

## MEDIUM TRACTION CARPET

NAME NAME NOM		Base setup - Medium Traction Carpet		DATE DATUM DATE				SETUP BLATT FICHE DE RÉGLAGE V1.0 E	
EVENT VERANSTALTUNG EVENEMENT				TRACK STRECKE PISTE		Medium Traction Carpet		AIR TEMP UMGEBUNGSTEMP. TEMPÉRATURE DE L'AIR	
TRACK SIZE STRECKENGROSSE TAILLE DE LA PISTE		Small		SURFACE STRECKENBELAG TYPE DE SURFACE		Carpet		TRACTION LEVEL GRIFF ADHÉRENCE	
						Medium		CONDITIONS WETTER NIVEAU D'HYDROMÉTRIE	

<b>RIIDE HEIGHT</b> BODENFREIHEIT		GARDE AU SOL
19	mm	
<b>CAMBER ANGLE</b> STURZ      ANGLE DE CARROSSAGE		
-1		
°		
<b>TOE IN/OUT</b> VONSPUR/NACHSPUR      ANGLE DE PINCEMENT		
+/- 0		
°		
<b>SWAY BAR</b> STABILISATOR      BARRE ANTI-ROULIS		
None		
mm		
<b>SWAY BAR LINK</b> STABILISATOR HEBBELANGE      LIEN DE LA BARRE ANTI-ROULIS		
mm		
<b>WISHBONE DROOP*</b> AUSFEDERWEG ACHSE      DROOP DES TRIANGLES ARRIÈRES		
Max		
mm		
<b>NOTES</b> NOTIZEN		REMARQUES

## FRONT VORN AVANT

**CASTOR** ☐ 20° ☐ 25° ☐ 30° ☐ 35°

3.0 mm  
4.0 mm  
1.0 mm  
0.0 mm

1.0 mm  
0.0 mm

1.0 mm  
0.0 mm

1.0 mm  
0.0 mm

<b>RIDE HEIGHT</b> BODENFREIHEIT	<b>GARDE AU SOL</b>
20	mm
<b>CAMBER ANGLE</b> STURZ      ANGLE DE CORROSSAGE	
-1	°
<b>SWAY BAR</b> STABILISATOR      BARRE ANTI-ROULIS	
None	mm
<b>SWAY BAR LINK</b> STABILISATOR HEBELLANGE      LIEN DE LA BARRE ANTI-ROULIS	
	mm
<b>WISHBONE DROOP*</b> AUSFEDERWEG ACHSE      DROOP DES TRIANGLES ARRIÈRES	
Max	mm
<b>NOTES</b> NOTIZEN      REMARQUES	

## REAR HINTEN ARRIÈRE

**WING**  
FLÜGEL

TYPE D/AILERON

Stock - Half cut

**ALLOY OPTION**

4 3 2 1

mm

**TOTAL TOE IN**

<input type="checkbox"/> 1.5	<input type="checkbox"/> 3.5
<input type="checkbox"/> 2.0	<input type="checkbox"/> 4.0
<input type="checkbox"/> 2.5	<input type="checkbox"/> 4.5
<input type="checkbox"/> 3.0	

0.0 mm

4 3 2 1

3 2 1

<b>MOTOR</b>	MOTOR	MOTEUR
<input type="text"/>		
<b>SPUR GEAR</b>		
HAUPTZAHNRAD		COURONNE
<input type="text"/>		
<b>PINION GEAR</b>		
RITZEL		PIGNON
<input type="text"/>		
<b>BATTERY</b>		
AKKU		ACCUMULATEUR
<input type="text"/>		
<b>ESC SETTINGS</b>		
REGLER PROGRAMM		REGLAGE DU VARIATEUR
<input type="text"/>		
<b>DIFF. TYPE</b>		
DIFF. TYP		TYPE DE DIFF.
<input type="checkbox"/> BALL		<input type="checkbox"/> GEAR
<b>DIFF. OIL</b>		
DIFF. ÖL		HUILE DE DIFF.
<input type="text"/> cst		
<b>BODY</b>	KÖRPER	CARROSSERIE
<input type="text"/> Stock DEX210v2		

**CHASSIS TYPE**

- ☐ ALUMINIUM
- ☐ DIMEC
- ☐ DIMEC20

**CHASSIS LGTH**

- ☐ STANDARD
- ☐ +8mm
- ☐ +24mm

**SLIPPER PAD TYPE**

Stock

**WEIGHT**

- ☐ 0g
- ☐ 15g
- ☐ 30g

**RF ANTI-SQUAT**

- ☐ 0° ☐ 1.5° ☐ 3.0°

**OPTIONAL RF HANGER**

**SHOCK POS.**

- ☐ RF ☐ RR

**MOTOR**

- ☐ MID
- ☐ REAR

**GEAR**

- ☐ 3
- ☐ 4

**RR**

- ☐ 0
- ☐ -2

**BATTERY**

- ☐ FRONT
- ☐ MIDDLE
- ☐ BACK

**2.0 mm**

**2.0 mm**

**F C B**

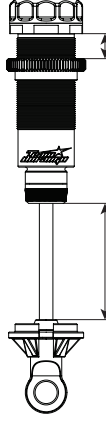
**Thunderwave**

## FRONT SHOCKS

## VORNE DÄMPFER AMORTISSEURS AVANTS

## REAR SHOCKS

## HINTEN DÄMPFER AMORTISSEURS ARRIÈRES



The diagram shows a motorcycle shock absorber with several adjustment points marked with arrows and labels:

- Top Mount:** A vertical arrow with a '+' sign indicates upward adjustment.
- Body:** A vertical arrow with a '\*' sign indicates adjustment on the main body.
- Lower Mount:** A vertical arrow with a '+' sign indicates upward adjustment at the bottom.

<b>SPRINGS</b>	<b>FEDERN</b>	<b>RESSORTS</b>
Light Blue		
<b>REBOUND</b>	<b>REBOUND</b>	<b>REBOND</b>
0 %		
<b>PRELOAD*</b>	<b>FEDERVORSpanNUNG</b>	<b>PRÉCONTRAINTe</b>
set with ride height mm		
<b>OIL WT.</b>	<b>ÖLVISKOSITÄT</b>	<b>VISCOsITÉ</b>
300 cst		
<b>PISTON</b>	<b>KOLBEN</b>	<b>PISTON</b>
3x 1.7mm		
<b>LENGTH+</b>	<b>LÄNGE</b>	<b>LONGUEUR</b>
mm		
<b>NOTES</b>	<b>NOTIZEN</b>	<b>REMARQUES</b>

☐ BIG BORE

☐ SLIM BORE

**TYRES REIFEN PNEUS**

<b>FRONT</b>		<b>REAR</b>	
<b>BRAND</b>		<b>HERSTELLER</b>	<b>MARQUE</b>
<b>TREAD</b>		<b>PROFIL</b>	<b>PROFIL</b>
Staggered Rib		Pin	
<b>COMPOUND</b>		<b>MISCHUNG</b>	<b>DURETÉ</b>
<b>INSERT</b>		<b>EINLAGEN</b>	<b>MOUSSE</b>
<b>WHEEL</b>		<b>FELGE</b>	<b>JANTE</b>
Team Durango		Team Durango	
<b>NOTES</b>		<b>NOTIZEN</b>	<b>REMARQUES</b>
Tires are very specific for each track			

RESULTS PLATZIERUNG RÉSULTAT		QUALIFYING POSITION VORLAUFERGEBNIS POSITION EN QUALIFICATION	FINAL POSITION ENDPLATZIERUNG POSITION FINALE
AVERAGE LAP DURCHSCHNITTZEIT: TEMPS AU TOUR MOYEN	BEST LAP SCHNELLSTE RUNDE MEILLEUR TEMPS AU TOUR	RACE TIME RENNDAUER DURÉE DE LA COURSE	