

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)

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 \_\_\_\_\_ mm

BUMP STEER ON KNUCKLE  UP  DOWN

SHIM \_\_\_\_\_ mm

IN  OUT

**KICK UP**

A50 **A PLATE**

B50 **B PLATE**

+2mm SHIM +2  \_\_\_\_\_

+1mm SHIM +1  \_\_\_\_\_

NO SHIM 0  \_\_\_\_\_

**A PLATE** **B PLATE** **TOWER**

**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

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

AXLE HEIGHT  \_\_\_\_\_

TOE-IN  0.5  0  1

REAR AXLE CVD  UNIVERSAL  91  94

UPPER LINKS  UPPER ARMS

**ANTI-SQUAT**

C PLATE

D PLATE

TOWER

+2mm SHIM +2  \_\_\_\_\_

+1mm SHIM +1  \_\_\_\_\_

NO SHIM 0  \_\_\_\_\_

TOE 3° 1.5° 0.5°

**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**

\_\_\_\_\_

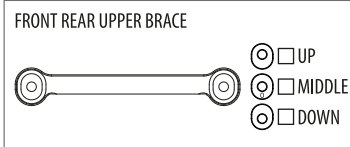
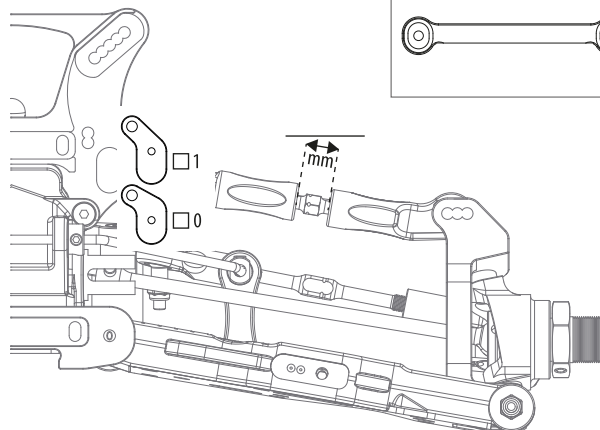
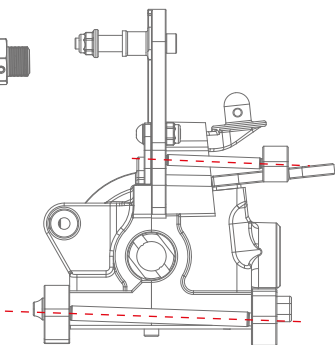
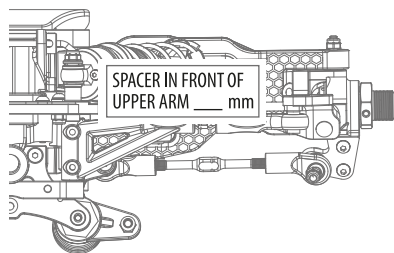
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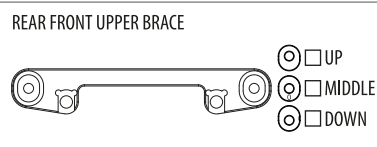
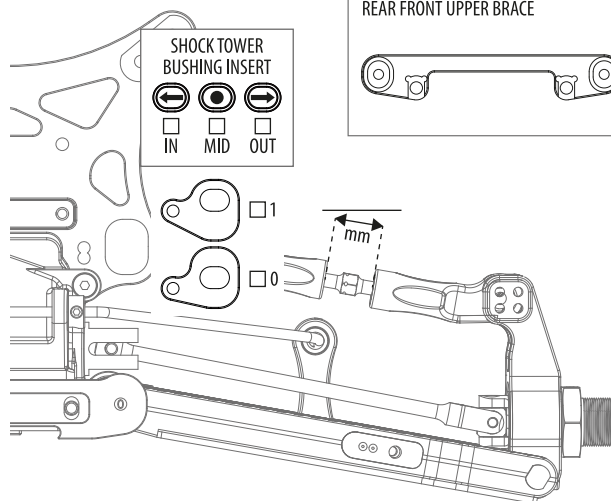
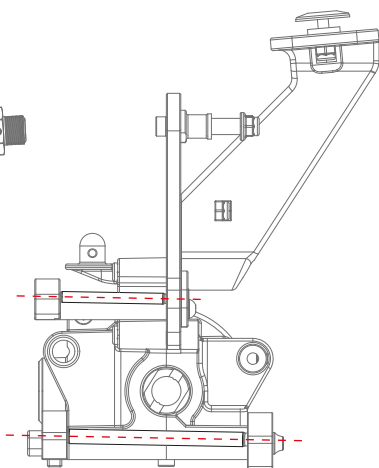
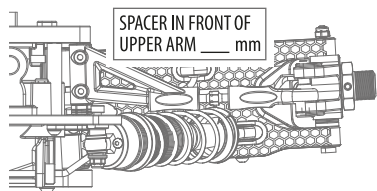
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**FRONT END - UPPER ARMS**



**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