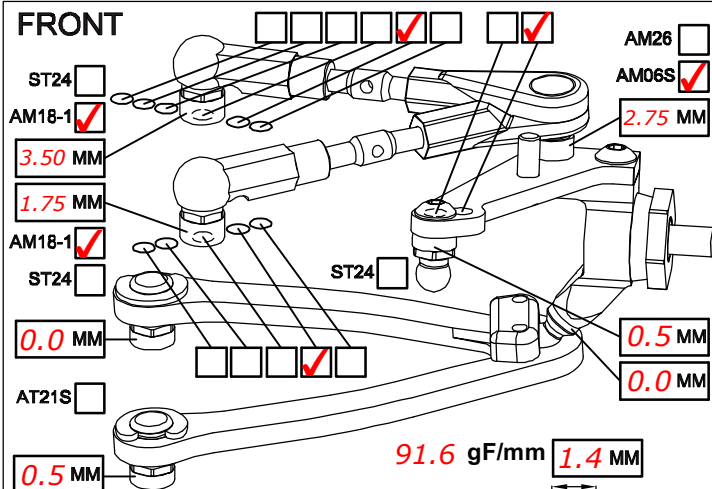


NAME **John Doucakis**  
 COUNTRY **Greece**  
 RACE **Attiko Club Race**  
 TRACK **Fanatix Racing Track (www.frt.gr)**

DATE **10-Feb-2013** TEMP.°C AIR / TRACK **14°C / 15°C**

TRACK CONDITION TECHNICAL ☐ MIXED ☒ FAST ☐  
 TRACTION LOW ☐ MEDIUM ☒ HIGH ☐

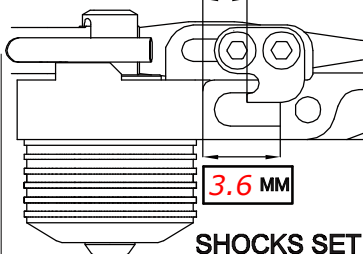
### FRONT



CAMBER ANGLE / ° **2.0**  
 CASTER ANGLE / ° **5.0**  
 TOE ANGLE / ° **1.0**  
 RIDE HEIGHT / MM **5.5**  
 DOWNSTOP / MM **5.5**  
 UPSTOP / MM

STABILIZER Ø / MM **1.20**  
 LOW ARM STD ☒  
 STEERING ARM STD ☒  
 WHEEL SPACER / MM **0.0**

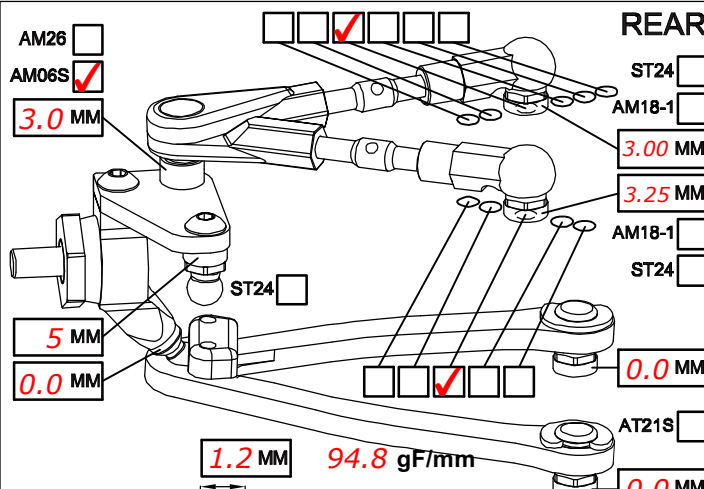
FRONT DRIVE BALL DIFF ☐ GEAR DIFF ☐ SPOOL ☒ ONE-WAY ☐  
 DIFF SET LOOSE ☐ MEDIUM ☐ TIGHT ☐ OIL #  
 DOGBONE DRIVE BUSHING ☐ C-DRIVE ☐ BB ☒ EVD ☒



### SHOCKS SET

SPRING STD ☒ S ☐  
 DAMPER #6 ☒ #3 ☐  
 ACTION SYM. ☐ ASYM. ☒  
 SRS/RHS ARR. I ☐ II ☒

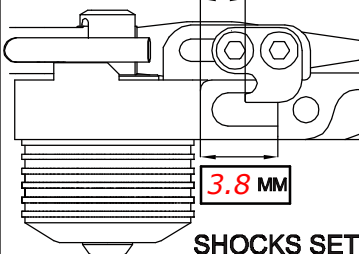
### REAR



CAMBER ANGLE / ° **2.0**  
 CASTER ANGLE / ° **2.0 rear**  
 TOE ANGLE / ° **3.0**  
 RIDE HEIGHT / MM **5.5**  
 DOWNSTOP / MM **5.8**  
 UPSTOP / MM

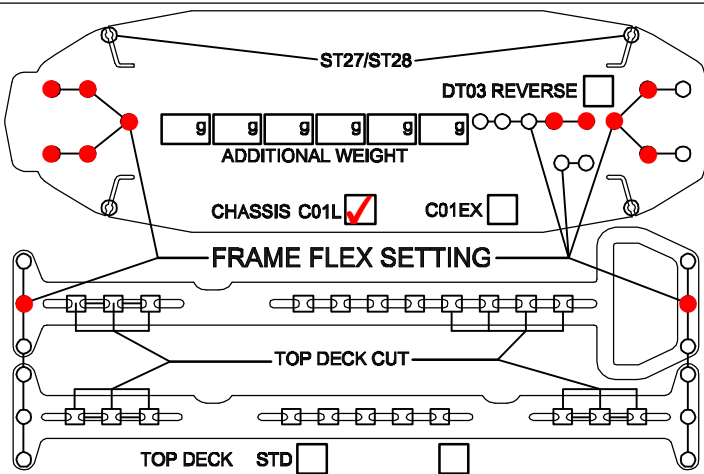
STABILIZER Ø / MM **1.0**  
 LOW ARM STD ☒  
 STEERING ARM STD ☒  
 WHEEL SPACER / MM **0.0**

REAR DRIVE BALL DIFF ☒ GEAR DIFF ☐  
 DIFF SET LOOSE ☐ MEDIUM ☐ TIGHT ☒ OIL # **1000**  
 DOGBONE DRIVE BUSHING ☐ C-DRIVE ☐ BB ☒ EVD ☐

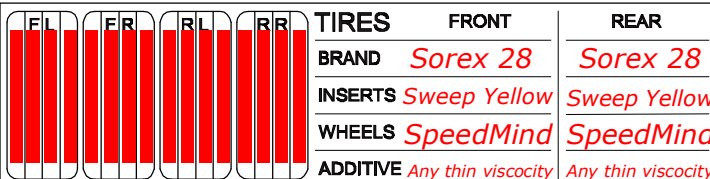
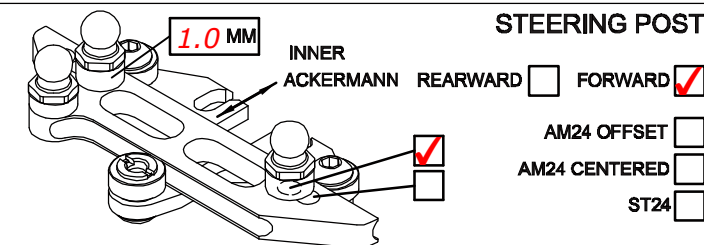


### SHOCKS SET

SPRING STD ☒ S ☐  
 DAMPER #6 ☒ #3 ☐  
 ACTION SYM. ☒ ASYM. ☐  
 SRS/RHS ARR. I ☐ II ☒



### STEERING POST



MOTOR LAYOUT LONG ☒ TRANS. ☐ MOTOR **Advanced Electronics 4.5T**  
 SERVO LAYOUT LEFT ☒ RIGHT ☐ SERVO **KoPropo One10**  
 ESC LAYOUT LEFT ☒ RIGHT ☐ ESC **Advanced Electronics "BD"**  
 BAT. LAYOUT R1 ☐ R2 ☐ F1 ☒ F2 ☐ BATTERY **HPI/Orion 90C**  
 SPUR **96** PINION **26** RECEIVER **KoPropo**  
 FINAL DRIVE RATIO **7.84** MOTOR OFFSET / MM **3.0 forward**  
 BODY **PF Mazda Speed 6 LW** WING **THiNK Carbon**

BEST LAPTIME **19.7** QUALIF. / FINAL POSITION **1 / --**

### ESC SETTING

COMMENTS / IMPRESSIONS **Used L narrow chassis. Placed 3.0mm spacers on motor to move it forward**

**Tried back to back gear diff 2.000 cst vs ball diff 1.000 cst and ball diff felt better. Rear toe-in link's inner ballcup & ballstud are positioned on rear bulkhead below 3rd position of camber link and used longer camber link than std with longer ballcup. To keep it parallel had to shim 5.25mm on wheel hub side**

CONTACT **johndoucakis@hotmail.com**