マヤコ | Mayako

SETUP SHEET
v. 1.2 - UPPER LINKS

DRIVER: CRISTOBAL TRUJILLO R
TRACK: VILLA DORA RACING TRACK
RACE: VDRT NACIONAL DATE: 09/06/24
TEMP: ~28 BEST LAP: 26.06 BEST RESULT: 1 QUALIFYING POS.: 1 FINAL POS.: 1

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	OS B04	CLUTCH	STOCK	FRONT DIFF OIL	10K	OIL QUANTITY(gr)	-	DIFF GEAR	STOCK
PLUG	OS P4	CLUTCH SHOES	ALU	CENTER DIFF OIL	~20K	OIL QUANTITY(gr)	-	DIFF PINION	STOCK
PIPE	OS STOCK	CLUTCH SPRINGS	1.0	REAR DIFF OIL	7K	OIL QUANTITY(gr)	-	SPUR GEAR	STOCK
FUEL	25%	RUNTIME	8 MIN					CLUTCH BELL	STOCK

SHOCKS

	FRONT	REAR
OIL	450 CST	450 CST
PISTON	5X1.5	5X1.5
SPRING	BROWN	GREY
LENGTH	STOCK	STOCK
VISIBLE SHAFT LENGTH	STOCK	STOCK
REBOUND	50%	50%

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

NOTES:

CHASSIS

	FRONT	REAR
CAMBER	2	1
RIDE HEIGHT	23	24
DOWNTRAVEL (WITH TYRES)	103	118
DOWNTRAVEL (on 36mm blocks)		
ANTI ROLL BARS	2.2	2.4
BRAKE BALANCE	60	40

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

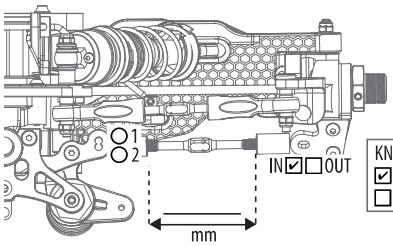
TYRES

	FRONT	REAR
BRAND	PROLINE	PROLINE
TREAD	HOLE SHOT	HOLESHOT
COMPOUND	SOFT	SOFT
WHEELS	PROLINE	PROLINE
INSERTS	BLUE	BLUE
GLUED TO WHEEL	☐ YES ☑ NO	☐ YES ☑ NO

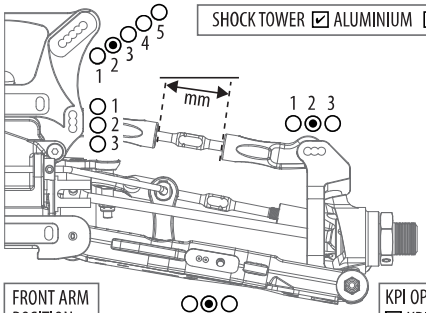
RADIO SETTINGS

	THROTTLE	STEERING
DUAL RATE		95
SPEED	0	0
EXPO	-5H	-21
SERVO MODEL	SAVOX 1270	MKS 550

FRONT END



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

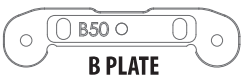


SHOCK TOWER: ☑ ALUMINIUM ☐ CARBON
KNUCKLE POSITION: ☐ UP ☐ MIDDLE ☑ DOWN
FRONT ARM POSITION: ☐ FRONT ☐ MIDDLE ☑ REAR
KPI OPTION: ☐ KPI 0 (ROUND MARK) ☑ KPI 1 (LONG MARK)
C BLOCK CASTER: ☑ CASTER 1 (1 MARK) ☐ CASTER 2 (2 MARKS)
ARM INSERT: ☐ NO ☑ PLASTIC ☐ CARBON

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

KICK UP: 1 / 0,5 / 0 / 0,5 ☑ / 1

A PLATE

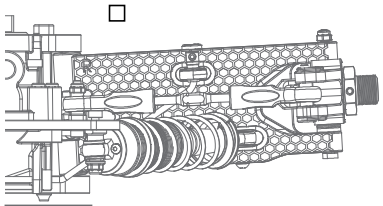


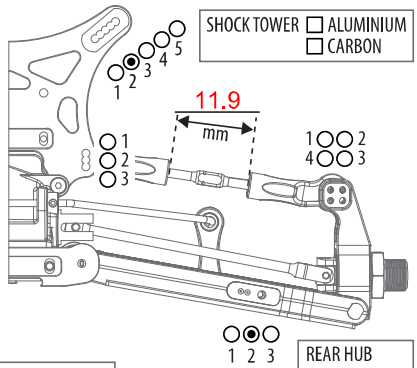
B PLATE

	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

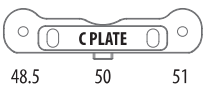




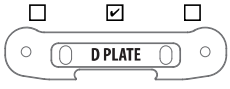
SHOCK TOWER: ☐ ALUMINIUM ☐ CARBON
OPTIONAL REAR HUB
REAR HUB: ☐ PLASTIC ☑ ALUMINIUM

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

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	STOCK
WING BRAND	PROTEK
WING MODEL	

WING POSITION: ☐ 1 ☐ 2 ☑ 3 ☐ 4

NOTES

6mm venturi
Bateria LRP 2700

Tornillo de servo de direccion delantero se solto
Tornillo de bazo de direccion al servo saver se solto
Amortiguador trasero izq se chorrio

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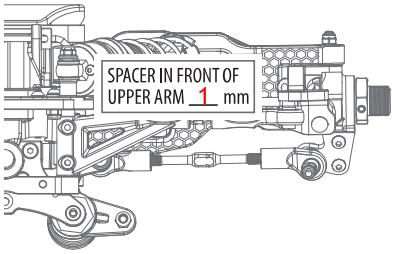
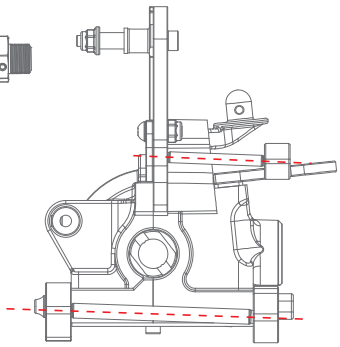
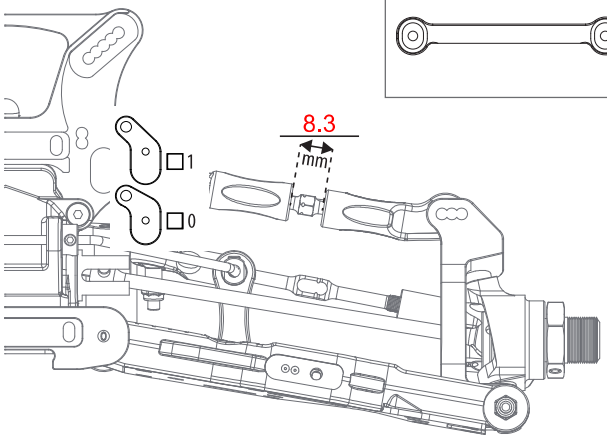
SETUP SHEET
v. 1.0 - UPPER ARMS

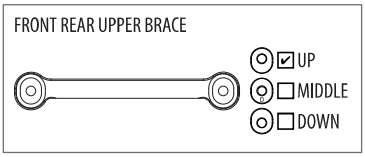
DRIVER CRISTOBAL TRUJILLO R
TRACK VILLA DORA RACING TRACK
RACE VDRT NACIONAL DATE 09/06/24
NOTE

FRONT END - UPPER ARMS

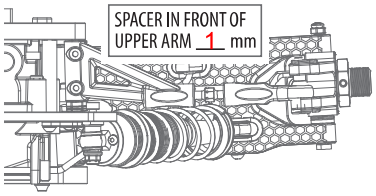


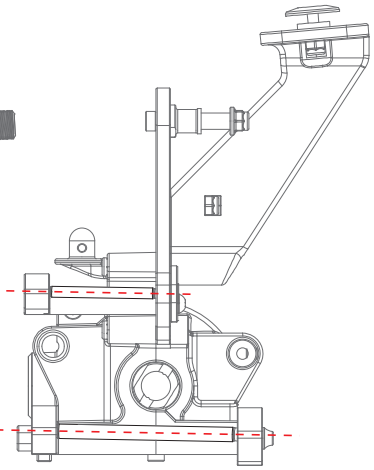


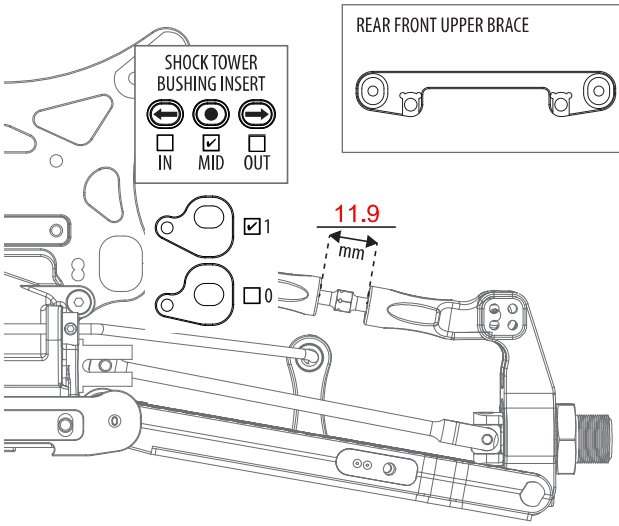




REAR END - UPPER ARMS







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