

**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

KICK UP	A PLATE	B PLATE	TOWER
1	A50		
0,5			
0			
0,5			
1			
1	B50		
0,5			
0			
0,5			
1			

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

INSERT PLASTIC CARBON

### REAR END

**SHOCK TOWER** ALUMINIUM CARBON  
**SPACER IN FRONT OF HUB** \_\_\_\_\_ mm  
**OPTIONAL REAR HUB** HEIGHT TOE IN  
**MPC/LE 3-PIECE HUB** LENGTH SHIMS HEIGHT SHIMS INSIDE MIDDLE OUT SIDE TOE-IN  
**REAR AXLE** CVD UNIVERSAL 91 94  
**UPPER LINKS** UPPER ARMS

ANTI-SQUAT	C PLATE	D PLATE	TOWER
1			
0,5	48.5 50 51 54		
0			
0,5			
1			
1	TOE 3° 1,5° 0,5° 1,5°		
0,5	54.5 53 52 57		
0			
0,5			
1			

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

STANDARD LOW SHIM PLASTIC CARBON CHASSIS STIFFENER INSERT PLASTIC CARBON

### 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

\_\_\_\_\_

\_\_\_\_\_

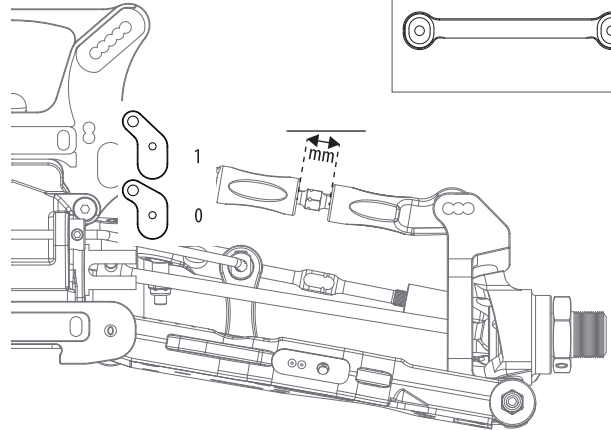
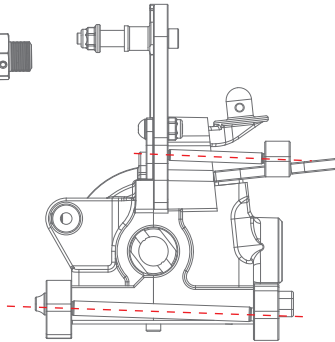
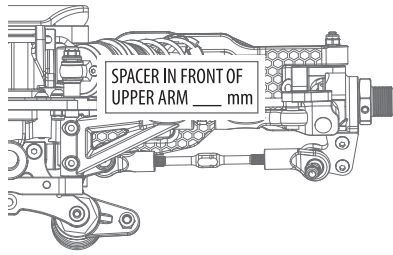
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DRIVER \_\_\_\_\_  
 TRACK \_\_\_\_\_  
 RACE \_\_\_\_\_ DATE \_\_\_\_\_  
 NOTE \_\_\_\_\_

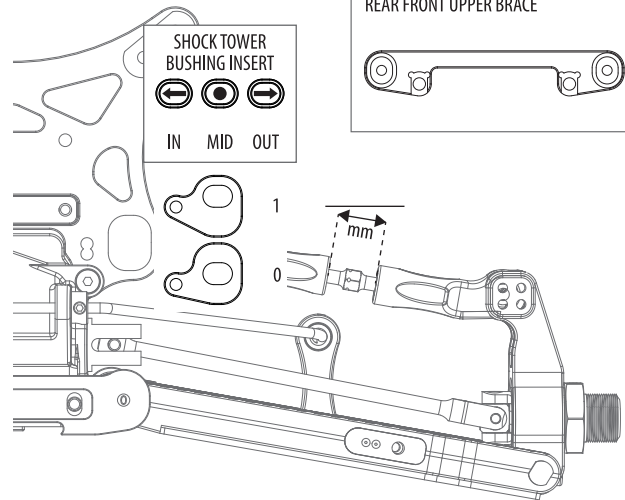
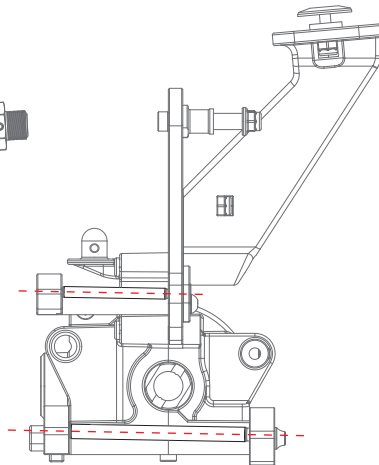
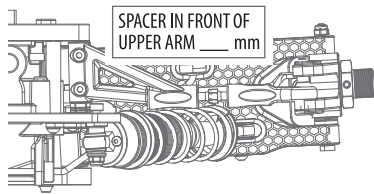
**FRONT END - UPPER ARMS**



**FRONT REAR UPPER BRACE**

- UP
- MIDDLE
- DOWN

**REAR END - UPPER ARMS**



**REAR FRONT UPPER BRACE**

- UP
- MIDDLE
- DOWN

**SHOCK TOWER BUSHING INSERT**

← IN MID OUT →

**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