

Name: Tim Long
Date: May 2015
Track: Amain Chico Ca

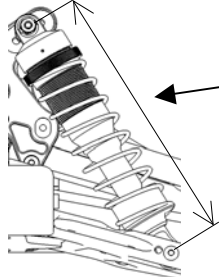
Track Conditions

Size: Open Med. Tight
Traction: High Med. Low
Surface: Smooth Med. Bumpy

Result

Race Time / Lap: _____
Best Lap (1Lap): _____

Front Suspension

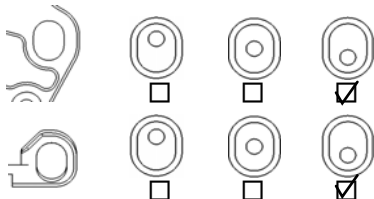


Rebound Stop: 103.5mm

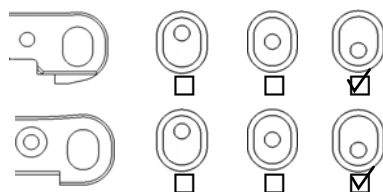
Ride Height: 25mm
 Toe Angle: 1 degree out
 Kingpin Ball Spacer(Upper): 1mm
 (Lower): 1mm
 Wheel Hub: std.
 Anti Roll Bar: 2.3mm
 Upper Arm Spacer: 2mm

Upright: E2129
 E2105-B
Tension Rod: E2107A(Long)
 E2107B(Short)

Upper Arm Position:



Lower Arm Spacer: 0
 Lower Arm Position (Kick Up):

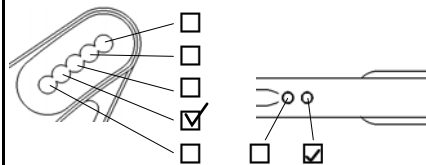


Front Shocks



Piston: 6 hole 1.3mm
Oil: Mugen 500
Spring: 8.75

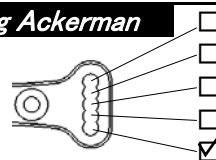
Shock Position:



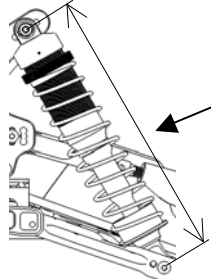
Pivot Ball Position: Front Rear
Damper Stay: E2502(Aluminum)
 E2511(CFRP)

Steering Ackerman

↑ Front



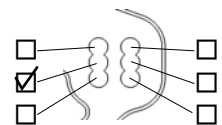
Rear Suspension



Rebound Stop: 119mm

Ride Height: 27mm
 Camber Angle: -3mm
 Wheel Hub: std.
 Anti Roll Bar: 2.7mm
 Lower Arm Spacer: 0

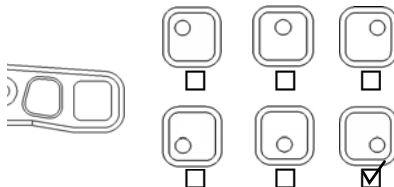
Upper Arm Position:



Lower Arm Position (Anti-Squat):



Upright Spacer: 4mm
Upright: E2131
 Other Alum. hubs
 Lower Arm Position (Toe Angle):

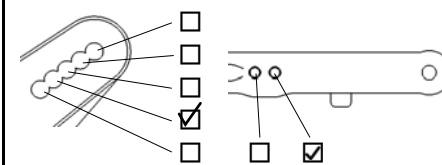


Rear Shocks



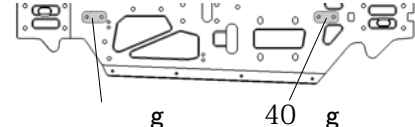
Piston: 6 hole 1.3mm
Oil: Mugen 450
Spring: 9.5

Shock Position:



Pivot Ball Position: Front Rear
Damper Stay: E2522(Aluminum)
 E2523(CFRP)

Weight



Engine

Type: Ninja **Plug:** Ninja P-3
Gasket: _____ **Reducer:** 6.5MM
Muffler: 2090 **Fuel:** Flash Point 30%
Engine Mount: E0701(Standard) E2701(One Piece)

Diff. Oil

Front: 10,000 **O-Ring:** _____ pcs.
Center: 7,000 _____ pcs.
Rear: 6,000 _____ pcs.

Tires

	Front	Rear
Type:	<u>Pro-Line Holeshot</u>	<u>Pro-Line Holeshot</u>
Compound:	<u>M3</u>	<u>M3</u>
Inserts:	<u>PL</u>	<u>PL</u>
Wheel:	<u>PL</u>	<u>PL</u>

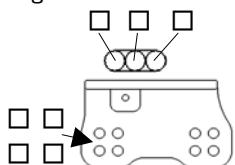
Clutch

Clutch Bell: 13 **Spur Gear:** 46
Clutch Shoes: Mugen E0710
Clutch Spring: one 1.05mm and two 1.0mm

Body/Wing

Body: Mugen
Wing: Mugen

Wing Position:



Comments

42/12 ring and pinion in the rear only. 40g of weight in the rear.