

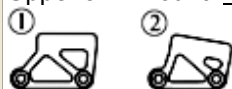
SETUP FOR THE RC10L2 (www.rc10.com)



Date: 12/15/02 Driver: Mark Anton Track: So Cal Raceway,

FRONT SUSPENSION

Upper arm mount: #2



Caster shim position: #2



Front ride height spacers: kit

Steering block: STD

Camber, left -1 right -1/2

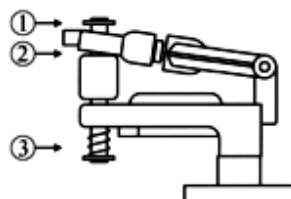
Toe-in: Very slight in

FRONT SPRINGS

Springs: Assoc. .018

Kingpin: STD

Indicate shim position, qty and thickness:



1: thickness: kit qty: 4

2: thickness: kit qty: 1

3: thickness: kit qty: 0

SHOCK

Body: STD

Traxxas bladder inside shock

Oil 30 wt

Spring silver


Limiter, inside 0

outside 0

Piston #1

Kit shock body and shock shaft length.

REAR SUSPENSION

axle height adjuster used: 

T-bar thickness: .075"

Dampener lube: no

Dampener springs: STD #4517

Dan's Teflon Tape on upper plate

Roll stop insert: none

T-bar flex: 3 holes

WHEELS & TIRES

	Front	Rear
Tire type	<u>TRC Pink</u>	<u>Jaco green</u>
Tire dia	<u>2.20"</u>	<u>2.20"</u>
Stagger	<u>n/a</u>	<u>n/a</u>
Car width	<u>standard</u>	<u>standard</u>
Wheels	<u>TRC</u>	<u>Jaco</u>

Chassis: STD

Car body: Hot Bodies Toyota

Wing/spoiler: side dams only

Motor: Trinity P2k

Pinion: 18 Spur gear: 84

Battery type: Orion Sanyo 3000HV

Indicate battery placement:
(Rearmost 3 holes on each side.)

Futaba 3PD radio, AIR737 servo, LRP Quantum Pro Speed Control.

Rear axle: STD

Tire treatment type Zip Grip 2

Shade in amount of tire treatment: (Full coverage)

On Road Track Conditions: Asphalt, cleaned but not sprayed. Moderately high-bite, indoors. Glass smooth except for the transitions from the banked oval to the infield.

Race Comments: Won 2002 SoCal Grand Prix.

Car Comments: Alternate to other SoCal setup. Significantly lower tire wear in an easy to drive, not nearly as aggressive car. Can be slower for some people but it certainly is cheaper to use.