

FLOATING SERVO MOUNTING
 Floating servo mounting provides more chassis flex, easier to drive, super easy through curbs.



STANDARD SERVO MOUNTING
 Standard servo mounting provides less chassis flex, increased steering response, more high-speed steering.



FLOATING STEERING ARM MOUNTING
 Floating steering mounting system makes the car easier to driver over curbs and bumpy tracks. Prevents the car to over steer



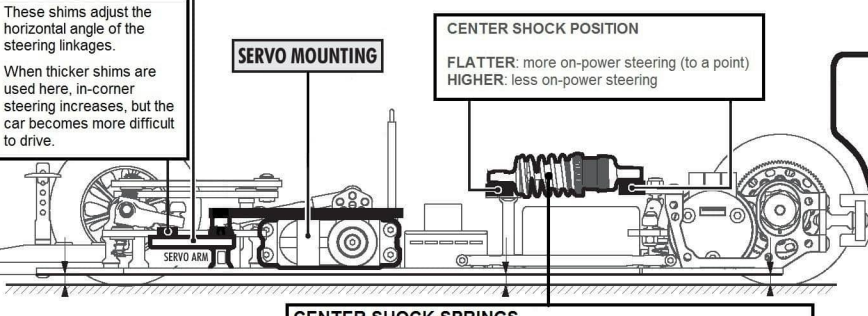
STANDARD STEERING ARM MOUNTING
 Standard steering mounting system provides maximum steering response and makes the car more precise.



SERVO ARM
 These shims adjust the horizontal angle of the steering linkages.
 When thicker shims are used here, in-corner steering increases, but the car becomes more difficult to drive.

SERVO MOUNTING

CENTER SHOCK POSITION
 FLATTER: more on-power steering (to a point)
 HIGHER: less on-power steering



CENTER SHOCK SPRINGS
 LIGHTER - more rear traction and better control on bumpy tracks
 STIFFER - less rear traction

FRONT REAR

FRONT SPRINGS
SOFTER: more steering but may dig or square too hard. Softer springs have higher chance of collapsing.
STIFFER: less steering. Do not allow the front to dive as easily. Smoother Car out on corner entry

CENTER SHOCK OIL ADJUSTMENT
SOFTER OIL: recommended for bumpy and low-traction tracks, generates more traction.
HARDER OIL: recommended for flat and higher traction tracks, improves steering response.

OILS
 350cSt
 ↓
 800cSt

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

OILS
 10k cSt
 ↓
 50k cSt

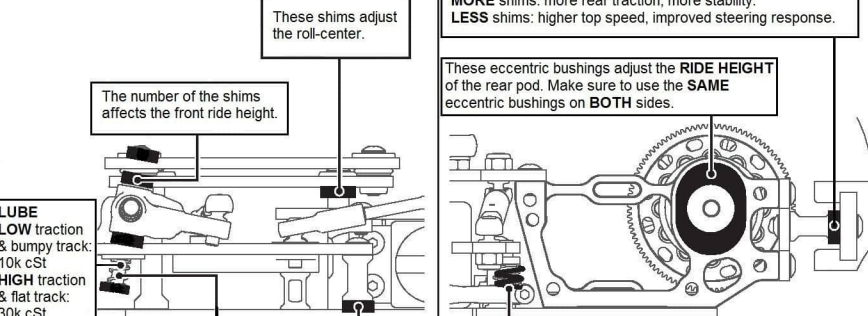
THE ANGLE OF THE SIDE TUBES:
 The **HIGHER** (no shims) the angle, the stiffer it feels and the less it rolls.
 The **LESS** (flatter) the angle, the softer it feels and the more it rolls.

FRONT SPRINGS
 These shims adjust the roll-center.
 The number of the shims affects the front ride height.

LUBE
LOW traction & bumpy track: 10k cSt
HIGH traction & flat track: 30k cSt

WING SHIMS
MORE shims: more rear traction, more stability.
LESS shims: higher top speed, improved steering response.

These eccentric bushings adjust the RIDE HEIGHT of the rear pod. Make sure to use the SAME eccentric bushings on BOTH sides.



FRONT SPRINGS
 These shims adjust the front ride height and the roll center

SIDE SPRINGS
SOFTER SPRINGS: Makes the car easier to drive on low-traction tracks but more difficult to drive on high-traction tracks.
HARDER SPRINGS: Improves steering response, but also increases traction rolling.

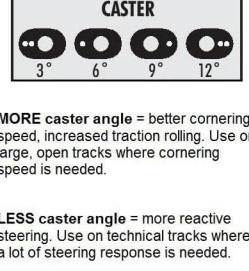
ROLL CENTER
 To give a **LOWER** roll center, make the suspension arms flatter (more horizontal).
 To give a **HIGHER** roll center, make the suspension arms more angled.

Front roll center has most effect on on-throttle steering during mid-corner and corner exit.
LOWER front roll center: more on-throttle steering, car is less responsive, better on smooth, high grip tracks with long fast corners
HIGHER front roll center: less on-throttle steering, car is more responsive, use in high grip conditions to avoid traction rolling, use on tracks with quick direction changes (chicanes)

CASTER
 3° 6° 9° 12°

MORE caster angle = better cornering speed, increased traction rolling. Use on large, open tracks where cornering speed is needed.

LESS caster angle = more reactive steering. Use on technical tracks where a lot of steering response is needed.



CAMBER
 1.0° 1.5° 2.0° 2.5°

The more camber angle, the more steering there is. However, it makes the car more sensitive and more difficult to drive.

Use **LESS** camber angle for carpet and other high-traction tracks.
 Use **MORE** camber on asphalt and low-traction tracks.


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

ACKERMANN POSITION
 The steering arm has two positions for servo linkage mounting.

Always use this position
 INITIAL SETTING

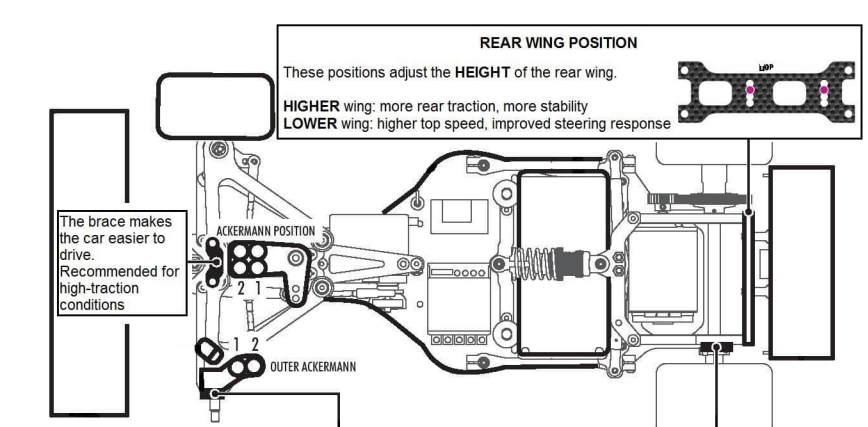
INNER position (1): Less Ackermann, makes the car more responsive, improves in-corner steering.
OUTER position (2): More Ackermann, makes the car easier to drive, improves cornering speed.

ALU LOWER SERVO SAVER ARM:
 - 5 adjustable positions,
 - improves steering response,



FRONT **REAR**

REAR WING POSITION
 These positions adjust the **HEIGHT** of the rear wing.
HIGHER wing: more rear traction, more stability
LOWER wing: higher top speed, improved steering response



The brace makes the car easier to drive. Recommended for high-traction conditions

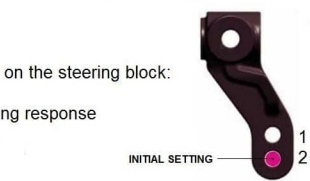
The shims allows to adjust the track-width of the front suspension.
 INITIAL SETTING 5x7x0,5mm shim

Additional shims to widen the rear track-width.
WIDER: more stable, but car will push more
NARROWER: more steering

OUTER ACKERMANN
 There are two Ackermann positions on the steering block:

INNER position (1): improved steering response
OUTER position (2): easier to drive

INITIAL SETTING



TOE
OUT: decrease straight line stability and can make car wander but it enhances turn-in
IN: increase straight line stability but make it more difficult to turn

FRONT DROP
MORE shims: **less droop** - faster reaction and more onpower steering
LESS shims: **more droop** - slower reaction, less steering onpower

CHASSIS:
2,0MM GRAPHITE – for low traction conditions, generates more traction, increases in-corner steering
2,5MM GRAPHITE – standard
2,0MM ALU – increases traction, steering and stability in specific conditions
2,0MM ALU FLEX – for low & medium-traction tracks, increased flex, increases traction, increases steering

LIPO BATTERY CONFIGURATION:
INLINE - inline battery alignment improves the roll of the car and gives improved steering. Recommended for asphalt and low-medium traction carpet tracks.
CROSS - cross-chassis alignment makes the car easier to drive, and decreases traction rolling. Recommended for high-traction carpet tracks