

SET-UP SHEET

RACE	3rd French Nats		
TRACK	Montbrison		
NAME	Rémi Callens		
CITY / COUNTRY			
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DATE	26-27/05/2012	TEMPERATURE / °F or °C	AIR	27	TRACK	?
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QUALIFYING POSITION	BEST LAP TIME / sec	FINAL POSITION	RACE LENGTH / minutes
1	17.41	1	5

TRACK CONDITION		☐ CARPET	☒ ASPHALT
☐ TECHNICAL	☒ MIXED	☐ FAST	
TRACTION		☐ LOW	☒ MEDIUM
		☐ HIGH	

FRONT	REAR
TRANSMISSION	

SOLID AXLE	☒ YES	BALL DIFFERENTIAL	☐ YES
SOLID ONE WAY DIFF.	☐ YES		
ONE WAY DIFFERENTIAL	☐ YES		

GEAR DIFFERENTIAL	☐ YES	GEAR DIFFERENTIAL	☒ YES
OIL		OIL	1000 /Cst

PINION / T	28	SPUR GEAR / T	84
FINAL DRIVE RATIO	5.70	ROLLOUT	0.00

FRONT	REAR
☐ ALU	☒ PLASTIC
SHOCKS	
☐ ALU	☒ PLASTIC

3.0	XRAY SPRINGS	2.6
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40 Losi	OIL / CST	40 Losi
	LENGTH / mm	
	PRELOAD / mm	
	REBOUND %	
☐ YES	☐ NO	FOAM INSERTS
☐ YES	☐ NO	O-RING ON SHAFT

☐ OPENED	☒ CLOSED	HOLES IN PISTON	☒ YES
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1.4	THICKNESS / mm	ANTI-ROLL BAR	THICKNESS / mm	1.2
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Ride 36 FVRC	TIRES	Ride 36 FVRC
	DIAMETER / mm	
	INSERTS	
MR33	ADDITIVE	MR33

FRONT LEFT	FRONT RIGHT	REAR LEFT	REAR RIGHT
TREATED AREA			

WHEELS			
S	M	H	
HARDNESS		S	M
☐	☐	☐	☐

MOTOR	PRT	TIMING	6°
ROTOR		ARMATURE	

ESC	PRT 10	BATTERIES	IP 6800 70C
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BRUSHLESS			
PROGRAM	PUNCH	INITIAL BRAKE	AUTO BRAKE

BODY	Speed 6	WING	Protoform
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☒ S - APPLIED	S - SOFT	M - MEDIUM	H - HARD
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XRAY T3'12

FRONT	REAR
CASTER 0° ☐ 2° ☐ 4° ☒ 6° ☐ DIVE +0.75 ☐ 0.00 ☒ -0.75 ☐ ROLL-CENTER SHIM /mm +0.75 ☐ 0.00 ☒ -0.75 ☐ SHIM /mm 4 RIDE HEIGHT /mm	SQUAT +0.75 ☐ 0.00 ☒ -0.75 ☐ ROLL-CENTER SHIM /mm +0.75 ☐ 0.00 ☒ -0.75 ☐ SHIM /mm WHEELBASE /mm 256 RIDE HEIGHT /mm 4.5

FRONT	REAR
C-HUB M ☐ H ☒ ALU ☐ STEERING BLOCK M ☐ H ☒ ALU ☐ OFFSET STANDARD ☒ MEASURE UNDER ARM 6.5 DOWNSTOP /mm	REAR HUB M ☐ H ☒ ALU ☐ OFF-SET STANDARD ☒ MEASURE UNDER ARM 5.5

TOE / deg. OUT IN 0 SHIM UNDER SHOCK SHIM 1 /mm SHIM FRONT SHIM 1 /mm SHIM REAR SHIM 1 /mm ACKERMANN SHIM SHIM 0 /mm	FINAL TOE IN OUTBOARD + INBOARD TOE 3 OUTBOARD TOE INBOARD TOE SHIM /mm 1.9 = 3.5° 1.5 = 3° 1.15 = 2.5° 0.75 = 2° 0.4 = 1.5° 0 = 1° ANTI ROLL-BAR SHIM UNDER SHOCK SHIM 1 /mm SHIM FRONT/REAR NO SHIM ☒ OTHER ☐ INBOARD SHIMS ARE USED IN ADDITION TO TRACK-WIDTH SHIMS
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FRONT	REAR
CAMBER / deg. 1 2 UPPER SHOCK POSITION FRONT ARM HARD (H) ☒ EXTRA-HARD (XH) ☐ OPTIONAL ARM	REAR ARM HARD (H) ☒ EXTRA-HARD (XH) ☐ OPTIONAL ARM

ECCENTER /mm STANDARD ☒ 1 ☐ DIFF. POSITION UP ☒ DOWN ☐ LOWER SUSP. BLOCK SOLID ☒ 2 pcs ☐	BALANCE /g BALANCE /g BALANCE /g BALANCE /g ECCENTER /mm STANDARD ☒ 1 ☐ DIFF. POSITION UP ☒ DOWN ☐ LOWER SUSP. BLOCK SOLID ☐ 2 pcs ☒
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Chassis option 2mm