



RUSH SR Setup Sheet

Car #
 Chassis #

Date
 Track
 Session

Shims

2mm = 0.6°
 1mm = 0.3°
 0.5mm = 0.15°
 * Approximate Values

Shocks

Comp = Upper
 Rebound = Lower
 Comp = 4.5 Turns
 Rebound = 3.5 Turns

| CAMBER | | | TOE | | |
|----------------------|--------|----------------------|----------------------|----------------------|----------------------|
| <input type="text"/> | Caster | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| <input type="text"/> | SAI | <input type="text"/> | 5' = 0.5mm = 0.08° | | |
| <input type="text"/> | Thrust | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| | | | Front | | |
| | | | Rear | | |

FRONT END SETUP

| Shock LH | Springs / Preload | | | Shock RH |
|-------------|-------------------|-------------|----------|-------------|
| Compression | Rate | Front ARB | Rate | Compression |
| From Closed | | | | From Closed |
| Rebound | Pre Load | Shock Press | Pre Load | Rebound |
| From Closed | | | | From Closed |

| Corner Weights / Ride Height | | |
|------------------------------|--------------------|--------|
| Weight | Front Percent | Weight |
| | 44-48% With Driver | |
| Height | Front Splitter | Height |
| | | |

Steering Position:

* Measured from the top of the tires to the Chassis

REAR END SETUP

| Shock LH | Springs / Preload | | | Shock RH |
|-------------|-------------------|------------|----------|-------------|
| Compression | Rate | Rear ARB | Rate | Compression |
| From Closed | | | | From Closed |
| Rebound | Pre Load | Med / Norm | Pre Load | Rebound |
| From Closed | | | | From Closed |

| Corner Weights / Ride Height | | |
|-------------------------------------|--------------|--------|
| Weight | Total Driver | Weight |
| | | |
| Rake (F-R): <input type="text"/> mm | | |
| Height | Rear Wing | Height |
| | | |

Fuel Tank Level "A": /14.5"
 Fuel Tank Level "B": /14.5"

* Measured from the top of the tires to the Chassis
 ** Lower the Number on the Wing the smaller the AOA

Front Sprocket
 Rear Sprocket

| TIRES COLD - Nankang AR1 | | | TIRES HOT - NanKang AR-1 | | |
|--------------------------|----------------------|----------------------|--------------------------|----------------------|----------------------|
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| | | | Front | | |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| | | | Rear | | |

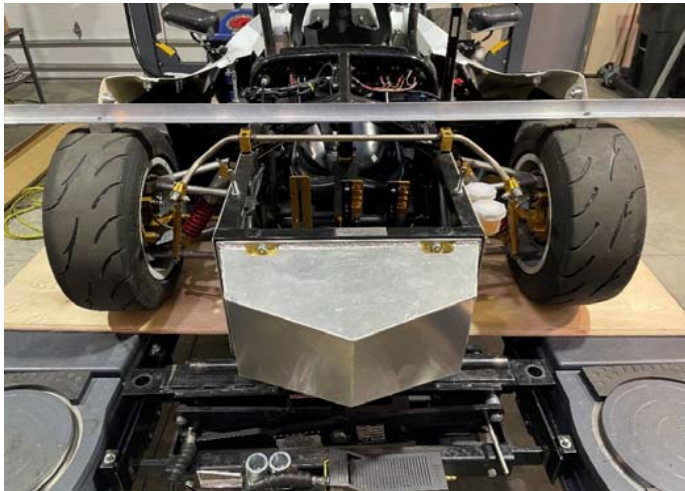
| Brake Pads | Front | <input type="text"/> |
|------------|-------|----------------------|
| BRAKE BIAS | Front | <input type="text"/> |

| Rear | <input type="text"/> |
|------|----------------------|
| Rear | <input type="text"/> |

Late Entry Motorsports Ride Height to Chassis Height Measurements

| Front Ride Height | | Rear Ride Height | |
|-------------------|----------------|------------------|----------------|
| Frame to Floor | Bar to Chassis | Frame to Floor | Bar to Chassis |
| 485 | 65 | 462 | 108 |
| 484 | 66 | 461 | 109 |
| 483 | 67 | 460 | 110 |
| 481 | 68 | 459 | 111 |
| 480 | 69 | 458 | 112 |
| 479 | 70 | 457 | 113 |
| 478 | 71 | 456 | 114 |
| 477 | 72 | 455 | 115 |
| 476 | 73 | 454 | 116 |
| 475 | 74 | 453 | 117 |
| 473 | 75 | 452 | 118 |
| 472 | 76 | 451 | 119 |
| 471 | 77 | 450 | 120 |
| 470 | 78 | 448 | 121 |
| 469 | 79 | 447 | 122 |
| 468 | 80 | 446 | 123 |
| 467 | 81 | 445 | 124 |
| 465 | 82 | 444 | 125 |
| 464 | 83 | 443 | 126 |
| 463 | 84 | 442 | 127 |
| 462 | 85 | 441 | 128 |
| 461 | 86 | 440 | 129 |
| 460 | 87 | 439 | 130 |
| 459 | 88 | 438 | 131 |
| 457 | 89 | 437 | 132 |
| 456 | 90 | 436 | 133 |
| 455 | 91 | 435 | 134 |
| 454 | 92 | 434 | 135 |
| 453 | 93 | 433 | 136 |

Highest
↑
Lowest



| Front | Rear | Rake | |
|-------|------|------|------------------|
| 465 | 443 | 22 | Min Recommended |
| 476 | 454 | 22 | Factory Baseline |

Toe Conversion Chart - mm to degrees

| Toe (mm) | Wheel Diameter | | | | | | | | | |
|-------------|----------------|------|------|------|------|------|------|------|------|------|
| | 13" | 14" | 15" | 16" | 17" | 18" | 19" | 20" | 21" | 22" |
| 0.1 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| 0.2 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.02 | 0.02 | 0.02 | 0.02 |
| 0.3 | 0.05 | 0.05 | 0.05 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| 0.4 | 0.07 | 0.07 | 0.07 | 0.07 | 0.05 | 0.05 | 0.05 | 0.05 | 0.03 | 0.03 |
| 0.5 | 0.08 | 0.08 | 0.08 | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | 0.05 | 0.05 |
| 0.6 | 0.10 | 0.10 | 0.08 | 0.08 | 0.08 | 0.08 | 0.07 | 0.07 | 0.07 | 0.07 |
| 0.7 | 0.12 | 0.10 | 0.10 | 0.10 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.07 |
| 0.8 | 0.13 | 0.13 | 0.10 | 0.10 | 0.10 | 0.10 | 0.08 | 0.08 | 0.08 | 0.08 |
| 0.9 | 0.17 | 0.90 | 0.13 | 0.13 | 0.10 | 0.10 | 0.10 | 0.10 | 0.10 | 0.08 |
| 1.0 | 0.17 | 0.17 | 0.90 | 0.13 | 0.13 | 0.13 | 0.10 | 0.10 | 0.10 | 0.10 |
| 2.0 | 0.35 | 0.32 | 0.30 | 0.28 | 0.27 | 0.25 | 0.23 | 0.23 | 0.22 | 0.22 |
| 3.0 | 0.52 | 0.48 | 0.45 | 0.42 | 0.40 | 0.38 | 0.37 | 0.33 | 0.32 | 0.32 |