マヤコ | Mayako

SETUP SHEET MX8-24 V1.1

DRIVER: Joseph Quagraine
TRACK: Silver State
RACE: Silver State 24 DATE: May 24
TEMP: 20 BEST LAP: BEST RESULT: QUALIFYING POS.: 1 FINAL POS.: 4

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	Mayako	FRONT DIFF OIL	15k	OIL QUANTITY(gr)	2.7	DIFF GEAR	45
PLUG		CLUTCH SHOES	Alu	CENTER DIFF OIL	12.5k	OIL QUANTITY(gr)	6	DIFF PINION	13
PIPE		CLUTCH SPRINGS	2x1.0,1x.09	REAR DIFF OIL	6k	OIL QUANTITY(gr)	2.7	SPUR GEAR	49
FUEL		RUNTIME						CLUTCH BELL	13

SHOCKS

	FRONT	REAR
OIL	600	400
PISTON	5x1.5	5x1.6
SPRING	Black	Brown
LENGTH		
VISIBLE SHAFT LENGTH		
REBOUND		

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

CHASSIS

SETUP STATION ☐

	FRONT	REAR
TOE	1.5	2.5
CAMBER	3	4
RIDE HEIGHT	25	27
DOWNTRAVEL (WITH TYRES)		
DOWNTRAVEL (on 36mm blocks)	+2	-5
ANTI ROLL BARS	2.2	2.5
BRAKE BALANCE		

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

TYRES

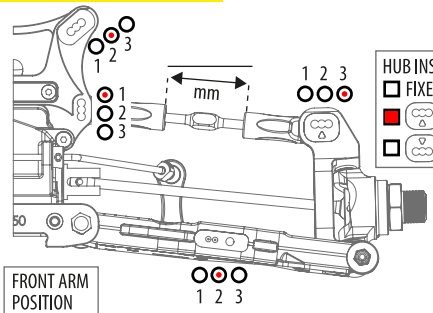
	FRONT	REAR
BRAND	TZO	TZO
TREAD	202	202
COMPOUND	SS	SS
WHEELS		
INSERTS		
NOTES		

RADIO SETTINGS

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

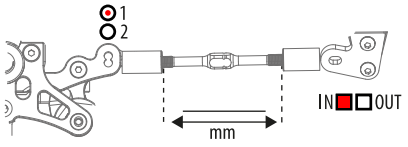
FRONT END

SHOCK TOWER ■ ALUMINIUM ☐ CARBON



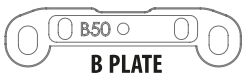
HUB INSERT: ☐ FIXED ■
KNUCKLE POSITION: ☐ UP ☐ MIDDLE ■ DOWN
HEX WIDTH: ☐ 4 mm ■ 5 mm ☐ 6 mm
KPI OPTION: ☐ KPI 0 ○ ■ KPI 0.5 ☐ ☐ KPI 1 ○
C HUB CASTER: ☐ CASTER 0.5 (DOT) ■ CASTER 1 (1 MARK) ☐ CASTER 2 (2 MARKS)
FRONT ARM POSITION: ☐ FRONT ☐ MIDDLE ■ REAR
ARM INSERT: ☐ NO ■ PLASTIC ☐ CARBON

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



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

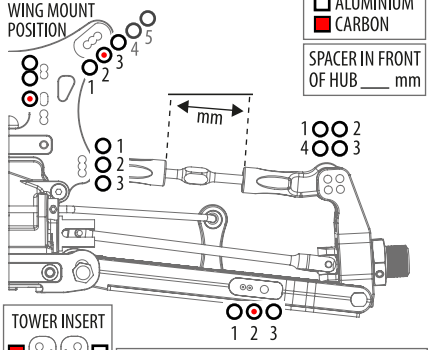
KICK UP: 1 ☐ / 0,5 ☐ / 0 ☐ / 0,5 ☐ / 1 ☐ / 1 ☐ / 0,5 ☐ / 0 ☐ / 0,5 ☐ / 1 ■



	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 ■	■	■

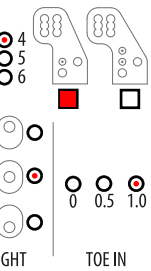
REAR END

WING MOUNT POSITION



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

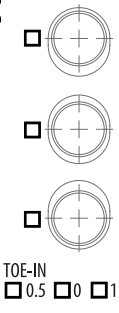
OPTIONAL REAR HUB



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

MPC 3-PIECE HUB
LENGTH SHIMS ___ mm
HEIGHT SHIMS ___ mm
INSIDE ○ S ○
MIDDLE ○ ○
OUT SIDE ○ L ○

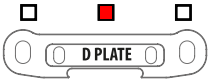
AXLE HEIGHT



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 ☐ / 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	Mayako 2.0
WING BRAND	Mayao
WING MODEL	2.0

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

NOTES

Smaller 15.83 diameter piston.

マヤコ | Mayako

SETUP SHEET
MX8-24 V1.1

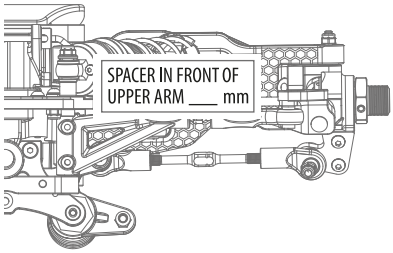
DRIVER _____

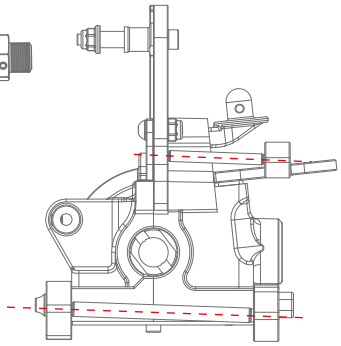
TRACK _____

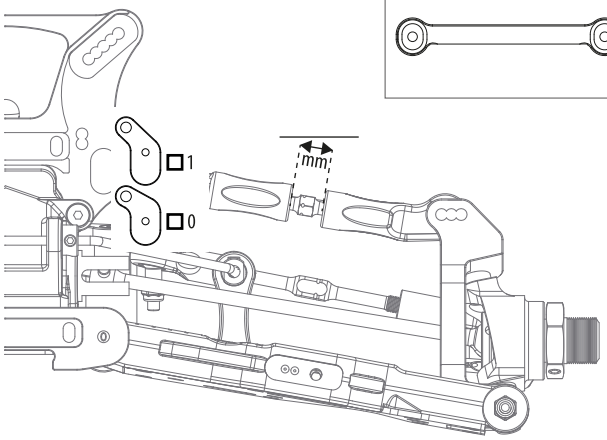
RACE _____ DATE _____

NOTE _____

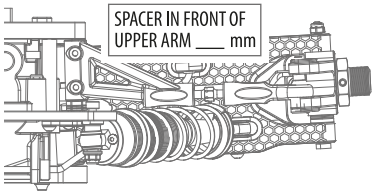
FRONT END - UPPER ARMS

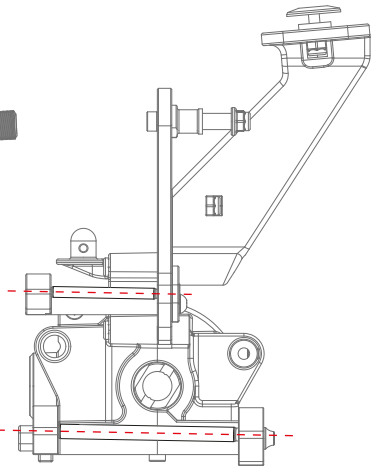


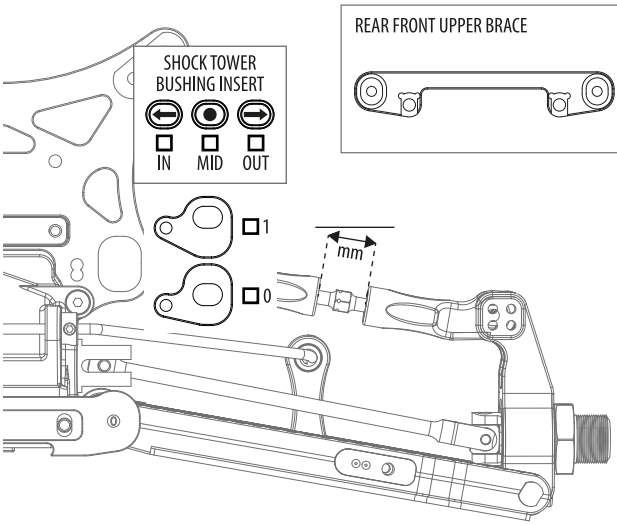




REAR END - UPPER ARMS







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