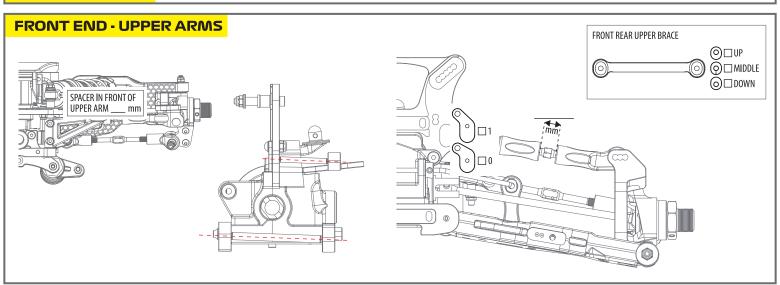
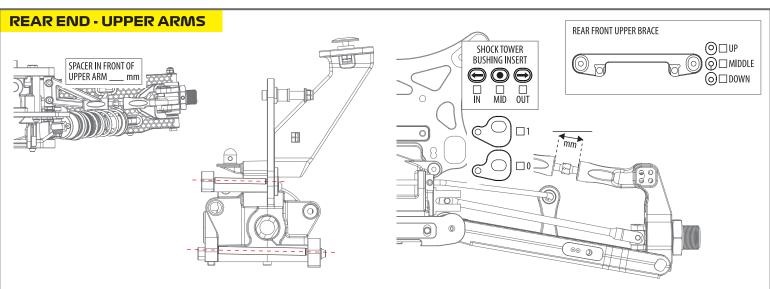
マヤコ Mayako DRIVER -			TRACK SIZE _ TIGHT _ MEDIUM _ OPEN		
		TRACK	DATE		DVE □ LOW GRIP □ MEDIUM GRIP □ HIGH GRIP □ 50/50 □ CLAY □ GROOVE WITH DUST □ EDGY
SETUI v. 1.2 - UF	P SHEET PPER LINKS	TEMP	BEST LAP BEST RE		/ING POS. FINAL POS.
ENGINE		CLUTCH	FRONT DIFF OIL	OIL QUANTITY(gr	DIFF GEAR
PLUG		CLUTCH SHOES		OIL QUANTITY(gr	
PIPE		CLUTCH SPRINGS	REAR DIFF OIL	OIL QUANTITY(gr	SPUR GEAR
FUEL		RUNTIME			CLUTCH BELL
SHOCK	S		FRONT END		SHOCK TOWER ALUMINIUM CARBON
	FRONT	REAR		02345	SHUCK TOWER ALUMINIUM CARBON
OIL					1 2 3
PISTON				HEX WIDTH	000
SPRING				5 mm 6 mm	KNUCKLE
LENGTH			: INDIDOUL	UCKLE PLATE 1 LONG	UP UP MIDDLE
VISIBLE SHAFT LENGTH				2 SHORT	DOWN
REBOUND			mm SERVO BUMP STEER BUMP STEER	FRONT ARM POSITION	KPI OPTION 1 2 3 KPI 0 (ROUND MARK)
FRONT SHOCK [LONG □SHORT	SHOCKS EMULSION TYPE BLADDER	SAVER ON ACKERMAN ON KNUCKLE	☐ FRONT ☐ MIDDLE	KPI 1 (LONG MARK)
NOTES [THE BEMOER	□NO □DOWN □ □DOWN	REAR	C BLOCK CASTER ☐ CASTER 1 (1 MARK)
			SHIM mm GHIM mm	ARM INSERT □ NO □	PLASTIC CARBON CASTER 2 (2 MARKS)
			1 0,5 0	an	PLATE B PLATE TOWER
			0 (O (A50 () O)	→ +2mm SHIM +2 ☐ ○ (NO upper gearbox shim)	
			∑ 1□ APLAIE	+1mm SHIM +1 🗆 🖸	
CHASS	<mark>IS</mark>		U,3 L (R50)	(1mm upper gearbox shim)	
	FRONT	REAR	0,5 B PLATE	□ NO SHIM 0 □ □ □ □	
CAMBER		L	1 🗆	○ OthersO	
RIDE HEIGHT DOWNTRAVEL			REAR END	SHOCK TOWER	□ ALUMINIUM OPTIONAL OF CARRON REAR HUR
(WITH TYRES) -				SHOCK TOWER	CARBON REAR HUB
(on 36mm blocks)			ARM INSERT □ NO □ PLASTIC □ CARBON		1004 (96) 0
ANTI ROLL BARS				® 01 mm	1007 2003
BRAKE BALANCE				Ö3	
	☐ FORWARD (+2mm) ☐ BACKWARD (-2mm)				1 0 1 0 0 0 0 0 0 0
THROTTLE [SERVO MOUNT [□SHORT	□LONG		0 0	
THROTTLE [□SHORT	□LONG	HEX WIDTH	0 0	
THROTTLE [□SHORT □LONG WEIGH	□LONG	4 mm SPACER IN FRONT REAR AXLE CVD UN	000	REARHUB © O
THROTTLE [SERVO MOUNT [□SHORT □LONG WEIGH	□LONG	□ 4 mm	000	
THROTTLE [SERVO MOUNT [TYRES BRAND	□ SHORT □ LONG WEIGH	□LONG IT	SPACER IN FRONT REAR AXLE CVD UN	000 1 2 3	REAR HUB PLASTIC
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD	□ SHORT □ LONG WEIGH	□LONG IT	SPACER IN FRONT REAR AXLE CVD UN OF HUB mm REAR AXLE CVD UN O,5 CPLATE O O CPLATE	000 1 2 3	REAR HUB
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND	□ SHORT □ LONG WEIGH	□LONG IT	SPACER IN FRONT REAR AXLE CVD UN OF HUB mm REAR AXLE CVD UN O,5 CPLATE O O CPLATE	1 2 3 1 2 3	REAR HUB
TYRES BRAND TREAD COMPOUND WHEELS	□ SHORT □ LONG WEIGH	□LONG IT	4 mm	© © 0 0 0 1 2 3 1 2 3 1 0 0 0 0 1 2 3 1 0 0 0 0 1 2 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	REAR HUB
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND	SHORT WEIGH	IT REAR	4 mm	VERSAL 91	REAR HUB
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS	SHORT WEIGH	□LONG IT	4 mm	VERSAL 91	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [SHORT WEIGH	REAR	4 mm	VERSAL 91	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [SHORT LONG WEIGH FRONT FRONT YES NO	REAR	4 mm	1 2 3 1 2	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [SHORT WEIGH FRONT YES NO SETTINGS	REAR	4 mm	1 2 3 1 2	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [SHORT WEIGH FRONT YES NO SETTINGS	REAR	4 mm	1 2 3 1 2	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [RADIO DUAL RATE	SHORT WEIGH FRONT YES NO SETTINGS	REAR	4 mm	1 2 3 1 2	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [TO WHEEL [SHORT WEIGH FRONT YES NO SETTINGS	REAR	4 mm	1 2 3 1 2	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O
THROTTLE [SERVO MOUNT [TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED [TO WHEEL [RADIO DUAL RATE SPEED EXPO	SHORT WEIGH FRONT YES NO SETTINGS	REAR	4 mm	1 2 3 1 2	REAR HUB PLASTIC S S O O O O O O O O O O O O O O O O O



SETUP SHEET v. 1.0 - UPPER ARMS

DRIVER		
TRACK		
RACE	DATE	
NOTE		





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