



Team Magic G4RS

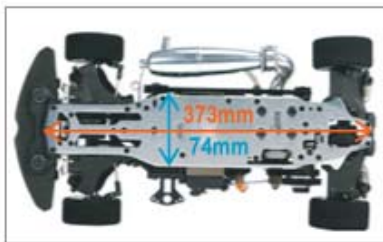
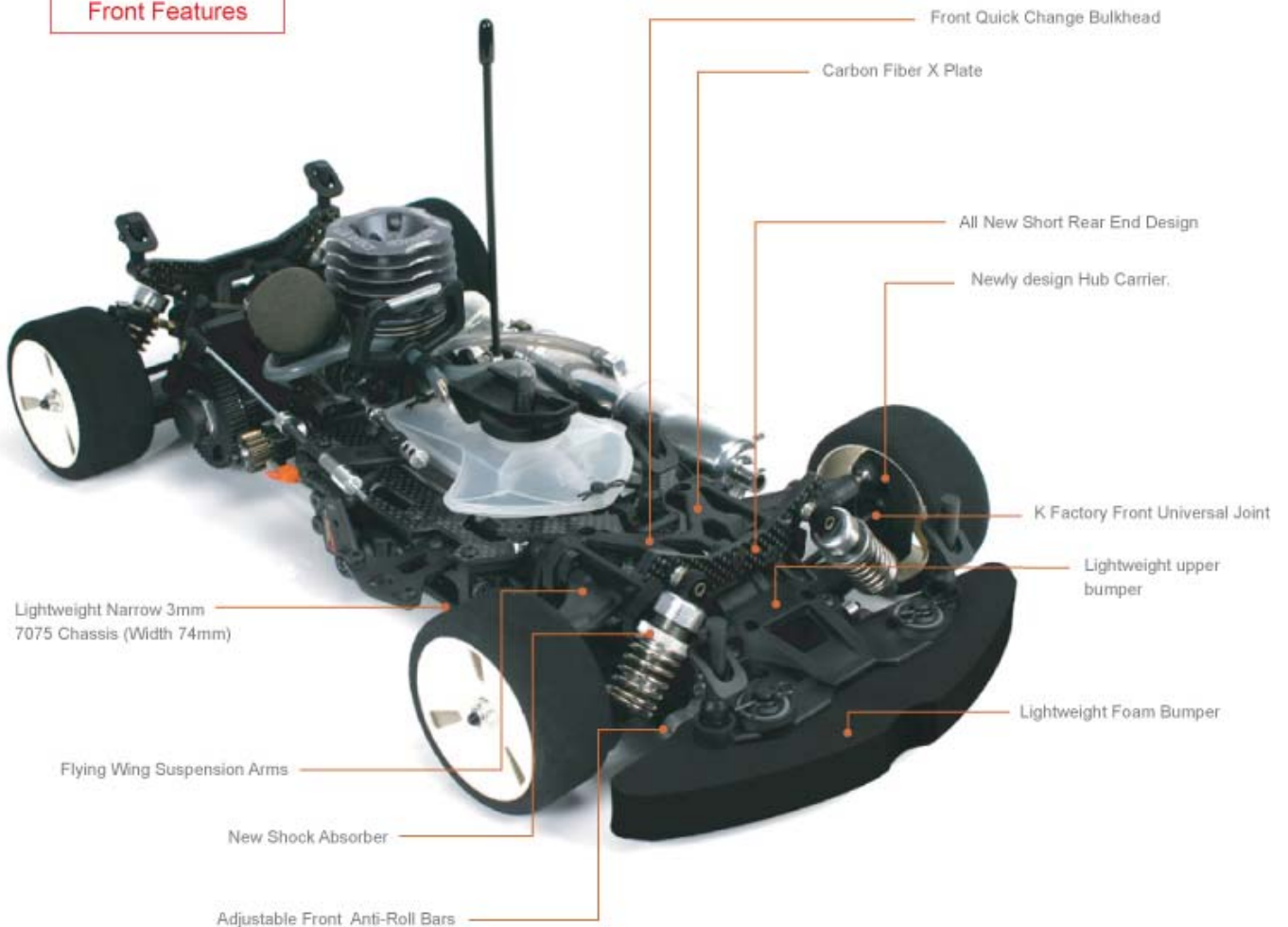
As with any top level sport, keeping ahead of the competition requires dedication, patience and continual self improvement. The G4RS is a pure representation of these value.

Other manufactures might have released two or even three more cars in that time, all completely different as they search for better handling and or maintenance. Team Magic on the other hand have ever increasing faith that the G4 chassis, as unique as it is, is a world beater.

Compare the G4S to the G4RS and you'll find some subtle changes to the chassis. New Flying Wing suspension arms, a UFO2 clutch system to name just two. The important thing to remember however, is that the G4RS is, underneath, a G4 and that many parts from the G4RS are compatible with the G4 range of vehicles. Team Magic has a loyal fan base and they intend to keep it that way.

Let's take a look at the new G4RS and see why it gets the stamp of approval.

Front Features



Lightweight Narrow 3mm 7075 Chassis (Width 74mm)

The biggest change to the G4RS comes in the form of a new chassis. The high quality 7075 alloy chassis is machine from a 3mm thick sheet to improve its strength and rigidity. The overall chassis length has decreased by several millimeters but the wheelbase remains unchanged. This is due to the rear of chassis getting shortened to allow for a re-designed rear end. The width of the chassis has also gone through a small modification and now measures in at a slim 74mm. Narrower and shorter chassis will not only drop its overall weight, but make the handling much better.



Lightweight upper bumper

The upper bumper support has also received some attention from the Team Magic designers. A small area or section of the bumper was removed to help reduce the total weight of the bumper system. A small change but when added to the additional changes made to the G4RS, it all adds up to a car capable of big results.



Lightweight Foam Bumper

The G4RS foam bumper is lighter than the previous version, allowing you to add the ballast you need to suit the handling of the chassis. The new bumper also has been crafted by the designers at Team Magic to be both good looking, yet functional. The curved front edge is shaped to suit today's current crop of racing bodies. The underside is smooth to not disturb the airflow and at the same time it properly supports the body.



Adjustable Front Anti-Roll Bar

Roll bar adjustment is one of the most powerful ways of adjusting the handling of your car. The G4RS comes with fully adjustable front and rear sway bars so it provides excellent tune-ability to suit anyone's driving style. The front swaybar remains largely unchanged from the original G4S but the biggest improvement comes from the rear sway bars configuration. The entire setup is moved from the rear of the car to on top of the rear bulkhead. This change provides improved leverage and therefore improved performance. The new G4RS can now hold more



K Factory Front Universal Joint

K-Factory Front Universals are included as standard with the G4RS. You'll find the Universal Joints allow for a much smoother power delivery to the wheels through tight corners. As a bonus, you'll no longer need to worry about losing dog-bones or when working on the front end of the car, having to contend with tedious o-rings as you try to figure out the ideal spacing.



Lightweight Shock Mount & Carbon Fiber Shock Tower

The new shocks are now connected to a lightweight shock tower via a new ball connector system. It replaces the old screw and nut setup with the ball connector inside the shock cap attached directly to the shock tower. The ball connector is made from a special material designed to remove any friction or binding for an incredibly smooth operation. The lightweight carbon fiber shock tower and the removal of some hardware add up to a small weight reduction.



New Shock Absorber

The perfect match to the G4RS is a new set of shocks. These new shocks have re-designed internals and replacement shock bodies. As a result, the shocks on the G4RS are now smoother, stronger and are easier to build.



Flying Wing Suspension Arms

Exclusive to Team Magic's latest vehicles are 'flying wing' suspension arms. These solid, flat and narrow suspension arms are designed to reduce maintenance time and improve airflow over the car. There are new linkage positions to provide mounting points for a new rear swaybar and also an increased amount of caster adjustability, up from 4mm to 6mm. The new arms are also lighter and stronger than the arms fitted to the G4S.



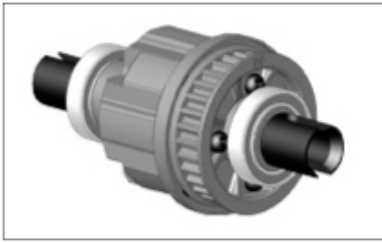
Newly design Hub Carrier.

New front and rear hub carriers are added to the G4RS and improve handling and tuning of the car. In particular, the rear hub carriers now give you the ability to manipulate roll-center by 1mm increments. Spacers can be placed under the outside camber link to give you the ideal roll-center adjustment. Initial tests have shown that the new hub carriers also offer improved grip with less camber adjustment required. As an added bonus, the bearings in the new hub carriers are supported by spacers which can be removed, and the K-Factory quick change tire system be fitted with a minimal of fuss.



Carbon Fiber X Plate

A carbon fiber X-plate is another major change to the new G4RS chassis. The unique G4 style fuel tank separates itself from this part of the chassis and gives the driver easier access to the differential and steering system of the G4RS. You no longer need to remove the fuel tank to access these areas of the car. The high quality carbon fiber is not only light and strong but also plays an integral part of the G4RS's cage chassis setup.



Front Gear Differentials

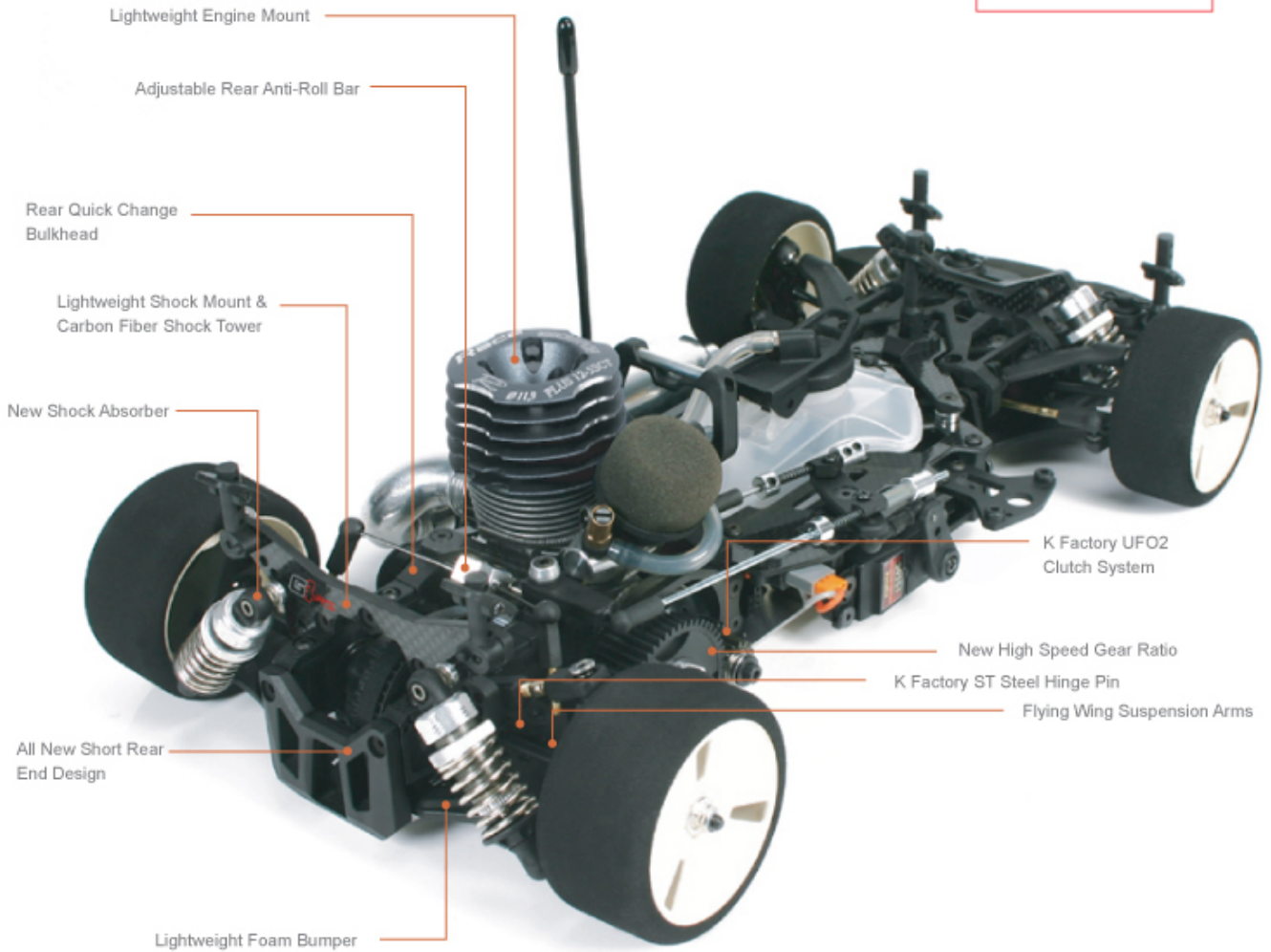
Gear differentials, although relatively simple, are highly adjustable and capable of adapting to almost every track condition. Change the oil and you can immediately adjust the characteristics of your cars handling. The introduction of a front gear differential in the G4RS gives the car more tuning options. Thicker oils provide a more solid diff action so it acts almost like a spool and a thinner oil decreases under-steer. All this adjustability with 4 wheel braking too.

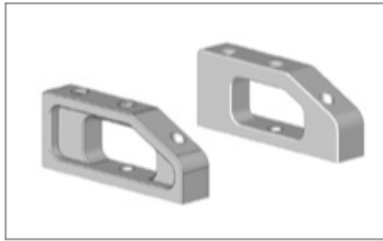


Front Quick Change Bulkhead

Maintenance is every racers worst nightmare. No one likes to do it. Having to continuously strip cars down to clean and replace worn parts can be a very arduous job. Not on the G4RS though, it's designed with quick and easy maintenance in mind.. It's simply a pleasure to work on thanks to Team Magic's ingenious quick release front and rear bulk head system. Access to the differentials is incredibly easy and gives the racer comfort in knowing that tuning and maintaining his G4RS gives himself or herself an advantage over the competition.

Rear Features





Lightweight Engine Mount

The engine is secured to the chassis by the lightweight alloy mount. Low stress areas of the mount are machine away to make sure weight is at a minimum while overall strength remains unchanged. The removal of low stress areas also increases the surface area of the alloy which helps remove heat from your engine.



Adjustable Rear Anti-Roll Bar

Roll bar adjustment is one of the most powerful ways of adjusting the handling of your car. The G4RS comes with fully adjustable front and rear sway bars so it provides excellent tune-ability to suit anyone's driving style. The front swaybar remains largely unchanged from the original G4S but the biggest improvement comes from the rear sway bars configuration. The entire setup is moved from the rear of the car to on top of the rear bulkhead. This change provides improved leverage and therefore improved performance.



All New Short Rear End Design

The reduction in chassis size comes as a result of a newly designed rear end. The rear bumper has changed considerably with a reduction in depth and shape. It continues to protect the rear transmission and suspension arms area but moves forward slightly.



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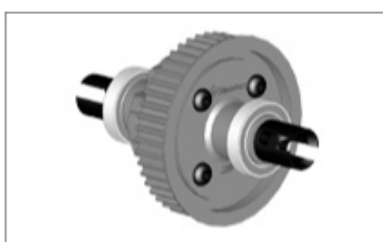
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K Factory ST Steel Hinge Pin

K-Factory's super strong ST Steel is used to manufacture the hinge-pins on the G4RS. The unique process used to create ST-Steel gives the hinge-pins improved strength and durability. They're machined super smooth so the suspension system remains free from any binding.



Rear Gear Differentials

Gear differentials, although relatively simple, are highly adjustable and capable of adapting to almost every track condition. Change the oil and you can immediately adjust the characteristics of your cars handling. The introduction of a front gear differential in the G4RS gives the car more tuning options. Thicker oils provide a more solid diff action so it acts almost like a spool and a thinner oil decreases under-steer. All this adjustability with 4 wheel braking too.



Rear Quick Change Bulkhead

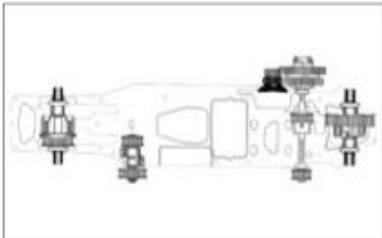
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K Factory UFO2 Clutch System

The UFO clutch system designed by Team Magic was a huge progression in adjustable clutch systems for R/C cars. Its unique UFO shaped shoe mount allows for lighter clutch shoes to be installed which helped reduce the rotating mass of the clutch. The result is a small but noticeable improvement in power delivery.

The UFO clutch continues to be developed and K-Factory have found some room for small but effective changes. These changes include additional thrust bearing support from a newly designed thrust bearing retainer and the clutch shoe mount has been machined to improve clearances. The new UFO2 clutch system provides a more consistent clutch feel and is even easier to setup.



New High Speed Gear Ratio

Engine development is now so incredibly rapid that producing cars to match certain power figures of an engine, can leave a car struggling to keep up in a very little space of time. The original G4 suffered from this fate and Team Magic quickly realized that a new transmission system was required. The new G4RS has this latest high speed gear ratio set included as standard. Designed to improve not only top speed but acceleration too, it's a clever set of pulleys which will give your G4RS championship winning pace.

External ratios are altered to make sure your engine is producing power at the height of its power range and the internal ratio are slowed down to reduce belt, bearings and pulley wear. The new gear set gives you the best of both worlds.