SET UP SHEET

Schumacher

Driver: Robert Krens | **Track:** MBC de Sluis | **Event:** ZAC #2

Date: 12-07-2026 | **Qualifying:** 3L 57.246 | **Final:** 22L 7:02 / 22L 7:03 | **Best Lap:** 18.7(N) 18.8(O)

TRACK TYPE

Grip Level	High ☐ Medium ☒ Low ☐
Type	Tight ☐ Open ☐ Mixed ☒
Condition	Flat ☒ Bumpy ☐ Mixed ☐
Surface	Tarmac (Asphalt) ☒ Carpet ☐
Track Temp	30 °C
Weather	30 deg, sunny, windy

Notes: track felt a little dirty yet "fine" in terms of speed.

TYRES

Side Wall Glue Height Ø		mm
Tyres	Hudy	
Cleaner	Brake cleaner	
Additive	Hudy Asfalt	Wet on track ☐
Additive Time	Front: - mins	Rear: - mins
Heating Time	Front: 15 mins	Rear: 15 mins
Heating Temp	Front: 80 °C	Rear: 80 °C

Notes:

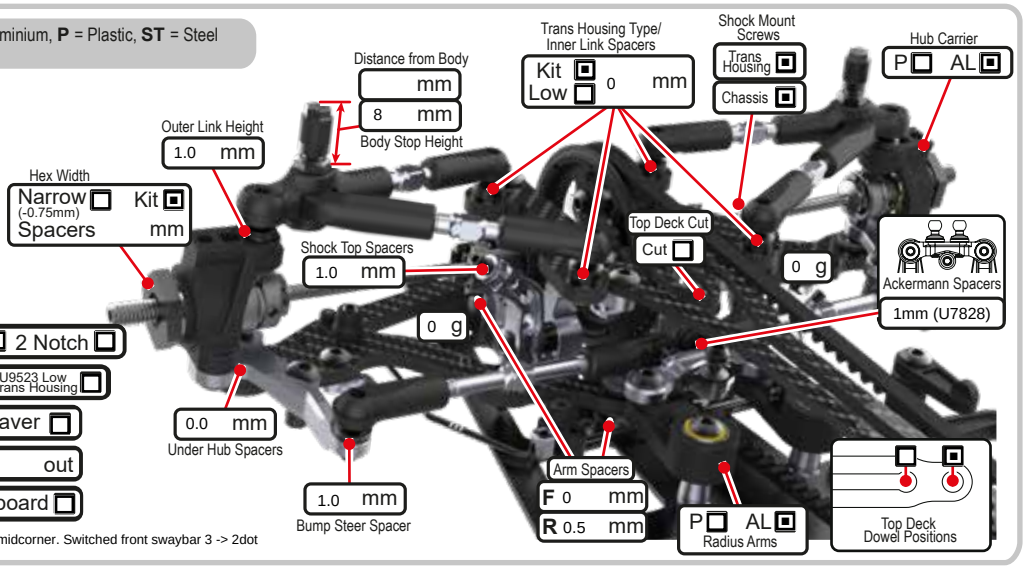
Tested 13-06:
- 2.8 at rear -> gave some stability at entry and mid
- All shock mounts loose from chassis -> gave a lot midcorner but felt terrible.
- Wolverine with setup adjustments -> Gave a lot of on-power steering, but lacked precision at entry and was slower every time.
- Ackermann (watch out low neck ballstud) removed 0.5mm. Gave faster times due to mid-corner steering that was added.
- Rear dampers more angled -> freed-up the car but was a bit too much.

Tested 11-07:
- Started with AMCA SFR setup, so 2deg rear caster, Lower rear rollcenter and no antidive. That understeered and started switching 3dot to 2 dot front swaybar. Gone back to the Sluis test setup (13-06) but with the AMCA weight distribution, so it under steered quite a lot.

FRONT

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **ST** = Steel
F = Front, **R** = Rear

Ride Height	5.0	mm
Camber	2.0	deg
Droop	23.6	mm
Castor	4	deg
Toe	1.0/side	deg
Anti Roll Bar	1.1 ☐ 1.2 ☒ 1.3 ☐ 1.4 ☐	
Upper Link Mount	0 Notch ☒ 1 Notch ☐ 2 Notch ☐	
Spool Height	↑☒ ↓☐	U8777 +0.5mm Alloy Eccentric ☒ U9523 Low Trans Housing ☐
Servo Horn Height	18 mm	Saver ☐
Steering Travel	25 in	out
Shock Mount Position	Inboard ☒	Outboard ☐

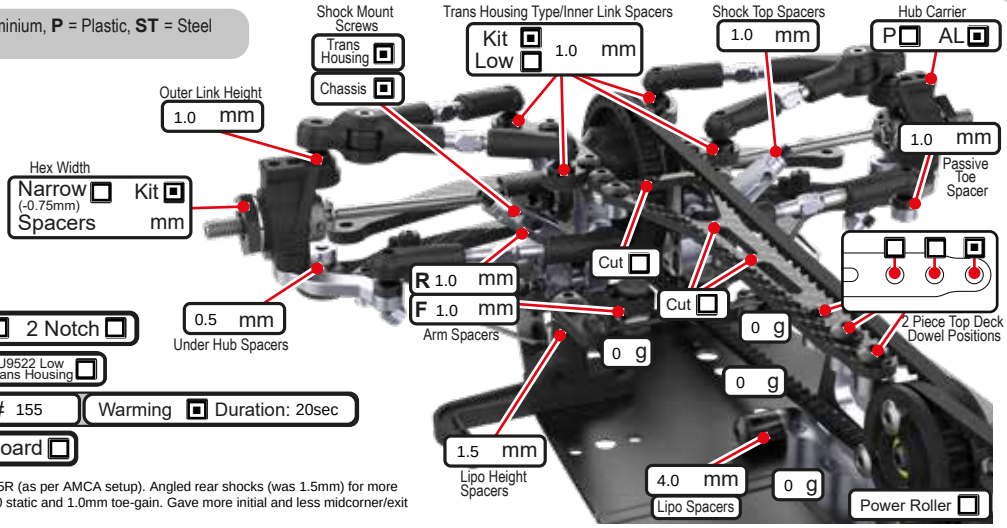


Less ackerman shim lost some intial steering, but gave a little more midcorner. Switched front swaybar 3 -> 2dot

REAR

KEY: **CF** = Carbon Fibre, **AL** = Aluminium, **P** = Plastic, **ST** = Steel
F = Front, **R** = Rear

Ride Height	5.2 (was 5.4)	mm
Camber	1.5 (was 2.0)	deg
Droop	22.6	mm
Castor	5	deg
Toe	2.0 (was 1.0)	deg
Anti Roll Bar	1.1 ☐ 1.2 ☒ 1.3 ☐ 1.4 ☐	
Upper Link Mount	0 Notch ☒ 1 Notch ☐ 2 Notch ☐	
Diff Height	↑☒ ↓☐	U8777 +0.5mm Alloy Eccentric ☐ U9522 Low Trans Housing ☐
Diff Setting	4K cSt	Diff Checker # 155 — Warming ☒ Duration: 20sec
Shock Mount Position	Inboard ☒	Outboard ☐



11-07: Lowerd rollcenter underneath hubs was 0.5F-1.0R -> 0.0F-0.5R (as per AMCA setup). Angled rear shocks (was 1.5mm) for more steering. Changed rear toe from 1.0 static and 2.0mm toe-gain to 2.0 static and 1.0mm toe-gain. Gave more initial and less midcorner/exit yet safer and more consistant

BODYSHELL

Body	Speciale 0.5	
Wing	Wolverine 0.5	End Plates ☒
Wing Height	117 mm	
Splitter Height	5.5 mm	
Body Weight	71 g	
Body Offset Fwrd	5 mm	
Front Post	1dot ☐ 2dot ☐ 3dot ☐ Pin Hole 123456	5
Rear Post	1dot ☐ 2dot ☐ 3dot ☐ Pin Hole 123456	14
Type: Hrztl posts + BMS		

Notes:

Wolverine body felt fast, but lacked fast times. Wolv harder to position into corner

CHASSIS

Chassis		
ST ☒	CF ☐	AL ☐
Top Deck Options	1 Pc TITC U9550 ☐	
Front 2 Piece	C/F 1.6 ☐ C/F 2.0 ☒	
Rear 2 Piece	C/F 1.6 ☐ C/F 2.0 ☒	
Motor Mount Screws	R F	
PTFE Tape ☐	Total Weight	1320 g
Weight Distribution	50 % 50 g - Rear	

ELECTRONICS

E.S.C.	Hobbywing G3X (no fan)	+ g
Servo	SRT BHMX2 +20gr weight center	
RX	Sanwa 493 (was 15gr	+ g
LiPo	Nosram 5100mAh (was 3	+ g
Motor	Hobbywing 17.5T G2.1	Spacers mm
Rotor Dia.	Kit	mm
Timing	Fixed	deg
Gear Pitch	48 ☐	64 ☒
Pinion	42	t
Spur	82	t
Ratio	3.54	

SHOCKS

KEY: **x** = Stroke, **e** = external

	FRONT	REAR
Spring	XLP 2.5-2.8	XLP 2.7 (was 2.7)
Oil	350 (was 300) cSt	350 (was 300) cSt
Piston	Kit ☒	Kit ☒
Length (x)	8.0 mm	8.0 mm
Rebound	1.0 mm	1.0 mm
Limiters (e)	- mm	- mm
Body	Kit ☒	K-Coat U8770 ☐

Notes: 13-06:Tried 2.8 at rear, gave a little less rotation and made the car easier at turn-in. With Wolverine body it felt fine, with Speciale it was too easy.
11-07: Went to XLP 2.5-2.8 and 2.7 felt more alive and more midcorner. little more floaty.