マヤコ | Mayako

SETUP SHEET
v. 1.2 - UPPER LINKS

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 _____
PLUG _____
PIPE _____
FUEL _____

CLUTCH _____
CLUTCH SHOES _____
CLUTCH SPRINGS _____
RUNTIME _____

FRONT DIFF OIL _____
CENTER DIFF OIL _____
REAR DIFF OIL _____

OIL QUANTITY(gr) _____
OIL QUANTITY(gr) _____
OIL QUANTITY(gr) _____

DIFF GEAR _____
DIFF PINION _____
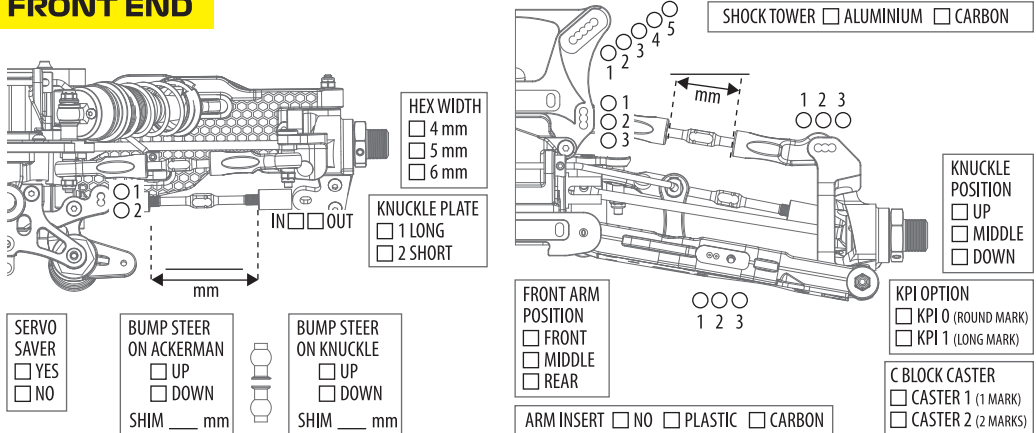SPUR GEAR _____
CLUTCH BELL _____

SHOCKS

	FRONT	REAR
OIL		
PISTON		
SPRING		
LENGTH		
VISIBLE SHAFT LENGTH		
REBOUND		

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

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 SERVO MOUNT ☐ SHORT ☐ LONG WEIGHT _____
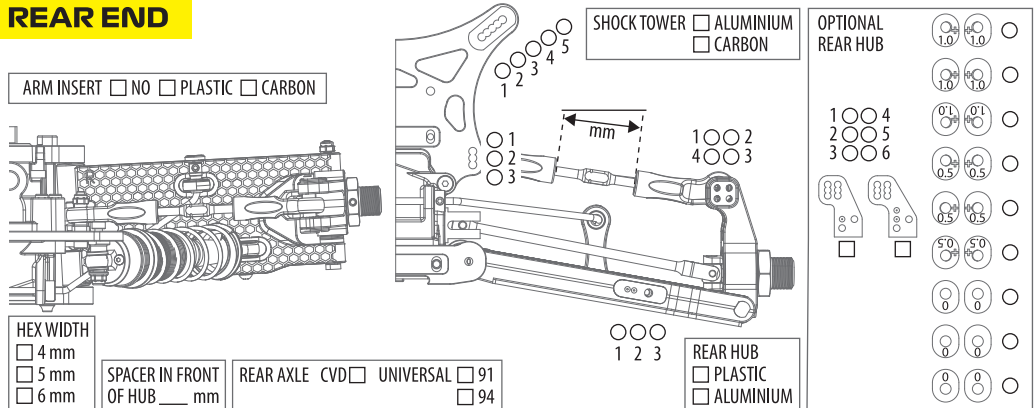
TYRES

	FRONT	REAR
BRAND		
TREAD		
COMPOUND		
WHEELS		
INSERTS		

GLUED TO WHEEL ☐ YES ☐ NO ☐ YES ☐ NO

FRONT END

SHOCK TOWER ☐ ALUMINIUM ☐ CARBON

HEX WIDTH ☐ 4 mm ☐ 5 mm ☐ 6 mm

IN ☐ ☐ OUT

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

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
A50 A PLATE
B50 B PLATE

☐ +2mm SHIM (NO upper gearbox shim) +2
☐ +1mm SHIM (1mm upper gearbox shim) +1
☐ NO SHIM (2mm upper gearbox shim) 0

A PLATE B PLATE TOWER

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 ___ mm

REAR AXLE CVD ☐ UNIVERSAL ☐ 91 ☐ 94

REAR HUB ☐ PLASTIC ☐ ALUMINIUM

ANTI-SQUAT

C PLATE
48.5 50 51
TOE 3° 1,5° 0,5°
54.5 53 52
D PLATE

☐ +2mm SHIM +2
☐ +1mm SHIM +1
☐ NO SHIM 0

C PLATE D PLATE TOWER

RADIO SETTINGS

	THROTTLE	STEERING
DUAL RATE		
SPEED		
EXPO		
SERVO MODEL		

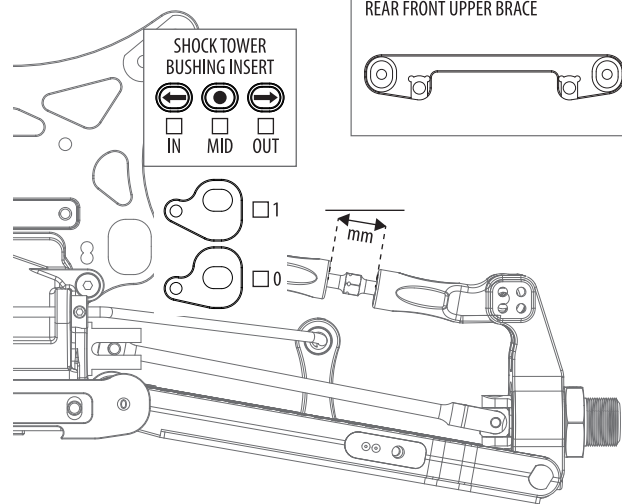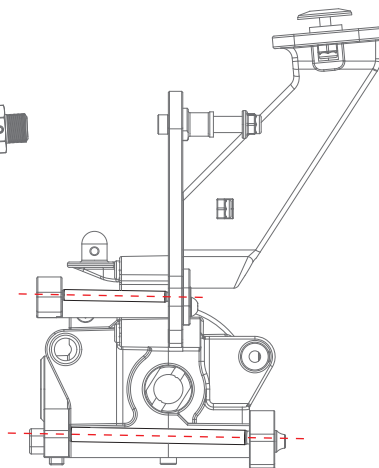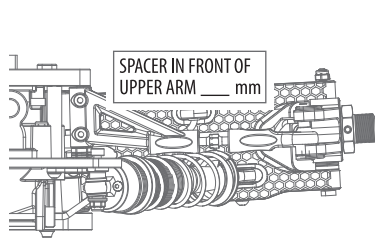|	THROTTLE	BRAKE
ELECTRIC EPA		

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

マヤコ|Mayako

SETUP SHEET
v. 1.0 - UPPER ARMS

DRIVER _____
TRACK _____
RACE _____ DATE _____
NOTE _____

FRONT END - UPPER ARMS

SPACER IN FRONT OF UPPER ARM ____ mm

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

☐ 1
☐ 0

____ mm

REAR END - UPPER ARMS

SPACER IN FRONT OF UPPER ARM ____ mm

SHOCK TOWER BUSHING INSERT
- ⬅ ☐ IN
- ● ☐ MID
- ➡ ☐ OUT

☐ 1
☐ 0

____ mm

REAR FRONT UPPER BRACE
- ☐ UP
- ☐ MIDDLE
- ☐ DOWN
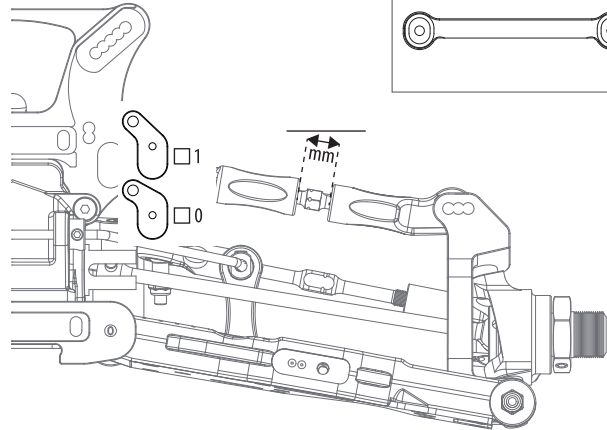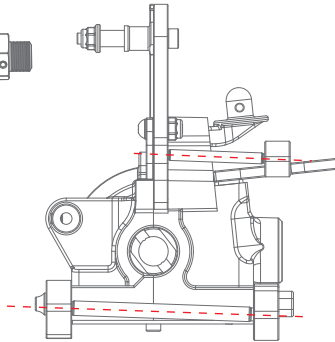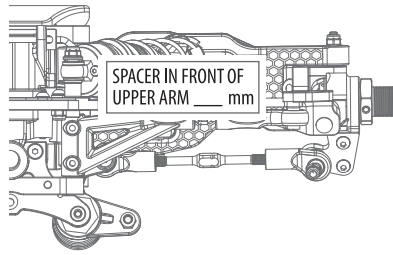
ADJUSTING UPPER ARMS

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