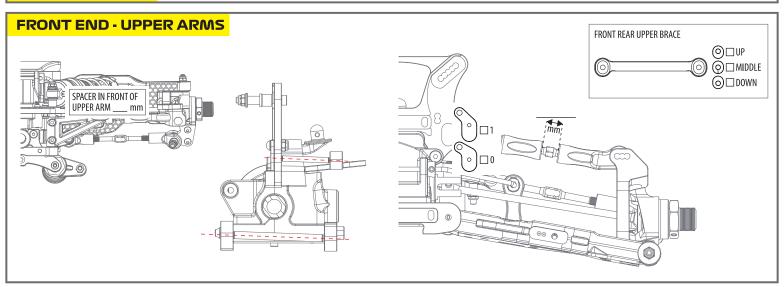
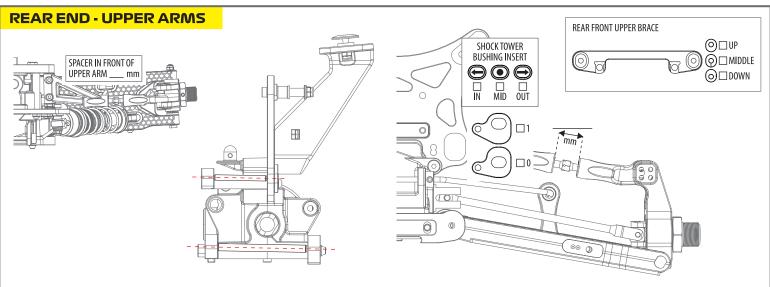
マヤコ Mayako	DRIVER		TRACK SIZE TIGHT MEDIUM	
CETUD CHEET	BACE	DATE		VE □ LOW GRIP □ MEDIUM GRIP □ HIGH GRIP □ 50/50 □ CLAY □ GROOVE WITH DUST □ EDGY
V. 1.2 - UPPER LINKS	TEMP	BEST LAP BEST F	RESULT QUALIFY	ING POS FINAL POS
ENGINE	CLUTCH	FRONT DIFF OIL	OIL QUANTITY(gr)	DIFF GEAR
PLUG	CLUTCH SHOES	CENTER DIFF OIL	OIL QUANTITY(gr)	DIFF PINION
PIPE	CLUTCH SPRINGS	REAR DIFF OIL	OIL QUANTITY(gr)	
FUEL	RUNTIME			CLUTCH BELL
SHOCKS FRONT OIL	REAR	FRONT END	HEX WIDTH	SHOCK TOWER ALUMINIUM CARBON
PISTON  SPRING  LENGTH  VISIBLE SHAFT LENGTH  REBOUND		The state of the s	4 mm 5 mm 6 mm  KNUCKLE PLATE 1 LONG 2 SHORT  FRONT ARM	KNUCKLE POSITION UP MIDDLE DOWN
FRONT SHOCK  LONG  END  SHORT  NOTES	SHOCKS EMULSION TYPE BLADDER	SERVO SAVER  YES  NO  BUMP STEER ON ACKERMAN UP DOWN SHIM mm  BUMP STEER ON KNUCKLE UP DOWN SHIM mm	POSITION  FRONT  MIDDLE  REAR	1 2 3
		0,5	(NO upper gearbox shim) +2 □ ○	
CHASSIS FRONT CAMBER	REAR	S 0,5   A PLATE		
RIDE HEIGHT				
DOWNTRAVEL (WITH TYRES)		REAR END		□ ALUMINIUM
DOWNTRAVEL (on 36mm blocks)		ARM INSERT □ NO □ PLASTIC □ CARBON	0234	
ANTI ROLL BARS		lm •		1002 4003 3006 3006
BRAKE BALANCE			01 01 01 000	1002 4003 3006 88 88
ENGINE MOUNT FORWARD (+2mm)				
THROTTLE SHORT SERVO MOUNT LONG WEIGH	- 11		0 0	
SERVO MODINI CARONA WEIGH	<u>"</u> ]	LIEVAMOTU	(%)	
TYRES FRONT BRAND	REAR	HEX WIDTH  4 mm  5 mm  6 mm  FRONT  REAR AXLE CVD  U  OF HUB mm	UNIVERSAL □ 91	REAR HUB ☐ PLASTIC ☐ ALUMINIUM ☐ S S O
TREAD	II	1 ☐ ○ ○ ○ C PLATE ○ ○ ○	(	PLATE D PLATE TOWER
COMPOUND		0	+2mm SHIM +2   🕥	
WHEELS		VANA    Value   Value		
INSERTS			40000	
GLUED YES TO WHEEL NO	☐YES ☐NO	0,5	□ NO SHIM 0 □ 🚳 🗆	
RADIO SETTINGS		BODY & WING N	OTES	
THROTTLE	STEERING	DODI & VOIIVO		
DUAL RATE	5.2Eming	BODYSHELL		
SPEED		WING BRAND		
EXPO		WING MODEL		
SERVO MODEL		WING POSITION   1  2  3  4		
THROTTLE ELECTRIC EPA	BRAKE	1 IS FRONT HOLE (WING BACK) WING FLAPS □ BIG □ SMALL □ BOTH GURNEY □ NO □ SMALL □ BIG		



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