

laterally in the turns. At that point, back off (i.e., soften) on those and look for more steering elsewhere.


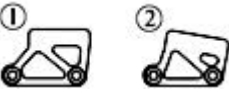

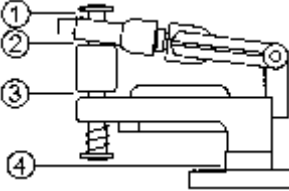
Car is loose on entry = soften side shock springs/oil.

Car pushes on power and/or corner exit = stiffen center shock spring/oil; add "third screw" to center of T-bar.

Car is loose on power and/or corner exit = soften center shock spring/oil; remove "third screw" from center of T-bar.

It really is just that simple. Based on personal experience with the side shocks, I would advise never to skip spring rates when changing them; i.e if you want to go harder, don't jump from silver to gold by skipping blue. Also, just change shock oil in 5wt increments. The side shocks are very receptive to small changes.

### Setup Sheets for the 10Lv2.5:

Setup Sheet For the RC10Lv2.5 	
Date: 1/11/04 Driver: Mark Anton Track: <a href="#">Revelation Raceway</a>	
<b>FRONT SUSPENSION</b> Upper arm mount: #2  Caster shim position: #2  Steering block: Std .trailing Camber, left: -1 right: -1/2	<b>FRONT SPRINGS</b> Springs: Associated .020 Kingpin: STD  Indicate shim position, qty and thickness:  1: qty: 4 2: qty: 1

Toe: As close to straight as possible		3: qty: 0 4: Ride height spacers: Standard L2 kit block
<b>CENTER SHOCK</b> L2 Kit shock Oil: Associated Wt: 30 Spring: Associated Silver Piston: #1 Preload spacers: Total of 7/16" of AE #6475 preload spacers  Traxxas Bladder inside of shock		<b>SIDE SHOCKS</b> STD Micro Oil: Associated Wt: 30 Spring: Associated Blue
<b>REAR SUSPENSION</b>  T-bar: Standard L2 .075 T-bar, no tweak screws, all three screws along rear pod.		<b>REAR AXLE HEIGHT ADAPTER</b>  #1 with the bearing toward the top of the car
<b>WHEELS &amp; TIRES</b>	<b>Front</b>	<b>Rear</b>
Tire type	TRC Pink	TRC Green
Wheels	TRC	TRC
Tire dia	2.25"	2.25"
Car body: Protoform Medium Downforce Peugeot 905B Motor: Reedy Kr 10x2 Pinion: 14 Spur gear: 84 Batteries: ProMatch GP3300 Chassis: Standard L2		