

# B7.1 TEAM KIT

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

**RC10**  
SINCE 1984



# TEAM ASSOCIATED

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

#90046 RC10B7.1 Team Kit



**We Are AE** CHAMPIONS *of* DESIGN



# 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](http://www.AssociatedElectrics.com) for the latest versions of our instruction manuals.

## :: RC10B7.1 Team Kit Features

- Includes 3-Gear Laydown Transmission that maintains original B7 motor position while reducing rotational weight and drag
- NEW Steering and Caster Block Assembly simplifies assembly and reduces weight without sacrificing tunability
- NEW -2mm Front Ballstud Mount included along with updated Top Plate and Standard Ballstud Mount
- NEW Front Suspension Arms with Hinge Pin Brace for improved durability
- NEW -2mm Front Shock Tower and “Gull-Dropper” Rear Shock Tower and Suspension Arm Plates for lower center of gravity
- Includes FT Inverted Rear Shock Standoff Set
- NEW -1-degree Arm Mount “C”
- Includes 78mm Rear Suspension Arms and 69mm CVA Bones
- Includes Front and Rear Anti-Roll Bars and hardware
- Includes High-Volume Gear Differential
- Low- Profile RC10B7 Body, 7-inch Rear Wing, and 2.5-inch Front Wing
- 7075-T6 Aluminum Chassis with Optional Weight Plate Pockets (Aluminum plate included with both kits)
- Shock Tower Covers Front and Rear
- 3.5mm Turnbuckles and Ballcups
- 13mm Big-Bore Shocks

## :: Additional

Your new RC10B7 Team Kit comes unassembled and requires the following items for completion (refer to [www.AssociatedElectrics.com](http://www.AssociatedElectrics.com) and [www.Reedypower.com](http://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”) (#1697)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears
- Wheels w/12mm Hex
  - 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 <a href="http://AssociatedElectrics.com">AssociatedElectrics.com</a> for complete listings)	• Green Slime shock lube (#1105)		
• FT Turnbuckle Wrench, 4mm (#1112)	• FT Body Reamer (#1499)	• Shock Pliers (#1681)	• Wire Cutters
• FT Hex/Nut Wrenches (#1519)	• FT Ballcup Wrench (#1579)	• Hobby Knife	• Needle Nose Pliers
• FT Universal Tire Balancer (#1498)	• Calipers or a Precision Ruler	• FT Body Scissors (#1737)	• Soldering Iron

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Customer Service  
Tel: 949.544.7500  
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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)

## Flat Head (fhcs)

	2x3mm (91749)
	2.5x8mm (31472)
	3x6mm (31541)
	3x8mm (25201)
	3x10mm (25202)
	3x12mm (25203)
	3x14mm (89208)
	3x22mm (89455)

## Ball Bearings

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

## Cap Head (shcs)

	1.6x5mm (91611)
	3x16mm (89224)

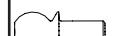
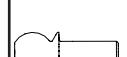
## LP Socket Head (lp shcs)

	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)

## Ballstuds

	HD 6mm, Short (32042)
	HD 8mm, Short (32040)
	HD 6mm (91047) Ti HD 6mm (91751)
	HD 8mm (91048) Ti HD 8mm (91752)
	HD 10mm (91049) Ti HD 10mm (91753)

## 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)

## Notes:

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## 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 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

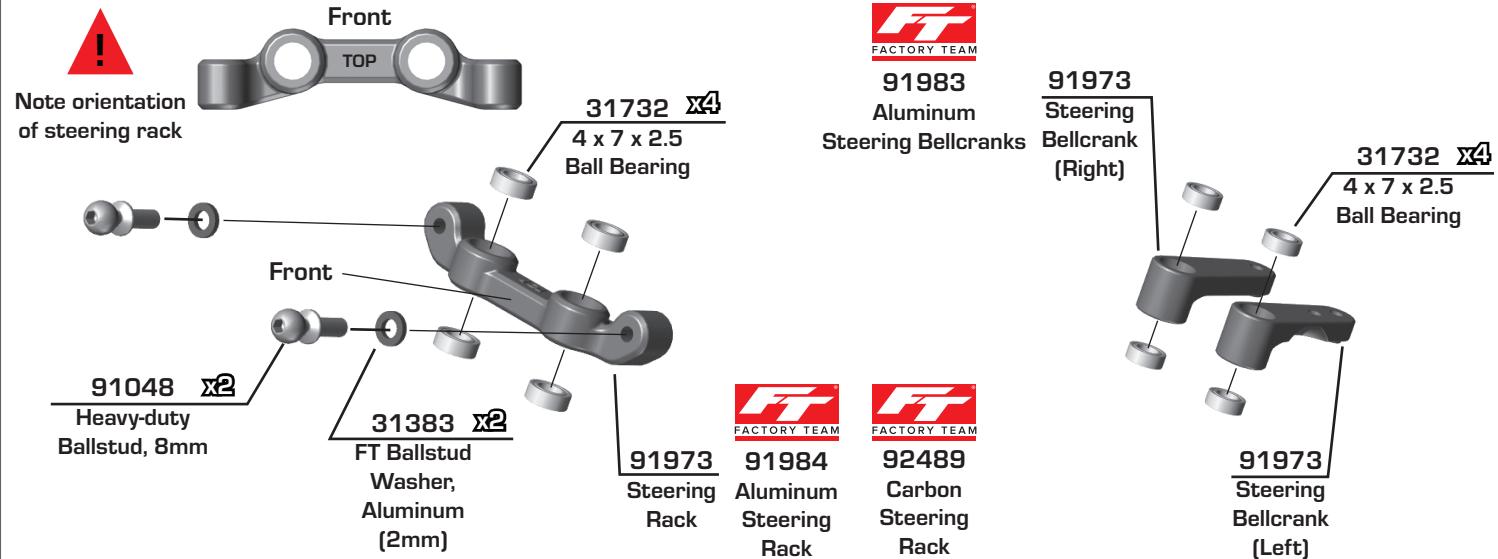


This symbol indicates where Black Grease should be applied.

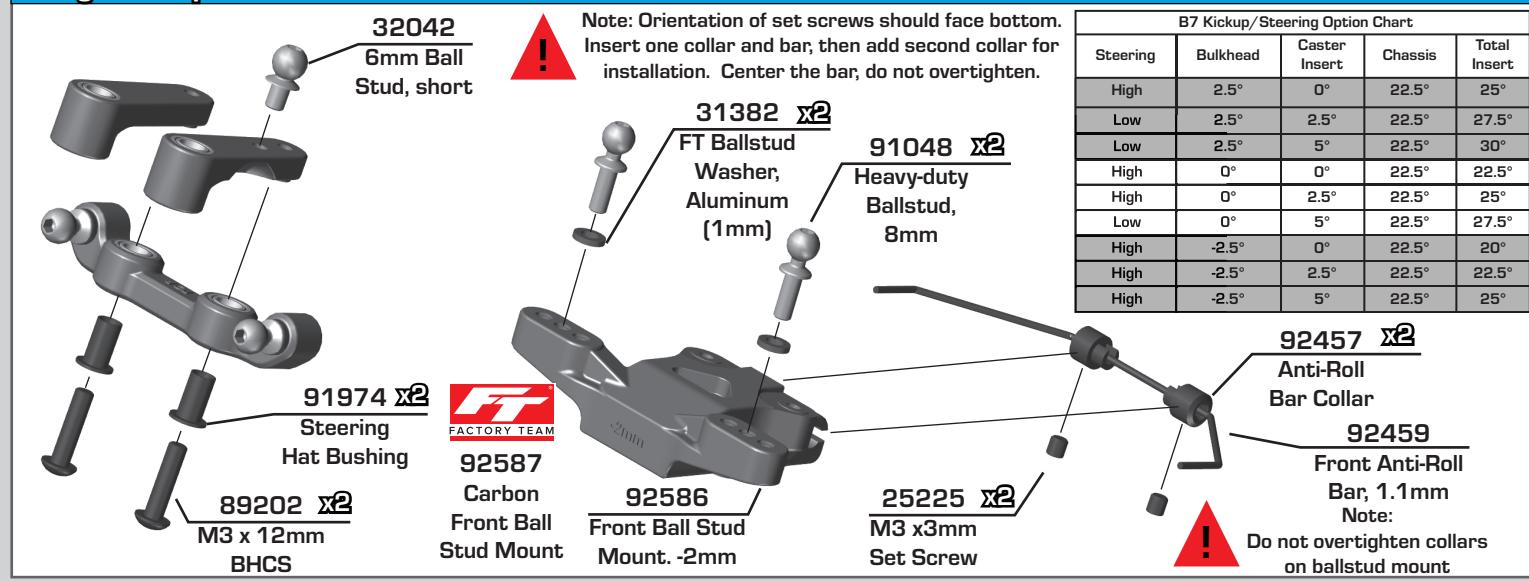


This symbol indicates where Green Slime can be applied. \*not included

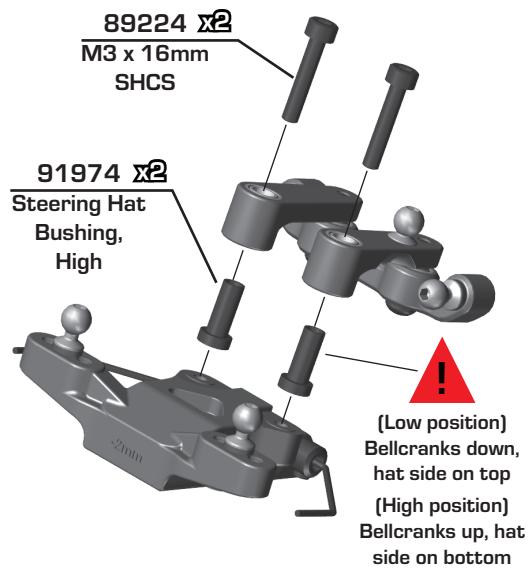
## :: Bag 1 - Step 1



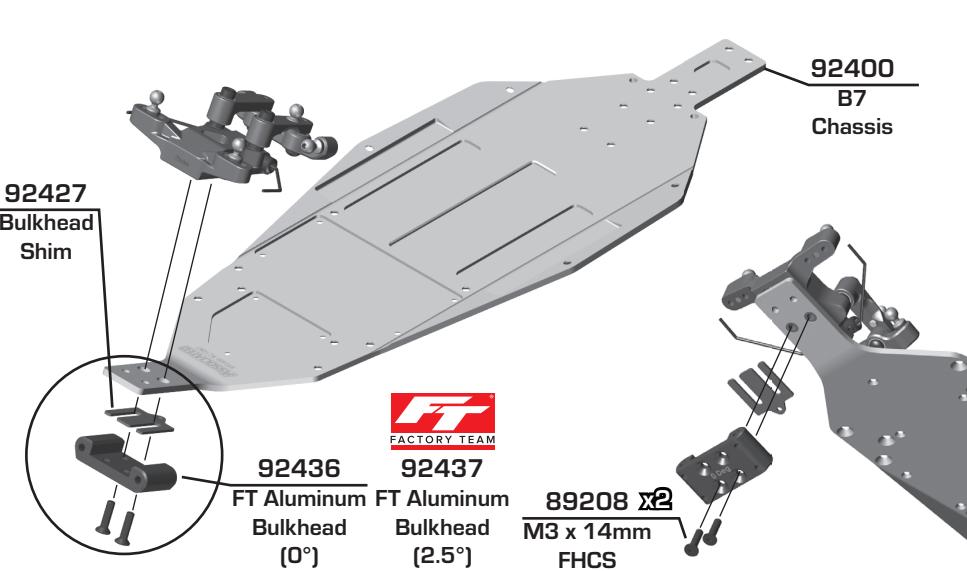
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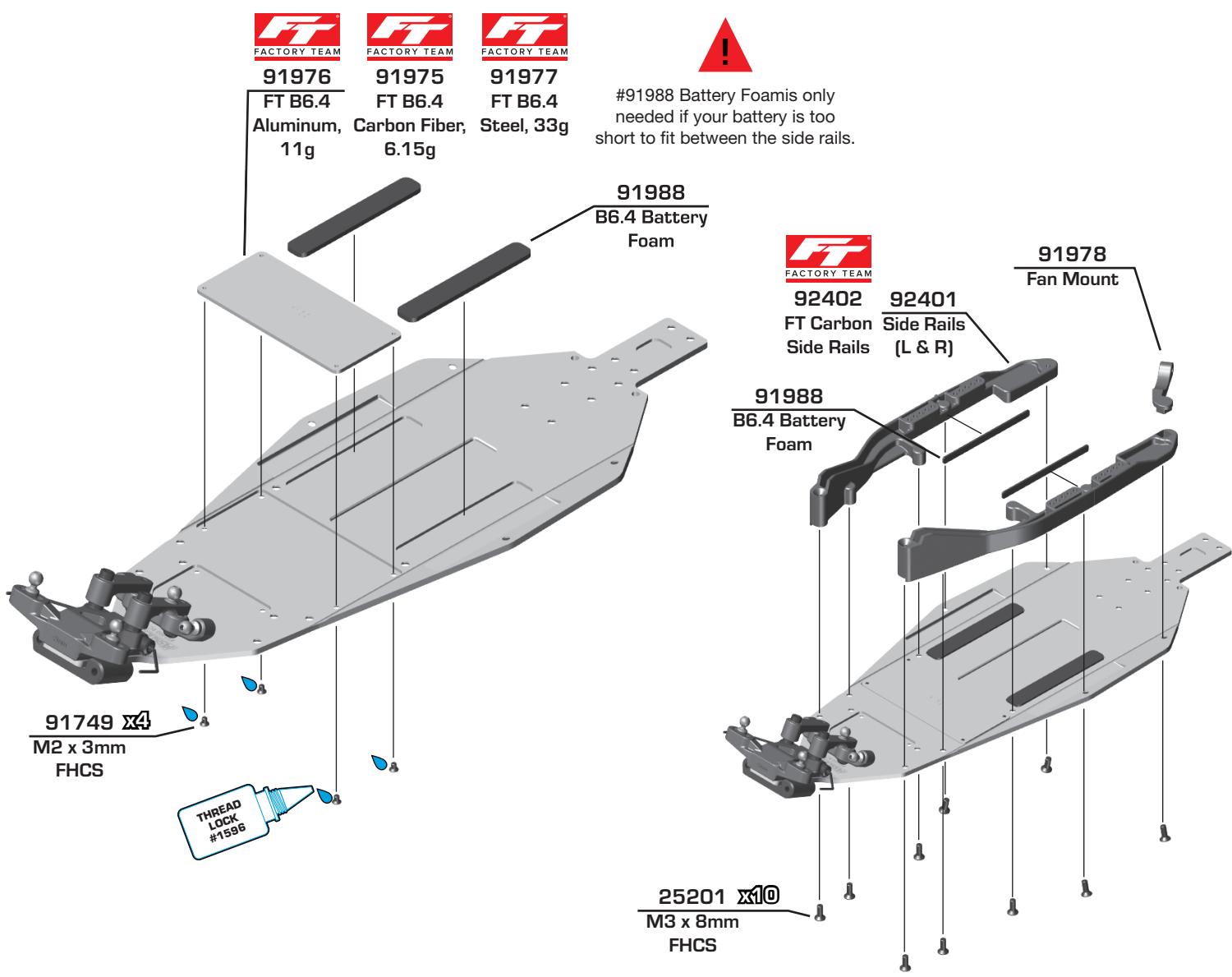
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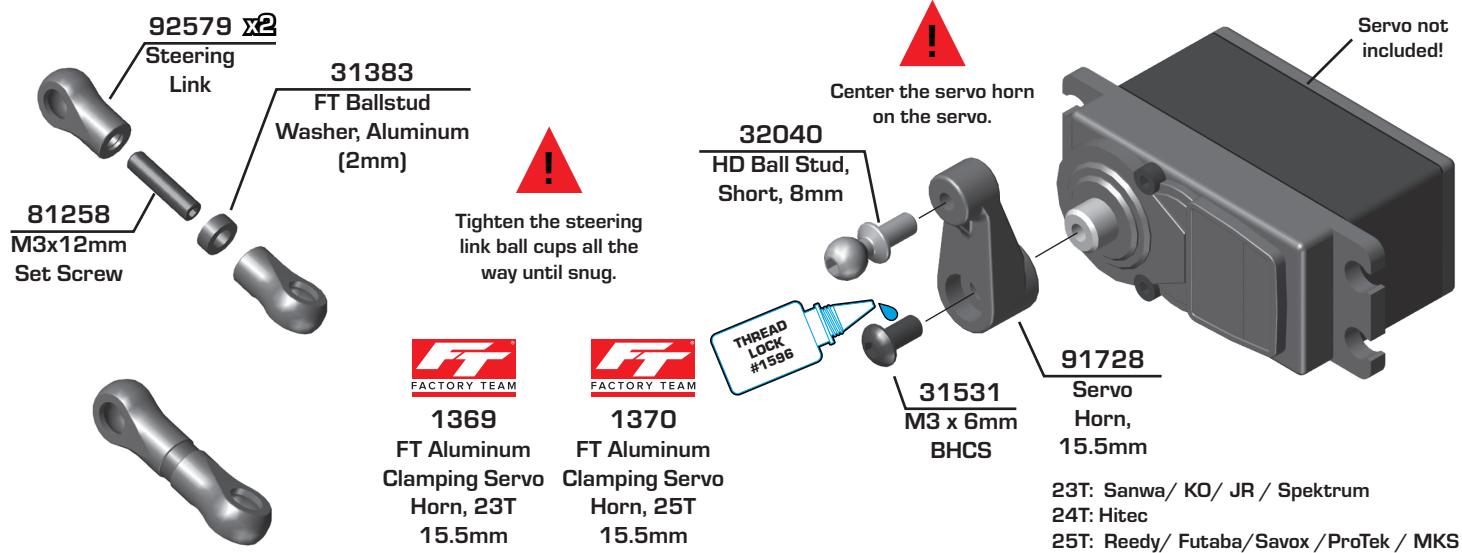
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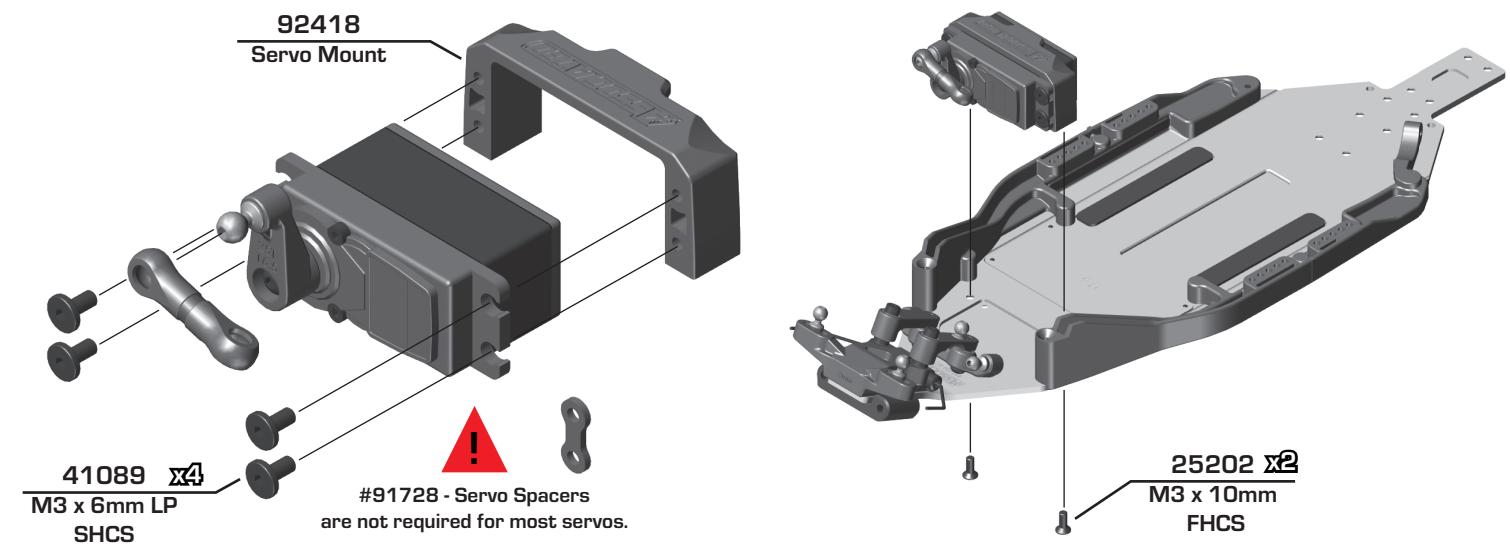
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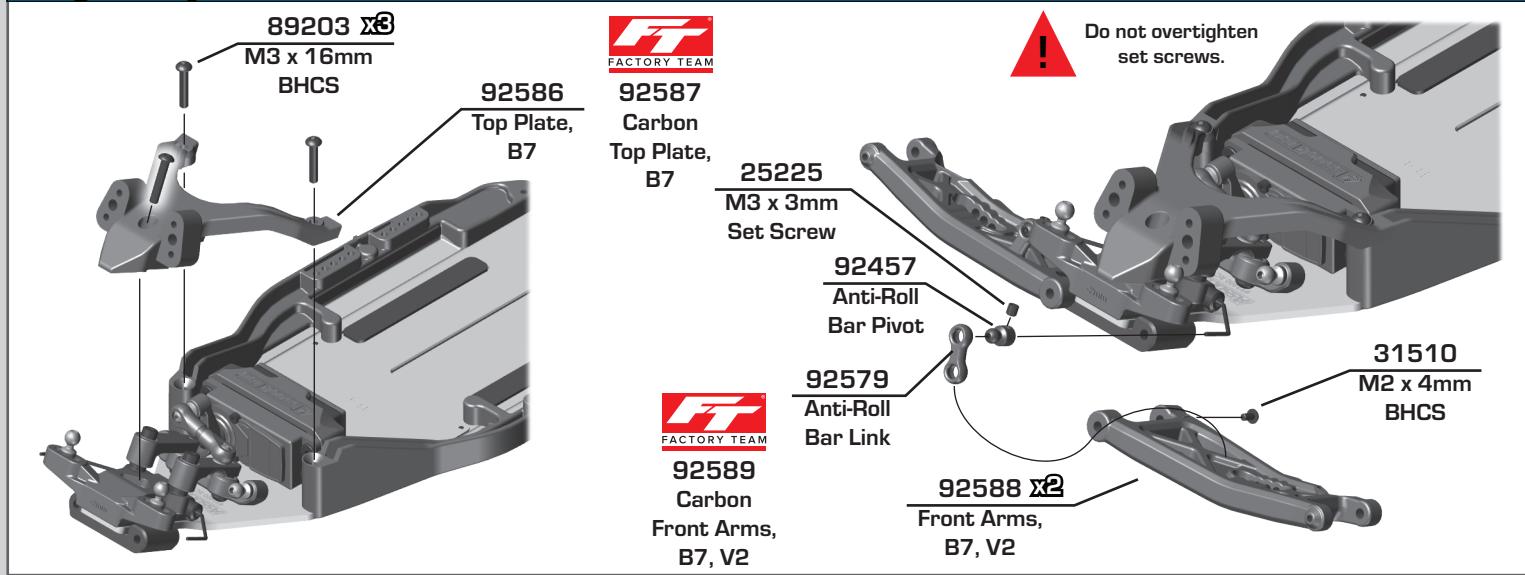
## :: Bag 2 - Step 3



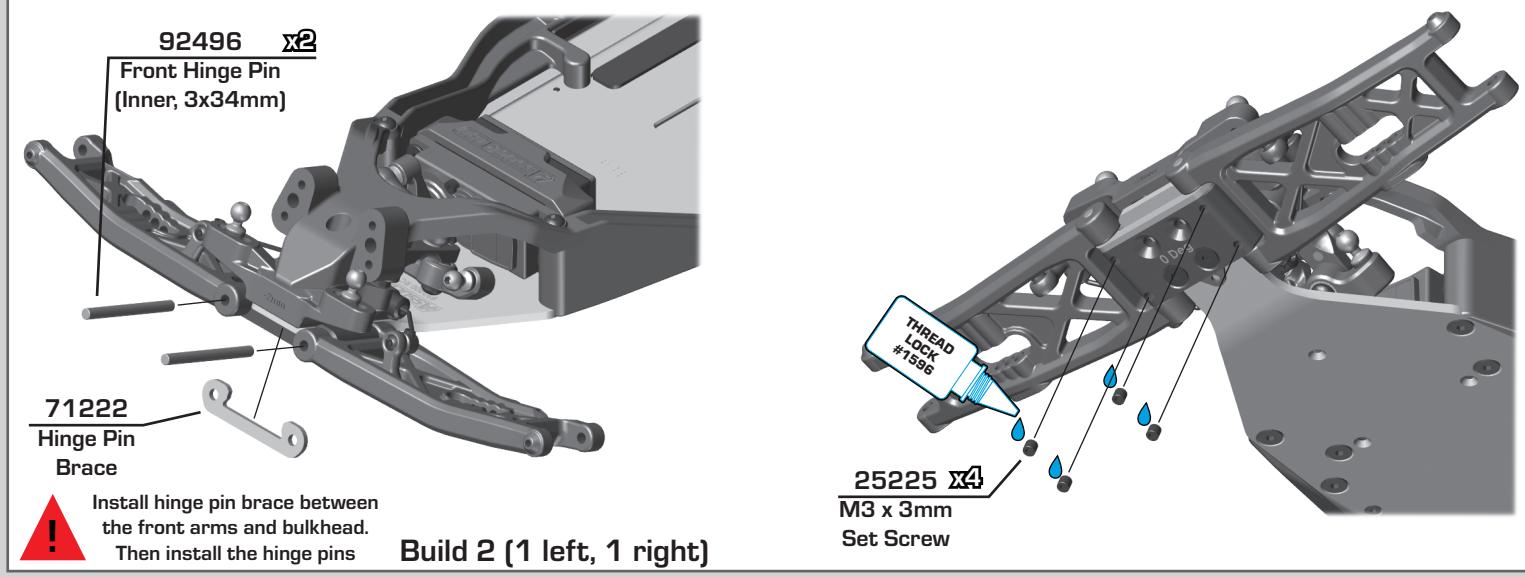
## :: Bag 2 - Step 4



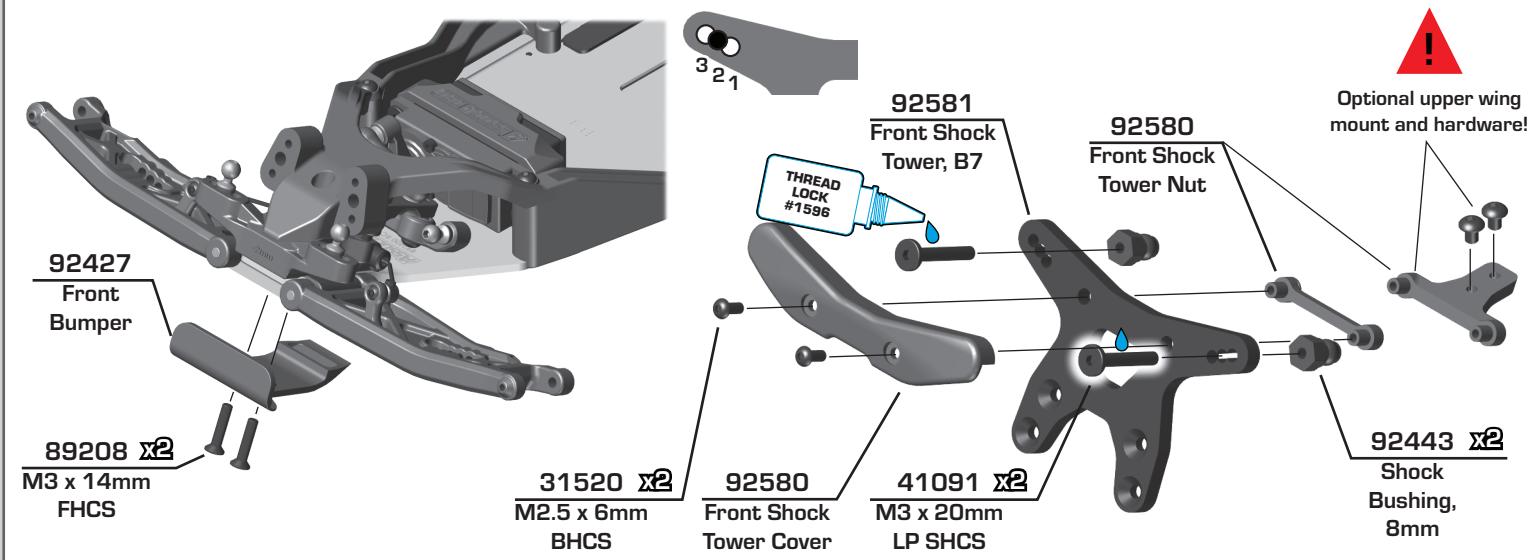
## :: Bag 2 - Step 5



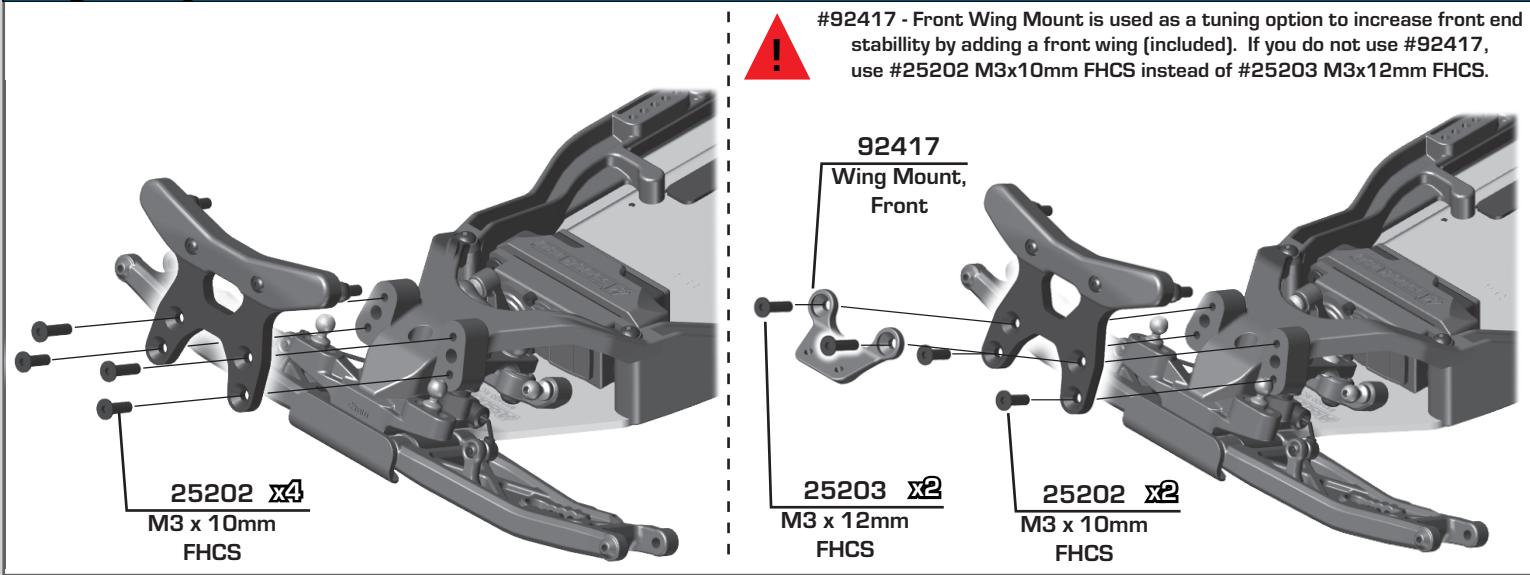
## :: Bag 2 - Step 6



## :: Bag 2 - Step 7



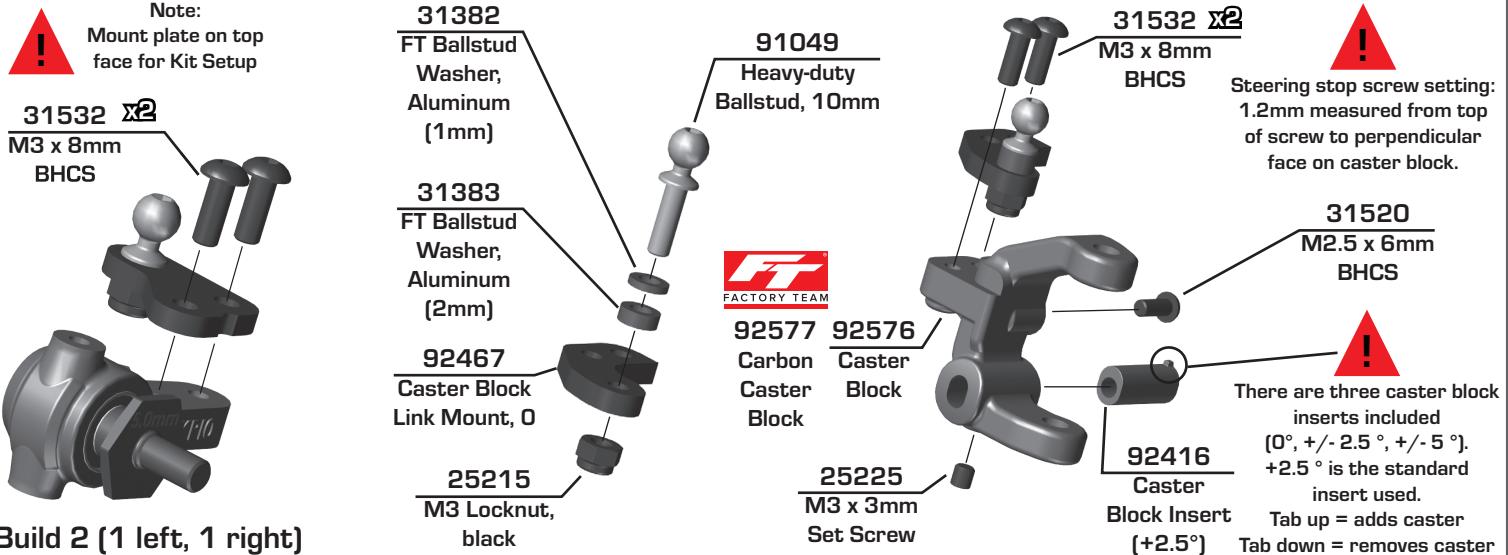
## :: Bag 2 - Step 8



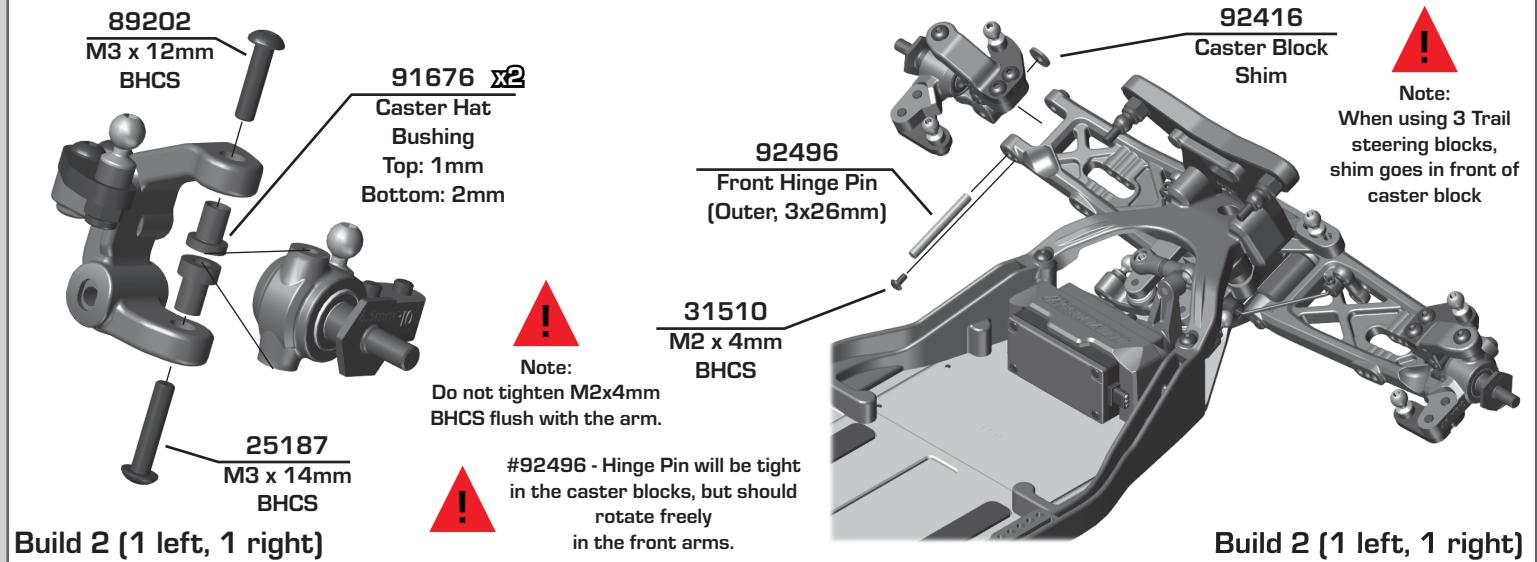
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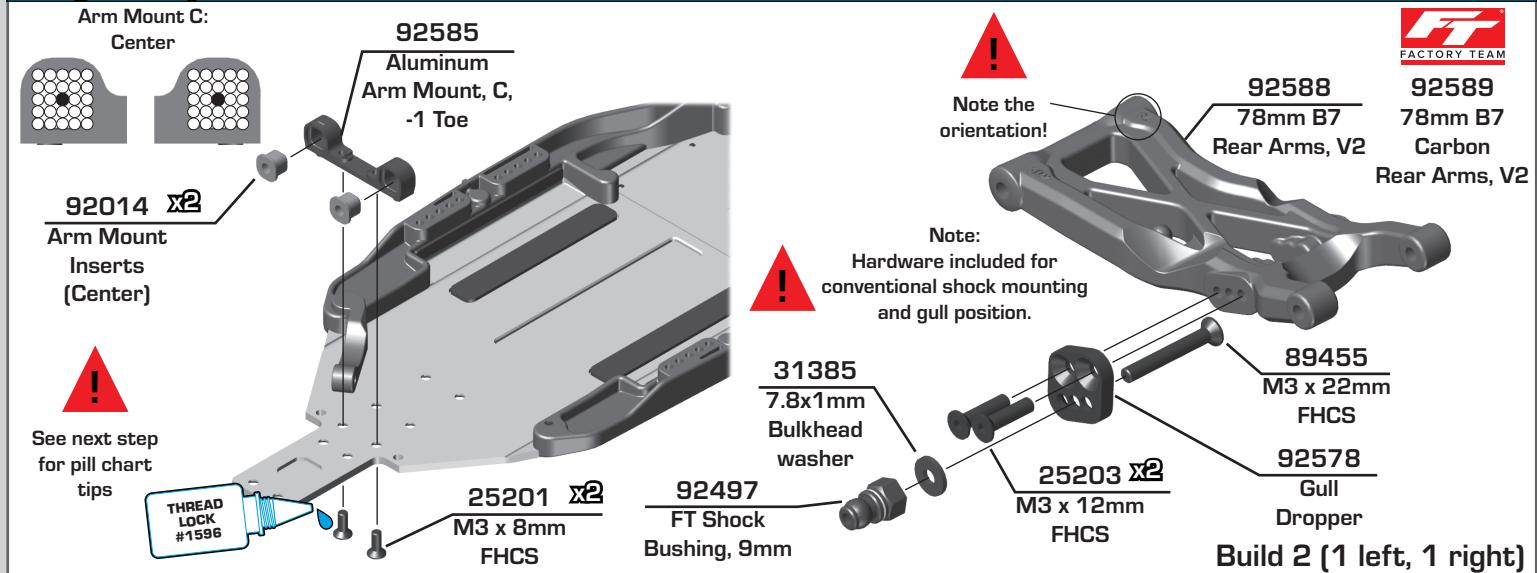
## Bag 3 - Step 2



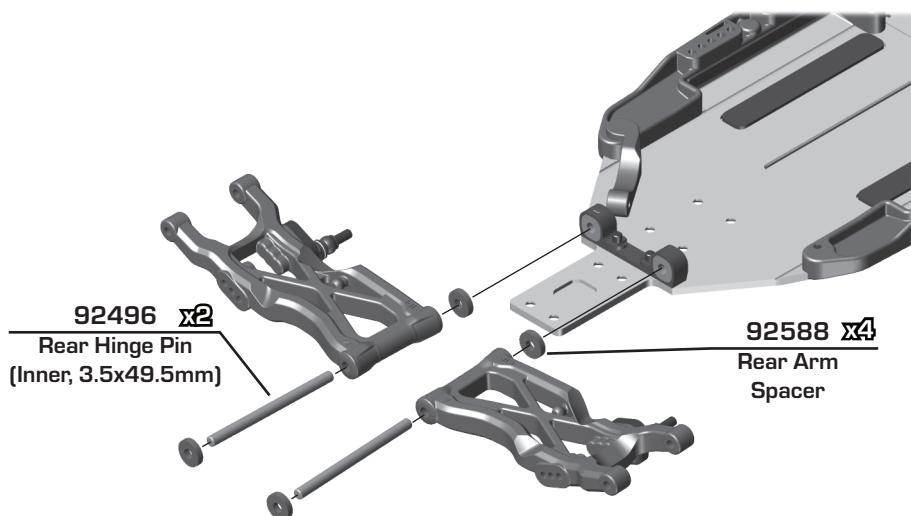
## Bag 3 - Step 3



## Bag 4 - Step 1



## :: Bag 4 - Step 2

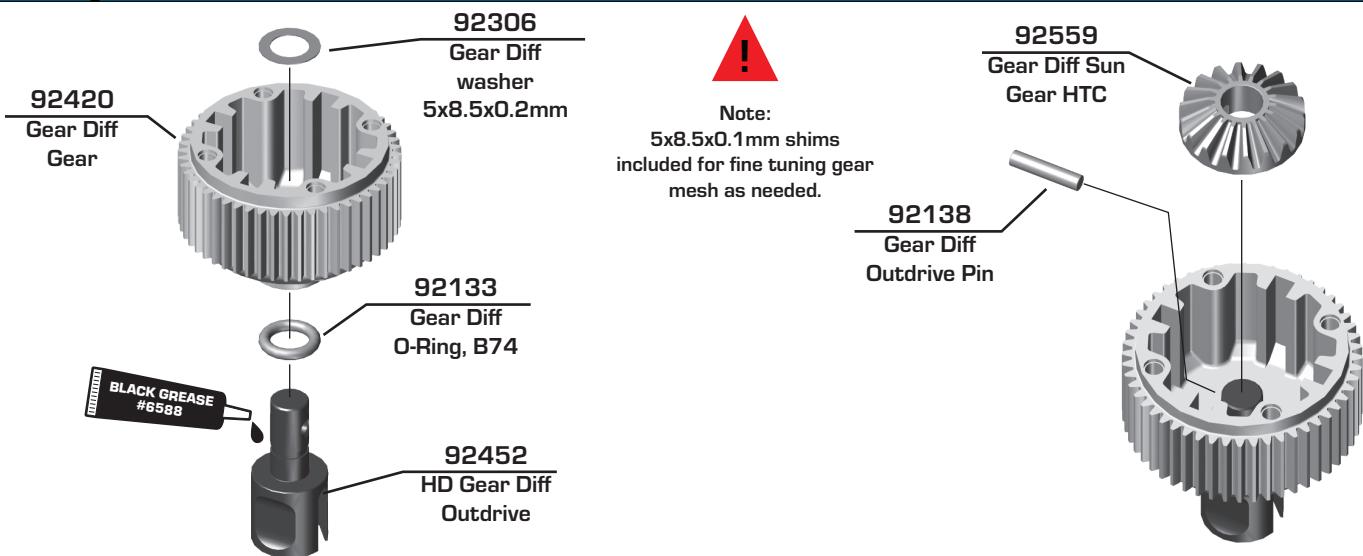


The (#92432) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.

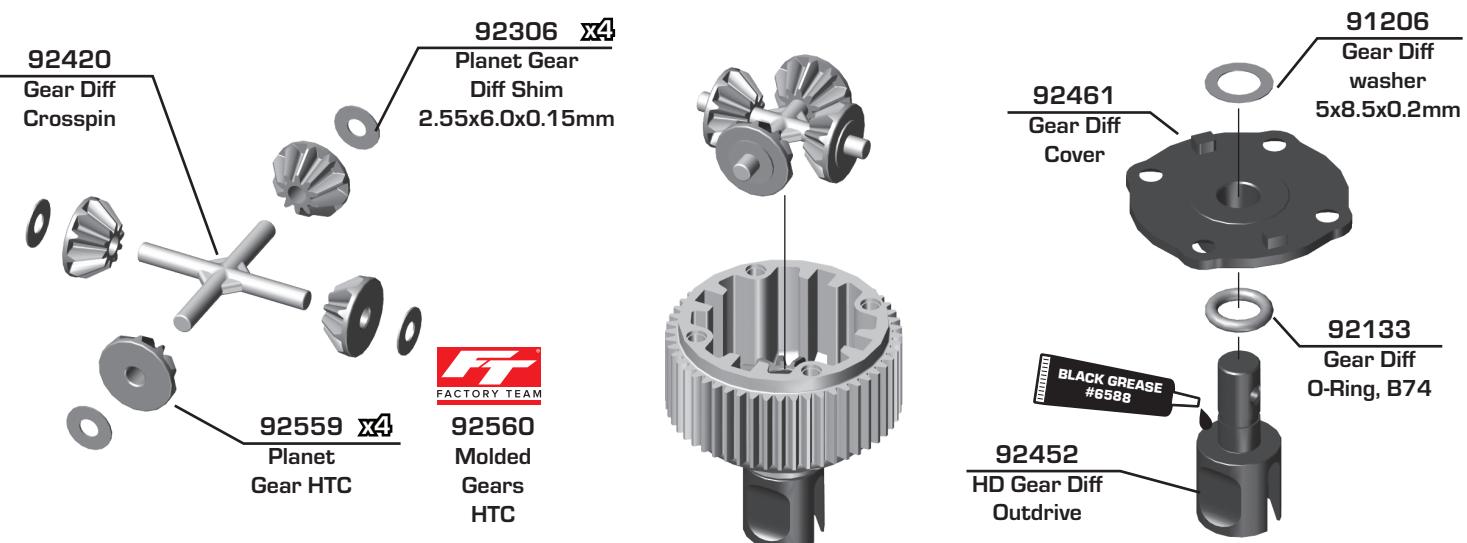
For a complete list of pill setup combinations, please visit our website by using the link below.  
<http://bit.ly/B6PillChart>

	Toe-In	Anti-Squat
Arm Mount C: Center	2° Kit Setup	1° Kit Setup
Arm Mount D: Center		

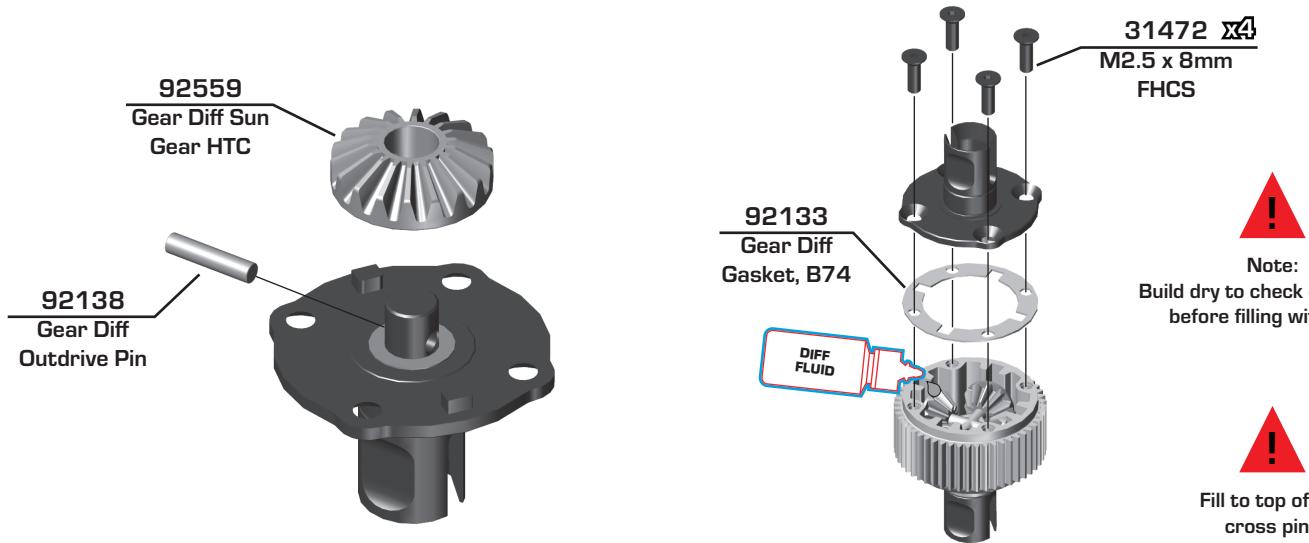
## :: Bag 5 - Step 1



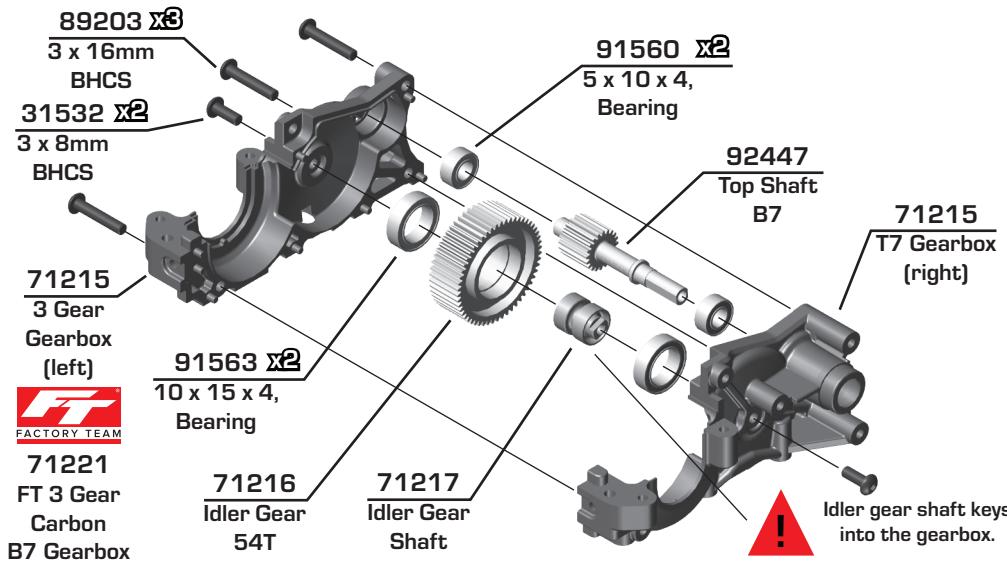
## :: Bag 5 - Step 2



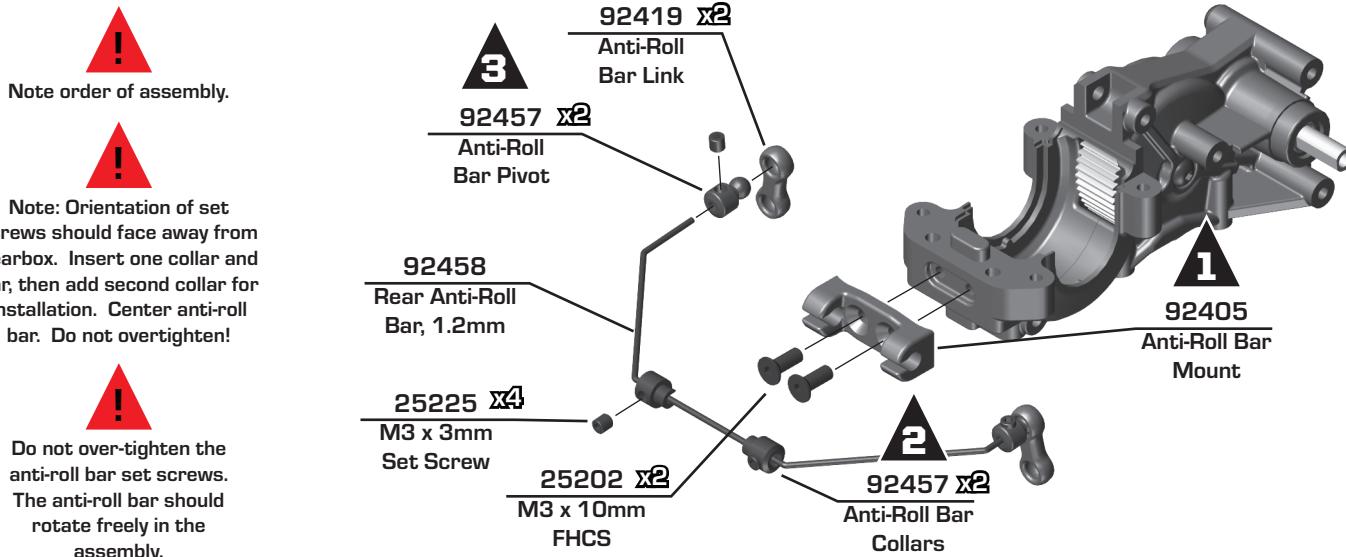
## :: Bag 5 - Step 3



## :: Bag 6 - Step 1



## :: Bag 6 - Step 2



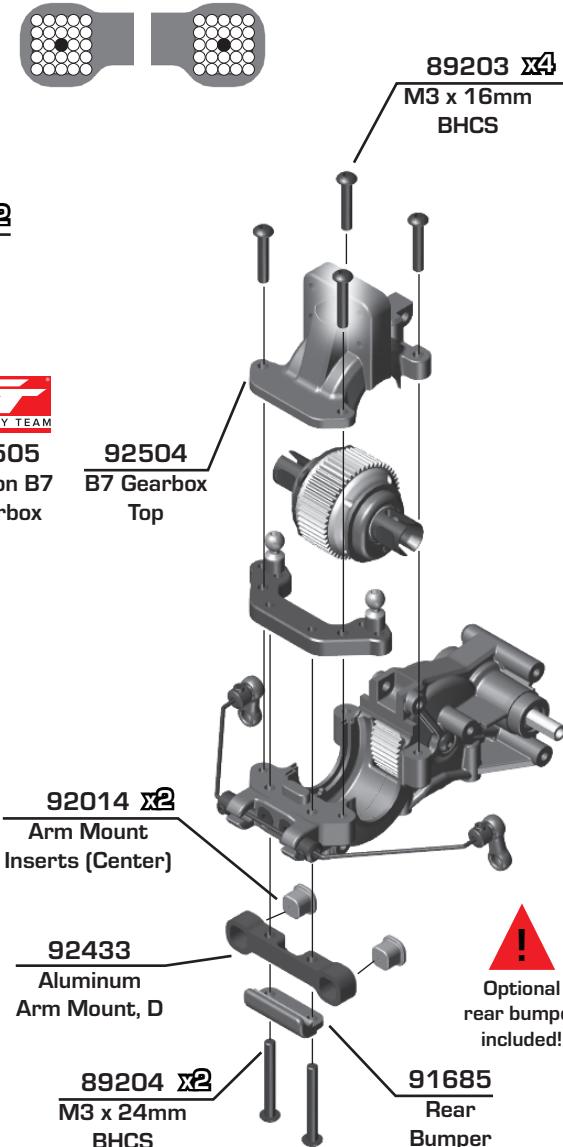
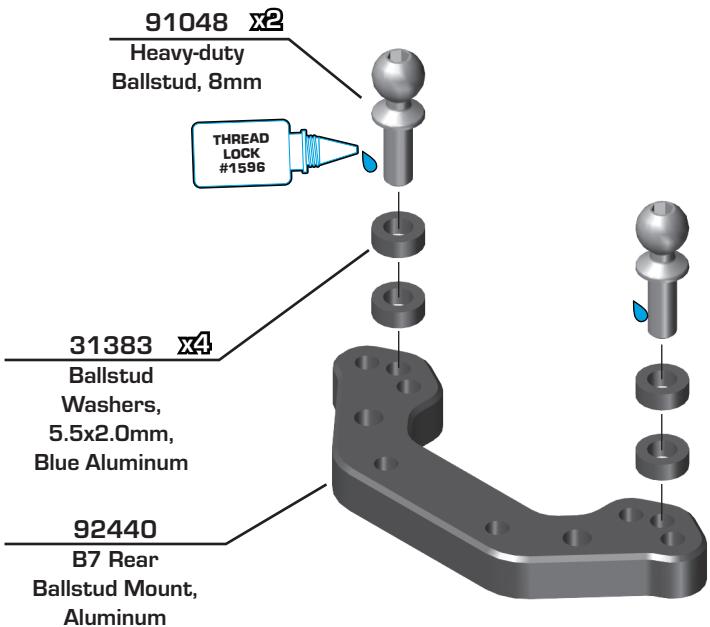
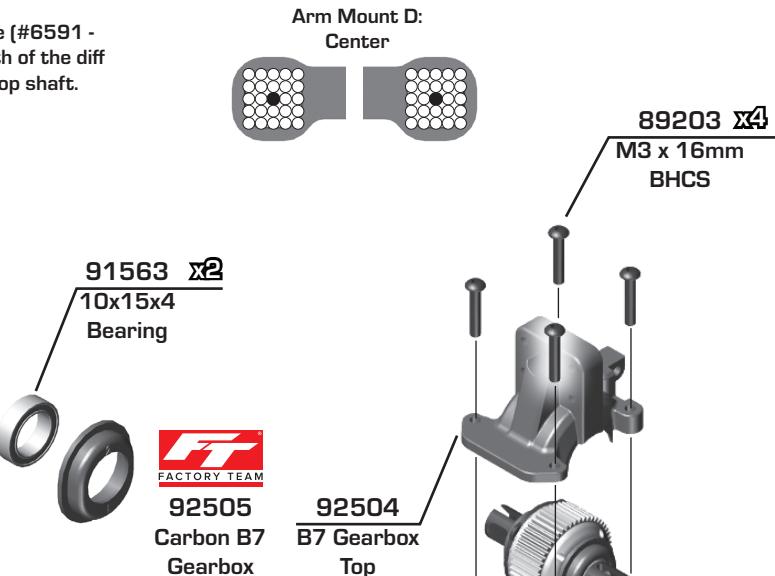
## Bag 6 - Step 3

Diff Height	
	3
	2 Kit Setup
	1
	0

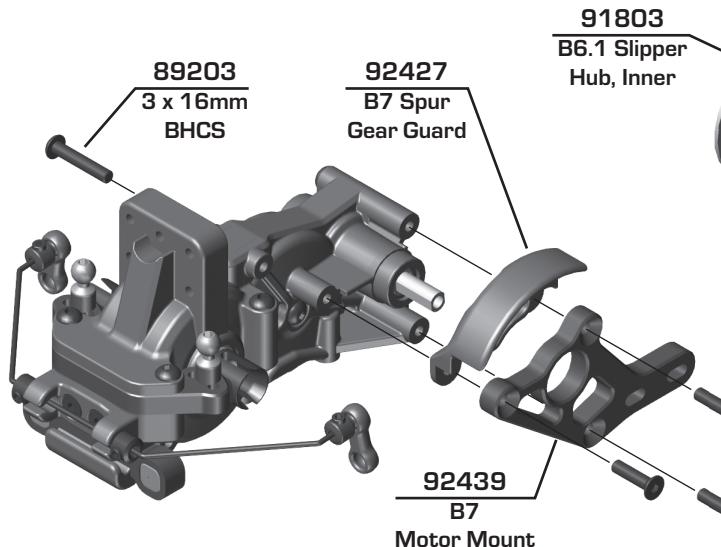
Add a drop of Diff Lube (#6591 - not included) to the teeth of the diff gear, idler gear, and top shaft.



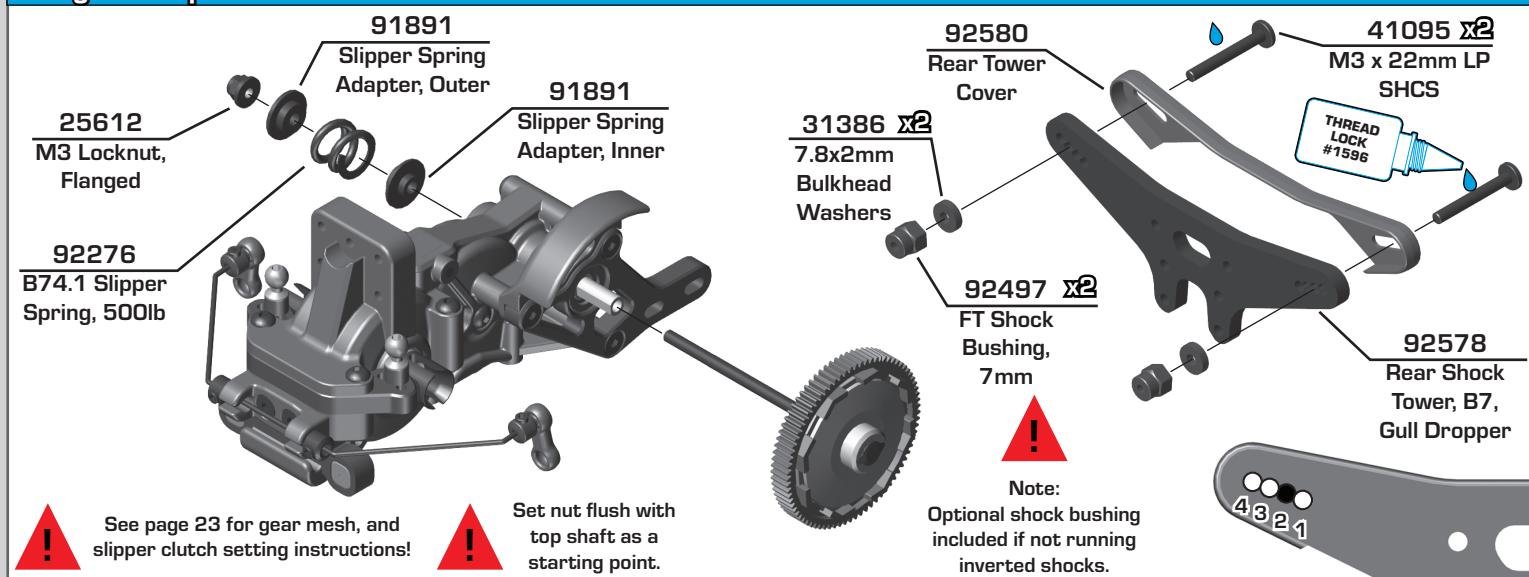
**Diff Height Inserts:**  
The number on top  
is the setting.  
Stock diff height is 2.



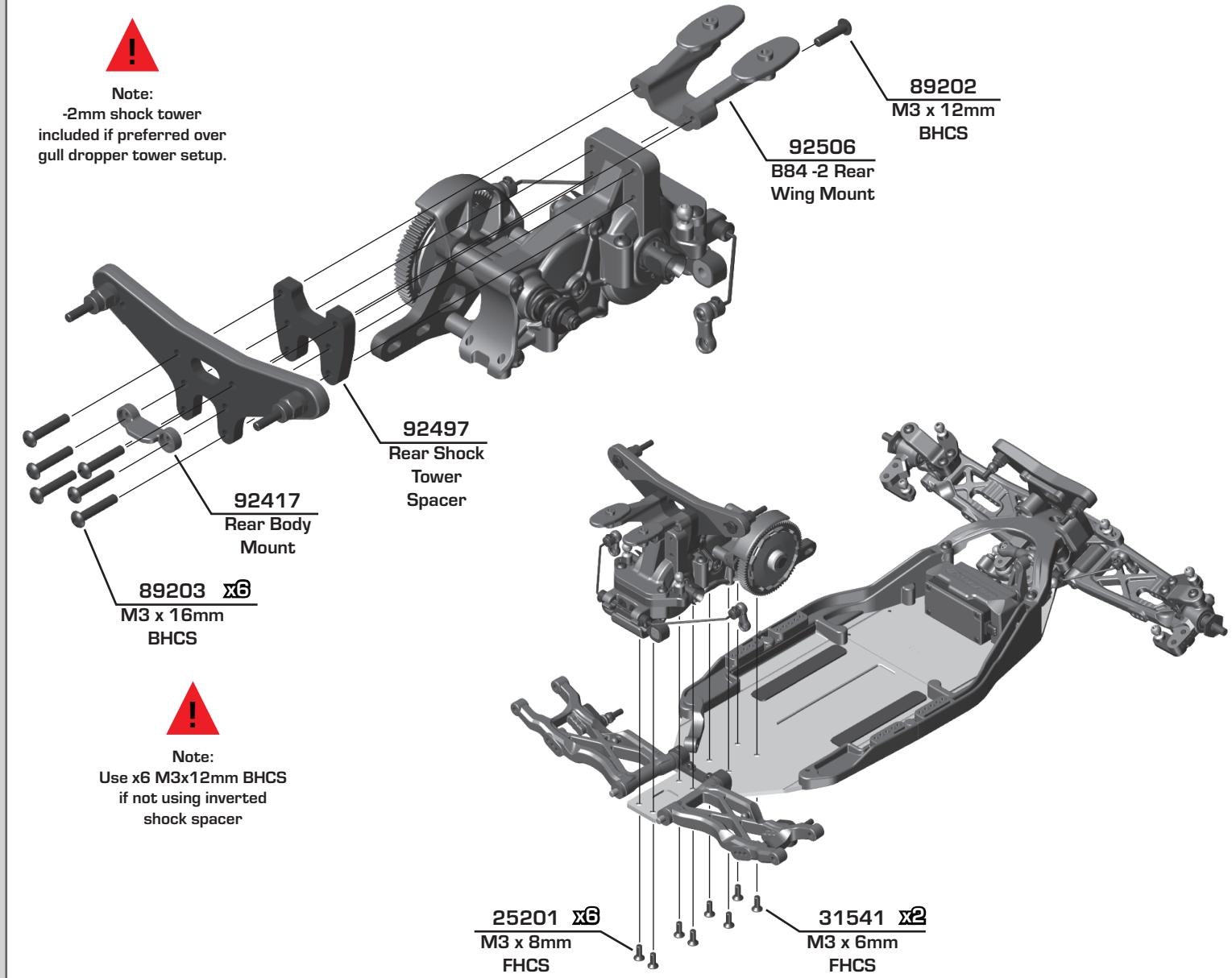
## Bag 6 - Step 4



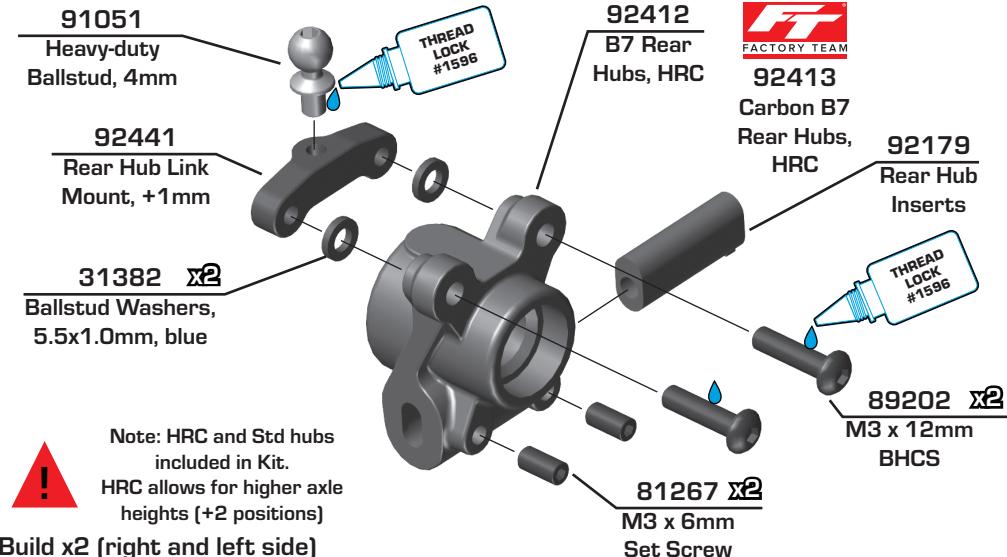
## :: Bag 6 - Step 5



## :: Bag 6 - Step 6

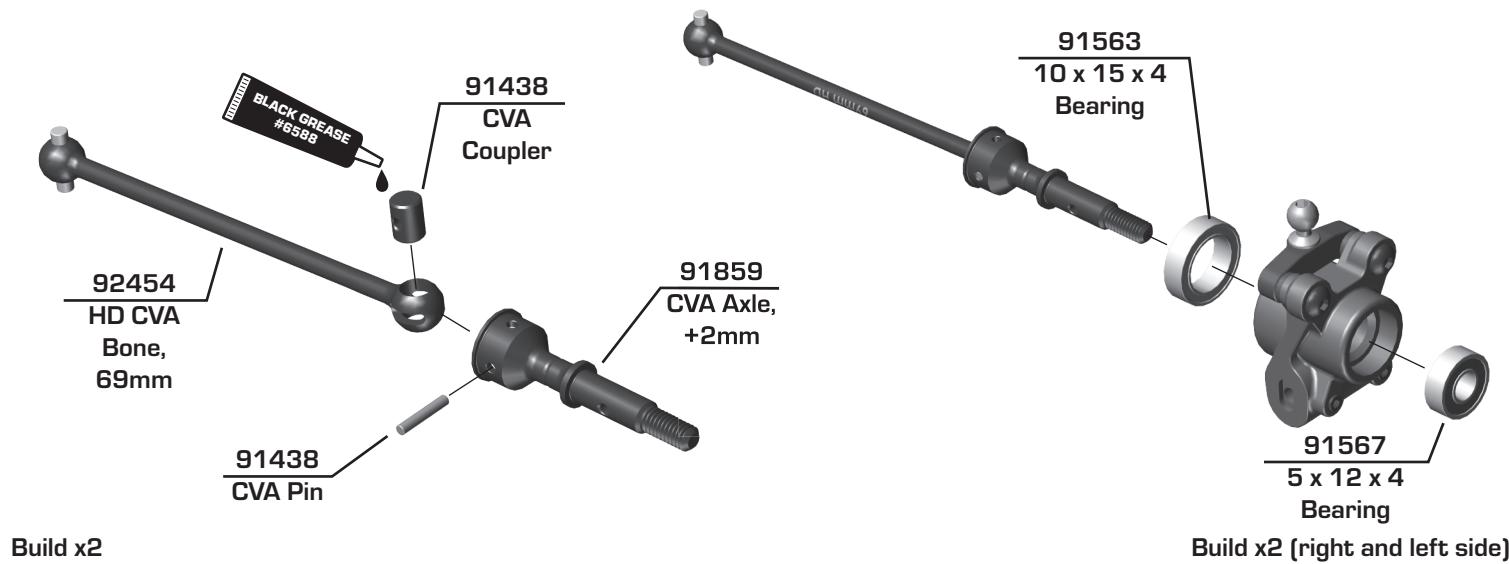


## :: Bag 7 - Step 1

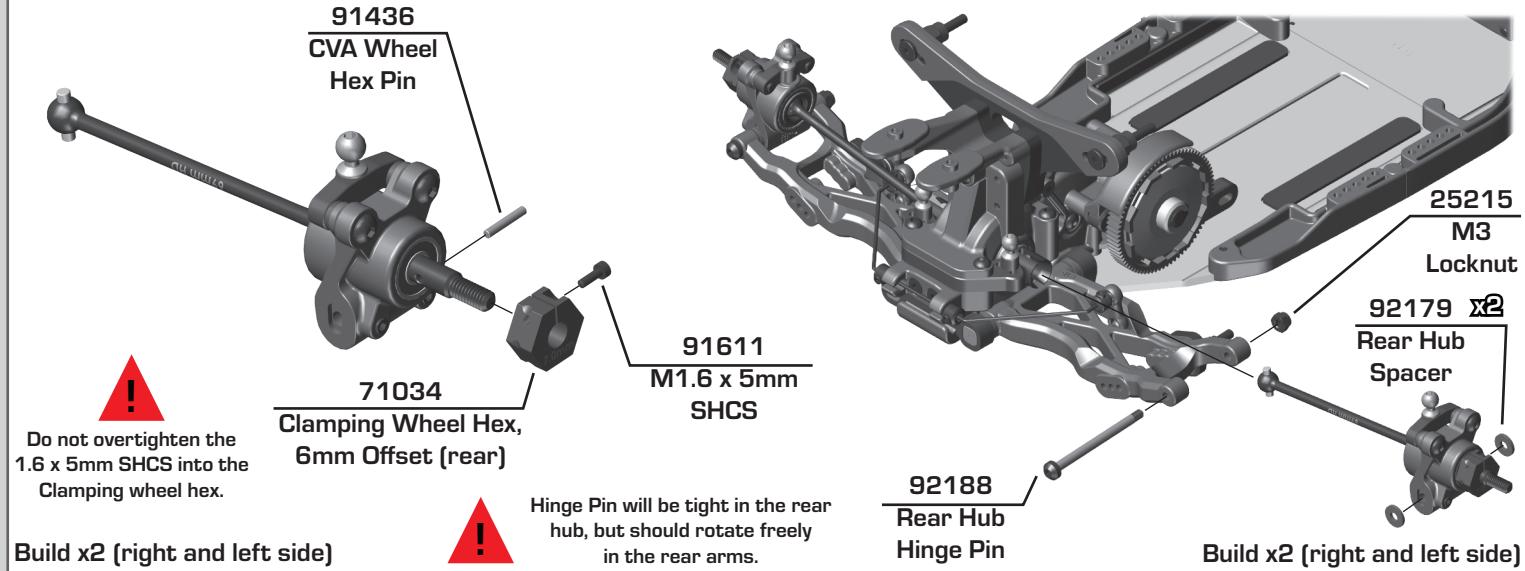


Rear Axle Height			
↑ 3	0 ↓	3 ↑	+3mm
↑ 2	1 ↓	2 ↑	+2mm
↓ 2	1 ↑	1 ↑	+1mm Kit Setup
↓ 0	0 ↑	0 ↑	+0mm

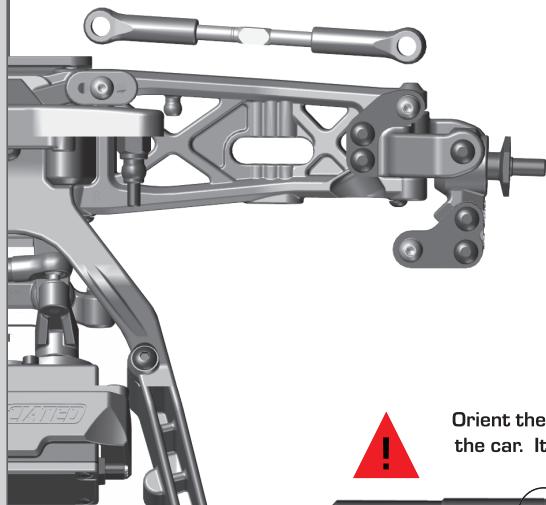
## :: Bag 7 - Step 2



## :: Bag 7 - Step 3



## :: Bag 8 - Step 1

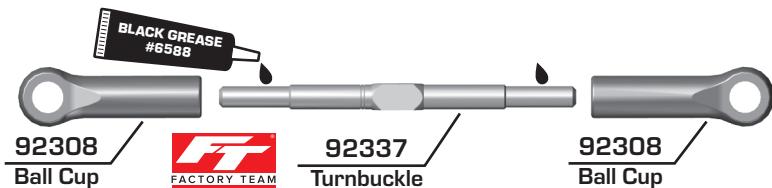


## Racers Tip:

Use black grease (#6588) on the threads of the turnbuckles for easier ball cup installation!



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

92360 Titanium Turnbuckle 3.5x48mm

Measurements given are approximation. Camber should be set with a gauge at ride height.

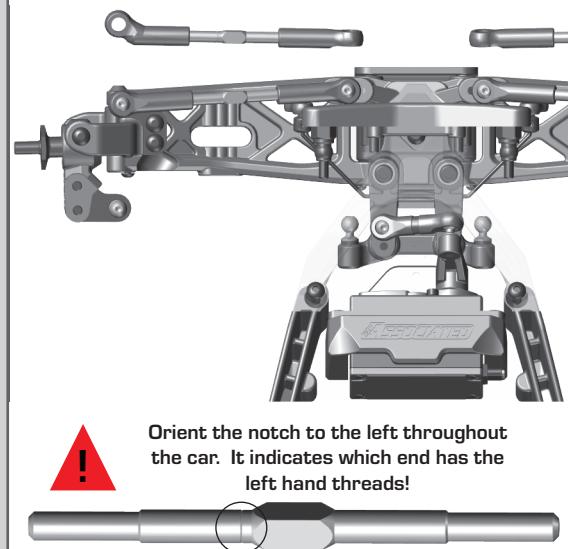
## Front Camber Turnbuckle

25.70mm



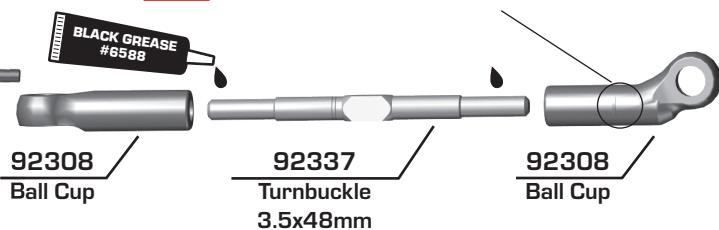
Build x2 (right and left side)

## :: Bag 8 - Step 2



Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

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

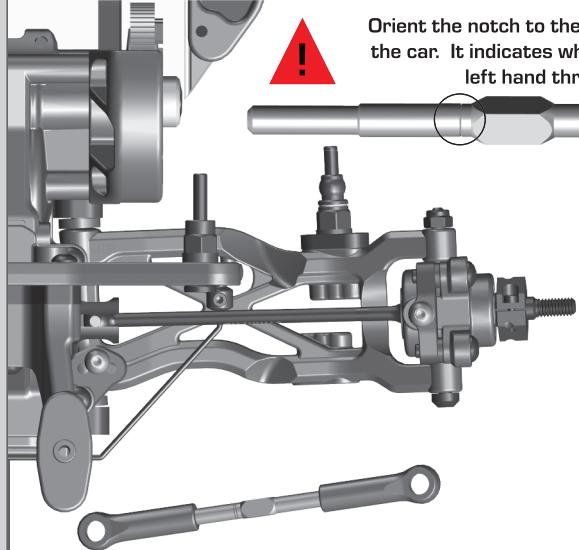
## Steering Turnbuckle

27.00mm

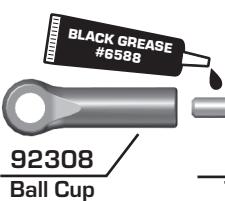


Build x2 (right and left side)

## :: 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

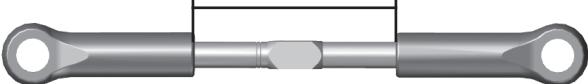
92337 Turnbuckle 3.5x48mm

92308 Ball Cup

Measurements given are approximation. Camber should be set with a gauge at ride height.

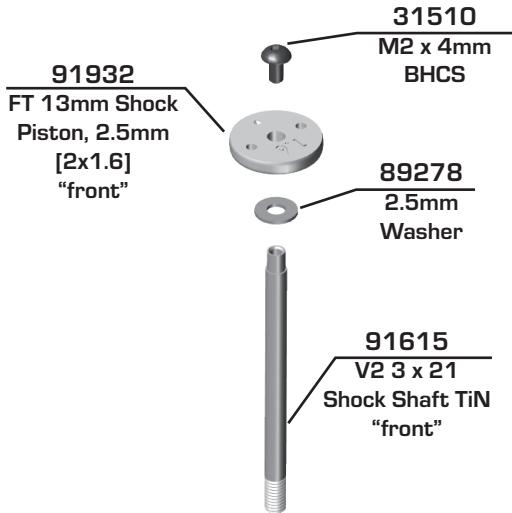
## Rear Camber Turnbuckle

27.20mm



Build x2 (right and left side)

## :: Bag 9 - Step 1



! Mount the shock pistons with the number facing up!



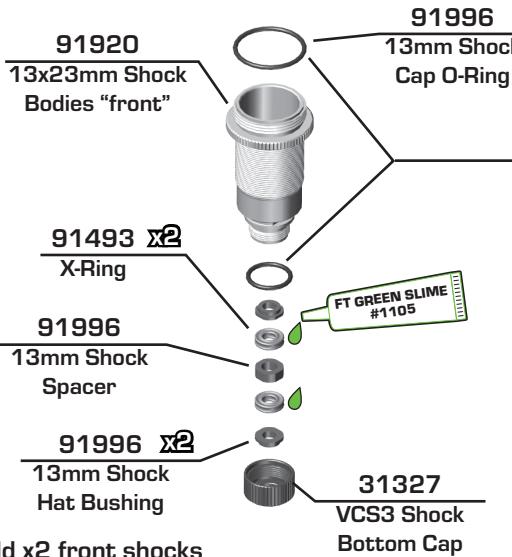
Racers Tip:  
Use a marker over the numbers on the pistons to make them easily visible!

Build x2 front shocks



Build x2 rear shocks

## :: Bag 9 - Step 2

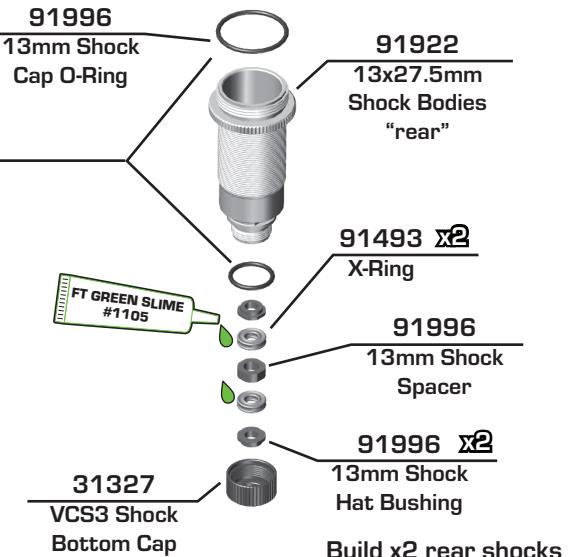


! Lightly rub shock oil on the O-ring before installation!



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

Build x2 front shocks



Build x2 rear shocks

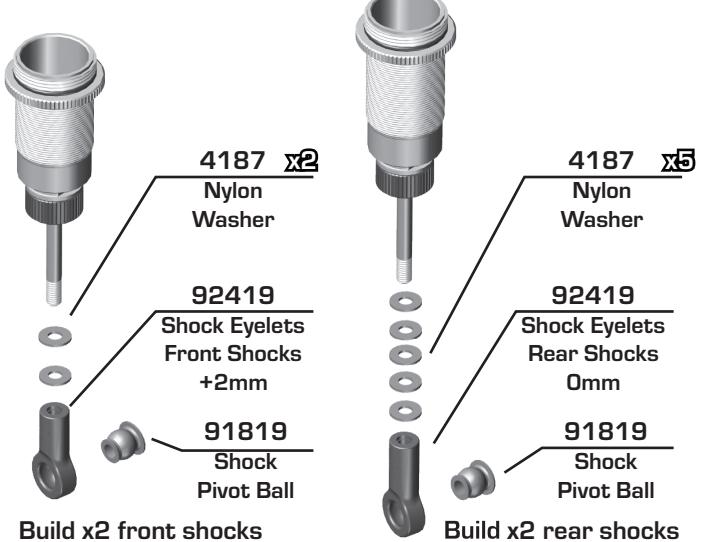
## :: Bag 9 - Step 3



There are 3 lengths of shock eyelet in the kit.  
Pay attention to length when building as these affect your droop and uptravel.



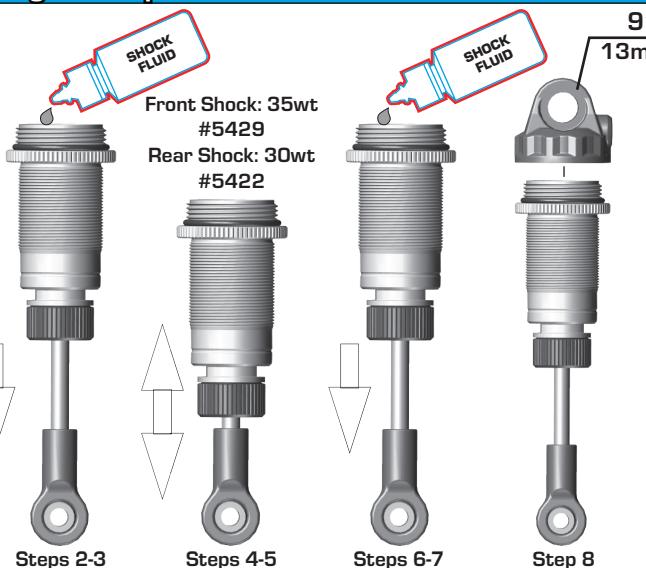
Lightly rub shock fluid or green slime on threads



Build x2 front shocks

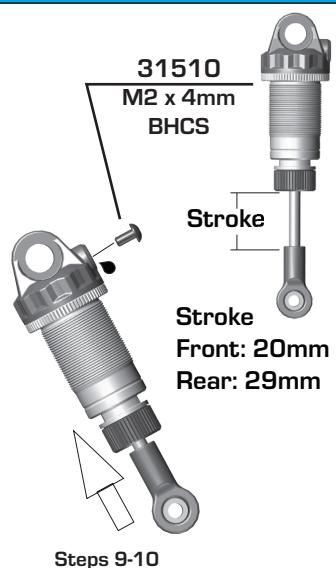
Build x2 rear shocks

## Bag 9 - Step 4

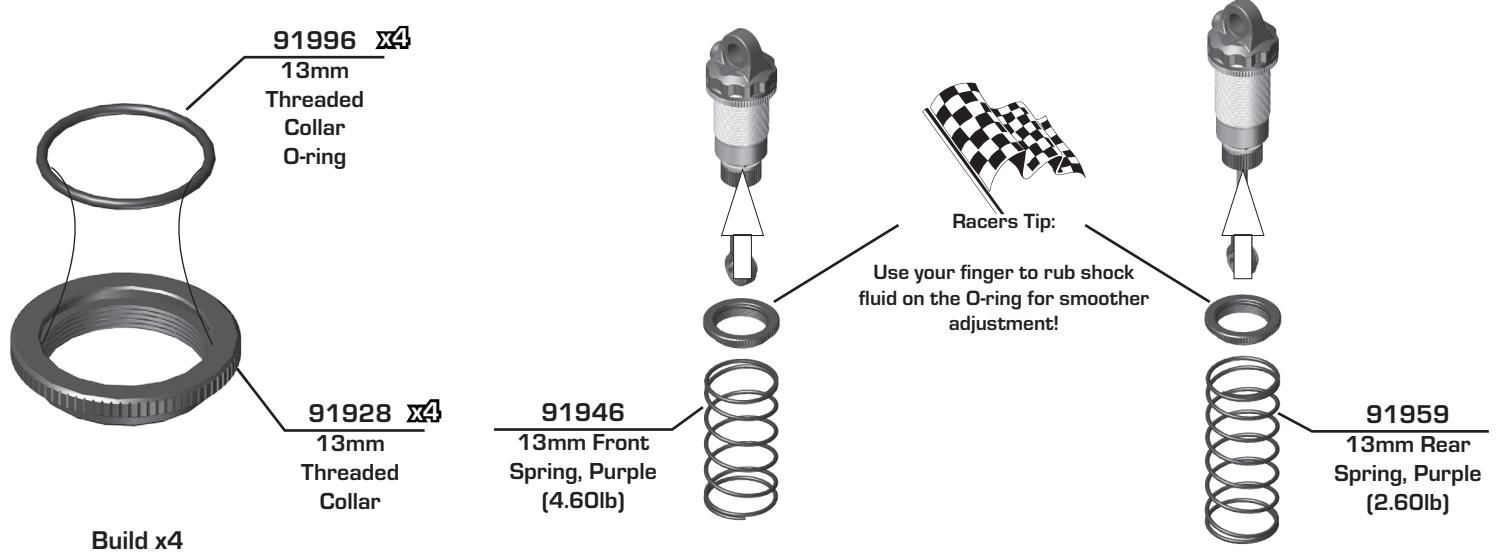


## Shock Bleeding Steps:

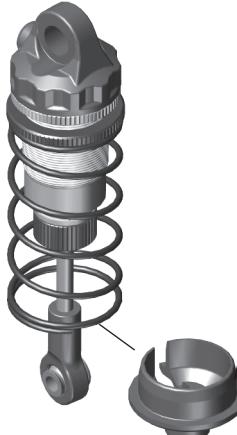
1. Before assembly, get each bleed screw and thread it 1-2 turns into the shock cap, then remove the screw. This will make it easier when you are bleeding your shocks.
2. Pull shock shaft down.
3. Fill shock body 3/4 full with silicone shock fluid.
4. Slowly move the shock shaft up and down to remove 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.



## Bag 9 - Step 5

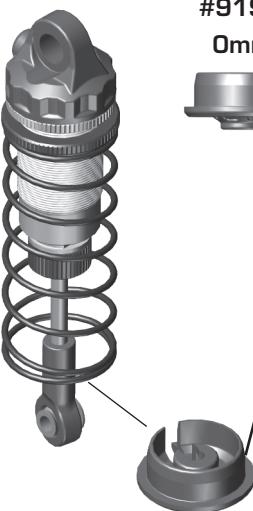


## Bag 9 - Step 6



**Screw collar's to top.**  
**Use to adjust ride**  
**height.**

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



**#91966 13mm Shock Spring Cups**

0mm

5mm

9mm

1

**91966**  
**13mm Shock**  
**Spring Cup**  
**(Rear - 5mm)**

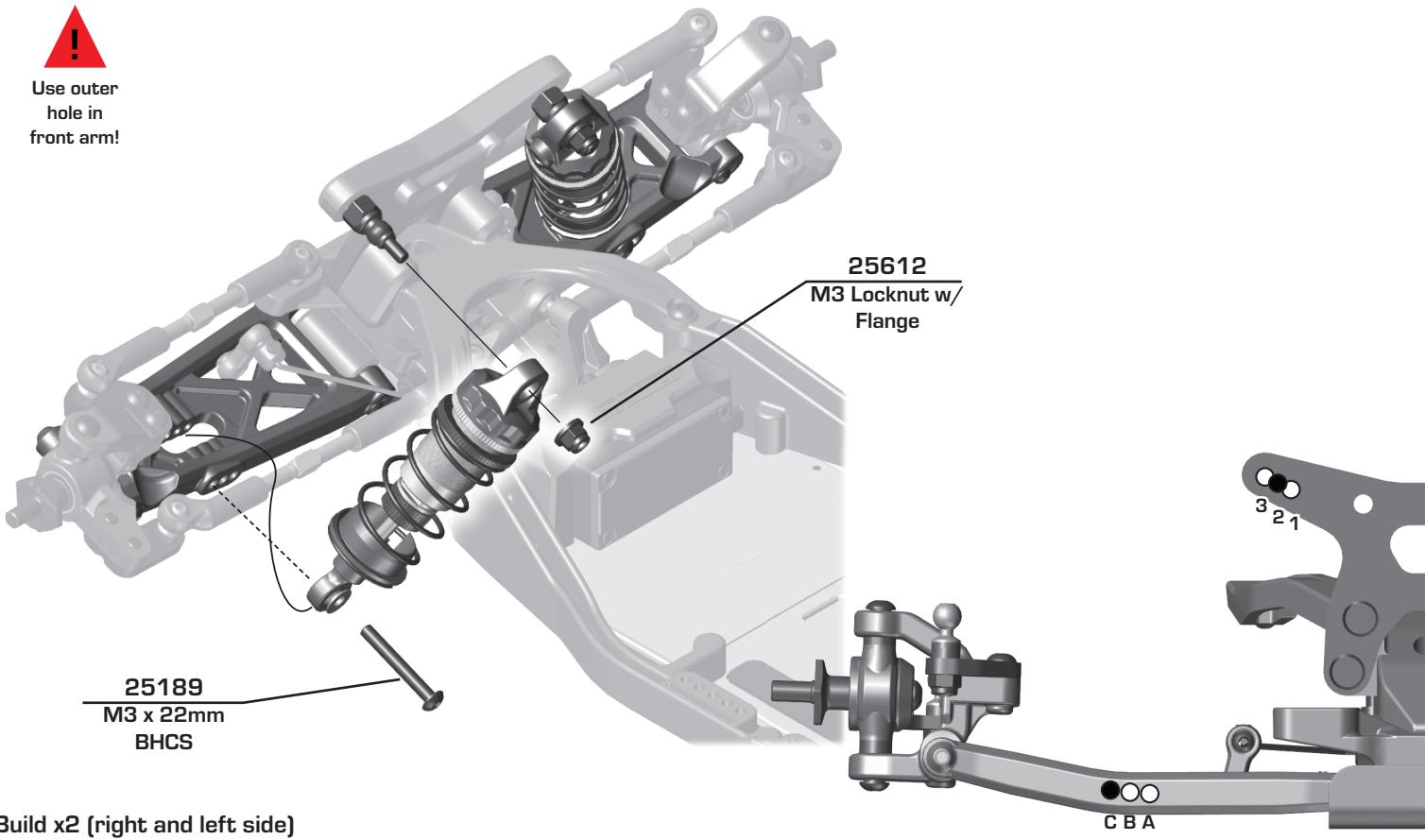
## Build x2 front shocks

## Build x2 rear shocks

## :: Bag 9 - Step 7

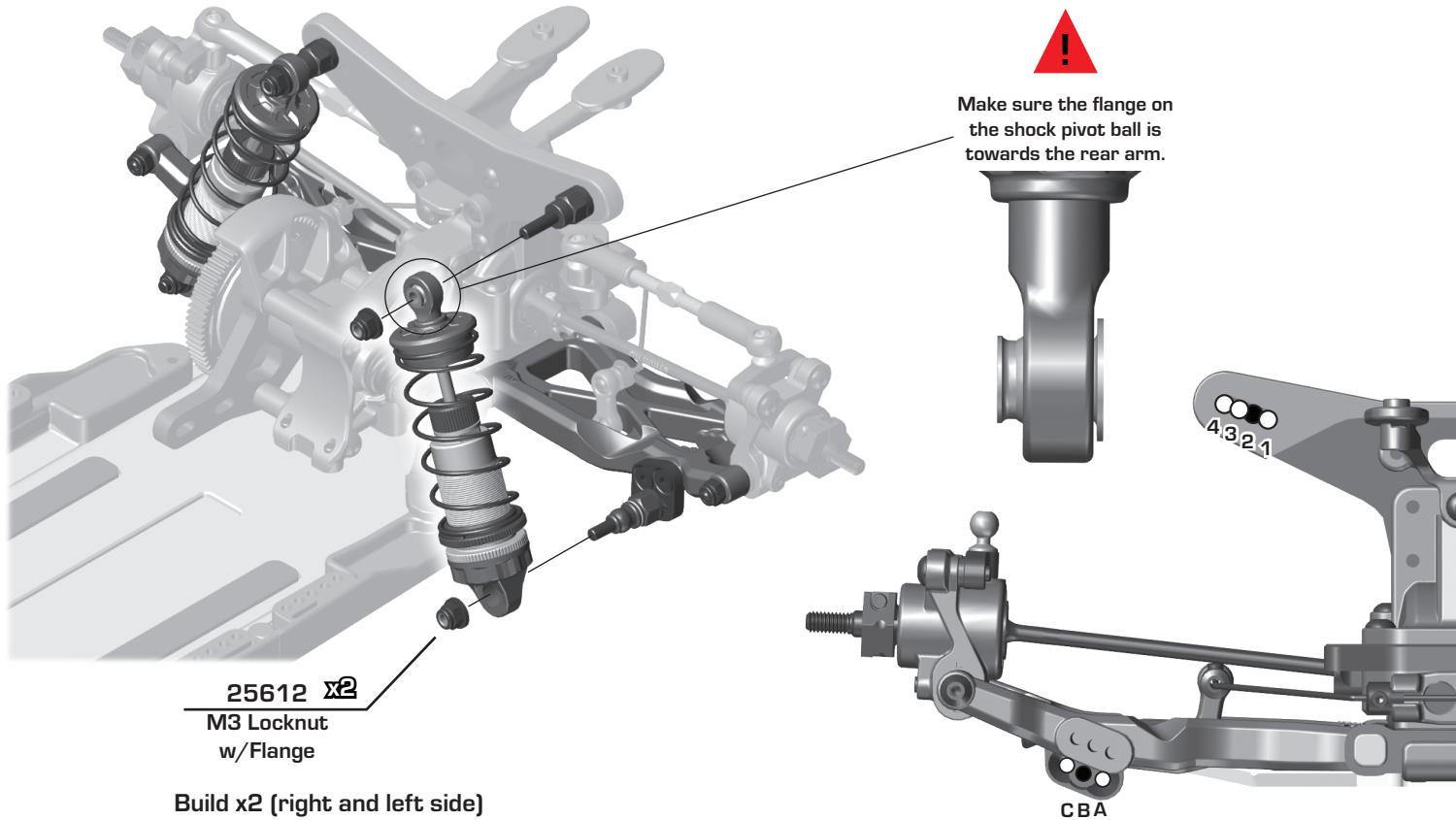


Use outer  
hole in  
front arm!



Build x2 (right and left side)

## :: Bag 9 - Step 8

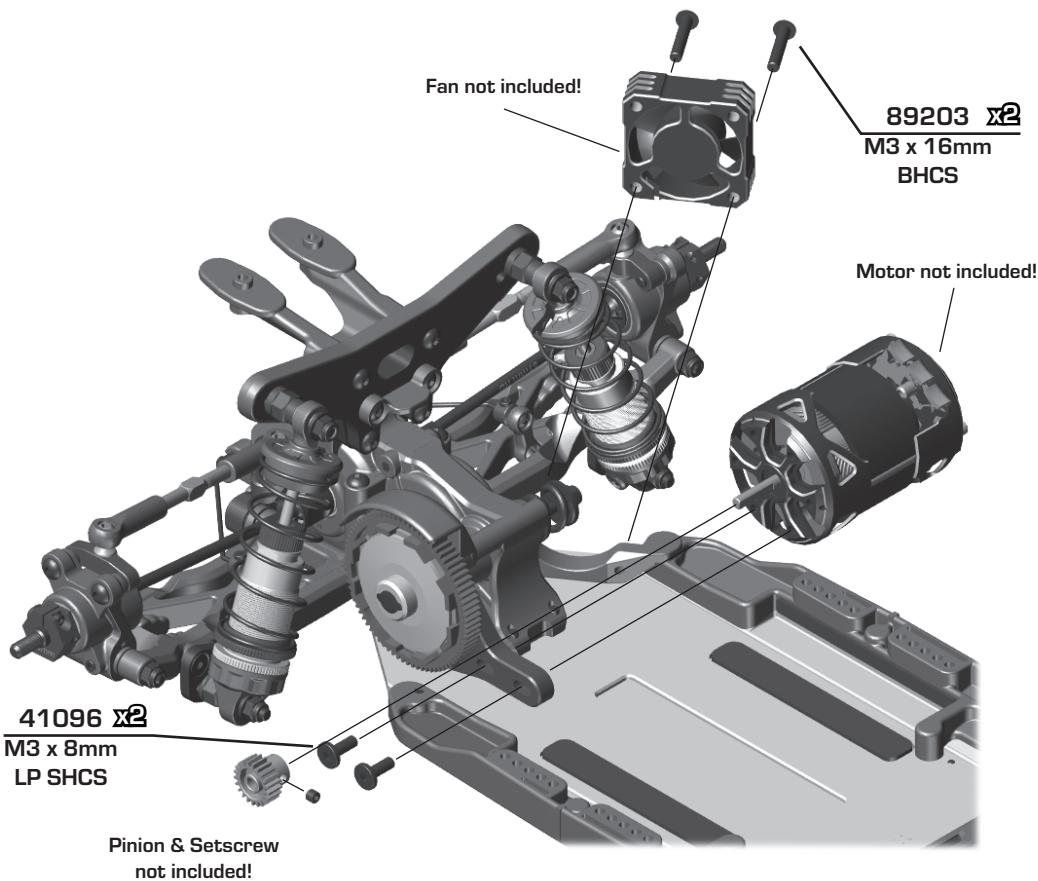


Build x2 (right and left side)

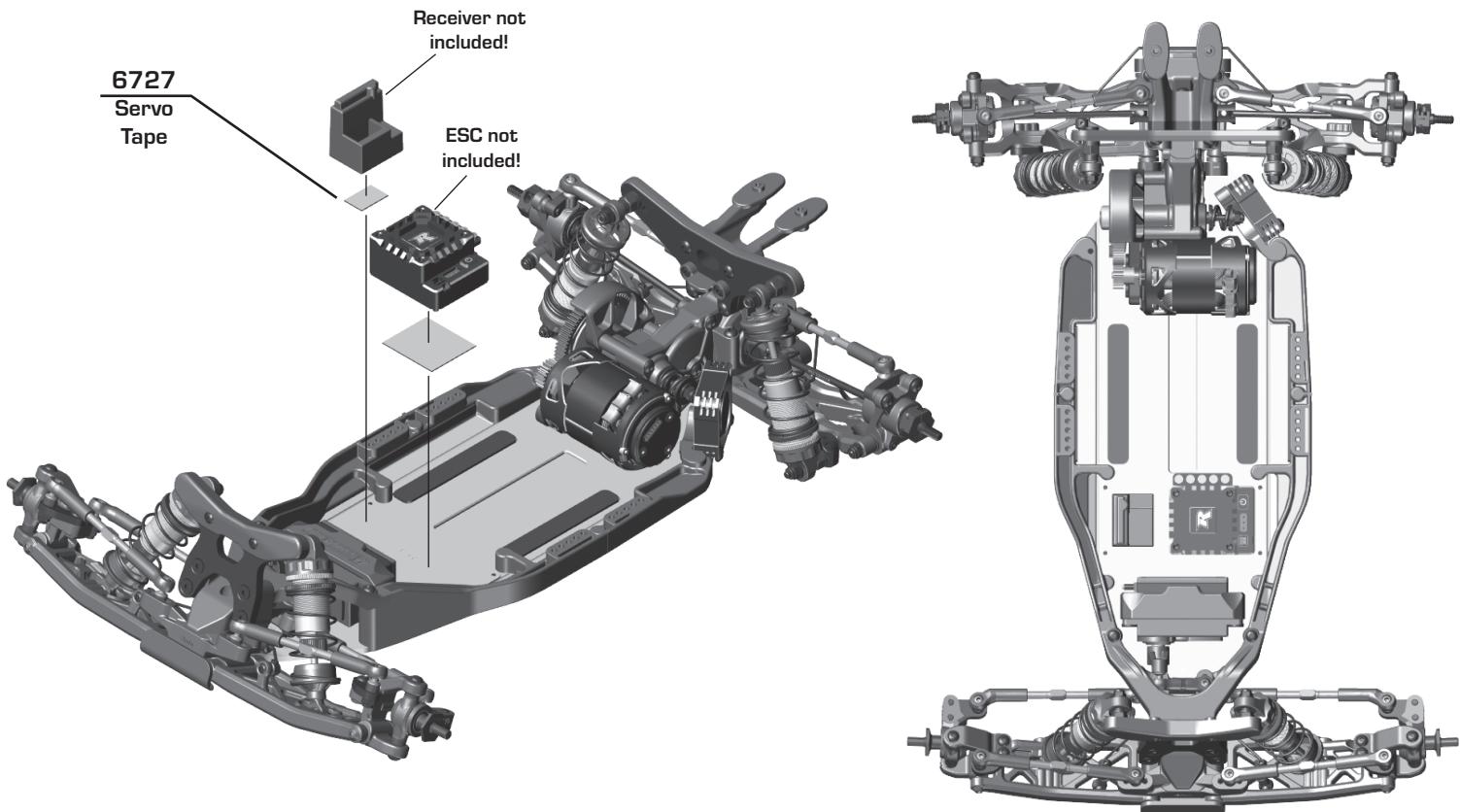
## :: Bag 10 - Step 1



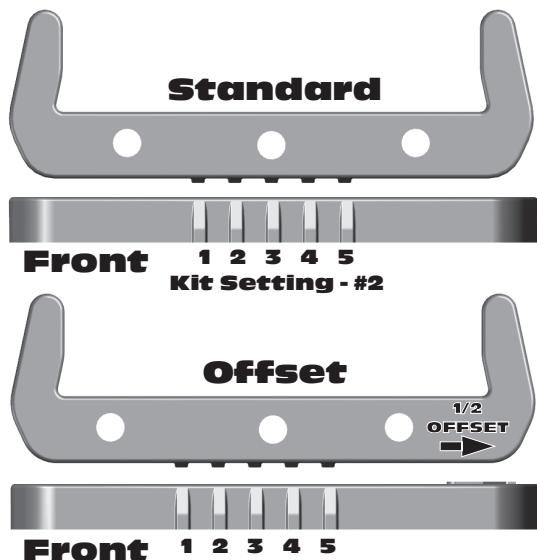
See page 25 for gear mesh setting instructions!



## :: Bag 10 - Step 2

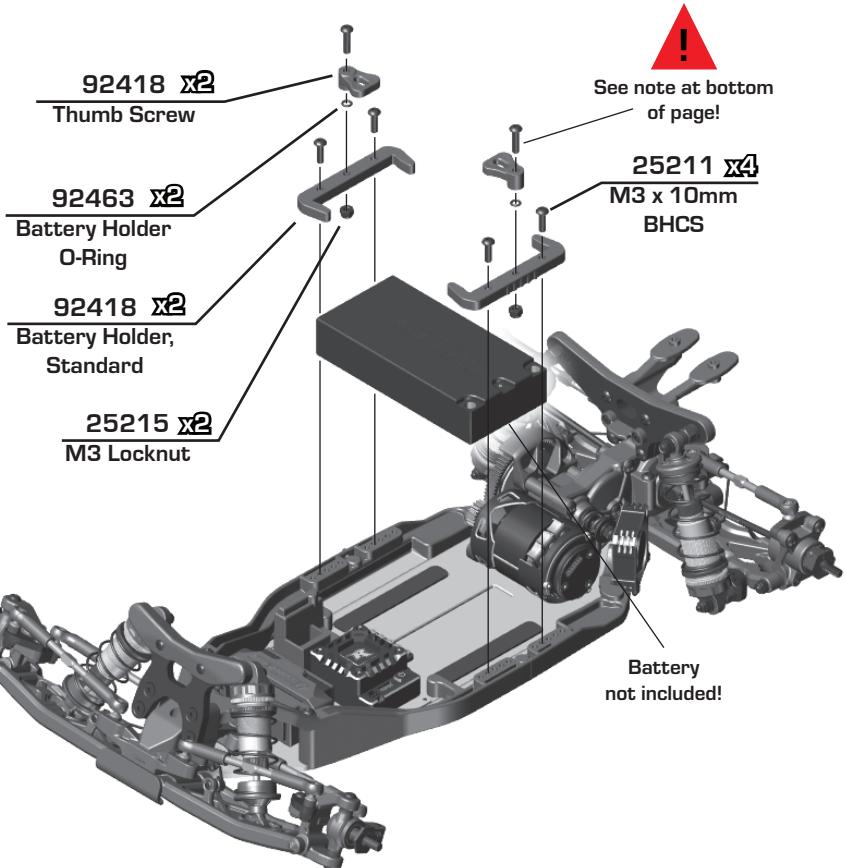


## :: Bag 10 - Step 3

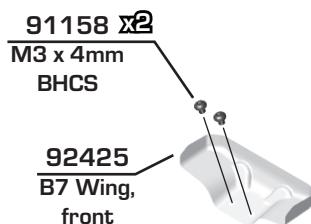


Standard and Low Profile battery thumb screws are included. Shims may need to be added if battery weights are used.

Use M3 x 18mm for standard height  
Use M3 x 12mm LP height



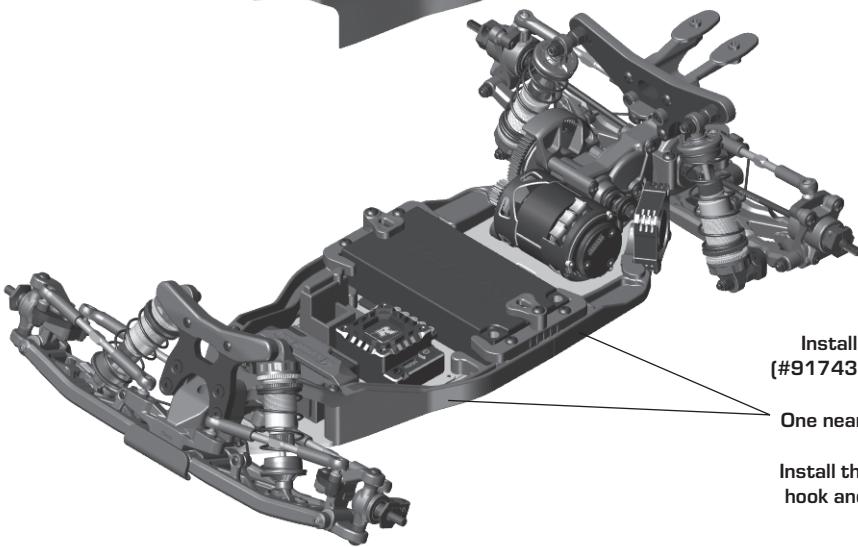
## :: Bag 10 - Step 4



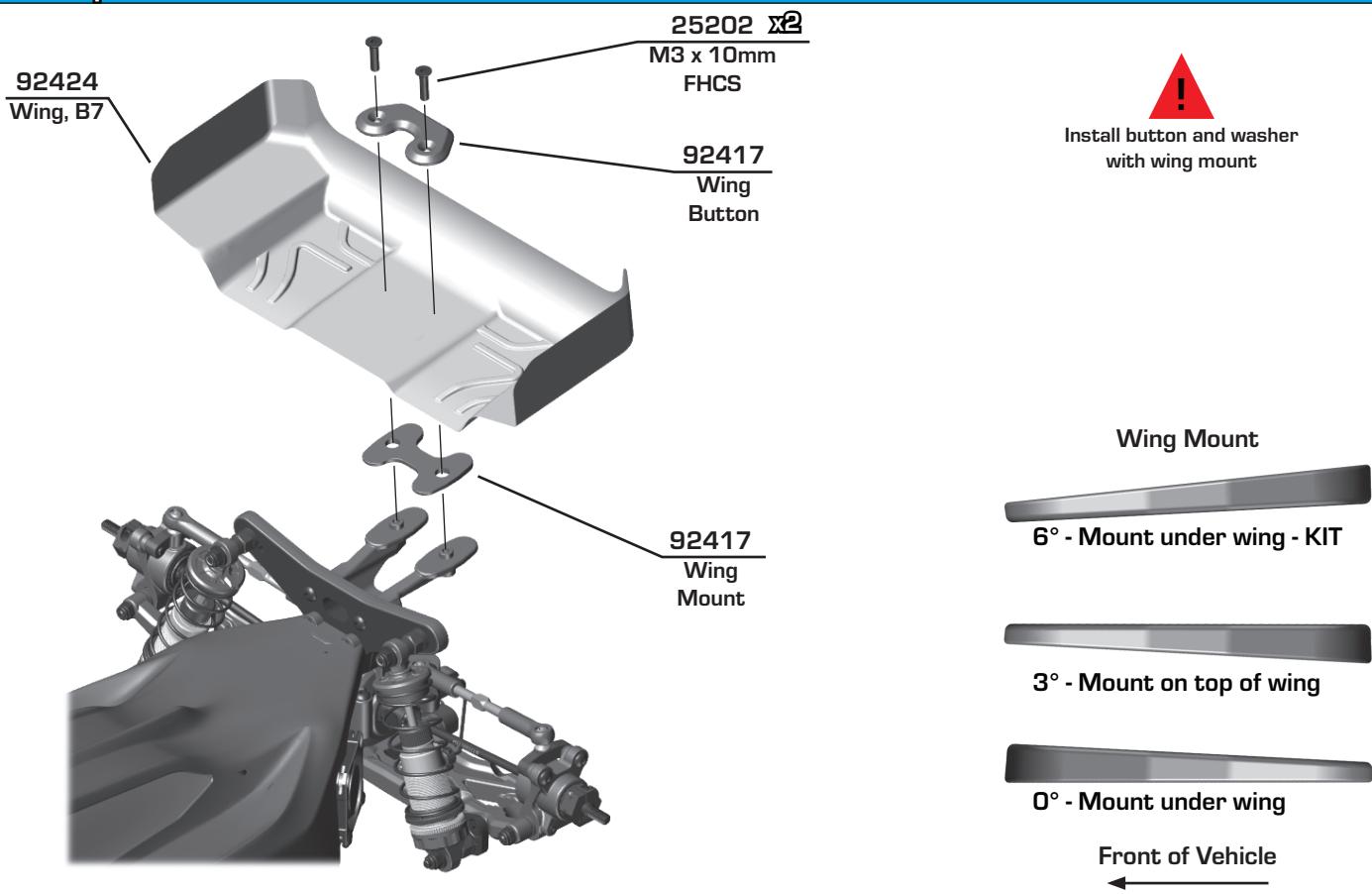
92422  
B7  
Body, clear  
92423  
B7 Body, Clear (Light Weight)

! There are two options for trimming the kit body on the left rear side.

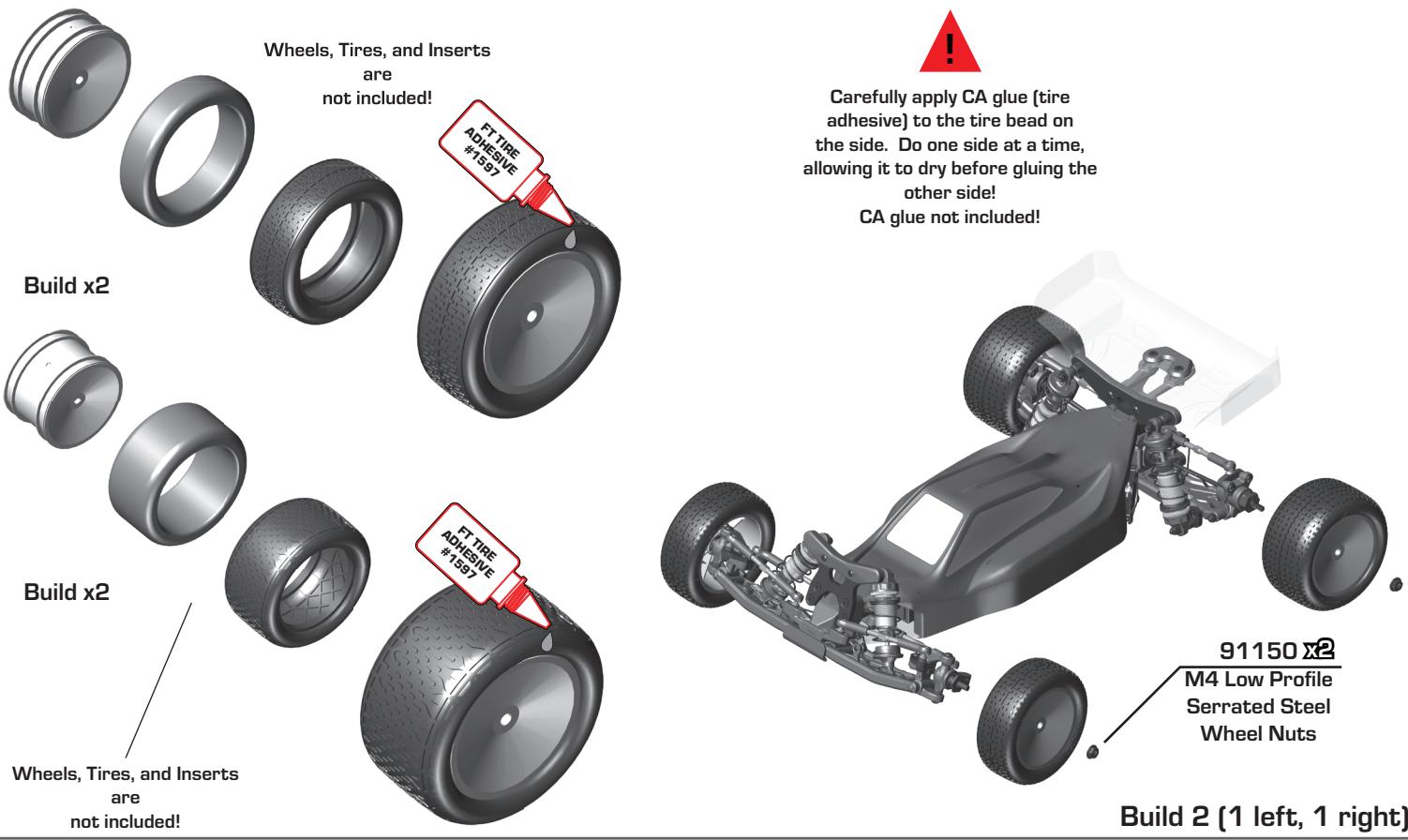
Dotted line is preferred if you run a motor fan.



## :: Bag 10 - Step 5



## :: Bag 10 - Step 6



## :: 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:

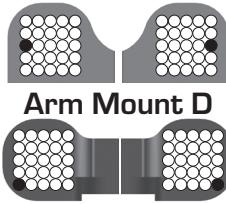
The aluminum rear arm mounts utilize eccentric pill inserts to make fine adjustments to anti-squat, toe, pin heights, and pin width. Adjustments can be made using the supplied inserts (#92014)

#### Standard Position

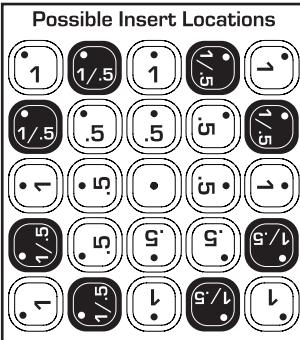
Use this position as a reference when changing pill locations.

Toe: 3°  
Anti-squat: 2°  
Roll Center: +0  
Pivot Width: +0

#### Arm Mount C



#### Arm Mount D



#### 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°

#### 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*

#### 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°



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

<http://bit.ly/B6PillChart>



## ■ Tuning Tips (cont.)

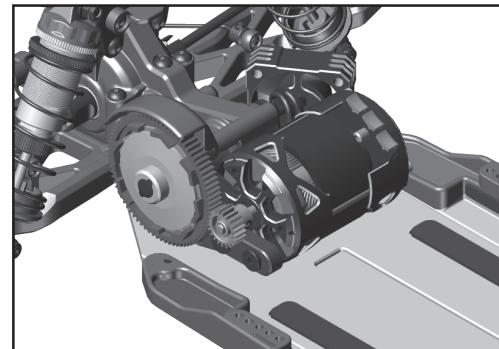
### Motor Gearing:

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:

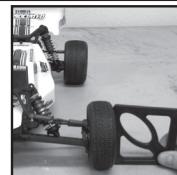
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular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



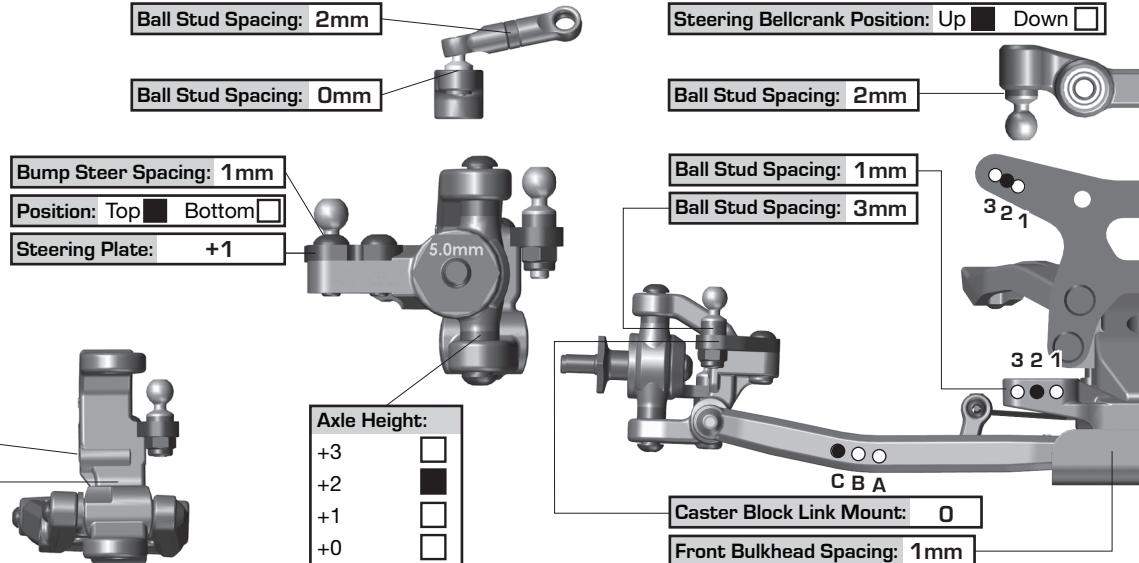
Testing camber with camber gauge

### 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.

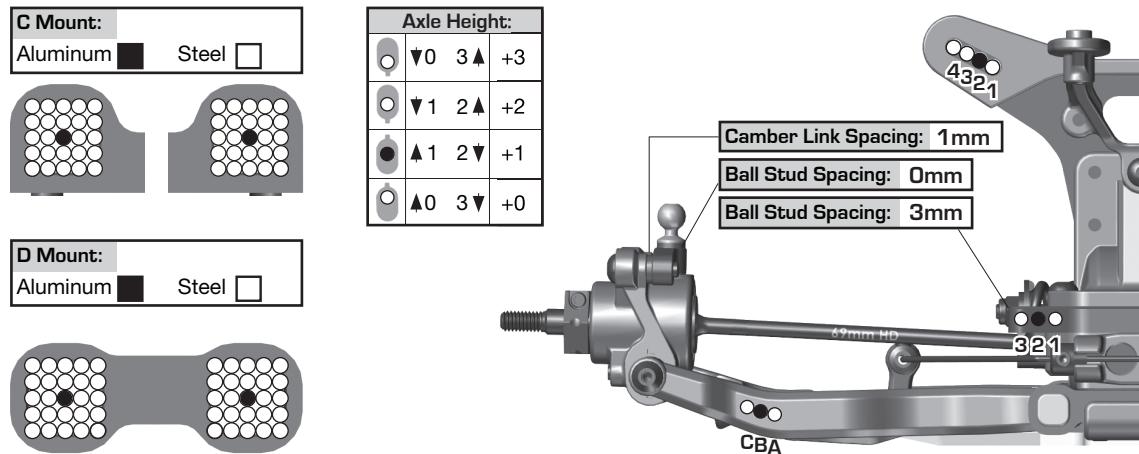
## Front Suspension:

Ride Height:	13mm
Camber:	-1 degree
Toe:	0 degree
Anti-Roll Bar:	1.1mm
Arm Type:	B7.1
Tower Type:	-2mm
Wheel Hex:	6.5mm
Steering Block:	KPI 0 3 Trail
Caster Block Insert:	0 <input type="checkbox"/> +2.5 <input checked="" type="checkbox"/> +5 <input type="checkbox"/>
Bulkhead Type:	
Kick-Up Angle:	-2.5 <input type="checkbox"/> 0 <input checked="" type="checkbox"/> +2.5 <input type="checkbox"/>
Steering Stop Spacing:	1.2mm
Caster Block Spacing:	Fwd <input type="checkbox"/> Back <input checked="" type="checkbox"/>
Ballstud Mount:	Standard <input type="checkbox"/> -2mm <input checked="" type="checkbox"/>
Notes:	



## Rear Suspension:

Ride Height:	13mm
Camber:	-2 degree
Anti-Roll Bar:	1.2mm
Arm Type:	V2, 78mm Std. Position
Tower Type:	-2mm Gull Dropper
Arm Spacing:	Fwd <input type="checkbox"/> Mid <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Wheel Hex:	6mm
Hub Type:	Std <input type="checkbox"/> HRC <input checked="" type="checkbox"/> Kit
Hub Spacing:	Fwd <input type="checkbox"/> Mid <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Drive Shaft:	CVA's <input checked="" type="checkbox"/> Universals <input type="checkbox"/>
Notes:	



## Electronics:

Radio:		Servo:	
EPA:	Throttle: %	Brake: %	
ESC:			
ESC Settings:			
Motor / Wind:		Timing:	
Pinion:		Spur:	
Battery Mount:	Std <input checked="" type="checkbox"/>	Offset <input type="checkbox"/>	
Back	1 <input type="checkbox"/> 2 <input checked="" type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> Forward		
Battery:	Weight:		
Notes:			

## Drivetrain:

Differential:	Ball Diff: <input type="checkbox"/>	
Height:	2	Gear Diff: <input checked="" type="checkbox"/>
Diff Setting:	HTC, 100k	
Notes:		

## Slipper Clutch:

Type:	HD
# of Pads:	2x11mm
Setting:	
Notes:	

## Shocks:

	Front	Rear	
Piston:	2x1.6mm	2x1.9mm	
Thickness:	2.5mm	2.5mm	
Fluid:	35wt	30wt	
Spring:	Purple	Purple	
Limiters:	Int: <input type="checkbox"/> Ext: 2	Int: <input type="checkbox"/> Ext: 5	
Stroke:	20mm	29mm	
Eyelet:	0	+2	
Cup Offset:	0 <input type="checkbox"/> +5 <input checked="" type="checkbox"/> +9 <input type="checkbox"/> 0 <input type="checkbox"/> +5 <input checked="" type="checkbox"/> +9 <input type="checkbox"/>		
Kashima Bodies:	<input type="checkbox"/>	Chrome Shafts: <input type="checkbox"/>	Machined Spacers: <input type="checkbox"/>
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:	
Rear Wing:	RC10B7
Wing Angle:	0° <input type="checkbox"/> 3° <input type="checkbox"/> 6° <input checked="" type="checkbox"/>
Chassis Length:	Standard
Servo Weights:	None
Electronic Weights:	Aluminum
Total Vehicle Weight:	

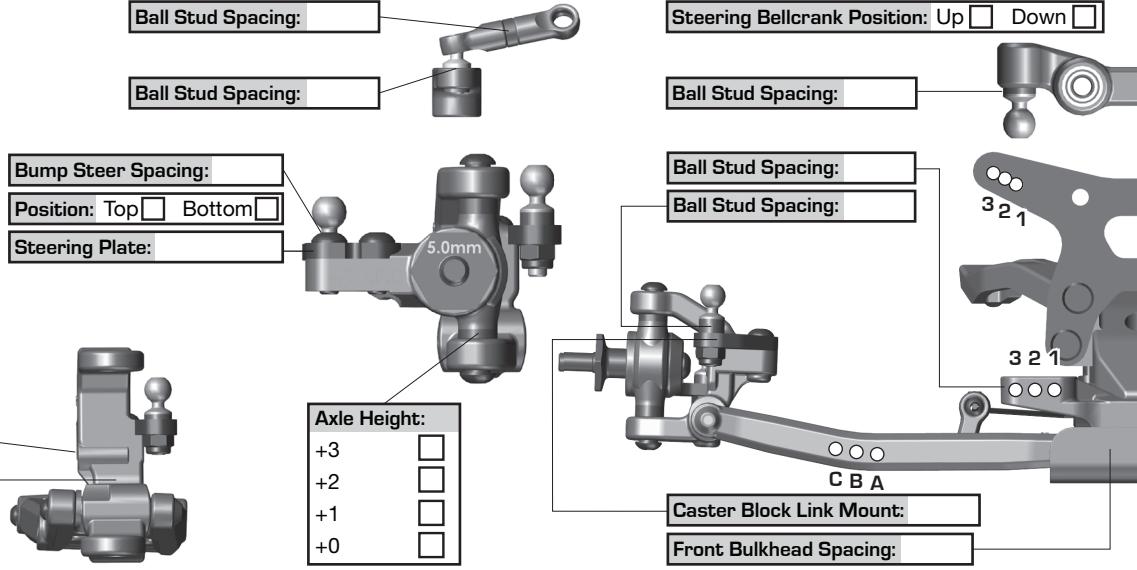
## Vehicle Comments:

Notes:	



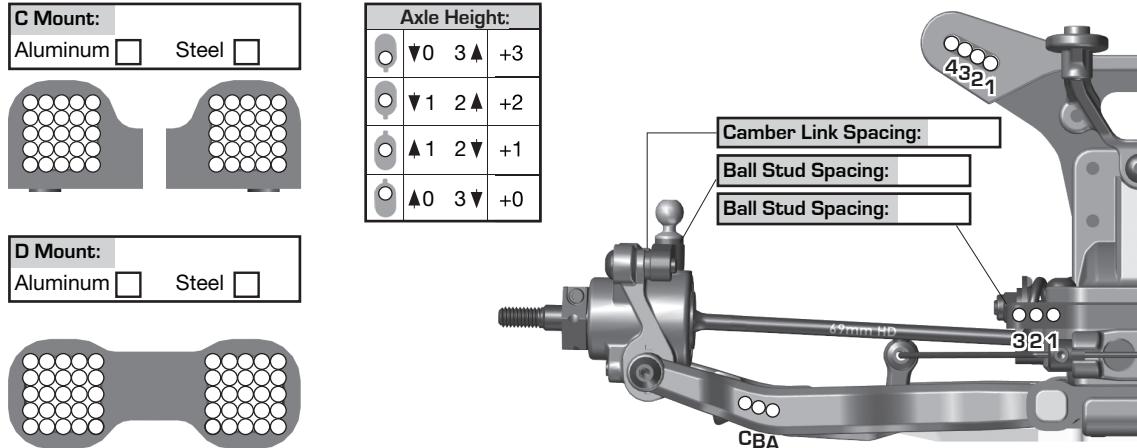
## Front Suspension:

Ride Height:
Camber:
Toe:
Anti-Roll Bar:
Arm Type:
Tower Type:
Wheel Hex:
Steering Block:
Caster Block Insert: 0 <input type="checkbox"/> +2.5 <input type="checkbox"/> +5 <input type="checkbox"/>
Bulkhead Type:
Kick-Up Angle: -2.5 <input type="checkbox"/> 0 <input type="checkbox"/> +2.5 <input type="checkbox"/>
Steering Stop Spacing:
Caster Block Spacing: Fwd <input type="checkbox"/> Back <input type="checkbox"/>
Ballstud Mount: Standard <input type="checkbox"/> -2mm <input type="checkbox"/>
Notes:



## Rear Suspension:

Ride Height:
Camber:
Anti-Roll Bar:
Arm Type:
Tower Type:
Arm Spacing: Fwd <input type="checkbox"/> Mid <input type="checkbox"/> Back <input type="checkbox"/>
Wheel Hex:
Hub Type: Std <input type="checkbox"/> HRC <input type="checkbox"/>
Hub Spacing: Fwd <input type="checkbox"/> Mid <input type="checkbox"/> Back <input type="checkbox"/>
Drive Shaft: CVA's <input type="checkbox"/> Universals <input type="checkbox"/>
Notes:



## Electronics:

Radio:	Servo:
EPA: Throttle: %	Brake: %
ESC:	
ESC Settings:	
Motor / Wind:	Timing:
Pinion:	Spur:
Battery Mount: Std <input type="checkbox"/> Offset <input type="checkbox"/>	
Back 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> Forward	
Battery: Weight:	
Notes:	

## Drivetrain:

Differential:	Ball Diff: <input type="checkbox"/>
Height:	Gear Diff: <input type="checkbox"/>
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 <input type="checkbox"/> +5 <input type="checkbox"/> +9 <input type="checkbox"/> 0 <input type="checkbox"/> +5 <input type="checkbox"/> +9 <input type="checkbox"/>	
Kashima Bodies: <input type="checkbox"/> Chrome Shafts: <input type="checkbox"/> Machined Spacers: <input type="checkbox"/>	
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:
Front Wing:
Rear Wing:
Wing Angle: 0° <input type="checkbox"/> 3° <input type="checkbox"/> 6° <input type="checkbox"/>
Chassis Length:
Servo Weights:
Electronic Weights:
Total Vehicle Weight:

## Vehicle Comments:

Notes:



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