マヤコ | Mayako

SETUP SHEET
v. 1.2 - UPPER LINKS

DRIVER: Adam Reavey
TRACK: Ospy Team Rc Track
RACE: RCGP Rnd 2 DATE: 16/6/22
TEMP: F Hot BEST LAP: 35.708 BEST RESULT: 4l 0:37.135 QUALIFYING POS.: n/a FINAL POS.: n/a

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	Alpha	CLUTCH	Mayako std	FRONT DIFF OIL	Ulti 12.5k	OIL QUANTITY(gr)	2.6	DIFF GEAR	45t
PLUG	p3	CLUTCH SHOES	mayako std	CENTER DIFF OIL	Ulti 10k	OIL QUANTITY(gr)	6	DIFF PINION	14t
PIPE	Alpha	CLUTCH SPRINGS	mayako std	REAR DIFF OIL	Ulti 5k	OIL QUANTITY(gr)	2.6	SPUR GEAR	49t
FUEL	Nitrolux	RUNTIME	Unknown					CLUTCH BELL	13t

SHOCKS

	FRONT	REAR
OIL	ulti 650	ulti 600
PISTON	7x1.3	7x1.4
SPRING	May Black	May Black
LENGTH	103	119
VISIBLE SHAFT LENGTH		
REBOUND		

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

CHASSIS

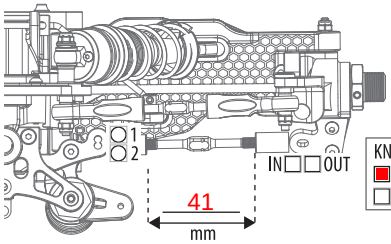
	FRONT	REAR
CAMBER	-1	-2
RIDE HEIGHT	26	27
DOWNTRAVEL (WITH TYRES)		
DOWNTRAVEL (on 36mm blocks)		
ANTI ROLL BARS	Med Grip	Med Grip
BRAKE BALANCE	40	60

ENGINE MOUNT: ☐ FORWARD (+2mm) ☐ BACKWARD (-2mm) ☐ SHORT ☐ LONG
THROTTLE SERVO MOUNT: ■ SHORT ☐ LONG
WEIGHT:

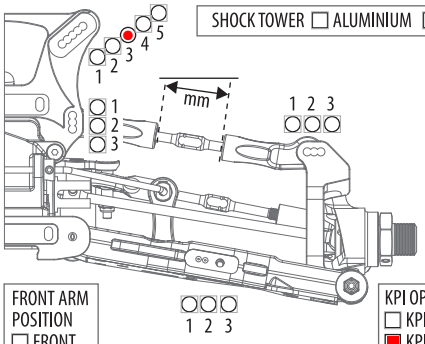
TYRES

	FRONT	REAR
BRAND	procircuit	Procircuit
TREAD	Addictives	Addictives
COMPOUND	C3	C3
WHEELS	yellow	yellow
INSERTS	std	std
GLUED TO WHEEL	■ YES ☐ NO	■ YES ☐ NO

FRONT END

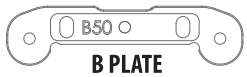


HEX WIDTH: ☐ 4 mm ■ 5 mm ☐ 6 mm
KNUCKLE PLATE: ■ 1 LONG ☐ 2 SHORT
SERVO SAVER: ☐ YES ■ NO
BUMP STEER ON ACKERMAN: ■ UP ☐ DOWN SHIM 2 mm
BUMP STEER ON KNUCKLE: ■ UP ☐ DOWN SHIM 1 mm



SHOCK TOWER: ☐ ALUMINIUM ☐ CARBON
KNUCKLE POSITION: ☐ UP ☐ MIDDLE ■ DOWN
FRONT ARM POSITION: ☐ FRONT ☐ MIDDLE ☐ REAR
KPI OPTION: ☐ KPI 0 (ROUND MARK) ■ KPI 1 (LONG MARK)
C BLOCK CASTER: ☐ CASTER 1 (1 MARK) ■ CASTER 2 (2 MARKS)
ARM INSERT: ☐ NO ☐ PLASTIC ☐ CARBON

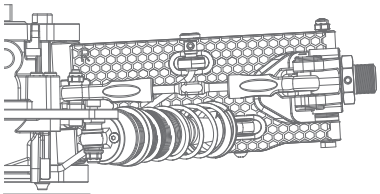
KICK UP: 1 / 0,5 / 0 / 0,5 / 1 / 1 / 0,5 / 0 / 0,5 / 1

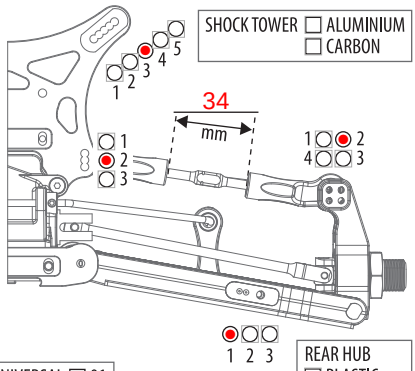


	A PLATE	B PLATE	TOWER
☐ +2mm SHIM (NO upper gearbox shim)	+2 ☐	☐	☐
■ +1mm SHIM (1mm upper gearbox shim)	+1 ■	■	■
☐ NO SHIM (2mm upper gearbox shim)	0 ☐	☐	☐

REAR END

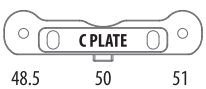
ARM INSERT: ☐ NO ■ PLASTIC ☐ CARBON



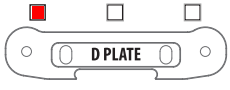


SHOCK TOWER: ☐ ALUMINIUM ☐ CARBON
OPTIONAL REAR HUB
HEX WIDTH: ☐ 4 mm ■ 5 mm ☐ 6 mm
SPACER IN FRONT OF HUB 2 mm
REAR AXLE: CVD ☐ UNIVERSAL ■ 91 ☐ 94
REAR HUB: ☐ PLASTIC ☐ ALUMINIUM

ANTI-SQUAT: 1 / 0,5 / 0 / 0,5 / 1 / 1 / 0,5 / 0 / 0,5 / 1



	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		
SPEED		
EXPO		
SERVO MODEL		
	THROTTLE	BRAKE
ELECTRIC EPA		

BODY & WING

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

NOTES

Front upper arms used as i prefer this.

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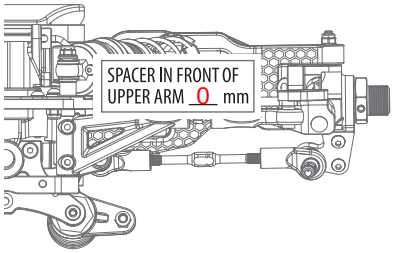
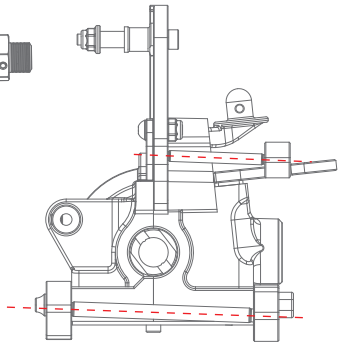
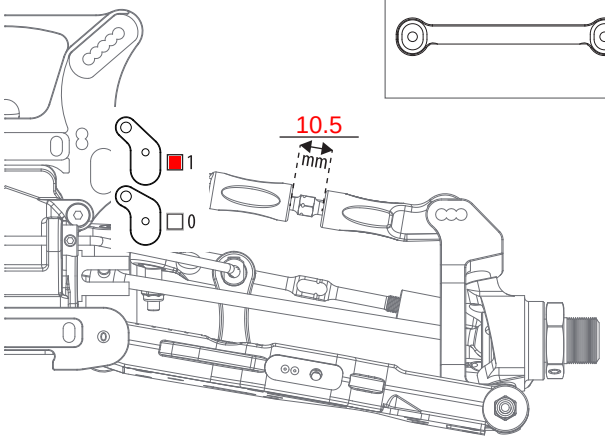
SETUP SHEET
v. 1.0 - UPPER ARMS

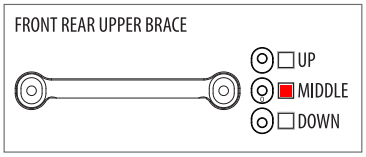
DRIVER Adam Reavey
TRACK Ospy Team Rc Track
RACE RCGP Rnd 2 DATE 16/6/22
NOTE Upper front arm to copy A/B Blk pitch

FRONT END - UPPER ARMS

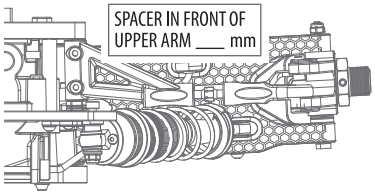


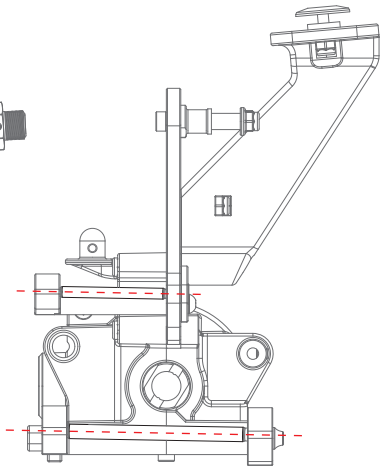


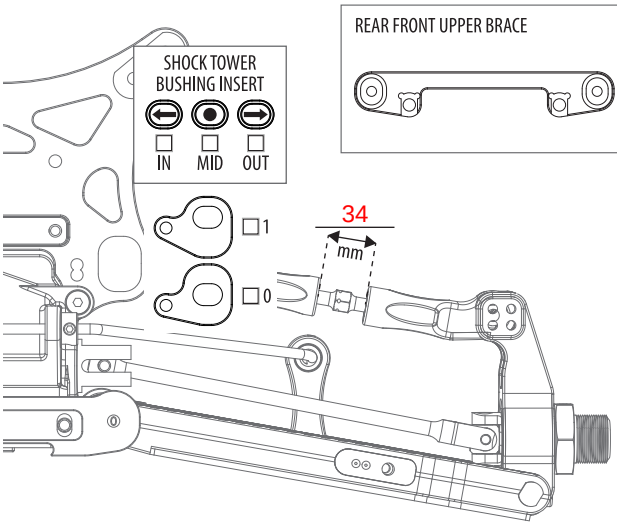




REAR END - UPPER ARMS







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