BURI-Racer E1.4 (side belt)

The successor of the successful original and trendsetter BURI-Racer E1.2 and the E1.3 has been completely revised and allows impressive increases in driving performance. The good-natured, but therefore not slower driving behavior is still the special characteristic of this version.

The batteries are placed now directly on a completely redesigned chassis plate, the intermediate battery plate is removed. The front bearing blocks are also mounted directly on the chassis plate, the swing plate is eliminated. Therefore, the chassis plate is the central flex element of the BURI-Racer.

The low-profile steering servo is reversed and has a direct mounted servo saver. This makes the steering more direct. Further new features are a lighter bumper, the front carbon fiber body bridge with lighter aluminum body supports, the controller and receiver plates and the rear body side guides made from unbreakable hard elastomer.

The internal gear ratio has been changed to the previously optional more direct one. So the recommended starting tire diameters are 69mm in the front and 71mm in the rear.

The E1.4 now features the same pivot knuckles as the E2.2 as standard. Additional setup options can be used with optional eccentric inserts and smaller ball bearings.

As before, the 4s LiPo battery packs, 2x2s sticks or shorties can be used. By eliminating the battery plate, the center of gravity is noticeably lower....

Overall, the weight of the chassis has been reduced by about 100g compared to the previous models.

Other optional available parts are different 3d-printed receiver housings and as before the aluminum pulleys, the airscoop (for better cooling of motor and controller) as well as different wishbones and the aluminum pivot adapters (front bottom).

BURI-Racer E2.2 (middle belt)

The new version of the successful BURI-Racer E2.1 has been drastically revised and showed impressive increases in driving performance with all test drivers. This is based on much more good-natured and controllable behavior in fast sections of the track.

The batteries are now placed directly on a completely redesigned chassis plate by eliminating the intermediate battery plate. The front bearing blocks are also mounted directly on the chassis plate, the swing plate is removed. Therefore, the chassis plate is the most important central flex element of the BURI-Racer. The redesigned front bearing blocks allow even easier ride height adjustment.

The low-profile steering servo is reversed and has a direct mounted servo saver. This makes the steering even more free of play. Further new features are a lighter bumper, the carbon fiber front body bridge with lighter aluminum body supports, the motor, controller and receiver plates, and the rear body side guides made from an unbreakable hard elastomer.

The internal gear ratio has been changed to the more direct one - previously offered as an option - now as standard. With this, the recommended starting tire diameters are 69mm in the front and 71mm in the rear.

The new pivot knuckles have centric or eccentric inserts, they can be used for additional setup options.

The BURI-Racer E2.2 is prepared for the use of 2x2s LiPo sticks or shorties. Due to the remove of the battery- and swing plate, the center of gravity is noticeably lower....

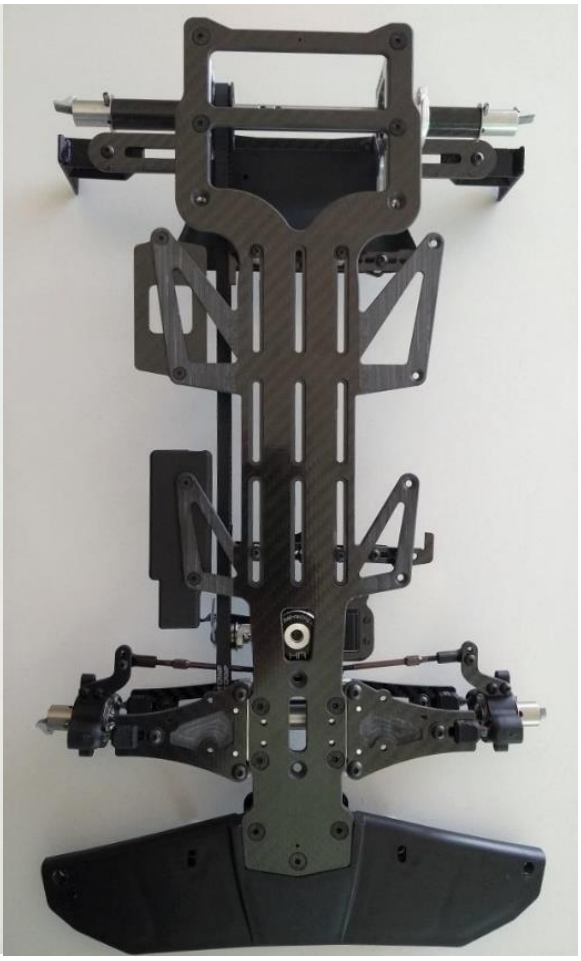
Overall, the weight of the chassis has been reduced by about 100g compared to the previous model.

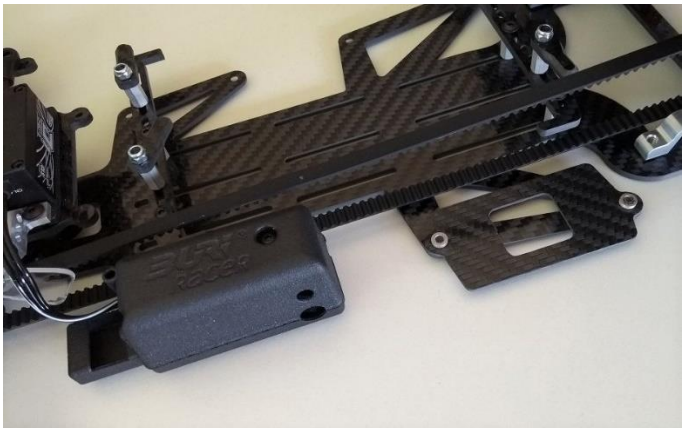
Other optional parts include various 3d-printed receiver housings and, as before, the aluminum pulleys, the Airscoop (air scoop for better cooling of motor and controller), as well as various wishbones and the aluminum pivot adapters (front bottom).

Other optional accessories:

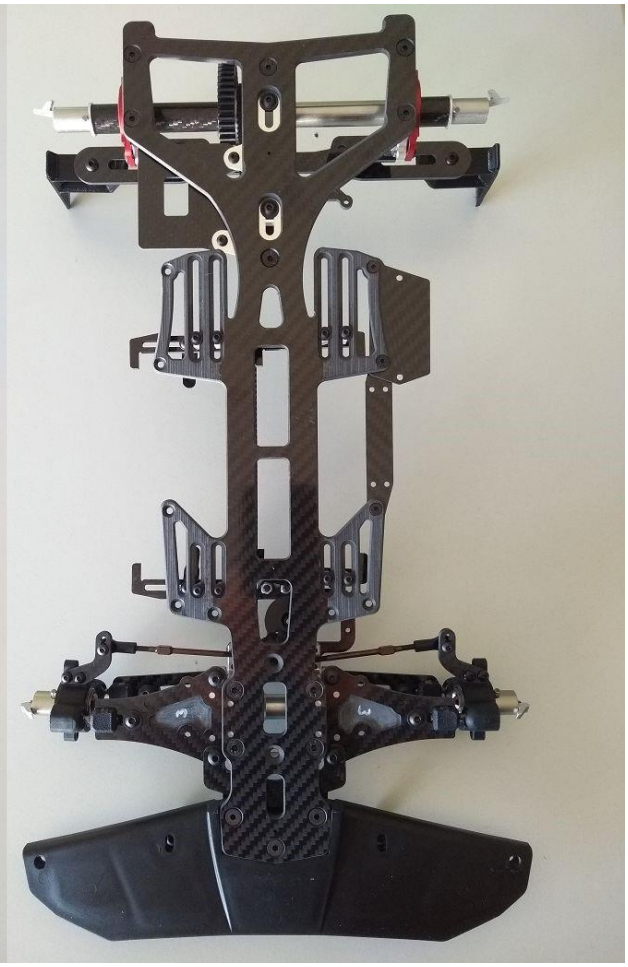
As an accessory, we offer a new setup vehicle stand with feet for easy tweak, weight, chassis ride height or camber adjustment.

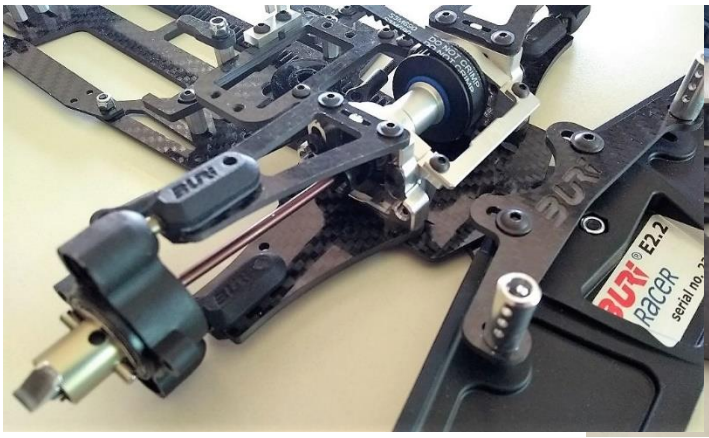
BURI-Racer E1.4 (with optional parts):

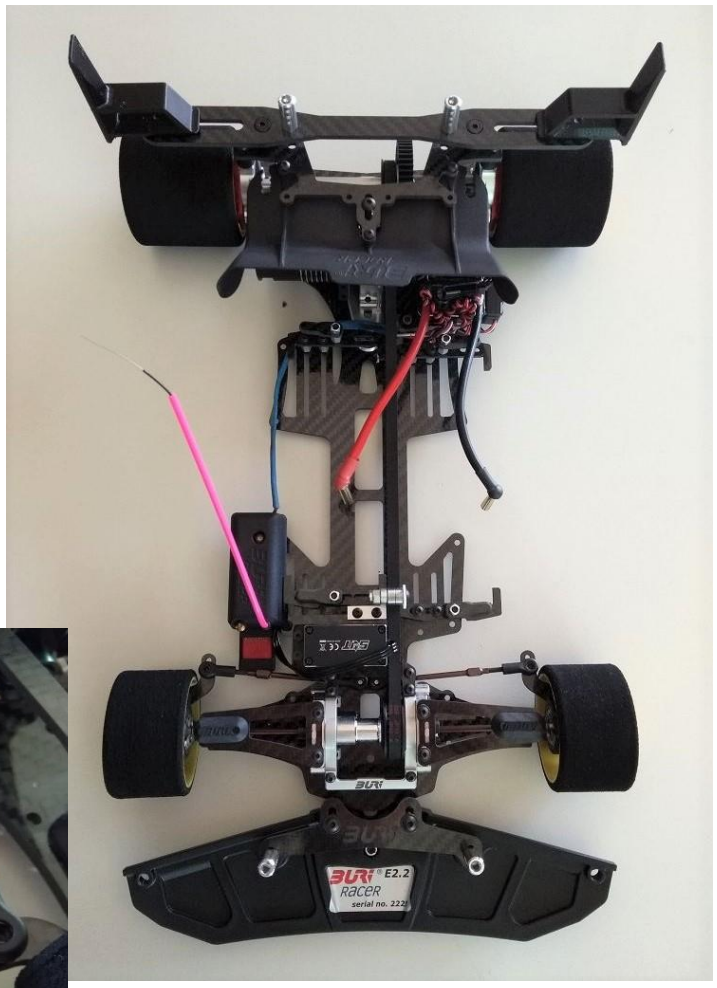


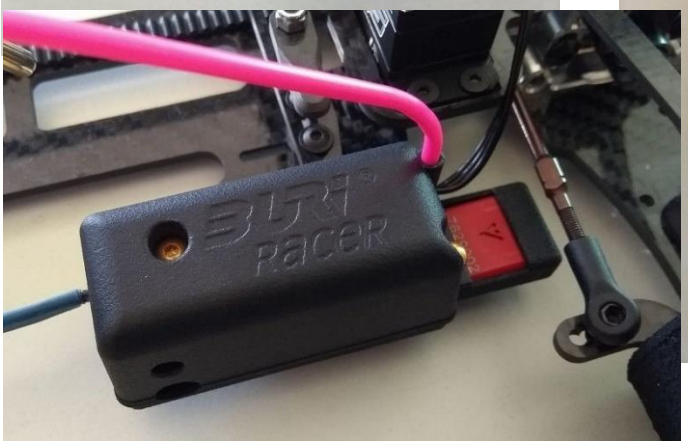


BURI-Racer E2.2:









Setup-Stand: