

### 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

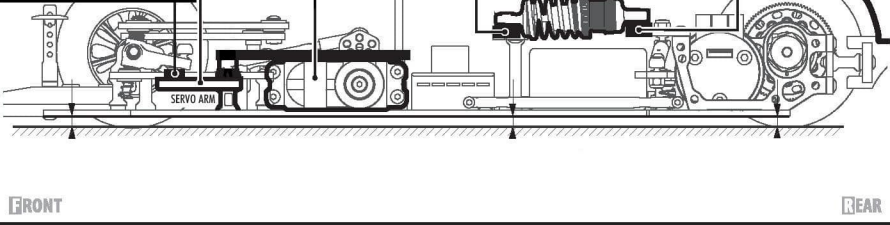
Standard steering mounting system provides maximum steering response and makes the car more precise.



### 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.



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

### 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.

**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.



### OUTER ACKERMANN

There are two Ackermann positions on the steering block:

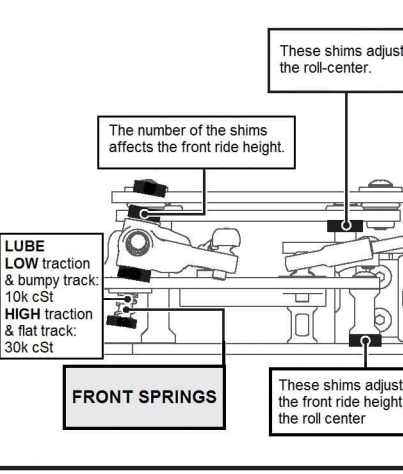
**INNER** position (1): improved steering response  
**OUTER** position (2): easier to drive



### 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



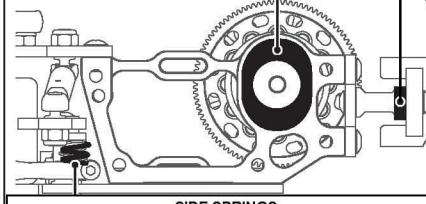
FRONT

REAR

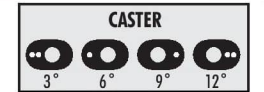
### WING SHIMS

**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.

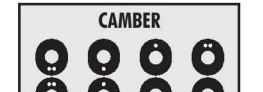
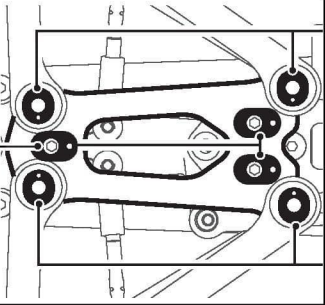


**SOFTER SPRINGS:** Makes the car easier to drive on low-traction tracks but more difficult to drive on high-traction tracks.  
**HARDER SPRINGS:** Improves steering response, but also increases traction rolling.



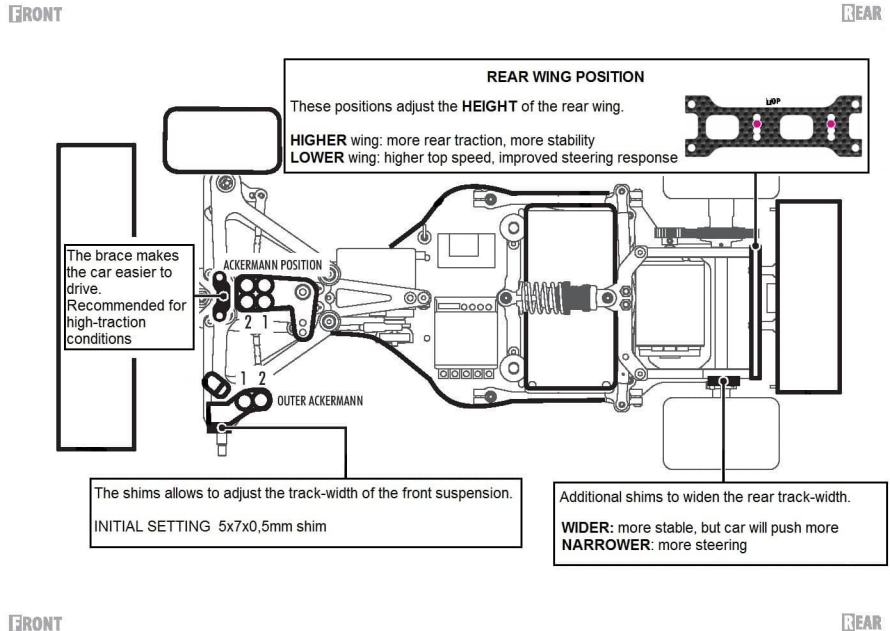
**MORE** caster angle = better cornering speed, increased traction rolling. Use on large, open tracks where cornering speed is needed.

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



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.



FRONT

REAR

### COMMENTS