

DRIVER Joseph Quagraine

TRACK SIZE TIGHT MEDIUM OPEN

TRACK Vaasa Finland

SURFACE DUSTY BLUE GROOVE LOW GRIP MEDIUM GRIP HIGH GRIP

SETUP SHEET
V. 1.2 - UPPER LINKS

RACE National Race 2 **DATE** June 2022

CONDITION SMOOTH BUMPY 50/50 CLAY GROOVE WITH DUST EGY

TEMP 20C° **BEST LAP** 30.8

BEST RESULT _____

QUALIFYING POS. 2

FINAL POS. 2

ENGINE Ultimate M3X

CLUTCH Mayako

FRONT DIFF OIL 12.5K UL

OIL QUANTITY(gr) 2.7g

DIFF GEAR 45

PLUG P3

CLUTCH SHOES 3xAlu

CENTER DIFF OIL 12.5K ULT

OIL QUANTITY(gr) 6g

DIFF PINION 14

PIPE 2141

CLUTCH SPRINGS 2x1.0 1x0.9

REAR DIFF OIL 4K ULT

OIL QUANTITY(gr) 2.7g

SPUR GEAR 48

FUEL _____

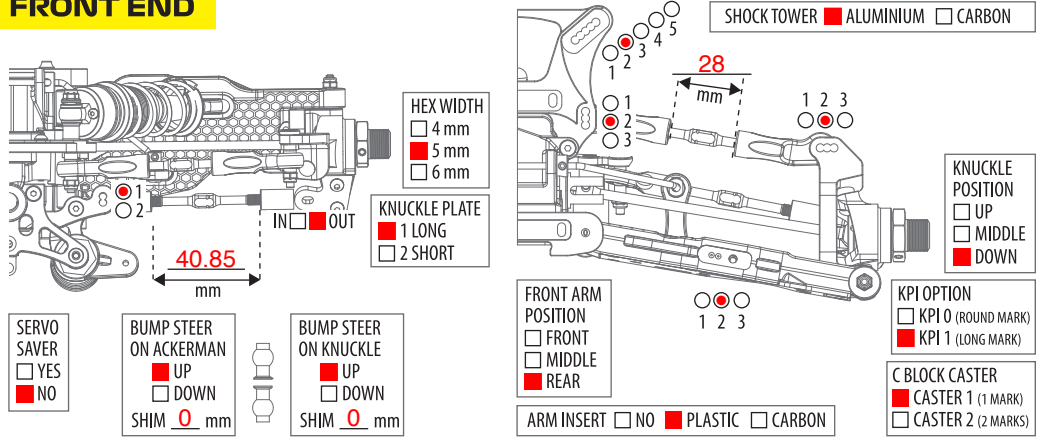
RUNTIME 09:00

CLUTCH BELL 13

SHOCKS

	FRONT	REAR
OIL	<u>550</u>	<u>450</u>
PISTON	<u>6x1.3</u>	<u>6x1.4</u>
SPRING	<u>Black 8.5</u>	<u>Brown 10.50</u>
LENGTH	<u>105mm</u>	<u>121.5mm</u>
VISIBLE SHAFT LENGTH	_____	_____
REBOUND	<u>0%</u>	<u>0%</u>
FRONT SHOCK END	<input type="checkbox"/> LONG <input checked="" type="checkbox"/> SHORT	SHOCKS <input checked="" type="checkbox"/> EMULSION TYPE <input type="checkbox"/> BLADDER
NOTES	<u>Long front Shaft MYB0142-01 59.50mm.</u>	

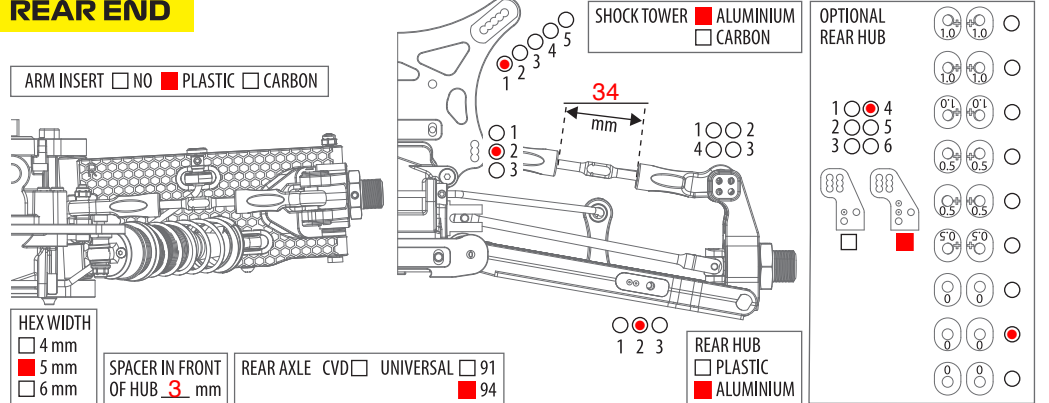
FRONT END



CHASSIS

	FRONT	REAR
CAMBER	<u>-2°</u>	<u>-3.5°</u>
RIDE HEIGHT	<u>24</u>	<u>26</u>
DOWNTRAVEL (WITH TYRES)	<u>65</u>	<u>65</u>
DOWNTRAVEL (on 36mm blocks)	_____	_____
ANTI ROLL BARS	<u>2.2</u>	<u>2.4</u>
BRAKE BALANCE	<u>50%</u>	<u>50%</u>
ENGINE MOUNT	<input type="checkbox"/> FORWARD (+2mm) <input type="checkbox"/> SHORT <input checked="" type="checkbox"/> BACKWARD (-2mm) <input checked="" type="checkbox"/> LONG	_____
THROTTLE SERVO MOUNT	<input type="checkbox"/> SHORT <input checked="" type="checkbox"/> LONG	WEIGHT _____

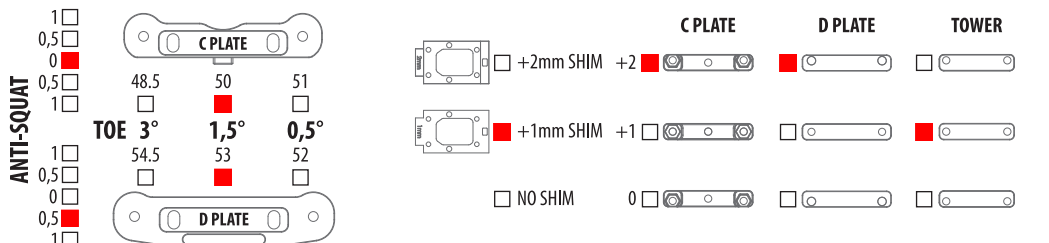
REAR END



TYRES

	FRONT	REAR
BRAND	_____	_____
TREAD	_____	_____
COMPOUND	_____	_____
WHEELS	_____	_____
INSERTS	_____	_____
GLUED TO WHEEL	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

ANTI-SQUAT



RADIO SETTINGS

	THROTTLE	STEERING
DUAL RATE	_____	_____
SPEED	_____	_____
EXPO	_____	_____
SERVO MODEL	<u>Savox 2292</u>	<u>Savox 2292</u>
	THROTTLE	BRAKE
ELECTRIC EPA	_____	_____

BODY & WING

BODYSHELL Mayako MX8

WING BRAND Mayako

WING MODEL Mayako STD

WING POSITION 1 2 3 4
1 IS FRONT HOLE (WING BACK)

WING FLAPS BIG SMALL BOTH

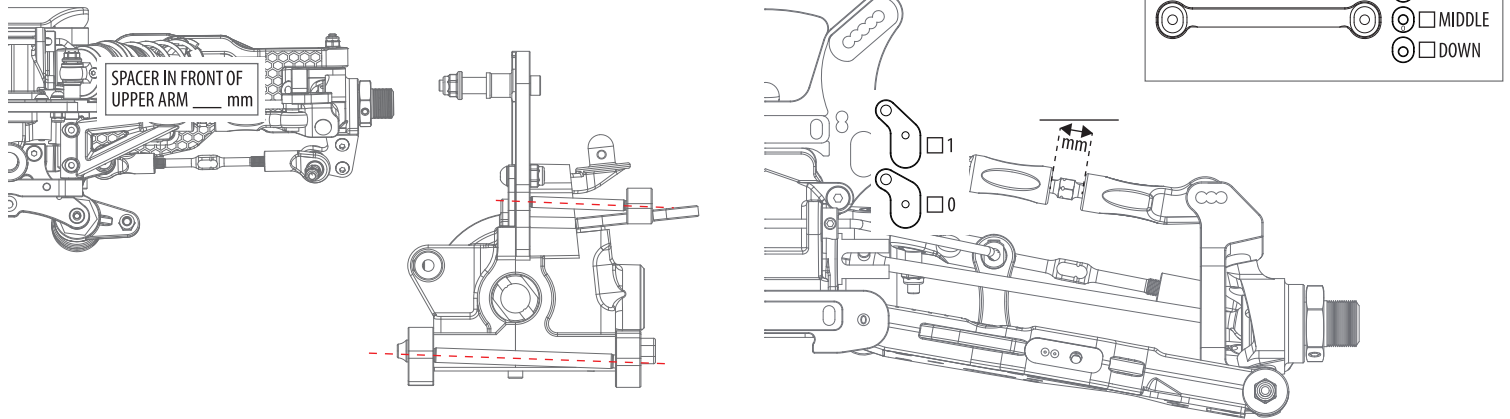
GURNEY NO SMALL BIG

NOTES

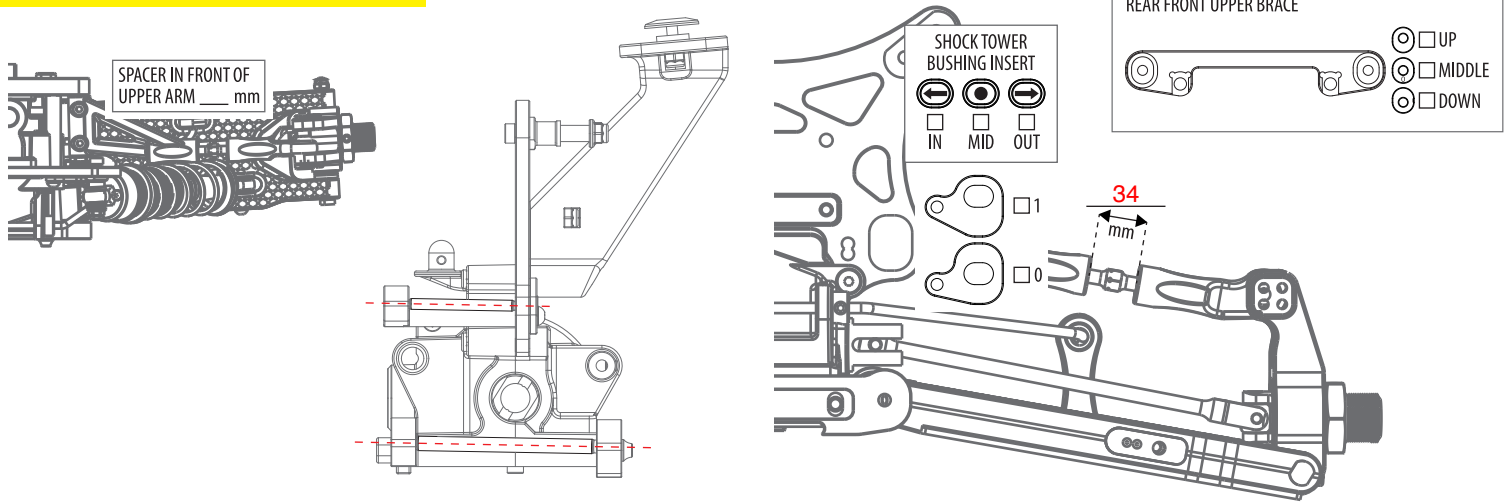
+4mm Chassis
Option high, long link rear tower

SETUP SHEET
 v. 1.0 - UPPER ARMS

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