SETOP - HELPER by



GRONT



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 mounting system makes the car easier to driver over curbs and bumby tracks. Prevents



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



SERVO ARM These shims adjust the CENTER SHOCK POSITION horizontal angle of the steering linkages. **SERVO MOUNTING** FLATTER: more on-power steering (to a point) When thicker shims are HIGHER: less on-power steering used here, in-corner steering increases, but the car becomes more difficult to drive. **CENTER SHOCK SPRINGS** LIGHTER - more rear traction and better control on bumby tracks

STIFFER - less rear traction

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 bumby and low-traction tracks, generates more traction.

HARDER OIL: recommended for flat and higher traction tracks, improves steering response.

350cSt 800cSt

SIDE SHOCK TUBES OIL ADJUSTMENT

Add oil only in the slots, not on the whole tube.

For HIGH grip: use SOFTER oils

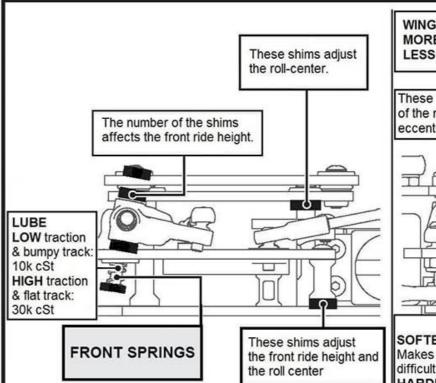
For LOW grip or ASPHALT: use HARDER oils

OILS 10k cSt 50k'cSt

OILS

THE ANGLE OF THE SIDE TUBES:

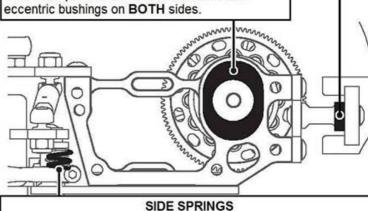
The **HIGHER** (no shims) the angle, the stiffer it feels and the less it rolls. The **LESS** (flatter) the angle, the softer it feels and the more it rolls.



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



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

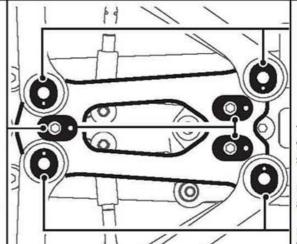
HIGHER front roll center: less on-throttle steering, car is more responsive, use in high grip conditions to avoid traction rolling, use on tracks with quick direction changes (chicanes)

MORE: makes the car turn in harder. More hi-speed steering. Handles bumpy tracks better.

CASTER

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

EAR

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

HEAR

BEAR

Use LESS camber angle for carpet and other high-traction tracks.

Use MORE camber on asphalt and low-traction tracks

ACKERMANN POSITION

REAR POD DROP

The steering arm has two positions for servo linkage mounting.

LESS or NONE: car drives smoother into corners

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 Always use this position INITIAL SETTING

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

MORE caster angle = better cornering

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 ACKERMANN POSITION the car easier to drive. Recommended for □0000 high-traction conditions OUTER ACKERMANN The shims allows to adjust the track-width of the front suspension. Additional shims to widen the rear track-width.

INITIAL SETTING 5x7x0,5mm shim

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

CHASSIS:

RONT

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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