

# MR-4TCSD

TYPE: CGM

## SETTING SHEET

### CIRCUIT

- ENVIRONMENT ➔  Indoor ➔  Outdoor  
 SURFACE ➔  Asphalt ➔  Concrete ➔  Carpet  
 GRIP ➔  High ➔  Regular  
 CONDITION ➔  Flat ➔  Bumpy

DRIVER \_\_\_\_\_

DATE \_\_\_\_\_

### FRONT

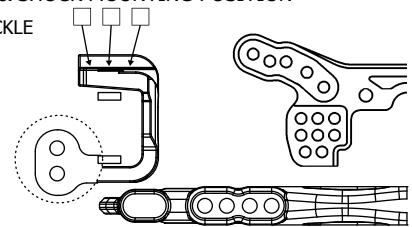
- DRIVETRAIN ➔  One-way  
 ➔  Ball diff  
 ➔  Solid  
 ANTI-ROLL BAR ➔  None  
 ➔  Upper  
 ➔  Lower  
 ➔ \_\_\_\_\_ mm  
 HUB CARRIER ➔ \_\_\_\_\_ deg  
 CAMBER ➔ \_\_\_\_\_ deg  
 TOE ANGLE ➔ \_\_\_\_\_ deg  
 FRONT KICK-UP  
 ➔ \_\_\_\_\_ deg  
 SUSP. MOUNT HEIGHT SPACER  
 (front & rear) ➔ \_\_\_\_\_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

- BLADDER ➔  \_\_\_\_\_  
 PRESSURE ➔  \_\_\_\_\_  
 SHOCK BODY ➔  SSS  
 ➔  SS  
 SHOCK END ➔  Long  
 ➔  Short  
 ➔ \_\_\_\_\_ mm  
 LENGTH ➔ \_\_\_\_\_ mm  
 SPRING ➔ \_\_\_\_\_  
 OIL ➔ \_\_\_\_\_  
 PISTON ➔ \_\_\_\_\_

### CAMBER LINK & SHOCK MOUNTING POSITION

#### STEERING KNUCKLE

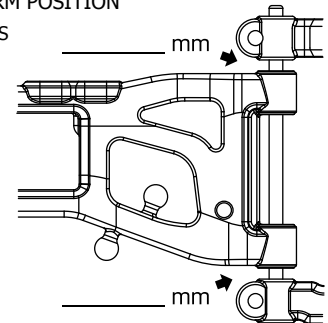
- ➔  Standard  
 ➔  Graphite  
 CASTER BLOCK  
 ➔  Standard  
 ➔  Graphite



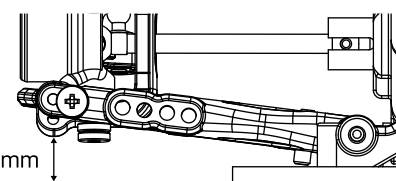
### LOWER SUSPENSION ARM POSITION

#### LOWER SUSPENSION ARMS

- ➔  Standard  
 ➔  Graphite



#### DROOP HEIGHT



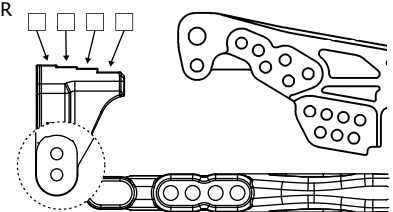
- ANTI-ROLL BAR ➔  None  
 ➔  Upper  
 ➔  Lower  
 ➔ \_\_\_\_\_ mm  
 CAMBER ➔ \_\_\_\_\_ deg  
 SUSP. MOUNT TOE ANGLE  
 ➔  1 deg  
 ➔  2 deg  
 ➔  3 deg  
 REAR ANTI-SQUAT  
 ➔ \_\_\_\_\_ deg  
 SUSP. MOUNT HEIGHT SPACER  
 (front & rear) ➔ \_\_\_\_\_ mm  
 REAR HUB CARRIER  
 ➔  0 deg  
 ➔  0.5 deg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

- BLADDER ➔  \_\_\_\_\_  
 PRESSURE ➔  \_\_\_\_\_  
 SHOCK BODY ➔  SSS  
 ➔  SS  
 SHOCK END ➔  Long  
 ➔  Short  
 ➔ \_\_\_\_\_ mm  
 LENGTH ➔ \_\_\_\_\_ mm  
 SPRING ➔ \_\_\_\_\_  
 OIL ➔ \_\_\_\_\_  
 PISTON ➔ \_\_\_\_\_

### CAMBER LINK & SHOCK MOUNTING POSITION

#### REAR HUB CARRIER

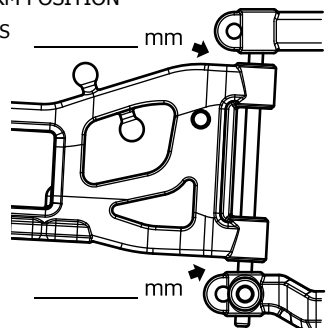
- ➔  Standard  
 ➔  Graphite



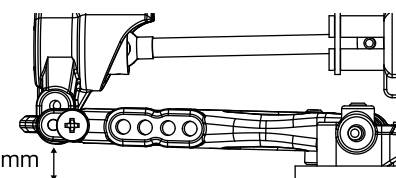
### LOWER SUSPENSION ARM POSITION

#### LOWER SUSPENSION ARMS

- ➔  Standard  
 ➔  Graphite



#### DROOP HEIGHT



### REAR

### 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 ➔ \_\_\_\_\_

- TRANSMISSION CASES  
 ➔  Standard  
 ➔  Graphite  
 FRONT SUSPENSION MOUNTS  
 ➔  Standard  
 ➔  Aluminum  
 REAR SUSPENSION MOUNTS  
 ➔  Standard  
 ➔  Aluminum

### COMMENT

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