

ADVANCED USER MANUAL



SECTION 1: FLEX SYSTEM

Car / class: 977 / 1/8 on road

INTRODUCTION

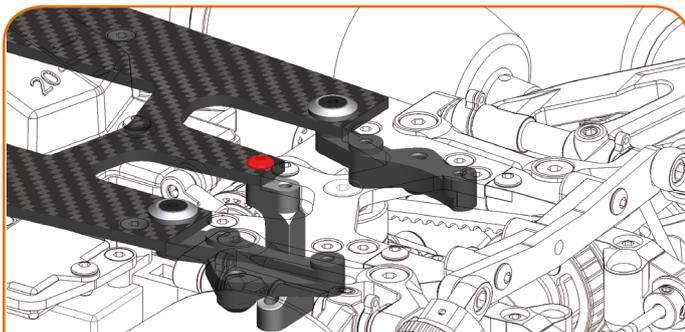
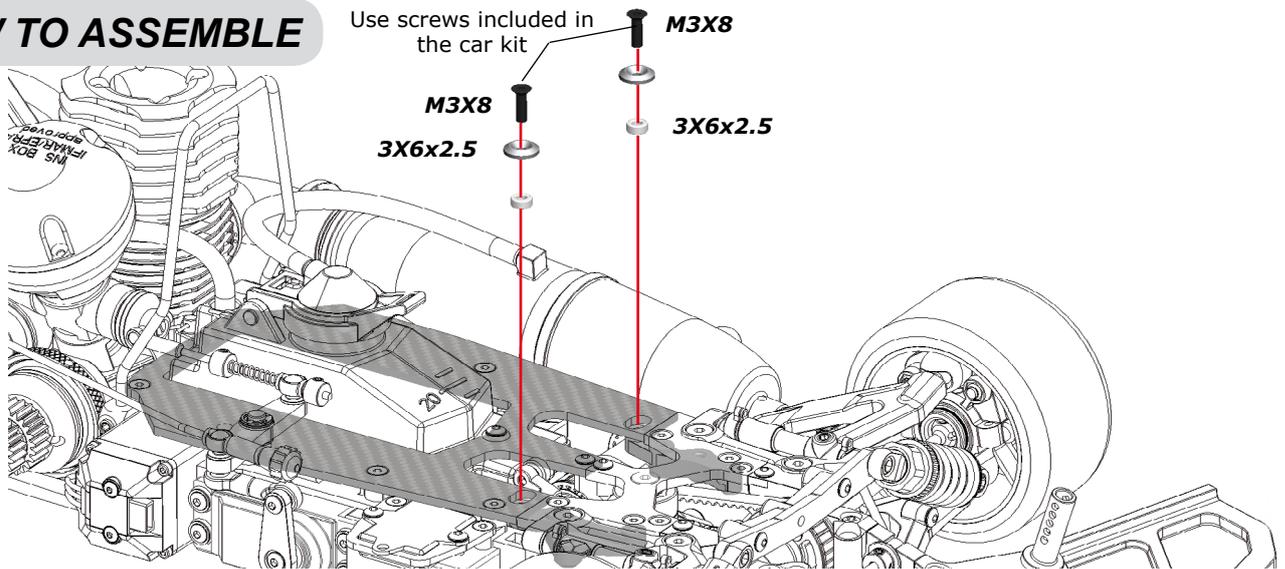
- **Definition:** Generally the chassis should be as rigid as possible for handling reasons. The more rigid a chassis is, the more it works the suspension and tyres. However there are some aspects that makes that previous ideal theory doesn't work always such as the use of foam tyres which change in size along with plastic wheel rims which change in temperature,
- **Advantages:** By assembling the Flex System in the 977 it is possible to use a rigid configuration (default) and a flex configuration (optional) allowing the torsion in the front area guided by precise ball bearings: Therefore flex can be easily adjusted for various racing conditions or to suit different driving styles.

OPTIONAL PARTS NEEDED

#903576 Flex system 977

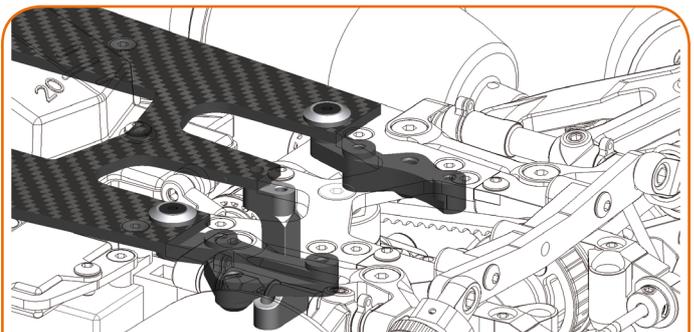


HOW TO ASSEMBLE



RIGID CONFIGURATION

- Center screw assembled
- Use in high traction tracks
- More steering
- More car response



FLEX CONFIGURATION

- Center screw not assembled
- Use in low traction tracks
- More traction
- Less car response



TEAM DRIVER COMMENT

- **By Michael Salven (head of R&D at Serpent, top driver 1/8 and 1/10, World Champion)**
I use flex adjustment quite a lot. I always test with or without flex to see the difference. Sometimes there are slight differences, but other times you can feel a huge car's behavior change just adding or removing the screw! It is a nice feature to adapt your car to your driving style and track conditions! You should test it because in each track may show a different result.

