

SERPENT *ninesixty* 960

1/8TH SCALE 4WD COMPETITION CAR



SETUP BOOK

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INTRODUCTION

Setting up a racecar with fully independent suspension, like your Serpent 960, is necessary to make the car perform well. We have developed these straightforward procedures to help you set up your car properly and easily. Always follow these procedures step-by-step, in the order presented, and always make sure that you make equal adjustments on both left and right sides of the car.

These setup guidelines are divided into two major sections.

- Section A: Basic Setup - describes default settings for your 960.
- Section B: Advanced Setup - describes the effects of setup changes.

Setup Order

We have determined that you should set up your 960 in the order indicated in the table below. The order of the settings has been determined as the most logical to set up your 960 properly and easily. Also, certain settings must be made before others, as changing one setting will impact another setting.

The table below gives you a breakdown of what components need to be attached on the car, and what you will need to measure the settings.

	<i>Shocks</i>	<i>Anti-roll bars</i>	<i>Wheels</i>	<i>Set-up System</i>	<i>Flat Board</i>
<i>Downstops</i>	-	-	-	+	+
<i>Shock Absorbers</i>					
<i>Track-Width</i>	+		+		+
<i>Ride Height</i>	+	-/+	+	-/+	+
<i>Camber</i>	+	-	+	-/+	+
<i>Wheelbase</i>					
<i>Caster</i>					
<i>Toe</i>	+		-	+	+
<i>Anti-Roll Bars</i>		+			
<i>Suspension Tweak</i>	+	+	+		+

(+) *attach or use this component or apparatus*

(-) *DO NOT attach or use this component or apparatus.*

(-/+) *component or apparatus may or may not be attached or used.*

For example, to set the car's camber:

- Attach the shocks.
- Detach the anti-roll bars.
- Attach the wheels.
- Use a flat board.

SECTION A - BASIC SETUP

Section A: Basic Setup describes the default settings for the Serpent 960 and how to adjust those settings. We strongly recommend you thoroughly read this section so you understand how the settings are adjusted.

The setup described here is a good starting point. After rebuilding the chassis, or in case you become lost with your setup, always return to the setup described here.

If you choose to adjust the settings to better suit different track conditions, see Section B: Advanced Setup. Make small adjustments, one at a time, and see if you find any improvement in handling with each adjustment. We advise you to keep track of your setup changes, and record which setups work best at different racetracks under various conditions.

A1. DOWNSTOPS

Downstops limit how far the suspension arms travel downward (which determines how far upward the chassis travels). Make sure you adjust downstops so they are equal on both left and right sides of the car.

Initial Steps

A. Shocks: It is not absolutely necessary to remove the shocks, however you must be sure they are long enough not to limit the suspension travel. Be sure the suspension is reaching the downstop limits before the shocks are fully extended. Also ensure that there is not an excessive amount of preload on the shocks, or the downstop values may appear to be lower than actual.

B. Front anti-roll bar: Loosen the setscrew from the front anti-roll bar mounts and push the blades apart so they are not engaged.

C. Rear anti-roll bar: Disconnect one ball-joint from the rear anti-roll bar.

D. Wheels: Remove the wheels from the car.

Setup Apparatus

Check downstops using a downstop measuring set and flat reference surface such as those offered by HUDY.

A1.1 MEASURING DOWNSTOPS

Using the measuring gauge, measure the distance from the reference surface to the bottoms of the front steering blocks / rear hubs.



- Positive numbers on the gauge indicate the distance (in mm) **ABOVE** the top level of the elevating blocks (or, above the bottom of the chassis).
- Negative numbers on the gauge indicate the distance (in mm) **BELOW** the top level of the elevating blocks (or, below the bottom of the chassis).

A1.2 SETTING FRONT DOWNSTOPS

Front Downstop Default Setting = 1mm

Set the front downstops so the bottoms of the steering blocks are at +1mm on the gauge.

(Actual measurement = 1mm above top level of elevating blocks, or 1mm above the bottom of the chassis).



Adjust front downstops by turning the front downstop setscrews into or out of the front bulkheads.

- To **increase** the front downstop value, **turn IN** (CW) the front downstop setscrews **INTO** the front bulkhead.
- To **decrease** the front downstop value, **turn OUT** (CCW) the front downstop setscrews **OUT OF** the front bulkhead.

IMPORTANT!

Make sure you adjust front downstops so they are equal on both left and right sides.



A1.3 SETTING REAR DOWNSTOPS

Rear Downstop Default Setting = 9mm

Set the rear downstop screws so the bottoms of the rear hubs are at +9mm on the gauge. (Actual measurement = 9mm above top level of elevating blocks, or 9mm above the bottom of the chassis).

Adjust rear downstops by turning the rear downstop setscrews in or out of the rear lower arms.

- To **increase** the rear downstop value, **turn IN** (CW) the rear downstop setscrews so they protrude more below the arms.
- To **decrease** the rear downstop value, **turn OUT** (CCW) the rear downstop setscrews so they protrude less below the arms.

IMPORTANT!

Make sure you adjust rear downstops so they are equal on both left and right sides.

A2. SHOCK ABSORBERS

Shock absorbers, or shocks, are the suspension components that allow the wheels to keep as much contact as possible with the track surface. The Serpent 960 has fully-independent front and rear suspension, meaning that the suspension at each corner of the car (front left, front right, rear left, rear right) moves and may be adjusted independently of the others. As such, there is a shock absorber at each corner of the car.

Damping, mounting position, spring tension, and spring preload are all characteristics that determine how the shock performs. The shock absorbers on the 960 must be disassembled to change the shock oil and pistons in order to alter the damping.

Initial Steps

A. Shocks: To adjust shock damping, remove the shocks from the car by unscrewing the upper and lower shock pivotballs. You do not need to disconnect the shocks to adjust spring preload (for ride height adjustment).

Setup Apparatus

None

A2.1 ADJUSTING SHOCK ABSORBER DAMPING

To adjust shock absorber damping, disassemble the shocks and change the pistons or shock oil.

- To get **softer** damping, use a piston with **more holes** or use **thinner shock oil**.
- To get **harder** damping, use a piston with **less holes** or use **thicker shock oil**.

IMPORTANT!

After reassembling the shocks, make sure you bleed the shock properly.

A2.2 SETTING THE FRONT SHOCK ABSORBERS – UPPER MOUNTING POSITION

Front Shock Default Upper Mounting Position = UPPER HOLE

Attach the front shock upper pivotball to the **upper hole** on the front shock tower.



A2.3 SETTING THE FRONT SHOCK ABSORBERS – LOWER MOUNTING POSITION

There is only one shock mounting position on the front lower arm.

A2.4 SETTING THE REAR SHOCK ABSORBERS – UPPER MOUNTING POSITION

Rear Shock Default Upper Mounting Position = MIDDLE HOLE

Attach the rear shock upper pivotball to the **middle hole** on the rear shock tower.



A2.5 SETTING THE REAR SHOCK ABSORBERS – LOWER MOUNTING POSITION

There is only one shock mounting position on the rear lower arm.

A3. TRACK-WIDTH

Track-width is the distance between the outside edges of the wheels, front or rear. It is important that front and rear track-width is adjusted symmetrically, meaning that the left and right wheels (at one end of the car) must be the same distance from the centerline of the chassis.

Initial Steps

A. Shocks: Attach front and rear shocks.

B. Wheels: Mount all four wheels on the car.



Setup Apparatus

Measure track-width with the car resting on a flat measuring surface, such as the HUDY Flat Setup Board which has graduated markings to measure track-width.

A3.1 MEASURING TRACK-WIDTH

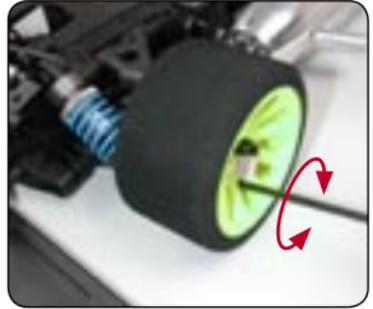
Measure front track-width on the outside edges of the front wheels.
Measure rear track-width on the outside edges of the rear wheels.

A3.2 SETTING FRONT TRACK-WIDTH Front Track-width Default Setting = 252mm

Set the front track-width to **252mm**.
(The outer edge of each front wheel should be 126mm from the centerline of the chassis.)

Adjust front track-width using the pivotballs in the front steering blocks:

- To **increase** front track-width, **turn OUT** both upper and lower pivotballs equally.
- To **decrease** front track-width, **turn IN** both upper and lower pivotballs equally.



IMPORTANT!

Make equal adjustments on both left and right sides. Track-width must be symmetrical on both left and right sides of the car.
Changing front track-width will also affect the front toe setting.

A3.3 SETTING REAR TRACK-WIDTH Rear Track-width Default Setting = 262mm

Set the rear track-width to 262mm.
(The outer edge of each rear wheel should be 131mm from the centerline of the chassis.)

Adjust rear track-width using the pivotballs in the rear uprights:

- To **increase** rear track-width, **turn OUT** all three (3) pivotballs equally.
- To **decrease** rear track-width, **turn IN** all three (3) pivotballs equally.



IMPORTANT!

Make equal adjustments on both left and right sides. Track-width must be symmetrical on both left and right sides of the car.

A4. RIDE HEIGHT

Ride height is the distance between the bottom of the chassis and the reference surface on which the car is resting. Adjust ride height with the car ready-to-run but without the body.

Initial Steps

A. Shocks: Connect front and rear shocks.

B. Anti-roll bars: Disconnect front and rear anti-roll bars.

C. Wheels: Mount a set of wheels/tires with diameters of 67mm front / 74mm rear.



Setup Apparatus

Measure ride height with the car resting on a flat reference surface (such as a Flat Setup Board offered by HUDY).

A4.1 MEASURING RIDE HEIGHT

Measure the ride height from the very end points at the front and rear of the car, using calipers or a ride height gauge (such as those offered by HUDY).

IMPORTANT!

Make equal adjustments on both left and right sides of the car.

A4.2 SETTING FRONT RIDE HEIGHT

Front Ride Height Default Setting = 7mm

Adjust front ride height by increasing or decreasing the preload on the front shock springs.

- **Increase** front ride height by **tightening** the spring preload collars on the front shocks (increasing the preload). This moves the collars DOWN the shock body.
- **Decrease** front ride height by **loosening** the spring preload collars on the front shocks (decreasing the preload). This moves the collars UP the shock body.

A4.2 SETTING REAR RIDE HEIGHT

Rear Ride Height Default Setting = 7mm

Adjust rear ride height by increasing or decreasing the preload on the rear shock springs.

- **Increase** rear ride height by **tightening** the spring preload collars on the rear shocks (increasing the preload). This moves the collars DOWN the shock body.
- **Decrease** rear ride height by **loosening** the spring preload collars on the rear shocks (decreasing the preload). This moves the collars UP the shock body.

A5. CAMBER

Camber is the angle of a wheel to the surface on which the car is resting (with wheels and shock absorbers mounted) when looked at from the front or rear of the car.

- Zero degrees (0°) of camber means the wheel is perpendicular to the reference surface.
- Negative camber means that the top of the wheel is leaning inward (toward the centerline of the car).

- Positive camber means that the top of the wheel is leaning outward (away from the centerline of the car).

Initial Steps

A. Shocks: Connect front and rear shocks.

B. Anti-roll bars: Disconnect front and rear anti-roll bars.

C. Wheels: If measuring camber using a setup system, remove the wheels and following the instructions included with the setup system. If measuring camber using a camber gauge, mount the wheels and set the car on a flat reference surface.

Setup Apparatus

Wheels on:

Measure camber using Serpent's Camber Gauge #1460 and a flat reference surface (such as a Flat Setup Board offered by HUDY).

Wheels off:

Measure camber using a setup system and a flat reference surface (such as those offered by HUDY).

There may be differences in measurements depending on whether you measure camber using a camber gauge or a setup system. The reason is that tires (especially the rear tires) have a tendency to lay flat on the reference surface. If this happens (that is, if the tires are not pre-coned), the camber readings may differ as much as 0.5° from the reading you would get with a setup system.



A5.1 MEASURING CAMBER

Measure the camber using the camber gauge or setup system. Before measuring camber, lift and drop the end of the car (front or rear) a few cm's to let the suspension settle.

A5.2 SETTING FRONT CAMBER

Front Camber Default Setting = -1.5°

Set the front camber to -1.5° (top of front wheel leaning inward).

Adjust front camber using the upper pivotball in the front steering block.

- To get **more negative camber** (more inclined), **turn IN** the front upper pivotball.
- To get **less negative camber** (more upright), **turn OUT** the front upper pivotball.



IMPORTANT!

Make equal adjustments on both left and right sides of the car.

A5.3 SETTING REAR CAMBER

Rear Camber Default Setting = -2.0°

Set the rear camber to -2.0° (top of rear wheel leaning inward).

Adjust rear camber using the upper pivotball in the rear upright.

- To get **more negative camber** (more inclined), **turn IN** the rear upper pivotball.
- To get **less negative camber** (more upright), **turn OUT** the rear upper pivotball.



IMPORTANT!

Make equal adjustments on both left and right sides of the car.

IMPORTANT!

After you set the camber, re-check the ride height settings. Camber and ride height settings affect each other, so be sure to check each one when you adjust the other.

A6. WHEELBASE

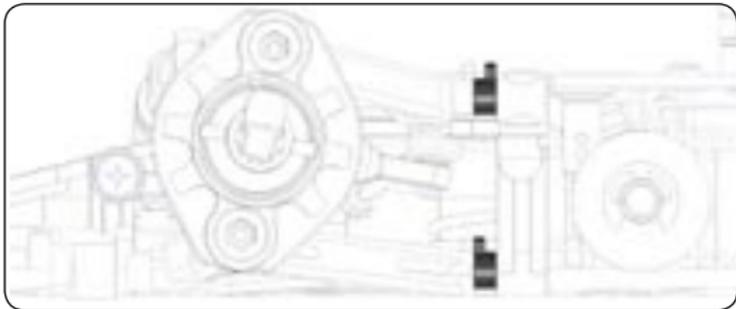
Wheelbase refers to the horizontal distance between the front and rear axles.

Initial Steps

None

Setup Apparatus

None



A6.1 SETTING WHEELBASE

Default Wheelbase Setting = 4mm wheelbase clips BEHIND ALL FRONT ARMS (longest wheelbase)

Adjust the wheelbase by putting the 4mm wheelbase spacers behind front upper arm and front lower arm.

(Make sure you use the same wheelbase clips on all four front arms (upper left/right, lower left/right)).

A7. CASTER

Caster is the forward/rearward angle of the front steering block with respect to a line perpendicular to the ground.

Initial Steps

None

Setup Apparatus

None

A7.1 SETTING FRONT CASTER

Default Front Caster Gap = 3mm

(1+2mm spacers in front of upper arm, 4mm spacer behind)

Put the **1+2mm spacers** in front of the front upper arm, and the **4mm spacer** behind the front upper arm. (Caster spacers are set independently of the wheelbase spacers.)



A8. TOE

Toe is the angle of the wheels when looked at from above the car.

- Wheels parallel with the centerline of the car have a 0° toe value.
- Wheels that are open toward the front have a negative toe value (toe-out).
- Wheels that are closed toward the front have a positive toe value (toe-in).

Initial Steps

A. Shocks: Connect the front and rear shocks.

B. Wheels: Remove all wheels from the car.

Setup Apparatus

Measure and adjust front and rear toe using a setup system on a flat reference surface (such as those offered by HUDY).

IMPORTANT!

Make equal adjustments on both left and right sides of the car.



A8.1 MEASURING TOE

Measure front and rear toe using the setup system according to the instructions provided with the setup system.

A8.2 SETTING FRONT TOE

Front Toe Default Setting = -1.0° (toe-out)

Adjust the front toe-out value of each front wheel to **-1.0°** (fronts of front wheels pointing outward) by adjusting the lengths of the front steering rods.

- To set **less toe-out**, **increase** the length of the steering rod.
- To set **more toe-out**, **decrease** the length of the steering rod.

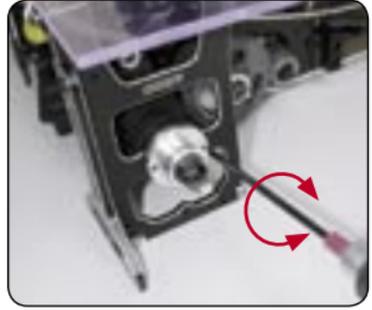


A8.3 SETTING REAR TOE

Rear Toe Default Setting = $+3.0^\circ$ (toe-in)

Adjust the rear toe-in value of each rear wheel to **$+3.0^\circ$** (fronts of rear wheels pointing inward) by adjusting the two (2) lower pivotballs in the rear uprights in equal but opposite directions.

- To set **more rear toe-in**, **turn IN** the front lower pivotball, and **turn OUT** the rear lower pivotball.
- To set **less rear toe-in**, **turn OUT** the front lower pivotball, and **turn IN** the rear lower pivotball.



IMPORTANT!

Ensure you adjust the rear lower pivotballs in equal but opposite directions, or you will change the camber setting.

A9. ANTI-ROLL BARS

Anti-roll bars are used to adjust the car's side traction and alter chassis roll.

Initial Steps

A. Anti-roll bars: Connect the front and rear anti-roll bars.

Setup Apparatus

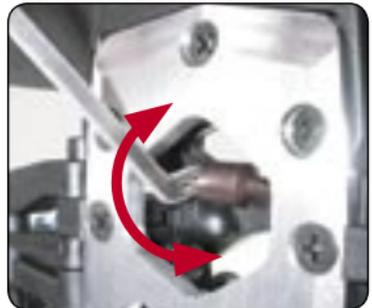
None

A9.1 SETTING THE FRONT ANTI-ROLL BAR

Front Anti-roll Bar Default Setting = HORIZONTAL (softest)

Adjust the front anti-roll bar by turning both blades to an equal angle.

- To set the front anti-roll bar to the **softest** setting, turn the blade so the flat part is **horizontal**.
- To set the front anti-roll bar to the **hardest** setting, turn the blade so the flat part is **vertical**.



A9.2 SETTING THE REAR ANTI-ROLL BAR

Rear Anti-roll Bar Default Setting = HORIZONTAL (softest)

Adjust the rear anti-roll bar by turning both blades to an equal angle.

- To set the rear anti-roll bar to the **softest** setting, turn the blade so the flat part is **horizontal**.
- To set the rear anti-roll bar to the **hardest** setting, turn the blade so the flat part is **vertical**.



A10. SUSPENSION TWEAK

A "tweaked" car is an unbalanced car, and has a tendency to pull to one side under acceleration or braking. Tweak is caused by an uneven wheel-load on one particular axle. You should check for suspension tweak after you have set up all other suspension settings.

Initial Steps

A. Shocks: Connect the front and rear shocks.

B. Anti-roll bars: Disconnect the front and rear anti-roll bars (initially).

C. Wheels/Tires: Mount a set of wheels/tires. Ensure that each set of left/right tires is the same size.

Setup Apparatus

Measure tweak with the car sitting on a flat reference surface (such as a Flat Setup Board offered by HUDY).

CHECKING FOR REAR TWEAK

Determine if the REAR of the car is tweaked by checking at the FRONT of the car.

A10.1 Lift and drop the front end and rear end of the car a few cm's to let the suspension settle.

A10.2 Place a sharp tool underneath the front end of the chassis at its middle point, and lift the front end.

If one front wheel lifts before the other, the rear end of the car is tweaked and may be adjusted by rear spring preload.



A10.3 Adjust the preload on the rear springs until both front wheels lift at the same time.

Increase the preload on the rear spring diagonally across from the front wheel that lifted first, and decrease the preload on the rear spring diagonally across from the front wheel that lifted last. Adjust both rear springs in equal but opposite directions, otherwise you will change the rear ride height.



Example: If the front right wheel lifts first, increase the preload on the rear left spring, and decrease the preload on the rear right spring by an equal but opposite amount.

A10.4 Reconnect the rear anti-roll bar, and check for rear tweak again by lifting the front end of the car.

If one front wheel lifts before the other, the rear anti-roll bar is tweaked. Adjust the length of one or both rear anti-roll bar pushrods until both front wheels lift at the same time.

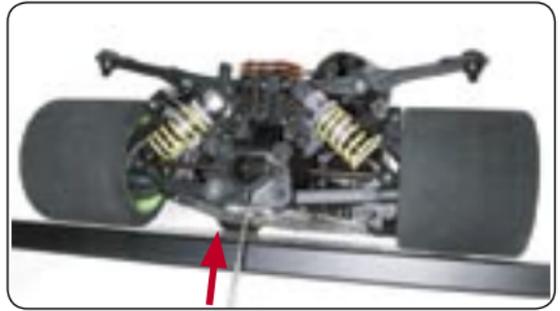


CHECKING FOR FRONT TWEAK

Determine if the FRONT of the car is tweaked by checking at the REAR of the car.

A10.5 Lift and drop the front end and rear end of the car a few cm's to let the suspension settle.

A10.6 Place a sharp tool underneath the rear end of the chassis at its middle point, and lift the rear end. If one rear wheel lifts before the other, the front end of the car is tweaked and may be adjusted by front spring preload.



A10.7 Adjust the preload on the front springs until both rear wheels lift at the same time.

Increase the preload on the front spring diagonally across from the rear wheel that lifted first, and decrease the preload on the front spring diagonally across from the rear wheel that lifted last. Adjust both front springs in equal but opposite directions, otherwise you will change the front ride height.



Example: If the rear right wheel lifts first, increase the preload on the front left spring, and decrease the preload on the front right spring by an equal but opposite amount.

A10.8 Reconnect the front anti-roll bar, and check for front tweak again by lifting the rear end of the car.

If one rear wheel lifts before the other, the front anti-roll bar is tweaked. Loosen the screw on the left front anti-roll bar mount. Adjust the eccentric cam until both rear wheels lift from the ground at the same time. Re-tighten the screw to secure the adjusting cam.



SECTION B - ADVANCED SETUP

Section B: Advanced Setup describes the effects of changing settings on your Serpent 960.

Throughout this section, we refer to handling effects of the car in the corner. We distinguish three corner sections and three throttle/brake positions as follows:

- corner entry
- mid-corner
- corner exit
- braking
- off-throttle
- on-throttle

Car setup is a complex matter, as all adjustments interact. Fine-tuning the setup will make the car faster and often easier to drive near its performance limit. This means that all the effort you put into your car to prepare it and optimize the setup should give better results and more satisfaction. The 960 was designed to have a large 'sweet spot' meaning that the car will still be very easy to drive even if the setup is not exactly 'spot on.' Changing the setup of your 960 in one particular area will not make a dramatic negative change in the behavior of the car.

Chassis stiffness (especially torsional) is an important factor when setting up your 960. A stiff chassis helps to eliminate chassis flexing and twisting, which would otherwise introduce another factor that is not easy to measure or adjust. However, chassis stiffness is also a setup tool. Changing chassis stiffness (by changing the main chassis plate, top deck, chassis stiffeners, or other components) may result in a "softer" or "stiffer" car that may be more or less suited for racing. The 960 is equipped with side stiffeners around the engine section to reinforce chassis stiffness.

If you choose to adjust the settings to better suit different track conditions, make small adjustments, one at a time, and see if you find any improvement in handling with each adjustment. We advise you to keep track of your setup changes, and record which setups work best at different racetracks under various conditions.

Remember that for the car to work and respond to setup changes properly, it must be in good mechanical shape. Check for the well functioning of critical areas such as the free movement of the suspension, smoothness of shock absorbers, and lubrication and wear of transmission parts after each run, and especially after a collision.

After rebuilding the chassis, or in case you become lost with your setup, always return to the setup described in Section A: Basic Setup.

TERMINOLOGY

The terms "understeer" and "oversteer" appear throughout this manual. These terms describe a particular handling characteristic of the car.

Understeer

Also known as "push."

A car understeers when the front wheels do not grip enough and the rear tires grip too much. This results in a front end that slides too much rather than turning. A car that understeers is easier to drive, but it is slower than a car that oversteers slightly.

Oversteer

Also known as "loose."

A car oversteers when the front wheels grip too much and the rear tires do not grip enough. This results in a rear end that slides too much. Excessive oversteer causes the rear tires to "break loose" allowing the car to spin out.

WEIGHT TRANSFER

Weight transfer is the key to car handling. Consider that a car has a certain amount of "weight" on various parts of the car and this weight is distributed by a certain amount into each wheel. When the car corners, weight is transferred to the outside tires, when it accelerates weight is transferred to the rear, and when it brakes weight is transferred to the front. By transferring weight to one side of the car (left or right) or one end of the car (front or rear), the tires on that side (or at that end) will be forced onto the racing surface more, resulting in more grip or traction.

The amount of weight transfer is affected by the car's center-of-gravity (CG), the distribution of the weight by the car's setup, and by the way that you drive. Before you start adjusting your car setup to maximize the car's performance and ease of handling, you should ensure that the car is in good mechanical shape with no broken, binding, or loose parts, and that the car has proper weight balance left/right.

WEIGHT BALANCE

You should always try to adjust the weight on your car so it is equal left-to-right; this will help to ensure proper, consistent handling. You can use balancing tools to check the weight distribution of your car, and ensure that your ready-to-race car does not list to one side.

CENTER-OF-GRAVITY (CG)

The center-of-gravity (CG) of the car is the point on the car (in 3-dimensional space) around which the car would be in total balance, if you could support it at that very point. Center-of-gravity is affected by the physical weight of the car, and the placement of all components on the car. If the car is not equally balanced left/right, the car's CG will not be centered. This will cause the car to handle differently when it turns one direction as opposed to the other direction.

Center-of-gravity is also the point at which all centrifugal and other forces of inertia are applied while the car is in motion.

- When the car corners, centrifugal force causes weight to be transferred to the outside wheels.
- When the car accelerates, the force pushes backward on the car's CG causing weight to be transferred to the rear wheels.
- When the car brakes, the force pushes forward on the car's CG causing the weight to be transferred to the front wheels.

It is always best to make the car's CG as low as possible to minimize the negative effects of weight transfer.

WEIGHT TRANSFER AND CAR SETUP

Car setup is always a matter of compromise, and every aspect of car setup affects the way that weight transfers on the car. There is no one magical setup change that will solve all the car's handling problems. Car setup is a complex interaction of the various components that make up the car, and all of these aspects of setup will affect one another.

B1. ROLL CENTER



A "roll center" is a theoretical point around which the chassis rolls, and is determined by the design of the suspension. Front and rear suspensions normally have different roll centers. The "roll axis" is the imaginary line between the front and rear roll centers. In general, a higher roll center on one end of the car creates more weight transfer at

that end. The amount that a chassis rolls depends on the position of the roll axis relative to the car's center-of-gravity (CG). A lower roll center generally creates more grip due to the reduction in weight transfer. A lower roll center also creates less sideways tire scrub.

Roll-centers have an immediate effect on a car's handling, whereas anti-roll bars, shocks and springs require the car to roll before they produce an effect.

ROLL CENTER BASICS

Here are some basic facts about center-of-gravity (CG) and roll center (RC):

- Center-of-gravity (CG) is the point on the car on which all forces are directed.
- Roll center (RC) is the point around which the car rolls.
- Each end of the car (front and rear) has its own roll center.
- RC and CG are (ideally) in the middle (left-right middle) of the car.
- RC is vertically below the CG in cars.

ROLL CENTER IN ACTION

When the car is cornering, centrifugal force is applied to the car's CG which pushes the car to the outside of the corner. This causes the CG to rotate around the RC to the outside of the corner. Since the RC is below the CG, this causes the car to roll to the OUTSIDE of the corner.

- When the RC is far away from CG (lower RC), when the car corners the CG has more leverage on the RC, so the car will roll more. In that case, the anti-roll bars and springs would have more effect on the car's handling.
- When the RC is closer to CG (higher RC), when the car corners the CG has less leverage on the RC, so the car will roll less. In that case, the anti-roll bars and springs would have less effect on the car's handling.
- If the RC is in the same position as the CG, when the car corners the CG has no leverage on the RC, so the car would not roll at all. In that case, the anti-roll bars and springs would have no effect on the car's handling.

EFFECTS OF ROLL CENTER ADJUSTMENT

Front Roll Center

(Mostly affects on-throttle steering during mid-corner and corner exit)

Lower

- Increases on-throttle steering
- Decreases car's responsiveness
- Decreases weight transfer at front of car, but increases grip
- Increases chassis roll
- Better on smooth, high-traction tracks with long fast corners

Higher

- Decreases on-throttle steering
- Increases car's responsiveness
- Increases weight transfer at front of car, but decreases grip
- Decreases chassis roll
- Use in high-grip conditions to avoid traction rolling
- Better on tracks with quick direction changes (chicanes)

Rear Roll Center

(Affects on- and off-throttle situations in all cornering stages)

Lower

- Increases on-throttle grip
- Decreases weight transfer at rear of car, but increases grip
- Increases grip, decreases rear tire wear
- Increases chassis roll
- Use to avoid traction rolling at corner entry (increases rear grip)
- Better on low-traction tracks

Higher

- Decreases on-throttle steering
- Increases weight transfer at front of car, but decreases grip
- Increases car's responsiveness
- Decreases chassis roll
- Use in high-grip conditions to avoid traction rolling in mid-corner and corner exit
- Better on tracks with quick direction changes (chicanes)

ADJUSTING FRONT ROLL CENTER

Adjust the front roll center by adding or removing shims beneath the front upper arm bracket. (Requires use of optional shim set #903143.)

- To **lower** the front roll center, use **more** shims beneath the upper arm bracket.
- To **raise** the front roll center, use **less** shims beneath the upper arm bracket.

IMPORTANT!

It is very important that you have the same settings on the left and right sides of the car.



ADJUSTING REAR ROLL CENTER

Adjust the rear roll center by changing the position of the rear lower pivot pin inserts.

- For **lowest** rear roll center setting, change the rear lower insert so the hole is at the **bottom** position.
- For **middle** rear roll center setting, change the rear lower insert so the hole is in the **middle** position (requires optional part #903121)
- For **highest** rear roll center setting, change the rear lower insert so the hole is at the **top** position.



IMPORTANT!

Changing rear roll center settings impacts several other settings such as downstop, camber, and ride height.

After changing rear roll center, re-check your other settings.

Effect on Rear Roll Center	Lower	Higher
Lower Insert Position		
	Bottom	Top

* Requires optional insert set #903121

IMPORTANT!

It is very important that you have the same settings on the left and right sides of the car.

Also, each pair of front/rear inserts must have the same position.

B2. DOWNSTOPS

Downstops limit how far the suspension arms travel downward, which determines how far upward the chassis rises. This affects the car's handling (due to effects on camber and roll-center) and the ability of the tires to "follow" the track. The effects may change with the type of track and/or amount of grip available.

More suspension travel (lower downstop value) makes the car more responsive but less stable; it is also typically better on a bumpy tracks or tracks with slow corners. Less suspension travel (higher downstop value) makes the car more stable and is typically better on smoother tracks.



IMPORTANT!

It is very important to have the same downstop settings on the left and right sides of the car.

EFFECTS OF DOWNSTOP ADJUSTMENT

Front Downstops

Higher

- Decreases front chassis upward travel on-throttle
- Increases high-speed steering
- Increases "initial" on-throttle understeer
- Better on smooth tracks

Lower

- Increases upward chassis travel on-throttle
- Decreases high-speed steering
- Decreases "initial" on-throttle understeer
- Better on bumpy tracks

Rear Downstops

Higher

- Decreases rear chassis upward travel off-throttle or under braking
- Increases stability under braking
- Better on smooth tracks

Lower

- Increases rear chassis upward travel off-throttle or under braking
- Increases steering in slow corners
- Better on bumpy tracks

B3. RIDE HEIGHT



Ride height is the height of the chassis in relation to the surface it is resting on, with the car ready to run. Ride height affects the car's grip since it alters the car's center-of-gravity (CG) and roll center (RC). Because of changes in suspension geometry and ground clearance, there are negative consequences to altering ride height too much.

Measure and adjust ride height with the car ready-to-run but without the body. Use the shock preload collars to raise and lower the ride height.

RIDE HEIGHT AND TIRES

The car's ride height decreases as the foam tires wear down to smaller diameters. The foam tires may wear at different rates front-to-back, and left-to-right, which may eventually result in an uneven ride height at all four corners and an incorrect overdrive ratio. You should try to select tire hardness to get more even tire wear for longer races.

EFFECTS OF RIDE HEIGHT ADJUSTMENT

Lower Ride Height

- Increases overall grip
- Better on smooth tracks

Higher Ride Height

- Decreases overall grip
- Better on bumpy tracks (prevents bottoming)

B4. SHOCK ABSORBERS

Shock absorbers are a key component to setting up your 960. There are various aspects of shock absorbers that can be adjusted: spring tension, preload, position, and damping.

SPRING TENSION

Spring tension determines how much the spring resists compression, which is commonly referred to as the "hardness" of the spring. Different spring tensions determine how much of the car's weight is transferred to the wheel

relative to the other shocks. Spring tension also influences the speed at which a shock rebounds after compression. Spring tension selection depends on whether the track is fast or slow, or has high or low grip.

Spring tension is determined by the characteristics of the spring itself, and NOT by the amount of preload placed on the spring by the preload collars. Characteristics such as wire material, wire thickness, and other factors determine spring tension. Spring tension is usually rated in a "spring weight" number that indicates how much weight (or force) is required to compress the spring by a specific amount. A spring with a higher "spring weight" number (such as a 5N/mm) is considered "harder" since it will be more difficult to compress than a spring with a lower "spring weight" number (such as a 3N/mm spring).

Serpent shock springs are color-coded so that all springs of a specific "spring weight" have the same external colour. Note that spring colours are NOT standardized; a Serpent red spring will not have the same spring tension as a red spring from another manufacturer.

Softest						Hardest
Orange	White	Yellow	Red	Blue	Purple	Grey
#909414	#909415	#909416	#909417	#909418	#909419	#909420

Effects of Spring Tension

Softer Springs

- Makes the car feel as if it has increased traction in low-grip conditions
- Better for bumpy and very large and open tracks
- Springs that are too soft make the car feel sluggish and slow, and will allow more chassis roll

Harder Springs

- Increases the car's responsiveness
- Increases the car's reaction to steering inputs
- Harder springs are suited for tight, high-traction tracks that aren't too bumpy
- Usually when you use harder springs you lose a small amount of steering, and reduce chassis roll

Softer Front Springs

- Increases steering, especially mid-corner and at corner exit
- Front springs that are too soft can make the car understeer under braking

Harder Front Springs

- Increases mid-corner and corner-exit understeer
- Increases steering under braking
- Increases the car's responsiveness, but makes it more "nervous"

Softer Rear Springs

- Increases rear side traction in mid-corner, through bumpy sections, and while accelerating (forward traction)

Harder Rear Springs

- Decreases rear traction, but increases steering mid-corner and at corner exit. This is especially apparent in long, high-speed corners.

SPRING PRELOAD

Spring preload is used primarily for adjusting ride height, and is not used for altering camber or other suspension settings or characteristics. Spring preload may also be used to adjust the tweak in the car. For more information, see the section for setting ride height and adjusting suspension tweak.

Adjusting Spring Preload

Adjust the alu. spring collar so you get the desired ride-height when the car is fully equipped, ready-to-run.

Hint: File a small notch on the top of each spring collar so you can tell when you have adjusted it one full rotation.

Adjusting spring preload does not alter spring tension. To change spring tension, switch to a softer or harder spring.

SHOCK POSITION

The upper and lower shock mounting positions determine how much leverage the lower suspension arm has on the shock during compression, and how progressive the suspension is.



Effects of Shock Position Adjustment

Shocks More Inclined

- Makes the spring and damping softer
- Makes the car more progressive, giving a smoother feel and more lateral grip (side-bite)

Shocks More Upright

- Makes the spring and damping harder
- Makes the car have a more direct feel, but less lateral grip

SHOCK DAMPING

Shock damping manages the resistance of the shock to movement, as the internal shock piston moves through the shock oil when the shock compresses and rebounds.



Damping mainly has an effect on how the car behaves on bumps and how it reacts initially to steering, braking, and acceleration. Damping only comes into play when the suspension is moving (either vertical wheel or chassis movement or due to chassis roll), and loses its effect when the suspension has reached a stable position. Without damping, the shock springs would cause the shock to "pogo" or "bounce" (compressing and rebounding) until it stabilized.

When the shock is compressing or rebounding, the shock oil resists the movement of the piston through it. The amount of resistance is affected by several factors:

- Viscosity (thickness) of the shock oil
- Restriction of oil flow through the piston (affected by the number of holes in the piston)
- Velocity (speed) of the piston

Damping is affected by both shock oil and shock piston settings; getting the optimum shock damping typically requires a lot of "hands on" experience.



Shock Damping - Shock Oil

Shock oil is rated with a "viscosity" number that indicates the thickness of the oil, which determines how much the oil resists flowing and how much it resists the shock piston moving through it. Shock oil with a higher viscosity (for example, 40W oil) is thicker than shock oil with a lower viscosity (for example, 20W oil).

We recommend using only highest-grade Serpent Silicone Shock Oil, which is available in numerous viscosities. Serpent Silicone Shock Oil is specially formulated to be temperature-resistant and low-foaming for use in Serpent shocks.

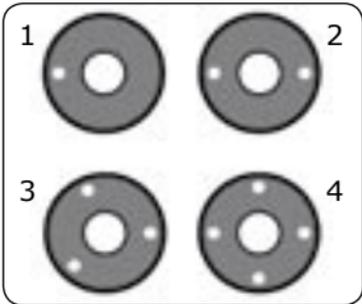
To be able to compare your setup with other Serpent drivers, we advise using only Serpent Silicone Shock Oil.

Thinnest → **Thickest**

20W	25W	30W	35W	40W	45W	50W
(#1670)	(#1674)	(#1671)	(#1675)	(#1672)	(#1676)	(#1673)

Shock Damping - Shock Pistons

Shock pistons affect shock damping by affecting how easily the piston travels through the shock oil when the shock is compressing or decompressing (rebounding). The piston has holes through which shock oil flows as the piston travels up and down inside the shock body. The number of holes helps control how quickly the shock compresses or decompresses.



A piston with fewer holes moves more slowly through shock oil compared to a piston with more holes (which moves faster). Therefore a piston with fewer holes gives harder damping, and a shock piston with more holes gives softer damping. The shocks in the Serpent 960 have non-adjustable pistons, however you may disassemble the shock to change the piston to another with fewer or more holes.

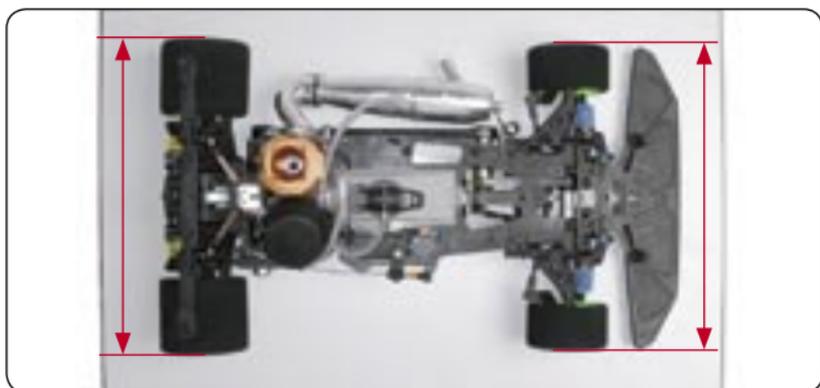
Effects of Shock Damping

The effects of damping are often difficult to distinguish since there is an adjustment where grip is optimum. When you get away from the optimum damping setting, either softer or harder, the car will always lose grip.

The table below describes the handling effects by changing damping on one end of the car; the starting point is always the ideal "optimum."

	Adjusting with...		Effect
	Shock Oil	Piston Holes	
Front Shocks			
Softer Damping	Thinner Shock Oil	More Piston holes	<ul style="list-style-type: none"> • Slower steering response • Decreases initial steering at corner entry • Increases oversteer at corner exit/under acceleration
Harder Damping	Thicker Shock Oil	Fewer Piston holes	<ul style="list-style-type: none"> • Faster steering response • Increases initial steering at corner entry • Increases understeer at corner exit/under acceleration
Rear Shocks			
Softer Damping	Thinner Shock Oil	More Piston holes	<ul style="list-style-type: none"> • Slower steering response • Decreases rear grip at corner exit/under acceleration • Increases rear grip under braking
Harder Damping	Thicker Shock Oil	Fewer Piston holes	<ul style="list-style-type: none"> • Faster steering response • Increases rear grip under acceleration • Decreases rear grip under braking

B5. TRACK-WIDTH



Track-width is the distance between the outside edges of the wheels at one end of the car. Track-width affects the car's handling and steering response. It is important that front or rear track-width is adjusted symmetrically, meaning that the left and right wheels at one end of the car are the same distance from the centerline of the chassis.

Front track-width can be adjusted from 250mm upward. Rear track-width can be adjusted from 260mm upward.

EFFECTS OF TRACK-WIDTH ADJUSTMENT

Front Track-width

Wider

- Decreases front grip
- Increases understeer
- Slower steering response
- Use to avoid traction rolling

Narrower

- Increases front grip
- Decreases understeer
- Faster steering response

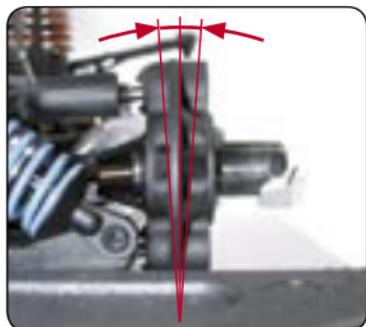
Rear Track-width

Wider

- Increases rear grip at corner entry
- Increases high-speed on-throttle steering
- Use to avoid traction rolling

Narrower

- Increases grip at corner exit
- Increases high-speed understeer
- Increases front grip in hairpin turns



B6. CAMBER & CAMBER RISE

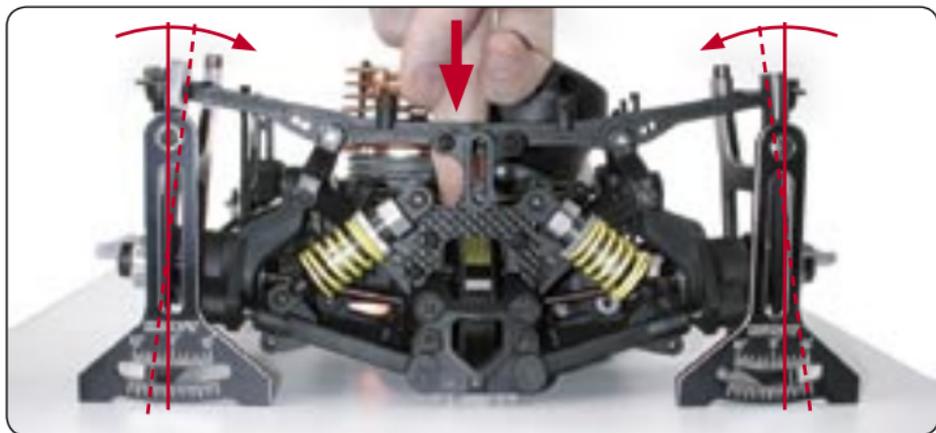
CAMBER

Camber affects the car's traction. Generally more negative (inward) camber results in increased grip since the side-traction of the wheel increases.

Adjust front camber so that the front tires wear flat. Adjust rear camber so that the rear tires wear slightly conical to the inside. The amount of front camber required to maintain the maximum contact patch largely depends on the amount of caster. Higher caster angles (more inclined) require less negative camber, while lower caster angles (more upright) require more negative camber.

REAR CAMBER RISE

Also referred to as "camber change," this setting affects how much the rear camber angle changes during suspension compression and chassis roll. Rear camber rise can be adjusted on the Serpent 960 by changing the position of the rear upper arm inserts and altering the length of the rear upper arm.



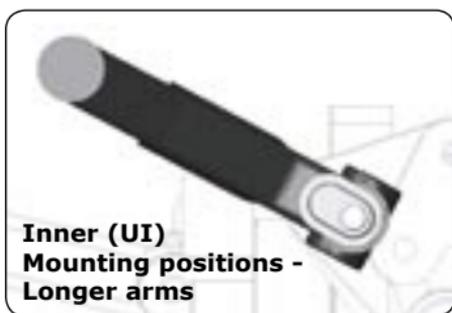
Adjusting Rear Camber Rise

To **increase** rear camber rise, do the following:

- Change the rear upper arm pin inserts to the **UO (outside)** positions.
- **Shorten** the rear upper arm by **turning IN** the upper pivotball in the rear upright.

To **decrease** rear camber rise, do the following:

- Change the rear upper arm pin inserts to the **UI (inside)** positions.
- **Lengthen** the upper arm by **turning OUT** the upper pivotball in the rear upright.



Effects of Rear Camber Rise Adjustment

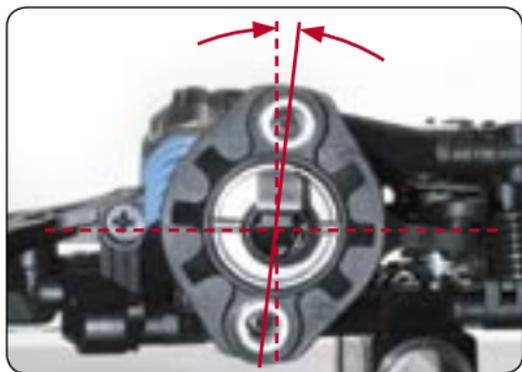
*UO Outer Position
Shorter Arm*

- Increases camber change under suspension compression and chassis roll

*UI Inner Position
Longer Arm*

- Decreases camber change under suspension compression and chassis roll

B7. CASTER



Caster describes the forward/backward angle of the front steering block with respect to a line perpendicular to the ground. Caster angle affects on- and off-power steering, as it tilts the chassis more or less depending on how much caster is set. Generally, a lower caster angle (more upright) is better on slippery, inconsistent, and rough surfaces, and a higher caster angle (more inclined) is better on smooth, high-traction surfaces.

Camber vs. Caster

Camber is all about contact patch - keeping as much tire on the ground as possible. Camber and caster are related in that caster gives an amount of EFFECTIVE CAMBER change when the front wheels are turned.

A higher caster angle (more inclined) has the effect of progressively leaning the front tires into the direction of the corner as the wheels are turned. The higher (more inclined) the caster angle, the greater the effective camber change when the wheels are turned. This happens because the tops of the wheels BOTH TILT towards the inside of the corner. With the proper amount of caster this can increase steering, but if too much the tire only runs on the inside edge and loses its contact patch and grip.

Compare that with static camber angle of the wheels, which is adjusted with the car resting on a flat surface and the wheels pointed straight ahead. Static camber adjustments primarily affect the outside wheels, since these are the wheels that bear the majority of the load during cornering. The amount of front static camber required to maintain maximum tire contact largely depends on the amount of caster used. A higher caster angle (more inclined) requires less static camber, while a lower caster angle (more upright) requires more static camber. Check how the tires wear when you change caster and re-adjust static camber if necessary until you get the desired (flat) wear on the tire.

Another effect of caster is that it tilts the chassis when the front wheels are turned. The higher the caster angle (more inclined), the more the inside wheel lifts the inside of the chassis from the ground when the wheels are turned into the corner. This tilts the chassis down to the outside, distributing more weight to the outside wheel.

EFFECTS OF CASTER ADJUSTMENT

Lower Caster Angle (more upright)

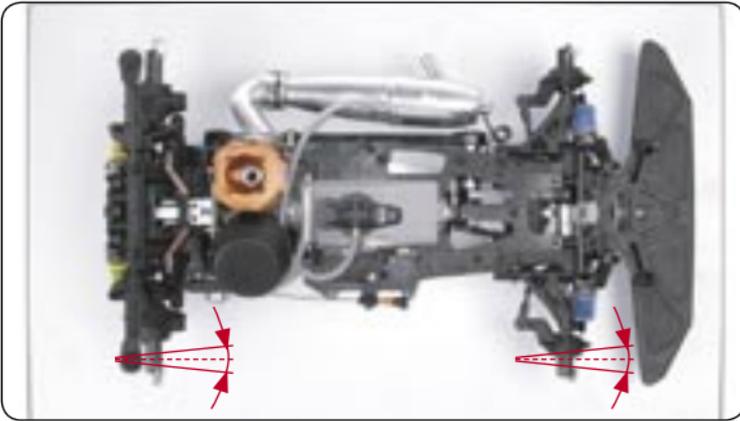
- Decreases straight-line stability
- Increases steering at corner entry
- Decreases steering at mid-corner and corner exit

Higher Caster Angle (more inclined)

- Increases straight-line stability
- Decreases steering at corner entry
- Increases steering at mid-corner and corner exit

Note that depending on the track surface and tire hardness, these effects may be different in that you may always have more steering with more caster. This is especially true for high-traction tracks and/or soft tires.

B8. TOE



Toe is the angle of the wheels when looked at from above the car.

- Wheels parallel with the centerline of the car have a 0° toe angle.
- Wheels are open toward the front have a negative toe angle (toe-out).
- Wheels that are closed toward the front have a positive toe angle (toe-in).

Toe is used to stabilize the car at the expense of traction, as it introduces friction and therefore some slip in the tires.

Front wheels may be set to toe-in, neutral, or toe-out.

Rear wheels should always have toe-in; they should never have toe-out.

EFFECTS OF TOE ADJUSTMENT

Front Toe

Increased (more toe-in)

- Increases understeer (decreases oversteer)
- Decreases steering at corner entry
- Increases "nervousness"
- Makes car more difficult to drive

Decreased (more toe-out)

- Decreases understeer (increases oversteer)
- Increases steering at corner entry
- Increases straight-line stability
- Makes car easier to drive

Rear Toe-In

Increased (more toe-in)

- Increases understeer
- Increases on-power stability at corner exit and braking at corner entry
- Less chance of losing rear traction
- Increases straight-line stability

Decreased (less toe-in)

- Decreases on-power stability at corner exit and braking
- More chance of losing rear traction

B9. WHEELBASE



Wheelbase refers to the horizontal distance between the front and rear axles. Changes to wheelbase can have a dramatic effect on the handling of your car, since it re-adjusts the distribution of weight on the wheels (which adjusts grip).

EFFECTS OF WHEELBASE ADJUSTMENT

Longer Wheelbase

- Car more difficult to turn around sharp corners
- Increases stability
- Better handling over bumps and ruts
- Better on more open tracks with high-speed corners

Shorter Wheelbase

- Car turns sharp corners more easily
- Increases steering response
- Better on tighter, more technical tracks
- Increased rear traction under acceleration

ADJUSTING WHEELBASE

Adjust the wheelbase by using clips in the following locations in the front suspension:

Front Upper Arm

Wheelbase clips go on the front upper pivot pin in the following locations:

- Front position (**UF**) in front of arm
- Rear position (**UR**) behind arm

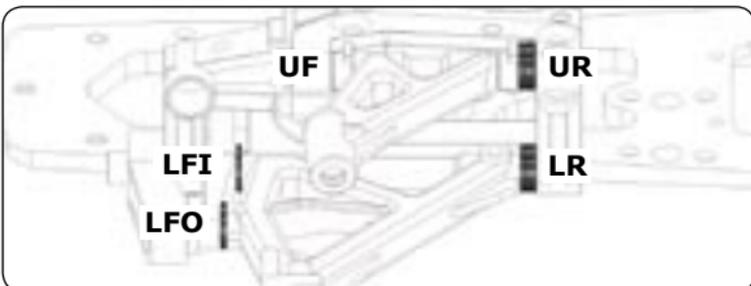
Front Lower Arm

Wheelbase clips go in the following locations:

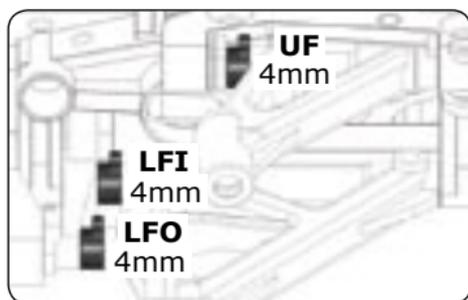
- Front positions between downstop block and lower arm:
 - Inner position (**LFI**) on pivot pin
 - Outer position (**LFO**) where block attaches to arm
- Rear position (**LR**) behind front lower arm

IMPORTANT

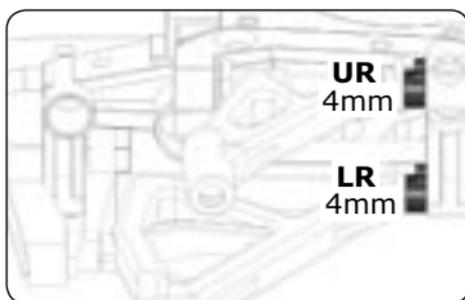
Make sure you use the same wheelbase clip combinations on both left and right sides of the car.



Shortest Wheelbase



Longest Wheelbase



Alter the clips to give wheelbase settings between the shortest and longest settings.

Be sure to use the same amount of clips at the front, and the same amount of clips at the rear.

Wheelbase		Shortest------(mid)-----Longest				
Clips on upper arm (mm)	UF	4	1+2	2	1	
	UR		1	2	1+2	4
Clips on lower arm (mm)	LFI	4	1+2	2	1	
	LFO	4	1+2	2	1	
	LR		1	2	1+2	4

B10. ANTI-ROLL BARS

Anti-roll bars are used to distribute the car's side (lateral) grip. Anti-roll bars resist chassis roll and by doing so transfer wheel load from the inside wheel to the outside wheel; the harder the anti-roll bar, the more wheel load is transferred. However, as the outside wheel is not able to convert the extra wheel load into extra grip, the sum of the grip of both wheels is actually reduced. This changes the balance of the car to the axle at the other end of the car; increasing the hardness of an anti-roll bar on one particular axle (front or rear) decreases the side grip of that axle and increases the side grip of the axle at the other end of the car.

The overall grip of a car cannot be changed, but it can be balanced by distributing wheel loads. Anti-roll bars are a very useful tool to change the balance of a car. Note that chassis stiffness plays a very important role in the effectiveness of anti-roll bars, and a stiffer chassis makes the car more responsive to anti-roll bar changes.

FRONT ANTI-ROLL BAR

The front anti-roll bar affects mainly off-power steering at corner entry.

Effects of Front Anti-roll Bar Adjustment

Softer

- Increases chassis roll
- Increases front grip (decreases rear grip)
- Decreases off-power steering at corner entry
- Slower steering response

Harder

- Decreases chassis roll
- Decreases front grip (increases rear grip)
- Increases off-power steering at corner entry
- Quicker steering response



REAR ANTI-ROLL BAR

The rear anti-roll bar affects mainly on-power steering and stability in mid-corner and corner exit.

Effects of Rear Anti-roll Bar Adjustment

Softer

- Increases chassis roll
- Increases rear grip (decreases front grip)
- Decreases on-power steering

Harder

- Decreases chassis roll
- Decreases rear grip (increases front grip)
- Increases on-power steering
- Quicker steering response in high-speed chicanes



B11. REAR BODY MOUNT



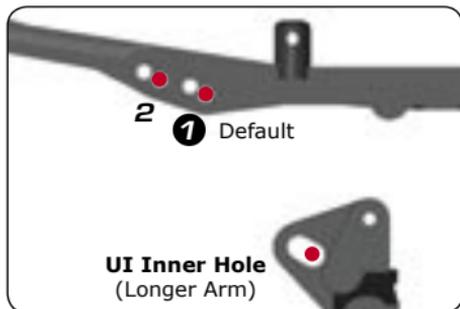
The rear body mount on the Serpent 960 may be connected in several different ways to increase or decrease the downforce transmitted from the body to the rear wheels.

ADJUSTING THE REAR BODY MOUNT

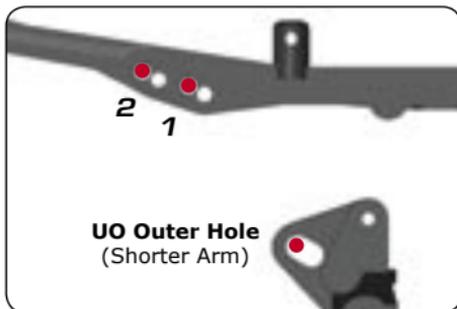
You can adjust the rear body mount by changing where the side linkages attach to the body mount.

For each of the two possible positions of the rear upper suspension arms (see the section on rear camber rise), there are two mounting positions for the rear body mount linkages.

Longer Upper Arm (UI Mounting Position)



Shorter Upper Arm (UO Mounting Position)



EFFECTS OF REAR BODY MOUNT ADJUSTMENT

Position 1 (upright)

- Increases high-speed steering

Position 2 (inclined)

- Increases stability
- Much less tendency to "chatter" especially under braking

B12. CENTAX-2 CLUTCH

The Centax-2 clutch included with the Serpent 960 may be used to tune the performance of the car. It is important to note that there are many factors that may affect engine and clutch performance. Factors such as proper engine tuning, proper clutch assembly, clutch gap, clutch endplay can all affect clutch performance.

BUILDING AND MAINTAINING THE CENTAX-2 CLUTCH

When building a Centax-2 clutch, it is very important to shim it properly for proper operation and long life. An improperly built Centax-2 clutch may cause excessive slip, too early or too late engagement, engine bogging, and premature thrustbearing failure.

Greasing & Oiling

The thrustbearing in the Centax-2 clutch should be re-greased at least once every 30 minutes, or more often if you run on dirty tracks or your car goes off the track often. We recommend using a thick, high-tack grease such as graphite grease. The ball-bearings in the Centax-2 clutch should be oiled regularly with a good, light bearing oil. The ball-bearings are subjected to high heat for extended periods, and have a tendency to get "rusty" after a short time (which may lead to failure if not oiled).

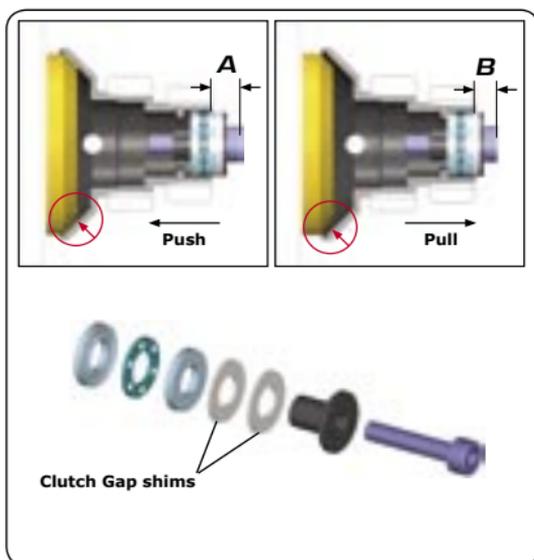
Thrustbearing Installation

The thrustbearing has two rings - one with a large inner diameter, and one with a small inner diameter. The ring with large inner diameter MUST go towards the flywheel.

Clutch Weight Modification

The clutch weights may be modified to give different engagement characteristics. However, care must be taken if you modify the clutch weights since improper or uneven modification may cause problems such as improper engagement, wobbling clutch shoe, and bearing failure.

BUILDING AND SHIMMING THE CENTAX-2 CLUTCH – CLUTCH GAP



There are two ways to shim the Centax-2 clutch: clutch gap and end play. Each of these is adjusted independently of the other.

Clutch gap is the amount that the clutch shoe moves before it contacts the clutch housing. This affects the WAY that the clutch engages more than WHEN it engages.

Clutch gap is the FIRST thing you should adjust on the Centax-2 clutch, and it is done with the bearings NOT installed. For information on setting the clutch gap, see the Serpent 960 Instruction Manual.

In the images shown here, clutch gap is the difference between values A and B. You adjust clutch gap by placing shims (medium size) on the thrustbearing holder in front of the thrustbearing assembly.

Effects of Clutch Gap Adjustment

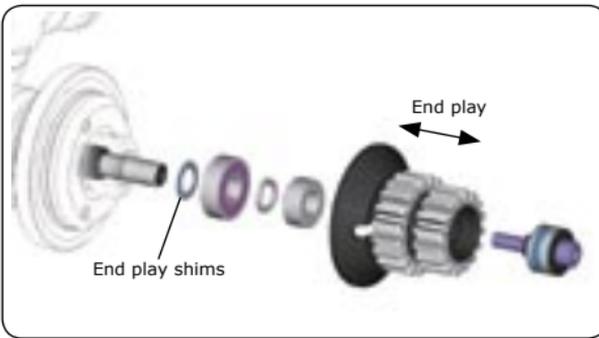
Larger Clutch Gap

- Harder engagement
- More sudden acceleration
- Better on a wider track or high-traction a track
- Puts excess stress on the clutch components, especially the thrustbearing

Smaller Clutch Gap

- Softer engagement
- Smoother acceleration
- Better on a tighter track or a track with low traction
- May result in engine bogging and premature clutch shoe wear

BUILDING AND SHIMMING THE CENTAX-2 CLUTCH – END PLAY



Clutch housing end play is the amount that the clutch housing moves along the crankshaft.

Adjust the end play to a minimal amount (0.05~0.15mm) so that there is only a slight amount of movement detectable. The clutch housing should rotate freely.

End play is adjusted AFTER clutch gap, and is done with the clutch fully assembled with all bearings. For information on adjusting the end play, see the Serpent 960 Instruction Manual.

You adjust end play by placing shims (small size) over the end of the crankshaft, in front of the flywheel nut.

Effects of Excessive End Play

When the clutch is disengaged, the thrustbearing plates are further apart. When the clutch engages, the thrustbearing plates travel further before they are 'sandwiched' together. By traveling further, more force is built up so when the clutch engages, the thrustbearing has more force suddenly applied to it.

Too much endplay will cause premature thrustbearing wear and eventual failure.

CLUTCH FLYWEIGHTS

The centrifugal flyweights in the Centax-2 clutch may be modified to make them lighter or heavier. This will affect the engagement characteristics of the clutch. Note that similar effects may be accomplished through other means such as spring preload adjustment.

IMPORTANT!

If you choose to modify the clutch flyweights, great care must be taken to ensure that all three flyweights are modified in exactly the same manner. Failure to do so may result in uneven clutch engagement, uneven distribution of force on the clutchbell, and ball-bearing failure.

Effects of Clutch Flyweight Modification

Lighter Flyweights

- Later engagement
- Softer engagement

Heavier Flyweights

- Earlier engagement
- Harder engagement

CLUTCH SHOES

Serpent offers different clutch shoes for the Centax-2 clutch to change the characteristics of the clutch and also wear and durability.

Effects of Different Clutch Shoes

#6587N Yellow Clutch Shoe

- Harder clutch
- Less clutch slippage
- Less wear

#6587XP Black XP Clutch Shoe

- Softer clutch
- More wear



CLUTCH SPRING PRELOAD

Clutch spring preload affects the point at which the clutch engages, and is altered by tightening or loosening the spring preload collar. This is done with the engine stopped, and without disassembling the clutch.

Effects of Clutch Spring Preload Adjustment

Lighter Spring Preload

- Earlier engagement
- Better on slippery tracks

Heavier Spring Preload

- Later engagement
- Better on smooth, high-traction tracks



B13. 2-SPEED TRANSMISSION

The 2-speed transmission included with the Serpent 960 may be adjusted for shift point and shift smoothness.



TRANSMISSION ADJUSTMENT - SHIFT POINT

The shift point determines when the transmission shifts into 2nd gear, and is set by the two shift-point screws on the sides of the 2-speed shoes. It is VERY important to set both shift-point screws equally for proper shifting operation.

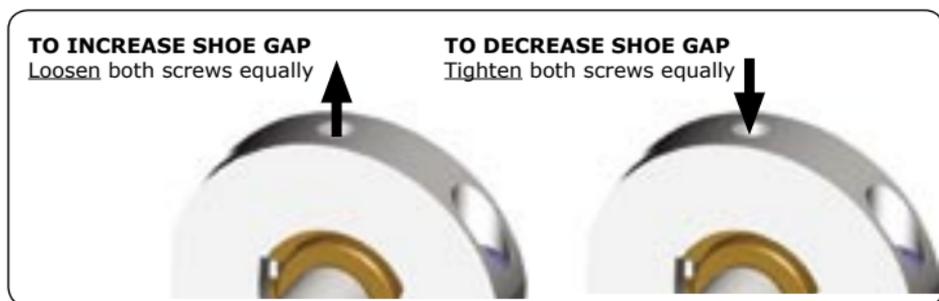
Adjustment of the shift point is done with the engine stopped, and may be done without disassembling the transmission.

TRANSMISSION ADJUSTMENT - SHOE GAP

The shoe gap determines how smoothly the transmission shifts into 2nd gear, and is set by the two small shoe-gap screws in the center of the 2-speed shoes.

Adjustment of the shoe gap is done with the engine stopped, and may be done without disassembling the transmission.

Check and adjust the shoe gap periodically to compensate for wear. Always adjust the shoe gap to minimum, without the shoes touching the cage.



QUICK REFERENCE

The Quick Reference table on the next page is a simple to use setup guide. With the car's handling characteristics listed on the left of the table the suggestions for solutions are presented in order of importance and also shows whether the adjustment should be a positive or negative change.

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