

Driver / Buggy	Buggy Setup										Track Conditions										Notes																
	Side	Ride Height	Drop	Camber				Toe				Sway Bar		Shocks			Shock Oil		Differential Oil			Track Setup				Dirt Condition				Traction Bie							
				Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Spring (FR)	Piston (FR)	Length (FR)	Front	Rear	Front	Center	Rear	Tight	Open	Smooth	Rough	Rutty / Bumpy	Hard Packed	Loose	Blue Groove	Dry	Wet	Dusty	Low	Medium	High		
Ty Tossman DB - Alberta RC Pit Series	32	34	1.5	0	stock	stock	2.4	2.5	Grey / Yellow	1.3 / 1.3	97 / 100	350	450	5,000	4,000	2,000																					
Ty Tossman DB - Canada Nationals	29	30			1 out	stock	2.4	2.4	Grey / Grey	1.3 / 1.3	97 / 100	350	450	4,000	4,000	2,000																					
Ty Tossman DB - FHWA - 1st Round Worlds (Average Starting Setup)	28	29			2	stock	2.4	2.8	White / Grey	1.3 / 1.3	98 / 101	400	450	5,000	7,000	2,000																					
Ty Tossman DB - New Caledonia Nationals	28	29			1	0	stock	2.3	2.5	Grey / White	1.3 / 1.3	98 / 100	350	520	5,000	5,000	2,000																				
Ty Tossman DB - RC Fun Challenge Nationals	27	29			1	2	1 out	stock	2.4	2.5	Grey / White	1.3 / 1.3	98 / 100	350	450	5,000	4,000	2,000																			
Ty Tossman DB - RCAR Fuel Nationals	26	27			2	2.5	1 out	stock	2.4	2.8	White / Yellow	1.3 / 1.3	98 / 98	450	520	5,000	5,000	1,000																			
Ty Tossman DB - Elkhartsville Mini Challenge	27	28			-2	-2	2 out	stock	2.4	2.8	Grey / Green	1.3 / 1.3	98 / 102	350	350	5,000	5,000	2,000																			
Ty Tossman DB - Silver State Mini Challenge	28	29			1	2	1 out	stock	2.3	2.5	Grey / White	1.3 / 1.3	100 / 101	350	350	5,000	4,000	2,000																			
Ty Tossman DB - Silver State Mini Challenge	28	29			2	1	0	stock	stock	stock	Grey / Yellow	1.3 / 1.3	99 / 100	350	450	5,000	5,000	2,000																			
Ty Tossman DB - Suncoast Fun Challenge (Good Setup)	28	29			-1	-2	1	stock	2.4	2.5	Grey / Yellow	1.3 / 1.3	98 / 100	350	520	5,000	5,000	2,000																			
Ty Tossman DB - The One Mini Challenge	28	30			2	2	1	stock	stock	stock	Grey / Yellow	1.3 / 1.3	98 / 100	350	450	5,000	5,000	2,000																			
HWA DB - Silver State Nationals	28	29			-2	-2	-2	3	2	3	Grey / Yellow	1.4 / 1.2	97 / 112	350	350	4,000	4,000	3,000																			
John Abramo DB - RCAR Fuel Nationals	25	27			-2	-2	2	3	2	3	Grey / Yellow	1.4 / 1.2	97 / 112	350	350	4,000	4,000	2,000																			
Dana B - Hi-Boiler Drive	29	28			-2	-2	2	3	2	3	White / Yellow	1.3 / 1.2	96 / 96	350	350	4,000	4,000	2,000																			
Richard Kover - Black (Marcus Black)	26	28	98	103	-1	-3	1 out	stock			White / White	1.3 / 1.3	400	450	4,000	4,000	3,000																				
Chad Bradley - General Buggy																																					
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General Starting Setup
 To changing the center to a lighter setting first (3,000-5,000wt); if the car is changing directions out of a bumpy corner, try making the front lighter (3,000-400wt).
 Extremely Loose: The best way I've found to increase traction with the diffs is to increase the oil weight in the rear diff slightly - 3,000-5,000wt.
 A "square" diff setup here helps: 5,000wt front, 5,000wt center and 3,000-5,000wt rear.
 Most of the time I run between 5,000-7,000wt in the front, and 7,000-10,000wt center.
 I would normally just go lighter in the center, but not too light (5,000wt).
 This will give the vehicle more off-power steering, which is better on tight tracks. Heavier oils (7,000-10,000wt buggy, 10,000-20,000wt truck) will give you car better on-power steering and will help on higher speed tracks.
 General Buggy
 Lighter center oils help the buggy or truck track straight while accelerating (3,000-5,000wt buggy). Running lighter oils in the center has a negative effect on the acceleration. The lighter oil allows the power to be directed toward the front of the car and hamper acceleration out of corners.
 Use thinner oil for the center (3,000-4000wt) and thinner oil for the front as well (3,000wt).
 If you're having trouble clearing jumps that are out of a slow corner, that could be a sign that the center diff is too light, but for really bumpy sections having lighter oil in the center will allow the car to accelerate better and straighter.
 Need more steering entering the turn
 Need more acceleration out of a turn
 Need to go better through a rough section
 Pulls around too much through ruts

- Buggy Truggy**
 Starting Setup
 Front: 5,000wt Front: 10,000wt
 Center: 7,000wt Center: 20,000wt
 Rear: 2,000wt Rear: 3,000wt
- If it's bumpy
 Front: 3,000wt Front: 7,000wt
 Center: 5,000wt Center: 10,000wt
 Rear: 2,000wt Rear: 2,000wt
- If it's extremely loose
 Front: 3,000wt Front: 7,000wt
 Center: 5,000wt Center: 10,000wt
 Rear: 3,000wt Rear: 5,000wt