gears and high stability exiting corners. This is most handy when you take it to its home course of Myogi and is excellent on Tsuchizaka.

Battle Potential:

The BNR32 is inherently difficult to Battle with as it has pretty horrible off-the-line acceleration with your best bet of passing your opponent being a straight section where you can go full throttle. Stay away from Dry weather since it understeers horribly, but remember that the BNR32's wide rear is your tool for victory. It can be extremely difficult to get past the R32 if you can manage to get ahead and play the blocking game.

Recommended Shift Points:

6500 > 7500 > 8000

Tune course A (driven by Takeshi Nakazato):

Wheels -	Initial D
Muffler -	Initial D
Front aero -	Initial D

Tune course B:

Wheels -	Enkei
Muffler -	D.Speed
Rear spoiler -	D.Speed
Front aero -	D.Speed
Side skirts -	D.Speed
Rear aero -	D.Speed
Bonnet -	D.Speed

Tune course C:

Wheels -	Enkei
Muffler -	Fujitsubo
Rear spoiler -	Bomex
Front aero -	Bomex
Side skirts -	Bomex
Rear aero -	Bomex

Tune course D:

Wheels -	NISMO
Muffler -	NISMO
Rear spoiler -	Kansai.HKS
Bonnet -	Kansai.HKS

Drivetrain: 4WD
Transmission: 6-Gear
Best course: Myogi
Worst course: Irohazaka/Akina

Car Overview:

While the BNR34 shares some of the same characteristics of the BNR32, which includes the incredibly heavy understeer on the game's curvier tracks, this newer version of the Skyline has some quirks of its own to separate it from its older brother. Its greatest strength is superb acceleration in EVERY gear. Not only does it have good acceleration off the starting line, but it also has a strong top gear AND its middle gears allow you to make up for any speed lost during cornering using pure power.

As a Time Attack machine, its manageability in Wet conditions is top-notch, where it grips the road and exits corners with high stability. Overall, the R34 is rather formidable as a mid-tier car.

Battle Potential:

Staying away from Dry conditions is ideal for Battles. But, if you're planning on racing against people with any Skyline, the BNR34 is easily the top choice. The other GT-Rs in Street Stage are slow off the line. But, the BNR34 has one of the best startups in the game, so using that to your advantage combined with the ridiculously wide rear end that the Skyline's body has, and you have a strong fighting machine.

Recommended Shift Points:

6500 > 7000 > 7500 > 8000

Tune course A:

Wheels -	MINE'S
Muffler -	MINE'S
Rear spoiler -	MINE'S
Front aero -	MINE'S

Tune course B:

Wheels -	NISMO
Muffler -	NISMO
Rear spoiler -	NISMO
Front aero -	NISMO
Side skirts -	NISMO
Rear aero -	NISMO
Bonnet -	NISMO

Tune course C:

Wheels -	NISMO
Muffler -	C-WEST
Rear spoiler -	C-WEST

Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST
Bonnet -	C-WEST

6.2.c. Skyline 25GT Turbo (ER34)

Drivetrain:	FR
Transmission:	6-Gear
Best course:	Shomaru Pass/Tsuchizaka
Worst course:	Akina

Car Overview:

Being an FR instead of AWD, the ER34 is the best cornering machine of the three Skyline's available in Street Stage. While it shares the understeering problem that the other GT-R's have, it's not quite as grippy, which affords it better maneuverability (though not much) on some of the twistier courses. Like the other Skylines, Wet conditions are optimal where it handles best. Its only real weakness is its acceleration off the line. But, it compensates with strong top speed, making this car an excellent choice in the hands of an experienced player.

Battle Potential:

The 25GT's biggest strengths are its wide body and stability under wet conditions, so as long as you play to its strengths, you can get by in a Battle. However, to compensate for its more manageable turning capability, the ER34's overall acceleration suffers. So, if your plan is to play the blocking game, getting ahead of your opponent will depend on how much cleaner your line is, as you'll need the strength of your top-gear acceleration to get in front.

Recommended Shift Points:

6500 > 7000 > 7500 > 8000

Tune course A (driven by Atsuo Kawai):

Wheels -	Initial D
Muffler -	Initial D
Front aero -	Initial D
Sticker -	Initial D

Tune course B:

Wheels -	NISMO
Muffler -	NISMO
Rear spoiler -	NISMO
Front aero -	NISMO
Side skirts -	NISMO
Rear aero -	NISMO

Tune course C:

Wheels -	Volk Racing
Muffler -	C-WEST
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST

6.2.d. Silvia K's (S13)

Drivetrain:	FR
Transmission:	5-Gear
Best course:	Usui/Akina DH Wet
Worst course:	Irohazaka/Tsuchizaka

Car Overview:

While the S13 Silvia has a predictable understeer, it has the best turning radius of the three S13 models in this game. However, outside of its Home Course of Usui, it performs about average across the majority of the game's courses. But it also shows dominance on one particular track: Akina DH Wet.

With its strong top-gear acceleration and manageable handling under Wet conditions, the S13 is a great car in the hands of an intermediate player.

Battle Potential:

The S13 Silvia has strong acceleration off the line, handles pretty evenly on all tracks, but understeers on Irohazaka and Tsuchizaka, so beware of a tough time if your opponent takes you to either of those tracks.

Recommended Shift Points:

6500 > 6500 > 7000

Tune course A (driven by Kouichirou Iketani):

Wheels -	Initial D
Muffler -	Initial D
Front aero -	NISSAN
Side skirts -	NISSAN
Sticker -	Initial D

Tune course B:

Wheels -	Enkei
Muffler -	Fujitsu
Rear spoiler -	BOMEX
Front aero -	BOMEX

Side skirts - BOMEX
Rear aero - BOMEX

Tune course C:

Wheels - Volk Racing
Muffler - Border
Rear spoiler - Border
Front aero - Border
Side skirts - Border
Rear aero - Border
Bonnet - Border

6.2.e. Silvia Q's (S14)

Drivetrain: FR
Transmission: 5-Gear
Best course: Akagi/Usui
Worst course: Shomaru Pass/Tsuchizaka

Car Overview:

The S14Q is not an ideal choice for anyone other than an advanced player looking for a challenging car to drive. It has slow overall acceleration, both off the starting line and on a straight dash. Its cornering is not very good on any of the twisty courses in the game, and handles poorly under Wet conditions. However, outside of its best courses of Akagi and Usui, it can, achieve respectable Time Attack results on Happogahara.

Battle Potential:

The S14Q is unfortunately crippled by its combination of negative characteristics. In a speed Battle, there are few cars it can overtake off the line and even fewer cars you can pull away from once in top gear. Its handling is tough to manage no matter the weather conditions and is heavily affected if someone is riding your bumper. If you plan on Battling at all, your best bet is to play towards its strengths by sticking to Akagi or Usui.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by Kenta Nakamura):

Wheels - Initial D
Muffler - Initial D
Rear spoiler - Initial D
Front aero - Initial D
Side skirts - Initial D
Rear aero - Initial D
Sticker - NISSAN

Sticker - Initial D

Tune course B:

Wheels -	Volk Racing
Muffler -	NISMO
Rear spoiler -	NISMO
Front aero -	NISMO
Side skirts -	NISMO
Rear aero -	NISMO

Tune course C:

Wheels -	Enkei
Muffler -	Fujitsu
Rear spoiler -	D.Speed
Front aero -	D.Speed
Side skirts -	D.Speed
Rear aero -	D.Speed
Side mirrors -	D.Speed
Bonnet -	D.Speed

6.2.f. Silvia K's Aero (S14)

Drivetrain:	FR
Transmission:	5-Gear
Best course:	Usui
Worst course:	Irohazaka/Wet Conditions

Car Overview:

The S14 K's Aero Silvia is one of the most overlooked and underrated cars in the game, more than likely because it's obviously not a top-tier vehicle. It has good off-the-line acceleration, decent cornering ability and average top speed. Its stability in the rain is a bit questionable, but manageable on most courses.

However, as a Time Attack car, this car will do no more than average. The reason behind this is the S14 K's limited power band (its tachometer limit is 8,000 RPM, with your highest shift point being 7,000). Because of that, this car will top out very early, but is still a very formidable car for anyone looking to experiment with a non character-driven car.

Battle Potential:

The S14K is comparable in performance to its older brother, the S13K, with its average handling outside of its best courses, but lacks top-gear acceleration to stay truly competitive. Your best bet at victory is to drive a cleaner line than your opponent's to ensure you're achieving the fastest top-speed possible. You're advised to avoid the Tsuchizaka in the rain where this car is its weakest.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A:

Wheels -	NISMO
Muffler -	NISMO
Rear spoiler -	NISMO
Front aero -	NISMO
Side skirts -	NISMO
Rear aero -	NISMO

Tune course B:

Wheels -	Enkei
Muffler -	Fujitsu
Rear spoiler -	Kansai.HKS
Front aero -	Kansai.HKS
Side skirts -	Kansai.HKS
Rear aero -	Kansai.HKS

Tune course C:

Wheels -	NISMO
Muffler -	Fujitsu
Rear spoiler -	BOMEX
Front aero -	BOMEX
Side skirts -	BOMEX
Rear aero -	BOMEX
Side mirrors -	BOMEX

6.2.g. Silvia Spec-R (S15)

Drivetrain: FR
Transmission: 6-Gear
Best course: Myogi/Usui
Worst course: Irohazaka/Tsuchizaka/Wet Conditions

Car Overview:

The Silvia Spec-R is easily one of the most challenging cars this game has to offer. In Arcade Stage Version 2, this was one the lowest ranked cars of the entire game. In Version 3/Street Stage, it has continued to uphold that reputation.

Out of all the cars in the game with 6-speed transmission, this is the worst overall with its lackluster acceleration. The S15 is not very stable on any track that isn't Usui. Under Wet driving conditions, this car has almost non-existent stability as the rear of the vehicle moves outward while cornering. If your aim is to find a car where skill alone is your reason to race, look no further than the S15.

Battle Potential:

On a positive note, the S15 has incredible starting acceleration that is arguably the best in the entire game, regardless of optimal shift points. That is a key tool if you plan on taking this car into Battle. Unfortunately, its slow top gear (coupled with the S15's already frustrating handling) tilts a Battle in favor of your rival, so plan on utilizing blocking to stay in front.

Recommended Shift Points:

6000 > 6200 > 6700 > 7000

Tune course A:

Wheels -	NISMO
Muffler -	NISMO
Rear spoiler -	NISMO
Front aero -	NISMO
Side skirts -	NISMO
Rear aero -	NISMO

Tune course B:

Wheels -	Enkei
Muffler -	C-WEST
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST
Bonnet -	C-WEST

Tune course C:

Wheels -	NISMO
Muffler -	Fujitsubo
Rear spoiler -	D.Speed
Front aero -	D.Speed
Side skirts -	D.Speed
Rear aero -	D.Speed
Bonnet -	D.Speed

6.2.h. 180SX Type X (RPS13)

Drivetrain: FR
Transmission: 5-Gear
Best course: Usui/Akina DH Wet
Worst course: Irohazaka (Wet)/Tsuchizaka (Wet)

Car Overview:

Back in Version 2, the RPS13 was only about average, at best. But, here in Version 3/Street Stage, this is one of the more balanced cars in the entire game and will serve you well with little trouble as it relatively strong on just about every course.

The 180sx's handling is the direct opposite of the S13 Silvia; it feels like more of a grip car and is much more stable, overall. It has tolerable understeer on anything that isn't Usui, but still runs exceptionally well. Run a clean enough line and this car's strong acceleration will make up for any speed you've lost during cornering. Its only real downside is that it loses traction in Wet conditions. Good on Time Attacks as well as Battles, this car is an excellent choice.

Battle Potential:

As mentioned earlier, the 180sx is good as long as you stay away from Wet conditions, where it loses all traction. However, if that Wet course is Akina DH, the 180sx can hold its own with the top-tier cars. The RPS13 is a great pick if you plan on doing a mix of Time Attacks and Battling.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by Kenji):

Wheels -	Initial D
Muffler -	Initial D
Front aero -	NISSAN
Sticker -	Initial D

Tune course B:

Wheels -	Volk Racing
Muffler -	C-WEST
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST
Bonnet -	C-WEST

Tune course C:

Wheels -	Enkei
Muffler -	Fujitsu
Rear spoiler -	BOMEX
Front aero -	BOMEX
Side skirts -	BOMEX
Rear aero -	BOMEX

6.2.i. SILEIGHTY (RPS13)

Drivetrain:	FR
Transmission:	5-Gear
Best course:	Usui
Worst course:	Irohazaka (Wet)/Tsuchizaka (Wet)

Car Overview:

Driven by none other than the infamous 'Angels of Usui', Impact Blue, otherwise known as Mako and Sayuki. The car itself is a hybrid of the S13 family, taking the body styling of the 180sx and putting on the front end of the S13.

The overall feel of the S13KAI (or simply put, SilEighty) is relatively close to that of the 180sx, right down to their similar Time Attack Results. When compared side by side, though, the SilEighty seems to handle Wet conditions a little better, albeit not by much. This is definitely the car you want if variety is your game, as it's just as good a Time Attack car as it is a Battle car.

Battle Potential:

If you plan on battling, the SilEighty is a strong choice with its decent off-the-line acceleration, manageable cornering ability and strong top-gear. As with the other S13s, don't get suckered into a rain Battle where this car has no traction and slides out on hairpins.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by Mako Sato & Sayuki):

Wheels -	Initial D
Muffler -	Initial D
Rear spoiler -	Initial D
Side skirts -	Initial D

Tune course B:

Wheels -	Volk Racing
Muffler -	C-WEST
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST

Tune course C:

Wheels -	Enkei
Muffler -	Border
Rear spoiler -	Border
Front aero -	Border
Side skirts -	Border
Rear aero -	Border
Side mirrors -	Border
Bonnet -	Border

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6.3. Honda

6.3.a. Civic Type R (EK9)

Drivetrain: FF
Transmission: 5-Gear
Best course: Happogahara
Worst course: Usui/Irohazaka

Car Overview:

New players need not apply, as the Civic Type R is a car intended for experienced players. The EK9 has many glaring flaws that set it apart from the top tier cars in the game. It does, however, differentiate itself from its older sibling, the EG6, with its overall stronger acceleration, although the EK9's actual top speed isn't that high (take it to Usui, and compare it to the top speed a Nissan can achieve and you'll see what I mean).

Wet weather is not particularly kind to the Civic Type R either, where it loses traction upon exiting corners. Additionally, it has incredibly slow acceleration off the starting line and understeers away from its home course of Happogahara, which is really its only redeeming quality.

Battle Potential:

The EK9 is certainly not a viable Battle car as it lacks some key features to keep it competitive. It has lower than average starting line speed and a so-so top gear. If anything, Dry weather is preferable for racing conditions, but it is manageable in the rain if you anticipate its loss of traction when taking corners full force. Be sure to drive a clean line to make use of what acceleration you can gain.

Recommended Shift Points:

6500 > 7000 > 7500

Tune course A (driven by Daiki Ninomiya):

Wheels - Initial D
Muffler - Initial D
Rear spoiler - SPOON
Side mirrors - SPOON

Tune course B (driven by Tomoyuki Tachi):

Wheels - SPOON
Muffler - Initial D
Side mirrors - SPOON
Bonnet - SPOON

Tune course C:

Wheels -	Mugen Power
Muffler -	Mugen Power
Rear spoiler -	Mugen Power
Front aero -	Mugen Power
Side skirts -	Mugen Power
Rear aero -	Mugen Power

Tune course D:

Wheels -	Enkei
Muffler -	Fujitsu
Rear spoiler -	BOMEX
Front aero -	BOMEX
Side skirts -	BOMEX
Rear aero -	BOMEX
Side mirrors -	BOMEX

6.3.b. Civic SiR-II (EG6)

Drivetrain: FF
Transmission: 5-Gear
Best course: Happogahara
Worst course: Everything else =)

Car Overview:

In Version 2, the Honda Civic SiR-II catered toward people that prefer driving under Wet Conditions, as the car controlled steadily and cornered strong on just about every course. However, in Version 3/Street Stage, it's sluggish no matter the driving conditions and understeers on every track with the exception of Happogahara where it's actually one of the better cars suited for the course.

To round out the package, the EG6's acceleration abilities (off the line as well as top gear) are, in a word, horrible. With zero Time Attack and/or Battle Potential, this car is nothing but an expert driver's choice.

Battle Potential:

Not much to say here but stay away from this car if you plan on Battling, at all. The EG6 has very little redeeming qualities other than its capabilities on courses it excels at, but you'll have extreme difficulty managing its flaws away from its Home Course.

Recommended Shift Points:

6000 > 7000 > 7500

Tune course A (driven by Shingo Shouji):

Wheels -	Mugen Power
Muffler -	Initial D
Front aero -	Initial D

Tune course B:

Wheels -	Mugen Power
Muffler -	Mugen Power
Front aero -	Mugen Power
Side skirts -	Mugen Power

Tune course C:

Wheels -	SPOON
Muffler -	SPOON
Rear spoiler -	SPOON
Front aero -	SPOON
Side mirrors -	SPOON
Bonnet -	SPOON

Tune course D:

Wheels -	RS Watanabe
Muffler -	Fujitsubo
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST

6.3.c. Integra Type R (DC2)

Drivetrain:	FF
Transmission:	5-Gear
Best course:	Happogahara
Worst course:	Wet Conditions

Car Overview:

The DC2 was, without a doubt, the most dominant car in Version 2. It was, unfortunately, completely nerfed in Version 3, and carries this over into Street Stage. The Integra Type R has very low traction no matter the weather conditions, and its top speed is not even comparable to a mid-ranked car in this game.

Wet conditions are an invitation for frustrating driving as this car handles poorly in rain (which gets even worse if you have the Turbocharger from A-Tune equipped). However, it can still achieve respectable Time Attack results on its Home Course of Happogahara. With its terrible start up-speed and overall subpar attributes, I recommend you go with the EK9 if you're looking to hop into any of the available FF Hondas in this game.

Battle Potential:

In Version 2, the DC2's recovery after wall contact was way beyond any car in the game, so this was far and ahead the only choice for head-to-head play. However, in Version 3 onward, this car was heavily downgraded and is tough to recommend to anyone but a seasoned player due to its slow overall acceleration and poor traction when attacking corners.

Recommended Shift Points:

6500 > 7000 > 7500

Tune course A (driven by Smiley Sakai):

Wheels -	Initial D
Muffler -	Initial D
Bonnet -	SPOON
Complete Basic Tune -	Turbocharger upgrade

Tune course B:

Wheels -	Mugen Power
Muffler -	Mugen Power
Rear spoiler -	Mugen Power
Front aero -	Mugen Power
Side skirts -	Mugen Power
Bonnet -	Mugen Power

Tune course C:

Wheels -	SPOON
Muffler -	SPOON
Front aero -	SPOON
Side mirrors -	SPOON
Bonnet -	SPOON

Tune course D:

Wheels -	Enkei
Muffler -	C-WEST
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST
Bonnet -	C-WEST

6.3.d. S2000 (AP1)

Drivetrain:	FR
Transmission:	6-Gear
Best course:	Myogi/Happogahara
Worst course:	Tsuchizaka

Car Overview:

The S2000 is one of the more interesting cars. This FR Honda has good off-the-line acceleration as well as decent speed in top gear. But, because of its 6-speed gear box, driving it is tricky. Like the AE86 Trueno with its racing engine upgrade, you must be mindful of your RPMs or the car will stall if you aren't hitting the optimal shift points.

As for its physical attributes, the S2000's turning ability is pretty good, but does exhibit some understeer when cornering, while under Wet conditions, the rear of tends to move outward. Cornering with anticipation is necessary in order to take better advantage of acceleration in the higher gears. While not a difficult car to get used to, I would not recommend this car to a beginner. But, if you want a car with similar attributes (that's actually much better overall) give the AE86 Trueno a try first.

Battle Potential:

The S2000's acceleration abilities (both off-the-line and top gear) are what make this a pretty good car for Battles. Just avoid tracks that have many turns that involve full braking that can bring your top speed down because that will give your opponent a chance to overtake you and pull away.

Recommended Shift Points:

6500 > 7200 > 7500 > 8000

Tune course A:

Wheels -	Mugen Power
Rear aero -	Mugen Power
Muffler -	Mugen Power
Rear spoiler -	Mugen Power
Front aero -	Mugen Power
Bonnet -	Mugen Power

Tune course B:

Wheels -	Volk Racing
Muffler -	Honda Twincam Works
Rear spoiler -	Honda Twincam Works
Front aero -	Honda Twincam Works
Side skirts -	Honda Twincam Works
Rear aero -	Honda Twincam Works
Bonnet -	Honda Twincam Works

Tune course C:

Wheels -	SPOON
Muffler -	C-WEST
Rear spoiler -	C-WEST
Front aero -	C-WEST
Side skirts -	C-WEST
Rear aero -	C-WEST

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6.4. Mitsubishi
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6.4.a. Lancer Evo III GSR (CE9A)

Drivetrain: 4WD
Transmission: 5-Gear
Best course: Akagi
Worst course: Shoumaru Pass

Car Overview:

The Evo III does not exhibit the same level of Time Attack potential that some of the newer Lan Evo models available in Initial D Street Stage do, but it can hold its own, regardless of Wet or Dry weather. However, on its weakest courses, you will feel the Evo III's understeer. Coupled with decent top-gear acceleration, this car can be vicious in the hands of an experienced driver.

Battle Potential:

The Evo III is best known in the manga/anime for its 'Misfiring system'. Using Tune course A in this game, the Evo III's acceleration off the line gets a bit of a boost. So, take that into consideration if you plan on Battling. Its weakest course is Shoumaru Pass, where it understeers the most. But, outside of its Home Course of Irohazaka, this car DOES, show dominance on one other course: Akagi, with only the RX-8 rivaling its overall performance there.

Recommended Shift Points:

5500 > 6500 > 7000

Tune course A (driven by Kyoichi Sudo):

Muffler - Initial D
Sticker - Initial D
Complete Basic Tune - Misfiring System

Tune course B:

Wheels - Enkei
Muffler - Fujitsubo
Rear spoiler - Kansai.HKS
Front aero - Kansai.HKS

Tune course C:

Wheels - Enkei
Muffler - CREATIVE Sports

Rear spoiler - CREATIVE Sports
Side mirrors - CREATIVE Sports

6.4.b. Lancer Evo IV RS (CN9A)

Drivetrain: 4WD
Transmission: 5-Gear
Best course: Irohazaka
Worst course: Akina

Car Overview:

Although this car may seem like a twin to the Evo III at first, its performance is vastly superior, overall. While it is king of Irohazaka, alongside the Evo III, the Evo IV surpasses its older brother in both cornering ability and acceleration, performing well across all of the game's courses.

The Evo IV also has a peculiar way of turning; it will understeer slightly at turn-in, so it may seem like the car is headed for the wall, but its turning radius gets smaller midway through the turn and it exits the corner well. Therefore, keep in mind with the Evo IV that you will have to turn a little earlier to get close to the apex than you would with most other cars.

Battle Potential:

The Evo IV fares well on just about every course, no matter the weather conditions. Even with its below-average acceleration, the strengths of the Evo IV greatly outweigh its weaknesses and you'll have no problem being competitive in a Battle.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by Seiji Iwaki):

Wheels - Initial D
Front aero - Initial D
Sticker - Monster International
Sticker - Initial D

Tune course B:

Wheels - Enkei
Muffler - Kansai.HKS
Rear spoiler - Kansai.HKS
Front aero - Kansai.HKS

Tune course C:

Wheels - Enkei

Muffler - Fujitsubo
Rear spoiler - VALDI Sport
Front aero - VALDI Sport

Tune course D:

Wheels - Volk Racing
Muffler - BOZZSPEED
Rear spoiler - BOZZSPEED
Front aero - BOZZSPEED

6.4.c. Lancer Evo V RS GSR (CP9A)

Drivetrain: 4WD
Transmission: 5-Gear
Best course: Tsuchizaka
Worst course: Akina

Car Overview:

The Evo V's overall performance is similar to that of its older brother, the Evo IV, with comparable off-the-line acceleration and top speed, but differs ever so slightly in its turning ability. The Evo V exhibits more understeer and sliding than that of the Evo IV, but is still manageable, so it's more of a matter of preference for your cornering style.

Battle Potential:

The Evo V is user-friendly for a driver that does an even amount of Time Attacks and Battles. I recommend it as a starter car for learning the ins and outs of the game before branching out to other cars that cater more towards unique driving styles.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by The Man of Lancer Evolution V):

Wheels - Volk Racing
Muffler - Initial D

Tune course B:

Wheels - Enkei
Muffler - Kansai Racing Service
Rear spoiler - Kansai Racing Service
Front aero - Kansai Racing Service

Tune course C:

Wheels - Monster International

Muffler -	Monster International
Rear spoiler -	Monster International
Front aero -	Monster International
Rear aero -	Monster International
Bonnet -	Monster International

6.4.d. Lancer Evo VI GSR T.M. Edition (CP9A)

Drivetrain:	4WD
Transmission:	5-Gear
Best course:	Myogi/Tsuchizaka
Worst course:	Shomaru Pass

Car Overview:

The Evo VI is a decent car, but is bogged down by some key characteristics that keep it from being truly great. The CP9A handles pretty well in Wet conditions, where it grips corners while giving its driver a fair degree of control. However, the same cannot be said about its performance in Dry weather, where it understeers on most courses.

The Evo VI's major flaw is that it's hindered by subpar acceleration both off the starting line as well as in its top gear. Considering all of that, take up the Evo VI if you're a skilled veteran that doesn't need good top speed to be competitive.

Battle Potential:

The Evo VI offers just enough potential for it to excel in the hands of an experienced player. To ensure victory, your best bet is to play to the its strengths, most notably that it fares a little better in Wet weather than in Dry conditions. Because it grips the road so well in the rain, the Evo VI is serviceable when playing the blocking game, so use that to your advantage.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by The Man of Lancer Evolution VI):

Muffler -	Initial D
Rear spoiler -	Initial D

Tune course B:

Wheels -	RALLI ART
Muffler -	VARIS
Rear spoiler -	VARIS
Front aero -	VARIS
Rear areo -	VARIS
Bonnet -	VARIS

Tune course C:

Wheels -	Volk Racing
Muffler -	Fujitsubo
Rear spoiler -	Valdi Sport
Front aero -	Valdi Sport
Rear aero -	Valdi Sport
Side Mirrors -	Valdi Sport

6.4.e. Lancer Evo VII GSR (CT9A)

Drivetrain: 4WD
Transmission: 5-Gear
Best course: Myogi/Tsuchizaka
Worst course: Shomaru Pass

Car Overview:

The Evo VII was crafted for veteran players that know the ins and outs of the game, as this car sits in the middle of the car rankings. From its starting line speed to its top-gear acceleration and predictable understeer, everything The Evo VII exhibits is about average. Its turning ability is terrible outside of its best courses, Myogi and Tsuchizaka.

Battle Potential:

If the Evo VII is your car of choice, take note that it fares better under Wet conditions, so use that to your advantage.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A:

Wheels -	RALLI ART
Muffler -	RALLI ART
Rear spoiler -	VALDI Sport
Front aero -	VALDI Sport
Bonnet -	VALDI Sport

Tune course B:

Wheels -	Enkei
Muffler -	CREATIVE Sports
Rear spoiler -	CREATIVE Sports
Front aero -	CREATIVE Sports
Bonnet -	CREATIVE Sports

Tune course C:

Wheels -	Monster International
Muffler -	Monster International
Rear spoiler -	Monster International
Front aero -	Monster International
Rear aero -	Monster International
Bonnet -	Monster International

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6.5. Mazda
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6.5.a. RX-7 Type R (FD3SI)

Drivetrain: FR
Transmission: 5-Gear
Best course: Akagi/Akina
Worst course: Irohazaka/Shoumaru Pass

Car Overview:

The FD Type R is a strong overall car making it an excellent choice for beginners. Due to its excellent acceleration, good stability, and stable cornering ability, it is one of the most balanced cars available as it excels on just about every course. And, because it's such a grippy car, it is also a strong car under Wet conditions. However, take this car to Irohazaka or Shoumaru Pass, and you'll feel understeer.

Note that under B-tune (Kyoko Iwase's tune) the final basic tuning upgrade is the replacement of the FD's twin turbo system with one large turbine. This offers better top-gear acceleration at the expense of cornering speed (in and out of corners). While it won't affect Time Attacks, the difference in acceleration is apparent.

Battle Potential:

The RX-7 Type R runs exceptionally well no matter what situation you throw at it. With its stable turning ability and excellent acceleration, you'll be hard-pressed to find a Battle you can't compete in.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A (driven by Keisuke Takahashi):

Wheels -	MAZDA SPEED
Muffler -	Initial D
Rear spoiler -	MAZDA SPEED
Front aero -	MAZDA SPEED
Sticker -	Initial D

Tune course B (driven by Kyoko Iwase):

Wheels -	REamemiya
Muffler -	Initial D
Rear spoiler -	Mazda
Front aero -	Border
Side skirts -	Border
Side mirrors -	Initial D
Bonnet -	Initial D
Complete Basic Tune -	Single turbine

Tune course C:

Wheels -	REamemiya
Muffler -	REamemiya
Rear spoiler -	REamemiya
Front aero -	REamemiya
Side skirts -	REamemiya
Rear aero -	REamemiya
Bonnet -	REamemiya

Tune course D:

Wheels -	MAZDA SPEED
Muffler -	MAZDA SPEED
Rear spoiler -	MAZDA SPEED
Front aero -	MAZDA SPEED
Side skirts -	MAZDA SPEED
Rear aero -	MAZDA SPEED
Bonnet -	MAZDA SPEED

6.5.b. RX-7 Spirit R Type A (FD3SV)

Drivetrain:	FR
Transmission:	5-Gear
Best course:	Akagi/Akina
Worst course:	Irohazaka/Shoumaru Pass

Car Overview:

The RX-7 Spirit R and the RX-7 Type R share similar overall attributes, right down to the fact that they produce similar Time Attack results across all courses. The main difference between the FD3SI and the FD3SV is in their turning ability; the Spirit R exhibits a little more drift while cornering, so it's more a matter of preference of which feels better.

With its good stability, strong acceleration, and steady turning ability no matter the weather conditions, the Spirit R is a good all-around car that anyone can drive.

Battle Potential:

Not much to add over what's already been said about the Spirit R and the Type R other than figuring out which one of these cars feels better.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A:

Wheels -	MAZDA SPEED
Muffler -	MAZDA SPEED
Rear spoiler -	MAZDA SPEED
Front aero -	MAZDA SPEED
Side skirts -	MAZDA SPEED
Side mirrors -	MAZDA SPEED
Bonnet -	MAZDA SPEED

Tune course B:

Wheels -	REamemiya
Muffler -	Fujita Engineering
Rear spoiler -	Fujita Engineering
Front aero -	Fujita Engineering
Side skirts -	Fujita Engineering
Side mirrors -	Fujita Engineering
Bonnet -	Fujita Engineering

6.5.c. RX-7 Infini III (FC3S)

Drivetrain: FR
Transmission: 5-Gear
Best course: Akagi
Worst course: Tsuchizaka

Car Overview:

Driven by 'The White Comet of Akagi', Takahashi Ryosuke, he drives the FC with the understanding that there are more powerful cars out there. But he stuck to it because it's not about the car, it's about the driver. That philosophy totally applies here.

While the FD depends on stability, predictable understeer, and acceleration, the FC relies solely on its cornering ability. Its oversteer is quite controllable but it lacks brute strength when in top gear. The FC is an overall average car that shows its potential based on the skill of the driver behind the wheel.

Battle Potential:

Like many of the FRs in the game, you'll want to make sure that you

drive the cleanest line possible to ensure that you're getting the most out of the FC3S' limited acceleration, since any wall contact hinders its speed. Staying away from any courses that exploit the FC's weaknesses is essential, particularly courses that require strong top-gear acceleration.

Recommended Shift Points:

5000 > 5500 > 6000

Tune course A (driven by Ryosuke Takahashi):

Wheels -	RS Watanabe
Muffler -	Initial D
Front aero -	Fujita Engineering
Side mirrors -	Initial D
Sticker -	Initial D

Tune course B:

Wheels -	MAZDA SPEED
Muffler -	MAZDA SPEED
Rear spoiler -	MAZDA SPEED
Front aero -	MAZDA SPEED
Bonnet -	MAZDA SPEED

Tune course C:

Wheels -	REamemiya
Muffler -	REamemiya
Rear spoiler -	REamemiya
Front aero -	REamemiya
Side skirts -	REamemiya
Rear aero -	REamemiya
Side mirrors -	REamemiya

Tune course D:

Wheels -	RS Watanabe
Muffler -	Fujita Engineering
Rear spoiler -	Fujita Engineering
Front aero -	Fujita Engineering
Side skirts -	Fujita Engineering
Rear aero -	Fujita Engineering
Side mirrors -	Fujita Engineering

6.5.c. Roadster S Special (NA6CE)

Drivetrain: FR
Transmission: 5-Gear
Best course: Happogahara
Worst course: Any track that requires high top-speed

Car Overview:

It's a safe bet to call this the weakest overall car in the game. The NA6CE exhibits incredible turning ability on almost every course with its oversteer, allowing the driver to exit any corner with high stability. However, under Wet Conditions it loses all traction as the rear of the vehicle slides outward once tackling a corner full force.

Its major flaw is that it has TERRIBLE acceleration once in top gear. Because of that, Time Attack results will be below average despite utilizing ideal driving lines. This car is for people looking to make the game the most challenging it can be by limiting overall acceleration in oppose to difficult handling.

Battle Potential:

The Roadster S Special is a cripple in Battle thanks to its inability to accelerate. It's impossible to hold a lead due to its poor top-gear acceleration and too small of a car to play an effective blocking game with.

Recommended Shift Points:

5000 > 5500 > 6000 > 6500

Tune course A (driven by Tooru Tsugetsu):

Wheels -	MAZDA
Muffler -	Initial D
Front aero -	MAZDA
Rear aero -	MAZDA
Side mirrors -	MAZDA
Bonnet -	MAZDA
Complete Basic Tune -	Increased Cylinder Bore

Tune course B:

Wheels -	Enkei
Muffler -	REamemiya
Rear spoiler -	REamemiya
Front aero -	REamemiya
Side skirts -	REamemiya
Rear aero -	REamemiya
Side mirrors -	REamemiya

Tune course C:

Wheels -	Volk Racing
Muffler -	MAZDA SPEED
Rear spoiler -	Kansai.HKS
Front aero -	Kansai.HKS
Side skirts -	Kansai.HKS

Drivetrain: FR
Transmission: 6-Gear
Best course: Akagi/Shomaru Pass
Worst course: Akina

Car Overview:

Factoring Battle Potential, average Time Attack results, and car performance, the RX-8 is the best overall car in the game. This is due, in part, to its amazing top-gear acceleration, which is one of the best in both Dry and Wet conditions. However, unlike the easily-accessible Integra Type R of Arcade Stage Version 2, there's a compromise for the SE3P's excellent top speed: The RX-8's cornering ability.

Outside of its home course of Shomaru Pass, the RX-8 hugs corners during entry but understeers severely once you exit a turn. Learn to cope with this peculiarity by early turn-in while attacking corners and The RX-8 is the best car for Time Attacks.

Battle Potential:

The RX-8 may excel at Time Attacks, but translating that potential into a head-to-head Battle is dependent on how well the driver manages its understeer, because its top speed is hard to match, particularly on courses with high-speed sections.

Recommended Shift Points:

6500 > 7000 > 7500 > 7500 > 8000

Tune course A:

Wheels -	MAZDA SPEED
Muffler -	MAZDA SPEED
Front aero -	MAZDA SPEED
Rear aero -	MAZDA SPEED
Side mirrors -	MAZDA SPEED
Bonnet -	MAZDA SPEED

Tune course B:

Wheels -	Enkei
Muffler -	REamemiya
Rear spoiler -	REamemiya
Front aero -	REamemiya
Side skirts -	REamemiya
Rear aero -	REamemiya
Side mirrors -	REamemiya

Tune course C:

Wheels -	Volk Racing
Muffler -	Fujita Engineering
Rear spoiler -	Fujita Engineering
Front aero -	Fujita Engineering
Side mirrors -	Fujita Engineering

6.5.e. Roadster RS (NB8C)

Drivetrain: FR
Transmission: 6-Gear
Best course: Happogahara
Worst course: Any track that requires high top-speed

Car Overview:

The NB8C has excellent cornering ability with very manageable oversteer in both Dry and Wet conditions. But, the Roadster RS, like the Roadster S Special, is a car that only seasoned drivers should consider driving, the main reason being its lack of top-gear acceleration.

Battle Potential:

The biggest strength the NB8C carries into Battle is that it has what is the undisputed best off-the-line acceleration in the game. But, no matter how well you drive the Roadster RS, most cars will beat out the Roadster with their top-gear acceleration. Also, blocking is incredibly difficult due its small size. You'll want to stick to courses made up of many low-speed sections to be the most competitive with the Roadster RS.

Recommended Shift Points:

6000 > 6500 > 6500 > 7000

Tune course A:

Wheels -	Enkei
Muffler -	MAZDA SPEED
Rear spoiler -	MAZDA SPEED
Front aero -	MAZDA SPEED
Side skirts -	MAZDA SPEED
Rear aero -	MAZDA SPEED

Tune course B:

Wheels -	Volk Racing
Muffler -	Fujitsubo
Rear spoiler -	REamemiya
Front aero -	REamemiya
Side skirts -	REamemiya
Rear aero -	REamemiya

Tune course C:

Wheels -	RS Watanabe
Muffler -	MAZDA SPEED
Rear spoiler -	Kansai.HKS
Front aero -	Kansai.HKS

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6.6. Subaru

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6.6.a. Impreza WRX STi ver. VI (GC8VI)

Drivetrain: 4WD
Transmission: 5-Gear
Best course: Akina
Worst course: Irohazaka/Shomaru Pass (RWet)

Car Overview:

The GC8 features an understeer that is noticeable but manageable on Dry courses, and exhibits stable handling in corners under Wet conditions. It's easy to overlook the GC8 VI due to its overall average performance across the game's available courses on Dry weather. However, it's particularly strong on one course: Akina. The Time Attack results it can achieve (specifically on the Hillclimb) make it one of the better cars for the course.

I'd recommend this car if you consider Akina your personal Home Course, but still want something that can manage elsewhere.

Battle Potential:

The GC8 carries into Battle a pretty handy tool: its large body. Playing the blocking game with this car makes it pretty solid in a head-to-head race. But inversely, its acceleration, both at the start dash as well as when you reach top gear, isn't that great. So, if you're opponent pulls away, the speed deficit may be difficult to overcome.

Recommended Shift Points:

6000 > 6500 > 7000

Tune course A:

Wheels -	Volk Racing
Muffler -	STi
Rear spoiler -	STi
Front aero -	STi
Bonnet -	STi

Tune course B:

Wheels -	Volk Racing
Muffler -	SYMS
Rear spoiler -	SYMS
Front aero -	SYMS

Side skirts -	SYMS
Rear aero -	SYMS
Bonnet -	SYMS

Tune course C:

Wheels -	Enkei
Muffler -	ZERO/SPORTS
Rear spoiler -	ZERO/SPORTS
Front aero -	ZERO/SPORTS
Side skirts -	ZERO/SPORTS
Rear aero -	ZERO/SPORTS
Side mirrors -	ZERO/SPORTS
Bonnet -	ZERO/SPORTS

6.6.b. Subaru WRX STi (GDB)

Drivetrain:	4WD
Transmission:	6-Gear
Best course:	Akina
Worst course:	Irohazaka/Shomaru Pass (Rain)

Car Overview:

Out of all the cars in the game with a 6-speed transmission, the GDB is the easiest to drive and get used to. In Dry weather, it has decent top speed, and corners with high stability. It fairs a little better under Wet conditions where it's less grippy.

If you're looking to experiment with cars that have 6-gears before fully committing, the GDB is a good one to try out. It will take you very deep into the game with little struggle.

Battle Potential:

The GDB is an exceptional car for Battles due to its unique combination of characteristics. Its acceleration at the start dash is one of the best in the game. Couple that with one of the largest rear bumpers of any car in Initial D Street Stage, and you can win races by blocking an opponent all the way to the goal. While that may seem unfair to opposing drivers, its top gear suffers a bit so the GDB has a tougher time in a Battle of pure speed.

Recommended Shift Points:

6000 > 6000 > 6500 > 7000

Tune course A:

Wheels -	STi
Muffler -	STi
Rear spoiler -	STi
Front aero -	STi

Tune course B:

Wheels -	Volk Racing
Muffler -	ZERO/SPORTS
Rear spoiler -	ZERO/SPORTS
Front aero -	ZERO/SPORTS
Side skirts -	ZERO/SPORTS
Rear aero -	ZERO/SPORTS

Tune course C:

Wheels -	Enkei
Muffler -	SYMS
Rear spoiler -	SYMS
Front aero -	SYMS
Side skirts -	SYMS
Rear aero -	SYMS

6.6.c. Impreza WRX Type R ver. V (GC8V)

Drivetrain:	4WD
Transmission:	5-Gear
Best course:	Akagi/Akina
Worst course:	Irohazaka/Shomaru Pass

Car Overview:

Driven by the infamous Bunta Fujiwara, the GC8V is a superb overall car. Good stability, powerful top-end acceleration, and good turning capability round out a very nice package. It's relatively strong on almost all courses in both Dry and Wet conditions. Highly recommended for beginners, however, in the hands of an expert driver, this car is a monster.

Battle Potential:

While the GC8V has strong overall attributes, its acceleration at the start dash is about average, so most victories that come from driving this car stem from how well you have a handle on it.

Recommended Shift Points:

6000 > 6500 > 7000

To Unlock:

Complete 'Legend of the Streets' mode to obtain Rival Card #163. Then, access the Card Collection mode and view the card. This unlocks 'The Bunta Challenge' mode as well as the GC8V.

Note:

This car has no tune courses. You have access to the Internal Tuning upgrades, but there are no external parts to unlock for this car.

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6.7. Suzuki
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Cappuccino (EA11R)

Drivetrain: FR
Transmission: 5-Gear
Best course: Myogi/Shoumaru Pass/Akagi
Worst course: Wet conditions

Car Overview:

Likely the toughest car to drive in the game, the 'Capp' makes the MR2's oversteer pale in comparison as it has incredible turning ability on almost every course. Acceleration is weak in the lower gears but improves greatly at higher speeds. Its shift points are also tricky as shifting too early will cause the engine to stall horribly.

Battle Potential:

Due to its interesting characteristics, you can call the Cappuccino a 'high-risk, high-reward' car. The Capp has the best top-gear acceleration in the game, but only highly-skilled drivers that drive a clean line with minimal wall contact can harness and use it to its maximum potential. To balance out all these positives, however, there is one negative: The Capp has the worst starting line acceleration in the game.

Recommended Shift Points:

8000 > 9500 > 10500

Tune course A (driven by Tsukamoto):

Wheels -	Initial D
Muffler -	Initial D
Rear spoiler -	Initial D
Front aero -	Initial D

Tune course B:

Wheels -	Volk Racing
Muffler -	Suzuki Sports
Rear spoiler -	Suzuki Sports
Front aero -	Suzuki Sports
Side skirts -	Suzuki Sports
Rear aero -	Suzuki Sports

Tune course C:

Wheels -	RS Watanabe
Muffler -	Fujitsubo

Rear spoiler - HEART LAND
Front aero - HEART LAND
Side skirts - HEART LAND
Rear aero - HEART LAND

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7. Links
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<http://www.hitmaker.co.jp/INITIALD/>

This is the official website for their Initial D games. The internet rankings are up for anyone willing to put their times in (just don't feel bad when you see how fast people are, lol). You can still find information on the characters, cars, and mountain passes in Initial D, not to mention information on each game's different game modes.

<http://www.go2id.net/>

Initial D World. Definitely the go-to Initial D fansite. Even has some drifting information if you're interested, as well as the best forums for talking anything Initial D.

<http://www.funimation.com/shows/initial-d>

Do yourself a favor and check out Funimation's version of Initial D. They did what Tokyopop SHOULD HAVE done originally; a well-acted, faithful dub. All I'm asking for now is Initial D on Blu-Ray and English versions of Fifth/Final Stage and I'll be a happy Initial D fan :)

<https://www.neoseeker.com>

This website is dedicated to the video gaming community.

<http://faqs.ign.com>

This is IGN's FAQ site. You can find this FAQ there as well as many video game related material (codes, cheats, reviews, etc.)

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My e-mail in the case you want to contact me =)

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8. Credits & Copyrights
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To GameFAQs for hosting my FAQs.

To Shuichi Shigeno for creating Initial D.

To Sega and their Sega Rosso (now Hitmaker!) development team for developing, publishing and releasing Initial D Arcade Stage. If it wasn't for that game, we wouldn't have this game.

To Sega of America for bringing Arcade Stage out in North America.

And finally... to YOU, the reader of this FAQ. Thank you for reading! I hope you found the information that has been compiled in this document of good use :)

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