

DRIVER \_\_\_\_\_ TRACK SIZE  TIGHT  MEDIUM  OPEN  
 TRACK \_\_\_\_\_ SURFACE  DUSTY  LOW GRIP  BLUE GROOVE  OILED  MEDIUM GRIP  HIGH GRIP  
 RACE \_\_\_\_\_ DATE \_\_\_\_\_ CONDITION  SMOOTH  BUMPY  50/50  CLAY  GROOVE WITH DUST  EDGY  
 TEMP \_\_\_\_\_ BEST LAP \_\_\_\_\_ BEST RESULT \_\_\_\_\_ QUALIFYING POS. \_\_\_\_\_ FINAL POS. \_\_\_\_\_

ENGINE \_\_\_\_\_ CLUTCH \_\_\_\_\_ FRONT DIFF OIL \_\_\_\_\_ OIL QUANTITY (gr) \_\_\_\_\_ DIFF GEAR \_\_\_\_\_  
 PLUG \_\_\_\_\_ CLUTCH SHOES \_\_\_\_\_ CENTER DIFF OIL \_\_\_\_\_ OIL QUANTITY (gr) \_\_\_\_\_ DIFF PINION \_\_\_\_\_  
 PIPE \_\_\_\_\_ CLUTCH SPRINGS \_\_\_\_\_ REAR DIFF OIL \_\_\_\_\_ OIL QUANTITY (gr) \_\_\_\_\_ SPUR GEAR \_\_\_\_\_  
 FUEL \_\_\_\_\_ RUNTIME \_\_\_\_\_ CLUTCH BELL \_\_\_\_\_

**SHOCKS**

	FRONT	REAR
OIL	_____	_____
PISTON	_____	_____
SPRING	_____	_____
LENGTH	_____	_____
VISIBLE SHAFT LENGTH	_____	_____
REBOUND	_____	_____
FRONT SHOCK END	<input type="checkbox"/> LONG <input type="checkbox"/> SHORT	SHOCKS <input type="checkbox"/> EMULSION TYPE <input type="checkbox"/> BLADDER
NOTES	_____	

**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)  
 UPPER LINKS  UPPER ARMS  KNUCKLE PLATE  1 LONG  2 SHORT  
 SERVO SAVER  YES  NO  
 BUMP STEER ON ACKERMAN  UP  DOWN SHIM \_\_\_\_\_ mm  
 BUMP STEER ON KNUCKLE  UP  DOWN SHIM \_\_\_\_\_ mm  
 FRONT ARM POSITION  FRONT  MIDDLE  REAR  
 ARM INSERT  NO  PLASTIC  CARBON

**KICK UP**

	A PLATE	B PLATE	TOWER
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

+2mm SHIM (NO upper gearbox shim)  
 +1mm SHIM (1mm upper gearbox shim)  
 NO SHIM (2mm upper gearbox shim)

**CHASSIS**

SETUP STATION

	FRONT	REAR
TOE	_____	_____
CAMBER	_____	_____
RIDE HEIGHT	_____	_____
DOWNTRAVEL (WITH TYRES)	_____	_____
DOWNTRAVEL (on 36mm blocks)	_____	_____
ANTI ROLL BARS	_____	_____
BRAKE BALANCE	_____	_____
ENGINE MOUNT	<input type="checkbox"/> FORWARD (+2mm) <input type="checkbox"/> SHORT <input type="checkbox"/> BACKWARD (-2mm) <input type="checkbox"/> LONG	
THROTTLE	<input type="checkbox"/> SHORT	
SERVO MOUNT	<input type="checkbox"/> LONG	WEIGHT _____

**REAR END**

SHOCK TOWER  ALUMINIUM  CARBON  
 SPACER IN FRONT OF HUB \_\_\_\_\_ mm  
 WING MOUNT POSITION  
 OPTIONAL REAR HUB  1  2  3  4  5  6  
 HEIGHT  0  0.5  1.0  
 TOE IN  
 HEX WIDTH  4 mm  5 mm  6 mm  
 REAR HUB  PLASTIC  ALUMINIUM  3-PIECE  
 MPC 3-PIECE HUB  
 LENGTH SHIMS \_\_\_\_\_ mm  
 HEIGHT SHIMS \_\_\_\_\_ mm  
 INSIDE  MIDDLE  OUT SIDE  LO  
 AXLE HEIGHT  91  94  
 TOE-IN  0.5  0  1  
 REAR AXLE  CVD  UNIVERSAL  91  94  
 UPPER LINKS  UPPER ARMS

**ANTI-SQUAT**

	C PLATE	D PLATE	TOWER
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
0.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

TOE 3° 1.5° 0.5°  
 +2mm SHIM +2  
 +1mm SHIM +1  
 NO SHIM 0

**TYRES**

	FRONT	REAR
BRAND	_____	_____
TREAD	_____	_____
COMPOUND	_____	_____
WHEELS	_____	_____
INSERTS	_____	_____
NOTES	_____	

**RADIO SETTINGS**

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

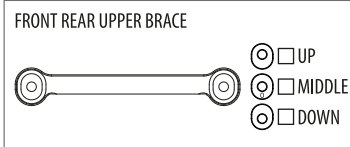
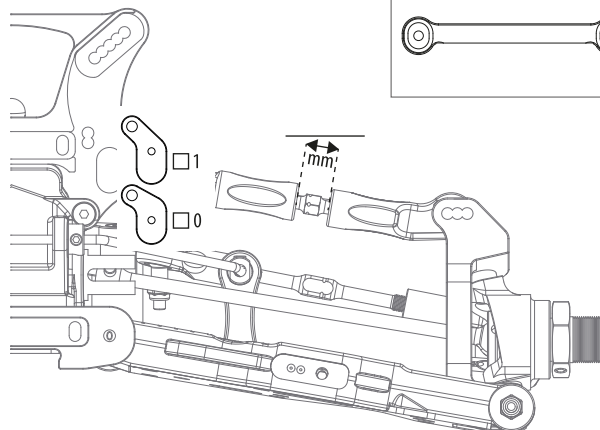
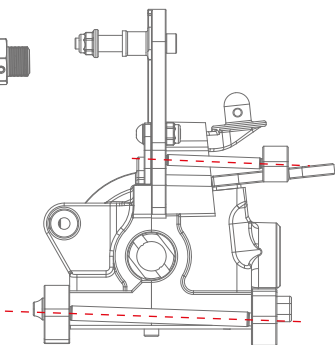
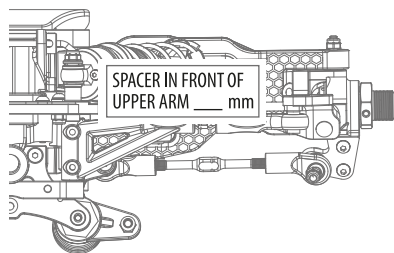
**BODY & WING**

BODYSHELL \_\_\_\_\_  
 WING BRAND \_\_\_\_\_  
 WING MODEL \_\_\_\_\_  
 WING POSITION  1  2  3  4  
 1 IS FRONT HOLE (WING BACK)  
 WING FLAPS  BIG  SMALL  BOTH  
 GURNEY  NO  SMALL  BIG

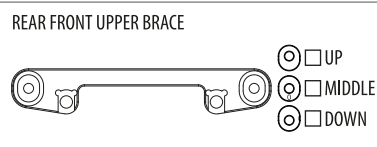
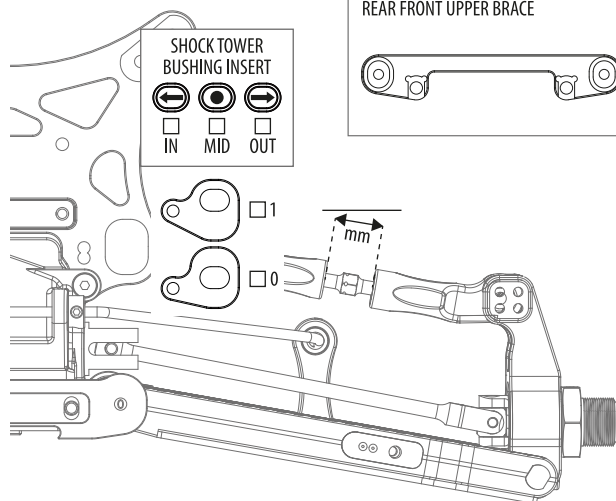
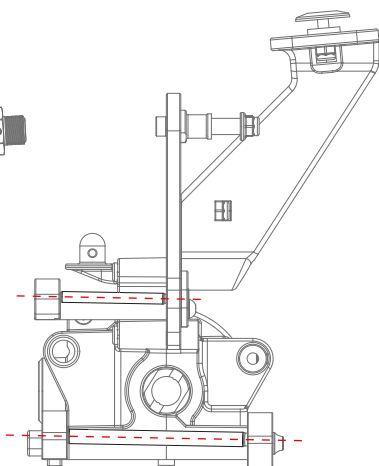
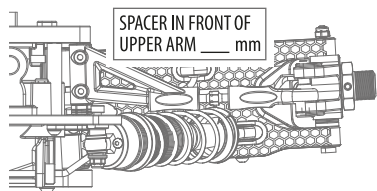
**NOTES**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**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