RACE	□ RONT □ EAF
	BUMP STEER SHIMS SERVO LINK SHIMS SHOCK SHIMS SHOCK ABSORBER SHOCK SHIMS
TRACK	/mm /mm SHOCK LENGTH /mm /mm
	SERVO ARM SERVO ARM SHOCK PRELOAD /mm
NAME	A H → SHOCKLENGTH → H
CITY /	SHOCK PRELOAD -
COUNTRY	
CONTACT	
	SERVO AM S
DATE	THE SENOR DE
DATE	
	FRONT RIDE HEIGHT /mm MID RIDE HEIGHT /mm REAR RIDE HEIGHT /mm
QUALIFYING BEST FINAL RACE POSITION LAPTIME /ssc POSITION LENGTH /min	RONT
Toshion Lan hime iss	
	SHIM UPPER ARM SHIM RIDE HEIGHT
TRACK	
TRACK SURFACE CARPET ASPHALT	
TRACK LAYOUT TECHNICAL MIXED FAST	
TRACTION LOW MEDIUM HIGH	SHIM
CENTER SHOCK ABSORBER	
SPRING OIL /st REBOUND /%	LUBE
100 70 000 000	SHIM SPRING LOWER ARM SHIM SIDE SPRING WING SHIM
PISTON HOLES DIAMETER ∕₀ □ □ □ □	
2 HOLES 3 HOLES 1.1mm 1.2mm 1.3mm	IRONT (mm) (mm) (mm) (mm) (mm) (mm) (mm) (mm
I HOLES	PLOM
SIDE SHOCK	
OIL /61	
VIL /OI	CAMBER
FRONT TIRES REAR	
FRONT TIRES REAR	
TIRES	1.0° 1.5° 2.0° 2.5°
Laborette Control	
ADDITIVE	
ADDITIVE	
TIMING L	
FRONT FRONT REAR REAR LEFT RIGHT LEFT RIGHT	■ RONT REAF
ADDITIVE TITLE	TOE CHASSIS BATTERY POSITION REAR WING POSITION
TREATED AREA	OUT /degr. STANDARD INLINE
AREA []]]	CROSS CHASSIS CROSS CHASSIS 28 C38 C38 C38 C38 C38 C38 C38 C38 C38 C3
DIFF SETTING	
	ACKERMANN POSITION SOLUTION SO
LOOSE MEDIUM TIGHT	ARM BRACE SO STANDARD
	YES NO 12-81
GEARING	BACKSTOP
	BACKSTUP 1 2 OUTER ACKERMANN
PINION/T SPUR GEAR/T FINAL DRIVE RATIO	
THE PRITE MITO	
ELECTRONICS	FRONT SPOILER STEERING ANGLE FRONT WIDTH SHIM REAR WIDTH SHIM REAR WIDTH SHIM
MOTOR	LOW DOWNFORCE
MOTOR	HIGH DOWNFORCE
SPEEDO	
BATTERIES	RONT
DATIENES	
RADV	
BODY	