

SET-UP SHEET

RACE	Training		
TRACK	Mc Ronse indoor		
NAME	mrctmd		
CITY / COUNTRY	Beveren-Leie	Belgium	
CONTACT	mervieldedanny@hotmail.com		
DATE	26/01/2008	TEMPERATURE / °F or °C	AIR 6° TRACK 16°
QUALIFYING POSITION		BEST LAPTIME / sec	
FINAL POSITION		RACE LENGTH / minutes	
TRACK CONDITION ☐ TECHNICAL ☒ CARPET ☐ ASPHALT ☐ LOW ☒ MIXED ☐ FAST ☐ LOW ☒ MEDIUM ☐ HIGH			
FRONT		REAR	
TRANSMISSION			
FRONT PULLEY	38T	REAR PULLEY	
DIFF. ☐ LOOSE ☐ MEDIUM ☐ TIGHT ☐ ONE WAY DIFFERENTIAL ☐ YES ☐ SOLID ONE WAY DIFF. ☐ YES ☒ SOLID AXLE ☒ YES		☐ 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 SHOCKS #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		☐ ALU ☒ PLASTIC SHOCKS #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	
Asso 60 OTHER SPRING OIL / CST LENGTH / mm PRELOAD / mm REBOUND % ☒ YES ☐ NO ☐ YES ☒ NO FOAM INSERTS ☒ YES ☐ NO ☐ YES ☒ NO O-RING ON SHAFT ☐ YES ☒ NO		Asso 40 OTHER SPRING OIL / CST LENGTH / mm PRELOAD / mm REBOUND % ☒ YES ☐ NO ☐ YES ☒ NO FOAM INSERTS ☒ YES ☐ NO ☐ YES ☒ NO O-RING ON SHAFT ☐ YES ☒ NO	
☐ OPENED ☒ CLOSED HOLES IN PISTON		☐ OPENED ☒ CLOSED HOLES IN PISTON	
ANTI-ROLL BAR 1,6 THICKNESS / mm		ANTI-ROLL BAR 1,4 THICKNESS / mm	
vtec 30r DIAMETER / mm INSERTS ADDITIVE		vtec 30r DIAMETER / mm INSERTS ADDITIVE	
tc2 FRONT LEFT FRONT RIGHT TREATED AREA REAR LEFT REAR RIGHT		tc2 FRONT LEFT FRONT RIGHT TREATED AREA REAR LEFT REAR RIGHT	
WHEELS S ☐ M ☐ H ☐ HARDNESS		WHEELS S ☐ M ☐ H ☐ HARDNESS	
MOTOR lrp ARMATURE 10.5 + SPRING - + BRUSH COMP. -		MOTOR lrp ARMATURE 10.5 + SPRING - + BRUSH COMP. -	
ESC lrp sphere tc BATTERIES lipo 3200		ESC lrp sphere tc BATTERIES lipo 3200	
BRUSHLESS PROGRAM PUNCH INITIAL BRAKE AUTO BRAKE		BRUSHLESS PROGRAM PUNCH INITIAL BRAKE AUTO BRAKE	
BODY dodge stratus 2 WING		BODY dodge stratus 2 WING	

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FRONT		SQUAT		ROLL-CENTER		REAR	
CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐ DIVE ☐ ROLL-CENTER ☐ SHIM / mm +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ WHEELBASE / mm ☒ 5 ☐ 0 ☐ 1 ☐ 1 RIDE HEIGHT / mm 5		CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐ DIVE ☐ ROLL-CENTER ☐ SHIM / mm +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ WHEELBASE / mm ☒ 2 ☐ 1 ☐ 0 RIDE HEIGHT / mm 5,5		CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐ DIVE ☐ ROLL-CENTER ☐ SHIM / mm +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ WHEELBASE / mm ☒ 2 ☐ 1 ☐ 0 RIDE HEIGHT / mm 5,5		CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐ DIVE ☐ ROLL-CENTER ☐ SHIM / mm +0.75 ☐ 0.00 ☒ -0.75 ☐ +0.75 ☐ 0.00 ☒ -0.75 ☐ WHEELBASE / mm ☒ 2 ☐ 1 ☐ 0 RIDE HEIGHT / mm 5,5	
C-HUB M ☒ H ☐ ALU ☐ STEERING BLOCK M ☒ H ☐ ALU ☐ OFFSET STANDARD ☒		SHIM 0 / mm UPPER SHOCK POSITION 5 4 3 2 1 LONG SHORT QUICK ROLL CENTER POSITION 3+ 4+ 1 2 MEASURE UNDER ARM 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 DOWNSTOP / mm 6,4 5,4		SHIM 0 / mm CAMBER LINK LOCATION 1 2 LONG SHORT MEASURE UNDER ARM 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 DOWNSTOP / mm 6,4 5,4		REAR HUB M ☐ H ☐ ALU ☐ OFFSET STANDARD ☒	
FRONT		FRONT		FRONT		FRONT	
TOE / degr. OUT 0 IN 0 SHIM UNDER SHOCK SHIM 0 / mm SHIM FRONT SHIM 1,5 / mm SHIM REAR SHIM 1,5 / mm OUTER ACKERMANN POSITION INNER ACKERMANN POSITION SERVO SAVER		TOE / degr. FINAL TOE IN 3 OUTBOARD TOE 0 OUTBOARD+INBOARD TOE SHIM / mm 0,25 ☒ 3° 1,9 ☐ 2,5° 1,5 ☐ 2° 1,5 ☐ 1,5° 0,5 ☐ 1° 0,4 ☐ 0,5° 0 ☐ 0° INBOARD TOE INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS		TOE / degr. FINAL TOE IN 3 OUTBOARD TOE 0 OUTBOARD+INBOARD TOE SHIM / mm 0,25 ☒ 3° 1,9 ☐ 2,5° 1,5 ☐ 2° 1,5 ☐ 1,5° 0,5 ☐ 1° 0,4 ☐ 0,5° 0 ☐ 0° INBOARD TOE INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS		TOE / degr. FINAL TOE IN 3 OUTBOARD TOE 0 OUTBOARD+INBOARD TOE SHIM / mm 0,25 ☒ 3° 1,9 ☐ 2,5° 1,5 ☐ 2° 1,5 ☐ 1,5° 0,5 ☐ 1° 0,4 ☐ 0,5° 0 ☐ 0° INBOARD TOE INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS	
FRONT		FRONT		FRONT		FRONT	
CAMBER / degr. 2 1,5 FRONT ARM HARD (H) ☒ EXTRA-HARD (XH) ☐		CAMBER / degr. 2 1,5 FRONT ARM HARD (H) ☒ EXTRA-HARD (XH) ☐		CAMBER / degr. 2 1,5 FRONT ARM HARD (H) ☒ EXTRA-HARD (XH) ☐		CAMBER / degr. 2 1,5 FRONT ARM HARD (H) ☒ EXTRA-HARD (XH) ☐	
FRONT		FRONT		FRONT		FRONT	
BALANCE / g 15 ECCENTER mm STANDARD ☒ DIFF. POSITION UP ☒ DOWN ☐		BALANCE / g 15 ECCENTER mm STANDARD ☒ DIFF. POSITION UP ☒ DOWN ☐		BALANCE / g 15 ECCENTER mm STANDARD ☒ DIFF. POSITION UP ☒ DOWN ☐		BALANCE / g 15 ECCENTER mm STANDARD ☒ DIFF. POSITION UP ☒ DOWN ☐	
FRONT		FRONT		FRONT		FRONT	
TOP DECK MULTI-FLEX SETTING US TOP DECK EU TOP DECK		TOP DECK MULTI-FLEX SETTING US TOP DECK EU TOP DECK		TOP DECK MULTI-FLEX SETTING US TOP DECK EU TOP DECK		TOP DECK MULTI-FLEX SETTING US TOP DECK EU TOP DECK	
FRONT		FRONT		FRONT		FRONT	
CHASSIS MULTI-FLEX SETTING CHASSIS CENTRAL ALU STAND FRONT ALU STANDS (US) REAR ALU STANDS (US) BRACE (EU) ☐		CHASSIS MULTI-FLEX SETTING CHASSIS CENTRAL ALU STAND FRONT ALU STANDS (US) REAR ALU STANDS (US) BRACE (EU) ☐		CHASSIS MULTI-FLEX SETTING CHASSIS CENTRAL ALU STAND FRONT ALU STANDS (US) REAR ALU STANDS (US) BRACE (EU) ☐		CHASSIS MULTI-FLEX SETTING CHASSIS CENTRAL ALU STAND FRONT ALU STANDS (US) REAR ALU STANDS (US) BRACE (EU) ☐	