

NAME	G. Musolino	TEMP	14 °C	ENGINE	Sirio	MUFFLER	Sirio 2611
DATE	7 gennaio 2007	HUMIDITY	%	HEAD CLEARANCE	mm	FUEL TYPE	Novarossi
TRACK	Milazzo	TRACTION	65 %	PLUG No.	7	RADIO	Sanwa

CASTER	ANGLE
2mm	8.5°
1mm	10.5°
0mm	12.5°

SERVO SAVER	10 11 12
SERVO ANGLE	%
UPPER ARM POS	⊙ ⊙ ⊙ ⊙
KNUCKLE ARM SPACER	mm
KNUCKLE ARM TYPE	0° 1° 2°
DIFF/ONE WAY/RIGID	ONE WAY

SHOCK OIL	300 350 400 450 500 550 600 700 800
DIAPHRAGM	N EVO
SHOCK PISTON	N 1 foro 1 mm
SPRING	BIANCA MUGEN
SPRING ADJUSTER	a filo mm
SHOCK POSITION	0 1 1.5 2 2.5 3
CASTER ANGLE	0 mm
CAMBER ANGLE	L 0 0.5 1 1.5 2 2.5 3
	R 0 0.5 1 1.5 2 2.5 3
TOE ANGLE	- 1°
FRONT WIDTH	199 mm
UP STOP	- mm
DOWN STOP	+ 1 mm
ANTIROLL BAR	SOFT HARD <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
TIRE HARDNESS	K 37
WHEEL OFFSET	0 1 2
TYRE DIAMETER	φ 60 mm
CHASSIS HEIGHT	-- mm

GEAR	TOTAL	GEAR	TOTAL	GEAR	TOTAL	GEAR	TOTAL	GEAR	TOTAL					
15	61	8.13	15	60	8.00	15	59	7.87	20	56	5.60	20	55	5.50
16	61	7.63	16	60	7.50	16	59	7.38	21	56	5.33	21	55	5.24
17	61	7.18	17	60	7.06	17	59	6.94	22	56	5.09	22	55	5.00
									23	56	4.87	23	55	4.78

SHOCK OIL	300 350 400 450 500 550 600 700 800
DIAPHRAGM	N EVO
SHOCK PISTON	N 2 fori da 1.2 mm
SPRING	AZZURRE KYOSHO
SPRING ADJUSTER	a filo mm
SHOCK POS	0 1 2 3 4 5
WHEEL SPACER	0mm / 2mm
UPPER ARM HEIGHT	2 mm 1 / 2 / 3 / A / B
CAMBER ANGLE	L 0 0.5 1 1.5 2 2.5 3 3.5 4
	R 0 0.5 1 1.5 2 2.5 3 3.5 4
TOE ANGLE	+ 2.5°
REAR WIDTH	199 mm
DOWN STOP	4 mm mm
ANTIROLL BAR	1.8 2.0 2.3 / ADJ 0°
TIRE HARDNESS	K 40
WHEEL OFFSET	0 1 2
TIRE DIAMETER	φ 62 mm
CHASSIS HEIGHT	-- mm

FLYWHEEL	N (VS029) sirio	PINION GEAR	15 16 17 / 20 21 22 23	CHASSIS HEIGHT	-- mm
CLUCH SHOE	N AZZRED GREY	SPUR GEAR	59 60 61 / 55 56	LOWER ARM POS	⊙ ⊙ ⊙ ⊙
CLUTCH WEIGHT	N sirio	DRIVE RATIO	0mm Difference (24T PULLEY 387 BELT)	BODY	Protoform Stratus 3.1
CLUTCH SPRING	sirio		2mm Difference (23T PULLEY 384 BELT)	BODY POSITION	std mm
CLEARANCE	0.7 mm	BRAKE	-- %	WING HEIGHT	std mm
ADJ. NUT	+1 mm	REAR DIFF	K 20.000	WING ANGLE	std °

MEMO Miglio giro 14.3. Aggiunto "bomolino" per contenere i consumi. Con l'Ackermann da "12" vettura più precisa nelle curve ampie.