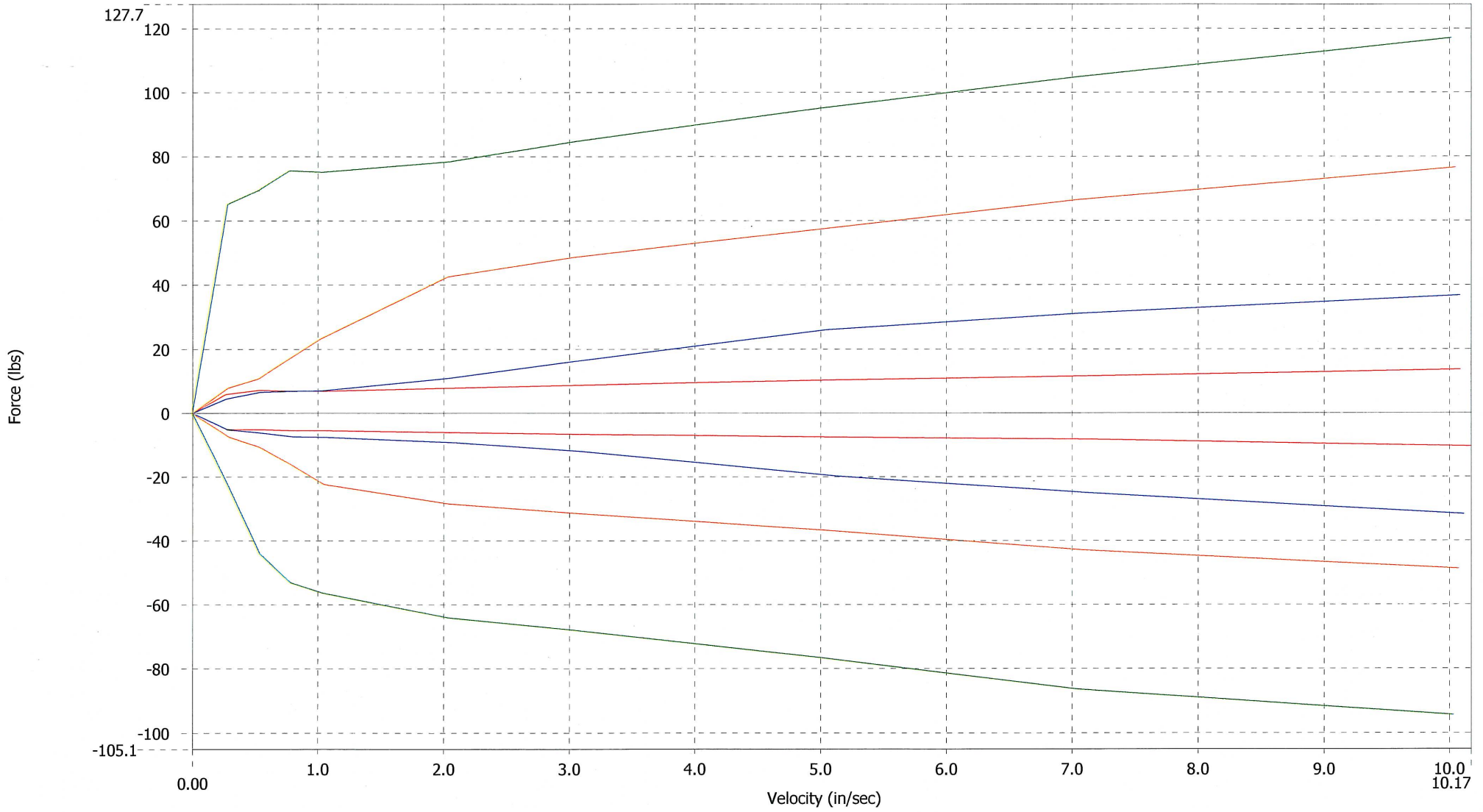


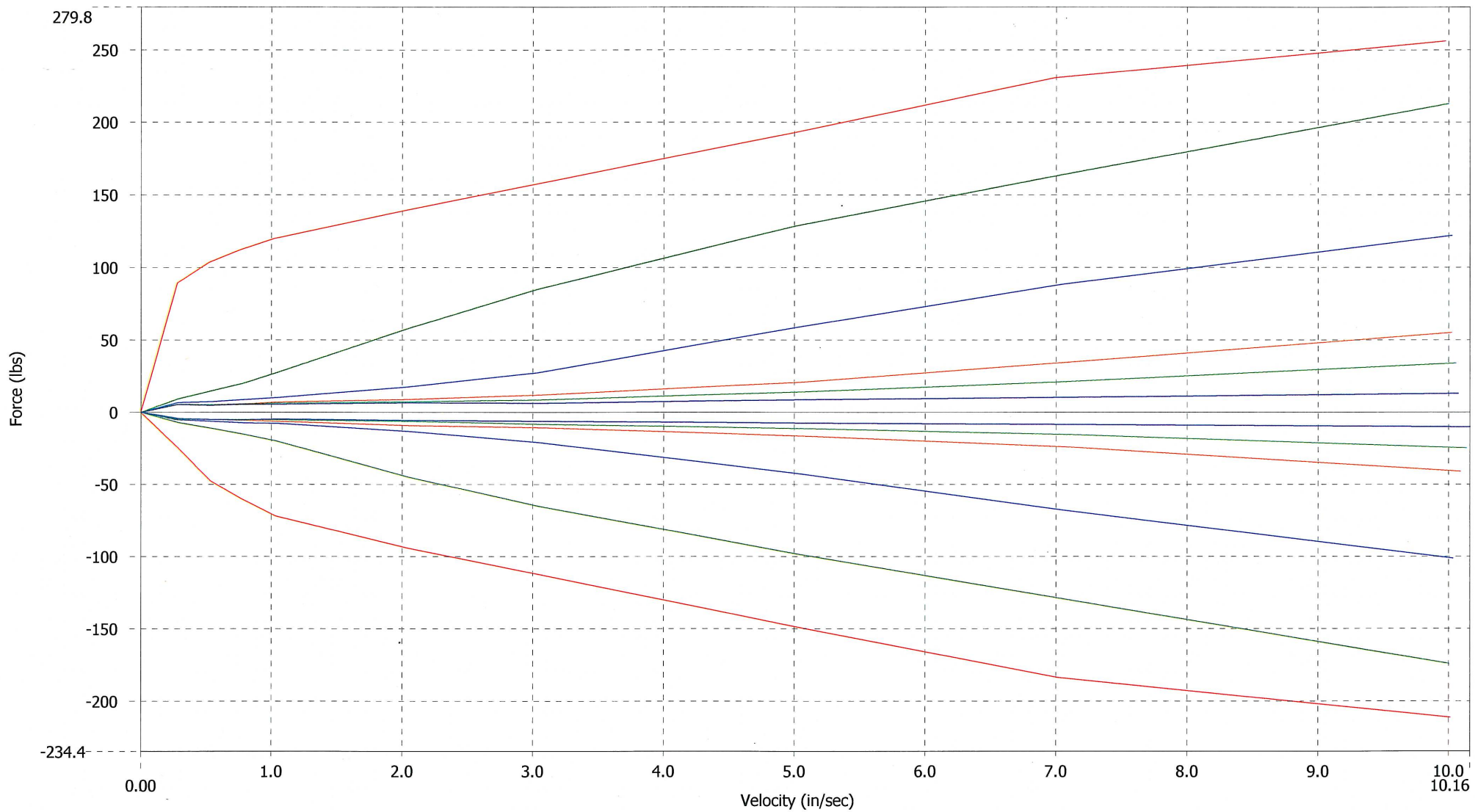
### Force Vs. Absolute Velocity



- C11 R11 28-0 28-0 \*
- C11 R11 0-5 0-5 \*
- C11 R11 12-2 12-2 \*
- C11 R11 4-4 4-4 \*

TTX 25MkII FSAE - (LSC-HSC LSR-HSR) Low speed clicks counted from fully closed (clockwise) - High speed turns counted from fully open (counter clockwise).

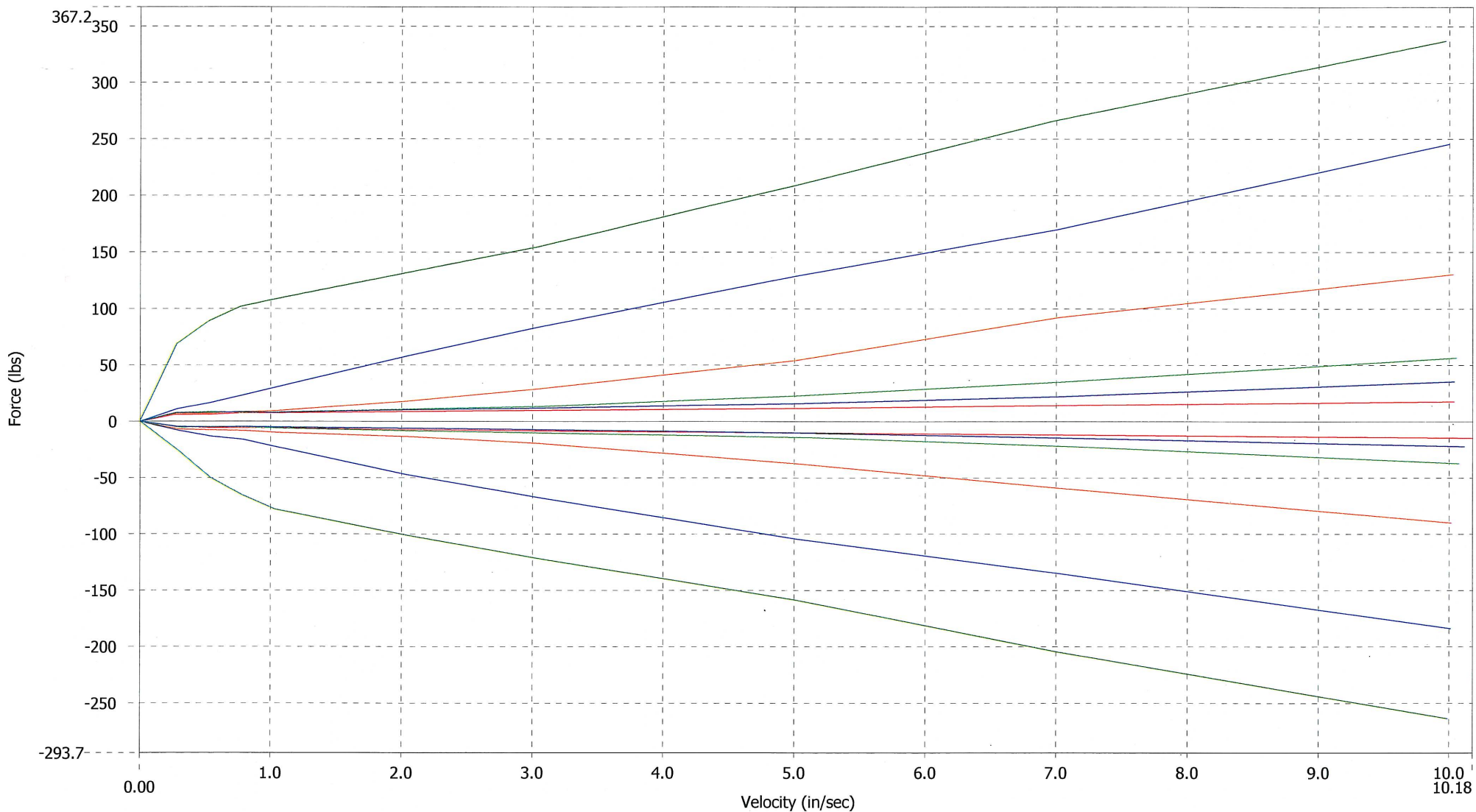
### Force Vs. Absolute Velocity



- C12 R12 0-5 0-5 \*
- C12 R12 4-4pt5 4-4pt5 \*
- C12 R12 7-4 7-4 \*
- C12 R12 14-3 14-3 \*
- C12 R12 21-2 21-2 \*
- C12 R12 28-0 28-0 \*

TTX 25MkII FSAE - (LSC-HSC LSR-HSR) Low speed clicks counted from fully closed (clockwise) - High speed turns counted from fully open (counter clockwise)

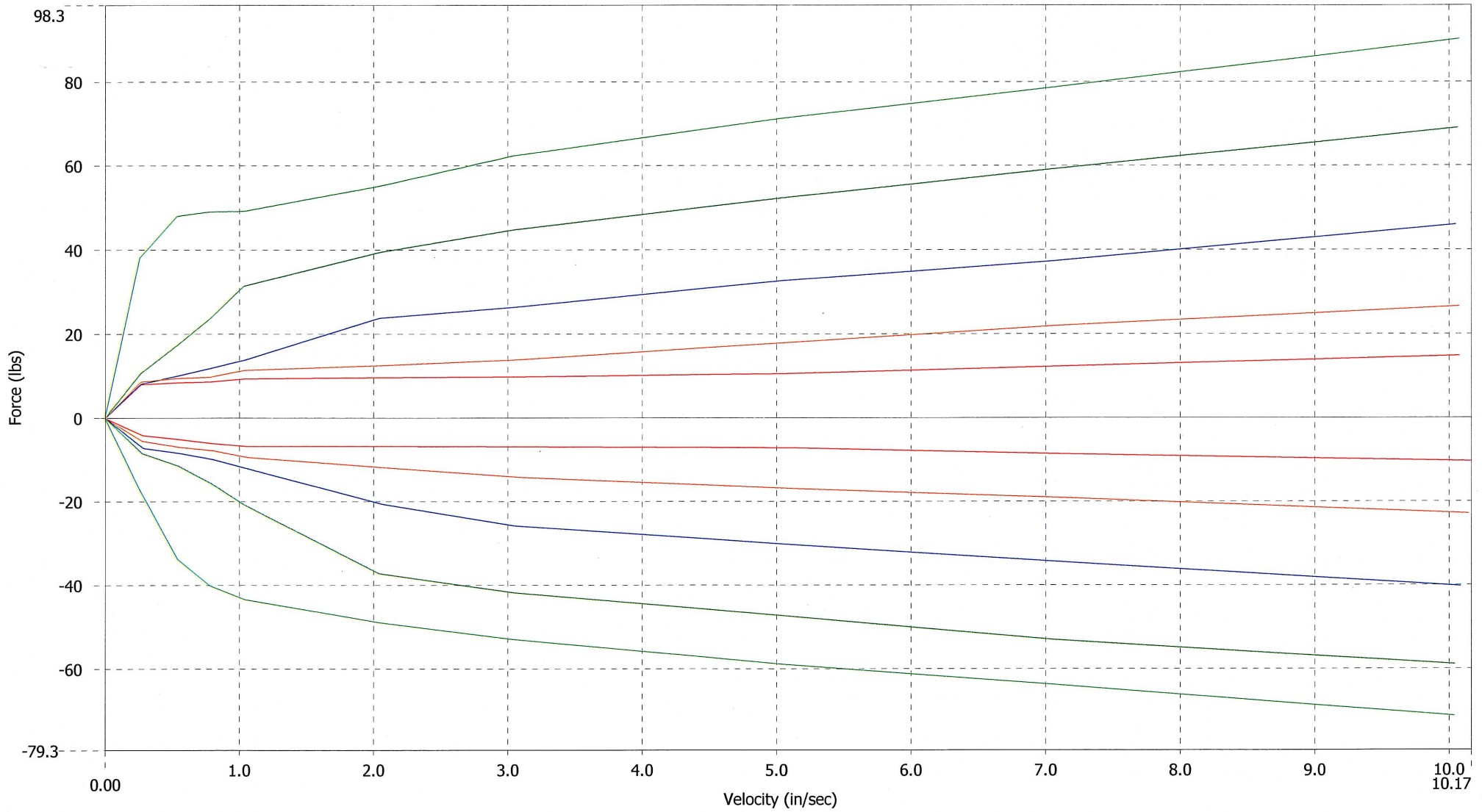
Force Vs. Absolute Velocity



- C13 R13 28-0 28-0 \*
- C13 R13 0-5 0-5 \*
- C13 R13 3-4pt5 3-4pt5 \*
- C13 R13 7-4 7-4 \*
- C13 R13 14-3 14-3 \*
- C13 R13 21-2 21-2 \*

TTX 25MkII FSAE - (LSC-HSC LSR-HSR) Low speed clicks counted from fully closed (clockwise) - High speed turns counted from fully open (counter clockwise)

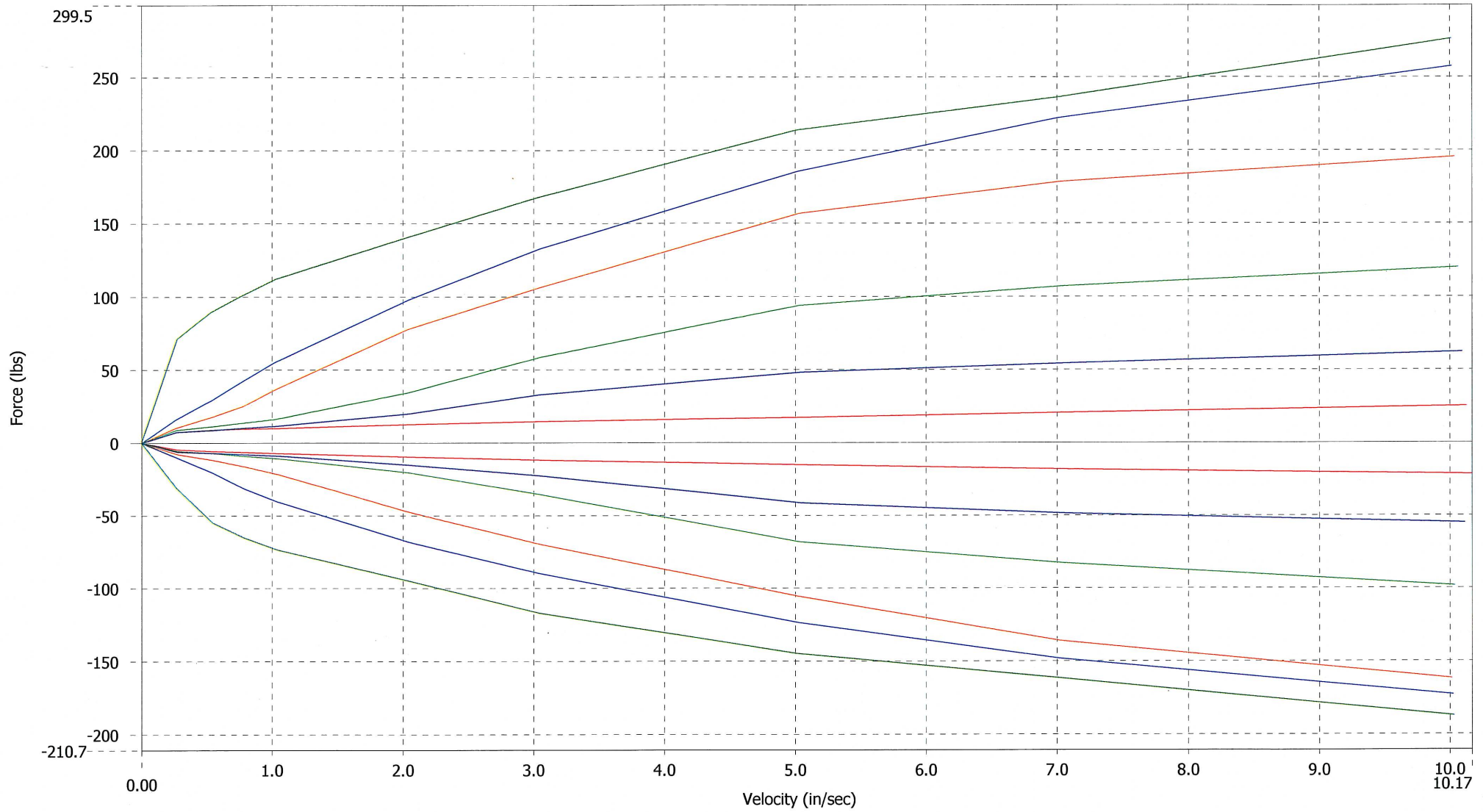
Force Vs. Absolute Velocity



- C21 R21 24-0 24-0 \*
- C21 R21 6-3 6-3 \*
- C21 R21 12-2 12-2 \*
- C21 R21 18-1 18-1 \*
- C21 R21 0-4 0-4 \*

TTX 25MkII FSAE - (LSC-HSC LSR-HSR) Low speed clicks counted from fully closed (clockwise) - High speed turns counted from fully open (counter clockwise)

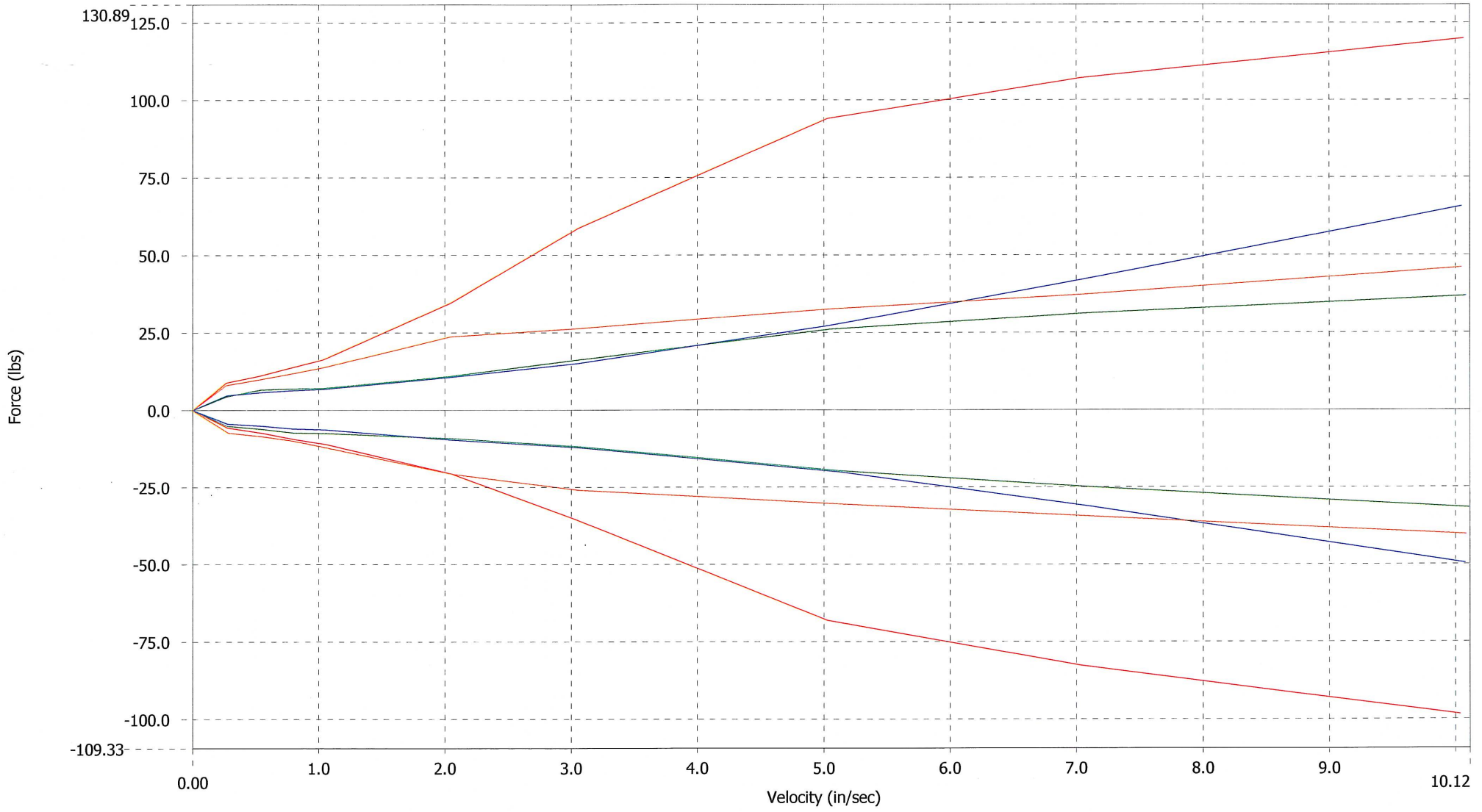
Force Vs. Absolute Velocity



- C23 R23 24-0 24-0 \*
- C23 R23 0-4 0-4 \*
- C23 R23 3-3pt5 3-3pt5 \*
- C23 R23 6-3 6-3 \*
- C23 R23 12-2 12-2 \*
- C23 R23 18-1 18-1 \*

TTX 25MkII FSAE - (LSC-HSC LSR-HSR) Low speed clicks counted from fully closed (clockwise) - High speed turns counted from fully open (counter clockwise)

### Force Vs. Absolute Velocity



- C23 R23 12-2 12-2 \*
- C11 R11 12-2 12-2 \*
- C13 R13 12-2 12-2 \*
- C21 R21 12-2 12-2 \*

TTX 25MkII FSAE - Valving options (Stock Valving = C12 R12)