



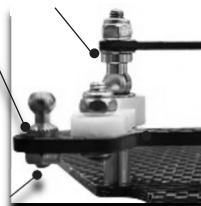
Driver: Nathan Ralls Event: Euro Masters 2025  
Date: April 13th, 2025 Track: ORC-B GOTTINGEN  
Qualify: 1st TQ: ☒ Main:            Finish:            Best Lap Time: 24.285

Front Suspension

Ride Height: 14mm  
Camber: -2  
Toe: 0 to 0.5 Out  
Arm Type: RRP RX4  
Tower Type: RRP RX4

Caster Block Degree: 5 Deg (RRP)  
Bulkhead Type: Front RX4 Alloy  
Kick-Up Angle: 10 Degree  
Wheel Adapters: RRP RX4

Anti Roll Bar: None ☒  
White (0.8mm) ☐  
Gray (0.9mm) ☐  
Blue (1.0mm) ☐  
Other: (1.6mm) ☐  
Bump Steer Spacing: 1mm Shim



Axle Height:

0.5mm ☐  
1mm ☐  
2mm ☒

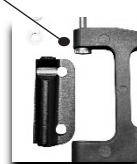
Ball Stud Spacing:



Spacing: 1.3mm

Steering Plate: DPRC Flipped

Rear Arm Mount Spacing: 2mm



Hinge Pin Hole: A



Rear Toe-In:

0° Degree ☐  
1° Degree ☐  
2° Degree ☒

Notes

Rear Suspension

Ride Height: 14mm  
Camber: -2  
Wheel Adapter: RRP RX4  
CVA Pin Location: Stock  
Hub Spacing:  
Forward ☐ Middle ☐ Back ☒  
Shock Mounting Position:  
Front of Arm ☒ Rear of Arm ☐

Caster Block Spacing: 1mm Rear

Anti Roll Bar: None ☒  
White (1.2mm) ☐  
Gray (1.3mm) ☐  
Blue (1.4mm) ☐  
Other: 1.6mm ☐

Rear Hub Link Setting:

Plastic Hub ☐

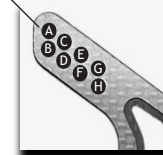
Aluminum Hub ☒



Ball Stud Spacing

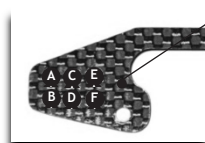
B-3mm Height

Shock Towers: B



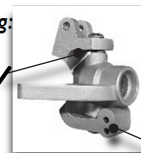
Link Placement

Front Camber Link Placement: C



Hub Spacing:

0mm ☐  
0.5mm ☒  
1mm ☐



Front Arm Hole: Outer

Rear Arm Hole: Inner

Hinge Pin Hole Top

Turnbuckle Length



Notes

Track Info, Tires & Aero Electronics, Drivetrain & Shocks

Radio: Sanwa ZZ Servo:             
EPA: Max % Brake:             
Throttle:            % Exp/curve -7  
ESC: Centro C10 Pro  
ESC Settings: Drive Freq. 12k; Increase Rate 24  
Delay 0.05; Boost 10; RPM 18kr; Throt. Resp. 0.5  
Motor: ABM 10.5T Timing: Turbo Timing: 30  
Pinion: 23T Spur: 76T  
Battery: Intellect 4800 ulgc  
Battery Position: Second hole from front position

Drivetrain: RRP RX4E

Transmission: RRP RX4E

Diff. Pulleys:

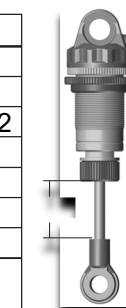
☒ Stock Front 33T ☐ Stock Rear 33T  
☒ RRP 14 Hole 3/32 Ball Type  
Rear Wide Pulley ☐ Ceramic  
☐ Tungsten  
☒ Chrome Steel  
☐ Gear Diff:

Slipper Clutch: Schumacher K1 Retrofit (Prototype)

# of Pads: 2 Pad Brand/Material: Schumacher

Shocks:

|                | Front        | Rear         |
|----------------|--------------|--------------|
| Piston:        | 2x1.6        | 2x1.7        |
| Fluid:         | AE 40 wt     | AE 30 wt     |
| Spring:        | AE Red v2    | AE Blue v2   |
| Limiters:      | Int.1 Ext. 0 | Int. 1 Ext 0 |
| Stroke:        | 22mm         | 27.5mm       |
| Eyelet Length: | AE +4        | 0            |
| Cup Offset:    | AE +5        | 0            |
| Notes:         | 12mm b6.3    | 12mm b6.3    |



Stroke

Size: Small ☐ Medium ☒ Large ☐ Extra Large ☐  
Surface: Dirt ☐ Carpet ☒ Astroturf ☐ Multi Surface ☐  
Traction: Low ☐ Medium ☐ High ☒ Very High ☐  
Moisture: Dry ☒ Damp ☐ Wet ☐  
Condition: Indoor ☒ Outdoor ☐ Dusty ☐ Hard Packed ☐  
Bumpy ☐ Grooved ☐ Smooth ☐ Loamy ☐  
Temperature: Ambient: ☐ Humidity: ☐  
Notes: ☐

Front Tires: Fusion 2

Front Compound:

Front Insert: Cragg v2

Rear Tires: Mezzo Yellow

Rear Compound:

Rear Insert: Rudebits cheater

Wheel (F/R): JC Racing Yellow Turbine

Notes: Outside front tire wall 3 coats of glue using bag technique

Body: MX4

Wing: 7" RRP

Wing Angle: 0° ☐ 3° ☐ 6° ☒

Servo Weights:

None ☒ Aluminum ☐ Steel ☐ Other ☐

Electronic Weights:

None ☒ Aluminum ☐ Steel ☐ Other ☐

Total Vehicle Weight: