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 _____	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 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

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

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

☐ 1
☐ 0

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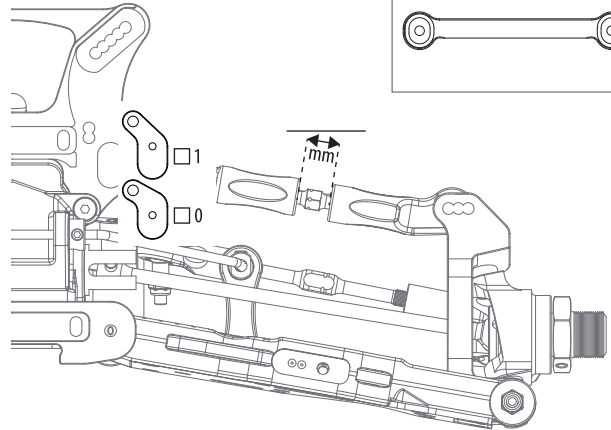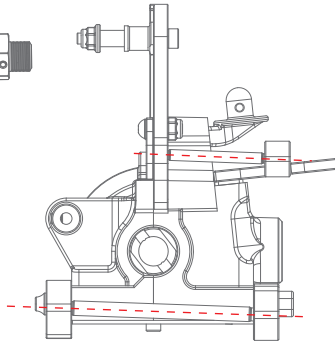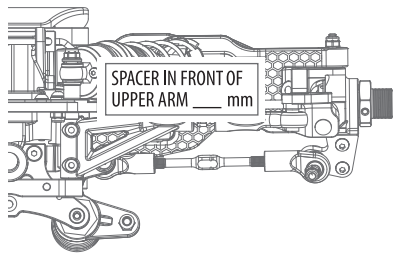
FRONT REAR UPPER BRACE
- ☐ UP
- ☐ MIDDLE
- ☐ DOWN

REAR END - UPPER ARMS

SPACER IN FRONT OF UPPER ARM ____ mm

SHOCK TOWER BUSHING INSERT
- ← ☐ IN
- ● ☐ MID
- → ☐ OUT

☐ 1
☐ 0

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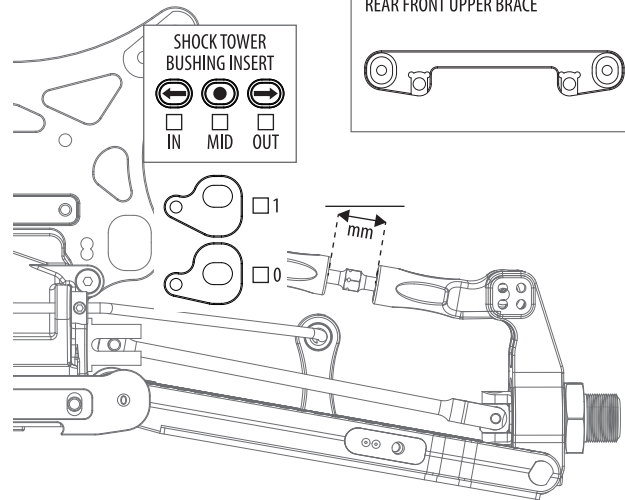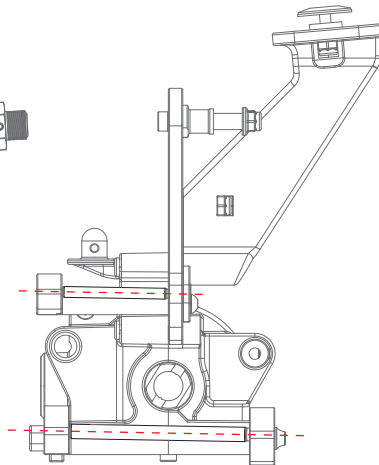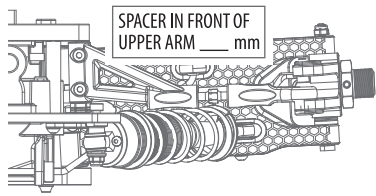
REAR FRONT UPPER BRACE
- ☐ UP
- ☐ MIDDLE
- ☐ DOWN

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