Mayako

SETUP SHEET
v. 1.2 - UPPER LINKS

TRACK	Nemo Raceway
RACE	Testing
TEMP	20C
DATE	25/03/2022
BEST LAP	38.1

SURFACE ☐ DUSTY ☐ BLUE GROOVE ☐ LOW GRIP ■ MEDIUM GRIP ☐ HIGH GRIP

CONDITION ☐ SMOOTH ■ BUMPY ☐ 50/50 ☐ CLAY ☐ GROOVE WITH DUST ■ EDGY

BEST RESULT ___ QUALIFYING POS. ___ FINAL POS. ___

ENGINE	Ultimate M3X	CLUTCH	Mayako 3 shoe	FRONT DIFF OIL	12
PLUG	OS P3	CLUTCH SHOES	Mayako	CENTER DIFF OIL	10
PIPE	Ultimate 2141	CLUTCH SPRINGS	2x1.0, 1x1.1	REAR DIFF OIL	6
FUEL	Nitrolux 25%	RUNTIME	~9mins		

OIL QUANTITY(gr)	2.7	DIFF GEAR	45
OIL QUANTITY(gr)	6	DIFF PINION	14
OIL QUANTITY(gr)	2.7	SPUR GEAR	49
		CLUTCH BELL	13

SHOCKS

	FRONT	REAR
OIL	500	500
PISTON	7x1.3	7x1.4
SPRING	Black Linear	Black Linear
LENGTH	102.5	122
VISIBLE SHAFT LENGTH		
REBOUND	0	0

FRONT SHOCK END ☐ LONG ■ SHORT

SHOCKS TYPE ■ EMULSION ☐ BLADDER

NOTES

CHASSIS

	FRONT	REAR
CAMBER	-1	-3
RIDE HEIGHT	26	27
DOWNTRAVEL (WITH TYRES)		
DOWNTRAVEL (on 36mm blocks)		
ANTI ROLL BARS	2.3	2.5
BRAKE BALANCE	55	45

ENGINE MOUNT ■ FORWARD (+2mm) ☐ BACKWARD (-2mm) ■ SHORT ☐ LONG

THROTTLE SERVO MOUNT ■ SHORT ☐ LONG WEIGHT

TYRES

	FRONT	REAR
BRAND	Procircuit	Procircuit
TREAD	Addictive	Addictive
COMPOUND	C2	C2
WHEELS	Procircuit	Procircuit
INSERTS	Procircuit	Procircuit
GLUED TO WHEEL	☐ YES ■ NO	☐ YES ■ NO

FRONT END

HEX WIDTH ☐ 4 mm ■ 5 mm ☐ 6 mm

IN ☐ ■ OUT

40.6 mm

SERVO SAVER ☐ YES ■ NO

BUMP STEER ON ACKERMAN ■ UP ☐ DOWN SHIM ___ mm

BUMP STEER ON KNUCKLE ■ UP ☐ DOWN SHIM ___ mm

KNUCKLE PLATE ■ 1 LONG ☐ 2 SHORT

SHOCK TOWER ■ ALUMINIUM ☐ CARBON

9.3 mm

FRONT ARM POSITION ☐ FRONT ■ MIDDLE ☐ REAR

ARM INSERT ☐ NO ■ PLASTIC ☐ CARBON

KNUCKLE POSITION ■ UP ☐ MIDDLE ☐ DOWN

KPI OPTION ☐ KPI 0 (ROUND MARK) ■ KPI 1 (LONG MARK)

C BLOCK CASTER ☐ CASTER 1 (1 MARK) ■ CASTER 2 (2 MARKS)

KICK UP

A PLATE: A50
B PLATE: B50

	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

34.3 mm

HEX WIDTH ☐ 4 mm ■ 5 mm ☐ 6 mm

SPACER IN FRONT OF HUB ___ mm

REAR AXLE CVD ☐ UNIVERSAL ■ 91 ☐ 94

REAR HUB ■ PLASTIC ☐ ALUMINIUM

OPTIONAL REAR HUB

ANTI-SQUAT

C PLATE / D PLATE

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 ☐	☐	☐

RADIO SETTINGS

	THROTTLE	STEERING
DUAL RATE		None
SPEED		
EXPO	Nonte	None
SERVO MODEL		

	THROTTLE	BRAKE
ELECTRIC EPA		

BODY & WING

BODYSHELL	Mayako
WING BRAND	Mayako
WING MODEL	Grey

WING POSITION ☐ 1 ☐ 2 ■ 3 ☐ 4
1 IS FRONT HOLE (WING BACK)
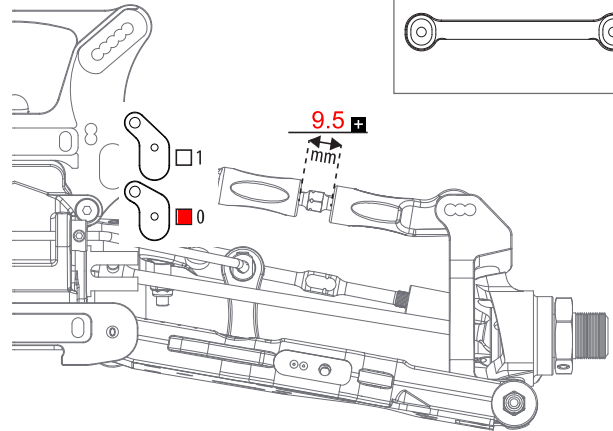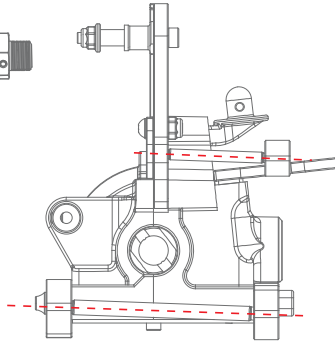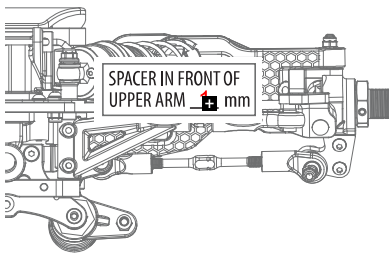
WING FLAPS ☐ BIG ☐ SMALL ☐ BOTH
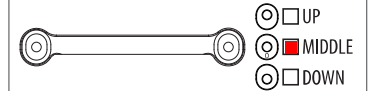

NOTES

Front arms, rear links

Safe and fast. Good through high speed bumps. If too aggressive on throttle it could get squirmy.
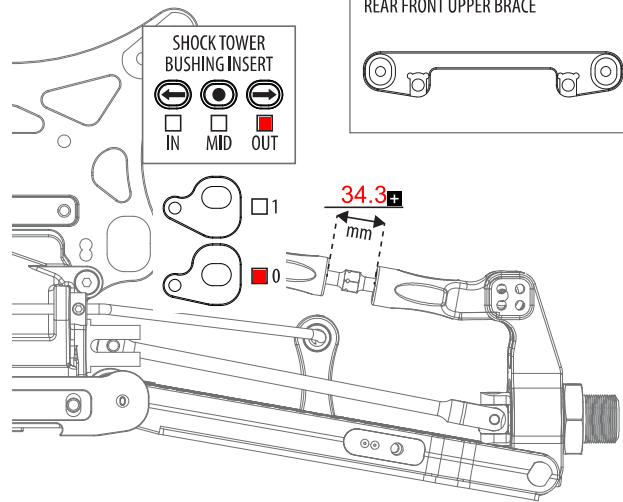Could increase rear toe to 2.25 (50 C & 54.5 D blocks) to increase on power stability
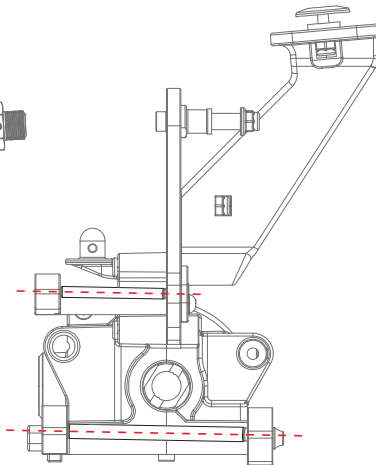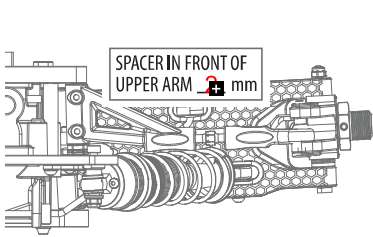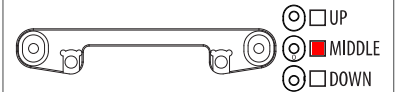
Mayako

SETUP SHEET
v. 1.0 - UPPER ARMS

TRACK Nemo Raceway
RACE Testing   **DATE** 25/03/2022
NOTE

FRONT END - UPPER ARMS

SPACER IN FRONT OF UPPER ARM __ mm

FRONT REAR UPPER BRACE
- ☐ UP
- ■ MIDDLE
- ☐ DOWN

☐ 1
■ 0

9.5 mm

REAR END - UPPER ARMS

SPACER IN FRONT OF UPPER ARM _2_ mm

SHOCK TOWER BUSHING INSERT
← ● →
IN   MID   OUT

REAR FRONT UPPER BRACE
- ☐ UP
- ■ MIDDLE
- ☐ DOWN

☐ 1
■ 0

34.3 mm

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