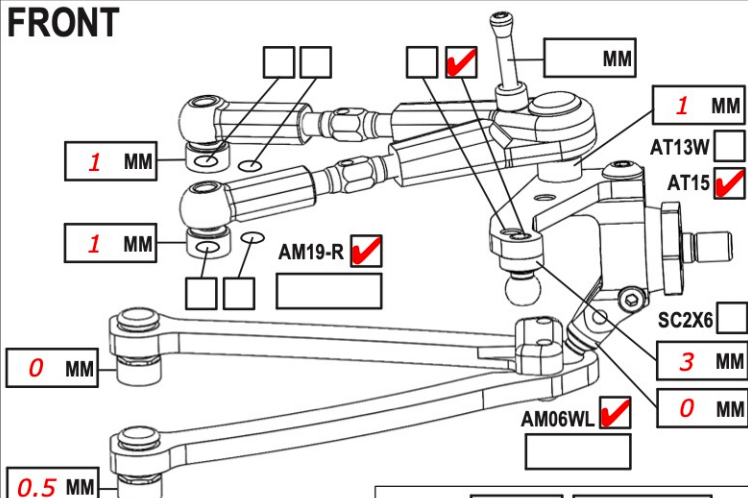


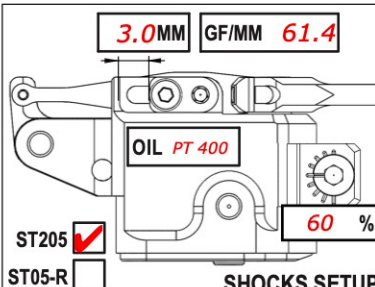
NAME **Michael Hanulec**  
 COUNTRY **USA**  
 RACE **2025 AwesomatixUSA Summer Champs (TP 36SUV2)**  
 TRACK **Jackson RC**

DATE **26 July 2025** TEMP. °C AIR / TRACK **80F** /  
 TRACK SURFACE ASPHALT ☐ CARPET ☐  
 TRACK LAYOUT TECHNICAL ☒ MIXED ☐ FAST ☐  
 TRACTION LOW ☐ MEDIUM ☒ HIGH ☐

### FRONT

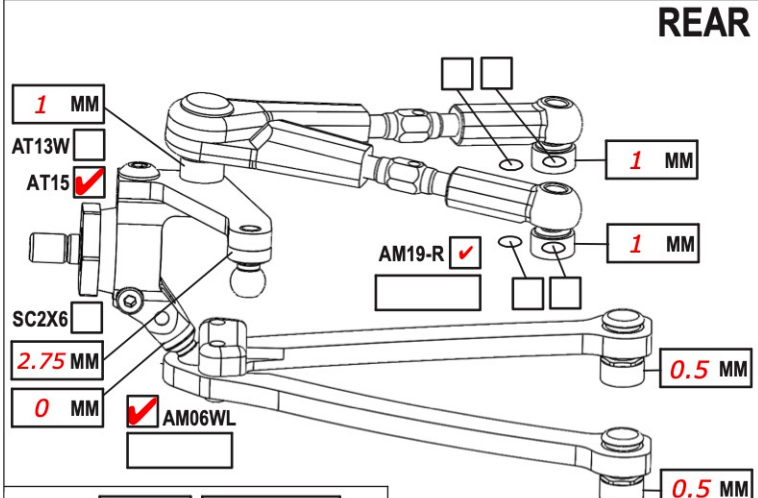


CAMBER ANGLE / ° **1**  
 CASTER ANGLE / ° **4**  
 TOE ANGLE / ° **-1**  
 RIDE HEIGHT / MM **4.7**  
 DOWNSTOP / MM **6.0**  
 ANTI-ROLL BAR Ø / MM **1.1**  
 ARB STIFFENER 1/4 ☐ 1/2 ☐ 3/4 ☐ 1 ☐  
 LOWER ARM EXTENSION / MM **0**  
 STEER. ARM AM14LS ☐ **AVID**  
 2ND SPRING SPR-P2 ☐ P1 ☐  
 WHEEL SPACER / MM **0**  
 DRIVE SPOOL ☒ DIFF ☐  
 DRIVE POSITION DOWN ☒ UP ☐ +1 ☐  
 DIFF OIL ☐ DIFF SHIMS ☐

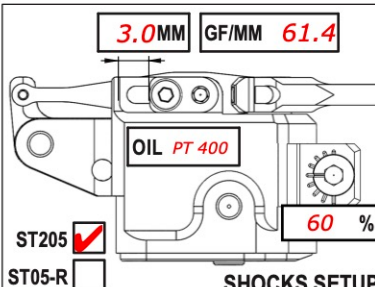


**SHOCKS SETUP**  
 DAMPER D4 ☐ **D3**  
 ROTOR 2 HOLES ☒  
 SPRING STD ☒ S ☐  
 SRS/RHS ARR. I ☐ II ☒  
 PSS SETUP 30% ☒ 25% ☐ 15% ☐  
 DAMPING LINEAR ☐ P1 ☐ P2 ☒  
 DAMPER SPACER / MM **1mm**  
 C45 YES ☐ NO ☒

### REAR



CAMBER ANGLE / ° **1**  
 CASTER ANGLE / ° **-4**  
 TOE ANGLE / ° **3**  
 RIDE HEIGHT / MM **5.7**  
 DOWNSTOP / MM **4.6**  
 ANTI-ROLL BAR Ø / MM **1.1**  
 ARB STIFFENER 1/4 ☐ 1/2 ☐ 3/4 ☐ 1 ☐  
 LOWER ARM EXTENSION / MM **0**  
 STEER. ARM AM23-1 ☒  
 2ND SPRING SPR-P2 ☐ P1 ☐  
 WHEEL SPACER / MM **0**  
 DRIVE DIFF ☒ **Arrowmax 202**  
 DRIVE POSITION DOWN ☒ UP ☐ +1 ☐  
 DIFF OIL **12K** DIFF SHIMS **small**



**SHOCKS SETUP**  
 DAMPER D4 ☐ **D3**  
 ROTOR 2 HOLES ☒  
 SPRING STD ☒ S ☐  
 SRS/RHS ARR. I ☒ II ☐  
 PSS SETUP 30% ☒ 25% ☐ 15% ☐  
 DAMPING LINEAR ☐ P1 ☐ P2 ☒  
 DAMPER SPACER / MM **1mm**  
 C45 YES ☐ NO ☒

**CHASSIS FLEX AND WEIGHT SETTINGS**

☒ BW22-R ☐ ABH ☐ BW52-R ☒ BW52-R

MOTORMOUNT SCREWS: 1, 2, 3, 4, 5

BW27 SCREWS: 9, 9

☐ C07R ☒ C07RF

LOWER DECK C01B-RAF ☐ C01B-RC ☐ C01RS ☒ OTHER ☐

BUMPER TOP PLATE CUT ☐ FRONT BUMPER P15L ☐ OTHER ☐

C26 ☐

FRONT TOP DECK: C127 ☐ OTHER **FD 500K** C127S ☐

REAR TOP DECK: C127 ☐ OTHER ☒ C127S ☒

SINGLE TOP DECK C27MMX ☐ OTHER ☐ BELT TENSIONER AM279 ☐ OTHER ☐

**BODY POSITION**

BOTTOM WINDOW LINE TO BODY POST DISTANCE ☐ MM

FRONT BODY POST ORING YES ☒ NO ☐

HOLE # **5**

WINGLET YES ☐ NO ☐

REAR HRB SETTING / MM **3.5**

SURFACE TO WING MOUNT DISTANCE / MM ☐

**TIRES** **Team Powers 36SUV2**

**INSERTS**

SIDE WALLS GLUE Ø / MM F ☐ R ☐

ADDITIVE TIME MIN. F ☐ R ☐

TOTAL WEIGHT **1331** WEIGHT DISTRIBUTION % F **50.5** R **49.5**

NOTES: **+9g heavier in front**

**MOTOR LATERAL SHIFT / MM**

**MOTOR** **Corsatec 4.5**

SPUR **112** PINION **29** RATIO **7.34**

**BODY** **Speciale at 13mm**

**WING** **Speciale**

**ESC** **Corsatec**

**ESC SETTING** **Reduced Turbo to 15% and Max Brakes to 91%**

**BEST LAPTIME** **12.4** **QUALIF./FINAL POSITION** **3 / 2**

**SERVO** **MKS**

**SERVOHORN / HEIGHT** **XR-008 18mm**

**STEER TRAVEL IN** **25** **OUT**

**BATTERY** **Cayote 5300**

**RECEIVER** **Sanwa RX492**

**RADIO** **Sanwa M17**

COMMENTS: SB3x5AL, FSS, P74 for upstops Front 21.4 Rear 21.0; Changes from SeaTac 1/ heavier front FD; 2/ shorten wheelbase (0 to -4) and removed 1.75 from ARS; 3/ top AM06 shims from 3.0 to 1.0; 4/ R-short upper links; 5/ FSS bellcrank back  
 Want to re-test FD oil change and wheelbase change as neither of them removed the looseness like the top AM06 shim change; Should also flatten out rake of car