

SET-UP SHEET

RACE	German Nationals		
TRACK	Mettenheim		
NAME	Steven Weiß		
CITY / COUNTRY	Mannheim	Germany	
CONTACT			
DATE	14/09/2008	TEMPERATURE / °F or °C	AIR
QUALIFYING POSITION	4	BEST LAPTIME / sec	
FINAL POSITION	4	RACE LENGTH / minutes	
TRACK CONDITION	☐ CARPET ☒ ASPHALT ☐ TECHNICAL ☒ MIXED ☐ FAST		
TRACTION	☐ LOW ☐ MEDIUM ☐ HIGH		
FRONT	REAR		
TRANSMISSION			
FRONT PULLEY	34T	REAR PULLEY	
DIFF. ☐ 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 SHOCKS ☐ ALU ☐ PLASTIC			
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 450 OIL / CST 450 LENGTH / mm PRELOAD / mm REBOUND % ☐ YES ☒ NO ☐ YES ☒ NO ☐ YES ☒ NO ☐ YES ☒ NO			
☐ OPENED ☒ CLOSED HOLES IN PISTON ☐ OPENED ☒ CLOSED			
1,4	ANTI-ROLL BAR		1,5
THICKNESS / mm			
Sorex 36	TIRES	Sorex 36	
DIAMETER / mm			
INSERTS			
ADDITIVE			
FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			
GM	WHEELS	GM	
S ☐ M ☒ H ☐	HARDNESS	S ☐ M ☒ H ☐	
MOTOR	3,5	ARMATURE	
		+ SPRING -	
		+ BRUSH COMP. -	
ESC	BATTERIES		
BRUSHLESS	PROGRAM 2	PUNCH 4	INITIAL BRAKE 2
		AUTO BRAKE 4	
BODY	Mazda 6		
WING			

XRAY T2008

FRONT	CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐	SQUAT	ROLL-CENTER	REAR
DIVE	ROLL-CENTER	SHIM 0 / mm		
+0.75 ☐	+0.75 ☐	+0.75 ☐		
0.00 ☐	0.00 ☐	0.00 ☒		
-0.75 ☒	-0.75 ☒	-0.75 ☒		
WHEELBASE / mm				
5,2	RIDE HEIGHT / mm	RIDE HEIGHT / mm		5,4
C-HUB				
M ☒	SHIM 0 / mm	UPPER SHOCK POSITION		SHIM 2 / mm
H ☐				
ALU ☐				
STEERING BLOCK	LONG ☒ SHORT ☐	QUICK ROLL CENTER POSITION		REAR HUB
M ☒				M ☐
H ☐				H ☐
ALU ☐				ALU ☐
OFFSET	STANDARD ☒	DOWNSTOP / mm		OFFSET
		6,4		5,0
FRONT		REAR		
TOE / degr.				
OUT 0,5		FINAL TOE IN 3		OUTBOARD TOE 0
IN		OUTBOARD+INBOARD TOE		INBOARD TOE
SHIM UNDER SHOCK		ANTI ROLL-BAR		SHIM / mm
SHIM 0 / mm		SHIM UNDER SHOCK		2,25 ☒ = 3°
SHIM FRONT		SHIM 0 / mm		1,9 ☐ = 2.5°
SHIM 1,15 / mm		SHIM FRONT/REAR		1,5 ☐ = 2°
SHIM REAR		1.5 mm ☐		1,5 ☐ = 1.5°
SHIM 1,15 / mm		NO shim ☒		0,5 ☐ = 1°
		OTHER		0,4 ☐ = 0.5°
				0 ☐ = 0°
INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS				
FRONT				
CAMBER / degr.				
1,2		1,2		REAR
FRONT ARM				
HARD (H) ☒				
EXTRA-HARD (XH) ☐				
REAR ARM				
HARD (H) ☒				
EXTRA-HARD (XH) ☐				
BALANCE / g				
TOP DECK MULTI-FLEX SETTING				
US TOP DECK				
ECCENTER				
STANDARD ☐				
1				
DIFF. POSITION				
UP ☐				
DOWN ☐				
BALANCE / g				
EU TOP DECK				
BALANCE / g				
FRONT				
CHASSIS MULTI-FLEX SETTING				
CHASSIS 5 Cells				
CENTRAL ALU STAND				
FRONT ALU STANDS (US)				
REAR ALU STANDS (US)				
BRACE (EU) ☐				