

SET-UP SHEET

RACE	2010 Snowbird Nationals	
TRACK	Snowbirds	

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DATE	16/03/2010	
TEMPERATURE / °F or °C	AIR	TRACK

QUALIFYING POSITION	BEST LAP TIME / sec	FINAL POSITION	RACE LENGTH / minutes
3rd	11.3	5th	8

TRACK CONDITION	<input checked="" type="checkbox"/> CARPET	<input type="checkbox"/> ASPHALT
	<input type="checkbox"/> TECHNICAL	<input checked="" type="checkbox"/> MIXED
TRACTION	<input type="checkbox"/> LOW	<input type="checkbox"/> MEDIUM
		<input checked="" type="checkbox"/> HIGH

CENTER SHOCK ABSORBER		
SPRING	OIL / cSt	REBOUND %

SIDE SHOCK ABSORBER		
	OIL / cSt	350

FRONT		REAR	
Jaco Black	TIRES	Jaco Orange	
1.56	DIAMETER/mm	1.64	
Sticky Fingers	ADDITIVE	Sticky Fingers	
	ADDITIVE timing		
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
ADDITIVE TREATED AREA			

TRANSMISSION	
DIFF SETTING	
<input type="checkbox"/> LOOSE	<input type="checkbox"/> MEDIUM
<input checked="" type="checkbox"/> TIGHT	<input type="checkbox"/>

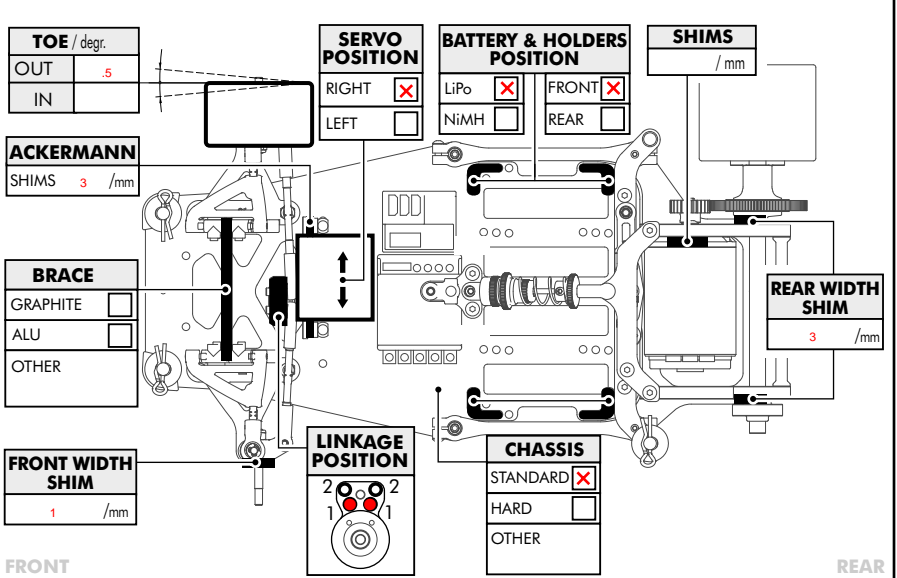
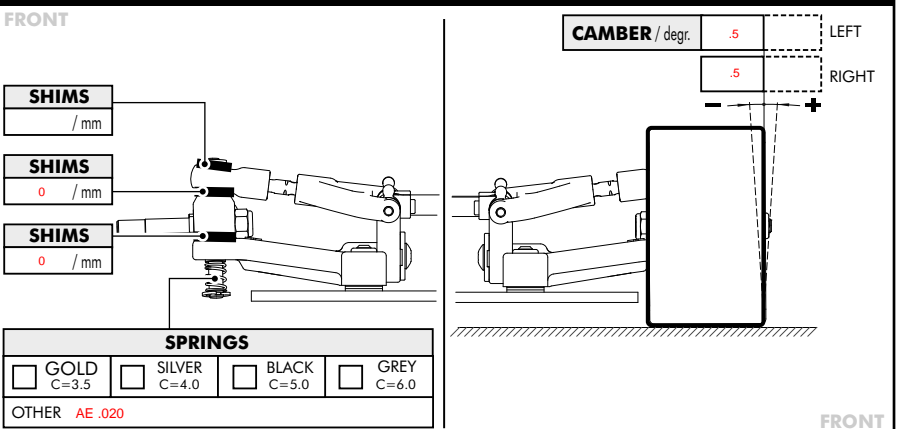
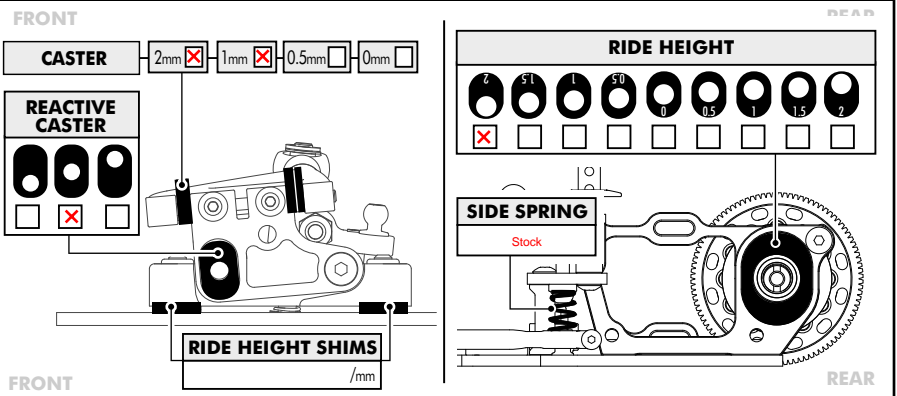
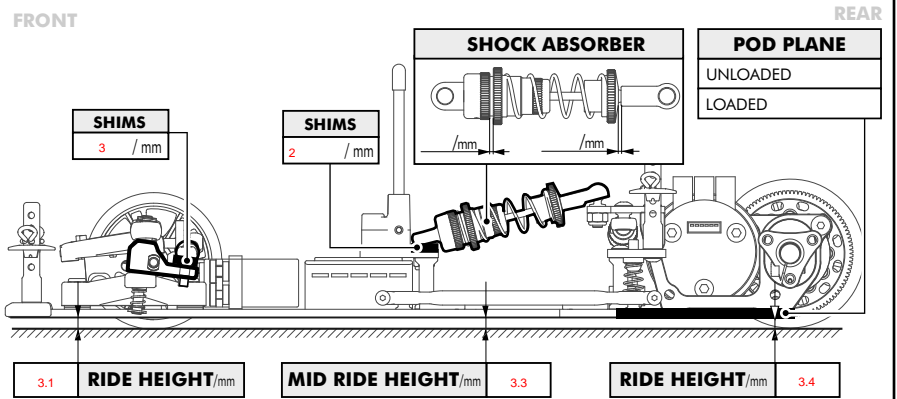
PINION / T	53	SPUR GEAR/T	76
FINAL DRIVE RATIO	1.4339622641509	ROLLOUT	3.5911684210526

BRUSHED MOTOR	
BRAND	
ARMATURE	

BRUSHLESS MOTOR	
BRAND	EAMotorsports Duo 2
TURN	17.5
ROTOR	12.3
TIMING	1 notch past 0

ESC	
ESC SETTING	
PROGRAM	
PUNCH	5
INITIAL BRAKE	0
AUTO BRAKE	0

BATTERIES	SMC 4900 50C C Max
BODY	Parma



COMMENTS

I raised the rear cross brace 2mm and top pod plate 2mm to take all preload off of side springs and give more clearance for the damper shock. Also rear pod plates were milled 1mm off the bottom to lower motor and get more ride height.

Biggest change was to cut 3mm off the top of the steering block to lower the upper arm and take away camber gain. This settled the car down and keep it from scrubbing in the center of the corner.

Also ran a hotbodies center shock to get proper spring rate (Xray springs are coming soon!!). AE Gold center spring with 400 oil.