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| CENTER SHOCK | |
| POSITION (shims under the shock) | |
| FLATTER (more shims) | more on-power steering (to a point) |
| HIGHER (less shims) | less on-power steering |
| CENTER SPRINGS | |
| SOFTER | more rear traction and better control on bumpy tracks, much off-power steering, little on-power steering |
| STIFFER | less rear traction, much on-power mid-out steering, little of-power steering |
| CENTER SHOCK OIL | |
| LIGHTER | balance to rear (more rear traction) |
| HEAVIER | balance to front (more front traction/steering) |
| SHOCK POSITION | |
| FORWARD | improves driveability over bumps, improves on-power traction |
| REARWARD | improves steering response, quicker direction changes |
| SHOCK LENGHT (SHOCK ADAPTOR) | |
| SHORT | improves steering response, quicker direction changes |
| LONG | improves driveability over bumps, improves on-power traction |
| FRONT DROP | |
| MORE shims = less drop | the car will have a quicker direction change, and it will have more on power steering, however, at the expense of some overall front grip |
| LESS shims = more drop | less reactive, provides more front grip, but will be more inconsistent to drive |
| REAR POD DROP | |
| MORE | makes the car turn in harder, more hi-speed steering, handles bumpy tracks better |
| LESS or NONE | car drives smoother into corners |

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| FRONT SPRINGS | |
| SOFTER | more steering but may dig or square too hard. Softer springs have higher chance of collapsing |
| STIFFER | gives the car more turn-in (initial steering) and also increases the chance of traction rolling |

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| SIDE SPRINGS | |
| SOFTER | less steering, the car will roll more, but will be less likely to traction roll |
| STIFFER | the car will be more responsive, have a quicker direction change, but will more difficult to drive |

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| SIDE SHOCK TUBES OIL ADJUSTMENT | |
| Add oil only in the slots, not on the whole tube | |
| For HIGH grip use SOFTER oils | |
| For LOW grip or ASPHALT use HARDER oils | |

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| POD LINK | |
| INNER | more mid corner steering, more aggressive feel |
| OUTER | more neutral handling, more linear cornering feel |

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| ACKERMANN | |
| MORE SHIMS = MORE ACKERMANN | |
| MORE ACKERMANN | more steering into the corner, less corner speed, less traction in the chicanes |
| LESS ACKERMANN | less steering into the corner, more corner speed, more stable in the chicanes |

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| TOE | |
| TOE -OUT | increases straight stability and decreases the chance for the car to wander in a straight line |
| TOE-IN | gives more mid-exit steering, but makes the car more difficult to drive, especially in a straight line |

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| UPPER ARM | |
| MORE shims | less camber gain, reduced initial steering, reduced steering sensitivity (less twitchy). |
| LESS shims | more camber gain, increased initial steering, increased steering sensitivity. |

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| LINKAGE POSITION | |
| | (2) more mid-corner steering, better steering response |
| | (1) less steering in mid-corner, smoother steering response |

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| CHASSIS | |
| GRAPHITE | KIT |
| ALU FLEX | for low, medium & high-traction tracks, increased traction, increased flex and increased steering |

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| BATTERY POSITION | |
| FORWARD | less overall steering and car is easier to drive on low-traction asphalt tracks |
| REARWARD | more overall steering, more corner speed and more rotation |

The thickness of shims changes the steering linkage angle. Thicker shims gives decreased in-corner steering, but car becomes easier to drive.

DROOP

RIDE HEIGHT

INCREASING ride height (raising the car) increases chassis roll and is better on bumpy tracks

DECREASING ride height (lowering the car) increases overall grip and steering response, and is better on smooth tracks.

ARM MOUNT

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| MEDIUM | more in-corner steering, less corner speed and more difficult to drive |
| HARD | KIT |
| GRAPHITE | more on-power steering, more corner speed and easier to drive in high traction conditions |

FRONT DROP

The number of the shims effects the front ride height

LUBE

LOW traction and bumpy tracks: 10K cst

HIGH traction and flat tracks: 30K cst

| LEFT | + | RIGHT | = | TRACK-WIDTH |
|------|---|-------|---|-------------|
| + | | + | | 193mm |
| + | | 0 | | 192mm |
| 0 | | 0 | | 191mm |
| - | | 0 | | 190mm |
| - | | + | | 189mm |

Use the proper matching bushings to achieve the desired front track-width.

TRACK WIDTH

This bushings effects the front track width

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| FRONT TRACK WIDTH | |
| WIDER | decreases front grip, gives slower steering response, and increases understeer |
| NARROWER | increases front grip, gives faster steering response, and decreases understeer |

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| UPPER ARMS | |
| MEDIUM | more overall steering, better steering response, less corner speed and more difficult to drive |
| HARD | KIT |

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| LOWER ARMS | |
| HARD | KIT |
| GRAPHITE | more on-power steering, more corner speed and easier to drive on high traction |

TOE OUT

BATTERY POSITION

POD LINK

ACKERMANN

UPPER ARM POSITION ADJUSTMENT SHIMS

CHASSIS

WIDTH SHIM

REAR WIDTH REAR TRACK-WIDTH

WHEELBASE

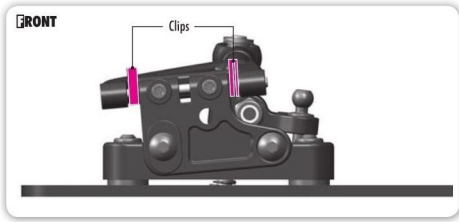
This shims are used to balance the weight transfer

The position of the servo depends on the weight of the electronics (weight balance)

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| WHEELBASE | |
| SHORTER CAR: | more rotation with the same corner speed and more on-power steering |
| LONGER CAR: | less rotation, less corner speed and less overall steering |

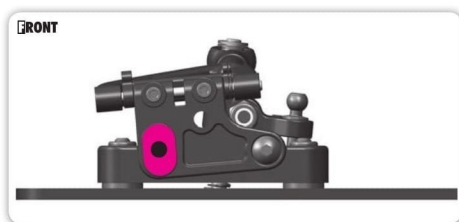
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| REAR TRACK WIDTH | |
| WIDER | increases the stability of the car, increases rear grip at corner entry and middle corner, and decreases corner speed. |
| NARROWER | decreases rear grip at corner exit, increases corner speed, and increases car responsiveness, more on-power steering |

| CASTER | |
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| LOWER caster angle | better on slippery, inconsistent, and rough surfaces, decreases problem of traction rolling |
| HIGHER caster angle | more steering overall, but the car will be more difficult to drive, and will be more likely to traction roll |

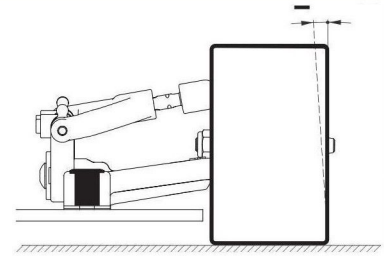


| REACTIVE CASTER POSITION | STATIC CASTER | | FINAL CASTER |
|--------------------------|----------------|---------------|--------------|
| | CLIPS IN FRONT | CLIPS IN REAR | |
| | 1 + 0,5 | 2 | 1° |
| | 1 | 2 + 0,5 | 3° |
| | 0,5 | 2 + 1 | 4,5° |
| | 0 | 2 + 1 + 0,5 | 7° |
| | 2 + 1 | 0,5 | 2° |
| | 2 + 0,5 | 1 | 3,5° |
| | 2 | 1 + 0,5 | 5,5° |
| | 1 + 0,5 | 2 | 7° |
| | 1 | 2 + 0,5 | 9° |
| | 0,5 | 2 + 1 | 10,5° |
| | 0 | 2 + 1 + 0,5 | 12,5° |
| | 2 + 1 + 0,5 | 0 | 5,5° |
| | 2 + 1 | 0,5 | 7,5° |
| | 2 + 0,5 | 1 | 9° |
| | 2 | 1 + 0,5 | 11° |
| | 1 + 0,5 | 2 | 12,5° |
| | 1 | 2 + 0,5 | 14,5° |

REACTIVE CASTER
 Reactive caster is used to adjust the amount of caster change when the front end of the car is compressing (diving) or decompressing (rising).
 The initial 5° reactive caster angle is a good starting point for car set up.
INCREASING the angle to 7.5° will make the car react quicker and offer more steering.
DECREASING the angle to 2.5° will make the car easier to drive smoothly into corners.



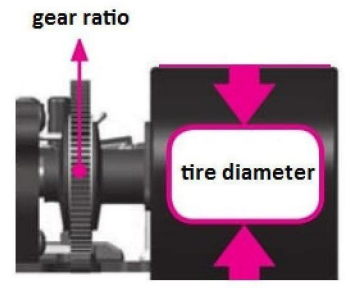
CAMBER
 The more camber angle, the more steering there is. However, it makes the car more sensitive and more difficult to drive
TIP
 Check camber frequently. If the front tire is "coning," increase or decrease the camber until the tires wear flat. We recommend setting -1° camber as an initial setting.



ROLLOUT
 Rollout is a more precise way to set your car's gearing because it takes into account tire diameter, gear ratio, and transmission ratio. Rollout is defined as the distance a vehicle moves forward per revolution of the motor. The car's rollout changes as foam tire diameter changes with tire wear, tire swap, and foam tire changes, even if you do not change your gear ratio.

GEAR RATIO FORMULA: spur gear ÷ pinion gear

ROLL OUT FORMULA: (tire diameter x 3.14) ÷ (spur gear / pinion gear)



Body to the rear = less initial steering

Body to the front = more initial steering