

Name: Kenji Tsuruta
Date: 2/28/2016
Track: HS Takagi Off-Road Circuit

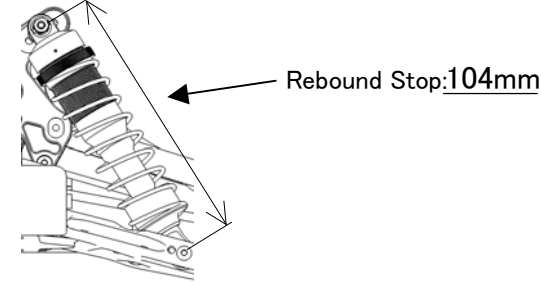
Track Conditions
 Size: Open Med. Tight
 Traction: High Med. Low
 Surface: Smooth Med. Bumpy

Result
 Race Time / Lap: TQ & WIN
 Best Lap (1Lap):

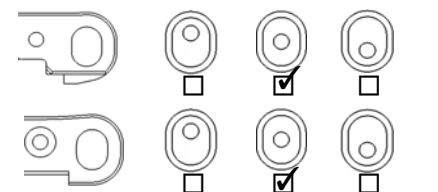
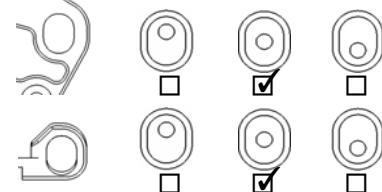
Front Suspension

Ride Height: 25mm
 Toe Angle: -1°
 Kingpin Ball Spacer(Upper): 1mm
 (Lower): 1mm
 Wheel Hub: STD
 Anti Roll Bar: φ 2.3
 Upper Arm Spacer: 4mm

Lower Arm Spacer: *1
 Lower Arm Position (Kick Up):



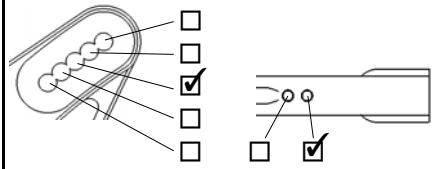
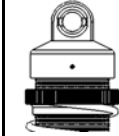
Upright: E2129 E2105-B
 Tension Rod: E2107A(Long) E2107B(Short)
 Upper Arm Position:



Front Shocks

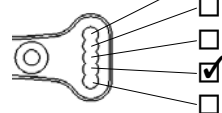
Piston: 1.3x8
 Oil: #500
 Spring: 1.4 / 7.25T
 Shock Position:

 Pivot Ball Position: Front Rear
 Damper Stay: E2502(Aluminum) E2511(CFRP)



Steering Ackerman

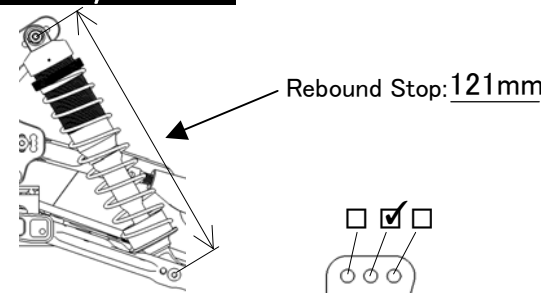
Front



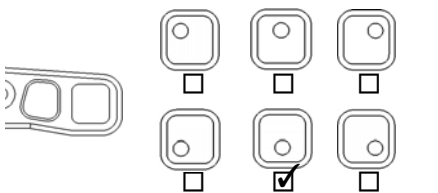
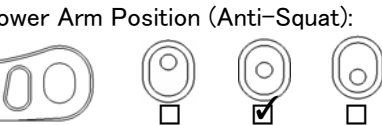
Rear Suspension

Ride Height: 29mm
 Camber Angle: -3°
 Wheel Hub: STD
 Anti Roll Bar: φ 2.7
 Lower Arm Spacer: 0mm

Upright Spacer: 2.5mm
 Upright: E2131 Other E2134
 Lower Arm Position (Toe Angle):



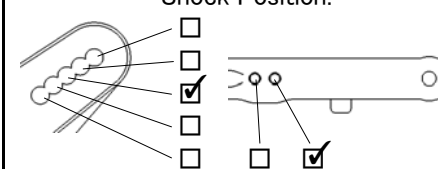
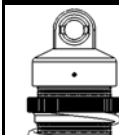
Upper Arm Position:



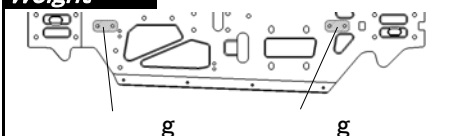
Rear Shocks

Piston: 1.3x8
 Oil: #500
 Spring: 1.4 / 8.25T
 Shock Position:

 Pivot Ball Position: Front Rear
 Damper Stay: E2522(Aluminum) E2523(CFRP)



Weight



Engine

Type: Ninja JX21-B03 Plug: P4
 Gasket: Reducer: 6mm
 Muffler: Ninja 2089 Fuel: NITRO-X 30%
 Engine Mount: E0701(Standard) E2701(One Piece)

Diff. Oil

Front: #7,000 O-Ring: pcs.
 Center: #7,000 pcs.
 Rear: #3,000 pcs.

Tires

Front: Proline Blockade
 Compound: X4
 Inserts: Normal
 Wheel: Mugen
 Rear: Proline Blockade
 Compound: X4
 Inserts: Normal
 Wheel: Mugen

Clutch

Clutch Bell: 13T Spur Gear: 46T
 Clutch Shoes: C0754 x 1, E0710 x 2
 Clutch Spring: φ 1.05 x 3

Body/Wing

Body: MBX7
 Wing: STD
 Wing Position:

Comments

*1: Cut the back of front suspension arm 2mm and put 3mm spacer