

SET-UP SHEET

RACE	DHI Cup 2009		
TRACK	Odense Congres Centre		
NAME	M_Lang		
CITY / COUNTRY	Aschaffenburg	Germany	
CONTACT	matthiaslang@live.de		

DATE	12/01/2009	TEMPERATURE / °F or °C	AIR	TRACK	
QUALIFYING POSITION	2	BEST LAP TIME / sec	15,25	FINAL POSITION	7
				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	☐ LOOSE	☒ TIGHT
ONE WAY DIFFERENTIAL		☐ YES	
SOLID ONE WAY DIFF.		☐ YES	
SOLID AXLE		☒ YES	☐ NO
MIDDLE ONE WAY PULLEY		FIXED ☒ ONE-WAY ☐	
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	350
LENGTH / mm	
PRELOAD / mm	
50	50
REBOUND %	
☒ YES	☐ NO
☐ YES	☒ NO
FOAM INSERTS	☒ YES
O-RING ON SHAFT	☐ YES
☐ YES	☒ NO

☐ OPENED	☒ CLOSED
☐ HOLES	☒ IN PISTON

1,6	ANTI-ROLL BAR	1,4
THICKNESS / mm		THICKNESS / mm

TIRES	
	DIAMETER / mm
	INSERTS
Corally TC4	Corally TC4
ADDITIVE	

FRONT LEFT	FRONT RIGHT	TREATED AREA	REAR LEFT	REAR RIGHT
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WHEELS	
S ☐ M ☐ H ☐	HARDNESS

MOTOR	ARMATURE
	+ SPRING -
	+ BRUSH COMP. -

ESC	LRP SPX	BATTERIES	Orcan Vtec 4600
BRUSHLESS	PROGRAM 2	PUNCH 8	INITIAL BRAKE 0
			AUTO BRAKE 0
BODY	PF Mazda Speed6	WING	High Downforce

● ☒ - APPLIED S: SOFT M: MEDIUM H: HARD

XRAY T2008

FRONT		SQUAT		ROLL-CENTER		REAR	
CASTER		0° ☐ 2° ☐ 4° ☒ 6° ☐					
DIVE		ROLL-CENTER		SHIM			
+0.75 ☒ 0.00 ☐ -0.75 ☐		+0.75 ☒ 0.00 ☐ -0.75 ☐		0,5 / mm			
5,2		RIDE HEIGHT / mm		WHEELBASE / mm		2 1 0	
						RIDE HEIGHT / mm 5,6	

C-HUB		SHIM		UPPER SHOCK POSITION		SHIM		REAR HUB	
M ☒	H ☐	0 / mm		5 4 3 2 1		1 2 3 4 5 6		M ☐	H ☐
ALU ☐								ALU ☐	
STEERING BLOCK		LONG ☒ SHORT ☐		QUICK ROLL CENTER POSITION		LONG ☒ SHORT ☐		CAMBER LINK LOCATION	
M ☒		H ☐		1 2 3 4		1 2 3 4		M ☐	
H ☐								H ☐	
ALU ☐								ALU ☐	
OFFSET		STANDARD ☒		FRONT		REAR		OFFSET	
				6,4		DOWNSTOP / mm		5,4	
								REAR	

TOE / degr.		FINAL TOE IN		OUTBOARD TOE		INBOARD TOE	
OUT 0	IN 0	3		1.0			
SHIM UNDER SHOCK		SHIM 0 / mm		SHIM FRONT		SHIM 2mm / mm	
SHIM 0 / mm							
SHIM FRONT		SHIM 2mm / mm					
SHIM REAR		SHIM 2mm / mm					
SHIM 2mm / mm							
ACKERMANN POSITION		ACKERMANN POSITION		ACKERMANN POSITION		ACKERMANN POSITION	
SERVO SAVER		SERVO SAVER		SERVO SAVER		SERVO SAVER	
ANTI ROLL-BAR		SHIM UNDER SHOCK		SHIM 0 / mm		SHIM FRONT/REAR	
						1.5 mm	
						NO shim ☒	
						OTHER	
						INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	

FRONT		CAMBER / degr.		REAR	
2		2			
+ -		- +			
FRONT ARM		REAR ARM			
HARD (H) ☒		HARD (H) ☒			
EXTRA-HARD (XH) ☐		EXTRA-HARD (XH) ☐			

BALANCE / g		TOP DECK MULTI-FLEX SETTING		BALANCE / g	
		US TOP DECK			
ECCENTER ☒		ECCENTER ☒			
STANDARD ☐		STANDARD ☐			
1		1			
DIFF. POSITION		DIFF. POSITION			
UP ☒		UP ☒			
DOWN ☐		DOWN ☐			
BALANCE / g		EU TOP DECK		BALANCE / g	

FRONT		CHASSIS MULTI-FLEX SETTING		REAR	
		CHASSIS			
		EU 5 Cell			
		CENTRAL ALU STAND			
		FRONT ALU STANDS (US)		REAR ALU STANDS (US)	
		BRACE (EU) ☐			