SET-UP SHEET FRONT **RACE** SHOCK ABSORBER POD PLANE **TRACK** snowbirds UNLOADED LOADED SHIMS SHIMS NAME Paul LeMieux CITY / COUNTRY USA orlando CONTACT DATE 02/02/2010 TEMPERATURE/For C AIR **TRACK** MID RIDE HEIGHT/mm RIDE HEIGHT/mn RIDE HEIGHT/mm QUALIFYING **BEST FINAL RACE POSITION POSITION** LAPTIME / sec LENGTH / minutes RIDE HEIGHT CASTER - 2mm ⊠ H 1mm □ H 0.5mm □ H 0mm □ 666669 REACTIVE CASTER TRACK CONDITION **X** CARPET ☐ ASPHALT ☐ TECHNICAL ☐ MIXED **X** FAST **TRACTION** SIDE SPRING X ☐ LOW **X** HIGH Δ II **CENTER SHOCK ABSORBER REBOUND %** SPRING OIL / cSt 800 **RIDE HEIGHT SHIMS SIDE SHOCK ABSORBER** CAMBER / degr LEFT OIL / cSt 300 RIGHT FRONT REAR SHIMS Twister Maienta **TIRES** twister pink / mm DIAMETER/mm 42.5 SHIMS / mm sticky fingers/ spec **ADDITIVE** SHIMS **ADDITIVE** timing 20min $/ \, \mathrm{mm}$ **FRONT FRONT** REAR **REAR LEFT RIGHT** I FFT RIGHT **ADDITIVE** SPRINGS GREY C=6.0 **TREATED** GOLD C=3.5 AREA OTHER asc 20 FRONT TRANSMISSION SERVO POSITION TOE / degr BATTERY & HOLDERS POSITION **SHIMS DIFF SETTING** OUT RIGHT LiPo FRONT LOOSE **▼**MEDIUM TIGHT[NiMH LEF1 ACKERMANN PINION / T 27 SPUR GEAR/T 96 SHIMS 0 /mm FINAL DRIVE RATIO 3.555555555556 ROLLOUT 37.5328125 000 **BRUSHED MOTOR** BRACE **REAR WIDTH** 6 GRAPHITE **BRAND** ALU 000 000 ARMATURE OTHER **BRUSHLESS MOTOR** LINKAGE POSITION CHASSIS BRAND FRONT WIDTH pulse STANDARD 🗙 SHIM 4.0 TURN HARD OTHER 0 **ROTOR** stk FRONT REAR TIMING n COMMENTS I cut 1mm of of the top of the steering knuckle, this drop's the top link for less **ESC** camber gain and makes the car much more consistent for high bite. i ran 1mm of **ESC SETTING PUNCH PROGRAM** pod droop and maybe .1mm droop in the front endbut very little to no droop in the INITIAL BRAKE **AUTO BRAKE** front. also the side springs had no preload on them atall, to do this you will most **BATTERIES** likely have to shim up your cross brace and top pod plate, mine is 1mm raised to Thunderpower

beable to do this.

BODY

protoform speed 12