			CIRCUIT	г
TYPE	: CGM		ENVIRONN	
S	ĒTTING	SHE	SURFACE GRIP	<ul><li>→ ☐ Asphalt</li><li>→ ☐ Concrete</li><li>→ ☐ Carpet</li><li>→ ☐ Regular</li></ul>
DRIV		DATE	CONDITIO	
CAMPED LINK & CHOCK MOUNTING DOCITION				
FRO	DRIVETRAIN → ☐ One-wa → ☐ Ball diff		<b>→</b> □	STEERING KNUCKLE $ abla  abla$
	→ ✓ Solid	SHOCK BODY		→ Standard
	ANTI-ROLL BAR <b>→</b> ✓ None		→ ✓ SS	Graphite CASTER BLOCK
	→ □ Upper	SHOCK END	<b>→</b> □ Long	→ Standard
	<b>→</b> □ Lower <b>→</b>	mm	→ ✓ Short	→ Graphite
	HUB CARRIER →	deg LENGTH	→ mm	
	CAMBER   →	deg SPRING	<b>→</b>	LOWER SUSPENSION ARM POSITION LOWER SUSPENSION ARMS
	TOE ANGLE	deg OIL	<b>→</b>	<b>→</b> Standard
	FRONT KICK-UP	PISTON deg	<b>→</b>	<b>→</b> Graphite
	SUSP. MOUNT HEIGHT SPACER			
	(front & rear) →	DICOOI		
	STEERING → Inline KNUCKLE → 0.5mm			
	NUCKLE → □ 0.5mm			mm*
	<b>4</b> Illiin 0		. mm	
	ANTI DOLL DAD N	DIADDED	<b>-</b>	CAMBER LINK & SHOCK MOUNTING POSITION
RE/	ANTI-ROLL BAR → ✓ None	BLADDER PRESSURE	<b>→</b> □	REAR HUB CARRIER
	<b>→</b> □ Lower	SHOCK BODY	∕ →□ SSS	→□ Standard   →□ Graphite
	<b>→</b> CAMBER <b>→</b>	dea	<b>→</b> SS	
	SUSP. MOUNT TOE ANGLE	SHOCK END	<ul><li>→ □ Long</li><li>→ ☑ Short</li></ul>	
	<b>→</b> □ 1 deg		<b>→</b> □	
	<ul><li>→ □ 2 deg</li><li>→ ☑ 3 deg</li></ul>	LENGTH	<b>→</b> mm	LOWER SUSPENSION ARM POSITION
	REAR ANTI-SQUAT	SPRING	<b>-</b>	LOWER SUSPENSION ARMS mm
	<b>+</b>	_deg OIL PISTON	<b>-</b>	→ ☐ Standard → ☐ Graphite
J	SUSP. MOUNT HEIGHT SPACEF (front & rear)	`	<b>7</b>	Side in the state of the state
	REAR HUB → Ø 0 deg	DROOP		
	CARRIER → □ 0.5 deg	HEIGHT		
	<b>→</b> □ 1 deg			
			<u> </u>	
OTHER	TIRE		MOTOR →	TRANSMISSION CASES
	INSERT		ESC <b>→</b>	FRONT SUSPENSION MOUNTS
	WHEEL		FRONT BODY POST P  → □ 1	- Standard
				Outer Aluminum  REAR SUSPENSION MOUNTS
	TRACTION → □ None ADDITIVE → □		BODY →	➡ ☐ Standard
	<b>→</b>		WING   →	Natural Aluminum
	PINION GEAR → P		COMMENT	
	GEAR RATIO   ⇒ : 1	DE (intownel duine H-)		
	= spur gear / pinion gear x 2.35 (internal drive ratio)  RIDE HEIGHT → F mm			
	• R			
			Ī	