

SERVO MOUNTING

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

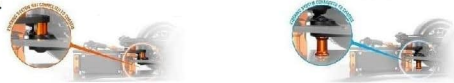
Standard servo mounting provides less chassis flex, increased steering response, more high-speed steering.



SERVO MOUNTING

Floating steering mounting system makes the car easier to drive over curbs and bumpy tracks, Prevents the car to over-steer.

Standard steering mounting system provides maximum steering response and makes the car more precise.



SHOCK ABSORBER 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
OIL	
LIGHTER	recommended for bumpy and low-traction tracks,
HEAVIER	recommended for flat and higher traction tracks, improves

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.

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

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

ROLL CENTER

Front roll center has most effect on on-throttle steering during mid-corner and corner exit

LOWER	To give a LOWER roll center, make the suspension arms flatter (more horizontal) more on-throttle steering, car is less responsive, better on smooth-high grip tracks with long fast corners
HIGHER	To give a HIGHER roll center, make the suspension arms more angled 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)

FRONT DROP

MORE shims = less drop	faster reaction and more on-power steering
LESS shims = more drop	slower reaction, less on-power steering

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

INNER (1)	less ackermann, makes the car more responsive, improves in-corner steering
OUTER (2)	more ackermann, makes the car easier to drive, improves cornering speed

OUTER ACKERMAN

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

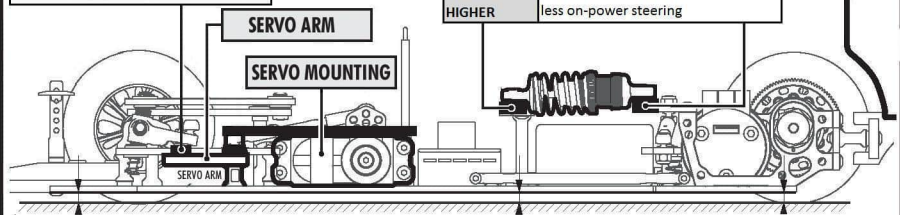
TOE

TOE -OUT	decrease straight stability and can makes the car wander but it enhances turn-in
TOE-IN	increases straight line stability but makes the car more difficult to turn

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

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.



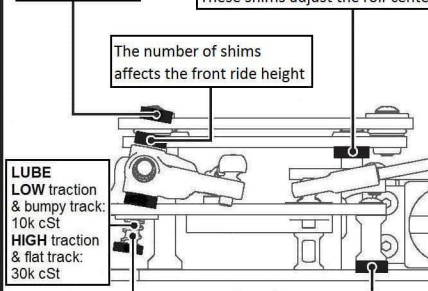
CENTER SHOCK POSITION	
FLATTER	more on-power steering (to a point)
HIGHER	less on-power steering

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.

FRONT DROOP



These shims adjust the roll-center

The number of shims affects the front ride height

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

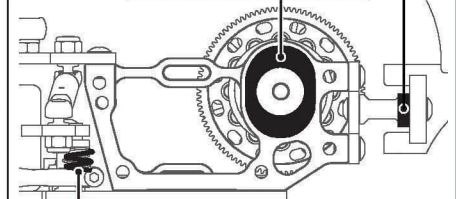
FRONT SPRINGS

These shims adjust the front ride height and the roll-center

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



SIDE SPRINGS

SOFTER	makes the car easier to drive on low-traction tracks but more difficult to drive on high-traction tracks improves steering response, but also increases traction rolling
HARDER	

CASTER



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



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

LESS camber for carpet and other high-traction tracks

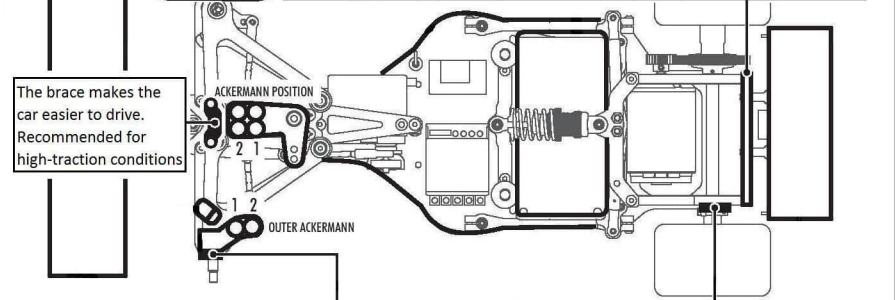
MORE camber on asphalt and low-traction tracks

REAR WING POSITION

These positions adjust the **HEIGHT** of the rear wing

HIGHER more rear traction, more stability

LOWER higher top speed, improved steering response



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

FRONT TRACK-WIDTH

WIDER	less aggressive steering
NARROW	more aggressive steering

REAR TRACK-WIDTH

WIDER	more stable, but car will push more
NARROWER	more steering

CHASSIS

2,0MM GRAPHITE	for low traction conditions, generates more traction, increase in-corner steering
2,5MM GRAPHITE	STANDARD
2,0MM ALU	increases traction, steering and stability in specific conditions
2,0MM ALU FLEX	for low and medium traction tracks, increase flex, increases traction, increases steering