

OTOR	TE  BEST LAP  LAYO    ASS  BEST RUN  LAPS    SULT Q  F  SURFACE   GRIP LEV	
TRANSMISSION         FRONT       REAR         SPOOL       DIFF OIL	Imm     mm       Imm     mm       SCREW       YES       NO       Imm       SCREW       YES       NO       Imm       SCREW       YES       NO       Imm       Imm       YES       NO       Imm       Imm       YES       NO       Imm       YES       NO       Imm       YES       NHEELHEX       Imm	FRONT CAMBER 2 deg TOE OUT 1 OUT deg RIDE HEIGHT 5.2 mm DROOP ARM AALE 6.4 mm DIFF HEIGHT HIGH LOW DIFF HEIGHT HIGH LOW ANTI-ROLL BAR 1.2 mm ANGLE 25 IN OUT
Z.3     SPRING     Z.1       475     ost     OIL     475       MacHined     PISTON     OIL       HOLE IN CAP     MacHined       HOLE IN CAP     MMCHINED       HOLE IN CAP     MMCHINED       PROGRESSIVE     LINEAR       BODY     OIL       TIRES	0 mm 0 mm VES NO 3.5 4.0 WHEEL HEX SPACER ST mm C	REAR CAMBER 2 deg TOE IN 3 deg RIDE HEIGHT 5.4 mm DROOP 4.0 mm DIFF HEIGHT HIGH LOW ANTI-ROLL BAR 1.2 mm
ADDITIVE ADDITIVE TIME Fr min/Rr min WARMER TIME Fr min/Rr min WARMER TEMP Fr deg/Rr deg BODY TYPE WEIGHT	3 DEG 4 DEG 5 DEG 6 DEG 4 DEG 3 DEG 2 DEG 1 DEG 3 DEG 2 DEG 1 DEG 3 DEG 2 DEG 1 DEG 3 DEG 2 DEG 3 DEG 2 DEG	
WING POSITION WINDSCREENTO MIND GROUND TO TOP GROUND TO TOP GROUND TO TOP GROUND TO TOP ERCENTION ESC MOTOR BATTERY NOTES	BRACE SOFT MEDIUM HARD NONE UPPER UP	9 BODY POSTS
	FRONT     MOTORMOUNT     REAR     TOPDECK       Image: Construct Centre weight     Image: Construct Centre weight     Image: Construct Centre weight       SHIM     SHIM     SHIM       Image: Construct Centre weight     Image: Construct Centre weight	CHASSIS STD CARBON (2.2mm) HARD CARBON (2.2mm) ALUMINIUM (2.0mm) OTHER