

SET-UP SHEET

RACE	LRP TCM		
TRACK	Eppelheim		
NAME	Steven Weiß		
CITY / COUNTRY	Mannheim	Germany	
CONTACT			
DATE	01/04/2008	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	10	BEST LAP TIME / sec	12.7
FINAL POSITION	5	RACE LENGTH / minutes	5min
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	
ONE WAY DIFFERENTIAL		YES ☐ NO ☐	
SOLID ONE WAY DIFF.		YES ☐ NO ☐	
SOLID AXLE		YES ☒ NO ☐	
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	
LENGTH / mm			
PRELOAD / mm			
10	REBOUND %	10	
☐ YES ☒ NO	FOAM INSERTS	☐ YES ☒ NO	
☐ YES ☐ NO	O-RING ON SHAFT	☐ YES ☐ NO	
☐ OPENED ☒ CLOSED		☐ OPENED ☒ CLOSED	
HOLES IN PISTON			
1,6	THICKNESS / mm	ANTI-ROLL BAR	THICKNESS / mm 1,4
V-Tec	TIRES	V-tec	
DIAMETER / mm			
INSERTS			
ADDITIVE			
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
WHEELS			
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐	
MOTOR	4T	ARMATURE	Team Orion
+		SPRING	-
+		BRUSH COMP.	-
ESC	LRP	BATTERIES	TO SHO 4200
BRUSHLESS	PROGRAM 2	PUNCH 4	INITIAL BRAKE 2
		AUTO BRAKE 2	
BODY	Mazda S6	WING	orig

XRAY T2008

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 / mm		+0.75 ☐ 0.00 ☒ -0.75 ☐		+0.75 ☐ 0.00 ☒ -0.75 ☐		+0.75 ☐ 0.00 ☒ -0.75 ☐	
5,2		RIDE HEIGHT / mm		WHEELBASE / mm		2		1		0	
5,2		RIDE HEIGHT / mm		5,4		RIDE HEIGHT / mm		5,4			
C-HUB		SHIM		UPPER SHOCK POSITION		SHIM		REAR HUB			
M ☒ H ☐ ALU ☐		1 / mm		5 4 3 2 1		1 / mm		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		QUICK ROLL CENTER POSITION		HUBBY		OFFSET		STANDARD	
8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10		6.4		DOWNSTOP / mm		4.6		REAR			
OUT 0.5		TOE / degr.		FINAL TOE IN 3		OUTBOARD TOE 0		INBOARD TOE			
SHIM UNDER SHOCK		SHIM - / mm		SHIM UNDER SHOCK		SHIM - / mm		SHIM / mm			
SHIM FRONT		SHIM 1,5 / mm		SHIM FRONT/REAR		1.5 mm		2,25 ☒ = 3°			
SHIM REAR		SHIM 1,5 / mm		NO shim		OTHER		1,9 ☐ = 2.5°			
OUTER ACKERMANN POSITION		INNER ACKERMANN POSITION		SERVO SAVER				1,5 ☐ = 2°			
1 2 3 4 5		1 2						1,5 ☐ = 1.5°			
								0,5 ☐ = 1°			
								0,5 ☐ = 0.5°			
								0 ☐ = 0°			
FRONT		1,5		CAMBER / degr.		1		REAR			
FRONT ARM		HARD (H) ☐ EXTRA-HARD (XH) ☐		REAR ARM		HARD (H) ☐ EXTRA-HARD (XH) ☐					
BALANCE / g		TOP DECK MULTI-FLEX SETTING		BALANCE / g							
ECCENTER		US TOP DECK		ECCENTER		STANDARD					
1				1							
DIFF. POSITION		UP ☐ DOWN ☐		DIFF. POSITION		UP ☐ DOWN ☐					
BALANCE / g		EU TOP DECK		BALANCE / g							
FRONT		CHASSIS MULTI-FLEX SETTING		REAR							
CHASSIS		5 cell		CENTRAL ALU STAND							
FRONT ALU STANDS (US)		REAR ALU STANDS (US)		BRACE (EU) ☒							