

**RC10
B7
TEAM KIT**

**1:10 Scale 2WD Electric Off Road
Competition Buggy Kit**



#90041 RC10B7, Team Kit



1:10 Scale 2WD Electric Off Road Competition Buggy Kit Manual



CHAMPIONS by DESIGN

AssociatedElectrics.com

TEAM ASSOCIATED

⚙ 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.

⚙ RC10B7 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
- High volume gear differential improves consistency of differential action over a longer run. Fits LTC internal diff gears from the RC10B74.2.
- 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
- Easy access anti-roll bars front and rear
- 6.5mm aluminum front axle increases stability and grip when using slim front wheels and low-profile tires
- HD 69mm CVA bones and differential outdrives for improved durability

⚙ Additional

Your new RC10B7 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 | • 2 cell LiPo battery pack |
| • AA-size batteries for transmitter | • Polycarbonate specific spray paint |
| • Electronic Speed Control ("ESC") | • Cyanoacrylate glue ("CA") (#1597) |
| • Steering servo | • Thread locking compound (#1596) |
| • R/C electric motor (540 size) | • Tires and Inserts, Fronts and Rears |
| • Pinion gear (48P), size determined by type/turn or kV of motor | • Wheels w/12mm Hex |
| • Battery charger (a peak detection charger, or LiPo compatible charger) | Front Wheels #9690 (white), #9691 (yellow) |
| | Rear Wheels #9695 (white), #9696 (yellow) |
| | • Slim Front Wheels w/12mm Hex (carpet/astro turf) |
| | #91757 (white) #91758 (yellow) |

⚙ Other Helpful Items

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

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Hardware - 1:1 Scale View

Button Head (bhcs)

	2x4mm (31510)
	2.5x6mm (31520)
	3x4mm (91158)
	3x6mm (31531)
	3x8mm (31532)
	3x10mm (25211)
	3x12mm (89202)
	3x14mm (25187)
	3x16mm (89203)
	3x22mm (25189)
	3x24mm (89204)

Shims and Washers

	5.5x0.5mm (31381)
	5.5x1.0mm (31382)
	5.5x2.0mm (31383)
	3x8mm Washer (89218)

Set Screws

	3x3mm (25225)
	3x6mm (81257)
	3x12mm (81258)
	3x20mm (91737)

Flat Head (fhcs)

	2x3mm (91749)
	2.5x10mm (31350)
	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)

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)

Ball Bearings

	4x7x2.5mm (31732)
	5x8x2.5mm (31400)
	5x10x4mm (91560)
	5x10x4mm flanged (92324)
	5x12x4 (91567)
	10x15x4 (91563)

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)

Notes:

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10.....	Gear Differential Build Bag 5	26.....	Back Cover

Notes



This symbol indicates a special note or instruction in the manual.

x2

This symbol indicates the number of the same part that is required.

2

This symbol indicates the order within a step to assemble parts.



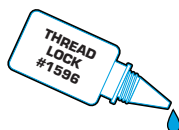
This symbol indicates there are optional FT parts available



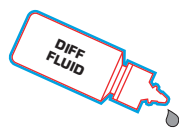
This symbol indicates a Racers Tip.



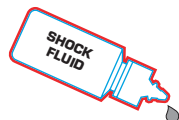
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.



This symbol indicates where Thread Lock Adhesive should be applied. *not included



This symbol indicates where Diff Fluid should be applied.



This symbol indicates where Shock Fluid should be applied.



This symbol indicates where FT Silicone Grease should be applied. *not included



This symbol indicates where FT Diff Lube should be applied. *not included

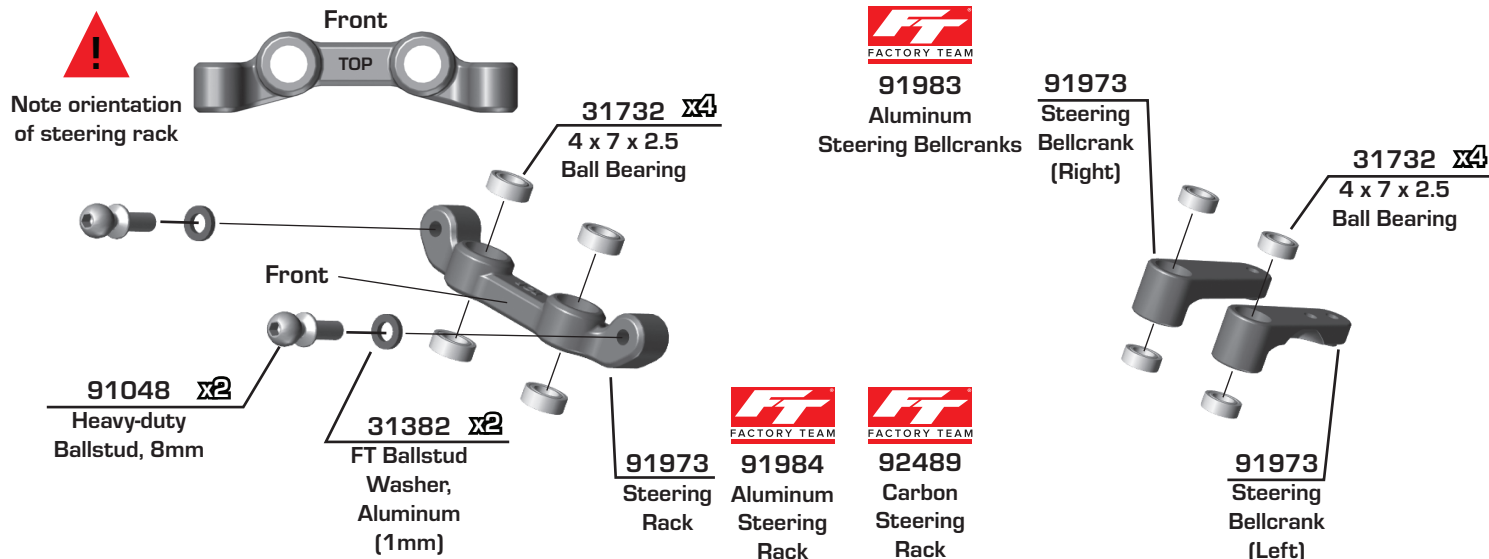


This symbol indicates where Black Grease should be applied.

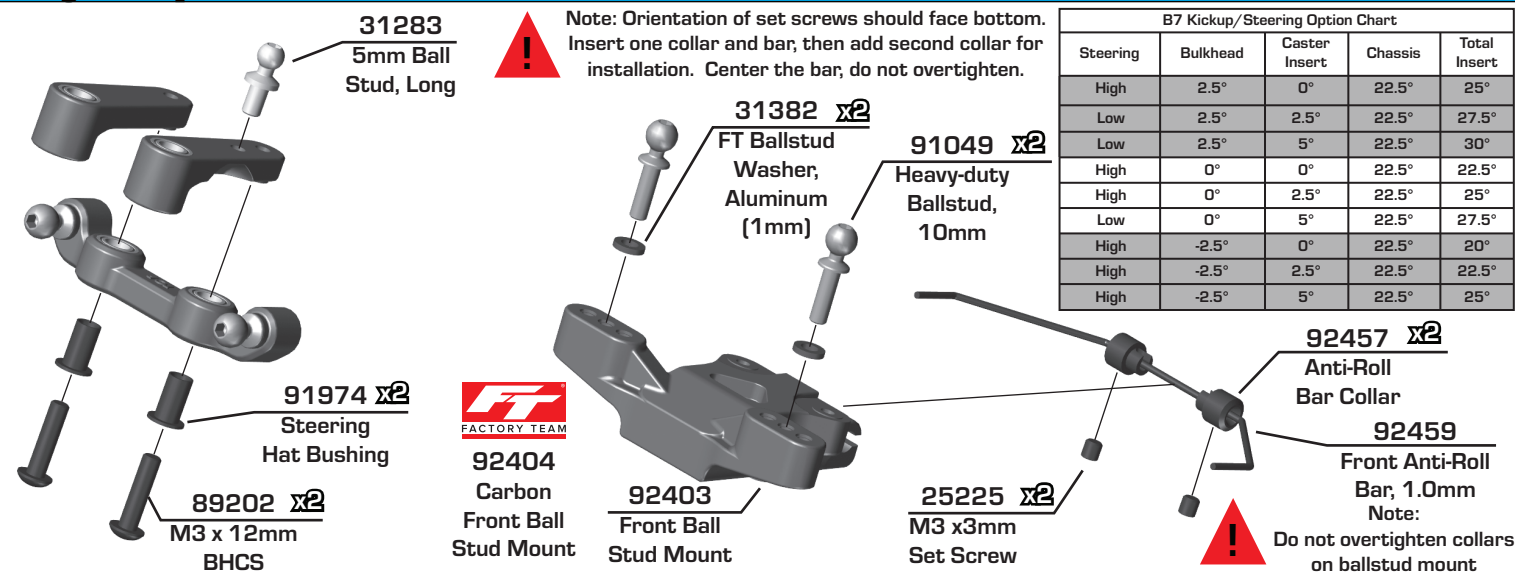


This symbol indicates where Green Slime can be applied. *not included

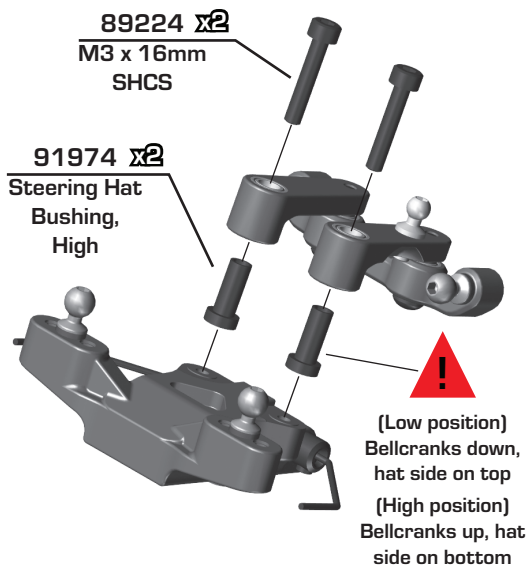
:: Bag 1 - Step 1



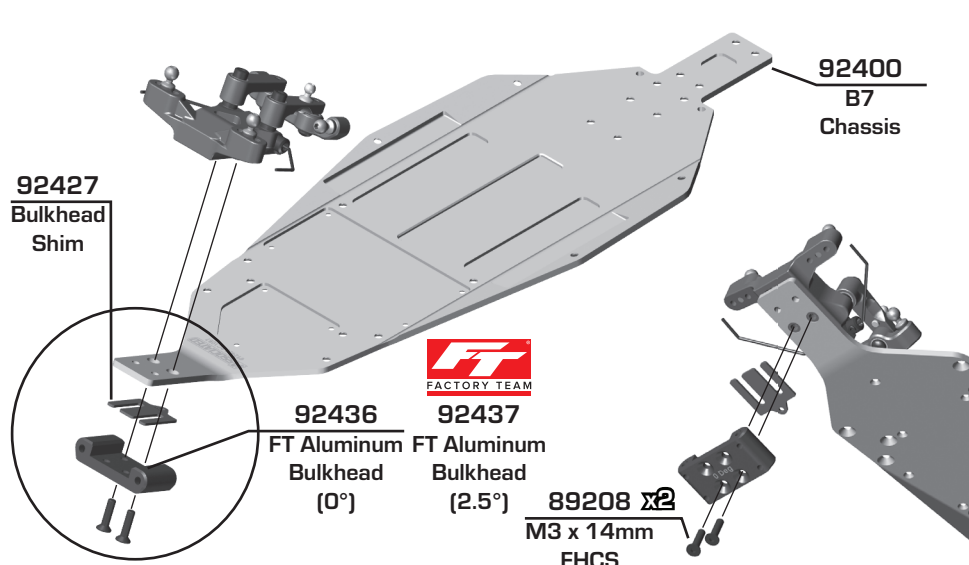
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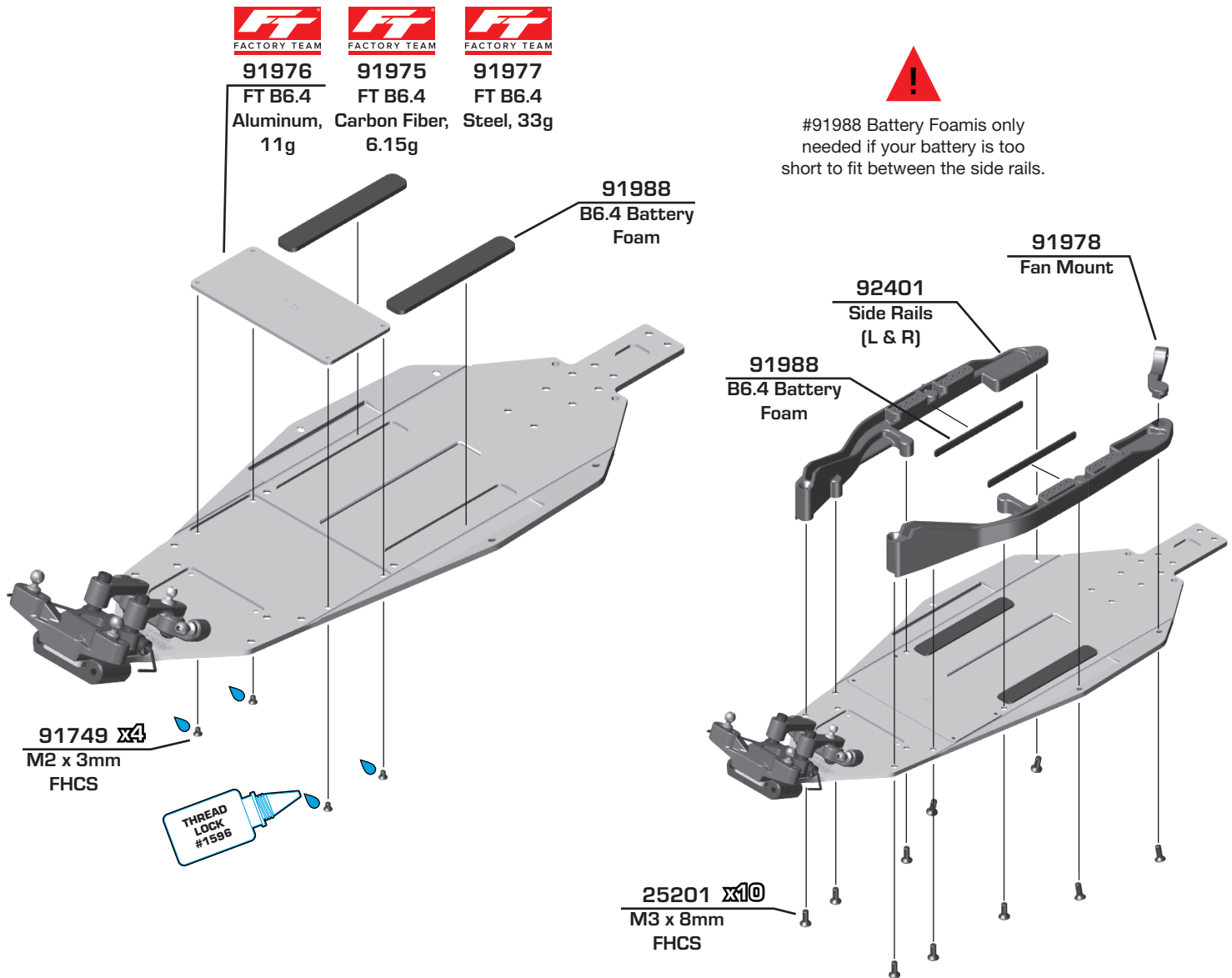
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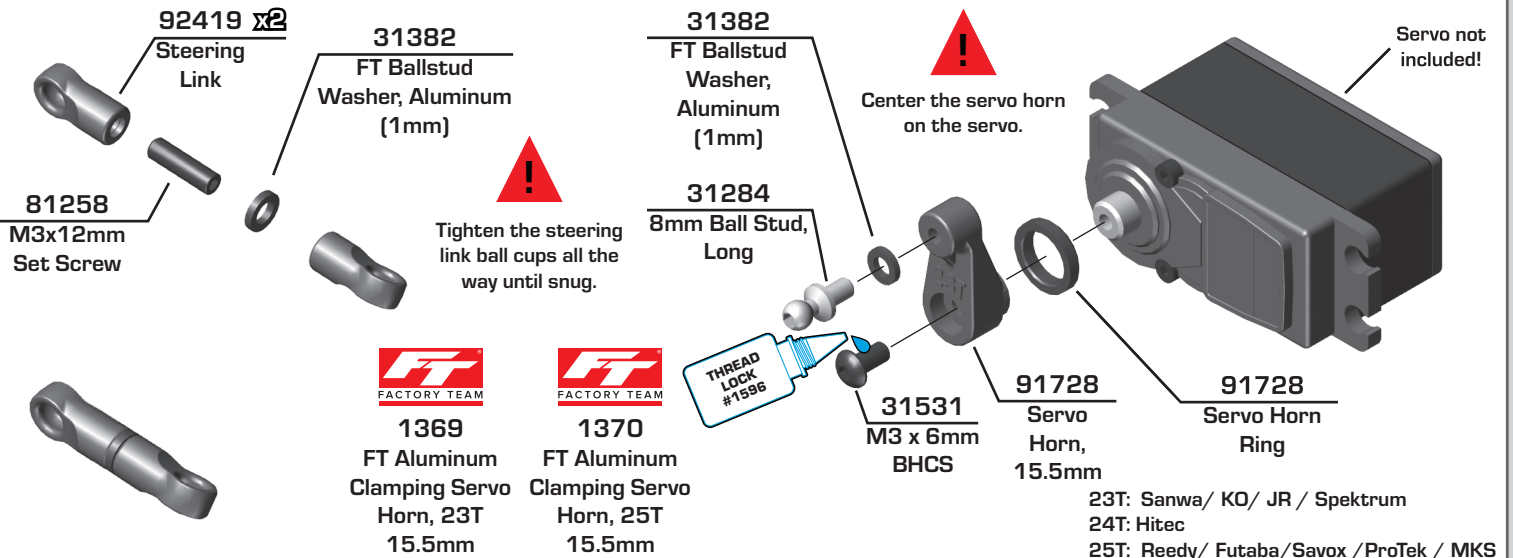
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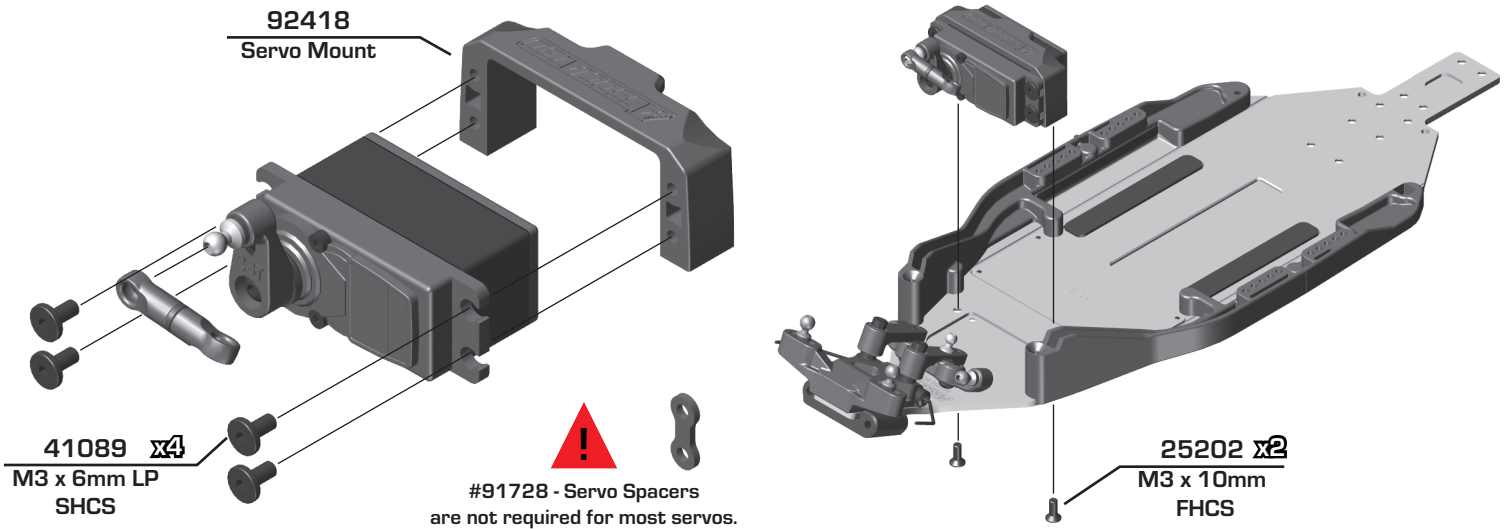
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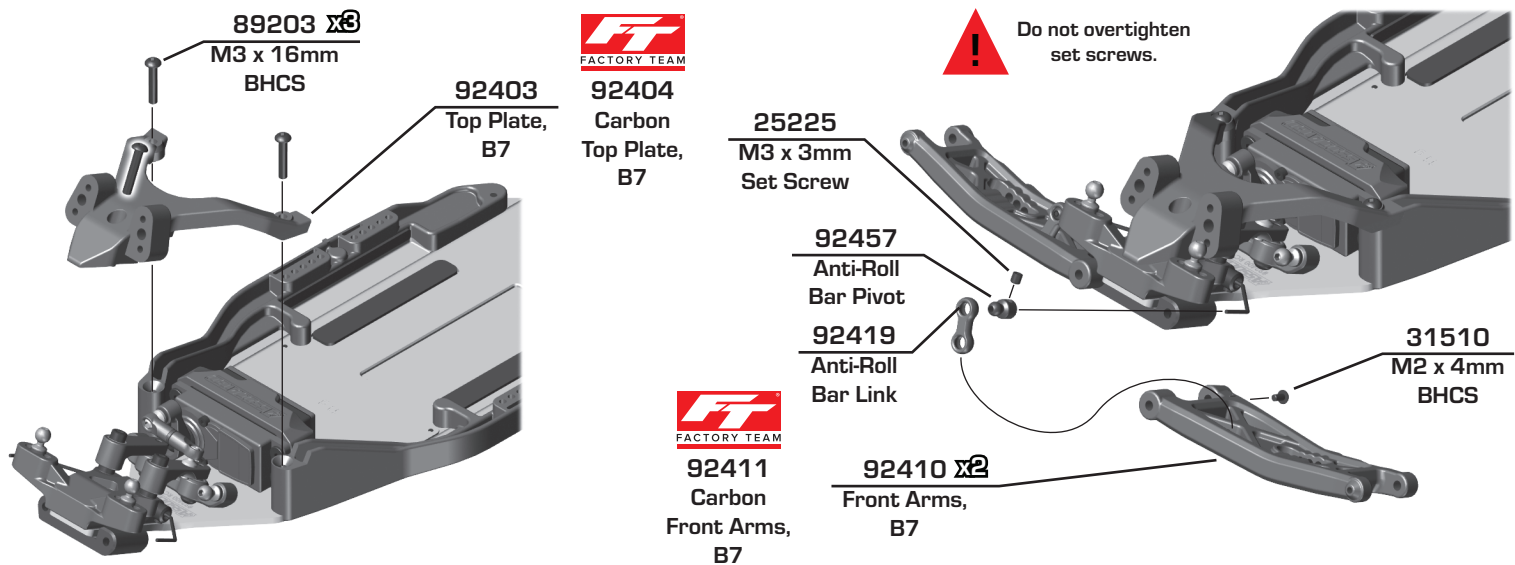
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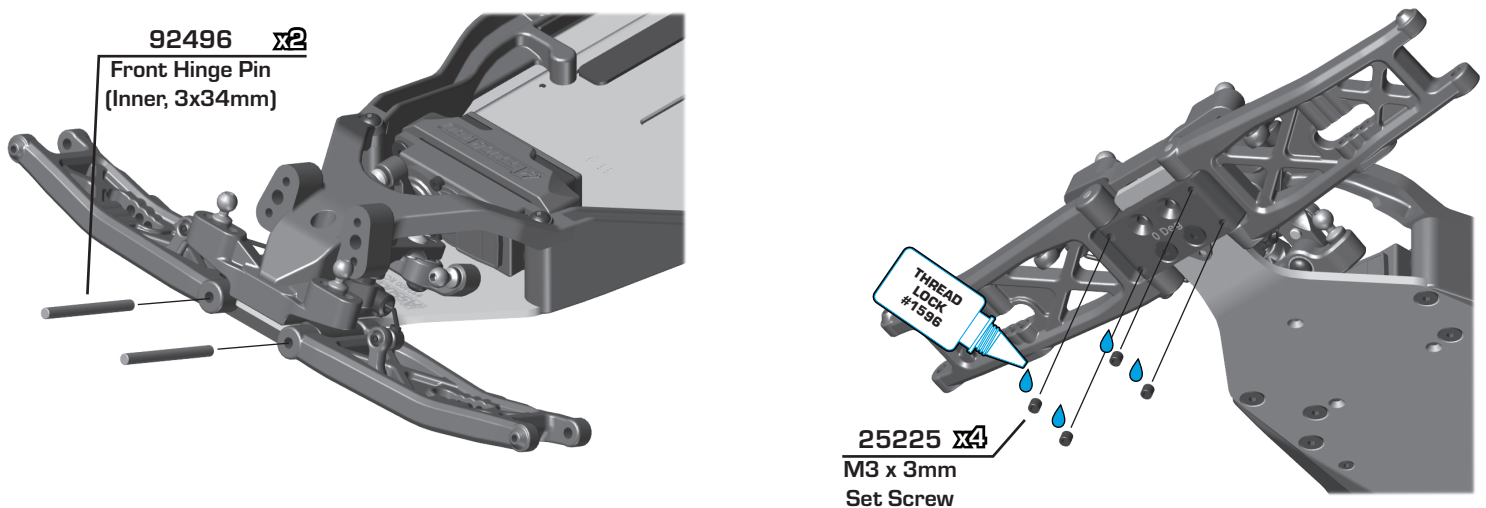
:: Bag 2 - Step 4



:: Bag 2 - Step 5

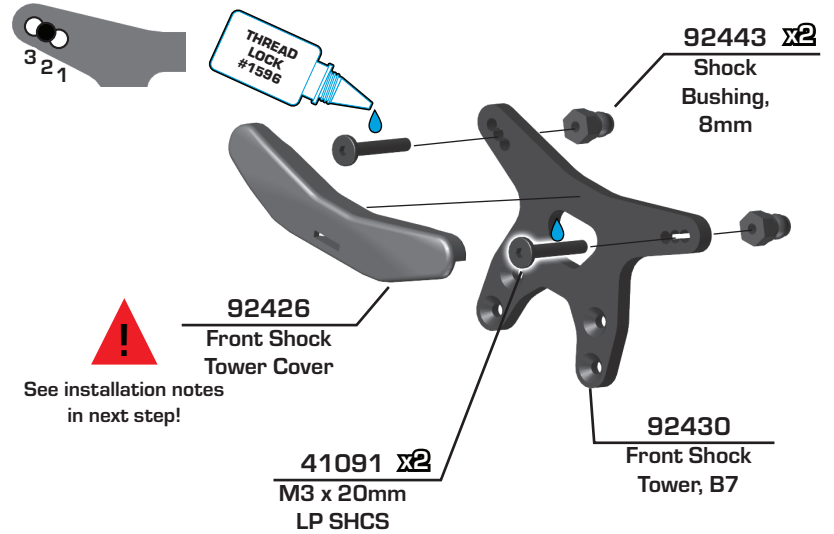
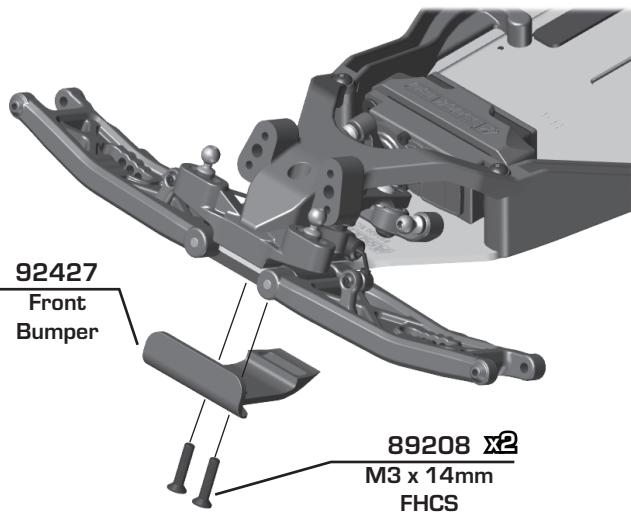


:: Bag 2 - Step 6



Build 2 (1 left, 1 right)

Bag 2 - Step 7



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.

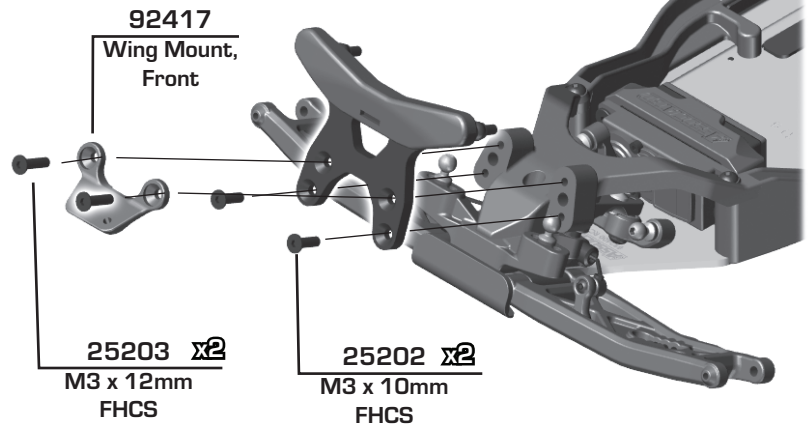
2. Press firmly down on the center of the shock tower cover. Be sure to keep the tower cover centered on the tower.

3. The cover should snap into place with the tap locking on the back side of the tower.

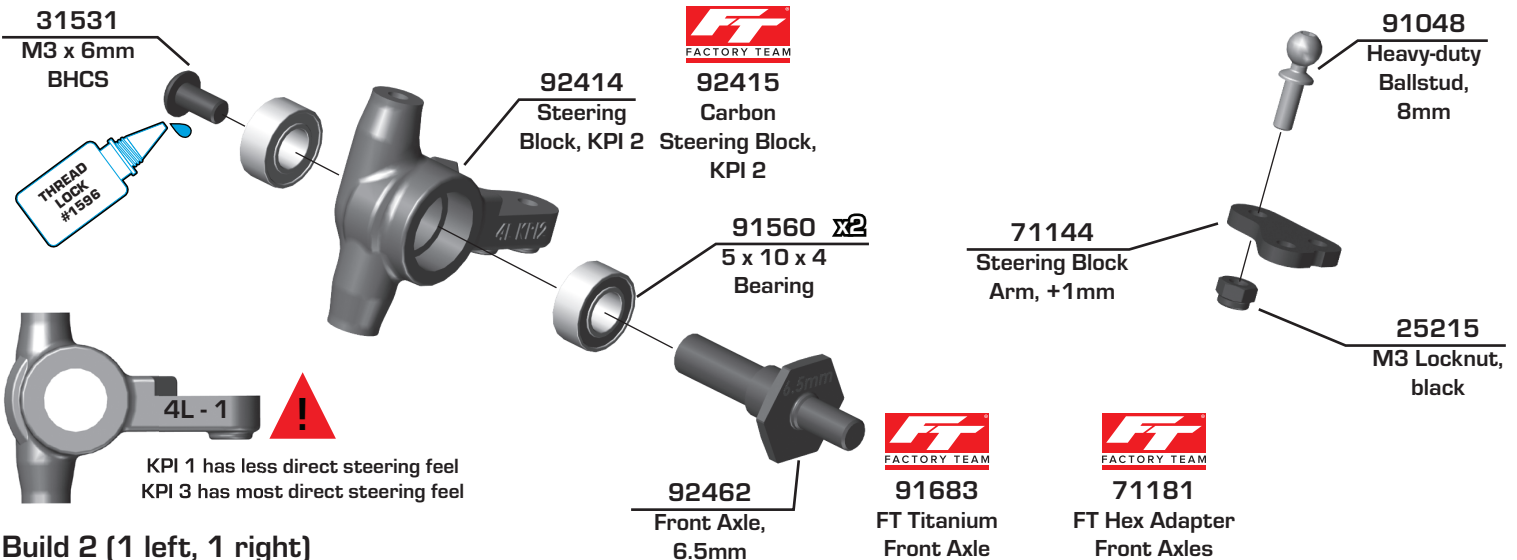
NOTE: The tower cover was designed to key into place with the supplied LP SHCS. Use of another screw type is not recommended.



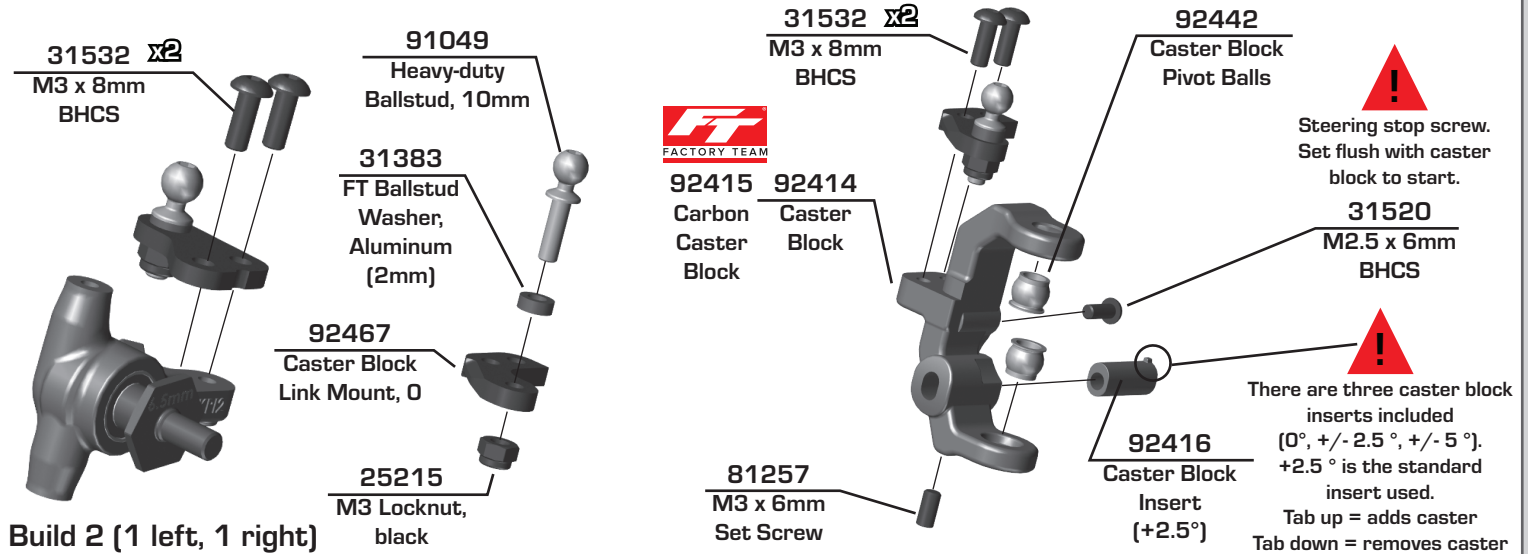
#92417 - Front Wing Mount is used as a tuning option to increase front end stability by adding a front wing (included). If you do not use #92417, use #25202 M3x10mm FHCS instead of #25203 M3x12mm FHCS.



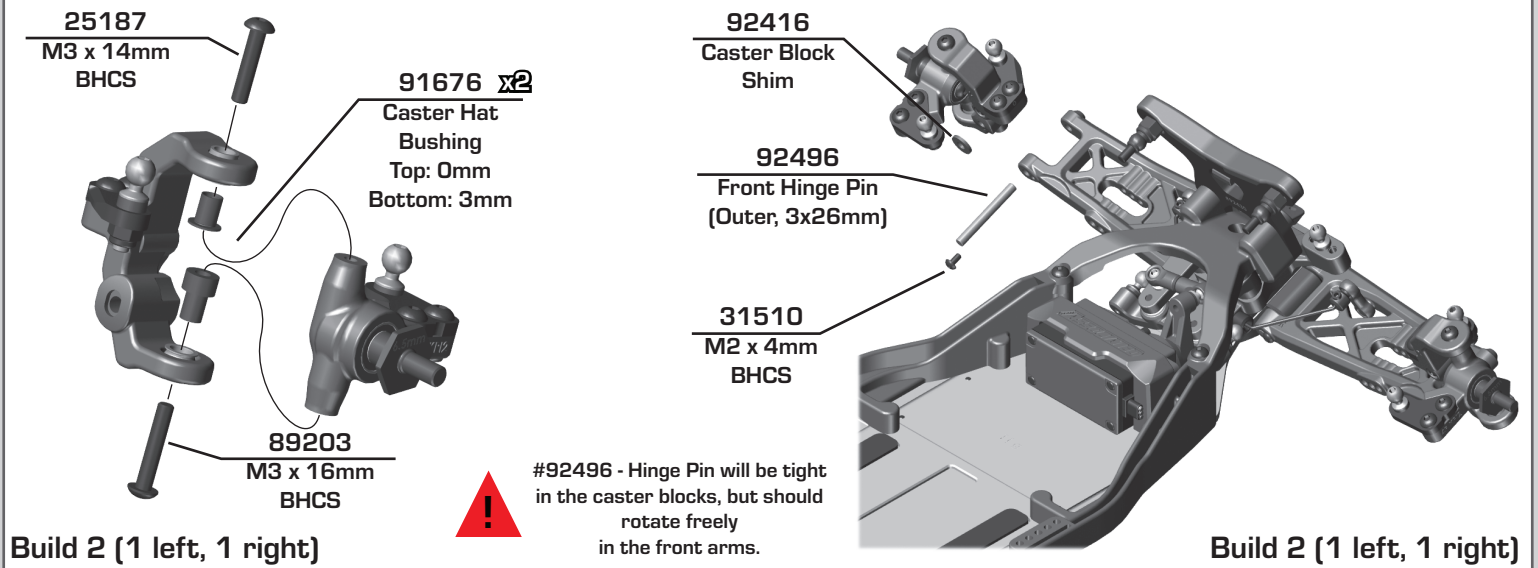
Bag 3 - Step 1



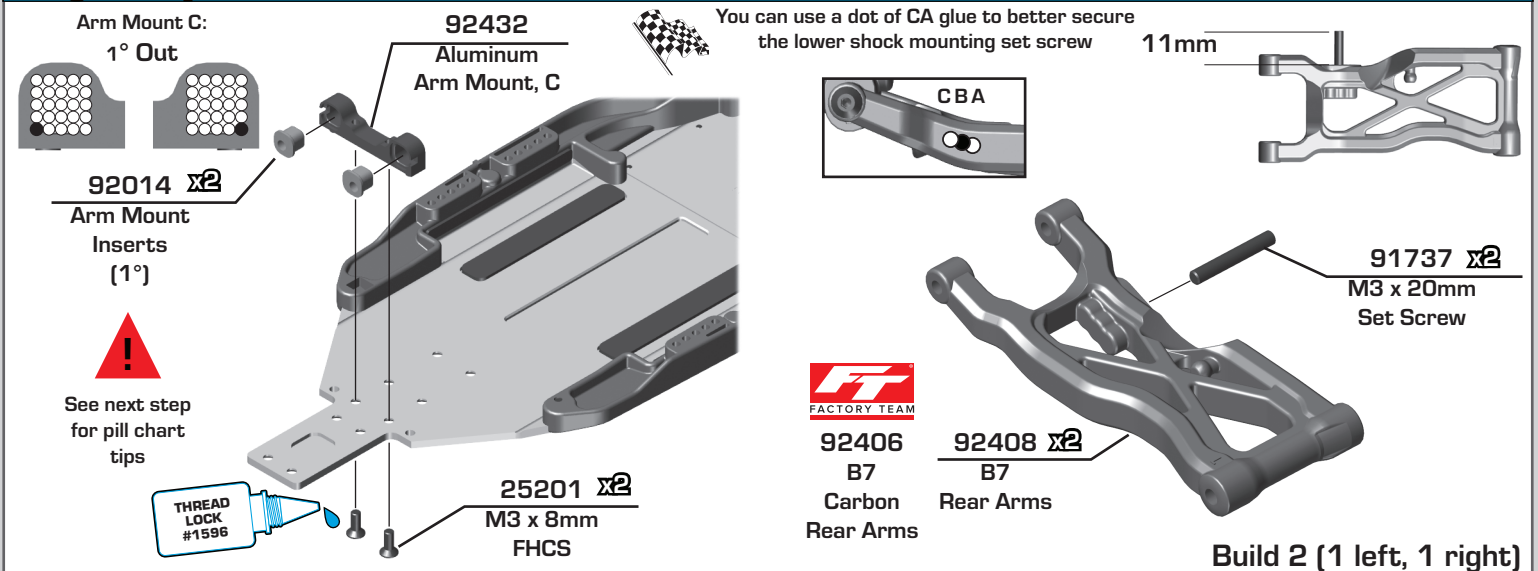
Bag 3 - Step 2



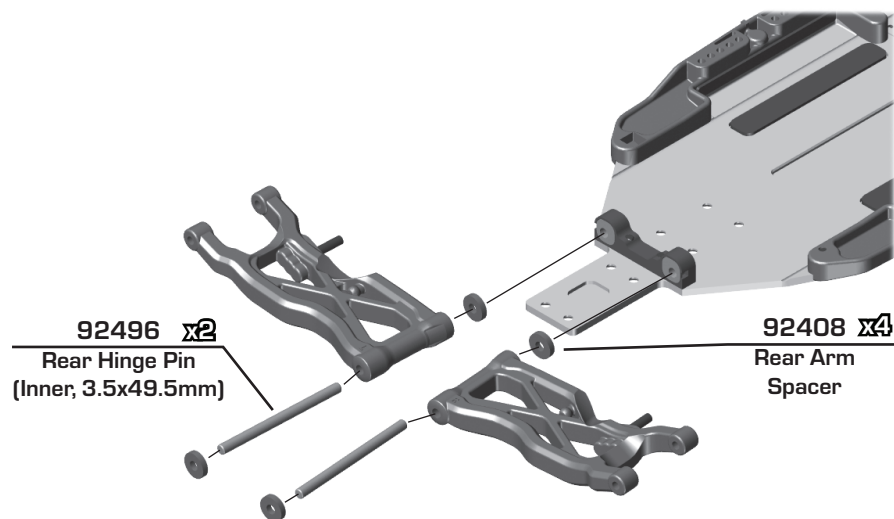
Bag 3 - Step 3



Bag 4 - Step 1



Bag 4 - Step 2

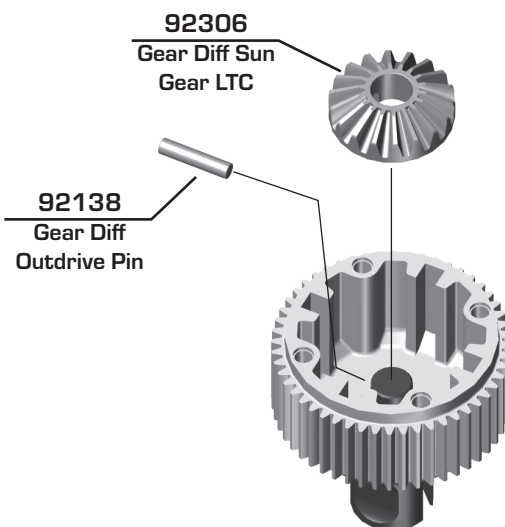
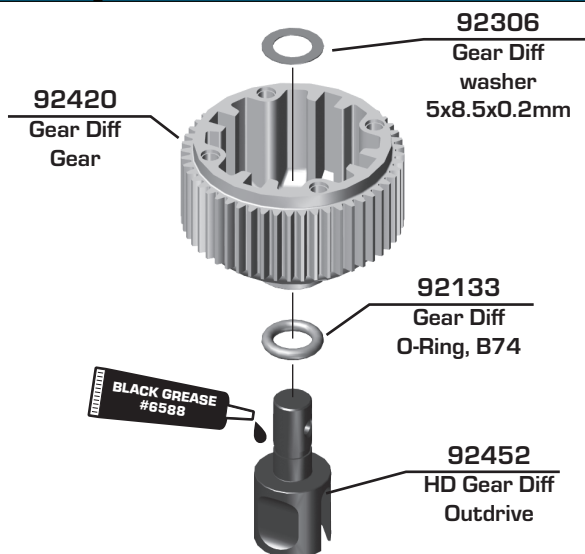


The (#92432) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.

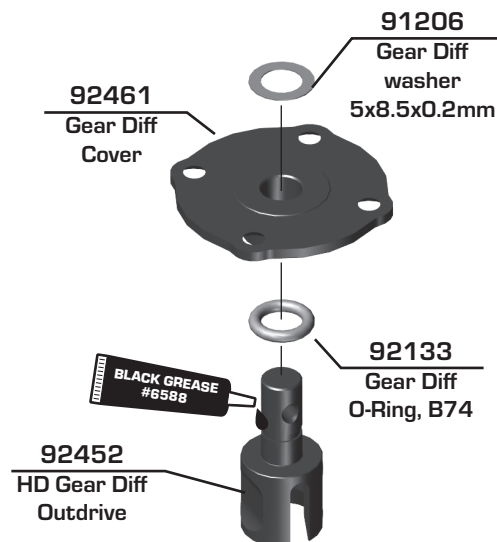
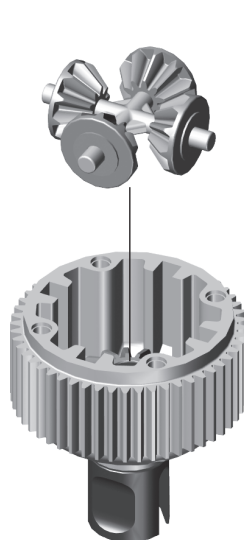
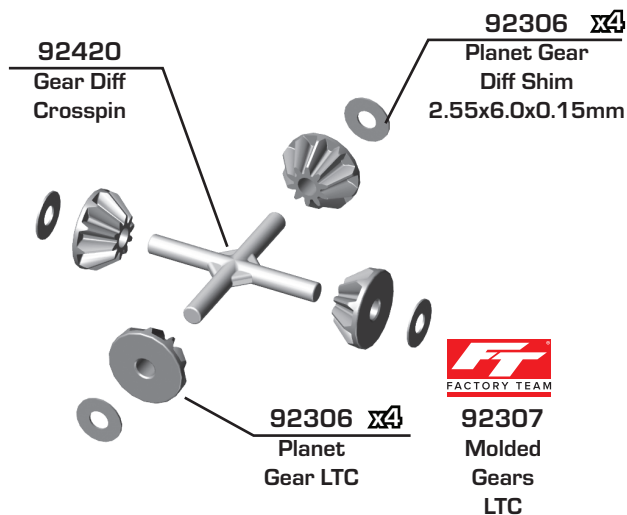
For a complete list of pill setup combinations, please visit our website by using the link below.
<http://bit.ly/B6PillChart>

Arm Mount C: 1° Out	Toe-In	Anti-Squat
	1° Kit Setup	1° Kit Setup
Arm Mount D: 1° In		

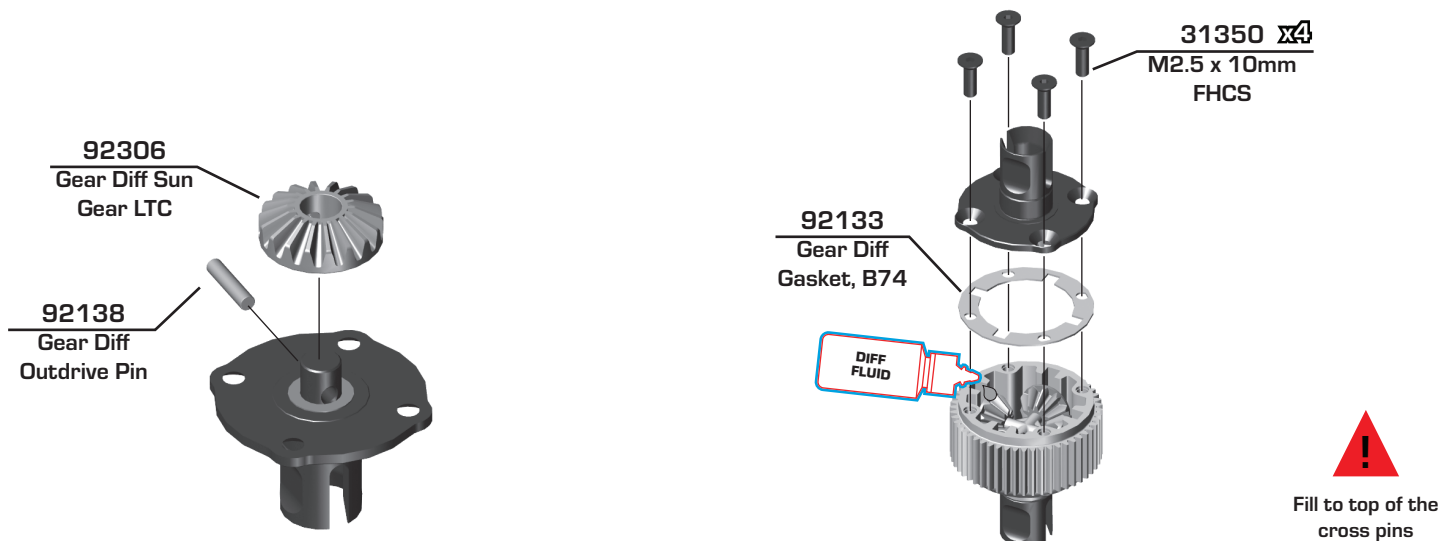
Bag 5 - Step 1



Bag 5 - Step 2



Bag 5 - Step 3

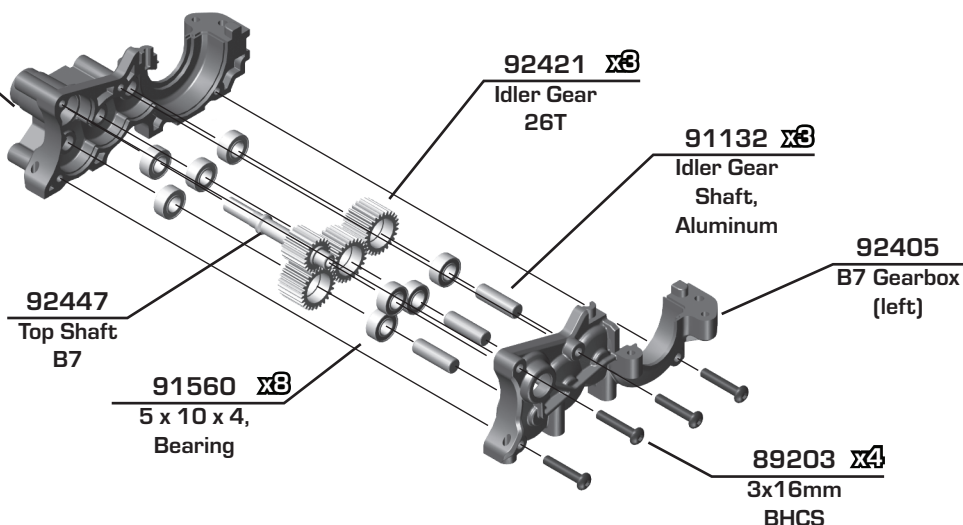


Bag 6 - Step 1



92406
Carbon
B7 Gearbox

92405
B7 Gearbox
(right)



Bag 6 - Step 2



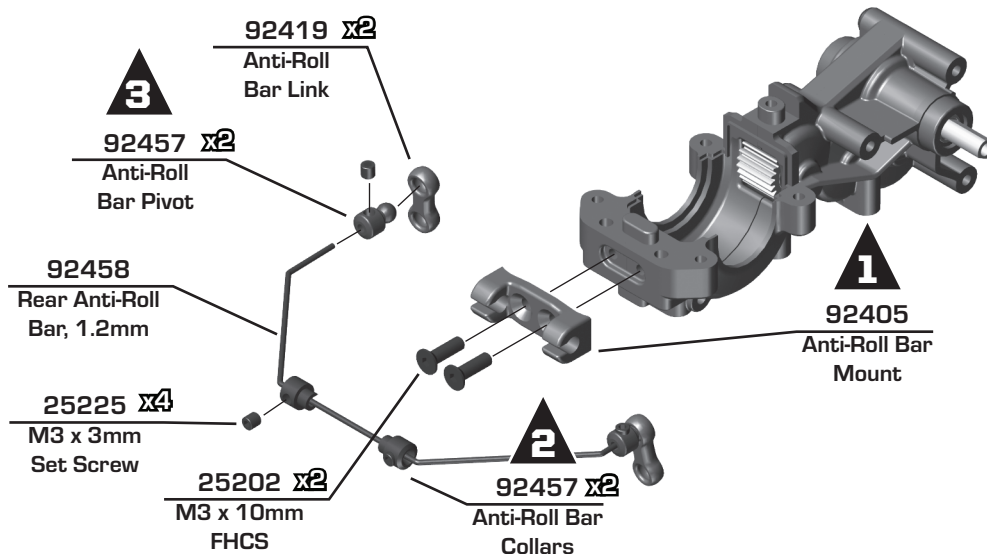
Note order of assembly.



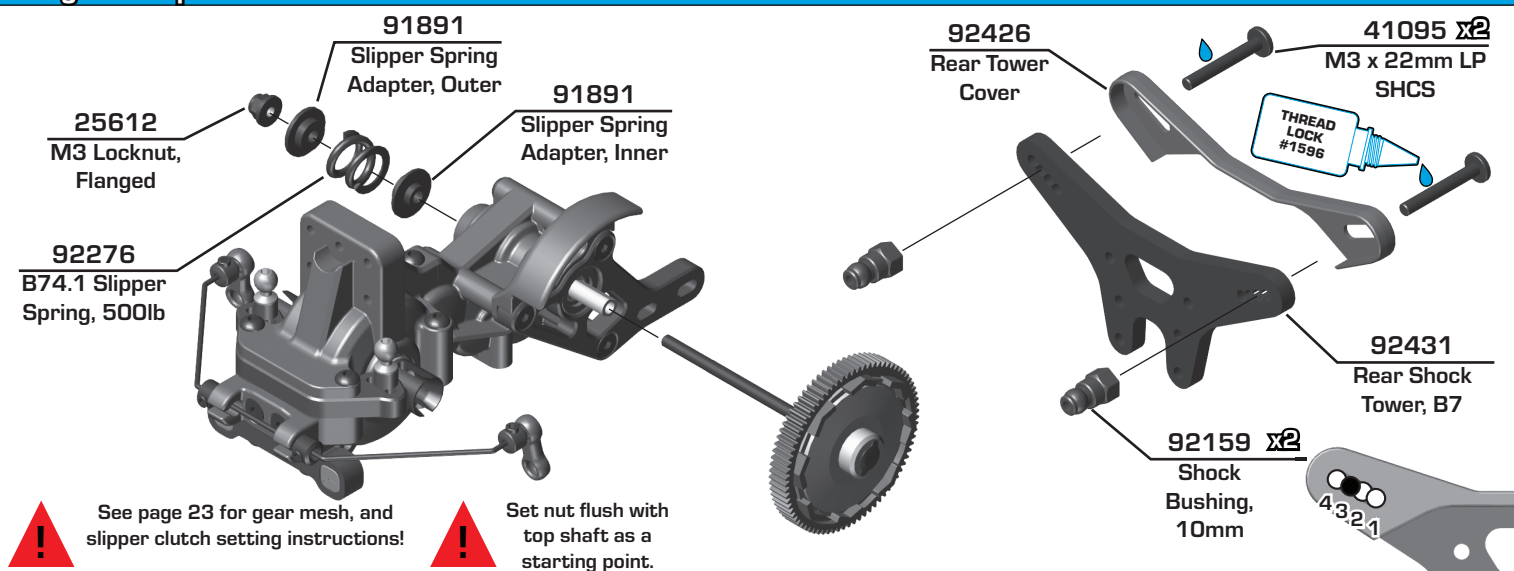
Note: Orientation of set screws should face away from gearbox. Insert one collar and bar, then add second collar for installation. Center anti-roll bar. Do not overtighten!



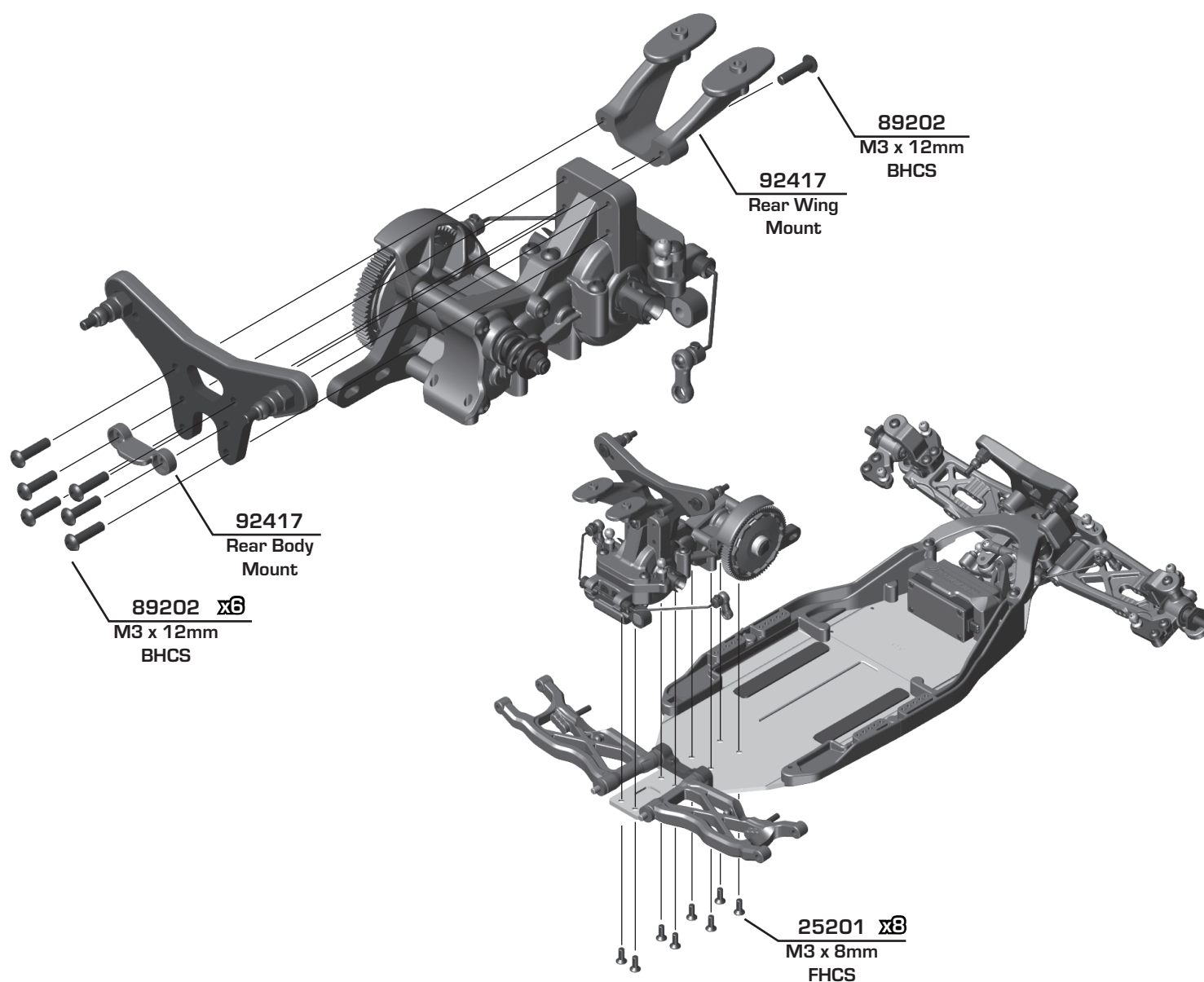
Do not over-tighten the anti-roll bar set screws. The anti-roll bar should rotate freely in the assembly.



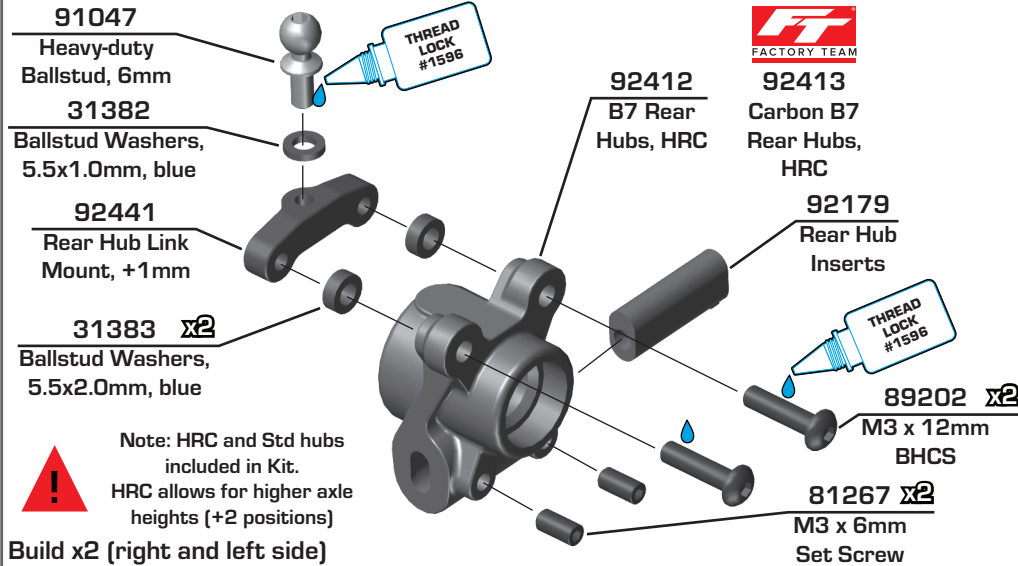
Bag 6 - Step 5



Bag 6 - Step 6

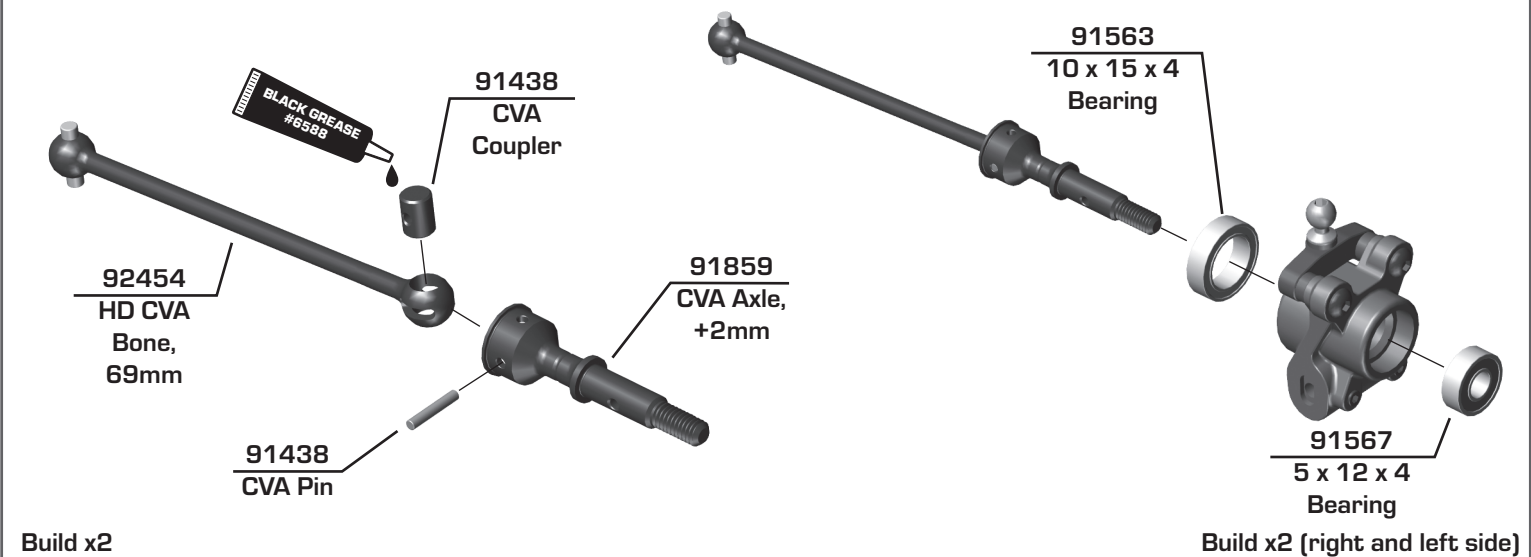


Bag 7 - Step 1

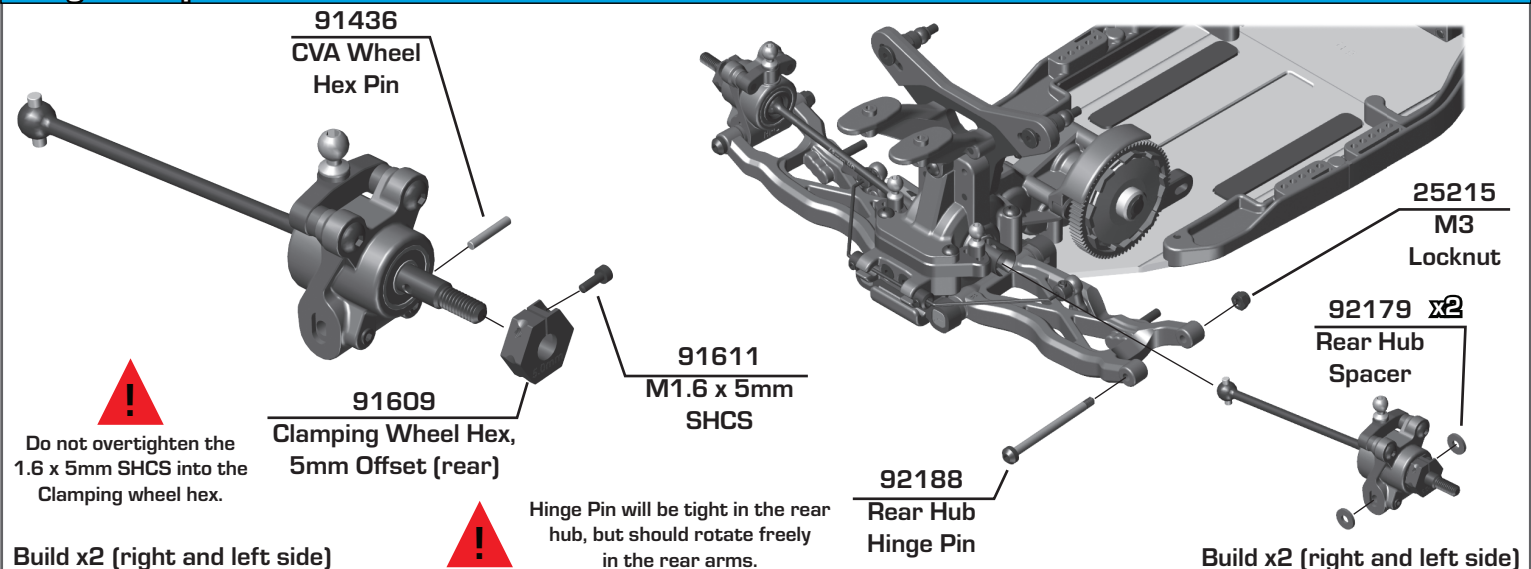


Rear Axle Height			
↑ 3	0 ↓	3 ↑	+3mm
↑ 2	1 ↓	2 ↑	+2mm Kit Setup
↓ 2	1 ↑	1 ↑	+1mm
↓ ε	0 ↑	0 ↑	+0mm

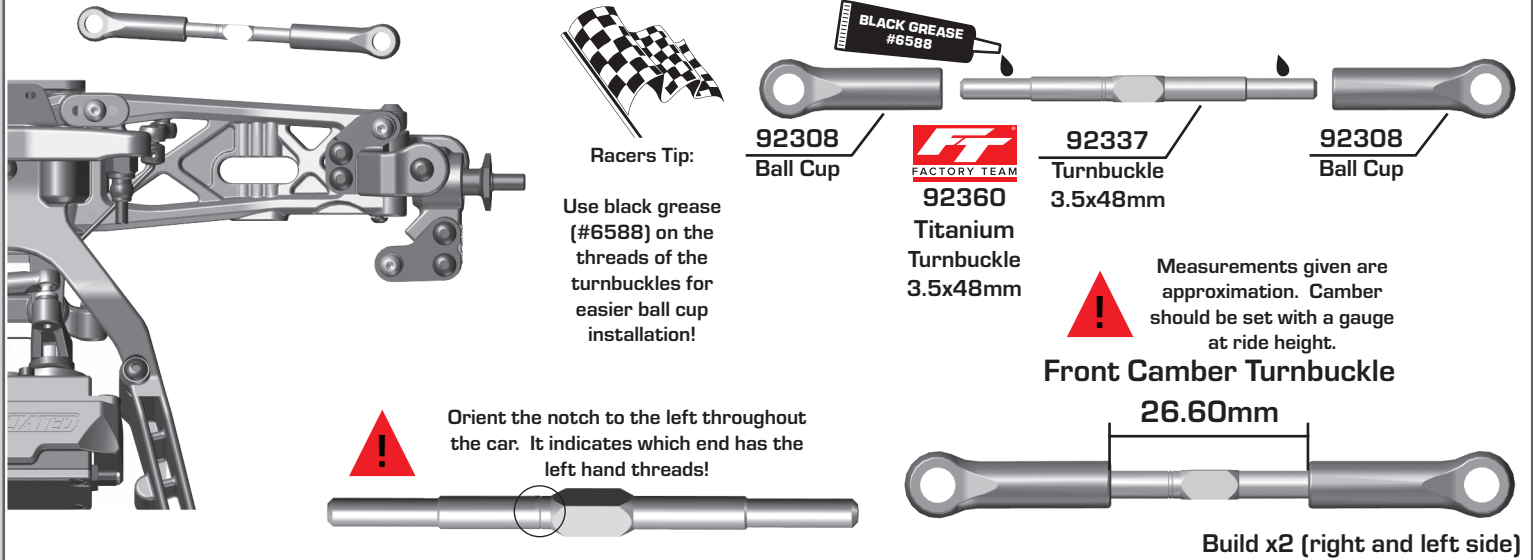
Bag 7 - Step 2



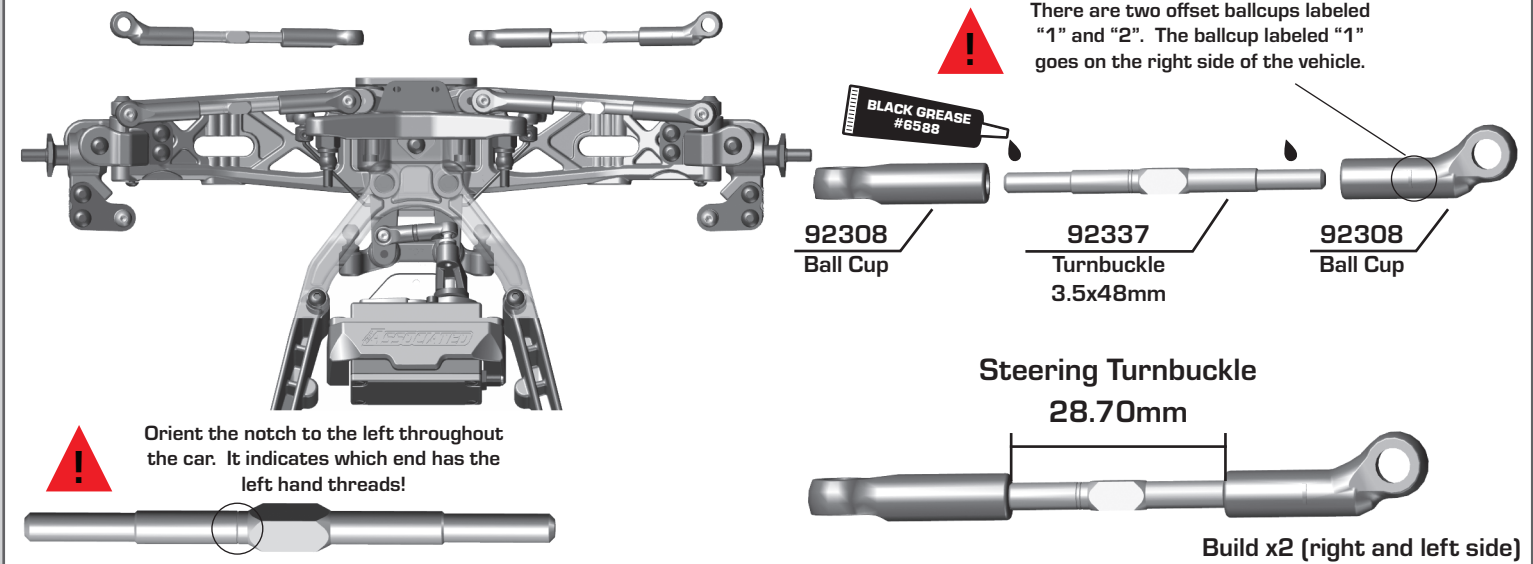
Bag 7 - Step 3



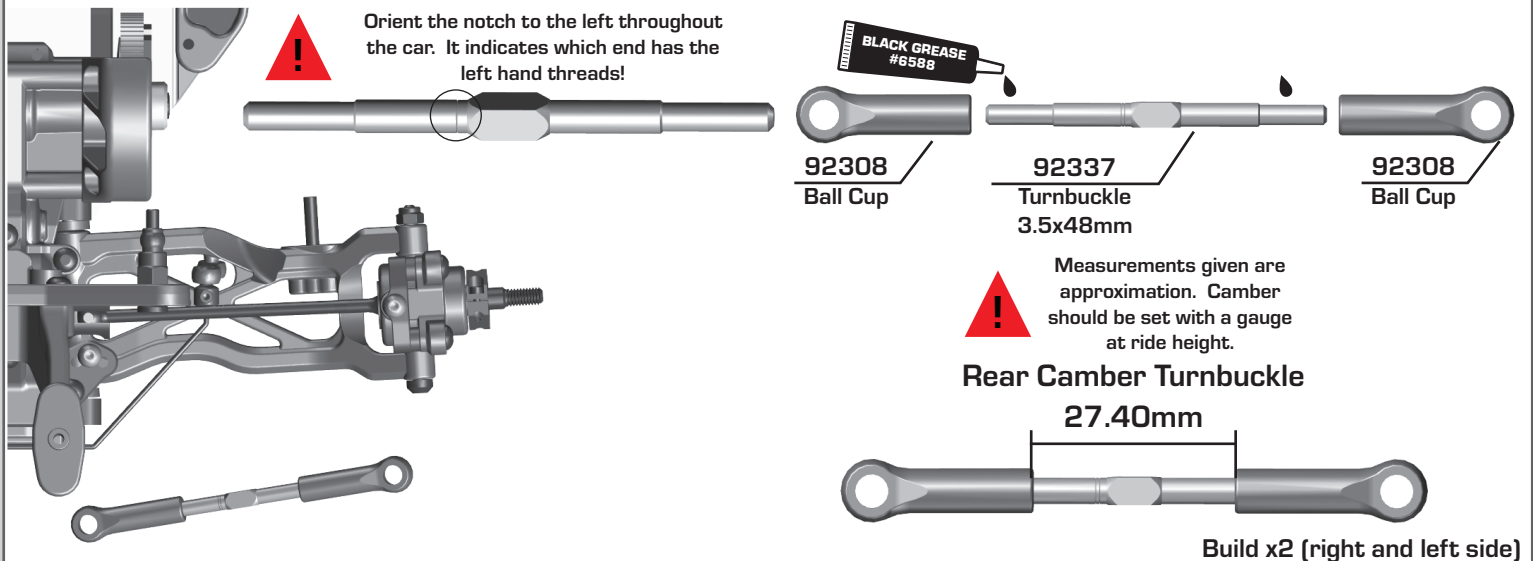
:: Bag 8 - Step 1



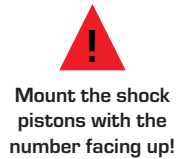
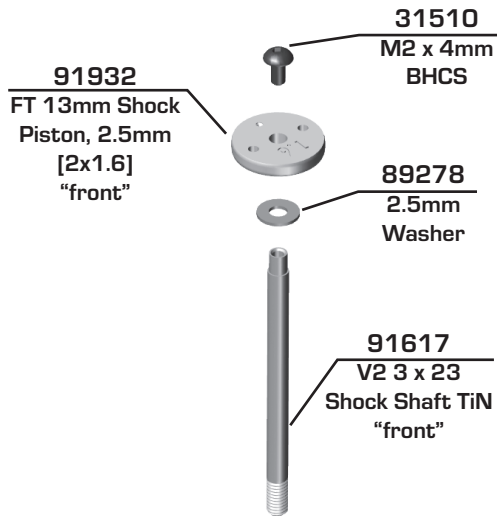
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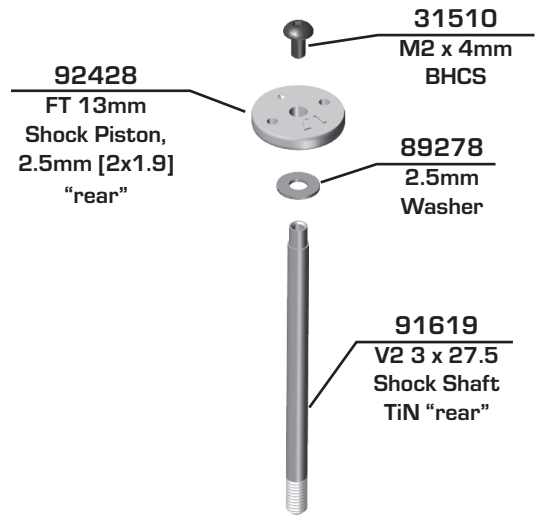
:: Bag 8 - Step 3



Bag 9 - Step 1



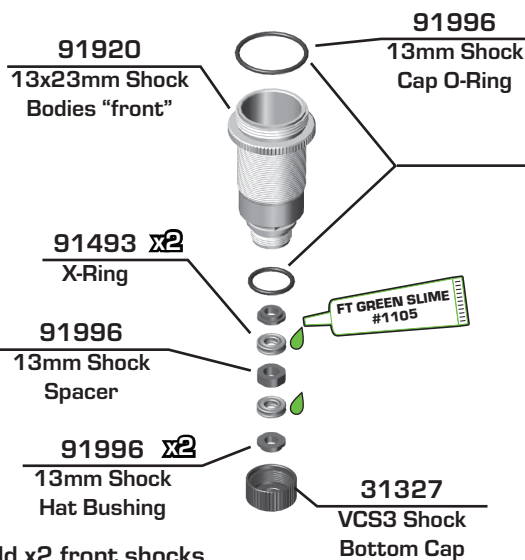
Use a marker over the
numbers on the pistons to
make them easily visible!



Build x2 front shocks

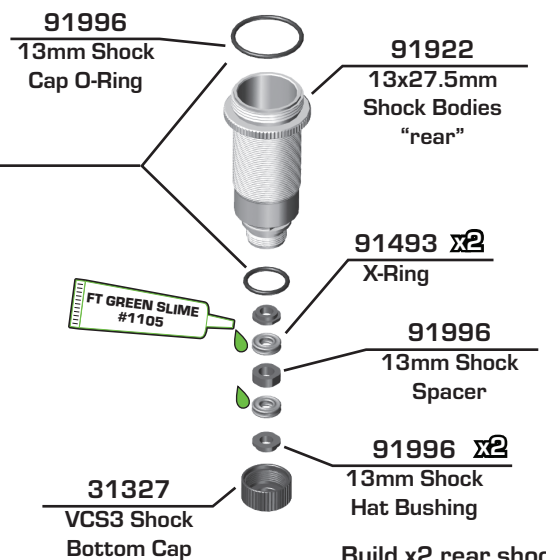
Build x2 rear shocks

Bag 9 - Step 2



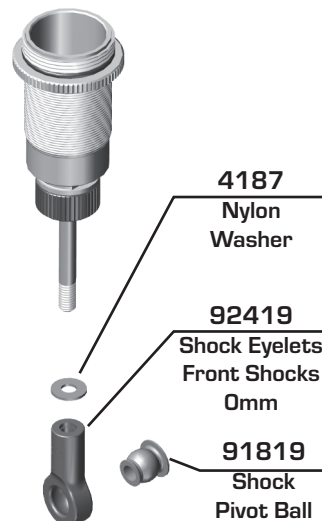
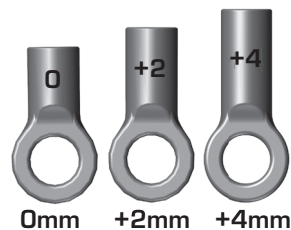
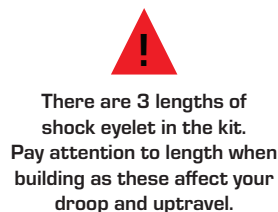
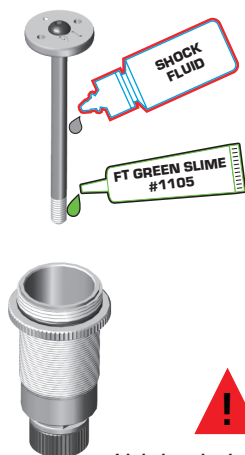
Coating the O-rings with
green slime (#1105) helps
seal & reduce O-ring swell!
Green slime not included
in kit!

Build x2 front shocks

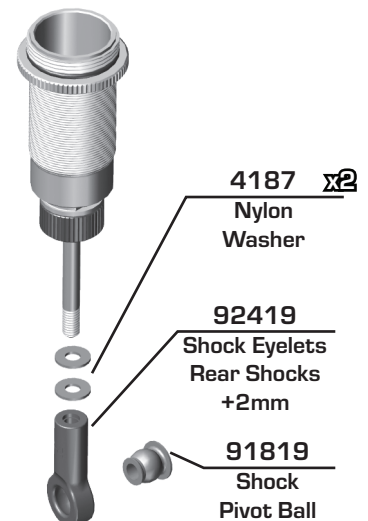


Build x2 rear shocks

Bag 9 - Step 3



Build x2 front shocks



Build x2 rear shocks

:: Bag 9 - Step 4

Front Shock: 35wt #5429
Rear Shock: 30wt #5422

Steps 2-3 Steps 4-5 Steps 6-7 Step 8

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. Wait for bubbles to come to surface.
6. Fill shock body to top 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: 23.5mm
Rear: 27.5mm

Steps 9-10

:: Bag 9 - Step 5

91996 x4
13mm Threaded Collar O-ring

91928 x4
13mm Threaded Collar

Build x4

91945
13mm Front Spring, Orange (4.30lb)

91949
13mm Rear Spring, Gray (2.00lb)

Racers Tip:
Use your finger to rub shock fluid on the O-ring for smoother adjustment!

:: Bag 9 - Step 6

91966
13mm Shock Spring Cup (Front - 5mm)

Build x2 front shocks

91966
13mm Shock Spring Cup (Rear - 0mm)

Build x2 rear shocks

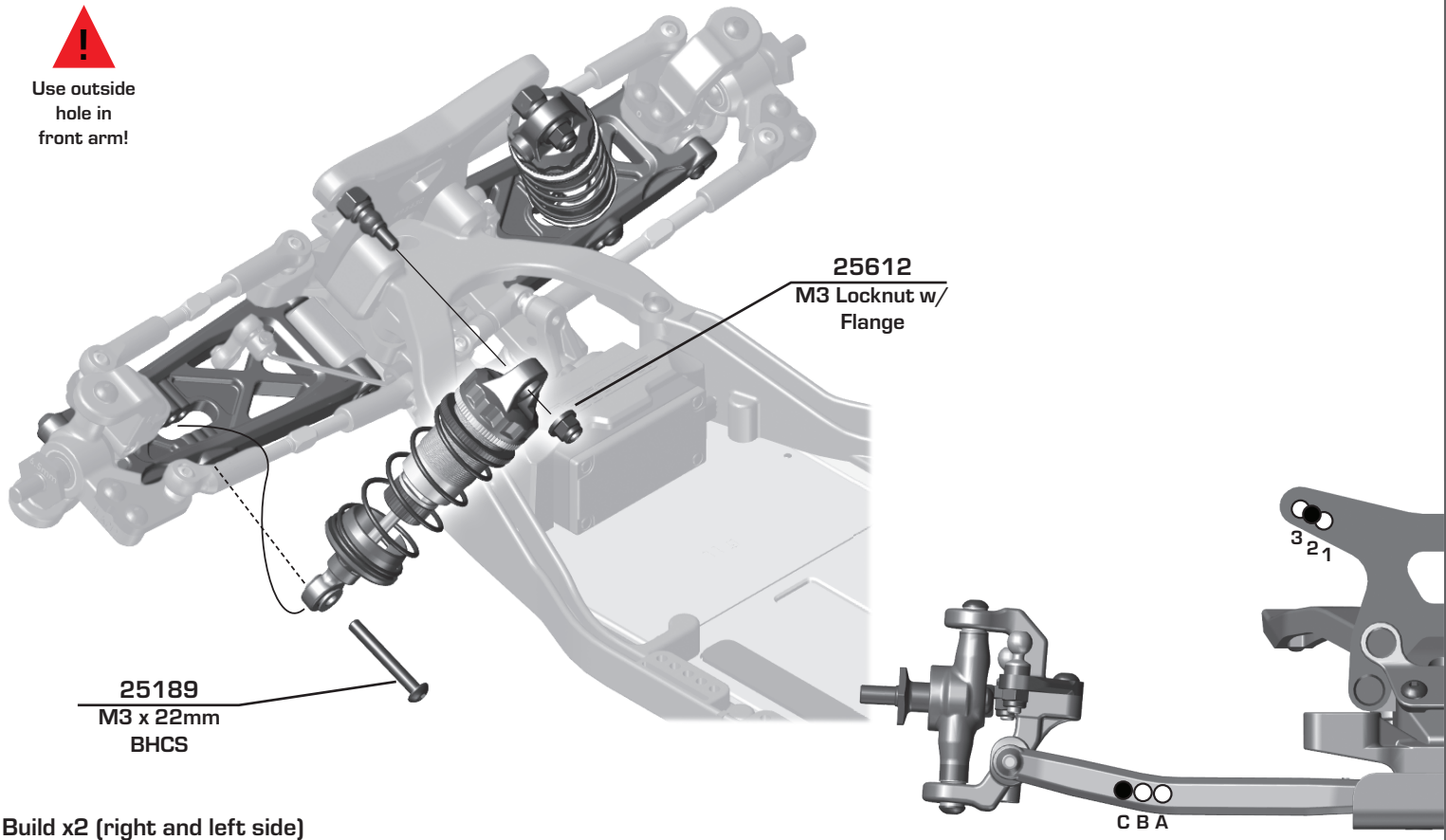
!
Screw collars to top. Use to adjust ride height.

#91966 13mm Shock Spring Cups
0mm 5mm 9mm

Bag 9 - Step 7



Use outside
hole in
front arm!

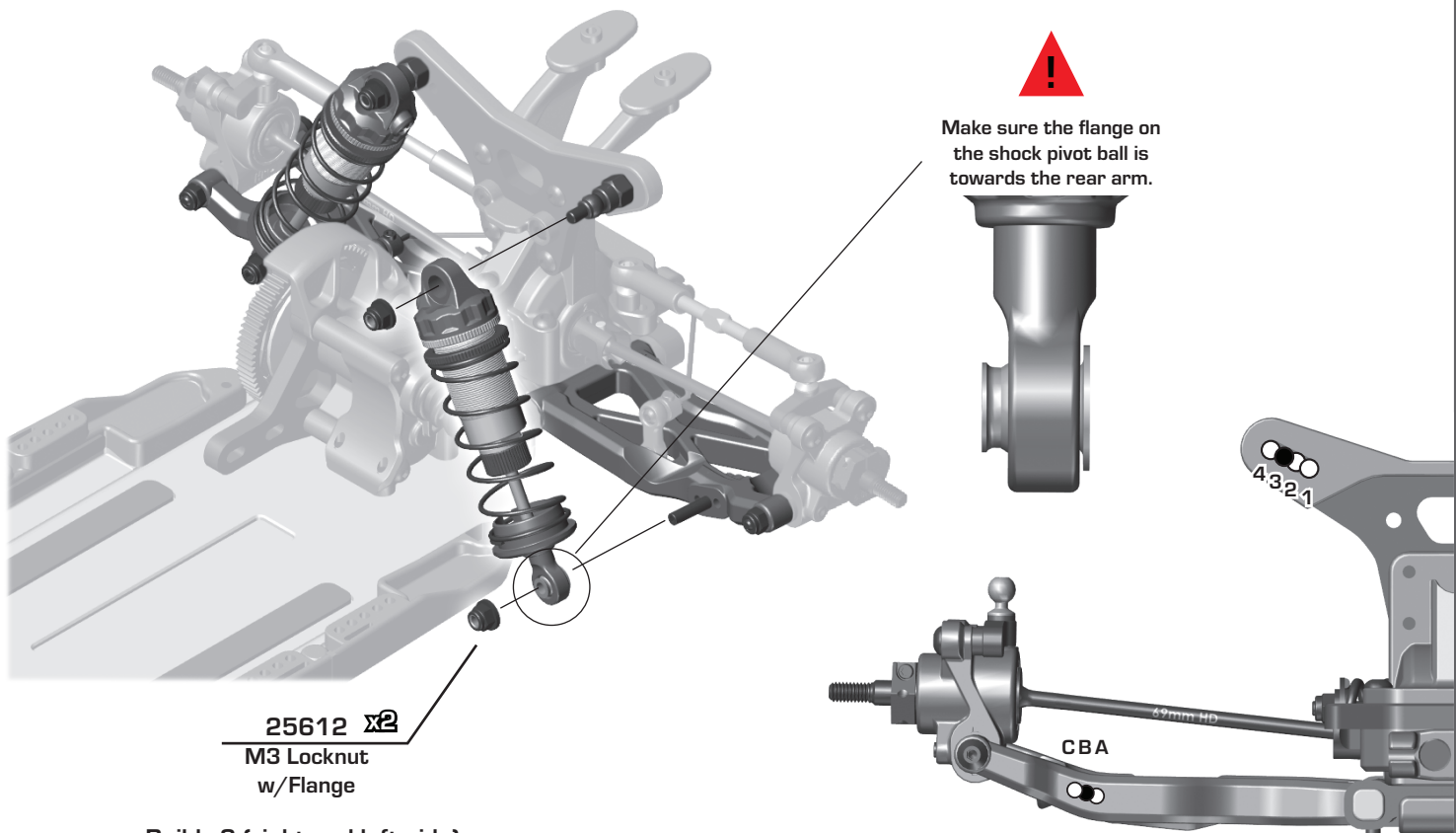


Build x2 (right and left side)

Bag 9 - Step 8



Make sure the flange on
the shock pivot ball is
towards the rear arm.

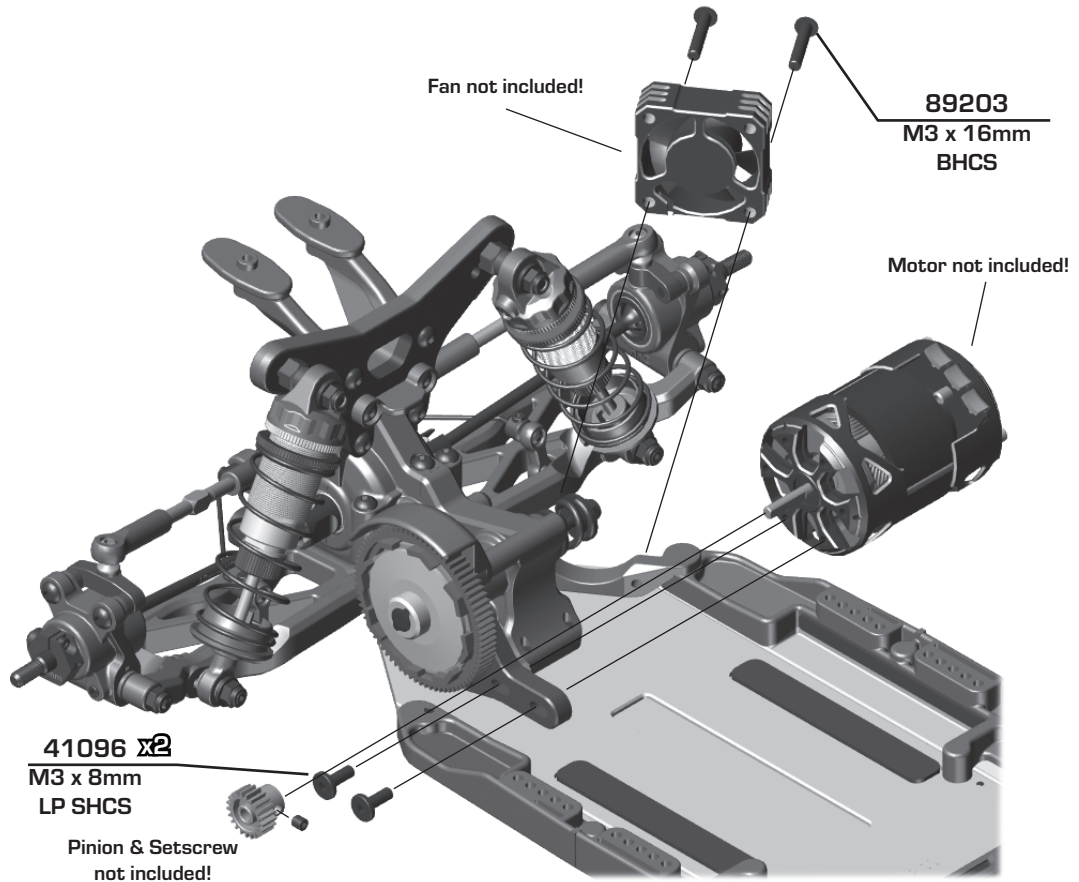


Build x2 (right and left side)

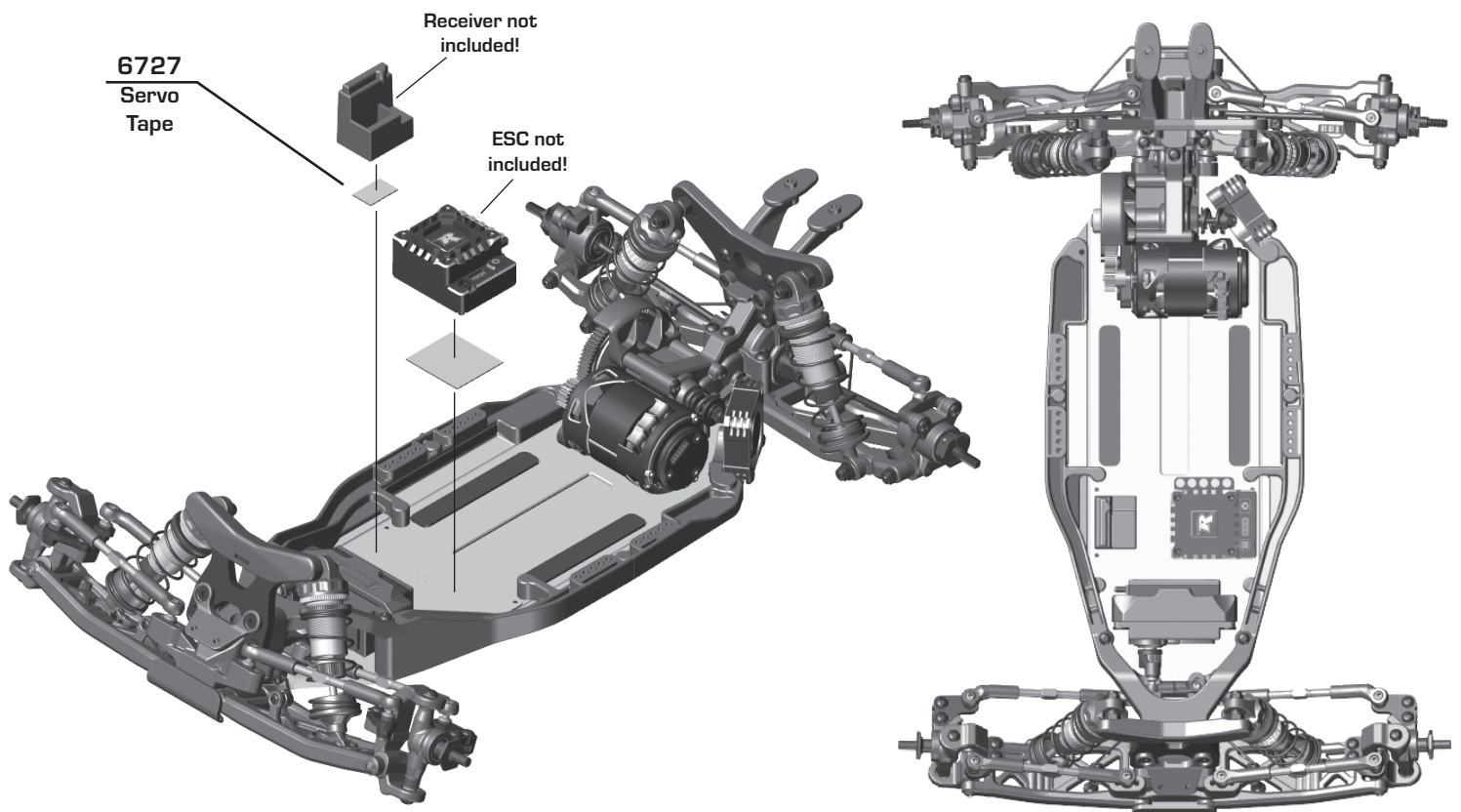
Bag 10 - Step 1



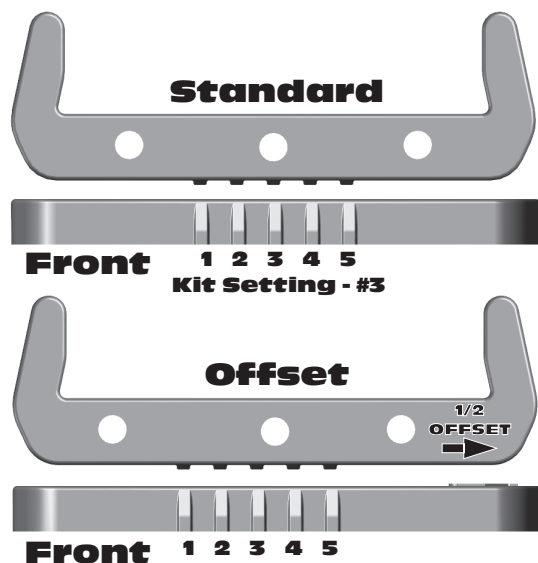
See page 25 for gear mesh setting instructions!



Bag 10 - Step 2



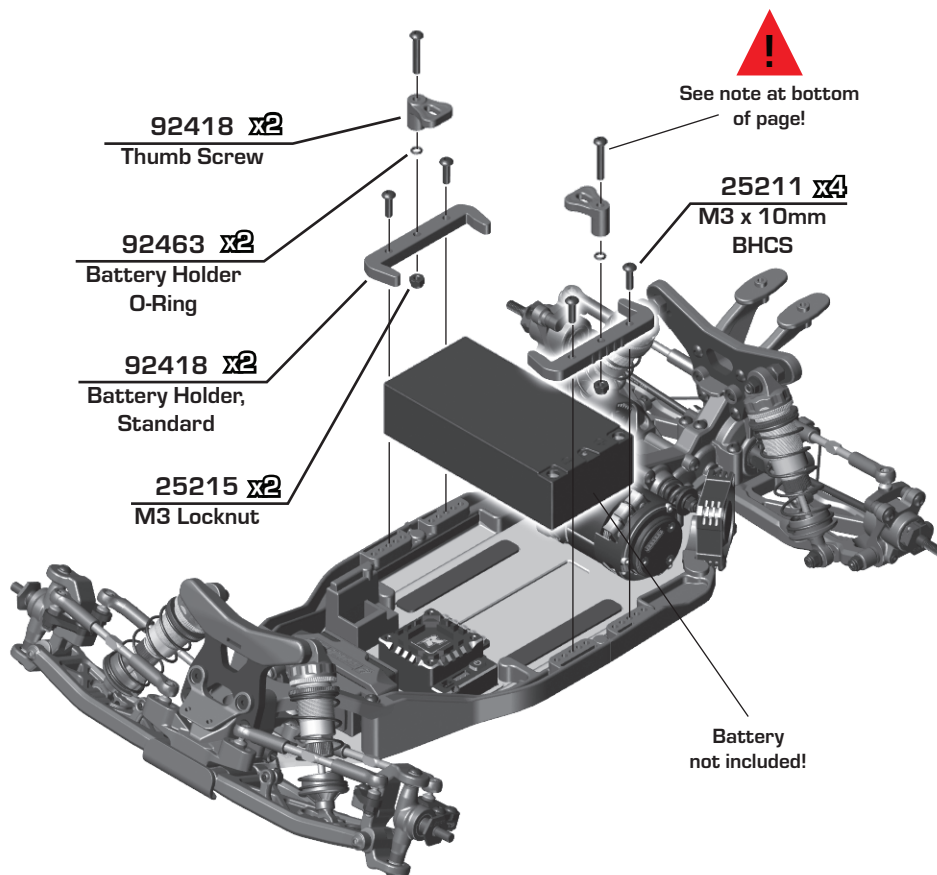
Bag 10 - Step 3



Standard and Low Profile battery thumb screws are included. Shims may need to be added if battery weights are used.

Use M3 x 18mm for standard height

Use M3 x 12mm LP height



Bag 10 - Step 4

91158 x2
M3 x 4mm BHCS

92425
B7 Wing, front

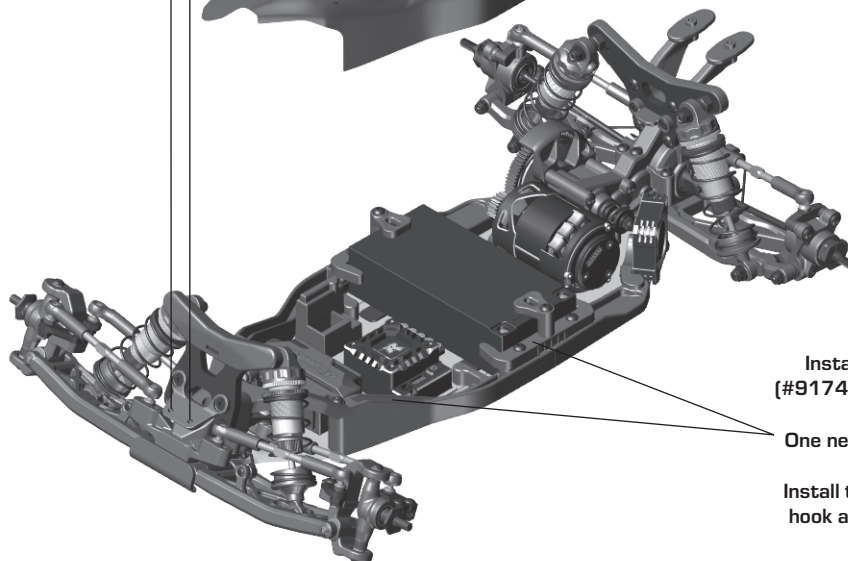
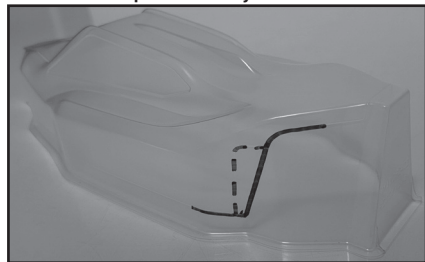
92422
B7 Body, clear



92423
B7 Body, Clear (Light Weight)



There are two options for trimming the kit body on the left rear side. Dotted line is preferred if you run a motor fan.



Install hook and loop tape (#91743) along the side braces in 2 spots. One near the front, and one in the middle. Install the opposite side of the hook and loop tape inside the body!

Bag 10 - Step 5

92424
Wing, B7

25202 **x2**
M3 x 10mm
FHCS

92417
Wing
Button

92417
Wing
Mount


Install button and washer
with wing mount

Wing Mount

6° - Mount under wing - KIT

3° - Mount on top of wing

0° - Mount under wing

Front of Vehicle
←

Bag 10 - Step 6

Wheels, Tires, and Inserts
are
not included!

FT TIRE
ADHESIVE
#1597


Carefully apply CA glue (tire
adhesive) to the tire bead on
the side. Do one side at a time,
allowing it to dry before gluing the
other side!
CA glue not included!

Build x2

Build x2

Wheels, Tires, and Inserts
are
not included!

91150 **x2**
M4 Low Profile
Serrated Steel
Wheel Nuts

Build 2 (1 left, 1 right)

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 beneficial 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 additional 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 satisfied 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 fine 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

Arm Mount C



Insert Hole Locations

Number indicates degree of change:
0.5°, 1.0°, 0° (center dot)



Hole 0.5° or 0.35mm from center



Hole 1.0° or 0.7mm from center

Anti-squat Angle

More angle = More anti-squat

Less angle = Less anti-squat

Shown in 1° changes

C Mount	D Mount	
		= 1°
		= 0°
		= -1°
		= 2°
		= 1°
		= 0°
		= 3°
		= 2°
		= 1°

Toe Angle

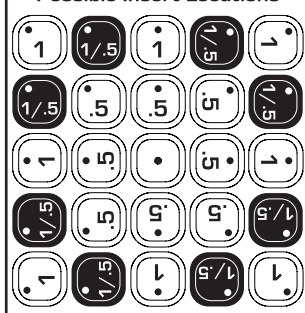
More angle = More toe in

Less angle = Less toe in

Shown in 1° changes

C Mount	D Mount	
		= 3°
		= 4°
		= 5°
		= 2°
		= 3°
		= 4°
		= 1°
		= 2°
		= 3°

Possible Insert Locations



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



For additional setup tips, please visit our website by using the link or QR code below.

<http://bit.ly/B6PillChart>



⚙️ Tuning Tips (cont.)

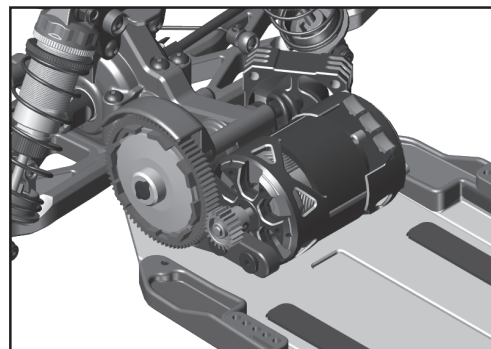
Motor Gearing:

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:

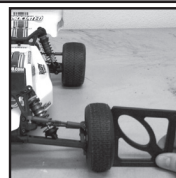
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular way to set the clutch is to hold both rear tires firmly 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.



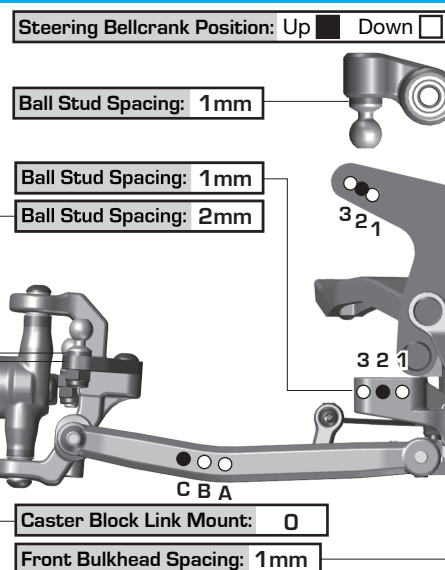
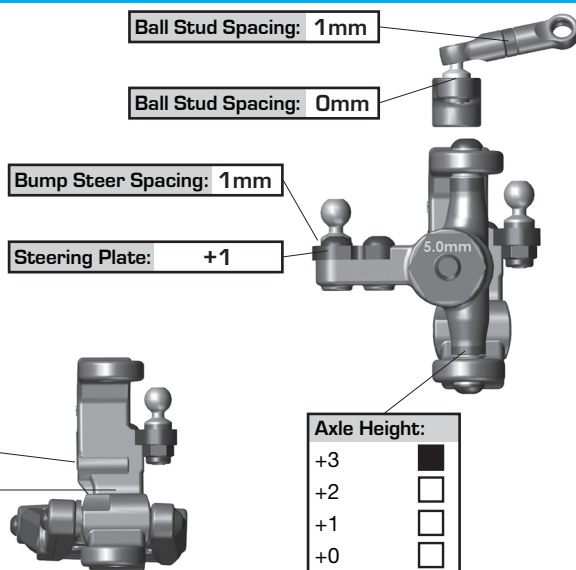
Testing camber with
camber gauge

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.

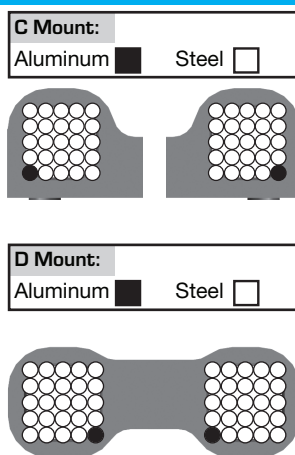
Front Suspension:

Ride Height:	13mm
Camber:	-1 degree
Toe:	0 degree
Anti-Roll Bar:	1.0mm
Arm Type:	Kit
Tower Type:	Kit
Wheel Hex:	6.5mm
Steering Block KPI:	2
Caster Block Insert:	0 ☐ +2.5 ☐ +5 ☐
Bulkhead Type:	Aluminum
Kick-Up Angle:	-2.5 ☐ 0 ☐ +2.5 ☐
Steering Stop Spacing:	0mm
Caster Block Spacing:	Fwd ☐ Back ☐
Notes:	

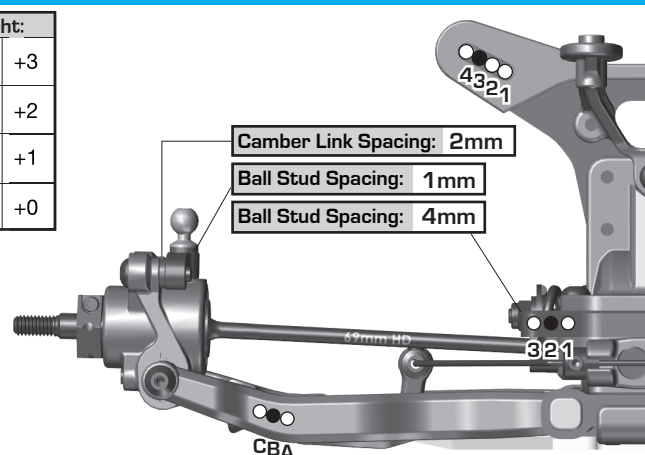


Rear Suspension:

Ride Height:	13mm
Camber:	-1 degree
Anti-Roll Bar:	1.2mm
Arm Type:	Kit
Tower Type:	Kit
Arm Spacing:	Fwd ☐ Mid ☐ Back ☐
Wheel Hex:	5mm
Hub Type:	Std ☐ HRC ☐
Hub Spacing:	Fwd ☐ Mid ☐ Back ☐
Drive Shaft:	CVA's ☐ Universals ☐
Notes:	



Axle Height:		
▼0	3▲	+3
▼1	2▲	+2
▲1	2▼	+1
▲0	3▼	+0



Electronics:

Radio:	Servo:	
EPA: Throttle:	% Brake:	%
ESC:		
ESC Settings:		
Motor / Wind:	Timing:	
Pinion:	Spur:	
Battery Mount:	Std ☐ Offset ☐	
Back 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Forward		
Battery:	Weight:	
Notes:		

Drivetrain:

Differential:	Ball Diff: ☐
Height:	2 Gear Diff: ☐
Diff Setting:	30k
Notes:	
Slipper Clutch:	
Type:	HD
# of Pads:	2x11mm
Setting:	
Notes:	

Shocks:

	Front	Rear
Piston:	2x1.6	2x1.9
Thickness:	2.5mm	2.5mm
Fluid:	35wt	30wt
Spring:	Orange	Gray
Limiters:	Int: <u>1</u> Ext: <u>2</u>	Int: <u>1</u> Ext: <u>2</u>
Stroke:	23.5mm	27.5mm
Eyelet:	0	+2
Cup Offset:	0 ☐ +5 ☐ +9 ☐ 0 ☐ +5 ☐ +9 ☐	
Kashima Bodies:	☐	Chrome Shafts: ☐ Machined Spacers: ☐
Notes:		

Track Info:

Size:
Surface:
Traction:
Moisture:
Condition:
Temperature:
Notes:

Tires:

Front Tires:
Front Compound:
Front Insert:
Rear Tires:
Rear Compound:
Rear Insert:
Wheel (F/R):
Notes:

Body, Weight:

Body:	RC10B7
Front Wing:	RC10B7
Rear Wing:	RC10B7 7"
Wing Angle:	0° ☐ 3° ☐ 6° ☐
Chassis Length:	0
Servo Weights:	None
Electronic Weights:	Aluminum
Total Vehicle Weight:	

Vehicle Comments:

Notes:

Front Suspension:

Ride Height: _____

Camber: _____

Toe: _____

Anti-Roll Bar: _____

Arm Type: _____

Tower Type: _____

Wheel Hex: _____

Steering Block KPI: _____

Caster Block Insert: 0 ☐ +2.5 ☐ +5 ☐

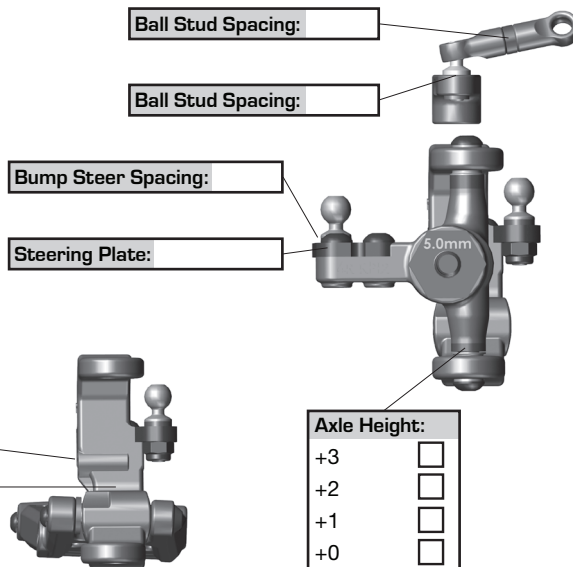
Bulkhead Type: _____

Kick-Up Angle: -2.5 ☐ 0 ☐ +2.5 ☐

Steering Stop Spacing: _____

Caster Block Spacing: Fwd ☐ Back ☐

Notes: _____



Steering Bellcrank Position: Up ☐ Down ☐

Ball Stud Spacing: _____

Ball Stud Spacing: _____

Ball Stud Spacing: _____

Caster Block Link Mount: _____

Front Bulkhead Spacing: _____

Rear Suspension:

Ride Height: _____

Camber: _____

Anti-Roll Bar: _____

Arm Type: _____

Tower Type: _____

Arm Spacing: Fwd ☐ Mid ☐ Back ☐

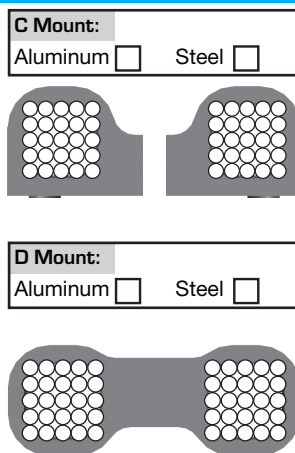
Wheel Hex: _____

Hub Type: Std ☐ HRC ☐

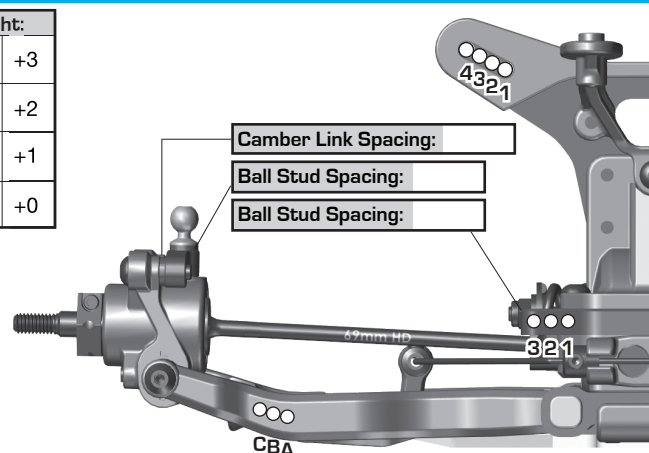
Hub Spacing: Fwd ☐ Mid ☐ Back ☐

Drive Shaft: CVA's ☐ Universals ☐

Notes: _____



Axle Height:		
▼0	3▲	+3
▼1	2▲	+2
▲1	2▼	+1
▲0	3▼	+0



Electronics:

Radio: _____ Servo: _____

EPA: Throttle: _____ % Brake: _____ %

ESC: _____

ESC Settings: _____

Motor / Wind: _____ Timing: _____

Pinion: _____ Spur: _____

Battery Mount: Std ☐ Offset ☐

Back 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Forward

Battery: _____ Weight: _____

Notes: _____

Drivetrain:

Differential: Ball Diff: ☐

Height: _____ Gear Diff: ☐

Diff Setting: _____

Notes: _____

Slipper Clutch:

Type: _____

of Pads: _____

Setting: _____

Notes: _____

Shocks:

	Front	Rear
Piston:	_____	_____
Thickness:	_____	_____
Fluid:	_____	_____
Spring:	_____	_____
Limiters:	Int: _____ Ext: _____	Int: _____ Ext: _____
Stroke:	_____	_____
Eyelet:	_____	_____
Cup Offset:	0 ☐ +5 ☐ +9 ☐	0 ☐ +5 ☐ +9 ☐
Kashima Bodies:	☐	Chrome Shafts: ☐ Machined Spacers: ☐
Notes:	_____	

Stroke

Track Info:

Size: _____

Surface: _____

Traction: _____

Moisture: _____

Condition: _____

Temperature: _____

Notes: _____

Tires:

Front Tires: _____

Front Compound: _____

Front Insert: _____

Rear Tires: _____

Rear Compound: _____

Rear Insert: _____

Wheel (F/R): _____

Notes: _____

Body, Weight:

Body: _____

Front Wing: _____

Rear Wing: _____

Wing Angle: 0° ☐ 3° ☐ 6° ☐

Chassis Length: _____

Servo Weights: _____

Electronic Weights: _____

Total Vehicle Weight: _____

Vehicle Comments:

Notes: _____

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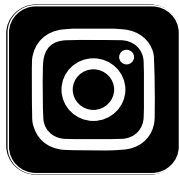
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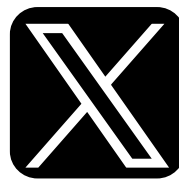
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