

RACE	BRCA National Rd2		
TRACK	West London		
NAME	Ben Cosgrove	DATE	28/05/2023

TRACK TEMP.	QUAL POS.	FINAL POS.	BEST LAPTIME	LAPS	TIME
40	1	1	16.80 /sec	18 /	310

TRACK			
TRACK SURFACE	<input type="checkbox"/>	CARPET	<input checked="" type="checkbox"/> ASPHALT
TRACK LAYOUT	<input type="checkbox"/> TECHNICAL	<input checked="" type="checkbox"/> MIXED	<input type="checkbox"/> FAST
TRACTION	<input type="checkbox"/> LOW	<input checked="" type="checkbox"/> MEDIUM	<input type="checkbox"/> HIGH

FRONT	TRANSMISSION	REAR
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GEAR DIFFERENTIAL - OIL	500,000 /tSt
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PINION / T	SPUR GEAR / T	FINAL DRIVE RATIO
57	80	2.66

FRONT	SHOCKS	REAR
c2.8	XRAY SPRINGS	c2.9
350	OIL /Cst	350
20	REBOUND %	20
<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	FOAM INSERTS	<input type="checkbox"/> YES <input type="checkbox"/> NO

Diagram illustrating the shock absorber assembly with dimensions and options:

- Top Dimensions:**
 - Left side: 4 HOLES (indicated by a red X and a circle with a dot), 1.1mm (indicated by a red X and a dimension line).
 - Right side: 4 HOLES (indicated by a red X and a circle with a dot), 1.1mm (indicated by a red X and a dimension line).
- Internal Dimensions:**
 - Left side: 1.2mm (indicated by a dimension line).
 - Right side: 1.2mm (indicated by a dimension line).
- Options:**
 - Left side: PSS (indicated by a square icon).
 - Right side: PSS (indicated by a square icon).
- Shock Length:**
 - Left side: 8.7 /mm (indicated by a red dimension line).
 - Right side: 8.7 /mm (indicated by a red dimension line).

1.3	THICKNESS/mm		THICKNESS/mm	1.2
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Ride Treaded	TIRES	Ride Treaded
Spider Red	ADDITIVE	Spider Red
20	ADDITIVE TIMING	20

FRONT LEFT FRONT RIGHT REAR LEFT REAR RIGHT

TREATED AREA

TOTAL WEIGHT	1300 /g	WEIGHT BALANCE	FRONT	%	REAR	%
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MOTOR	HW Control 17.5	TIMING	
ESC	HW G3 Control	BATTERIES	Opti 6000
BODY	YRS	WING	std

The diagram illustrates the correct and incorrect ways to route a cable over a top deck flex. The top path, marked with a red 'X', shows a cable with a sharp bend, which is incorrect. The bottom path, marked with a red dot, shows a cable with a smooth, gradual curve, which is the correct method. Labels include 'TOP DECK FLEX' and 'TOP DECK CUTTING'.

COMMENTS

FRONT & REAR SUSPENSION

FRONT CASTER
☐ 5° ☒ 4° ☐ 3°
 Adjust with eccentric bushings

BUMP STEER
☐ 3 /mm

HEIGHT
☐ 19 /mm

SHIM
☐ 3 /mm

REAR CASTER
☐ 0.5° ☐ 1.5° ☐ 2.5° ☒ 3.5° ☐ 4.5° ☐ 5.5°
 Adjust with eccentric bushings

TOE GAIN
☐ 5 /mm

FRONT SERVO SAVER
☐ ☒ ☐
FRONT SERVO HORN
☐ ☒ ☐

FRONT RIDE HEIGHT
☐ 2 /mm ☒ 5.6 /mm ☐ 2 /mm

REAR SERVO SAVER
☐ ☒ ☐
REAR SERVO HORN
☐ ☒ ☐

REAR RIDE HEIGHT
☐ 2 /mm ☒ 6.0 /mm ☐ 2 /mm

The diagram illustrates a chassis setup with various adjustment points and their corresponding settings:

- Left = Right:** Indicated by a double-headed arrow.
- 2 /deg. CAMBER:** Setting for the camber angle.
- FRONT SUSPENSION:**
 - 1.5 /mm SHIM:** Setting for the front suspension shim.
 - 2 /mm:** Setting for the front suspension shim.
 - FRONT HUB:**
 - HARD:** ☒
 - GRAPHITE:** ☐
 - ALU:** ☐
 - SHIM:** **0.5 /mm**
- FRONT BRACE:**
 - YES:** ☐ **NO:** ☒
- BULKHEAD SHIMS:**
 - YES:** ☒ **3mm** **NO:** ☐
- DRIVE SHAFT:**
 - 58mm:** ☒ **59mm:** ☐
 - BEARING:** ☒ **BLADE:** ☐
- HUDY:**
 - 0 1/2** (Left side)
 - 3 2 1 0 1 2 3 4 5 6 7 8 9 10** (Right side)
- #107702 Chassis Droop Gauge Blocks**
- #107712 Chassis Droop Gauge**
- 5.6 /mm DOWNSTOP**

REAR SUSPENSION

2 /degr. **CAMBER**

Left = Right

0.5 /mm **SHIM** **2** /mm

REAR SHOCK POSITION

1 **2**

REAR HUB

HARD ☒

GRAPHITE ☐

ALU ☐

SHIM

1 /mm

0 1/4 **HUBBY** **-3 -2 -1 0 1 2 3 4 5 6 7 8 9 10** **HUBBY**

#107702 Chassis Droop Gauge Blocks **#107712 Chassis Droop Gauge** **4.4** /mm **DOWNSTOP**

The diagram illustrates the chassis of a vehicle, showing the front and rear views. Key components and adjustment points are labeled:

- FRONT VIEW:**
 - TOE OUT:** Adjustment for the front toe, with a callout for "Left = Right".
 - DIFF POSITION:** Adjustment for the differential, with options for "UP" and "DOWN".
 - STEERING ARM & BRIDGE:** Adjustment for the steering arm and bridge, with options for "DUAL STD.", "BRIDGE", and "SINGLE".
 - SHIMS:** Adjustment for the shims, with a callout for "Battery weight plate." and a value of "0 /mm".
 - UPPER ARM:** Adjustment for the upper arm, with options for "SOFT", "MEDIUM", and "HARD".
 - HUB OFFSET:** Adjustment for the hub offset, with options for "STD.", "-0.5mm", and "+0.5mm", and a callout for "SHIM/mm".
 - ACKERMANN:** Adjustment for the Ackermann, with a callout for "SHIM 0 /mm".
- REAR VIEW:**
 - TOE IN:** Adjustment for the rear toe, with a callout for "Left = Right".
 - UPPER ARM:** Adjustment for the upper arm, with options for "SOFT", "MEDIUM", and "HARD".
 - HUB OFFSET:** Adjustment for the hub offset, with options for "STD.", "-0.5mm", and "+0.5mm", and a callout for "SHIM/mm".

WEIGHT LEFT & RIGHT
#309825
YES ☒ NO ☐

BUMPER WEIGHT
#309824
YES ☐
NO ☒

FRONT ARMS
MEDIUM ☒
HARD ☐

FRONT BRACE
YES ☐
NO ☒

FRONT **BOTTOM VIEW** **REAR**

STEER. LOCK
full /degr.
STEER. SHIM
SIZE 10 /mm

STEER. LOCK
full /degr.
STEER. SHIM
SIZE 10 /mm

CHASSIS
GRAPHITE ☒

T-BRACE
ALU ☐
BRASS ☒

CHASSIS T-BRACE

REAR ARMS
MEDIUM ☒
HARD ☐

MOTOR MOUNT