



Name: Paul Sinclair

Event: 2015 Indoor Racing

Track: General Setup Date: 4/15/15

City: _____ Country: _____

Track Size: Large Med Small | Track Type: Open Med Tight

Traction Level: High Low

Conditions: Wet Dusty Loamy
 Dry Grooved Rough

Surface: Indoors Gravel Carpet
 Outdoors Astroturf Asphalt

Front Suspension

Ride Height: 22-23mm (arms level) Axles: Trailing Inline

Camber: -1 ° Toe: 0 ° Caster Block: 20° 25° 30°

Ackermann: Fwd Back

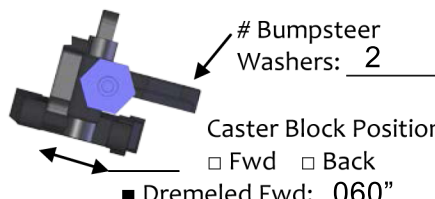
Bumpsteer Washers: 2

Caster Block Position: Fwd Back

Dremeled Fwd: .060"



Washers 2



Rear Suspension

Ride Height: 22mm (slightly lower than front) Rear Hub Carrier: 0° 0.5° 1.0° 1.5°

Trans Height: 0 Trans Brace:

Camber: -1.5 ° Sway Bar: no

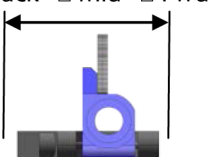
Hinge Pin Brace Spacer: 0 1mm 2mm 3mm

Hub Plate: C (lowered)



Anti-Squat: 0

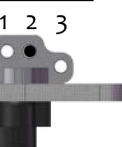
Arm Position: Back Mid Fwd



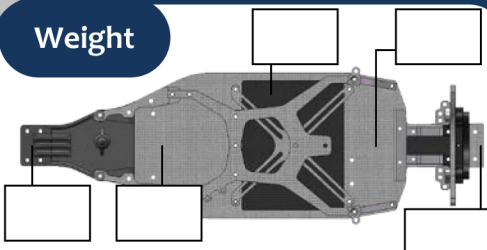
Hub Position: Back Mid Fwd



Washers 1



Weight



Total Weight: 1550g

Rear Weight Bias: 64.5 %

Drivetrain

Gearing: 22 / 81

Motor: Viper VST BE 7.5T

Slipper: Avid, 3 white 2 pads 3 pads

Diff Setting: tight

Battery: ProTek 100C Shorty

Battery Placement: All the way back

Notes/Rants/Excuses

This set-up uses a harder front spring than I've run the past few years, mostly to handle the additional traction of molded front foams. The thicker oil handles the traction of modern tires well, too. I frequently adjust rear wheelbase and the upper rear shock position based on track and layout.