

Body Code	Class	Body Type	Performance Characteristics***															
			Low-Speed Cornering Grip			Mid-Speed Cornering Grip			High-Speed Cornering Grip			Stability			Downforce			Est. Aero Drag
			Corner Entry	Mid Corner	Corner Exit	Corner Entry	Mid Corner	Corner Exit	Corner Entry	Mid Corner	Corner Exit	High Speed	Straight Line	Corner Turn-In	Front	Rear	High Speed	High # = High drag
FKR 100*	STC	BMW E46	7	5	6	7	7	7	8	8	9	7	8	9	8	7	8	7
FKR 200*	STC	Honda Accord	5	5	6	6	6	7	7	7	8	10	10	8	6	8	8	6
FKR 300*	Oval**	NASCAR	5	7	6	5	6	7	8	7	8	10	10	9	5	7	8	3
FKR 400*	STC	Lexus IS	7	7	6	8	7	7	8	8	8	9	9	8	6	8	8	6
FKR 500	STC	BMW E90	7	6	6	7	8	8	7	8	8	8	8	8	7	8	8	7
FKR 600	GT	Corvette	9	8	8	10	9	9	10	9	10	10	9	9	9	10	9	9
FKR 700	STC	Holden	8	7	8	8	8	8	9	8	8	10	10	8	7	8	8	5
FKR 800	STC	Honda Civic	9	8	8	9	8	8	10	9	8	6	5	9	9	8	8	7

* Special order only

** Characteristics dependant on spoiler

*** All STC bodies tested with FKR L-Wing, FKR H-Wing, or FKR R-Wing

Disclaimer: These numbers are intended as a rough guide for performance of each of the bodies. Real life performance depends on track conditions, chassis setup and tire selection.

Notes:

Window trimming; it is NOT recommended to completely remove the rear window (DLO) for additional cooling because this will greatly affect the efficiency of the car's rear wing. If additional cooling is needed cut a slot (from left to right) across the rear window at the top of the glass area, no more than 25mm wide.

FKR recommends the use of carbon fiber sideguards on ALL bodies. The carbon sideguards should be BOLTED to the inside of the body with at least three 3mm screws (same screws used to mount up the front facias) per side. This simple trick will greatly improve the body's resistance to crash damage and increase the body's live span.

All FKR bodies are a two-piece design, a main body and a replaceable front facia (Exception: NASCAR Body), for easy and inexpensive crash damage repair.

FKR100 [BMW e46] - Frank Killam Racing's first 5th scale body released in time for the IFMAR Worlds in 2003, held in the USA.

Good mid to long track body, very stable with good predictable turn-in and mid corner grip. Best results when used with FKR H wing set. Will fit any long wheelbase (535mm) chassis with adjustable forward side mount location.

FKR200 [Honda Accord] - The second body from FKR made exclusively for the IFMAR Worlds in 2005 at Lostello in Switzerland. Was the Top Qualifier in Lostello.

Excellent long track body, best on tracks with sweeping corners and long straights. Easy high speed turn-in and very stable corner exit characteristics. FKR H wing recommended. Will fit any long wheelbase car.

FKR300 [NASCAR Oval] - Fantastic oval body, exceptional straight line stability with low drag with easy corner entry, to mild understeer, very dependent on spoiler height for best results based on grip level. Chassis set up and tire selection is critical for best cornering balance. Will fit any long wheelbase chassis cars.

FKR400 [Lexus IS] - FKR's first Special Edition limited run body. Limited to 100 units, only available now as special order of 10 or more.

Excellent high speed stability, with very good sharp corner entry, excellent transitional response for quick direction changes. Perfect mid track body with high speed corners or fast chicanes. Best with FKR H wing set. Fits all popular long wheelbase cars.

FKR500 [BMW e90] - FKR's most popular body, Winner of the IFMAR Worlds in 2013. US Nationals STC class Champion.

Best all around track body, best on tracks that require smooth predictable tune-able handling without being too darty or twitchy. Reacts well to aero changes and wing end plate sizes, use FKR H wing on long tracks and FKR R wing on short twisty tracks.

Available trimmed and in two weights, 1.5mm "Club" weight and special "Worlds" weight of 1.0mm, the light weight body requires carbon sideguards for support.

FKR600 [Corvette GT1] - FKR's first GT class body with exceptional on-track manners and that killer concourse look FKR bodies are famous for. US Nationals GT class

Champion. Outstanding grip levels can be achieved with this body, excellent straight line stability with sharp corner turn-in. Strong mid corner response and excellent transitional reaction to fast direction changes. Very reactive and tune-able to wing changes and wing end plate sizes. The 4 part design allows for inexpensive part replacement in the event of nasty crashes. Will fit any long wheelbase chassis with the engine low in the chassis. Requires short height airbox or short K&N air filter. Available trimmed. Custom carbon sideguards should be made.

FKR700 [Holden Commodore] - Requested by the 5th scale racers "Down under" for years and authorized by Holden Australia itself the VE Commodore is probably the coolest body in the product line. Australia National Champion and US Nationals STC class Champion body.

Perfect body for high speed tracks with fast sweeping corners or chicanes. Very stable under braking. Outstanding straight line stability with aggressive high speed corner turn-in, almost to the point of high speed oversteer. Very good mid corner grip and quick response to direction changes. Adaptable and tune-able with wing trailing edge trimming and wing end plate sizes. Use FKR H wing on fast tracks or FKR R wing on mid speed tracks or tracks requiring more rear grip to balance the car. Available in "Club weight" 1.5mm or "Worlds weight" 1.0mm. Carbon sideguards are required on the lightweight version and recommended on the standard version. Custom decal sets are available from 888 Racing in Australia to match most of the full size cars livery. Fits all popular long wheelbase chassis.

FKR800 [Honda Civic TC2000] - FKR's first specific "short track" body. Modeled after the TC2000 Civic from the Argentina touring car series.

With high downforce this body is perfect for small to mid size tracks with lots of tight corners or fast chicanes requiring quick direction changes while remaining drive-able and predictable. On tracks with long straights this body will require complete concentration because of its super quick responsiveness. Super fast corner turn-in at all speeds, excellent mid to corner exit response with limited oversteer. Large upper or cabin area improves engine cooling. FKR R wing recommended. Requires full size bumper foam. Available in both "Club weight" 1.5mm and 1.0mm "Worlds weight". Carbon sideguards required on lightweight version and highly recommended on club weight version. Fits all long wheelbase chassis.