

RC10

SINCE 1984

SC7 TEAMKIT

1:10 Scale 2WD Electric Off Road Competition Short Course Kit



TEAM ASSOCIATED



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#70010 RC10 SC7 Team Kit



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.

⚙️ RC10SC7 Team Kit Features

- New 3-Gear Laydown Transmission
 - Durable new split case design for secure gear mesh
 - Large 10mm aluminum idler shaft integrates into transmission structure.
 - Added durability and stability of 54 tooth idler with 10x15mm idler bearings
 - Responsive power delivery with reduced lag and lower temps for spec racing
 - Gearbox retrofits B7 buggy
- New Truck Specific gull wing long arm suspension: improves grip and predictability in all conditions
- New updated B7 V2 caster block for added stiffness
- New 0 KPI steering blocks with 3mm and 4mm trail.
- Aluminum front bulkhead and steel hinge pin brace included in front-end design.
- RC10B7 Ball Differential included
- Fit High-Volume B7 Gear Differential: improves consistency of differential action over a longer period. Fits LTC internal gears from the RC10B74.2.
- New low CG 25mm and 31mm length 13mm big-bore shock bodies
- TiN gold 3x24mm and 3x29mm shock shafts
- Included Anti-Roll Bars Front and Rear, accessible design based on RC10B7

⚙️ Additional

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

- R/C two channel surface frequency radio system
- AA-size batteries for transmitter
- Electronic Speed Control ("ESC")
- Steering servo
- R/C electric motor (540 size)
- Pinion gear (48P), size determined by type/turn or kV of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 2 cell LiPo battery pack
- Polycarbonate body
- Polycarbonate specific spray paint
- Cyanoacrylate glue ("CA") (#1597)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears
- Wheels w/12mm Hex

⚙️ Other Helpful Items

- Silicone Shock Fluid (Refer to AssociatedElectrics.com for complete listings)
- FT Turnbuckle Wrench, 4mm (#1112)
- FT Hex/Nut Wrenches (#1519)
- FT Universal Tire Balancer (#1498)
- Green Slime shock lube (#1105)
- FT Body Reamer (#1499)
- FT Ballcup Wrench (#1579)
- 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)
	3x18mm (2308)
	3x20mm (25188)
	3x22mm (25189)
	3x24mm (89204)
	3x45mm (71037)

Shims and Washers

	5.5x0.5mm (31381)
	5.5x1.0mm (31382)
	5.5x2.0mm (31383)

Set Screws

	3x3mm (25225)
	3x6mm (81257)
	3x10mm (4671)
	3x12mm (81258)
	3x20mm (91737)

Flat Head (fhcs)

	2x3mm (91749)
	2.5x8mm (31472)
	3x6mm (31541)
	3x8mm (25201)
	3x10mm (25202)
	3x12mm (25203)
	3x14mm (89208)
	3x16mm (25204)

LP Socket Head (lp shcs)

	3x6mm (41089)
	3x8mm (41096)
	3x20mm (41091)
	3x22mm (41095)

Nuts (lock/plain)

	M3 Nut (Black) (91477)
	M3 Alum. Locknut (Blue) (31550)
	M3 Locknut (Black) (25215)
	M3 Locknut w/Flange (Black) (25612)
	FT 3mm Locknuts (Blue) (25392)
	M4 Locknuts:
	Serrated Steel LP (Black) (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)

Cap Head (shcs)

	1.6x5mm (91611)
	2.5x14mm (71032)
	3x16mm (89224)

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.



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



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.

:: Bag 1 - Step 1

! Note orientation of steering rack

Front
TOP

91048 **x2**
Heavy-duty Ballstud, 8mm

31732 **x4**
4 x 7 x 2.5 Ball Bearing

91973 **x2**
Steering Rack

31382 **x2**
FT Ballstud Washer, Aluminum (1mm)

91983 **x2**
Aluminum Steering Bellcranks

91973
Steering Bellcrank (Right)

31732 **x4**
4 x 7 x 2.5 Ball Bearing

91973
Steering Bellcrank (Left)

92489
Carbon Steering Rack

91984
Aluminum Steering Rack

:: Bag 1 - Step 2

! Note: Orientation of set screws should face bottom. Insert one collar and bar, then add second collar for installation. Center the bar, do not overtighten.

31283
5mm Ball Stud, Long

91974 **x2**
Steering Hat Bushing

89202 **x2**
M3 x 12mm BHCS

92404
Carbon Front Ball Stud Mount

31383 **x2**
FT Ballstud Washer, Aluminum (2mm)

91049 **x2**
Heavy-duty Ballstud, 10mm

92403
Front Ball Stud Mount

25225 **x2**
M3 x 3mm Set Screw

92457 **x2**
Anti-Roll Bar Collar

71205
Front Anti-Roll Bar, 1.4mm
Note: Do not overtighten collars on ballstud mount

Steering	Bulkhead	Caster Insert	Chassis	Total Insert
High	2.5°	0°	22.5°	25°
Low	2.5°	2.5°	22.5°	27.5°
Low	2.5°	5°	22.5°	30°
High	0°	0°	22.5°	22.5°
High	0°	2.5°	22.5°	25°
Low	0°	5°	22.5°	27.5°
High	-2.5°	0°	22.5°	20°
High	-2.5°	2.5°	22.5°	22.5°
High	-2.5°	5°	22.5°	25°

:: Bag 1 - Step 3

89224 **x2**
M3 x 16mm SHCS

91974 **x2**
Steering Hat Bushing, High

! (Low position) Bellcranks down, hat side on top
(High position) Bellcranks up, hat side on bottom

:: Bag 2 - Step 1

92427
Bulkhead Shim

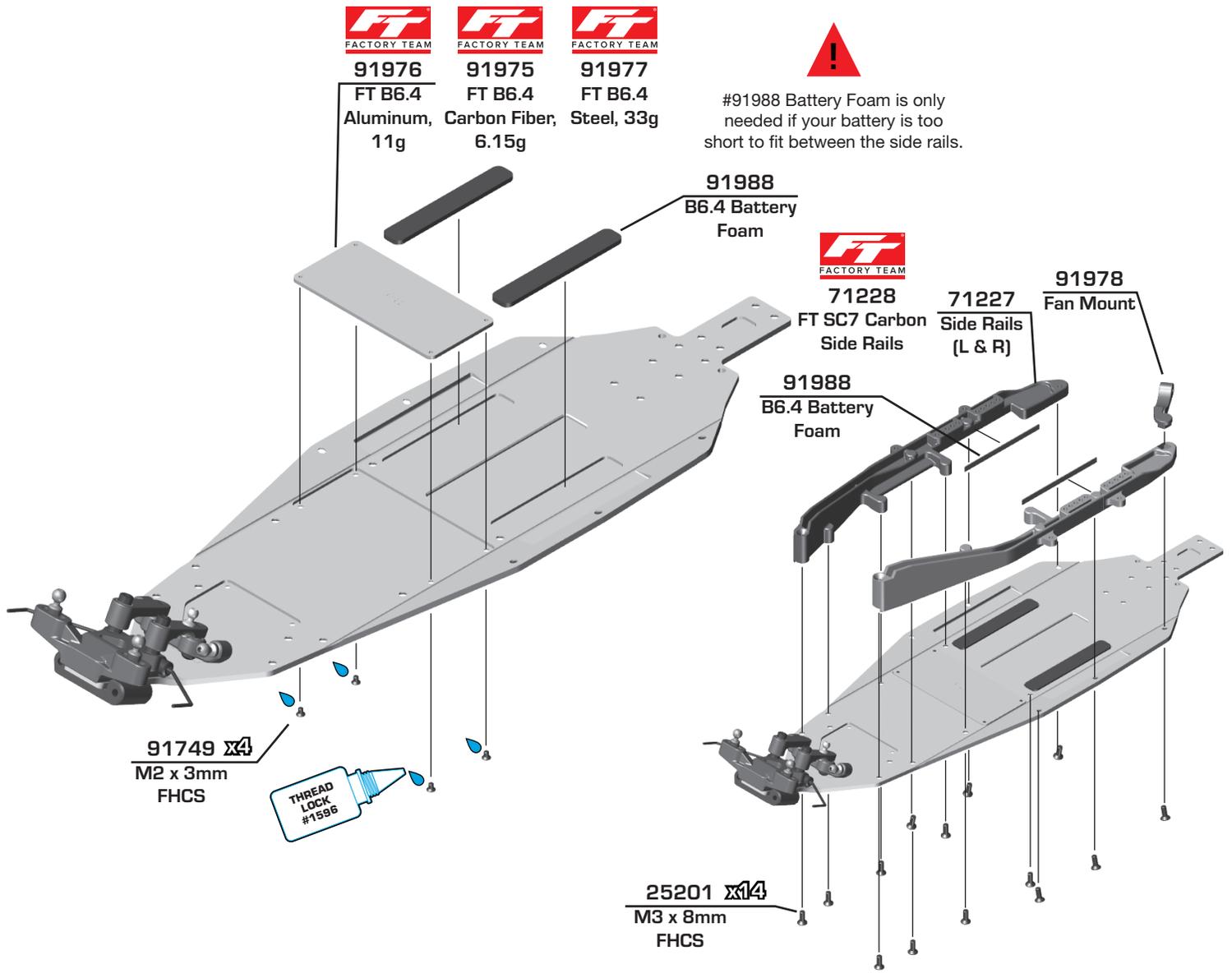
71226
SC7 Chassis

92437
FT Aluminum Bulkhead (2.5°)

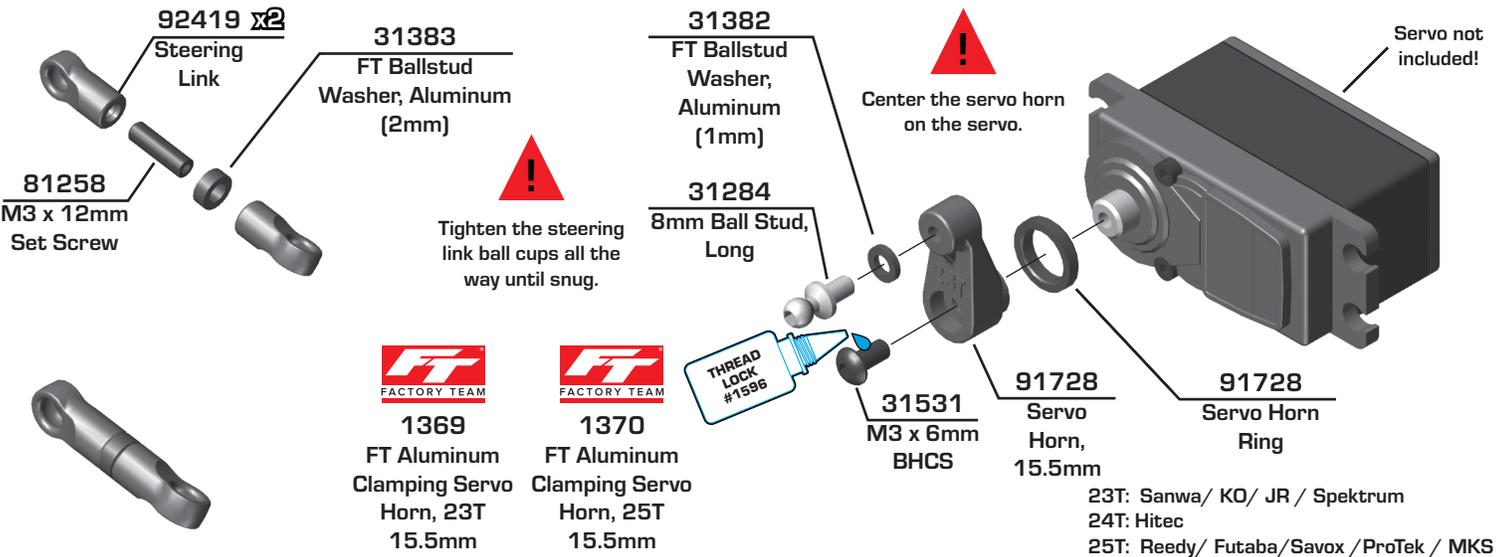
92436
FT Aluminum Bulkhead (0°)

89208 **x2**
M3 x 14mm FHCS

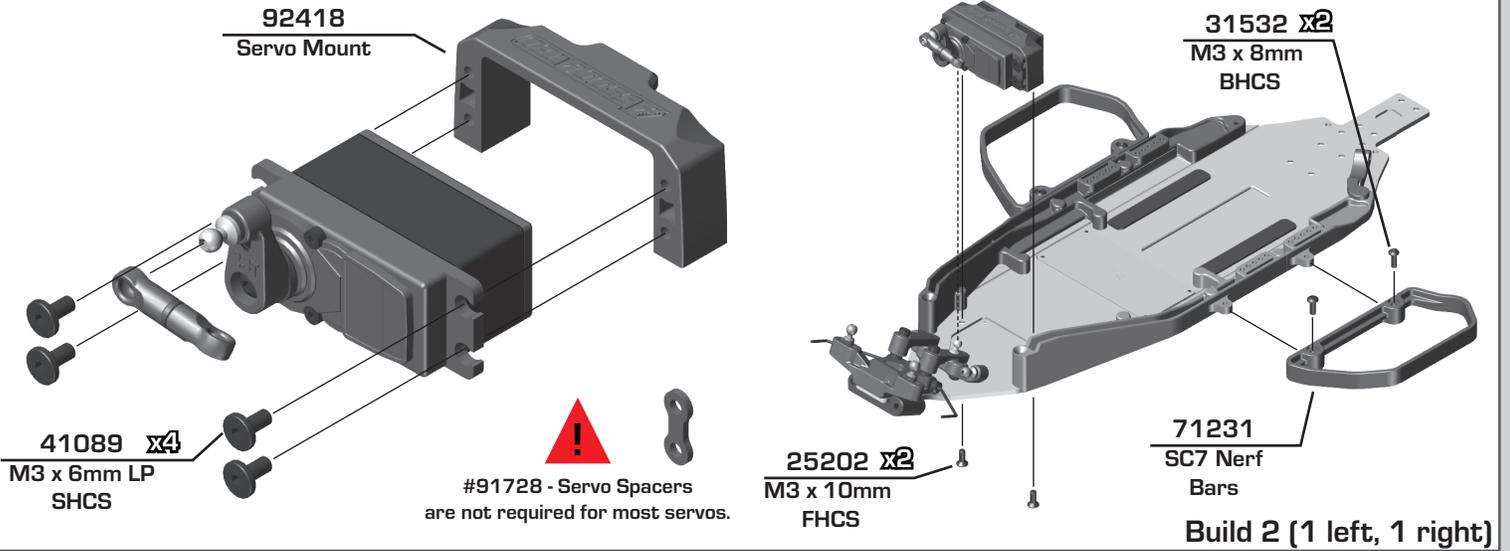
Bag 2 - Step 2



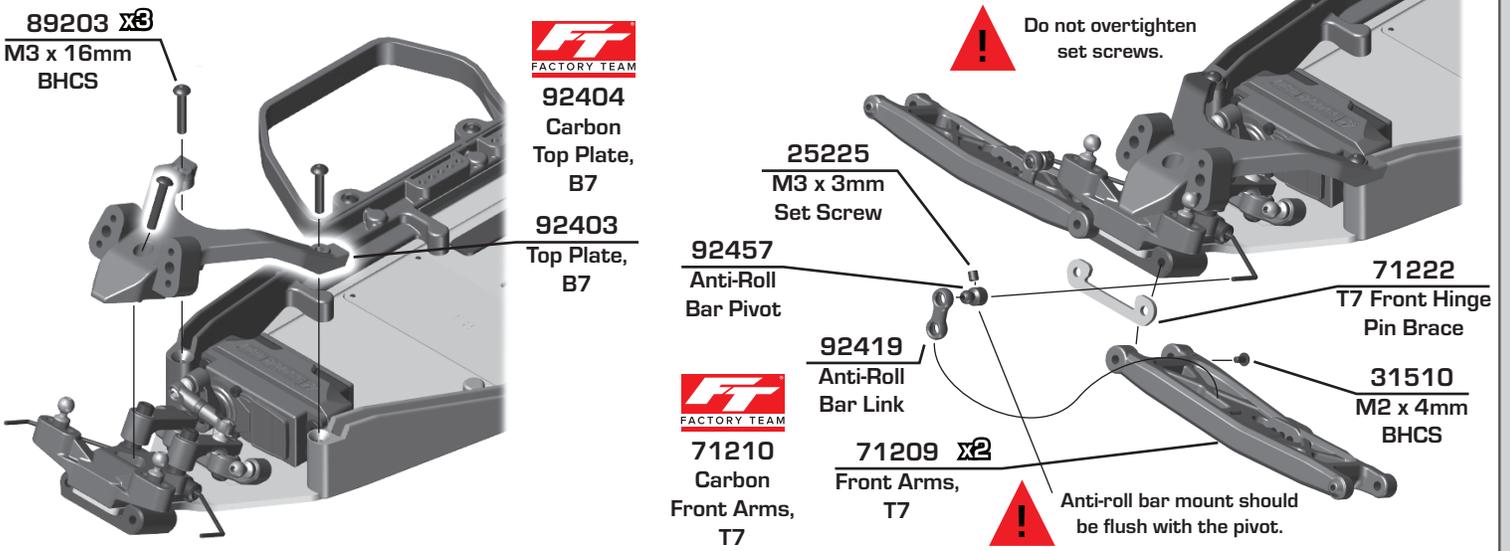
Bag 2 - Step 3



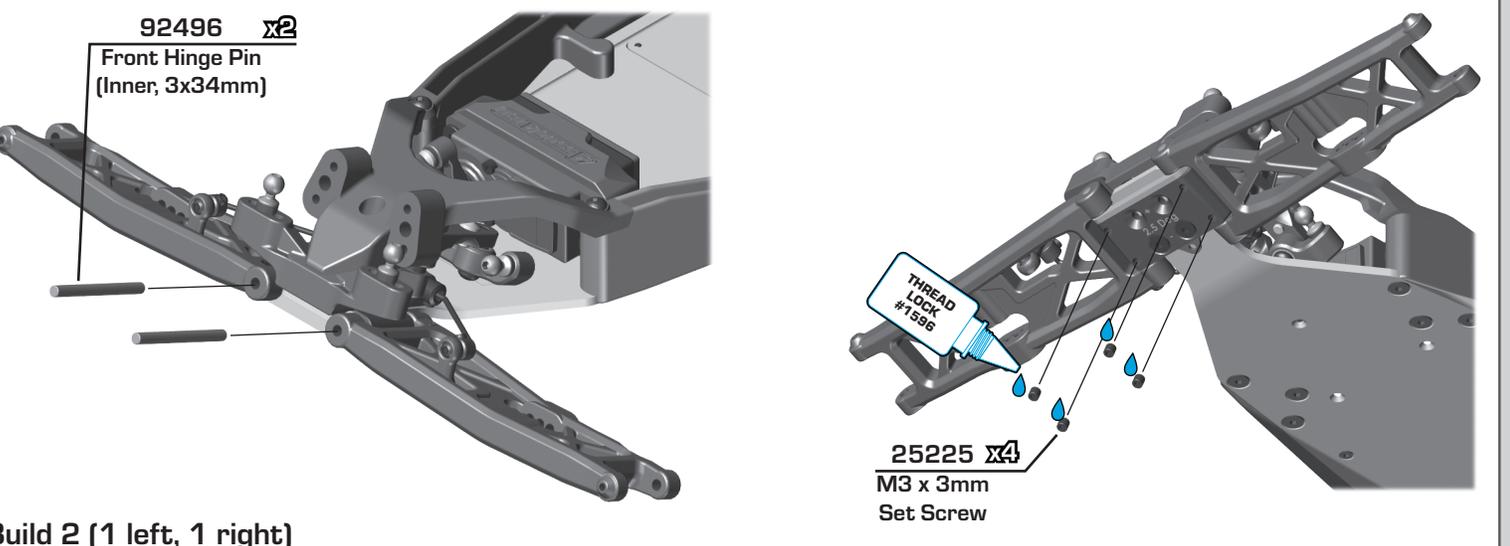
:: Bag 2 - Step 4



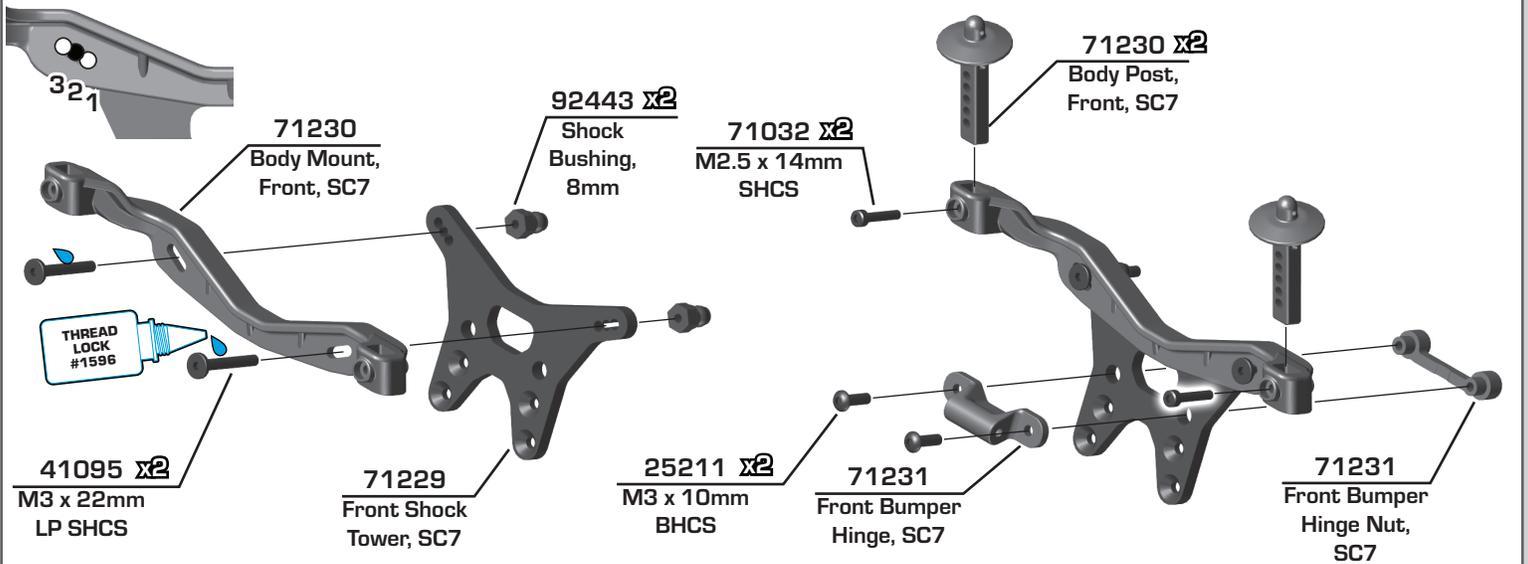
:: Bag 2 - Step 5



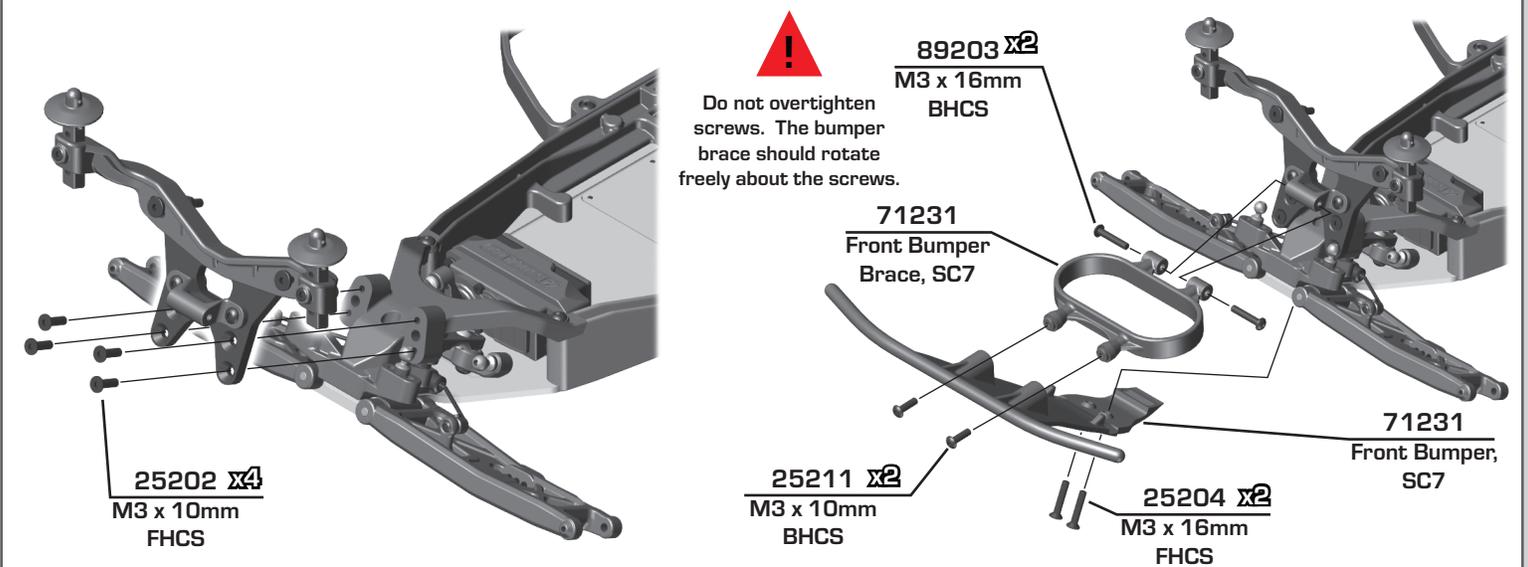
:: Bag 2 - Step 6



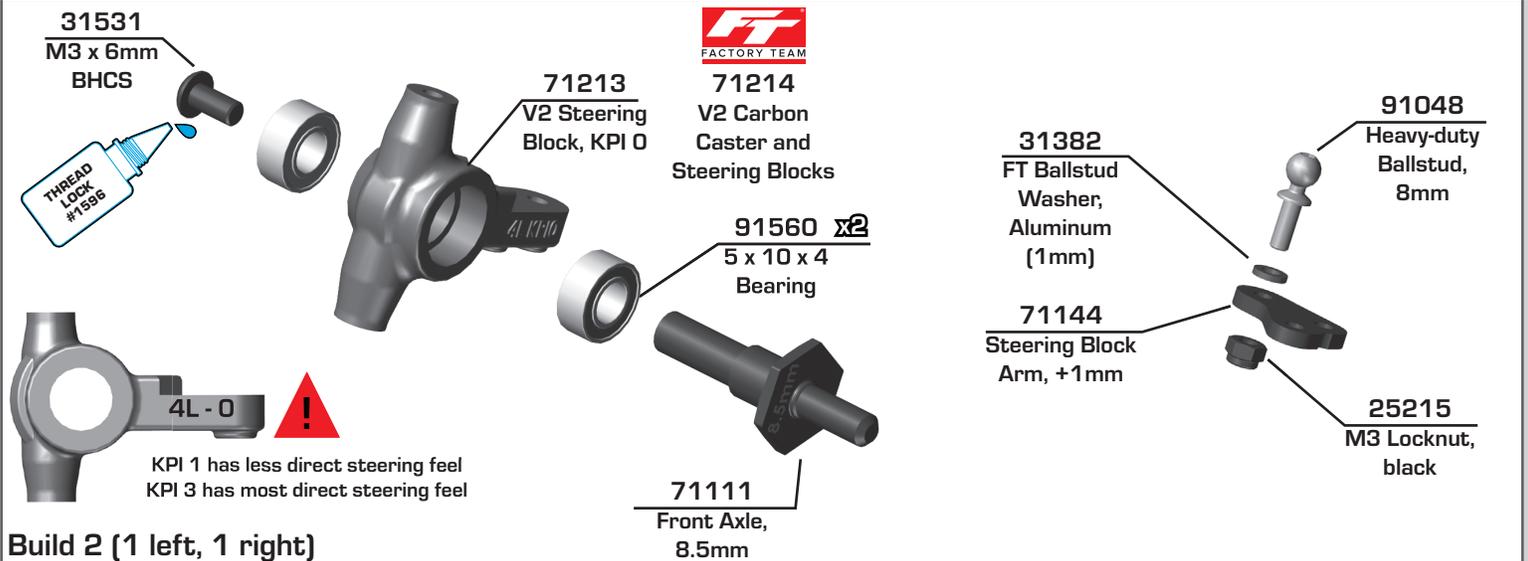
Bag 2 - Step 7



Bag 2 - Step 8



Bag 3 - Step 1



Build 2 (1 left, 1 right)

Bag 3 - Step 2

31532 x2
M3 x 8mm BHCS

91049
Heavy-duty Ballstud, 10mm

31382
FT Ballstud Washer, Aluminum (1mm)

92469
Caster Block Link Mount, -2

25215
M3 Locknut, black

71214
V2 Carbon Caster Block

71213
V2 Caster Block

81257
M3 x 6mm Set Screw

92442
Caster Block Pivot Balls

31520
M2.5 x 6mm BHCS

92416
Caster Block Insert

Steering stop screw. Set flush with caster block to start.

There are three caster block inserts included (0°, +/- 2.5°, +/- 5°). +2.5° is the standard insert used. Tab up = adds caster (+2.5°) Tab down = removes caster

Build 2 (1 left, 1 right)

Bag 3 - Step 3

25187
M3 x 14mm BHCS

91676 x2
Caster Hat Bushing
Top: 1mm
Bottom: 2mm

92416
Caster Block Shim

92496
Front Hinge Pin (Outer, 3x26mm)

31510
M2 x 4mm BHCS

89203
M3 x 16mm BHCS

#92496 - Hinge Pin will be tight in the caster blocks, but should rotate freely in the front arms.

Build 2 (1 left, 1 right)

Bag 4 - Step 1

Arm Mount C: Center

71218
Aluminum Arm Mount, C

92014 x2
Arm Mount Inserts (0.5, Up)

See next step for pill chart tips

25201 x2
M3 x 8mm FHCS

THREAD LOCK #1596

You can use a dot of CA glue to better secure the lower shock mounting set screw

71212
T7 Carbon Rear Arms

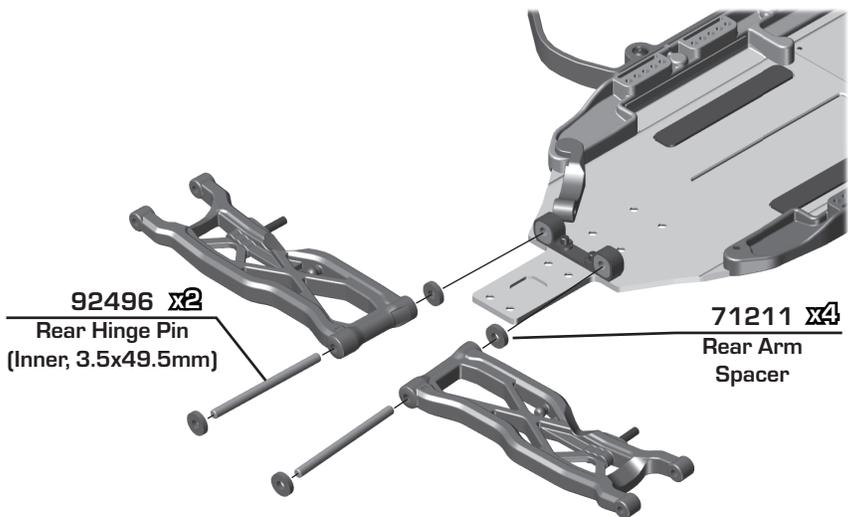
71211 x2
T7 Rear Arms

91737 x2
M3 x 20mm Set Screw

11mm

Build 2 (1 left, 1 right)

:: Bag 4 - Step 2



92496 x2
Rear Hinge Pin
(Inner; 3.5x49.5mm)

71211 x4
Rear Arm
Spacer

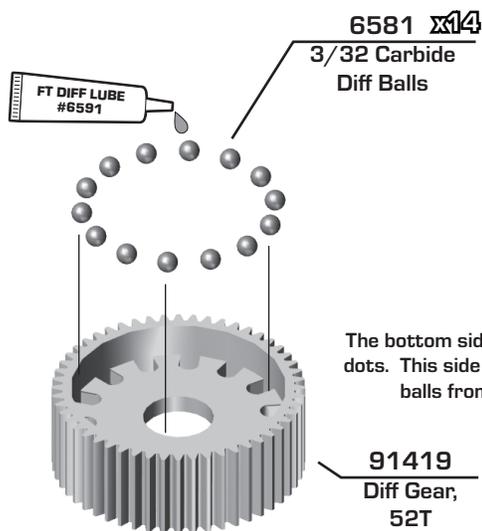
The (#71218) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.



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

Arm Mount C: Center	Toe-In	Anti-Squat
	3° Kit Setup	1.5° Kit Setup
Arm Mount D: Center		

:: Bag 5 - Step 1



6581 x14
3/32 Carbide
Diff Balls

FT DIFF LUBE
#6591

91419
Diff Gear,
52T



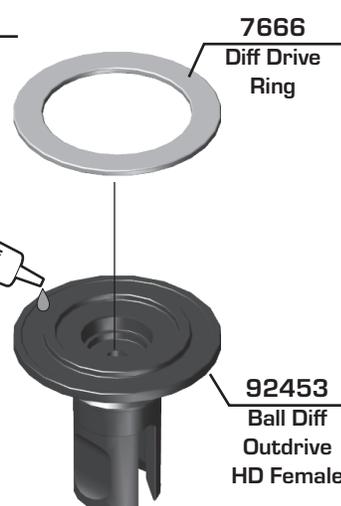
Build Tip:
The bottom side of the gear has 3 injection dots. This side faced down will keep the diff balls from falling thru the holes



7666
Diff Drive
Ring

FT DIFF LUBE
#6591

92453
Ball Diff
Outdrive
HD Male

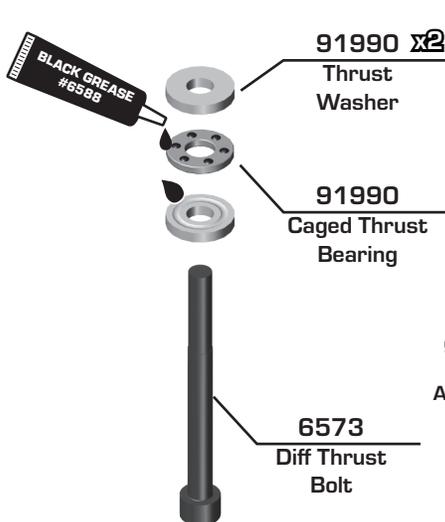


7666
Diff Drive
Ring

FT DIFF LUBE
#6591

92453
Ball Diff
Outdrive
HD Female

:: Bag 5 - Step 2



91990 x2
Thrust
Washer

BLACK GREASE
#6588

91990
Caged Thrust
Bearing

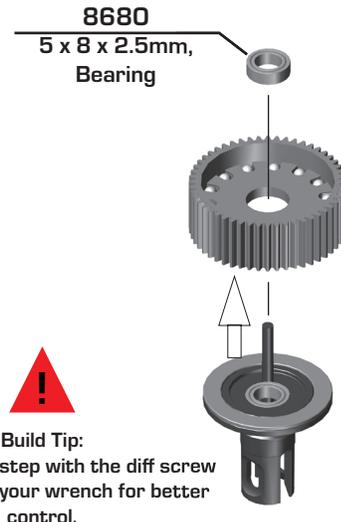
6573
Diff Thrust
Bolt



8680
5 x 8 x 2.5mm,
Bearing



Build Tip:
Install the first washer (grove up), add grease #6588. Install the caged thrust washer.
Add grease on top of the balls, then install the 2nd washer (grooves down).

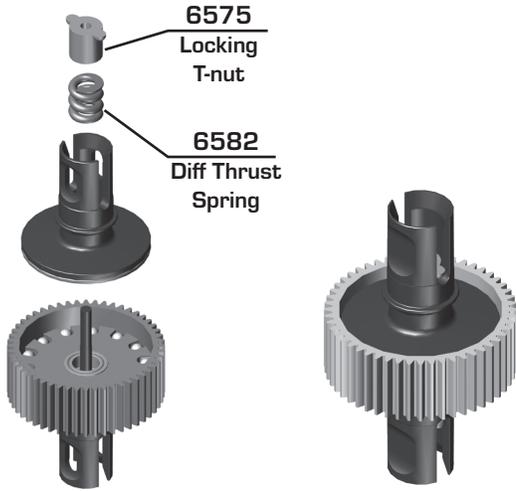


8680
5 x 8 x 2.5mm,
Bearing

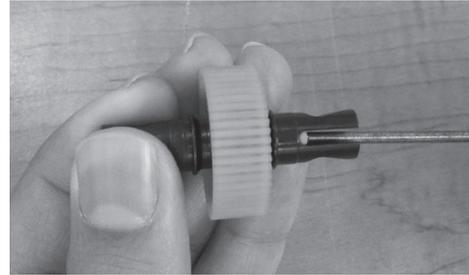


Build Tip:
Do this entire step with the diff screw on the end of your wrench for better control.

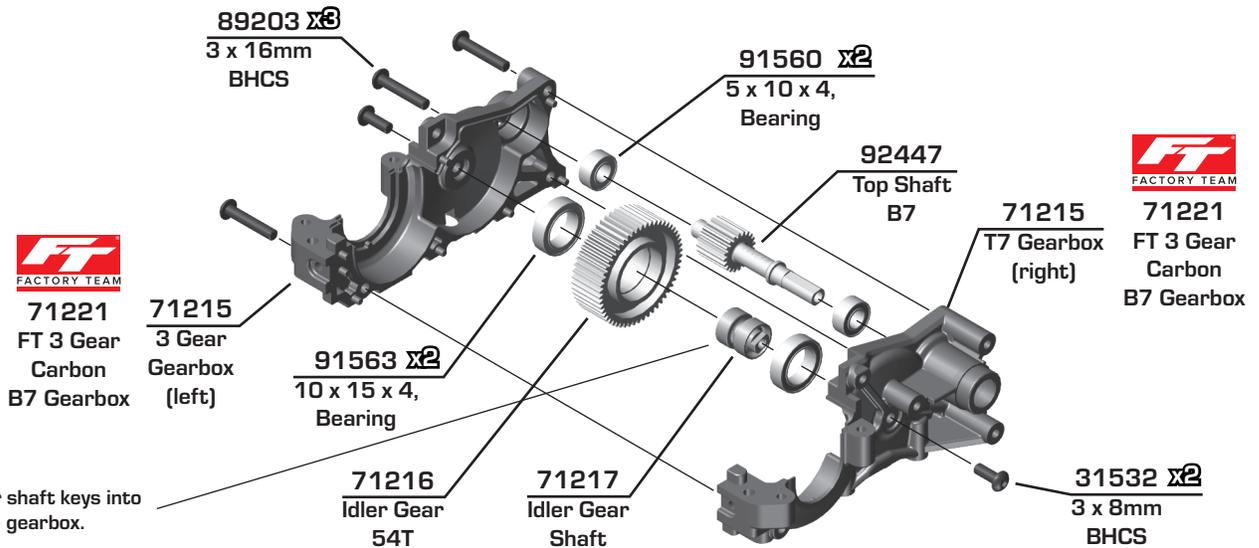
Bag 5 - Step 3



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



Bag 6 - Step 1



! Idler gear shaft keys into the gearbox.

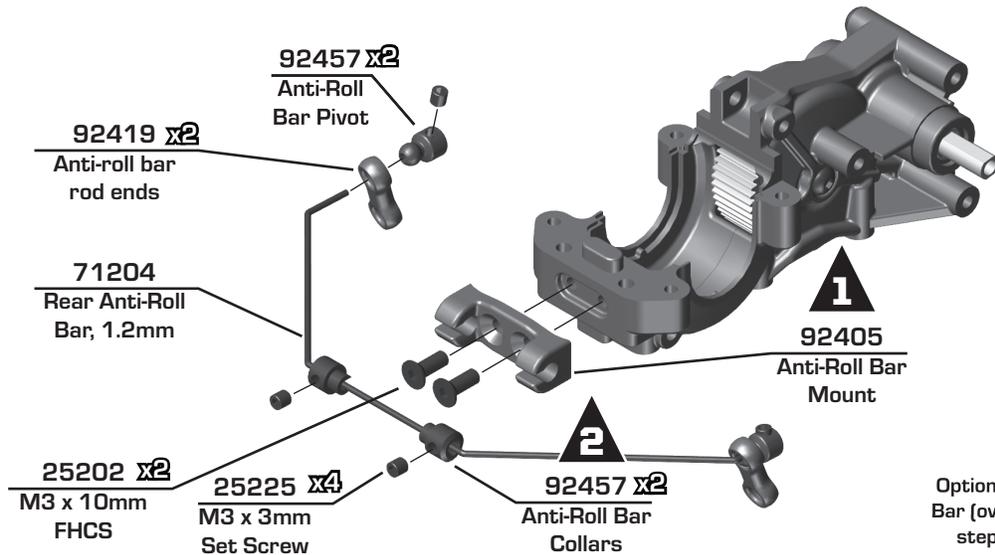
Bag 6 - Step 2

Optional

! 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.



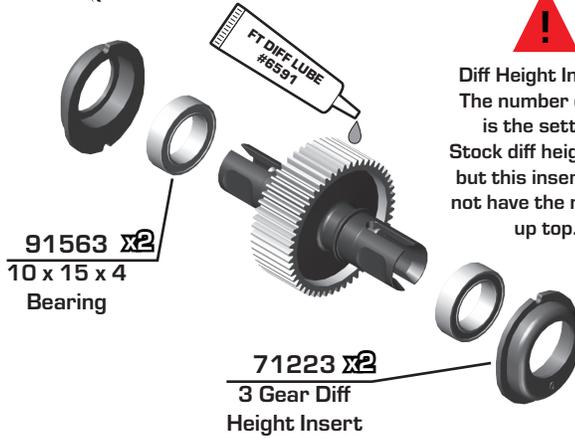
! Optional Rear Anti-Roll Bar (over the axle) build steps on page 21!

Bag 6 - Step 3

Diff Height	
	3 Kit Setup
	2
	1
	0



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



91563 x2
10 x 15 x 4
Bearing

71223 x2
3 Gear Diff
Height Insert

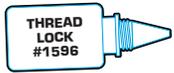
!
Diff Height Inserts:
The number on top
is the setting.
Stock diff height is 3,
but this insert does
not have the number
up top.



71221
3 Gear
Carbon
Gearbox
Top

71215
B7 Gearbox
Top

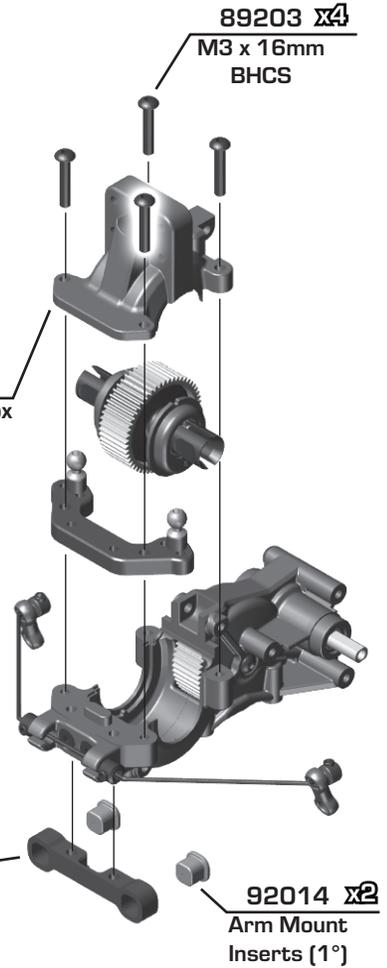
91048 x2
Heavy-duty
Ballstud, 8mm



31383 x4
Ballstud
Washers,
5.5x2.0mm,
Blue Aluminum

92440
B7 Rear
Ballstud Mount,
Aluminum

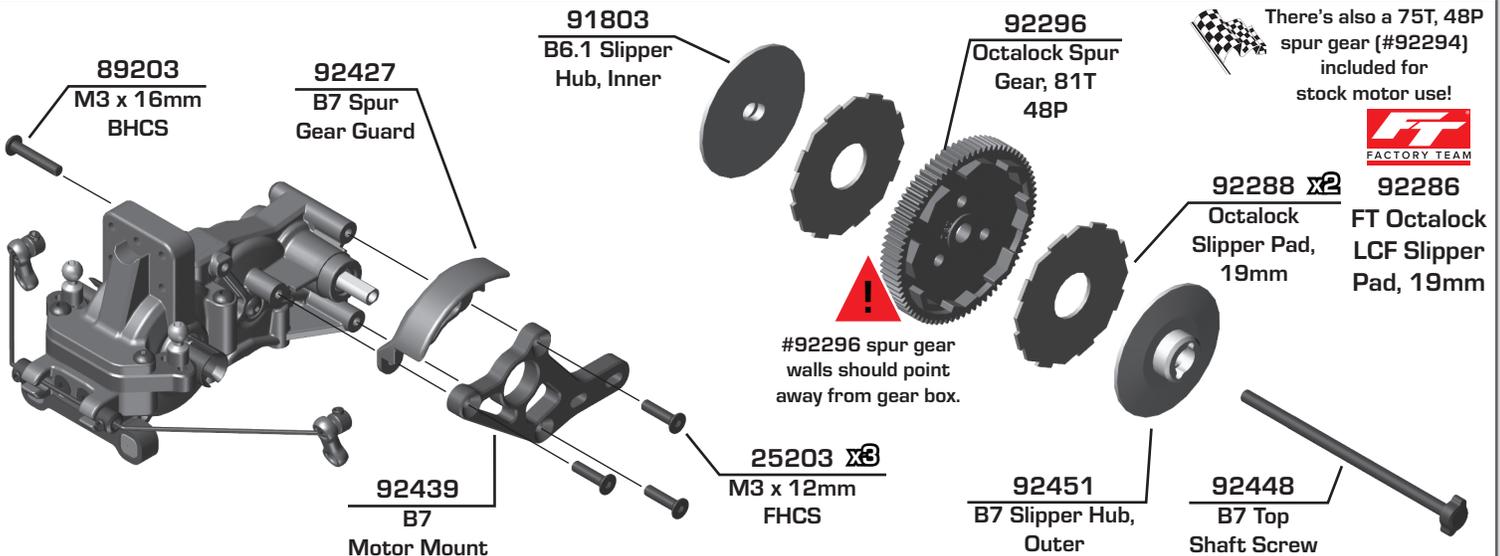
92433
Aluminum
Arm Mount, D



89203 x4
M3 x 16mm
BHCS

92014 x2
Arm Mount
Inserts (1°)

Bag 6 - Step 4



89203
M3 x 16mm
BHCS

92427
B7 Spur
Gear Guard

91803
B6.1 Slipper
Hub, Inner

92296
Octalock Spur
Gear, 81T
48P

!
There's also a 75T, 48P
spur gear (#92294)
included for
stock motor use!



92288 x2
Octalock
Slipper Pad,
19mm

92286
FT Octalock
LCF Slipper
Pad, 19mm

!
#92296 spur gear
walls should point
away from gear box.

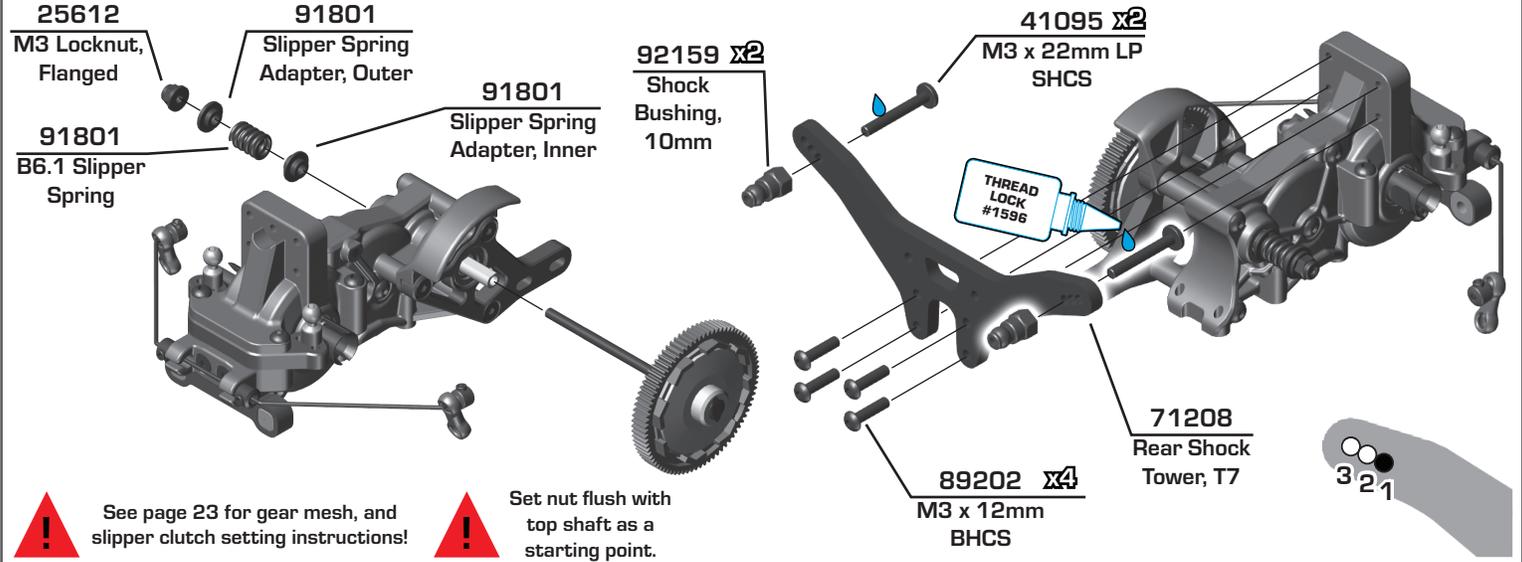
92439
B7
Motor Mount

25203 x3
M3 x 12mm
FHCS

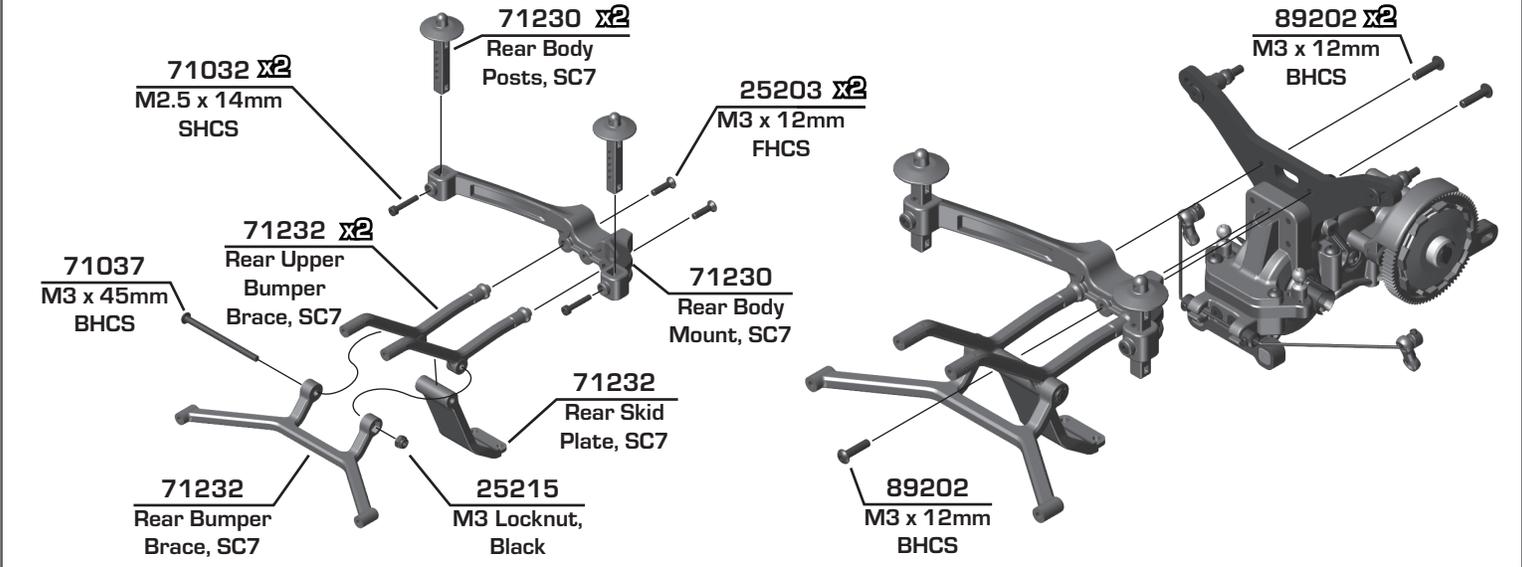
92451
B7 Slipper Hub,
Outer

92448
B7 Top
Shaft Screw

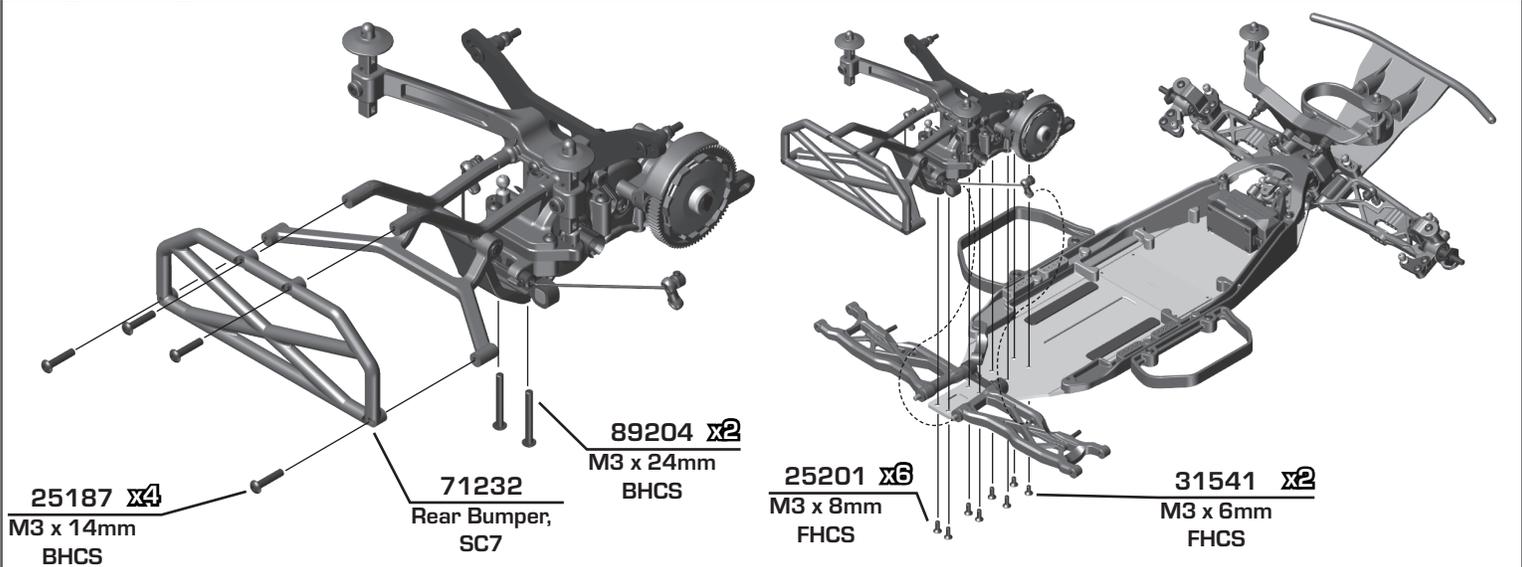
:: Bag 6 - Step 5



:: Bag 6 - Step 5



:: Bag 6 - Step 5



Bag 7 - Step 1

91047
Heavy-duty Ballstud, 6mm

31382
Ballstud Washers, 5.5x1.0mm, blue

92441
Rear Hub Link Mount, +1mm

31383
Ballstud Washers, 5.5x2.0mm, blue

92518
B7 Rear Hubs, -4

92519
Carbon B7 Rear Hubs, HRC, -4

92179
Rear Hub Inserts

89202 x2
M3 x 12mm BHCS

25225 x2
M3 x 3mm Set Screw

Note: HRC and Std hubs included in Kit.
HRC allows for higher axle heights (+2 positions)

Build x2 (right and left side)

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

Bag 7 - Step 2

71203
T7 HD CVA Bone, 92.5mm

91438
CVA Coupler

92207
B74 Rear CVA Axle

91438
CVA Pin

91563
10 x 15 x 4 Bearing

91567
5 x 12 x 4 Bearing

Build x2

Build x2 (right and left side)

Bag 7 - Step 3

91611
M1.6 x 5mm SHCS

91436
CVA Wheel Hex Pin

91610
Clamping Wheel Hex, 7.0mm Offset (rear)

92188
Rear Hub Hinge Pin

25215
M3 Locknut

92179 x2
Rear Hub Spacer

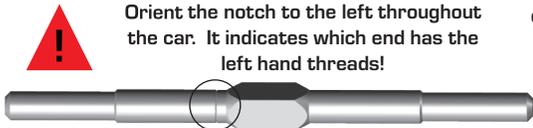
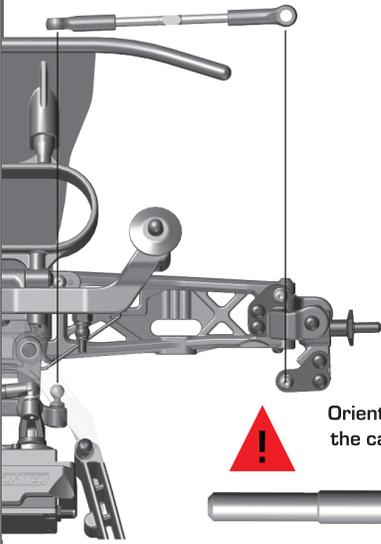
Do not overtighten the 1.6 x 5mm SHCS into the Clamping wheel hex.

Hinge Pin will be tight in the rear hub, but should rotate freely in the rear arms.

Build x2 (right and left side)

Build x2 (right and left side)

:: Bag 8 - Step 1



92308
Ball Cup



Racers Tip:

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



92352
Titanium
Turnbuckle
3.5x67mm

92340
Turnbuckle
3.5x67mm

92308
Ball Cup



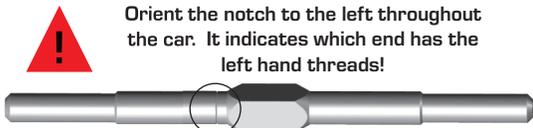
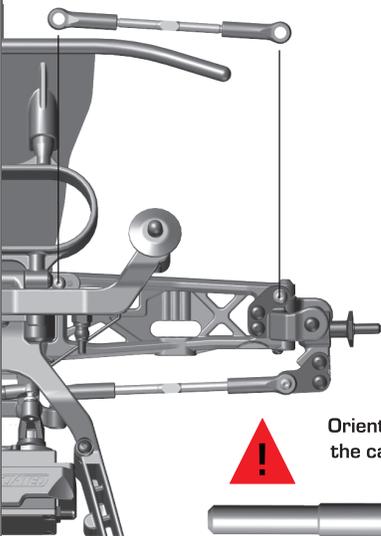
Measurements given are approximation. Camber should be set with a gauge at ride height.

Front Steering Turnbuckle
42.00mm



Build x2 (right and left side)

:: Bag 8 - Step 2



92308
Ball Cup

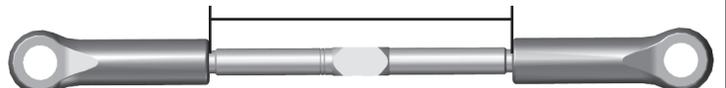


92351
Titanium
Turnbuckle
3.5x58mm

92339
Turnbuckle
3.5x58mm

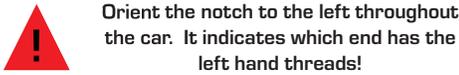
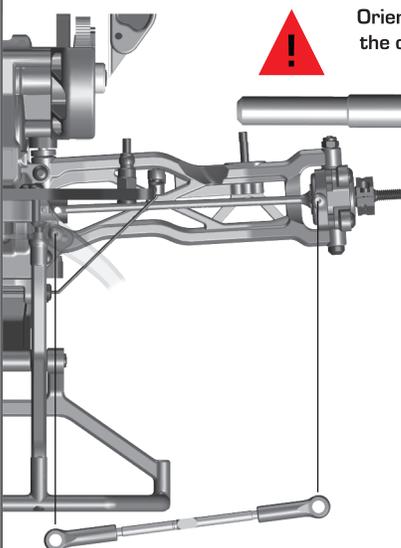
92308
Ball Cup

Front Camber Turnbuckle
40.50mm



Build x2 (right and left side)

:: Bag 8 - Step 3



92308
Ball Cup



92352
Titanium
Turnbuckle
3.5x67mm

92340
Turnbuckle
3.5x67mm

92308
Ball Cup



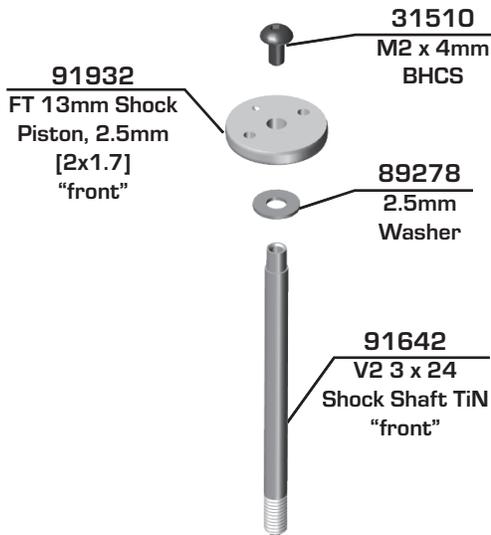
Measurements given are approximation. Camber should be set with a gauge at ride height.

Rear Camber Turnbuckle
49.50mm



Build x2 (right and left side)

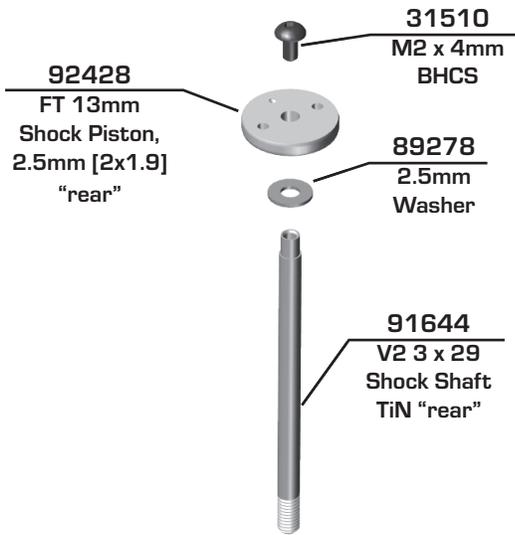
Bag 9 - Step 1



!
Mount the shock pistons with the number facing up!



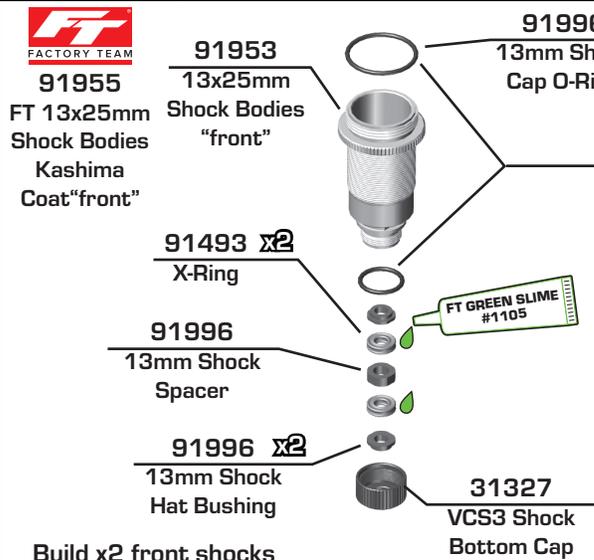
Racers Tip:
Use a marker over the numbers on the pistons to make them easily visible!



Build x2 front shocks

Build x2 rear shocks

Bag 9 - Step 2

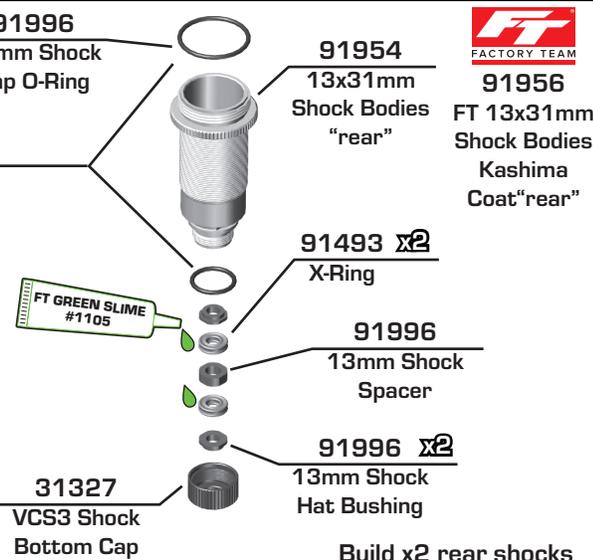


!
Lightly rub shock oil on the O-ring before installation!



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

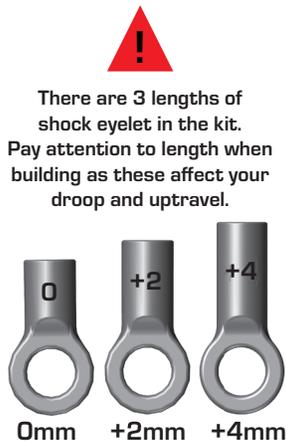


Build x2 rear shocks

Bag 9 - Step 3

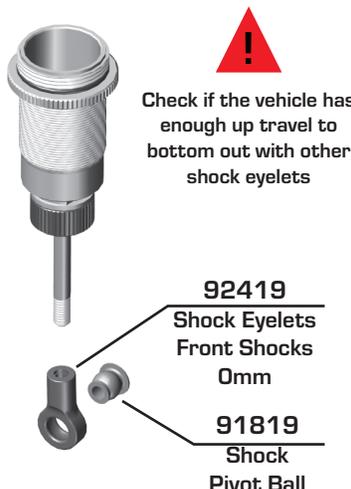


!
Lightly rub shock fluid or green slime on threads

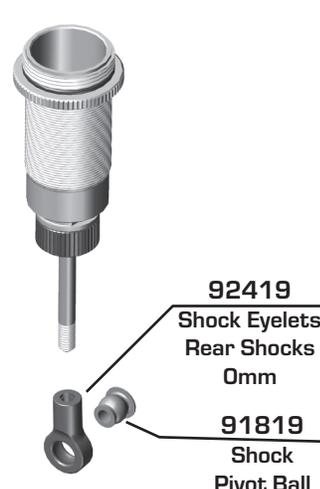


0mm +2mm +4mm

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



Build x2 front shocks



Build x2 rear shocks

!
Check if the vehicle has enough up travel to bottom out with other shock eyelets

Bag 9 - Step 4

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

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

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
Front: 24.50mm
Rear: 30.00mm

Steps 9-10

Bag 9 - Step 5

91996 x4
13mm Threaded Collar O-ring

91946
13mm Front Spring, Purple (4.60lb)

91949
13mm Rear Spring, Gray (2.00lb)

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

91928 x4
13mm Threaded Collar

Build x4

Bag 9 - Step 6

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

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

Build x2 front shocks

#91966 13mm Shock Spring Cups

0mm	5mm	9mm

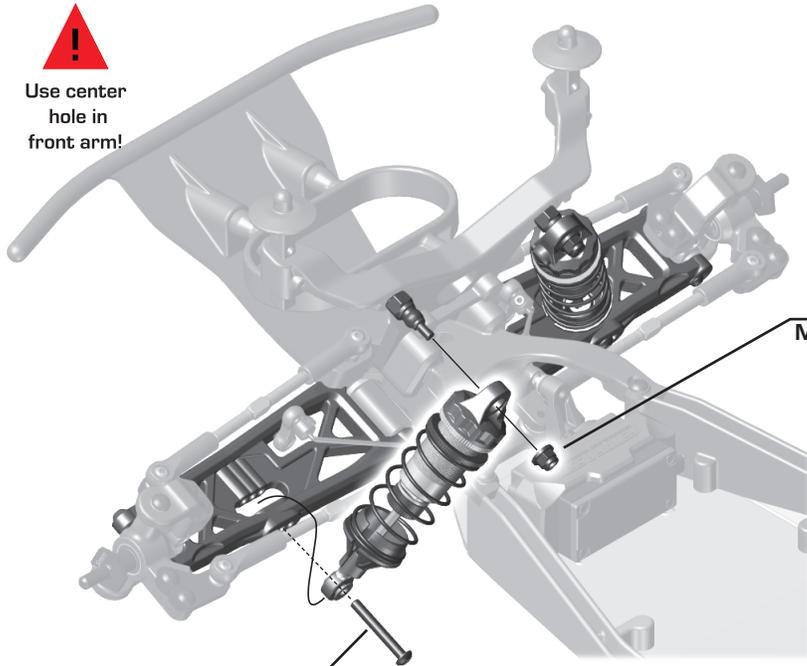
91966
13mm Shock Spring Cup (Rear - 5mm)

Build x2 rear shocks

Bag 9 - Step 7

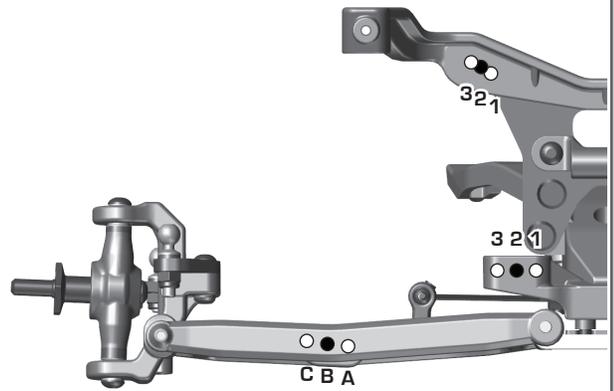


Use center hole in front arm!



25612
M3 Locknut w/
Flange

25189
M3 x 22mm
BHCS

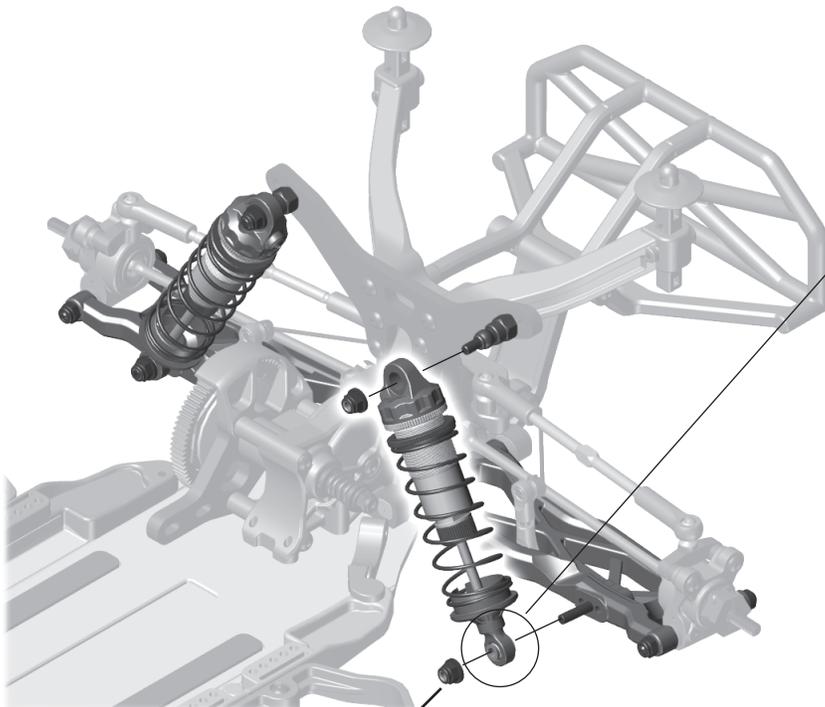


Build x2 (right and left side)

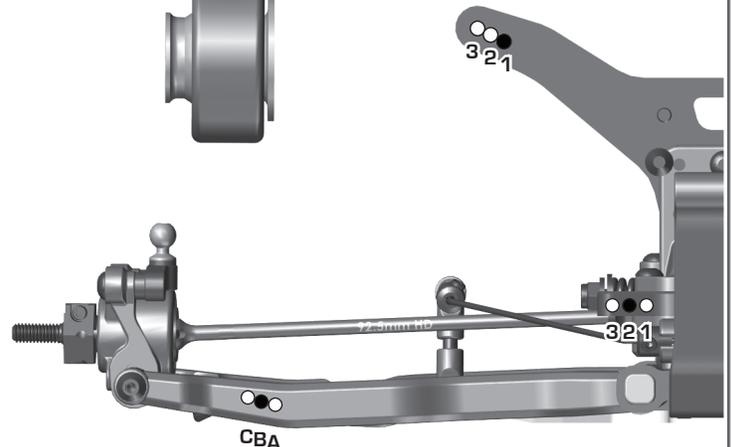
Bag 9 - Step 8



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



25612 x2
M3 Locknut
w/Flange

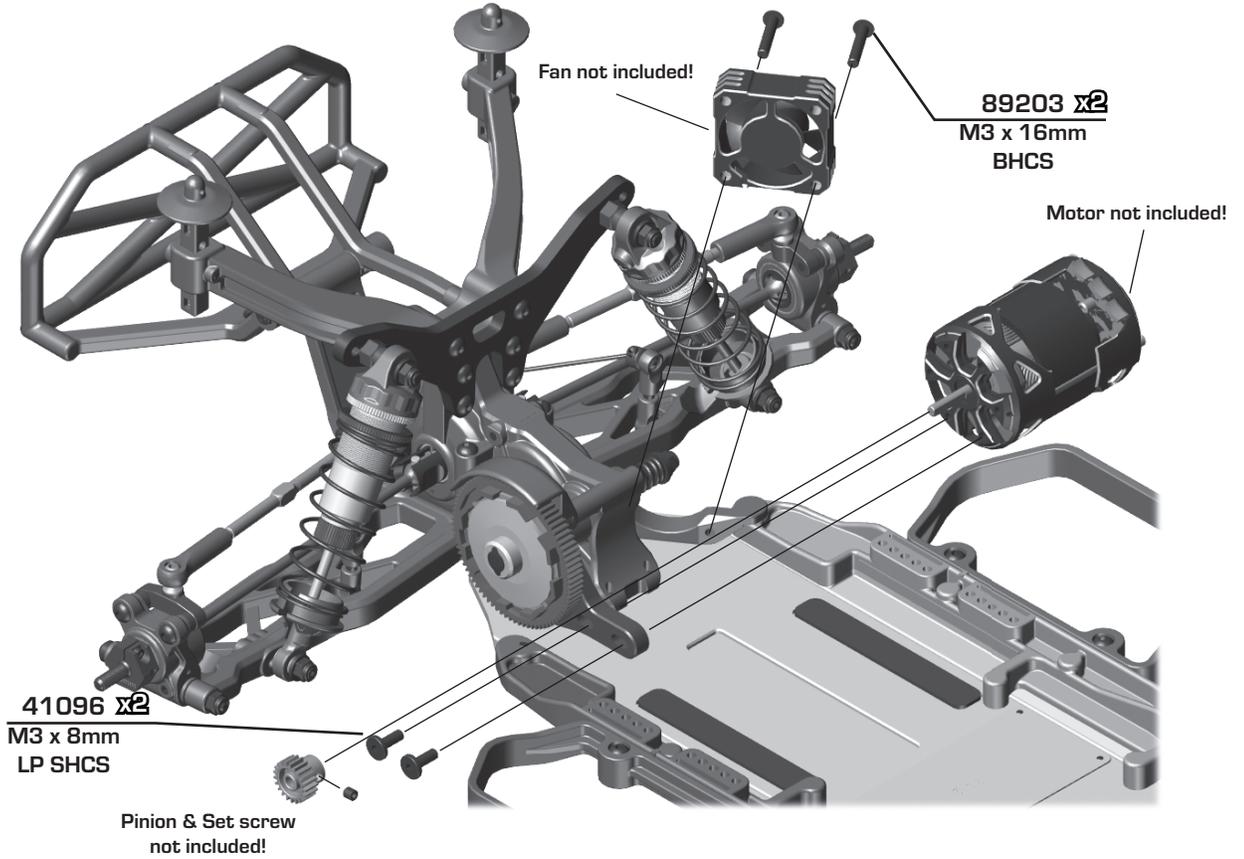


Build x2 (right and left side)

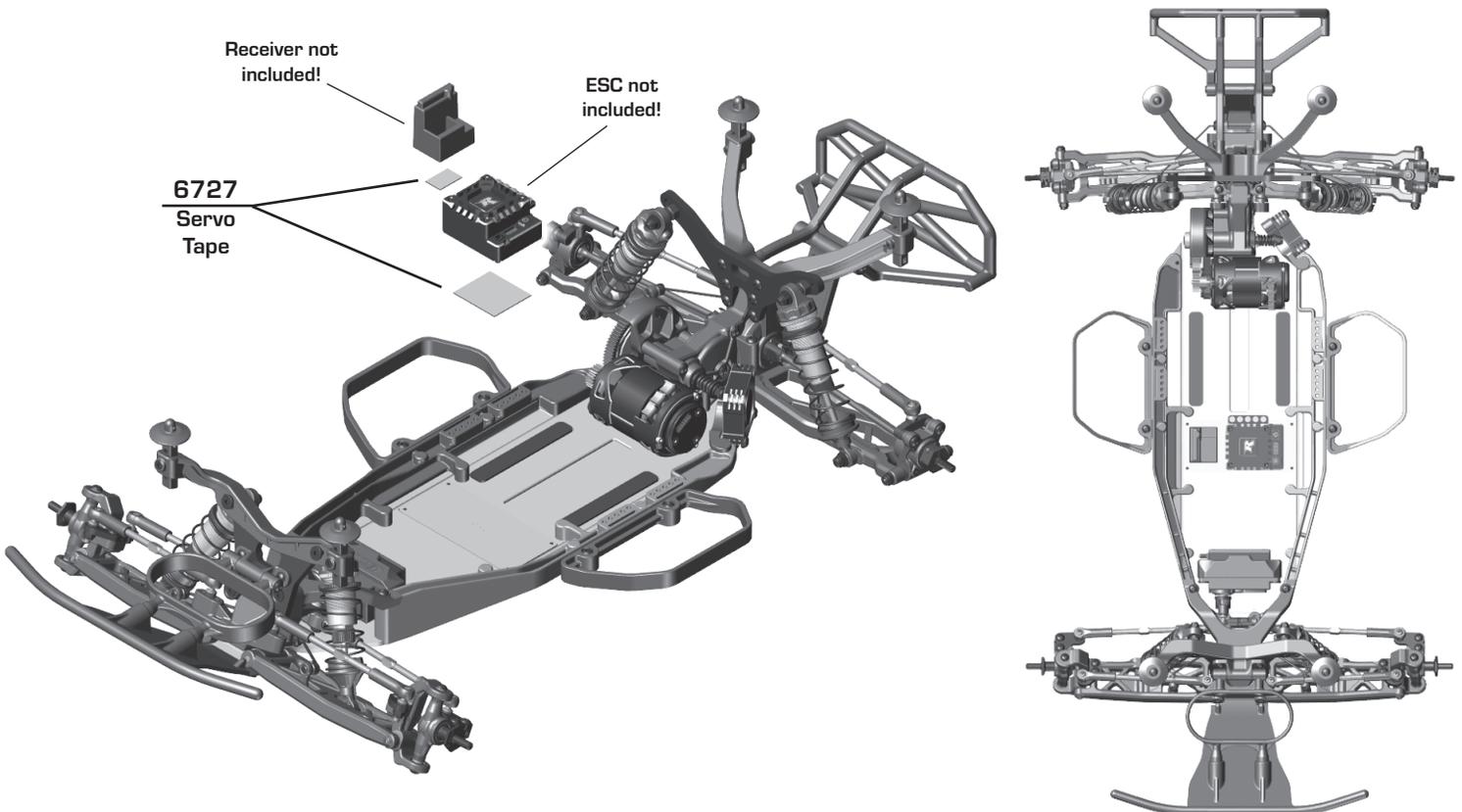
Bag 10 - Step 1



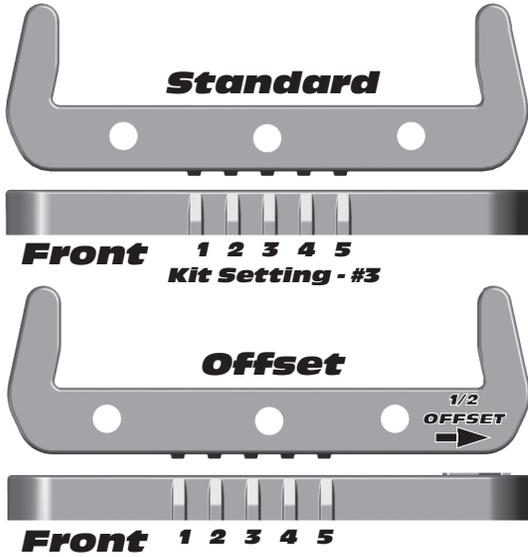
See page 23 for gear mesh setting instructions!



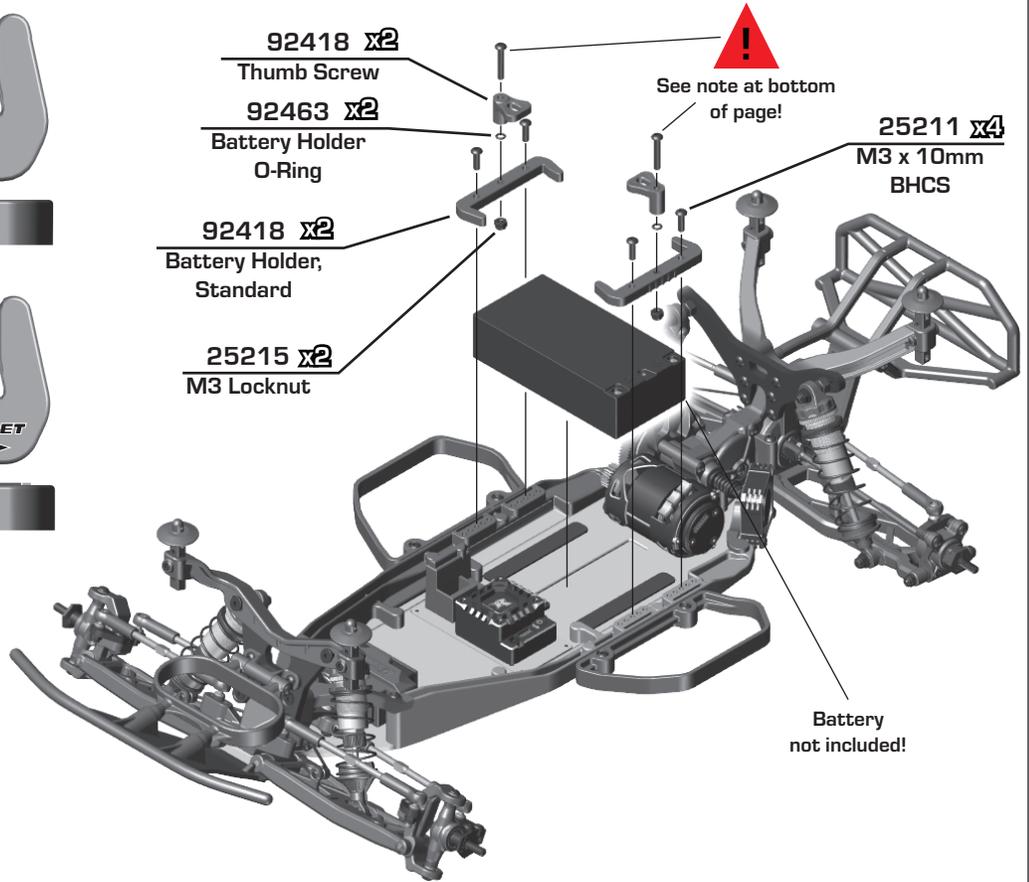
Bag 10 - Step 2



Bag 10 - Step 3



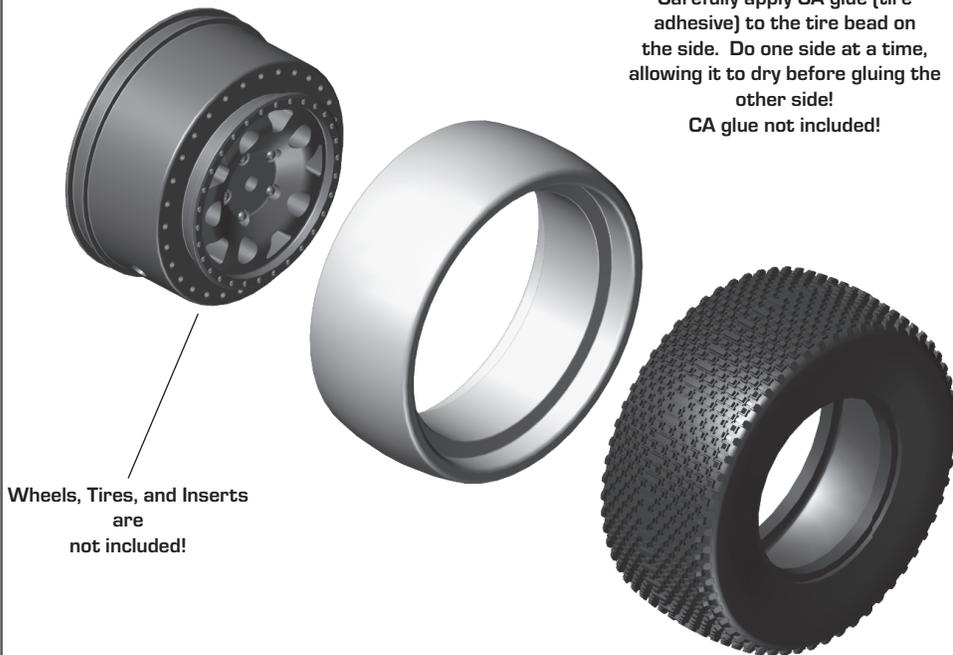
Standard and Low Profile battery thumb screws are included. Shims may need to be added if battery weights are used.
Use M3 x 18mm (#2308) for standard height
Use M3 x 12mm (#89202) LP height



Bag 10 - Step 4

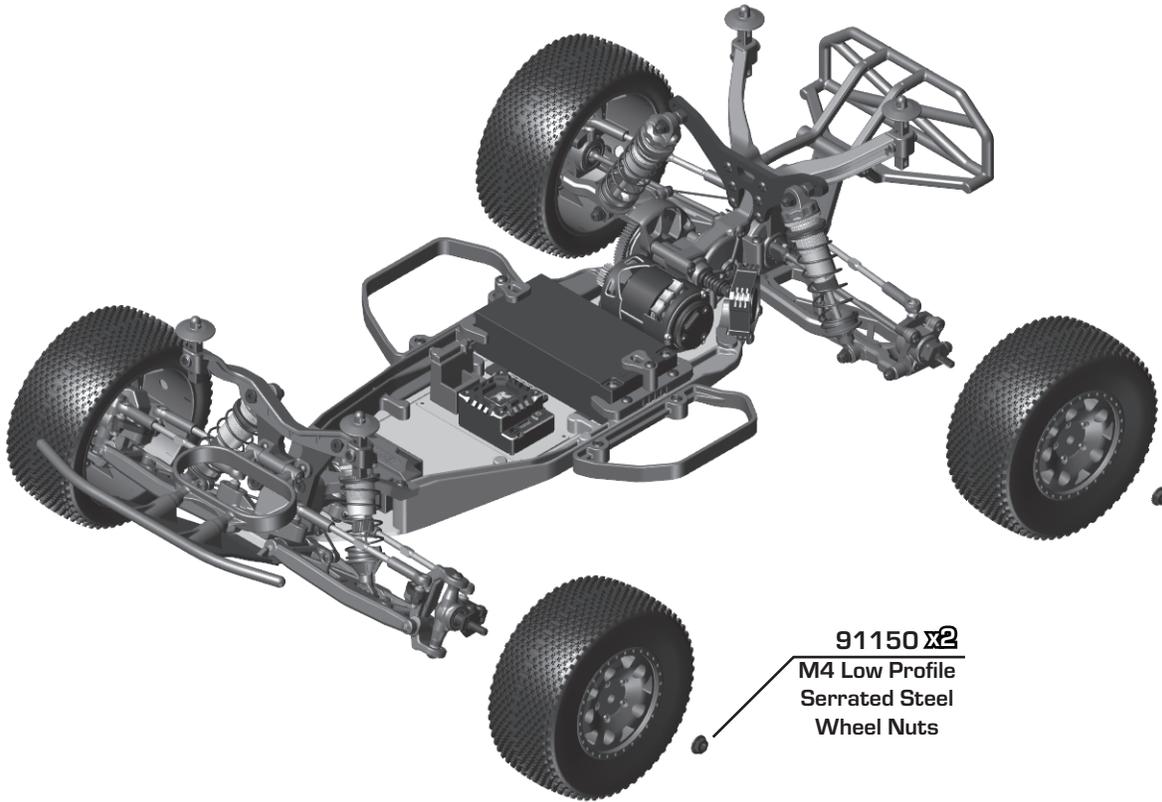


Carefully apply CA glue (tire adhesive) to the tire bead on the side. Do one side at a time, allowing it to dry before gluing the other side!
CA glue not included!



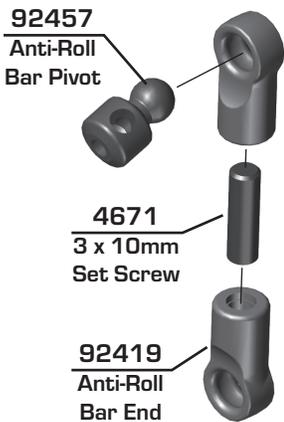
Build x2 (x2 front and x2 rear)

⚡ Bag 10 - Step 5

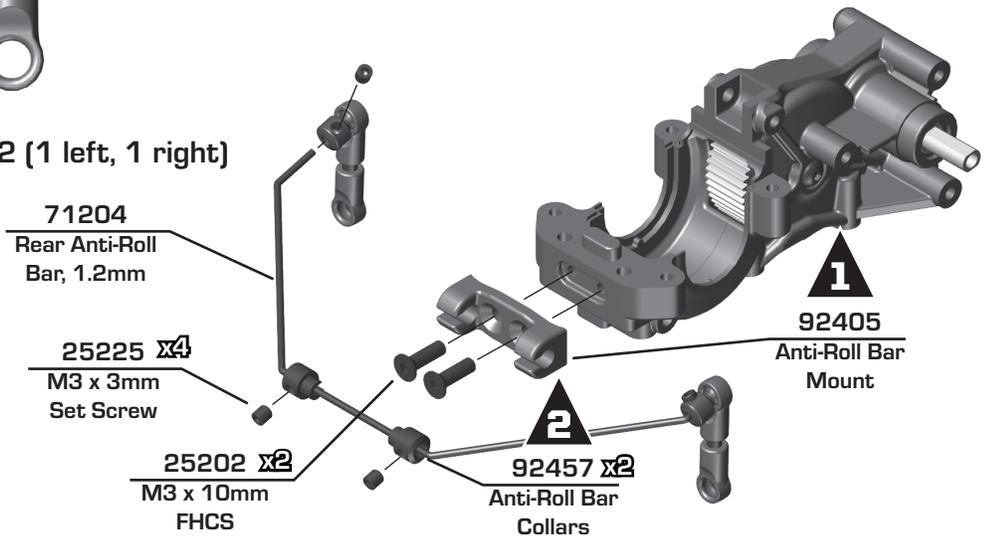


Build 2 (1 left, 1 right)

⚡ Optional Rear Anti-Roll Bar Build Steps



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.

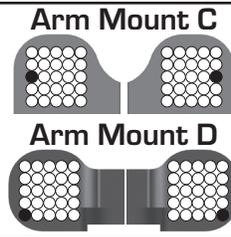
Tips for Beginners:

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



Insert Hole Locations

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

Hole 1.0° or 0.7mm from center

Hole 0.5° or 0.35mm from center

Hole 0° or 0mm from center

Anti-squat Angle

More angle = More anti-squat
Less angle = Less anti-squat
Shown in 1° changes

C Mount	D Mount	Angle
		= 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	Angle
		= 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	Distance
		= +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	Height
		= +0.7mm
		= +0.35mm
		= 0mm
		= -0.35mm
		= -0.7mm



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

<http://bit.ly/B6PillChart>



⚙️ Tuning Tips (cont.)

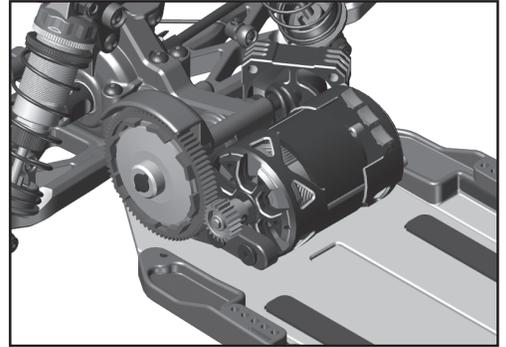
Motor Gearing:

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.

SC7 Gear Ratio Chart (Internal Gear Ratio 2.60:1)

Motor	Pinion	Spur	Final Drive Ratio
17.5 Reedy S-Plus Brushless	26	78	7.80:1
13.5 Reedy S-Plus Brushless	25	81	8.42:1
10.5 Reedy 540-M4 Brushless	24	81	8.78:1
9.5 Reedy 540-M4 Brushless	23	81	9.16:1
8.5 Reedy 540-M4 Brushless	22	81	9.57:1
7.5 Reedy 540-M4 Brushless	21	81	10.03:1
6.5 Reedy 540-M4 Brushless	20	81	10.53:1

*78T spur gear not included in kit!



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:

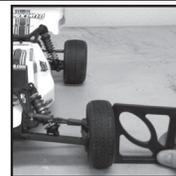
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular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



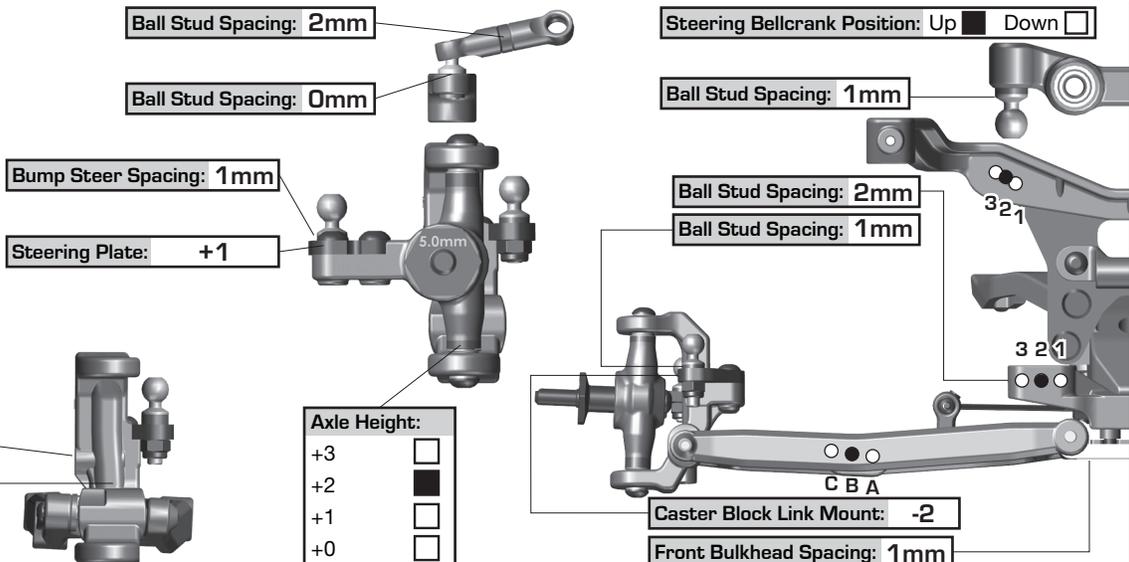
Testing camber with
camber gauge

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.

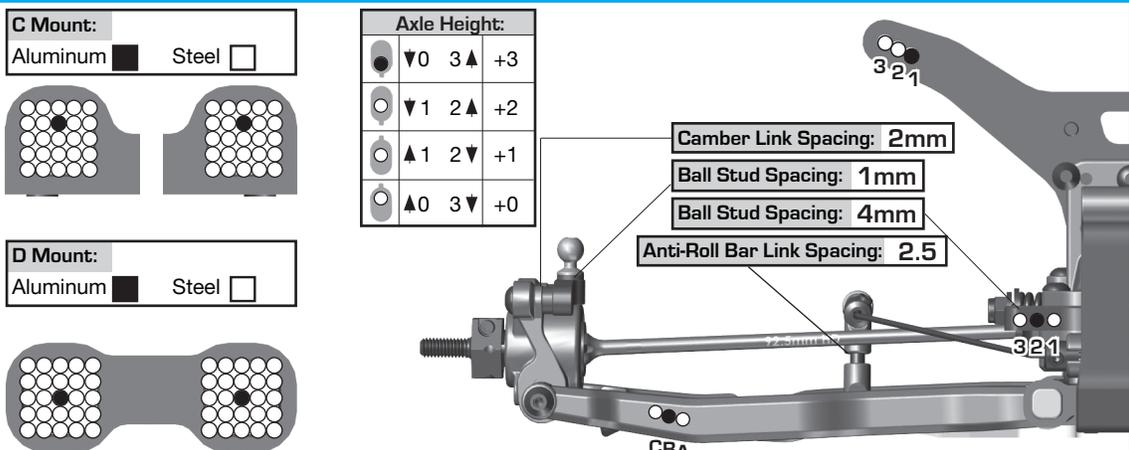
Front Suspension:

Ride Height:	23mm (body on)
Camber:	-1
Toe:	0 Degree
Anti-Roll Bar:	1.4mm
Arm Type:	Kit
Tower Type:	Kit
Wheel Hex:	8.5mm
Steering Block KPI:	4 trail, 0 kpi
Caster Block Insert:	0 <input type="checkbox"/> +2.5 <input checked="" type="checkbox"/> +5 <input type="checkbox"/>
Bulkhead Type:	Aluminum
Kick-Up Angle:	-2.5 <input type="checkbox"/> 0 <input type="checkbox"/> +2.5 <input checked="" type="checkbox"/>
Steering Stop Spacing:	0mm
Caster Block Spacing:	Fwd <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Notes:	



Rear Suspension:

Ride Height:	23mm (body on)
Camber:	-1
Anti-Roll Bar:	Optional - 1.2mm
Arm Type:	Kit
Tower Type:	Kit
Arm Spacing:	Fwd <input type="checkbox"/> Mid <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Wheel Hex:	7mm
Hub Type:	Std <input checked="" type="checkbox"/> HRC <input type="checkbox"/>
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 type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> Forward	
Battery:	Weight:
Notes:	

Drivetrain:

Differential:	Ball Diff: <input checked="" type="checkbox"/>
Height:	3
Gear Diff:	<input type="checkbox"/>
Diff Setting:	
Notes:	

Slipper Clutch:

Type:	Standard
# of Pads:	2 x 19mm
Setting:	
Notes:	

Shocks:

	Front	Rear
Piston:	2 x 1.7	2 x 1.9
Thickness:	2.5	2.5
Fluid:	30	30
Spring:	Purple	Gray
Limiters: Int: ___ Ext: ___	Int: ___ Ext: ___	Int: ___ Ext: ___
Stroke:	24.5	30
Eyelet:	0	0
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"/>	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:

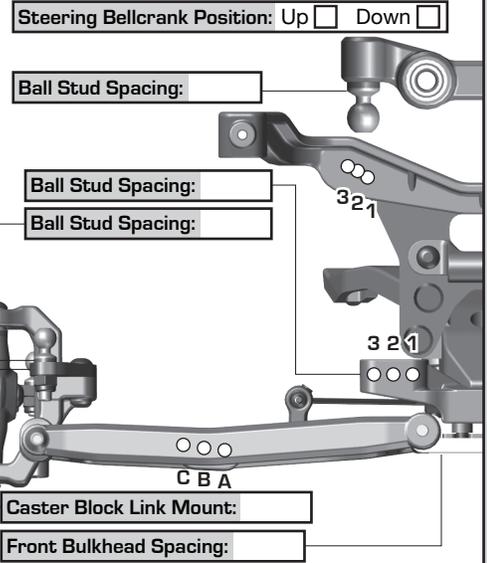
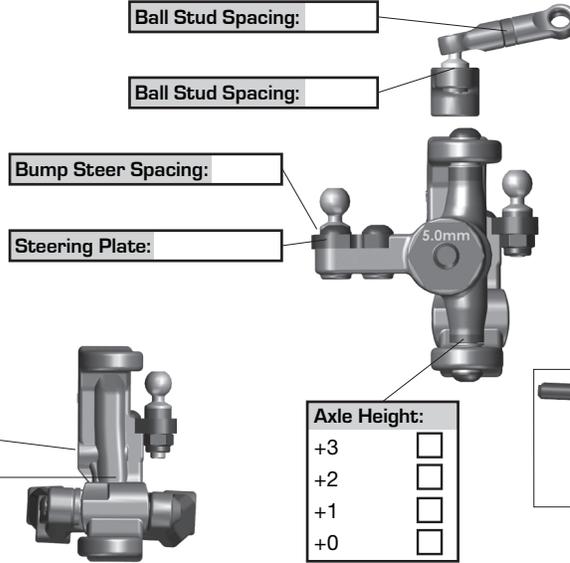
Body:	
Chassis Length:	0
Servo Weights:	None
Electronic Weights:	Aluminum
Total Vehicle Weight:	

Vehicle Comments:

Notes:	

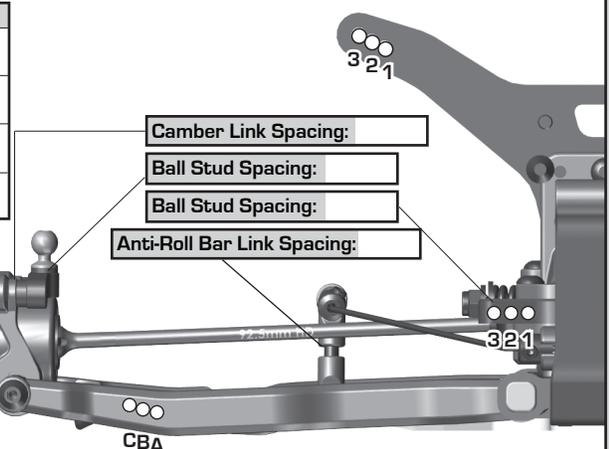
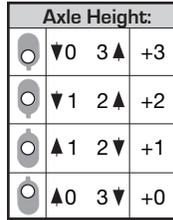
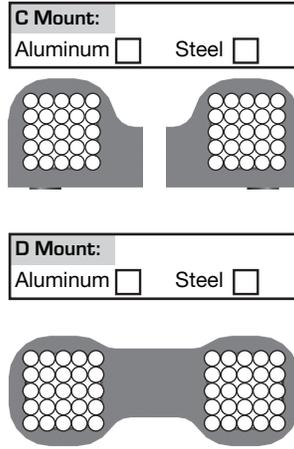
Front Suspension:

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: _____



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: _____



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 <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: _____
 Chassis Length: _____
 Servo Weights: _____
 Electronic Weights: _____
 Total Vehicle Weight: _____

Vehicle Comments:

Notes: _____



Associated Electrics, Inc.
21062 Bake Parkway Lake Forest, CA 92630 USA

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