

PREDATOR X10	Day: 01/04/2006	Driver:	Place/Event: Antibes French Nats Champs	
Track condition: Dry	Surface: Bumpy	Traction: Low / Medium	Composition: / Soft dirt /	
Chassis geometry	Front		Rear	
Toe-in (per side):	+1° (toe out)		-3°	
Camber (per side):	-1°		-2°	
Castor (top wishbone pos):	standard			
Ground Clearance:	16mm		20mm	
Anti-roll bars (color):	None		soft	
<i>Wishbone pick-up points</i>				
Upper:	standard			
Lower:			Middle Low	
Droop (Nbr of Washers):	-2mm		0mm	
<i>Damper pick-up points</i>				
Fixed end:				
Rod end:			Middle	
Damper setting				
Springs (color):	6.5 turns (kit)		5.5 turns (kit) + gold	
Pistons:	1 hole + valve		2 holes	
Oil Weight:	30WT		50WT	
Limiters:	Add 2 small Asso shims in front the push rod		Unscrew 4 turns the damper rod	
Tyres & Aerodynamics				
Tyres:	Proline holeshot M3		Proline holeshot M3	
Inserts				
Bodyshell:				
Wing:	Add 2 shim under the wing		Standard	
Powertrain Details				
Motor:10*2 trinity epic shock cavalieri edition	Pinion: 17	Spur gear: 73	Gearbox internal ratio: 2.44	Overall ratio: 10.47
Brake balance: 2* o ring		Speed Controller Setting:		
Electronics				
Radio: Nomadio	ESC: MMS 3 corally		Servo: futaba	Battery: 3700 team trinity
Comments: To increase front suspension travel, slightly cut the carriers from 2mm inside of the low part of A-arm If track rough, change rear anti roll bar from soft to hard, front diff harder than rear one If very low traction track, goes to 25wt instead of 30, change rear damper oil if cold, keep 20wt grade difference between front and rear, 30WT 50WT, 25WT, 45WT, 20WT 40WT ect.....				