

SET-UP SHEET

RACE	Test		
TRACK	Quakenbrück TCM Carpet		
NAME	Dirk Wischnewski		
CITY / COUNTRY	Quakenbrück	Germany	
CONTACT	dirk.wischnewski@onlinehome.de		
DATE	03/03/2008	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	BEST LAP TIME / sec	FINAL POSITION	RACE LENGTH / minutes
	11,5		
TRACK CONDITION	☒ CARPET ☐ ASPHALT ☒ TECHNICAL ☐ MIXED ☐ FAST		
TRACTION	☐ LOW ☒ MEDIUM ☐ HIGH		
FRONT		REAR	
TRANSMISSION			
FRONT PULLEY	34T	REAR PULLEY	
☐ LOOSE ☐ MEDIUM ☐ TIGHT		☐ LOOSE ☒ MEDIUM ☐ TIGHT	
ONE WAY DIFFERENTIAL		YES	
SOLID ONE WAY DIFF.		YES	
SOLID AXLE		YES	
MIDDLE ONE WAY PULLEY		FIXED	
PINION / T		SPUR GEAR / T	
FINAL DRIVE RATIO		ROLLOUT	
FRONT		REAR	
☐ ALU ☐ PLASTIC		☐ ALU ☐ PLASTIC	
SHOCKS			
XRAY SPRINGS			
#308393	Super Soft	YELLOW	(D=1.4) 14 lb
#308384		BLUE-GREEN	(D=1.5) 15 lb
#308394	Soft	WHITE	(D=1.5) 17.5 lb
#308385		LIGHT-BLUE	(D=1.6) 20 lb
#308395	Soft Medium	BLUE	(D=1.6) 22.5 lb
#308386		DARK-BLUE	(D=1.7) 25 lb
#308396	Medium	VIOLET	(D=1.7) 28 lb
#308387		LIGHT-PURPLE	(D=1.8) 30 lb
#308397	Medium Hard	PURPLE	(D=1.8) 33 lb
#308388		LIGHT-RED	(D=1.9) 35 lb
#308398	Hard	RED	(D=1.9) 38 lb
#308373		C 2.2	
#308374		C 2.4	
#308375		C 2.6	
#308376		C 2.8	
#308377		C 3.0	
#308378		C 3.2	
#308379		C 3.4	
HPI silver	OTHER SPRING	HPI blue	
350	OIL / CST	350	
	LENGTH / mm		
	PRELOAD / mm		
20	REBOUND %	20	
☐ YES ☒ NO	FOAM INSERTS	☐ YES ☒ NO	
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO	
☐ OPENED ☐ CLOSED	HOLES IN PISTON	☐ OPENED ☐ CLOSED	
1,5	ANTI-ROLL BAR THICKNESS / mm	1,2	
vtec 30	TIRES	vtec 30	
	DIAMETER / mm		
TCM	INSERTS	TCM	
LRP(15min)	ADDITIVE	LRP (30min)	
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
TCM	WHEELS	TCM	
S ☐ M ☐ H ☐	HARDNESS	S ☐ M ☐ H ☐	
MOTOR	ARMATURE		
	+ SPRING -		
	+ BRUSH COMP. -		
ESC	LRP	BATTERIES	4200 SHO
BRUSHLESS	PROGRAM 2	PUNCH 3	INITIAL BRAKE 0
			AUTO BRAKE 0
BODY	speed	WING	

XRAY T2008

FRONT		CASTER		0° ☐ 2° ☐ 4° ☒ 6° ☐	SQUAT		ROLL-CENTER		REAR		
DIVE		ROLL-CENTER		SHIM							
+0.75 ☒		0.00 ☐		-0.75 ☐		+0.75 ☒		0.00 ☐		-0.75 ☐	
4,8		RIDE HEIGHT / mm		WHEELBASE / mm		2		1		0	
4,8		RIDE HEIGHT / mm		5		RIDE HEIGHT / mm		5			
C-HUB		SHIM		UPPER SHOCK POSITION		SHIM		REAR HUB			
M ☒		0 / mm		5 4 3 2 1		0 / mm		M ☐			
H ☐				1 2 3 4 5 6				H ☐			
ALU ☐				3+ 4+ 1				ALU ☐			
STEERING BLOCK		LONG		SHORT		CAMBER LINK LOCATION		OFFSET			
M ☒		LONG		SHORT		1 2		STANDARD			
H ☐								+0,75			
ALU ☐											
OFFSET		STANDARD		+0,75		DOWNSTOP / mm		5		REAR	
FRONT		6,2		DOWNSTOP / mm		5		REAR			
OUT		1		TOE / degr.		FINAL TOE IN		3		OUTBOARD TOE	
IN						OUTBOARD+INBOARD TOE				INBOARD TOE	
SHIM UNDER SHOCK		SHIM 0 / mm		ACKERMANN POSITION		SHIM / mm		2,25 ☒ = 3°			
SHIM FRONT		SHIM 1,5 / mm				SHIM UNDER SHOCK		SHIM / mm		1,9 ☐ = 2.5°	
SHIM REAR		SHIM 1,5 / mm				SHIM FRONT/REAR		1.5 mm ☐		1,5 ☐ = 2°	
						NO shim ☒				1,5 ☐ = 1.5°	
						OTHER				0,75 ☐ = 1°	
										0,4 ☐ = 0.5°	
										0 ☐ = 0°	
FRONT		1		CAMBER / degr.		1		REAR			
+ -								- +			
FRONT ARM		HARD (H) ☒		EXTRA-HARD (XH) ☐		REAR ARM		HARD (H) ☒		EXTRA-HARD (XH) ☐	
BALANCE / g		TOP DECK MULTI-FLEX SETTING		BALANCE / g							
		US TOP DECK									
ECCENTER _{mm}		STANDARD ☒		1 ☐		ECCENTER _{mm}		STANDARD ☒		1 ☐	
DIFF. POSITION		UP ☐		DOWN ☒		DIFF. POSITION		UP ☐		DOWN ☒	
BALANCE / g		EU TOP DECK				BALANCE / g					
FRONT		CHASSIS MULTI-FLEX SETTING		REAR							
		CHASSIS		eu							
		CENTRAL ALU STAND									
		FRONT ALU STANDS (US)		REAR ALU STANDS (US)							
		BRACE (EU) ☐									