XERUN 120A & 120A Stock V3.1 ESC

Setup Sheet

Driver: Alan Bachman (HWNA Team Driver)
Vehicle: SC10.2 FT (2wd Open SCT)
Track: Bobby Company - Princeton, IL
Surface: Medium Damp Clay
Traction: Low **Med** High
Firmware: 3.12_1129_Beta

Motor: Hobbywing V10 17.5
Motor Timing: 20 Degrees
Rotor: Stock
Gearing: 81/24 (Small to Medium Indoor Track)
Battery: Revtech 6900 90C Bullet Pack

Global Settings:

Running Mode: Forward/Brake*
Voltage Cutoff: 6.4 Volts
Motor Overheat Protection: Disable

Reverse Speed: 25%*
ESC Overheat Protection: 105 Degrees*

Throttle Control:

Punch Rate Switch Point: 50%*
2nd Stage Punch Rate: 15*
Neutral Range: 6%*

1st Stage Punch Rate: 15*
TH Input Curve: Linear*

Brake Control:

Drag Brake: 10%*
Initial Brake: = Drag Brake*
1st Stage Brake Rate: 20*`
Input Curve: Linear

Brake Strength: 100%
Brake Rate Switch Point: 50%*
2nd Stage Brake Rate: 15

Boost Settings:

Boost Timing: 10 Degrees*
Boost End RPM: 18000 RPM*
Controlled by TH: Yes

Boost Start RPM: 4000 RPM*
Boost Slope: Linear*

Turbo Settings:

Turbo Timing: 15 Degrees*
Full TH Delay: Instant
Engage Slope: 15 deg/0.1s*

Activation Method: Full TH*
Start RPM: 16000 RPM*
Disengage Slope: 24 deg/0.1s

Notes:

Testing Boosted 17.5 Setup, Found this to be very quick and good power. ALWAY CHECK MOTOR TEMP 2-3 MIN.

V10 Motor handled timing and boost great and provided smooth power on small to medium indoor track.

Reduced 2nd Stage Brake Rate to ease up high speed braking as track lost traction.

No Cooling Fan - Caution, When running timing advance work you way up on boost and turbo and gearing.