B44.2 Setups - Ray Munday

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		Standard Setup	Very Low Grip (Change from standard)	Very High Grip (Change from standard)	Very Bumpy (Change from standard)	Comment
FRONT SUSPENSION	Shock Mount Top / Bottom	Middle / Outer				Usually leave in this position (Note: Middle on tower with 44.2 is same as inner hole on 44.1 tower)
	Camber Link Tower / Hub	Outer / Outer				Very rarely change. Lengthening gives less initial response, more mid/exit steering.
	Washers Inner	1mm	2			More washers (higher roll centre) gives more aggressive initial turn-in but less mid corner. Good for slippery tracks.
	Camber	-1 deg	-0.5deg		-2deg to -3 deg	Less camber = more grip but less forgiving in bumps. **Very sensitive adjustment for bumpy tracks.**
	Steering Rack Position	Front		Rear		Forward position gives more Ackerman = more steering in tight corners. Some reverse the rack and use the forward position as a halfway step.
	Steering Washers Inner / Outer	1mm / 1mm				More washers = more forgiving in bumpy corners / slightly less aggressive steering..
	Anti-Roll Bar	No				Only used on carpet style tracks
	Toe In / Out	1 deg Out	1.5deg out			**Sensitive adjustment:** Increase toe-out for better rotation in hairpins.
	Ride Height	21mm	22mm	20mm	22mm	21mm used most of the time. Higher ride height = more traction on slippery surface, but more chance of traction roll on grippy surface.
	Spring	AE BB Blue		AE BB Yellow	AE BB Yellow	AE BB Blue most of the time, Yellow for grippy / bumpy tracks. Increasing front spring rate will smooth out steering on grippy surfaces, but can lose time in tight corners.
	Oil / Piston	35 wt / 1.6		37.5 / 1.6		**Sensitive adjustment.** Lighter oil = more aggressive steering (good for tight corners), heavier oil = smoother (better for flowing / bumpy tracks).
	Limiters	2 x 0.03"				More washers (less droop) decreases chassis roll, makes more stable on corner exit. Too many washers limits traction in bumps. I find 1 washer ideal in most situations.
	Rebound	~1mm				Generally build BB shocks with no rebound.
REAR SUSPENSION	Shock Mount Top / Bottom	Middle / Inner				Very rarely change. Moving out on tower will give less rear side bight.
	Camber Link Inner / Hub	Inner / 2nd hole (A hub)				Very rarely change. Longer link will give more rear traction but less forgiving breakaway.
	Washers Inner	1mm				Very rarely change. More washers (higher roll centre) gives more steering on power.
	Camber	-1 deg	-0.5deg		-2deg	Less camber = more grip but less forgiving in bumps. **Very sensitive adjustment for bumpy tracks.**
	Anti-Squat	2 deg				Rarely change. More anti-squat = more forward traction and higher jumping. Less anti-squat = more side bite and better acceleration in bumps.
	Toe In (Inner / Outer)	3 deg / 0 deg				Very rarely change.
	WheelBase	Short		Long		Shorter wheelbase = more weight on rear -> more rotation off power. Longer wheelbase = less weight on rear -> smoother rotation (see ballast notes below).
	Anti-Roll Bar	Silver				Always use on rear. Helps to stabilise rear end under power and add steering off power.
	Ride Height	21mm	22mm	20mm	22mm	21mm used most of the time. Higher ride height = more traction on slippery surface, but more chance of traction roll on grippy surface.
	Spring	AE BB Green	AE BB Black		AE BB Black	AE BB Green used most of the time. Firmer front & rear spring will smooth out cornering and improve jumping but if slippery track will reduce traction.
	Oil / Piston	30 / 1.7mm		32.5 / 1.6		30 / 1.7 most of the time. Big bore shocks have significantly reduced the bottoming off large jumps.
	Limiters	1 x 0.03"				More washers (less droop) decreases chassis roll, gives better stability on turn-in / mid corner if grippy. If track bumpy, too many washers reduces traction in bumpy corners. I find 1 washer ideal in most conditions.
	Rebound	~1mm				Generally build BB shocks with no rebound.
TYRES	Front	See JC Tyre Chart	See JC Tyre Chart	See JC Tyre Chart (usually Bar Code)	See JC Tyre Chart	http://www.rctech.net/forum/10587840-post2.html
	Rear	See JC Tyre Chart	See JC Tyre Chart	See JC Tyre Chart (usually Bar Code)	See JC Tyre Chart	http://www.rctech.net/forum/10587840-post2.html
DRIVETRAIN	Motor	6.5 Novak Ballistic				6.5 used most of the time.
	Timing / Rotor	30 deg / 12.3mm	20deg	35deg if long straight	15deg	Increase timing for more power / top end. Reduce timing for less wheelspin / better driveability.
	Pinion / Spur	21 / 78				
	Ratio	9.3:1				
	Front Diff	Med/Tight	Free / Med if many tight corner	Tight (med/tight if many tight corners)	Tight (reduces hooking off power)	**Very sensitive adjustment.** Front diff should be tighter than rear in all cases. If front diff very tight, will have understeer off power but very good on power steering. If front diff loosened, will have better off power steering (e.g. hairpins) but will not have as much steering on power. For high grip / flowing tracks, tighten diff to make car easier to drive.
	Driveshafts	CVA				
ELECTRONICS	Radio	KO EX-1 KIY				
	EPA Brake	Just stop wheel lockup in straight line				Tune brake EPA to just stop wheel lockup on straight from high speed. May change from race to race - check on warm up lap.
	EXPO Steer / Throttle / Brake	0 / -15% / 0				
	Receiver	KO KR-411 FHSS				
	Servo	KO RSX Response				Note: RSX servo weight ~70g. Check ballast below.
	ESC / Fan	Novak Pulse				
	Firmware	X-Drive				
	Profile / Wire Gauge	Linear / 12 Ga				
	Drag Brake Y/N, Initial %	12%		9%		Increase drag brake for more steering on slippery surfaces. Reduce drag brake if track very grippy.
	DeadBand % / Min Drive%	2% / 0%				
	Drive / Brake Frequency (kHz)	32kHz / 2,25 kHz				
	Max Brake	80%				
	Advance / RPM / Max RPM	None				
	Battery	REEDY LIPO				Additional ballast between cells if battery is lighter.
AERO / CHASSIS	Body	JConcepts Finnisher B44.2				
	Wing	JConcepts 6.5" Hi-Clearance				
	Wing Lip / Angle	1/4" / 6 deg	9 deg	3deg		Use plastic spacers on top of wing to provide more secure fit.
	Chassis / Fr & Rr Arms	B44.2 Tape under chassis instead of undertray				
	Ballast	FT ballast weight between cells (~90g)	Use lighter ballast if track is flowing	Use lighter ballast if track is flowing		**Sensitive adjustment.** Adding ballast between cells moves weight distribution rearward. Gives more rotation off power, better stability on power and better through bumps but can make car more 'edgy' to drive. If car feels too edgy, try adding ~40g ballast instead of full factory team ballast weight.