

Setup Sheet for Team Associated's RC8B

Rev. 1

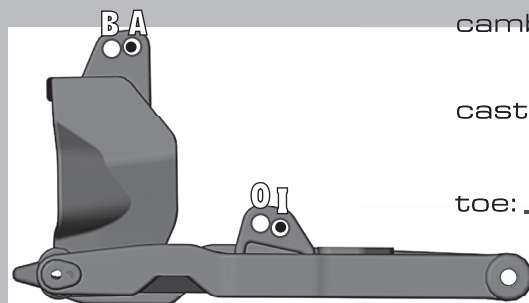
:: Front Suspension

- anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

bump-steer washers:
0
 out



upper hinge pin bushing
 front # 3 rear # 2
 up down up down



camber: -1 °
 caster: 16 °
 toe: +1 °

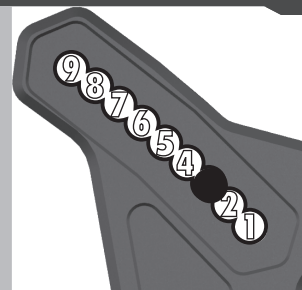
ride height: 21mm

kickup bushing
 # 2
 up down

:: Rear Suspension

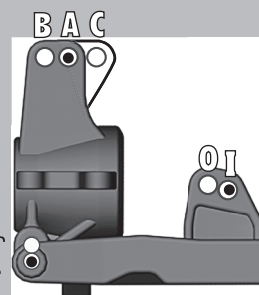
- anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

- wheelbase:
 long
 medium
 short



camber: -2 °

toe bushing d-plate:
 # 4deg
 in out



hub:
 upper
 lower

ride height: 23mm

squat bushing c-plate:
 # 2
 up down

:: Front Shocks

spring: Ultimate hard piston: AE1.3x4
 shock fluid: 25w length: no limiters
 shock cap: rebound: None

:: Rear Shocks

spring: Ultimate med piston: AE 1.3x4
 shock fluid: 15w length: no limiters
 shock cap: rebound: full

:: Chassis Braces / Wheel Hex

chassis braces:
 pivot molded aluminum
 wheel hex:
 standard narrow

:: Steering Blocks

steering blocks:
 standard
 cnc FT knuckles

:: Rear Hubs

rear hubs:
 standard
 cnc FT hubs

:: Differentials

front fluid: 15k
 center fluid: 5k
 rear fluid: 2k

:: Wing

location: forward back
 angle: low med. high
 type: gap: 28mm

:: Gearing/Clutch

gearing: 16/44
 clutch shoes: ultimate plastic
 clutch spring: .9mm 1.0mm 1.1mm

:: Engine

engine: GRP restrictor: 6mm
 muffler: GRP 2053 temp:
 glow plug: No5
 fuel: Ultimate

:: Tires

tire (F/R): GRP / Cubic
 compound (F/R): A /
 insert: standard wheel: GRP
 traction additive:

:: Race and Vehicle Comments

qualify: main: finish: tq:
 comments:

Old steering rack used. Prefer the feel and haven't tested the new one enough. Battery in the rear for extra steering. Will test the car lower for even more stability. Inside on arms was better in qualifying. More aggressive and better in the bumps on the long corners.

:: Track Info

smooth: bumpy: blue groove:
 traction: high med. low
 soft dirt: grass: clay: wet:
 dusty: other: