

SET-UP SHEET

XRAY XB8'21 SET-UP VER.01 ©XRAY

XRAY XB8'21 PIVOT BALL

RACE	Montpellier Warm-up		
TRACK	Montpellier		
NAME	Martin Bayer	DATE	24.1.2022
TEMPERATURE AIR	0-15	TEMPERATURE TRACK	
LAPS		FINAL POSITION	
BEST LAPTIME	31,9	RACE LENGTH	
TRACKS			
SIZE	<input type="checkbox"/> OPEN	<input type="checkbox"/> MEDIUM	<input checked="" type="checkbox"/> TIGHT
TRACTION	<input type="checkbox"/> LOW	<input checked="" type="checkbox"/> MEDIUM	<input type="checkbox"/> HIGH
SURFACE	<input checked="" type="checkbox"/> SMOOTH	<input type="checkbox"/> MEDIUM	<input type="checkbox"/> BUMPY
TYPE	<input checked="" type="checkbox"/> HARD PACKED	<input type="checkbox"/> SOFT DIRT	<input type="checkbox"/> CLAY
	<input type="checkbox"/> BLUE GROVE	<input type="checkbox"/> ASTRO TURF	<input type="checkbox"/> GRASS
CONDITION	<input checked="" type="checkbox"/> DRY	<input type="checkbox"/> DUSTY	<input type="checkbox"/> WET
	<input type="checkbox"/> MUD		
DIFFERENTIAL			
CASE MATERIAL	FRONT G	CENTER G	REAR G
OIL	8K	10K	5K
CROWN GEAR	46		46
GEARING			
CLUTCH BELL	13	48	SPUR GEAR
SHOE	3 shoe clutch	3x Gold Soft	SPRING
	3x alu Hard		
SHOCKS			
FRONT KIT	TYPE	REAR KIT	
4 dotz	SPRINGS	3 dotz	
Cell Soft	MEMBRANE	Cell Soft	
400	OIL	350	
STANDARD PISTONS			
<input checked="" type="checkbox"/> 6 HOLES	<input type="checkbox"/> 1.1 mm	<input type="checkbox"/> 6 HOLES	<input checked="" type="checkbox"/>
<input type="checkbox"/> 8 HOLES	<input type="checkbox"/> 1.2 mm	<input type="checkbox"/> 8 HOLES	<input type="checkbox"/>
<input type="checkbox"/> 10 HOLES	<input checked="" type="checkbox"/> 1.3 mm	<input checked="" type="checkbox"/> 10 HOLES	<input type="checkbox"/>
	<input type="checkbox"/> 1.4 mm		<input type="checkbox"/>
VALVE PISTONS			
5+2 HOLES	1.5 mm	5+2 HOLES	
6+2 HOLES	1.3 mm	6+2 HOLES	
8+2 HOLES	1.4 mm	8+2 HOLES	
	1.2 mm		
	1.3 mm		
ANTI-ROLL BAR			
FRONT 2,3	THICKNESS	REAR 2,5	
TIRES			
FRONT	BRAND	REAR	
	COMPOUND		
	INSERTS		
	WHEELS		
ENGINE			
TYPE	FX K303		
MUFFLER	FX 2131		
MANIFOLD	Medium		
PLUG	X3		
FUEL	Runner Time 25%		
BODY			
HS	HS-LIGHT	OTHER	WEIGHT
<input type="checkbox"/>	<input type="checkbox"/>	Eazy Light	

FRONT		REAR	
<p>PIVOT BALLS</p> <p>UP STEEL <input checked="" type="checkbox"/> ALU</p> <p>DOWN STEEL <input checked="" type="checkbox"/> ALU</p> <p>STEERING BLOCK</p> <p>HARD <input type="checkbox"/></p> <p>GRAPHITE <input checked="" type="checkbox"/></p> <p>FRONT SHOCK TOWERS</p> <p>ALU <input checked="" type="checkbox"/> GRAPHITE <input type="checkbox"/> ALU</p> <p>UPPER SHOCK POSITION</p> <p>UPPER ARM SHIM /mm</p> <p>0 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 1.5 <input type="checkbox"/> 2 <input type="checkbox"/></p> <p>OFFSET</p> <p>0 <input type="checkbox"/> +1 <input checked="" type="checkbox"/> +2 <input type="checkbox"/></p> <p>PIVOT NUT</p> <p>ALU <input checked="" type="checkbox"/></p> <p>BRASS <input type="checkbox"/></p> <p>FRONT LOWER SHOCK POSITION</p> <p>LOWER ARM SHIM</p> <p>0 <input checked="" type="checkbox"/> 1mm <input type="checkbox"/> 2mm</p> <p>FRONT DROOP</p> <p>MEASURE UNDER WHEEL AXLE #107717 GAUGE</p>		<p>REAR SHOCK TOWERS</p> <p>ALU <input checked="" type="checkbox"/> GRAPHITE <input type="checkbox"/> ALU</p> <p>UPPER SHOCK POSITION</p> <p>UPPER ARM SHIM /mm</p> <p>0 <input checked="" type="checkbox"/> 1 <input type="checkbox"/> 1.5 <input type="checkbox"/> 2 <input type="checkbox"/></p> <p>OFFSET</p> <p>0 <input type="checkbox"/> +1 <input checked="" type="checkbox"/> +2 <input type="checkbox"/></p> <p>PIVOT NUT</p> <p>ALU <input checked="" type="checkbox"/></p> <p>BRASS <input type="checkbox"/></p> <p>REAR LOWER SHOCK POSITION</p> <p>LOWER ARM SHIM</p> <p>0 <input checked="" type="checkbox"/> 1mm <input type="checkbox"/> 2mm</p> <p>REAR DROOP</p> <p>MEASURE UNDER WHEEL AXLE #107717 GAUGE</p>	
<p>FRONT</p> <p>UPPER ROLL CENTER</p> <p>1° <input checked="" type="checkbox"/> 0.5° <input type="checkbox"/></p> <p>1° <input checked="" type="checkbox"/> 0.5° <input type="checkbox"/></p> <p>CASTER SHIM</p> <p>0 <input checked="" type="checkbox"/> 1.0 <input type="checkbox"/> 1.0 <input type="checkbox"/> 2.0 <input type="checkbox"/></p> <p>UPPER ARM POSITION</p> <p>BUMP STEER SHIM</p> <p>STEERING PLATE 0 /mm</p> <p>STEERING BLOCK 0 /mm</p> <p>SHIMS PLACE ALWAYS UNDER</p> <p>WHEELBASE SHIM POSITION</p> <p>0mm <input checked="" type="checkbox"/> 2mm <input type="checkbox"/> 4mm <input type="checkbox"/></p> <p>SHIMS BEHIND FRONT ARM</p>		<p>REAR</p> <p>REAR WING</p> <p>STANDARD <input checked="" type="checkbox"/></p> <p>LEXAN <input type="checkbox"/></p> <p>FRONT MIDDLE REAR</p> <p>OTHER 11mm front</p> <p>WING HOLDER</p> <p>FRONT <input checked="" type="checkbox"/></p> <p>REAR <input type="checkbox"/></p> <p>GRAPHITE BRACE</p> <p>WITHOUT <input type="checkbox"/></p> <p>1-PIECE <input type="checkbox"/></p> <p>2-PIECES <input checked="" type="checkbox"/></p> <p>WHEELBASE SHIM POSITION</p> <p>0mm <input checked="" type="checkbox"/> 2mm <input type="checkbox"/> 4mm <input type="checkbox"/></p> <p>SHIMS IN FRONT OF REAR ARM</p>	
<p>FRONT</p> <p>LOWER ROLL CENTER</p> <p>ECCENTRIC BUSHINGS</p> <p>1° <input checked="" type="checkbox"/> 0.5° <input type="checkbox"/></p> <p>1° <input checked="" type="checkbox"/> 0.5° <input type="checkbox"/></p>		<p>REAR</p> <p>LOWER ROLL CENTER</p> <p>ECCENTRIC BUSHINGS</p> <p>1° <input checked="" type="checkbox"/> 0.5° <input type="checkbox"/></p> <p>1° <input checked="" type="checkbox"/> 0.5° <input type="checkbox"/></p>	
<p>FRONT</p> <p>FRONT TOE OUT</p> <p>1,5</p> <p>STEERING PLATE</p> <p>1 DOT <input type="checkbox"/> 2 DOT <input checked="" type="checkbox"/></p> <p>WHEELBASE</p> <p>0mm <input type="checkbox"/> 1mm <input type="checkbox"/> 2mm <input type="checkbox"/> 3mm <input type="checkbox"/> 4mm <input type="checkbox"/></p> <p>SHIMS IN FRONT OF UPRIGHT</p> <p>REAR TOE IN</p> <p>2</p>		<p>FRONT</p> <p>FRONT DRIVE SHAFT</p> <p>CVD <input checked="" type="checkbox"/></p> <p>UNIVERSAL <input type="checkbox"/></p> <p>ACKERMANN POSITION</p> <p>4 3 2 1</p> <p>TOP DECK</p> <p>COMPOSITE <input checked="" type="checkbox"/></p> <p>GRAPHITE <input type="checkbox"/></p> <p>DIFF PLATE</p> <p>COMP. <input type="checkbox"/></p> <p>GRAPHITE <input checked="" type="checkbox"/></p> <p>DRIVE SHAFT</p> <p>CVD <input type="checkbox"/></p> <p>DOGBONE <input checked="" type="checkbox"/></p> <p>GRAPHITE BRACE</p> <p>YES <input type="checkbox"/> NO <input checked="" type="checkbox"/></p> <p>DRIVE SHAFT</p> <p>CVD <input type="checkbox"/></p> <p>DOGBONE <input checked="" type="checkbox"/></p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>UPPER ARM</p> <p>SOFT <input type="checkbox"/></p> <p>MEDIUM <input checked="" type="checkbox"/></p> <p>GRAPHITE <input type="checkbox"/></p> <p>LOWER ARM</p> <p>SOFT <input checked="" type="checkbox"/></p> <p>MEDIUM <input type="checkbox"/></p> <p>GRAPHITE <input type="checkbox"/></p>		<p>UPPER ARM</p> <p>SOFT <input type="checkbox"/></p> <p>MEDIUM <input checked="" type="checkbox"/></p> <p>GRAPHITE <input type="checkbox"/></p> <p>LOWER ARM</p> <p>SOFT <input checked="" type="checkbox"/></p> <p>MEDIUM <input type="checkbox"/></p> <p>GRAPHITE <input type="checkbox"/></p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>		<p>REAR</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>	
<p>FRONT</p> <p>FRONT CAMBER</p> <p>107 /mm</p> <p>FULL TRAVEL SHOCKS LENGTH</p> <p>124 /mm</p> <p>REAR CAMBER</p> <p>2</p>			