マヤコ | Mayako

SETUP SHEET MX8-24 V1.1

DRIVER: Stock Setup 24
TRACK:
RACE: DATE: 2024-01
TEMP: BEST LAP: BEST RESULT: QUALIFYING POS.: FINAL POS.:

TRACK SIZE: ☐ TIGHT ■ MEDIUM ☐ OPEN
SURFACE: ☐ DUSTY ☐ LOW GRIP ☐ BLUE GROOVE ☐ OILED ■ MEDIUM GRIP ☐ HIGH GRIP
CONDITION: ☐ SMOOTH ☐ BUMPY ☐ 50/50 ☐ CLAY ☐ GROOVE WITH DUST ☐ EDGY

ENGINE		CLUTCH		FRONT DIFF OIL	15k	OIL QUANTITY(gr)	2.7	DIFF GEAR	45
PLUG		CLUTCH SHOES		CENTER DIFF OIL	15k	OIL QUANTITY(gr)	6	DIFF PINION	14
PIPE		CLUTCH SPRINGS		REAR DIFF OIL	8k	OIL QUANTITY(gr)	2.7	SPUR GEAR	49
FUEL		RUNTIME						CLUTCH BELL	13

SHOCKS

	FRONT	REAR
OIL	600	450
PISTON	5x1.5	5x1.5
SPRING	Brown	Brown
LENGTH	105mm	123mm
VISIBLE SHAFT LENGTH	36mm	41.5mm
REBOUND	0	0

FRONT SHOCK END: ☐ LONG ■ SHORT
SHOCKS TYPE: ■ EMULSION ☐ BLADDER

NOTES:
6x1.3/6x1.4 - 550/450
7x1.3/7x1.4 - 550/550
8x1.2/8x1.3 - 550/500

CHASSIS

SETUP STATION ☐

	FRONT	REAR
TOE	1.5 out	1.5 out
CAMBER	3	4
RIDE HEIGHT	23mm	27mm
DOWNTRAVEL (WITH TYRES)		
DOWNTRAVEL (on 36mm blocks)	+4	-5
ANTI ROLL BARS	2.3	2.5
BRAKE BALANCE	55	45

ENGINE MOUNT: ☐ FORWARD (+2mm) ■ SHORT ■ BACKWARD (-2mm) ☐ LONG
THROTTLE: ■ SHORT
SERVO MOUNT: ☐ LONG
WEIGHT:

TYRES

	FRONT	REAR
BRAND		
TREAD		
COMPOUND		
WHEELS		
INSERTS		

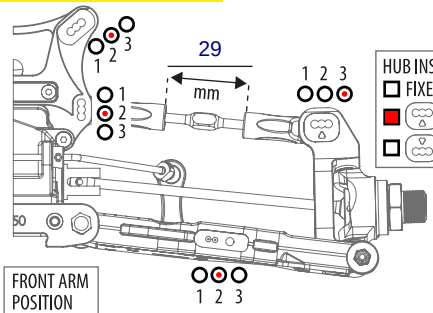
NOTES:

RADIO SETTINGS

	THROTTLE	STEERING
DUAL RATE		
SPEED		
EXPO		
SERVO MODEL		
	THROTTLE	BRAKE
ELECTRIC EPA		

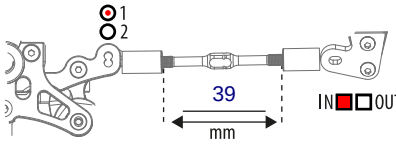
FRONT END

SHOCK TOWER: ☐ ALUMINIUM ☐ CARBON



HUB INSERT: ☐ FIXED ■ ☐
KNUCKLE POSITION: ☐ UP ■ MIDDLE ☐ DOWN
HEX WIDTH: ☐ 4 mm ■ 5 mm ☐ 6 mm
KPI OPTION: ☐ KPI 0 ○ ☐ KPI 0.5 ○ ■ KPI 1 ○
C HUB CASTER: ☐ CASTER 0.5 (DOT) ■ CASTER 1 (1 MARK) ☐ CASTER 2 (2 MARKS)
FRONT ARM POSITION: ☐ FRONT ■ MIDDLE ☐ REAR
ARM INSERT: ☐ NO ■ PLASTIC ☐ CARBON

■ UPPER LINKS ☐ UPPER ARMS
KNUCKLE PLATE: ■ 1 LONG ☐ 2 SHORT



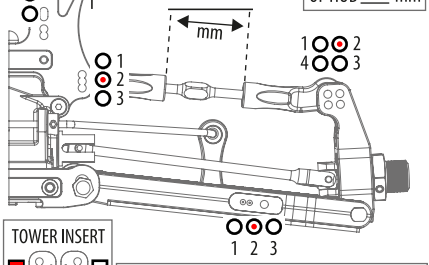
SERVO SAVER: ☐ YES ■ NO
BUMP STEER ON ACKERMAN: ■ UP ☐ DOWN SHIM 1 mm
BUMP STEER ON KNUCKLE: ☐ UP ■ DOWN SHIM 0 mm

KICK UP: 1 / 0,5 ☐ / 0 ☐ / 0,5 ■ / 1

	A PLATE	B PLATE	TOWER
☐ +2mm SHIM (NO upper gearbox shim)	+2 ☐	☐	☐
☐ +1mm SHIM (1mm upper gearbox shim)	+1 ☐	☐	☐
■ NO SHIM (2mm upper gearbox shim)	0 ■	■	■

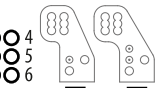
REAR END

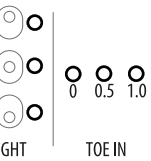
WING MOUNT POSITION: 1 / 2 / 3 / 4 / 5



SHOCK TOWER: ■ ALUMINIUM ☐ CARBON
SPACER IN FRONT OF HUB 1 mm
TOWER INSERT: ■ ☐
ARM INSERT: ☐ NO ■ PLASTIC ☐ CARBON

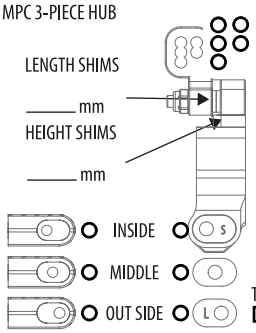
OPTIONAL REAR HUB





HEX WIDTH: ☐ 4 mm ■ 5 mm ☐ 6 mm
REAR HUB: ■ PLASTIC ☐ ALUMINIUM ☐ 3-PIECE

MPC 3-PIECE HUB
LENGTH SHIMS ____ mm
HEIGHT SHIMS ____ mm
AXLE HEIGHT



TOE-IN: ☐ 0.5 ☐ 0 ☐ 1

REAR AXLE: CVD ☐ UNIVERSAL ■ 91 ☐ 94
■ UPPER LINKS ☐ UPPER ARMS

ANTI-SQUAT: 1 / 0,5 ☐ / 0 ☐ / 0,5 ☐ / 1

48.5 ☐ | 50 ☐ | 51 ☐
TOE 3° | 1,5° | 0,5°
54.5 ☐ | 53 ☐ | 52 ☐

	C PLATE	D PLATE	TOWER
☐ +2mm SHIM	+2 ☐	☐	☐
■ +1mm SHIM	+1 ■	■	■
☐ NO SHIM	0 ☐	☐	☐

BODY & WING

BODYSHELL: Stock
WING BRAND: Mayako
WING MODEL: Stock
WING POSITION: ☐ 1 ☐ 2 ■ 3 ☐ 4
1 IS FRONT HOLE (WING BACK)
WING FLAPS: ☐ BIG ☐ SMALL ☐ BOTH
GURNEY: ☐ NO ☐ SMALL ■ BIG

NOTES

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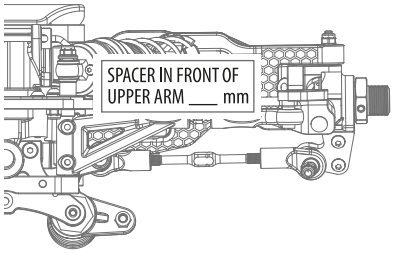
DRIVER Stock Setup 24

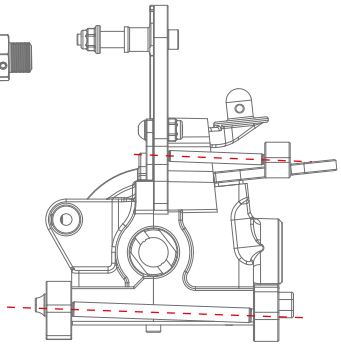
TRACK

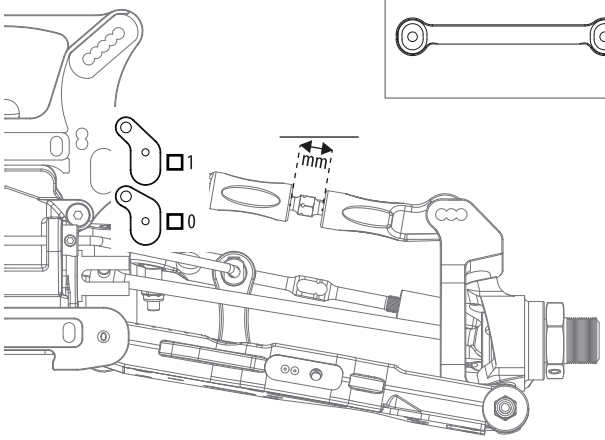
RACE DATE 2024-01

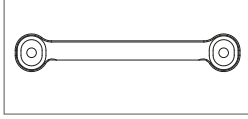
NOTE

FRONT END - UPPER ARMS

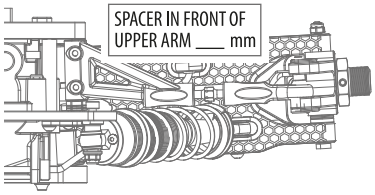


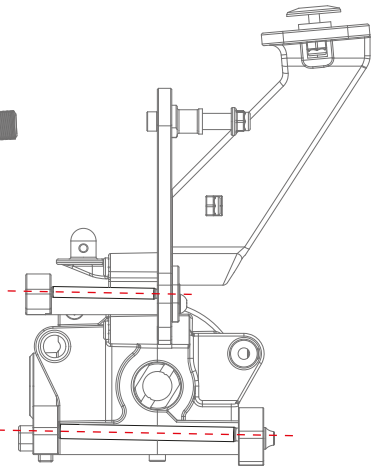


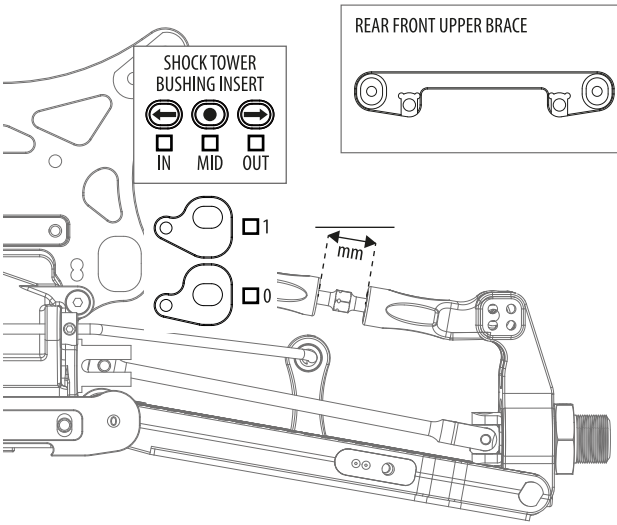


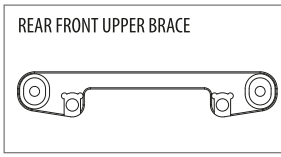


REAR END - UPPER ARMS









ADJUSTING UPPER ARMS

The upper arm angle is to be matched to the lower arm angle. There is a compromise for the upper arm, as a .5 change for the upper arm is so small.

The way to understand how to adjust the upper arm is as follows

1. When you have the same inserts, in the same direction in the front and rear blocks (A-B, or C-D), you should use the 0 insert for the upper arm.
   Example:
   When you run 0-0, .5 down - .5 down, or 1 up - 1 up in the A-B, or C-D blocks, those are all examples of running the same inserts and direction in both blocks. This means you should run the 0 (middle) insert for the upper arm.

2. When you have a 1mm difference between the inserts in the front and rear blocks (A-B, or C-D), you need to use the 1 (end) insert for the upper arm, in the same direction as the lower arm is angled, either larger or smaller angle.
   Example:
   When you run 0-1 down, 1 up - 0, or .5 up - .5 down, those are all examples of a 1mm difference and a larger angle.
   You would need to run the 1 insert (end) down for the upper arm, making it a larger angle to match.
   The opposite is true when you reduce the lower arm angle by a 1mm difference.

3. When you have a .5 difference between the inserts in the front and rear blocks (A-B, or C-D), you can chose to run either the 0 insert, or the 1 insert for the upper arm, matching the direction of the angle change of the lower arm.
   Example:
   When you run 0 - .5 up, .5 down - 0 or 1 down - .5 down, those are all examples of a .5mm difference and a smaller angle.
   You would need to run the 0 insert, or 1 insert up for the upper arm. The opposite is true when you increase the lower arm angle by a .5mm difference.

The way to understand how to adjust the upper arm related to TOE IN is as follows

1.5° toe in: arrow inwards
3.0° toe in: arrow outwards