TEAM ASSOCIATED AS90042 Shop Direct Team Kit Instruction Manual

Contents

Introduction

Thank you for purchasing this Team Associated product. This assembly manual contains instructions and tips for building and maintaining your new vehicle. Please take a moment to read through the manual and familiarize yourself with the steps.
We are continually changing and improving our designs; therefore, actual parts may appear slightly different than the illustrations. New parts will be noted on supplementary sheets located in the appropriate parts bags.
Check each bag for these sheets before you start to build.
Check www.AssociatedElectrics.com for the latest versions of our instruction manuals

RC10B7D Team Kit Features

- 5-gear laydown transmission with low profile motor mount moves weight of motor closer to the center of the car
- Long-arm suspension geometry improves grip and predictability in all conditions
- KPI adjustable steering and caster blocks allows for fine tuning steering feel. Three options are included in kit.
- Vertical front outer ballstud allows fine tuning of roll center, camber gain, and link length
- Height adjustable aluminum front bulkhead allows for further tuning of front roll center
- Standard and HRC (High Roll Center) rear hubs included
- Highly adjustable battery holder with thumb tabs allows for easy battery removal and fine tuning of weight bias
- 7075-T6 aluminum chassis with increased departure angle and optional weight plate pockets
- HD 69mm CVA bones and differential outdrives for improved durability
- Light-weight molded servo mount
- One-piece rear wing mount improves durability
- New 7-inch rear wing and 2.5-inch front wing
- Low-profile body included
- Shock tower covers front and rear
- 3.5mm turnbuckles and ballcups

Additional

Your new RC10B7D Team Kit comes unassembled and requires the following items for completion (refer to www.AssociatedElectrics.com and www.Reedypower.com for suggestions):

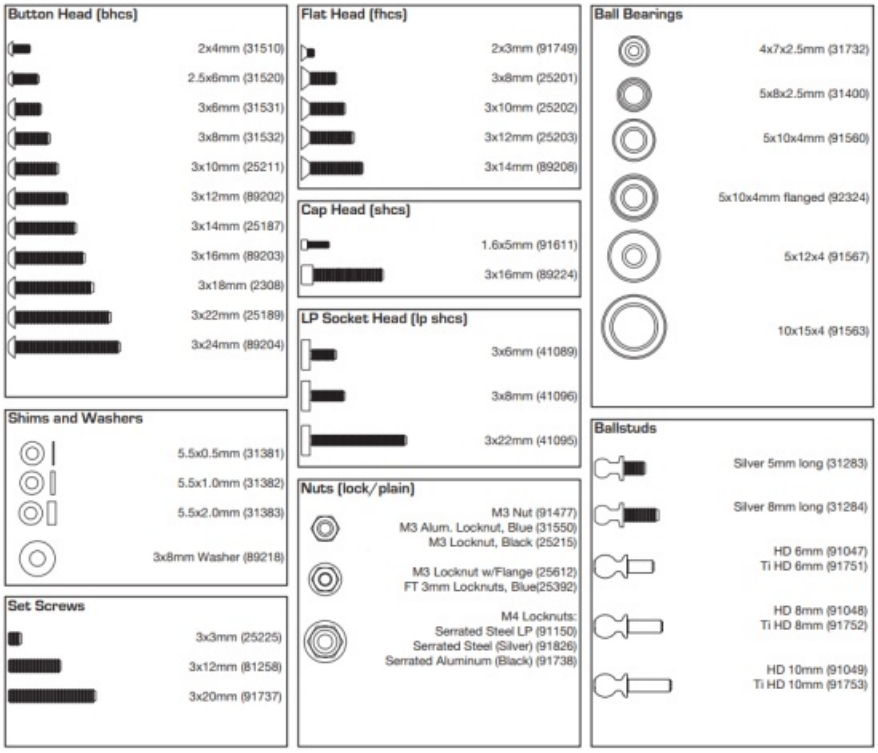
- R/C two channel surface frequency radio system
- AA-size batteries for transmitter
- Electronic Speed Control (“ESC”)
- Steering servo

- R/C electric motor (540 size)
- Pinion gear (48P), size determined by type/turn or kV of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 2 cell LiPo battery pack
- Polycarbonate specific spray paint
- Cyanoacrylate glue (“CA”) (#1597)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears
- Wheels w/12mm Hex
  Front Wheels #9690 (white), #9691 (yelllow)
  Rear Wheels #9695 (white), #9696 (yelllow)
- Slim Front Wheels w/12mm Hex (carpet/astro turf)
  #91757 (white) #91758 (yelllow)

Other Helpful Items

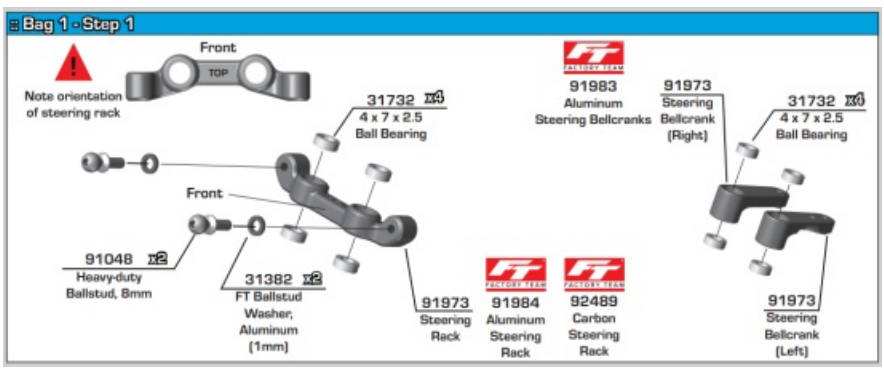
- Silicone Shock Fluid (Refer to **AssociatedElectrics.com** for complete listings)
- FT Turnbuckle Wrench, 4mm (#1112)
- FT Hex/Nut Wrenches (#1519)
- FT Universal Tire Balancer (#1498)
- FT Body Reamer (#1499)
- FT Ballcup Wrench (#1579)
- Calipers or a Precision Ruler
- Shock Pliers (#1681)
- Hobby Knife
- FT Body Scissors (#1737)
- Green Slime shock lube (#1105)
- Wire Cutters
- Needle Nose Pliers
- Soldering Iron

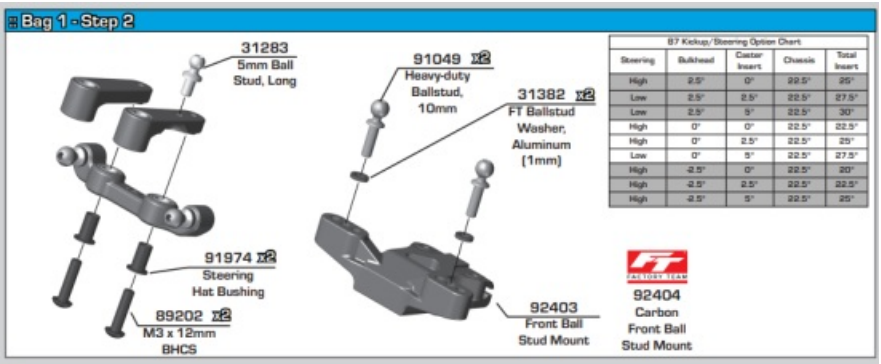
:: Hardware – 1:1 Scale View

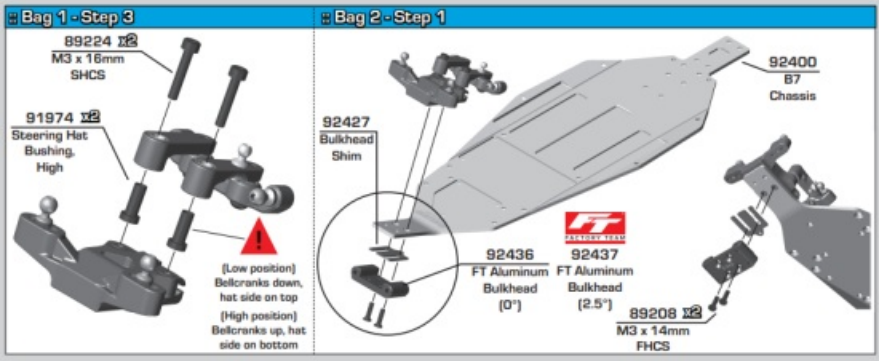

Button Head (bhcs)
2x4mm (31510)
2.5x6mm (31520)
3x6mm (31531)
3x8mm (31532)
3x10mm (25211)
3x12mm (89202)
3x14mm (25187)
3x16mm (89203)
3x18mm (2308)
3x22mm (25189)
3x24mm (89204)
Flat Head (fhcs)
2x3mm (91749)
3x8mm (25201)
3x10mm (25202)
3x12mm (25203)
3x14mm (89208)
Cap Head (shcs)
1.6x5mm (91611)
3x16mm (89224)
LP Socket Head (lp shcs)
3x6mm (41089)
3x8mm (41096)
3x22mm (41095)
Ball Bearings
4x7x2.5mm (31732)
5x8x2.5mm (31400)
5x10x4mm (91560)
5x10x4mm flanged (92324)
5x12x4 (91567)
10x15x4 (91563)
Shims and Washers
5.5x0.5mm (31381)
5.5x1.0mm (31382)
5.5x2.0mm (31383)
3x8mm Washer (89218)
Nuts (lock/plain)
M3 Nut (91477)
M3 Alum. Locknut, Blue (31550)
M3 Locknut, Black (25215)
M3 Locknut w/Flange (25612)
FT 3mm Locknuts, Blue(25392)
M4 Locknuts:
Serrated Steel LP (91150)
Serrated Steel (Silver) (91826)
Serrated Aluminum (Black) (91738)
Ballstuds
Silver 5mm long (31283)
Silver 8mm long (31284)
HD 6mm (91047)
Ti HD 6mm (91751)
HD 8mm (91048)
Ti HD 8mm (91752)
HD 10mm (91049)
Ti HD 10mm (91753)
Set Screws
3x3mm (25225)
3x12mm (81258)
3x20mm (91737)

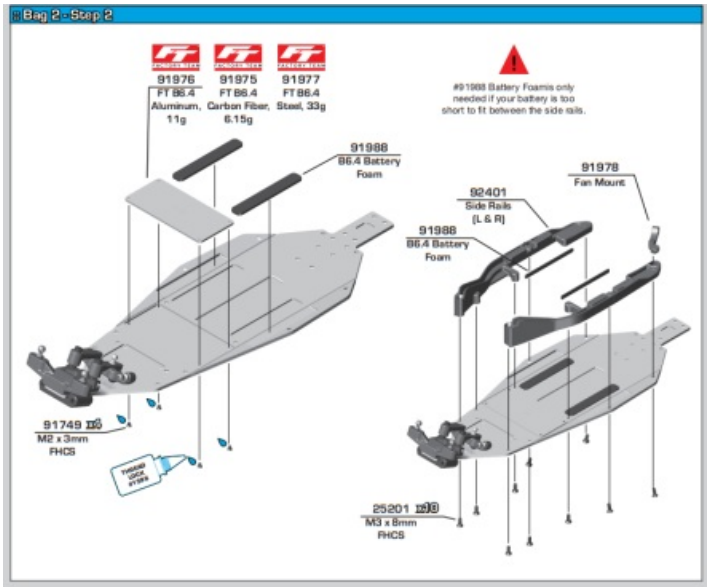
Notes:

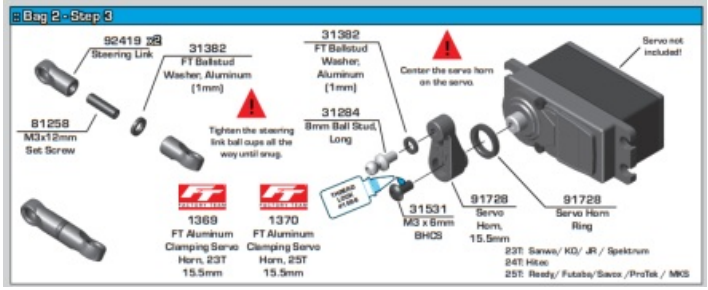
	This symbol indicates a special note or instruction in the manual.
	This symbol indicates the number of the same part that is required.
	This symbol indicates the order within a step to assemble parts.
	This symbol indicates there are optional FT parts available
	This symbol indicates a Racers Tip.
	There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you fi nd the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.
	This symbol indicateswhere Thread Lock Adhesive should be applied. *not included
	This symbol indicates where Diff Fluid should be applied.
	This symbol indicates where Shock Fluidshould be applied.
	This symbol indicateswhere FT Silicone Grease should be applied. *not included
	This symbol indicateswhere FT Diff Lubeshould be applied. *not included
	This symbol indicates where Black Grease should be applied.
	This symbol indicates where Green Slime can be applied. *not included

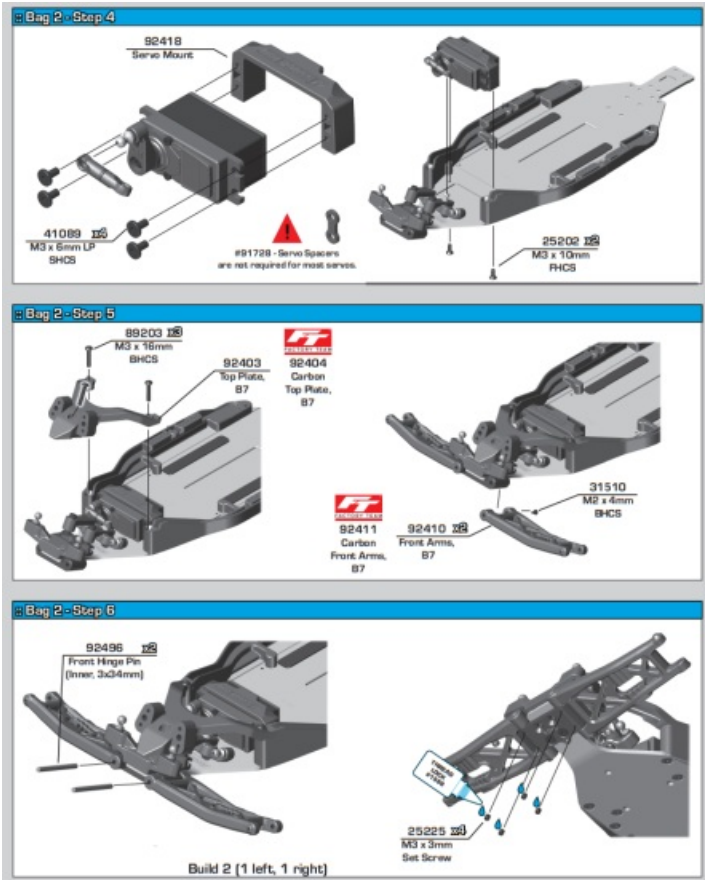


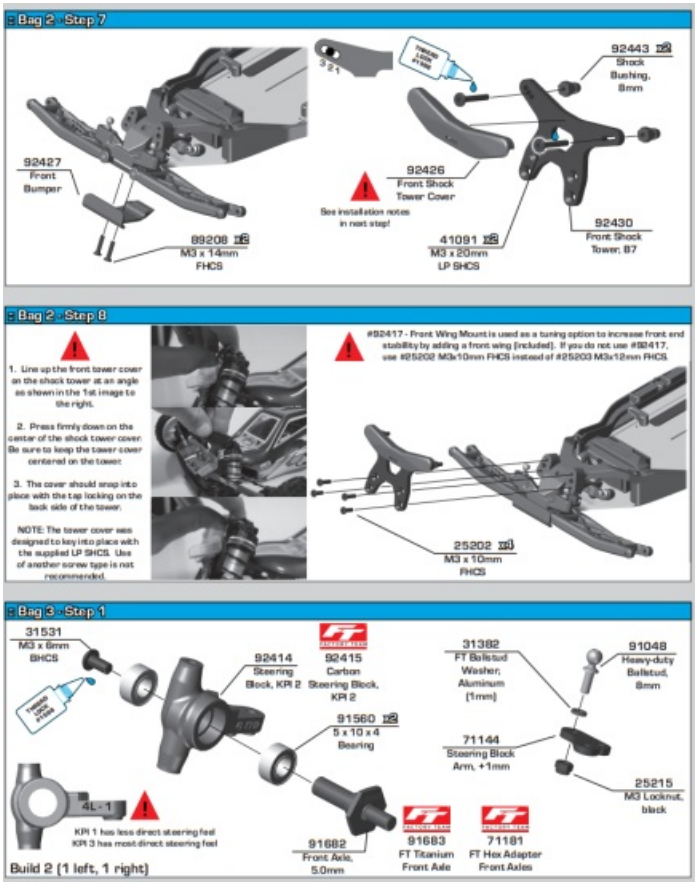

Bag 1 - Step 2
31283
5mm Ball Stud, Long
91049 x2
Heavy-duty Ballstud, 10mm
31382 x2
FT Ballstud Washer, Aluminum (1mm)
91974 x2
Steering Hat Bushing
89202 x2
M3 x 12mm BHCS
92403
Front Ball Stud Mount
92404
Carbon Front Ball Stud Mount
B7 Kickup/Steering Option Chart
Steering | Bulkhead | Caster Inserts | Chassis | Total Inserts
High | 2.5° | 0° | 22.5° | 25°
Low | 2.5° | 2.5° | 22.5° | 27.5°
Low | 2.5° | 5° | 22.5° | 30°
High | 0° | 0° | 22.5° | 22.5°
High | 0° | 2.5° | 22.5° | 25°
Low | 0° | 5° | 22.5° | 27.5°
High | -2.5° | 0° | 22.5° | 20°
High | -2.5° | 2.5° | 22.5° | 22.5°
High | -2.5° | 5° | 22.5° | 25°

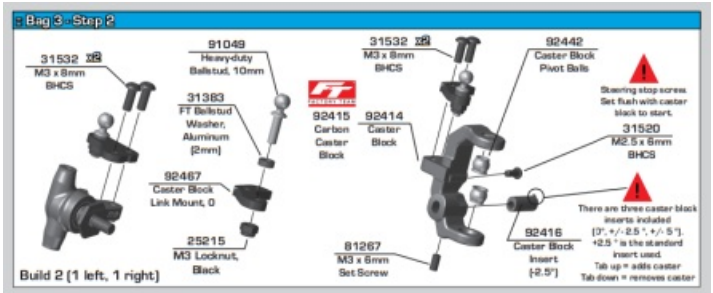

Bag 1 - Step 3
89224 x2
M3 x 16mm SHCS
91974 x2
Steering Hat Bushing, High
(Low position) Bellcranks down, hat side on top
(High position) Bellcranks up, hat side on bottom
Bag 2 - Step 1
92400
B7 Chassis
92427
Bulkhead Shim
92436
FT Aluminum Bulkhead (0°)
92437
FT Aluminum Bulkhead (2.5°)
89208 x2
M3 x 14mm FHCS

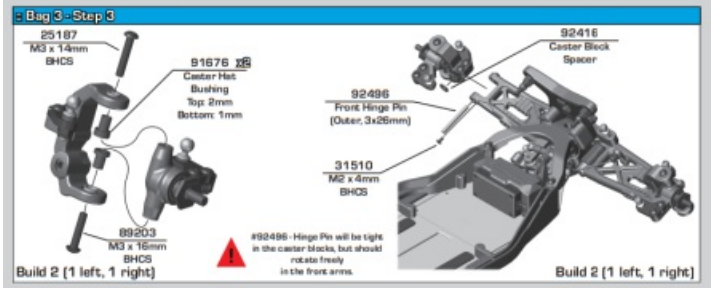

Bag 2 - Step 2
91976
FT 86.4 Aluminum, 11g
91975
FT 86.4 Carbon Fiber, 6.15g
91977
FT 86.4 Steel, 33g
#91988 Battery Foamis only needed if your battery is too short to fit between the side rails.
91988
86.4 Battery Foam
91978
Fan Mount
92401
Side Rails (L & R)
91988
86.4 Battery Foam
91749 x6
M2 x 3mm FHCS
25201 x8
M3 x 8mm FHCS

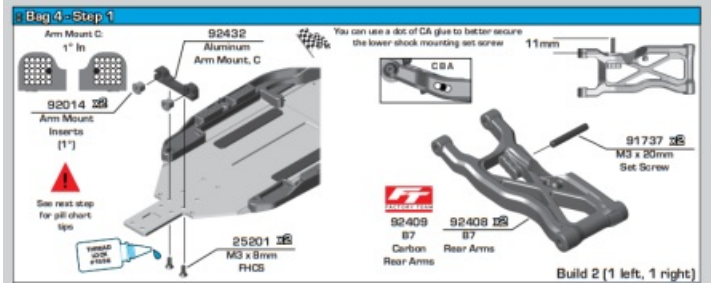

Bag 2 - Step 3
92419 x2
Steering Link
31382
FT Ballstud Washer, Aluminum (1mm)
81258
M3x12mm Set Screw
Tighten the steering link ball cups all the way until snug.
31382
FT Ballstud Washer, Aluminum (1mm)
31284
8mm Ball Stud, Long
Center the servo horn on the servo.
Servo not included!
1369
FT Aluminum Clamping Servo Horn, 23T 15.5mm
1370
FT Aluminum Clamping Servo Horn, 25T 15.5mm
31531
M3 x 8mm BHCS
91728
Servo Horn, 15.5mm
91728
Servo Horn Ring
23T: Sanwa/ KO/ JR / Spektrum
24T: Hitec
25T: Ready/ Futaba/Savox /ProTek / MKS

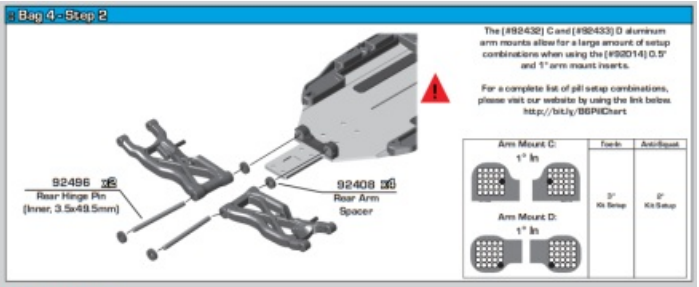

Bag 2 - Step 4
92418
Servo Mount
41089 x6
M3 x 6mm LP SHCS
#91728 - Servo Spacers are not required for most servos.
25202 x2
M3 x 10mm FHCS
Bag 2 - Step 5
89203 x8
M3 x 16mm BHCS
92403
Top Plate, B7
92404
Carbon Top Plate, B7
31510
M2 x 4mm BHCS
92411
Carbon Front Arms, B7
92410 x2
Front Arms, B7
Bag 2 - Step 6
92496 x2
Front Hinge Pin (Inner, 3x34mm)
25225 x4
M3 x 3mm Set Screw
Build 2 (1 left, 1 right)


Bag 2 - Step 7
92427
Front Bumper
89208 x8
M3 x 14mm FHCS
92443 x2
Shock Bushing, 8mm
92426
Front Shock Tower Cover
See installation notes in next step!
41091 x8
M3 x 20mm LP SHCS
92430
Front Shock Tower, B7
Bag 2 - Step 8
1. Line up the front tower cover on the shock tower at an angle as shown in the 1st image to the right.
2. Press firmly down on the center of the shock tower cover. Be sure to keep the tower cover centered on the tower.
3. The cover should snap into place with the top locking on the back side of the tower.
NOTE: The tower cover was designed to key into place with the supplied LP SHCS. Use of another screw type is not recommended.
#92417 - Front Wing Mount is used as a tuning option to increase front end stability by adding a front wing (included). If you do not use #92417, use #25202 M3x10mm FHCS instead of #25203 M3x12mm FHCS.
25202 x2
M3 x 10mm FHCS
Bag 3 - Step 1
31531
M3 x 6mm BHCS
92414
Steering Block, KPI 2
92415
Carbon Steering Block, KPI 2
91560 x2
5 x 10 x 4 Bearing
4L - 1
KPI 1 has less direct steering feel
KPI 3 has most direct steering feel
91682
Front Axle, 5.0mm
91683
FT Titanium Front Axle
71181
FT Hex Adapter Front Axles
31382
FT Ballstud Washer, Aluminum (1mm)
71144
Steering Block Arm, +1mm
91048
Heavy-duty Ballstud, 8mm
25215
M3 Locknut, black
Build 2 (1 left, 1 right)

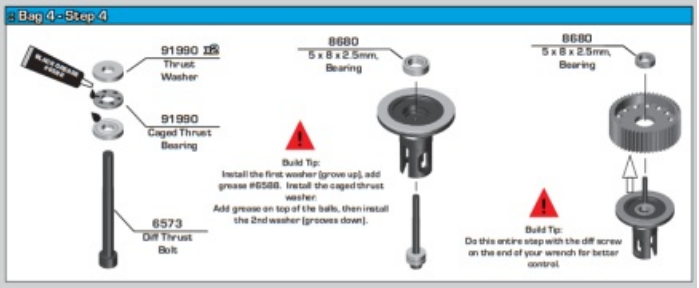

Bag 3 - Step 2
31532 x8
M3 x 8mm
BHCS
91049
Heavy-duty
Ballstud, 10mm
31383
FT Ballstud
Washer,
Aluminum
(2mm)
92467
Caster Block
Link Mount, 0
25215
M3 Locknut,
Black
Build 2 (1 left, 1 right)
31532 x2
M3 x 8mm
BHCS
92442
Caster Block
Pivot Balls
Steering stop screw.
Set flush with caster
block to start.
92415
Carbon
Caster
Block
92414
Caster
Block
31520
M2.5 x 8mm
BHCS
There are three caster block
inserts included
(3°, +/- 2.5°, +/- 5°).
+2.5 ° is the standard
insert used.
Tab up = adds caster
Tab down = removes caster
92416
Caster Block
Insert
(-2.5°)
91267
M3 x 6mm
Set Screw


Bag 3 - Step 3
25187
M3 x 14mm
BHCS
91676 x6
Caster Hat
Bushing
Top: 2mm
Bottom: 1mm
89203
M3 x 16mm
BHCS
Build 2 (1 left, 1 right)
#92496 - Hinge Pin will be tight
in the caster blocks, but should
rotate freely
in the front arms.
92416
Caster Block
Spacer
92496
Front Hinge Pin
(Outer, 3x26mm)
31510
M2 x 4mm
BHCS
Build 2 (1 left, 1 right)

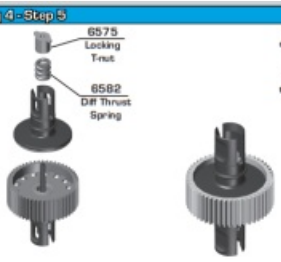

Bag 4 - Step 1
Arm Mount C:
1° In
92014 x8
Arm Mount
Inserts
(1°)
See next step
for pill chart
tips
92432
Aluminum
Arm Mount, C
25201 x6
M3 x 8mm
FHCS
You can use a dot of CA glue to better secure
the lower shock mounting set screw
CBA
11mm
91737 x6
M3 x 20mm
Set Screw
92409
B7
Carbon
Rear Arms
92408 x2
B7
Rear Arms
Build 2 (1 left, 1 right)


Bag 4 - Step 2
92496 x2
Rear Hinge Pin
(Inner, 3.5x49.5mm)
92408 x2
Rear Arm
Spacer
The (#92432) C and (#92433) D aluminum
arm mounts allow for a large amount of setup
combinations when using the (#92014) 0.5°
and 1° arm mount inserts.
For a complete list of pill setup combinations,
please visit our website by using the link below.
http://bit.ly/BGPillChart
Arm Mount C:
1° In
Arm Mount D:
1° In
Fwd-In
Anti-Squat
3°
Kit Setup
0°
Kit Setup


Bag 4 - Step 3
6581 x20
3/32 Carbide
Diff Balls
91419
Diff Gear,
52T
Build Tip:
The bottom side of the gear has 3 injection
dots. This side faced down will keep the diff
balls from falling thru the holes
7666
Diff Drive
Ring
7666
Diff Drive
Ring
92453
Ball Diff
Outdrive
HD Male
92453
Ball Diff
Outdrive
HD Female

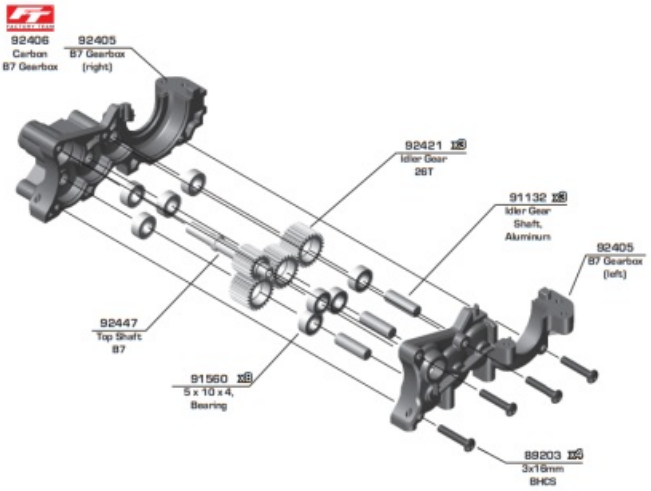

Bag 4 - Step 4
91990 x2
Thrust
Washer
91990
Caged Thrust
Bearing
6573
Diff Thrust
Bolt
8680
5 x 8 x 2.5mm,
Bearing
Build Tip:
Install the first washer (grove up), add
grease #6588. Install the caged thrust
washer.
Add grease on top of the balls, then install
the 2nd washer (grooves down).
8680
5 x 8 x 2.5mm,
Bearing
Build Tip:
Do this entire step with the diff screw
on the end of your wrench for better
control.

Bag 4 - Step 5

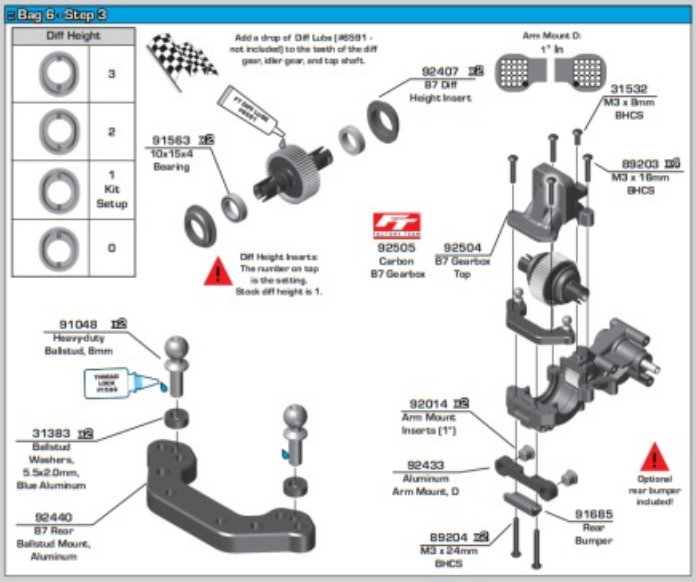


As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely compressed at the time the T-nut reaches the end of the slot. Caution! Pay close attention to the feeling when the spring is completely compressed. Do not overtighten the bolt. When you feel the spring completely compressed, loosen the diff bolt 1/8 of a turn. Your diff should now operate smoothly but with resistance as the outdrives move in opposite directions.
After you have driven the car once, re-check the diff setting.

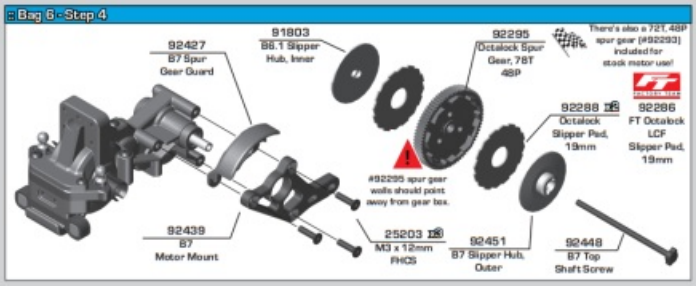
Bag 6 - Step 1

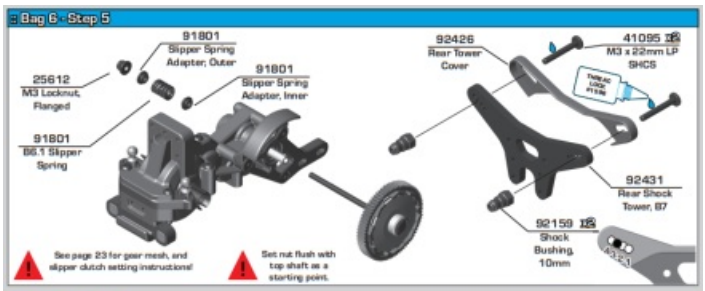


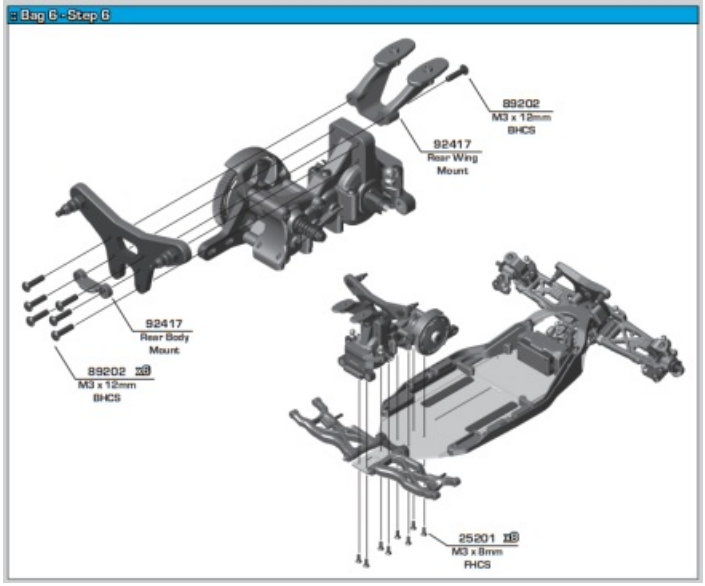
Bag 6 - Step 3

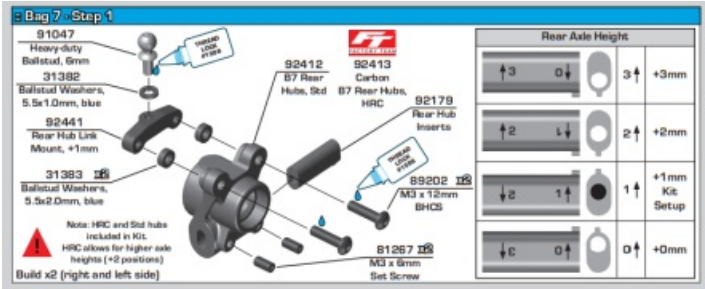


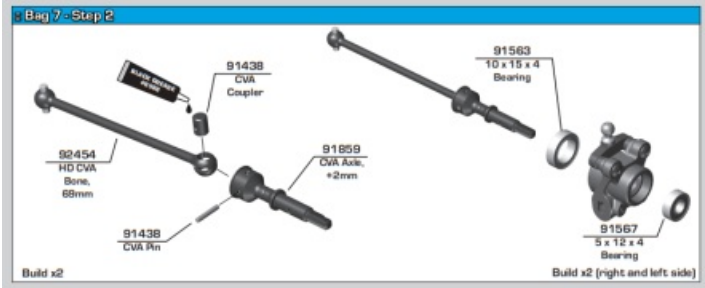
Bag 6 - Step 4

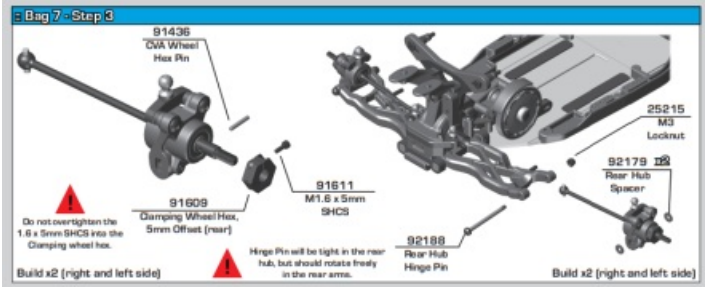


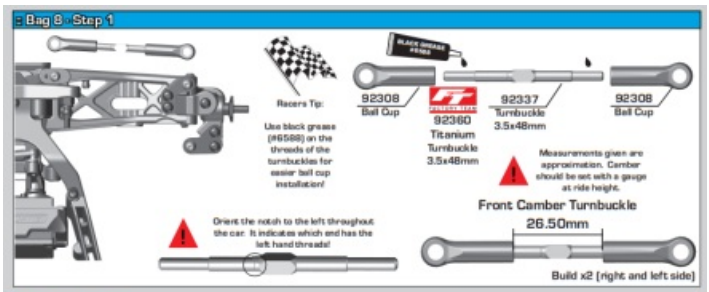

Bag 6 - Step 5
91801
Slipper Spring Adapter, Outer
25612
M3 Locknut, Ranged
91801
Slipper Spring Adapter, Inner
91801
B6.1 Slipper Spring
92426
Rear Tower Cover
41095
M3 x 22mm LP SHCS
92431
Rear Shock Tower, B7
92159
Shock Bushing, 10mm
See page 23 for gear mesh, and slipper clutch setting instructions!
Set nut flush with top shaft as a starting point.

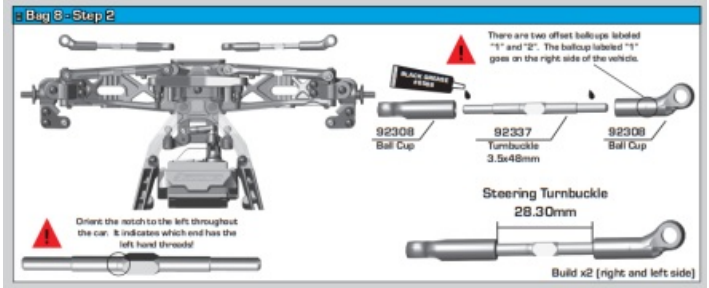

Bag 6 - Step 6
89202
M3 x 12mm BHCS
92417
Rear Wing Mount
92417
Rear Body Mount
89202
M3 x 12mm BHCS
25201
M3 x 8mm FHCS

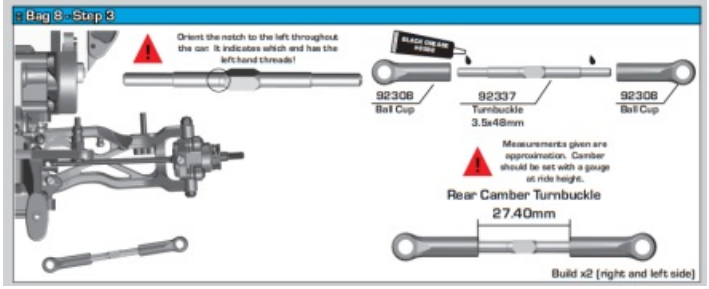

Bag 7 - Step 1
91047
Heavy-duty Ballstud, 6mm
31382
Ballstud Washers, 5.5x1.0mm, blue
92441
Rear Hub Link Mount, +1mm
31383
Ballstud Washers, 5.5x2.0mm, blue
92412
B7 Rear Hubs, Std
92413
Carbon B7 Rear Hubs, HRC
92179
Rear Hub Inserts
89202
M3 x 12mm BHCS
81267
M3 x 6mm Set Screw
Note: HRC and Std hubs included in Kit.
HRC allows for higher axle heights (+2 positions)
Build x2 (right and left side)
Rear Axle Height
+3mm
+2mm
+1mm Kit Setup
+0mm

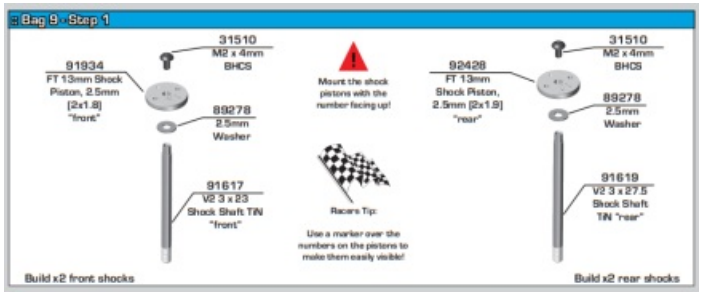

Bag 7 - Step 2
91438
CVA Coupler
92454
HD CVA Bone, 68mm
91859
CVA Axle, +2mm
91438
CVA Pin
Build x2
91563
10 x 15 x 4 Bearing
91567
5 x 12 x 4 Bearing
Build x2 (right and left side)

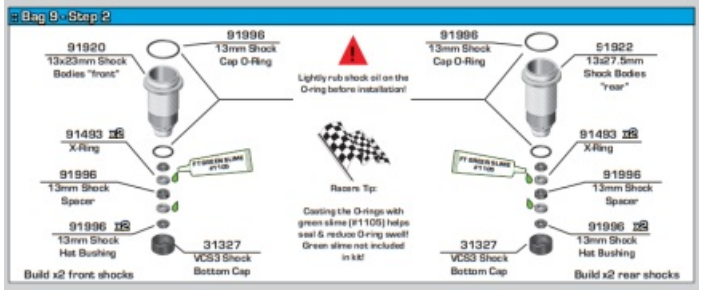

Bag 7 - Step 3
91436
CVA Wheel Hex Pin
91609
Clamping Wheel Hex, 5mm Offset (rear)
91611
M1.6 x 5mm SHCS
Do not overtighten the 1.6 x 5mm SHCS into the Clamping wheel hex.
Build x2 (right and left side)
Hinge Pin will be tight in the rear hub, but should rotate freely in the rear arms.
92188
Rear Hub Hinge Pin
25215
M3 Locknut
92179
Rear Hub Spacer
Build x2 (right and left side)

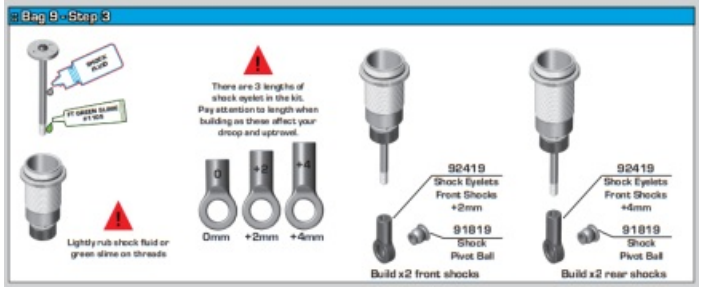

Bag 8 - Step 1
Racers Tip:
Use black grease (#6588) on the threads of the turnbuckles for easier ball cup installation!
92308
Ball Cup
92360
Titanium Turnbuckle 3.5x48mm
92337
Turnbuckle 3.5x48mm
92308
Ball Cup
Measurements given are approximation. Camber should be set with a gauge at ride height.
Front Camber Turnbuckle
26.50mm
Orient the notch to the left throughout the car. It indicates which end has the left hand threads!
Build x2 (right and left side)

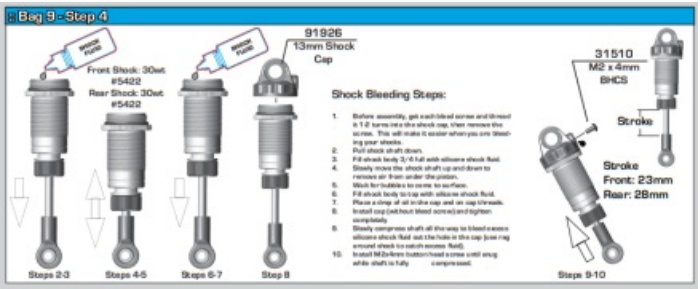

Bag 8 - Step 2
There are two offset ballcups labeled "1" and "2". The ballcup labeled "1" goes on the right side of the vehicle.
92308
Ball Cup
92337
Turnbuckle 3.5x48mm
92308
Ball Cup
Steering Turnbuckle
28.30mm
Orient the notch to the left throughout the car. It indicates which end has the left hand threads!
Build x2 (right and left side)

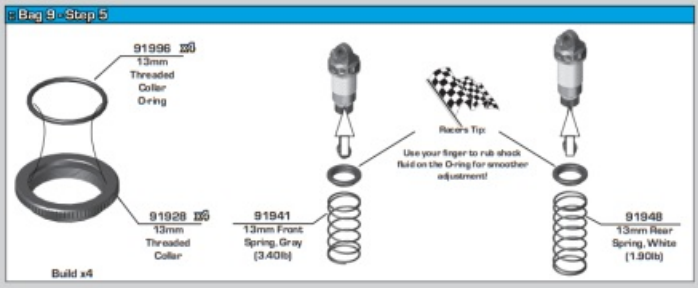

Bag 8 - Step 3
Orient the notch to the left throughout the car. It indicates which end has the left hand threads!
92308
Ball Cup
92337
Turnbuckle 3.5x48mm
92308
Ball Cup
Measurements given are approximation. Camber should be set with a gauge at ride height.
Rear Camber Turnbuckle
27.40mm
Build x2 (right and left side)

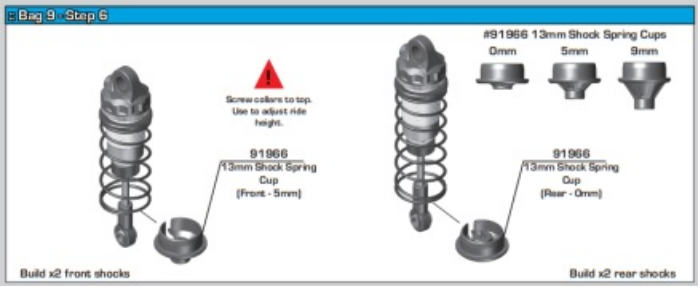

Bag 9 - Step 1
91934
FT 13mm Shock Piston, 2.5mm (2x1.9) "front"
31510
M2 x 4mm BHCS
89278
2.5mm Washer
91617
V2 3 x 83 Shock Shaft TiN "front"
Mount the shock pistons with the number facing up!
Racers Tip:
Use a marker over the numbers on the pistons to make them easily visible!
92428
FT 13mm Shock Piston, 2.5mm (2x1.9) "rear"
31510
M2 x 4mm BHCS
89278
2.5mm Washer
91619
V2 3 x 27.5 Shock Shaft TiN "rear"
Build x2 front shocks
Build x2 rear shocks

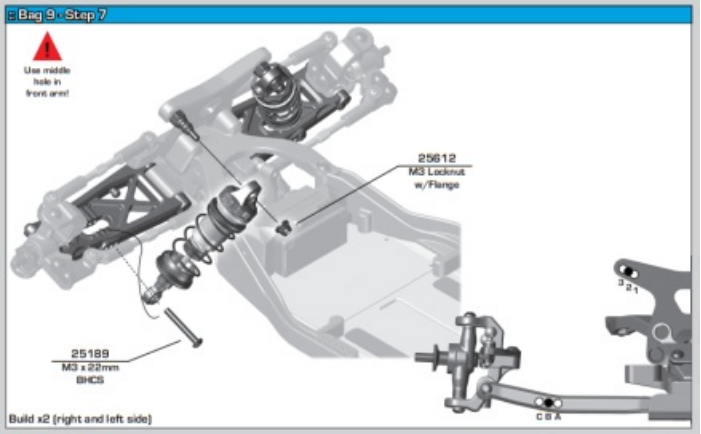

Bag 9 - Step 2
91920
13x23mm Shock Bodies "front"
91996
13mm Shock Cap O-Ring
91493
X-Ring
91996
13mm Shock Spacer
91996
13mm Shock Hat Bushing
31327
VCS3 Shock Bottom Cap
Lightly rub shock oil on the O-ring before installation!
Racers Tip:
Coating the O-rings with green slime (#1105) helps seal & reduce O-ring swell! Green slime not included in kit!
91996
13mm Shock Cap O-Ring
51922
13x27.5mm Shock Bodies "rear"
91493
X-Ring
91996
13mm Shock Spacer
91996
13mm Shock Hat Bushing
31327
VCS3 Shock Bottom Cap
Build x2 front shocks
Build x2 rear shocks

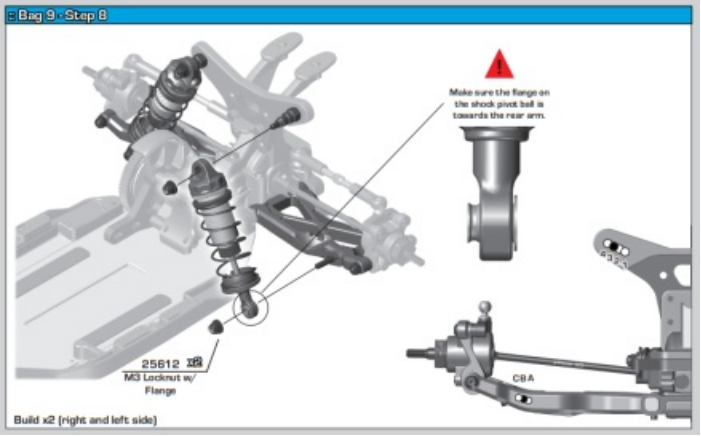

Bag 9 - Step 3
Lightly rub shock fluid or green slime on threads
There are 3 lengths of shock eyelet in the kit. Pay attention to length when building as these affect your droop and uptravel.
0mm
+2mm
+4mm
92419
Shock Eyelets Front Shocks +2mm
91819
Shock Pivot Ball
92419
Shock Eyelets Front Shocks +4mm
91819
Shock Pivot Ball
Build x2 front shocks
Build x2 rear shocks


Bag 9 - Step 4
Front Shock: 30wt #5422
Rear Shock: 30wt #5422
91926
13mm Shock Cap
Shock Bleeding Steps:
1. Before assembly, get each bleed screw and thread it 1-2 turns into the shock cap, then remove the screw. This will make it easier when you are bleeding your shocks.
2. Pull shock shaft down.
3. Fill shock body 3/4 full with silicone shock fluid.
4. Slowly move the shock shaft up and down to remove air from under the piston.
5. Look for bubbles to come to surface.
6. Fill shock body to cap with silicone shock fluid.
7. Place a drop of oil in the cap and on cap threads.
8. Install cap (without bleed screw) and tighten completely.
9. Slowly compress shaft all the way to bleed excess silicone shock fluid out the hole in the cap (use rag around shock to catch excess fluid).
10. Install M2x4mm button head screw until snug while shaft is fully compressed.
31510
M2 x 4mm BHCS
Stroke
Stroke
Front: 23mm
Rear: 28mm
Steps 2-3
Steps 4-5
Steps 6-7
Step 8
Steps 9-10

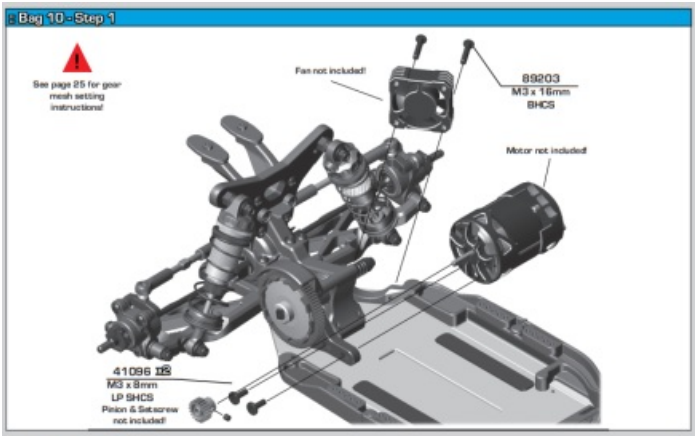

Bag 9 - Step 5
91996 x8
13mm Threaded Collar O-ring
91928 x8
13mm Threaded Collar
Build x4
91941
13mm Front Spring, Gray (3.40lb)
Racers Tip:
Use your finger to rub shock fluid on the O-ring for smoother adjustment!
91948
13mm Rear Spring, White (1.90lb)


Bag 9 - Step 6
#91966 13mm Shock Spring Cups
0mm
5mm
9mm
Screw collars to top. Use to adjust ride height.
91966
13mm Shock Spring Cup (Front - 5mm)
91966
13mm Shock Spring Cup (Rear - 0mm)
Build x2 front shocks
Build x2 rear shocks

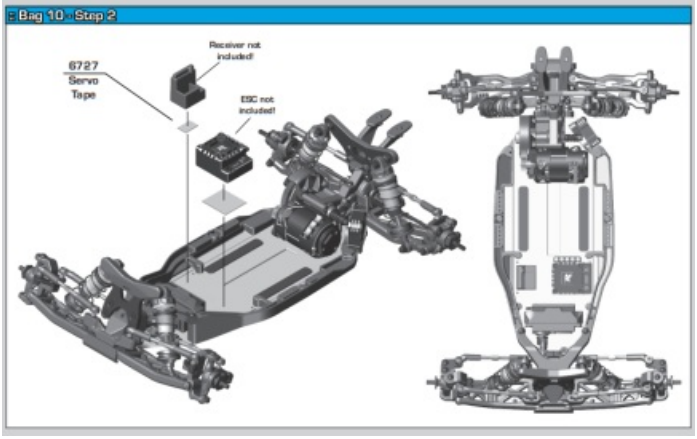

Bag 9 - Step 7
Use middle hole in front arm!
25612
M3 Locknut w/Flange
25189
M3 x 22mm BHCS
3
2
1
C
B
A
Build x2 (right and left side)


Bag 9 - Step 8
Make sure the flange on the shock pivot ball is towards the rear arm.
25612 x4
M3 Locknut w/ Flange
C
B
A
Build x2 (right and left side)

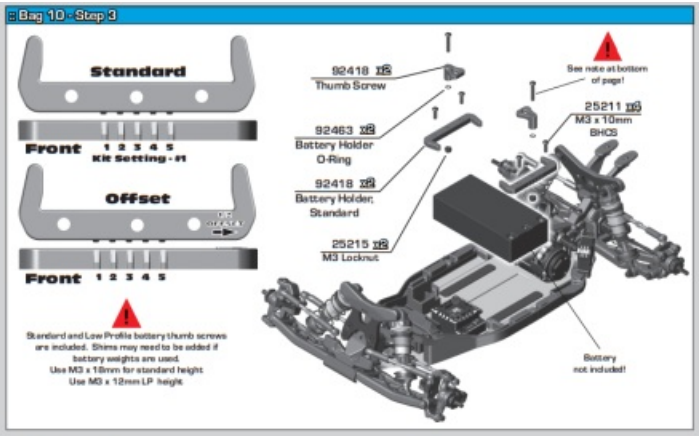
Bag 10 - Step 1



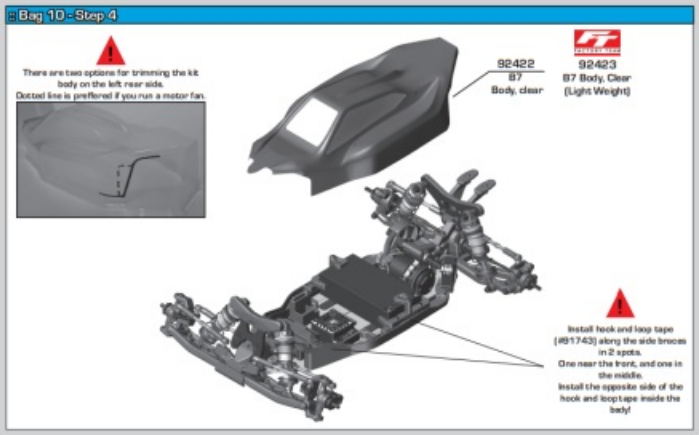
Bag 10 - Step 2

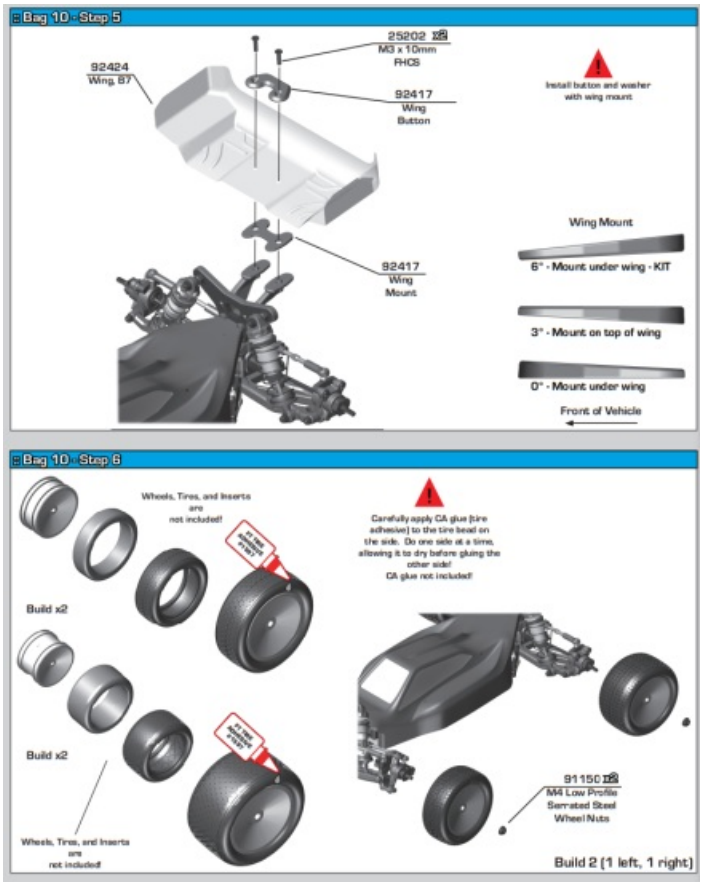


Bag 10 - Step 3



Bag 10 - Step 4

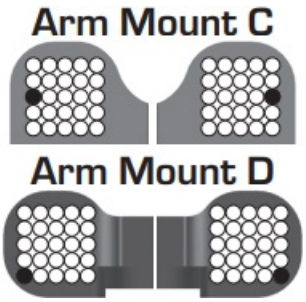


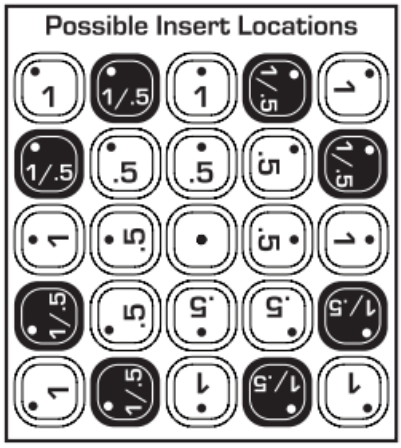


Tuning Tips – Painting, Beginners

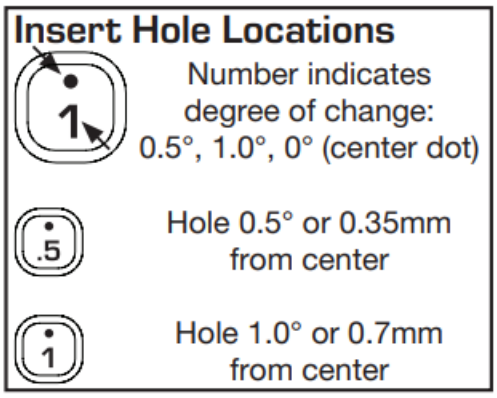
Painting:
Your Kit requires a clear polycarbonate body. You will need to prep the body before you can paint it.
Wash the INSIDE thoroughly with warm water and liquid detergent (do not use any detergents with scents or added hand lotion ingredients!). Dry the body using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the INSIDE of the body (RC bodies get painted on the inside). Using high quality masking tape, apply tape to the inside of the body to create a design. Spray (use either rattle can or airbrush) the paint on the inside of the body (preferably dark colors first, lighter colors last). **NOTE:** ONLY use paint that is recommended for (polycarbonate) plastics. If you do not, you can destroy the body! After the paint has completely dried (usually after 24 hours), cut the body along the trim lines. Make sure to drill or use a body reamer to make the holes for the antenna if needed! Use hook and loop tape to secure the body to the side rails of the vehicle.
Tips for Beginners:
Before making any changes to the standard setup, make sure you can get around the track without crashing. Changes to your vehicle will not be benefi cial if you can't stay on the track. Your goal is consistent laps. Once you can get around the track consistently, start tuning your vehicle. Make only ONE adjustment at a time, testing it before making another change. If the result of your adjustment is a faster lap, mark the change on the included setup sheet (make adddtional copies of the sheet before writing on it). If your adjustment results in a slower lap, revert back to the previous setup and try another change. When you are satisfi ed with your vehicle, fill in the setup sheet thoroughly and file it away. Use this as a guide for future track days or conditions. Periodically check all moving suspension parts. Suspension components must be kept clean and move freely without binding to prevent poor and/or inconsistent handling.

Rear Arm Mount Pill Insert Setup:
The aluminum rear arm mounts utilize eccentric pill inserts to make fi ne adjustments to anti-squat, toe, pin heights, and pin width. Adjustments can be made using the supplied inserts (#92014)
Standard Position
Use this position as a reference when changing pill locations.
Toe: 3°
Anti-squat: 2°
Roll Center: +0
Pivot Width: +0



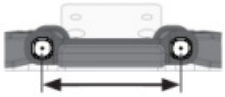


⚠ For additional setup tips, please visit our website by using the link or QR code below.
http://bit.ly/B6PillChart



Pin Width

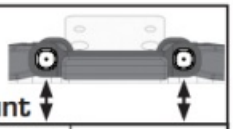
More distance = wider pivot
Less distance = narrow pivot
*Note: For pin width -1.4mm, use 67mm CVA driveshafts



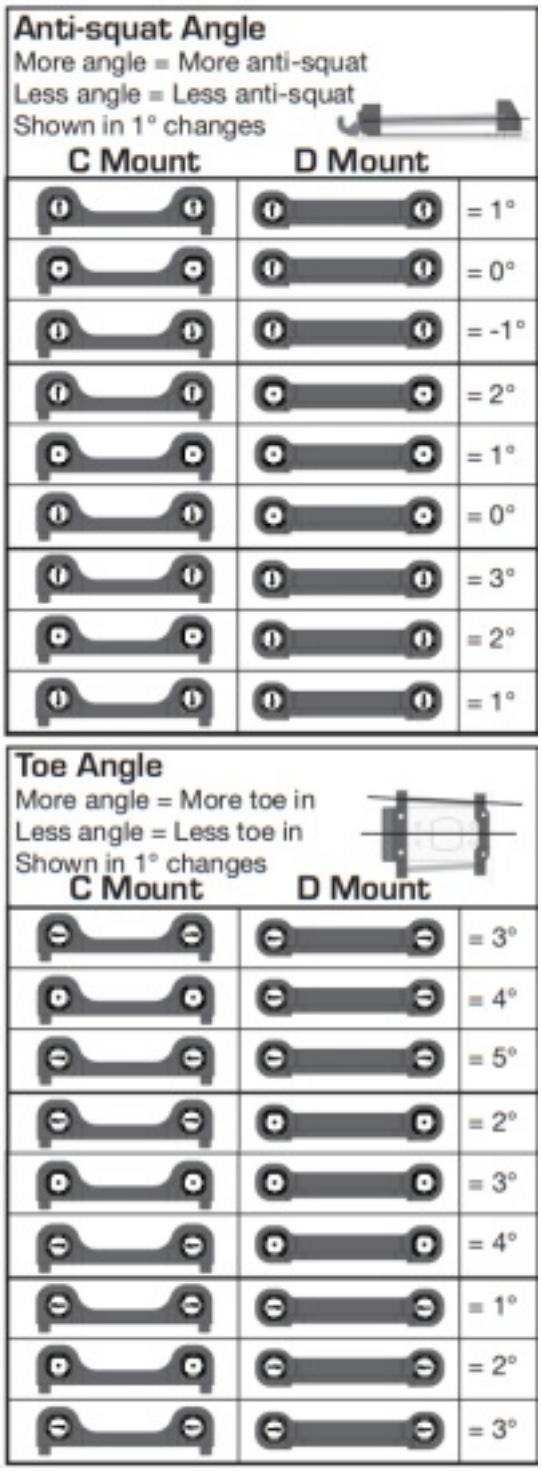
C Mount	D Mount	
		= +1.4mm
		= +0.7mm
		= 0mm
		= -0.7mm
		= -1.4mm*

Pin Height

Higher pin = Higher roll center
Lower pin = lower roll center



C Mount	D Mount	
		= +0.7°mm
		= +0.35°mm
		= 0mm
		= -0.35°mm
		= -0.7°mm



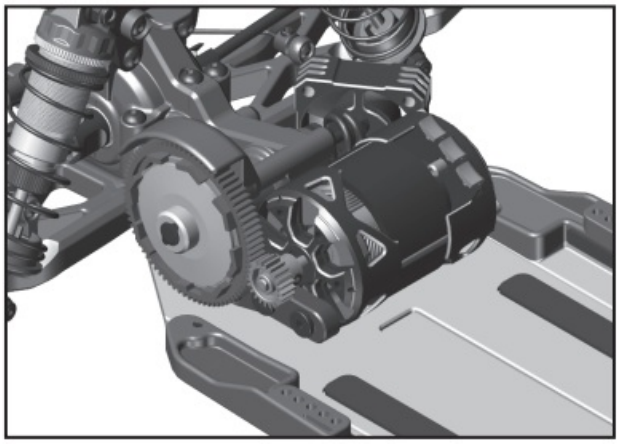
:: Tuning Tips (cont.)

Motor Gearing:

Proper motor gearing will result in maximum performance and run time while reducing the chance of overheating and premature motor failure. The gear ratio chart lists recommended starting gear ratios for the most widely used motor types. Gear ratios will vary depending upon motor brand, wind, and electronic speed control. Consult your motor and electronic speed control manufacturers for more information. Team Associated is not responsible for motor damage due to improper gearing.

B7 Gear Ratio Chart (Internal Gear Ratio 2.60:1)			
Motor	Pinion	Spur	Final Drive Ratio
21.5 Reedy S-Plus Brushless	33	72	5.67:1
17.5 Reedy S-Plus Brushless	29	72	6.45:1
13.5 Reedy S-Plus Brushless	27	*75	7.22:1
10.5 Reedy 540-M4 Brushless	24	78	8.45:1
9.5 Reedy 540-M4 Brushless	23	78	8.82:1
8.5 Reedy 540-M4 Brushless	22	78	9.22:1
7.5 Reedy 540-M4 Brushless	21	78	9.65:1
6.5 Reedy 540-M4 Brushless	20	78	10.14:1

*75T spur gear (#92294) not included

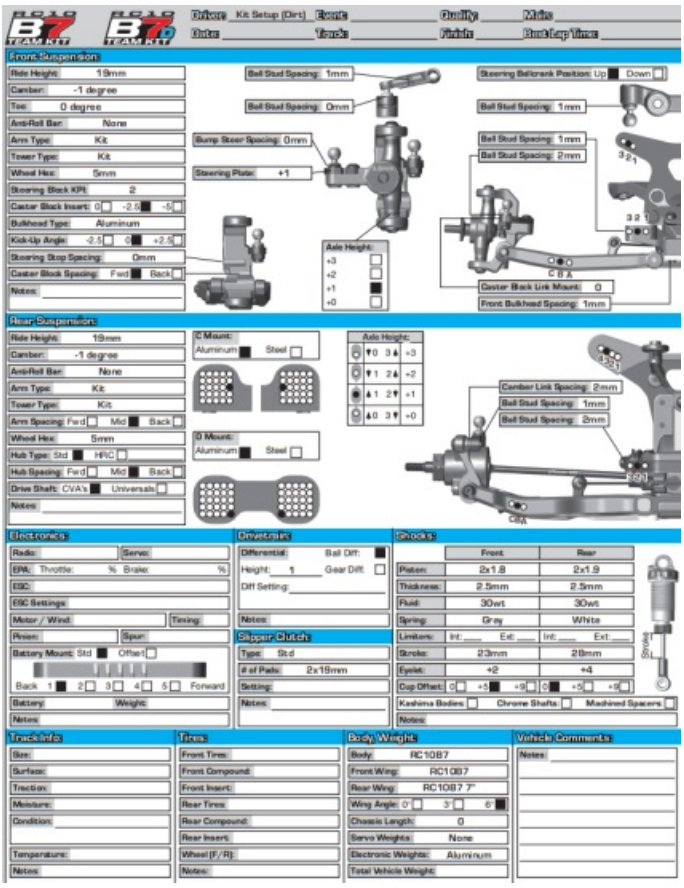


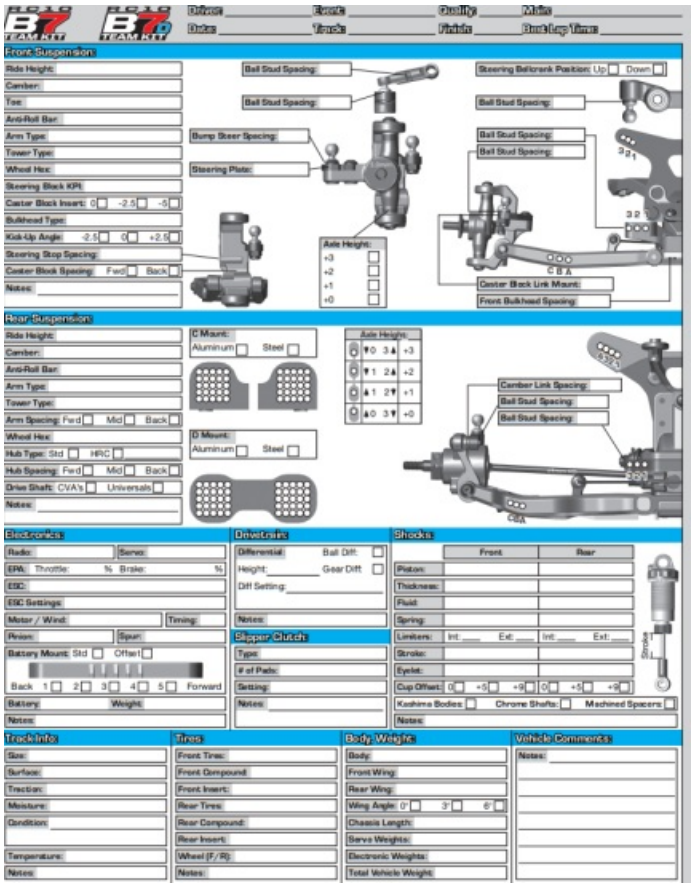
Set The Gear Mesh:
You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #41096 screws (p.19) and move the motor away, then try again.
A gear mesh that is too tight or too loose will reduce power and damage the gear teeth.
Diff Height Adjustment:
The diff height adjustment (p.12) is a good way to tune the car for grip level. On high grip with low ride heights, a higher diff height will be a good option. On lower grip with higher ride heights, a lower diff height will be better.
Slipper Clutch:
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs.
Another popular way to set the clutch is to hold both rear tires fi rmly in place and apply short bursts of throttle. If the clutch is properly set, the front tires should lift slightly up off the surface.
Caster:
Caster describes the angle of the caster block as it leans toward the rear of the vehicle. Positive caster means the kingpin leans rearward at the top. The kit includes three inserts to adjust caster angle at the caster block, 0°, 2.5°, and +5°. The total caster angle is the sum of the kick-up angle and the caster block angle. Standard total caster angle for the B6 is 30°, with 25° kick-up and +5° caster block angle. For less entry steering and more exit steering, try 0° caster block angle.
Front Camber:
Camber describes the angle at which the tire and wheel rides when looked at from the front. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Positive camber, where the top of

the tire is leaning out, is not recommended. A camber gauge can be used to more accurately set camber.

Testing camber with camber gauge

Rear Camber:
Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks. A camber gauge can be used to more accurately set camber.





For more setups, visit https://www.associatedelectrics.com/teamassociated/manuals_and_setup_sheets/

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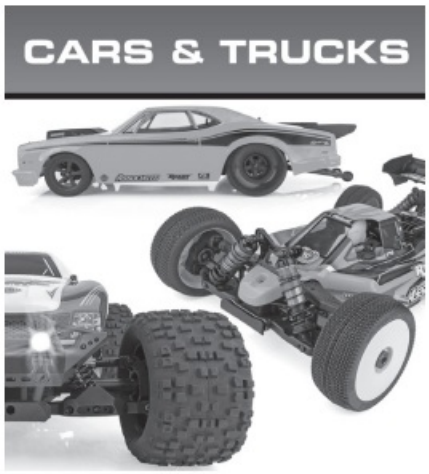

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Documents / Resources

	TEAM ASSOCIATED AS90042 Shop Direct Team Kit [pdf] Instruction Manual AS90042, 90042, AS90042 Shop Direct Team Kit, AS90042, Shop Direct Team Kit, Direct Team Kit, Team Kit, Kit

References

- Champions By Design
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- Manuals & Setup Sheets | Associated Electrics
- User Manual