

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 <input type="checkbox"/> LONG <input type="checkbox"/> SHORT	SHOCKS <input type="checkbox"/> EMULSION TYPE <input type="checkbox"/> BLADDER
NOTES _____	

## CHASSIS

FRONT	REAR
CAMBER _____	_____
RIDE HEIGHT _____	_____
DOWNTRAVEL (WITH TYRES) _____	_____
DOWNTRAVEL (on 36mm blocks) _____	_____
ANTI ROLL BARS _____	_____
BRAKE BALANCE _____	_____
ENGINE MOUNT <input type="checkbox"/> FORWARD (+2mm) <input type="checkbox"/> SHORT <input type="checkbox"/> BACKWARD (-2mm) <input type="checkbox"/> LONG	_____
THROTTLE <input type="checkbox"/> SHORT <input type="checkbox"/> LONG	_____
SERVO MOUNT <input type="checkbox"/> LONG	WEIGHT _____

## TYRES

FRONT	REAR
BRAND _____	_____
TREAD _____	_____
COMPOUND _____	_____
WHEELS _____	_____
INSERTS _____	_____
GLUED TO WHEEL <input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO

## RADIO SETTINGS

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

## FRONT END

HEX WIDTH ☐ 4 mm ☐ 5 mm ☐ 6 mm

KNUCKLE PLATE ☐ 1 LONG ☐ 2 SHORT

SERVO SAVER ☐ YES ☐ NO

BUMP STEER ON ACKERMAN ☐ UP ☐ DOWN SHIM \_\_\_\_\_ mm

BUMP STEER ON KNUCKLE ☐ UP ☐ DOWN SHIM \_\_\_\_\_ mm

SHOCK TOWER ☐ ALUMINIUM ☐ CARBON

KNUCKLE POSITION ☐ UP ☐ MIDDLE ☐ DOWN

FRONT ARM POSITION ☐ FRONT ☐ MIDDLE ☐ REAR

ARM INSERT ☐ NO ☐ PLASTIC ☐ CARBON

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

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

KICK UP

1 ☐ 0,5 ☐ 0 ☐ 0,5 ☐ 1 ☐

A PLATE

B PLATE

A PLATE

B PLATE

TOWER

+2mm SHIM (NO upper gearbox shim)

+1mm SHIM (1mm upper gearbox shim)

NO SHIM (2mm upper gearbox shim)

## REAR END

ARM INSERT ☐ NO ☐ PLASTIC ☐ CARBON

HEX WIDTH ☐ 4 mm ☐ 5 mm ☐ 6 mm

SPACER IN FRONT OF HUB \_\_\_\_\_ mm

REAR AXLE CVD ☐ UNIVERSAL ☐ 91 ☐ 94

SHOCK TOWER ☐ ALUMINIUM ☐ CARBON

OPTIONAL REAR HUB

REAR HUB ☐ PLASTIC ☐ ALUMINIUM

ANTI-SQUAT

1 ☐ 0,5 ☐ 0 ☐ 0,5 ☐ 1 ☐

C PLATE

D PLATE

C PLATE

D PLATE

TOWER

+2mm SHIM

+1mm SHIM

NO SHIM

## 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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

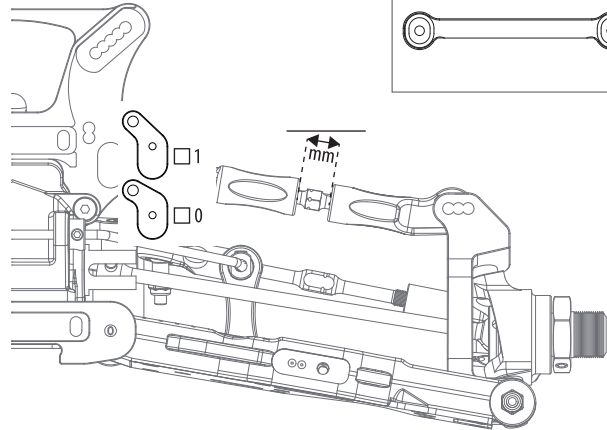
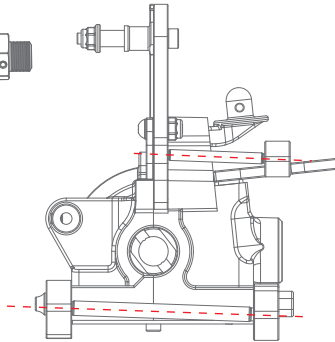
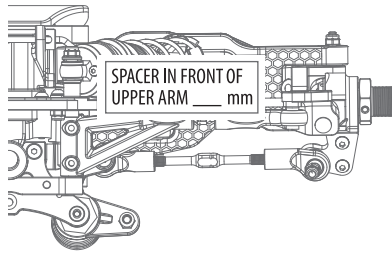
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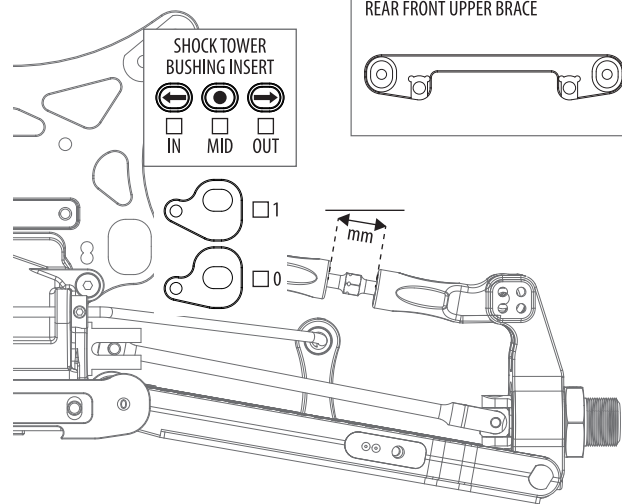
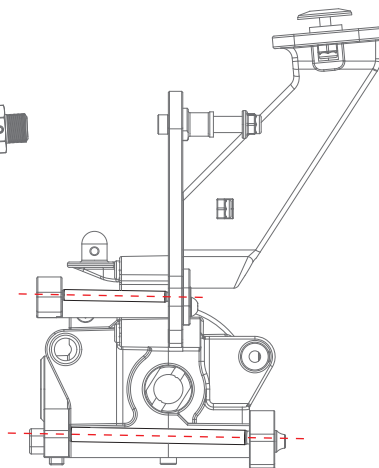
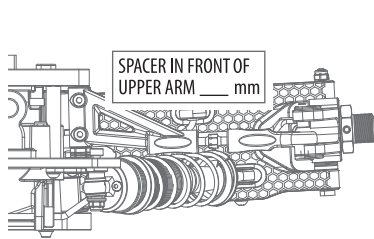
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\_\_\_\_\_

## 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