

SET-UP SHEET

RACE	Dutch National Round 3 2008 - Copy		
TRACK	MBC Sluis		
NAME	PATRICK J		
CITY / COUNTRY	Roosendaal	Netherlands	
CONTACT	patrick@teamxray.nl		
DATE	08/07/2008	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	16	BEST LAPTIME / sec	
FINAL POSITION	20	RACE LENGTH / minutes	5
TRACK CONDITION	☐ CARPET ☒ ASPHALT ☐ TECHNICAL ☒ MIXED ☐ FAST		
TRACTION	☐ LOW ☒ MEDIUM ☐ HIGH		
FRONT		REAR	
TRANSMISSION			
FRONT PULLEY	34T	REAR PULLEY	
☐ LOOSE ☐ MEDIUM ☐ TIGHT		☐ LOOSE ☒ MEDIUM ☐ TIGHT	
DIFF.		MIDDLE ONE WAY PULLEY	
☐ ONE WAY DIFFERENTIAL ☐ YES ☐ SOLID ONE WAY DIFF. ☐ YES		☒ FIXED ☐ ONE-WAY ☐	
SOLID AXLE	☒ YES	FIXED	☒ YES
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	
HB	OTHER SPRING	HB	
350	OIL / CST	350	
	LENGTH / mm		
	PRELOAD / mm		
5 mm	REBOUND %	5 mm	
☒ 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	
	DIAMETER / mm		
STD	INSERTS	STD	
Q&B	ADDITIVE	Q&B	
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
VTEC	WHEELS	VTEC	
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐	
MOTOR	SPEED PASION 4.5	ARMATURE	EU 5 CELL,S
		+	SPRING
		+	BRUSH COMP.
ESC	LRP	BATTERIES	LRP
BRUSHLESS	PROGRAM 2	PUNCH 5	INITIAL BRAKE 0
			AUTO BRAKE 0
BODY	Mazda speed 6	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 ☒		1 / mm		+0.75 ☐ 0.00 ☒ -0.75 ☐		+0.75 ☐ 0.00 ☒ -0.75 ☐		+0.75 ☐ 0.00 ☒ -0.75 ☐	
WHEELBASE / mm		WHEELBASE / mm		0 1 1		2 1 0		WHEELBASE / mm		WHEELBASE / mm	
RIDE HEIGHT / mm		RIDE HEIGHT / mm		0 1 1		2 1 0		RIDE HEIGHT / mm		RIDE HEIGHT / mm	
C-HUB		SHIM		2 / mm		SHIM		2 / mm		REAR HUB	
M ☒ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐	
STEERING BLOCK		LONG		SHORT ☒		LONG		SHORT ☒		OFFSET	
M ☒ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐		M ☐ H ☐ ALU ☐	
OFFSET		STANDARD		☒		STANDARD		☒		STANDARD	
8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10	
FRONT		FRONT		FRONT		FRONT		FRONT		FRONT	
OUT		IN		0.5		OUT		IN		0.5	
SHIM UNDER SHOCK		SHIM FRONT		SHIM 1,15 / mm		SHIM REAR		SHIM 0,75 / mm		SHIM 1,5 / mm	
SHIM 1,5 / mm		SHIM 1,15 / mm		SHIM 0,75 / mm		SHIM 1,5 / mm		SHIM 1,15 / mm		SHIM 0,75 / mm	
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