

		Standard Australia Setup	Very Low Grip (Change from standard)	Very High Grip (Change from standard)	Very Bumpy (Change from standard)	Comment
FRONT SUSPENSION	Shock Mount Top / Bottom	Inner / Outer				Usually leave in this position.
	Camber Link Tower / Hub Washers Inner	Inner / Inner		Inner / 2nd hole		Very rarely change. Lengthening gives less initial response, more mid/exit steering.
	Washers Inner	2mm	1mm	0mm		Less washers (higher roll centre) gives more aggressive initial turn-in but less mid corner. Good for slippery tracks.
	Camber	-1 deg	-0.5deg	-2deg	-2deg to -3 deg	Less camber = more grip but less forgiving in bumps. Very sensitive adjustment for bumpy tracks.
	Steering Rack Position	Fwd				Usually use FWD position.
	Steering Washers Inner / Outer	- / 2 mm (Black ballstud inner)				More washers = more forgiving in bumpy corners.
	Axle Height	Middle (Hex)				Usually leave in middle position (if using hex conversion, middle position only option).
	Caster / Steering Block	30 deg / Trailing				Usually use 30 deg / trail (if using hex, trail only option). In-line steering is very aggressive.
	Toe In / Out	1 deg Out	2 deg Out			Increase toe-out for better rotation in hairpins.
	Ride Height	24mm	25mm	23mm		24mm used most of the time. Higher ride height = more traction on slippery surface, but more chance of traction roll on grippy surface.
	Spring	AE BB Green	AE BB Black	AE BB White	AE BB Black if very bumpy	AE BB Green most of the time. Increasing front spring rate will smooth out steering on grippy surfaces.
	Oil / Piston	37.5 / 1.7mm (35 / 3hx1.4 option)		32.5 / 1.6	40 / 1.7 Tapered	Very rarely change unless track very grippy / flowing. Lighter oil = more aggressive steering, heavier oil = smoother. If temperature becomes very high and track is smooth, use 3hx1.4 or 2hx.6 pistons.
REAR SUSPENSION	Limiters	2 x 0.03"		3 x 0.03"	1 x 0.03"	Very sensitive adjustment. More washers (less droop) decreases chassis roll, makes more stable on corner exit. Too many washers limits traction in bumps.
	Rebound	~1mm				Generally build BB shocks with no rebound.
	Shock Mount Top / Bottom	Inner / Inner				Very rarely change. Moving out on tower will give less rear side bite.
	Camber Link Inner / Hub	Inner / 2nd hole (A hub)		Inner / 3rd hole (A hub)		Very rarely change. Longer link smooths out on high traction tracks
	Washers Inner	2mm		0mm		Very rarely change. Less washers gives more steering on power.
	Camber	-0.5 deg	0 deg	-2deg	-2deg	Less camber = more grip but less forgiving in bumps. Very sensitive adjustment for bumpy tracks.
	Anti-Squat	2 deg	3 deg if more fwd traction needed			Rarely change. More anti-squat = more forward traction and higher jumping. Less anti-squat = more side bite and better acceleration in bumps.
	Toe In (Inner / Outer)	3 deg / 0 deg	3deg / 0.5deg			Add toe-in for very slippery conditions.
	WheelBase	Med	Short	Long	Long	Shorter wheelbase = more weight on rear. Longer wheelbase = less weight on rear (see battery position below).
	Anti-Roll Bar	-		If track has sweeping corners		Very rarely use in Australia unless very high grip / sweeping corners
	Ride Height	24mm	25mm	23mm		24mm used most of the time. Higher ride height = more traction on slippery surface, but more chance of traction roll on grippy surface.
	Spring	AE BB White	AE BB Green	AE BB Grey	AE BB Black if very bumpy	AE BB White used most of the time. Firmer rear spring (AE Grey) will smooth out cornering but if slippery track will reduce traction. Softer spring give more rear traction but too much body roll if grip increases, especially in sweeping turns.
DRIVE TRAIN	Oil / Piston	32.5 / 1.7 (30 / 3hx1.4T option)	30 / 1.7	30 / 1.6	35 / 1.7 Tapered	32.5 / 1.7 most of the time. If track very rough, use tapered piston. If temperature becomes very high and track is smooth, use 3hx1.4 or 2hx.6 pistons.
	Limiters	1 x 0.03"	1 x 0.03"	2 x 0.03"	No limiters	Very sensitive adjustment. More washers (less droop) decreases chassis roll, gives better stability on turn-in / mid corner if grippy. If track bumpy, too many washers reduces traction in bumpy corners.
	Rebound	~1mm				Generally build BB shocks with no rebound.
	Front	See JC Tyre Chart	See JC Tyre Chart	See JC Tyre Chart (usually Bar Code)	See JC Tyre Chart	http://www.rctech.net/forum/10587840-post2.html
	Rear	See JC Tyre Chart	See JC Tyre Chart	See JC Tyre Chart (usually Bar Code)	See JC Tyre Chart	http://www.rctech.net/forum/10587840-post2.html
	Motor	8.5 Novak Ballistic				8.5 used most of the time.
	Timing / Rotor	30 deg / 12.3mm	20deg	35deg	15deg	Increase timing for more power / top end. Reduce timing for less wheelspin / better driveability.
	Pinion / Spur	24 / 75				Use smallest combination of pinion / spur to bring motor further forward.
	Ratio	8.125				
	Driveshafts	CVA				
	Radio	KO EX-1 KiY				
	EPA Brake	Just stop wheel lockup in straight line				Tune brake EPA to just stop wheel lockup on straight from high speed. May change from race to race - check on warm up lap.
ELECTRONICS	EXPO Steer / Throttle / Brake	0 / -15% / 0				
	Receiver	KO KR-411 FHSS				
	Servo	KO RSX Response				Note: RSX servo weight ~70g. Check ballast below.
	ESC / Fan	Novak Pulse				
	ESC Placement	LHS	On top of battery	In battery tray with shorty	LHS	LHS is standard position. On top of battery tray: better forward traction in slippery conditions, but raises CG too much for higher grip. In line with shorty battery best for grippy tracks. Use ballast under shorty to bring total weight to same as full pack.
	Firmware	X-Drive				
	Profile / Wire Gauge	Linear / 12 Ga				
	Drag Brake Y/N, Initial %	18%	30%	12%		Increase drag brake for more steering on slippery surfaces. Reduce drag brake if track very grippy.
	DeadBand % / Min Drive%	2% / 0%				
	Drive / Brake Frequency (kHz)	32kHz / 2.25 kHz				
	Max Brake	75%				
	Advance / RPM / Max RPM	None		Consider 20deg @ 19-29K RPM (if smooth)		
AERO / CHASSIS	Battery Placement	Thick pad Front, Thin pad rear	Rear	Front	Front	Makes a massive difference. This affects weight distribution. Leave in the middle for most conditions. For high grip and/or sweeping corners, move to the front. Battery at rear gives more forward traction, more rotation in middle of corner but more understeer on power. For very bumpy tracks, weight forward helps to stop wheelstanding.
	Battery	REEDY LIPO (~300g)		REEDY Shorty with 70g underneath		Use ballast under battery to get weight to 300g.
	Body	JConcepts Finisher B4.2				
	Wing	JConcepts 6.5" Hi-Clearance	JConcepts 7" Hi-Clearance	Concepts 6.5" Hi-Clearance		
	Wing Lip / Angle	1/2" / 6 deg				Use plastic spacers on top of wing to provide more secure fit.
	Chassis / Fr & Rr Arms	+8mm Chassis Carbon front arms		All carbon parts (arms, frt brace, rr u-brace)		Carbon front pieces make steering more precise, especially in warmer conditions. For higher grip, use carbon hubs, front brace, rear u-brace and rear arms.
	Ballast	AE Ballast weight behind Battery, 5g rear triangle. 10g to servo (servo + weight = 70g)	10g each rear triangle.	10g front bulkhead, additional 10-20g in front of servo if needed.	10g front bulkhead, additional 10g in front of servo (as needed to stop wheelstand)	Makes a massive difference. This affects weight distribution. For high grip and/or sweeping corners, add weight. For very slippery conditions, remove front ballast. For very bumpy conditions, tune to minimise wheelstand under power. Note: 10g at the front is similar to moving battery from full rear to full front.

