RADIOSISTEMI

RFT
RADIOSISTEMI FACTORY TEAM

RR8 GT

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Suspension Insert Guide

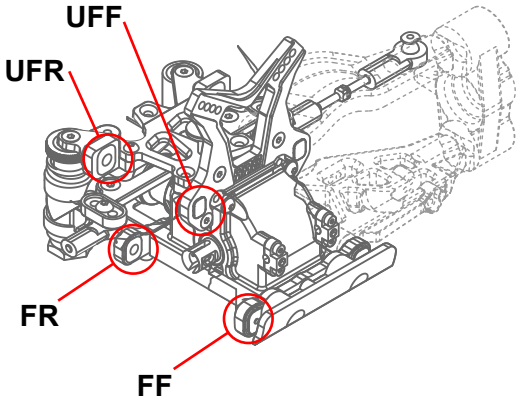
FRONT

Front Kick-Up

FF		FR		FF + FR	Kick-Up Angle Change	Total
Up	+ 1.0°	Down	+ 1.0°	=	+ 2.0°	+ 7.0°
Up	+ 0.5°	Down	+ 0.5°	=	+ 1.0°	+ 6.0°
--	0.0°	--	0.0°	=	0.0°	+ 5.0° Base
Down	- 0.5°	Up	- 0.5°	=	- 1.0°	+ 4.0°
Down	- 1.0°	Up	- 1.0°	=	- 2.0°	+ 3.0°

Change in degrees, per insert.

Tips:
- Increase for rougher tracks, decrease for smooth.
- Higher kickup reduces steering, Less kickup sharpens steering response.
- Higher kickup for more forward traction, increased weight transfer.



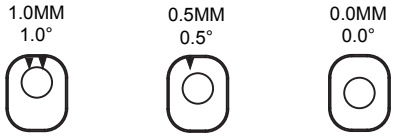
Dynamic Caster

UFF		UFR		UFF + UFR	Upper Arm Angle Change	Total
Up	+ 1.0°	Down	+ 1.0°	=	+ 2.0°	+ 5.0°
Up	+ 0.5°	Down	+ 0.5°	=	+ 1.0°	+ 4.0°
--	0.0°	--	0.0°	=	0.0°	+ 3.0° Base
Down	- 0.5°	Up	- 0.5°	=	- 1.0°	+ 2.0°
Down	- 1.0°	Up	- 1.0°	=	- 2.0°	+ 1.0°

Change in degrees, per insert.

Tips:
- A lower angled upper arm will have more Dynamic effect and caster will change more throughout the suspension's range of motion. Higher arm angles will result in a more static caster.
- A lower arm angle will have more steering in and out of the corner, but will be sensative to input.
- A higher arm angle will have less steering, but will be more forgiving, and will be smoother and easier to drive.

Insert ID



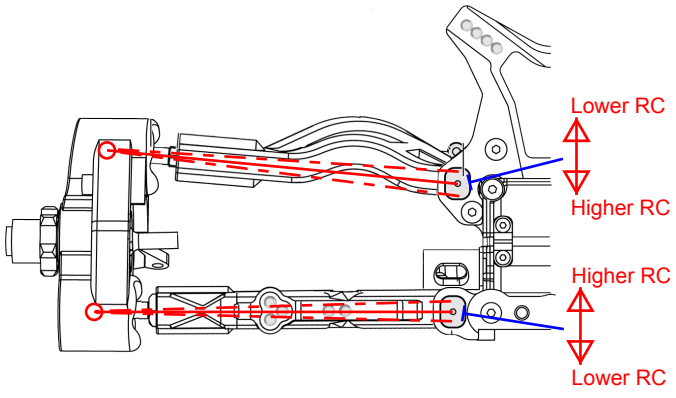
Note: Inserts are marked by number of cuts

Upper Roll Center (RC)

UFF		UFR		Arm Position Change	
Up	+	Up	=	+ 1.0MM	Lower RC
Up	+	Up	=	+ 0.5MM	
--	+	--	=	0.0MM	Base
Down	+	Down	=	- 0.5MM	
Down	+	Down	=	- 1.0MM	Higher RC

Lower Roll Center (RC)

FF		FR		Arm Position Change	
Up	+	Up	=	+ 1.0MM	Higher RC
Up	+	Up	=	+ 0.5MM	
--	+	--	=	0.0MM	Base
Down	+	Down	=	- 0.5MM	
Down	+	Down	=	- 1.0MM	Lower RC



NOTE: Roll Center is a single adjustment, both upper and lower arms will change RC.

Higher RC:
- Car will roll less.
- Higher Grip, More Traction into and out of corners.
- Better in rough conditions w/ soft springs

Lower RC:
- Car will roll more.
- Lower Overall Grip, More Planted Feeling, More Stability.
- Better in smooth, high grip conditions w/ stiff springs

Roll Center:

If running a different angle on Dynamic Caster or Kick-Up from the base 0,0 settings, you may still move the roll centers up or down as necessary. Simply change both bushings, up or down in equal amounts.

Suspension Insert Guide

REAR

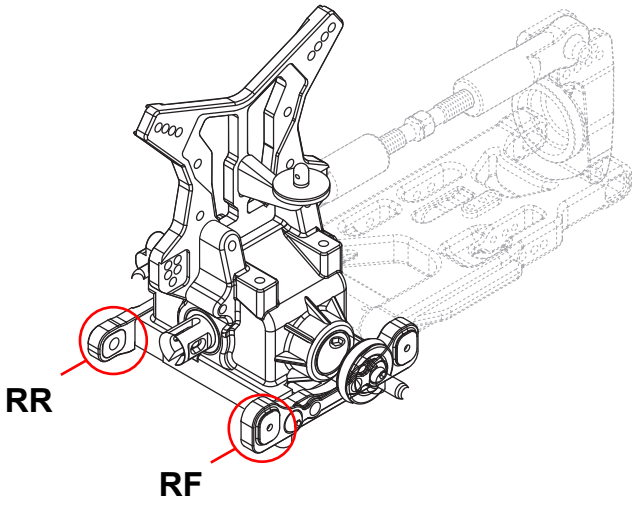
Rear Toe-In (Block)

RR Change		Rear Toe-In Total	
In	+ 1.0°		-1.0°
In	+ 0.5°		-1.5°
--	0.0°		-2.0° Base
Out	- 0.5°		-2.5°
Out	- 1.0°		-3.0°

Wheel ⟷ Chassis

Note: these Toe-In angles do **NOT** factor in any rear hub toe angle. You must add Rear "Hub" Toe (below) to the Rear "Block" Toe listed to the left. This will give you Overall Toe-In.

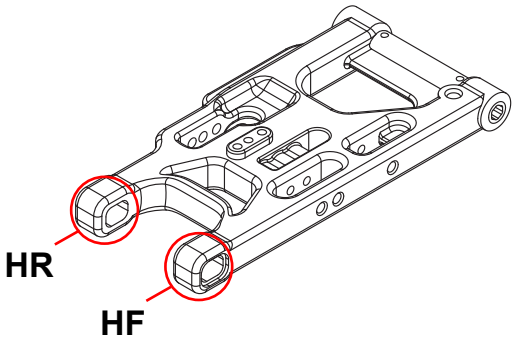
Tips: More Toe-In increases rear stability, car tracks straighter, easier to drive.
Less Toe-In increases rotation, more aggressive.



Rear Anti-Squat

RF Change		Anti-Squat Total	
Up	+ 1.0°		+ 4.5°
Up	+0.5°		+4.0°
--	0.0°		+ 3.5° Base
Down	- 0.5°		+ 3.0°
Down	- 1.0°		+ 2.5°

Tips: More Anti-Squat will increase forward traction and rotation during a turn.
Less Anti-Squat will increase side traction, less steering.
More Anti-Squat for rough off-power and smooth tracks.
Less Anti-Squat for rough on-power sections, will help prevent the rear from "hopping"



Rear Toe-In (Hub)

HF	HR	HF	HR	Rear Toe-In Change
In + 1.0°	Out + 1.0°			- 2.0°
In + 0.5°	Out + 0.5°			- 1.0°
-- 0.0°	-- 0.0°			0.0° Base
Out - 0.5°	In - 0.5°			+ 1.0°
Out - 1.0°	In - 1.0°			+ 2.0°

Wheel ⟷ Chassis

Note: these Toe-In angles do **NOT** factor in the toe-in at the suspension block. You must add Rear Hub Toe (Left) to the Rear "Block" Toe listed above. This will give you Overall Toe-In.

Tips: More Toe-In increases rear stability, car tracks straighter, easier to drive.
Less Toe-In increases rotation, more aggressive.

Rear Arm Length

HF		HR		Arm Length Change
In	+	In	=	+ 1.0MM
In	+	In	=	+ 0.5MM
--	+	--	=	0.0MM Base
Out	+	Out	=	- 0.5MM
Out	+	Out	=	- 1.0MM

Wheel ⟷ Chassis

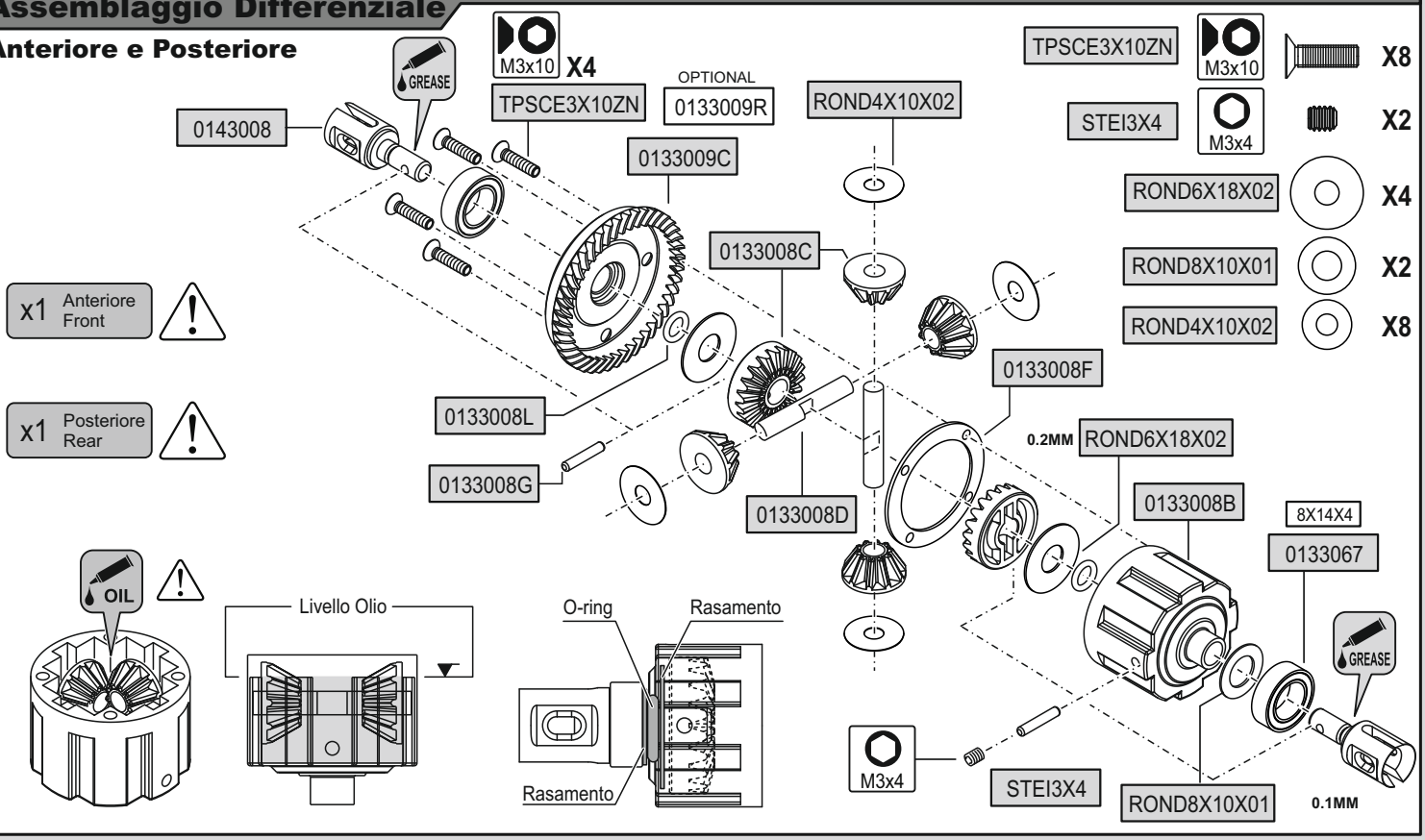
Tips: Longer rear arm for more rear grip and rear stability.
Shorter rear arm for increased steering, better rotation.

Rear Toe & Arm Length:

If running a different toe angle (at the hub) from the base 0,0 settings, you may still lengthen or shorten the rear arms. Simply increase or decrease both bushings in equal amounts.

Assemblaggio Differenziale

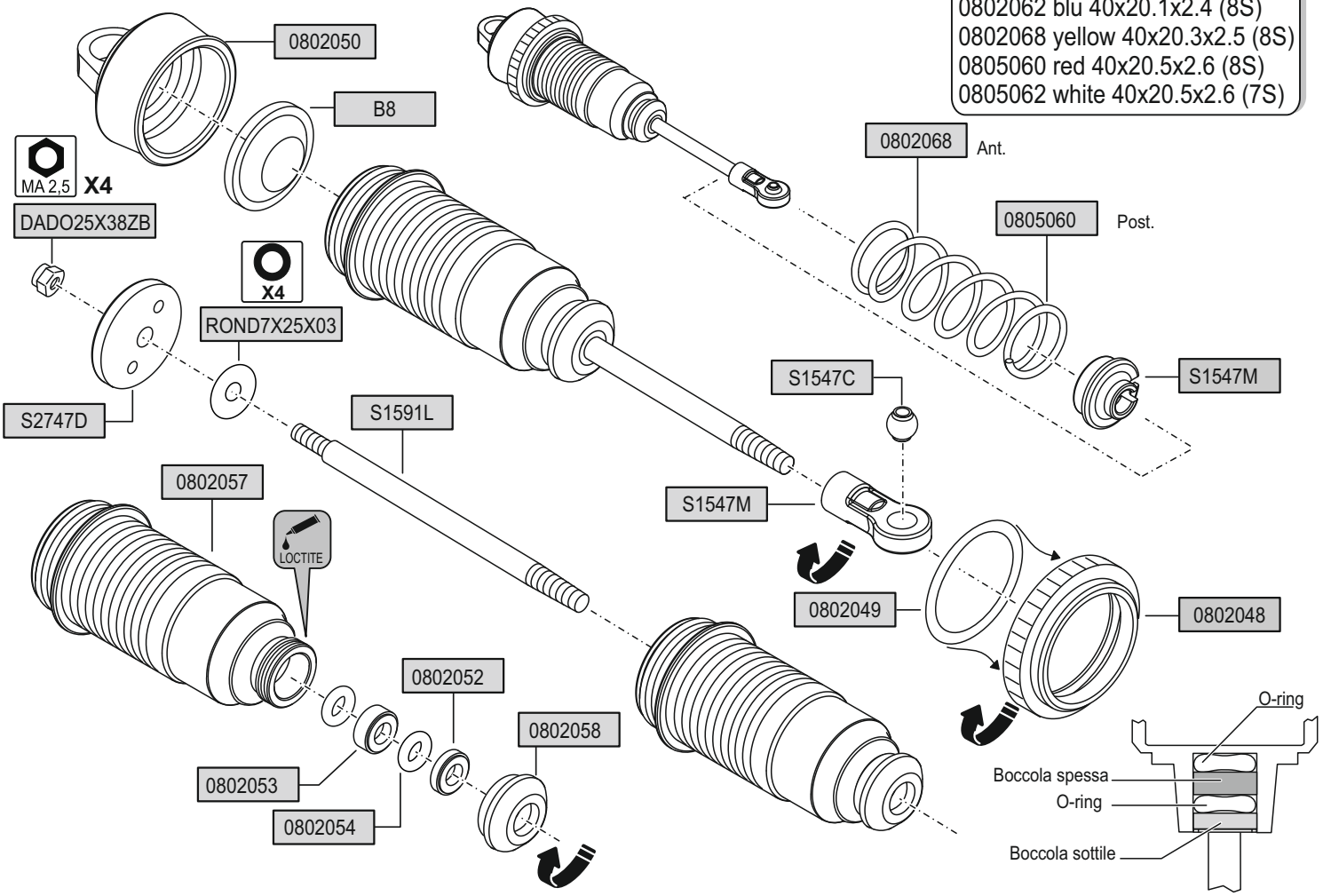
Anteriore e Posteriore



Assemblaggio Ammortizzatori

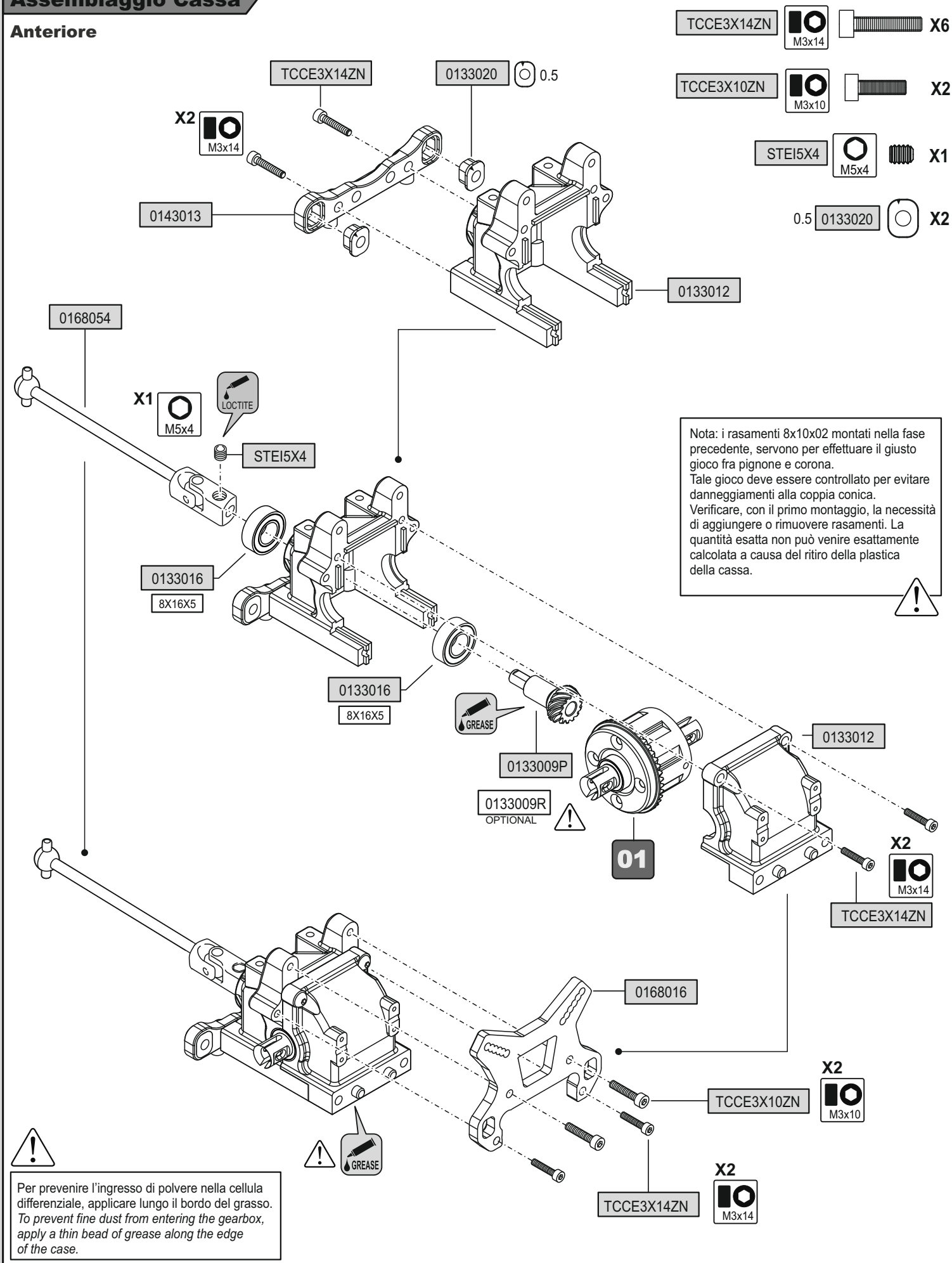
Anteriori e Posteriori

0802060 green 40x19.9x2.3 (8S)
0802062 blu 40x20.1x2.4 (8S)
0802068 yellow 40x20.3x2.5 (8S)
0805060 red 40x20.5x2.6 (8S)
0805062 white 40x20.5x2.6 (7S)



Assemblaggio Cassa

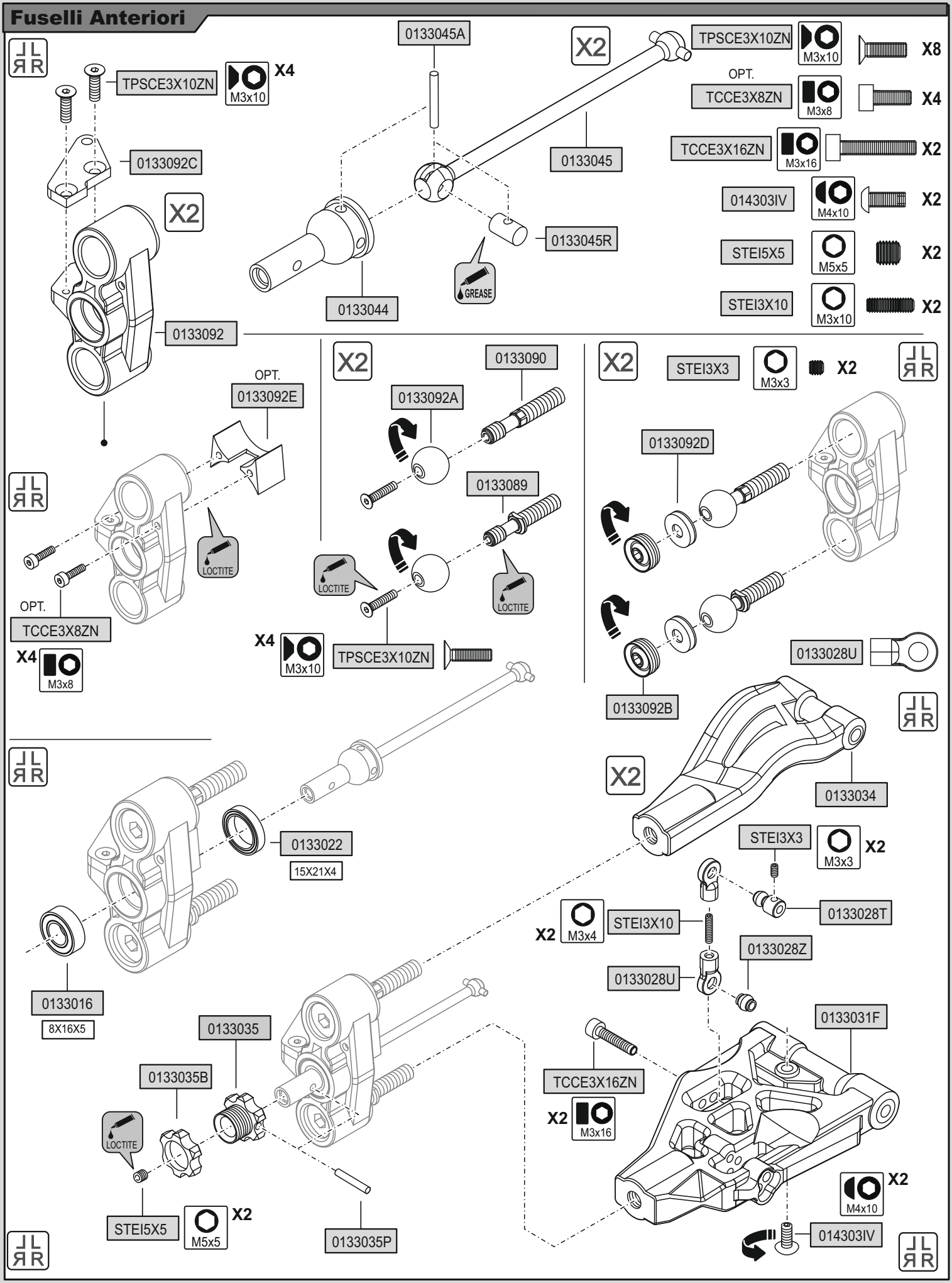
Anteriore



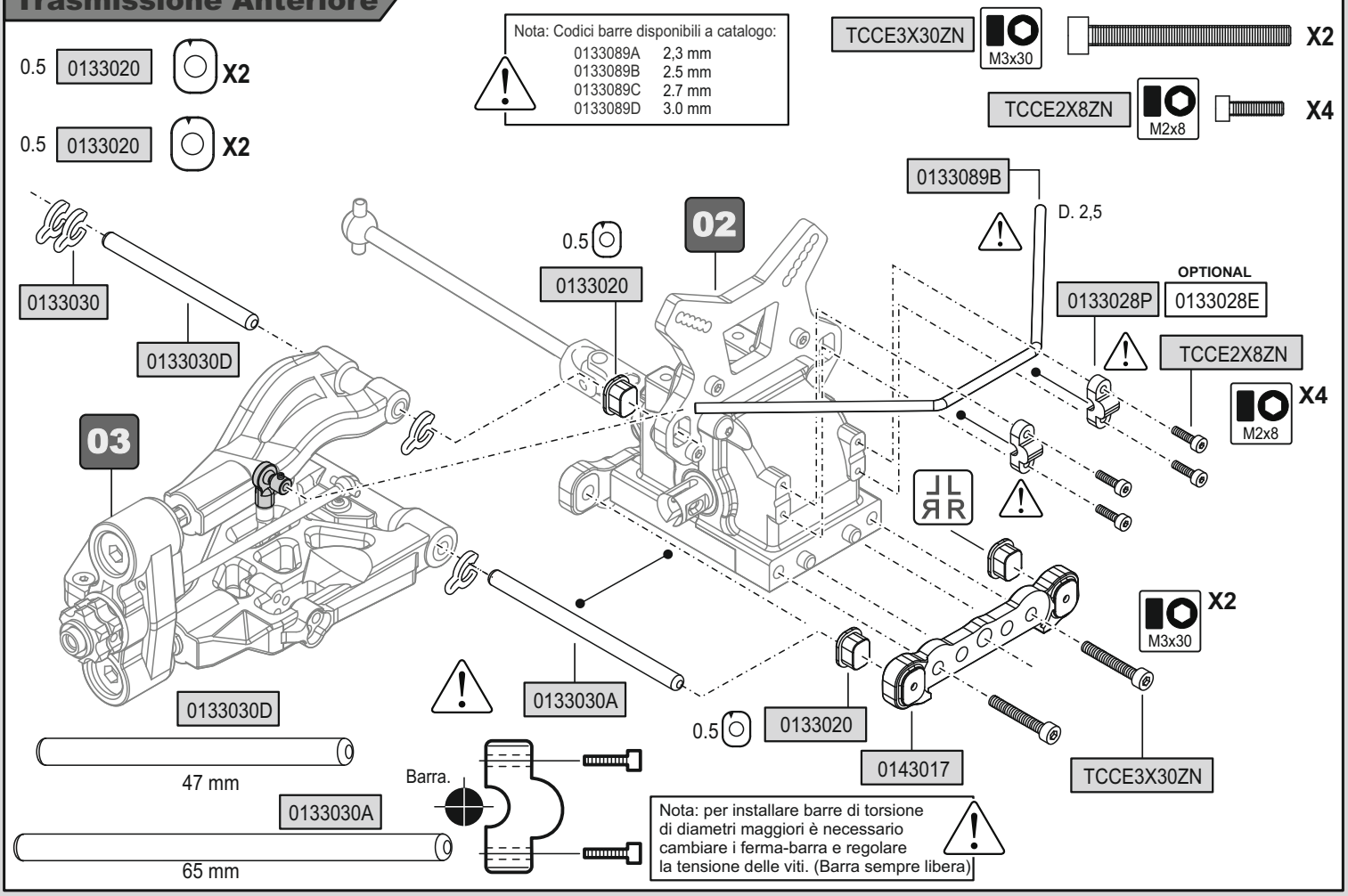
Nota: i rasamenti 8x10x02 montati nella fase precedente, servono per effettuare il giusto gioco fra pignone e corona.
Tale gioco deve essere controllato per evitare danneggiamenti alla coppia conica.
Verificare, con il primo montaggio, la necessità di aggiungere o rimuovere rasamenti. La quantità esatta non può venire esattamente calcolata a causa del ritiro della plastica della cassa.

Per prevenire l'ingresso di polvere nella cellula differenziale, applicare lungo il bordo del grasso.
To prevent fine dust from entering the gearbox, apply a thin bead of grease along the edge of the case.

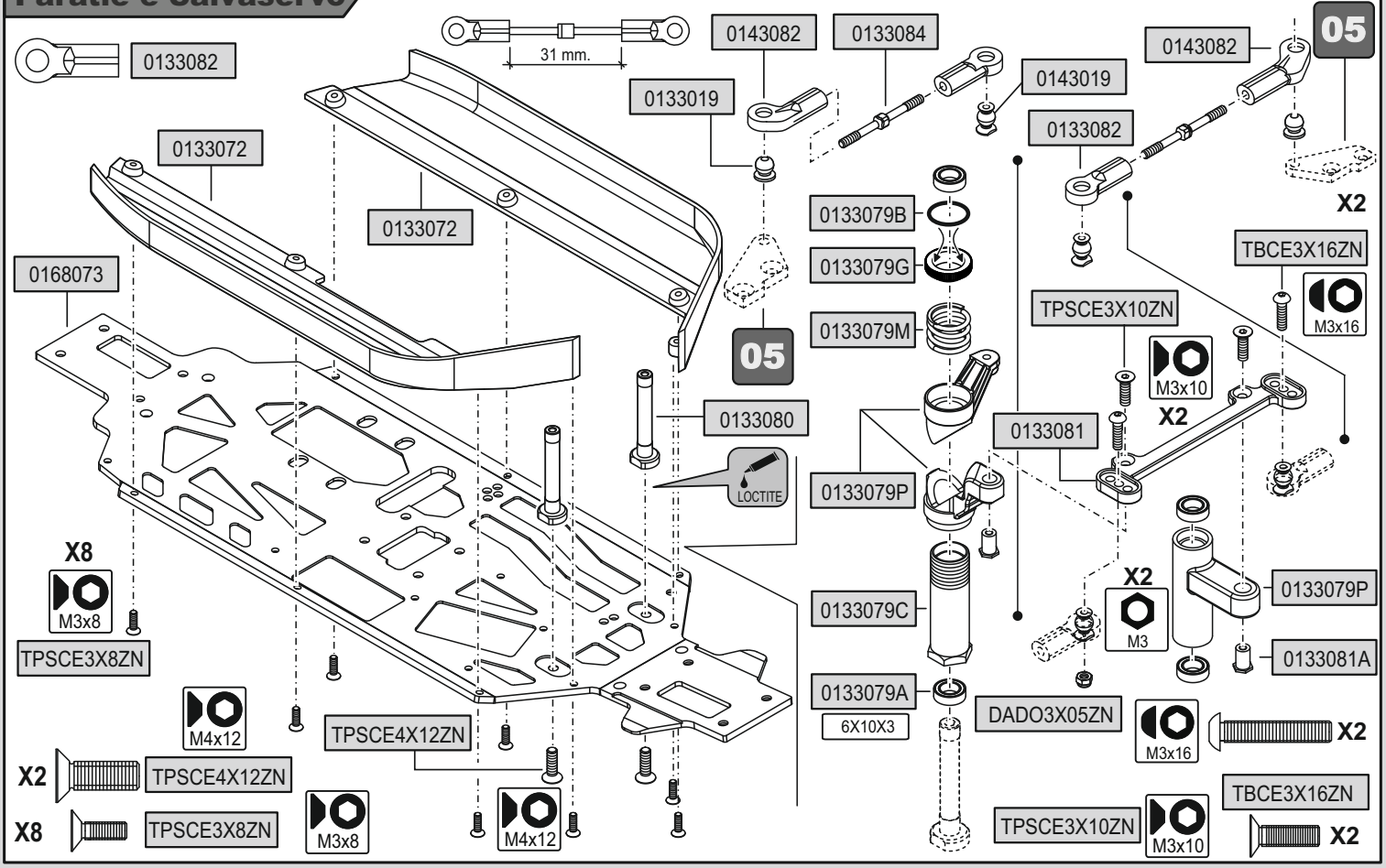
Fuselli Anteriori



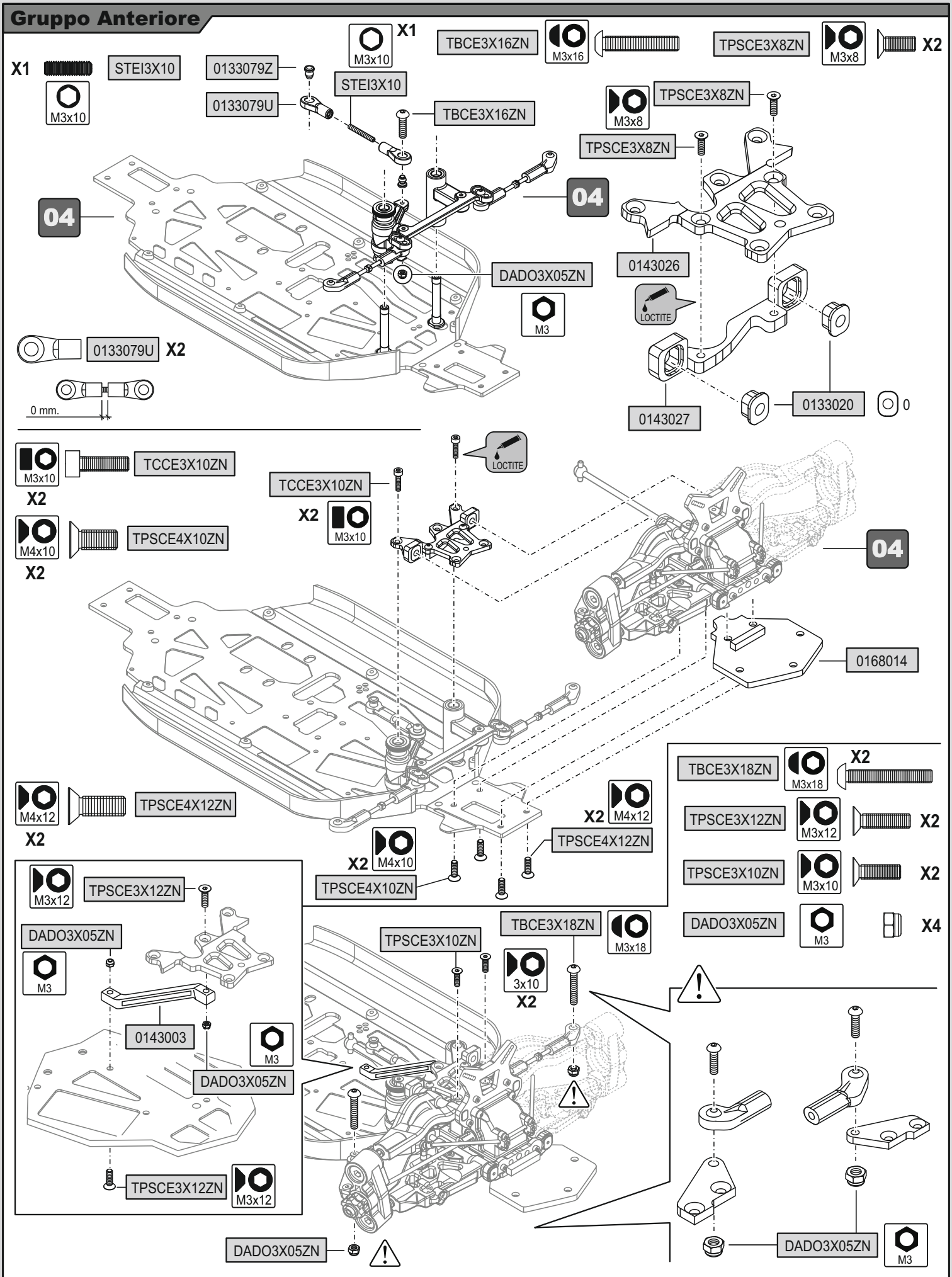
Trasmissione Anteriore



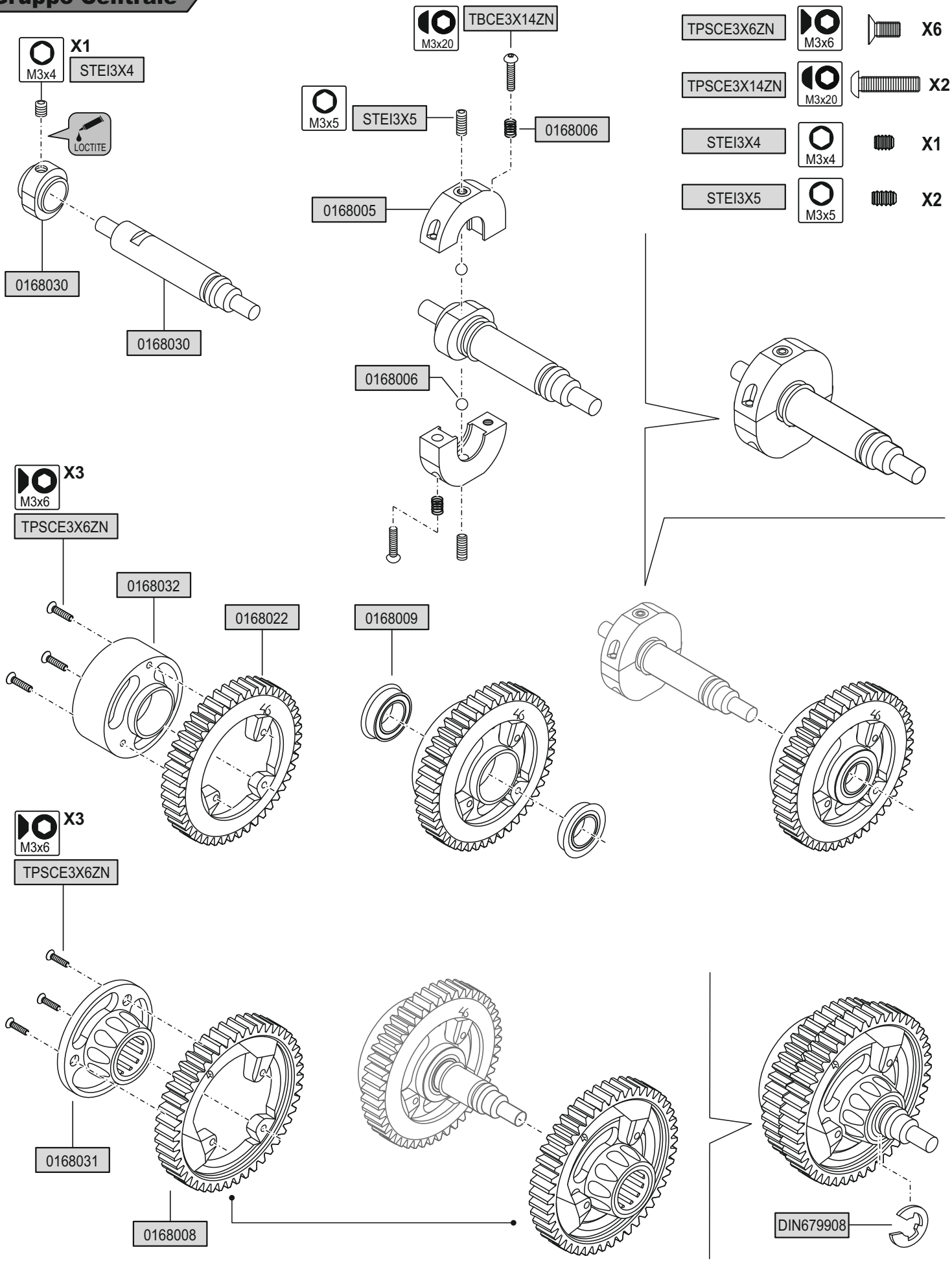
Paratie e Salvaservo



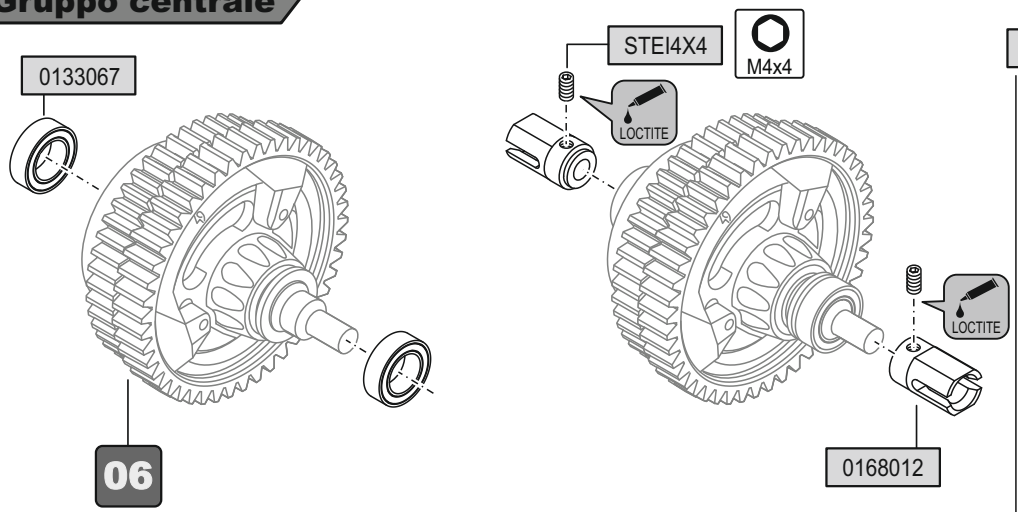
Gruppo Anteriore



Gruppo Centrale



Gruppo centrale



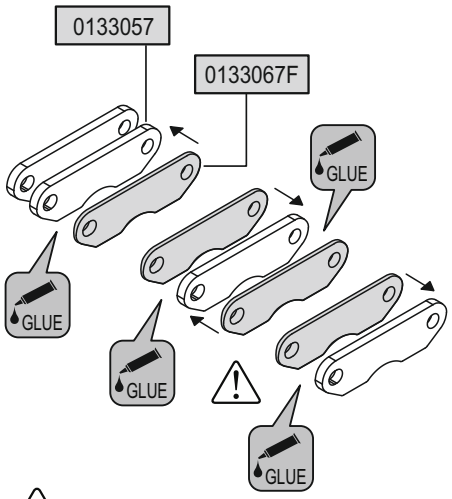
TBCE3X20ZN M3x20 X2

TBCE3X8ZN M3x8 X4

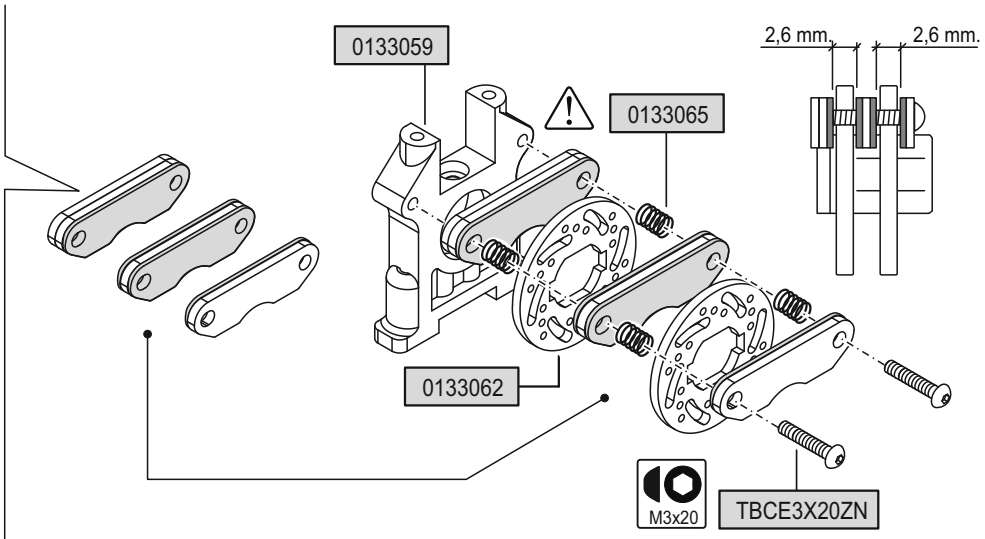
STEI4X4 M4x4 X4

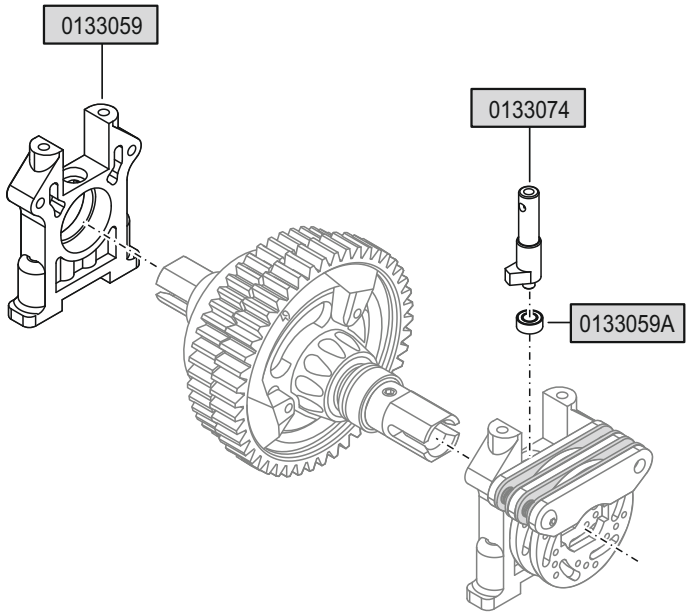
STEI3X4 M3x4 X4

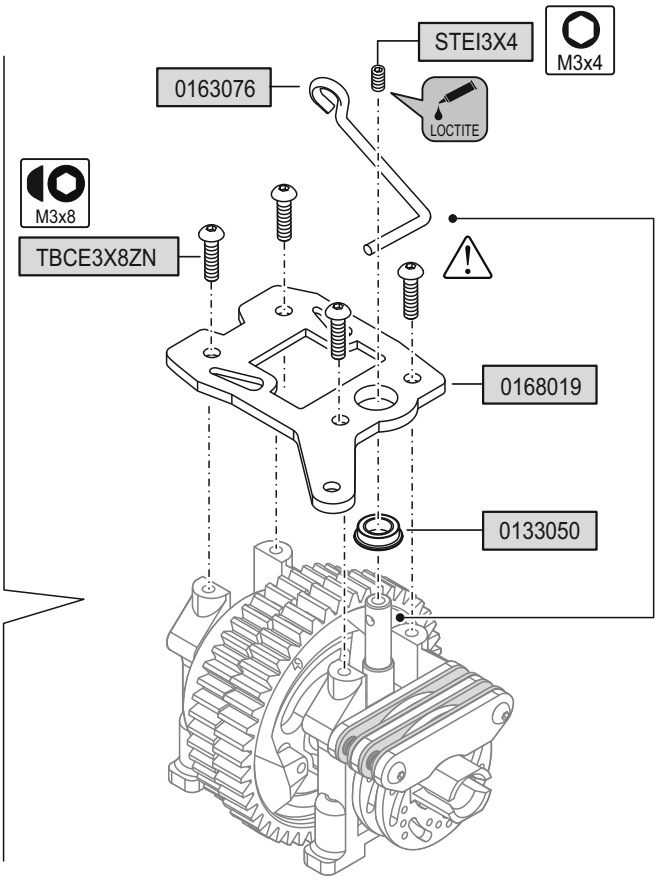
NOTA: fare attenzione alla lunghezza della leva freno, in fase di frenata il link del servo del gas non deve toccare il tirante di collegamento del rinvio freno.



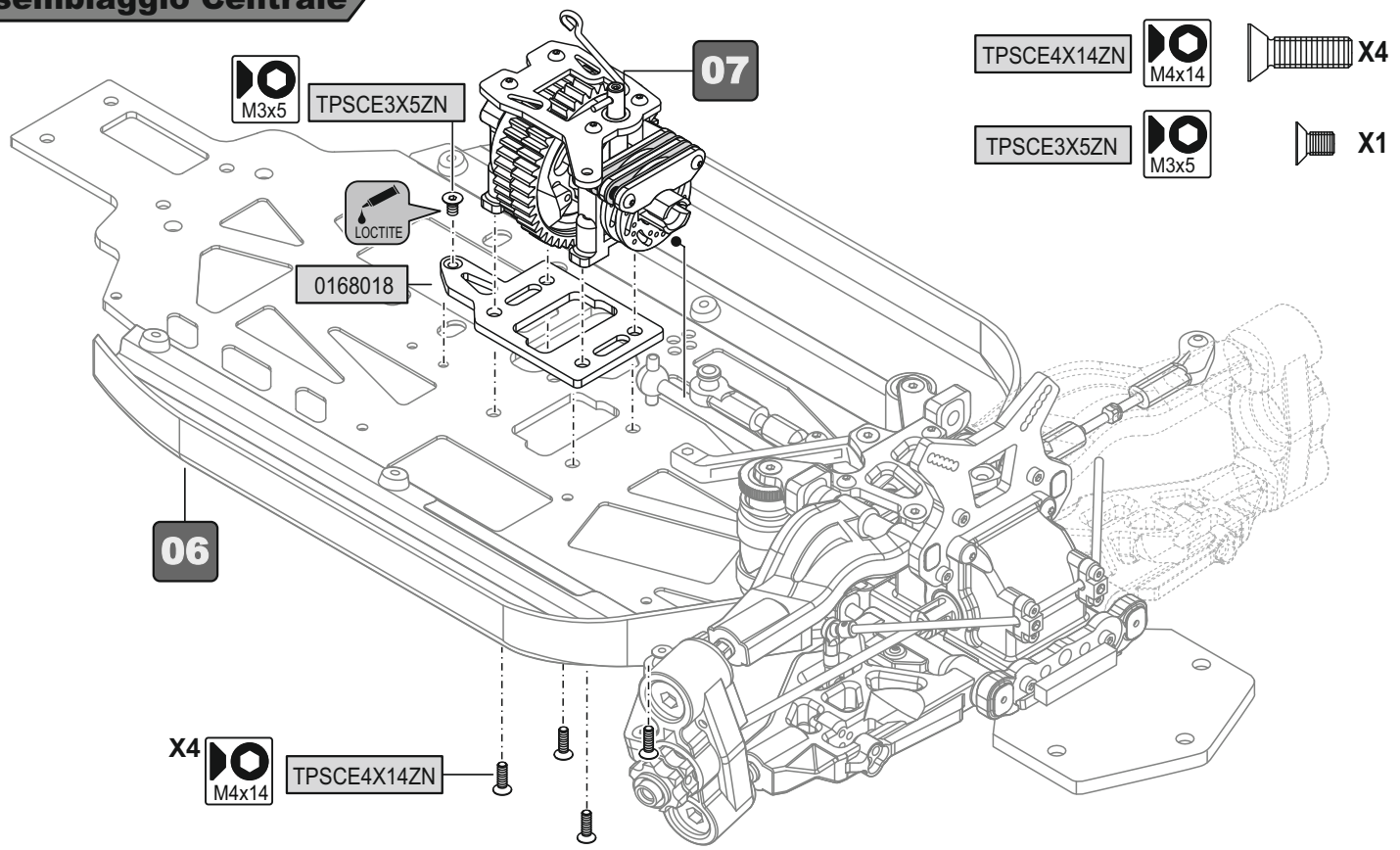
Per ottimizzare il funzionamento del gruppo freni, alesare i fori delle pastiglie al fine di consentire il perfetto scorrimento delle stesse sulle viti di vincolo. Controllare che i freni non subiscano impuntamenti.





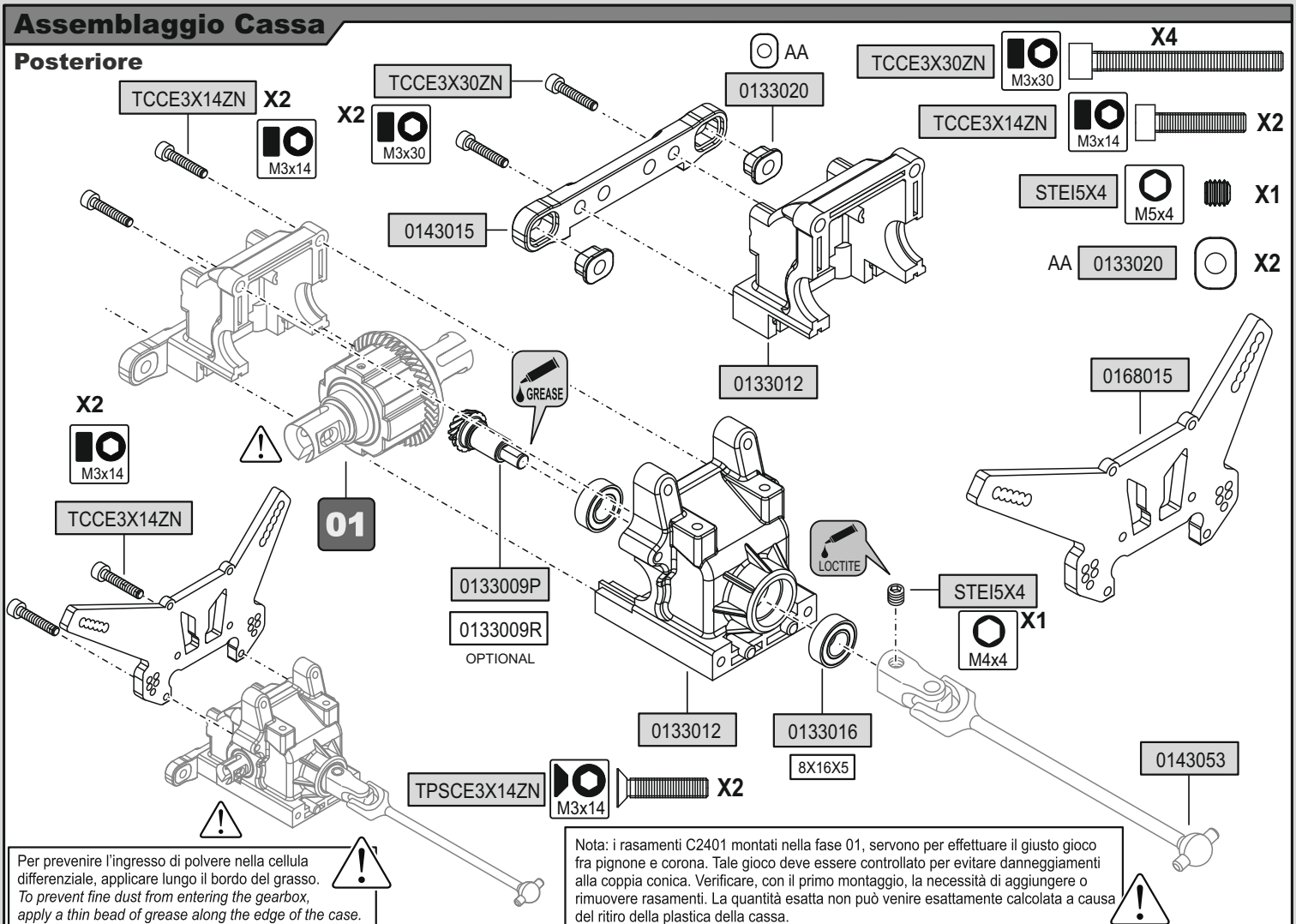


Assemblaggio Centrale



Assemblaggio Cassa

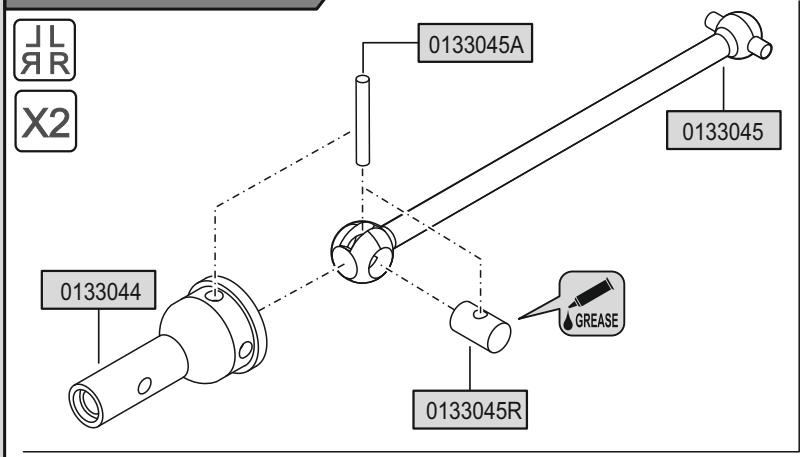
Posteriore

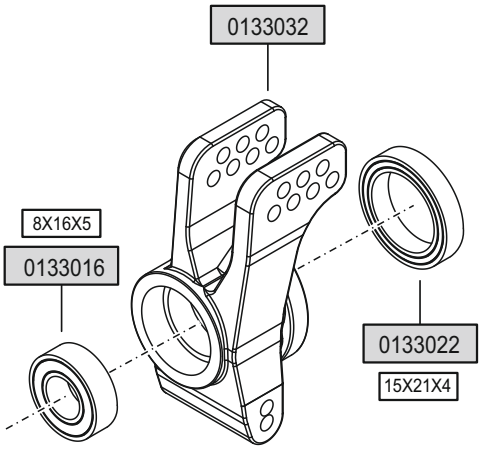


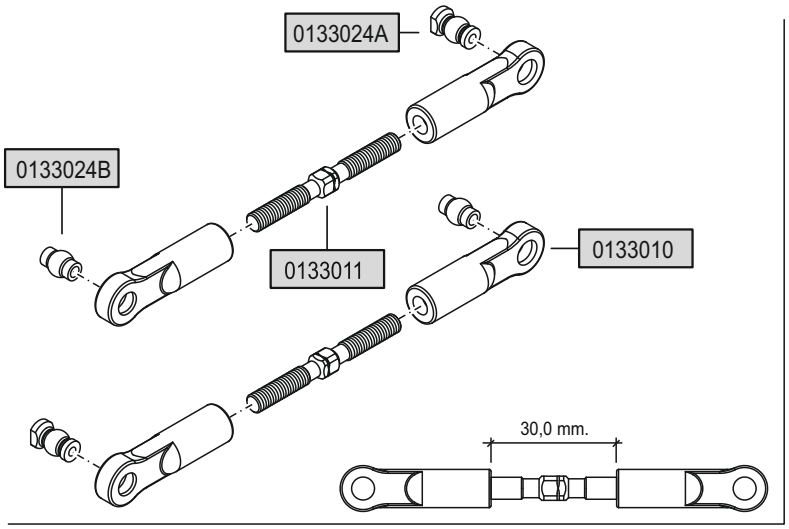
Per prevenire l'ingresso di polvere nella cellula differenziale, applicare lungo il bordo del grasso.
To prevent fine dust from entering the gearbox, apply a thin bead of grease along the edge of the case.

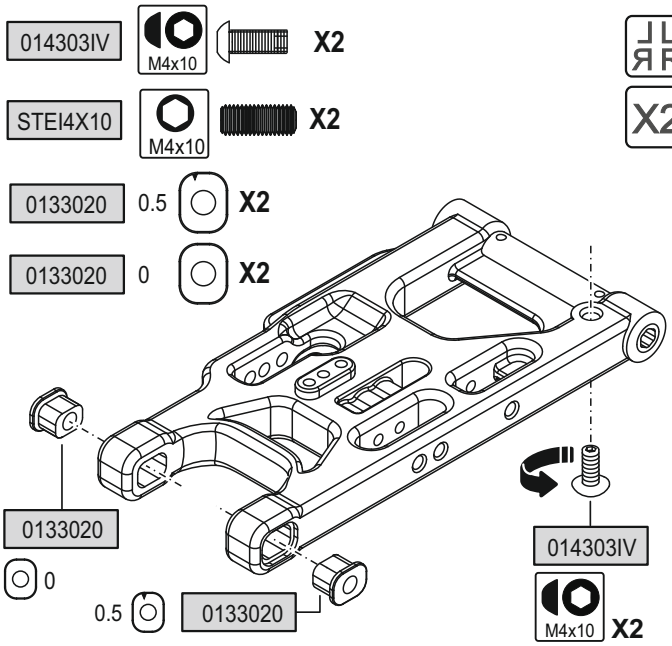
Nota: i rasamenti C2401 montati nella fase 01, servono per effettuare il giusto gioco fra pignone e corona. Tale gioco deve essere controllato per evitare danneggiamenti alla coppia conica. Verificare, con il primo montaggio, la necessità di aggiungere o rimuovere rasamenti. La quantità esatta non può venire esattamente calcolata a causa del ritiro della plastica della cassa.

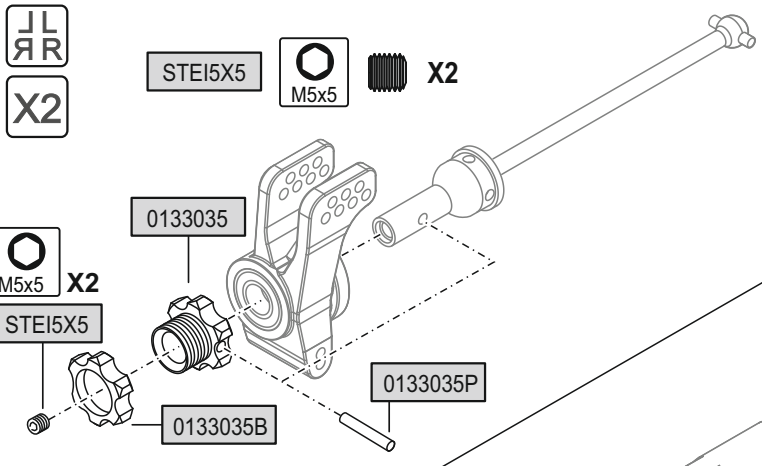
Bracci Posteriori

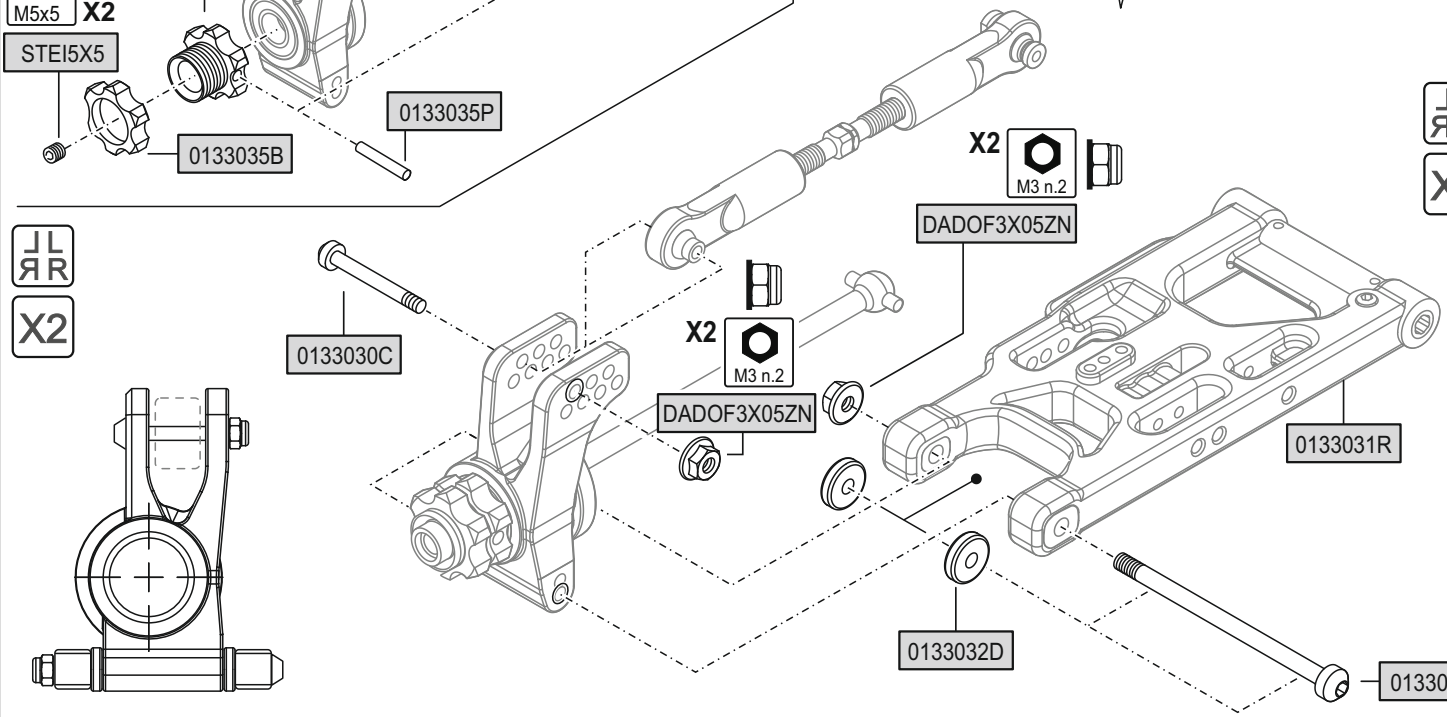




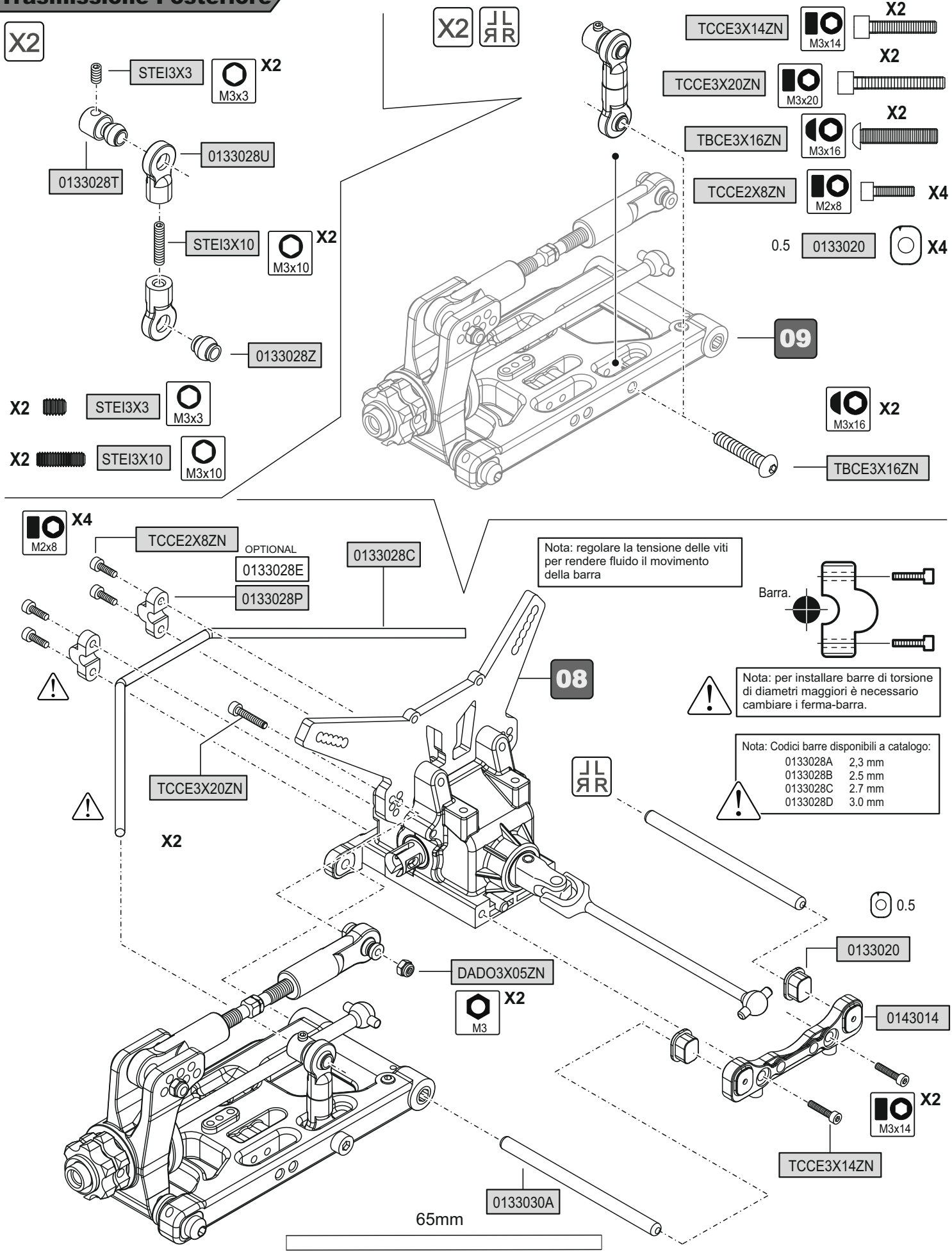




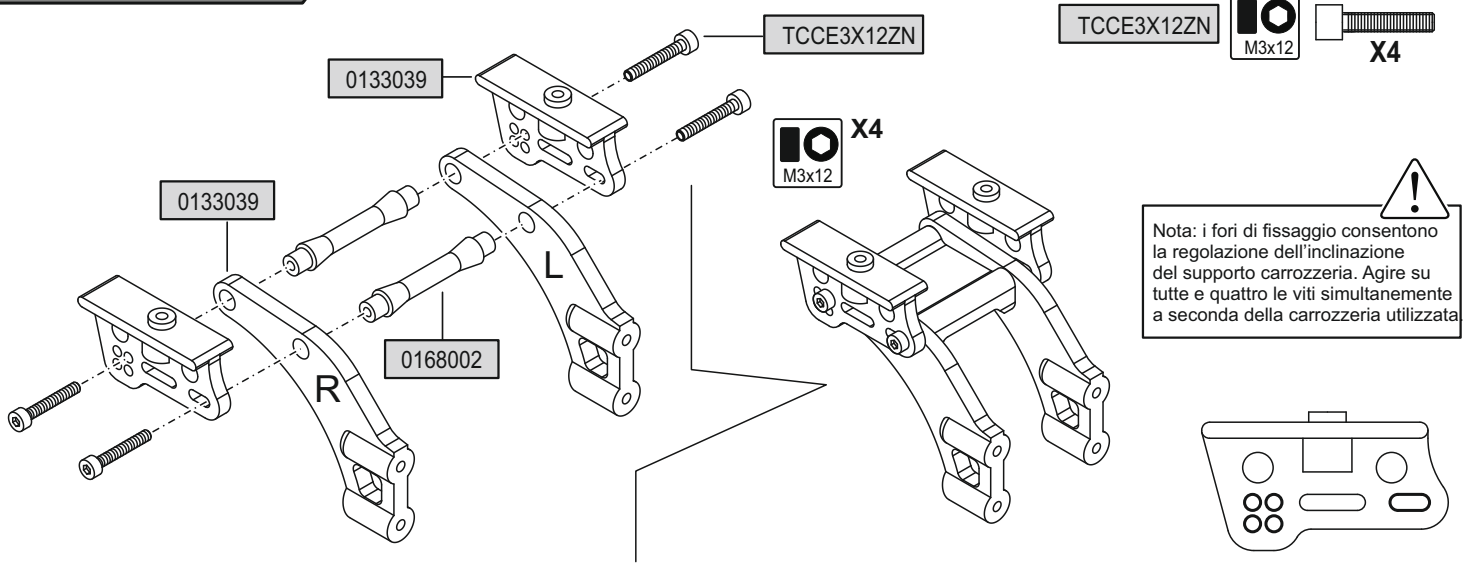




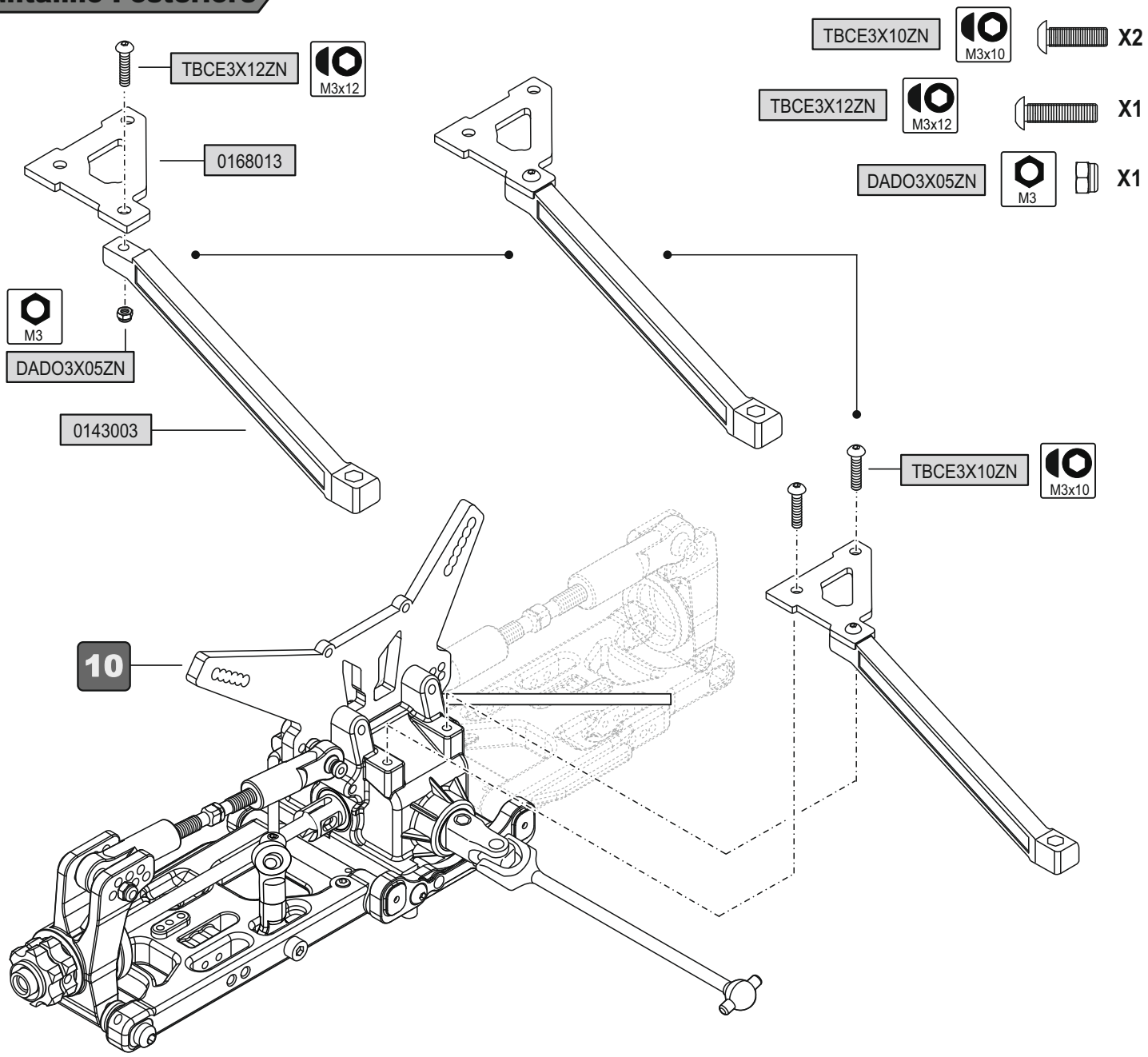
Trasmissione Posteriore



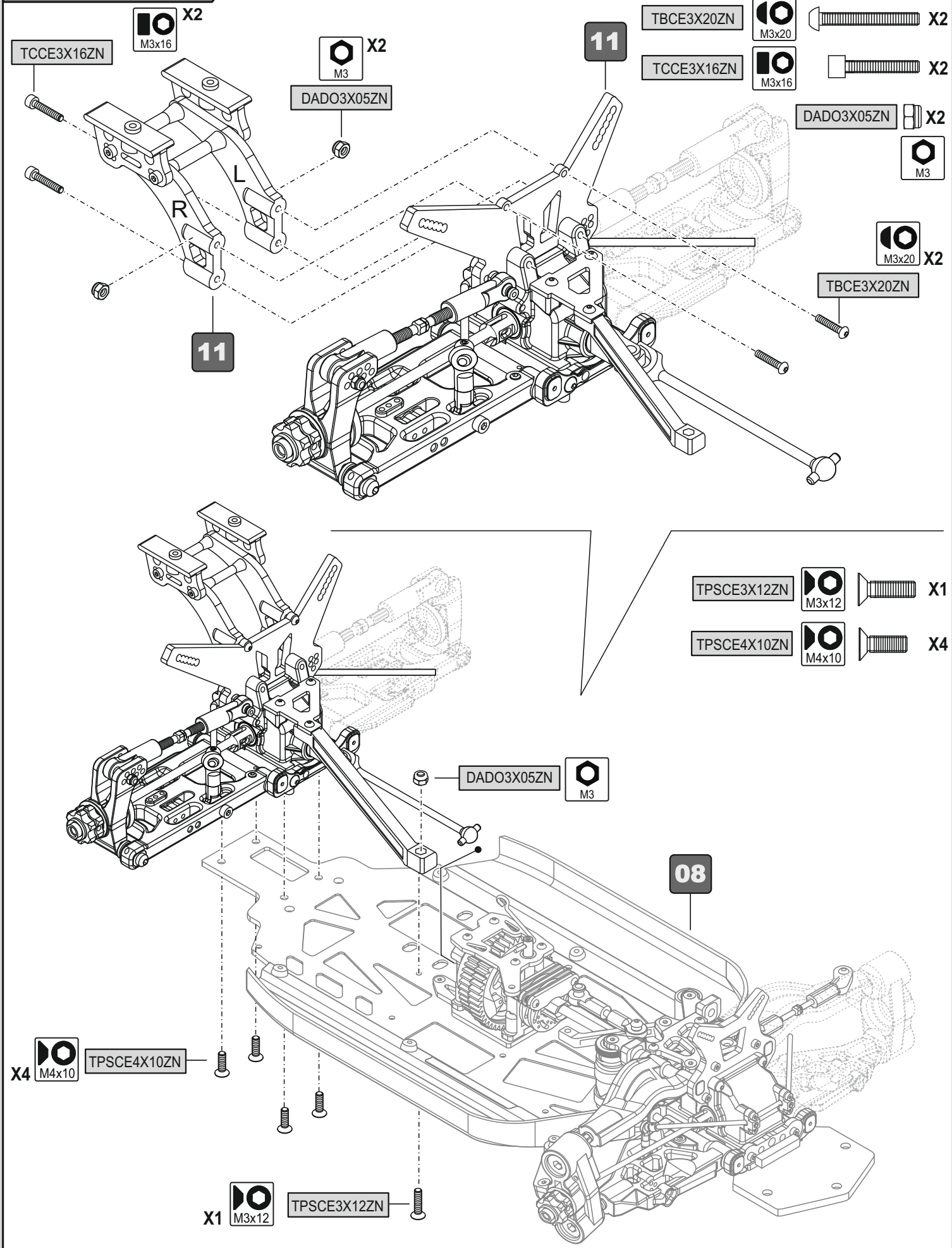
Supporto Alettone



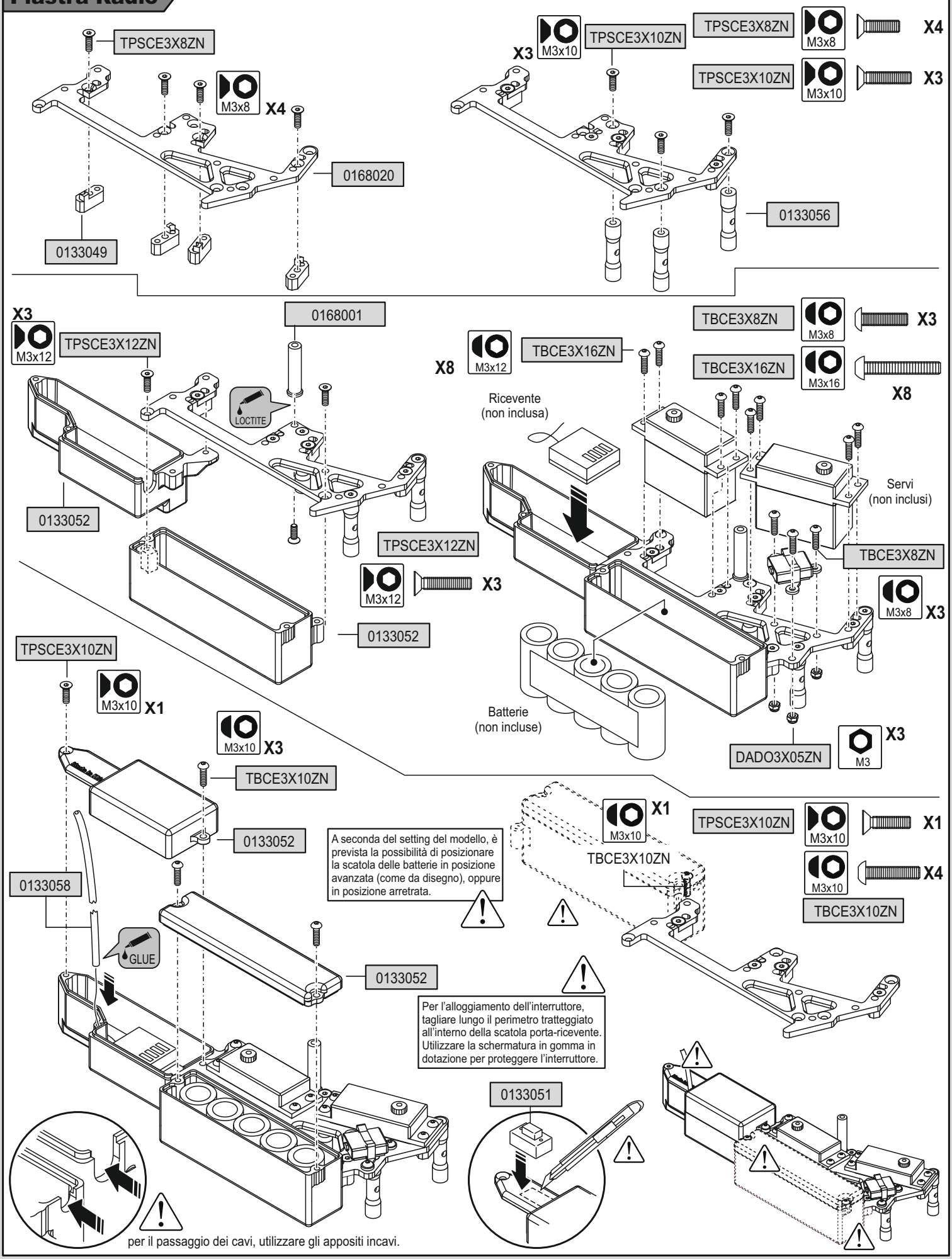
Puntalino Posteriore



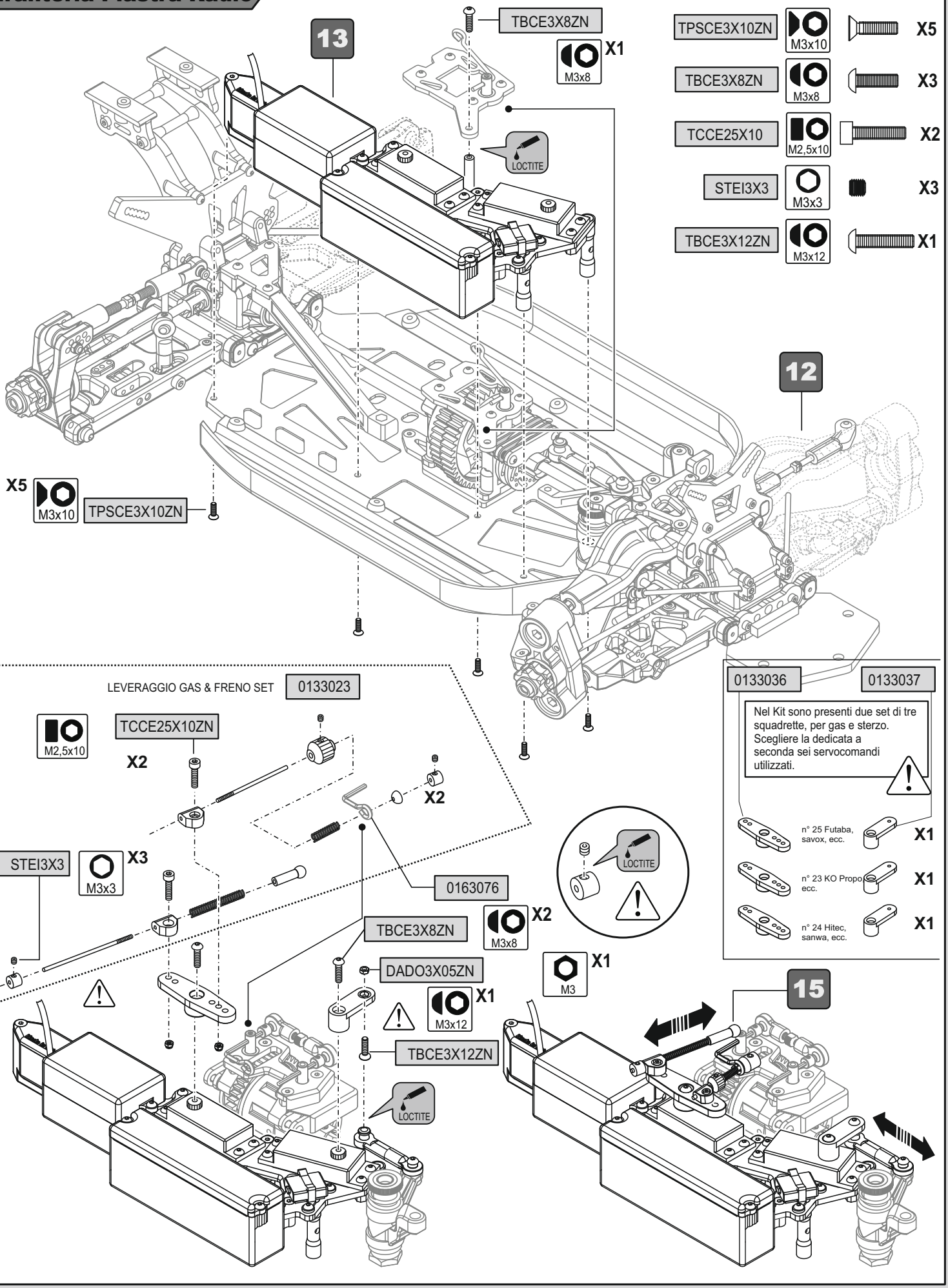
Gruppo Posteriore



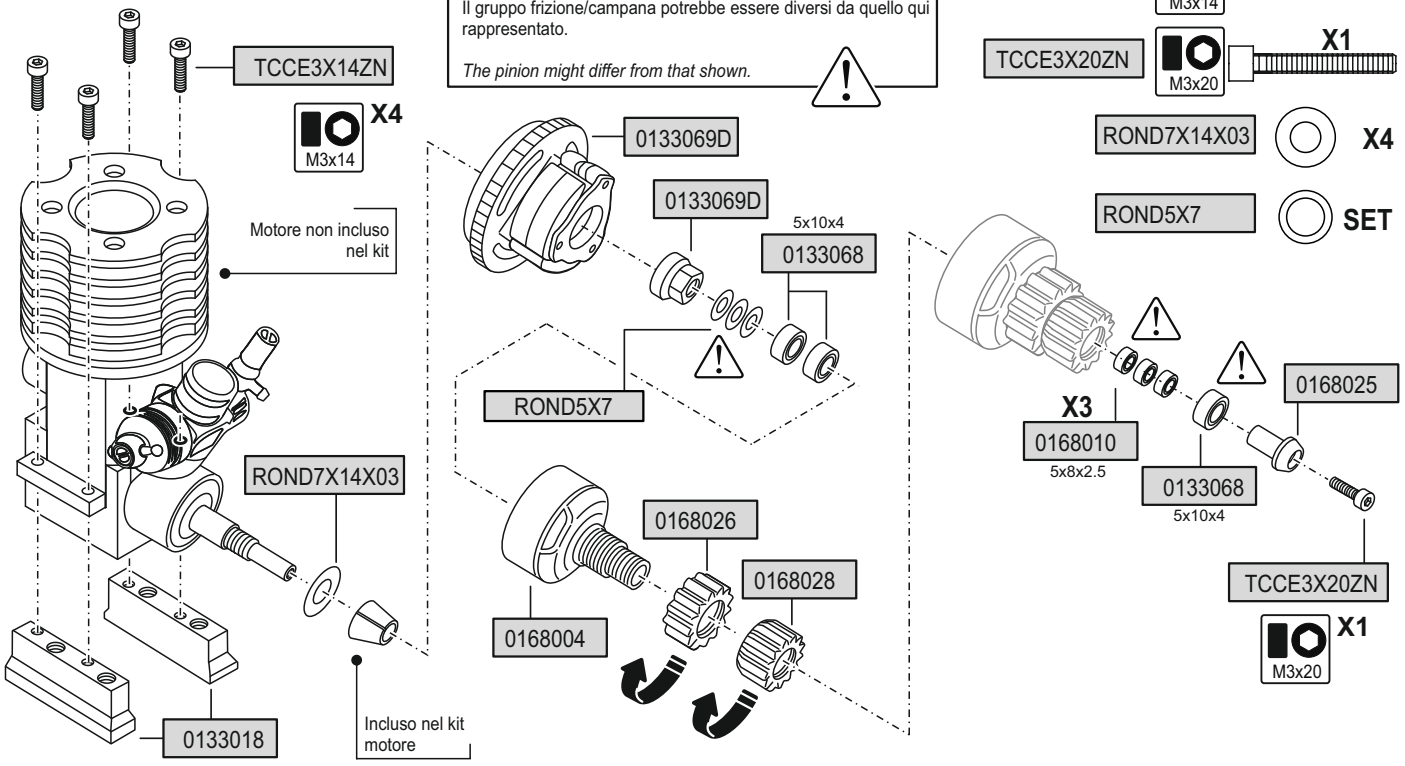
Piastra Radio



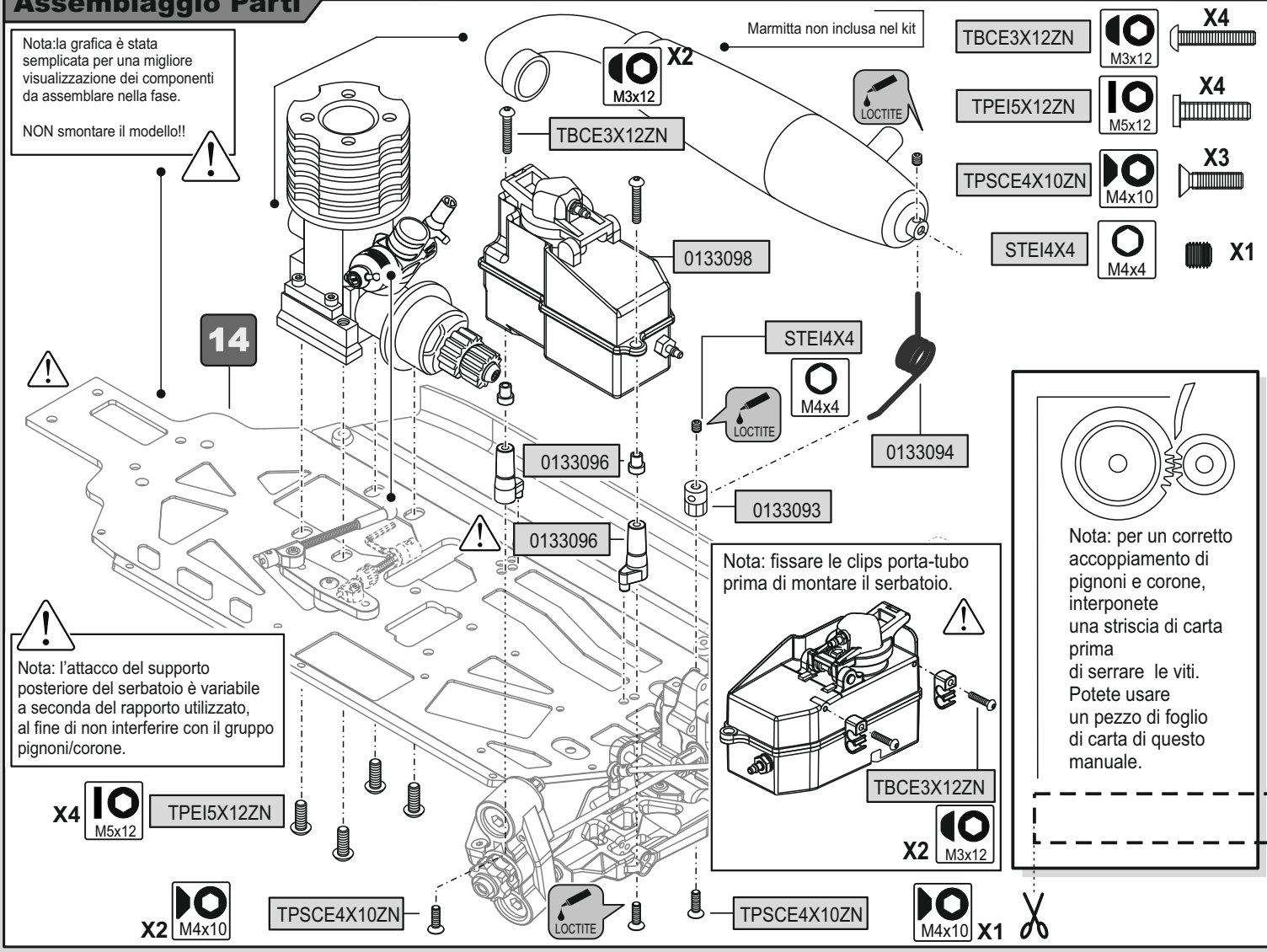
Tiranteria Piastra Radio



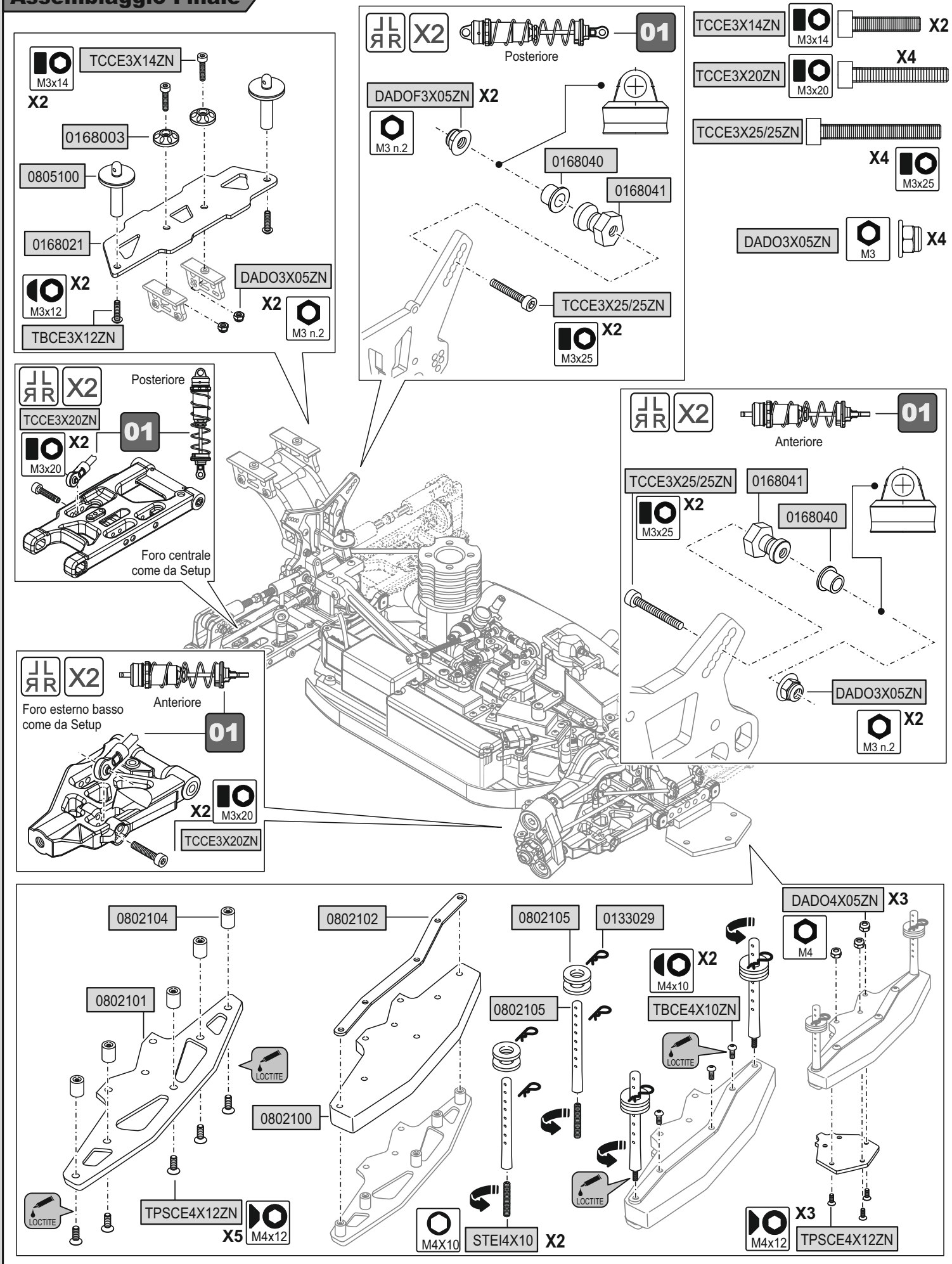
Assemblaggio Frizione



Assemblaggio Parti



Assemblaggio Finale

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