RCIO RCIO	Drivera	William Schroeder	🖪 ins1	4 #2		Matna	A	
	Date:	7/11-14-34		oyplex 🖪		BestLepTime	24.6	
FrontSuspension							Reset Forms	
Ride Height: 16-18mm (depends on grip)]	Ball Stud Spacing: 1"	im		Steering	g Bellcrank Position:	Up 📘 Down 🔲	
Camber: -1*	i							
Toe: 27.5mm exposed turnbuckle	i	Ball Stud Spacing: straig	nt link		Ball Stu	d Spacing: 1mm		
Anti-Roll Bar: None	1							
Arm Type: #92410, Kit	Bump Ste	eer Spacing: 0mm			Ball Stu	d Spacing: 1mm		
Tower Type: #92430, kit	1				- Ball Stu	d Spacing: 2mm	³ 21	
Wheel Hex: #91682, 5mm (Kit)	Steering	Plate: #71144, +1 (kit)	5.0mm				-1	
Steering Block KPI: #92414, -4 trailing / 2 kpi (kit)]		- (0)					
Caster Block Insert: 0 +2.5 +5								
Bulkhead Type: #92437 FT +2.5/-2.5*, Aluminium			14				3 2 1) 🥥	
Kick-Up Angle: -2.5 0 +2.5	J 📕				=F.J.F.	-		
		AxI	e Height:		16		0	
		+3	님			000	0	
Caster Block Spacing: Fwd Back		+2			Caster I	C B A Block Link Mount: #9	2469, Link, -2mm	
Notes: #91983 FT Steering Bellcranks, Aluminum		+1				ulkhead Spacing:	2mm	
Rear Suspension:] •					ŢŢŢ		
Ride Height: Match front end	C Mount:		Axle He	ight:				
Camber: -1	Aluminur		0 ♥0 3					
Anti-Roll Bar: None			♥ 1 2				4 ₃₂₁	
Arm Type: #92408 (kit)	i 88888			▲ +2	Ca	mber Link Spacing: 0	mm (flip)	
Tower Type: #92431 (kit)	i 88888		● ▲ 1 2	♥ +1			mm	
Arm Spacing: Fwd Mid Back]		0 ▲0 3	♦ +0			mm	
Wheel Hex: #91609 FT, Clamping, 5mm (kit)	D Mount:					1 3		
Hub Type: Std HRC #92412 (kit)	Aluminur							
Hub Spacing: Fwd Mid Back]					4.0 mm 110		
Drive Shaft: CVA's Universals		00000			TA	C	321	
					19	00		
Notes: Lube cva joints with 1up red						ВА		
Electronics	-	Drivetrain		Shocks:				
Radio: Noble NB4 Servo: Sav	ox 1258tg	Differential: Ba	l Diff: 🔳		Front	Rear		
EPA: Throttle: 100 % Brake: 1	00 %	Height:1Ge	ar Diff:	Piston:	2x1.5 + 1.6	3x1.7		
ESC: Reedy 510r		Diff Setting: fairly	oose	Thickness:	2.5mm	2.5mm		
ESC Settings: N/A				Fluid:	30wt	27.5wt		
Motor / Wind: Sp5 17.5	ning: N/A	Notes: built with 1up p	nk / gold	Spring:	1up X-Gear yello	w 1up X-Gear	gold	
Pinion: 32t Spur:	72t	Slipper Clutch:		Limiters:	Int: <u>0mm</u> Ext	: <u>0mm</u> Int: <u>0mm</u>	Ext: <u>Omm</u>	
Battery Mount: Std Offset		Type: #92451, #9180	3 (kit)	Stroke:	19mm	28.5mm		
		# of Pads: 2x19	nm	Eyelet:	+2mm	+4mm		
Back 1 2 📕 3 4 5	Forward	Setting: when slipping, fan lo	oses small rpm	Cup Offset:	0 +5	+9 0 +5	+9	
Battery: Reed Zap 6400 Weight:	None	Notes:		Kashima Bod	dies: 🗌 Chr	ome Shafts: 🗌 🛛 Mi	achined Spacers:	
Notes: look at me being all unsponsored and running what i have				Notes: built with tdk shock assembly grease				
TrackInfo	ires:		Body, Wa	lighte		Vehicle Commer	165:	
	Front Tires:	Smoothie 2s glued	Body:	#92422 B7	Body		ay be needed in high grip	
Surface: Clay	Front Compo	ound: Silver	Front Wing	j:	No	JC #51361 Fin Titanium	Turnbuckle (Burnt Blue)	
Traction: medium-high / high	Front Insert:	Dirt-Tech	Rear Wing	#JCO0503 High	h Clearance Wing			
Moisture:	Rear Tires:	Smoothie 2s	Wing Angle	e: 0° 🗌 3°	° 🗌 6° 🔳			
Condition: blown off	Rear Compo	und: Silver	Chassis Le	ngth: #92400,	, B7 Chassis (kit)			
				Servo Weights: None				
Watered daily	neur moere.			Electronic Weights: #91976, alu, 11g (kit)				
	Wheel (F/R)		Electronic	Weights: #91	976, alu, 11g (kit)			
Temperature:	Wheel (F/R)		Electronic Total Vehic	<u> </u>	976, alu, 11g (kit) 1620 (approx)			

For more setups, visit https://www.associatedelectrics.com/teamassociated/manuals_and_setup_sheets/