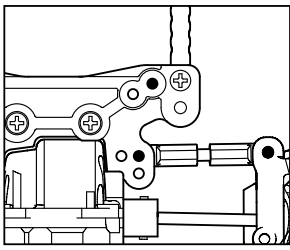


☆☆ TA04-PRO SETTING SHEET #1



■ SETTING OF FRONT SUSPENSION

(1) Camber angle

To increase traction on flat running surface, adjust camber angle positively. If the car has the tendency to turn excessively, adjust camber angle negatively.

(2) Knuckle arm

The standard setting (C1 is right) provides the car with moderate steering characteristics. Reverse (C1 is left) for sharp steering response.

(5) Damper position

Tilt dampers more horizontally to provide the car with moderate steering characteristics. Tilt them more vertically for sharp initial steering response.

(6) Upper arm position

Camber angle movement can be adjusted by altering upper arm position. Attach upper arms to lower hole of chassis to increase traction of the wheels during cornering. Attach them to inner hole of chassis to reduce movement.

■ FRONT DAMPER ADVICE

(8) Damper length

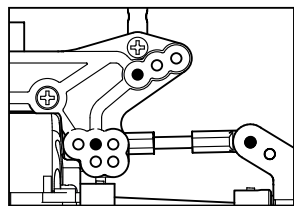
Check full length of dampers before running. Extend damper length for sharp cornering at the latter half of curved section. Shorten damper length to increase steering response. Do not extend length too much as it may spoil stability.

(10) Oil (when using with super low friction damper)

Standard hardness of damper oil is #400. Use harder oil under high temperatures and use softer oil under low temperatures. Hard oil increases stability. If the car has the tendency to under steer, use softer oil.

(12) Coil springs

If the car has the tendency to under steer, use a softer spring. If the car has the tendency to over steer, use a harder spring. An overly stiff spring may result in an uncontrolled suspension that will cause the car to hop around wildly. If front and rear tension balance is not correct, it may result in uneven wear to the tire tread.



■ SETTING OF REAR SUSPENSION

(13) Camber angle

Generally, camber angle is adjusted more positive than front suspension. Adjust positively to increase traction and negatively to prevent the car from slipping. Adjust so that tires wear out equally.

(16) Damper position

Attach dampers more vertically for sharp and crisp steering response. Attach dampers more horizontally for high traction. When using the car at high speed circuit, attach damper more horizontally to provide the car with moderate characteristics. Attach dampers more vertically when using the car at technical circuit.

(17) Upper arm position

Attach upper arms to lower or outer position of chassis for widening camber movement range and heightening traction during cornering. However, the car might tend to roll when upper arms are attached at the lower position. In this case, attach them to outer position.

■ REAR DAMPER ADVICE

(19) Damper length

Extend damper length for high traction and stability. Do not extend too much as it may lower stability. Shorten damper length for quick response. However, very short dampers may make the car difficult to control.

(21) Oil (when using with super low friction damper)

Standard hardness of oil is #400. Use harder oil under high temperatures and use softer oil under low temperatures. Use softer oil to increase rear wheel traction. If the car has the tendency to roll, use harder oil.

(23) Coil springs

Use softer springs to moderate machine response. Use harder coil springs for sharp handling. An overly stiff spring result in an uncontrolled suspension that will cause the car to hop around wildly. Make sure not to burden tires too much as it may result in worn tires.

■ STABILIZER ADVICE

- **FRONT** If the car has the tendency to over steer (turn excessively), use of stabilizer is effective. It is used to reduce the chassis roll and improve the car's stability and maneuverability. However, a car equipped with stabilizer sometimes tends to under steer
- **REAR** If rear tires grip too much, the car tends to roll. If damper and spring tension adjustment is ineffective against this problem, use stabilizer. Use of thick and hard stabilizer is more effective but an overly thick stabilizer can cause the car to hop wildly.

■ GENERAL ADVICE

- Lightweight Skyline GT-R (R34) body shell is recommended. It provides the car with stability and sharp cornering. For adding more stability, close opening of rear wing using tape. When using NSX body shell, it provides the car with moderate characteristics, allowing easy control.
- Under temperature higher than 25 degrees centigrade, use of type B tires is recommended. However, if running surface is slippery or oily, type A tires may grip better than type B tires.
- If there are any loose screws, machine will not run properly. Check screws before running.
- Check R/C unit. If the trim is adjusted incorrectly, the machine will not run properly.