

TEAM LOSI SETUP SHEET XXX-CR

Name: Darrell Armstrong

Date: September 23rd, 2009 Event: _____

City: Destrehan

State: _____

Track: _____

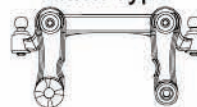
Track ☐ Indoor ☒ Tight ☐ Smooth ☒ Hard Packed ☐ Blue Groove ☐ Wet ☐ Low Bite ☒ High Bite
 Conditions ☒ Outdoor ☒ Open ☒ Rough ☐ Loose/Loamy ☒ Dry ☒ Dusty ☒ Med Bite ☐ Other _____



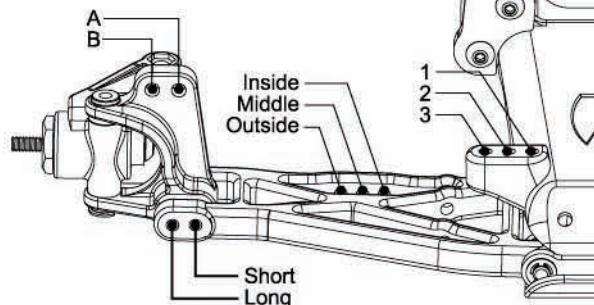
Front Suspension

Toe: 0° to +1° out to -1°, see Note 1
 Ride Height: 24.5 mm (B4 is a little higher than stock XXX-CR)
 Camber: -1° (Rods 66.7mm long measured from center cups)
 Caster: 27°, CR=30 so shim for 27°
 Sway Bar: None
 Oil: 40 wt
 Piston: #56, with #57 oil would be 32.5wt
 Spring: Orange (Silver if very smooth)
 Limiters: _____
 Spindle Height: _____
 Axle Spacer: _____
 Steering Type: Rack, 1 spacer
 Bump Steer: 1 spacer
 Camber Link: 2-B (0, 1) spacers (0 for 2) (1 spacer for B)
 Shock Location: 3-Outside sometimes 4-Outside
 VLA: Long
 Front Wing: -

Rack Type



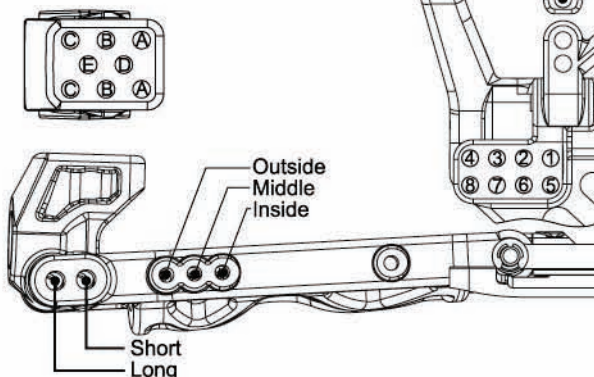
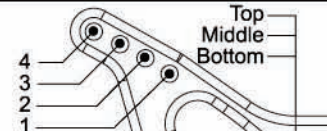
Bellcrank Type



Notes: 3oz in bulkhead, 1.5oz in servo

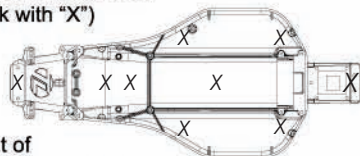
Rear Suspension

Toe: Stock
 Pivot Support: 2° + 1° shim = 3°
 Ride Height: 25 mm
 Camber: -1° (Rods 71mm long) measured from center of cups
 Rear Hub Spacing: Center
 Drive Shafts/Outdrives: Stock
 Sway Bar: None
 Oil: 32.5 wt
 Piston: #56
 Spring: Pink (White on most track)
 Limiters: _____
 Camber Link: 3-lower B (same rod angle as B4)
 Shock Location: 3-Inside, 4-Inside if very tight track (+ steering)
 VLA: Short
 Wing Position/Mount: _____
 Body & Wing Type: _____
 Battery Position: _____



Notes: 1oz in battery area, 1.5 oz 1/8 wing same size as XXX-CR wing and 1.2oz in the rear

Weight Placement
(Mark with "X")



Weight of
each piece _____ oz.

Tires: Type Compound Insert Additive Motor: Novak 8.5
 Front: Xtra wide Hard Stock Silver Spur: _____
 Rear: IFMAR Pin Medium Stock Red Pinon: _____

Notes: _____

Note 1 : Important: Ground Spindle Carrier to allow 2.5-2.8mm of more play caution **no more** as your steering will become unreliable on high grip turns as the other wheel's throw will keep it from going to the full throw and ur tire will wobble some at full throw. This lets you have turn in of toe out while maintain 0° to toe in on the car.

Notes: Weight added won't help you unless you use a123's so for the regular battery guys just put 1/2 to 3/4 oz of nose weight.

Shock Angle mod: use a 4-40 (27.76mm) Buttonhead screw with 3 screwed nuts (total of 7.09mm) before shock spacer followed by shock, this gives the same vertical shock angle as the B4.

Same in rear except 1 screwed nut spacer @ 2.15mm tall 4-40thread
Hole screw is 27.72mm
head then aircraft nut.

Further explanation of shock mod: Not side to side angle but rather north to south, standing the shock up more the losi shocks are leaned back and this just stands them up as B4 has.

Used washers on each side of the shock towers before the screw head and after the screw on other side of tower for protection reasons.

Front spindles have 1.70mm spacers on top to make ride height a tiny bit higher.

Rear camber rods have nut spacer to prevent ball stud breakage (2.24mm) tall roughly= to 3-4washers

Rear wing: 6* more angle

Graphite Arms: [LOSA9800] with XXX-T Pivot in Rear and Graphite front arms

B4 wheelbase=270mm
My wheelbase=270.17mm

B4 Front Tire Track=247mm
B4 Rear Tire track=254mm

My Front track=240.78mm
My Rear track=253.29mm

This thing turns

I'm sure you can perfect the front wheel track length