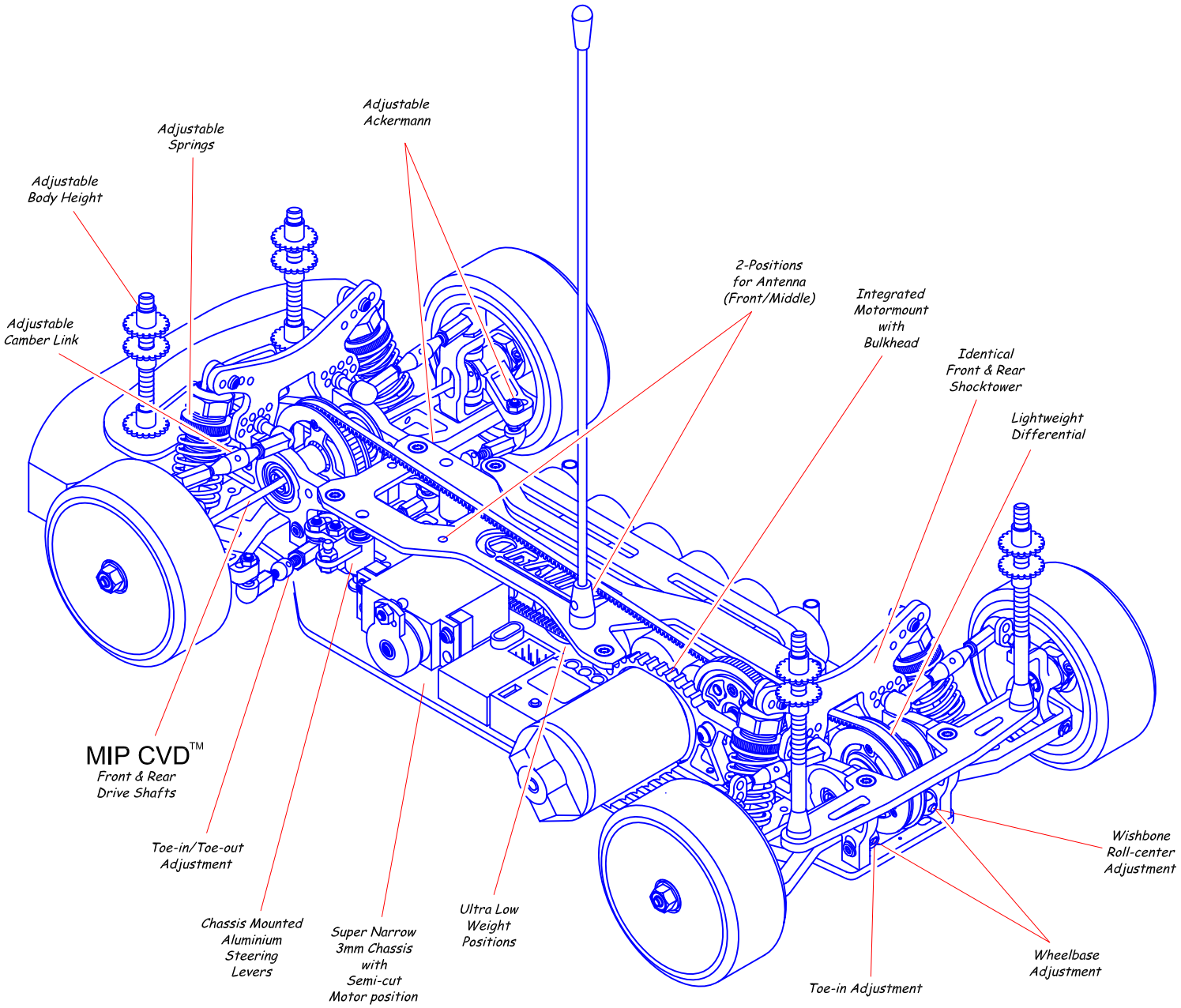
# Introduction

## Congratulations !

At Corally we use high-tech, quality engineering to provide you, the racers, with superior racing equipment. State of the art production methods and extensive R&D ensure that every Corally product sets the pace of development in the R/C competition world. We are not followers of fashion but leaders in innovation and development. RDX stands for Research and Development Xtreme. The Corally RDX will improve your driving skills more than ever before. The RDX is the highest specification electric touring car on the market today. And this

# Corally RDX Instruction Manual #00166 and #00167

will guide you through all the steps to get your car running.
For best results it is advised to read this manual completely before you start to build the car.



# RDX Parts & Options

| | | |
|---|---|---|
| | 1009 | Diff balls 3,5 mm (10 pcs) |
| Optional | 1010 | Diff balls 3,5 mm 'CERAMIC' (10 pcs.) |
| | 10421 | Aerial 1-10 |
| | 1121 | Ball Bearings 'Metal Shielded' 5x9 (2 pcs.) |
| | 1122 | Ball Bearings 'Metal Shielded' 4x7 (2 pcs.) |
| | 1131 | Ball Bearings 'Metal Shielded' 10x15 (2 pcs.) |
| | 1132 | Ball Bearings 'Metal Shielded' 5x8 (2 pcs.) |
| Optional | 1133 | Ball Bearings 'Metal Shielded' 3x6 (2 pcs.) |
| | 1134 | Ball Bearings 'Metal Shielded' 12x18 (2 pcs.) |
| Optional | 1151 | Ball Bearings - CERAMIC 'Metal Shielded' 5x9 (2 pcs.) |
| Optional | 1161 | Ball Bearings - CERAMIC 'Metal Shielded' 10x15 (2 pcs.) |
| Optional | 1164 | Ball Bearings - CERAMIC 'Metal Shielded' 12x18 (2 pcs.) |
| | 1220 | Screws M2x4FH (10 pcs.) |
| | 1222 | Screws M2x8FH (10 pcs.) |
| | 1232 | Torx Screws M4x10RH (10 pcs.) |
| | 1235 | Cone Washers 4x8x0.5 (10 pcs.) |
| | 1236 | Cone Washers 2,5x6x0.5 (10 pcs.) |
| | 1244 | Torx Screws M3x6FH (10 pcs.) |
| | 1245 | Torx Screws M3x8FH (10 pcs.) |
| | 1246 | Torx Screws M3x6RH (10 pcs.) |
| | 1247 | Torx Screws M3x12RH (10 pcs.) |
| | 1248 | Torx screws M3x8RH (10 pcs.) |
| | 1249 | Torx Screws M3x12FH (10 pcs.) |
| | 1250 | Nuts, M3 (10 pcs.) |
| | 1253 | Nuts, M2 (10 pcs.) |
| | 1260 | O-Rings 2,0x1,0 (10 pcs.) |
| | 1261 | O-Rings 3,0x1,0 (10 pcs.) |
| | 1280 | Steel washers 3x6 (10 pcs.) |
| | 1281 | Aluminium washers 3.2x7 (10 pcs.) |
| | 16030 | Screw-driver - Torx 10 |
| | 2210 | Setscrews M3x3 (5 pcs.) |
| | 2215 | Setscrews M3x12 (5 pcs.) |
| | 2378 | Spur Gear 48P - 78 Teeth |
| | 75710 | Body post nuts |
| | 76101 | Transponder holder |
| | 77162 | Diff Screws (2) |
| Optional | 77165 | Diff Shims |
| Optional | 79101 | Wishbone, Molded - Medium (1 Pc) |
| Optional | 791014 | Wishbone, Molded - Medium (4 Pcs) |
| Optional | 79102 | Wishbone, Molded - Hard (1 Pc) |
| Optional | 791024 | Wishbone, Molded - Hard (4 Pcs) |
| Optional | 79103 | Wishbone, Duraluminium (1 Pc) |
| Optional | 791034 | Wishbone, Duraluminium (4 Pcs) |
| Optional | 79104 | Wishbone, Graphite, X-Hard (1 Pc) |
| Optional | 791044 | Wishbone, Graphite X-Hard (4 Pcs) |
| Optional | 79106 | Short Wishbone, Molded - Medium (1 Pc) |
| Optional | 791064 | Short Wishbone, Molded - Medium (4 Pcs) |
| | 79107 | Short Wishbone, Molded - Hard (1 Pc) |
| | 791074 | Short Wishbone, Molded - Hard (4 Pcs) |
| Optional | 79108 | Short Wishbone, Duraluminium (1 Pc) |
| Optional | 791084 | Short Wishbone, Duraluminium (4 Pcs) |
| Optional | 79109 | Short Wishbone, Graphite, X-Hard (1 Pc) |
| Optional | 791094 | Short Wishbone, Graphite X-Hard (4 Pcs) |
| | 79110 | Inner Hingepins (1 Pair) |
| | 79112 | Outer Hingepins (1 Pair) |
| | 79115 | Inner Hingepin Clips + Shims (8 + 4 Pcs) |
| | 79116 | Outer Hingepin E-Clips (10 Pcs) |
| | 79120 | Hingepin Adjustment Block (1 Pc) - Duraluminium |
| Optional | 79121 | Hingepin Adjustment Block, Low (1 Pc) - Duraluminium |
| | 79123 | Insert for Hingepin Adj. Blocks (1 Pc) - Delrin |
| | 79125 | Toe-in Spacers, 0.5 Degree (8 Pcs) |
| | 79126 | Toe-in Spacers, 1.0 Degree (8 Pcs) |
| | 79132 | Belt Guide, incl. 2 Ball Bearings & Post |
| | 79136 | Rear Belt S3M (213) |
| | 79138 | Front Belt S3M (507) |
| | 79140 | Wheel Hex Adapter (1 Pair) - Duraluminium |
| Optional | 79155 | Front Spool (1 Pc) |
| | 79159 | Front One-way Outdrives (1 Pair) - Lightweight |
| | 79161 | Diff Rebuild Kit incl. M2.5x20 diff. screw (1 Pc) |
| | 79162 | Diff Washers (1 Pair) |
| | 79163 | Thrust Bearing (1 Pc) |
| Optional | 79164 | Thrust Bearing 'CERAMIC' (1 Pc) |
| | 79167 | Front One-way Unit - Duraluminium |
| | 79168 | Front One-way Unit - Lightweight |
| Optional | 79169 | Front One-way Outdrives Hardened Steel (1 Pair) |
| | 79171 | Pulley 42T for diff / front one-way (1 Pc) |
| | 79172 | LW Diff Pulley-Ring (1 Pc) |
| | 79174 | LW Differential Front / Rear (1 Pc) |
| | 79180 | MIP CVD TM Driveshafts (1 Pair) - Lightweight |
| | 79182 | MIP CVD TM Bones (1 Pair) - Lightweight |

| | | |
|---|---|---|
| | 79184 | MIP CVD TM Wheel Axles (1 Pair) |
| | 79185 | MIP CVD TM Couplings & Pins (1 Pair) |
| | 79186 | MIP CVD TM Lube |
| | 79187 | MIP CVD TM Thread Lock |
| | 79189 | Replacement Caps for Driveshafts (1 Pair) |
| | 79191 | LW Diff Output Shaft, Short (1 Pc) - Duraluminium |
| | 79196 | LW Diff Output Shaft, Long (1 Pc) - Duraluminium |
| | 79198 | Front One-way Bearing Holders - 12x18 (2 Pcs) |
| | 79199 | Diff Bearing Holders - 10x15 (4 Pcs) |
| | 79204 | Bulkhead, Front (1 Pc) - Duraluminium |
| | 79205 | Bulkhead, Rear / Right (1 Pc) - Duraluminium |
| | 79206 | Bulkhead with Motormount, Rear / Left (1 Pc) - Duraluminium |
| | 79207 | Bulkhead Bridge, Shocktower mount (1 Pc) - Duraluminium |
| | 79220 | Shock Absorbers, Silver Hardcoated Alum. (1 Pr) |
| | 79221 | Shock Body incl. Shockcap & adj. Nut (1 Pr) |
| | 79222 | Shock Pistonshaft incl. E-Clips (1 Pr) |
| | 79223 | Shock Piston - 2 x 0,9mm holes (1 Pr) |
| Optional | 79224 | Shock Piston - 2 x 1,3mm holes (1 Pr) |
| | 79226 | Shock Spring Adj. Nut O-Ring 13x1 (1 Pr) |
| | 79227 | Shock Diaphragm (1 Pr) |
| | 79228 | Shock Silicone O-rings with Spacers & Clip (1 Pr) |
| | 79229 | Shock Collar with Ballends & Balls (1 Pr) |
| Optional | 79230 | Black Spring Set - Standard (6 Pair) |
| Optional | 79231 | Silver Spring Set - Hard (6 Pair) |
| | 79233 | Black Springs 17 lbs (1 Pair) |
| | 79239 | Front / Rear Shock Tower - 2,9 Graphite |
| | 79248 | Rear Shock Extension - Duraluminium |
| | 79251 | Steering Lever Posts (1 Pair) |
| | 79256 | Steering Lever Set (1 Pair) - Duraluminium |
| | 79260 | Ball cups 4.3mm (7 Pair) |
| | 79262 | Joint balls 4.3mm, inside front link (1 Pair) |
| | 79263 | Joint balls 4.3mm, inside rear link (1 Pair) |
| | 79264 | Joint balls 4.3mm, M3x5.5 (4 Pcs) |
| | 79265 | Joint balls 4.3mm, M3x7.5 (4 Pcs) |
| | 79270 | Turnbuckles 21MM (1 Pair) - Duraluminium |
| | 79271 | Turnbuckles 28MM (1 Pair) - Duraluminium |
| | 79272 | Turnbuckles 33MM (1 Pair) - Duraluminium |
| | 79273 | Turnbuckles 38MM (1 Pair) - Duraluminium |
| Optional | 79279 | Steering Blocks incl. Ball Bear. (1 Pair) - Duraluminium |
| | 79280 | Steering Blocks (1 Pair) |
| Optional | 79281 | Front C-Hub, O-Deg Left/Right (1 Pc) - Duraluminium |
| | 79282 | Front C-Hub, 2-Deg Left (1 Pc) - Duraluminium |
| | 79283 | Front C-Hub, 2-Deg Right (1 Pc) - Duraluminium |
| Optional | 79284 | Front C-Hub, 4-Deg Left (1 Pc) - Duraluminium |
| Optional | 79285 | Front C-Hub, 4-Deg Right (1 Pc) - Duraluminium |
| Optional | 79286 | Front C-Hub, 6-Deg Left (1 Pc) - Duraluminium |
| Optional | 79287 | Front C-Hub, 6-Deg Right (1 Pc) - Duraluminium |
| | 79290 | Front C-Hub M5 Screw + Ballscrew (1 Pair) |
| | 79295 | Rear Uprights (1 Pc) - Duraluminium |
| Optional | 79296 | Rear Uprights - 2 Deg, left(1 Pc) - Duraluminium |
| Optional | 79297 | Rear Uprights - 2 Deg, right(1 Pc) - Duraluminium |
| | 79301 | Layshaft & spacer |
| | 79305 | Spur gear flange & screws |
| | 79306 | Aluminium pulley / spur gear adapter set |
| | 79307 | Aluminium pulley 21T ( rear belt) |
| | 79330 | Bumper |
| | 79331 | Bumperplate - Graphite |
| | 79335 | Foam Bumper |
| | 79339 | Chassis - 2,9 Graphite |
| | 79356 | Topdeck - 2,9 Graphite |
| | 79363 | Battery strap - 6 cell - Graphite |
| | 79365 | Battery strap posts (1 Pair) |
| Optional | 79380 | Ultra low Weight, 5 Gramm (1 Pc) |
| Optional | 79381 | Ultra low Weight, 8 Gramm (1 Pc) |
| | 79390 | Bulkhead Center Post (1 Pc) - Aluminium |
| | 79395 | Servo posts (1 Pair) - Aluminium |
| | 79400 | Bodypost set (1 Pair) |
| | 79407 | Rear bodypost plate - Graphite |
| Optional | 79412 | Anti-roll bar set 1.3mm Silver, Rr / Fr |
| Optional | 79413 | Anti-roll bar set 1.3mm Silver, Fr / Rr |
| | 79416 | Anti-roll bar set 1.9mm Black, Rr / Fr |
| | 79417 | Anti-roll bar set 1.9mm Black, Fr / Rr |
| Optional | 79422 | Anti-roll bar wire 1.3mm Silver, Rr / Fr |
| Optional | 79423 | Anti-roll bar wire 1.3mm Silver, Fr / Rr |
| | 79426 | Anti-roll bar wire 1.9mm Black, Rr / Fr |
| | 79427 | Anti-roll bar wire 1.9mm Black, Fr / Rr |
| | 79430 | Anti-roll bar clamps (1 Pair) |
| | 80010 | Ball Differential Lubricant |
| | 80120 | Shock Absorber Oil - 20W |
| | 90083 | CORALLY RDX Sticker Sheets (2 X) |

# Tools needed (included)

- Screwdriver Torx T10 ***Corally part #16030***

- Silicone Shock Oil 20WT oil ***Corally part #80120***

- Differential Grease ***Corally part #80010***

- Thread Lock (included with MIP CVD™ ) ***Corally part #79180***

# Tools needed (not included)

## Corally Tool Set (#16070) containing:

- Screwdriver Torx T10 ***Corally part #16081*** (same size as ***#16030***)

- Screwdriver for setscrews - 1.5mm ***Corally part #16082***
- Small Philips screwdriver ***Corally part #16085***

- 5.5 mm nut driver ***Corally part #16087***
- 6 mm nut driver ***Corally part #16088***
- 7 mm nut driver ***Corally part #16089***

- 5 mm nut driver

- Cutting Plier
- Longnose Plier

- Vernier calipers or precision ruler

- Hobby Knife
  ***Be carefull with the sharp blade!***
- Hobby Scissors

- Double-sided Tape

# Items needed to complete your car (not included)

- R/C two channel surface frequency radio system

- 7.2V Battery Pack (6 cell sub-C size)

- Battery Charger (with peak or temperature detection)

- Servo with Servosaver

- Electronic Speed Control

- Electric Motor

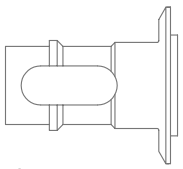
- Pinion gear (short boss), size to be determinated by type and wind of motor you will be using.

- 1:10 Scale Lexan Body 190mm

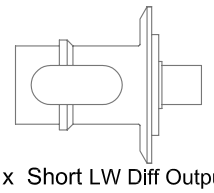
- Tires with inserts and wheels

# Bag 1 Lightweight Differential (2 included in #00167)

9x Ball Ø3.5 mm



1x Long LW Diff Output Shaft



1x Short LW Diff Output Shaft

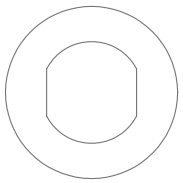
1x M2.5x20 Diff screw

4x Cone Washer 6x2.7

1x Circlip Ø8mm
**(pre-assembled)**

1x Thrust Bearing (3-pcs)
**(pre-assembled)**

2x Ball Bearing 5x8x2.5



2x Diff Washer

3x M2 x 4 FH

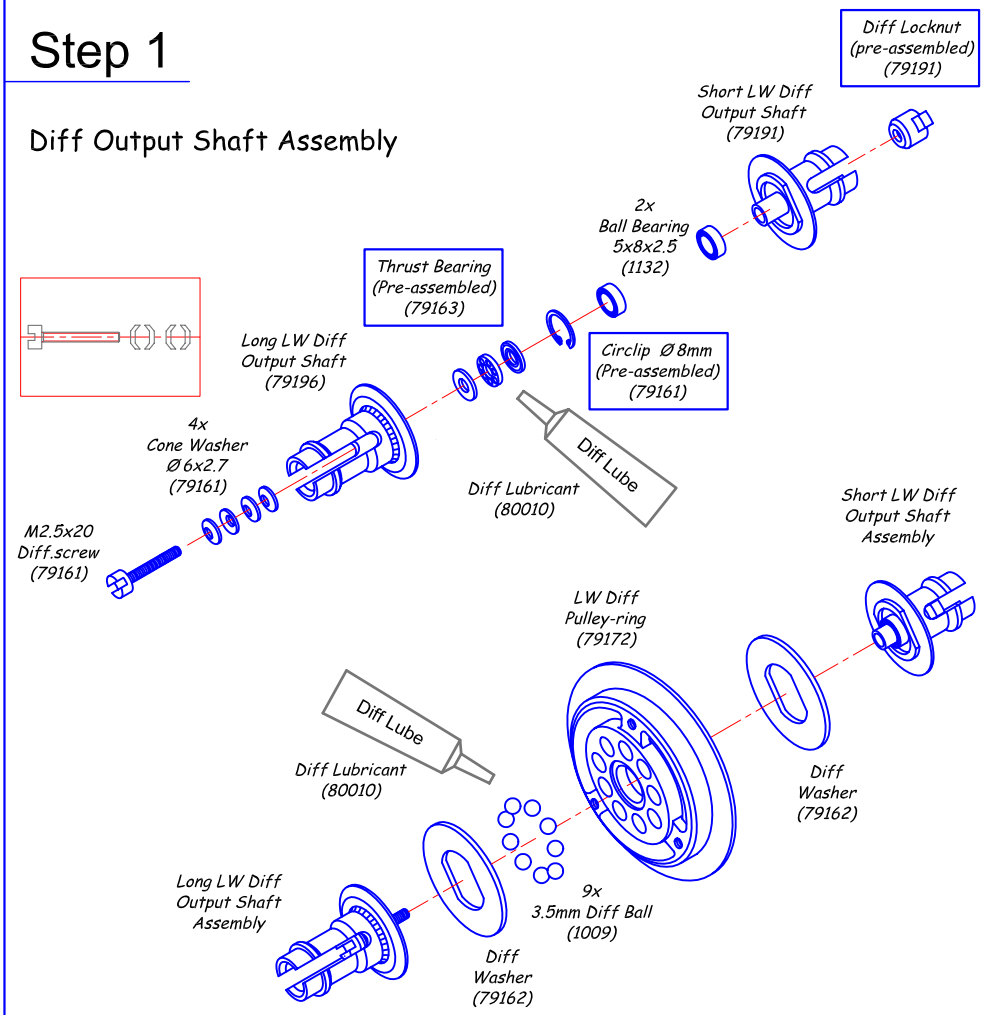
1x LW Diff Pulley-ring

1x Pulley 42T

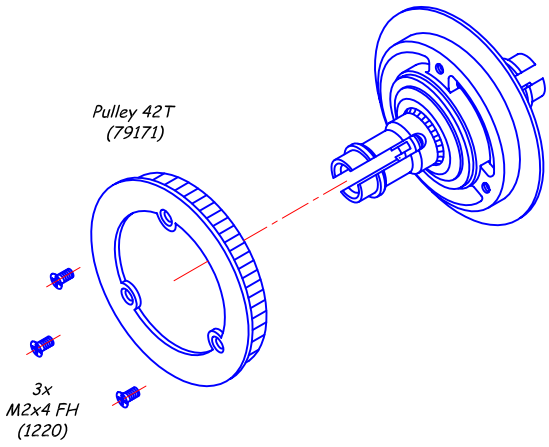
1x Diff Locknut
**(pre-assembled)**

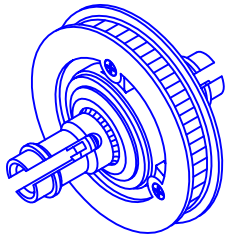
## Step 1

Diff Output Shaft Assembly




## Step 2



Diff. Assembly (see next page for adjustment)

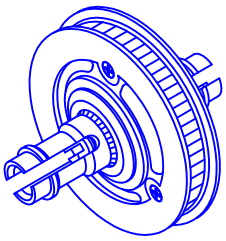
# Step 3

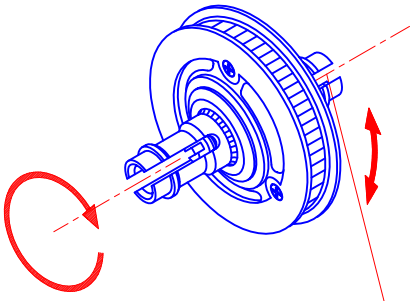
## Differential Adjustment

The Differential is one of the most important things of your car. So build and adjust it very carefully.

The RDX (#00166) contains a rear differential and front one-way. The same differential can also be used in the front.

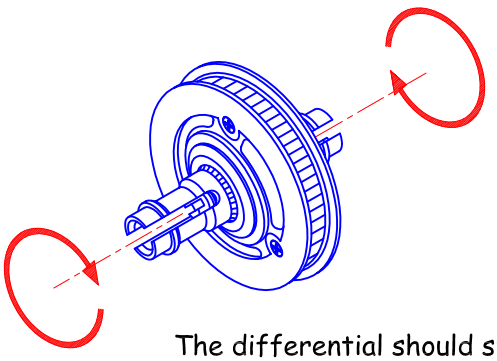
The RDX US Carpet Spec (#00167) contains two differentials instead of an one-way.





Hold the output shaft on this side with a screwdriver.

Stick a 1.5mm screwdriver in it so it slots in the head of the diff screw. As you tighten the diff, you will notice the cone washers are being compressed. The cone washers should be tightened until the pulley can not be rotated when both of the output shafts are being held.



The differential should spin smoothly after assembly.

1x One-way Hub

2x LW One-way Outdrive

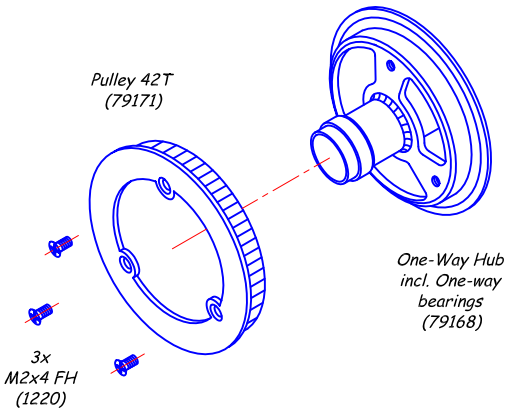
1x Pulley 42T

3x M2x4 FH

# Bag 2 Front One-way (not included in #00167)

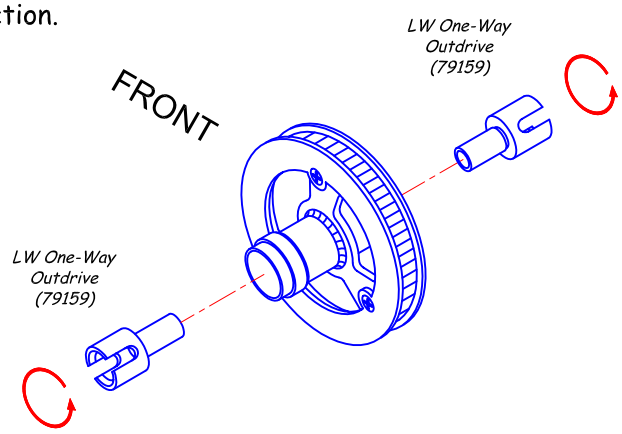
## Step 1

Mount the plastic pulley
on the one-way hub.



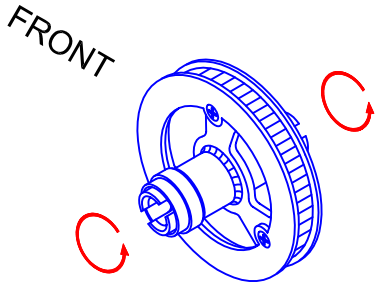

## Step 2

Now slide the outdrives in
the one-way bearings.
Make sure that they rotate
in the right direction.




## Step 3

The outdrives have to turn
freely by rolling them forwards.



2x Bulkhead Front
1x Bulkhead Rear, Right
1x Bulkhead Rear, Left
8x Hingepin Adjustm. Block
4x Short Wishbone

8x Delrin Hingepin Lock

8x Toe-in Spacer 1°

4x Inner Hingepin

2x Shockmount Extension

8x Plastic Clip

4x Alu Shim Ø3.2x7

8x Cone Washer 8x4.2x0.5

4x M3x8 FH

8x M3x6 FH

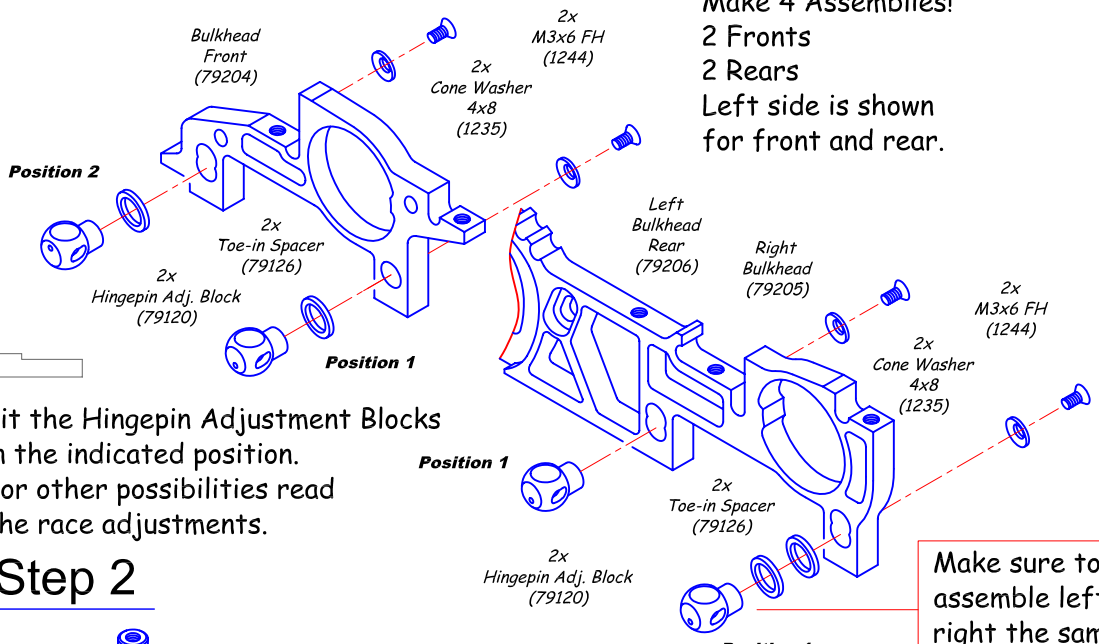
4x M3x12 Setscrew

4x M3x3 Setscrew

# Bag 3 Drivetrain Subassembly

## Step 1

Make 4 Assemblies!
2 Fronts
2 Rears
Left side is shown
for front and rear.

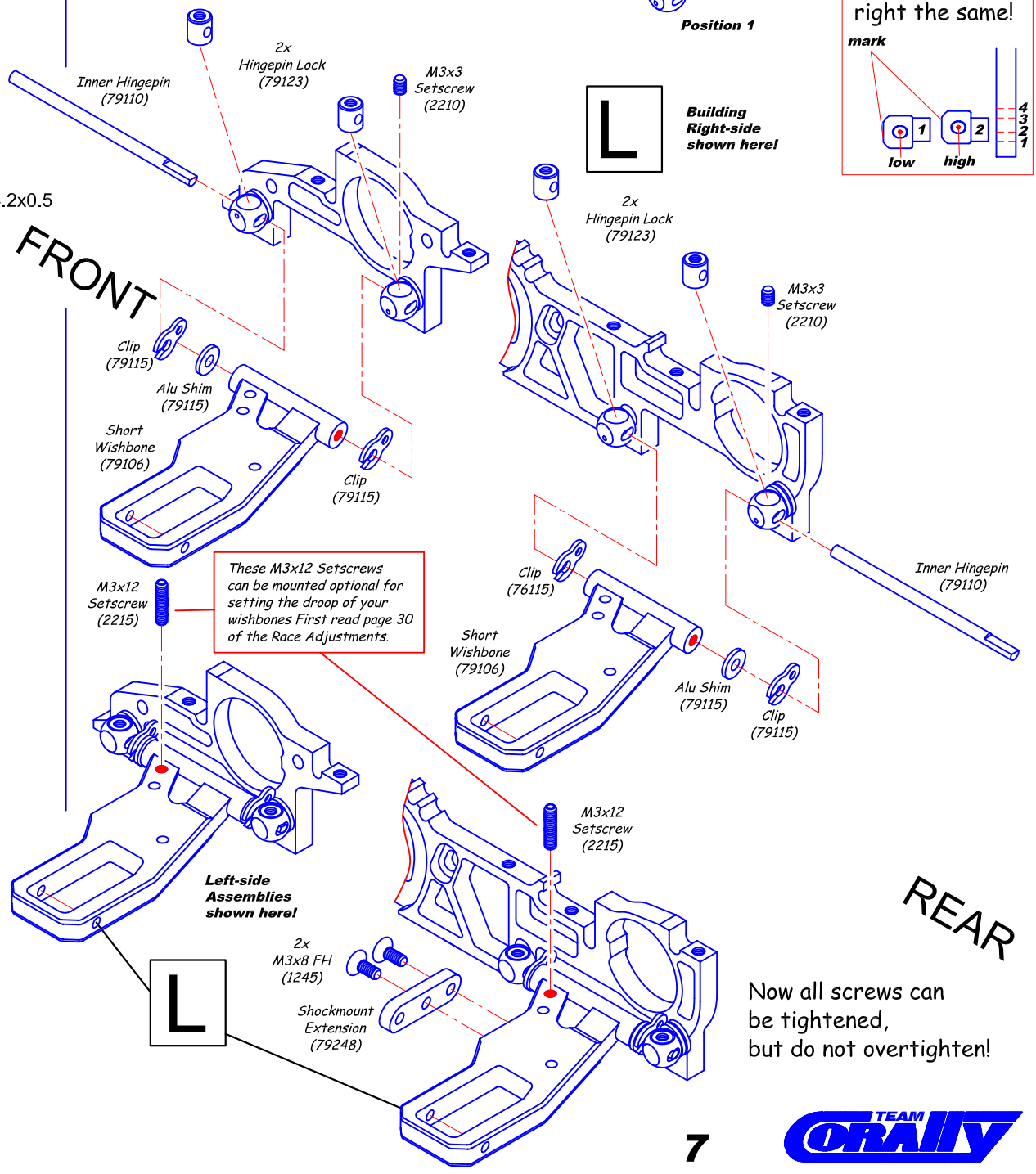



Fit the Hingepin Adjustment Blocks in the indicated position.
For other possibilities read the race adjustments.

## Step 2

Make sure to assemble left & right the same!




Now all screws can be tightened, but do not overtighten!

1x RDX Chassis

1x RDX Front Belt

1x Bulkhead Center Post

2x Ball Bearing 12x18x4

2x Bearing Holder 18mm

2x M3x12 RH

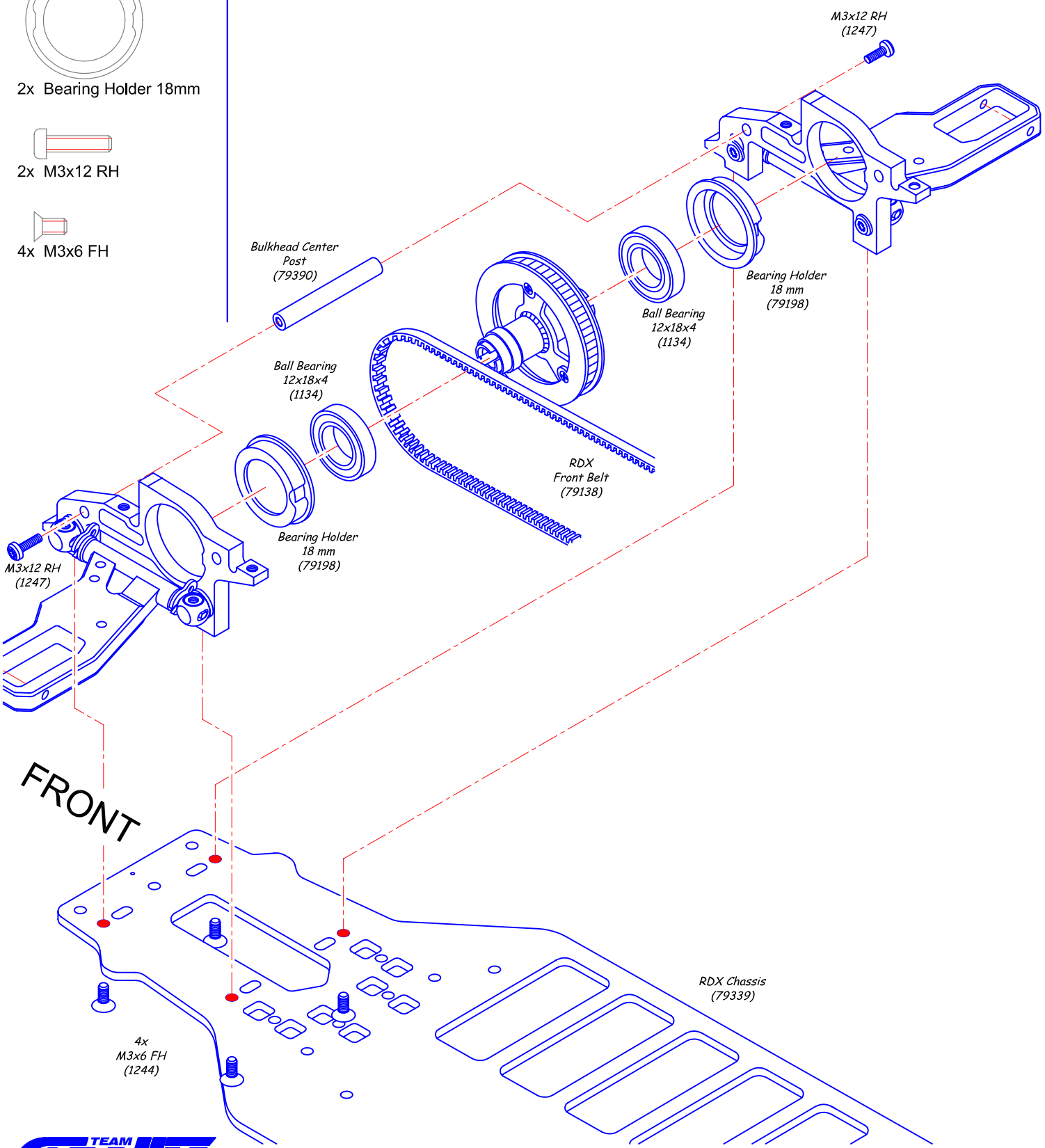
4x M3x6 FH

# Bag 4 Drivetrain (Front)

## Step 1

Install the One-way parts and the bulkheads.

Then mount the assembly to the chassis.



1x RDX Layshaft

1x RDX Alu 21T Pulley

1x Spur Gear Adapter

1x Spur Gear Lockring

1x 78T / 48dp Spur Gear

1x Pulley Flange

2x Ball Bearing 5x8x2.5

4x M3x6 FH

3x M2x8 FH

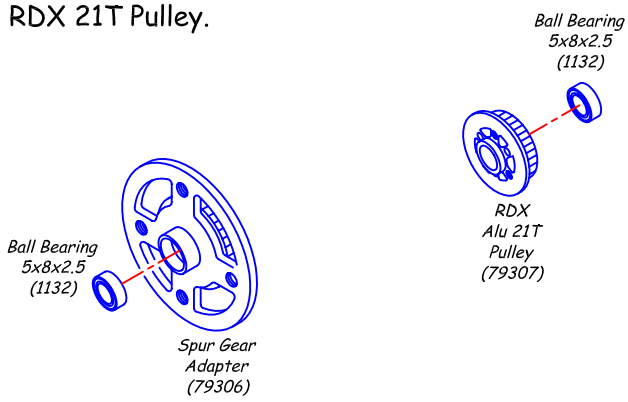
3x M2x4 FH

1x O-ring Ø3x1

# Bag 4 Spur Gear / Center Pulley Assembly

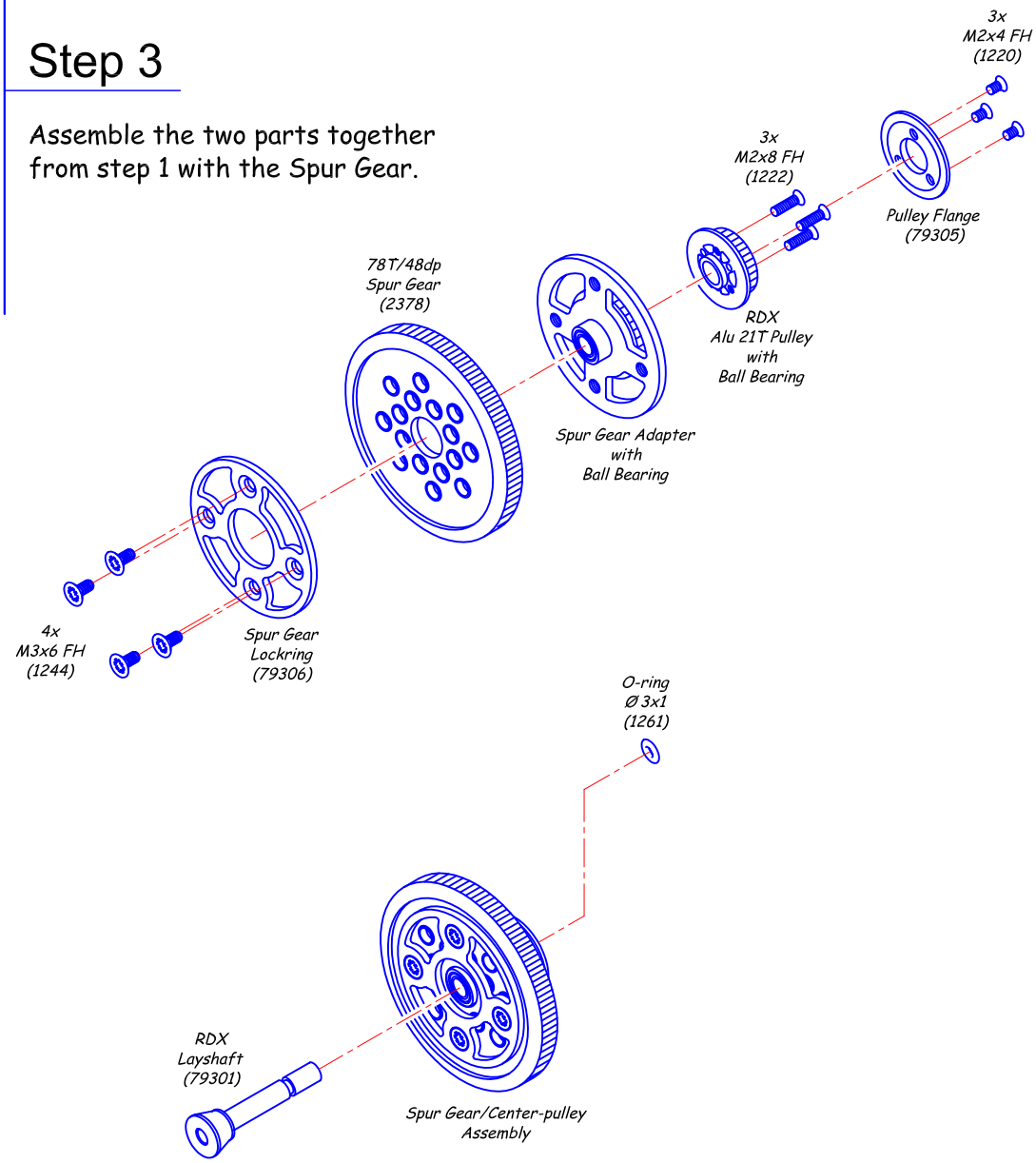
## Step 2

Install the Bearings in the Spur Gear Adapter and the RDX 21T Pulley.



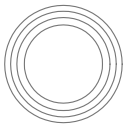

## Step 3

Assemble the two parts together from step 1 with the Spur Gear.



1x RDX Rear Belt

1x RDX Layshaft Spacer



2x Ball Bearing 10x15x4



2x Diff Bearing Holder



1x M4x10 RH



1x M3x12 RH



7x M3x6 FH



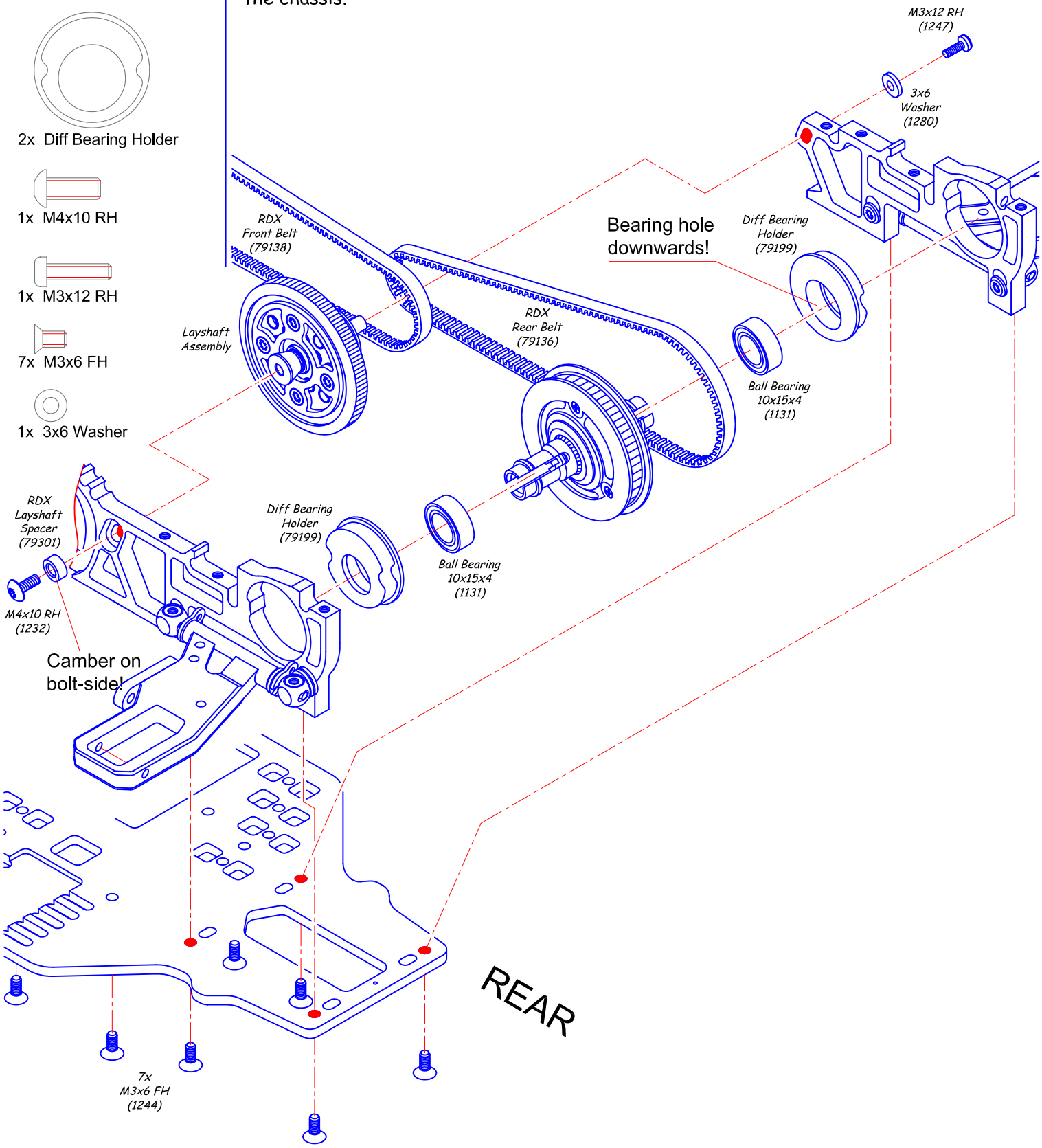
1x 3x6 Washer

# Bag 4 Drivetrain (Rear)

## Step 3

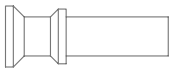
Assemble the rear differential parts between the bulkheads.

Then mount the assembly to the chassis.



# Bag 5 Chassis

1x RDX Topdeck



2x Steering Lever Post

1x Steering Lever Right

1x Steering Lever Left

1x Antenna Holder



5x Short Jointball 4.3mm (M3x5.5mm)



4x Ball Bearing 5x8x2.5



1x M3x8 RH



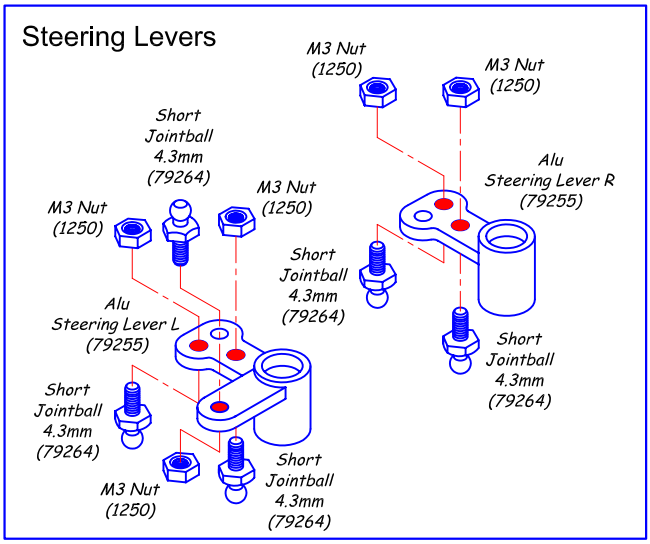
2x M3x6 RH

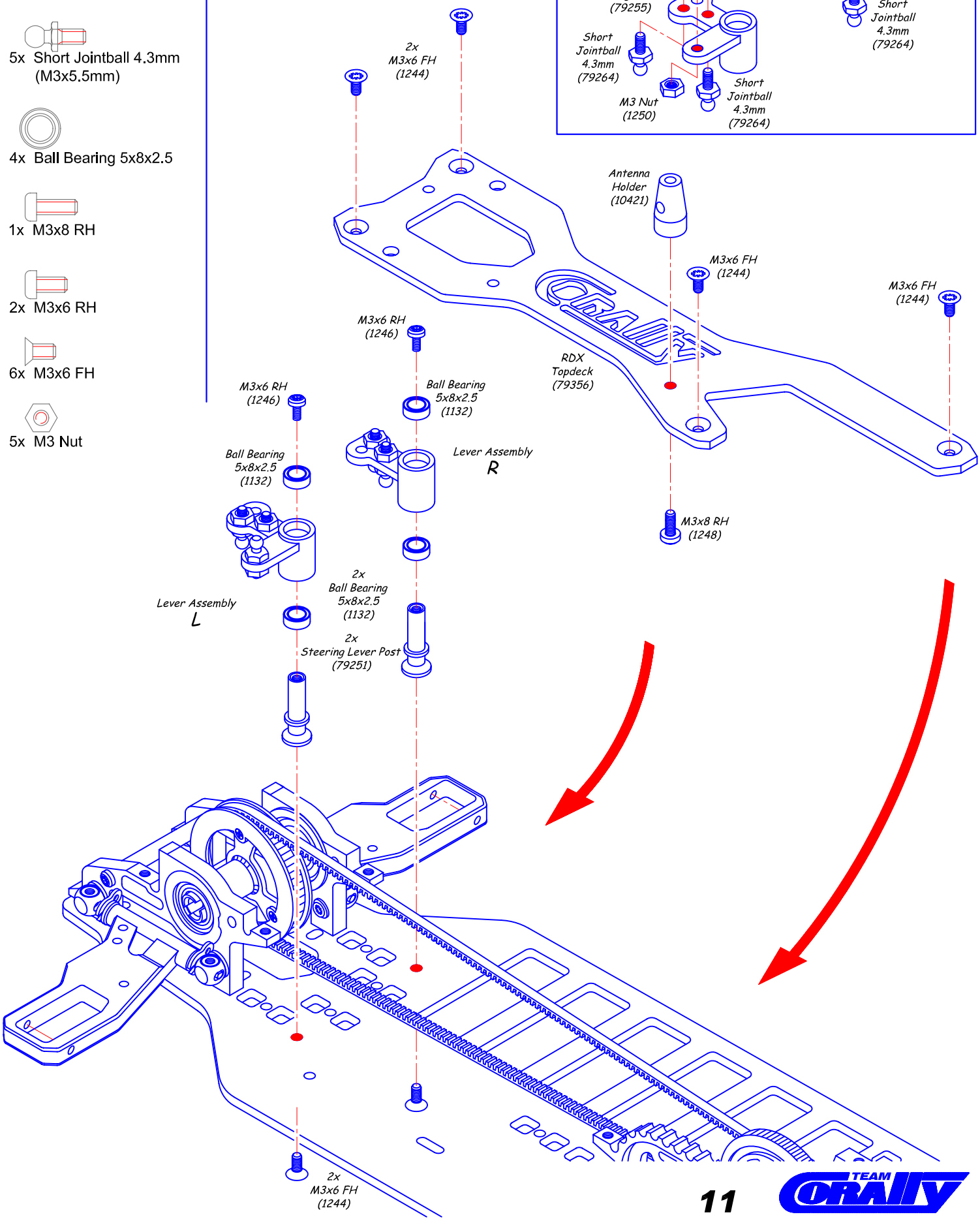


6x M3x6 FH



5x M3 Nut



1x RDX Shocktower

1x Front Bumper

2x Long Jointball 4.3mm (Front Link)

3x M3x8 FH

2x M3x6 FH

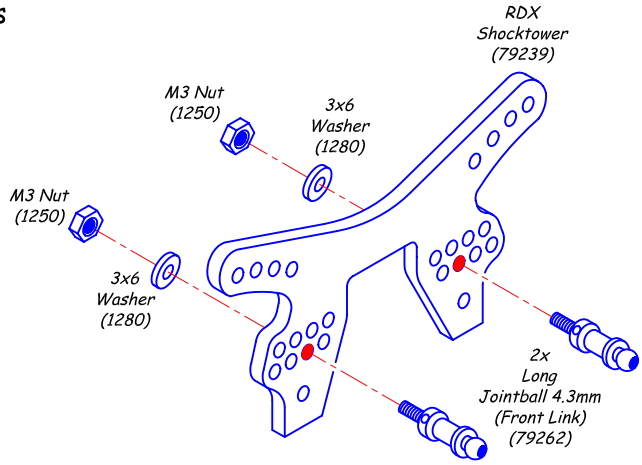
3x M3 Nut

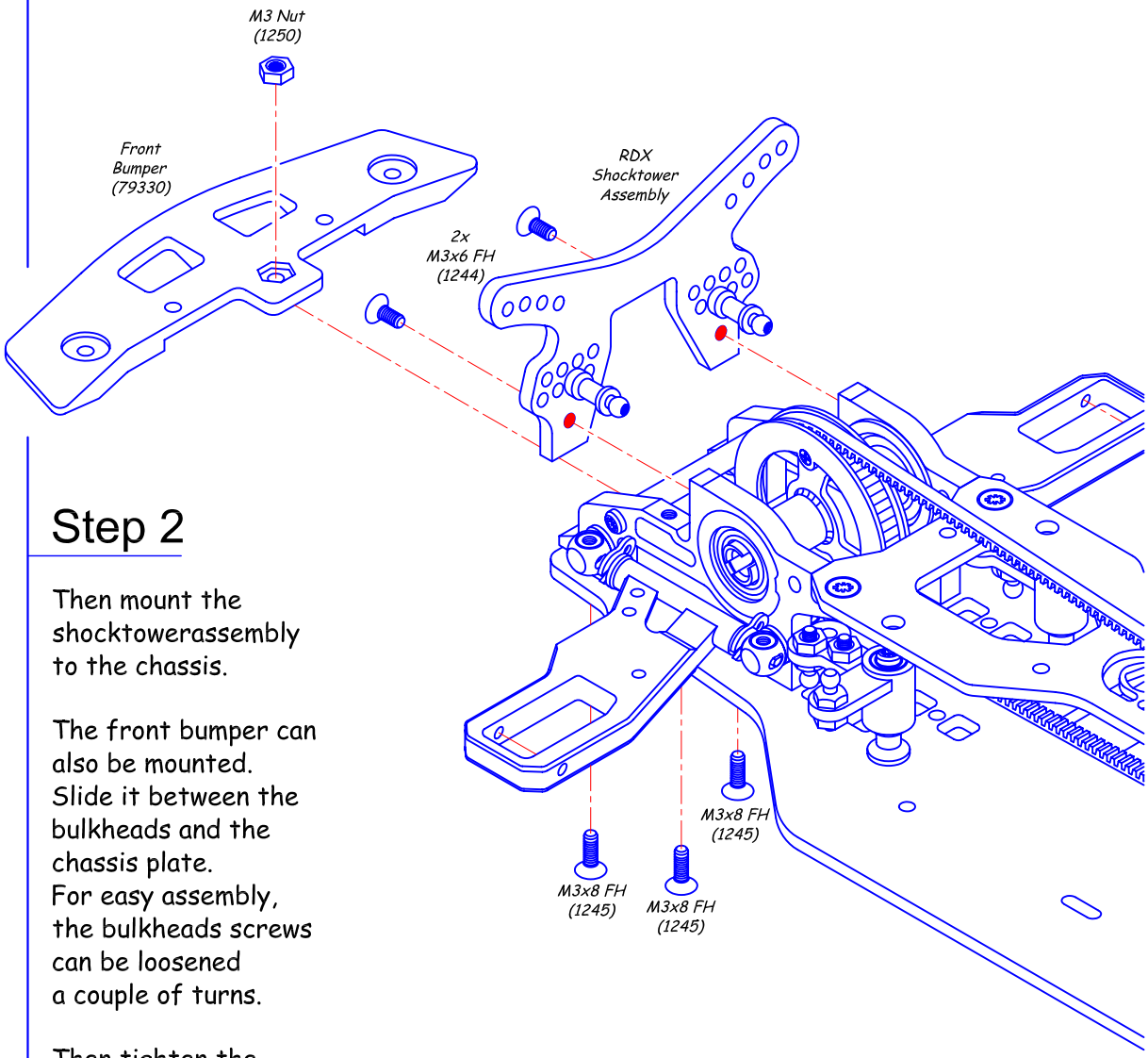
2x 3x6 Washer

# Bag 5 Chassis (Front)

## Step 1

Mount the balljoints for the turnbuckles to the shocktower.




## Step 2

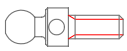
Then mount the shocktowerassembly to the chassis.

The front bumper can also be mounted. Slide it between the bulkheads and the chassis plate. For easy assembly, the bulkheads screws can be loosened a couple of turns.

Then tighten the screws again.

1x RDX Shocktower Mount

1x RDX Shocktower



2x Short Jointball 4.3mm (Rear Link)

2x M3x8 FH

2x M3x6 FH

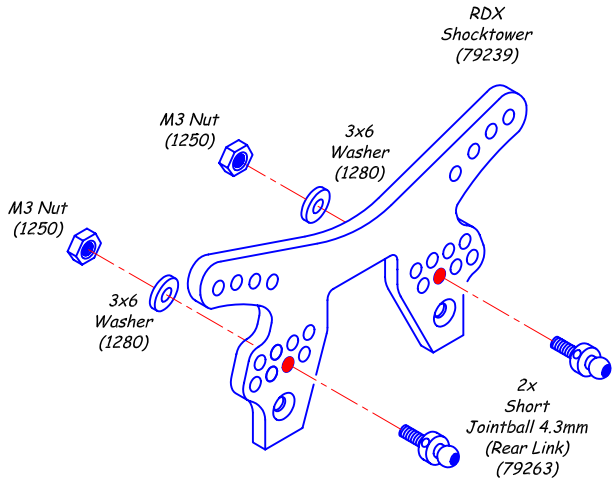
2x M3 Nut

2x 3x6 Washer

# Bag 5 Chassis (Rear)

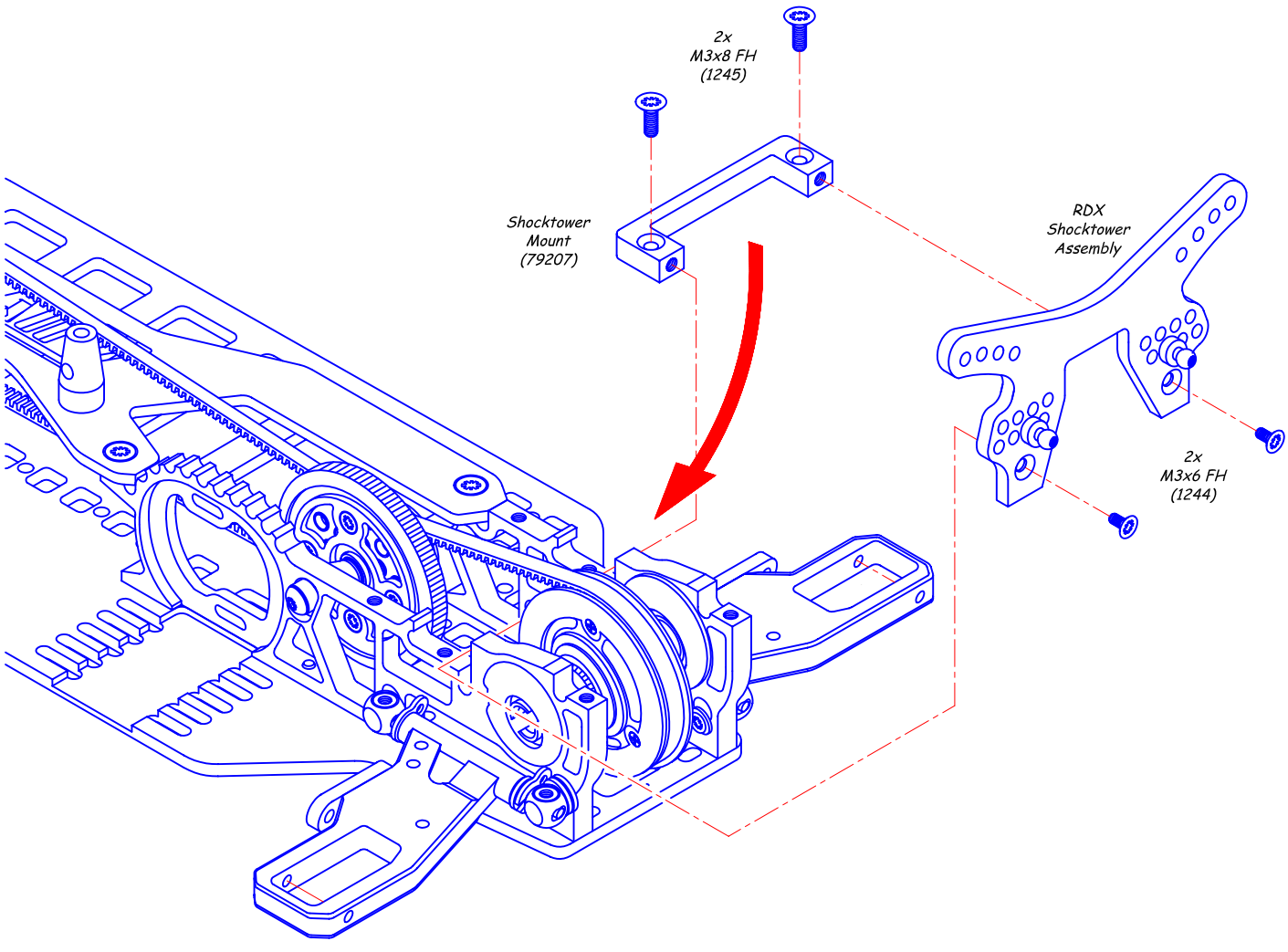
## Step 1

Mount the balljoints for the turnbuckles to the shocktower.




## Step 2

Slide the Shocktower Mount through the short belt. Mount the Shocktower to the Shocktower Mount. Now mount the Assembly to the Rear Bulkheads.



2x MIP CVD™ SET
#79180 containing:

4x MIP CVD™ bone

4x MIP CVD™ axle

4x MIP CVD™ coupling

4x MIP CVD™ cross pin

4x MIP CVD™ setscrew

4x MIP CVD™ M4 Locknut

2x MIP CVD™ Setscrew Driver

1x C-hub 2-R (2° Right)

1x C-hub 2-L (2° Left)

2x Rear Upright 0°

2x Steering Block

4x Driveshaft Cap

2x Short Jointball 4.3mm (M3x5.5mm)

2x C-hub M5 Ballscrew

2x C-hub M5 Screw

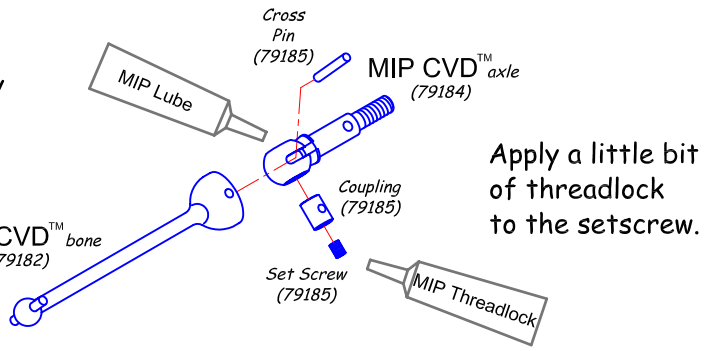
8x Ball Bearing 5x9x3

2x M3 Nut

# Bag 6 Suspension 1 (Subassembly)

## Step 1

#79180
MIP CVD™ Assembly
Build 4 of these.

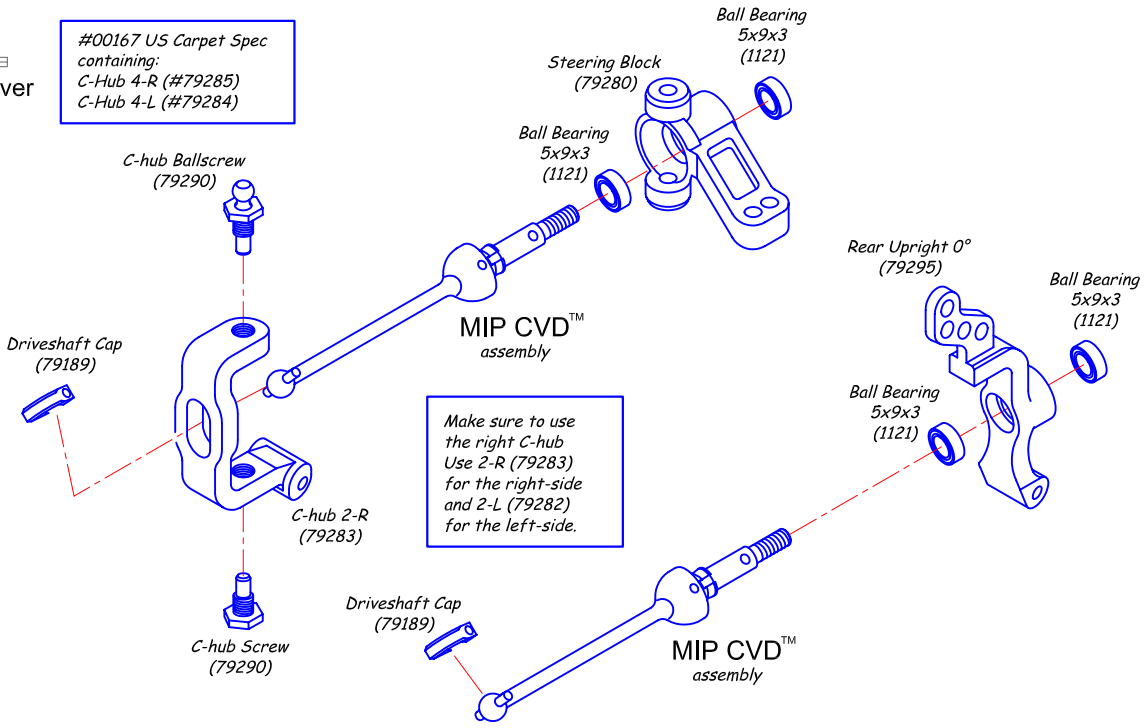



Apply a little bit of threadlock to the setscrew.

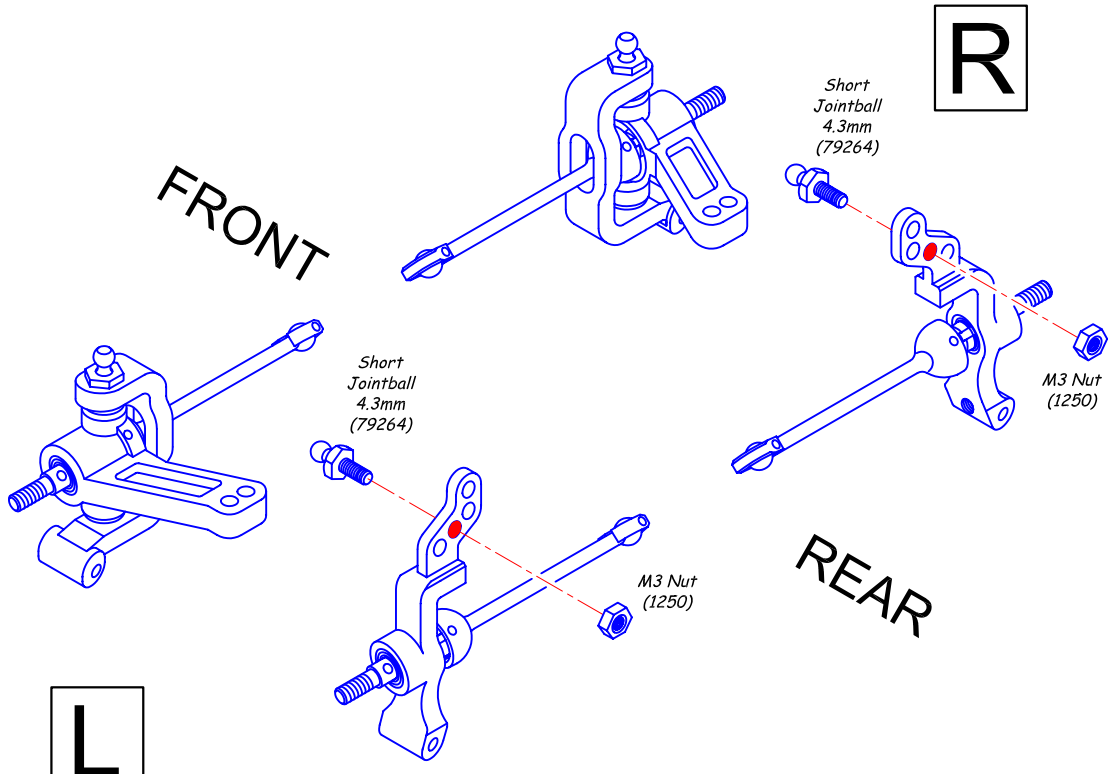
## Step 2

Build 4 Hub Carrier Assemblies.

#00167 US Carpet Spec containing:
C-Hub 4-R (#79285)
C-Hub 4-L (#79284)




Make sure to use the right C-hub
Use 2-R (79283) for the right-side and 2-L (79282) for the left-side.



# Bag 6 Suspension 1 (Front)

2x Long Jointball 4.3mm (M3x7.5mm)

2x Outer Hingepin

2x M3x12 RH

2x M3x3 Setscrew

2x M3 Nut

2x 3x6 Washer

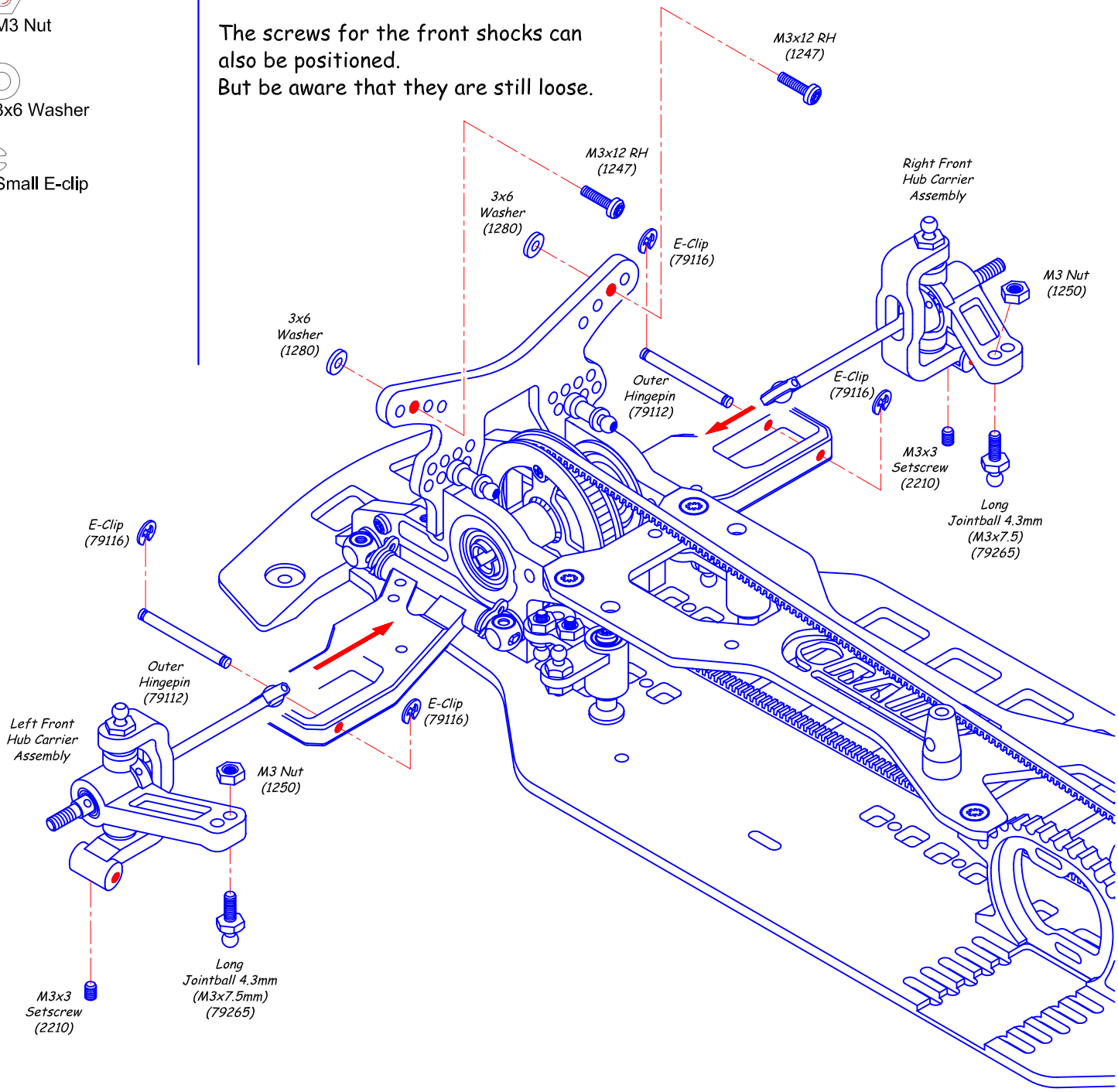
4x Small E-clip

## Step 1

Mount the front hub carrier assemblies to the wishbones. Fit the assembly between the wishbone and slide a hingepin in the hole.
Set the hingepin with a setscrew.
Now the E-clips can also be mounted.

## Step 2

The screws for the front shocks can also be positioned.
But be aware that they are still loose.



2x Outer Hingepin

2x M3x12 RH

2x M3x3 Setscrew

2x M3 Nut

2x 3x6 Washer

4x Small E-clip

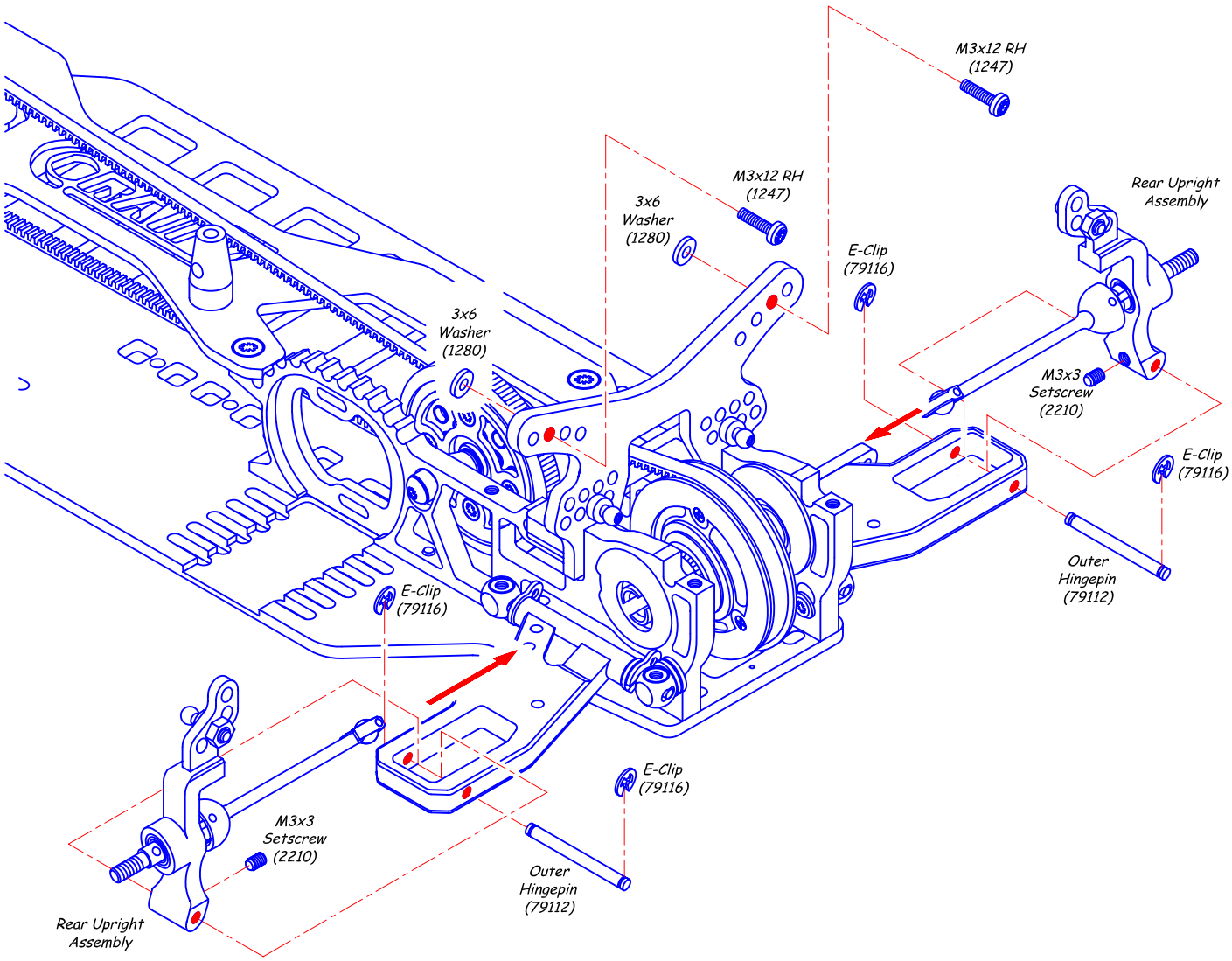
# Bag 6 Suspension 1 (Rear)

## Step 1

Mount the rear upright assemblies to the wishbones. Fit the assembly between the wishbone and slide a hingepin in the hole. Set the hingepin with a setscrew. Now the E-clips can also be mounted.

## Step 2

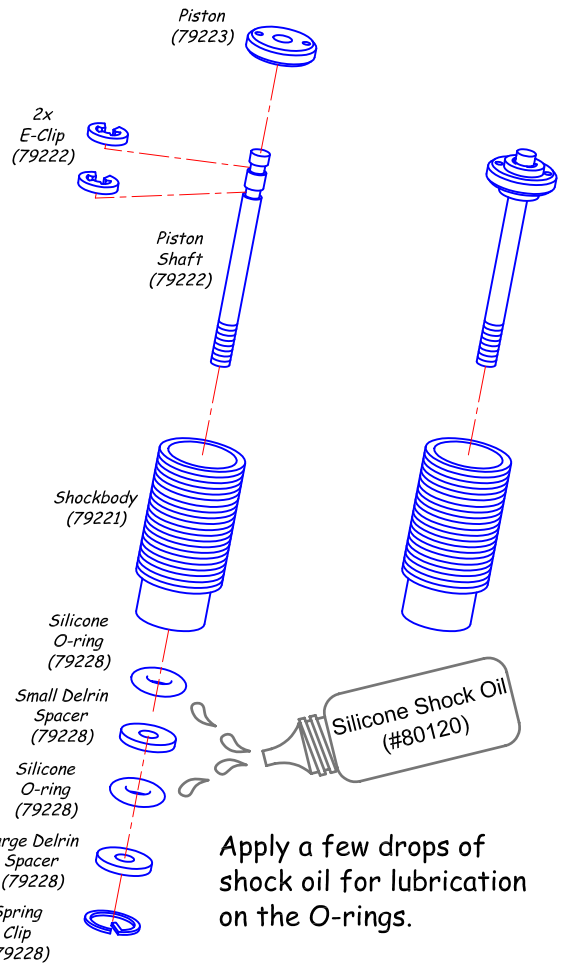
The screws for the rear shocks can also be positioned.
But be aware that they are still loose.



- 4x Shockbody
- 4x Spring Adjustment Nut
- 4x 13x1mm O-ring
- 8x Silicone O-ring
- 4x Shock Cap
- 4x Piston Shaft
- 4x Shock Top
- 4x Piston
- 4x Spring Collar
- 4x Ball End
- 4x Shock Diaphragm
- 4x Spring Clip
- 8x E-clip
- 4x Spring 17.0 lbs
- 4x Small Delrin Spacer
- 4x Large Delrin Spacer

# Bag 7 Suspension 2 (Shocks) - PRE-ASSEMBLED

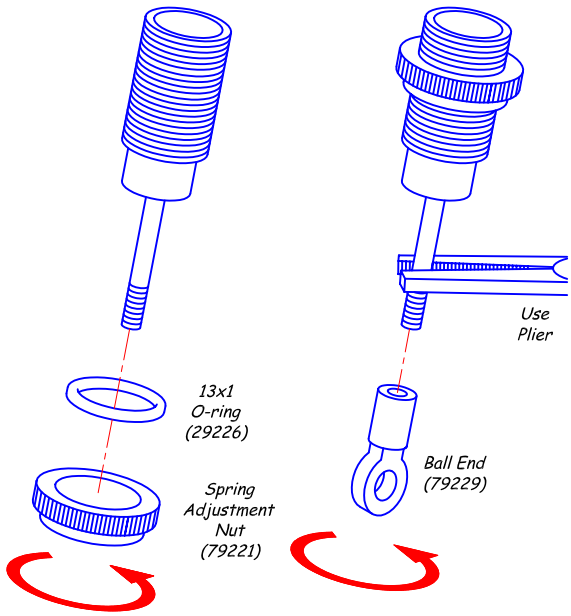
Build 4 identical Shock Absorbers (#79220). Build them very carefully.

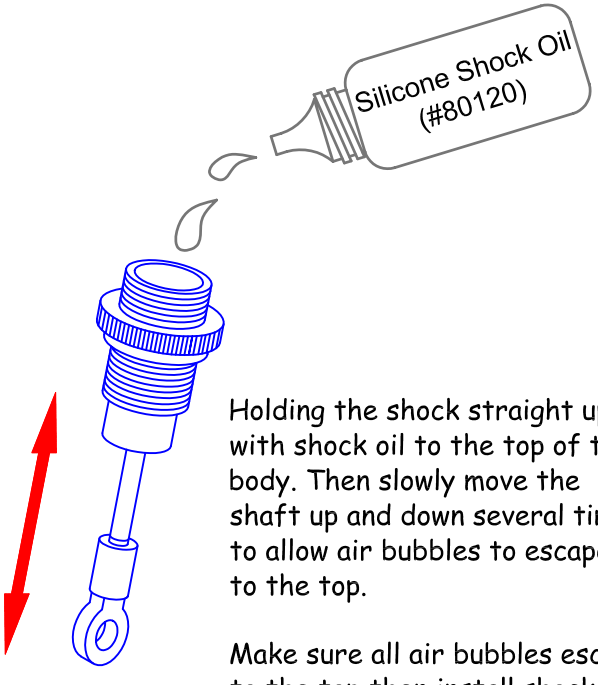



Apply a few drops of shock oil for lubrication on the O-rings.

Use plier to hold shaft, but do not damage the shaft

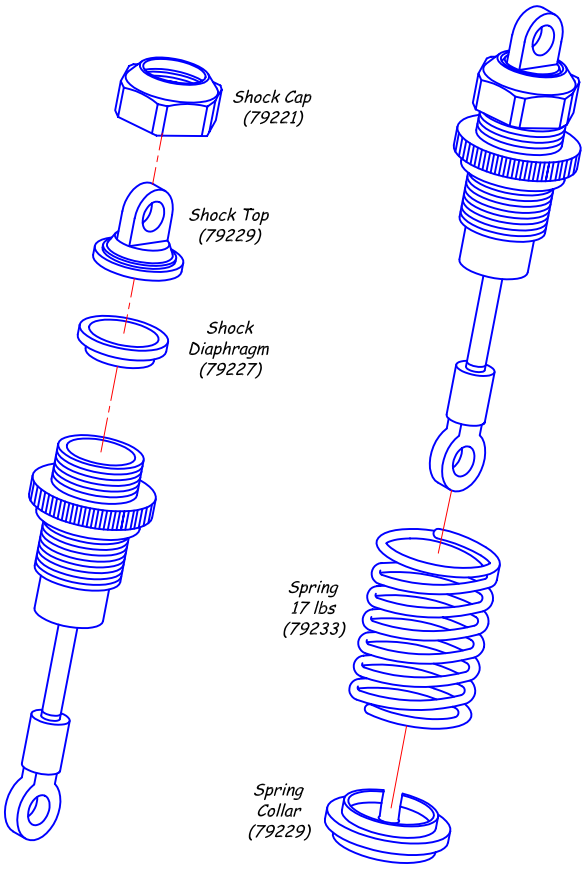
Grip it close to thread.

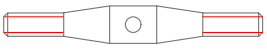



Holding the shock straight up, fill with shock oil to the top of the body. Then slowly move the shaft up and down several times to allow air bubbles to escape to the top.

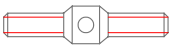
Make sure all air bubbles escape to the top then install shock diaphragm, shock top and aluminium shock cap.



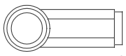


3x Turnbuckle 33mm

1x Turnbuckle 28mm



2x Turnbuckle 21mm



12x Ballcup (#79260)

4x Ø5.8mm Jointball
**(pre-asssembled)**

2x M3x12 RH

2x M3 Nut



2x 3x6 Washer

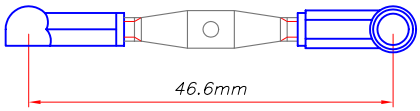
# Bag 7 Suspension 2 (Front)

## Step 1

Assemble 6 Turnbuckles as shown. (Scale 1:1)

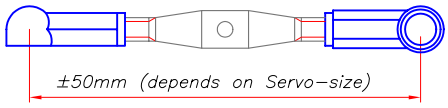
Front Camber Link 33mm
(#79272)

2x



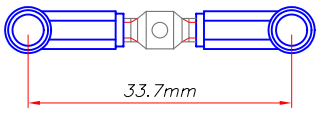

Servo Link 33mm
(#79272)

1x



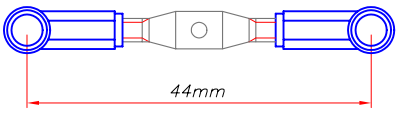

Steering Link 21mm
(#79270)

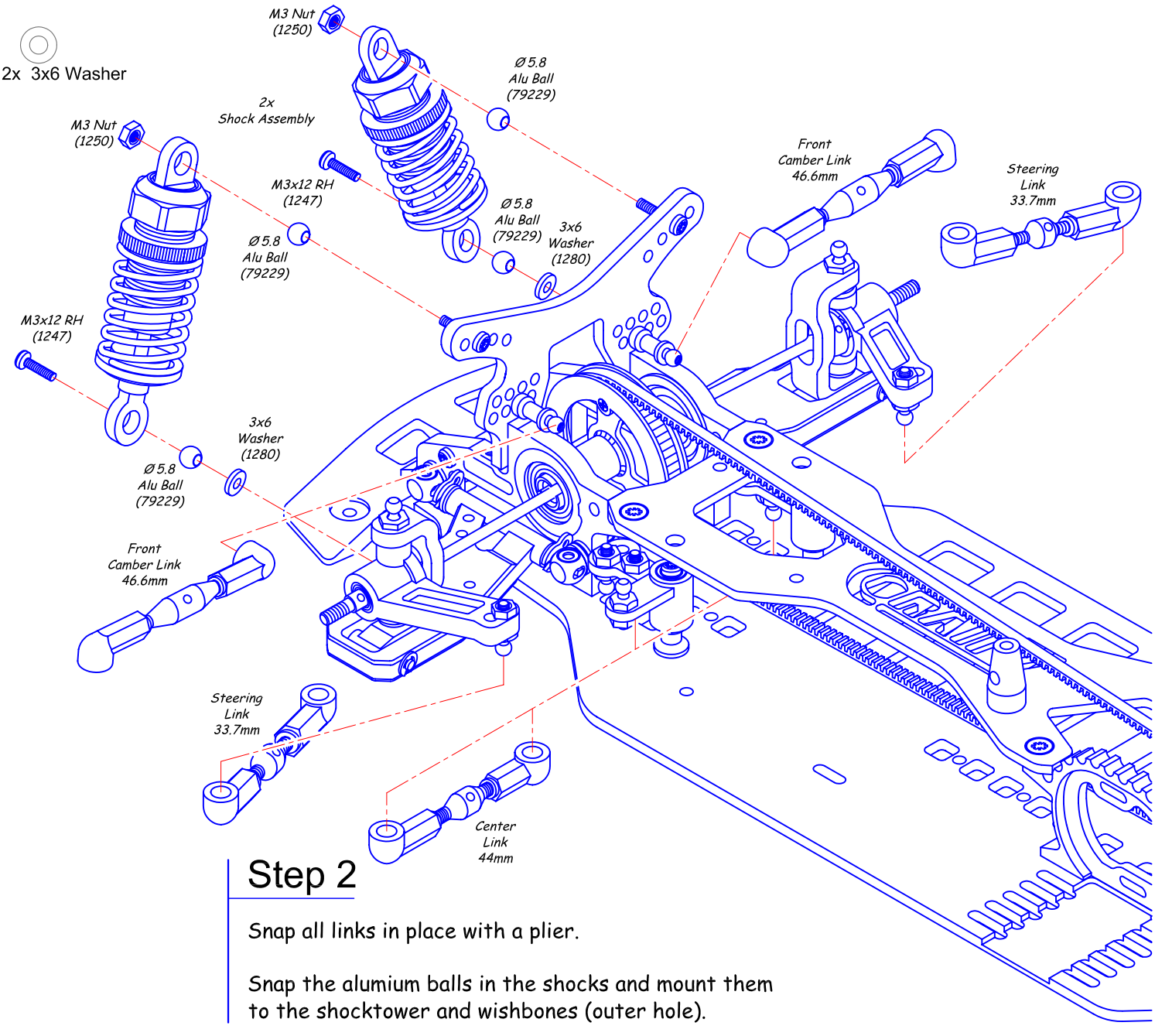
2x




Center Link 28mm
(#79271)

1x




## Step 2

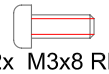
Snap all links in place with a plier.

Snap the alumium balls in the shocks and mount them to the shocktower and wishbones (outer hole).

2x Turnbuckle 28mm

4x Ballcup (#79260)

4x Ø5.8mm Jointball
**(pre-assembled)**



2x M3x8 RH

2x M3 Nut

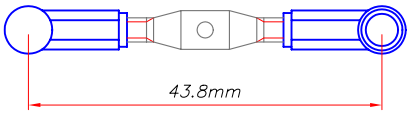
# Bag 7 Suspension 2 (Rear)

## Step 1

Assemble 2 Turnbuckles as shown. (Scale 1:1)

Rear Camber Link 28mm
(#79271)

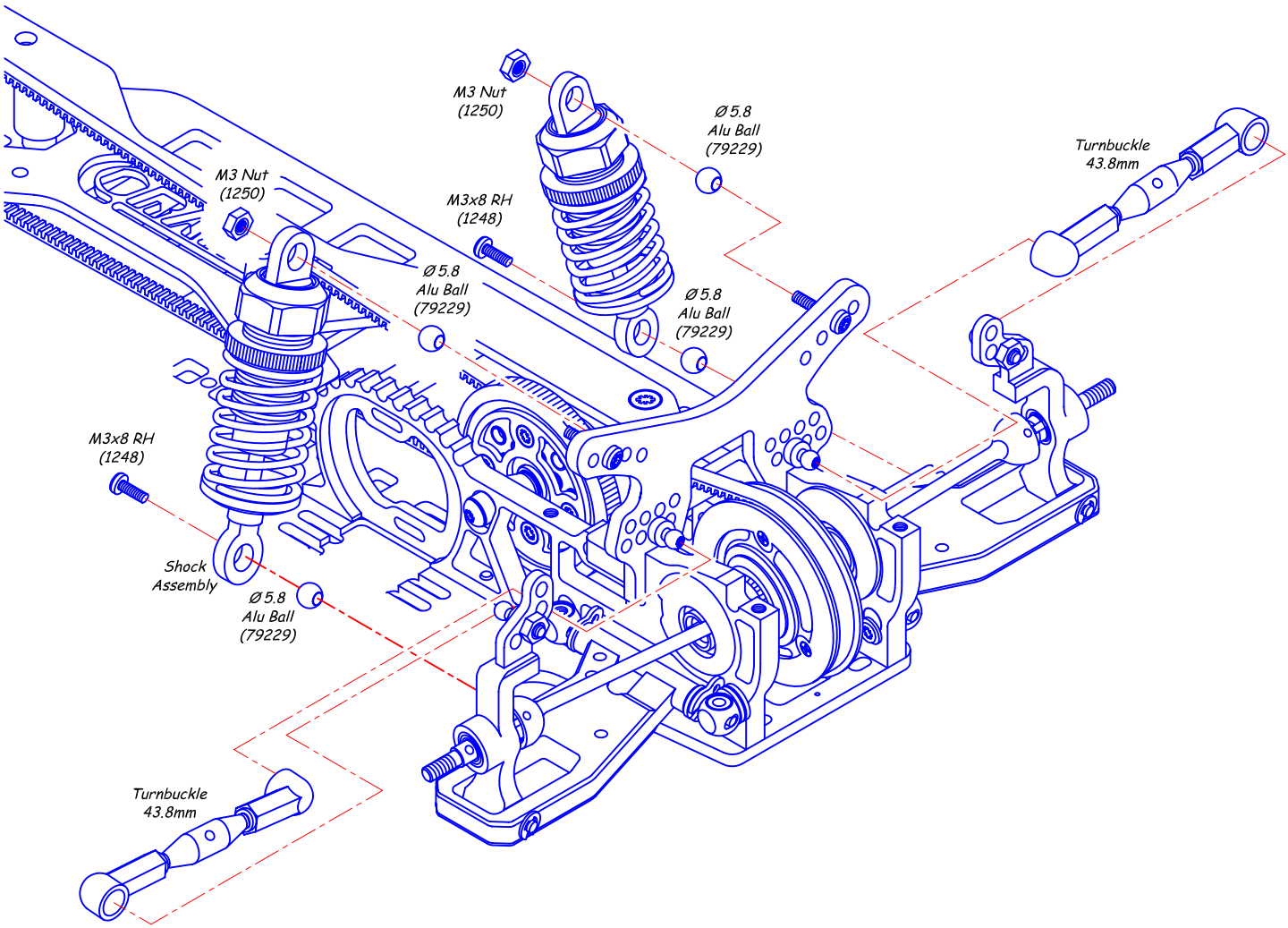
2x




## Step 2

Snap the rear camber links in place with a plier.

Snap the alumium balls in the shocks and mount them to the shocktower and wishbones (extended hole).



# Bag 8 Finals (Wheelhex & Bodyposts)

- 1x Bodypost Plate
- 1x Belt Guide Tower
- 1x Belt Guide Post
- 1x Belt Guide
- 4x Bodypost
- 2x Battery Strap Post
- 4x Wheel Hex Adapter
- 4x Pin Ø9.5x2

4x M3x8 RH

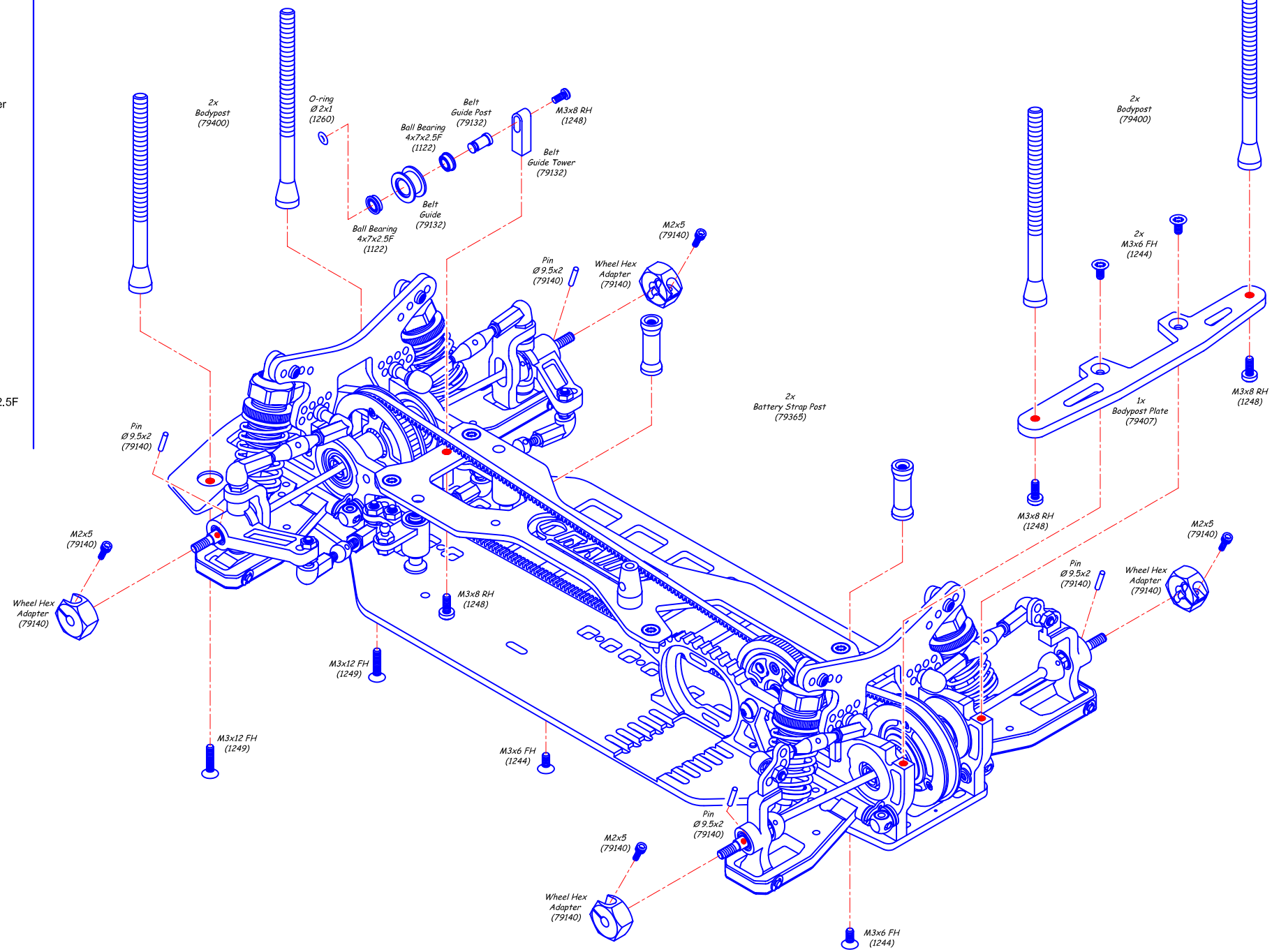
2x M3x12 FH

4x M3x6 FH

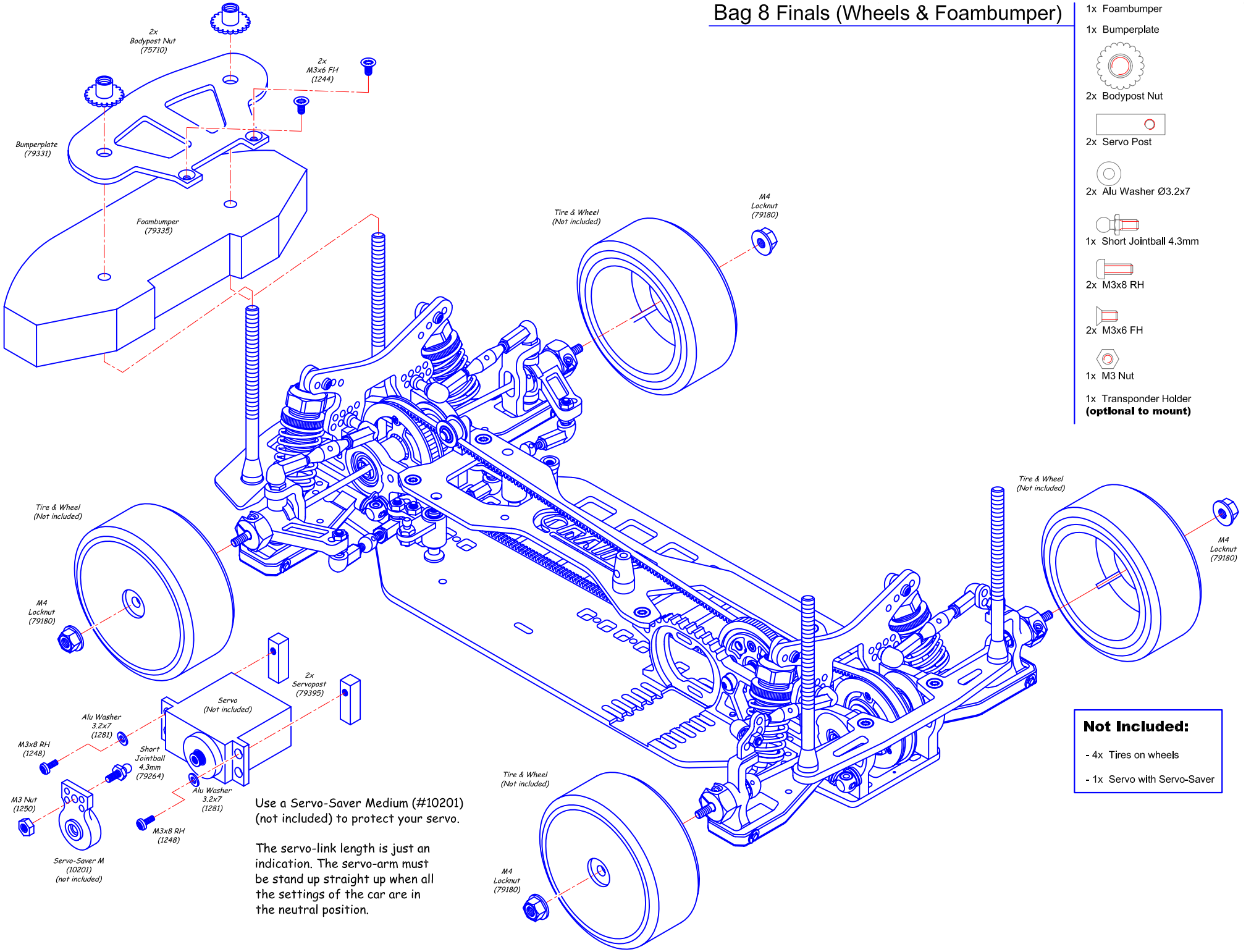
4x M2x5

2x Ball Bearing 4x7x2.5F

1x O-ring 2x1



# Bag 8 Finals (Wheels & Foambumper)




1x Foambumper

1x Bumperplate

2x Bodypost Nut

2x Servo Post

2x Alu Washer Ø3.2x7

1x Short Jointball 4.3mm

2x M3x8 RH

2x M3x6 FH

1x M3 Nut

1x Transponder Holder
**(optional to mount)**

**Not Included:**

- 4x Tires on wheels
- 1x Servo with Servo-Saver

Use a Servo-Saver Medium (#10201) (not included) to protect your servo.

The servo-link length is just an indication. The servo-arm must be stand up straight up when all the settings of the car are in the neutral position.

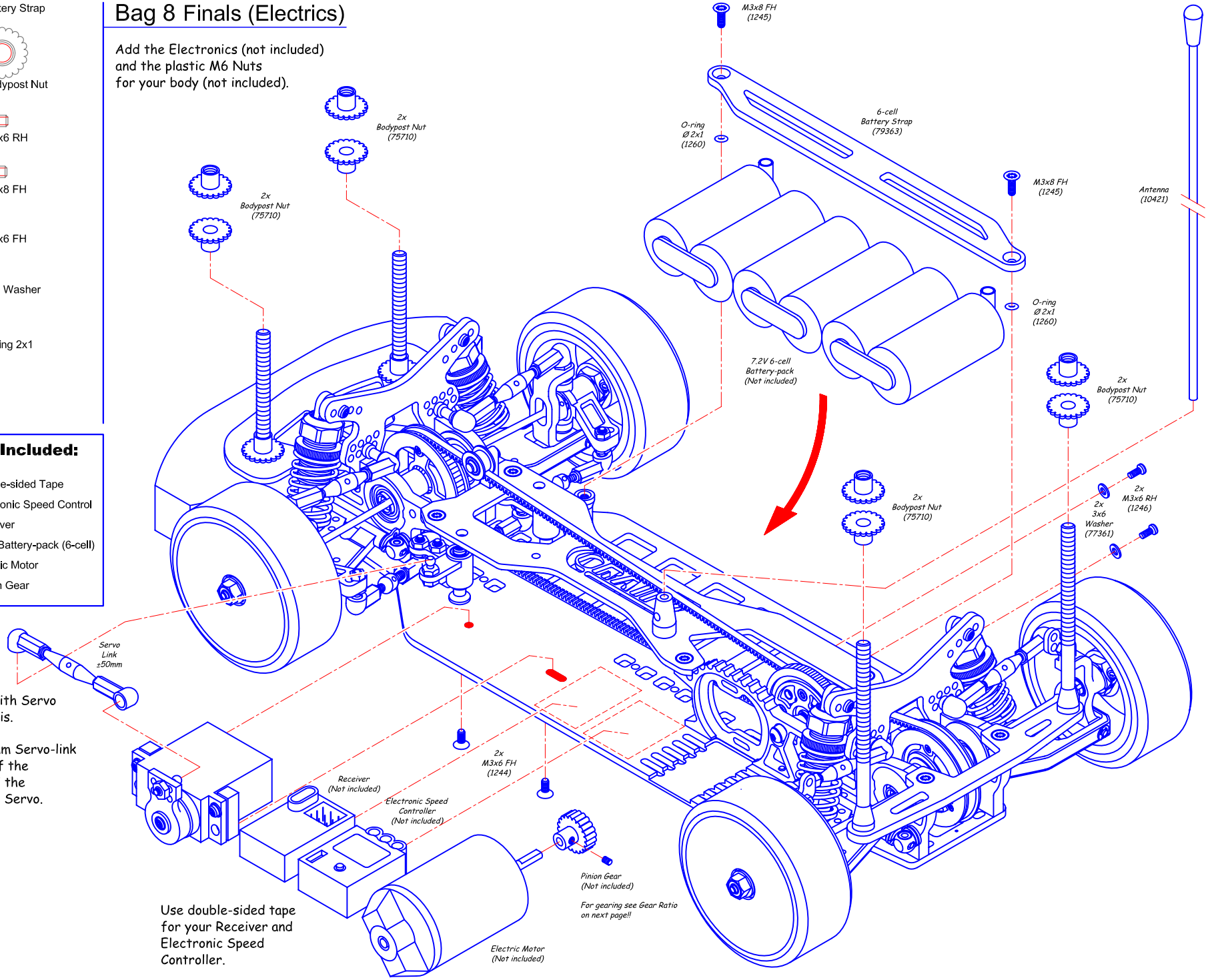
# Bag 8 Finals (Electrics)

Add the Electronics (not included) and the plastic M6 Nuts for your body (not included).

- 1x Battery Strap
- 8x Bodypost Nut
- 2x M3x6 RH
- 2x M3x8 FH
- 2x M3x6 FH
- 2x 3x6 Washer
- 2x O-ring 2x1

**Not Included:**

- Double-sided Tape
- Electronic Speed Control
- Receiver
- 7.2V Battery-pack (6-cell)
- Electric Motor
- Pinion Gear




Mount the Servo with Servo Saver to the Chassis.

Then snap the 50mm Servo-link to the Jointballs of the Steering Lever and the Servo-saver of the Servo.

Use double-sided tape for your Receiver and Electronic Speed Controller.

## Radio adjustments

- Turn the transmitter on.

- Make sure the motor is disconnected.

- Connect your battery pack.

- Turn the power switch on.

- Make sure the wheels move in the correct direction. Turning the steering control left must move the wheels to left and turning it right must move the wheels to right.

- Adjust the servo link that your servo saver is exactly rising up.

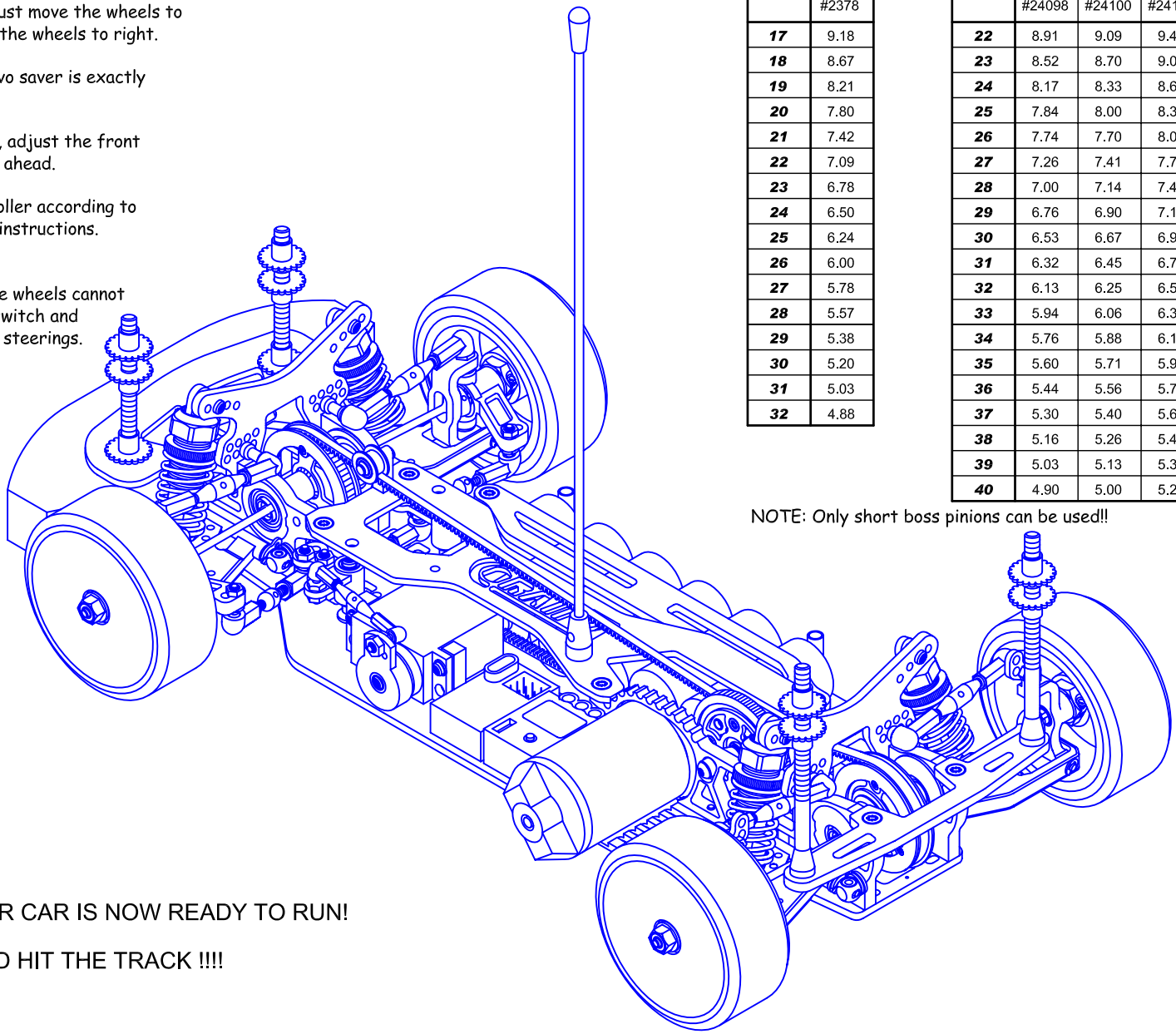
- Using the two steering turnbuckles, adjust the front wheels so they are pointed straight ahead.

- Adjust the Electronic Speed Controller according to your speed control manufacturer's instructions. And turn off the power switch.

- Connect the motor. Be sure that the wheels cannot touch anything. Turn on the power switch and check your settings of the ESC and steerings.

- Turn the power switch off again.

- The transmitter is always the FIRST TO BE TURNED ON and THE LAST TO BE TURNED OFF.



CONGRATULATIONS! YOUR CAR IS NOW READY TO RUN!

SO PUT ON THE BODY AND HIT THE TRACK !!!!

## Overall Gear Ratio

It's important to gear your car the right way.
A SMALLER Gear Ratio (bigger number means smaller ratio) will give more punch, acceleration and more runtime.
But top speed will be lower.
A BIGGER Gear Ratio (smaller number means bigger ratio) will give less punch, but more top speed.
Runtime will be less.

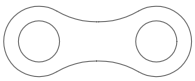
| 48dp | 78T #2378 |
|---|---|
| 17 | 9.18 |
| 18 | 8.67 |
| 19 | 8.21 |
| 20 | 7.80 |
| 21 | 7.42 |
| 22 | 7.09 |
| 23 | 6.78 |
| 24 | 6.50 |
| 25 | 6.24 |
| 26 | 6.00 |
| 27 | 5.78 |
| 28 | 5.57 |
| 29 | 5.38 |
| 30 | 5.20 |
| 31 | 5.03 |
| 32 | 4.88 |

| 64dp | 98T #24098 | 100T #24100 | 104T #24104 |
|---|---|---|---|
| 22 | 8.91 | 9.09 | 9.45 |
| 23 | 8.52 | 8.70 | 9.04 |
| 24 | 8.17 | 8.33 | 8.67 |
| 25 | 7.84 | 8.00 | 8.32 |
| 26 | 7.74 | 7.70 | 8.00 |
| 27 | 7.26 | 7.41 | 7.70 |
| 28 | 7.00 | 7.14 | 7.43 |
| 29 | 6.76 | 6.90 | 7.17 |
| 30 | 6.53 | 6.67 | 6.93 |
| 31 | 6.32 | 6.45 | 6.71 |
| 32 | 6.13 | 6.25 | 6.50 |
| 33 | 5.94 | 6.06 | 6.30 |
| 34 | 5.76 | 5.88 | 6.11 |
| 35 | 5.60 | 5.71 | 5.94 |
| 36 | 5.44 | 5.56 | 5.78 |
| 37 | 5.30 | 5.40 | 5.62 |
| 38 | 5.16 | 5.26 | 5.47 |
| 39 | 5.03 | 5.13 | 5.33 |
| 40 | 4.90 | 5.00 | 5.20 |

NOTE: Only short boss pinions can be used!!

1x Front Anti-roll Bar 1.9mm

1x Rear Anti-roll Bar 1.9mm



4x Double Balljoint

4x Anti-roll Bar Mount

8x 6mm Jointball

4x Aluminium M3 Nut

4x M3x3 Setscrew

4x M3x12 RH

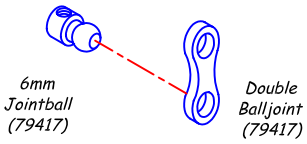
4x M3x8 FH

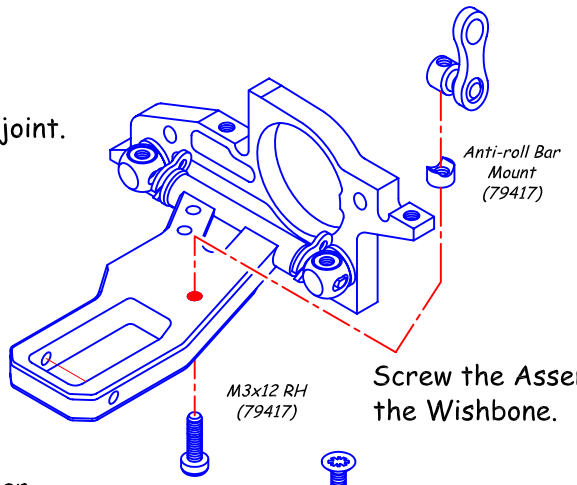
# Bag 9 Optional Anti-roll Bar

You have the option to mount either the front or the rear anti-roll bar.
Both anti-roll bars can also be mounted.
Follow the same mounting procedure if you choose to mount the rear anti-roll bar.

## Step 1

Snap the Jointball in the Double Balljoint.
Do this for the left and right.



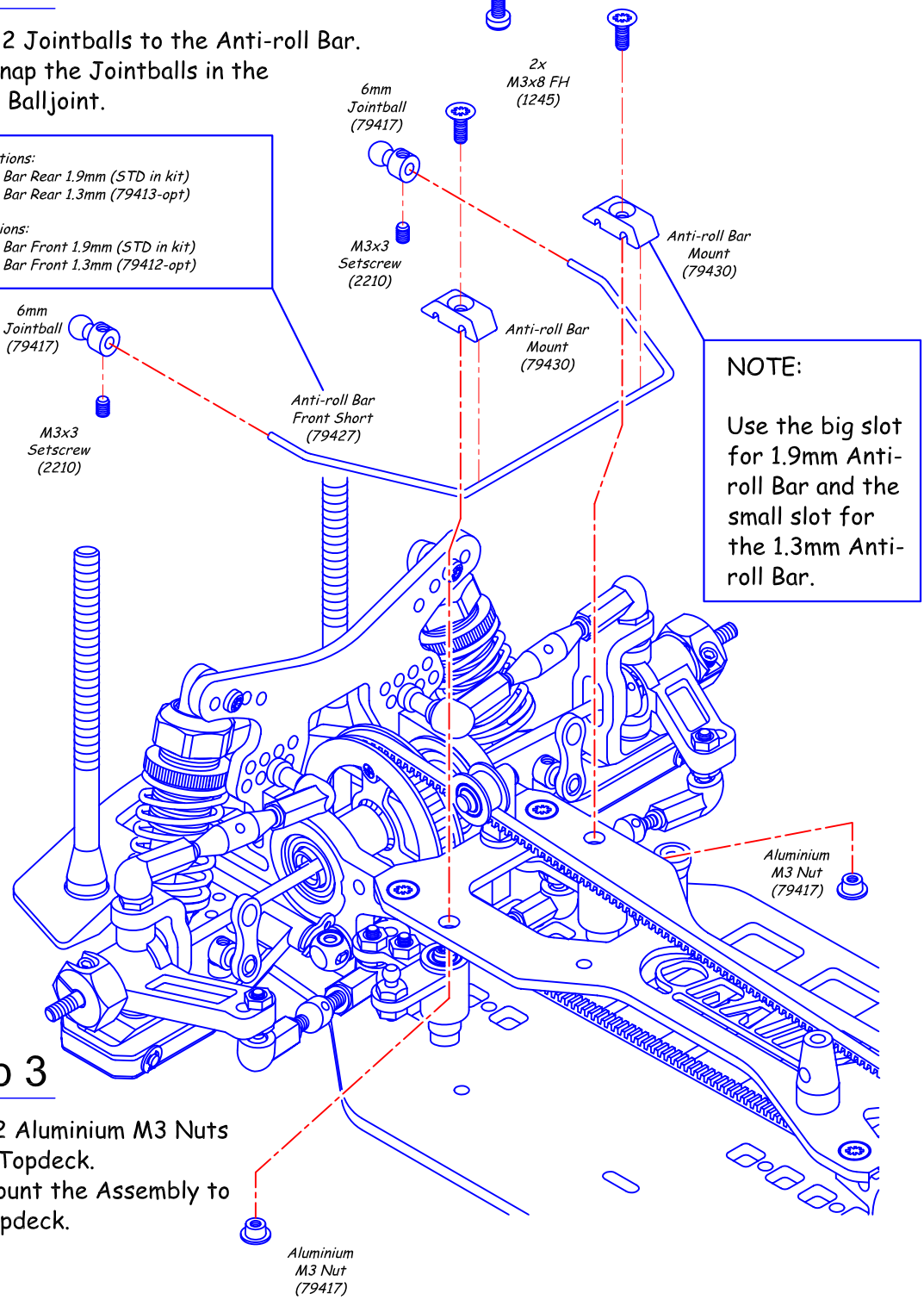

Screw the Assembly to the Wishbone.

## Step 2

Screw 2 Jointballs to the Anti-roll Bar.
Then snap the Jointballs in the Double Balljoint.

*Front options:*
*Anti-roll Bar Rear 1.9mm (STD in kit)*
*Anti-roll Bar Rear 1.3mm (79413-opt)*

*Rear options:*
*Anti-roll Bar Front 1.9mm (STD in kit)*
*Anti-roll Bar Front 1.3mm (79412-opt)*




NOTE:

Use the big slot for 1.9mm Anti-roll Bar and the small slot for the 1.3mm Anti-roll Bar.

## Step 3

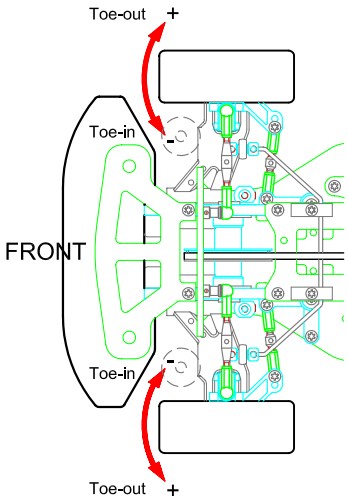
Press 2 Aluminium M3 Nuts in the Topdeck.
And mount the Assembly to the Topdeck.

# Race adjustments:

Your RDX Touring Car comes with many possible geometry adjustments, shock adjustment, camber change, etc. The standard setup in this manual is a good starting point to begin with. For optimising your car's performance, improvements can be made with the following tuning tips. But always do one step at the time, and see if there are improvements or performance is getting worse. On **www.corally.com** you can download the latest set-up sheets from Team Corally to help you find a good setup.

## Front toe-in / toe-out:

Setting toe-in of the front wishbones in the center of the car will make the suspension work better on bumpy conditions. Never use toe-out.

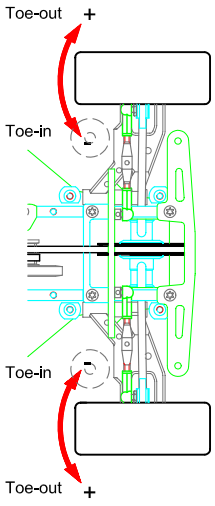



**Toe-in:**
Stabilizes the car in the straights, and coming out of the corners.
It smoothes out the steering response, making the car easier to drive.
It can make the car turn in a little more in the middle and exit parts of a corner.

**Toe-out:**
Increases turn-in steering a lot.
But can make the car very nervous on the straight parts of the track.
More than 1° of front toe-out makes the front even more nervous, so it's better not to use more than 1° toe-out.

Adjust for neutral feeling 0° toe. A slight amount of toe-out will increase the turn-in of the car but too much will make the car difficult to drive.
[min. = -1 / max. = +1]

## Rear toe-in:

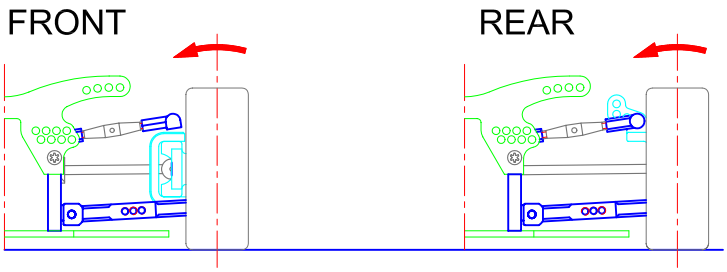



**Toe-in:**
This is one of the most sensitive adjustments! One degree goes a long way. Stabilizes the car greatly. It makes the rear end "stick". The more toe-in you use, the more the rear of the car sticks. This is especially apparent going into and coming out of corners.
But more toe-in makes a difference between sticking and breaking loose bigger. Large amounts of toe-in (2.5°... 3°) scrub off a little speed in the straights.

**Toe-out:**
Rear toe-out is never used. It makes the rear of the car very unstable.

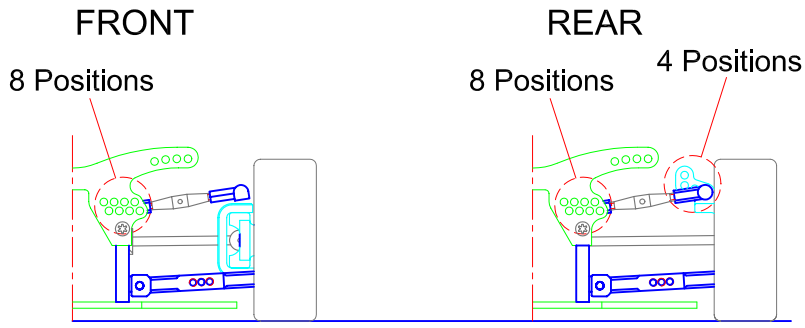
Toe-in can be adjusted on the hingepin adjustment blocks in the center of the the car. Use the rings of 0.4mm for 0.5° settings and 0.8mm for 1° settings. Another possibility is to use the optional 2° toe-in uprights at the rear. They will have no influence on the wheelbase of the car.
[min. 0 / max. 3.5]

## Camber:




Camber is best set when the tires' contact patch is always as big as possible. So with a stiff suspension and firm tires you'll need less camber than with soft suspension or tires with a big, flexible sidewalls. If the tire wear evenly across their contact patches, camber is about right. When using camber on the front in combination with caster blocks something must be kept in mind. Caster will cause camber at the front when steering and the front will lift up.
[min. 0 / max. 2]

## Camber Link Locations:




The RDX has a couple of camber-link locations. We recommend to start off by mounting the camberlinks in 1 of the 4 lower positions on the the shocktower. This will give more camber-change while cornering thus stability. The longer or higher the link, the more traction and less stability. The shorter or lower the link, the less traction and greater stability.
**Long Link:** A long link gives a lot of body roll in turns. It feels as if the body is willing to keep on rolling untill it can't, the springs prevent it from rolling any further.
The car has more grip in corners, especially in the middle part. But if there already is a lot of traction, long camber links can slow down in turns.
**Short Link:** A short link will make the chassis doesn't roll as far, its tendency to roll drops as it rolls. It feels as if the car generates a little less grip.
**More Parallel Link:** A parallel link gives a little more roll than an angled one. It feels smooth, and consistant as the body rolls in turns.
**Angled Link:** An angled link makes the car feel as if the car a tendency to center itself (level, no roll), other than through the spring or anti-roll bar. It will give more initial grip, steering into corners.
It makes it very easy to "throw" the car. The body rolls a little less than with parallel links. It's possible to use softer springs and a softer damping than with parallel links, without destabilising the car.

BUT always keep an eye on the balance of the car; large differences in roll-center front versus rear will make the car feel less consistant and no satisfaction at all.

## Wishbone Inner Hingepin Locations:

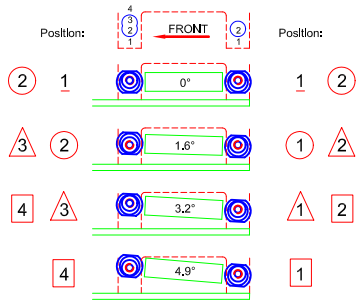
It's possible to mount the wishbones on different heights to the bulkheads. These differences will effect the position of the roll-center of the car.
**Low mounting:** Roll-center of car will become lower, which generates more chassis-roll into the corner.
**Higher mounting:** Roll-center of the car will also become higher, which generates less chassis-roll. Car changes quicker from direction, but less grip will be generated. Feels very stable.

## Front Caster:

Caster can be very important to the handling of the car. Adding or removing caster can transform the steering balance of a car. The total of Caster is degrees Kick-up + degrees Caster C-hub.
**More Caster:** Will give stability, especially at high speeds. More Caster generally suits large open, high-speed tracks.
**Less Caster:** Will increase steering drastically. Steering feels more direct, so the car turns tighter and faster. Small amounts of caster are suitable for tight tracks.
These settings can be arranged with the optional C-hubs and the inner hingepin settings.
[min. 0 / 2 / 4 / max. 6]

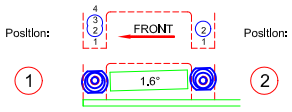
## Front Kickup and anti-dive:

Kick-up



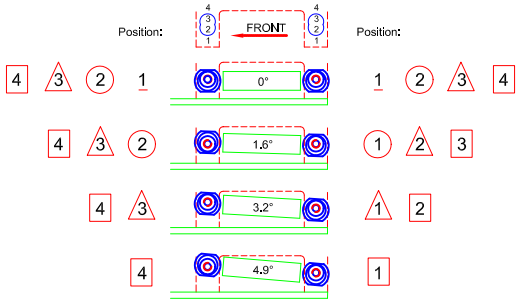

Combine the same symbols for adjustment!

Anti-dive (only use 2°,4° or 6° caster blocks)




Refers to the angle in which the front suspension is mounted in relation to horizontal when looked from the side of car. **Kickup** and **anti-dive** are adjusted by changing the angle of the front wishbones, which can be done by the aluminium hingepin adjustment blocks. The setting of 0° kickup will have more aggressive steering feeling but will not absorb bumps well. The setting of 1.6° kickup will work better in most conditions, especially in bumpy conditions. For more bumpy conditons, the setting of 3.2° and 4.9° can also be arranged. The anti-dive setting of 1.6° will give a very aggressive steering feeling and will improve front braking traction entering corners. When using anti-dive a differential must be used in the front. And use at least 2° Caster C-hubs. However, anti-dive will not work in bumpy conditions.

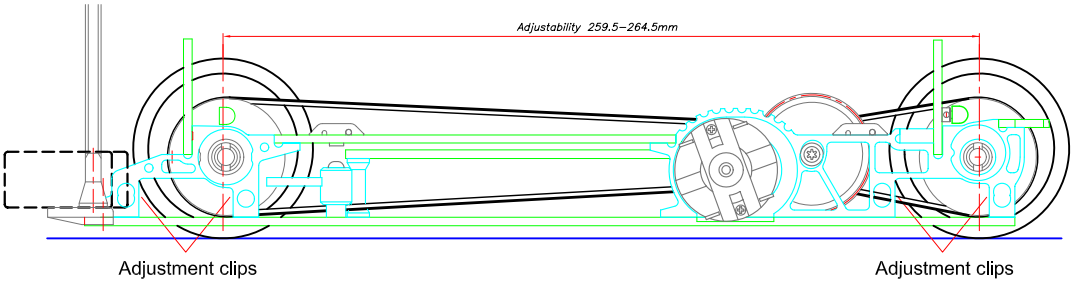
## Rear anti-squat:




Combine the same symbols for adjustment!

Describes the angle at which the rear suspension is mounted when looked at from the side of the car. More anti-squat generally make the car more sensitive to throttle input. The car has more steering while braking (when diff is used), and also a little more powering out of the corners. Less anti-squat gives more side-bite, on-power and while braking. It feels easier to drive in low-grip situations.

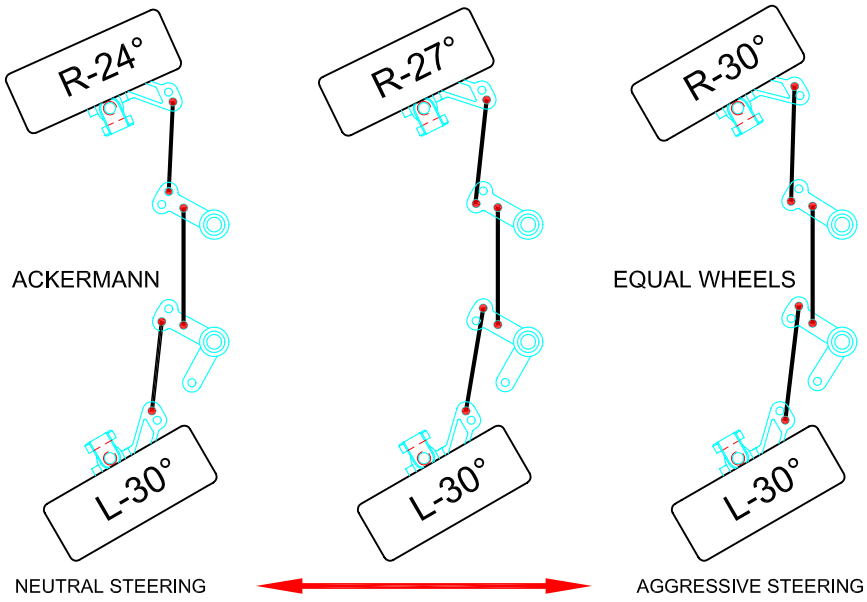
## Wheelbase adjustment:



Adjust the wheelbase by moving the black plastic clips. A short wheelbase makes the car feel good in tight turns. Use a short wheelbase on very small and tight tracks. A longer wheelbase makes the car feel a lot more stable, and better in wide, high-speed turns. Use a longer wheelbase on wide-open tracks. Moving the clips to the front of the front wishbones will shorten the wheelbase and decrease rear traction and greater stability. Moving the clips to the rear of the front wishbones will lengthen wheelbase and increase rear traction. Moving the clips to the front of the rear wishbones will lengthen the wheelbase and decrease rear traction and greater stabiltity. Moving the clips to the rear of the rear wishbones will shorten the wheelbase and increase rear traction.

## Ackermann:

This is a term describing the effect of the inner front wheel turning tighter than the outside front wheel. The perfect angle (no slip in theory) between the two front tires is called "the Ackermann angle". The angle can be varied by adjusting the steering linkages. The Ackermann setup works well in most conditions and will provide a very smooth, predictable steering. More equal wheels will give a more aggressive steering, especially entering corners.




## Shock Springs:

Try to keep your car level during accelleration, decelleration and cornering.
Stiffer springs make the car feel more responsive, more direct. The car reacts faster to driver input. Stiff springs are suited for tight, high-traction tracks, which aren't too bumpy. Usually, when you stiffen the whole car, you lose a small amount of steering.

Softer springs are better for bumpy and very large and open tracks. They can also make the car feel as sluggish and slow.

**Stiffer Front:**
The car has less front traction, and less steering. It's harder to get the car to turn, the turn radius is bigger and the car has a lot less steering exiting corners. On very high-grip tracks, if the track itself feels tacky or sticky, very stiff springs are the way to go.
**Softer Front:**
The car has more steering, especially in the middle part and the exit of the corner.
Front springs that are too soft can make the car hook and spin.
**Stiffer Rear:**
The car has more steering, in the middle and exit of the turn. This is especially apparent in long, high-speed corners. But rear traction is reduced.
**Softer rear:**
The car has generally more rear traction, in turns as well through bumpy sections and while accelerating.

## Damping:

Thicker oil (heavier damping) makes the car more stable, and makes it handle more smoothly. If damping is too heavy, traction could be lost in bumpy sections. The car will also change direction slower. Soft damping makes the car react quicker. Damping should always be adapted to the spring ratio; the suspension should never feel to "springy" or too slow.
**Heavier Front or Softer Rear:** The turn radius is wider, but smoother. The car doesn't hook up suddenly. The car is easier to drive, and high-speed steering feels very nice. Easy to drive.
**Softer Front or Heavier Rear:** The steering reacts quicker. More and better low-speed steering.

**Shock Pistons:**
The assumption is made that if pistons are changed, the viscosity of oil is also adapted, to give the same static feel. (Same low-speed damping)
**Smaller holes (#79223)** means more "pack". Pack means the damping gets very stiff, or almost locks up, over sharp bumps. Small holes are good for smooth tracks.
**Bigger holes (#79224)** mean less pack. The point at which the damping gets stiff (where the shock "packs up") occurs a lot later, at higher shock shaft speeds. Big holes are very good for bumpy tracks. The car is more stable and has more traction in the bumpy sections. It won't be thrown up over sharp bumps, the suspension will soak them up a lot better.

## Ride Height:

This describes the height of the chassis in relation to the surface sitting on. This adjustment must be made with the chassis ready-to-run but with no body. By turning the spring adjustment nut the chassis can be raised or lowered. Start with about 6mm clearance between the chassis and ground. Try using a slightly lower ride height for high traction conditions as carpet racing. Do not use a ride height lower than 4mm.
**Higher:** The car feels better in bumpy sections. It can feel tippy, or even flip over in high-grip conditions.
**Lower:** The car feels more direct, and it can potentially corner a bit faster. It's also harder to flip the car over. Lowering one end of the car, or putting the other end higher up, gives a little more grip at the lowest end, but try to avoid big differences in ride height between the front and the rear.

## Anti-Roll Bars:

Before using Anti-roll bars first try to play with the droop settings. Anti-roll bars can be used to stabilize a car from excessive roll (which occurs when your car leans through the turns by centrifugal force). Anti-roll bars are generally used on smooth, high traction track conditions. If the conditions are very bumpy, then anti-roll bars are probably not necessary. If you are driving on a high traction surface and your car wants to oversteer, then use the optional **#79412** (soft) anti-roll bar or **#79416** (hard) on the front only. This will decrease the front chassis roll and decrease steering throughout the corner. This has the feeling of increasing rear traction. If your car is understeering, then try the optional **#79413** (soft) anti-roll bar or **#79417** (hard) anti-roll bar on the rear only. The rear anti-roll bar will decrease rear chassis roll and decrease rear traction (this has the feeling of increasing steering).

## Downstops (droop-setting):

When the Wishbones have a lot of droop the chassis is free to roll in turns. The center of gravity of the car won't change much. Chassis rolls around its roll-center. But if the wishbones almost have no droop the chassis will be pulled down as it rolls. It cannot roll anymore around its roll-center, because the chassis will become one-piece with the wishbone as it rolls. Then the center of gravity will become lower.

**Front:**
- **Less droop** makes the car smoother in the middle of a corner and gives more steering under acceleration. Sometimes too little droop makes a car difficult to accelerate out from corners.
- **More droop** gives more steering response in the middle of a corner and makes the car push on throttle.

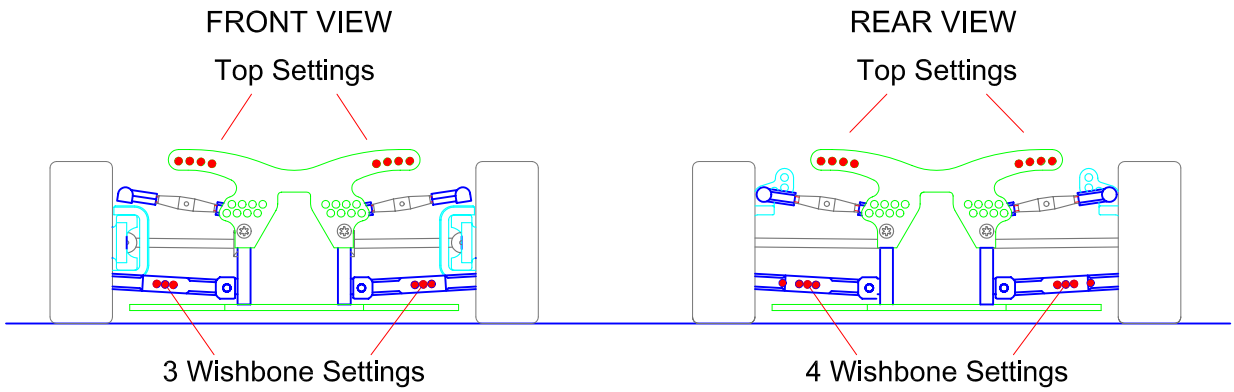
**Rear:**
- **Less droop** makes the rear more stable to the corner and gives less grip in the middle and out of the corner.
  Less droop will heat up tires more.
- **More droop** reduces rear grip into the corner, but rear tires stay cooler and the car works more stable through your heat.

Before using Anti-roll bars, the droop-setting is a better option first to play with. The wishbones are already prepared for using downstops. See the instructions on page 7 for installing the M3x12 Setscrews which are required for adjusting the droop. The adjustment of left and right should be the same. But don't use your downstops for lowering your chassis, because this isn't the way to do so. This must be done by the spring adjustment of your dampers.

## Front Drive:

- **Ball Differential (#79174)** can be adjusted for tightness (and slippage), so it makes them very versatile. By adjusting the front diff a little tighter, some more understeer will be experienced. But there will be a little more steering and traction exiting the corner. It feels more stable. When tighten the rear diff, the rear of the car will become easier to break loose. But adjusting the diffs is not really a good solution to solve the problem of under/oversteer balance.
- **One-way (#79168)** contains two one-way bearings; one for each wheel. It acts like a diff in only the forward direction. The front wheels can only turn faster than the rear wheels, but not slower. Left and right wheel can rotate independantly from each other, when power off entering a corner. This will give slightly more steering, so the corner can be taken faster. With a one-way front diff there will be no front braking, no differential action off power, high cornering speed, and excellent acceleration out of the corner. On really high-grip, open tracks with smooth, flowing high speed corners it is a one to have thing. So it comes standard in this kit.
- **Spool (#79155)** is like a fully locked diff but has no moving parts. It's super-solid with no adjustments. Because there's no differential action at all, a lot of speed is scrubbed off in corners. A spool at the front will make the car very hard to turn in. But gives stability under acceleration and deceleration. A spool at the rear will give a lot of steering.

## Shock position:




The RDX allows 4 front and 4 rear top fixing positions for the shock absorbers.
**More Inclined:** Has a more progressive smoother feel. More lateral grip. Having all shocks inclined makes the car very easy to drive, and it feels like the car has more grip, but it's not always fast...
**Less Inclined (more vertical):** More direct feel. Less lateral grip. (site-bite)
**Front more inclined than rear:** Steering feels very smooth. A little more mid-corner steering. Mounting the rear shocks very much upright can result in the rear end feeling unpredictable. It also makes the rear end jitter in turns.
**Rear more inclined than front:** Feels agressive turning in, but for most of time the car has a little less steering. The car has a lot of side traction in the rear, and the turn radius isn't very tight.

## Wishbones:

It's possible to use different kind of Wishbones:
**Medium 20 : Long (#79101) - Short (#79106)**
**Hard 50 : Long (#79102) - Short (#79107)**
**Xtra Hard 75 : Long (#79104) - Short (#79109)**
**Duraluminium : Long (#79103) - Short (#79108)**
**Softer Wishbones** can add a little more grip because they flex a bit more.
**Harder Wishbones** can be used if there is plenty of traction but suspension setup will be more important. Suspension setup feels better and more consistent.
**Short Wishbones** will make the suspension softer because less travel of the spring is used with the same wheeltravel as with Long Wishbones. Also the distance from shock-mount to the wishbone swing-centre is shorter, so it costs less energy to push the spring in.
**Long Wishbones** will make the suspension harder because more travel of the spring is used with the same wheeltravel as with Short Wishbones. Also the distance from shock-mount to the wishbone swing-centre is bigger, so it costs more energy to push the spring in.

## Tires & Inserts:

All these possibilities cannot be fully exploited if the car does not run on quality wheels. Tires and inserts are two of the most influential changes you can make to your car. The Corally RDX kit comes without tires and wheels. There's a variety of wheels, inserts and tires available. Which one is the best for you depends on the different weather or track conditions as well as local rules when competing in championships.

## Tire Additives:

For getting even more out of the tires our Tire Additives can be used. Apply it on the tires at least 15 minutes before the race. Dry the tyres a few minutes before the race.

- **TC-1 (#13788)** Formulated for foam tires on carpet
- **TC-2 (#13779)** Jack the Gripper (Minimum Odour)
- **TC-3 (#13789)** Unpleasant Smell, Maximum Traction

## Setup Sheet:

There's a setup sheet included in this manual. Set up your RDX with the standard settings at right, then deviate from them in response to your track conditions and driving style, as noted below.

For best result, make only one setup change at a time, testing it before making another change. Make a copy of the setup sheet included in this manual to help keep track of your changes. Before make any changes to standard setting, make sure you can get around the track without crashing. None of your setup changes will work if you cannot stay on the track. Your goal is consistent laptimes. Inconsistent lap times may indicate poor control. When you have consistent lap times, then make changes to your car. If the change results in a faster lap, then mark the change in your setup sheet. If performance is worse, then revert to previous setup and try another change. Fill out your setup sheet thoroughly when you are satisfied with it and file it away. It can be a practical guide for future track lay-outs and conditions you encounter. Always keep in mind that your car stays in balance. Too much difference in front and rear setup can make the car feel unpredictable.

We at Team Corally wish you best luck and see you at the track!

## Contact:

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HIGH PERFORMANCE 1:10 ELECTRIC TOURING CAR

# SETUP SHEET

Driver: _____

Track / City: _____

Event: _____ Date: _____

## Front Suspension

Caster _____ Downstops _____ mm

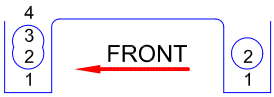
Kickup _____ Anti-roll Bar _____

Toe-in _____ Toe-out _____

Camber _____ Front Width _____ mm

Ride Height _____ Kick-up Positions

Wheelbase Adjustment _____



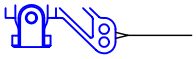

Oil _____ WT

Piston _____

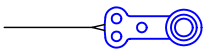
Spring _____ lbs

Steering Block _____ Alu / Plastic

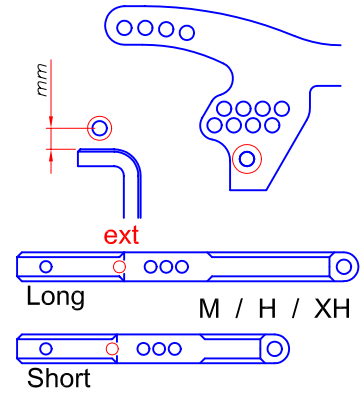
Ackermann Setting



Pump Steer _____ mm shims



Shock Mount & Camber Link




## Rear Suspension

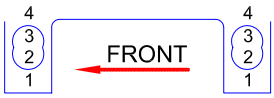
Anti-squat _____ Downstops _____ mm

Toe-in _____ Anti-roll Bar _____

Camber _____ Rear Width _____ mm

Ride Height _____ Anti-squat Positions

Wheelbase Adjustment _____



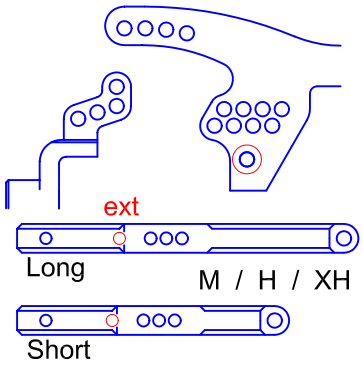

Oil _____ WT

Piston _____

Spring _____ lbs

Upright _____ toe-in

Shock Mount & Camber Link




## Others

Front Tires _____ Compound _____ Insert _____ Wheel _____

Rear Tires _____ Compound _____ Insert _____ Wheel _____

Comments _____

Chassis _____

Front Drive _____ Diff / 1-way / Spool Spur / Pinion _____ T / _____ T

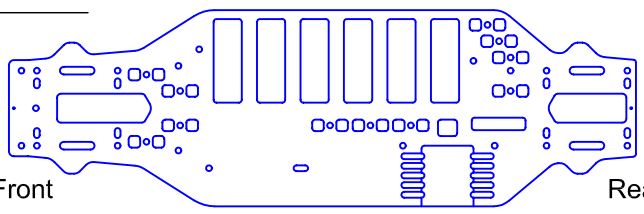
Motor _____ Brush _____ Spring _____

Radio _____ Servo _____ ESC _____

Body _____ Wing _____

Tire Additive _____ Lead Weights _____ g

Weight balance




## Track Conditions

Surface _____

Traction _____ Low / Medium / High

## Race Comments

Composition _____ Main ____ Finish ____ Qual. Pos. ____ Time _____ Laps ____

Temp. _____ Best Lap _____ Notes _____