

R/G evolution

ONLY COMPETITION

EVO2



During last year we have been keeping on improving our bike thanks to innovative solutions that make EVO 2 lighter, more reliable and competitive than EVO. In developing EVO 2 we didn't miss to develop the design of its components, because you know... you should also please the eye.

R/C BIKE

WWW.RGEVOLUTION.COM

RGEvolution

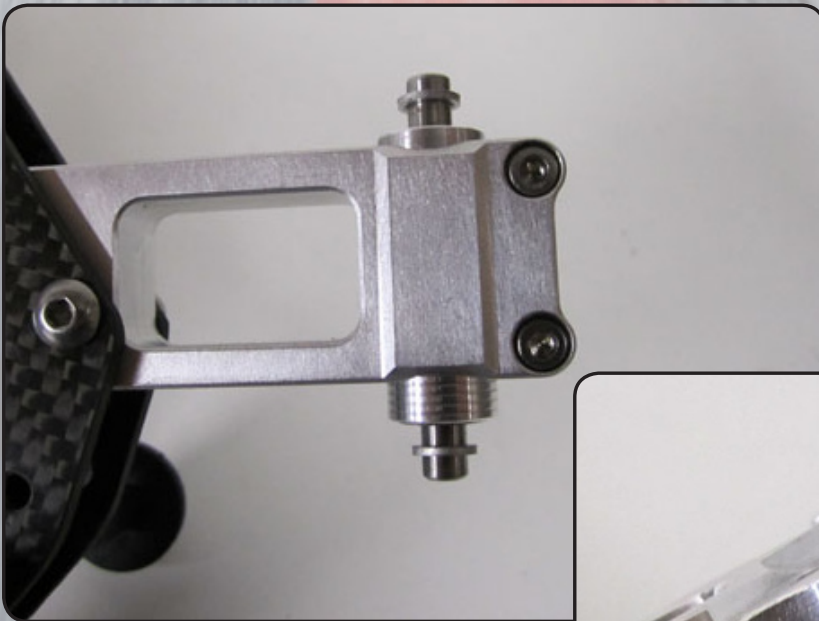
ONLY COMPETITION

R/C BIKE

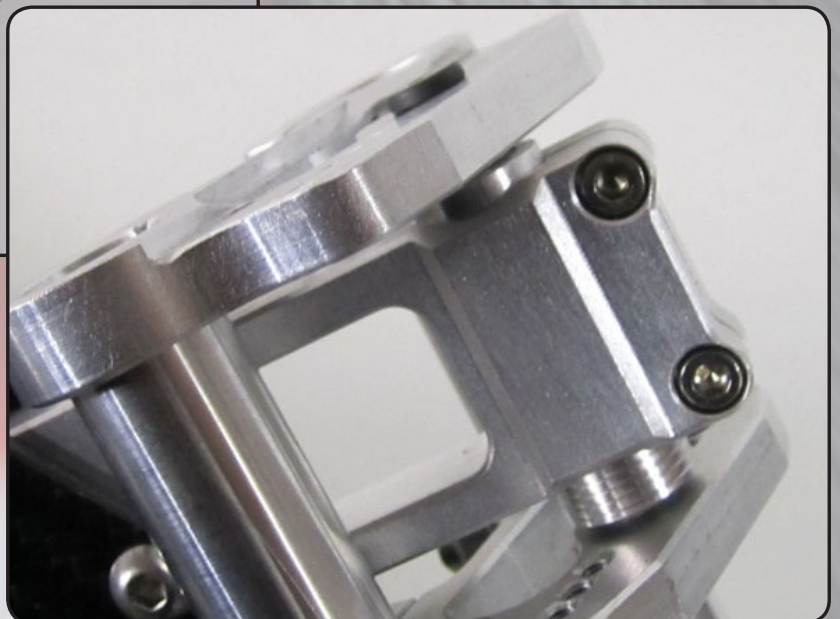
EVO2



Some of you might have noticed this changes on the bikes f our team already, but these are absolute news.



We can start our presentation by looking at the front-wheels: the pin of the steering pivot has been changed with an updated version which is lighter and which looks better than the previous one.



WWW.RGEVOLUTION.COM

RGEvolution

ONLY COMPETITION

R/C BIKE

EVO2



The steering mounts of the forks are from our own production and are characterised by the distance of the forks' pipes which is close to the hole of the pin of the steering pivot. This features gives to bike a better stability when riding fast bends as well as more steering corner when riding slow bends.



The steering mounts are supplied in two different thicknesses the low one is in fact thicker than the up in order to make the fork stronger.

In addition to this the steering mounts are supplied with 4 holes that let you change the shock absorber effect by using a M3 screw

WWW.RGEVOLUTION.COM

RGEvolution

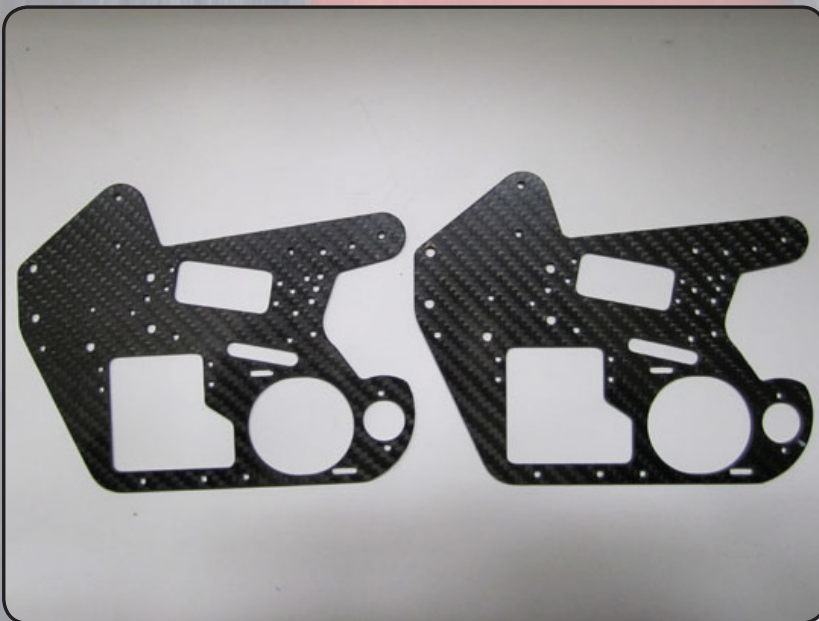
ONLY COMPETITION

R/C BIKE

EVO2



The front brake has been completely renewed in its shape in order to make it look better and being lighter at the same time. The layouts however are exactly the same you might have experienced during world championship in Grenoble.



Looking at the main frames you will noticed that we changed the arrangements of the holes in order to make it suitable for the mini servo Savox, this choice lower the overall weight of the bike. This change has been accurately tested by our team with positive results (those of you that personally know our team are aware that we ride about 400 laps a week). In order to meet the needs of more "traditional" clients the arrangement of holes for standard servo can be requested upon the order.

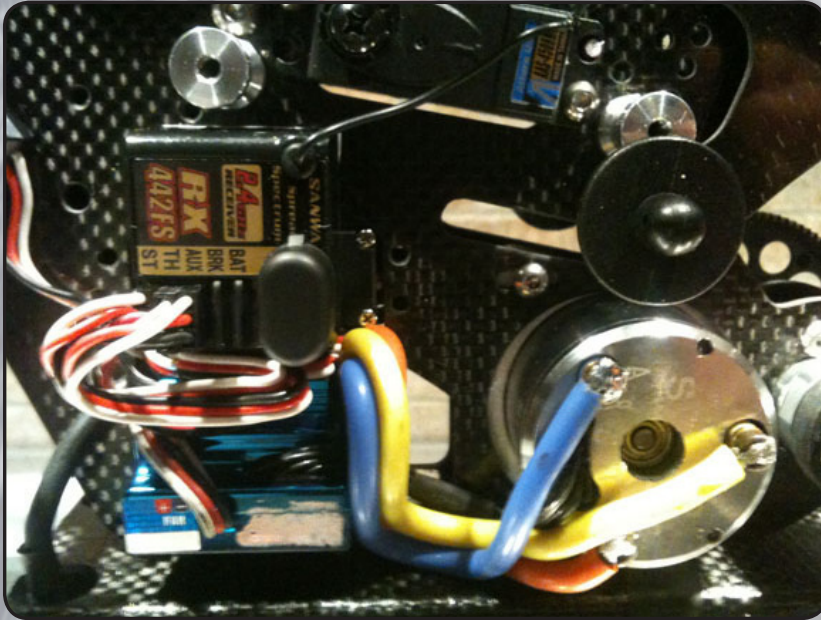
WWW.RGEVOLUTION.COM

RGEvolution

ONLY COMPETITION

R/C BIKE

EVO2



The position of both ESC and servo brake has been changed in order to reach a better balancing of the base towards the low part and in order to let the brake wire slides much more easier than before.



The use of mini servos let you use servo arms without extensions and above all they make the steering gear much more steady



WWW.RGEVOLUTION.COM

RGEvolution

ONLY COMPETITION

R/C BIKE

EVO2



The rear shock absorber is made in an exclusive way and allowed us to reduce weight of about 55 gr so that the rear part of the bike is now really closed to that of real bikes. Its position which is almost perpendicular to asphalt let the shock absorber grants an optimal traction when exiting from the bend

The rear extension of the shock absorber can be easily set by using a lug wrench (5.5 mm) without prior removing the body.

Least but not last the shock absorber has to be fasten to the swing arm rear directly cancelling every clearance



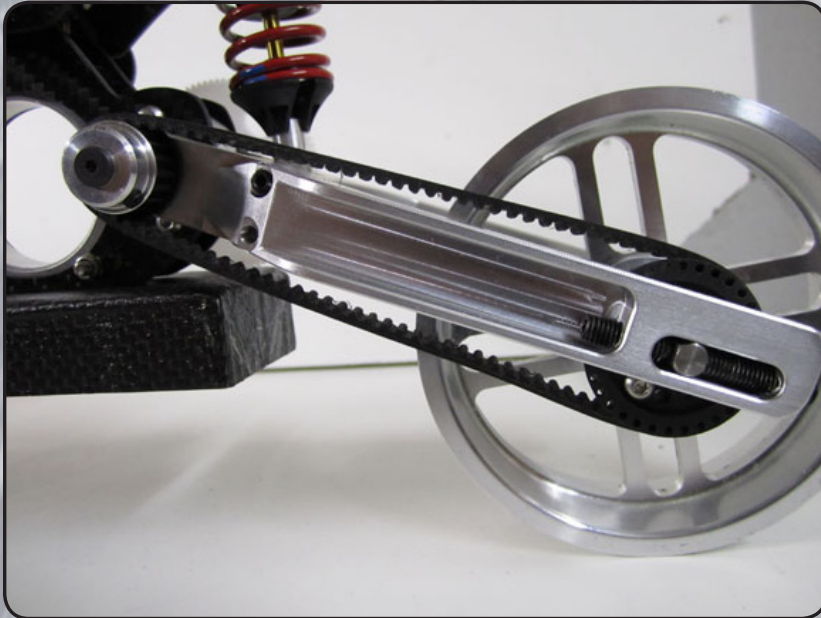
WWW.RGEVOLUTION.COM

RGEvolution

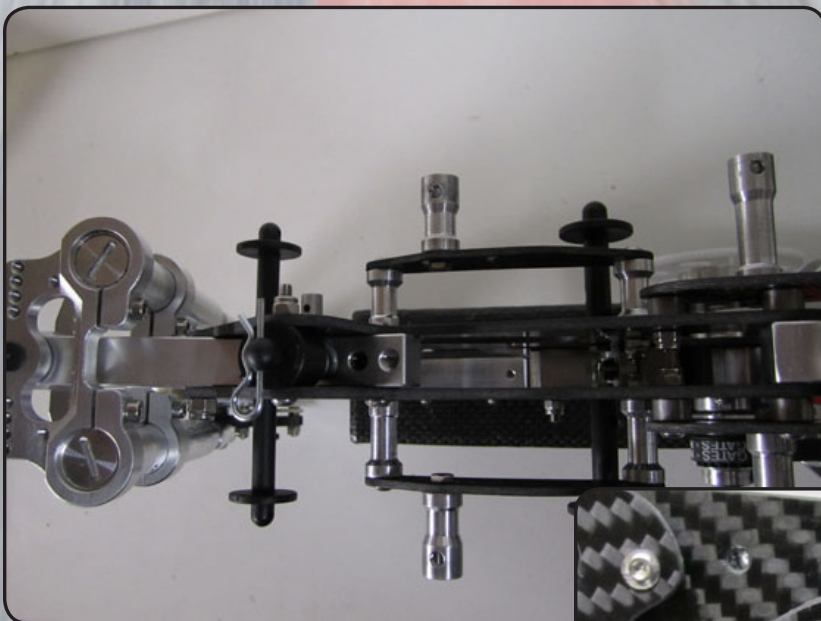
ONLY COMPETITION

R/C BIKE

EVO2



The transmission is reduced in its diameters allows to step on the gas while turning reducing at the same time the sideslip and making the bike easy to drive when exiting from the bend.



Thanks to the new side guard mounts you can change the position of the side guards according to the track characteristics.



WWW.RGEVOLUTION.COM