Driver and Event

Name	Nathans Ralls
Date	
Event	Titchfield
Weather	
Result	

Track Conditions

Grip Level	
Surface	
Track Condition	
Temperature	

Electrics

E.S.C	
Servo	
Reciever	
Type of Cells	LiPo 40C 5300mAh
Motor	SP 5.5
Spur	83
Pinion	22-23
Internal Ratio	

Wheels-Tyres-Inserts

Front Wheels	
Front Inserts	
Front Tyres	
Rear Wheels	
Rear Inserts	
Rear Tyres	

Transmission

Rear Diff Height	Low
Front Diff Height	Low
Front Layshaft Pulley	
Front Drive	
Front Overdrive	

Notes

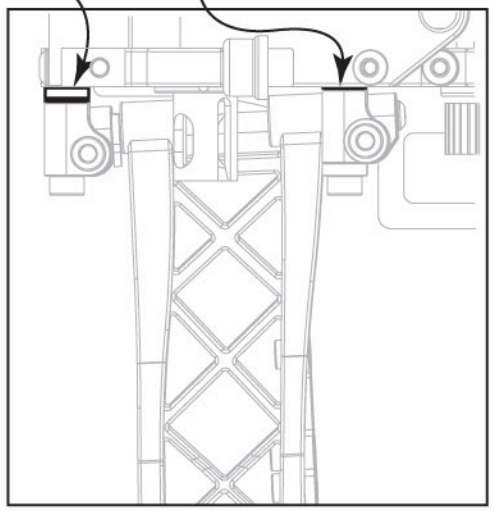
Front rideheight: Driveshaft just below level
BW brace to strengh front
Toe: 0°
Camber: 1°
Rear rideheight: Driveshaft level
Wheelbase: Long (dry) / Short (wet)

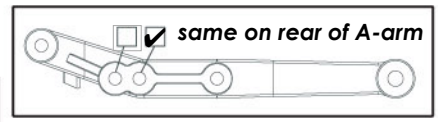
Rear Suspension

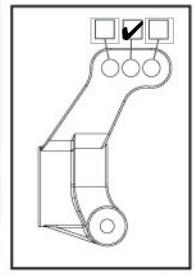
Wheelbase	Short ☑	Medium ☐	Long ☑	
Roll Bar	No ☐	1.2 ☐	1.4 ☐	1.6 ☐

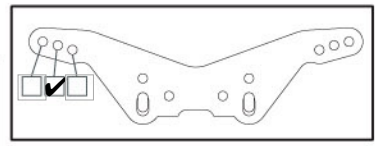
Equal Washers = 0° Toe-in
0.50 Difference = 0.65° Toe-in
1.00 Difference = 1.30° Toe-in
1.50 Difference = 1.95° Toe-in
2.00 Difference = 2.60° Toe-in
2.50 Difference = 3.25° Toe-in
3.00 Difference = 3.90° Toe-in

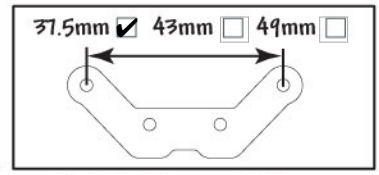
Toe-in / Rear Track Washers					
Rear	mm	Front	mm	Actual	3 °

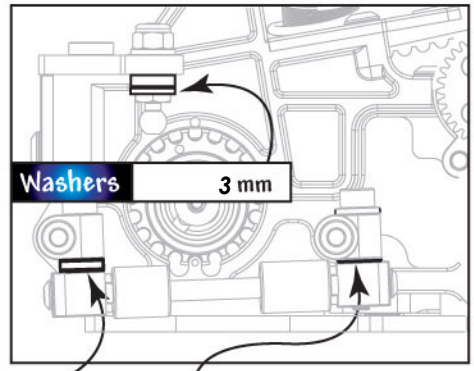










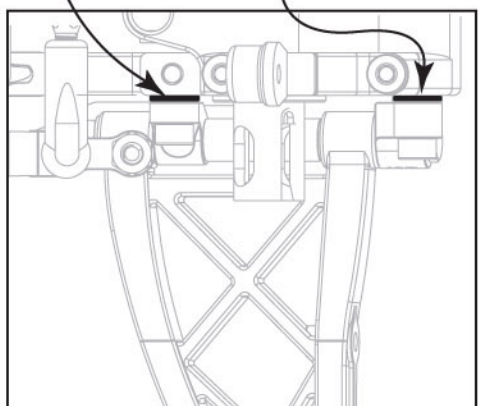


Note: The Anti-Squat Angle is worked out using the Toe-In Chart Above, as the washers produce the same angles.

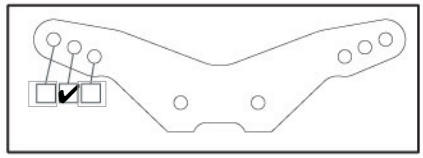
Anti-Squat Washers					
Rear	1 mm	Front	0 mm	Actual	1.3 °

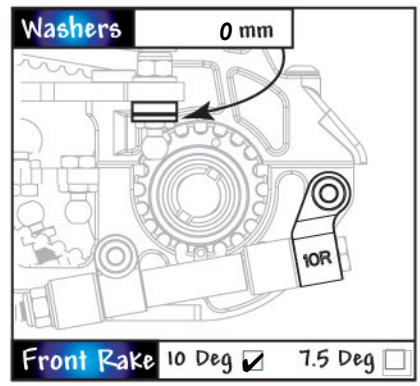
Front Suspension

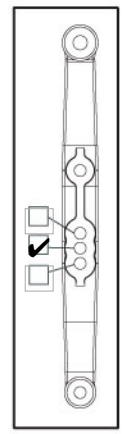
Front Track Washers			
Rear	1 mm	Front	1 mm

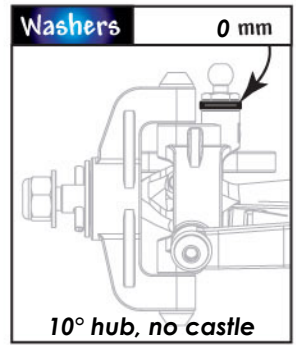


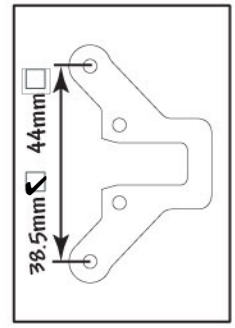
Roll Bar	No ☐	1.2 ☐	1.4 ☐	1.6 ☐









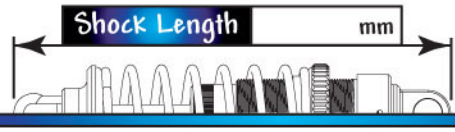


Rear Shocks

Drilled 54

Oil	27.5 Losi	Piston	2 hole ☐ 3 hole ☑
Springs	Schumacher Old Red/Brown		
Diaphragm Spec			

No limiters

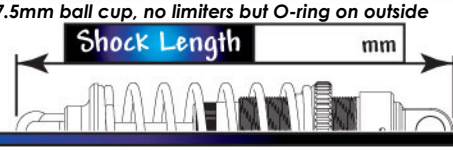


Front Shocks

Drilled 55

Oil	32.5 Losi	Piston	2 hole ☐ 3 hole ☑
Springs	Schumacher Old Grey		
Diaphragm Spec			

17.5mm ball cup, no limiters but O-ring on outside



Additional comments

Front end

Caster block raised section removed to lower the front outer camberlink

Rear end

Rear bulkhead altered with 2 extra holes drilled directly above the originals
1mm washer on rear mount
0mm on front mount (you will have to dremel the top of the front of the wishbone so it doesn't rub against the purple alloy mount and bind up the suspension)
Shocks mounted in kit position (if mounted on the rear, this numbs the car down so you can add more steering to it and makes it better across the bumps)