

DRIVER \_\_\_\_\_ TRACK SIZE  TIGHT  MEDIUM  OPEN  
 TRACK \_\_\_\_\_ SURFACE  DUSTY  LOW GRIP  BLUE GROOVE  OILED  MEDIUM GRIP  HIGH GRIP  
 RACE \_\_\_\_\_ DATE \_\_\_\_\_ CONDITION  SMOOTH  BUMPY  50/50  CLAY  GROOVE WITH DUST  EDGY  
 TEMP \_\_\_\_\_ BEST LAP \_\_\_\_\_ BEST RESULT \_\_\_\_\_ QUALIFYING POS. \_\_\_\_\_ FINAL POS. \_\_\_\_\_

ESC \_\_\_\_\_ MOTOR \_\_\_\_\_ FRONT DIFF OIL \_\_\_\_\_ OIL QUANTITY (gr) \_\_\_\_\_ DIFF GEAR \_\_\_\_\_  
 BOOST \_\_\_\_\_ BATTERY \_\_\_\_\_ CENTER DIFF OIL \_\_\_\_\_ OIL QUANTITY (gr) \_\_\_\_\_ DIFF PINION \_\_\_\_\_  
 DRAG \_\_\_\_\_ BATTERY TYPE  SHORTY REAR DIFF OIL \_\_\_\_\_ OIL QUANTITY (gr) \_\_\_\_\_ SPUR GEAR \_\_\_\_\_  
 BRAKE \_\_\_\_\_  FULL \_\_\_\_\_ PINION \_\_\_\_\_

SHOCKS

FRONT REAR

OIL \_\_\_\_\_  
 PISTON \_\_\_\_\_  
 SPRING \_\_\_\_\_  
 LENGTH \_\_\_\_\_  
 VISIBLE SHAFT LENGTH \_\_\_\_\_  
 REBOUND \_\_\_\_\_  
 FRONT SHOCK END  LONG  SHORT SHOCKS  EMULSION TYPE  BLADDER  
 NOTES \_\_\_\_\_

FRONT END

SHOCK TOWER  ALUMINIUM  CARBON

HUB INSERT  FIXED

KNUCKLE POSITION  UP  MIDDLE  DOWN

HEX WIDTH  4 mm  5 mm  6 mm

KPI OPTION  KPI 0  KPI 0.5  KPI 1

C HUB CASTER  CASTER 0.5 (DOT)  CASTER 1 (1 MARK)  CASTER 2 (2 MARKS)

FRONT ARM POSITION  FRONT  MIDDLE  REAR

ARM INSERT  NO  PLASTIC  CARBON

UPPER LINKS  UPPER ARMS

KNUCKLE PLATE  1 LONG  2 SHORT

SERVO SAVER  YES  NO

BUMP STEER ON ACKERMAN  UP  DOWN

SHIM \_\_\_\_\_ mm

BUMP STEER ON KNUCKLE  UP  DOWN

SHIM \_\_\_\_\_ mm

IN  OUT

KICK UP

A50 A PLATE

B50 B PLATE

+2mm SHIM (NO upper gearbox shim)

+1mm SHIM (1mm upper gearbox shim)

NO SHIM (2mm upper gearbox shim)

A PLATE B PLATE TOWER

CHASSIS

FRONT REAR SETUP STATION

TOE \_\_\_\_\_

CAMBER \_\_\_\_\_

RIDE HEIGHT \_\_\_\_\_

DOWNTRAVEL (WITH TYRES) \_\_\_\_\_

DOWNTRAVEL (on 36mm blocks) \_\_\_\_\_

ANTI ROLL BARS \_\_\_\_\_

BATTERY POSITION  FORWARD  MIDDLE  BACKWARD

WEIGHT \_\_\_\_\_

REAR END

SHOCK TOWER  ALUMINIUM  CARBON

SPACER IN FRONT OF HUB \_\_\_\_\_ mm

WING MOUNT POSITION

OPTIONAL REAR HUB

HEIGHT TOE IN

HEX WIDTH  4 mm  5 mm  6 mm

REAR HUB  PLASTIC  ALUMINIUM  3-PIECE

MPC 3-PIECE HUB

LENGTH SHIMS \_\_\_\_\_ mm

HEIGHT SHIMS \_\_\_\_\_ mm

INSIDE MIDDLE OUT SIDE

AXLE HEIGHT

TOE-IN  0.5  0  1

REAR AXLE CVD  UNIVERSAL  91  94

UPPER LINKS  UPPER ARMS

ANTI-SQUAT

C PLATE

D PLATE

TOWER

+2mm SHIM +2

+1mm SHIM +1

NO SHIM 0

TYRES

FRONT REAR

BRAND \_\_\_\_\_

TREAD \_\_\_\_\_

COMPOUND \_\_\_\_\_

WHEELS \_\_\_\_\_

INSERTS \_\_\_\_\_

NOTES \_\_\_\_\_

RADIO SETTINGS

THROTTLE/ESC STEERING

DUAL RATE \_\_\_\_\_

SPEED \_\_\_\_\_

EXPO \_\_\_\_\_

STEERING SERVO MODEL \_\_\_\_\_

THROTTLE BRAKE

ELECTRIC EPA \_\_\_\_\_

BODY & WING

BODYSHELL \_\_\_\_\_

WING BRAND \_\_\_\_\_

WING MODEL \_\_\_\_\_

WING POSITION  1  2  3  4

1 IS FRONT HOLE (WING BACK)

WING FLAPS  BIG  SMALL  BOTH

GURNEY  NO  SMALL  BIG

NOTES

\_\_\_\_\_

\_\_\_\_\_

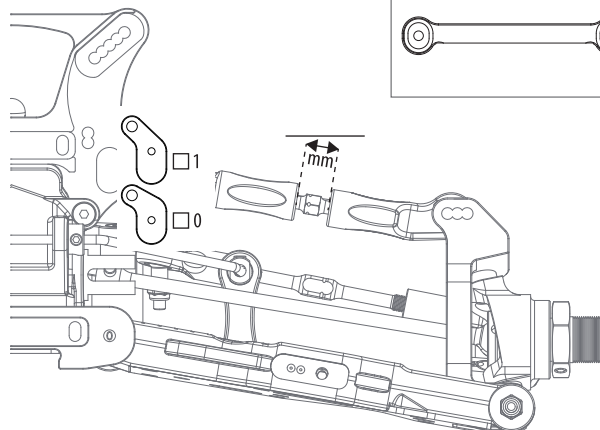
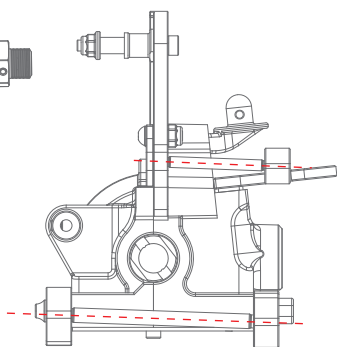
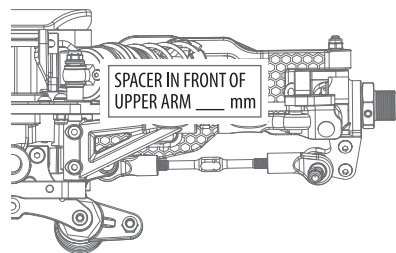
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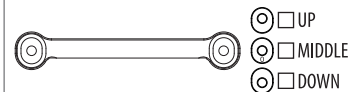
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**SETUP SHEET  
 MX8E-24 V1.0**

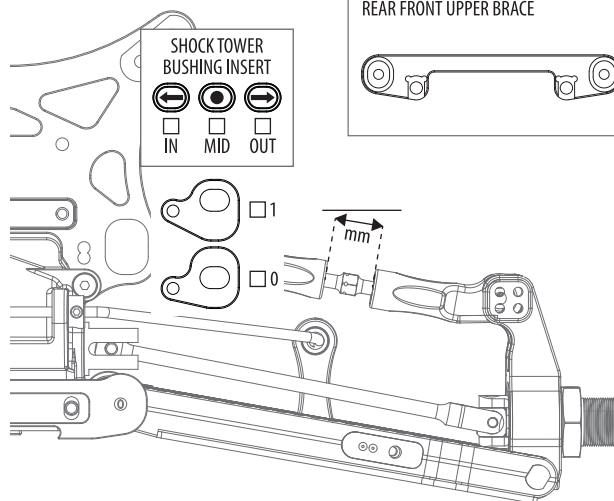
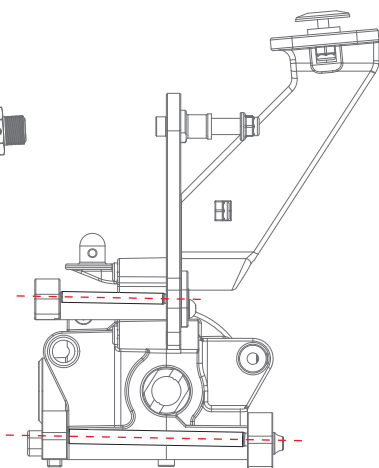
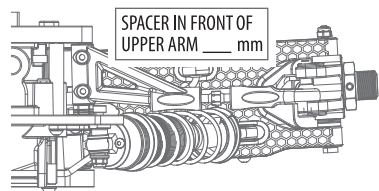
**FRONT END - UPPER ARMS**



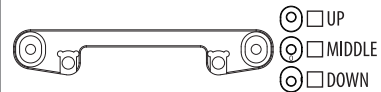
FRONT REAR UPPER BRACE



**REAR END - UPPER ARMS**



REAR FRONT UPPER BRACE



**ADJUSTING UPPER ARMS**

The upper arm angle is to be matched to the lower arm angle. There is a compromise for the upper arm, as a .5 change for the upper arm is so small.

**The way to understand how to adjust the upper arm is as follows**

1. When you have the same inserts, in the same direction in the front and rear blocks (A-B, or C-D), you should use the 0 insert for the upper arm.

*Example:*

When you run 0-0, .5 down - .5 down, or 1 up - 1 up in the A-B, or C-D blocks, those are all examples of running the same inserts and direction in both blocks. This means you should run the 0 (middle) insert for the upper arm.

2. When you have a 1mm difference between the inserts in the front and rear blocks (A-B, or C-D), you need to use the 1 (end) insert for the upper arm, in the same direction as the lower arm is angled, either larger or smaller angle.

*Example:*

When you run 0-1 down, 1 up - 0, or .5 up - .5 down, those are all examples of a 1mm difference and a larger angle.

You would need to run the 1 insert (end) down for the upper arm, making it a larger angle to match.

The opposite is true when you reduce the lower arm angle by a 1mm difference.

3. When you have a .5 difference between the inserts in the front and rear blocks (A-B, or C-D), you can chose to run either the 0 insert, or the 1 insert for the upper arm, matching the direction of the angle change of the lower arm.

*Example:*

When you run 0 - .5 up, .5 down - 0 or 1 down - .5 down, those are all examples of a .5mm difference and a smaller angle.

You would need to run the 0 insert, or 1 insert up for the upper arm. The opposite is true when you increase the lower arm angle by a .5mm difference.

**The way to understand how to adjust the upper arm related to TOE IN is as follows**

1.5° toe in: arrow inwards

3.0° toe in: arrow outwards