

DRIVER _____ **TRACK SIZE** TIGHT MEDIUM OPEN
TRACK _____ **SURFACE** DUSTY LOW GRIP BLUE GROOVE OILED MEDIUM GRIP HIGH GRIP
RACE _____ **DATE** _____ **CONDITION** SMOOTH BUMPY 50/50 CLAY GROOVE WITH DUST EDGY
TEMP _____ **BEST LAP** _____ **BEST RESULT** _____ **QUALIFYING POS.** _____ **FINAL POS.** _____

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** _____ **CHASSIS** F9 (Std.) Other _____ **CLUTCH BELL** _____
 F9L(+2+2)

SHOCKS

	FRONT		REAR	
OIL	_____	_____	_____	_____
PISTON	_____	_____	_____	_____
SPRING	_____	_____	_____	_____
LENGTH	_____	_____	_____	_____
VISIBLE SHAFT LENGTH	_____	_____	_____	_____
REBOUND	_____	_____	_____	_____
SHOCK END POSITION	LONG SHORT	LONG SHORT	LONG SHORT	LONG SHORT
SHOCK TYPE	EMULSION		BLADDER	
NOTES	_____			

CHASSIS

	FRONT		REAR
TOE	_____	_____	_____
CAMBER	_____	_____	_____
RIDE HEIGHT	_____	_____	_____
DOWNTRAVEL (WITH TYRES)	_____	_____	_____
DOWNTRAVEL (on 36mm blocks)	_____	_____	_____
ANTI ROLL BARS	_____	_____	_____
BRAKE BALANCE	_____	_____	_____
ENGINE MOUNT	FORWARD (+2mm) BACKWARD (-2mm)	SHORT LONG	_____
THROTTLE	SHORT	_____	_____
SERVO MOUNT	LONG	WEIGHT	_____

TYRES

	FRONT	REAR
BRAND	_____	_____
TREAD	_____	_____
COMPOUND	_____	_____
WHEELS	_____	_____
INSERTS	_____	_____
NOTES	_____	

RADIO SETTINGS

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

FRONT END

SHOCK TOWER ALUMINIUM CARBON
HUB INSERT FIXED
KNUCKLE POSITION UP MIDDLE DOWN
HEX WIDTH 4 mm 5 mm 6 mm
KPI OPTION KPI 0.5 0 KPI 1 0
C HUB CASTER CASTER 1 (1 MARK) CASTER 2 (2 MARKS)
SERVO SAVER YES NO
BUMP STEER ON ACKERMAN UP DOWN SHIM _____ mm
BUMP STEER ON KNUCKLE UP DOWN SHIM _____ mm
UPPER LINKS UPPER ARMS **KNUCKLE PLATE** 1 LONG 2 SHORT
OUTDRIVES LONG SHORT 1 2 3
FRONT ARM POSITION FRONT MIDDLE REAR
ARM STIFFNESS STOCK SOFT
ARM INSERT NO PLASTIC CARBON
FRONT AXLE CVD 98 UNIVERSAL 96 100 99
KICK UP 1 0,5 0 0,5 1 1 0,5 0 0,5 1
A PLATE **B PLATE** **TOWER**
INSERT PLASTIC CARBON
A50 **B50**
 +2mm SHIM +2 (NO upper gearbox shim)
 +1mm SHIM +1 (1mm upper gearbox shim)
 NO SHIM 0 (2mm upper gearbox shim)

REAR END

SHOCK TOWER ALUMINIUM CARBON
SPACER IN FRONT OF HUB _____ mm
OPTIONAL REAR HUB 1 2 3 4 5 6
HEIGHT 0 0.5 1.0
TOE IN
HEX WIDTH 4 mm 5 mm 6 mm
REAR HUB PLASTIC ALUMINIUM 3-PIECE
MPC/LE 3-PIECE HUB LENGTH SHIMS _____ mm HEIGHT SHIMS _____ mm
INSIDE **MIDDLE** **OUT SIDE**
AXLE HEIGHT
REAR AXLE CVD UNIVERSAL 91 94
UPPER LINKS UPPER ARMS
ANTI-SQUAT 1 0,5 0 0,5 1 1 0,5 0 0,5 1
C PLATE **D PLATE** **TOWER**
STANDARD LOW SHIM PLASTIC CARBON CHASSIS STIFFENER
INSERT PLASTIC CARBON
 48.5 50 51 54
TOE 3° 1,5° 0,5° 1,5°
 54.5 53 52 57

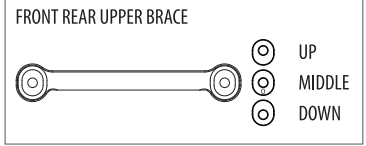
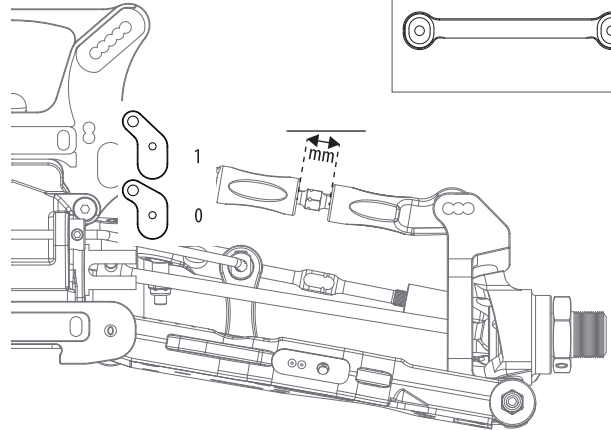
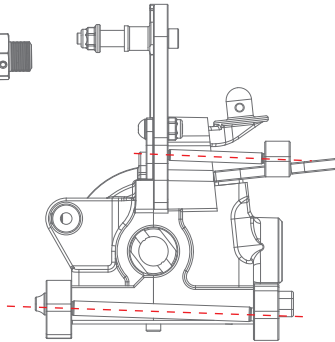
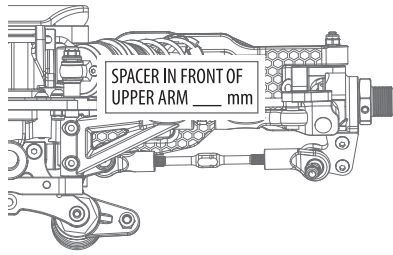
BODY & WING

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

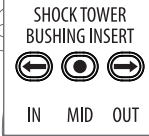
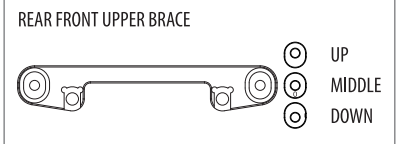
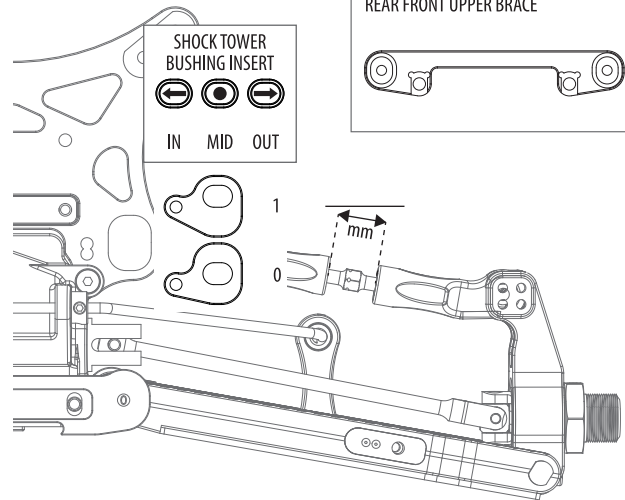
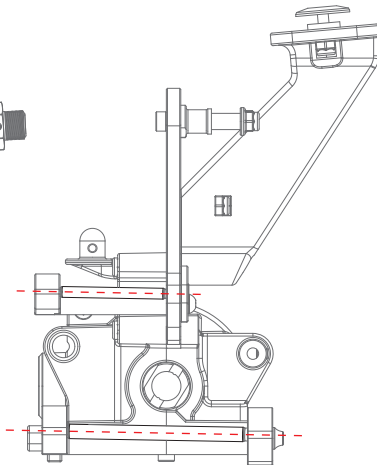
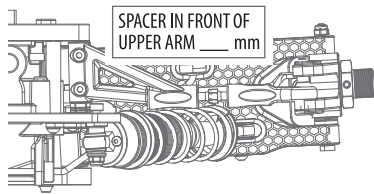
NOTES

DRIVER _____
 TRACK _____
 RACE _____ DATE _____
 NOTE _____

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