

**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.

**FRONT SPRINGS**

**SOFTER:** more steering but may dig or square too hard. Softer springs have higher chance of collapsing.

**STIFFER:** lees 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.

<b>OILS</b> 350cSt	<b>OILS</b> 800cSt
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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

<b>OILS</b> 10k cSt	<b>OILS</b> 50k cSt
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**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.

**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)

**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,

**OUTER ACKERMANN**

There are two Ackermann positions on the steering block:

**INNER** position (1): improved steering response

**OUTER** position (2): easier to drive

**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

**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

**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.

**LUBE**

**LOW** traction & bumpy track: 10k cSt

**HIGH** traction & flat track: 30k cSt

**FRONT SPRINGS**

These shims adjust the front ride height.

These shims adjust the roll-center.

These shims adjust the front ride height and the roll center

**FRONT 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.

**SIDE SPRINGS**

**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 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

**ACKERMANN POSITION**

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

**OUTER ACKERMANN**

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

**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



Source:

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***www.PetitRC.com***