					CIRCUIT		
	<b>71</b> ] [				Environment	. — . —	
		ING S	HE	T	Surface	Asphalt	
					Grip Condition	<ul><li>→ ☐ High → ☐ Regula</li><li>→ ☐ Flat → ☐ Bumpy</li></ul>	
DRIN	/ER	DATE			Condition	→	
FRONT	Drivetrain	→ □ One-way	Diaphragm	<b>→</b> □		Upper camber link & shock mounting position	
		→ □ Ball diff	Aeration	ightharpoons			on OO
		→ □ Solid	Shock body	<b>→</b> □ SS			0005
	Anti-roll bar	→ □ None		<b>→</b> □ SS			
		→ Upper → Lower	Shock end	→ □ Lor → □ Sho			
		<b>→</b>		<b>→</b> □ 3iid			
	Hub carrier	<b>-</b>	Length		mm =		
	Camber	<b>-</b>	Spring	<b>→</b>		Lower suspension arm	
	Toe angle	<b>-</b>	Oil	<b>→</b>			mm 🙀 👭
	Suspension mou	ınt skid angle	Piston	<b>→</b>		•	
	<b>→</b>						
	Suspension mount height spacer (front & rear) → mm		Droop height				
	(IIOIII & rear)	<b>→</b>					
				<b>(4)</b>			
							mm *
				mm <u> </u>	[		
REAR	Anti-roll bar	<b>→</b> □ None	Diaphragm	<b>→</b> □		Upper camber link &	
	7 thu Ton Dai	→ Upper	Aeration	→ □ □		shock mounting position	
		→ □ Lower	Shock body	<b>→</b> □ ss	s	<u>\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ </u>	000
	Cambar	<b>-</b>		<b>→</b> □ SS			0000
	Camber	<b>-</b>	Shock end	<b>→</b> □ Lor	-		
	Suspension mou	ınt (toe angle)		→ □ Sho		((0))	
		→ □ 2 deg	Length		mm =		
		<b>→</b> □ 3 deg	Spring	<b>→</b>	_	Lower suspension arm	
	Suspension mou	ınt skid angle	Oil	<b>→</b>	_		mm • Q
	Suspension mou	unt height engagr	Piston	•	_	_	
		→ mm				=	
			Droop height				
				<b>€</b> (d⊕)			mm *
		<u> </u>		mm Ţ			
ОТНЕ	Tire			Motor	•		
				Battery			
				ESC •			
	Wheel •		Front body mount position				
			<b>→</b> ☐ Inner				
	Traction → □ None			→ □ Outer  Body     → □			
	additive						
	Spur gear	<b>→</b> PT	Wing	<b>→</b>		_	
	Pinion gear	<b>→</b> PT		COMN	MENT		
	Gear ratio   →: 1						
	= spur gear / pinion gear x 2.35 (internal drive ratio)						
	Ride height → F mm → R mm						
	→ H mm						