CUSTOM WORKS ENFORCER GBX 3

DRIVER: Bill Impson
DATE: 03-16-13
EVENT: 2013 IceBreaker $/DODC Race
CLASS: Mod Sprint
TRACK: Limestone LENGTH: 170

☑Clay ☐Hard Packed ☐Loose Dirt
☐Carpet ☐Asphalt ☐Concrete
☐Flat ☑Banked ☑True Oval ☐Tri-Oval
Traction: ☐High ☑Medium ☐Low

FRONT SUSPENSION

RIGHT

CAMBER: -1.5
CAMBER LINK LOCATION: ☑OUTER ☐INNER
CAMBER RATE SHIMS: .125
KINGPIN INCLINE: ☐0° ☑ANGLED
ACKERMANN: ☐ON SPINDLE ☐SHORT ☑MIDDLE ☐LONG
FRONT AXLE: ☑STOCK ☐EXTENDED
CASTOR: ☑0° ☐+5° ☐-5° ☐+10° ☐-10°
AXLE SHIMS: OUT

TOE IN/OUT AMOUNT: 0
RF ☐LEAD ☐TRAIL AMOUNT: 0
SHOCK POSITION: ☐TOP ☑MID ☐BOT

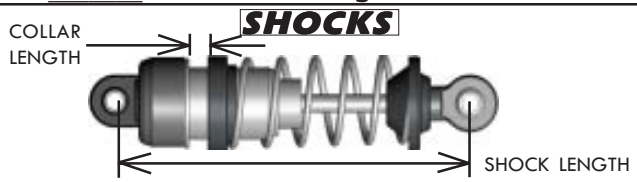
SUSPENSION POSITION
RF: ☐OUTER ☑MIDDLE ☐INNER
LF: ☐OUTER ☐MIDDLE ☑INNER

KICK-UP: ☐25° ☐20° HIGH ☑20° LO ☐15° HIGH ☐15° LO
SWAY BAR: ☐NONE ☐.063" ☐.078"

LEFT

CAMBER: +1.5
CAMBER LINK LOCATION: ☐OUTER ☑INNER
CAMBER RATE SHIMS: .125
KINGPIN INCLINE: ☐0° ☑ANGLED
ACKERMANN: ☐ON SPINDLE ☐SHORT ☑MIDDLE ☐LONG
FRONT AXLE: ☑STOCK ☐EXTENDED
CASTOR: ☐0° ☑+5° ☐-5° ☐+10° ☐-10°
AXLE SHIMS: OUT

SHOCKS



LEFT FRONT SHOCK
BODY LENGTH: ☐SHORT ☐MED ☐LONG
SHAFT LENGTH: ☐SHORT ☐MED ☐LONG
SPRING: CW Orange 12
OIL: 50 Losi PISTON: L
BLADDER: Black (with foam under)
LENGTH: 2.43
COLLAR:

RIGHT FRONT SHOCK
BODY LENGTH: ☐SHORT ☐MED ☐LONG
SHAFT LENGTH: ☐SHORT ☐MED ☐LONG
SPRING: CW Orange 12
OIL: 50 Losi PISTON: L
BLADDER: Black (with foam under)
LENGTH: 2.45
COLLAR:

LEFT REAR SHOCK
BODY LENGTH: ☐SHORT ☐MED ☐LONG
SHAFT LENGTH: ☐SHORT ☐MED ☐LONG
SPRING: CW Gray 9#
OIL: 50 Losi PISTON: L
BLADDER: Black (with foam under)
LENGTH: 2.72
COLLAR:

RIGHT REAR SHOCK
BODY LENGTH: ☐SHORT ☐MED ☐LONG
SHAFT LENGTH: ☐SHORT ☐MED ☐LONG
SPRING: CW Gray 9#
OIL: 50 Losi PISTON: L
BLADDER: Black (with foam under)
LENGTH: 2.76
COLLAR:

REAR SUSPENSION

LEFT

CAMBER LINK LOCATION: ☑OUTER ☐INNER
HUB SPACING: SHADE IN 4 SPACERS F☐☐☐☐☐☐☐R
CAMBER: 1.5
TOE-IN: -6
WHEEL SPACERS: .125

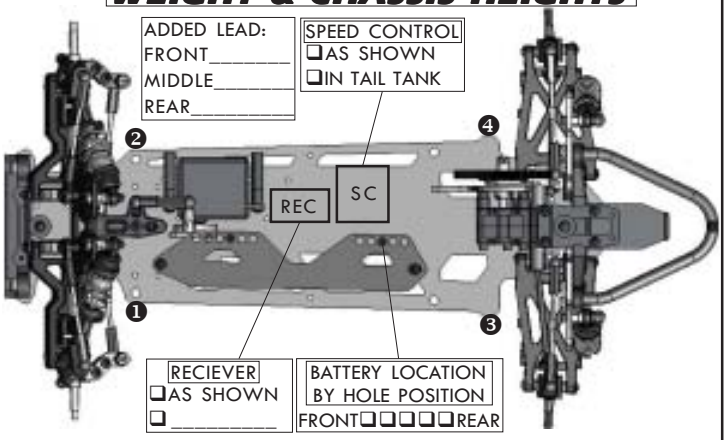
SWAY BAR: ☐NONE ☐.063" ☐.078"
REAR WIDTH (INNER/OUTER)
LR: Inner RR: Middle
TOE-BLOCK SHIMS:
LR: 1/16" RR: 1/16"
ANTI-SQUAT SHIMS:
LR: None RR: None

RIGHT

CAMBER LINK LOCATION: ☐INNER ☑OUTER
HUB SPACING: SHADE IN 4 SPACERS F☐☐☐☐☐☐☐R
CAMBER: -1.5
TOE-IN: -1
WHEEL SPACERS: 0 (Main)

-SHADE IN MOUNTING LOCATIONS ON SUSPENSION ARMS, BEARING CARRIER AND SHOCK TOWER.

WEIGHT & CHASSIS HEIGHTS



CORNER WEIGHTS:
LF: 10.9 RF: 10.0
LR: 15.7 RR: 14.5

OVERALL WEIGHT:

CHASSIS HEIGHTS BY LOCATION:
❶ .550 ❷ .590
❸ .590 ❹ .620
MEASURED FROM:
☐TOP OF CHASSIS
☐BOTTOM OF CHASSIS

TIRES & TRACTION

TIRE TYPE: ☑FOAM ☐STREET RUBBER ☐LOOSE DIRT

	COMPOUND	DIAMETER	INSERT
RF:	BSR Orange	2.64	
LF:	"	"	
RR:	"	"	
LR:	"	"	

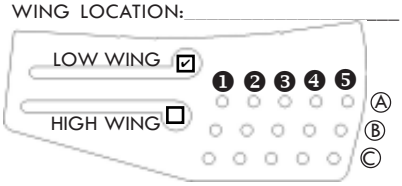
TRACTION ADDITIVE: 60/40 No Smoke/Paragon Free

-SHADE IN AREAS OF TRACTION ADDITIVE AND DRAW IN TIRE GROOVES

LF	RF
5 Groove	4 Groove
LR	**RR**
6 Groove	6 Groove

WING

MAIN WING SIZE: ☑6X6 ☐7X7
FRONT WING SIZE: CW 9056 Small
SPOILER LENGTH: small wick (1/16)
WING LOCATION:



HOOD TYPE: CW 9086 Salem Hood

MISC...

MOTOR: D3 5.5
PINION: 29-33 SPUR: 108
SPEED CONTROL: LRP
PUNCH SETTING: 8 boost
INTIAL BRAKE:
AUTO BRAKE:
.95 Roll Out

Rear shocks mounted in 3nd hole from top of tower
1/8" Shim on top of RR hub carrier (more reactive camber)
RR Axle spacer was added/removed depending on bite.
Keep Collars free (Use Collars for ride height and to move weight around)
Ride height seemed critical at Limestone as the track was not bumpy but was wavy and the banking transitions threw the car around. If the car was too low it would get worse.
Drilled New hole in Left rear Hub carier to get outside of link a little lower