

SET-UP SHEET

RACE	ETS Hungary		
TRACK	Hungary		
NAME	Martin Hudý		
CITY / COUNTRY	Dabas	Hungary	
CONTACT	martin@hudy.net		
DATE	10/12/2008	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	3	BEST LAP TIME / sec	11.7
FINAL POSITION	3	RACE LENGTH / minutes	5
TRACK CONDITION	☐ TECHNICAL ☒ CARPET ☐ ASPHALT ☐ LOW ☐ MEDIUM ☒ HIGH		
TRACTION	☐ LOW ☐ MEDIUM ☒ HIGH		
FRONT	REAR		
TRANSMISSION			
FRONT PULLEY	34T	REAR PULLEY	
☐ LOOSE ☐ MEDIUM ☐ TIGHT ☐ LOOSE ☒ MEDIUM ☐ TIGHT			
☐ ONE WAY DIFFERENTIAL ☐ YES ☐ NO ☐ SOLID ONE WAY DIFF. ☐ YES ☐ NO			
☐ SOLID AXLE ☒ YES ☐ NO ☐ FIXED ☒ YES ☐ ONE-WAY ☐ NO			
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			
500	OIL / CST		500
LENGTH / mm			
PRELOAD / mm			
25	REBOUND %		25
☒ YES ☐ NO	☒ YES ☐ NO		☒ YES ☐ NO
☐ YES ☒ NO	☐ YES ☒ NO		☐ YES ☒ NO
☐ OPENED ☒ CLOSED			
HOLES IN PISTON			
1.5	ANTI-ROLL BAR THICKNESS / mm		1.3
MUCH MORE			
TIRES			
DIAMETER / mm			
INSERTS			
ADDITIVE			
CS high			
TREATED AREA			
WHEELS			
S ☐ M ☐ H ☐	HARDNESS		S ☐ M ☐ H ☐
MOTOR			
ARMATURE			
+ SPRING -			
+ BRUSH COMP. -			
ESC			
BATTERIES			
BRUSHLESS			
PROGRAM	PUNCH	INITIAL BRAKE	AUTO BRAKE
BODY			
Mazda 6		Mazda 6	

FRONT	CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐		SQUAT	ROLL-CENTER	REAR
DIVE		ROLL-CENTER	SHIM / mm		
+0.75 ☒ 0.00 ☐ -0.75 ☐		+0.75 ☒ 0.00 ☐ -0.75 ☐		+0.75 ☐ 0.00 ☒ -0.75 ☐	
5.2		WHEELBASE / mm		5.2	
RIDE HEIGHT / mm		RIDE HEIGHT / mm		5.2	
C-HUB	SHIM 1 / mm		UPPER SHOCK POSITION		SHIM 1 / mm
M ☒ H ☐ ALU ☐	LONG ☒ SHORT ☐		QUICK ROLL CENTER POSITION		REAR HUB
STEERING BLOCK	M ☒ H ☐ ALU ☐		CAMBER LINK LOCATION		M ☐ H ☐ ALU ☐
OFFSET	STANDARD ☐ +0.75 ☒		MEASURE UNDER ARM		OFFSET
FRONT		DOWNSTOP / mm		REAR	
6.4		5.4			
TOE / degr.		FINAL TOE IN 3		OUTBOARD TOE 0.0	
OUT 1 IN		OUTBOARD + INBOARD TOE		INBOARD TOE	
SHIM UNDER SHOCK SHIM 2 / mm		SHIM UNDER SHOCK SHIM 2 / mm		SHIM / mm	
SHIM FRONT SHIM 1.5 / mm		SHIM FRONT/REAR 1.5 mm ☒		2.25 ☒ = 3°	
SHIM REAR SHIM 1.5 / mm		NO shim ☐		1.9 ☐ = 2.5°	
ACKERMANN POSITION		OTHER ☐		1.5 ☐ = 2°	
SERVO SAVER		INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS		1.5 ☐ = 1.5°	
CAMBER / degr.		2		1.5	
FRONT ARM		REAR ARM			
HARD (H) ☒		HARD (H) ☒			
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐			
BALANCE / g		TOP DECK MULTI-FLEX SETTING		BALANCE / g	
ECCENTER mm		US TOP DECK		ECCENTER mm	
STANDARD ☐ 1 ☒				STANDARD ☐ 1 ☒	
DIFF. POSITION		EU TOP DECK		DIFF. POSITION	
UP ☒ DOWN ☐				UP ☒ DOWN ☐	
BALANCE / g				BALANCE / g	
FRONT		CHASSIS MULTI-FLEX SETTING		REAR	
		CHASSIS			
		CENTRAL ALU STAND			
		FRONT ALU STANDS (US)		REAR ALU STANDS (US)	
		BRACE (EU) ☒			