# X – 6 Set-Up Sheet

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

Track: MAC Vlijmen BNK

| Tight/Open<br>1=very tight 5=very open | Wet/Dry<br>1=very wet 5=very dry | Smooth/Rough<br>1=very smooth 5=very rough | Slippery/High-Bite<br>1=very slick 5=very high bite |
|---|---|---|---|
| 3 _____ | 5 _____ | 2 _____ | 2 _____ |

## Front

### Suspension

Ride Height: arms level (10,8mm shims, b44 cup)

Camber: 1° Toe In/Out: Out 1,5°

Camber Link: Inside: 2 (1=inside) Washers: 2 Outside: C (GT-2) (A=inside)

Caster Block (20°/25°/30°): 25°

Castor Block Position (Forward/Back): FWD

Bump Steer Spacers 0.05" (Stock 2)/Other: 1
Spacers under inner Tie-Rod Ballstud: 0

Axle Trailing (Trailing/Inline) : Inline

Axle Height Top/Middle/Bottom: MID

Steering Ackerman Forward (stock)/Back: Fwd

### Shocks

Losi ☐/Associated X
Oil Make: AE

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

Spring: Silver

Piston: 2 Std/Drilled - countersunk

Oil: 30 wt

Limiting (In/Out): 1 / 0

Total shock length O: 73mm / C 56mm

O-rings: 801

## Rear

### Suspension

Transmission Height (Multiples of 0.3"): 0.060

Ride Height: 1mm higher than front (14,0 mm shims)

Camber: 2° Toe Bar 3°/4°: 4 Antisquat: FULL no shims

Extra Hub Toe In/Out: B44 hub

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

Washers Ballstud: Inside: 5 (thin) ->~2.5 normal shims Outside: x
Hub Spacing Forward/Middle/Back: FWD

Arm Spacing Forward/Middle/Back: MID

Anti-Roll Bar: Nope

### Shocks

Losi ☐/Associated X
Oil Make: AE

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

* Cf Tower

Spring: silver

Piston: 2 Std/Drilled - countersunk

Oil: 30 wt

Limiting (In/Out): 2 / 2

Total shock length O: 89mm / C 67,5mm

O-rings: 801

## Other

Notes/rants/excuses:
- Esc setup (Venom 120a (Speedpassion clone)): 1-3-4-7-4-1-1-6-1-1 – max brake 80%
- Losi plastic universals conversion
- Changed to 25 deg for more steering midcorner
- track was brushed after every run, NO DUST
- more rear camber than usual for more stability in fast corners
- Result Q4 – P3

Front Tire: Losi Taperpin Red, FULL REAR insert

Rear Tire: Bigshot Silver with full original inserts

Weights: 20 in celslots 2 and 5, lead under esc (40g) and servo (65g), additional 40 behind servo (LIPO)

Motor: 6.5 bonded | Pinion/Spur: 22 / 78 4 GEAR TRANNY

Wing: mounted to front full gurney, Losi front wing on body

- Losi Plastic universals conversion: Made Losi universals in the same way the B44 were made (http://2wdrc.com/tech/ModifiedCVA.htm ), with this you do need to use the old arms and shocktower to make room for the bigger universals

- The taperpins had much more reaction when used with a full rear insert

- Went back to the 2-B rear camber setting instead of the 2-C I'd been running recently to get more reaction out of the car

- Full antisquad was needed to get more on power steering, to get back some acceleration the tranny was placed at 0.060"

- Track was brused before every run, so a clean track for everyone ( happy happy, joy joy )

- Elvo said it was the car was to hostile, so it was spot on ;-)