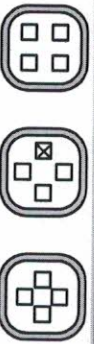
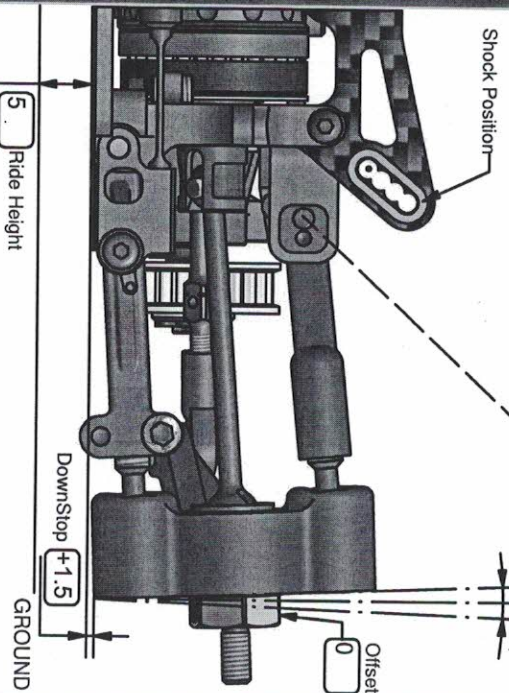


Front



Type 1
Type 2
Type 3
Upper Arm Position



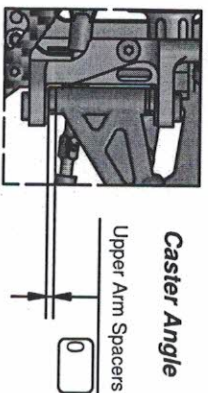
CAMBER
LEFT 1.5
RIGHT 1.5

TOE / SIDE
-1/each

WIDTH
198

ACKERMANN INSERTS
9 10 11 12

GEAR DIFF. OIL
500K



Caster Angle
Upper Arm Spacers
0

FRONT REAR

LEFT	RIGHT	TYRES	LEFT	RIGHT
Capricorn	32	32	Capricorn	37
32	32	SHORE	37	37
58	58	DIAMETER	60	60
58	58		60	60

SHOCK ABSORBERS		Oil	1000
1000		SPRING	3.8
3.9		PISTON	3
3		HOLES Ø	1.2mm
1.2mm			

ANTI-ROLL BARS		TYPE	stock 2.0
F1.8		ANGLE POS.	

1 ST		2 ND	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
52	53	54	54
		47	48
		48	49

1 ST		2 ND	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	15	19	20

DRIVE TRAIN - D.J. SHAFT - F.F.S.

MIDDLE AXLE PULLEY 25 26 D.J. F.F.S.

ENGINE

TYPE Nova Mito **MUFFLER** Rclarget

PLUG 6 NITRO

BODY TYPE P47

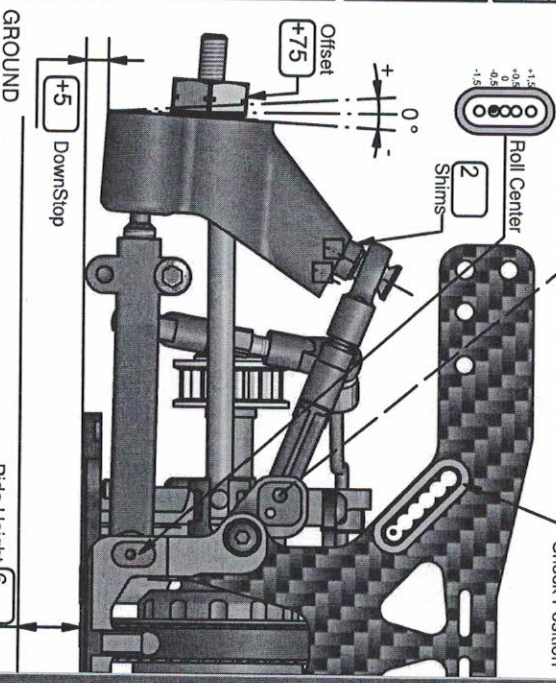
SET-UP SHEET

NAME D.J. Apollaro
DATE July 2017
TEMP Toledo Midwest series
TRACK Medium
TRACTION Medium
RESULT TO & 1st BEST LAP 18.7

Rear



Type 1
Type 2
Type 3
Upper Arm Position



CAMBER
LEFT 4.25
RIGHT 3.75

TOE / SIDE
+2/each side

WIDTH
199

ARM POSITION
A B

GEAR DIFF. OIL
80K

Additional notes
With standard shocks try same piston and oil. Use red springs all around. If higher traction try light blues all around and maybe rear shock extensions. This was with EVO chassis and 12gram weight in back. In final I ran 37/42 tires and 1.8 rear bar.