

DRIVER _____
TRACK _____
RACE _____ DATE _____
TEMP _____ BEST LAP _____ BEST RESULT _____ QUALIFYING POS. _____ FINAL POS. _____

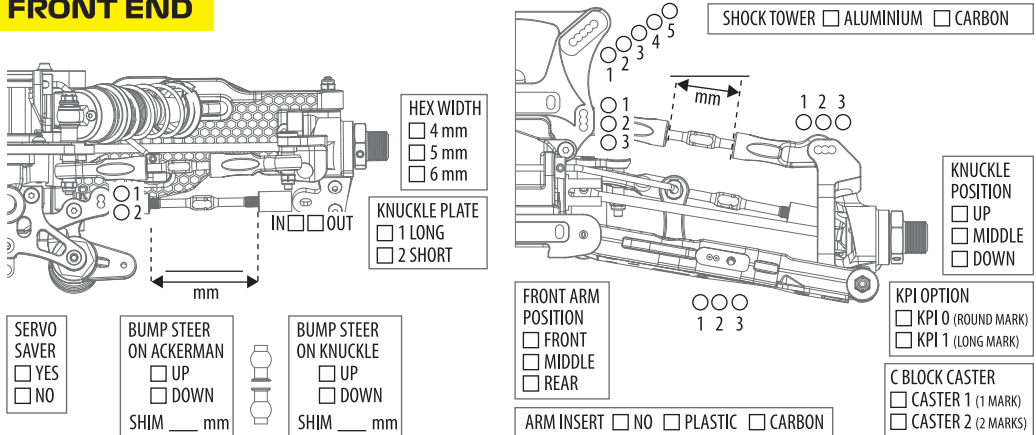
TRACK SIZE ☐ TIGHT ☐ MEDIUM ☐ OPEN
SURFACE ☐ DUSTY ☐ BLUE GROOVE ☐ LOW GRIP ☐ MEDIUM GRIP ☐ HIGH GRIP
CONDITION ☐ SMOOTH ☐ BUMPY ☐ 50/50 ☐ CLAY ☐ GROOVE WITH DUST ☐ EDGY

ENGINE _____ 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) _____ SPUR GEAR _____
FUEL _____ RUNTIME _____ CLUTCH BELL _____

SHOCKS

FRONT REAR
OIL _____
PISTON _____
SPRING _____
LENGTH _____
VISIBLE SHAFT _____
LENGTH _____
REBOUND _____
FRONT SHOCK ☐ LONG ☐ SHORT SHOCKS ☐ EMULSION ☐ BLADDER
TYPE _____
NOTES _____

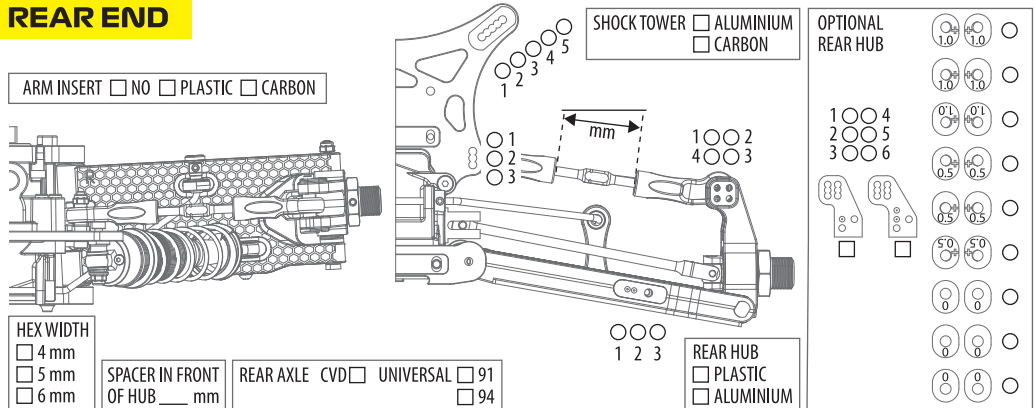
FRONT END



CHASSIS

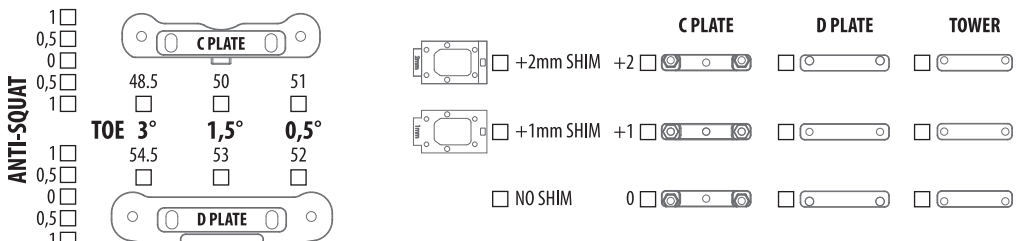
FRONT REAR
CAMBER _____
RIDE HEIGHT _____
DOWNTRAVEL (WITH TYRES) _____
DOWNTRAVEL (on 36mm blocks) _____
ANTI ROLL BARS _____
BRAKE BALANCE _____
ENGINE MOUNT ☐ FORWARD (+2mm) ☐ SHORT ☐ BACKWARD (-2mm) ☐ LONG
THROTTLE ☐ SHORT
SERVO MOUNT ☐ LONG WEIGHT _____

REAR END



TYRES

FRONT REAR
BRAND _____
TREAD _____
COMPOUND _____
WHEELS _____
INSERTS _____
GLUED ☐ YES ☐ NO TO WHEEL ☐ YES ☐ NO



RADIO SETTINGS

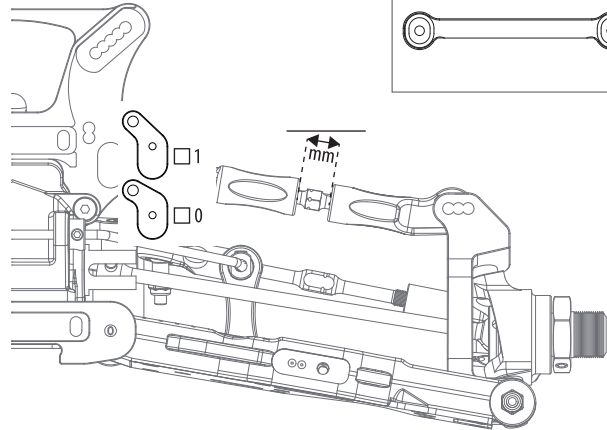
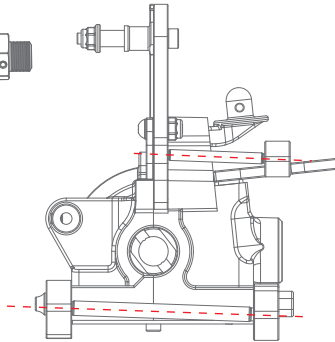
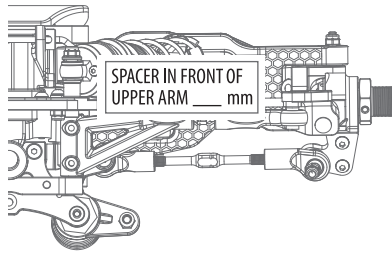
THROTTLE STEERING
DUAL RATE _____
SPEED _____
EXPO _____
SERVO MODEL _____
THROTTLE BRAKE
ELECTRIC EPA _____

BODY & WING

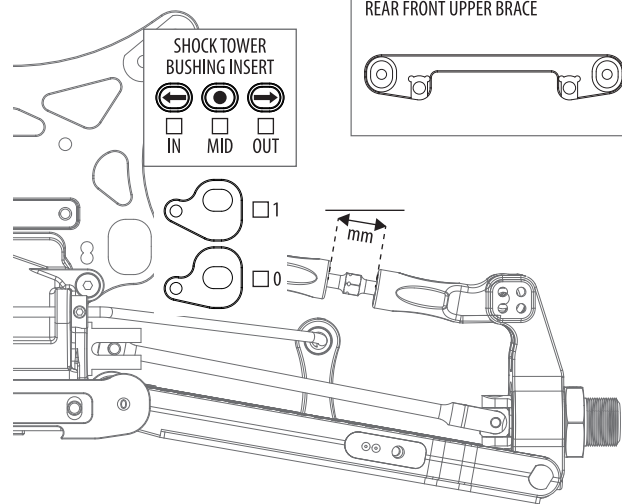
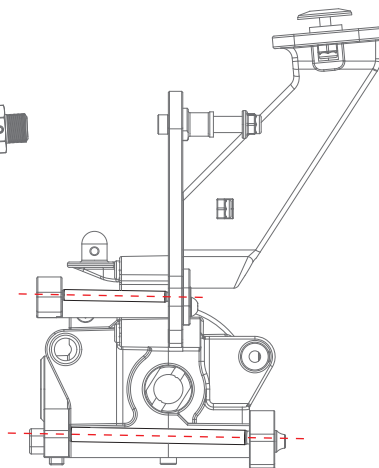
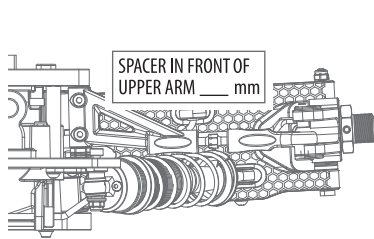
BODYSHELL _____
WING BRAND _____
WING MODEL _____
WING POSITION ☐ 1 ☐ 2 ☐ 3 ☐ 4
1 IS FRONT HOLE (WING BACK)
WING FLAPS ☐ BIG ☐ SMALL ☐ BOTH
GURNEY ☐ NO ☐ SMALL ☐ BIG

NOTES

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