

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

SHOCKS

	FRONT		REAR	
OIL				
PISTON				
SPRING				
LENGTH				
VISIBLE SHAFT LENGTH				
REBOUND				
SHOCK END	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	_____	_____
	THROTTLE	BRAKE
ELECTRIC EPA	_____	_____

FRONT END

FRONT END

FRONT ARM POSITION	ARM STIFFNESS		STOCK		SHORT	
	ARM INSERT		NO	PLASTIC	CARBON	
FRONT	FRONT AXLE	CVD	98	UNIVERSAL	96	
MIDDLE			100		99	
REAR						

KPI OPTION	
KPI 0.5	☐
KPI 1	☐
C HUB CASTER	
CASTER 1	(1 MARK)
CASTER 2	(2 MARKS)

KICK UP 1 0,5 0 0,5 1 1 0,5 0 0,5 1	A50 A PLATE	+2mm SHIM +2 (NO upper gearbox shim)	A PLATE	B PLATE	TOWER
	B50 B PLATE	+1mm SHIM +1 (1mm upper gearbox shim)	B PLATE	TOWER	TOWER
	NO SHIM (2mm upper gearbox shim)	NO SHIM (2mm upper gearbox shim)	NO SHIM (2mm upper gearbox shim)	TOWER	TOWER
	INSERT PLASTIC CARBON	INSERT PLASTIC CARBON	INSERT PLASTIC CARBON	INSERT PLASTIC CARBON	INSERT PLASTIC CARBON

REAR END

REAR END

WING MOUNT POSITION

SHOCK TOWER
ALUMINIUM
CARBON

SPACER IN FRONT OF HUB ____ mm

OPTIONAL TOWER INSERT

OUTDRIVES
LONG
SHORT

	1	2	3
ARM INSERT	NO	PLASTIC	CARBON

OPTIONAL REAR HUB

1 2 3 4 5 6

HEIGHT 0 0.5 1.0

TOE IN

HEX WIDTH	REAR HUB
4 mm	PLASTIC
5 mm	ALUMINIUM
6 mm	3-PIECE

MPC/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

ANTI-SQUAT

C PLATE: 48.5 50 51 54

D PLATE: 54.5 53 52 57

TOE 3° 1.5° 0.5° 1.5°

	STANDARD LOW	NO SHIM	0	C PLATE	D PLATE	TOWER
SHIM						
PLASTIC						
CARBON CHASSIS STIFFENER						
INSERT						
PLASTIC						
CARBON						

BODY & WING

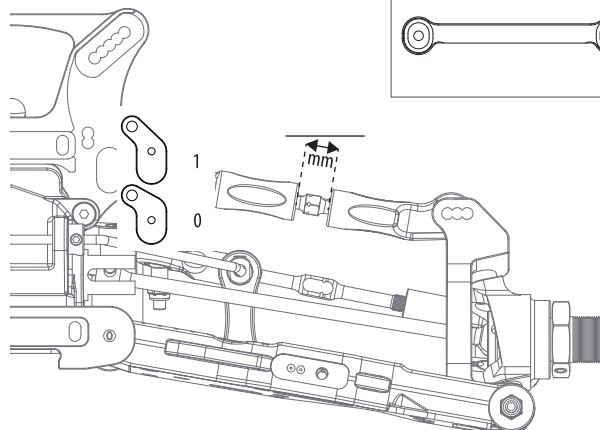
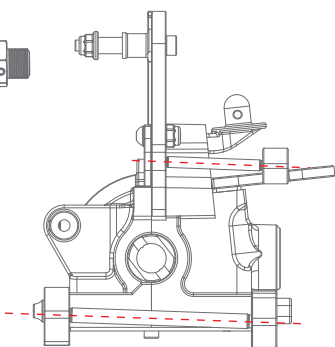
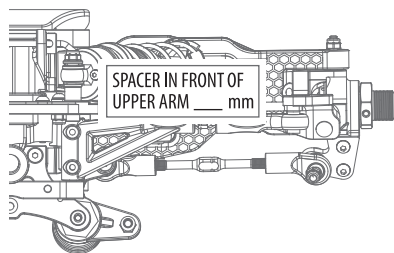
BODY & WING				
BODYSHELL				
WING BRAND				
WING MODEL				
WING POSITION	1	2	3	4
	1 IS FRONT HOLE (WING BACK)			
WING FLAPS	BIG	SMALL	BOTH	
GURNEY	NO	SMALL	BIG	

NOTES

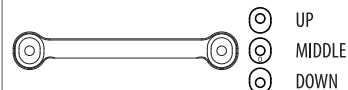
NOTES

DRIVER _____
TRACK _____
RACE _____ DATE _____
NOTE _____

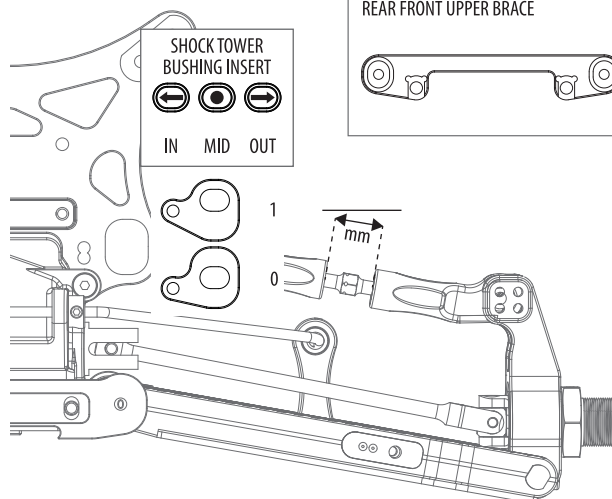
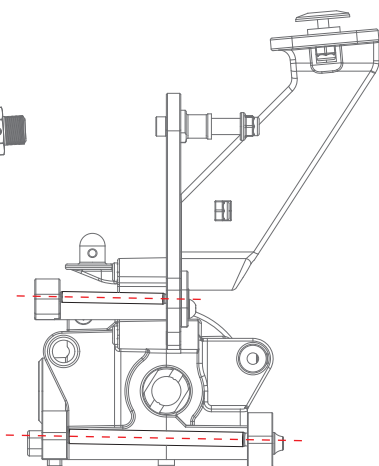
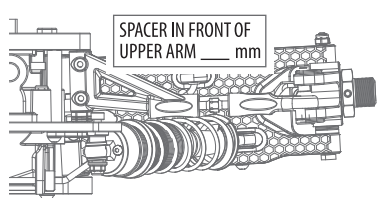
FRONT END - UPPER ARMS



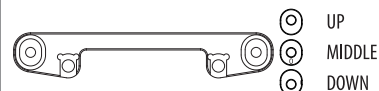
FRONT REAR UPPER BRACE



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