

SET-UP SHEET

RACE	Carpet Testing		
TRACK	Garforth Touring Car Club		
NAME	Jonny Aird		
CITY / COUNTRY	Leeds	UK	
CONTACT			
DATE	09/12/2007	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	BEST LAP TIME / sec	FINAL POSITION	RACE LENGTH / minutes
	8.1		5
TRACK CONDITION	☒ CARPET ☐ ASPHALT ☒ TECHNICAL ☐ MIXED ☐ FAST		
TRACTION	☐ LOW ☒ MEDIUM ☐ HIGH		
FRONT		REAR	
TRANSMISSION			
FRONT PULLEY	38	38	REAR PULLEY
DIFF.		DIFF.	
☐ 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	
OTHER SPRING			
350	OIL / CST	350	
63.5	LENGTH / mm	63.5	
PRELOAD / mm			
50	REBOUND %	25	
☒ YES ☐ NO	FOAM INSERTS	☒ YES ☐ NO	
☐ YES ☒ NO	O-RING ON SHAFT	☐ YES ☒ NO	
☐ OPENED ☒ CLOSED		☐ OPENED ☒ CLOSED	
HOLES IN PISTON		HOLES IN PISTON	
1.4	THICKNESS / mm	1.2	THICKNESS / mm
ANTI-ROLL BAR			
VTEC 27	TIRES	VTEC 27	
DIAMETER / mm			
INSERTS			
TC4	ADDITIVE	TC4	
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
WHEELS			
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐	
MOTOR	4.0t	ARMATURE	
+		SPRING	-
+		BRUSH COMP.	-
ESC	Nosram Matrix ITC	BATTERIES	Nosram 4200
BRUSHLESS	PROGRAM 2	PUNCH 4	INITIAL BRAKE 0
AUTO BRAKE 1			
BODY	Mazdaspeed	WING	Std

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