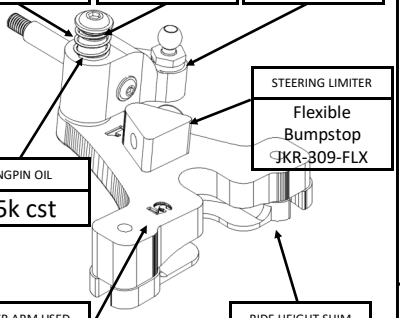
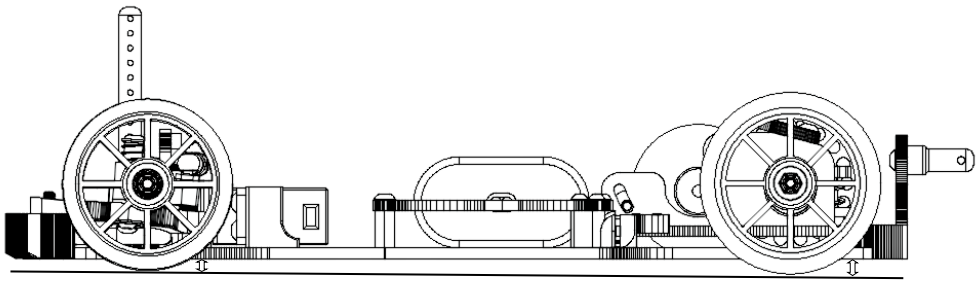
BattCave

JOK3RR

Name; **BattCave**	Venue; **Medway**	Date; **Sept 25**

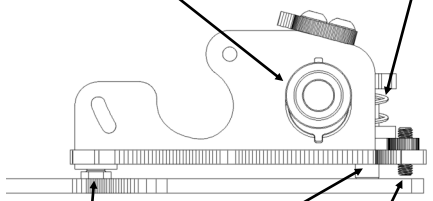
FRONT SPRING	DROOP SHIMS	BUMP STEER SHIMS
Soft	1/mm	1/mm



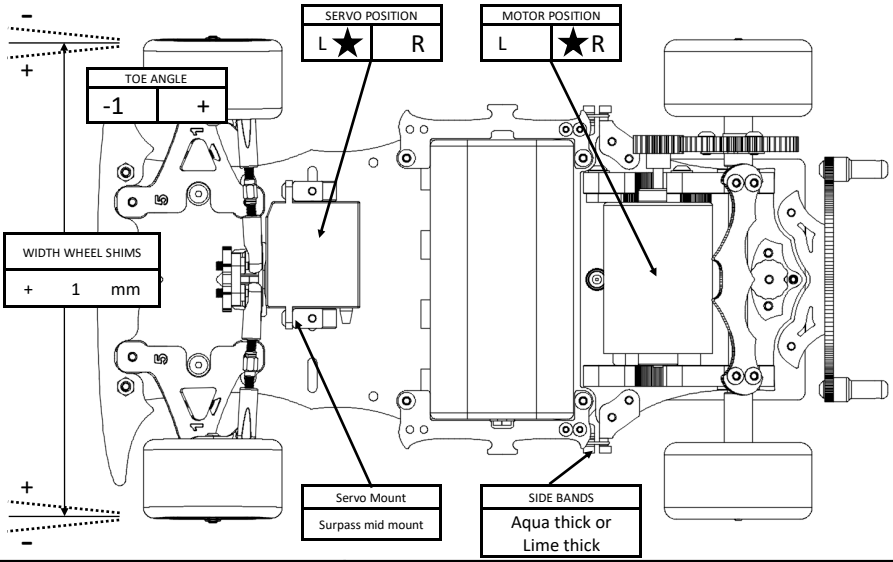


RIDE HEIGHT		BATTERY POSTION		RIDE HEIGHT	
4	mm	FORWARDS ★	⟺ BACKWARDS	4.2mm	mm

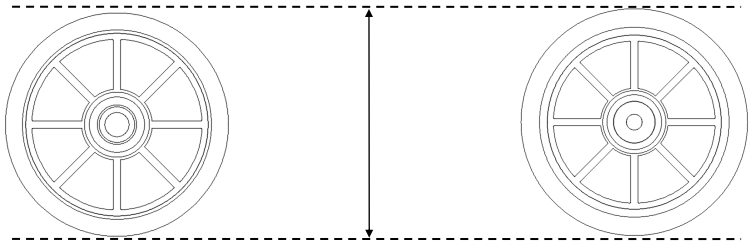
AXLE POS		REAR SPRING
⇧	★ ⇩	Super Soft

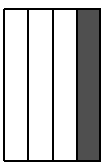
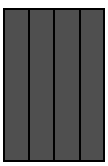


POD SHIMS	PIVOT POST OIL	REAR DROOP
NO	60k cst	Maximum!! /mm

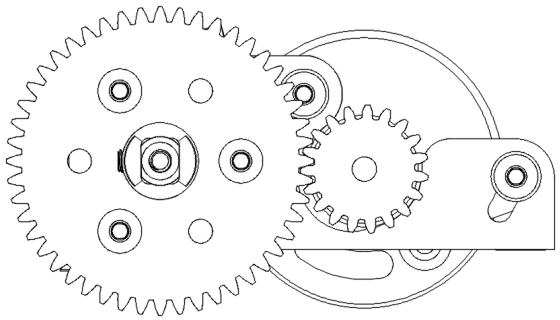


TYRE PREPARATION DETAILS		
FRONT		REAR
Contact 47 or 50	SHORE	Kamtec Ultra or Contact 32
43.5 /mm	DIAMETER	45 /mm
Yes Y/N	SIDE WALL GLUE	No Y/N



TYRE ADDITIVE PREP		
FRONT		REAR
Spider Blue	ADDITIVE	Spider Blue
Wipe on, then wipe off max 3 mins	TIME	20+ /mins
	ADDATIVE AREA	

MOTOR	Surpass 25.5T
SPUR	43
PINION	21
ROLL OUT	
ESC	
BATTERY	



ADDITIONAL NOTES...

Long top deck (JKR-003-LD) Front, Front Middle, and Back posts.

BattClaw Lipo Retainers (JKR-018-BC)

Pod Balance Weight (JKR-PBW) 5g, on slider.. 1.5mm from inboard.

JOK3R-R – Medway Raceway Setup Notes

1. Front Suspension

- Due to the bumpy nature of Medway Raceway, the **optional 7+1 A-arms** are highly effective at the front. They provide improved compliance over rough sections while maintaining precise steering response.
- **Soft front springs** are essential to absorb bumps with minimal chassis balance upset, allowing you to drive the car more confidently over the bumps and through quick, uneven corners.
- **Front ride height** should be a minimum of 4 mm, with the rear slightly higher by ~0.2 mm. This allows the car to travel more smoothly over bumps while minimizing bottoming out. Keeping the ride height under 4.5 mm maintains a low center of gravity for maximum performance.

2. Rear Suspension

- **Rear Droop travel is critical**. Very small rear tires limit droop movement, preventing the rear of the car from soaking up bumps effectively. The optimal rear tire size range is 43–45 mm, not too big, and not too small, balancing grip and suspension compliance.
- **Super Soft rear springs** are best for absorbing the bumps with minimal chassis balance upset.
- **Set the rear droop to the maximum available travel**. For Medway only, we would even go as far as saying remove the droop screw altogether. This allows maximum travel of the pod over bumps.
- Pair the rear setup with high-grip rear tires to maximize traction over bumps and corner exit drive.

3. Chassis & Top Deck

- Using the Long Top Deck improves chassis stiffness, enhancing bump handling and overall responsiveness. Fix using the front, front-middle, and rear holes for maximum stiffness.
- When using the Long Top Deck, the BattClaw Lipo Retainers secure the Lipo without compromising the flex characteristics. Shim to leave a 0.5 mm gap between the tab and the Lipo, allowing flexibility without touching the battery.

4. Side Bands

- Start with 1 thick Aqua side band each side for a predictable and controlled feel.
- For a more responsive feel, switch to 1 thick Lime each side.
- For a very reactive car: add 1 thin Aqua alongside the thick Lime on each side to allow quicker weight transfer and sharper handling through corners.

5. Tire Choice

- Rear tires: Using a high-grip compound maximises stability, particularly on the bumps, and exit from tight corners. Optimum size range for Medway is 43–45 mm, not too big, and not too small, for optimal bump compliance and performance.
- Front tires: Use a harder compound to reduce front grip roll. Applying a couple of thin layers of superglue to the outer walls keeps the side wall stable under lateral loads. For best performance, aim to be 0.5-1mm smaller than the rears.

6. Driving & Handling Notes

- Optimal rear tire size, ride height, and top deck stiffness allow the car to absorb bumps while maintaining balance, giving confidence over rough sections.
- Adjust side bands and tires depending on your driving style: more responsive setups improve cornering speed but can make the car twitchy, whereas more compliant setups improve stability and consistency.
- Smooth inputs—braking, steering, and throttle modulation—are critical at Medway to maintain control and momentum over uneven surfaces.