

# ADVANCED USER MANUAL



## SECTION 1: FLEX SYSTEM

Car / class: 977evo / 1/8 on road

### INTRODUCTION

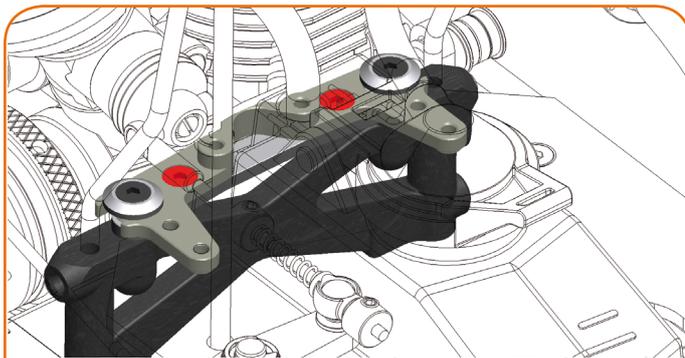
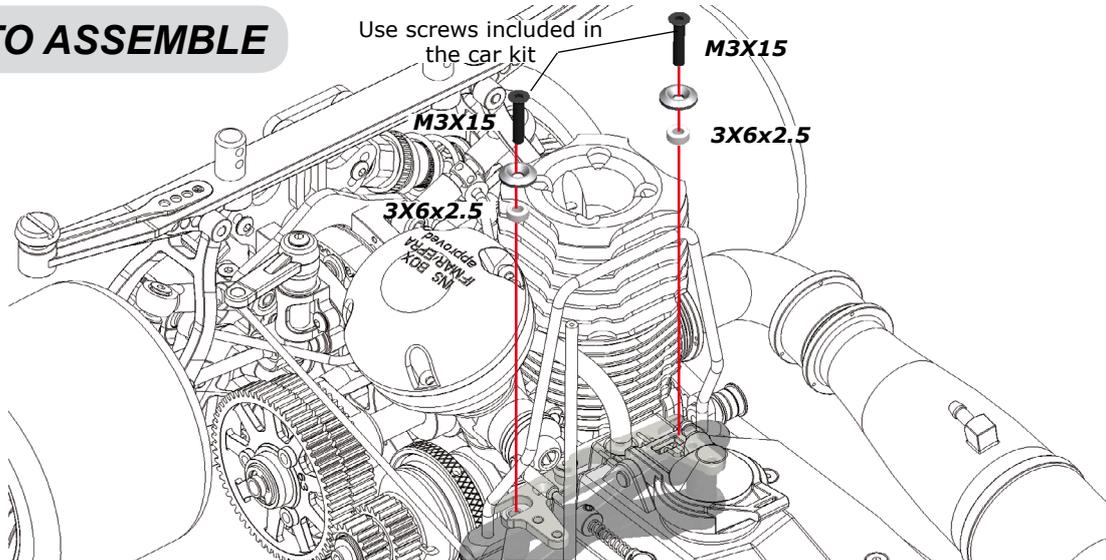
- **Definition:** Generally the chassis should be as rigid as possible for handling reasons. The more rigid a chassis is, the more it works the suspension and tyres. However there are some aspects that makes that previous ideal theory doesn't work always such as the use of foam tyres which change in 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 977evo

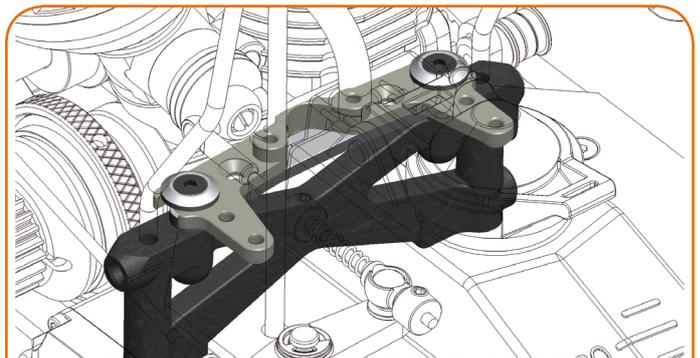


### HOW TO ASSEMBLE



#### RIGID CONFIGURATION

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



#### FLEX CONFIGURATION

- Center screws 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 screws! 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.

