マヤコ | Mayako

SETUP SHEET
v. 1.2 - UPPER LINKS

DRIVER: Félix Koegler
TRACK: Vierzon
RACE: Donuts GP DATE: 2-3/04/22
TEMP: 5°C BEST LAP: BEST RESULT: 3 QUALIFYING POS.: 3 FINAL POS.: 3

TRACK SIZE: ☐ TIGHT ■ MEDIUM ☐ OPEN
SURFACE: ☐ DUSTY ■ BLUE GROOVE ☐ LOW GRIP ☐ MEDIUM GRIP ■ HIGH GRIP
CONDITION: ☐ SMOOTH ☐ BUMPY ■ 50/50 ☐ CLAY ☐ GROOVE WITH DUST ☐ EDGY

ENGINE	Argus Evo 2	CLUTCH	Mayako 3 points	FRONT DIFF OIL	15	OIL QUANTITY(gr)	DIFF GEAR 45
PLUG	T3	CLUTCH SHOES	Mayako	CENTER DIFF OIL	15	OIL QUANTITY(gr)	DIFF PINION 14
PIPE	2135	CLUTCH SPRINGS	1.0mm	REAR DIFF OIL	7	OIL QUANTITY(gr)	SPUR GEAR 49
FUEL	Labema One	RUNTIME	9'00				CLUTCH BELL 13

SHOCKS

	FRONT	REAR
OIL	45 WT	45 WT
PISTON	5x1,5	5x1,6
SPRING	8,5 Mugen	10,5 Mugen
LENGTH		
VISIBLE SHAFT LENGTH		
REBOUND	0	0

FRONT SHOCK END: ☐ LONG ☐ SHORT
SHOCKS TYPE: ☐ EMULSION ☐ BLADDER

NOTES: Internal springs

CHASSIS

	FRONT	REAR
CAMBER	-1°	-2°
RIDE HEIGHT	24 mm	26 mm
DOWNTRAVEL (WITH TYRES)	64 mm	64 mm
DOWNTRAVEL (on 36mm blocks)		
ANTI ROLL BARS	2,4 mm	2,6 mm
BRAKE BALANCE	50%	50%

ENGINE MOUNT: ☑ FORWARD (+2mm) ☐ BACKWARD (-2mm) ☐ SHORT ☑ LONG
THROTTLE SERVO MOUNT: ☐ SHORT ☑ LONG
WEIGHT:

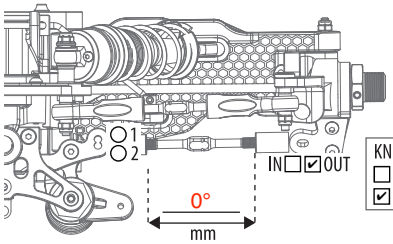
TYRES

	FRONT	REAR
BRAND	Donuts	Donuts
TREAD	GRIP	GRIP
COMPOUND	Soft	Soft
WHEELS	Donuts	Donuts
INSERTS	Donuts	Donuts
GLUED TO WHEEL	☐ YES ☑ NO	☐ YES ☑ NO

RADIO SETTINGS

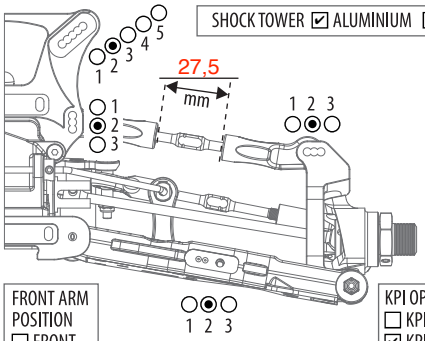
	THROTTLE	STEERING
DUAL RATE		
SPEED		
EXPO		
SERVO MODEL		
	THROTTLE	BRAKE
ELECTRIC EPA		

FRONT END



HEX WIDTH: ☐ 4 mm ☑ 5 mm ☐ 6 mm
KNUCKLE PLATE: ☐ 1 LONG ☑ 2 SHORT

SHOCK TOWER: ☑ ALUMINIUM ☐ CARBON

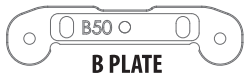


KNUCKLE POSITION: ☑ UP ☐ MIDDLE ☐ DOWN
FRONT ARM POSITION: ☐ FRONT ☑ MIDDLE ☐ REAR
KPI OPTION: ☐ KPI 0 (ROUND MARK) ☑ KPI 1 (LONG MARK)
C BLOCK CASTER: ☑ CASTER 1 (1 MARK) ☐ CASTER 2 (2 MARKS)
ARM INSERT: ☐ NO ☑ PLASTIC ☐ CARBON

SERVO SAVER: ☐ YES ☑ NO
BUMP STEER ON ACKERMAN: ☑ UP ☐ DOWN SHIM 2 mm
BUMP STEER ON KNUCKLE: ☑ UP ☐ DOWN SHIM 1 mm

KICK UP: 1 ☐ 0,5 ☐ 0 ☑ 0,5 ☐ 1 ☐

A PLATE

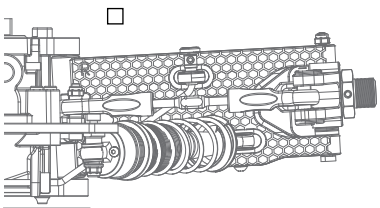


B PLATE

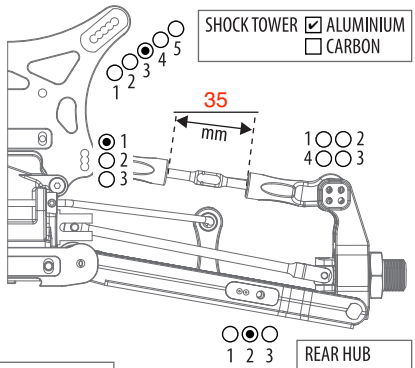
	A PLATE	B PLATE	TOWER
☐ +2mm SHIM (NO upper gearbox shim)	+2 ☐	☐	☐
☑ +1mm SHIM (1mm upper gearbox shim)	+1 ☑	☑	☑
☐ NO SHIM (2mm upper gearbox shim)	0 ☐	☐	☐

REAR END

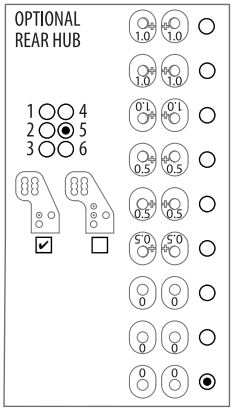
ARM INSERT: ☐ NO ☑ PLASTIC ☐ CARBON



SHOCK TOWER: ☑ ALUMINIUM ☐ CARBON

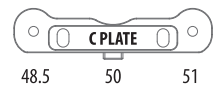


OPTIONAL REAR HUB



HEX WIDTH: ☐ 4 mm ☑ 5 mm ☐ 6 mm
SPACER IN FRONT OF HUB 1 mm
REAR AXLE: CVD ☐ UNIVERSAL ☑ 91 ☐ 94
REAR HUB: ☐ PLASTIC ☑ ALUMINIUM

ANTI-SQUAT: 1 ☐ 0,5 ☐ 0 ☑ 0,5 ☐ 1 ☐



48.5	50	51
☐	☐	☑
TOE 3°	1,5°	0,5°
54.5	53	52
☐	☐	☑

	C PLATE	D PLATE	TOWER
☑ +2mm SHIM	+2 ☑	☑	☑
☐ +1mm SHIM	+1 ☐	☐	☐
☐ NO SHIM	0 ☐	☐	☐

BODY & WING

BODYSHELL: Mayako
WING BRAND: VP PRO
WING MODEL: With holes
WING POSITION: ☐ 1 ☐ 2 ☐ 3 ☑ 4 (1 IS FRONT HOLE (WING BACK))
WING FLAPS: ☐ BIG ☐ SMALL ☐ BOTH
GURNEY: ☐ NO ☐ SMALL ☐ BIG

NOTES

Chassi plate cut on the rear
Wing +10mm

Car was good even if a bit more off power steering would have been appreciated.

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SETUP SHEET
v. 1.0 - UPPER ARMS

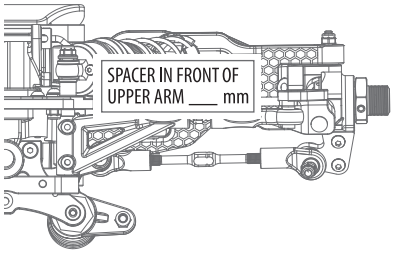
DRIVER _____

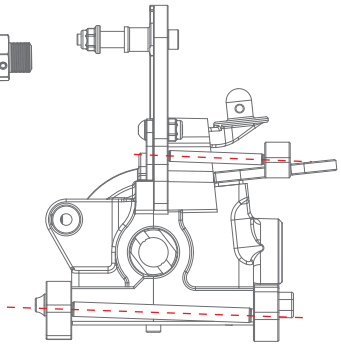
TRACK _____

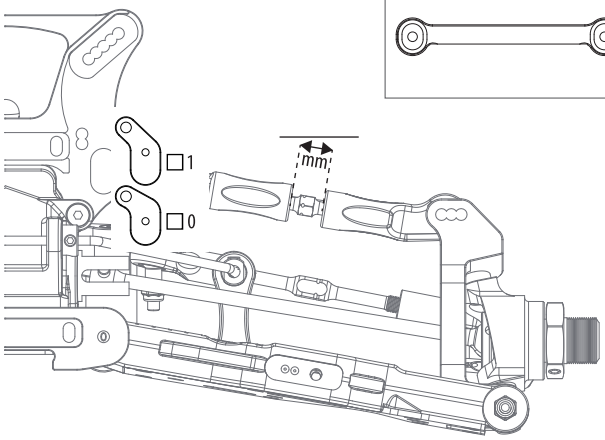
RACE _____ DATE _____

NOTE _____

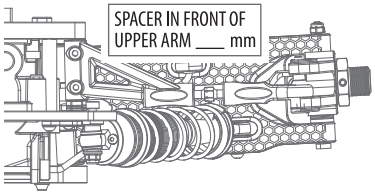
FRONT END - UPPER ARMS

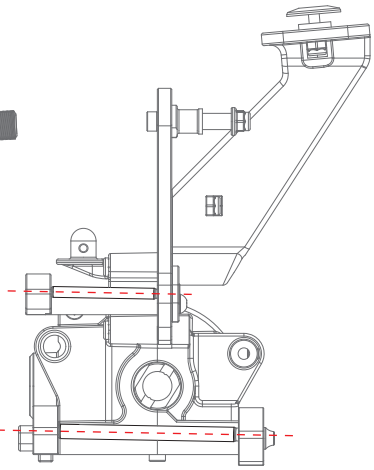


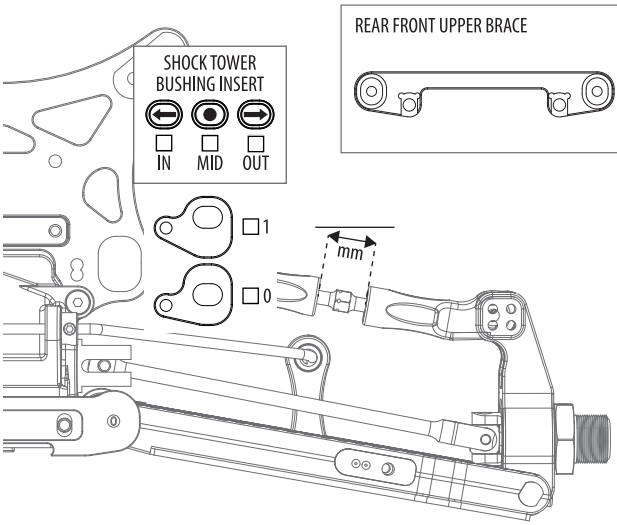




REAR END - UPPER ARMS







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