B84D CLASSIC

1:10 Scale 4WD Electric Off Raod
Competition Buggy Kit

RC10 SINCE1984

TEAM ASSOCIATED

1:10 Scale 4WD Electric Off Road Competition Buggy Kit Manual

#90056 RC10B84D Classic Buggy Kit

WeAreAE

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.rc10.com for the latest versions of our instruction manauls.

:: RC10B84D Features

- Molded Height-Adjustable Gearboxes Front and Rear with Additional +2 Rear Gearbox for High-Grip Conditions
- Long-Arm Suspension Geometry: improves grip and predictability in all conditions
- Optimized Steering Bellcranks and Rack: improved bumpsteer control at all ride heights
- Chassis Bracing: Fine tune chassis flex characteristics with upper and lower chassis bracing front and rear
- Standard and HRC (High Roll Center) Rear Hubs Included
- Insert adjustable caster block with 0, +/-1, and +/-2 degree inserts included
- Forward and Back Motor Positions: used for further weight bias adjustment
- Highly Adjustable Battery Holder with Thumb Tabs: allows for easy battery removal and fine tuning of weight bias
- 2.5mm Thick Tapered 7075-T6 Aluminum Chassis with 10 Degrees of Kickup and Improved Departure Angle
- (90050 Only): Decoupled Slipper Clutch Included
- (90051 Only): Molded Ring and Pinion Gears Included
- Aluminum Center-Mounted Servo Mount
- Two heights Included for Rear Wing Mount
- 7-inch Rear Wing
- Low-Profile Body
- Shock Tower Covers Front and Rear
- 3.5mm Turnbuckles and Ballcups
- 13mm Big-Bore Shocks

:: Additional

Your new RC10B84 Kit comes unassembled and requires the following items for completion (refer to AssociatedElectrics.com for suggestions):

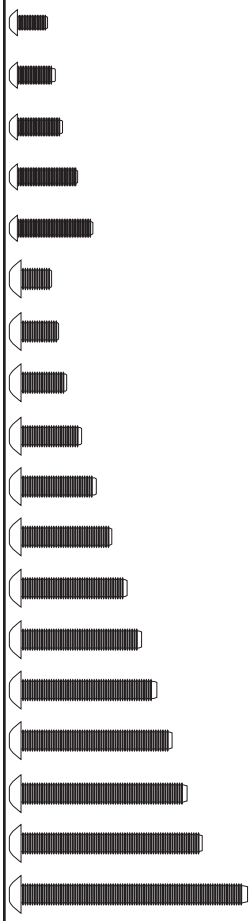
- R/C two channel surface frequency radio system
- AA-size batteries for transmitter
- Electronic Speed Control (“ESC”)
- Steering servo
- R/C electric motor
- Pinion gear, size determined by type/turn or kV of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 2 cell LiPo battery pack
- Polycarbonate specific spray paint
- Cyanoacrylate glue (“CA”) (#1697)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears

:: Other Helpful Items

- Silicone Shock Fluid (Refer to AssociatedElectrics.com for complete listings)
- FT Body Scissors (#1737)
- FT Hex/Nut Wrenches (#1519)
- FT Universal Tire Balancer (#1498)
- FT Dual Turnbuckle Wrench (#1114)
- FT Body Reamer (#1499)
- Needle Nose Pliers
- Calipers or a Precision Ruler
- Green Slime shock lube (#1105)
- Shock Pliers (#1681)
- FT Ballcup Wrench (#1579)
- Soldering Iron
- Wire Cutters
- Hobby Knife

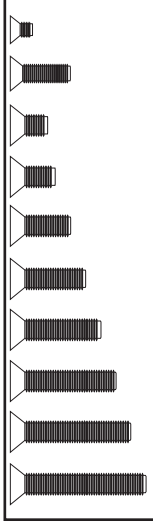
:: Hardware - 1:1 Scale View

Button Head (bhcs)



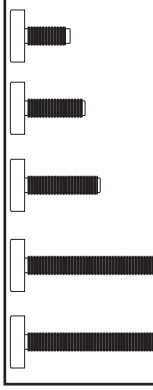
2x4mm (31510)
2.5x5mm (31519)
2.5x6mm (31520)
2.5x8mm (31521)
2.5x10mm (31522)
3x4mm (91158)
3x5mm (31530)
3x6mm (31531)
3x8mm (31532)
3x10mm (25211)
3x12mm (89202)
3x14mm (25187)
3x16mm (89203)
3x18mm (2308)
3x20mm (25188)
3x22mm (25189)
3x24mm (89204)
3x30mm (91478)

Flat Head (fhcs)



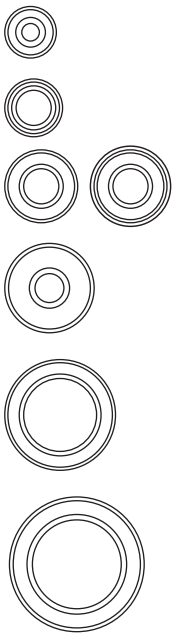
2x3mm (91743)
2.5x8mm (31472)
3x5mm (31540)
3x6mm (31541)
3x8mm (25201)
3x10mm (25202)
3x12mm (25203)
3x14mm (89208)
3x16mm (25204)
3x18mm (89209)

LP Socket Head (lp shcs)



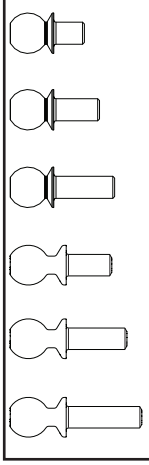
3x6mm (41089)
3x8mm (41096)
3x10mm (41090)
3x22mm (41095)
3x24mm (41097)

Ball Bearings



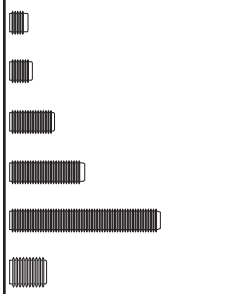
4x7x2.5mm (31732)
5x8x2.5mm (31400)
5x10x4mm (91560)
5x10x4mm flanged (92324)
5x12x4 (91567)
10x15x4 (91563)
12x18x4 (92544)

Ballstuds



HD, short neck 4mm (32041)
Ti HD, short neck 4mm (32095)
HD, short neck 6mm (32042)
Ti HD, short neck 6mm (32096)
HD, short neck 8mm (32040)
Ti HD, short neck 8mm (32097)
HD 6mm (91047)
Ti HD 6mm (91751)
HD 8mm (91048)
Ti HD 8mm (91752)
HD 10mm (91049)
Ti HD 10mm (91753)

Set Screws



3x2.5mm (31500)
3x3mm (25225)
3x6mm (81257)
3x10mm (4671)
3x20mm (91737)
4x5mm (25226)

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)
FT Aluminum (Blue) (31551)
Serrated Aluminum (Black) (91738)

Shims and Washers

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

Cap Head (shcs)

1.6 x 5mm (91611)

Notes:

:: Table of Contents

:: Notes

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

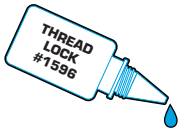
x2 This symbol indicates the number of the same part that is required.

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

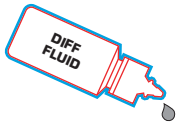
FACTORY TEAM This symbol indicates there are optional FT parts available

This symbol indicates a Racers Tip.

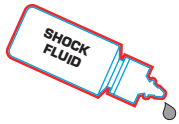
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.



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

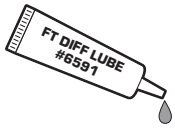


This symbol indicates where Diff Fluid should be applied.



This symbol indicates where Shock Fluid should be applied.

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

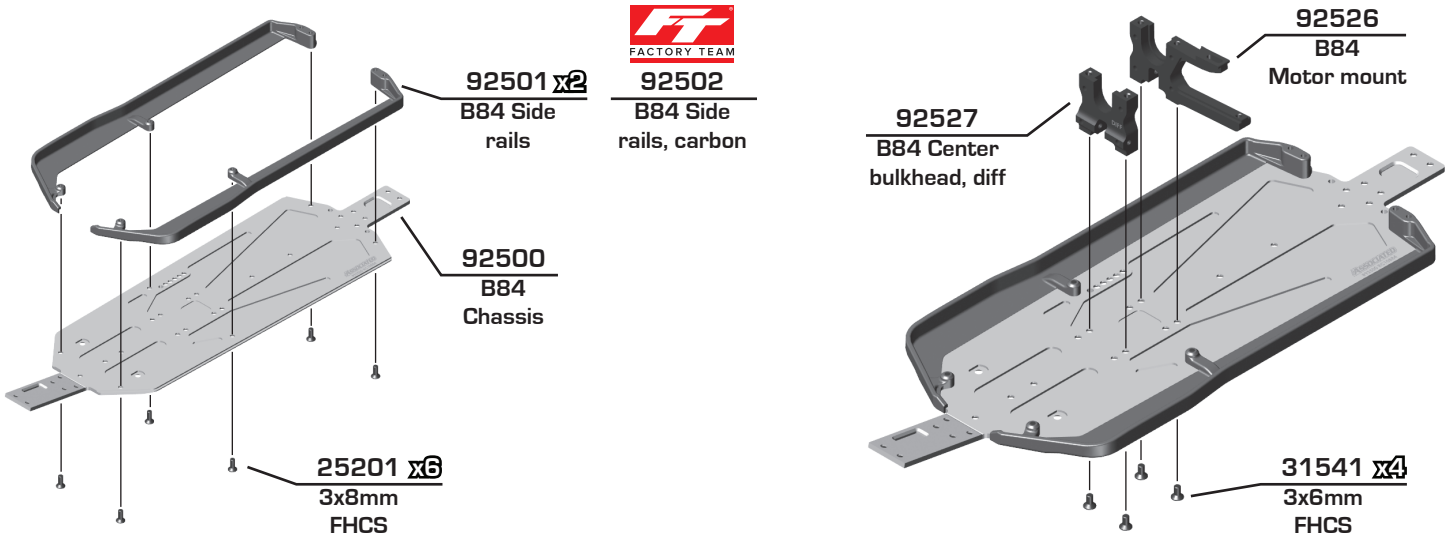


This symbol indicates where FT Diff Lube should be applied. *not included

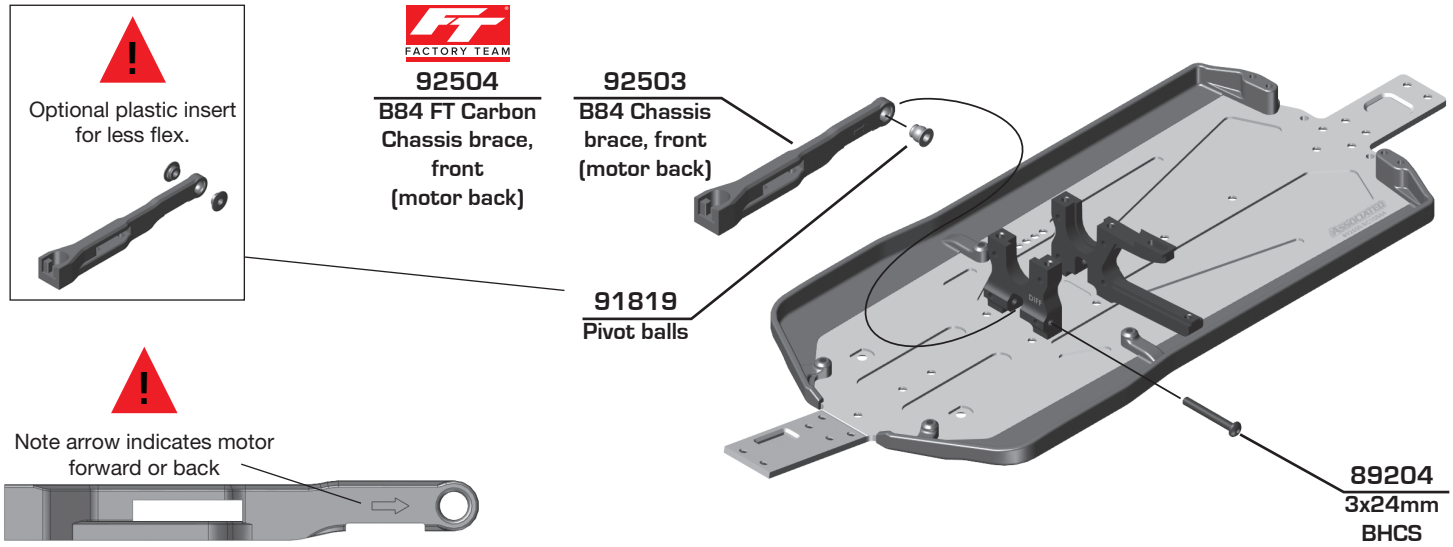
This symbol indicates where Black Grease should be applied.

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

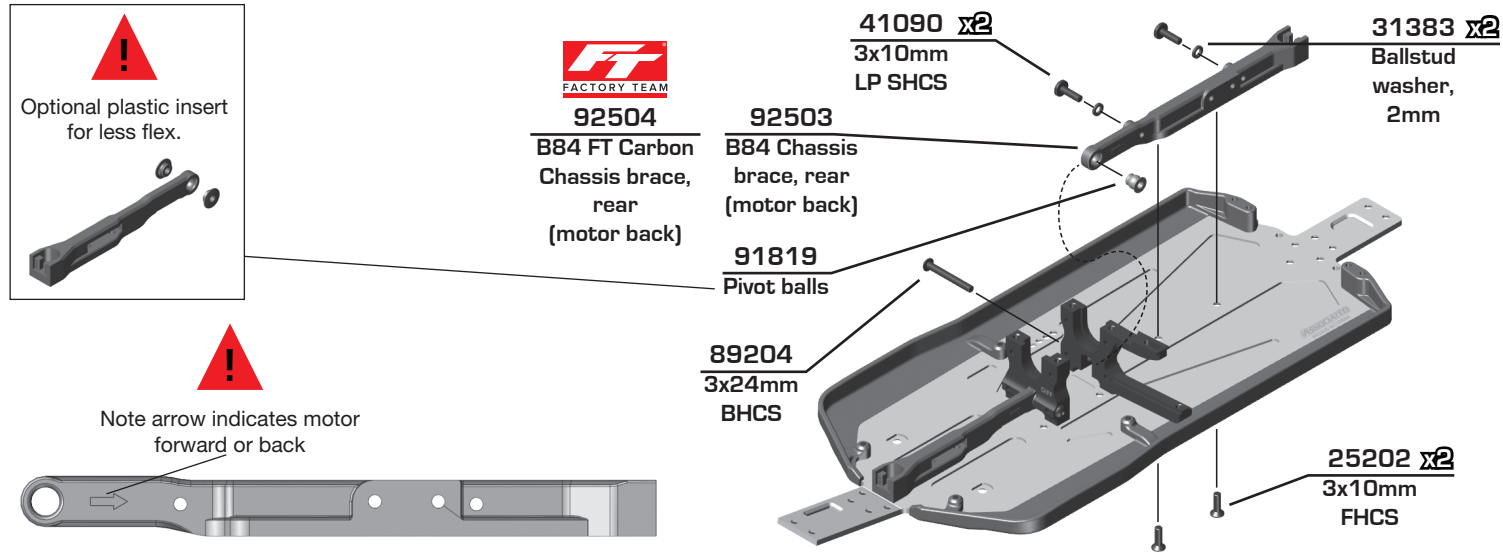
Bag 1 - Step 1



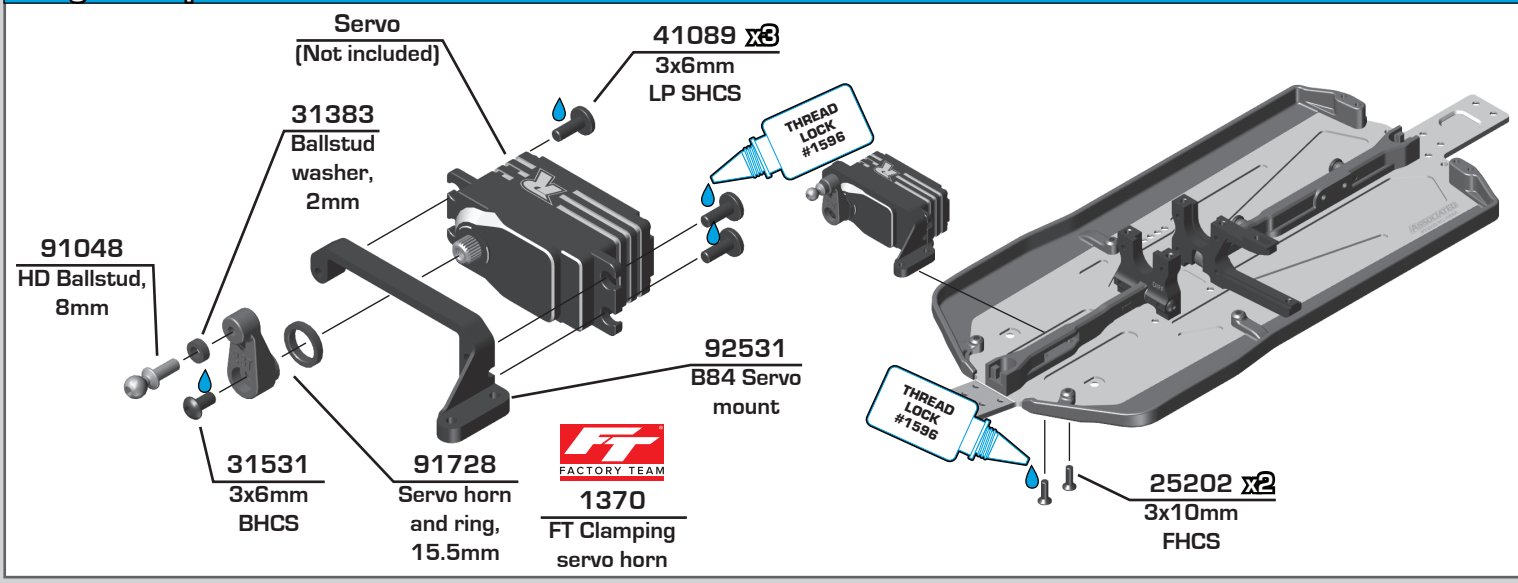
Bag 1 - Step 2



Bag 1 - Step 3



Bag 1 - Step 4



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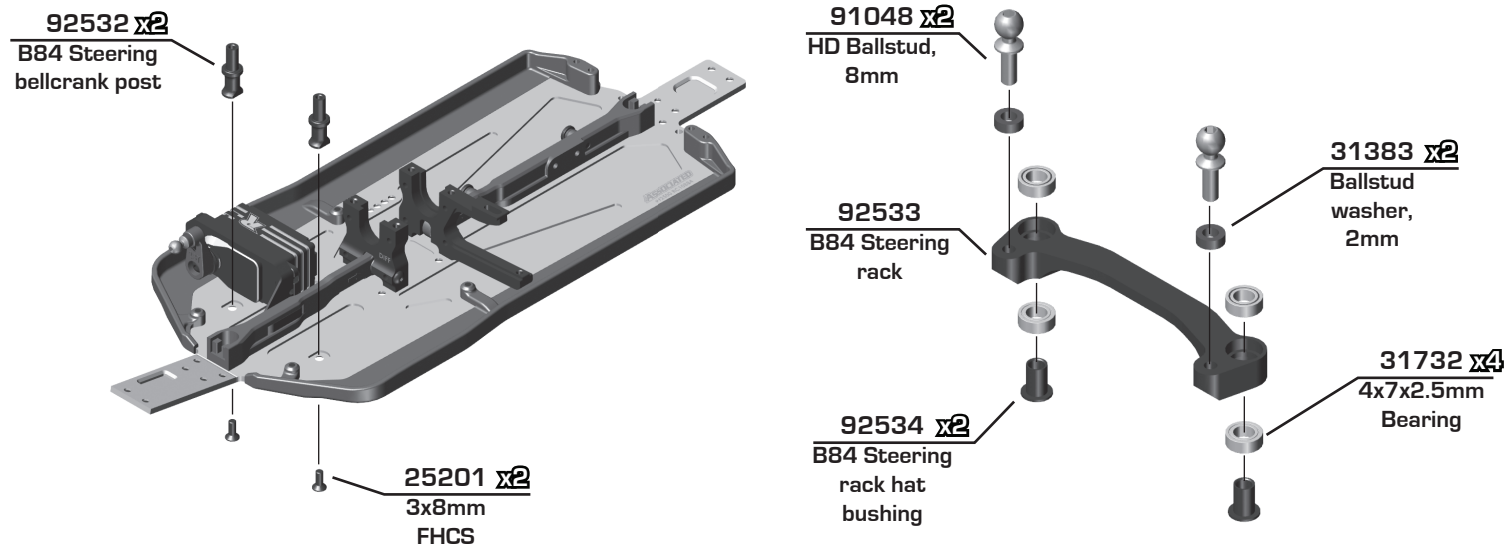
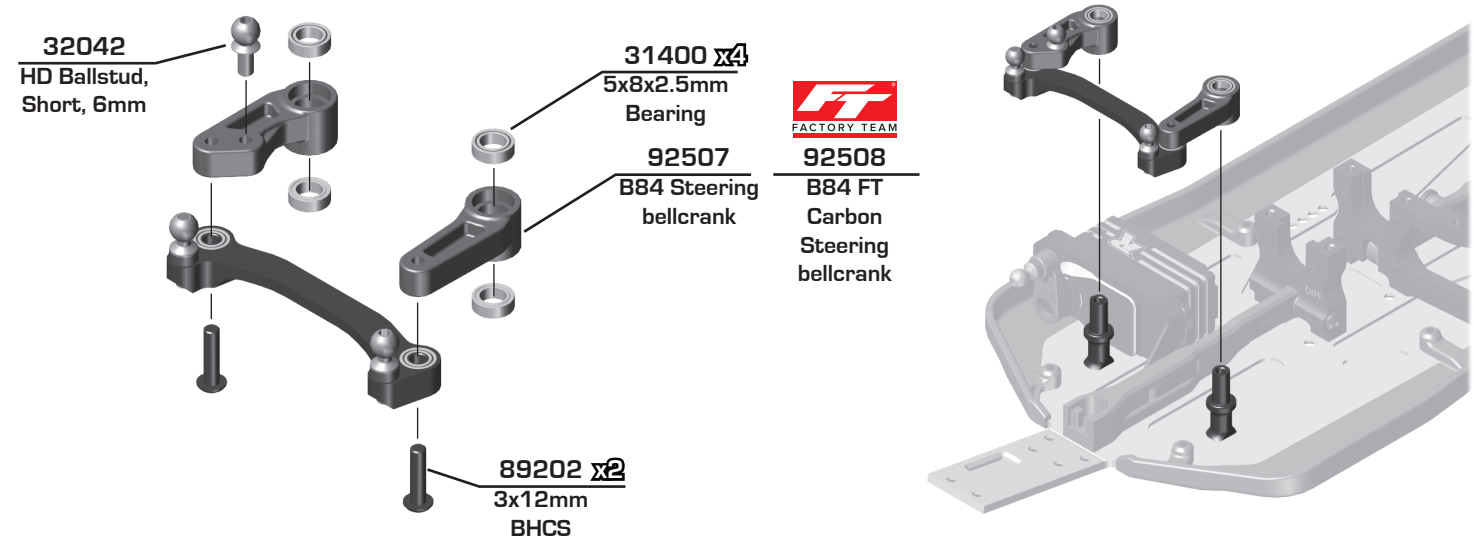
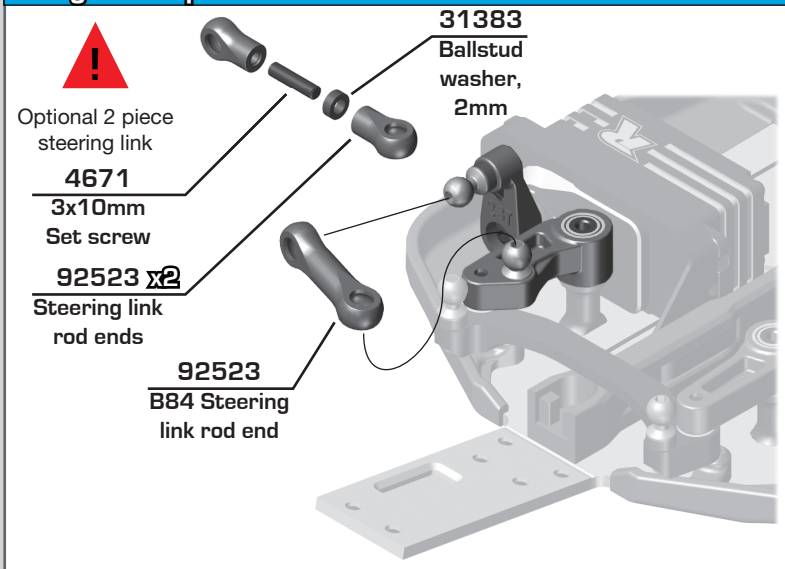


Bag 1 - Step 6



Bag 1 - Step 7



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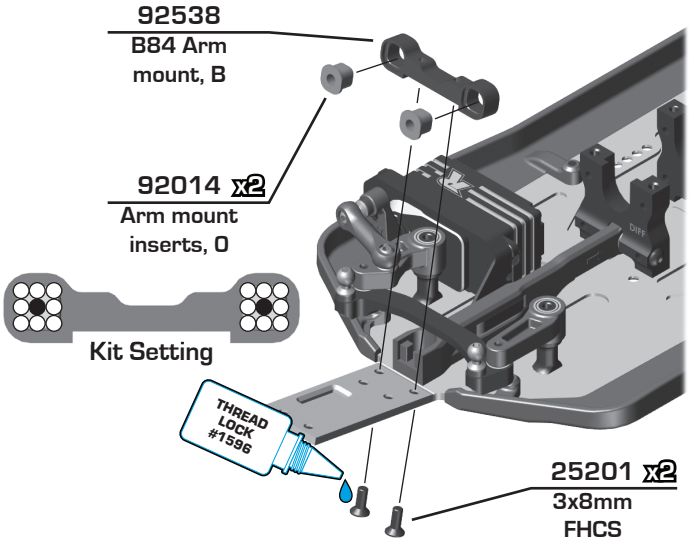

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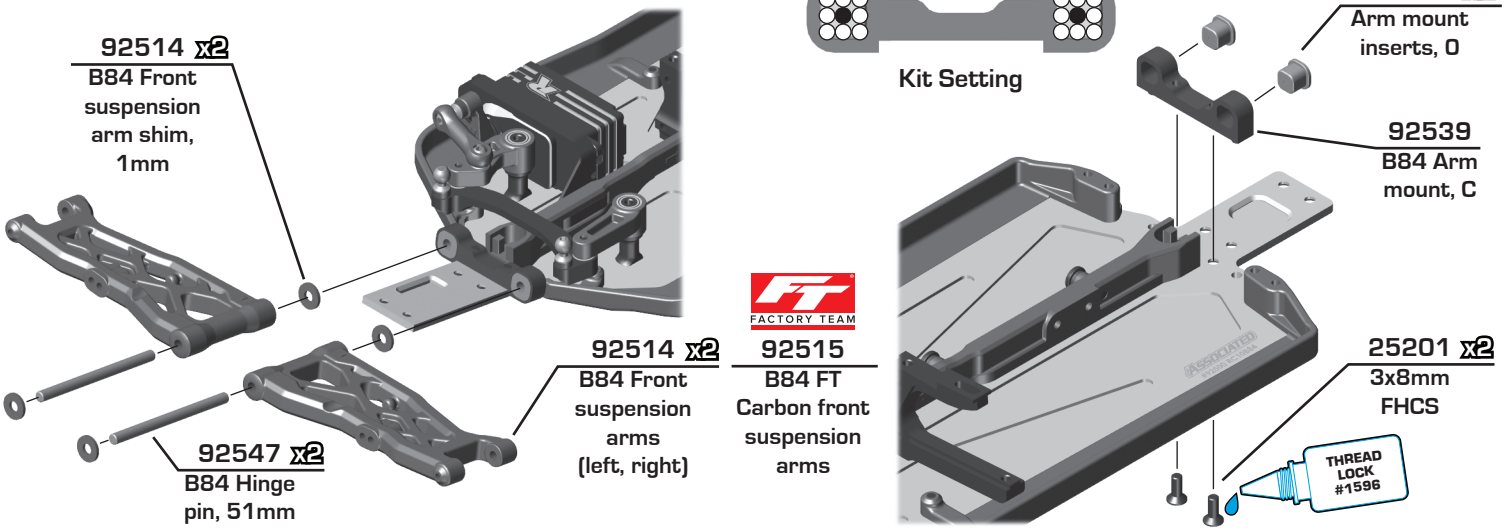

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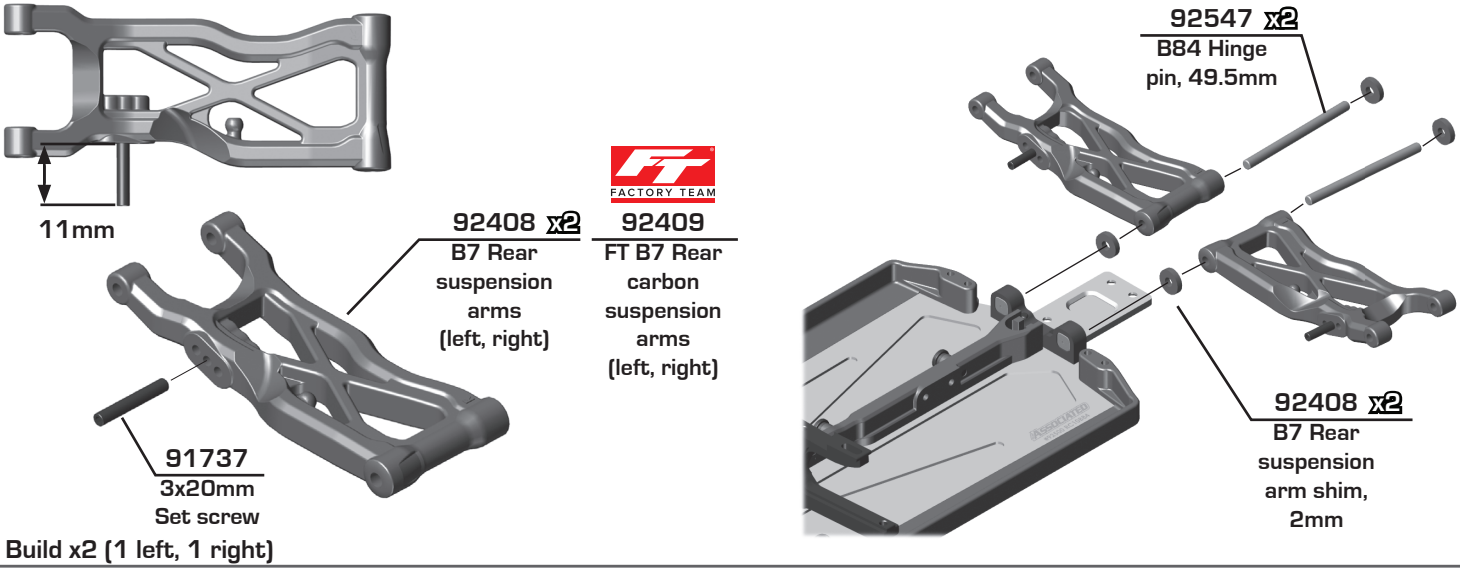
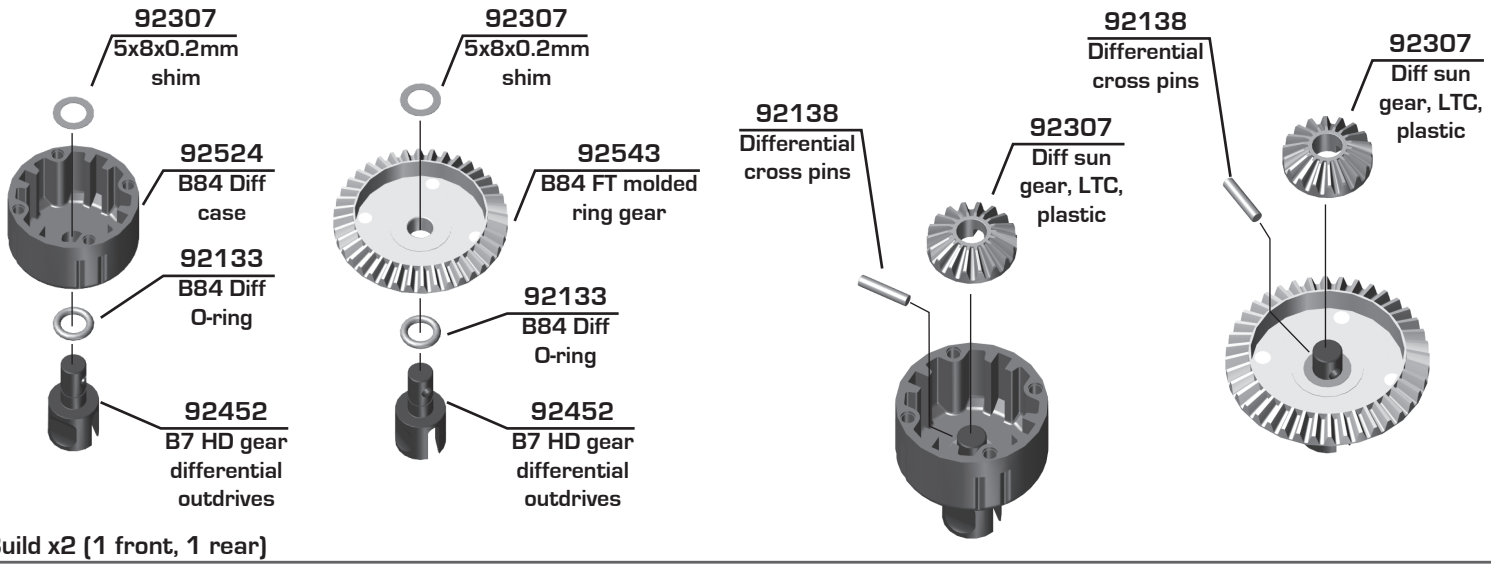


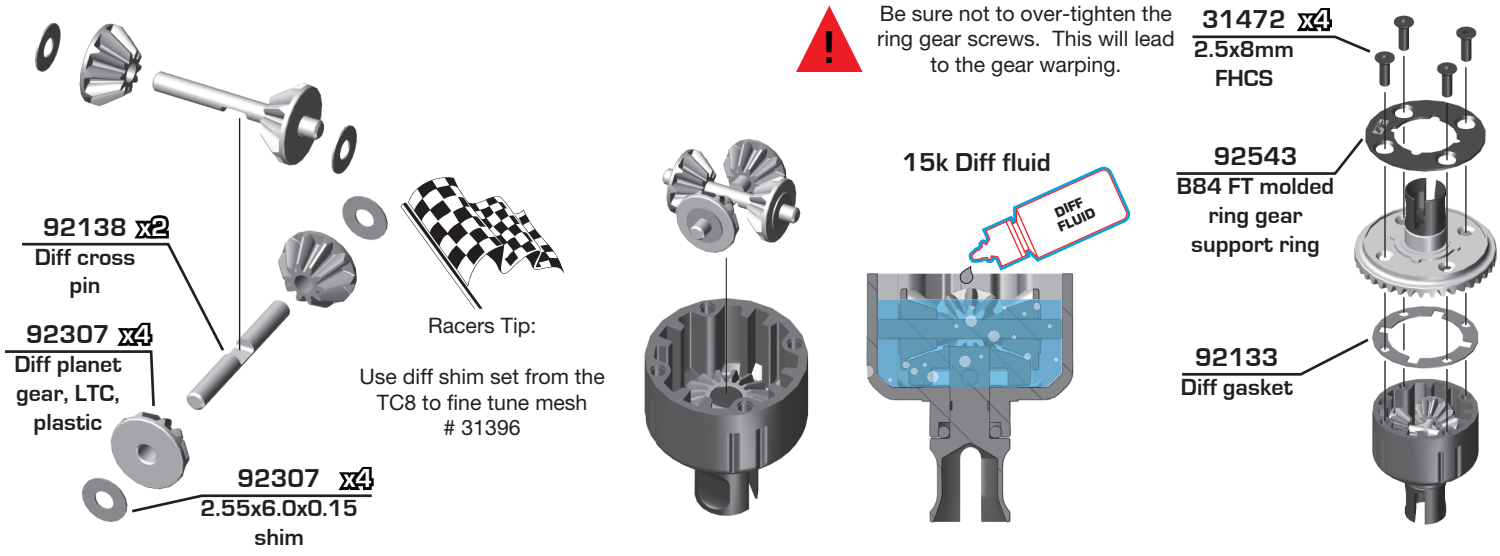
Build x2 (1 left, 1 right)

Bag 3 - Step 1



Build x2 (1 front, 1 rear)

Bag 3 - Step 2



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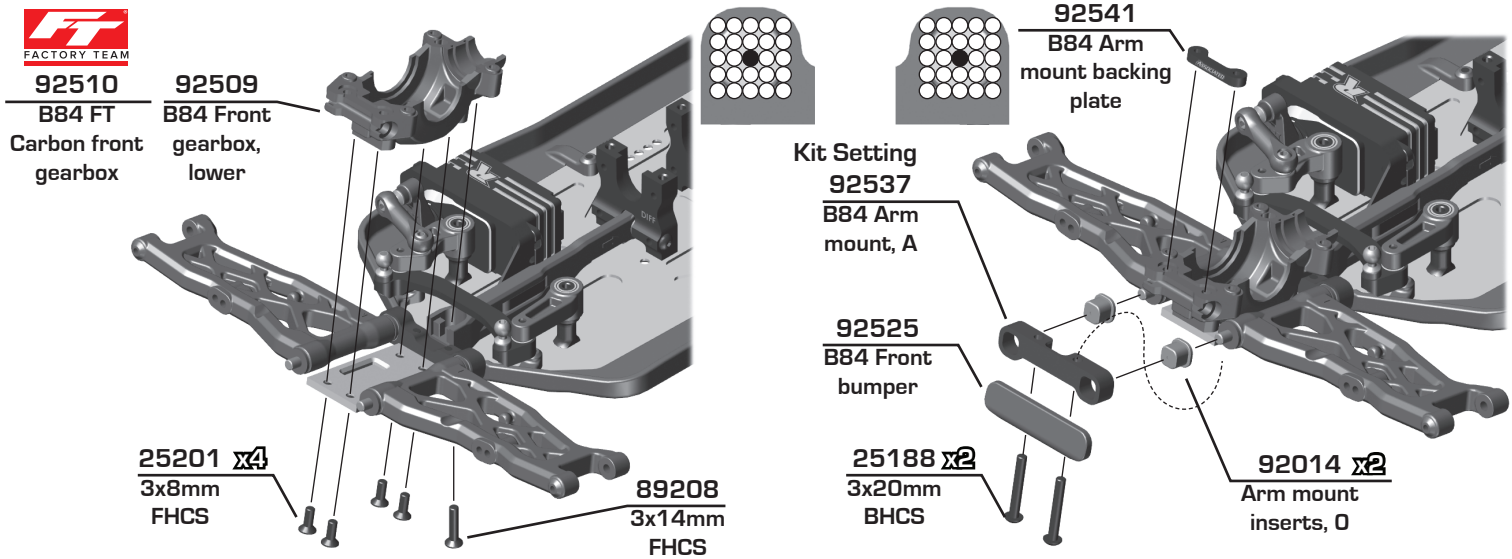

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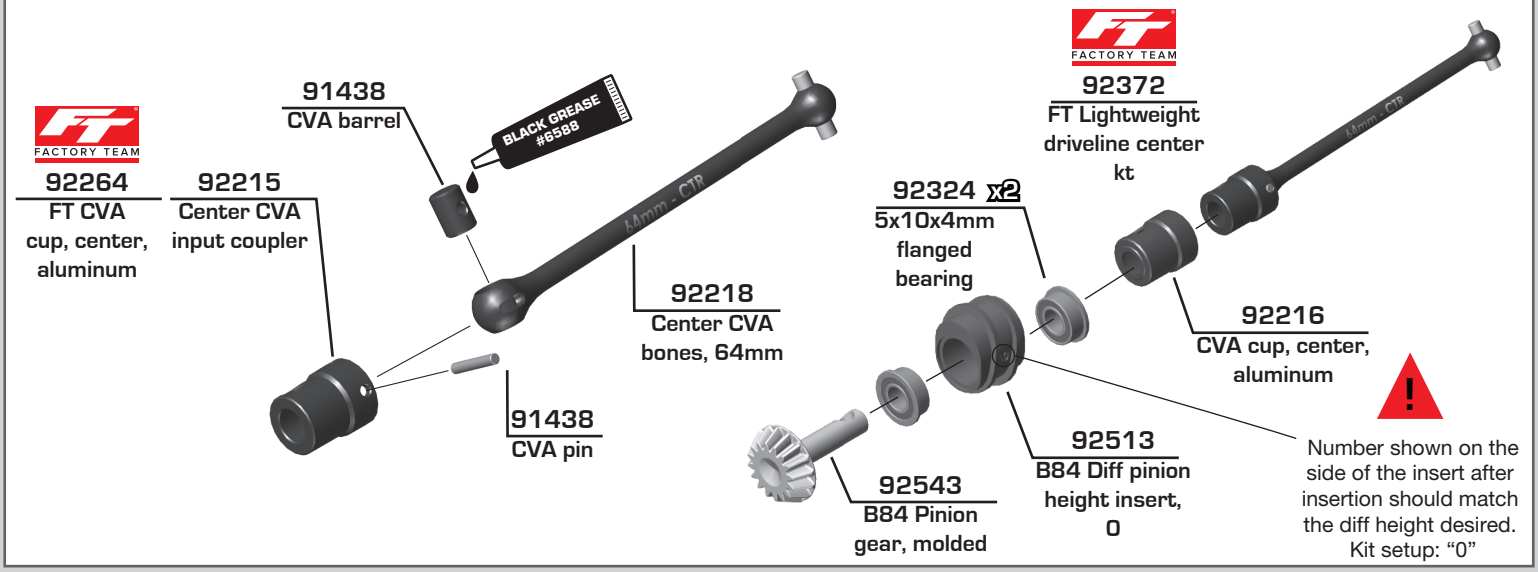

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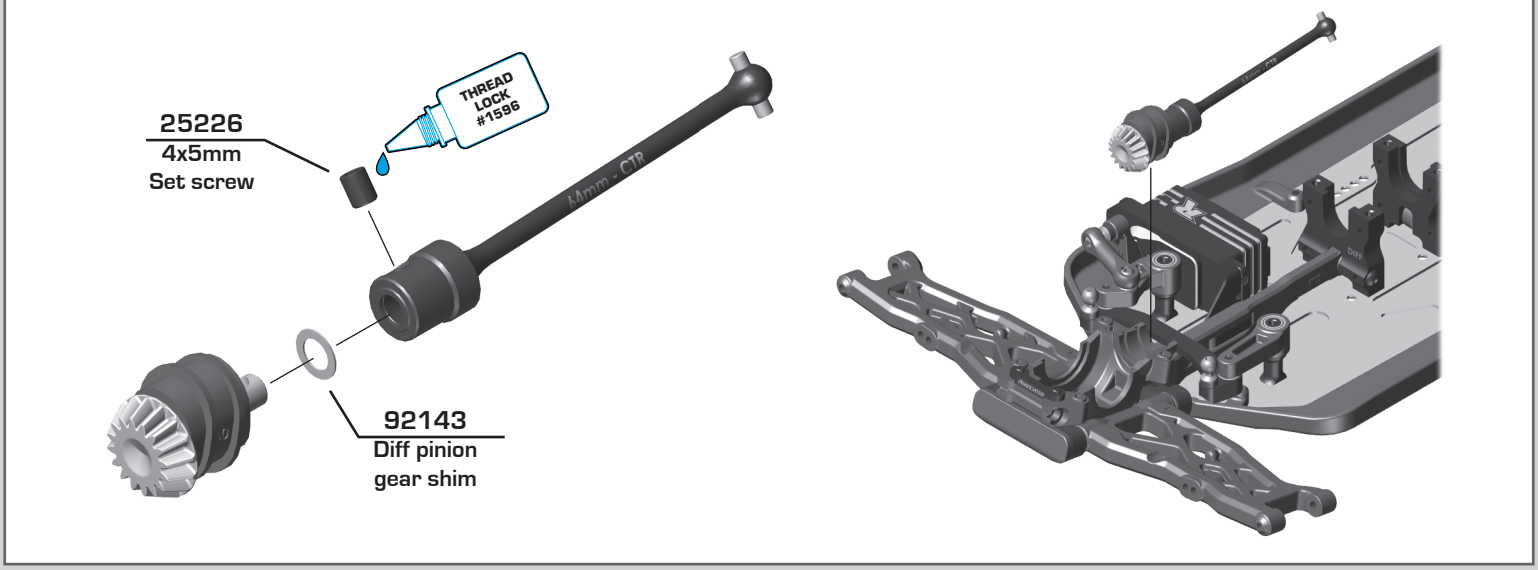

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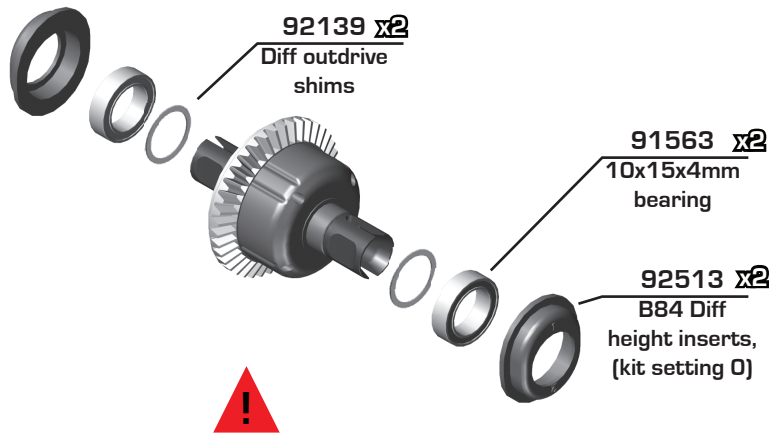
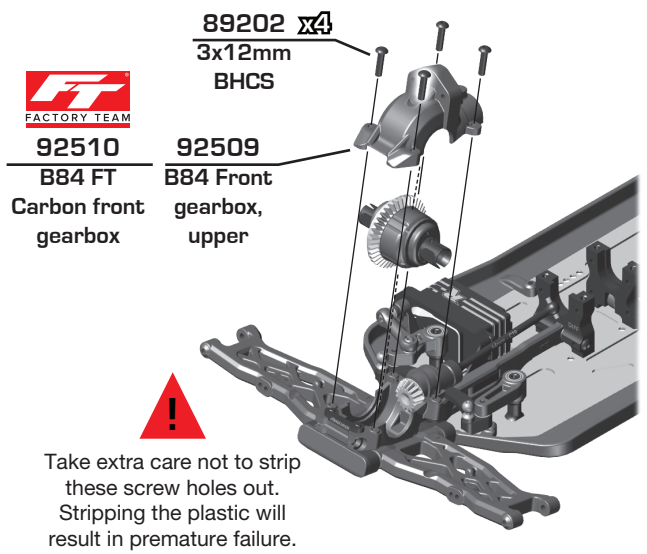
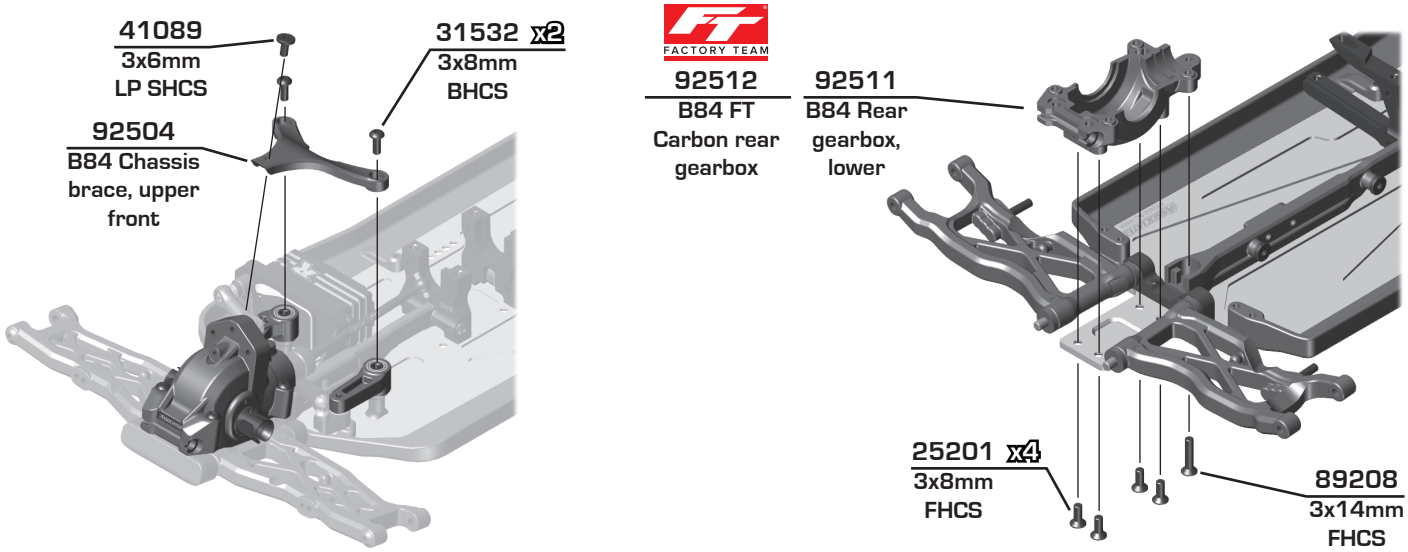


Start by shimming the diff with one shim on either side of the diff. If the diff is tight when inserted into the gearbox, remove one shim from the ring gear side and add it to the diff case side.



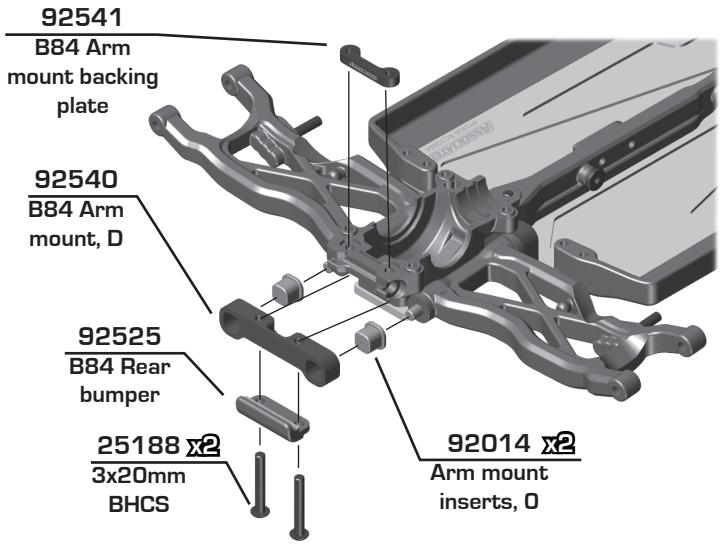
Take extra care not to strip these screw holes out. Stripping the plastic will result in premature failure.

Bag 4 - Step 5

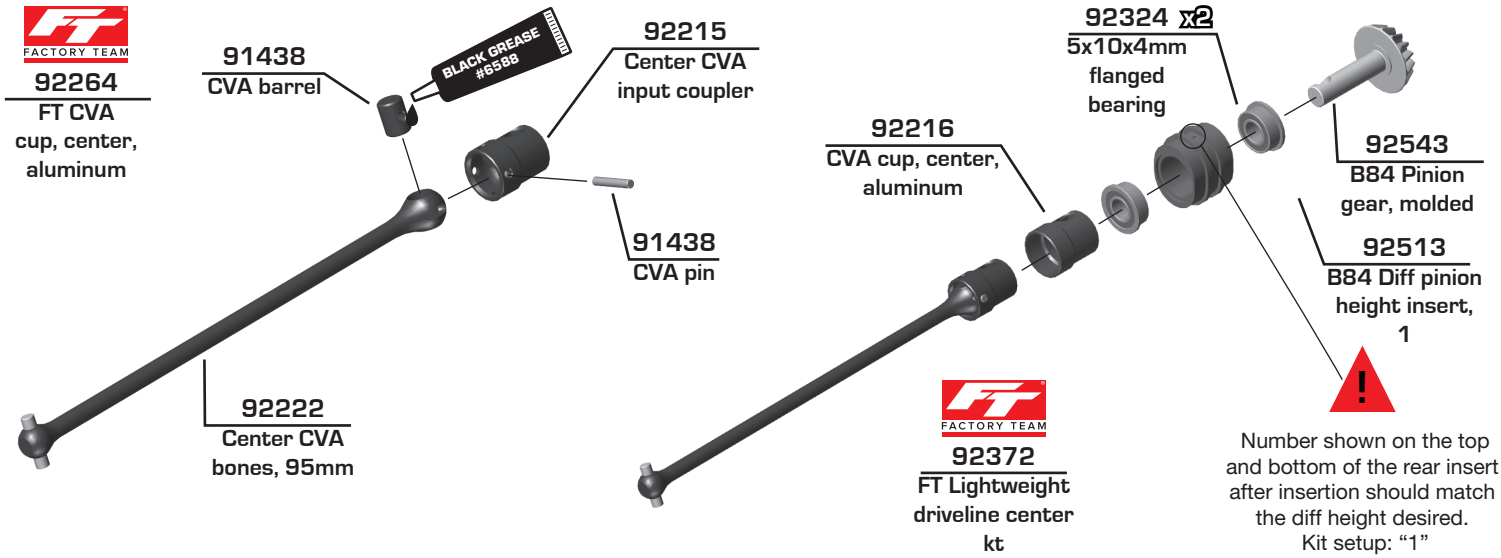


Bag 4 - Step 6

Kit Setting

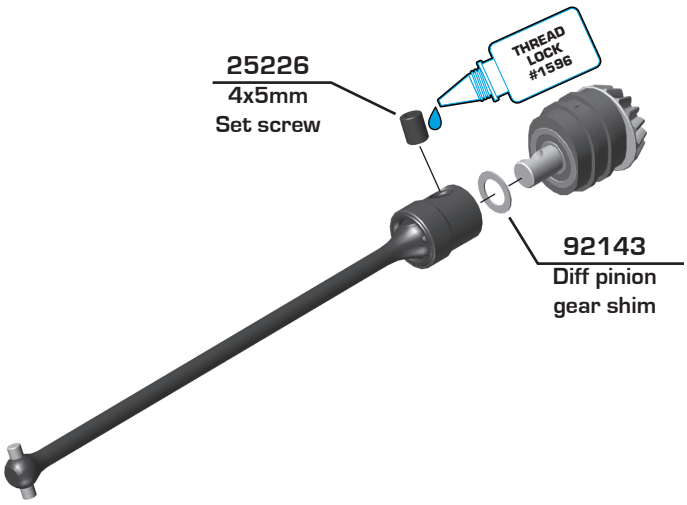


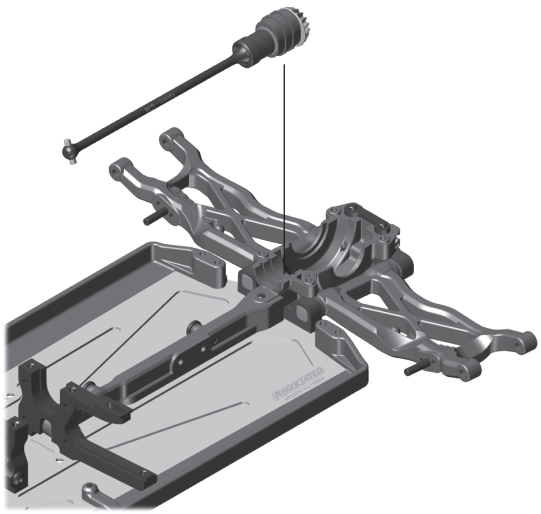
Bag 4 - Step 7



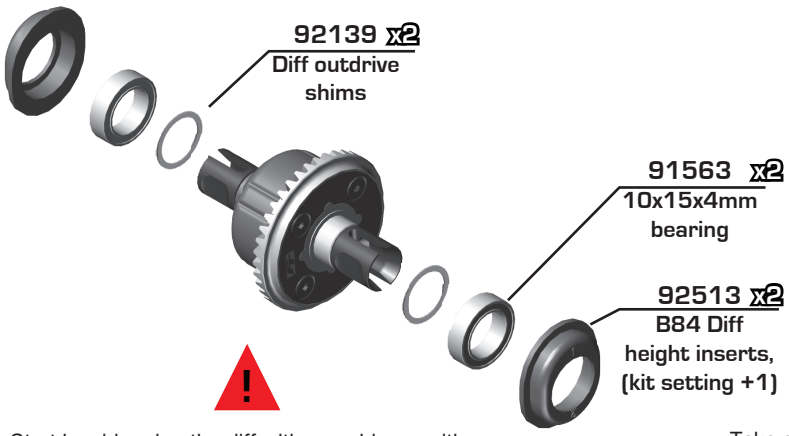
Number shown on the top and bottom of the rear insert after insertion should match the diff height desired. Kit setup: “1”

Bag 4 - Step 8

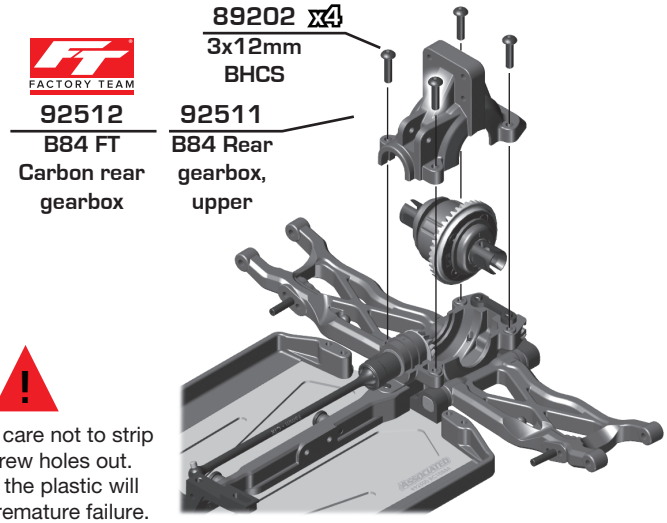




Bag 4 - Step 9

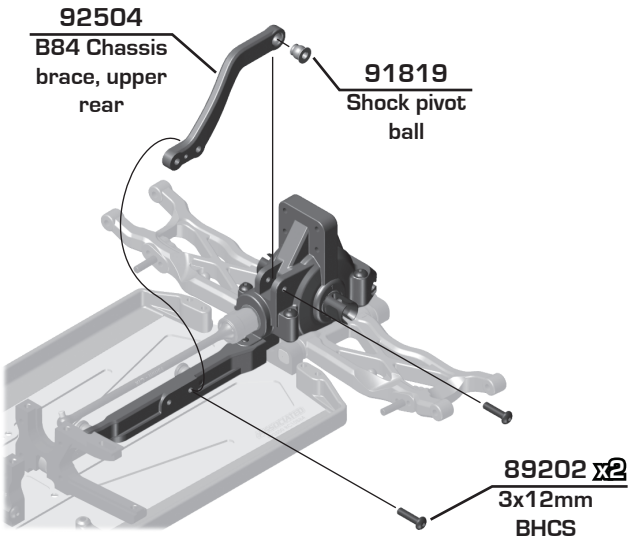


Start by shimming the diff with one shim on either side of the diff. If the diff is tight when inserted into the gearbox, remove one shim from the ring gear side and add it to the diff case side.

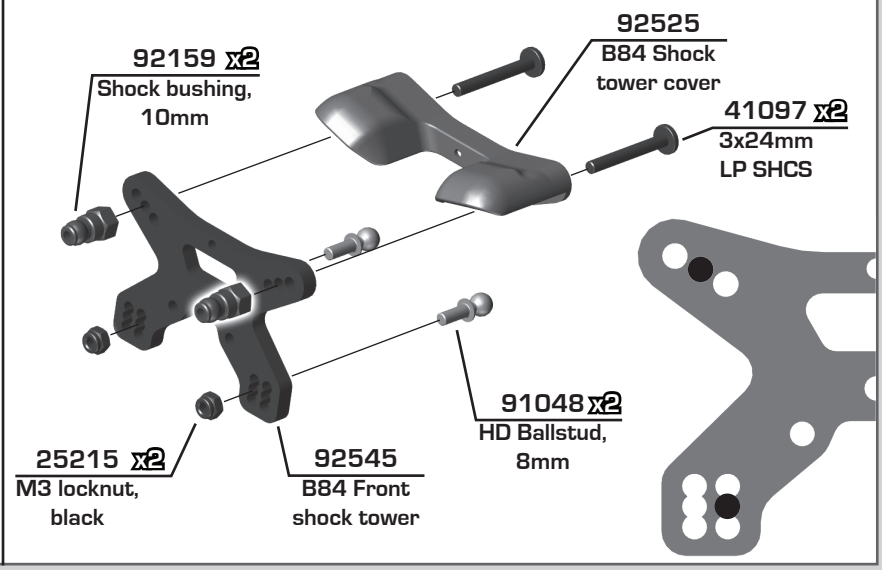


Take extra care not to strip these screw holes out. Stripping the plastic will result in premature failure.

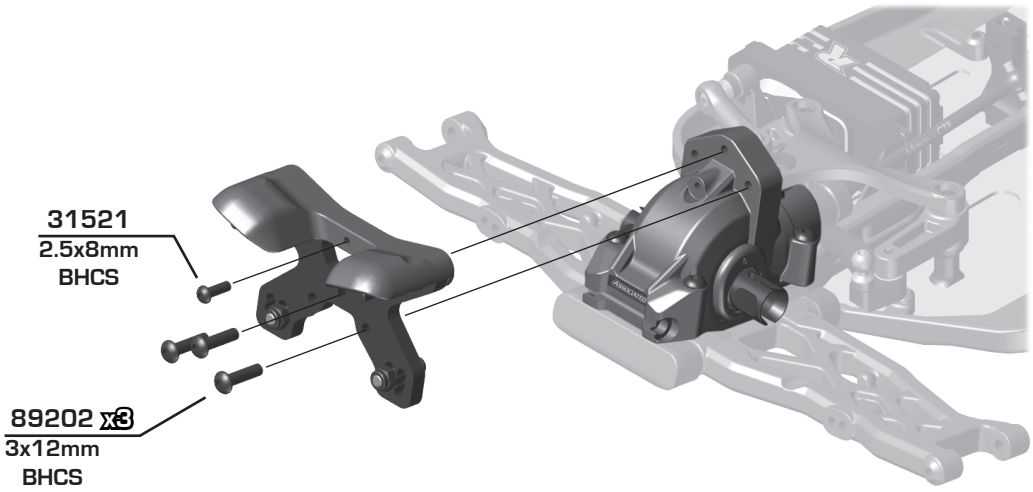
Bag 4 - Step 10



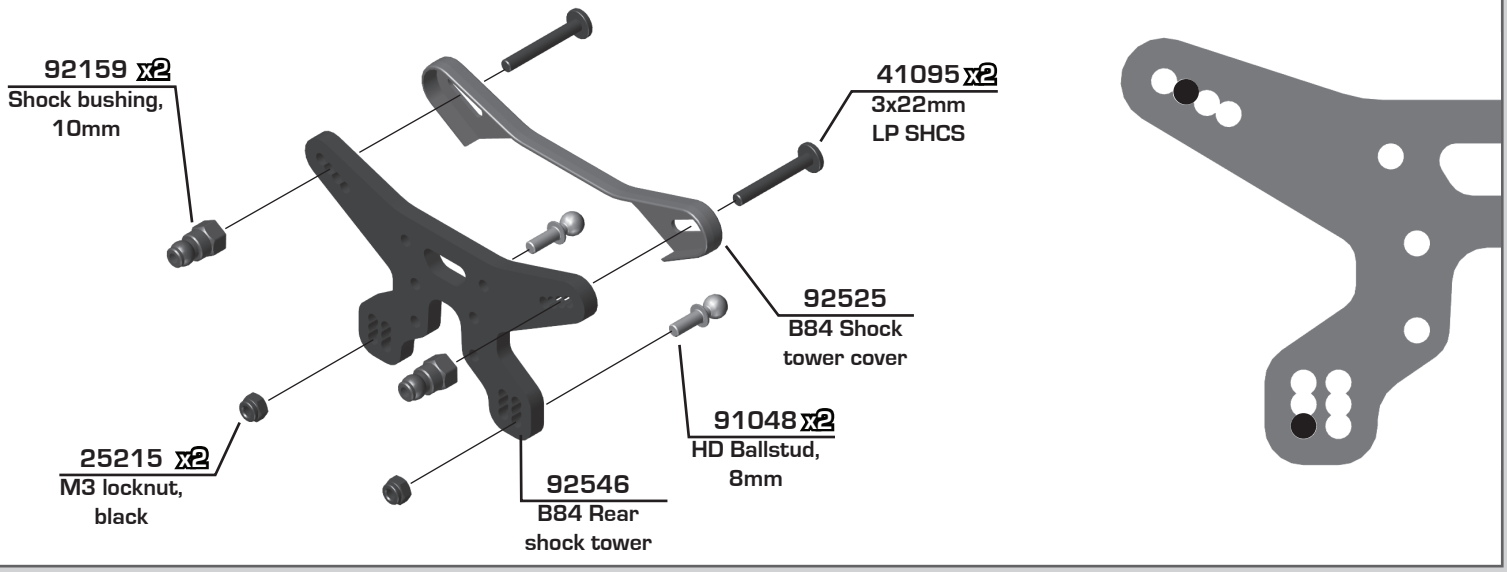
Bag 5 - Step 1



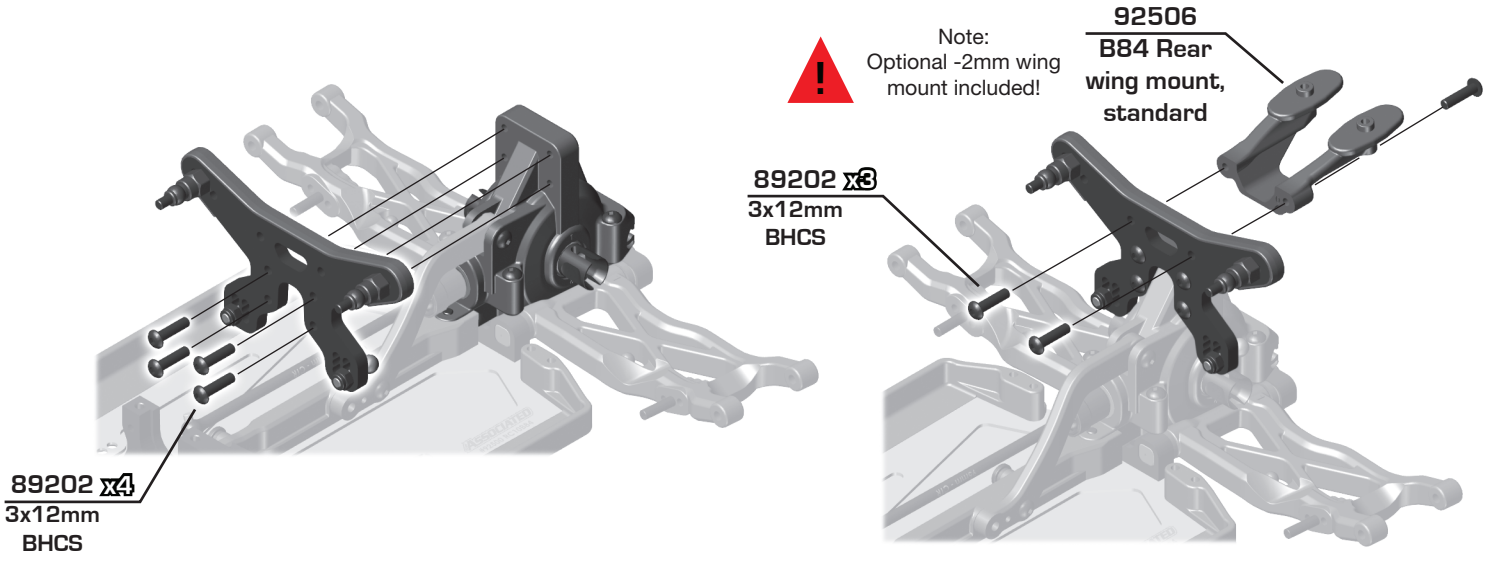
Bag 5 - Step 2



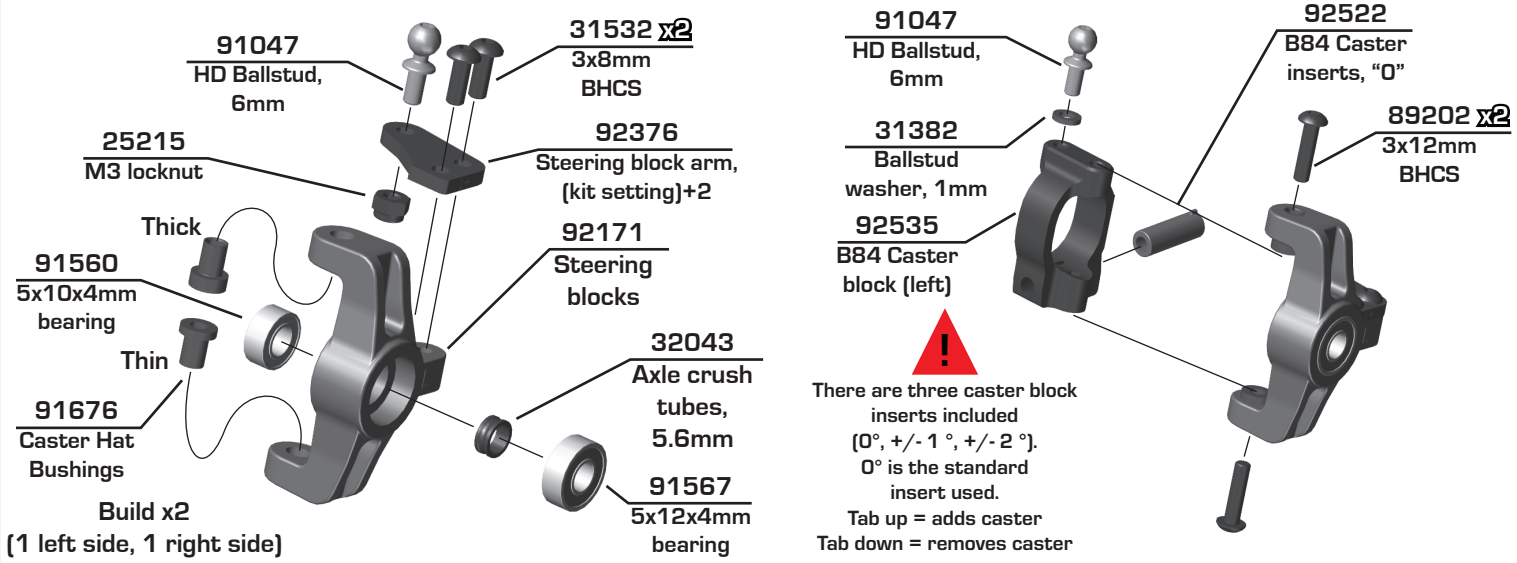
Bag 5 - Step 3



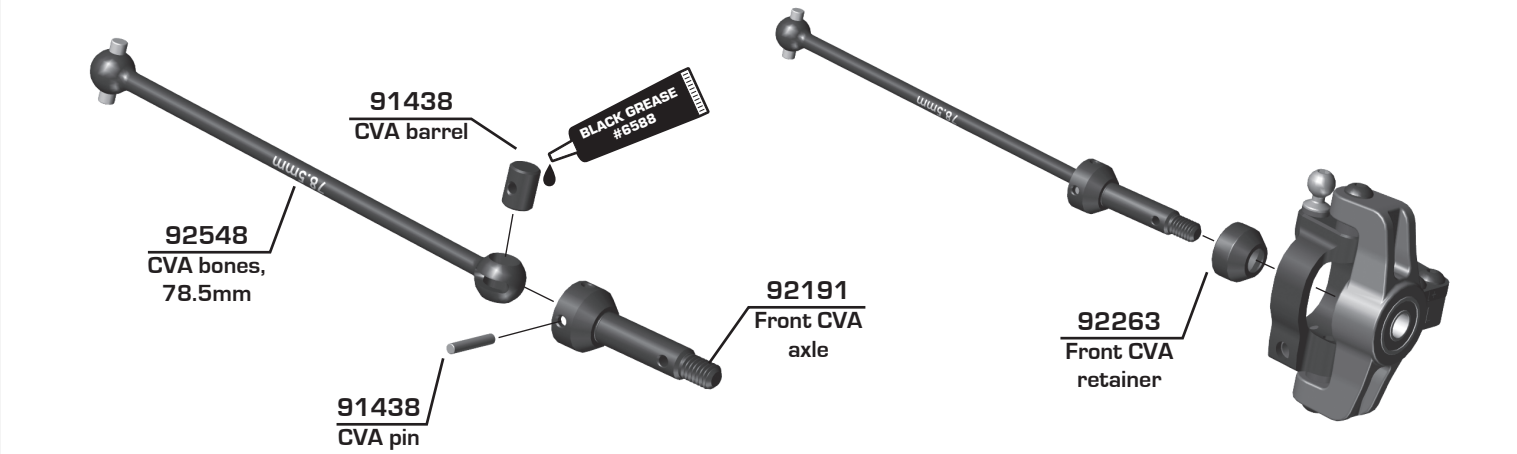
Bag 5 - Step 4



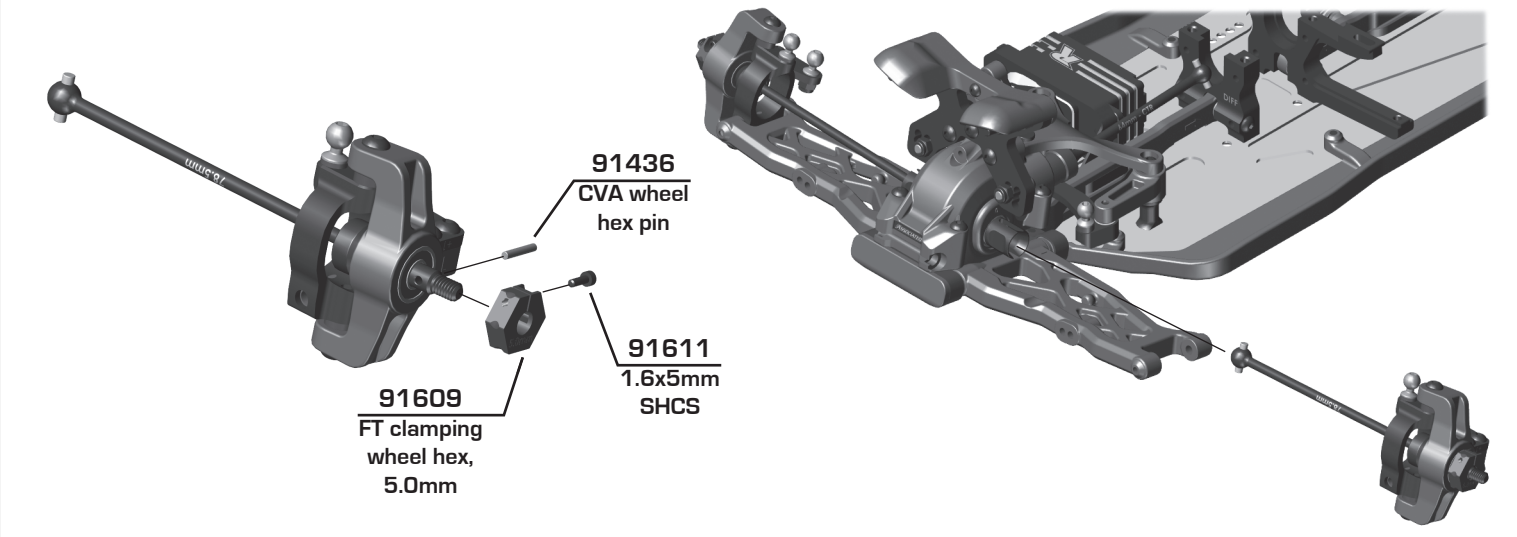
Bag 6 - Step 1



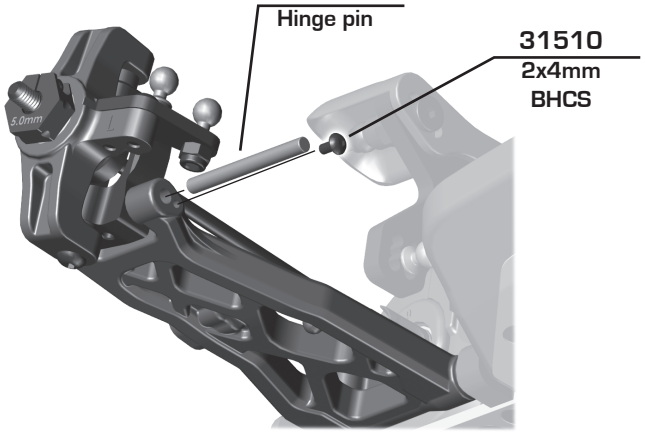
Bag 6 - Step 2



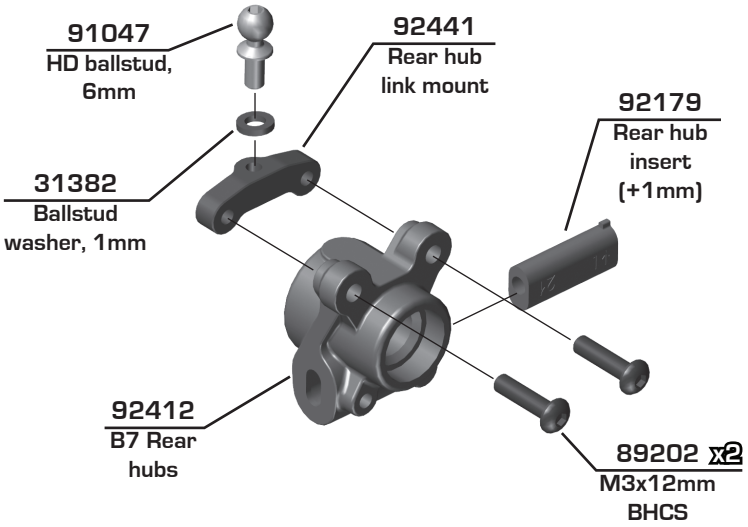
Bag 6 - Step 3



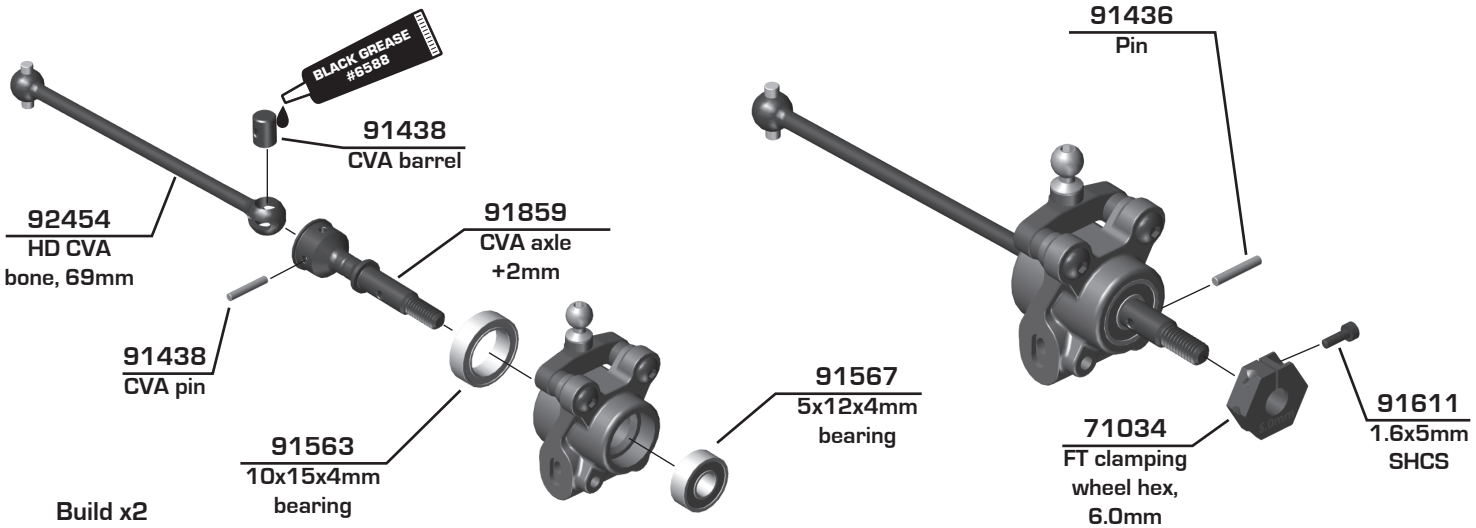
Bag 6 - Step 4



Bag 7 - Step 1



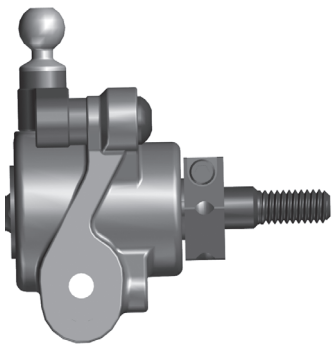
Bag 7 - Step 2



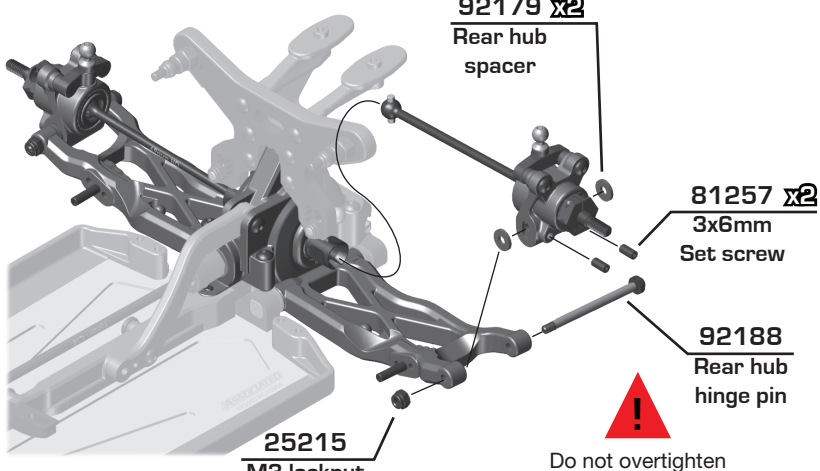
Build x2
(1 left side, 1 right side)

Bag 7 - Step 3

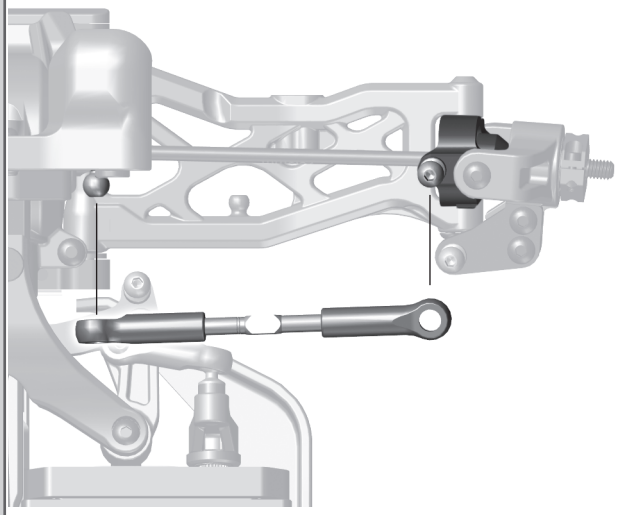
Rear Axle Height		
	0 3	+3mm
	1 2	+2mm
	1 2	+1mm
	0 3	+0mm

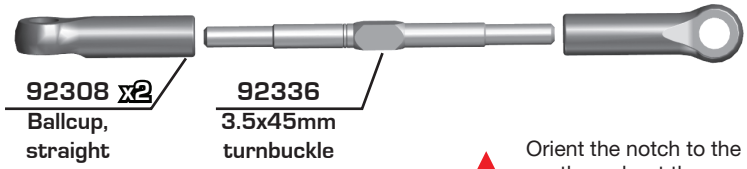


Build x2
(1 left side, 1 right side)

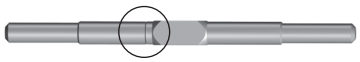


Bag 8 - Step 1

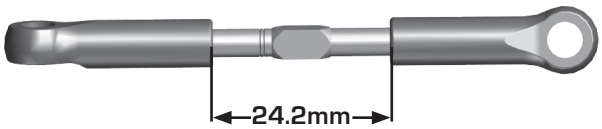




Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

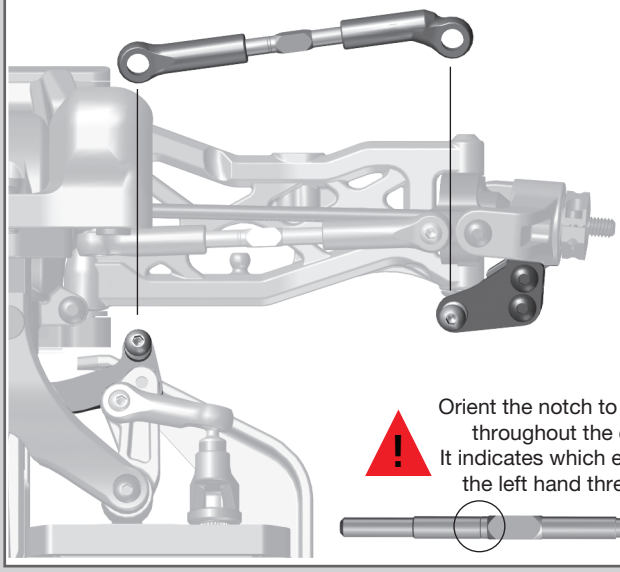


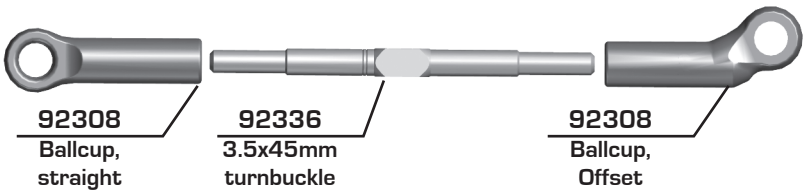
Note:
All turnbuckle inner measurements are approximate.



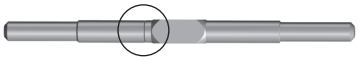
Build x2 (1 left side, 1 right side)

Bag 8 - Step 2

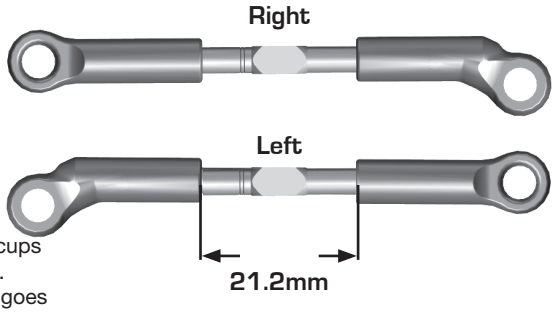




Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

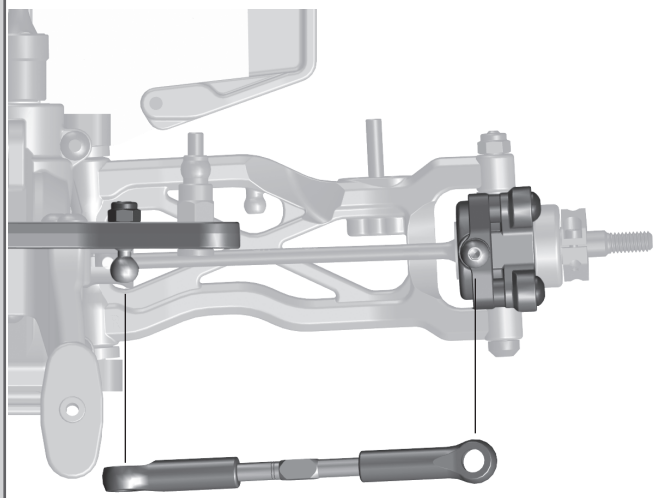


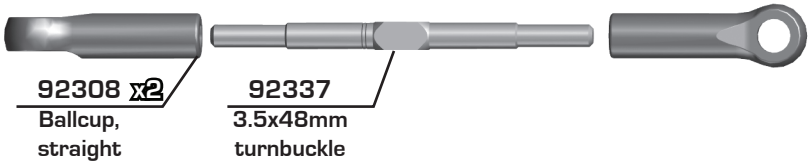
There is two offset ballcups labeled “1” and “2”. The ballcup labeled “1” goes on the left side of the car.



Build x2 (1 left side, 1 right side)

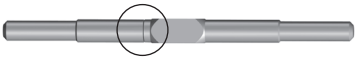
Bag 8 - Step 3



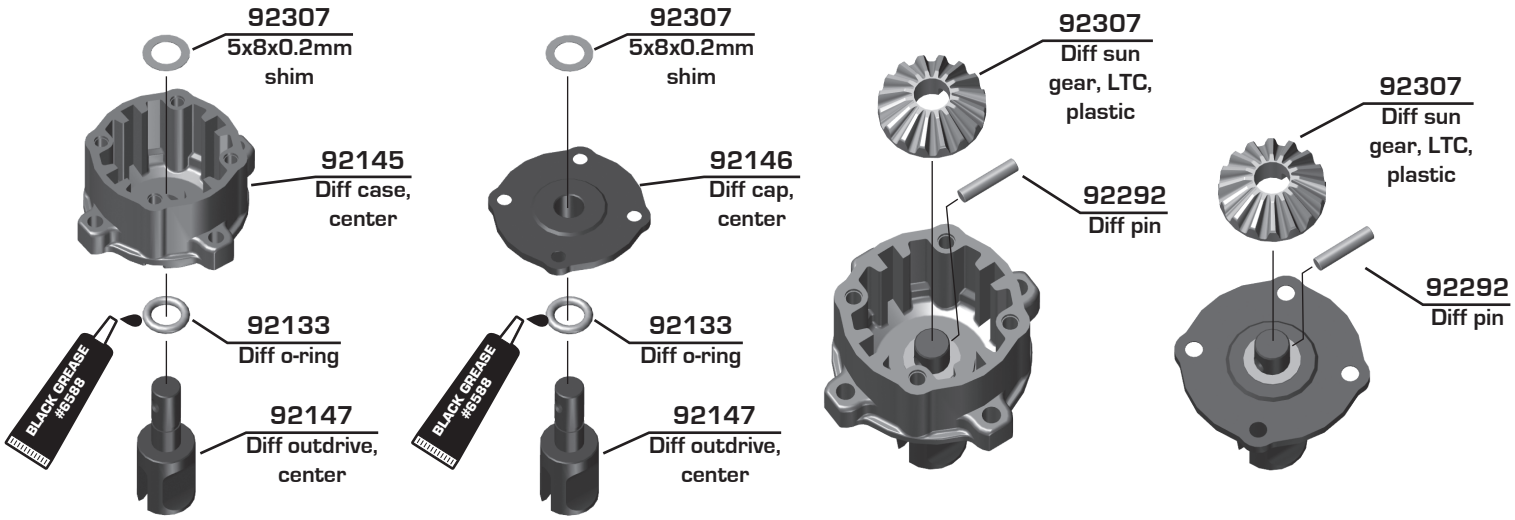


Build x2 (1 left side, 1 right side)

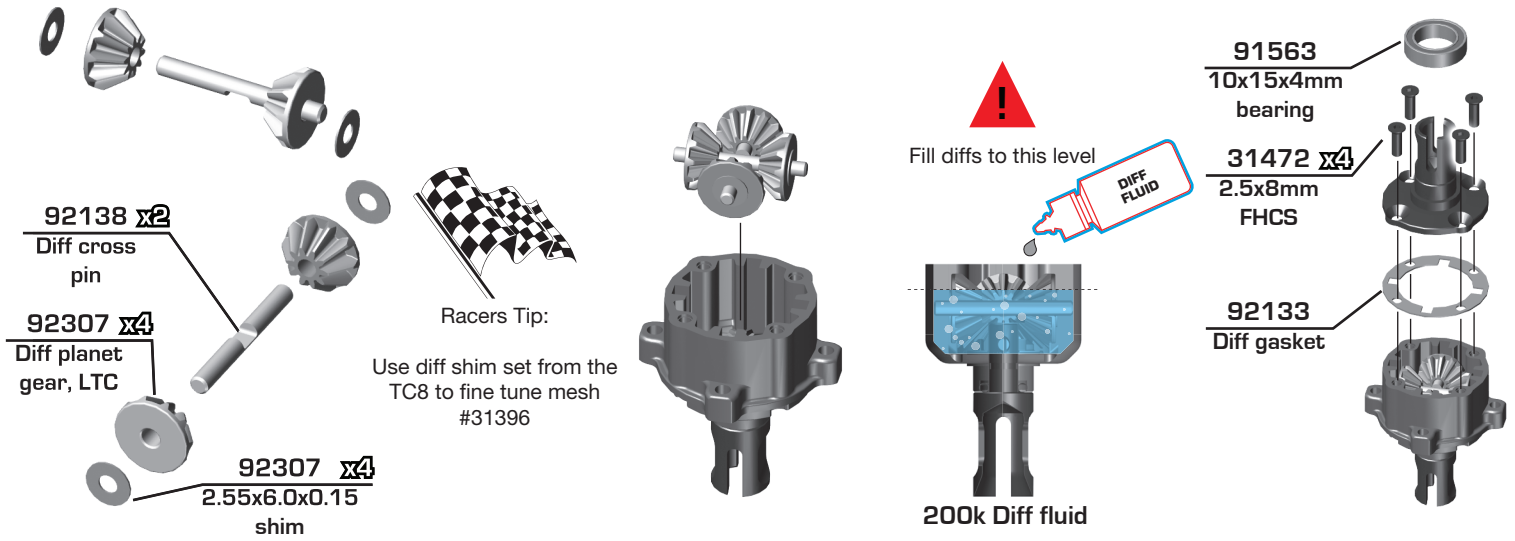
Orient the notch to the left throughout the car. It indicates which end has the left hand threads!



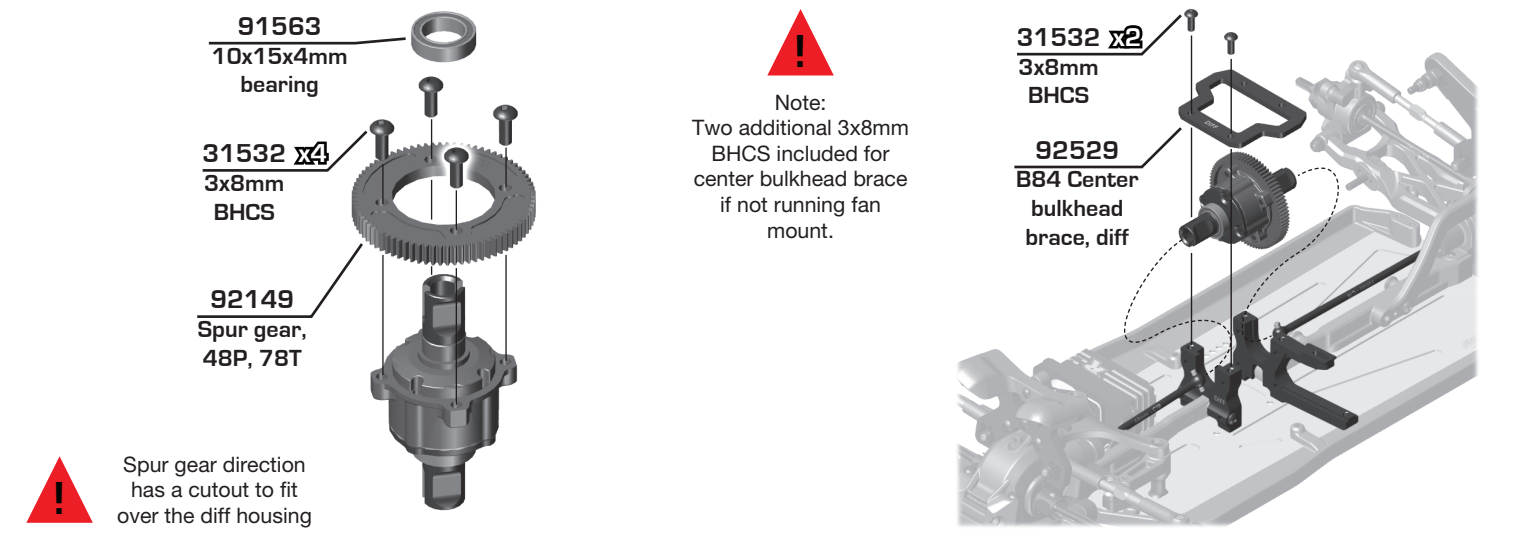
Bag 9 - Step 1



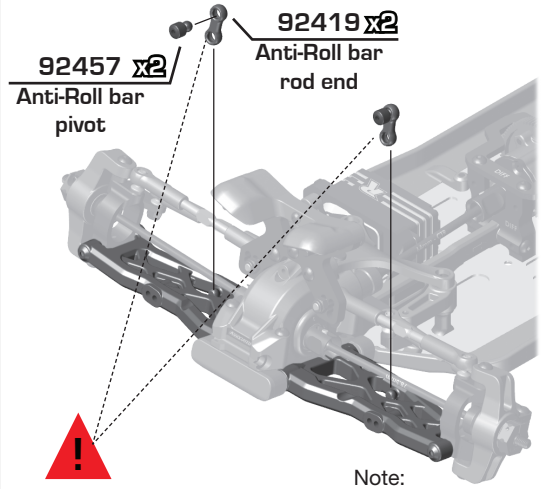
Bag 9 - Step 2



Bag 9 - Step 3



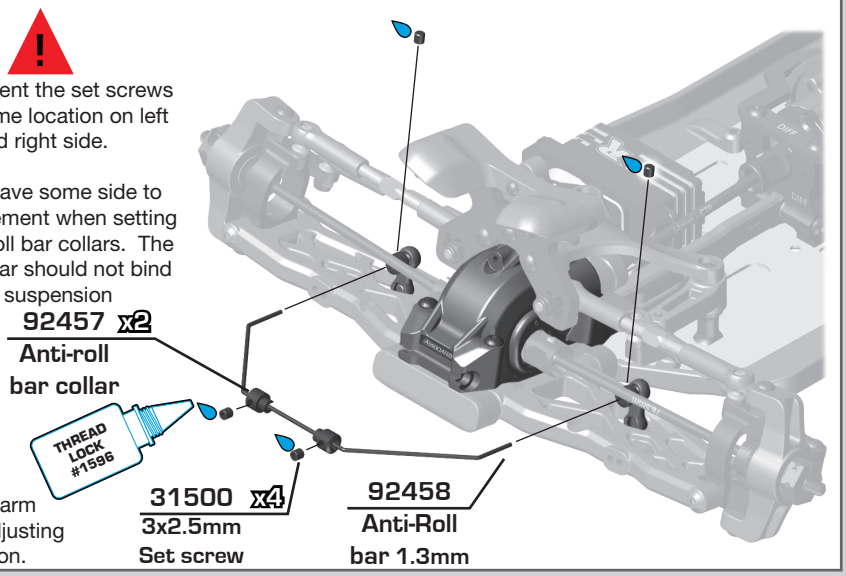
Bag 10 - Step 1



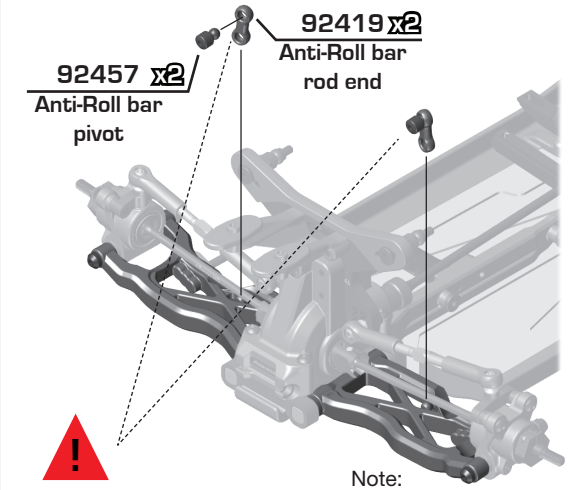
Note:
The anti-roll bar rod end should be perpendicular to the suspension arm when assembled. This may require flipping the anti-roll bar pivotr or adjusting it on the bar to achieve the correct setting depending on arm position.

Note: Orient the set screws in the same location on left and right side.

Note: Leave some side to side movement when setting the anti-roll bar collars. The anti-roll bar should not bind the suspension



Bag 10 - Step 2



Note:
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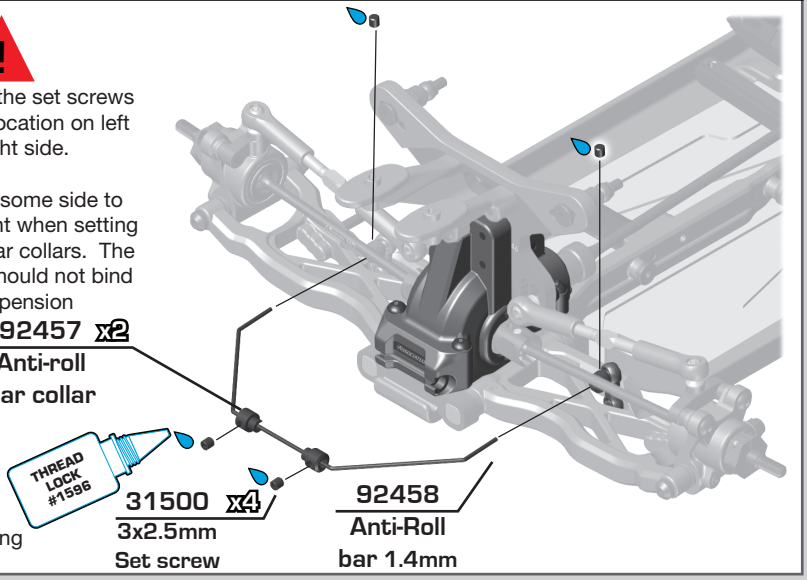
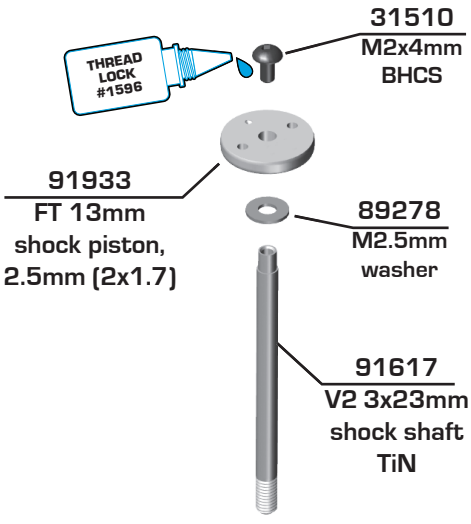
Note: Orient the set screws in the same location on left and right side.

Note: Leave some side to side movement when setting the anti-roll bar collars. The anti-roll bar should not bind the suspension



Bag 11 - Step 1

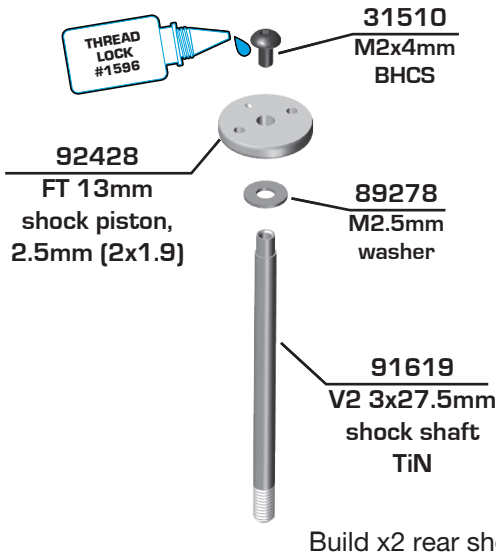


Build x2 front shocks

Mount the shock pistons with the number facing up!

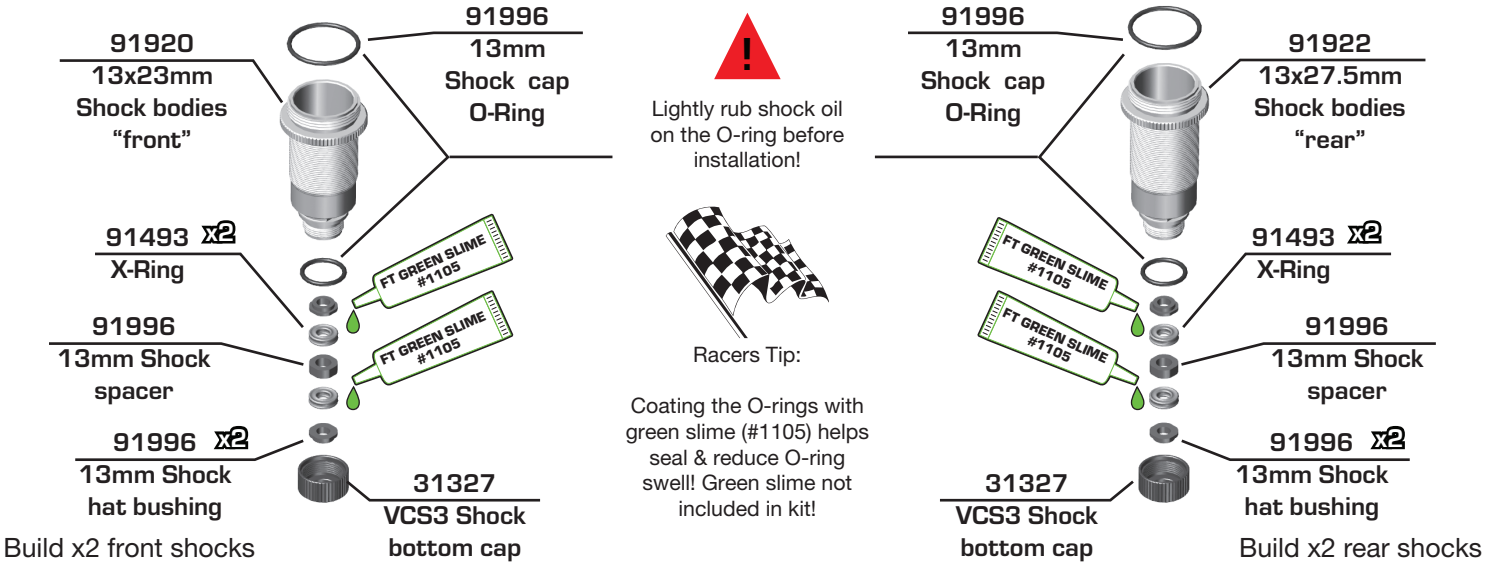
Racers Tip:

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

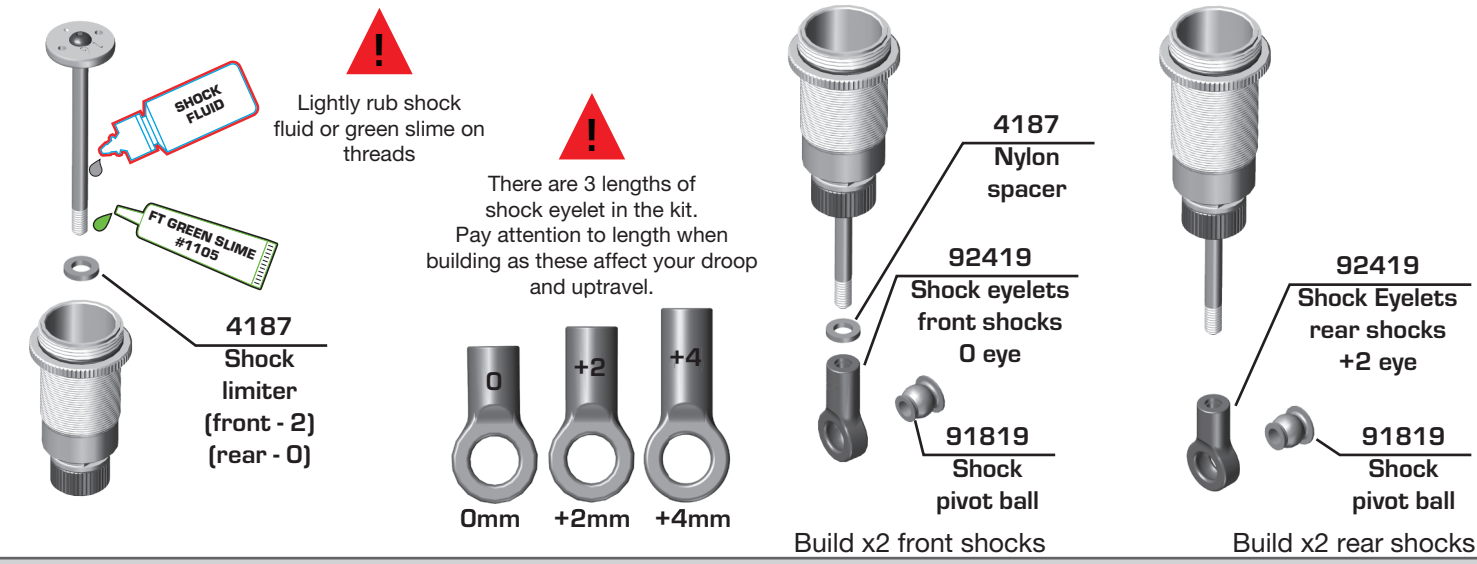


Build x2 rear shocks

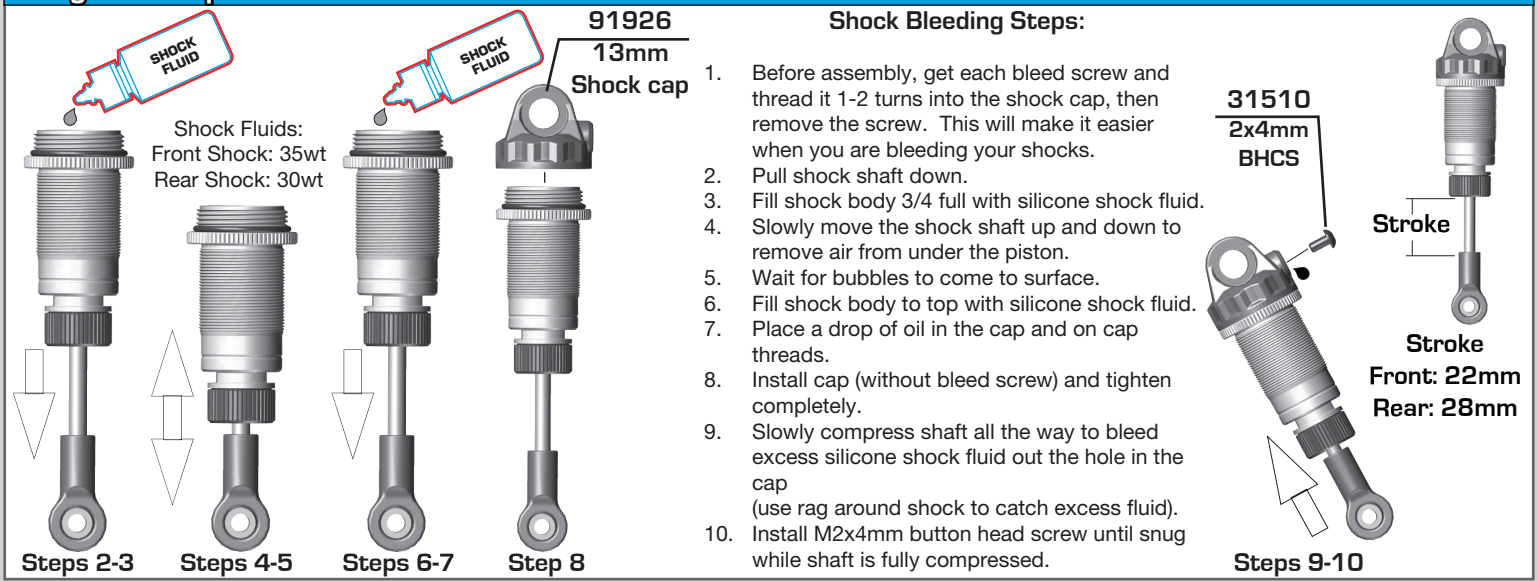
Bag 11 - Step 2



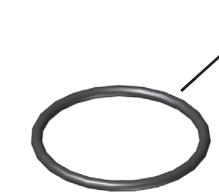
Bag 11 - Step 3



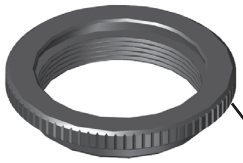
Bag 11 - Step 4



Bag 11 - Step 5



91996 x4
13mm
Threaded
collar
O-ring



91928 x4
13mm
Threaded
collar

91944
13mm Front
spring, red
(4.00lb)

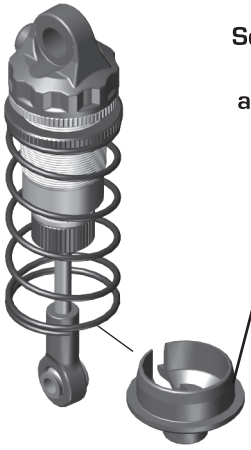
Racers Tip:

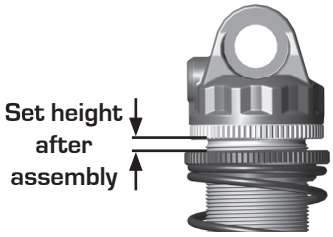
Use your finger to rub shock fluid on the O-ring for smoother adjustment!

91951
13mm Rear
spring, yellow
(2.30lb)

Build x4

Bag 11 - Step 6





Set height
after
assembly

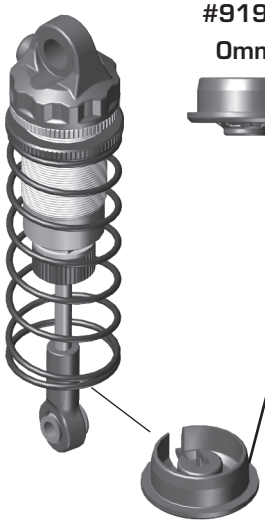
91926
13mm Shock
spring cup
"front - 9mm"

Build x2 front shocks

Hold shock mounting hardware until after anti-roll bar installation.

#91966 13mm Shock Spring Cups

0mm 5mm 9mm

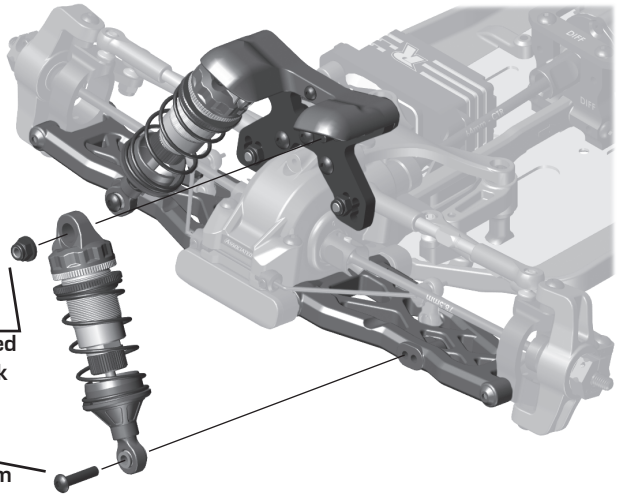


91966
13mm Shock
spring cup
"rear - 0mm"

Build x2 rear shocks

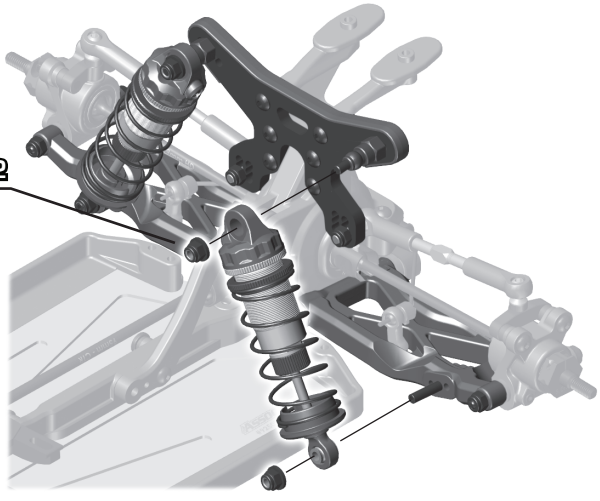
Bag 11 - Step 7

Install x2 front and x2 rear shocks



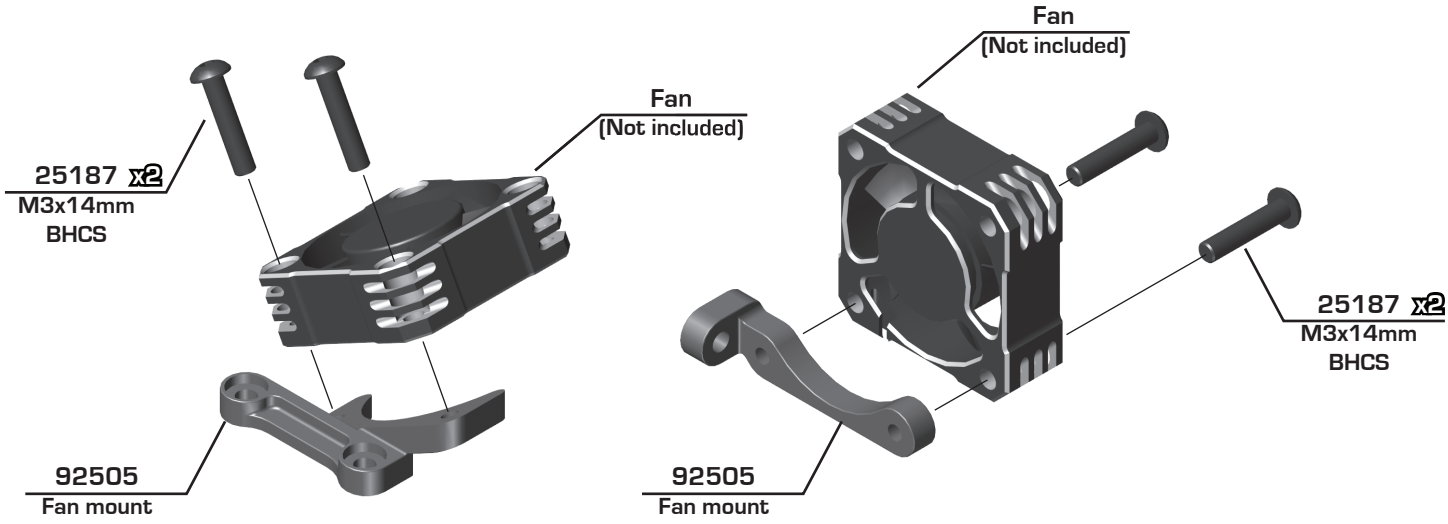
25612
M3 flanged
nut, black

25187
M3x14mm
BHCS

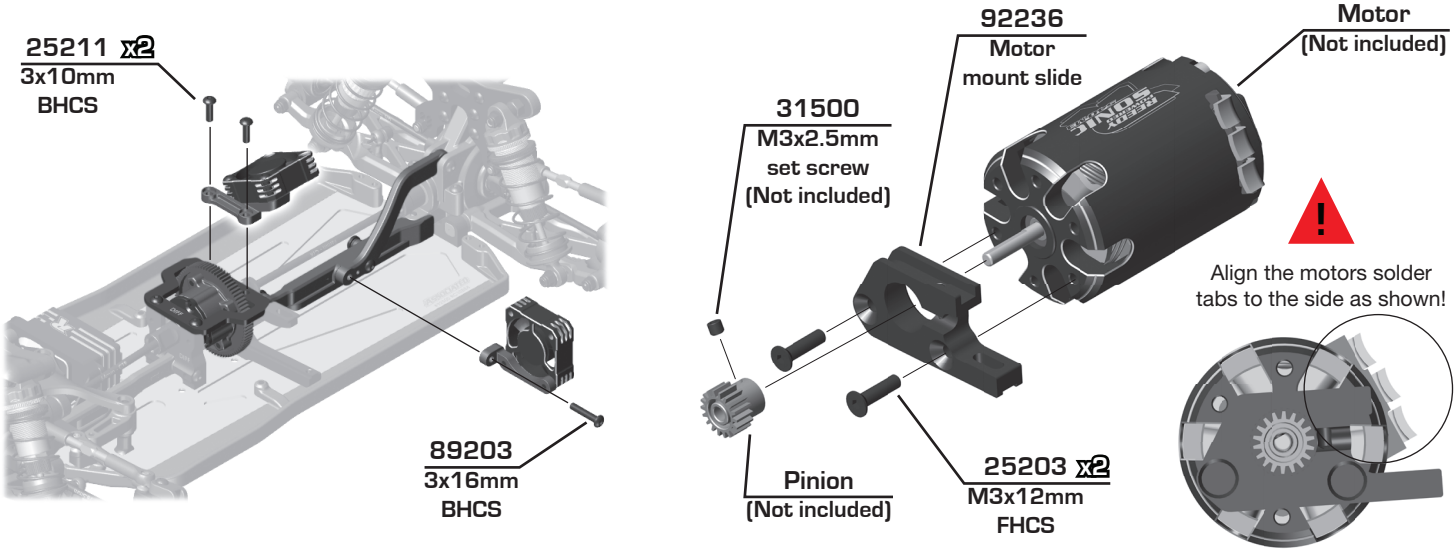


25612 x2
M3 flanged
nut, black

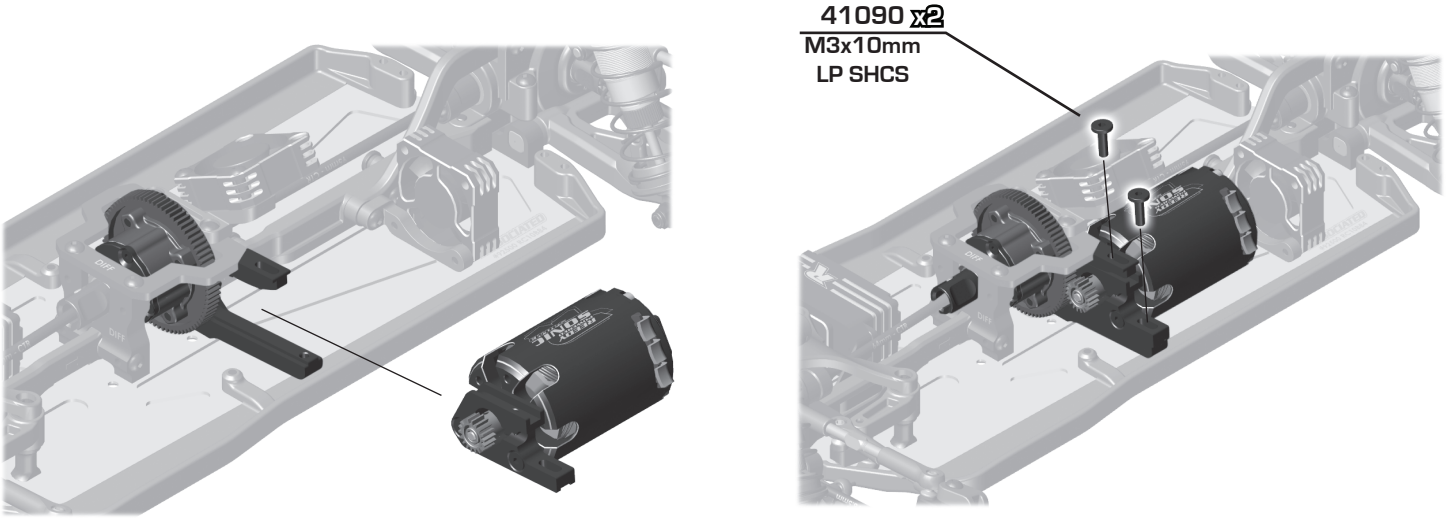
Bag 12 - Step 1



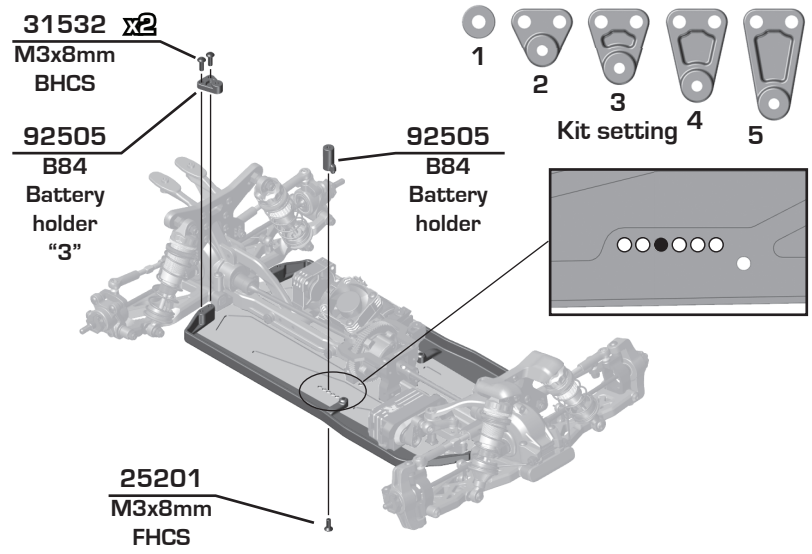
Bag 12 - Step 2

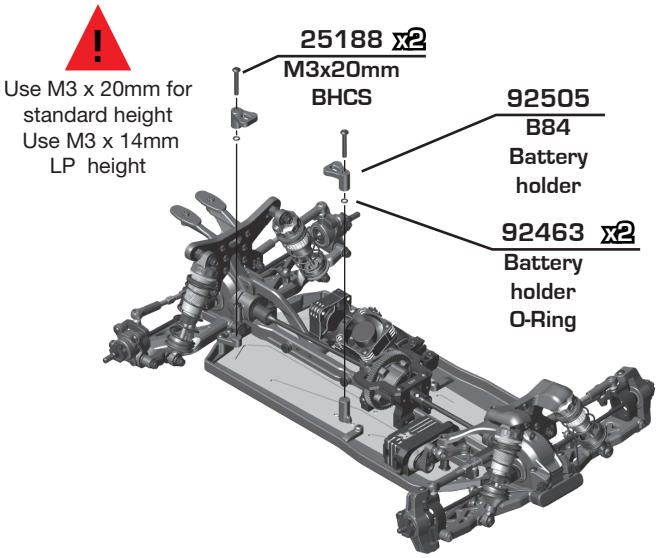


Bag 12 - Step 3

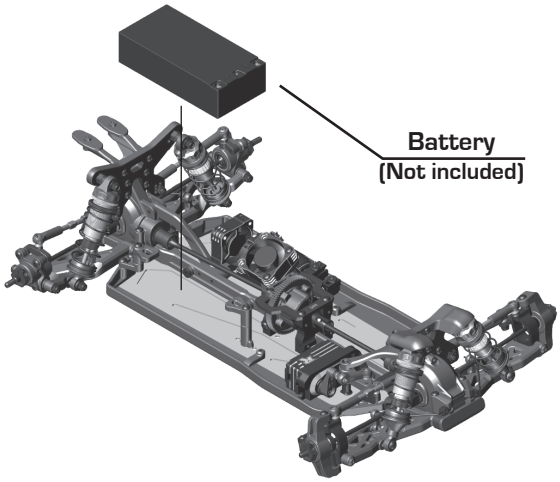


Bag 12 - Step 4

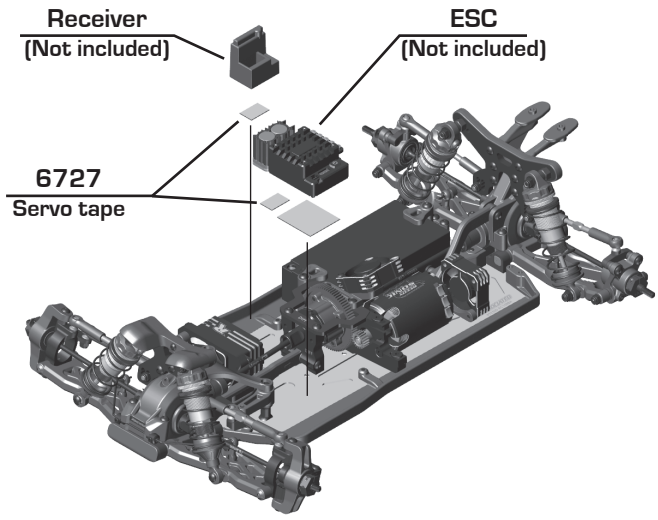


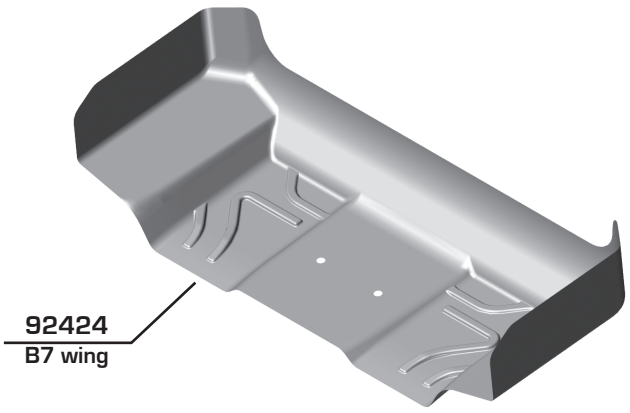


Bag 12 - Step 5

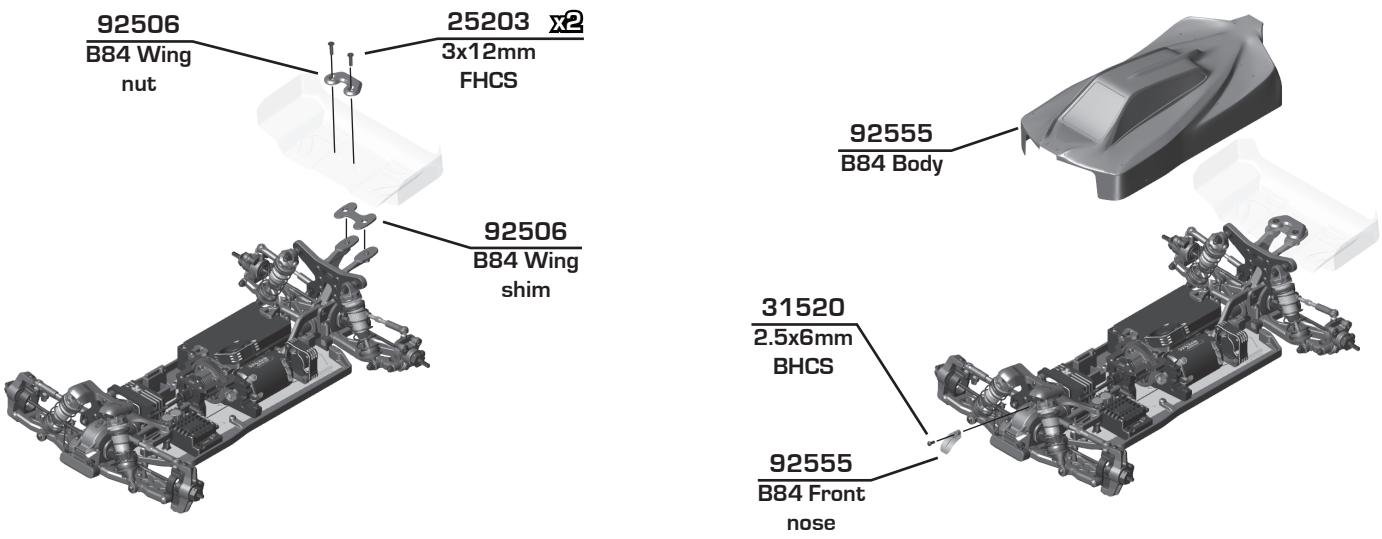


Bag 12 - Step 6

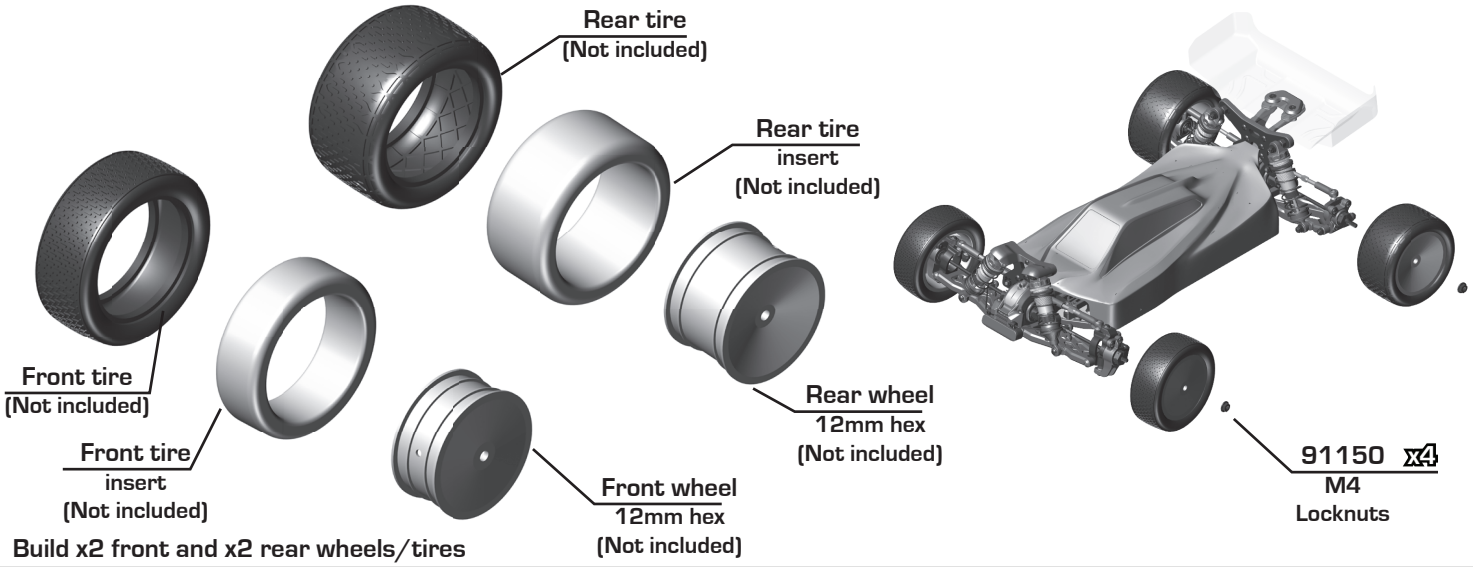




:: Bag 12 - Step 7



:: Bag 12 - Step 8



Build x2 front and x2 rear wheels/tires

:: 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:

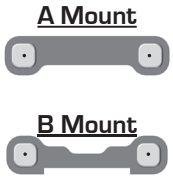
Before making any changes to the standard setup, make sure you can get around the track without crashing. Changes to your vehicle will not be beneficial if you can't stay on the track. Your goal is consistent laps. Once you can get around the track consistently, start tuning your vehicle. Make only ONE 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 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 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.

:: Tuning Tips - Front Arm Mount Pill Insert Setups

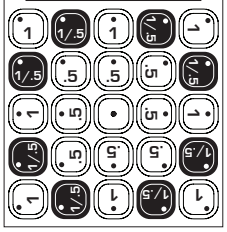
Standard Position

Use this position as a reference when changing pill locations.

Kick-up: 10°
Roll Center: +0
Pin Width: +0



Possible Insert Locations



Insert Hole Locations

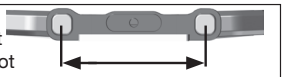
Number indicates degree of change: 0.5°,1.0°, 0° (center dot)

Hole 0.5° or 0.35mm from center

Hole 1.0° or 0.7mm from center

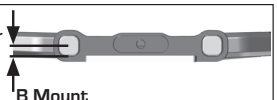
The aluminum front arm mounts utilize eccentric pill inserts to make fine adjustments to kick-up, pin height, and pin width. Adjustments can be made using the supplied inserts (#92014)

Pin Width
More distance = wider pivot
Less distance = narrower pivot



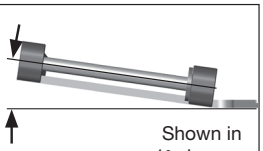
A Mount	B Mount	
		= +1.4mm
		= +0.7mm
		= 0mm
		= -0.7mm
		= -1.4mm

Pin Height
Higher pin = Higher roll center
Lower Pin = Lower roll center



A Mount	B Mount	
		= +0.7mm
		= +0.35mm
		= 0mm
		= -0.35mm
		= -0.7mm

Kick Up
More angle = More kick up
Less angle = Less kick up

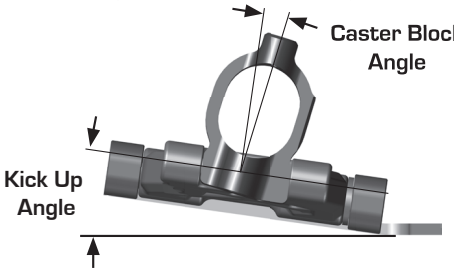


Shown in 1° changes

A Mount	B Mount	
		= 10°
		= 9°
		= 8°
		= 11°
		= 10°
		= 9°
		= 12°
		= 11°
		= 10°

Total Caster Angle

Total caster angle is the sum of the kick up angle and the caster block angle.



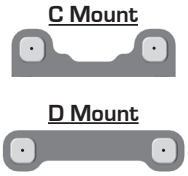
Caster Block Angle	Kick Up Angle 8°	9°	10°	11°
6°	14°	15°	16°	17°
7°	15°	16°	17°	18°
8°	16°	17°	18°	19°
9°	17°	18°	19°	20°
10°	18°	19°	20°	21°

:: Tuning Tips - Rear Arm Mount Pill Insert Setups

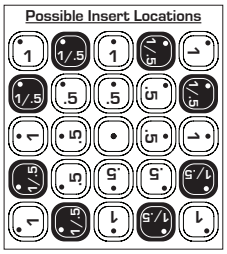
Standard Position

Use this position as a reference when changing pill locations.

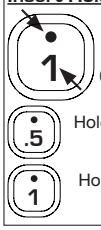
Toe: 3°
Anti-Squat: 2°
Roll Center: +0
Pin Width: +0



Possible Insert Locations



Insert Hole Locations



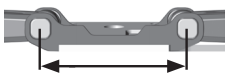
Number indicates degree of change: 0.5°,1.0°, 0° (center dot)

Hole 0.5° or 0.35mm from center

Hole 1.0° or 0.7mm from center

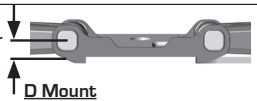
The aluminum front arm mounts utilize eccentric pill inserts to make fine adjustments to kick-up, pin height, and pin width. Adjustments can be made using the supplied inserts (#92014)

Pin Width
More distance = wider pivot
Less distance = narrower pivot



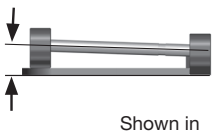
C Mount	D Mount	
		= +1.4mm
		= +0.7mm
		= 0mm
		= -0.7mm
		= -1.4mm

Pin Height
Higher pin = Higher roll center
Lower Pin = Lower roll center



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

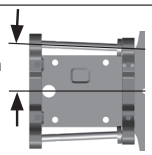
Anti-Squat Angle
More angle = More anti-squat
Less angle = Less anti-squat



Shown in 1° changes

C Mount	D Mount	
		= 2°
		= 1°
		= 0°
		= 3°
		= 2°
		= 1°
		= 4°
		= 3°
		= 2°

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°

B84 TEAM KIT B84D TEAM KIT

Driver: Kit - Dirt | Event: | Qualify: | Main:

Date: | Track: | Finish: | Best Lap Time:

Front Suspension:

Ride Height:	17mm
Camber:	-1 deg
Toe:	0 deg
Anti-Roll Bar:	1.3mm
Arm Type:	Kit
Tower Type:	Kit
Wheelbase Shim:	Arm Middle
Wheel Hex:	5mm
Steering Block Type:	B74
Caster Block:	6° ☐ 7° ☐ 8° ■ 9° ☐ 10° ☐
Chassis Brace Material:	Kit
Top Plate Brace Material:	Kit
Front Axles:	CVA ■ DCV ☐
Notes:	

Lower Brace Type: Fixed ☐ Pivot ■

Ball Stud Spacing: 2mm

Arm Mount A: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐

Arm Mount B: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐

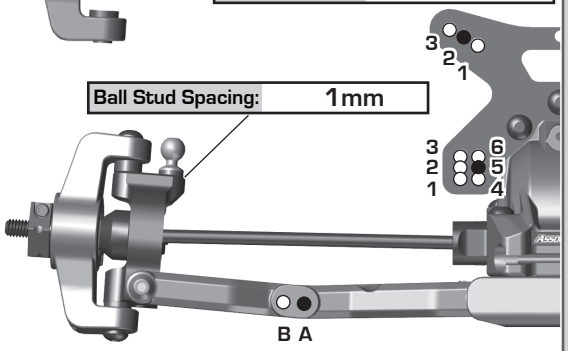
Diff Height:

+3	☐
+2	☐
+1	☐
+0	■

Axle Height: +3 ☐ +2 ■ +1 ☐ 0 ☐

Ball Stud Spacing: 0

Steering Plate: +2



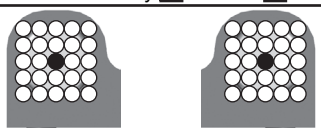
Rear Suspension:

Ride Height:	17mm
Camber:	-1 deg
Anti-Roll Bar:	1.4mm
Arm Type:	Kit - B7
Tower Type:	Kit
Wheelbase Shim:	Arm Middle
Wheel Hex:	6mm
Hub Type:	Kit - B7 Standard
Drive Shaft Type:	69mm Bone
Chassis Brace Material:	Kit
Upper Chassis Brace Materia	■
Hub Spacing:	Fwd ☐ Mid ☐ Back ☐
Notes:	

Lower Brace Type: Fixed ☐ Pivot ■

Rear Chassis Brace Screws:

Arm Mount C: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐



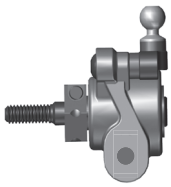
Arm Mount D: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐

Axle Height:

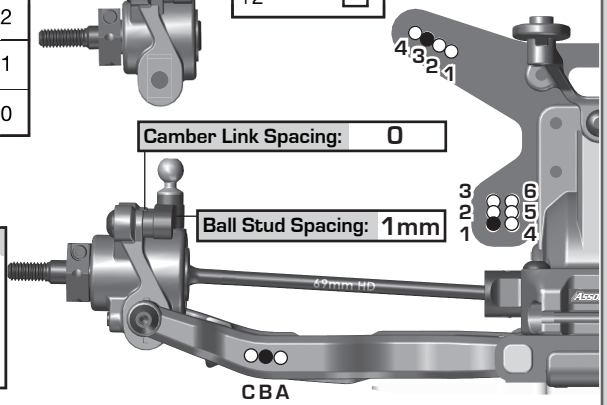
○	▼0 3▲	+3
○	▼1 2▲	+2
●	▲1 2▼	+1
○	▲0 3▼	+0

Diff Height:

+3	☐
+2	☐
+1	■
+0	☐



Gearbox: Standard ■ +2 ☐



Electronics:

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

Differential:

	Front	Center	Rear
Fluid:	15K	200K	15K
Gears:	LTC	LTC	LTC
Type:	Plastic	Plastic	Plastic

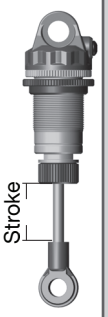
Notes:

Slipper Clutch:

Type:	
# of Pads:	
Setting:	
Notes:	

Shocks:

	Front	Rear
Piston:	2x1.7	2x1.9
Thickness:	2.5mm	2.5mm
Fluid:	35wt	30wt
Spring:	Red	Yellow
Limiters:	Int: 2 Ext: 1	Int: 0 Ext: 0
Stroke:	22mm	28mm
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:	B84
Front Wing:	Nose
Rear Wing:	B7
Rear Wing Mount:	0 ■ -2 ☐
Wing Angle:	0° ☐ 3° ☐ 6° ■
Chassis Length:	Standard
Total Vehicle Weight:	
Notes:	

Vehicle Comments:

Notes:

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

B84 TEAM KIT B84D TEAM KIT

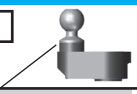
Driver: _____ Event: _____ Qualify: _____ Main: _____

Date: _____ Track: _____ Finish: _____ Best Lap Time: _____

Front Suspension:

Ride Height:
Camber:
Toe:
Anti-Roll Bar:
Arm Type:
Tower Type:
Wheelbase Shim:
Wheel Hex:
Steering Block Type:
Caster Block: 6° ☐ 7° ☐ 8° ☐ 9° ☐ 10° ☐
Chassis Brace Material:
Top Plate Brace Material:
Front Axles: CVA ☐ DCV ☐
Notes:

Lower Brace Type: Fixed ☐ Pivot ☐

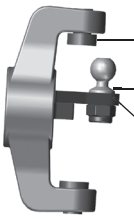


Ball Stud Spacing:

Arm Mount A: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐

Arm Mount B: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐

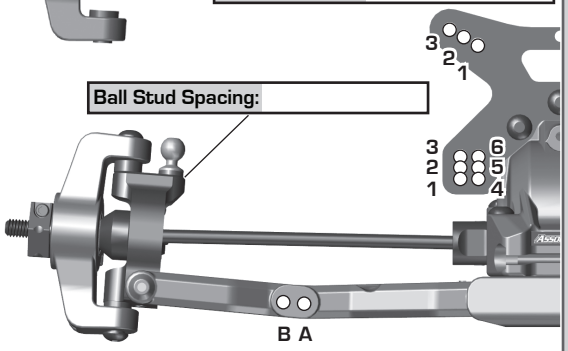
Diff Height:
+3 ☐
+2 ☐
+1 ☐
+0 ☐



Axle Height: +3 ☐ +2 ☐ +1 ☐ 0 ☐

Ball Stud Spacing:

Steering Plate:



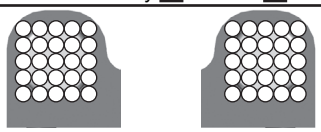
Rear Suspension:

Ride Height:
Camber:
Anti-Roll Bar:
Arm Type:
Tower Type:
Wheelbase Shim:
Wheel Hex:
Hub Type:
Drive Shaft Type:
Chassis Brace Material:
Upper Chassis Brace Material:
Hub Spacing: Fwd ☐ Mid ☐ Back ☐
Notes:

Lower Brace Type: Fixed ☐ Pivot ☐

Rear Chassis Brace Screws:

Arm Mount C: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐

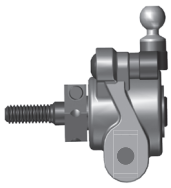


Arm Mount D: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐

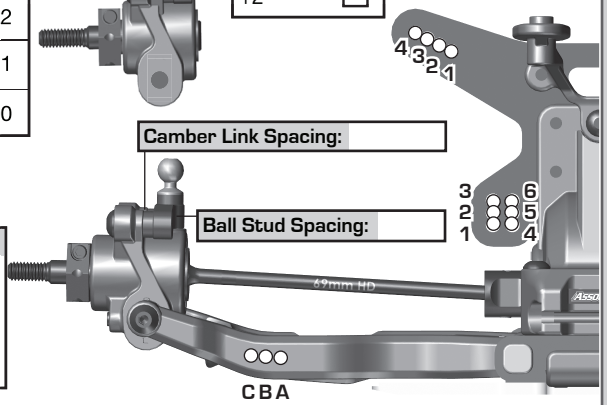
Axle Height:

▼0 3▲	+3
▼1 2▲	+2
▲1 2▼	+1
▲0 3▼	+0

Diff Height:
+3 ☐
+2 ☐
+1 ☐
+0 ☐



Gearbox:
Standard ☐
+2 ☐



Electronics:

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

Differential:

	Front	Center	Rear
Fluid:			
Gears:			
Type:			

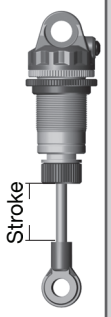
Notes:

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:

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:
Rear Wing Mount: 0 ☐ -2 ☐
Wing Angle: 0° ☐ 3° ☐ 6° ☐
Chassis Length:
Total Vehicle Weight:
Notes:

Vehicle Comments:

Notes:

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