| THESETUP SHEET | THESETUP SHEET | THESETUP SHEE | Т | THESETUP | SHEET | THE | SETUP S | HEET |
|-------------------------------------|---|---|----------------------|---|----------|--------|----------|------|
| | Name | | Tight | Low Grip | | | | |
| | 2 Date | | Medium | Medium Grip | , `` | | • | |
| | | | Open | High Grip | | \sum | KM | |
| | Weather & Temp | | Smooth | Dusty | | שק | ′′X`` | J |
| | Driver Mood | | Rough | BlueGroove | | | | |
| | | Kick-up F-F Q1 | | | FRO | TL | R | EAR |
| FRONT Part JQB | | | Preload | | TRO | | | |
| / 25 | ermann 🔿 🗖 🦯 | | | | | _ | | |
| | | F-R O1 | | Ride Height | | | | |
| | MIDDLE I I REAR INNER I OUTER I | | | | | | | |
| | 12 | $ \bigcirc \bigcirc$ | | Downtravel With Tyres | | | | |
| | | \bigcup $\bigcup_{1}^{.5}$ | | Swaybar | | | | |
| | | Antisquat Q ¹ | | Swaybar | | | | |
| | | × R-F | R-F | Brake Balance | | % | | % |
| | | | □ +2 HIG | | Length: | mm | Length: | mm |
| | | Toe-in | □ low R-R | Camber | Degree: | | Degree: | |
| T | | $R-R = Q^1$ | 🗆 +2 HIG | GH Steering Link / | Length: | mm | | |
| Downtravel | | \circ \circ \circ | □ LOW | Front Toe | | | | |
| ± | ZERO /- | | Toe-in | SHOCK | (S | | | |
| REAR | | | R-R | Oil wt / Brand | | | | |
| Part JQB $\frac{200}{100}$ | | Right | \mathbb{I}° |) | | | | |
| | | DEGREES | | Piston | | | | |
| | Rear Hub Position | | 2 1.5 | | | | | |
| | | | | Spring | | | | |
| | MIDDLE | | | Length | Preload: | mm | Preload: | mm |
| | | | | | Total: | mm | Total: | mm |
| | | ြံ့မှလြှေကြေ့ရှိ | ၟႄ႞ႜၟ႞ | Rebound | | | | |
| | | | | TYRES | | | | |
| | | | | Tr ead | | | | |
| | | | SO L | / Brand | | | | |
| Т | (999) 9 0 | | | Compound | | | | |
| Downtravel | | | | compound | | | | |
| | | | | Insert | | | | |
| | Chassis 3mm | | | | | | | |
| ← ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ ○ | | | | Wheel | | | | |
| | Part JQB | | | Tyre Set Weight | | | | g |
| | Car Weight | | σ | DIFFS | | | | 5 |
| | | | g | | FRONT | CEN | TER | REAR |
| | | 5.1 | | Oil wt | | | | |
| FRONT | Engine Plug | g Fuel | | / Brand | | | | |
| | Pipe Clut | ch Clutch Sr | oring | Gear ratio | | | | |
| | | | | (main/pinion) | | | | |
| Post Lant ima | NOTES | | | | | | | |
| Best Lapt ime | | | | | | | | |
| Runtime | | | | | | | | |
| Best result | | | | | | | | |
| Qualifying Position | | | | | | | | |
| Final Position | | | | | | | | |
| | | | | | | | | |