

マヤコ

Mayako

RESET FORM

SETUP SHEET

MX8E-25 V3.0

ESC

BOOST

DRAG

BRAKE

DRIVER

TRACK

RACE

TEMP

DATE

BEST LAP

BEST RESULT

QUALIFYING POS.

FINAL POS.

TRACK SIZE

SURFACE

CONDITION

TIGHT

MEDIUM

OPEN

DUSTY

LOW GRIP

BLUE GROOVE

OILED

MEDIUM GRIP

HIGH GRIP

SMOOTH

BUMPY

50/50

CLAY

GROOVE WITH DUST

EDGY

MOTOR

BATTERY

BATTERYTYPE

FRONT DIFF OIL

CENTER DIFF OIL

REAR DIFF OIL

OIL QUANTITY(gr)

OIL QUANTITY(gr)

OIL QUANTITY(gr)

DIFF GEAR

DIFF PINION

SPUR GEAR

PINION

SHORTY

FULL

SHOCKS

FRONT

REAR

OIL

PISTON

SPRING

LENGTH

VISIBLE SHAFT

LENGTH

REBOUND

SHOCK END

LONG

SHORT

LONG

SHORT

SHOCK TYPE

EMULSION

BLADDER

NOTES

FRONT END

SHOCK TOWER

ALUMINIUM

CARBON

1

2

3

mm

1

2

3

HUB INSERT

FIXED

OPTIONAL TOWER INSERT

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

100

UNIVERSAL

96

99

KPI OPTION

KPI 0.5

KPI 1

C HUB CASTER

CASTER 1

CASTER 2

(1 MARK)

(2 MARKS)

UPPER LINKS

UPPER ARMS

KNUCKLE PLATE

1 LONG

2 SHORT

1

2

mm

IN

OUT

SERVO SAVER

YES

NO

BUMP STEER

ON ACKERMAN

UP

DOWN

SHIM

mm

BUMP STEER

ON KNUCKLE

UP

DOWN

SHIM

mm

KICK UP

1

0,5

0

0,5

1

1

0,5

0

0,5

1

A50

A PLATE

B50

B PLATE

+2mm SHIM

+2

+1mm SHIM

+1

NO SHIM

0

INSERT

PLASTIC

CARBON

CHASSIS

FRONT

REAR

TOE

CAMBER

RIDE HEIGHT

DOWNTRAVEL

(WITH TYRES)

DOWNTRAVEL

(on 36mm blocks)

ANTI ROLL BARS

BRAKE BALANCE

BATTERY POSITION

FRONT

MIDDLE

BACK

WEIGHT

REAR END

SHOCK TOWER

ALUMINIUM

CARBON

SPACER IN FRONT OF HUB

mm

WING MOUNT POSITION

1

2

3

4

5

mm

1

2

3

4

5

OPTIONAL TOWER INSERT

OUTDRIVES

LONG

SHORT

1

2

3

ARM INSERT

NO

PLASTIC

CARBON

OPTIONAL REAR HUB

1

2

3

4

5

6

HEIGHT

TOE IN

0

0.5

1.0

HEX WIDTH

4 mm

5 mm

6 mm

REAR HUB

PLASTIC

ALUMINIUM

3-PIECE

MP3/LE 3-PIECE HUB

LENGTH SHIMS

mm

HEIGHT SHIMS

mm

INSIDE

MIDDLE

OUT SIDE

TOE-IN

0

0.5

1

REAR AXLE

CVD

UNIVERSAL

91

94

UPPER LINKS

UPPER ARMS

AXLE HEIGHT

1

0

0.5

1

ANTI-SQUAT

1

0,5

0

0,5

1

1

0,5

0

0,5

1

C PLATE

48.5

50

51

54

TOE

3°

1,5°

0,5°

1,5°

54.5

53

52

57

D PLATE

STOCK

LOW

+2mm SHIM

+2

+1mm SHIM

+1

NO SHIM

0

SHIM

PLASTIC

CARBON

CHASSIS STIFFENER

INSERT

PLASTIC

CARBON

TYRES

FRONT

REAR

BRAND

TREAD

COMPOUND

WHEELS

INSERTS

NOTES

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

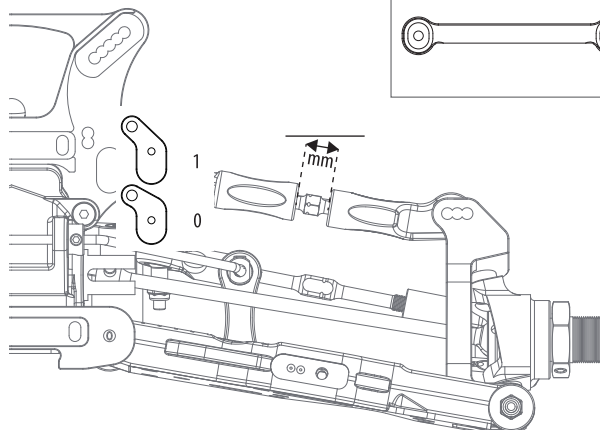
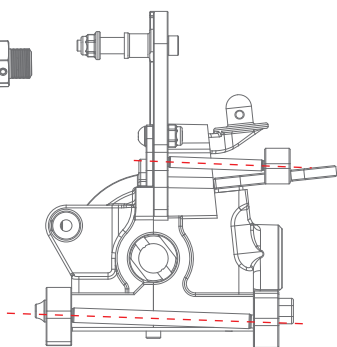
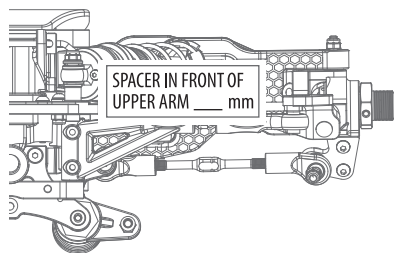
SMALL

BIG

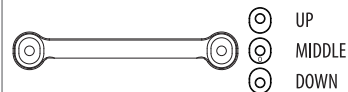
NOTES

DRIVER _____
TRACK _____
RACE _____ DATE _____
NOTE _____

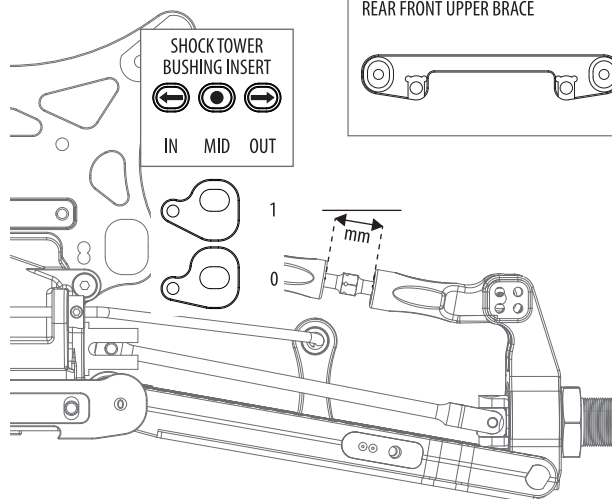
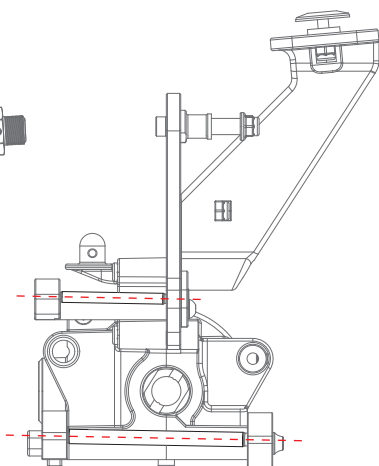
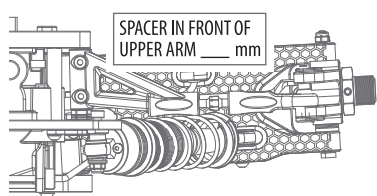
FRONT END - UPPER ARMS



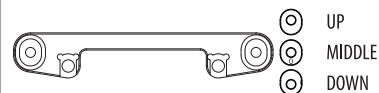
FRONT REAR UPPER BRACE



REAR END - UPPER ARMS



REAR FRONT UPPER BRACE



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