Name: Brian Preddy	Date: 29 March 2009 Event:
City: State:	Track: Stotford
Track ☐ Indoor ☐ Tight ☐ Smooth ☐ Hard Packed ☐ Blue Groove Conditions ☑ Outdoor ☑ Open ☐ Rough ☐ Loose/Loamy ☑ Dry	e □ Wet □ Low Bite ☑ High Bite □ Dusty □ Med Bite □ Other
Front Suspension	1
Toe: 0 degree	Rack Type Bellcrank Type 2 3
Ride Height: 23mm	
Camber: -1 degree	
Caster: 30 degree	<u> </u>
Sway Bar: None	
Oil: 37.5 wt	A
Piston: Red (56) Other:	Inside 1
Spring: Green 3.5 - No Coils cut	Inside — 2 2 3 3
Limiters: None (Inside and Outside)	Cuiside _ \ \
Spindle Height: Low	
Axle Spacer: Narrow	
Steering Type: Rack	Short Long
Bump Steer: None Ackerman washers: None	<u> </u>
Camber Link: 2 - B, Ballstud washers: 006	Notes: Ghea Brass bulkhead (or 35g)
Shock Location: 3 - Middle	
VLA: Short	
Front Wing: None	
Rear Suspension	Top— Middle—
Toe: Pivote: -3 degree - Hub: 0 degree	4 Bottom—
Pivot Support: 2 degree, Antisquat: None	
Ride Height: 23 mm	
Camber: -1 degree	
Rear Hub Spacing: Long wheelbase	
Drive Shafts/Outdrives: <u>Universal steel / steel</u>	
Sway Bar: None	
\$5000 E. S.	
Oil: 25 wt	Outside 4 3 2 0 Middle 8 7 6 5
Oil: 25 wt Piston: Orange (55) Other:	Outside Middle Inside
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut)	Middle Inside
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns	Middle Inside
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09	Middle Inside
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09 Shock Location: 3 - Outside	Middle Inside 8 7 6 5 Short Long
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09 Shock Location: 3 - Outside VLA: long	Notes: Rear shocks changed due to the back of the car
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09 Shock Location: 3 - Outside VLA: Iong Wing Position/Mount: Standard / Bottom	Notes: Rear shocks changed due to the back of the car slapping down after jumps, worked well and was abble to attack
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09 Shock Location: 3 - Outside VLA: Iong Wing Position/Mount: Standard / Bottom Body & Wing Type: TripleX-CR - A8110 High Down force	Notes: Rear shocks changed due to the back of the car slapping down after jumps, worked well and was abble to attact jumps more. The following hasn't been seen before now as this
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09 Shock Location: 3 - Outside VLA: Iong Wing Position/Mount: Standard / Bottom Body & Wing Type: TripleX-CR - A8110 High Down force Battery Position: Forward	Notes: Rear shocks changed due to the back of the car slapping down after jumps, worked well and was abble to attact jumps more. The following hasn't been seen before now as this was the first completly dry meeting of the year
Oil: 25 wt Piston: Orange (55) Other: Spring: Yellow 2.0 (no coils cut) Limiters: Inside: None - Outside: None - Unscrewed: 0 turns Camber Link: 7 - E Ballstud washers: 0.09 Shock Location: 3 - Outside VLA: Iong Wing Position/Mount: Standard / Bottom Body & Wing Type: TripleX-CR - A8110 High Down force Battery Position: Forward Weight Placement Weight Placement Tires: Type C	Notes: Rear shocks changed due to the back of the car slapping down after jumps, worked well and was abble to attact jumps more. The following hasn't been seen before now as this was the first completly dry meeting of the year ompound Insert Additive Motor: 7.5t Losi
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