



Driver: Max Flurer Class: 17.5 Late Model Flat Banked Run Line: 140 ft
 Track: Beach RC Driving Style: Smooth Surface: Smooth Bumpy
 Event: Custom Works Dixie Nationals Aggressive Traction: High Low

Tires

	Compound	Diameter	Insert
RF	R4	2.63	
LF	R2	2.66	
RR	R4	2.62	
LR	R2	2.62	

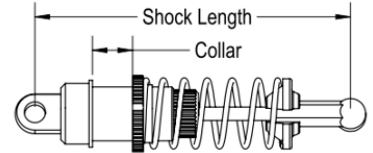
Cleaned With: Simple Green
 Traction Additive: FDJ Orange

Notes: Broken in set of tires

Shocks

	Body Length	Shaft Length	Spring	Oil	Piston	Shock Length	Collar	Spring Cup
RF	S M L	S M L	7#	35	S (M) L	2.50	.19	Std. (Ext.)
LF	S M L	S M L	6#	35	S (M) L	2.46	.20	Std. (Ext.)
RR	S M (L)	S (M) L	9#	35	S (M) L	2.88	.02	Std. (Ext.)
LR	S M (L)	S (M) L	9#	35	S (M) L	2.88	.02	Std. (Ext.)

Measure shock length with shocks on car and car not touching the ground. Go to lighter oil or larger piston if tires are skidding over bumps in track. Go to heavier oil or smaller piston if tires or car is bouncing.



Ride Height

LF	10mm	RF	11.5mm
LR	10.5mm	RR	12.5mm

Max Chassis Height

LF	14mm	RF	14mm
LR	14mm	RR	15mm

Corner Weights

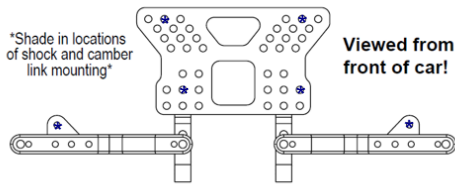
LF	12.1	RF	8.0
LR	14.4	RR	11.0

Rear %	56%
Left %	58%
Wedge %	49%

Measured From: Bottom of Chassis Top of Chassis

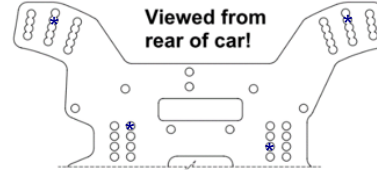
Total Weight: 53.3 w/ body Measured without body

Front Suspension



Kick-Up	<input type="checkbox"/> 15° Low <input type="checkbox"/> 15° High <input checked="" type="checkbox"/> 20° Low <input type="checkbox"/> 20° High <input type="checkbox"/> 25° <input type="checkbox"/> 35°
Toe	1 out
Sway Bar	<input type="checkbox"/> None <input checked="" type="checkbox"/> .063

Rear Suspension



Outdrives / Diff.	<input checked="" type="checkbox"/> DD <input type="checkbox"/> GBX Steel <input type="checkbox"/> GBX Alum <input type="checkbox"/> GBX Gear
Slipper	<input checked="" type="checkbox"/> None <input type="checkbox"/> _____

Right	Left	Right	Left
-1	0	.125	none
<input checked="" type="checkbox"/> 0 <input type="checkbox"/> -5 <input type="checkbox"/> +5 <input type="checkbox"/> -10 <input type="checkbox"/> +10 <input type="checkbox"/> Inner <input checked="" type="checkbox"/> Middle <input type="checkbox"/> Outer <input type="checkbox"/> Inner <input checked="" type="checkbox"/> Kingpin	<input checked="" type="checkbox"/> 0 <input type="checkbox"/> -5 <input type="checkbox"/> +5 <input type="checkbox"/> -10 <input type="checkbox"/> +10 <input type="checkbox"/> Inner <input checked="" type="checkbox"/> Middle <input type="checkbox"/> Outer <input type="checkbox"/> Inner <input checked="" type="checkbox"/> Kingpin	<input type="checkbox"/> Inner <input checked="" type="checkbox"/> Middle <input type="checkbox"/> Outer <input checked="" type="checkbox"/> Standard <input type="checkbox"/> Inclined none	<input type="checkbox"/> Inner <input checked="" type="checkbox"/> Middle <input type="checkbox"/> Outer <input checked="" type="checkbox"/> Standard <input type="checkbox"/> Inclined none
Camber	Caster	Axle Shims	Ackermann
Kick-Up Location	Kick-Up Location	Kingpin	Roll Center Shims
Outer Link Location	Outer Link Location		

Left +2	Right -2	Left 5 in	Right 2 out
<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> None <input checked="" type="checkbox"/> .060 <input type="checkbox"/> .125 <input checked="" type="checkbox"/> None <input type="checkbox"/> .125 <input type="checkbox"/> .250	<input type="checkbox"/> 0 <input type="checkbox"/> 1 <input checked="" type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> None <input checked="" type="checkbox"/> .060 <input type="checkbox"/> .125 <input checked="" type="checkbox"/> None <input type="checkbox"/> .125 <input type="checkbox"/> .250	<input checked="" type="checkbox"/> Inner <input type="checkbox"/> Outer <input checked="" type="checkbox"/> None <input type="checkbox"/> 1.5° <input type="checkbox"/> 3° <input type="checkbox"/> Short <input checked="" type="checkbox"/> Long <input type="checkbox"/> High <input checked="" type="checkbox"/> Low	Toe Outer Link Location Anti-Squat Suspension Mount Hub Pin Location <input checked="" type="checkbox"/> Inner <input type="checkbox"/> Outer <input checked="" type="checkbox"/> None <input type="checkbox"/> 1.5° <input type="checkbox"/> 3° <input type="checkbox"/> Short <input checked="" type="checkbox"/> Long <input type="checkbox"/> High <input checked="" type="checkbox"/> Low
Camber	Spacers Behind Hub	Suspension Mount Shims	Wheel Spacers

Aerodynamics

Body: Protoform Noreaster
 Bottom of Rear Window To Body Post Center: 2.125"
 Rear Deck Height From Bottom Of Chassis: maximum
 Body Position: F M R Spoiler Length: 2"
 Spoiler Angle: middle hole Wickerbill: 1/8"

Electronics

Motor: Schuurspeed spec Speed Control: HW Justock Battery Position: Front Rear
 Amp Draw: _____ Timing/Boost: _____
 Timing: 49 on endbell Drag Brake: _____
 Pinion: 29 Battery: RC King 5200 Middle
 Spur: 98 Outer

Notes: TQ of every round and A-main winner. Car looked very consistent and push over bumps in the track.
 Dual bellcrank steering. Long shock bodies/medium shafts/long springs in rear for smoother ride over the bumps.
 Using option rear suspension mount holes on LR to get 5deg toe in. 3deg pro-squat shims on top of .060 shims.