



## SET UP

**977 VIPER**

1ST		SPUR		2ND	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
48T	49T	50T	44T	45T	46T

1ST		PINION		2ND	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15T	16T	17T	18T	19T	20T

CENTAX	
CLUTCHBELL	ALU <input type="checkbox"/> STEEL <input checked="" type="checkbox"/>
CLUTCHSHOE	BLACK <input type="checkbox"/> YELLOW <input checked="" type="checkbox"/> RED <input type="checkbox"/>

FRONT		REAR	
<b>SHOCK ABSORBERS</b>			
<p>OIL</p> <p>600 CST</p> <p>SPRING</p> <p>vert</p>			<p>OIL</p> <p>600 CST</p> <p>SPRING</p> <p>rose</p>

LEFT		RIGHT		TYRES	
				LEFT	RIGHT
				MAKE	
32	0	32	0	SHORE	35
68.5	mm	68	mm	DIAMETER	75
	mm		mm	5-MIN WEAR	

ENGINE	Novarossi		
VERSION	Flash	HEADSHIMS	mm
GLOWPLUG	8	CARB DIA	mm

EXHAUST	2015
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<b>FUEL</b>	racine experience	25	%
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<b>BODY TYPE</b>	protoform PFL128
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BUMPER HOLES CUT                      YES ☐                      NO ☒


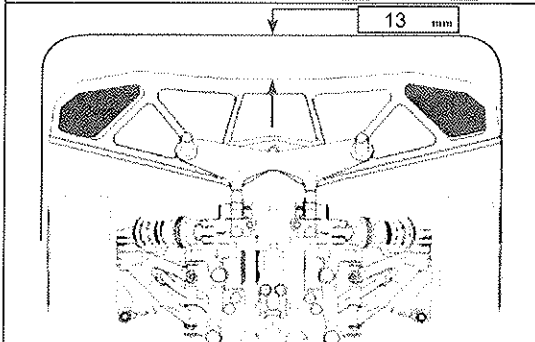


Figure 1 is a schematic diagram of the experimental setup. It shows a top-down view of a rectangular arena. The arena is divided into three main sections by a central vertical line. The left and right sections are labeled '265 mm' and '252 mm' respectively, indicating the width of the arena. The central section is labeled '252 mm' and '265 mm' respectively, indicating the width of the platform. The central section is also labeled 'WEIGHT-POSITION' and 'TRACK WIDTH'.

RACE	LA FERRIERE AUX ETANGS - CMB		DATE	26-05-2013	
TRACK			RESULT		
DRIVER:	Gérald Colinet		QUALIFYING POSITION	1	
LAYOUT:	<input type="checkbox"/> TECHNICAL	<input checked="" type="checkbox"/> MIXED	<input type="checkbox"/> FAST	QUALIFYING TIME	20T 5.12mn
TRACTION:	<input type="checkbox"/> LOW	<input checked="" type="checkbox"/> MEDIUM	<input type="checkbox"/> HIGH	FINAL POSITION	1
TRACK TEMP		AIR TEMP	15		

**FRONT**

**SHOCK POSITION**

**SHIMS** 0 mm

**DOWNSTOP** 2 mm

**UPPER ARM INSERTS**

**REAR**

**SHOCK POSITION**

**CAMBERLINK POSITION**

**UPRIGHT SHIMS** 0 mm

**DOWNSTOP** 8 mm

Figure 1 illustrates the camber adjustment process. It consists of two side-by-side diagrams of a vehicle's front end. The left diagram shows a wheel with a camber angle of 0.75° (R) and 1° (L). The right diagram shows a wheel with a camber angle of 2.25° (R) and 2.75° (L). Both diagrams include a 'RIDE-HEIGHT' label and a '7 mm' dimension.

REMARKS	