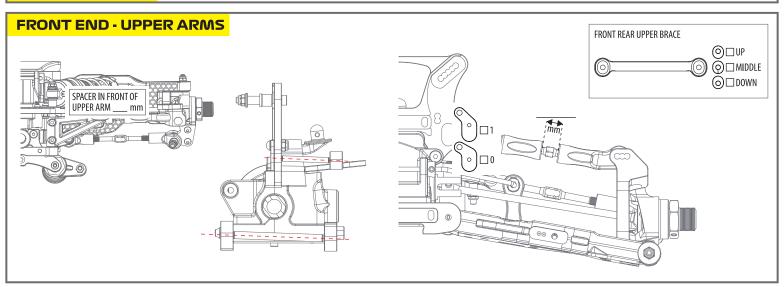
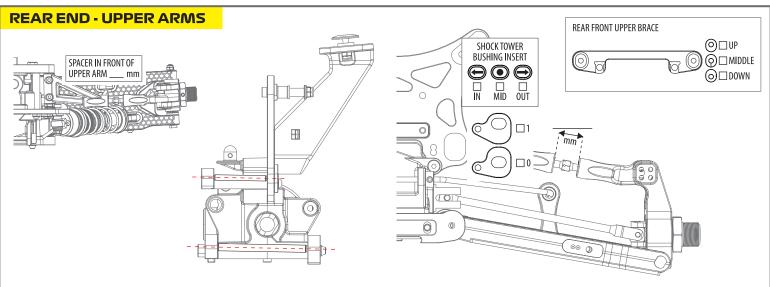
7	Mayako	DRIVER	TRACK SIZE _ TIGHT _ MEDIUM _ OPEN		
		TRACK	DATE		GROOVELOW GRIP MEDIUM GRIP HIGH GRIP MPY 50/50 CLAY GROOVE WITH DUST EDGY
SETUI v. 1.2 - UP	P SHEET PPER LINKS	TEMP	BEST LAP BEST RI		LIFYING POS. FINAL POS.
ENGINE		CLUTCH	FRONT DIFF OIL	OIL QUANTIT	Y(gr) DIFF GEAR
PLUG		CLUTCH SHOES		OIL QUANTIT	
PIPE		CLUTCH SPRINGS	REAR DIFF OIL	OIL QUANTIT	Y(gr) SPUR GEAR
FUEL		RUNTIME			CLUTCH BELL
SHOCK			FRONT END		SHOCKTOWER □ ALUMINIUM □ CARBON
	FRONT	REAR	_	023	4 5 SHOCK TOWER ALOMINION CARBON
OIL _					1 2 3
PISTON _				HEX WIDTH	000
SPRING _				6 mm	KNUCKLE
LENGTH _			: INCLOUI	NUCKLE PLATE	UP UP MIDDLE
VISIBLE SHAFT LENGTH _] 2 SHORT	DOWN
REBOUND			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			□NO □DOWN □ □DOWN	REAR	C BLOCK CASTER ☐ CASTER 1 (1 MARK)
			SHIM mm SHIM mr	n ARM INSERT □ NO	PLASTIC CARBON CASTER 2 (2 MARKS)
			0,5	2 ~ ~ ~	A PLATE B PLATE TOWER
			0 (O (A50 () O)	+2 mm SHIM +2 (NO upper gearbox shim)	
			∑ 1□ AFLAIE	+1mm SHIM +1	
CHASS	<mark>IS</mark>		0,5 ☐ ((1mm upper gearbox shim)	
CAMPED	FRONT	REAR	0,5 B PLATE	(2mm upper gearbox shim)	
CAMBER -		L	1 🗆	○ ○ ○ ○ ○ ○ CHRIMINO	
RIDE HEIGHT – Downtravel			REAR END	SHOCK TO	OWER ALUMINIUM OPTIONAL OPTIONAL REAR HIIR
(WITH TYRES) _ DOWNTRAVEL				SHOCK TO	CARBON REAR HUB
(on 36mm blocks)			ARM INSERT □ NO □ PLASTIC □ CARBON		
ANTI ROLL BARS				01 mm	1002 4003 1004 2005 3006 3006
BRAKE BALANCE	☐ FORWARD (+2mm)			03	
		□ SHORT			
TUDOTTLE	BACKWARD (-2mm)				
THROTTLE [SERVO MOUNT [□ BACKWARD (-2mm) □ SHORT	□LONG			
SERVO MOUNT	□BACKWARD (-2mm) □SHORT □LONG WEIGH	□LONG	HEX WIDTH	0 0	
THROTTLE [SERVO MOUNT [□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH	□LONG T	□ 4 mm SPACER IN FRONT REAR AXLE CVD□ U	NIVERSAL 91	REAR HUB PLASTIC
TYRES	□BACKWARD (-2mm) □SHORT □LONG WEIGH	□LONG	4 mm	© 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	REAR HUB
TYRES BRAND	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH	□LONG T	G mm SPACER IN FRONT REAR AXLE CVD UI	NIVERSAL 91	REAR HUB PLASTIC
TYRES BRAND _ TREAD _	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH	□LONG T	SPACER IN FRONT REAR AXLE CVD UI OF HUB mm REAR AXLE CVD UI O.5 O CPLATE O	NIVERSAL 91	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND TREAD COMPOUND	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH	□LONG T	SPACER IN FRONT REAR AXLE CVD UI OF HUB mm REAR AXLE CVD UI O.5 O CPLATE O	NIVERSAL 91 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	REAR HUB PLASTIC ALUMINIUM C PLATE D PLATE TOWER
TYRES BRAND TREAD COMPOUND WHEELS	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH	□LONG T	4 mm	NIVERSAL 91 94	REAR HUB PLASTIC ALUMINIUM C PLATE D PLATE TOWER
TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED	□BACKWARD (-2mm) □SHORT □LONG WEIGH FRONT □YES	REAR	4 mm	NIVERSAL 91 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	REAR HUB PLASTIC ALUMINIUM C PLATE D PLATE TOWER
TYRES BRAND _ TREAD _ COMPOUND _ WHEELS _ INSERTS _	□BACKWARD (-2mm) □SHORT □LONG WEIGH FRONT □YES	TREAR	4 mm	NIVERSAL 91 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND _ TREAD _ COMPOUND _ WHEELS _ INSERTS _ GLUED [TO WHEEL]	□BACKWARD (-2mm) □SHORT □LONG WEIGH FRONT □YES	TREAR	4 mm	NIVERSAL 91 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND _ TREAD _ COMPOUND _ WHEELS _ INSERTS _ GLUED [TO WHEEL]	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH FRONT □ YES □ NO	TREAR	4 mm	NIVERSAL 91 1 2 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND _ TREAD _ COMPOUND _ WHEELS _ INSERTS _ GLUED [TO WHEEL]	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH FRONT □ YES □ NO	I LONG T REAR	4 mm	NIVERSAL 91 1 2 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED TO WHEEL	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH FRONT □ YES □ NO	I LONG T REAR	4 mm	NIVERSAL 91 1 2 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED TO WHEEL	□ BACKWARD (-2mm) □ SHORT □ LONG WEIGH FRONT □ YES □ NO	I LONG T REAR	4 mm	NIVERSAL 91 1 2 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED TO WHEEL DUAL RATE SPEED	□BACKWARD (-2mm) □SHORT □LONG WEIGH FRONT FRONT □YES □NO	REAR	A mm	NIVERSAL 91 1 2 2 1 2	REAR HUB O O O O O O O O O O O O O O O O O O O
TYRES BRAND TREAD COMPOUND WHEELS INSERTS GLUED TO WHEEL D COMPOUND TREAD COMPOUND WHEELS FOR THE SPEED EXPO	□BACKWARD (-2mm) □SHORT □LONG WEIGH FRONT FRONT □YES □NO	REAR	4 mm	NIVERSAL 91 1 2 2 1 2	REAR HUB O O 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