

SET-UP SHEET

RACE	ETS Round 1		
TRACK	Kastellaun		
NAME	PATRICK J		
CITY / COUNTRY	Roosendaal	Netherlands	
CONTACT	fam.jongenelis@planet.nl		
DATE	30/10/2008	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	13	BEST LAP TIME / sec	11,90
FINAL POSITION	13	RACE LENGTH / minutes	5
TRACK CONDITION	☒ CARPET ☐ ASPHALT ☐ TECHNICAL ☒ MIXED ☐ FAST		
TRACTION	☐ LOW ☐ MEDIUM ☐ HIGH		
FRONT		REAR	
TRANSMISSION			
FRONT PULLEY	34T	REAR PULLEY	
DIFF.		☐ LOOSE ☐ MEDIUM ☒ TIGHT	
ONE WAY DIFFERENTIAL	☐ YES		
SOLID ONE WAY DIFF.	☐ YES		
SOLID AXLE	☒ YES		
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	
OTHER SPRING			
350	OIL / CST	350	
std	LENGTH / mm	std	
std	PRELOAD / mm	std	
50%	REBOUND %	25%	
☒ YES ☐ NO	FOAM INSERTS	☒ YES ☐ NO	
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO	
☐ OPENED ☒ CLOSED	HOLES IN PISTON	☐ OPENED ☒ CLOSED	
1,6	ANTI-ROLL BAR THICKNESS / mm	1,4	
sweep	TIRES	sweep	
std	DIAMETER / mm	std	
CS High	INSERTS	CS High	
std	ADDITIVE	std	
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
std	WHEELS	std	
S ☐ M ☐ H ☒	HARDNESS	S ☐ M ☐ H ☒	
MOTOR	Speed passion 9,5	ARMATURE	std
		SPRING	
		BRUSH COMP.	
ESC	LRP TC Sphere	BATTERIES	Alienpower 4600
BRUSHLESS	PROGRAM 2	PUNCH 8	INITIAL BRAKE 0
			AUTO BRAKE 0
BODY	Mazda speed 6	WING	std

FRONT		SQUAT		ROLL-CENTER		REAR	
CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐ DIVE ☐ ROLL-CENTER ☐ SHIM 1 / mm +0.75 ☒ 0.00 ☐ -0.75 ☐ RIDE HEIGHT / mm 0 1 1 WHEELBASE / mm 2 1 0 RIDE HEIGHT / mm 2 1 0		+0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ RIDE HEIGHT / mm 2 1 0		+0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ RIDE HEIGHT / mm 2 1 0		+0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ RIDE HEIGHT / mm 2 1 0	
C-HUB		SHIM		UPPER SHOCK POSITION		SHIM	
M ☒ H ☐ ALU ☐		1 / mm		5 4 3 2 1		0 / mm	
STEERING BLOCK		LONG SHORT		3 4 5 6		CAMBER LINK LOCATION	
M ☒ H ☐ ALU ☐		4 3 2 1		3 4 5 6		M ☐ H ☐ ALU ☐	
OFFSET		QUICK ROLL CENTER POSITION		LONG SHORT		OFFSET	
STANDARD ☒		8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		3 4 5 6		STANDARD ☒	
FRONT		DOWNSTOP / mm 7		REAR		DOWNSTOP / mm 5	
OUT 0.5		TOE / degr.		FINAL TOE IN 3		OUTBOARD TOE 0	
IN		1 2 3 4 5		OUTBOARD+INBOARD TOE		INBOARD TOE	
SHIM UNDER SHOCK		SHIM 1,5 / mm		ANTI ROLL-BAR		SHIM / mm	
SHIM FRONT		SHIM 1,5 / mm		SHIM UNDER SHOCK		2,25 ☒ = 3°	
SHIM REAR		SHIM 1,5 / mm		SHIM 0 / mm		1,9 ☐ = 2.5°	
ACKERMANN POSITION		1 2		SHIM FRONT/REAR		1,5 ☐ = 2°	
SERVO SAVER		1 2		1.5 mm ☐		1,5 ☐ = 1.5°	
				NO shim ☒		0,75 ☐ = 1°	
				OTHER		0,4 ☐ = 0.5°	
						0 ☐ = 0°	
FRONT		CAMBER / degr.		1,5		REAR	
+ -		1,5		- +		+ -	
FRONT ARM		HARD (H) ☒		REAR ARM		HARD (H) ☒	
EXTRA-HARD (XH) ☐				EXTRA-HARD (XH) ☐			
BALANCE / g		10		TOP DECK MULTI-FLEX SETTING		BALANCE / g	
ECCENTER _{mm}		STANDARD ☒		US TOP DECK		ECCENTER _{mm}	
1						1	
DIFF. POSITION		UP ☒				DIFF. POSITION	
DOWN ☐						UP ☒	
BALANCE / g		10		EU TOP DECK		BALANCE / g	
						10	
FRONT		CHASSIS MULTI-FLEX SETTING		REAR			
		CHASSIS 5 cell					
		CENTRAL ALU STAND					
		FRONT ALU STANDS (US)				REAR ALU STANDS (US)	
		BRACE (EU) ☐					