X – 6 Set-Up Sheet

Driver: Arjan van de Graaf (aka Janus) | Date:

Track: EIR2010 Charlerdinges – END

Tight/Open 1=very tight 5=very open	Wet/Dry 1=very wet 5=very dry	Smooth/Rough 1=very smooth 5=very rough	Slippery/High-Bite 1=very slick 5=very high bite
3	4	1	5

Front

Suspension

Ride Height: 16,5mm (5,0mm spacers + B44 cup)

Camber: 1° Toe In/Out: IN 0,5°

Camber Link: Inside: 2 (1=inside) Washers: 2 robitronic Outside: C GT2 (A=inside)

Caster Block (20°/25°/30°): 30°

Castor Block Position (Forward/Back): FWD

Bump Steer Spacers 0.05" (Stock 2)/Other: 2
Spacers under inner Tie-Rod Ballstud: 0

Axle Trailing (Trailing/Inline) : Inline

Axle Height Top/Middle/Bottom: Mid

Steering Ackerman Forward (stock)/Back: Back

Shocks

Losi ☐/Associated X
Oil Make: AE

Mounting (Top/Bottom): 2 (1=inside) / O

Spring: blue

Piston: 2C Std/Drilled - std

Oil: 30wt

Limiting (In/Out): 0 / -1 (57,5 – 75)

Rear

Suspension

Transmission Height (Multiples of 0.3"): O-ring

Ride Height: 17mm (3,0mm spacers + RPM ring + B4 cup

Camber: 2° Toe Bar 3°/4°: 4 Antisquat: 0 mm

Extra Hub Toe In/Out: - 0,5

Camber Link: Inside: 2 (1=inside) Outside: A (A=inside)

Washers Ballstud: Inside: 2 (thin) Outside: lowered RE hub
Hub Spacing Forward/Middle/Back: FWD

Arm Spacing Forward/Middle/Back: Mid

Anti-Roll Bar: Yep 1,2 mm

Shocks

Losi ☐/Associated X
Oil Make: AE

Mounting (Top/Bottom):2 * (1=inside) / I

* Cf Tower

Spring: Losi - red

Piston: Blk Std/Drilled - std

Oil: 30 wt

Limiting (In/Out): 2 / 4 (66 - 86,5)

Other

Notes/rants/excuses: - Needs to have more rear camber than with minipin
- Car was fast enough, I sucked to much though…..

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Front Tire: Staggerd, wide mount, no sidewalls – full dremel, inside X-pattern

Rear Tire: Schumacher mini SPIKE yellow, wide wheel, Losi Firm

Weights: 18G in celslot 2,3,4,5 - 125 near servo - 45 under Esc – 15 in nose – 40 slipper weight (LIPO) Total 1770 – 35 / 65

Motor: 5.5 | Pinion/Spur: 21 / 87 4 GEAR TRANNY

Wing: JC mounted to front 1/4 gurney, Losi front wing on body

Charlerdinges notes

- Tire wear is more than with Minipin: 6 good runs (6 min, not whole packs), than 6 more practice runs

- Mini spikes seem to prefer more camber than minipins

- In front B-low was great on new tires but made it sketchy after about 3 runs

- Front tires dremeld with x-pattern inside (variation on Q-cut) were more grippy at full lock than normally dremeld tires

- Rearshock limiting 2 -> 4, better balance with front and rear transitions in corners

- Snee inserts in rear feel faster, but tire wear is lots higher due to deforming tires

- Schumacher Minispike bleu, feel very sketchy in early runs. But when the track has settled, it gives more reaction than yellow. The other option of using yellow with less rear weight has similar results but less predicable.

- Use rear wing with small or no gurney due to unplanned wheelies ;-)

- Test:
    - lower antisquad block
    - red piston in front + black piston and / or 35 wt front
    - heavier slipperweight
    - 1-I rear shock position
    - E-speed (?)