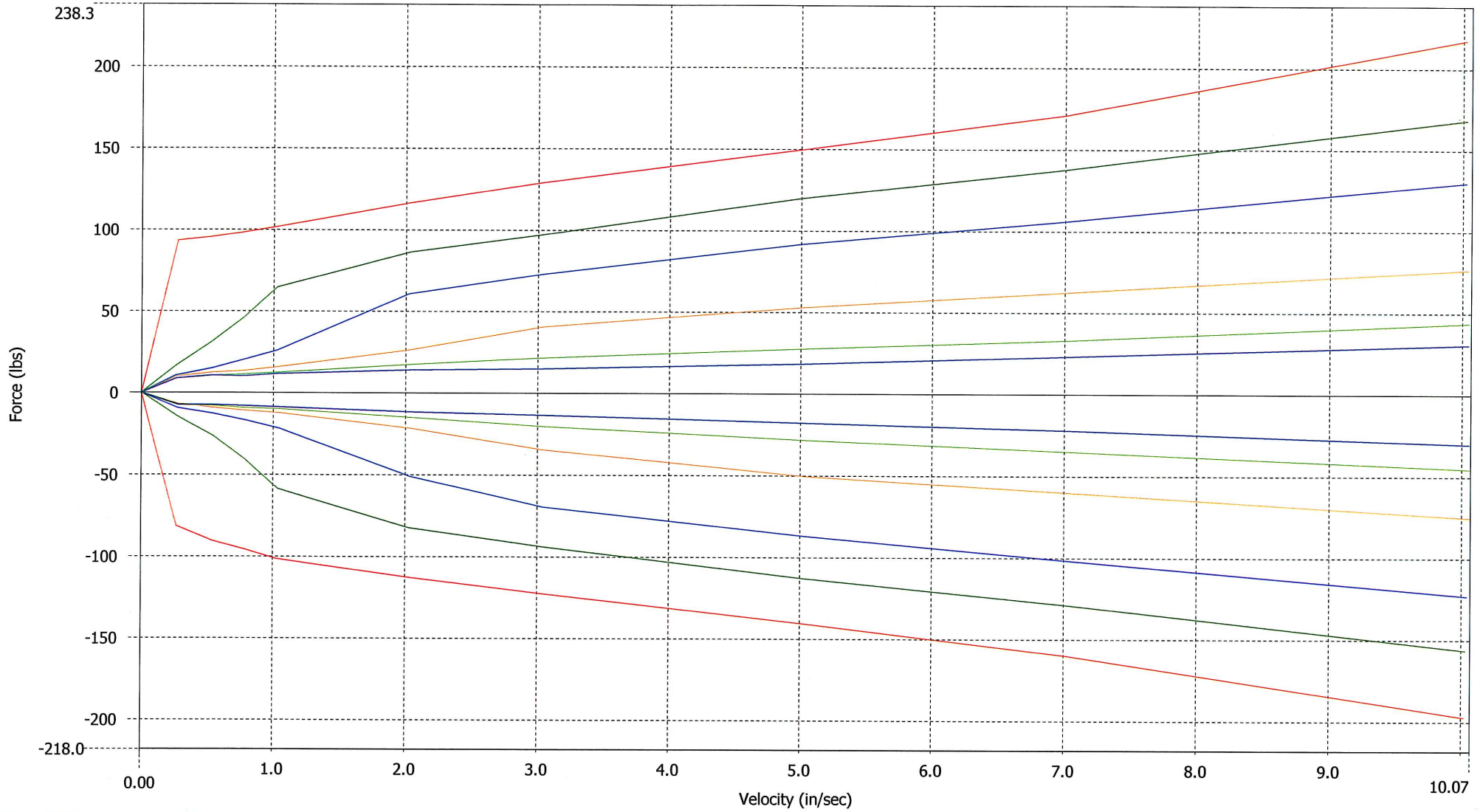


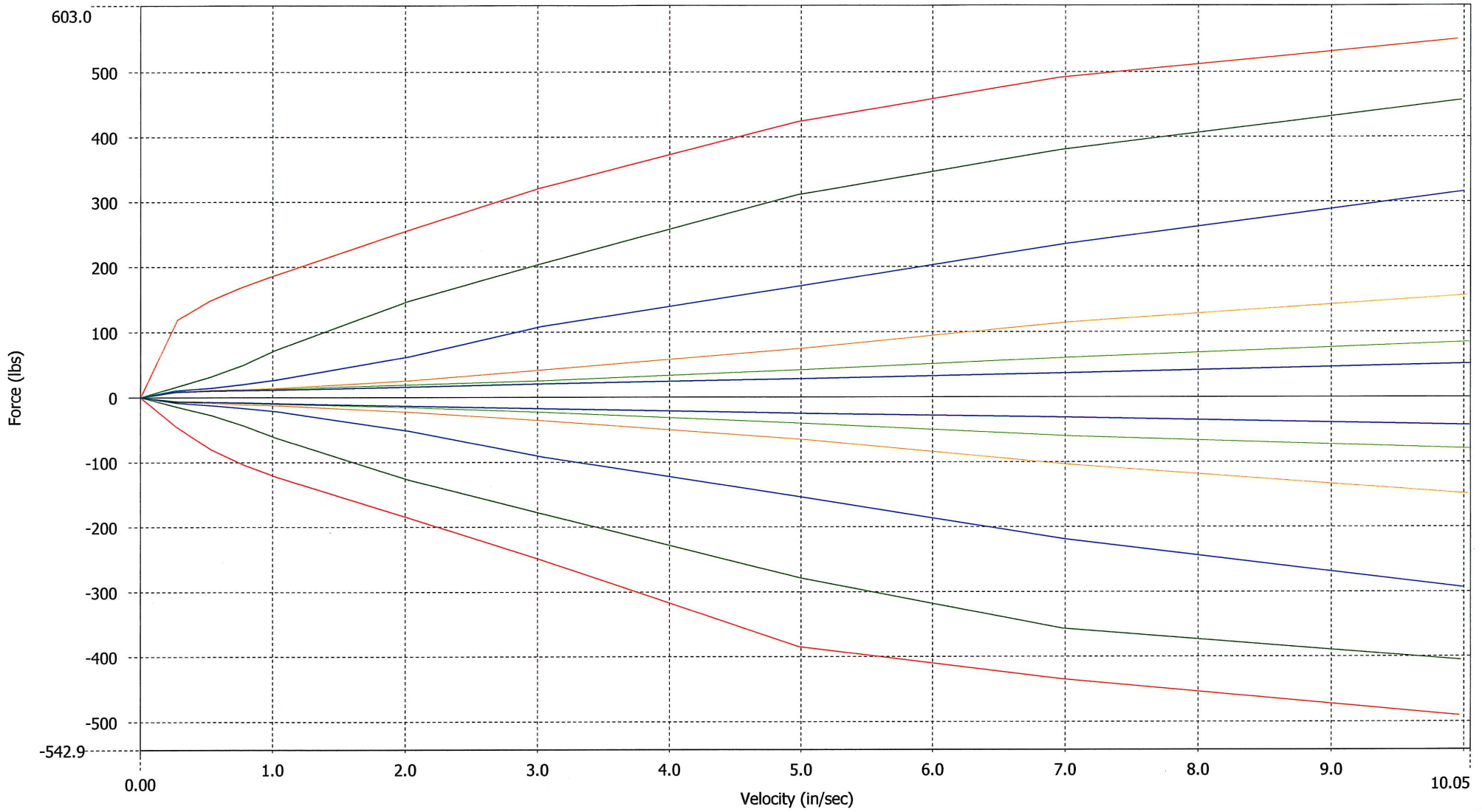
Force Vs. Absolute Velocity



- C11 R11 0-4 0-4 *
- C11 R11 3-3pt5 3-3pt5 *
- C11 R11 6-3 6-3 *
- C11 R11 12-2 12-2 *
- C11 R11 18-1 18-1 *
- C11 R11 24-0 24-0 *

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

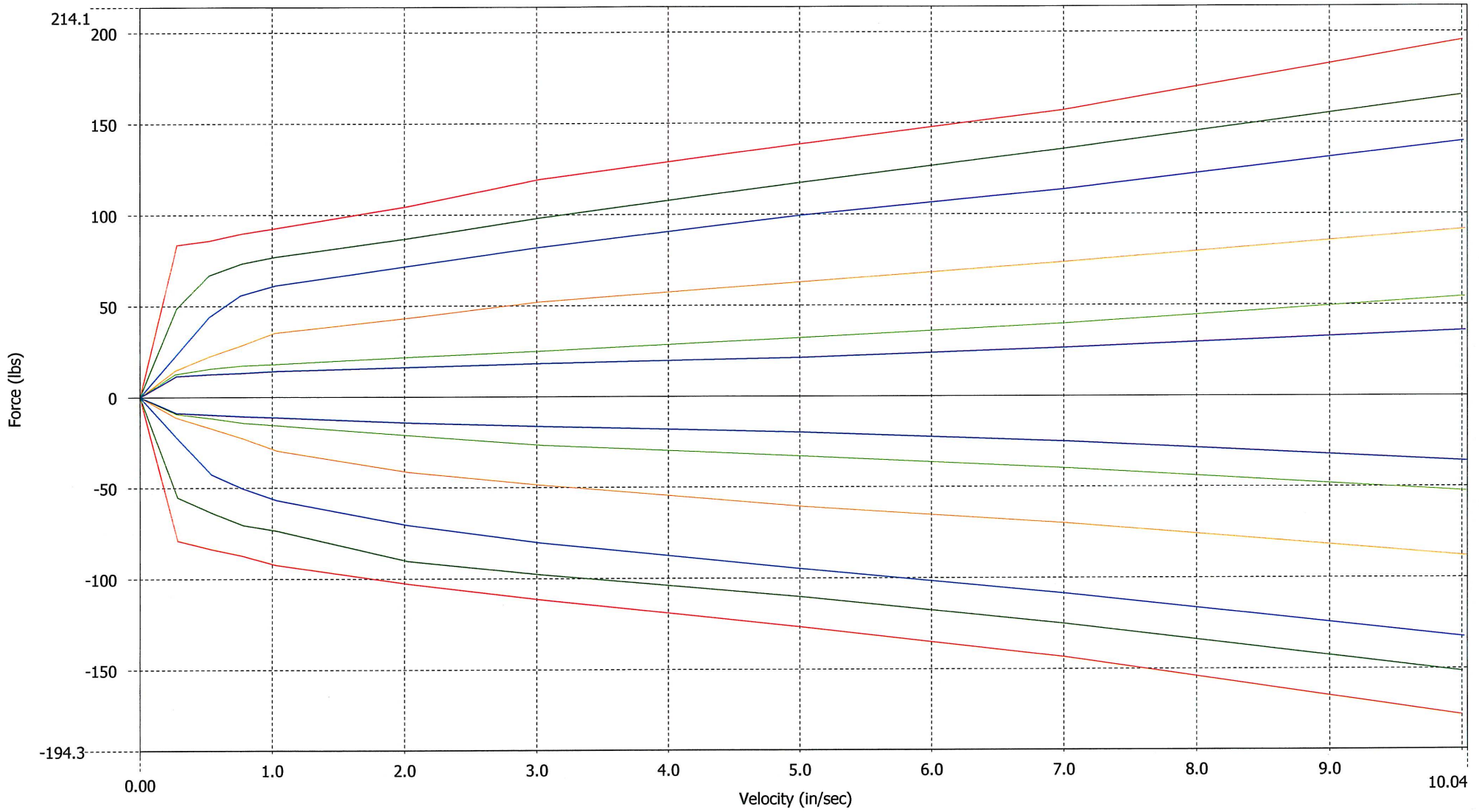
Force Vs. Absolute Velocity



- C13 R13 0-4 0-4 *
- C13 R13 3-3pt5 3-3pt5 *
- C13 R13 6-3 6-3 *
- C13 R13 12-2 12-2 *
- C13 R13 18-1 18-1 *
- C13 R13 24-0 24-0 *

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

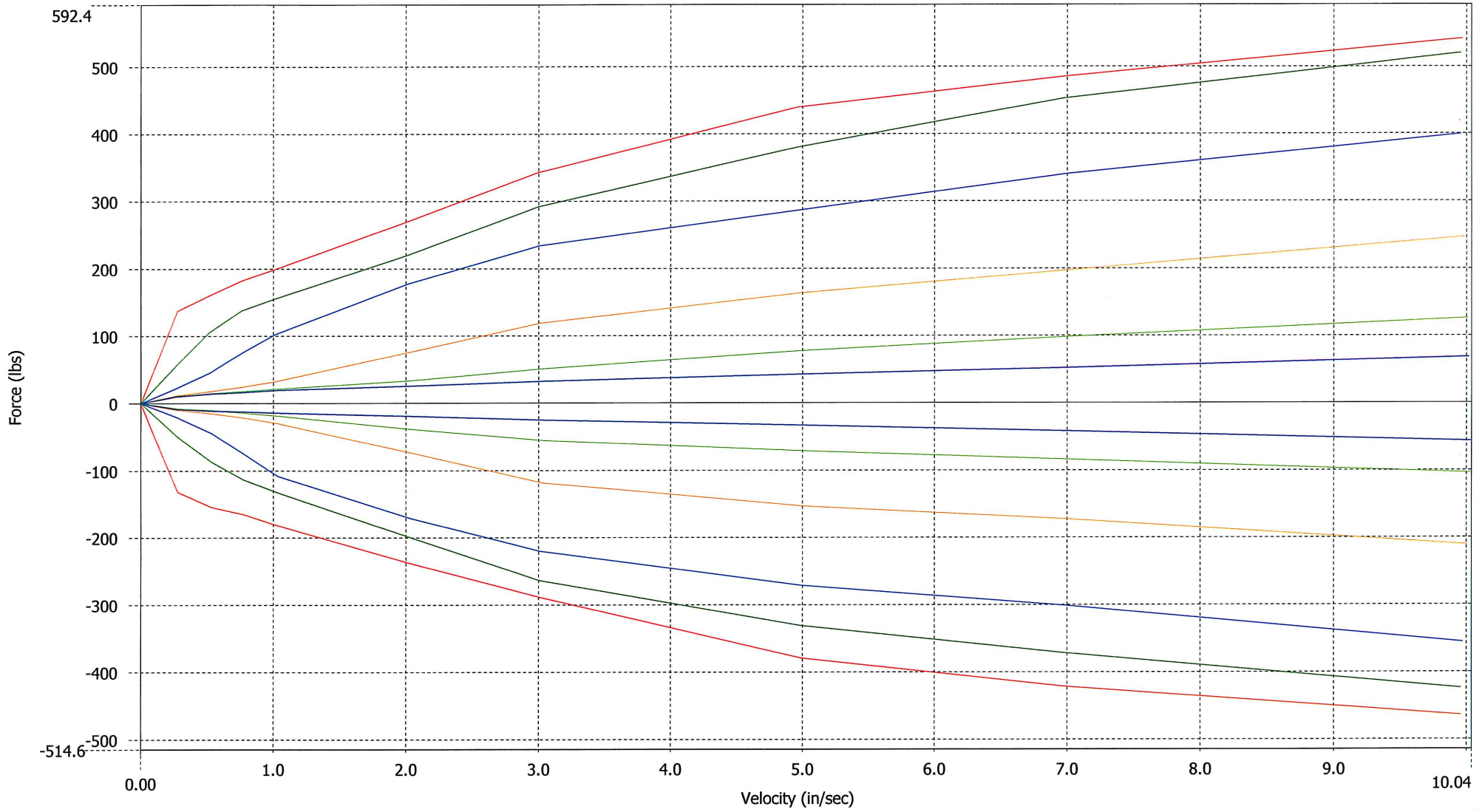
Force Vs. Absolute Velocity



- C21 R21 0-4 0-4 *
- C21 R21 3-3pt5 3-3pt5 *
- C21 R21 6-3 6-3 *
- C21 R21 12-2 12-2 *
- C21 R21 18-1 18-1 *
- C21 R21 24-0 24-0 *

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

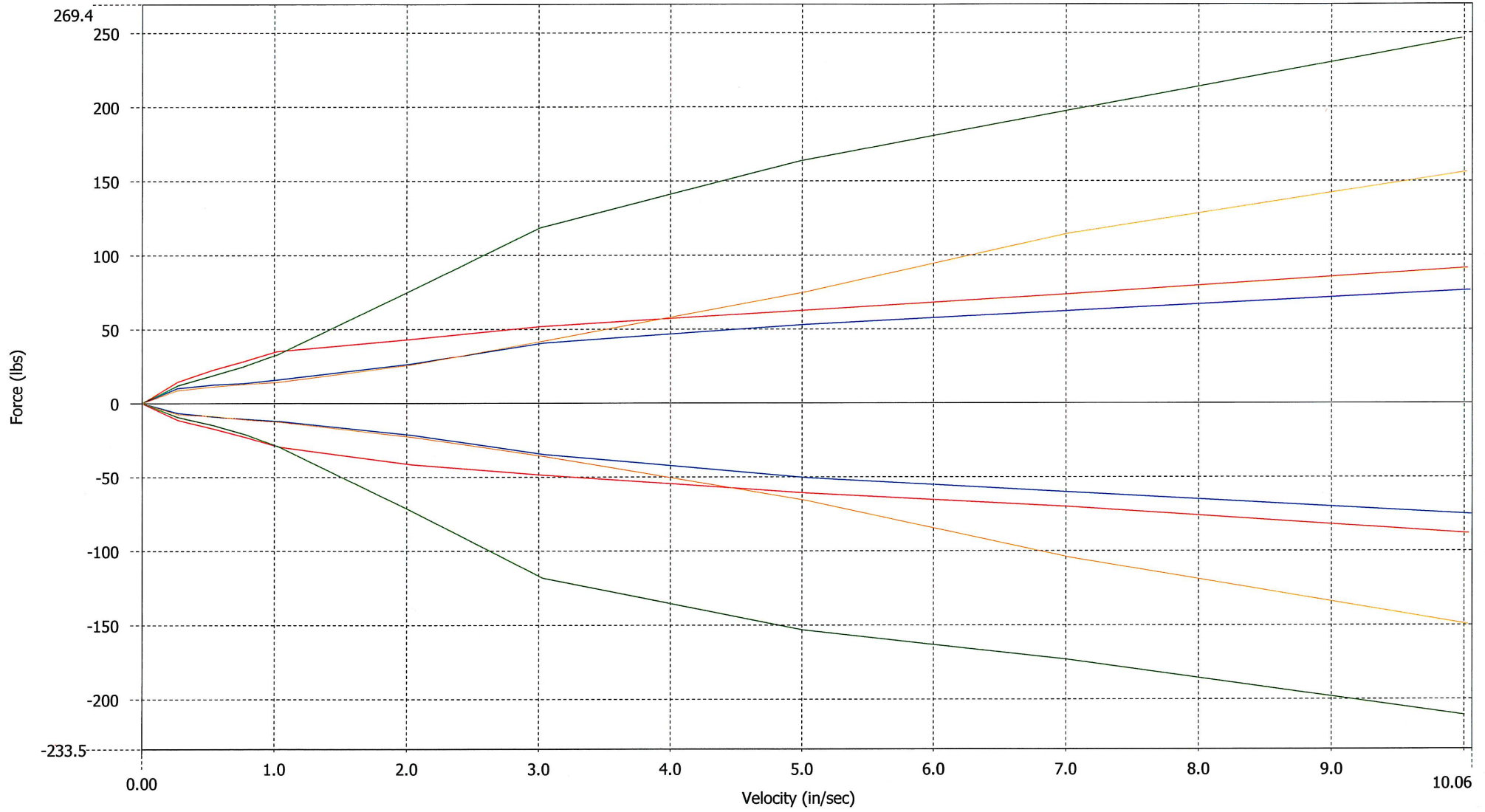
Force Vs. Absolute Velocity



- C23 R23 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 *
- C23 R23 24-0 24-0 *

TTX 25 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 12-2 12-2 *
	C23 R23 12-2 12-2 *
	C11 R11 12-2 12-2 *
	C13 R13 12-2 12-2 *

TTX 25 FSAE - Valving Options (Stock Valving = C11 R11)