DATE	30.04.2018
DRIVER	Eric Dankel
TRACK	Mannheim

CARPET ☐ ASPHALT ☑

TRACTION

LOW	MEDIUM	HIGH
☑	☐	☐

LAYOUT

SLOW	MIXED	FAST
☐	☑	☐

ELECTRIC`S

	TYPE	SETTINGS
STEERING SERVO		
ESC	Muchmore	
ENGINE	Muchmore	
TYRES/ ADDITIVE	MR33 V3	Volante

FRONT: FULL ☑ MIN. 15 — REAR: FULL ☑ MIN. 15

SHOCK ABSORBERS

FRONT		REAR	
PISTON	4	PISTON	4
OIL	450	OIL	450
SPRING	XR2.5-2.8	SPRING	XR2.9

ANTI ROLL BAR FRONT

1,2 ☐ 1,3 ☑ 1,4 ☐ 1,5 ☐

ANTI ROLL BAR REAR

1,1 ☐ 1,2 ☐ 1,3 ☑ 1,4 ☐

SERVO SAVER POSITION

FORWARD ☑ ☐ REARWARD — 8 ☑ 9 ☐ 10 ☐

PINION	28	SPUR	116

DIFF	SPOOL
HIGH ☑	HIGH ☐
LOW ☐	LOW ☑

DIFF OIL CST: Mugen 3k / 1.3g

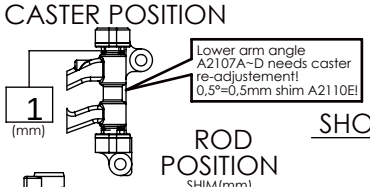
SHOCK POSITION LOWER ARM

PART# REAR	kit	PART# FRONT	kit
HOLE POSITION BALL LINK	INSIDE ☐ OUTSIDE ☑	HOLE POSITION BALL LINK	INSIDE ☐ OUTSIDE ☑

FLEX

ULTRAFLEX ☐ TOPDECK ☑ ☑ SCREW`S ASSEMBLED ☑

CASTER POSITION



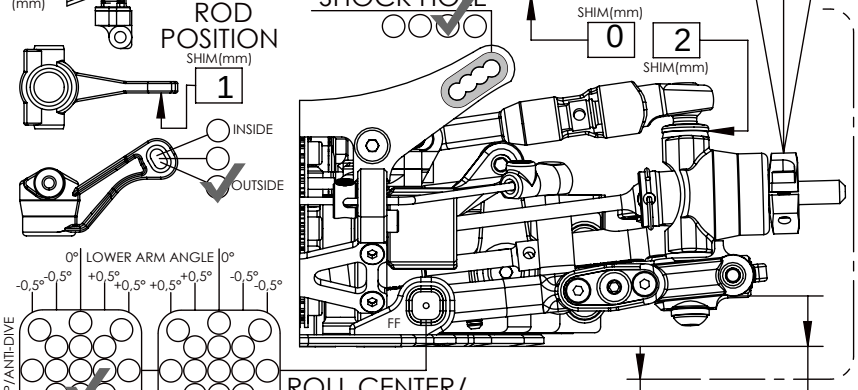
UPPER ARM POSITIOM: INSIDE ☑ OUTSIDE

CAMBER: LEFT 2 2 RIGHT (+ -)

ROD POSITION: SHIM(mm) 1 — INSIDE / OUTSIDE ☑

SHOCK HOLE ☑

SHIM(mm) 0 — SHIM(mm) 2



0° LOWER ARM ANGLE 0°

-0,5° -0,5° +0,5° +0,5° +0,5° +0,5° -0,5° -0,5°

KICK-UP/ANTI-DIVE

FR ☑ FF ☑

ROLL CENTER/ TRACK WIDTH *(LEFT SIDE VIEW)*

5.2 (mm) RIDE HEIGHT — 5.8 (mm) DOWNSTOP

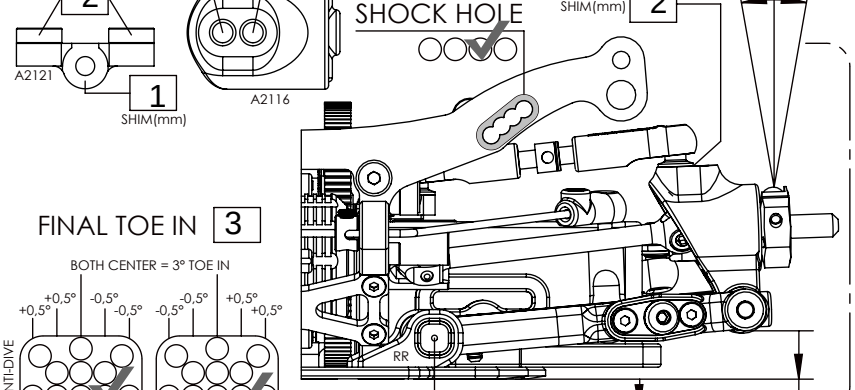
CAMBER LINK POSITION: INSIDE ☑ OUTSIDE - setscrew

SHIM(mm) 2 — A2121 — A2116 — 1 SHIM(mm)

CAMBER: LEFT 2 2 RIGHT (+ -)

SHOCK HOLE ☑

SHIM(mm) 2



FINAL TOE IN 3

BOTH CENTER = 3° TOE IN

+0,5° -0,5° -0,5° -0,5° +0,5° +0,5°

KICK-UP/ANTI-DIVE

RF ☑ RR ☑

ROLL CENTER/TOE IN/ TRACK WIDTH *(RIGHT SIDE VIEW)*

5.4 (mm) RIDE HEIGHT — 4,2 (mm) DOWNSTOP

TOE OUT° 1

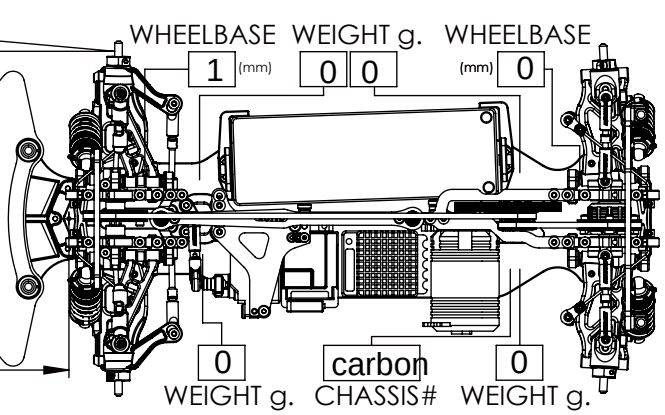
A2404 ☐

ASSEMBLED SCREW´S ☑ ☑ ☑

20g. ☑ A2405

BODY POSITION (mm) ☐

WHEELBASE 1 (mm) — WEIGHT g. 0 0 — WHEELBASE (mm) 0



0 WEIGHT g. — carbon CHASSIS# — 0 WEIGHT g.

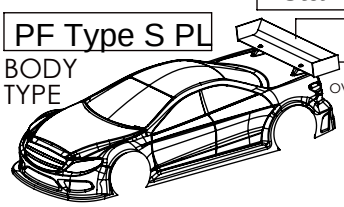
STEERING SHAFT MOUNTED ON: SERVOPLATE ☐ CHASSIS ☑

STEERING STOPPER: ◯ ☐ ∅5 ☐ ∅5,5 ☐ ∅6

WING TYPE standart

PF Type S PL

BODY TYPE



3 OVERHANG(mm)

NOTES:

- using A2102 instead of A2105B
- without steering stopper