

# MR-4TCSD

TYPE: SSG/BLACK (STANDARD CONFIGURATION)

## 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

HUB CARRIER ➔ \_\_\_\_\_

CAMBER ➔ \_\_\_\_\_

TOE ANGLE ➔ \_\_\_\_\_

FRONT KICK-UP ➔ \_\_\_\_\_

SUSP. MOUNT HEIGHT SPACER  
 (front & rear) ➔ \_\_\_\_\_ mm

- BLADDER ➔  \_\_\_\_\_  
 PRESSURE ➔

- SHOCK BODY ➔  SSS  
 ➔  SS

- SHOCK END ➔  Long  
 ➔  Short

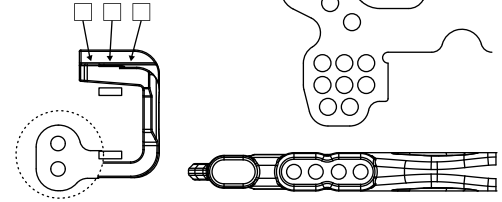
LENGTH ➔ \_\_\_\_\_ mm

SPRING ➔ \_\_\_\_\_

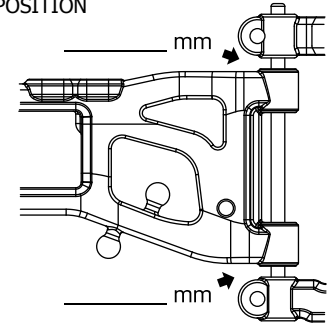
OIL ➔ \_\_\_\_\_

PISTON ➔ \_\_\_\_\_

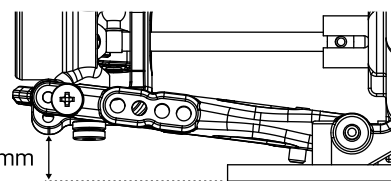
### CAMBER LINK & SHOCK POSITION



### LOWER SUSP. ARM POSITION



### DROOP



### REAR

- ANTI-ROLL BAR ➔  None  
 ➔  Upper  
 ➔  Lower

CAMBER ➔ \_\_\_\_\_

- SUSP. MOUNT TOE ANGLE  
 ➔  1 deg  
 ➔  2 deg  
 ➔  3 deg

REAR ANTI-SQUAT ➔ \_\_\_\_\_

SUSP. MOUNT HEIGHT SPACER  
 (front & rear) ➔ \_\_\_\_\_ mm

- BLADDER ➔  \_\_\_\_\_  
 PRESSURE ➔

- SHOCK BODY ➔  SSS  
 ➔  SS

- SHOCK END ➔  Long  
 ➔  Short

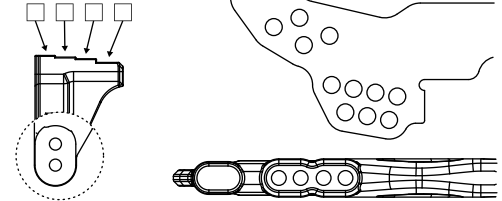
LENGTH ➔ \_\_\_\_\_ mm

SPRING ➔ \_\_\_\_\_

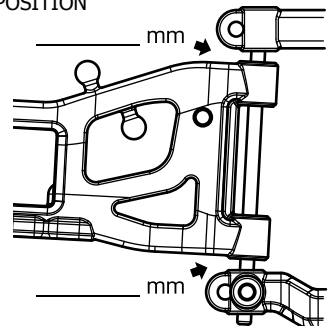
OIL ➔ \_\_\_\_\_

PISTON ➔ \_\_\_\_\_

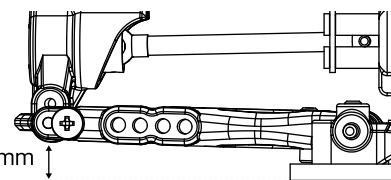
### CAMBER LINK & SHOCK POSITION



### LOWER SUSP. ARM POSITION



### DROOP



### 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 ➔ \_\_\_\_\_

### COMMENT

\_\_\_\_\_