

RACE			
TRACK			
NAME		DATE	

LAPS		BEST LAP TIME	SEC
QUALIFYING POSITION		FINAL POSITION	

TRACK			
SIZE	☐ OPEN	☐ MEDIUM	☐ TIGHT

TRACTION

VERY-LOW MEDIUM VERY-HIGH

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'.

The diagram shows a piston and crankshaft assembly. Above the piston, a timing scale is marked with values: 0, -1, -1, -1, -1, 0. The scale is labeled 'Previous' on both sides. Below the piston, there are two sets of boxes for 'Piston' and 'Crank' positions. The left set has boxes for 2.0, 2.5, and 3.0. The right set has boxes for 2.5, 2.0, and 1.5. The boxes are labeled 'Piston' and 'Crank' respectively.

Diagram illustrating the adjustment of the piston pin. It shows two cross-sectional views of the piston pin assembly. On the left, a 'Downstop shim' is inserted under the piston, with the instruction 'INSERT UNDER PISTON'. A dimension line indicates the distance from the shim to the piston pin, labeled 'mm'. On the right, another 'Downstop shim' is shown, also with the instruction 'INSERT UNDER PISTON'. A dimension line indicates the distance from the shim to the piston pin, labeled 'mm'. The diagram is flanked by labels 'Precis. [] [] mm' on both sides.

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, two slits separated by distance d , and a screen at distance L . The distance from the central maximum to the m -th order maximum is y_m , and the distance from the central maximum to the m -th order minimum is y_m .

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 ☐
 DOWN ☐ /mm

LONGER BUSHINGS

UP ☐
 DOWN ☐

STEERING BLOCK

MEDIUM ☐
 HARD ☐
 GRPHTIE ☐
 ALU ☐

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

CAMBER LINK LOCATION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

LOWER SHOCK POSITION

SHIM ☐ /mm

DRIVE SHAFT ☐ KIT ☐ /mm

SHIM ☐ /mm

SHIM ☐ /mm

REAR UPRIGHT

MEDIUM ☐
 HARD ☐
 GRAPHITE ☐
 ALU ☐

HIGH LOW

ARM MOUNT

FRONT WING KIT ☐ OTHER ☐

UPPER SHOCK POSITION

6 DOT ☐
 4 DOT ☐

FRONT

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 ☐

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

FRONT TOE

OUT	☐
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OFFSET

☐

WHEELBASE

☐ /mm

ROLL CENTER

KIT ☐
ALU ☐

STEERING

PLATE

KIT ☐
ALU ☐

ARMS

KIT ☐
ALU ☐

EXTENSION

1 DOT	☐
2 DOTS	☐
3 DOTS	☐

SERVO BRACE

YES	☐
NO	☐

BATTERY PLACEMENT

LONG SIDE FRONT ☐ LONG SIDE REAR ☐

BATTERY SIZE

STD. SHORT	☐
LOW SHORT	☐

MOTOR PLATE

1 DOT-KIT	☐
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REAR TOE

IN	☐
----	--------------------------

OFFSET

☐

WHEELBASE

☐ /mm

ROLL CENTER

ALU - KIT ☐
GRAPHITE ☐
COMP. ☐

Cooling

FRONT	☐
REAR	☐

SIDE BRACES

KIT	☐
GRAPHITE	☐

Servo POSITION

1 2

Wheel Position

1 2 3

Battery Mounting Points

1 2 3 4

Chassis Numbering

1 2 3 4 5 6 7 8

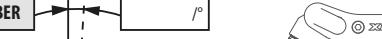
BEAR

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° and 1° angle. The diagram also includes a 3° and 1° angle adjustment for the RR component.

FRONT CAMBER

GLUING SIDEWALL
YES ☐ NO ☐



FRONT ARM
MEDIUM ☐
HARD ☐
GRAPHITE ☐

ARM TYPE

DIFF HEIGHT

☐ ☐ ☐ ☐ ☐



REAR CAMBER

CUTTING PINS
IN ☐ OUT ☐
NO ☐ NO ☐

REAR ARM
MEDIUM ☐
HARD ☐
GRAPHITE ☐

ARM TYPE

RIDE HEIGHT
 /mm

RIDE HEIGHT
 /mm

SHORT - KIT ☐
LONG ☐

LOWER ECCENTRIC SHOCK BALL
FRONT ☐ REAR ☐

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

SERVO WEIGHT
STANDARD ☐
LOW PROFILE ☐

CHASSIS BRACE
3G ☐
5G ☐

ELECTRONICS PLATE
NO ☐ GRAPHITE ☐ WEIGHT ☐

STANDARD ☐
DISENGAGED ☐

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

ARM SHIM ☐ /mm