

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"/> |
| 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 FORWARD (+2mm) SHORT BACKWARD (-2mm) LONG
 THROTTLE SHORT
 SERVO MOUNT 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 _____ TOE IN _____
 MPC 3-PIECE HUB LENGTH SHIMS _____ mm HEIGHT SHIMS _____ mm
 REAR AXLE CVD UNIVERSAL 91 94
 UPPER LINKS UPPER ARMS AXLE HEIGHT TOE-IN 0.5 0 1

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"/> |
| 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 +2mm
 +1mm SHIM +1mm
 NO SHIM 0mm

TYRES

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

RADIO SETTINGS

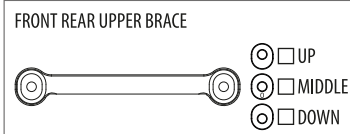
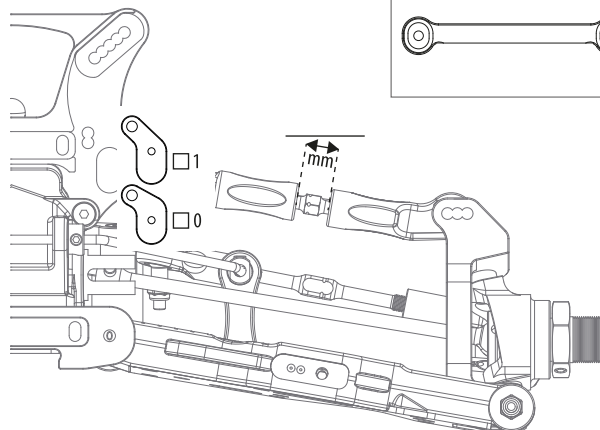
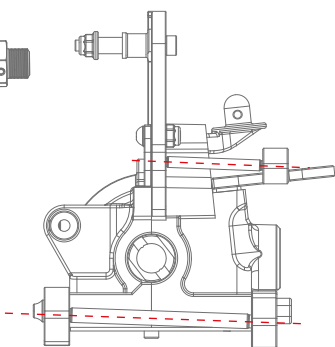
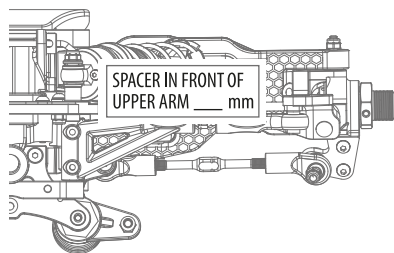
| | THROTTLE | STEERING |
|--------------|----------------|-------------|
| DUAL RATE | _____ | _____ |
| SPEED | _____ | _____ |
| EXPO | _____ | _____ |
| SERVO MODEL | _____ | _____ |
| ELECTRIC EPA | THROTTLE _____ | BRAKE _____ |

BODY & WING

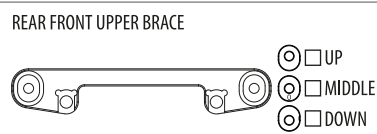
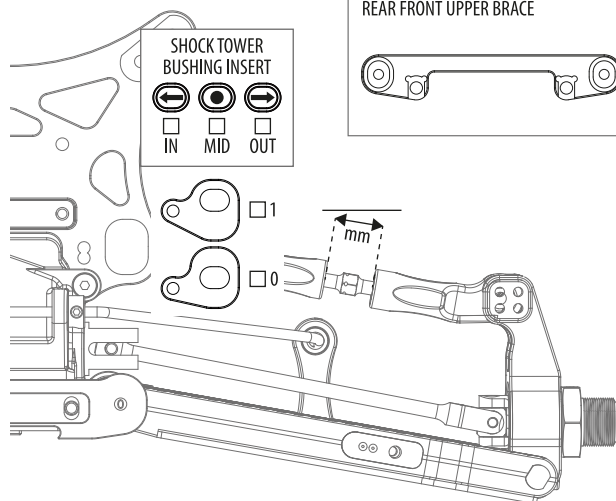
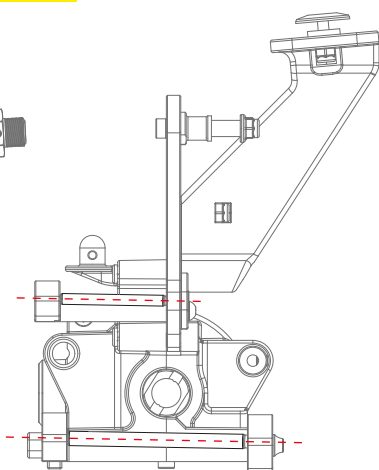
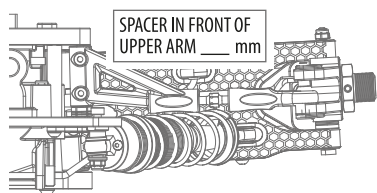
BODYSHELL _____
 WING BRAND _____
 WING MODEL _____
 WING POSITION 1 2 3 4
 1 IS FRONT HOLE (WING BACK)
 WING FLAPS BIG SMALL BOTH
 GURNEY NO SMALL BIG

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