

Radio Setup - A word of advice from Scott Harper

Set your endpoints so that you get max throw left and right without locking up the wheel. Then set both sides with whatever the lowest side is. Example if the left locks up at 75% and the right at 80%, then set the right to 75% EPA, that way both directions will be linear in steering. Also this will allow the "Uh-Oh" switch to allow max turn without binding. Set this with the chassis at ride height.

Now set the "dual rate" to allow for enough steering to get around the track. Do not get caught up into what dual rate someone else is running. It is all relative. Just because I am running at 55% and Joe is running at 25% does not really mean anything until you take into account length of steering rods, position and size of servo savers end point adjustments and mounting position on steering blocks. So in short, run the percentage you need, keep that in mind so you know if you change it you can go back to it. It will also help you determine if you have picked up a push.

Another thing about dual rate, there is such a thing as too much of a good thing. If your car is pushing and a few clicks does not get you the result, say up to 10% increase, then there are other things to work on. What can and will happen is you put so much steering input into the car that it just pushes the front tires along the track without steering the car. This is a different push than not enough steering or not enough grip on the front. It is like on a Big Wheel, if you turned the front 90° to the rear tires it will just scrub with out turning.

DO NOT turn down the "speed" of the steering servo, set them at 100% for throw and return. IMO, it is a common misconception that this will allow the car to be easier to drive, but what happens is that you have to turn sooner to get the wheels to be turned when they need to be. Learn to control the "speed" of you turn with the wheel of the radio, it really will not take that long and in the long run be a better way to go.

Exponential, I don't like that either, although some do. I want the wheels and throttle doing what I tell them to do, how much I tell them and when I tell them. This is a personal preference thing. To me the exponential and servo speed settings make the car and response feel lazy and give a false feeling as to what the car is really doing.

Maybe more than you really wanted to know, hope it helps.

Written by Scott Harper