

SET-UP SHEET

RACE	Dutch National round 3		
TRACK	Hot Wheels Deventer		
NAME	PATRICK J		
CITY / COUNTRY	Roosendaal	Netherlands	
CONTACT			
DATE	06/07/2009	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	3	BEST LAP TIME / sec	RACE LENGTH / minutes
		3	6
TRACK CONDITION	☒ TECHNICAL ☐ CARPET ☐ MIXED ☒ ASPHALT ☐ FAST		
TRACTION	☐ LOW ☐ MEDIUM ☐ HIGH		
FRONT		REAR	
TRANSMISSION			
FRONT PULLEY	34T	REAR PULLEY	
☐ LOOSE ☐ MEDIUM ☐ TIGHT		☐ LOOSE ☒ MEDIUM ☐ TIGHT	
ONE WAY DIFFERENTIAL		MIDDLE ONE WAY PULLEY	
☐ YES		☐ FIXED ☒ ONE-WAY	
SOLID ONE WAY DIFF.		☐ YES ☐ NO	
SOLID AXLE		☒ YES ☐ NO	
PINION / T	27	SPUR GEAR / T	81
FINAL DRIVE RATIO	5.1	ROLLOUT	0
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			
1,4	THICKNESS / mm	1,4	THICKNESS / mm
ANTI-ROLL BAR			
Vtec 30	TIRES	Vtec 30	
std	DIAMETER / mm	std	
TT	INSERTS	std	
TT	ADDITIVE	TT	
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
WHEELS			
S ☐ M ☐ H ☐	HARDNESS	S ☐ M ☐ H ☐	
MOTOR	SP	ARMATURE	10,5
		+	SPRING
		+	BRUSH COMP.
ESC	GM 120	BATTERIES	Alienpower 4600
BRUSHLESS	PROGRAM 6	PUNCH 3	INITIAL BRAKE .
			AUTO BRAKE .
BODY	Speed 6	WING	std

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