

10-World Champion YOKOMO



CGM

S P E C I A L

YOKOMO

MR-4TC SD CGM SPECIAL

2003.12.8

Thank you for purchasing this Yokomo product. This high performance competition kit has been proudly manufactured by Yokomo - World Champion R/C car manufacturer. Proper assembly of this product will provide fun, safe enjoyment.

PRECAUTIONS FOR SAFE ENJOYMENT OF YOUR R/C CAR

For children under the age of 13, parental guidance is recommended when running.

■ ASSEMBLY PRECAUTIONS ■

- Do not assemble around small children. The parts can be dangerous if accidentally swallowed.
- Check the contents carefully before assembly. Please contact Customer Support if you happen to notice any defective or missing items.
- You will find the assembly process much easier by carefully reading through the manual, and familiarizing yourself with the instructions.
- Many different tools are required during assembly. For safety purposes, please use suitable tools. Exercise extra caution when using a sharp tool such as a hobby knife.
- Many different materials are used for the parts. Use extra care when handling parts with sharp edges, such as machined metal parts.
- When cutting plastic parts, watch for any flying parts.
- Try to assemble any rotating parts or drivetrain parts as smooth as possible.
- Bundle wires neatly away from the ground or any moving drivetrain components. Make sure that all wires are properly connected to prevent shorting.
- Unnecessary modifications may be unsafe and hinder performance.
- Always paint in a well ventilated area away from flames.

■ PRECAUTIONS BEFORE RUNNING ■

- Yokomo R/C cars are built for competition use, and some models may exceed speeds of 40km per hour. Practice common sense and run the car in open safe places, or R/C car tracks.
- Do not run the car on public roads with high amounts of traffic, or in areas that may cause an inconvenience to people in that area.
- R/C cars are controlled using a radio frequency. In a worst-case scenario, radio interferences may cause loss of control.
- If others near you are running R/C cars, confirm that they are not running on the same frequency.
- R/C cars do not like water. Avoid running on rainy days, or areas with water puddles. Exposure of the electronics to water may cause loss of control or damage to the electronics.
- The drivetrain of an R/C car consists of many moving parts like gears, belts, shafts, and tires. Avoid touching these areas when the battery is connected.
- Many parts of an R/C car will become hot after running. Allow the parts to sufficiently cool before conducting any maintenance.

■ BEGINNING A RUN ■

- ① Place the R/C car on a stand so the wheels are off the ground.
- ② Confirm that the speed controller switch is OFF, and connect the motor and battery.
- ③ Extend the transmitter antenna and turn the switch ON. (It is unsafe to use a transmitter with low voltage. Make sure that the transmitter batteries are good before running.)
- ④ Turn the speed controller switch ON.

■ FINISHING A RUN ■

- ① Turn the speed controller switch OFF.
- ② Disconnect the battery.
- ③ Turn the transmitter switch OFF, and retract the antenna.

■ BATTERY USAGE ■

(Carefully read the instruction included with the batteries)

- When charging batteries, make sure that the surrounding area is void of anything highly flammable. Also avoid charging in high-temperature locations.
- When charging batteries, frequently monitor the charging status. In a worst case scenario, overcharging a battery may cause it catch on fire. If the battery reaches 50 degrees Celcius or more, stop charging.
- Batteries will become hot after running. Continuous use of the battery pack may result in damage to the cells. Allow the battery too cool down before re-charging. Using a battery conditioner after running may prolong the life and performance of the battery.
- Please do not discard old battery packs in the trash. Although inconvenient, please locate a battery disposal center.

■ MOTOR USAGE ■

(Carefully read the instructions included with the motor.)

- Connecting a 7.2V battery directly to the motor can be very dangerous. This may cause the internal parts of the motor to break apart, causing some parts to fly out of the motor. To break-in the motor, safely secure the motor and run the motor at about 3-5V.
- Motors require periodic maintenance. Slower speeds and decreased run times may indicate a worn-out motor. Periodically clean the motor and change the brushes when needed.
- Choose a gear ratio that matches the power characteristics of the motor. Using a gear ratio unsuited to the characteristics of the motor will not only prevent the motor from performing at its optimum, but may even cause damage to the other electronics.
- Motors will generally become very hot after running. Continuous running will reduce the life of the motor. Allow the motor to sufficiently cool between each run.

【組み立てに必要な物】

ACCESSORIES AND TOOLS NEEDED FOR [MR-4TC SD CGM] ASSEMBLY

■ 走行の為に別にお買い求め頂く物 ■

ADDITIONAL ITEMS REQUIRED FOR USE (NOT INCLUDED IN KIT)

- 2チャンネルプロポ (1サーボ 1アンプ仕様)
TWO CHANNEL R/C SURFACE RADIO SYSTEM
AND ELECTRONIC SPEED CONTROL
- 走行用 7.2V バッテリーパック
7.2V BATTERY PACK
- 走行用バッテリー充電器
BATTERY CHARGER
- 走行用モーター
MOTOR
- タイヤ
TIRES
- 走行用ボディー (ボディー付キットは不要)
BODY
- ボディー塗装用カラー
BODY SPRAY PAINT

■ 袋以外の箱に入っている物 ■

PARTS INCLUDED IN KIT

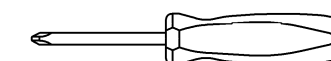
- | | |
|-----------|--------------|
| ● バンパー | BUMPER |
| ● ホイール | WHEELS |
| ● メインシャーシ | MAIN CHASSIS |
| ● ショックオイル | SHOCK OIL |

[MR-4TC SD CGM]の性能を十分に発揮させる為にイラストを良く参照し説明の順番に従って確実に組み上げて下さい。

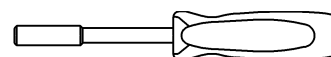
For assembly, follow the figures and the instructions closely so that your [MR-4TC SD CGM] will perform at its best!!

■ 別途用意する工具 ■

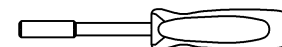
ASSEMBLING TOOLS REQUIRED (NOT INCLUDED IN KIT)



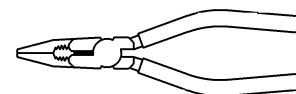
ドライバー (大, 小)
SCREW DRIVER (SMALL & LARGE)



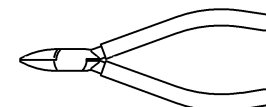
ボックスレンチ (7.0mm)
NUT DRIVER (7.0mm)



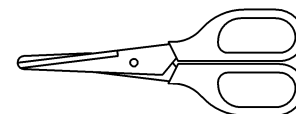
ボックスレンチ (5.5mm)
NUT DRIVER (5.5mm)



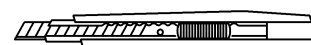
ラジオペンチ
NEEDLE NOSE PLIERS



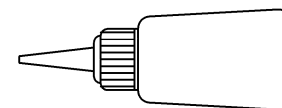
ニッパー
SIDE CUTTER



ハサミ
SCISSORS



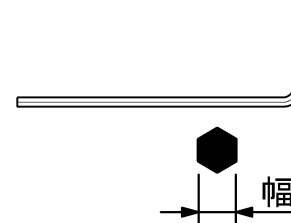
カッター
HOBBY KNIFE



瞬間接着剤
QUICK DRYING GLUE

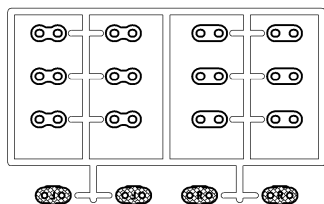
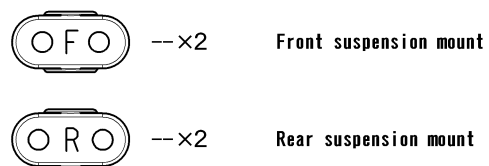
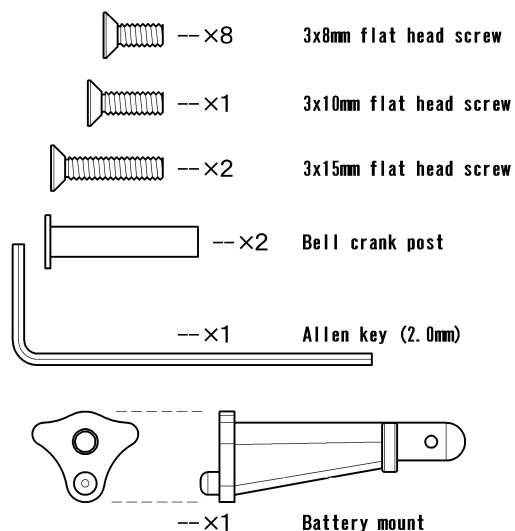
■ キットに入っている工具 ■

TOOLS (INCLUDED)



六角レンチ
ALLEN WRENCH
(2.0mm)
(1.5mm)

[Bag-1 Contents]



Shaded parts are used for this step.

2 types of spacers are included.

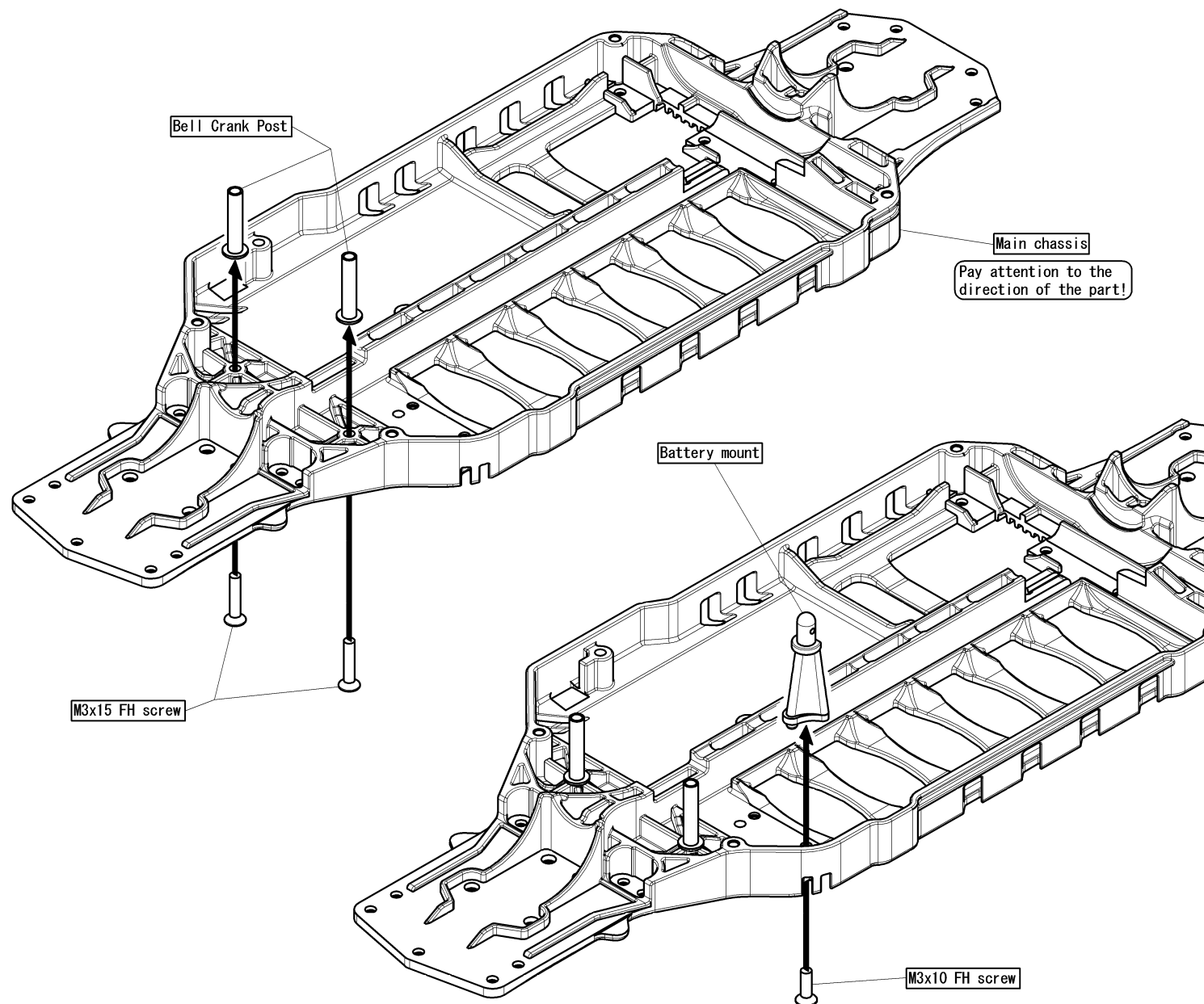
Oval shaped = For ride height adjustments, 1mm thick (1 ea)
Figure-8 shaped = For kick-up/anti-squat adjustments, 1 deg (1 ea)

【Read before assembly!】

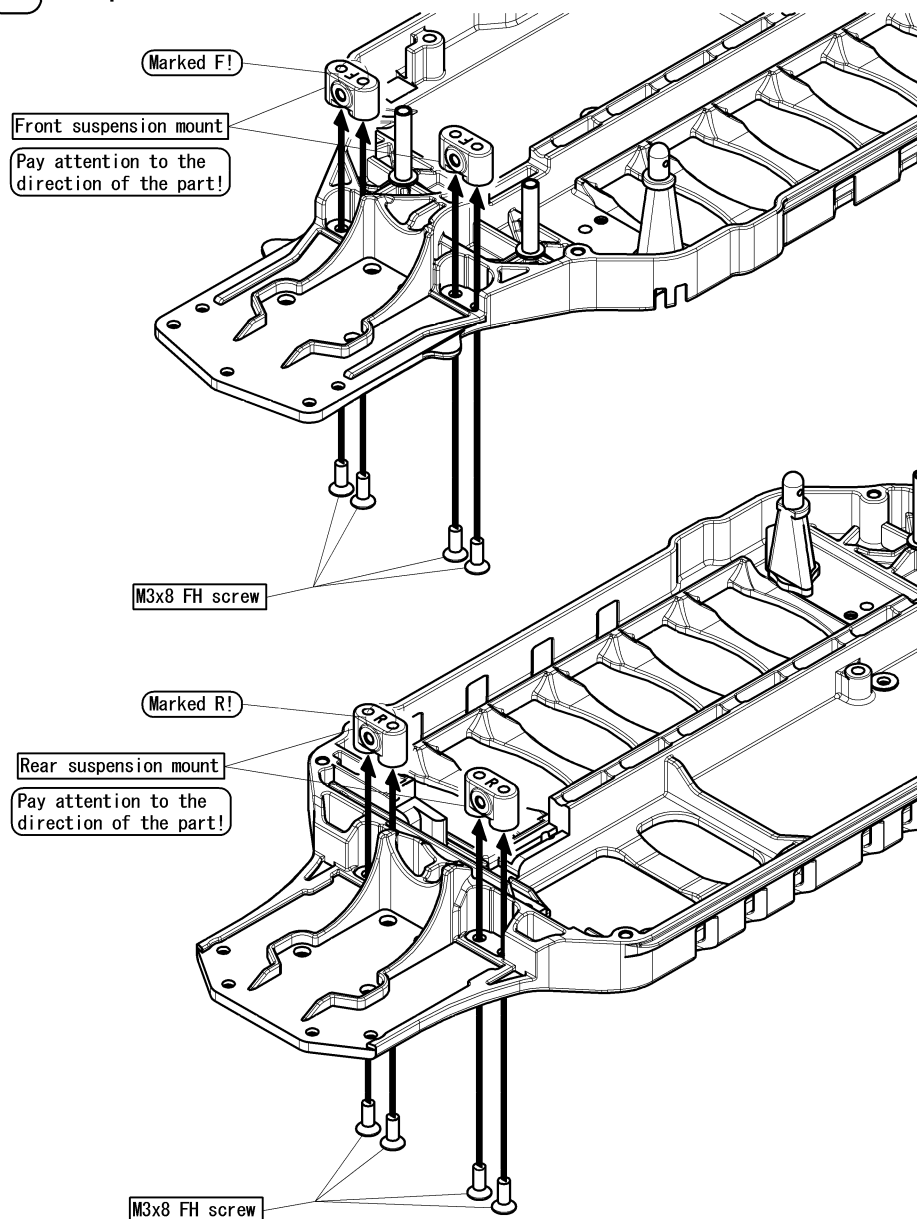
All of the 3mm set screws included in this kit are allen head set screws. To tighten, please use a 2.0mm allen wrench or the 2.0mm allen key included in this kit.

If you happen to find the 2.0mm allen key difficult to use, an optional 2.0mm allen wrench from Yokomo is available. Part no. YT-W200.

1 Bell Crank Post, Battery Mount Installation



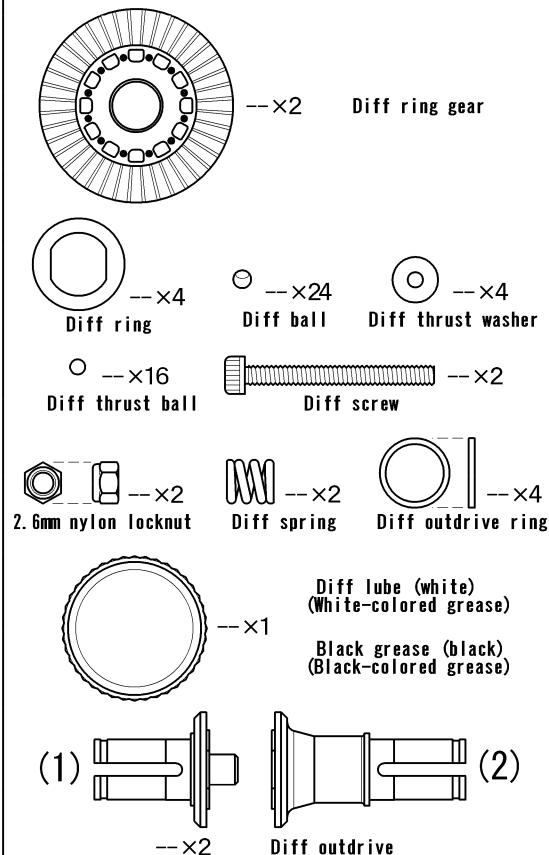
2 Suspension Mount Installation



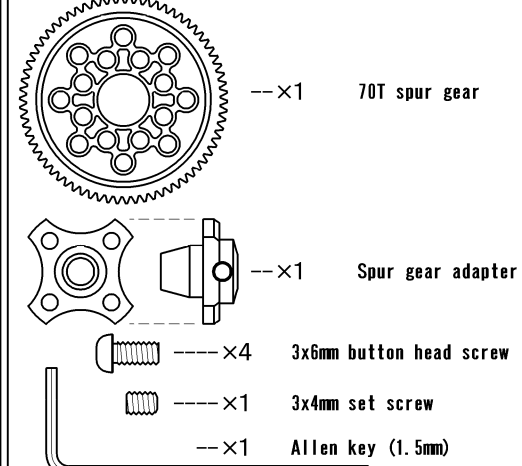
Important!— Pay attention to the direction of the front and rear suspension mounts when installing.

[Bag-2 Contents]

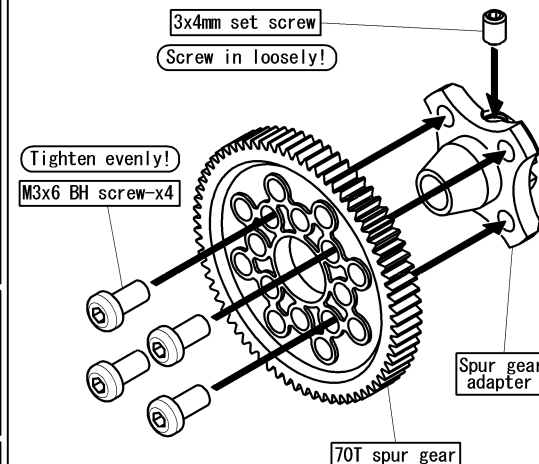
[BALL DIFF PARTS]



[SPUR GEAR PARTS]

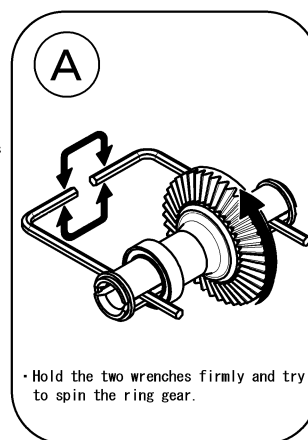
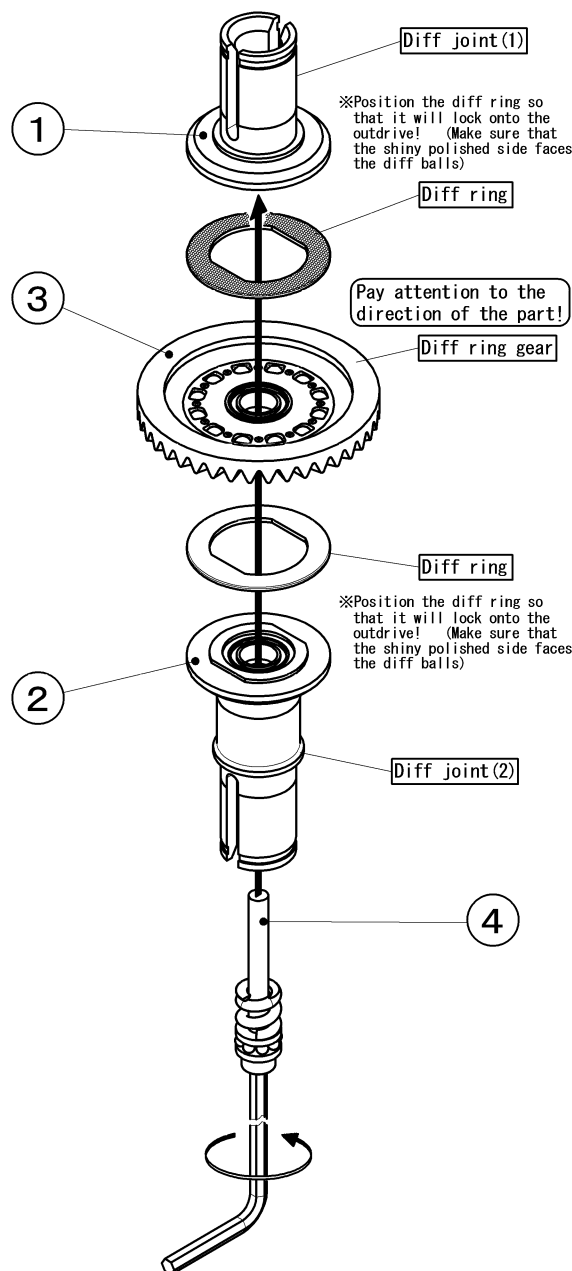
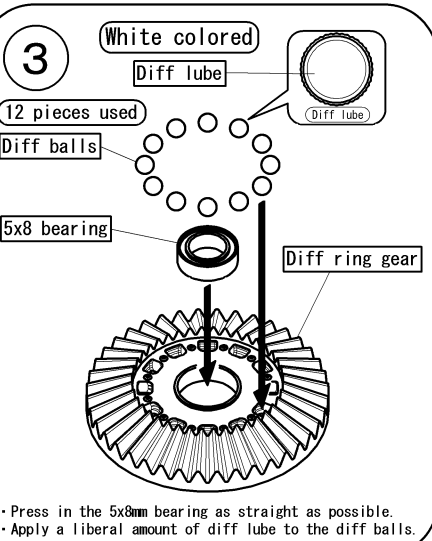
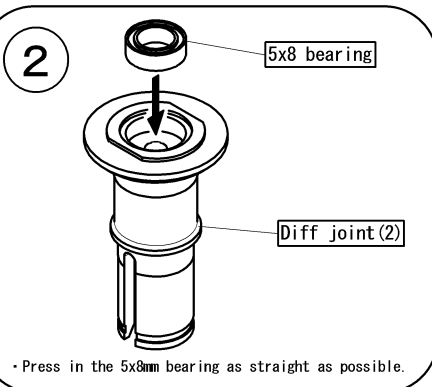
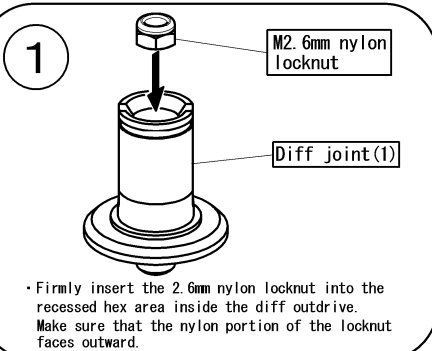


3 Spur Gear Assembly



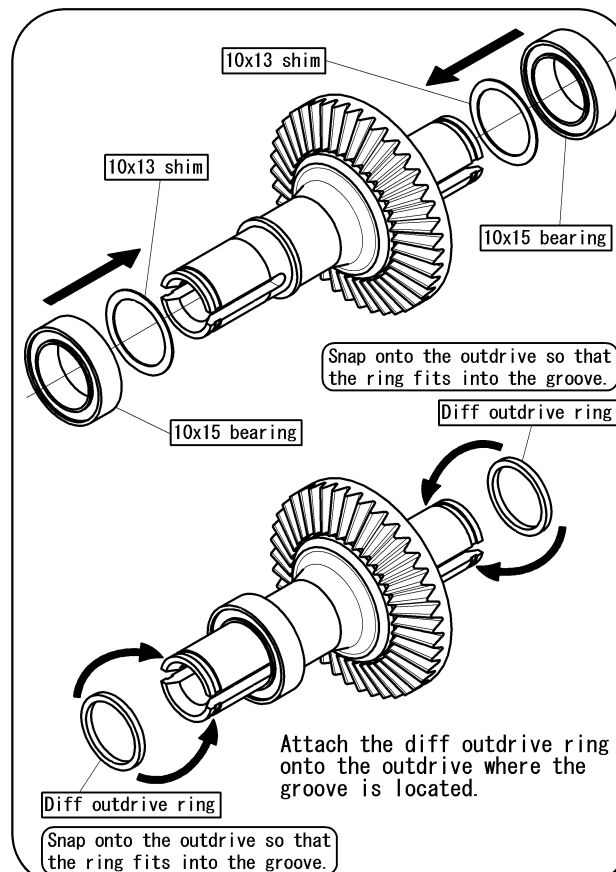
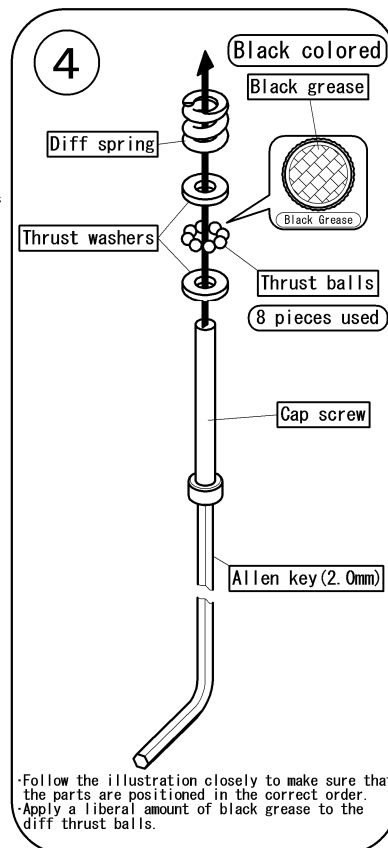
Important!—When tightening the 3x6mm button head screws to secure the 70T spur gear to the gear adapter, make sure to line up the holes on the spur gear with the gear adapter and tighten the four screws slowly, and as evenly as possible. Tightening the screws unevenly may distort the spur gear, causing it to spin unevenly.

4 Rear Ball Diff Assembly (assemble 2) ※Carefully read the following instructions prior to assembling the ball differential.

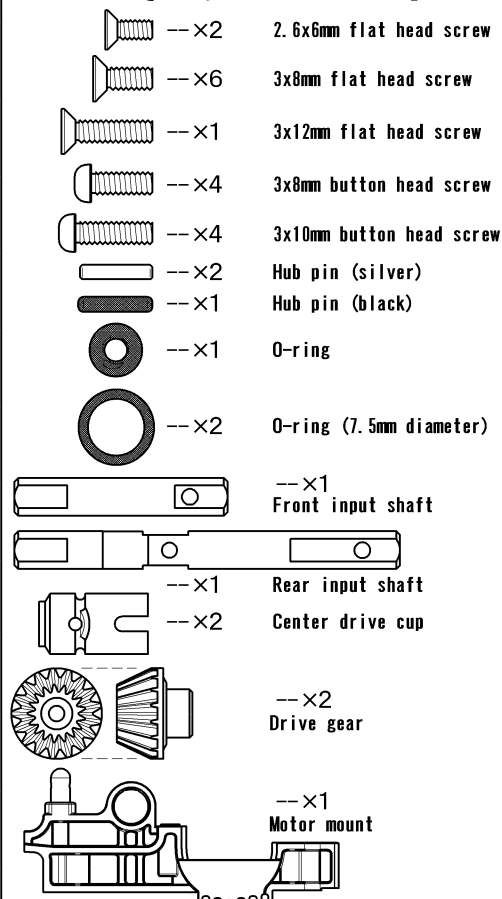


Important!

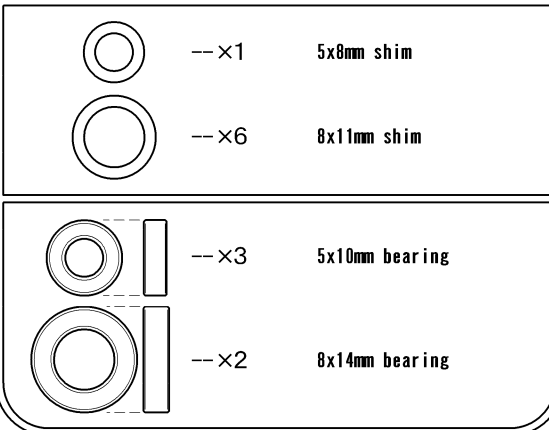
- ① The diff rings and diff balls are coated with oil to prevent rust during shipment. To help prevent the diffs from slipping, make sure to clean the diff rings and diff balls with motor spray prior to assembly.
- ② Be aware of the top and bottom sides of the diff rings. The top side of the diff ring is polished and faces the diff balls. The bottom side has a matte finish and faces the outdrive.
- ③ Always apply diff lube to the diff balls, and black grease to the diff thrust balls.
- ④ When tightening the diff, use two allen keys to test the tightness of the diff (as shown in illustration A). Slowly tighten the diff screw until the ring gear cannot be turned by hand. (Tighten the diff screw until the diff does not slip when the car is run.)



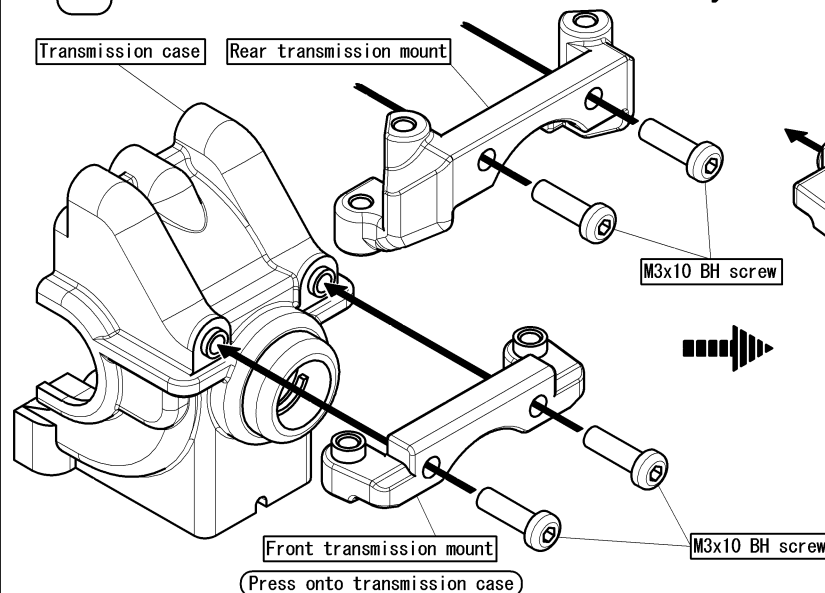
[Bag-3 Contents]



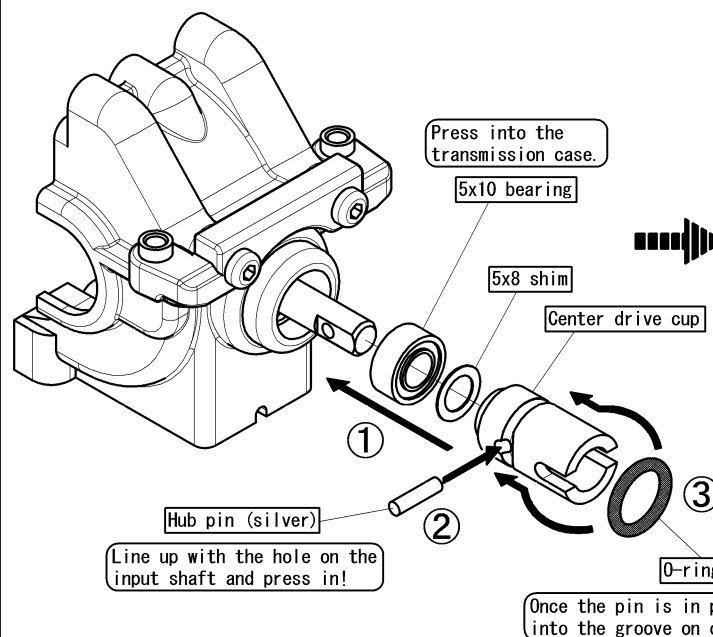
Other transmission case and chassis brace parts



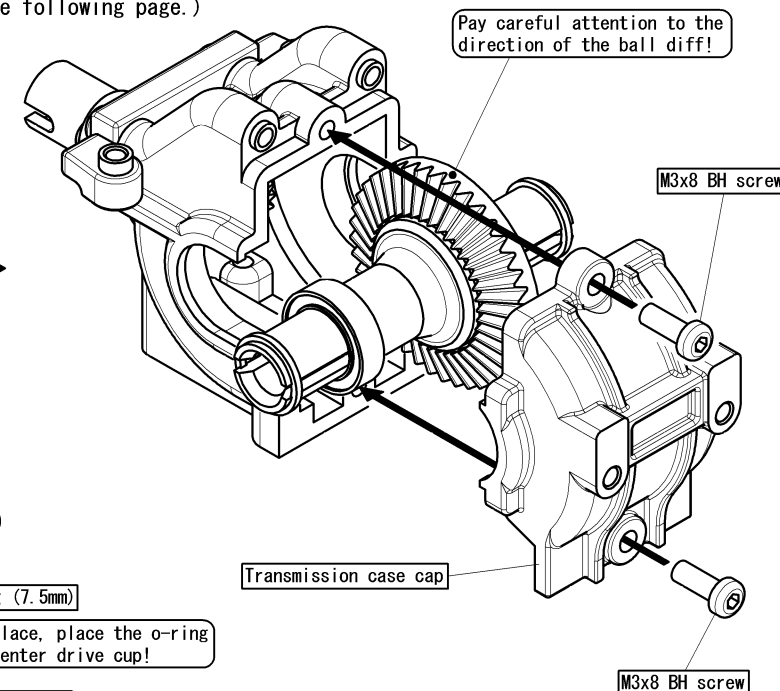
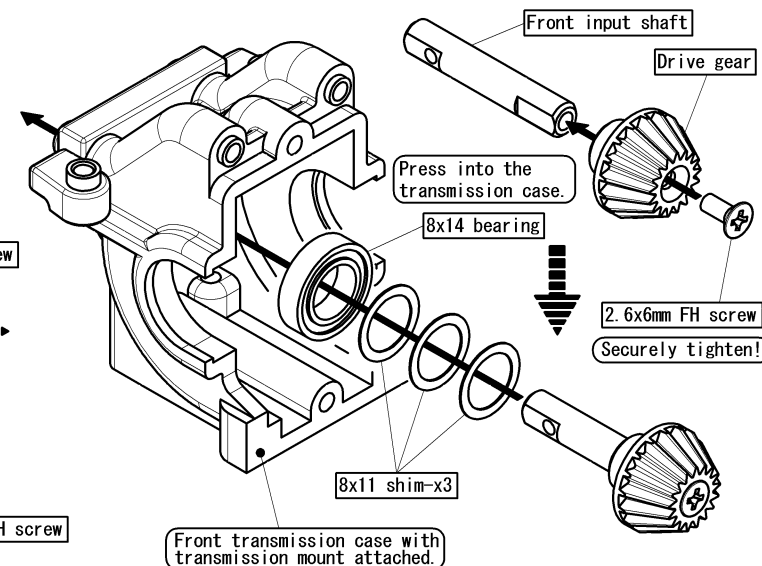
5 Front Transmission Case Assembly



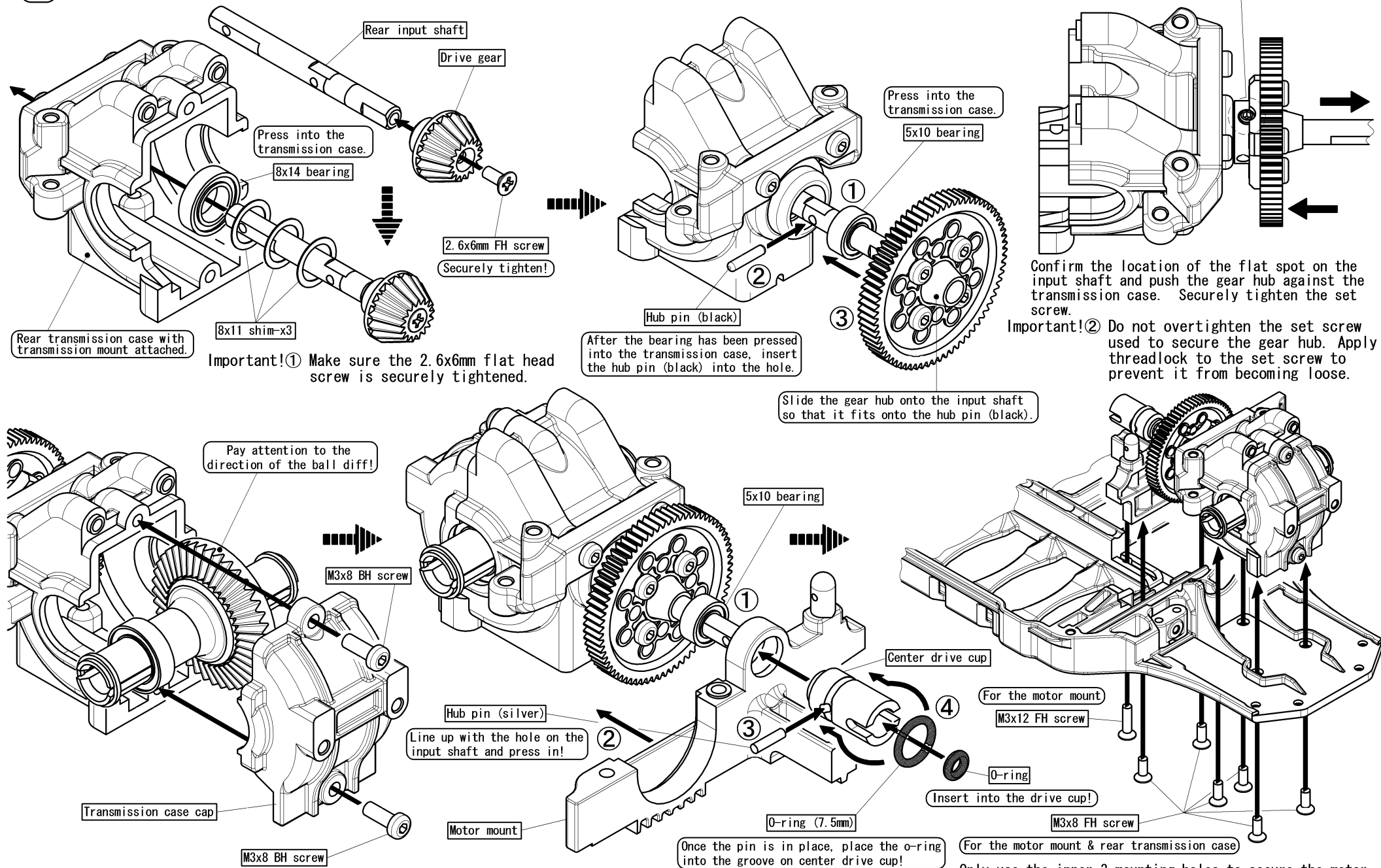
Attach the front transmission mount to the transmission case using the 3x10mm button head screws. Also attach the rear transmission mount to the other transmission case in the same way (to be used on the following page.)



Important!— Make sure the 2.6x6mm flat head screw is securely tightened.

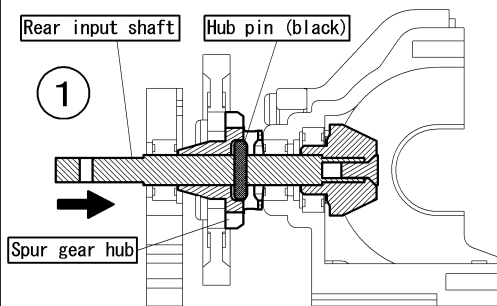


6 Rear Transmission Case Assembly

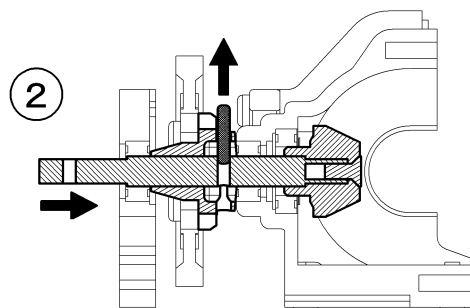


Maintenance Tip!

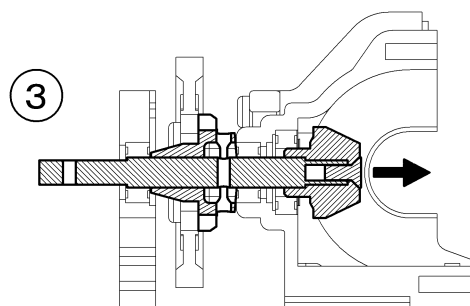
Spur Gear Hub Removal



Loosen the spur gear hub set screw and slide the rear input shaft towards the back of the chassis. (Having the center drive cup removed from the rear input shaft may simplify this step.)

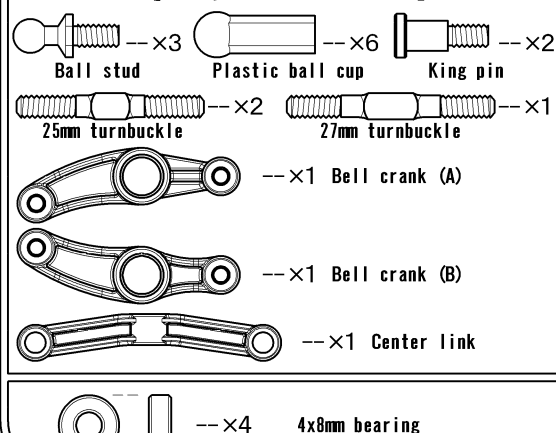


Slide the rear input shaft back until the hub pin becomes visible through the hole in the spur gear hub and remove the hub pin. (If the hub pin easily falls out, apply a thin coat of rubber cement to the pin.)



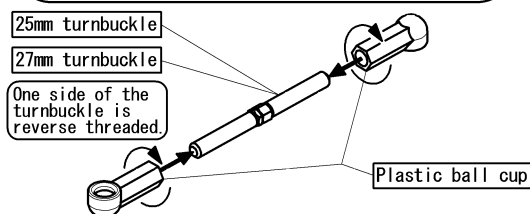
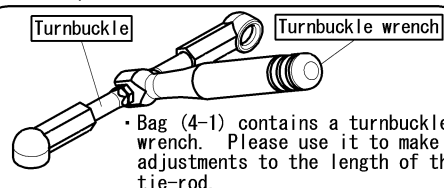
Slide the rear input shaft further back to allow the spur gear hub to be removed. (When re-assembling, follow these steps in reverse order.)

[Bag-4 Contents]

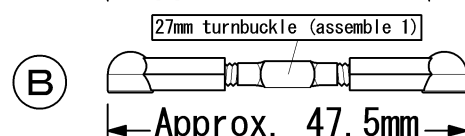
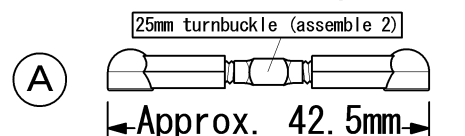


Tie-rod Assembly

• Assemble the tie-rod by attaching a plastic ball cup to both ends of the turnbuckle.

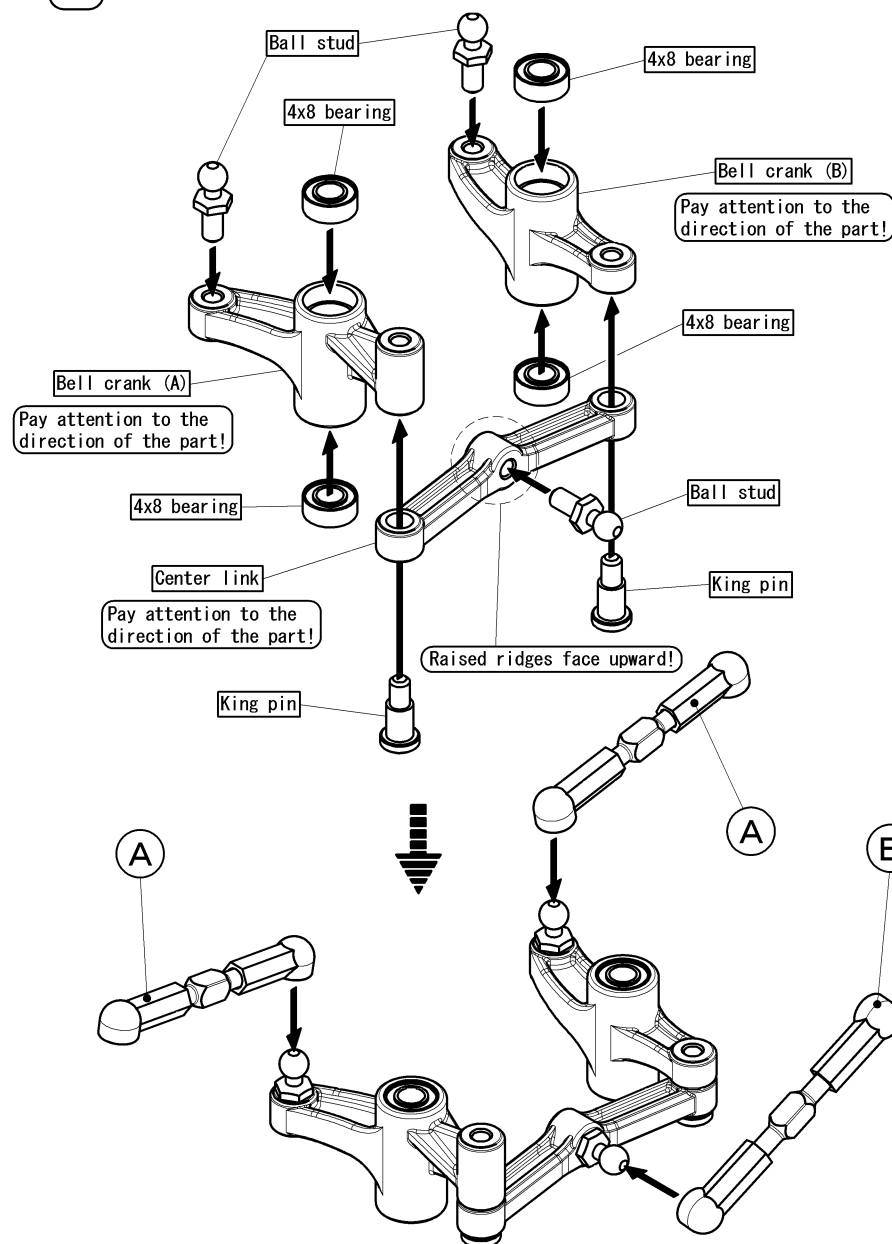


• Assemble each tie-rod to the lengths shown below.



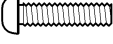
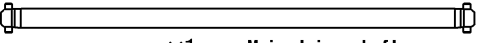
This length may vary depending on the servo used. Adjust accordingly.

7 Bell Crank Assembly



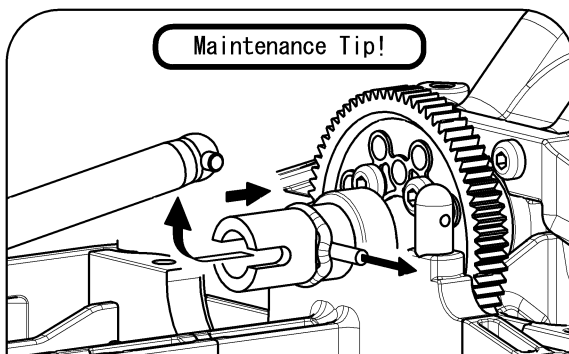
Attach each of the 2 tie-rods to the ball studs as shown above. (Pay careful attention to the where each tie-rod is placed. By attaching the tie-rods so that the reverse threaded portion of the turnbuckle is on the same side will make it easier to adjust them later.)

[Bag-5 Contents]

-  --×4 3x8mm flat head screw
-  --×4 3x8mm button head screw
-  --×4 3x12mm button head screw
-  --×2 3x22mm button head screw
-  --×1 Main drive shaft

Also included: antenna tube x 1

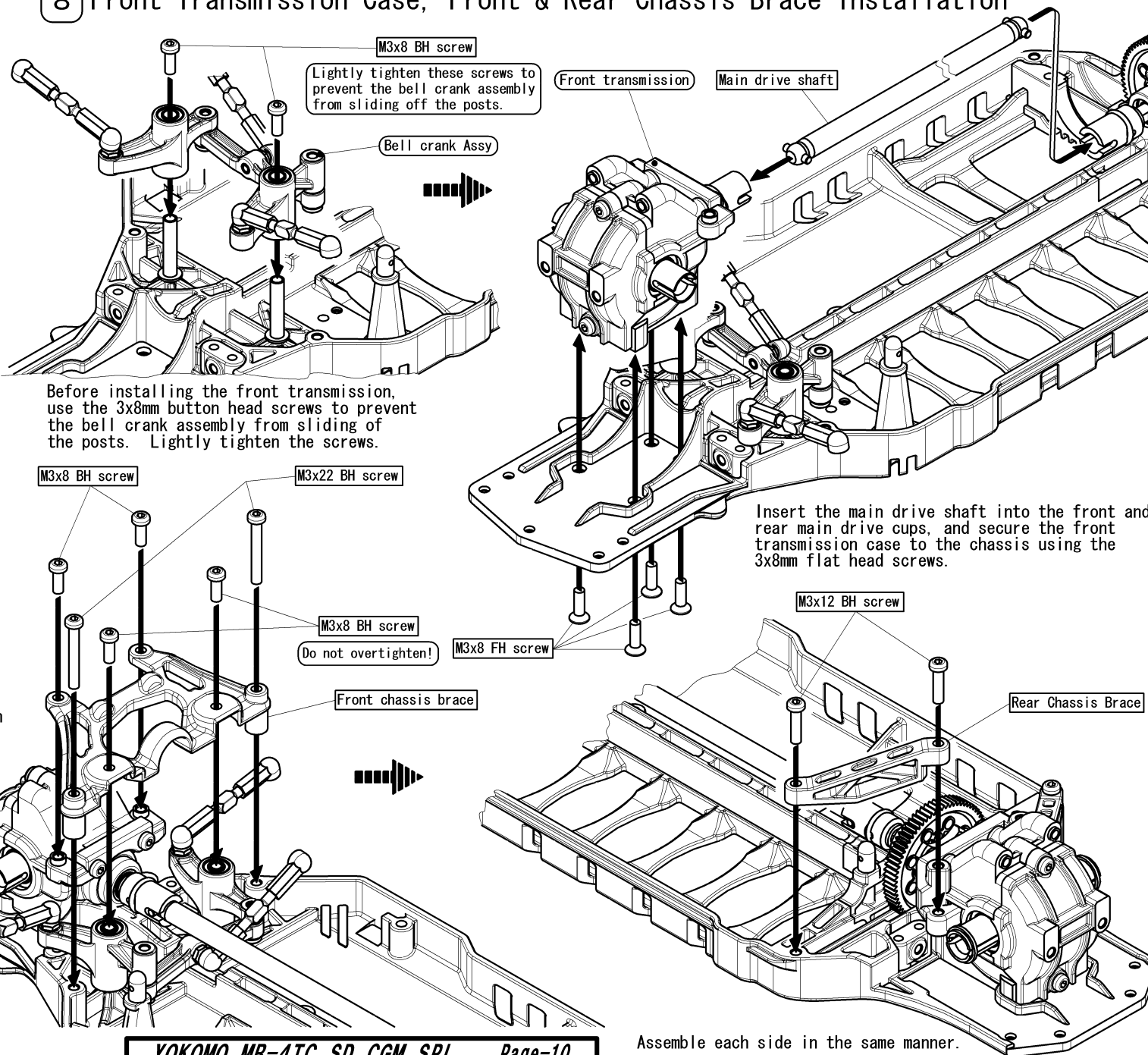
Maintenance Tip!



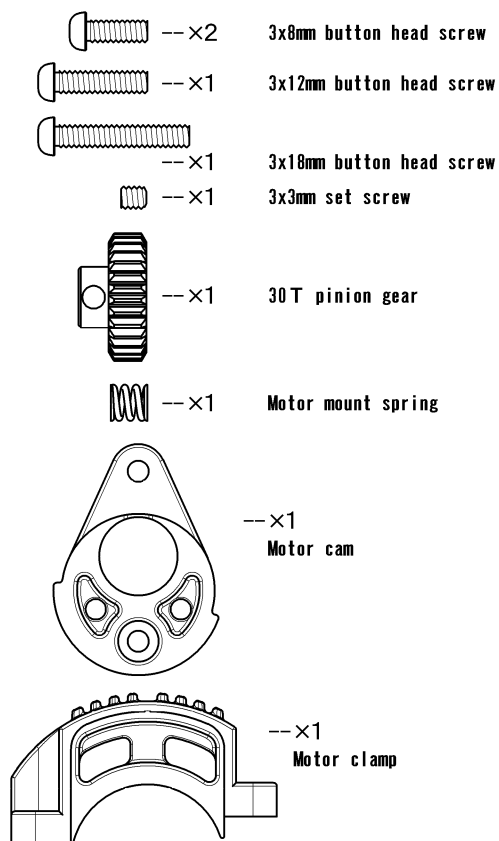
For easy removal of the main input drive shaft, push the silver hub pin out from the drive cup (just enough so that the drive cup is free to move), and slide it back.

Remove the previously installed 3x8mm button head screws, attach the front chassis brace, and secure it as shown.

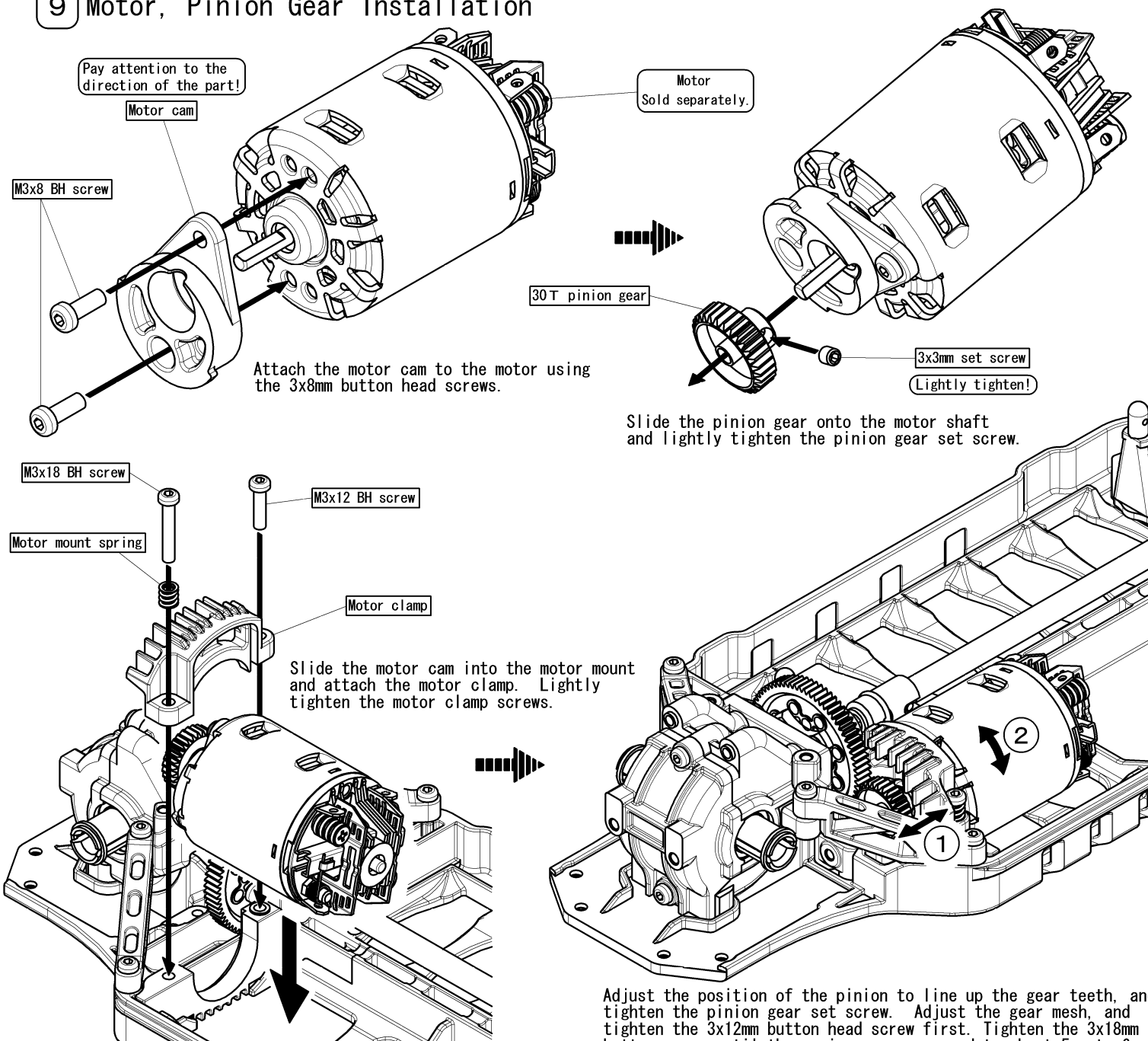
8 Front Transmission Case, Front & Rear Chassis Brace Installation



[Bag-6 Contents]



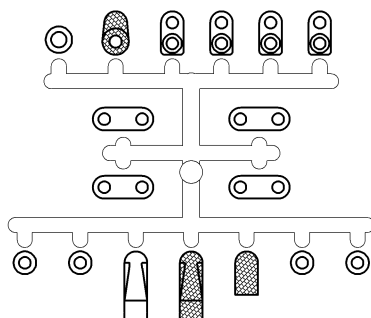
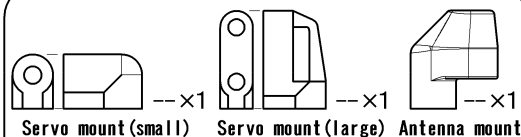
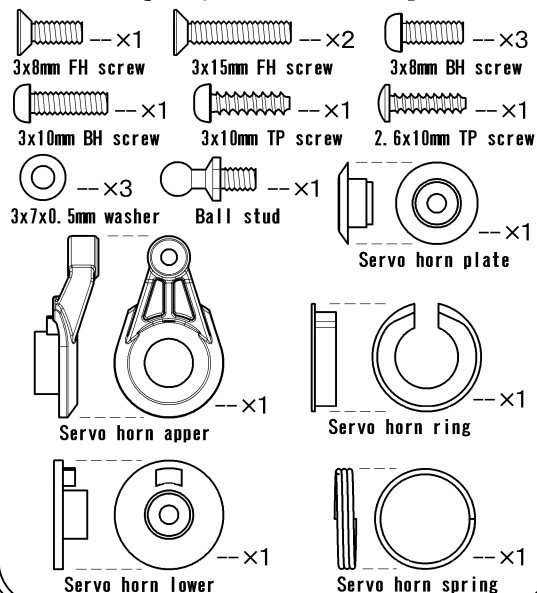
9 Motor, Pinion Gear Installation



Important!

- ① Motor not included in kit. Please purchase separately.
- ② Install the pinion so that the set screw is tightened onto the flat portion of the motor shaft.
- ③ Adjust the gear mesh to allow a very small gap between the teeth of the pinion and spur gear.
(improper adjustment of the pinion and spur may result in damage to the gears.)
- ④ Continuous running of the motor will result in shorter motor life. Allow the motor to cool between runs.

[Bag-7 Contents]



Shaded parts are used for this step.

10 Servo Saver, Servo Installation

Pay attention to the direction of the part!

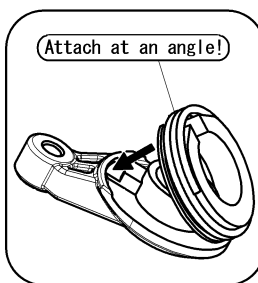
Servo horn upper (use the shorter horn!)

Ball stud

Servo horn ring

Servo horn spring

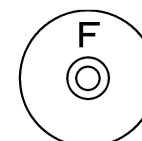
Make sure that the ends of the servo horn spring do not catch on the edges of the servo horn ring.



Attach at an angle!

2 servo horns are provided. Use the shorter servo horn. As shown in the illustration, attach the servo horn ring at an angle.

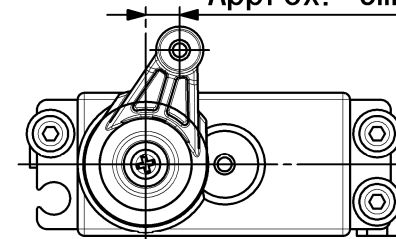
Important!① Attach the servo horn to the servo using the same (or similar) screw included with the servo unit. (3 different screws are included in the kit: 2.6x10mm tapping screw, 3x10mm tapping screw, 3x10mm button head screw)



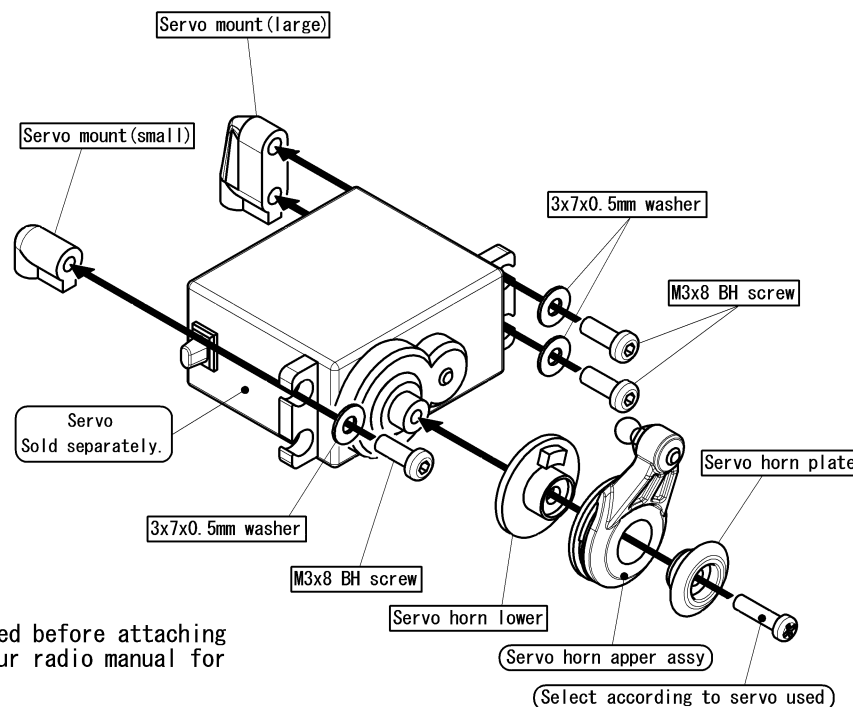
Mark	Manufacturer
F	Futaba
H	Hitec
J K S	JR, KO, Sanwa

The included servo horn lower are marked with a letter designating servo compatibility. Select the servo horn matching the servo being used.

Approx. 5mm



After the servo has been centered, attach the servo horn so that the hole on arm is 5mm off center (or about 1 notch).



Servo mount (large)

Servo mount (small)

3x7x0.5mm washer

M3x8 BH screw

Servo Sold separately.

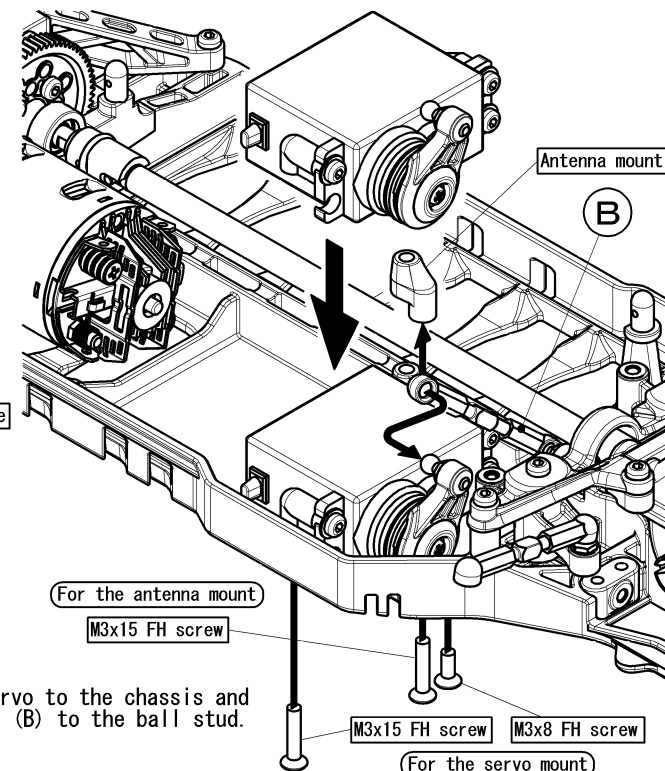
3x7x0.5mm washer

M3x8 BH screw

Servo horn lower

Servo horn upper assy

Select according to servo used



Antenna mount

B

For the antenna mount

M3x15 FH screw

M3x15 FH screw

M3x8 FH screw

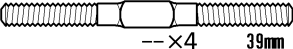
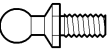
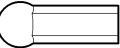
For the servo mount

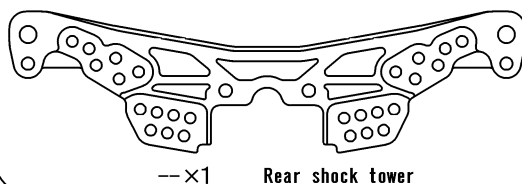
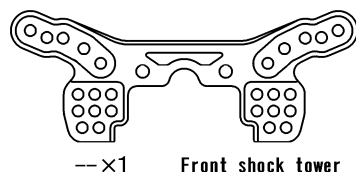
Important!② Make sure that the servo is centered before attaching the servo horn lower. (Refer to your radio manual for more information.)

③ Kit includes 3 servo horns. Select the servo horn designated for use with the servo being used. (Using an incorrect servo horn may result in damage to the servo.)

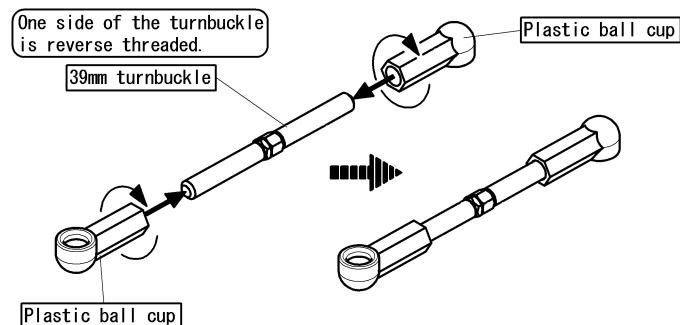
Install the servo to the chassis and attach tie-rod (B) to the ball stud.

[Bag-8 Contents]

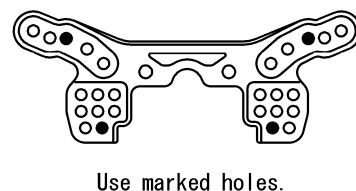
-  --x2 3x8mm button head screw
-  --x2 3x10mm button head screw
-  --x4 3x20mm button head screw
-  --x4 39mm turnbuckle
-  --x4 Ball stud
-  --x6 3mm nut
-  --x8 Plastic ball cup



11 Front & Rear Upper Camber Link Assembly

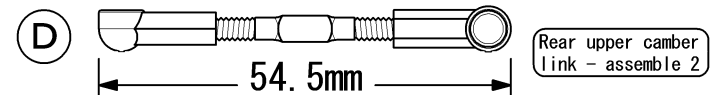
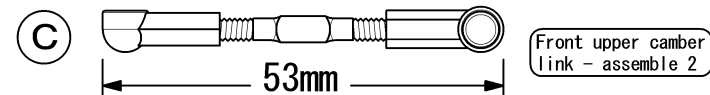


Installing on front shock tower

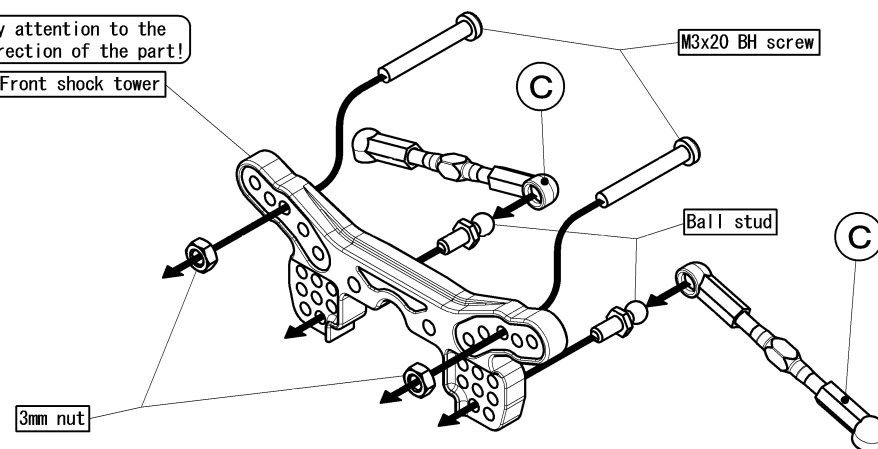


Pay attention to the direction of the part!

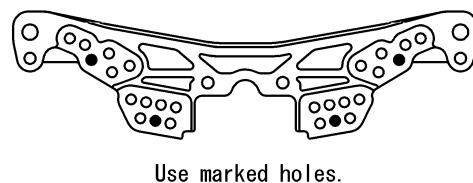
Front shock tower



Adjust the direction of the plastic ball cups when installing.

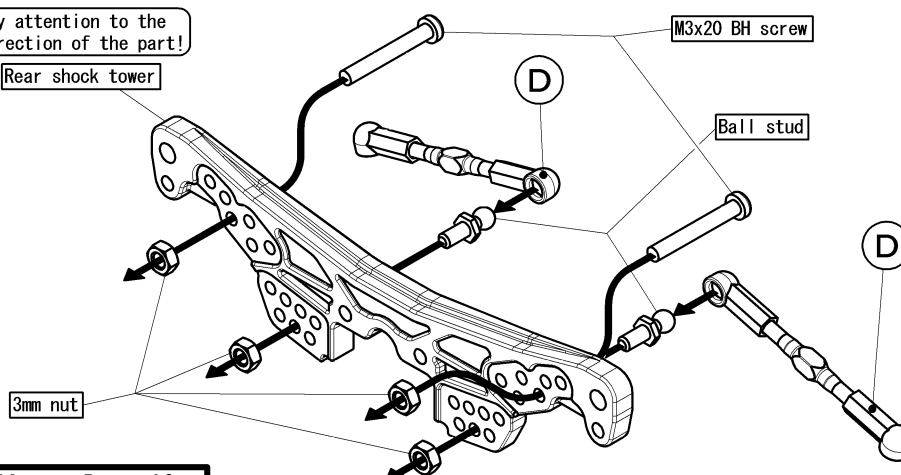


Installing on rear shock tower



Pay attention to the direction of the part!

Rear shock tower



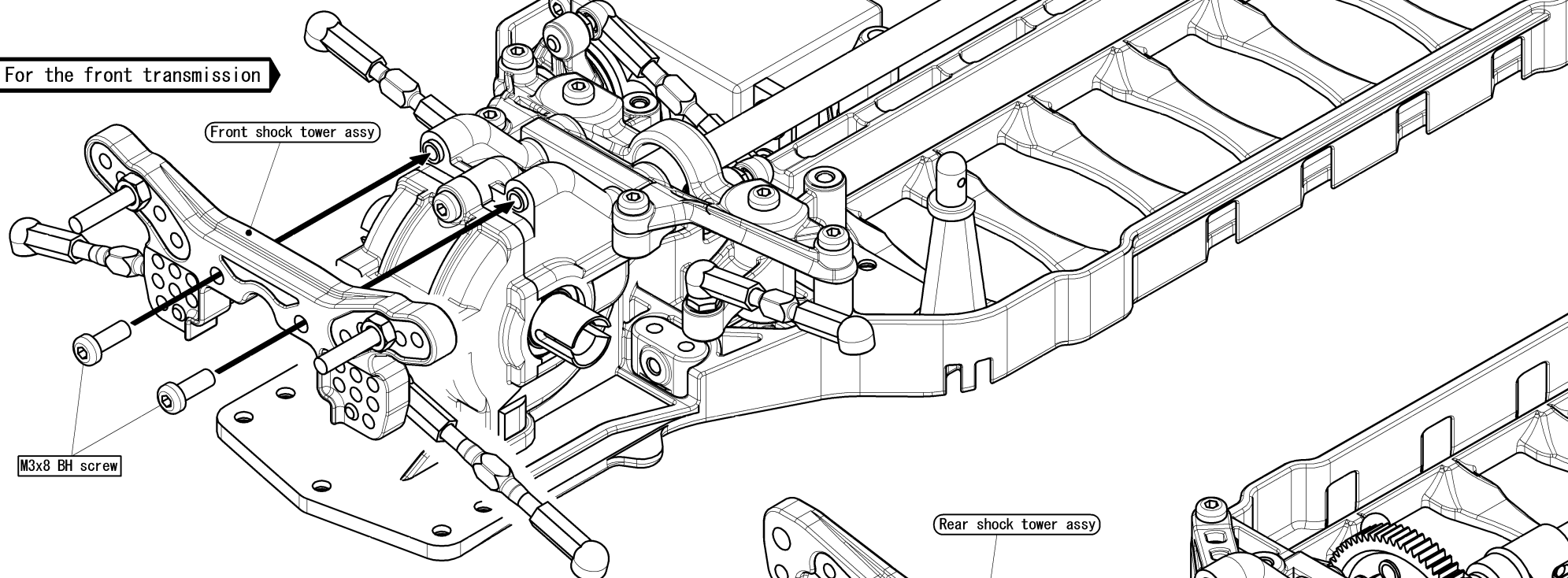
Attach the front and upper camber links after the ball studs have been installed onto the shock towers. (By attaching the camber links so that the reverse threaded portion of the turnbuckle is on the same side will make it easier to adjust later.)

Important!

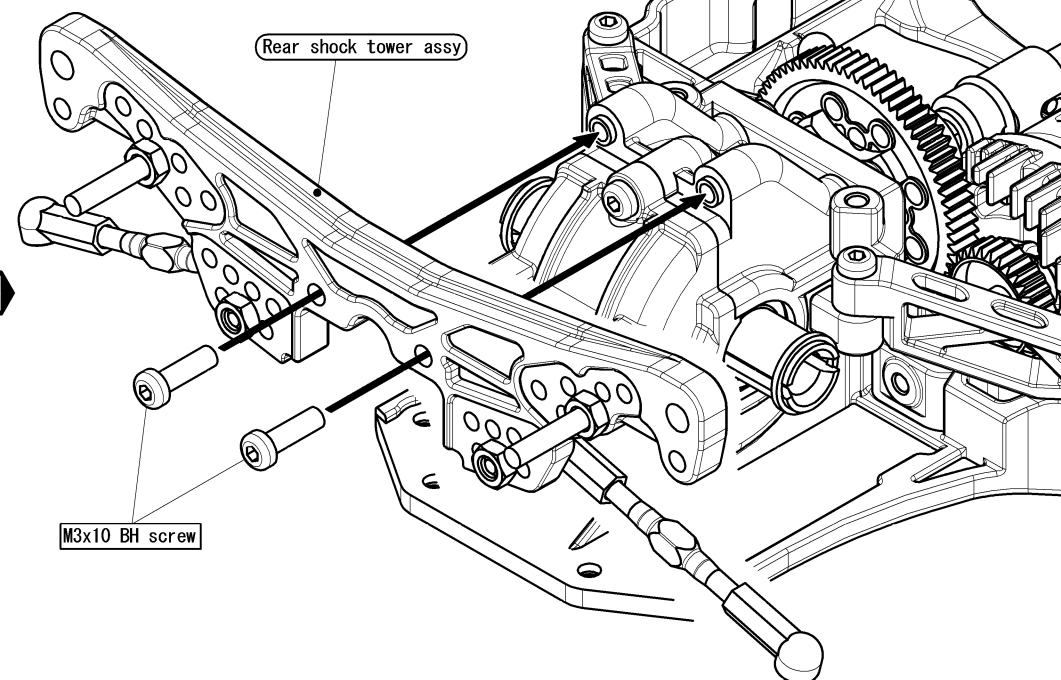
Pay close attention to the direction both front and rear shock towers.

12 Front & Rear Shock Tower Installation

For the front transmission

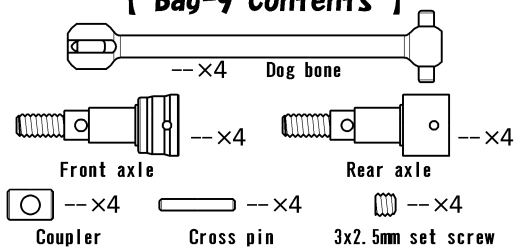


For the rear transmission

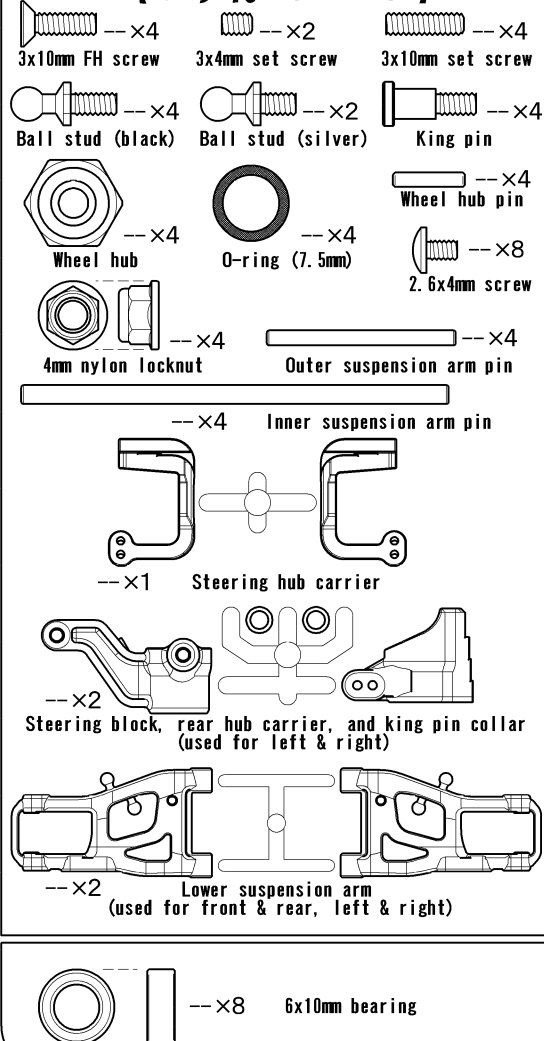


Important!— Make sure that the shock towers fit onto the keyed holes on both front and rear transmission cases. Use the specified screws to secure the shock towers.

[Bag-9 Contents]



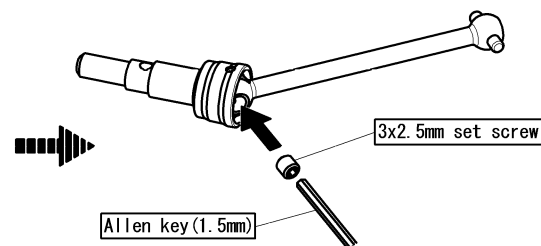
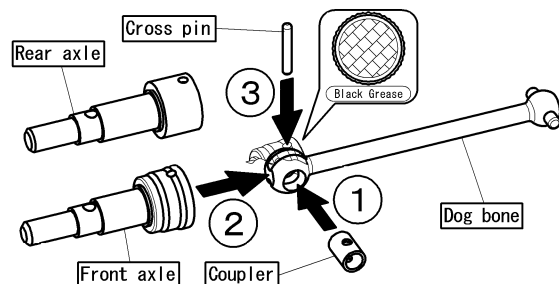
[Bag-10 Contents]



13 Front & Rear Hub Carrier Assembly

Universal Driveshaft Assembly

Assemble 2 sets for the front and rear.

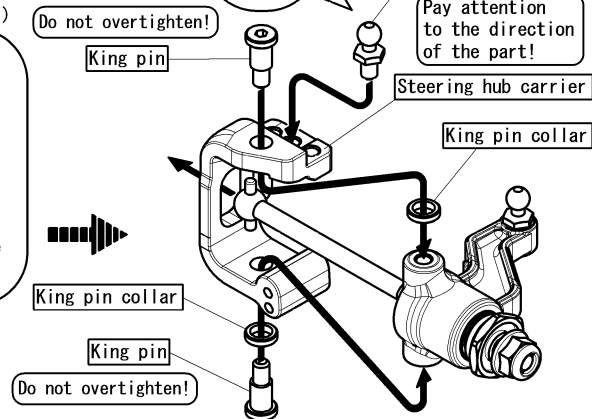
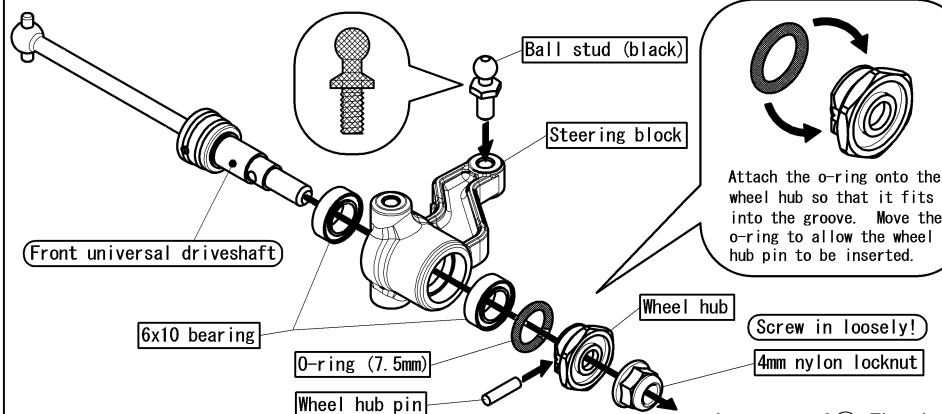


Important!

① Apply black grease to the dog bone when assembling.

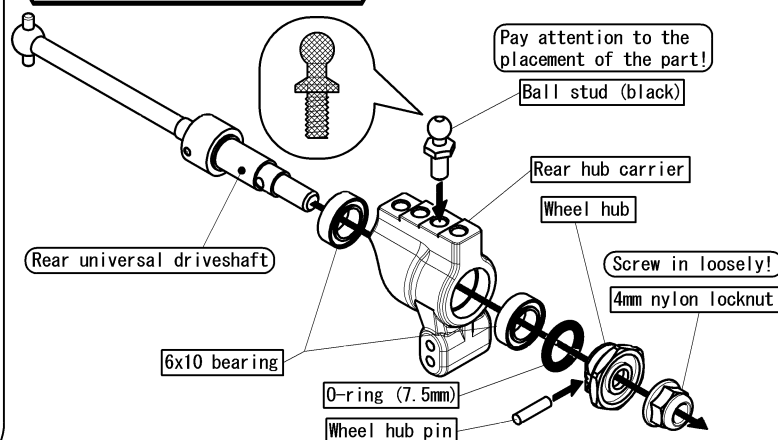
Front Hub Carrier Assembly

Assemble 2 sets.
(The steering hub carriers are different left and right.)



Rear Hub Carrier Assembly

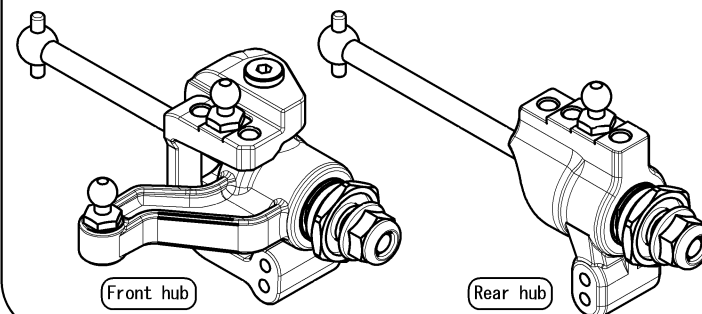
Assemble 2 sets.



Important! ② The left and right steering hub carriers are different.

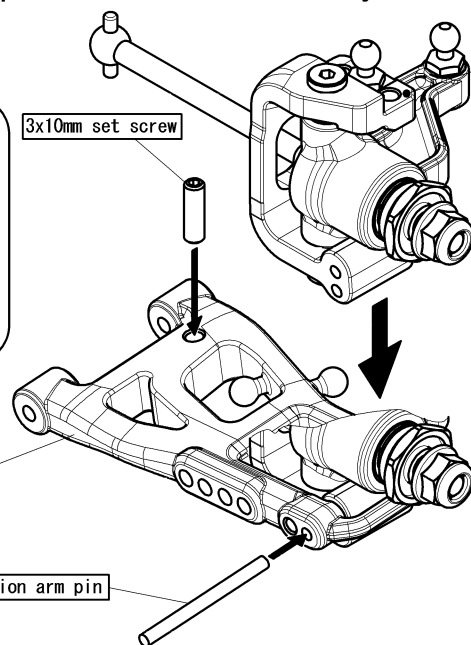
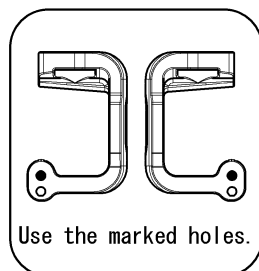
③ Slowly tighten the upper king pin. Overtightening the king pin may cause the king pin collar to be squished, preventing the steering block from moving freely.

[Assemble each side in the same manner.]

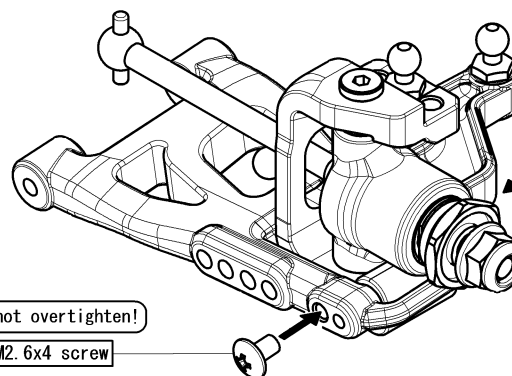


14 Lower Suspension Arm Assembly

Front Assembly

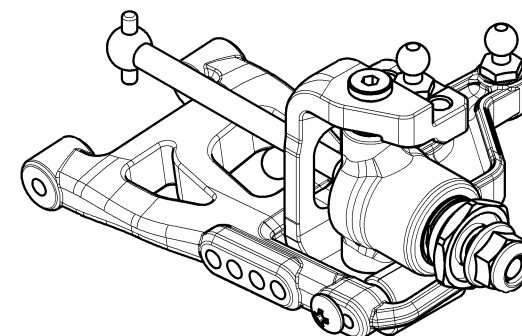


Screw the 3x10mm set screw into the lower arm and tighten until 2mm of thread is showing underneath the bottom of the arm.



Do not overtighten!

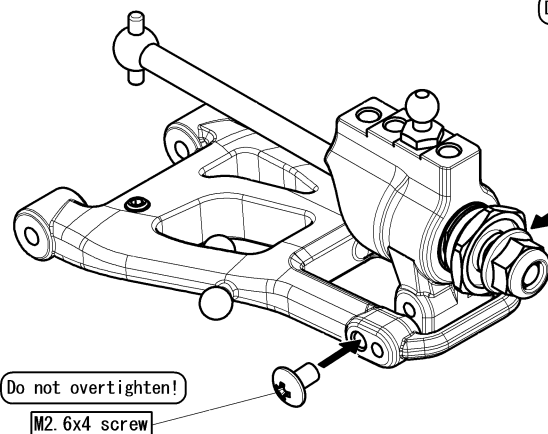
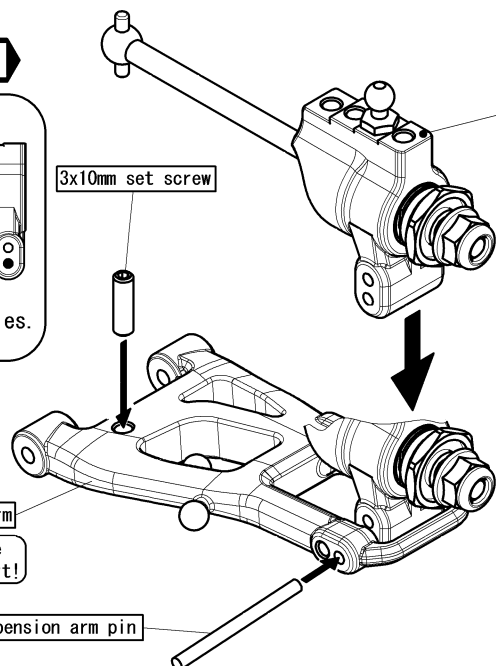
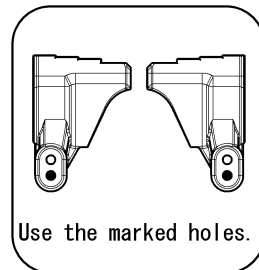
M2.6x4 screw



Important!—Fully tighten the 2.6mmx4 screw into the arm, then unscrew 1/4 turn. (Overtightening this screw may cause the suspension to bind.)

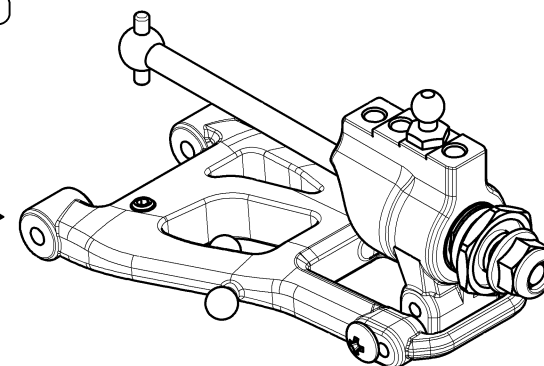
【 Assemble each side in the same manner. 】

Rear Assembly



Do not overtighten!

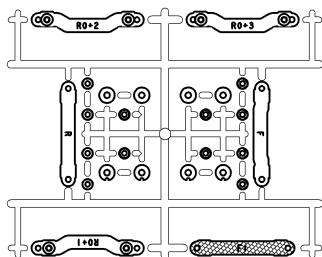
M2.6x4 screw



15 Front Lower Suspension Arm Installation



- x1 Front suspension mount
- x4 spacer thin (1mm)
- x2 spacer thick (2mm)



Shaded parts are used for this step.

【Read before assembly!】



Do not use diff lube!
(White colored grease)

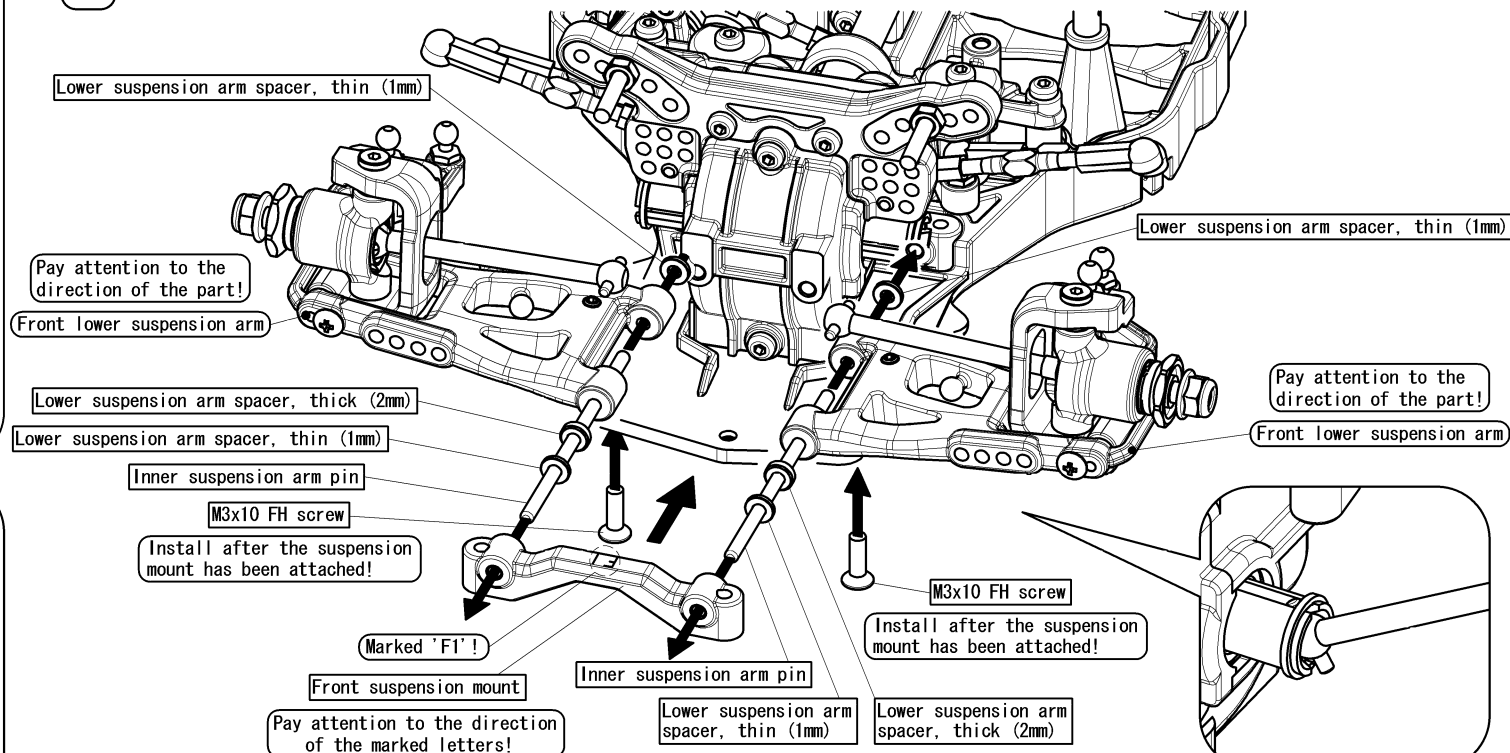


Black grease
(Black colored
grease)

Apply (Black Grease) to the
universal driveshaft pins.

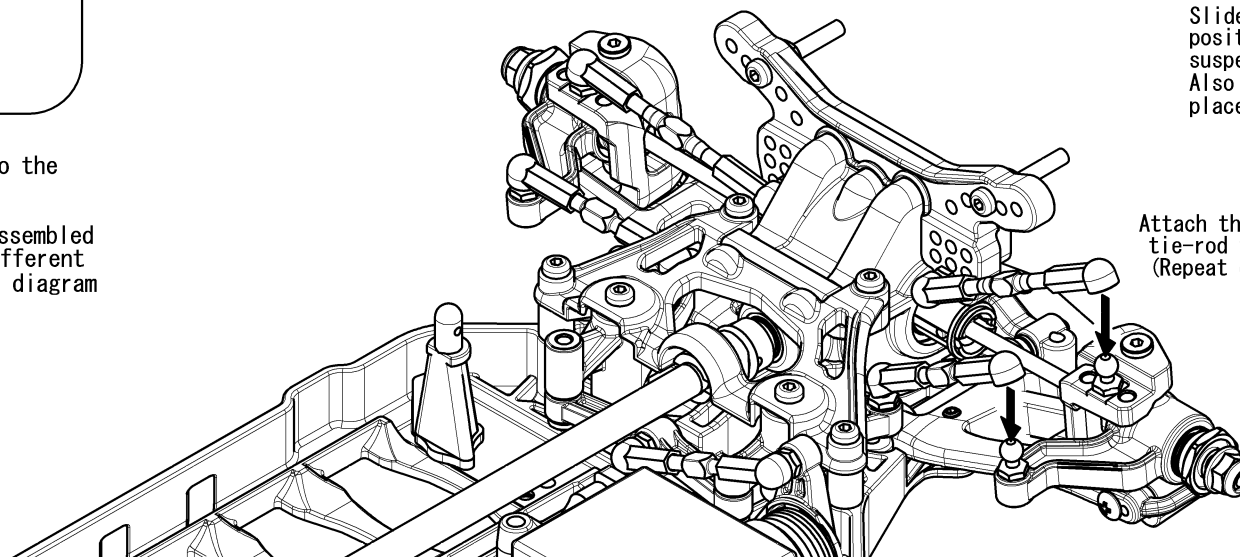
Important! ① Always apply black grease to the
universal driveshaft pins.

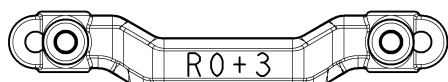
② The front suspension arms assembled
in the previous step are different
left and right. Follow the diagram
closely during assembly.



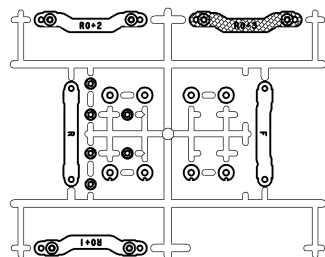
Slide the dog bone into the outdrive,
position the arm and insert the
suspension arm pin into the mount.
Also pay close attention to the
placement of the spacers.

Attach the upper camber link and steering
tie-rod to the ball studs.
(Repeat on the opposite side.)





- x1 Rear suspension mount
- x4 spacer thin (1mm)
- x2 spacer thick (2mm)



Shaded parts are used for this step.

Suspension mount marking reference

The markings are defined as follows:

F1 = front skid angle, 1 degree
 R0+1 = rear toe-in, 1 degree
 R0+2 = rear toe-in, 2 degrees
 R0+3 = rear toe-in, 3 degrees

Rear skid angle,
0 degrees

2 types of spacers are included.

Unkeyed shim = for height adjustments, 1mm thick (1 shim)
 Keyed shim = for skid angle adjustments, 1 degree (1 shim)

【Read before assembly!】



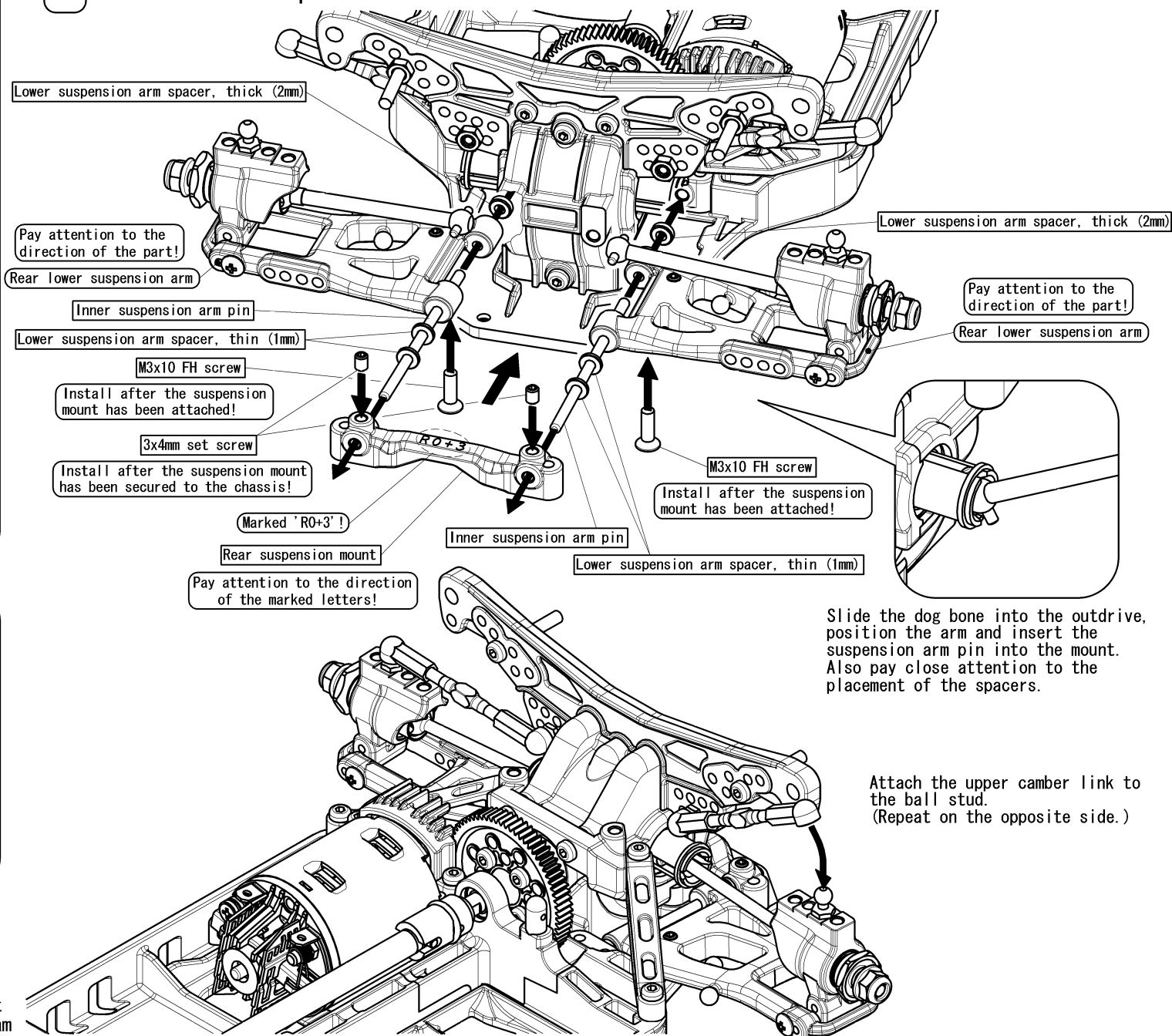
Black grease
(Black colored grease)

Apply (Black Grease) to the universal driveshaft pins.

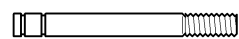
Important! ① Always apply black grease to the universal driveshaft pins.

② The rear suspension arms assembled in the previous step are different left and right. Follow the diagram closely during assembly.

16 Rear Lower Suspension Arm Installation



[Bag-11 Contents]



--x4

Shock shaft



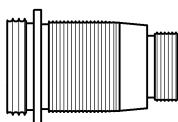
----x8

2mm E-ring



--x4

Shock spring



--x4

Shock body



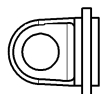
----x4

O-ring cap



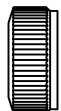
----x4

O-ring (clear)



----x4

Cap end



----x4

Cap nut



----x4

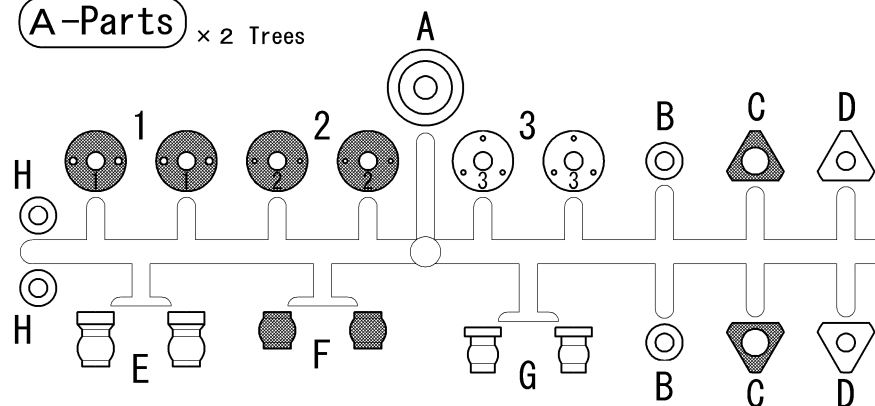
Diaphragm



----x4

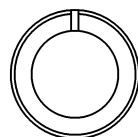
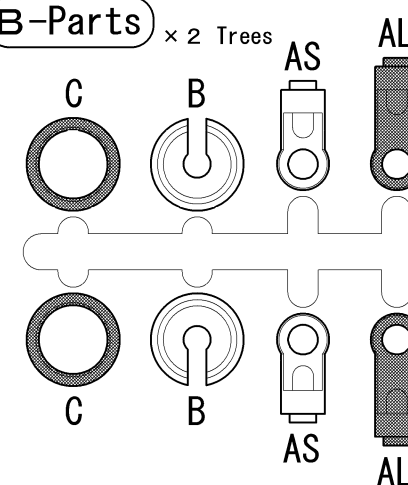
Inner sponge

A-Parts x 2 Trees



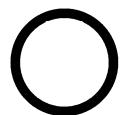
Shaded parts are not used in this step.

B-Parts x 2 Trees



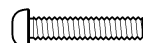
----x4

Adjusting nut



----x4

O-ring (12mm diameter)



----x4

3x15mm button head screw



----x4

3mm nylon locknut

Also included: shock oil x 1

Important!① The shocks are assembled using many parts.
Carefully follow the directions during assembly.

【Separating parts from the parts tree】 【Removing burrs from the parts】

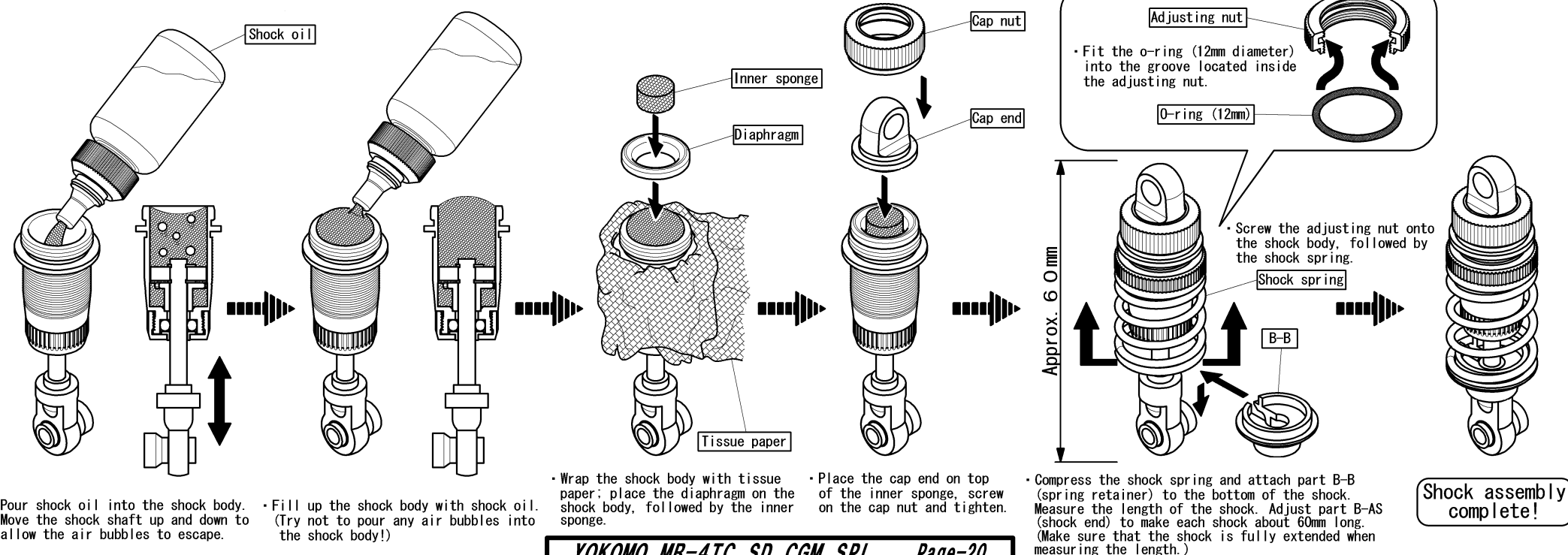
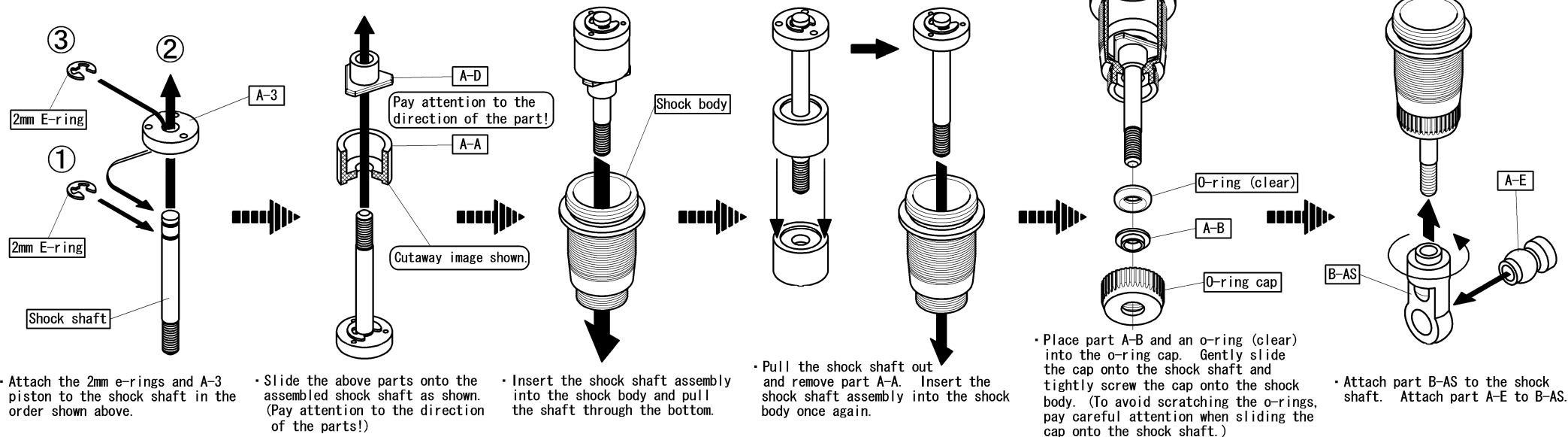
Parts tree

Burr

Always bend the part upward (direction 1) first. If the part does not separate, bend down (direction 2).

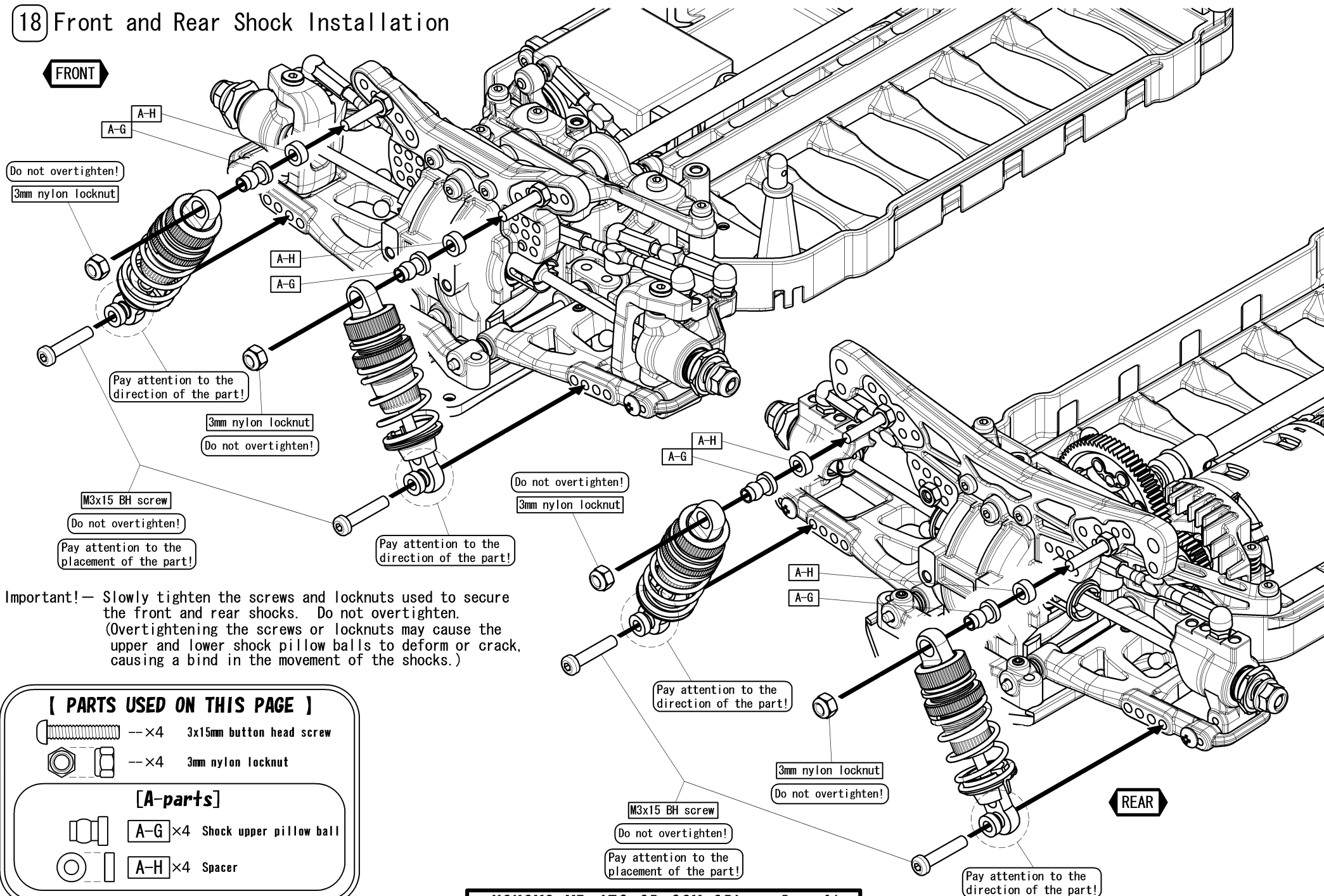
Important② When separating parts from the parts tree, bend the part upward as shown above, or use cutters to clip the part from the tree. Use a hobby knife to remove any burrs remaining on the part.

17 Shock Assembly (Assemble 4 shocks.)



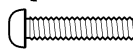
18 Front and Rear Shock Installation

FRONT

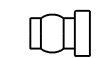


Important!— Slowly tighten the screws and locknuts used to secure the front and rear shocks. Do not overtighten. (Overtightening the screws or locknuts may cause the upper and lower shock pillow balls to deform or crack, causing a bind in the movement of the shocks.)

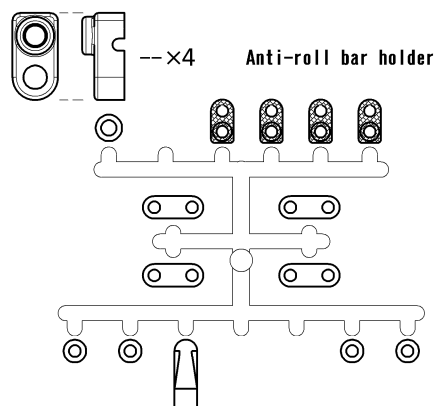
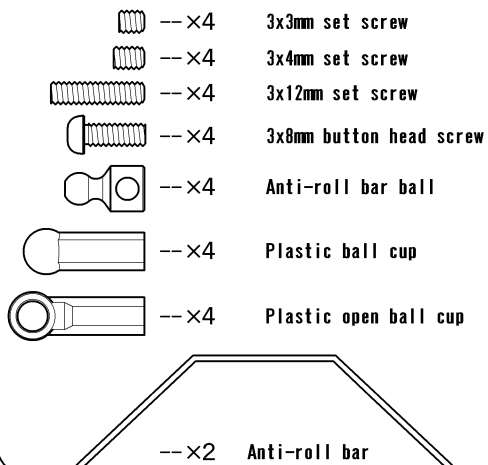
[PARTS USED ON THIS PAGE]

-  --×4 3x15mm button head screw
-  --×4 3mm nylon locknut

[A-parts]

-  A-G×4 Shock upper pillow ball
-  A-H×4 Spacer

[Bag-12 Contents]

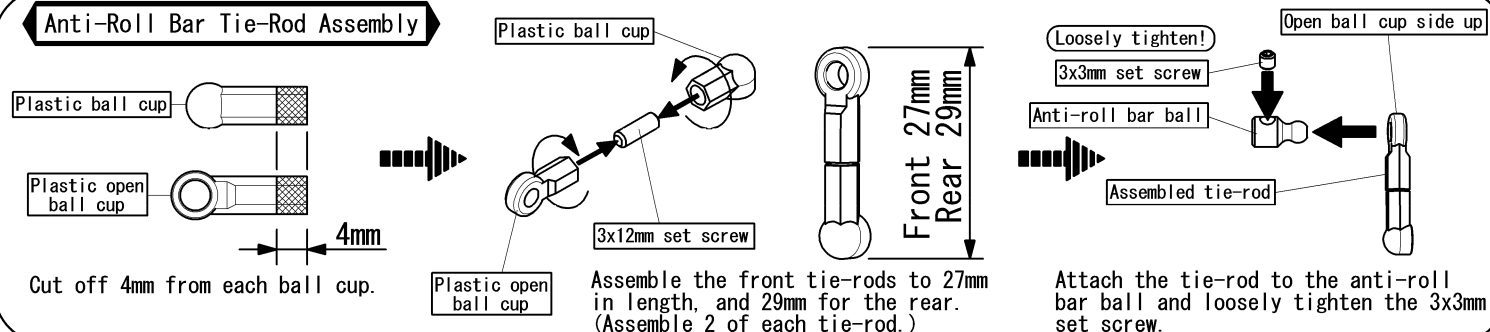


Attach the assembled tie-rods to both front and rear lower arm balls and check to see that they move freely. Slide the anti-roll bar ball onto the anti-roll bar, and secure the anti-roll bar holders to the transmission case. Screw the 3x4mm set screws into the holders and adjust to eliminate play in the movement of the sway bar. Tighten the set screw on the anti-roll bar ball to secure the anti-roll bar.

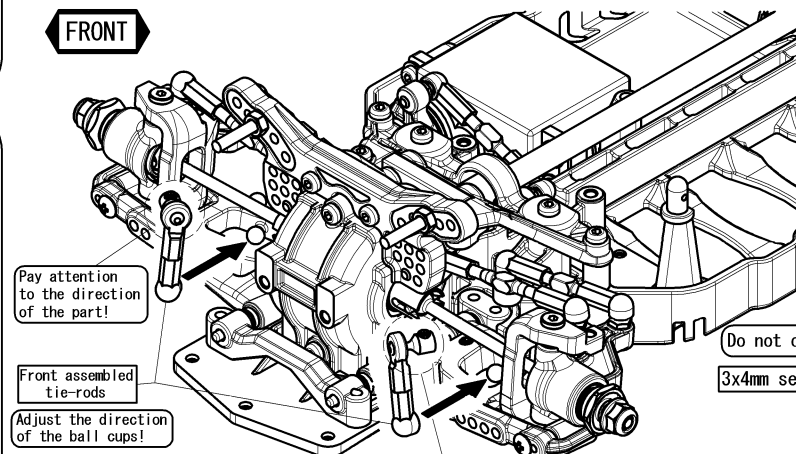
Important!—Overtightening the set screws used for the anti-roll bar holders may cause a bind in the movement of the anti-roll bar, affecting handling.

19 Front and Rear Anti-Roll Bar Installation

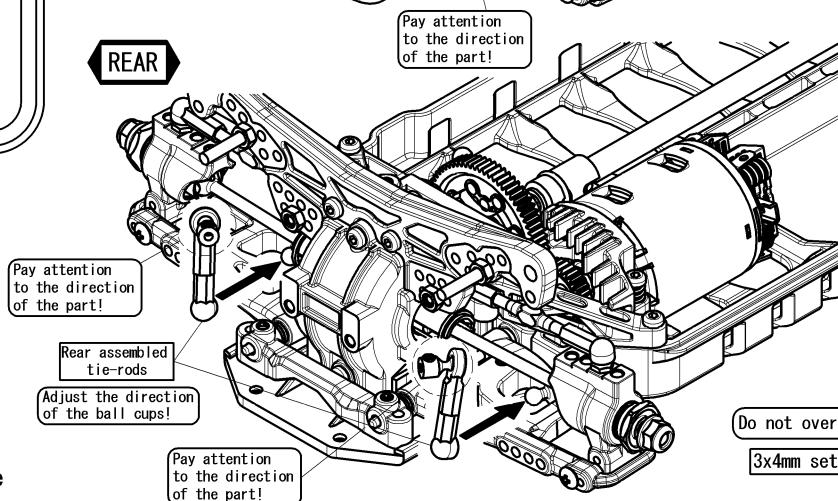
Anti-Roll Bar Tie-Rod Assembly



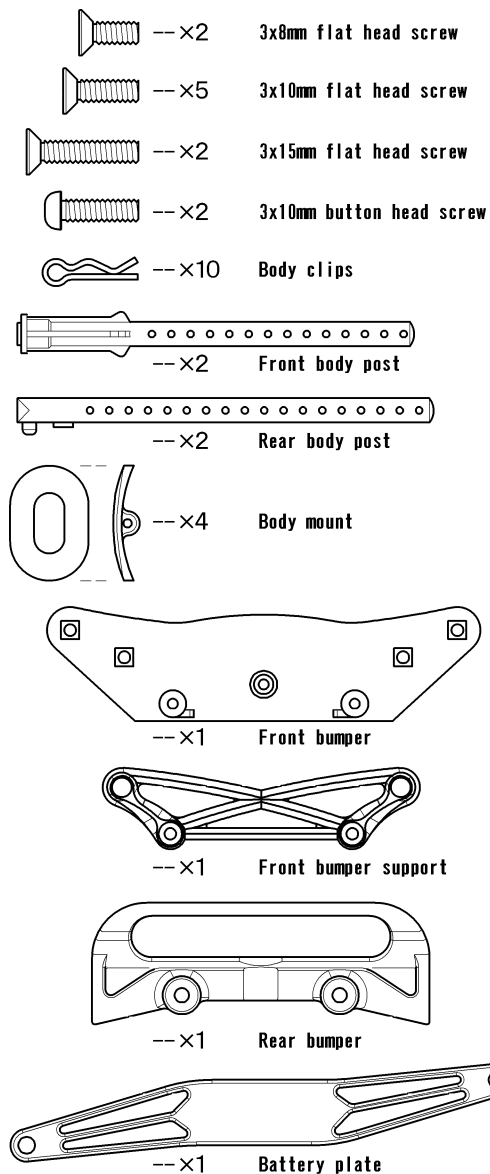
FRONT



REAR

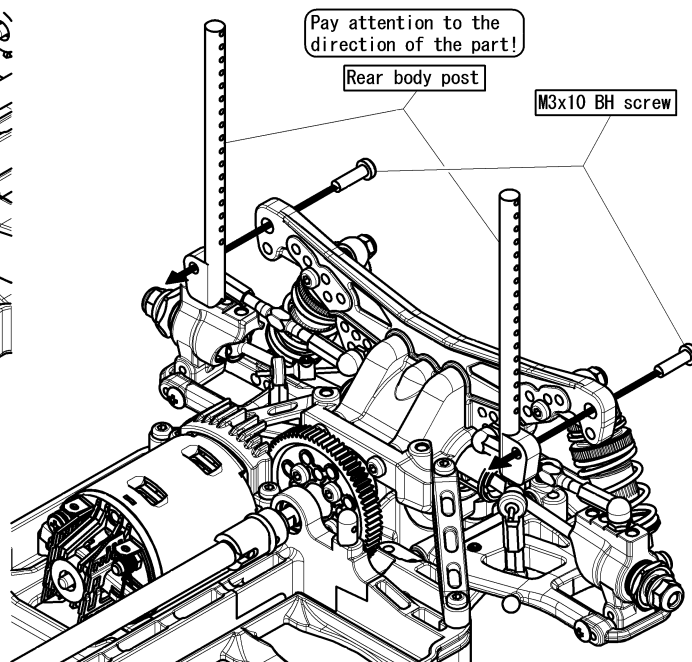
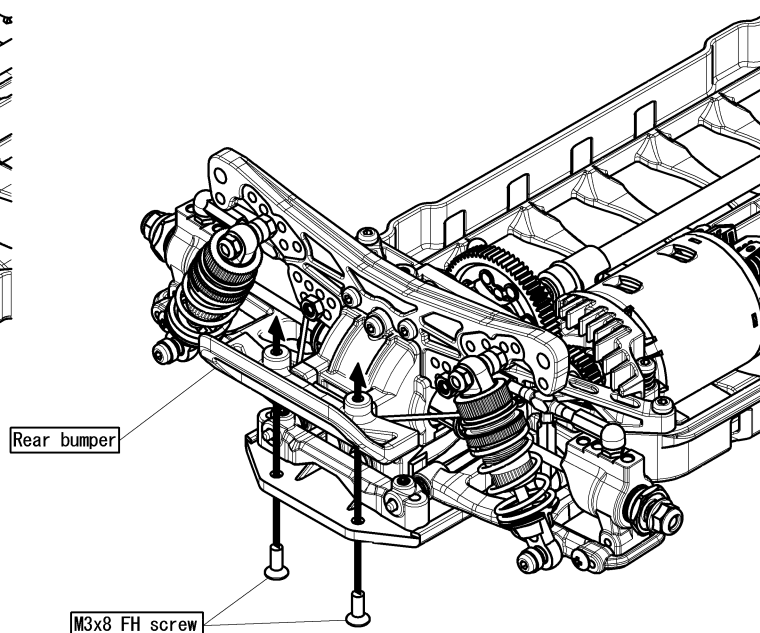
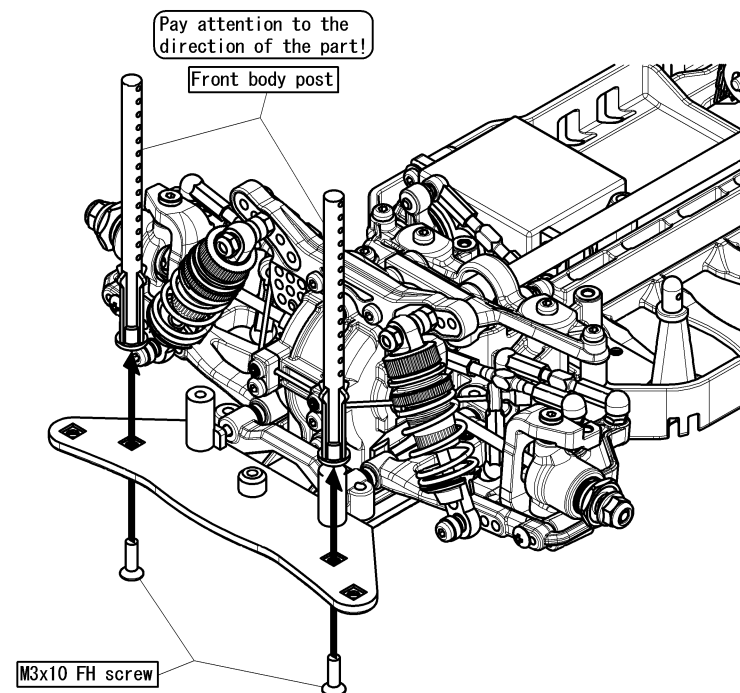
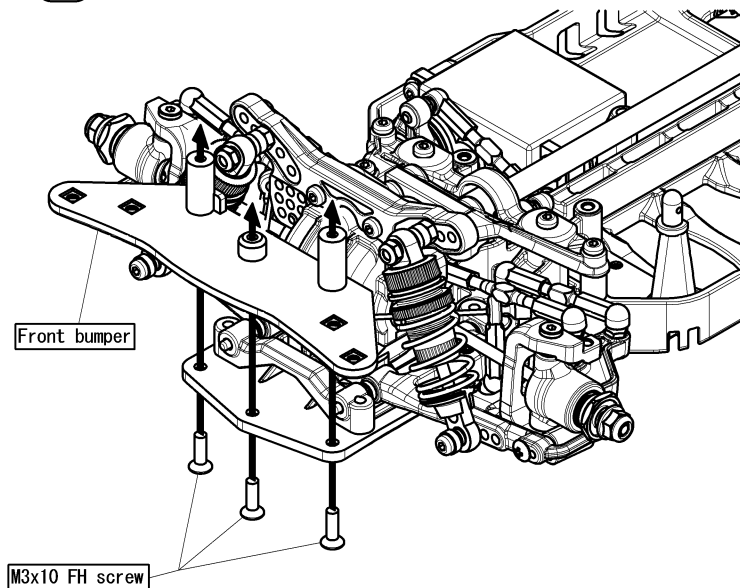


[Bag-13 Contents]

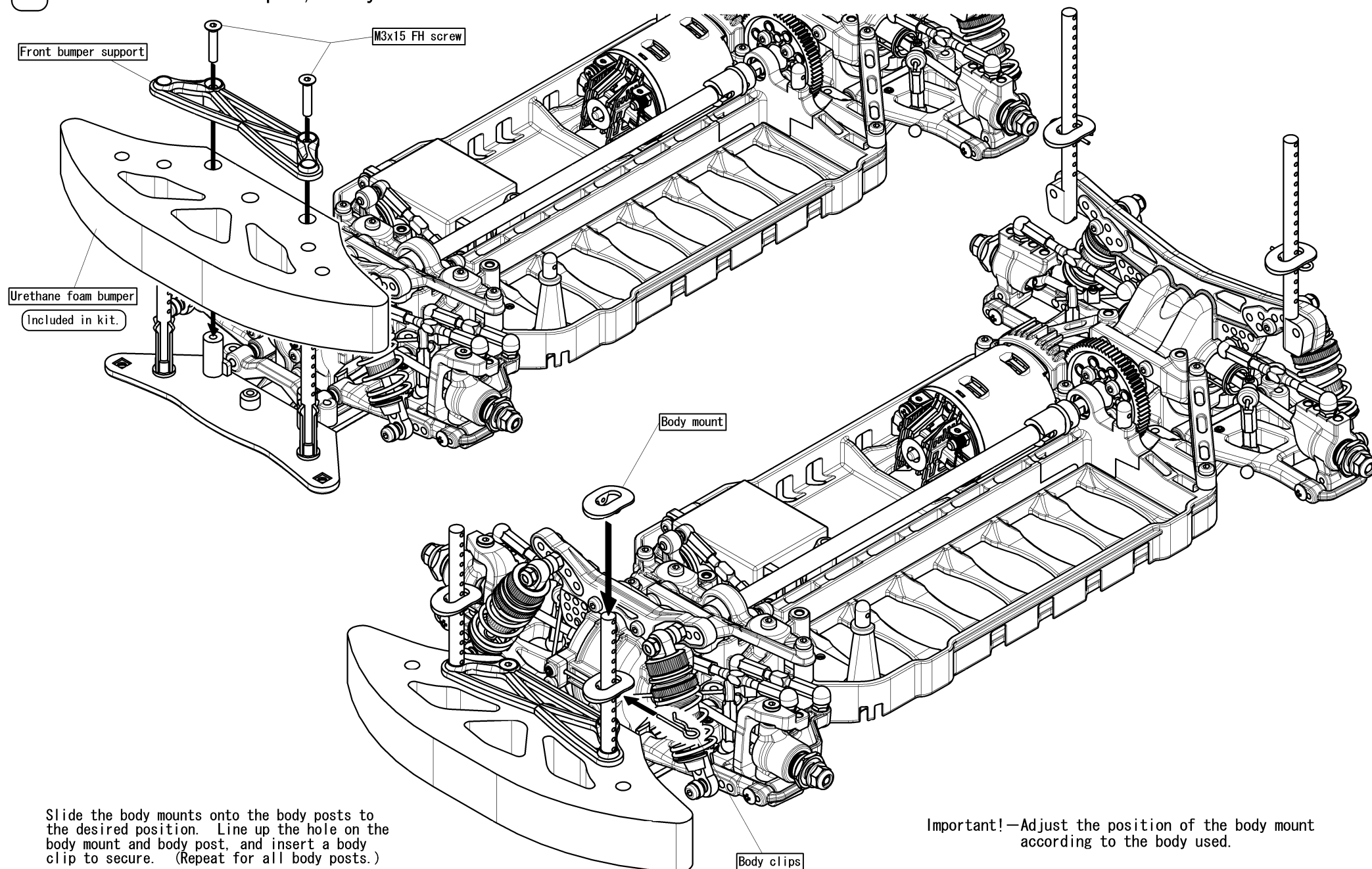


Also included: antenna cap, double-sided tape, height & droop gauge x 1 ea.

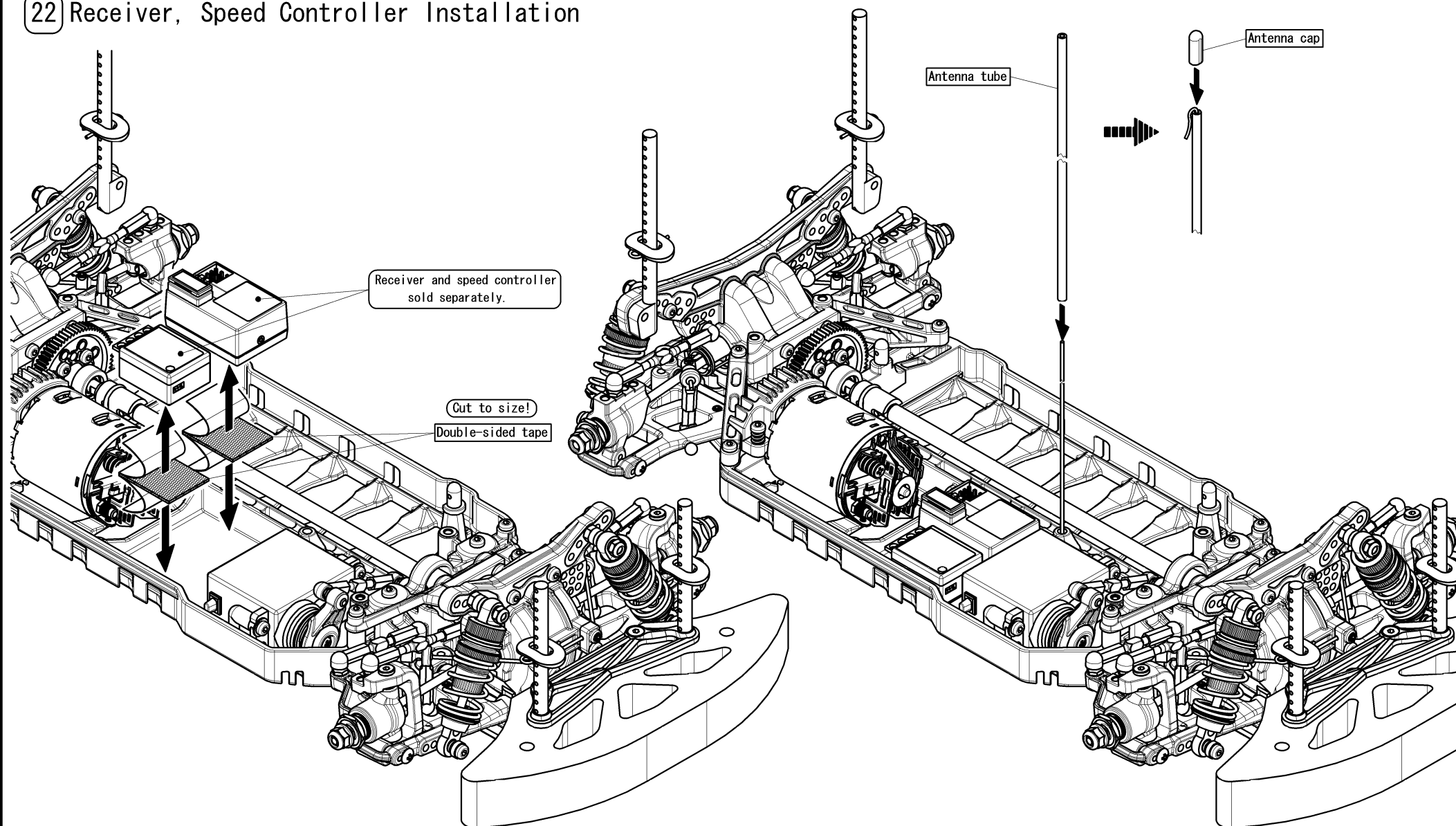
20 Front & Rear Bumper, Body Post Installation



21 Urethane Foam Bumper, Body Mount Installation



22 Receiver, Speed Controller Installation



Important!① Secure the receiver and speed controller to the chassis using double-sided tape.
(Cleaning the surface with motor spray will ensure better adhesion.)

Slide the antenna wire through the bottom of the antenna mount and insert into the antenna tube. Leave about 2cm of wire at the top of the tube and attach the antenna cap. Insert the antenna tube into the antenna mount.

Important!② Make sure to bundle any remaining antenna wire so that it does not interfere with the drivetrain.

23 Mounting Tires, Wheel Installation

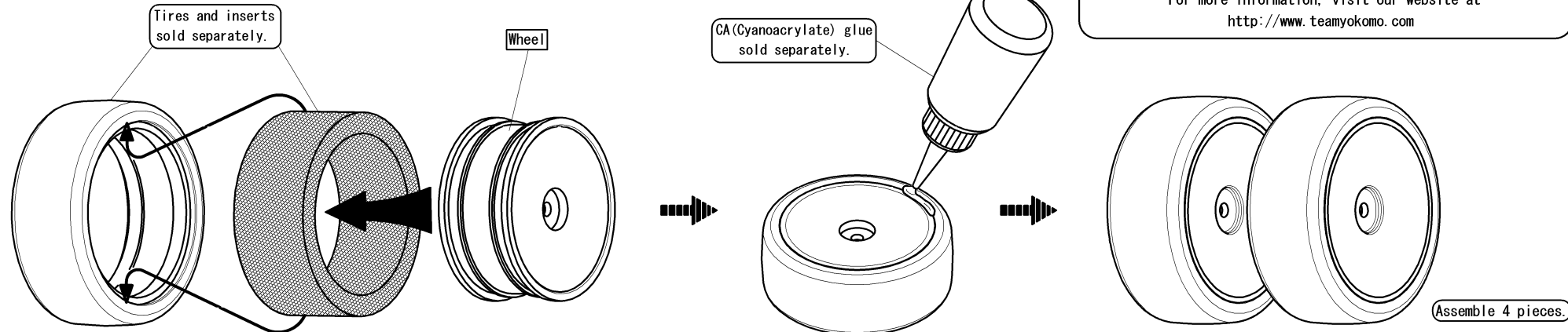
Place the insert into the tire, and mount the tire onto the wheel.
(Wheels are included in the kit. Tires and inserts sold separately.)

Pull the sidewall of the tire slightly away from the rim and apply CA (Cyanoacrylate) glue in between the tire bead and rim. Make sure that the bead settles onto the rim properly after each application. Slowly work your way around the tire. Allow glue to dry, then repeat on other side.

【READ BEFORE ASSEMBLY!】

When deciding on which tire/insert/wheel combination to use, check out Yokomo's wide selection of racing tires, inserts and wheels.

For more information, visit our website at
<http://www.teamyokomo.com>

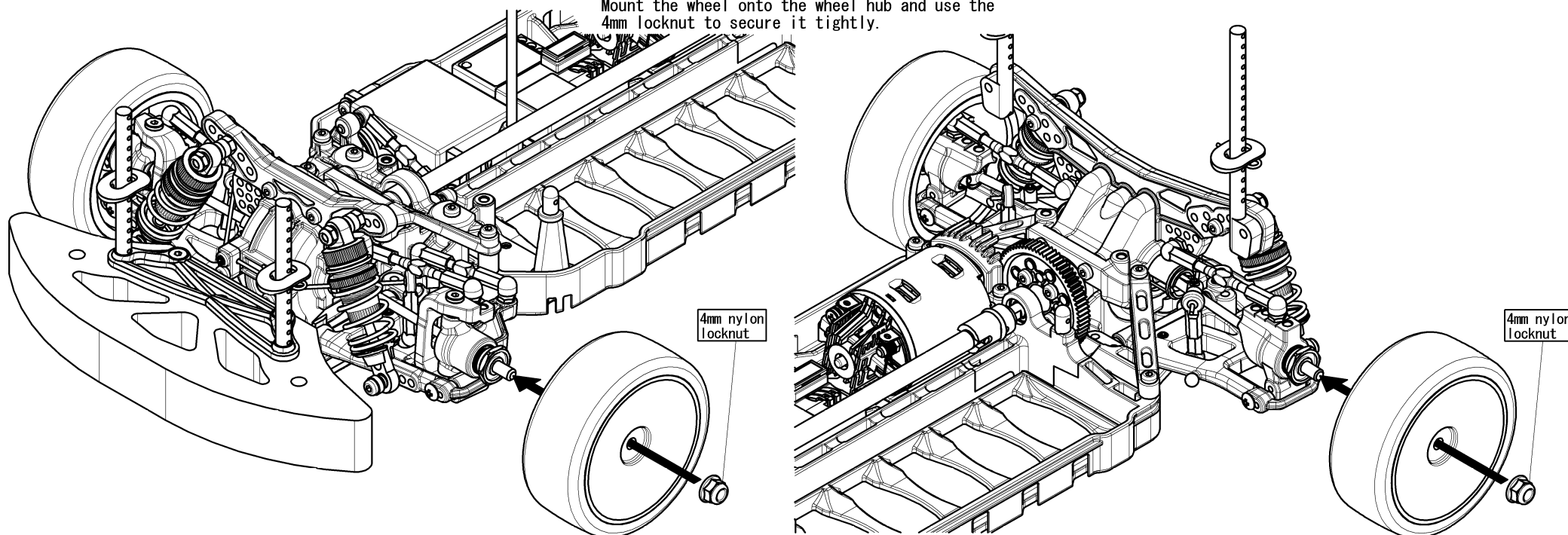


FRONT

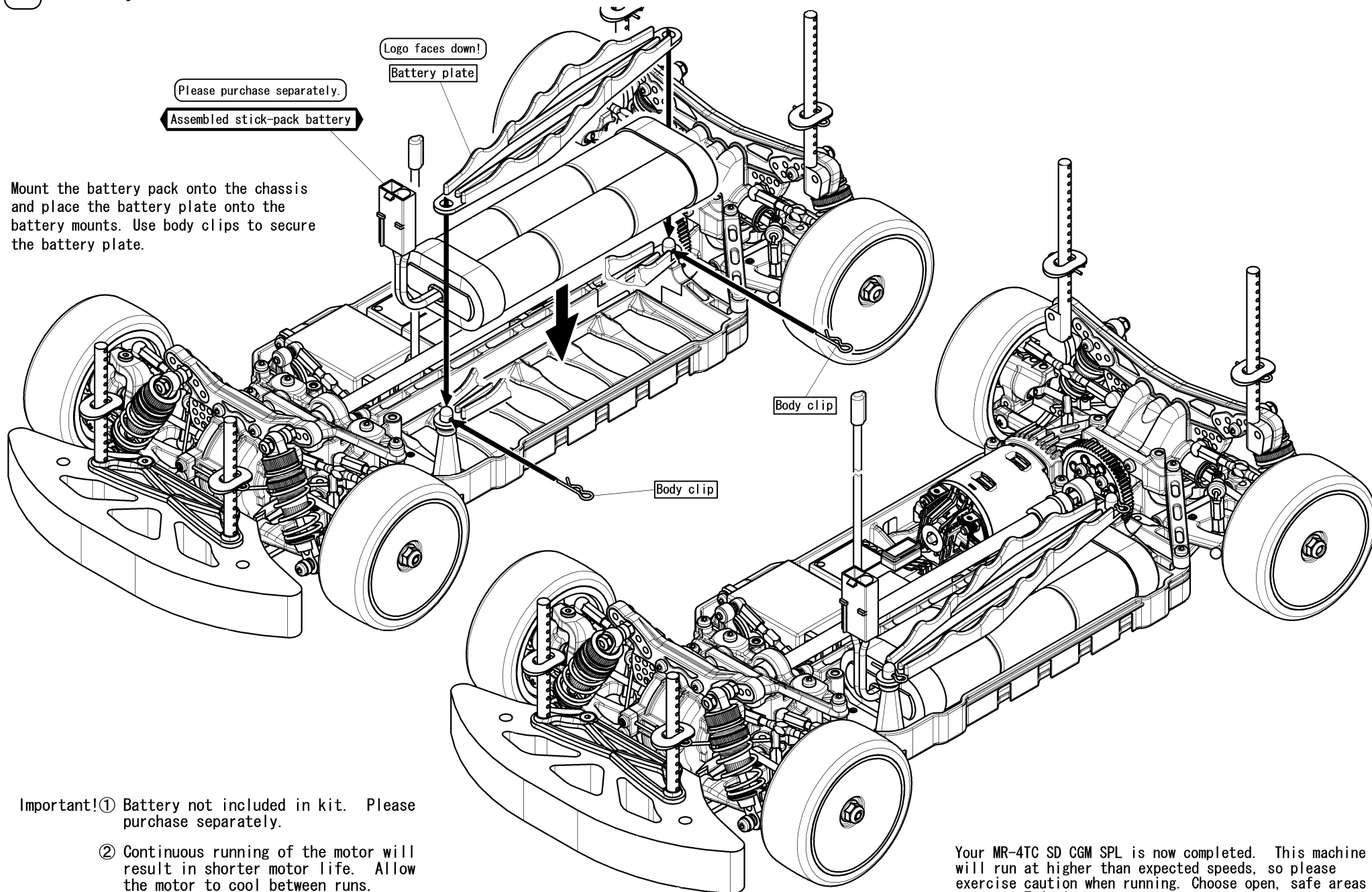
【 Repeat for the opposite side. 】

Remove the previously installed 4mm locknut.
Mount the wheel onto the wheel hub and use the 4mm locknut to secure it tightly.

REAR



24 Battery Installation (For Assembled Stick-Pack Batteries)

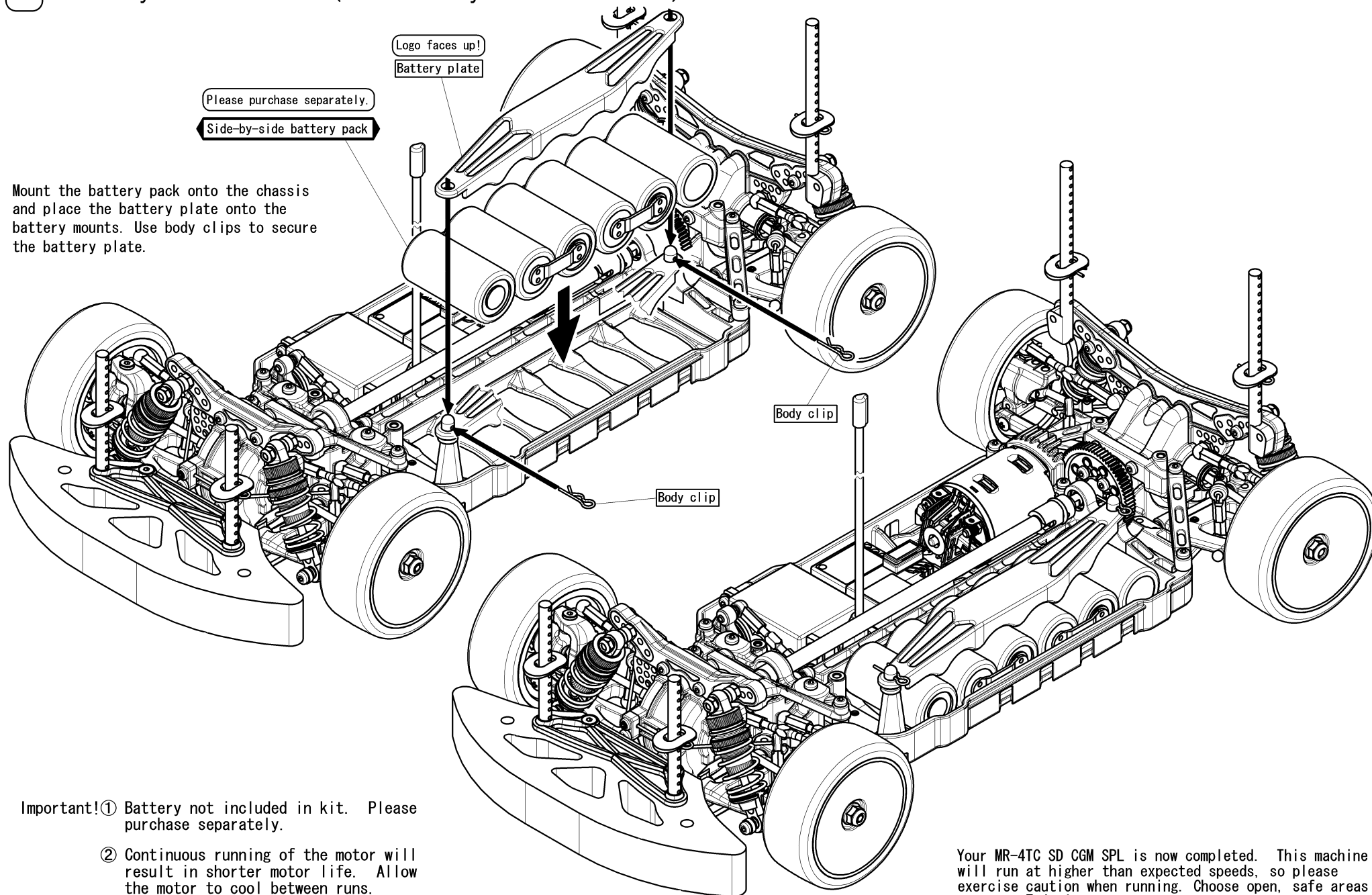


Important! ① Battery not included in kit. Please purchase separately.

② Continuous running of the motor will result in shorter motor life. Allow the motor to cool between runs.

Your MR-4TC SD CGM SPL is now completed. This machine will run at higher than expected speeds, so please exercise caution when running. Choose open, safe areas to run. Enjoy!

24 Battery Installation (For Side-By-Side Batteries)



Important! ① Battery not included in kit. Please purchase separately.

② Continuous running of the motor will result in shorter motor life. Allow the motor to cool between runs.

Your MR-4TC SD CGM SPL is now completed. This machine will run at higher than expected speeds, so please exercise caution when running. Choose open, safe areas to run. Enjoy!

MR-4TCSD

TYPE: CGM

SETTING SHEET

DRIVER

DATE

CIRCUIT

ENVIRONMENT ➡ ☐ Indoor ➡ ☐ Outdoor
SURFACE ➡ ☐ Asphalt ➡ ☐ Concrete ➡ ☐ Carpet
GRIP ➡ ☐ High ➡ ☐ Regular
CONDITION ➡ ☐ Flat ➡ ☐ Bumpy

FRONT

DRIVETRAIN ➡ ☐ One-way
➡ ☐ Ball diff
➡ ☐ Solid
ANTI-ROLL BAR ➡ ☐ None
➡ ☐ Upper
➡ ☐ Lower
➡ _____ mm
HUB CARRIER ➡ _____ deg
CAMBER ➡ _____ deg
TOE ANGLE ➡ _____ deg
FRONT KICK-UP ➡ _____ deg
SUSP. MOUNT HEIGHT SPACER
(front & rear) ➡ _____ mm
STEERING KNUCKLE ➡ ☐ Inline
➡ ☐ 0.5mm offset
➡ ☐ 1mm offset

BLADDER ➡ ☐ _____
PRESSURE ➡ ☐ _____
SHOCK BODY ➡ ☐ SSS
➡ ☐ SS
SHOCK END ➡ ☐ Long
➡ ☐ Short
➡ ☐ _____
LENGTH ➡ _____ mm
SPRING ➡ _____
OIL ➡ _____
PISTON ➡ _____

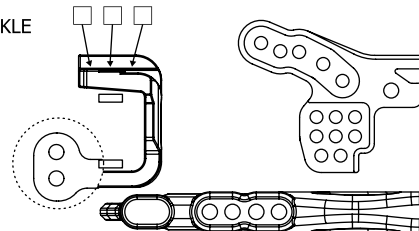
CAMBER LINK & SHOCK MOUNTING POSITION

STEERING KNUCKLE

➡ ☐ Standard
➡ ☐ Graphite

CASTER BLOCK

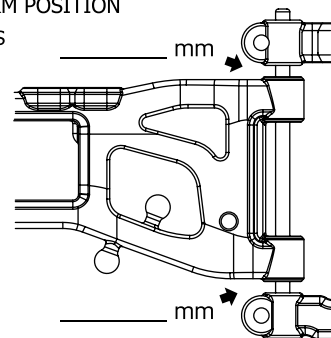
➡ ☐ Standard
➡ ☐ Graphite



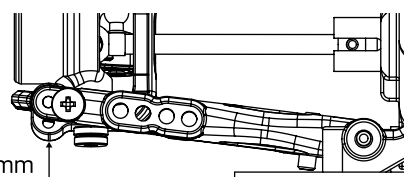
LOWER SUSPENSION ARM POSITION

LOWER SUSPENSION ARMS

➡ ☐ Standard
➡ ☐ Graphite



DROOP HEIGHT



REAR

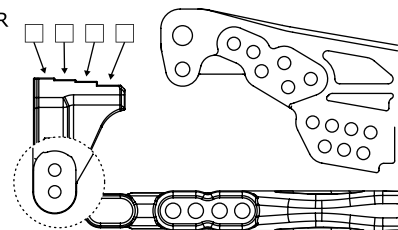
ANTI-ROLL BAR ➡ ☐ None
➡ ☐ Upper
➡ ☐ Lower
➡ _____ mm
CAMBER ➡ _____ deg
SUSP. MOUNT TOE ANGLE ➡ ☐ 1 deg
➡ ☐ 2 deg
➡ ☐ 3 deg
REAR ANTI-SQUAT ➡ _____ deg
SUSP. MOUNT HEIGHT SPACER
(front & rear) ➡ _____ mm
REAR HUB CARRIER ➡ ☐ 0 deg
➡ ☐ 0.5 deg
➡ ☐ 1 deg

BLADDER ➡ ☐ _____
PRESSURE ➡ ☐ _____
SHOCK BODY ➡ ☐ SSS
➡ ☐ SS
SHOCK END ➡ ☐ Long
➡ ☐ Short
➡ ☐ _____
LENGTH ➡ _____ mm
SPRING ➡ _____
OIL ➡ _____
PISTON ➡ _____

CAMBER LINK & SHOCK MOUNTING POSITION

REAR HUB CARRIER

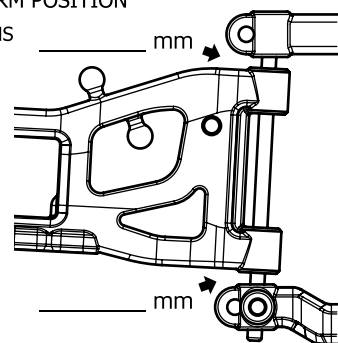
➡ ☐ Standard
➡ ☐ Graphite



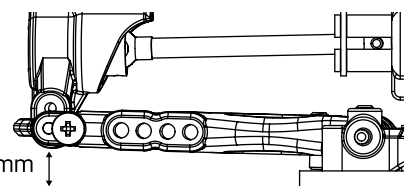
LOWER SUSPENSION ARM POSITION

LOWER SUSPENSION ARMS

➡ ☐ Standard
➡ ☐ Graphite



DROOP HEIGHT

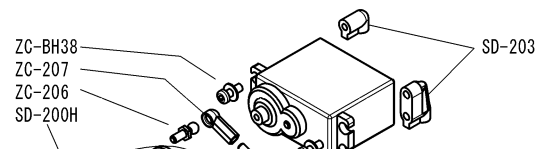
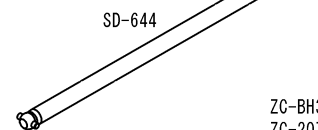
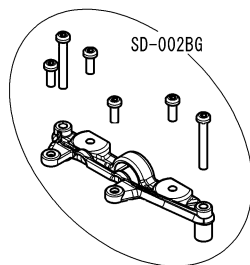
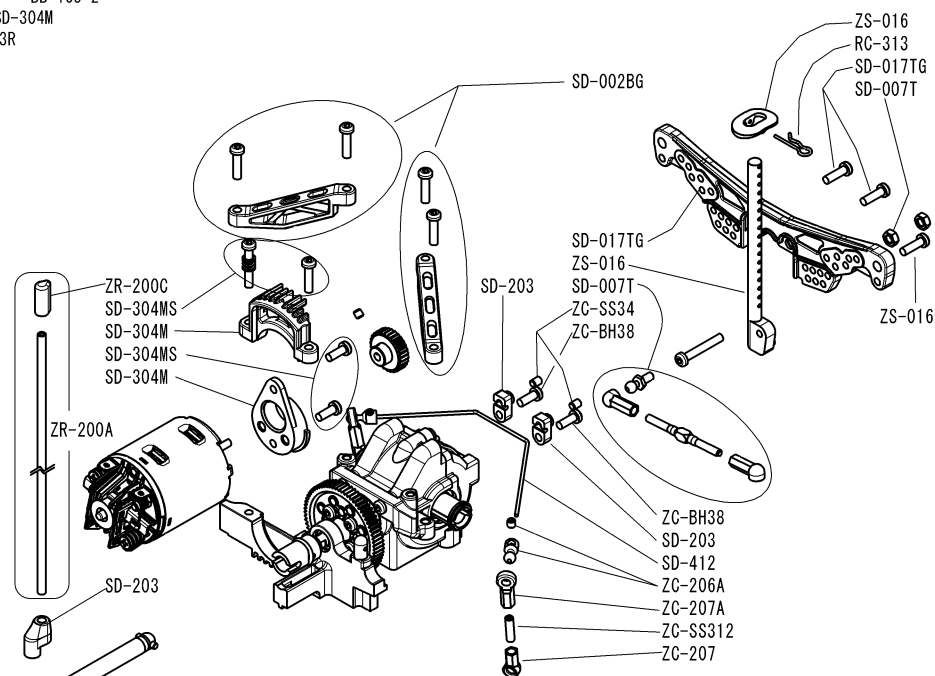
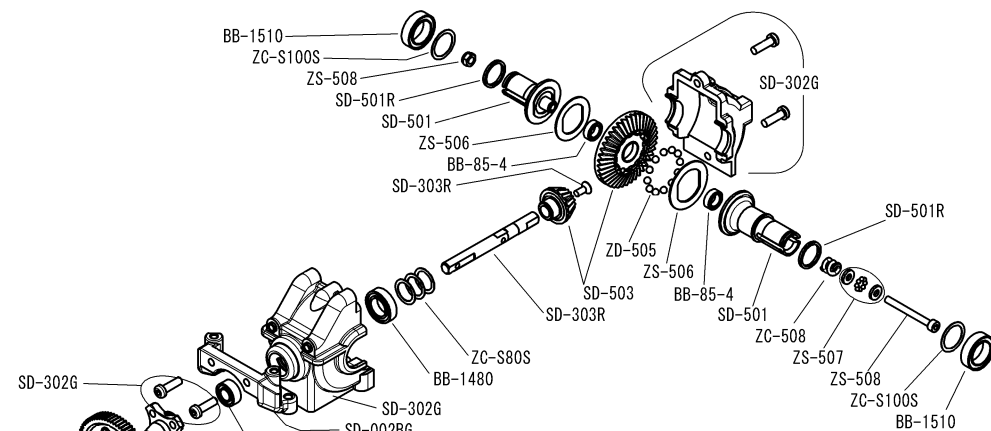
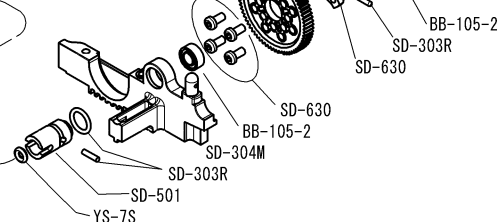
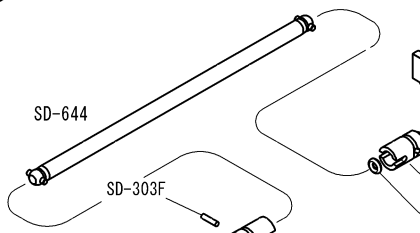
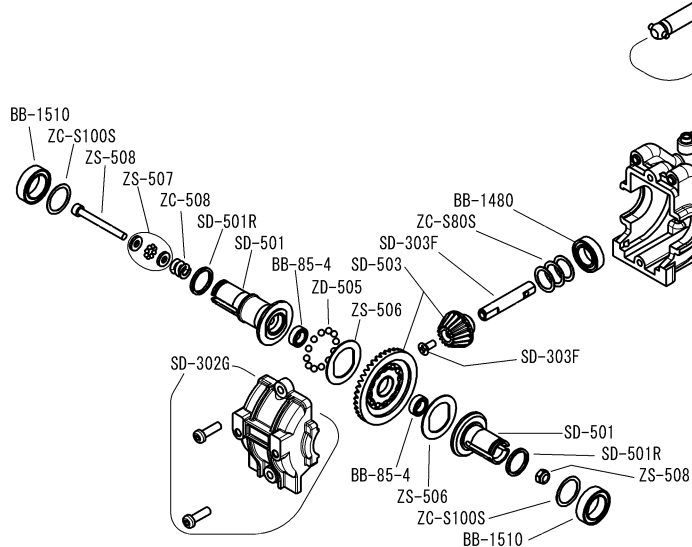
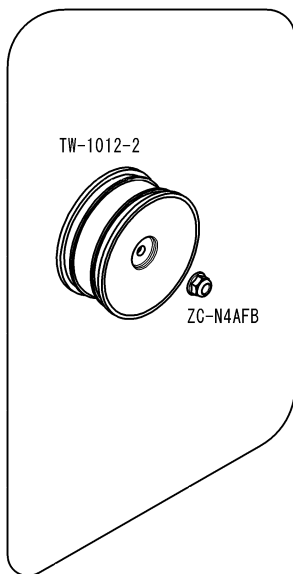
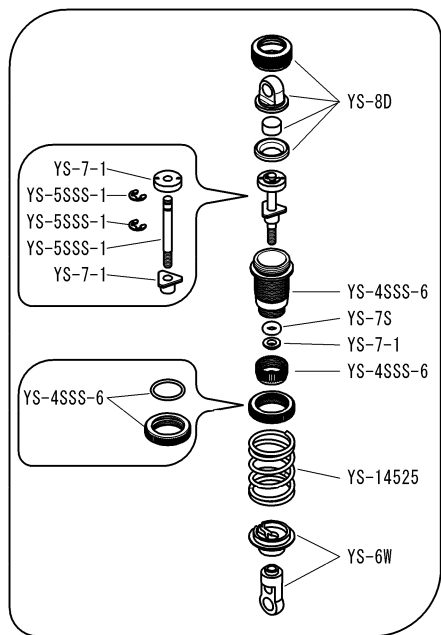


OTHER

TIRE ➡ _____
INSERT ➡ _____
WHEEL ➡ _____
TRACTION ADDITIVE ➡ ☐ None
➡ ☐ _____
SPUR GEAR ➡ _____P _____T
PINION GEAR ➡ _____P _____T
GEAR RATIO ➡ _____ : 1
= spur gear / pinion gear x 2.35 (internal drive ratio)
RIDE HEIGHT ➡ F _____ mm
➡ R _____ mm

MOTOR ➡ _____
BATTERY ➡ _____
ESC ➡ _____
FRONT BODY POST POSITION
➡ ☐ Inner
➡ ☐ Outer
BODY ➡ _____
WING ➡ _____

COMMENT



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