



Name: Paul Sinclair

Event: 2015 Indoor Racing

Track: General Setup Date: 4/15/15

City: \_\_\_\_\_ Country: \_\_\_\_\_

Track Size:  Large  Med  Small | Track Type:  Open  Med  Tight

Traction Level: High      Low

Conditions:  Wet  Dusty  Loamy  
 Dry  Grooved  Rough

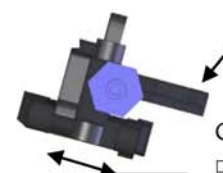
Surface:  Indoors  Gravel  Carpet  
 Outdoors  Astroturf  Asphalt

### Front Suspension

Ride Height: 22-23mm (arms level) Axles:  Trailing  Inline  
 Camber: -1 ° Toe: 0 ° Caster Block:  20°  25°  30°  
 Ackermann:  Fwd  Back



# Washers 2



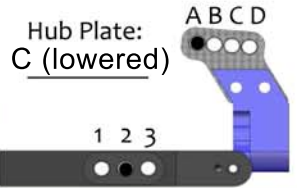
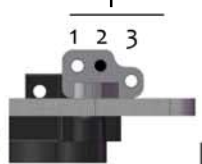
# Bumpsteer Washers: 2  
 Caster Block Position:  Fwd  Back  
 Dremeled Fwd: .060"

### Rear Suspension

Ride Height: 22mm (slightly lower than Rear Hub Carrier: front)  0°  0.5°  1.0°  1.5°  
 Trans Height: 0 Trans Brace:  Arm Position:  Back  Mid  Fwd  
 Camber: -1.5 ° Sway Bar: no



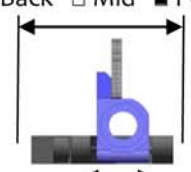
# Washers 1



Hinge Pin Brace Spacer:  0  1mm  2mm  3mm  
 Hub Plate: C (lowered)

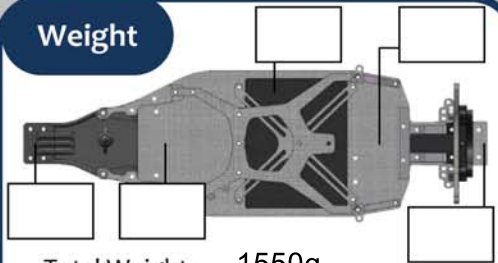


Anti-Squat: 0



Hub Position:  Back  Mid  Fwd

### Weight



Total Weight: 1550g  
 Rear Weight Bias: 64.5 %

### Drivetrain

Gearing: 22 / 81  
 Motor: Viper VST BE 7.5T  
 Slipper: Avid, 3 white  2 pads  3 pads  
 Diff Setting: tight  
 Battery: ProTek 100C Shorty  
 Battery Placement: All the way back

### Notes/Rants/Excuses

This set-up uses a harder front spring than I've run the past few years, mostly to handle the additional traction of molded front foams. The thicker oil handles the traction of modern tires well, too. I frequently adjust rear wheelbase and the upper rear shock position based on track and layout.