

# SETUP SHEET

v.1.2 - UPPER LINKS

TRACK **North West Nitro**RACE **BRCA R1**

DATE

TEMP **18C**BEST LAP **24/04/2022**

BEST RESULT

QUALIFYING POS.

FINAL POS.

ENGINE **Ultimate M3X**PLUG **OS P3**

PIPE

FUEL

CLUTCH **Mayako**CLUTCH SHOES **Mayako Ally**CLUTCH SPRINGS **3x 1.0mm**RUNTIME **9mins**FRONT DIFF OIL **12.5**CENTER DIFF OIL **10**REAR DIFF OIL **6**OIL QUANTITY(gr) **2.7**OIL QUANTITY(gr) **6**OIL QUANTITY(gr) **2.7**DIFF GEAR **45**DIFF PINION **14**SPUR GEAR **49**CLUTCH BELL **13**

## SHOCKS

	FRONT	REAR
OIL	<b>550</b>	<b>550</b>
PISTON	<b>7x1.2</b>	<b>7x1.3</b>
SPRING	<b>Mayako Bla</b>	<b>Mayako Bla</b>
LENGTH	<b>103</b>	<b>121</b>
VISIBLE SHAFT LENGTH		
REBOUND	<b>Min</b>	<b>Min</b>
FRONT SHOCK	<input type="checkbox"/> LONG	SHOCKS <input checked="" type="checkbox"/> EMULSION
END	<input checked="" type="checkbox"/> SHORT	TYPE <input type="checkbox"/> BLADDER
NOTES		

## FRONT END

SHOCK TOWER ☒ ALUMINIUM ☐ CARBON

HEX WIDTH  
☒ 4 mm  
☐ 5 mm  
☐ 6 mm

KNUCKLE PLATE  
☒ 1 LONG  
☐ 2 SHORT

FRONT ARM POSITION  
☐ FRONT  
☒ MIDDLE  
☐ REAR

ARM INSERT ☐ NO ☒ PLASTIC ☐ CARBON

SHOCK TOWER  
 1 2 3 4 5  
 mm

KNUCKLE POSITION  
☐ UP  
☐ MIDDLE  
☒ DOWN

KPI OPTION  
☐ KPI 0 (ROUND MARK)  
☒ KPI 1 (LONG MARK)

C BLOCK CASTER  
☐ CASTER 1 (1 MARK)  
☒ CASTER 2 (2 MARKS)

SERVO SAVER  
☐ YES  
☒ NO

BUMP STEER ON ACKERMAN  
☒ UP  
☐ DOWN  
 SHIM **+** mm

BUMP STEER ON KNUCKLE  
☒ UP  
☐ DOWN  
 SHIM **+** mm

## CHASSIS

	FRONT	REAR
CAMBER	<b>-1</b>	<b>-2</b>
RIDE HEIGHT	<b>26</b>	<b>27</b>
DOWNTRAVEL (WITH TYRES)		
DOWNTRAVEL (on 36mm blocks)		
ANTI ROLL BARS	<b>2.4</b>	<b>2.6</b>
BRAKE BALANCE	<b>50</b>	<b>50</b>
ENGINE MOUNT	<input checked="" type="checkbox"/> FORWARD (+2mm) <input type="checkbox"/> BACKWARD (-2mm)	<input type="checkbox"/> SHORT <input checked="" type="checkbox"/> LONG
THROTTLE	<input type="checkbox"/> SHORT	
SERVO MOUNT	<input checked="" type="checkbox"/> LONG	WEIGHT

## REAR END

ARM INSERT ☐ NO ☒ PLASTIC ☐ CARBON

SHOCK TOWER ☒ ALUMINIUM ☐ CARBON

OPTIONAL REAR HUB  
 1 2 3 4 5 6  
 1.0 1.0 1.0 1.0 1.0 1.0  
 0.5 0.5 0.5 0.5 0.5 0.5  
 0 0 0 0 0 0  
 0 0 0 0 0 0

HEX WIDTH  
☐ 4 mm  
☒ 5 mm  
☐ 6 mm

SPACER IN FRONT OF HUB **+** mm

REAR AXLE CVD ☐ UNIVERSAL ☒ 91  
☐ 94

REAR HUB  
☒ PLASTIC  
☐ ALUMINIUM

## TYRES

	FRONT	REAR
BRAND	<b>Procircuit</b>	<b>Procircuit</b>
TREAD	<b>Addictive v2</b>	<b>Addictive v2</b>
COMPOUND	<b>C1</b>	<b>C1</b>
WHEELS	<b>Procircuit</b>	<b>Procircuit</b>
INSERTS	<b>Procircuit</b>	<b>Procircuit</b>
GLUED TO WHEEL	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

ANTI-SQUAT  
 1 0.5 0 0.5 1  
 1 0.5 0 0.5 1

TOE **3°** **1.5°** **0.5°**

C PLATE  
 48.5 50 51  
☒ +2mm SHIM +2

D PLATE  
 54.5 53 52  
☐ +1mm SHIM +1

NO SHIM 0

## RADIO SETTINGS

	THROTTLE	STEERING
DUAL RATE		<b>100</b>
SPEED		
EXPO		
SERVO MODEL		
THROTTLE		BRAKE

## BODY & WING

BODYSHELL **Mayako**

WING BRAND **Mayako**

WING MODEL **Mayako**

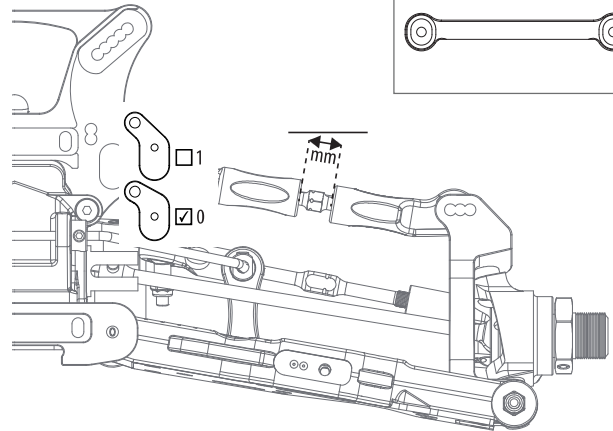
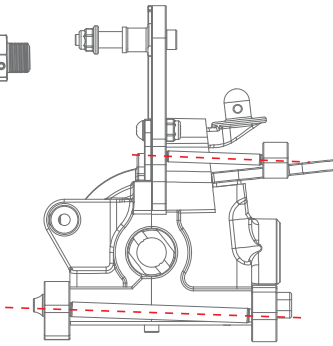
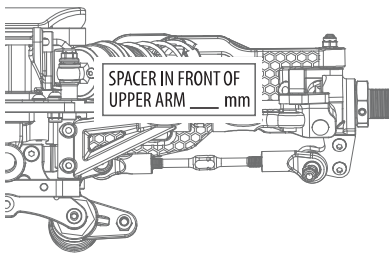
WING POSITION ☐ 1 ☐ 2 ☒ 3 ☐ 4  
 1 IS FRONT HOLE (WING BACK)

WING FLAPS ☐ BIG ☐ SMALL ☐ BOTH

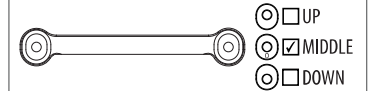
## NOTES

Car too easy and forgiving. Needed to be faster.

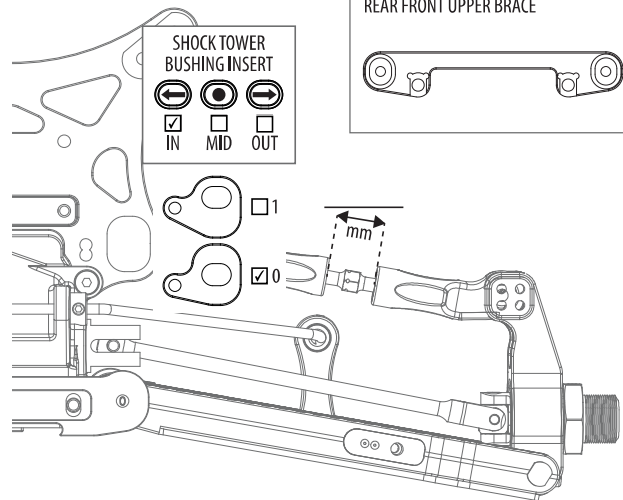
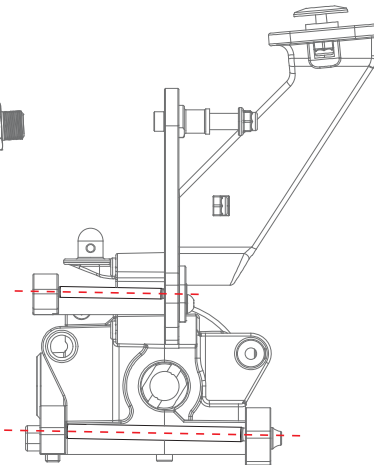
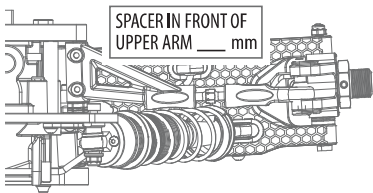
## FRONT END - UPPER ARMS



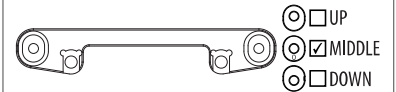
FRONT REAR UPPER BRACE



## REAR END - UPPER ARMS



REAR FRONT UPPER BRACE



## 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

- 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.

- 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.

- 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