

31256 V-ONE RRR How to read Setting Data Sheet.

Before beginning set-up, check the condition of the car once more. Confirm that all moving parts are moving smoothly and without vibration. Where trimming of servo horn etc. is required, trim to shape shown in the instruction manual. This will allow free movement of linkages. Carefully adjust the knuckle-arm and 9 ball on rear hub so they move smoothly and without play. The Ball-Ends can tighten up under changing temperatures. If this happens, lightly tap and move with pliers until free movement is returned. The $\phi 4$ ball end for the throttle is already tightly installed. Please use pliers to adjust the shape of the ball end to suitable shape. Even after completing control settings, little by little the car may move off its trimmed settings. Adjust the control settings before each days running. Preliminary settings value and parts will be changed without warning. Following are explanation on how to read the included parts and preliminary settings.

Kit includes #500 Silicone Oil.
 Kit includes W6006 HG Diaphragm(Hard).
 Kit includes 1.3-1 holed piston.
 Kit includes Silver ($\phi 1.7mm$ -3.5 turn coil...Soft) springs.
 For standard adjustment of chassis height
 2 adjustable settings (M→V). (Use of the optional part VZW057 enables H setting)
 Spacer adjustment allows choice of 3 different settings.
 Value of standard chassis height is 0G, and the value of lowered chassis height is 1G. 0G range = 0~1, 1G range = 1~2.
 Record the value of one side. A toe-out angle of 1~2 is standard.
 Measure the width from the bottom of the middle of front wheel at 1G. Standard width is 200mm.
 The suspension stroke when shock is compressed. Record the distance between the underside of the chassis and the underside of the knuckle arm. This is not normally used.
 The suspension stroke when shock is extended. Record the distance between the underside of the chassis and the underside of the lower sus arm. 0~1mm is standard.
 The effect changes according to angle of parallel areas. The hardest is 90.
 Choose tires according to road surface conditions. Normally 35 would produce the highest level of grip.
 The offset setting for the GRP sponge tire included is 0mm.
 Normally starting from 62mm. Refer to the table on the Over Drive Ratio regarding the difference between front and rear tire diameters.
 At 60mm tire diameter, chassis height of 5.5mm is standard. Do not re-adjust chassis height when tire diameter shrinks during use.

Choose from selection of 10, 11, or 12 mm. Always re-adjust toe angle when changing servo saver.
 Please see picture on the right side to adjust the max angles and neutral positions.
 4 adjustable camber settings
 Use kit standard (0mm).
 This kit is Equipped with a one-way unit.

Same as front. Kit includes #500 Silicone Oil.
 Kit includes W6006 HG Diaphragm(Hard).
 Kit includes 1.0-2 holed piston.
 Kit includes Black ($\phi 1.6mm$ -4.0 turn coil...Medium) springs.
 For standard adjustment of chassis height.
 Able to be adjusted to 4 settings: 0 - 1 - 2 - 3
 2 settings available(OPT 0mm and 2mm)
 Use standard 2mm spacer, and adjust change in camber ratio.
 if using excess part Key No.47, the upper arm can be moved inside. However, under most circumstances the OUT position will be used.
 Value of standard chassis height is 0G, and the value of lowered chassis height is 1G. 0G range = 0~2, 1G range = 1.5~3.
 Record the value of one side. A toe-in angle of 1~2 is standard.
 Measure the width from the bottom of the middle of front wheel at 1G. Standard width is 200mm.
 unable to use.
 The suspension stroke when shock is extended. Record the distance between the underside of the chassis and the underside of the lower sus arm 8~9mm is standard.
 Kit standard $\phi 2.0mm$, and optional Antiroil Bar($\phi 1.8mm$, $\phi 2.3mm$) are available.
 Choose tires according to road surface conditions. Normally 35 would produce the highest level of grip.
 The offset setting for the GRP sponge tire included is 0mm.
 Normally starting from 76mm. Refer to the table on the Over Drive Ratio regarding the difference between front and rear tire diameters.
 At 76mm tire diameter, chassis height of 8mm is standard. Do not re-adjust chassis height when tire diameter shrinks during use.

4 different settings available.
 Compatible with 200mm size.
 Please take record when positioning forward. We recommended the normal position.
 Write down when using spacers.
 Write down when adjusting angle.

Kit includes VS029. Smaller diameter will have superior acceleration.
 Kit standard is the grey FMW10. Easy slip characteristics allow high rotation to be maintained.
 Increase size of holes in weight according to your preference. Maximum enlargement possible is 4. If using standard, record N.
 Kit standard is FMW432 4D Clutch Spring (1.9x1.5 coil).
 Measure the space between the clutch shoe and the clutch bell. 0.5mm is standard.
 Start from 1.2mm and tighten little by little.
 Kit includes 16/21 gears. Refer to the gear ratio table on the right.
 Kit includes 61/56 gears. Refer to the gear ratio table on the right.
 Standard kit front and rear tire diameter difference of 2mm is 1:1 ratio. Refer to the overdrive ratio table.
 A tire diameter of 60mm/62mm produces a front drive of about 1%. (Use of the optional part VZ237 drive belt(387)&24T pulley enables 1:1 setting)
 When in a new condition requires various adjustment in the settings until the brake breaks in. Use P13 No.15(3x15mm cap screw) occasionally to readjust.
 Kit includes #30000 silicone oil.

Gear Ratio Table

1st Gear	59	60	61
15	7.87	8.00	8.13
16	7.38	7.50	7.63
17	6.94	7.06	7.18

2nd Gear	55	56
20	5.50	5.60
21	5.24	5.33
22	5.00	5.09

Front/Rear Overdrive Ratio Table

Front/Rear Drive Distribution [%]

R Tire Diameter	F Tire Diameter												
	56	56.5	57	57.5	58	58.5	59	59.5	60	60.5	61	61.5	62
60.5	-3.41	-2.55	-1.69	-0.83	0.04	0.90	1.76	2.62	3.49	4.35	5.21	6.07	6.93
61	-4.21	-3.35	-2.49	-1.64	-0.78	0.07	0.93	1.78	2.64	3.49	4.35	5.20	6.06
61.5		-4.14	-3.29	-2.44	-1.59	-0.74	0.11	0.95	1.80	2.65	3.50	4.35	5.20
62		-4.91	-4.07	-3.23	-2.38	-1.54	-0.70	0.14	0.98	1.82	2.66	3.51	4.35
62.5		-5.67	-4.83	-4.00	-3.17	-2.33	-1.50	-0.66	0.17	1.01	1.84	2.68	3.51
63		-6.43	-5.59	-4.76	-3.93	-3.11	-2.28	-1.45	-0.62	0.21	1.04	1.86	2.69
63.5		-7.16	-6.33	-5.51	-4.69	-3.87	-3.05	-2.23	-1.40	-0.58	0.24	1.06	1.88
64		-7.88	-7.07	-6.25	-5.43	-4.62	-3.80	-2.99	-2.17	-1.36	-0.54	0.27	1.09
64.5		-8.59	-7.79	-6.98	-6.17	-5.36	-4.55	-3.74	-2.93	-2.12	-1.31	-0.51	0.30

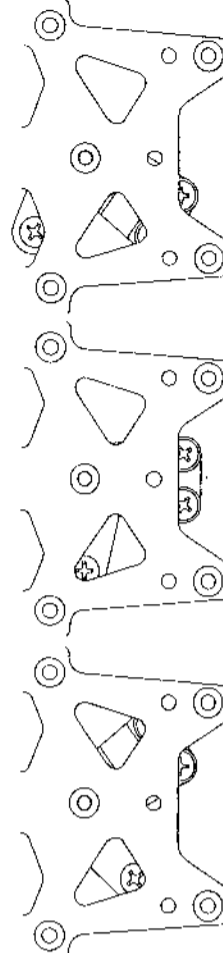
Roll-Out (distance travelled at one engine rotation) Table

1st Gear Index [mm]

R Tire Diameter	1st Gear Index [mm]									
	Spur	61	60	59	61	60	59	61	60	59
60.5	23.36	23.75	24.15	24.91	25.33	25.76	26.47	26.91	27.37	27.59
61	23.55	23.94	24.35	25.12	25.54	25.97	26.69	27.13	27.59	27.82
61.5	23.74	24.14	24.55	25.33	25.75	26.18	26.91	27.36	27.82	28.05
62	23.94	24.34	24.75	25.53	25.96	26.40	27.13	27.58	28.05	28.27
62.5	24.13	24.53	24.95	25.74	26.17	26.61	27.35	27.80	28.27	28.50
63	24.32	24.73	25.15	25.94	26.38	26.82	27.57	28.02	28.50	28.73
63.5	24.52	24.92	25.35	26.15	26.59	27.04	27.78	28.25	28.73	28.95
64	24.71	25.12	25.55	26.36	26.79	27.25	28.00	28.47	28.95	29.18
64.5	24.90	25.32	25.75	26.56	27.00	27.46	28.22	28.69	29.18	

2nd Gear Index [mm]

R Tire Diameter	2nd Gear Index [mm]									
	Spur	56	55	56	55	56	55	56	55	
60.5	33.92	34.54	35.62	36.27	37.32	37.99	38.31	38.62	38.94	
61	34.20	34.83	35.91	36.57	37.62	38.31	38.62	38.94	39.25	
61.5	34.48	35.11	36.21	36.87	37.93	38.62	38.94	39.25	39.56	
62	34.76	35.40	36.50	37.17	38.24	38.94	39.25	39.56	39.88	
62.5	35.04	35.68	36.80	37.47	38.55	39.25	39.56	39.88	40.19	
63	35.33	35.97	37.09	37.77	38.86	39.56	39.88	40.19	40.51	
63.5	35.61	36.25	37.39	38.07	39.17	39.88	40.19	40.51		
64	35.89	36.54	37.68	38.37	39.47	40.19	40.51			
64.5	36.17	36.82	37.97	38.66	39.78	40.51				



RIGHT100%

NUTRAL

LEFT100%