Setup Sheet for Centro C4.1 mid-motor conversion kit

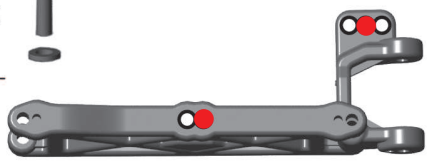
CENTRO C4.1

DRIVER: Ketil Pettersen
TRACK: Väst-8, Gøteborg
SURFACE: Astroturf
DATE: 24-26. May 2013

Front End

toe: 0°
camber: -1°
ride height: 22 mm

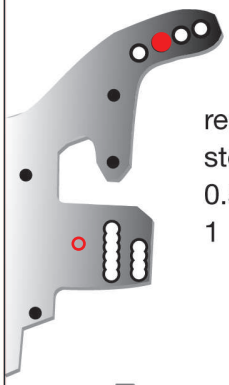
washers: 1mm



bumpsteer spacer: 1

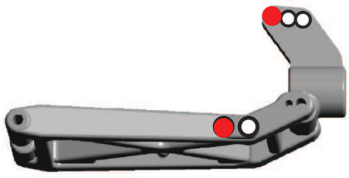
axle height	caster
up ☑	20 ☐
middle ☐	25 ☐
down ☐	30 ☑

Rear End



toe: 3°
camber: -1°
ride height: 22 mm
anti-squat: 1 deg

rear hub carrier
std ☑
0.5 ☐
1 ☐



wheel base
long ☑
medium ☐
short ☐

Drilled new inside holes on tower, same distance as between the standard ones (horizontally). Used 3rd hole from top (compared to original inner holes).

Editable by Arn0 at PetitRC.com

Front Shocks

spring: AE Yellow
piston: 2x1.6mm flat (molded)
shock oil: AE 35wt
limiter: 2

Rear Shocks

spring: AE Green
piston: 2x1.7mm flat (molded)
shock oil: AE 30wt
limiter: 1

Front Tires

tire: dBoots Blockpass
compound: A
insert: JC foam (cut to width)
wheel: AE Hex

Rear Tires

tire: Sch. Minispike2 (handout), no cut
compound: Yellow
insert: Sch blue (handout)
wheel: AE Hex

Electronics

motor & wind: Reedy Sonic 6.5T
pinion: 23
spur gear: 78
batteries: Reedy #310 (saddle)
placement: Posts in front position
radio: KO EX1 stick steering :)
servo/ expo: XP1015 / 0

throttle/ brake epa: 100% / 80%
throttle/ brake expo: 0% / 0%
esc: LRP FlowWorks
throttle profile: 2-2-5-0-3-3-3
initial brake:
drag brake:

Body/Wing

body/ wing: JC/Hi-Clearance
notes: Cut to lowest line (5mm from bend). B44 wing mount in lower hole.

Differential

gear differential/ oil: no /
ball differential/ setting: yes / tight

Race/ Car/ Notes

qualify: _____ main: _____ finish: _____

track condition: Dry astroturf, high frequent small bumps. Long straight.

Used +8mm chassis. Also tried Shorty pack, front post holes, rear location. No big difference compared to saddles.

I have struggled to avoid mid corner oversteer for a long time (rear wheel abruptly loosing grip, looking like the inner rear wheel is high off the ground). It makes it hard to push the car as I would like. I have tried "everything": more/less weight, more weight in the rear, longer rear link (angled, straight), different front axle height, stiffer springs up front to avoid shifting too much weight to the front, to name a few....

Then I realized that by moving the whole upper link further out it would make the car act the same initially, but the roll would "stiffen" more progressively. So by moving the front link one hole out both on the in- and outside, and moving the rear link one hole closer to center in- and outside, it should make the car feel much the same untill the car would lean fully (like in the middle of a corner), where it would roll more on the rear.

After making the adjustment the car felt completely transformed. Finally the rear lift problem was gone and I could push the car much harder through the turns. I have only had time to test it at this race, but will continue fine-tuning at my track session.

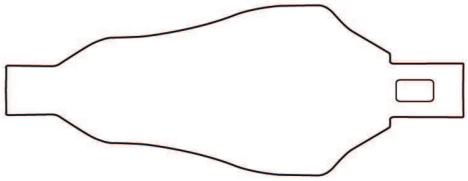
Weight distribution

bulkhead
std ☐
brass ☑
alloy ☐

option weights
ackerman ☐
under bellcrank ☑

lipo holders ☐
rear arm mount ☐

bulkhead weights
5g ☐
10g ☐
15g ☐



For more set-up info, visit www.cmldistribution.co.uk