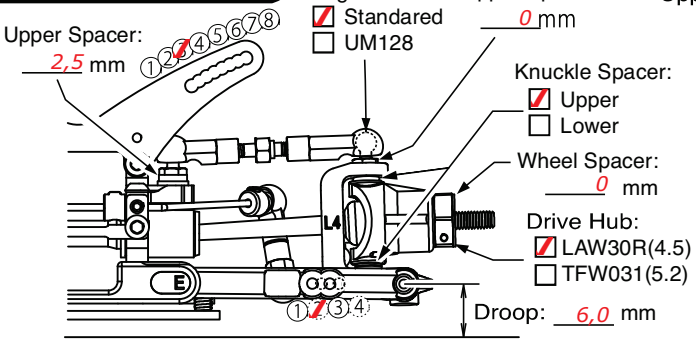
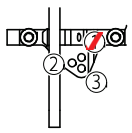
TF6 2 BELT DRIVE 4WD — SET UP SHEET

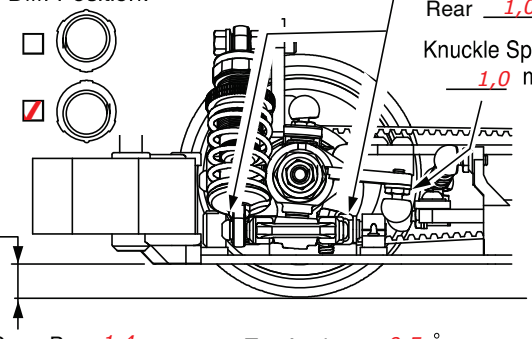
KYOSHO THE FINEST RADIO CONTROL MODELS

Name:	Date:	Truck / City:	Event:
Matthijs Jansen	12 okt 2011	MACH indoor Haarlem	practice

Front Suspension



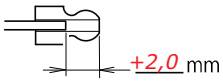




Sus. Holder Bush: Front D — In / Out Out — Sus. Holder Spacer: 1,0 mm

Rear D — In / Out Out — 1,0 mm

Sway Bar: 1.4



Camber Angle: 1,5 °

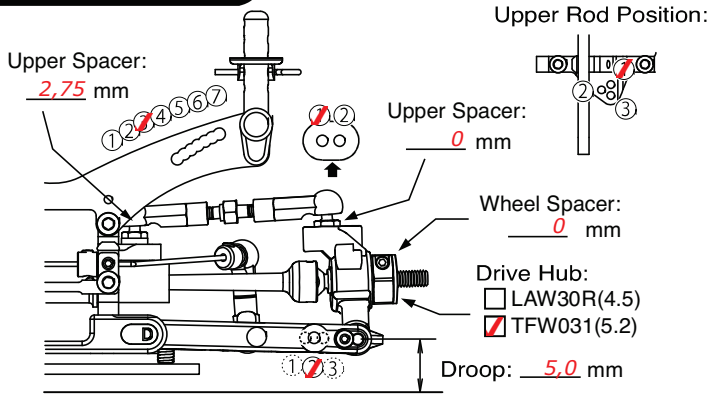
Toe Angle: -0,5 °

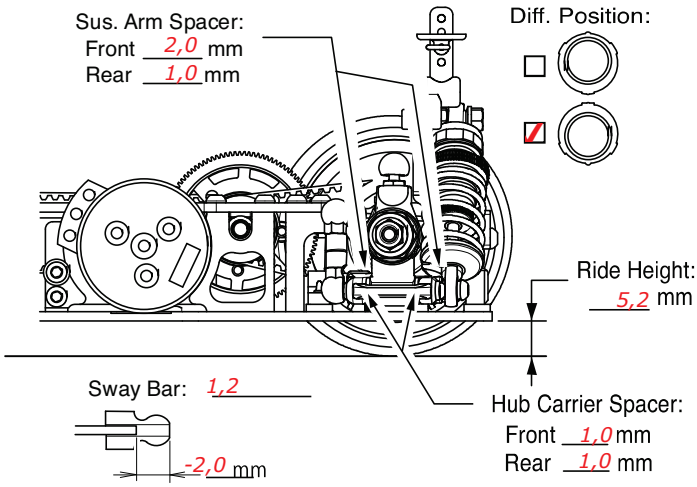
Front Diff.: ☐ Spool ☐ Oneway ☒ Diff.

Notes: 500.000 geardiff

Editable by Arn0(@)PetitRC.com

Rear Suspension





Sus. Holder Bush: Front B — IN / OUT In — Sus. Holder Spacer: 1,0 mm

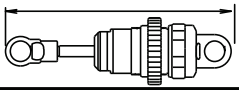
Rear D — IN / OUT Out — 1,0 mm

Sway Bar: 1,2

Camber Angle: 2 °

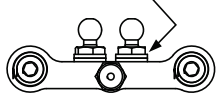
Shock

	Front	Rear
	3x1.0 -	3x1.0 -
Shock Oil:	# 450	# 400
Shock Spring:	HPI gold	HPI silver
Diaphragm:	std	std
Pressure Form:	none	none
Shock Length:	65 mm	65 mm



Steering Wiper

Steering Spacer: 2,0 mm



Chassis

Battry Position: ☐ IN ☒ OUT

Weight: 15 g

Weight: 10 g

Weight: 10 g

Weight: 10 g

Weight: ___ g

Front Belt Position: ☒ Right ☐ Left

Tire

	Comments
Tire: LRP VTEC 30CPX	
Inserts: LRP VTEC 30CPX	
Wheel: LRP VTEC 30CPX	
Traction Compound: 1st: LRP carpet 2 — 2nd: LRP carpet 2	

Others

2nd Gear Ratio:1.83

Motor: SP 13.5 v3

Pinion/Spur: 37 / 102 — Gear Ratio: 5.0448648648648

Battery: Orion 6500 — ESC: Cirtix Club Stock

Body: PF speed 6 — Wing: PF speed 6

Track Condition

☒ Smooth	☐ Asphalt
☐ Bumpy	☐ Concrete
☐ Low Truction	☒ Carpet
☒ Med. Truction	☒ Indoor
☐ High Truction	☐ Outdoor

Comment:

Total weight 1355 gr. No rebound in shocks. Lipo chassis en topdeck. Oil in rear geardiff 900. Timing motor + 10 degr.

Ver.1.00