

RACE		
TRACK		
NAME		DATE

LAPS		BEST LAP TIME	SEC
QUALIFYING POSITION		FINAL POSITION	

TRACK			
SIZE	☐ OPEN	☐ MEDIUM	☐ TIGHT

[illegible]

SURFACE	☐ SMOOTH	☐ MEDIUM	☐ BUMPY
TYPE	☐ CLAY	☐ CARPET	☐ ASTRO

CONDITION	☐ BLUE GROOVE	☐ HARD PACKED	☐ DRY
☐ GLUED	☐ DUSTY	☐ LOAMY	☐ WET

TRANSMISSION		
BALL DIFF ☐	GEAR DIFF ☐	ACTIVE DIFF ☐

DIFFERENTIAL		OIL	cSt				60°	90°	120°	
SATELLITE GEARS		COMPOSITE			STEEL	GEARS 2				4

SLIPPER mm  ☐ SOLID AXLE

2-PAD SLIPPER CLUTCH PLATES SLIPPER PADS

VENTILATED ☐ ☐ STANDARD KIT ☐

GEARING			
PINION		SPUR GEAR	

TYPE		GEAR BOX		HARDNESS	
FRONT/BACK	☐ ☐	☐ ☐	FRONT/BACK	HRV	☐ ☐

FRONT SHOCKS REAR

	SPRINGS	
Oil	OIL	Oil

2 HOLES ☐ 	☐ ø1.6mm ☐ ☐ ø1.8mm ☐	 2 HOLES ☐
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Figure 1: Schematic diagram of the test setup. The diagram shows a cross-section of a test assembly. At the top, there are two circular holes, each with a diameter of 0 mm. Below these holes are two circular components labeled 'KIT' and 'ALU'. In the center, there is a rectangular component labeled 'CAP'. Below the 'KIT' and 'ALU' components are two more circular components labeled 'KIT' and 'ALU'. At the bottom, there are two circular holes, each with a diameter of 0 mm. The entire assembly is supported by a base labeled 'Previous' on both sides.

The diagram shows a piston and crankshaft assembly. Above the piston, there is a scale from 0 to 2.5. The scale is divided into two sections: 0 to 1.0 on the left and 1.0 to 2.5 on the right. The left section is labeled 'Piston' and the right section is labeled 'Crankshaft'. The scale has markings at 0, 0.5, 1.0, 1.5, 2.0, and 2.5. The piston is positioned at the 1.0 mark on the left side of the scale.

Diagram illustrating the experimental setup for measuring the wavelength of light using a double-slit interference experiment. The setup includes a light source, a single slit, a double slit with slit separation d , and a screen at distance L . The distance from the central maximum to the m -th minimum is labeled y_m .

Upstop shim
INSERT ABOVE COLLAR

mm

mm

Upstop shim
INSERT ABOVE COLLAR

COMP. ☐ 0mm ☐ -2mm ☐ 0mm ☐ -2mm ☐ COMP.

ALU □ -4mm □
-6mm □

			BALL JOINT			
+4mm	+2mm	0mm		0mm	+2mm	+4mm

FRONT	ANTI ROLL BAR	REAR
mm	THICKNESS	mm

FRONT	TIRES	REAR
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	BRAND	
	COMPOUND	

	INSERTS	
	WHEELS	

ELECTRONICS			
MOTOR			SPEED

MOTOR			STEEPS
SERVO			BATTERY

BODY		TOTAL WEIGHT
☐ LIGHT		lb

COMMENT

FRONT

CASTER BLOCK

- MEDIUM ☐
- HARD ☐
- GRAPHITE ☐
- ALU ☐
- STEER. ANGLE SCREW ☐

ALU C-HUB ☒ /mm

UP ☐ /mm

DOWN ☐ /mm

STEERING BLOCK

- MEDIUM ☐
- HARD ☐
- GRPHITE ☐
- ALU ☐

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

LONGER BUSHINGS

UP ☐

DOWN ☐

CAMBER LINK LOCATION

LOWER SHOCK POSITION

APPLIED ☒ **NOT APPLIED** ☐

UPPER SHOCK POSITION

6 DOT ☐
4 DOT ☐

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

LOWER SHOCK POSITION

1 2 3 4

1 2 3

REAR

REAR UPRIGHT

MEDIUM ☐
HARD ☐
GRAPHITE ☐
ALU ☐

HIGH ☐
LOW ☐

#325341
ADJ. DRIVE AXLE

1 2 3 4

WING TYPE

0° ☐ KIT

0° ☐ ALU

-3° ☐ ALU

+3° ☐ ALU

0° ☐ BRASS

TOTAL **KICK-UP°**

YES ☐ **NO** ☐

STEERING BUMP STEER

SHIM /mm

ACKERMANN SHIM /mm

CASTER BUSHINGS

0° ☐ 2.5° ☐ 5° ☐

Cutting line +/- from the base line.

WING TYPE

CENTER FIN

YES ☐ **NO** ☐

WING POSITION

UP ☐

DOWN ☐

FRONT

ARM MOUNT 0° + CASTER BUSHING 0° = TOTAL 22° KICK-UP

FRONT TOE
OUT

OFFSET

WHEELBASE
e /mm

ROLL CENTER
KIT ☐
ALU ☐

STEERING
PLATE ☐ KIT ☐
☐ ALU ☐
ARMS ☐ KIT ☐
☐ ALU ☐

EXTENSION
1 DOT ☐
2 DOTS ☐
3 DOTS ☐

SERVO BRACE
YES ☐ NO ☐

SERVO POSITION
1 2

BATTERY PLACEMENT
LONG SIDE FRONT ☐ LONG SIDE REAR ☐

BATTERY SIZE
☐ STD. SHORT ☐
☐ LOW SHORT

SIDE BRACES
KIT ☐ GRAPHITE ☐

REAR TOE
IN

OFFSET

WHEELBASE
e /mm

ROLL CENTER
ALU - KIT ☐
GRAPHITE ☐
COMP. ☐

MOTOR PLATE
1 DOT-KIT ☐

COOLING
FRONT ☐ REAR ☐

1 2 3 4 5 6 7 8

1 2 3

REAR

REAR
ROLL CENTER
SUSPENSION
HOLDERS

Diagram illustrating the Rear Roll Center Suspension Holders. The components are labeled RR (Rear Roll) and RF (Rear Frame). The RR components are shown with shim adjustments (SHIM) and a 3° angle. The RF component is shown with a 0.5° angle. The diagram also includes a 1° angle and a 3° angle.

The diagram illustrates the #10763 Gauge, a tool used for adjusting the front and rear camber of a vehicle's suspension. It shows two views: a front view on the left and a rear view on the right. Key components and labels include:

- FRONT CAMBER:** Indicated by a double-headed arrow and a degree symbol (°) for adjustment.
- GLUING SIDEWALL:** A section with a drop icon and checkboxes for YES ☐ ☐ NO ☐ ☐.
- FRONT ARM:** Includes checkboxes for MEDIUM ☐, HARD ☐, and GRAPHITE ☐.
- ARM TYPE:** A label for the front arm.
- RIDE HEIGHT:** Indicated by a vertical arrow and a label with a box for the measurement in /mm.
- DIFF HEIGHT:** A section with five circular indicators and checkboxes for each.
- REAR CAMBER:** Indicated by a double-headed arrow and a degree symbol (°) for adjustment.
- CUTTING PINS:** A section with checkboxes for IN ☐ ☐ OUT ☐ ☐ and NO ☐ ☐ NO ☐ ☐.
- REAR ARM:** Includes checkboxes for MEDIUM ☐, HARD ☐, and GRAPHITE ☐.
- ARM TYPE:** A label for the rear arm.
- RIDE HEIGHT #10763 GAUGE:** Indicated by a vertical arrow and a label with a box for the measurement in /mm.

SHORT - KIT ☐
LONG ☐

**ARM MOUNT
BALANCE
#293085**
HUDY Pure Tungsten
Weight - 10g.

SERVO WEIGHT

STANDARD ☐
LOW PROFILE ☐

LOWER ECCENTRIC SHOCK BALL

FRONT ☐ **REAR** ☐

BALANCE /g

ELECTRONICS PLATE

NO ☐ **GRAPHITE** ☐ **WEIGHT** ☐

CHASSIS BRACE

FRONT CHASSIS FLEX ☐ **REAR CHASSIS FLEX** ☐

STANDARD ☐
DISENGAGED ☐

CHASSIS	
KIT ☐	☐
2.5mm	2.0mm
MID-SIZE	
SHORT	☐
EXTRA SHORT	☐

ARM SHIM ☐ /mm