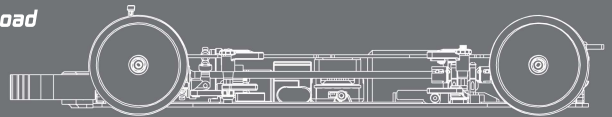
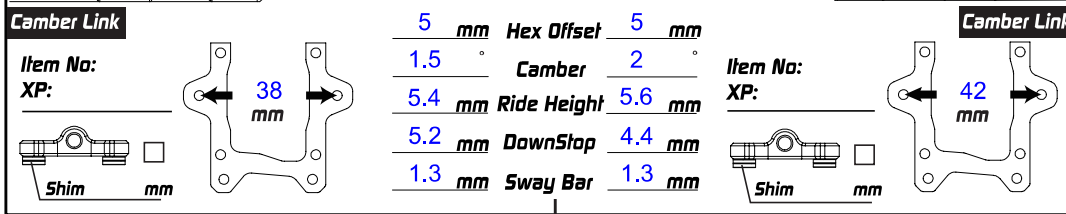
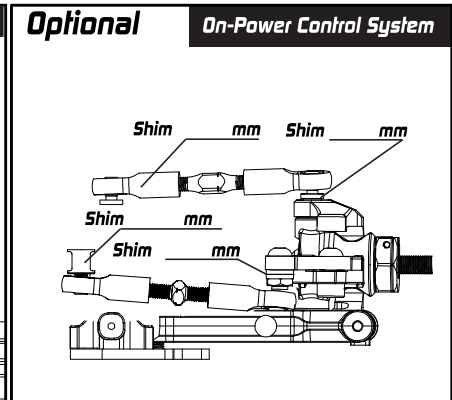
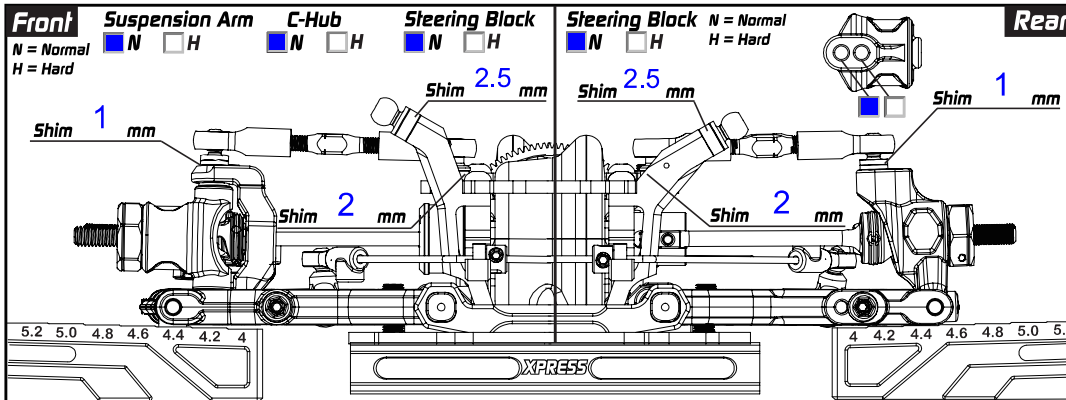




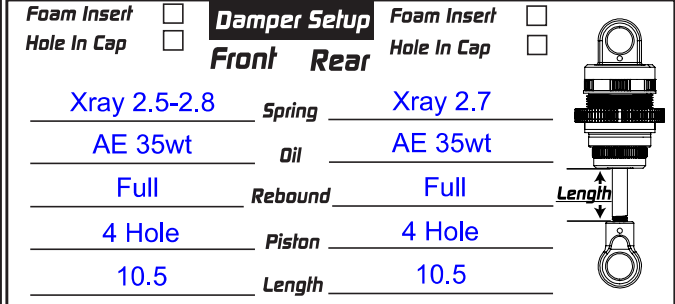
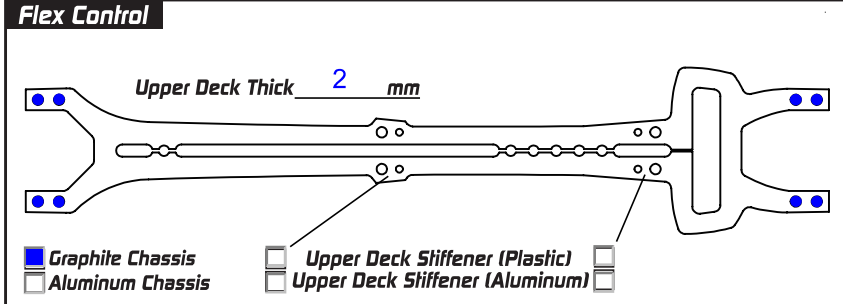
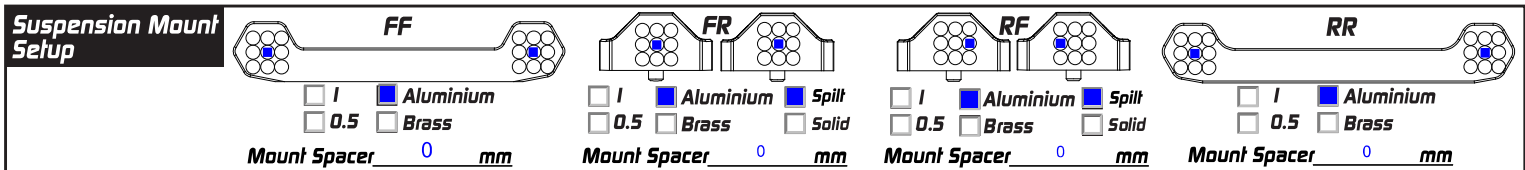
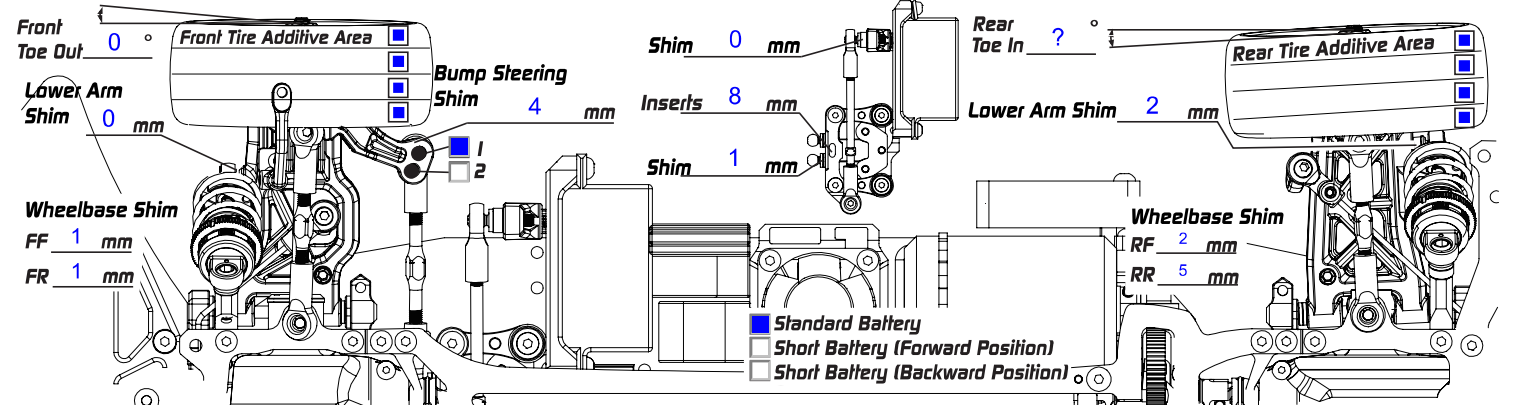
## Set-Up Sheet



Driver Tim Boundy Track Surface Outdoor Asphalt Track Temperature 35  
 Date 26/3/2023 Track Traction Low Result Q2/P1 Air Temperature 20  
 Track STMCC Country Australia Best Lap 17.2 Humidity \_\_\_\_\_ Remark 13.5 Blinky



Hex Offset \_\_\_\_\_ mm  
 Camber \_\_\_\_\_  
 Ride Height \_\_\_\_\_ mm  
 DownStop \_\_\_\_\_ mm  
 Sway Bar \_\_\_\_\_ mm  
 Steering Block  M  H  
 Suspension Arm  M  H



**Transmission Setup**  
 Front Spool \_\_\_\_\_ Diff. \_\_\_\_\_ Rear Gear \_\_\_\_\_  
 / g Oil AE 3k / 1.1 g  
 Bevel Gear \_\_\_\_\_  
 Spur 64 P / 78 T Pinion 64 P / 42 T  
 Final Drive Ratio 4.37 : 1  
**Formula**  
 Final Drive Ratio = (Spur / Pinion x Internal Ratio) : 1  
 = (64 / 42 x 2.353) : 1

**Others**  
 Servo SRT 6012 Tires Volante V9X  
 Esc Hobbywing XR10 G2S  
 Motor Hobbywing G4 13.5  
 Additive MR33  
 Body Twister Standard  
 Rear Wing Standard

**Remark**  
 Fyrerwork 5900 ULCG Battery  
 Motor endbell 47 degrees  
 Hiro Seiko screws (AITi)  
 Alloy turnbuckles  
 Alloy drivetrain parts XP-10940, XP-10941, XP-10942, XP-10949  
 5g on outside of battery for L/R balance  
 10g on front bumper  
 Total weight 1325g  
 Rear vertical body posts shimmed forward 4mm to be compatible with XQ10 + XSsquare tower holes  
 The left and right motor mount screws were removed from bottom of chassis