



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



TEAM ASSOCIATED



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

#70005 RC T7 Team Kit



CHAMPIONS *by* DESIGN

AssociatedElectrics.com



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.

RC10T7 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 RC10B7 Team Kit comes unassembled and requires the following items for completion (refer to www.AssociatedElectrics.com and www.Reedypower.com for suggestions):

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

Other Helpful Items

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














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:: Hardware - 1:1 Scale View






Button Head (bhcs)

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








Shims and Washers

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

Set Screws

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

Flat Head (fhcs)

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




Cap Head (shcs)

	1.6x5mm (91611)
	3x16mm (89224)

LP Socket Head (lp shcs)

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






Nuts (lock/plain)

	M3 Nut (91477)
	M3 Alum. Locknut, Blue (31550)
	M3 Locknut, Black (25215)
	M3 Locknut w/Flange (25612)
	FT 3mm Locknuts, Blue (25392)
	M4 Locknuts:
	Serrated Steel LP (91150)
	Serrated Steel (Silver) (91826)
	Serrated Aluminum (Black) (91738)

Ball Bearings

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

Ballstuds

	Silver 5mm long (31283)
	Silver 8mm long (31284)
	HD 6mm (91047)
	Ti HD 6mm (91751)
	HD 8mm (91048)
	Ti HD 8mm (91752)
	HD 10mm (91049)
	Ti HD 10mm (91753)

Notes:

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Notes



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

x2

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

2

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



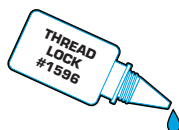
This symbol indicates there are optional FT parts available



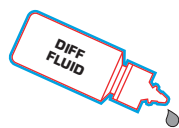
This symbol indicates a Racers Tip.



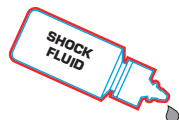
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.



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



This symbol indicates where Diff Fluid should be applied.



This symbol indicates where Shock Fluid should be applied.



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



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

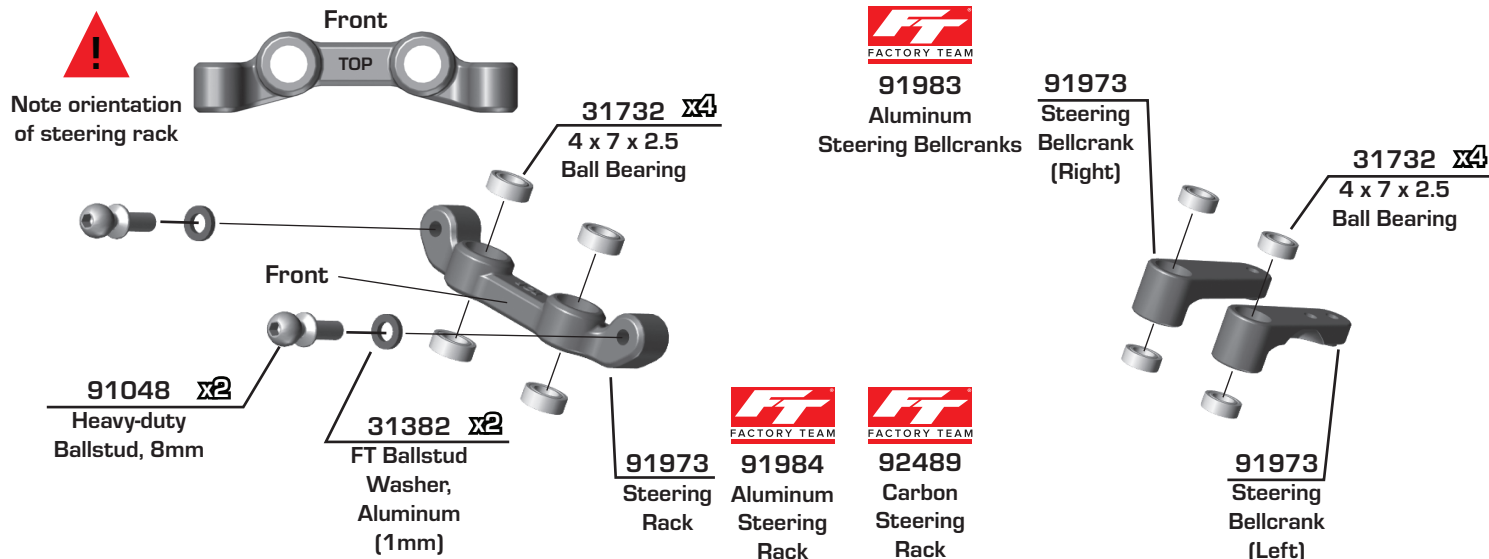


This symbol indicates where Black Grease should be applied.

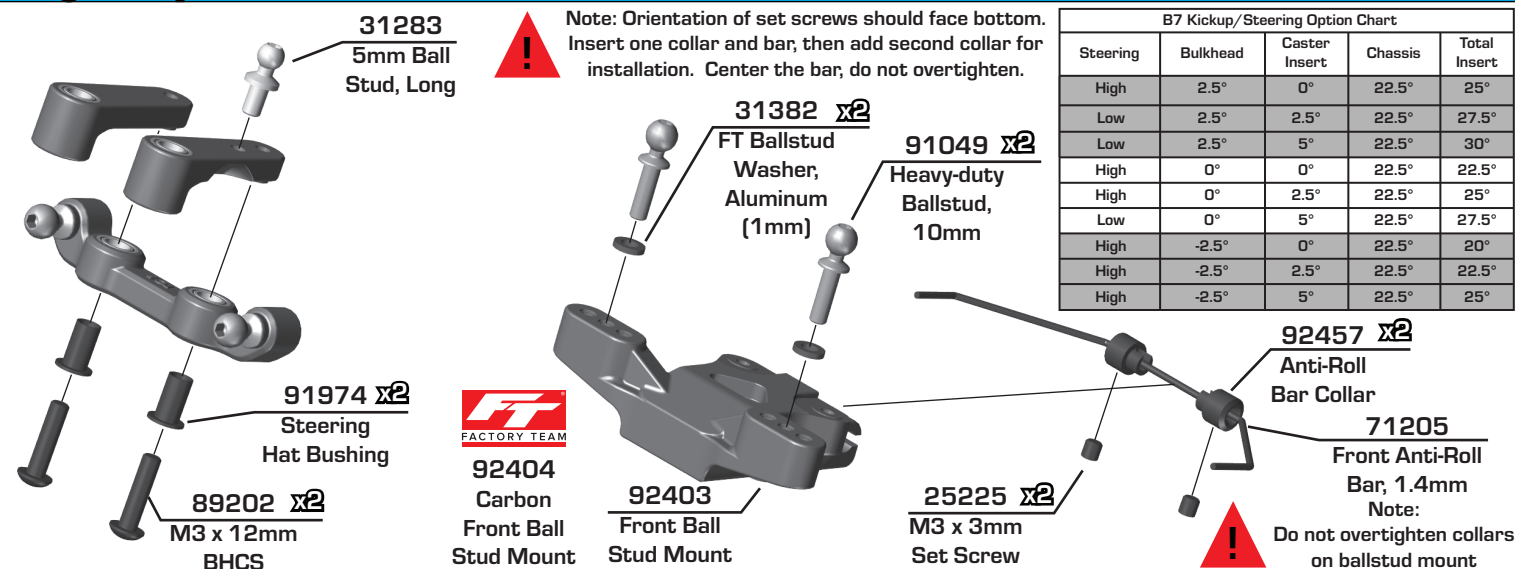


This symbol indicates where Green Slime can be applied. *not included

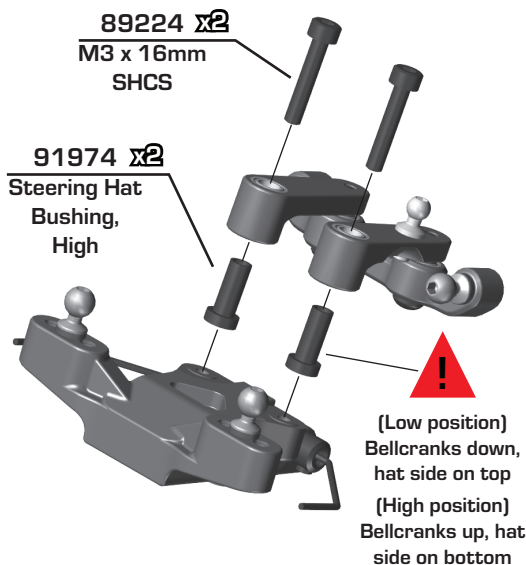
Bag 1 - Step 1



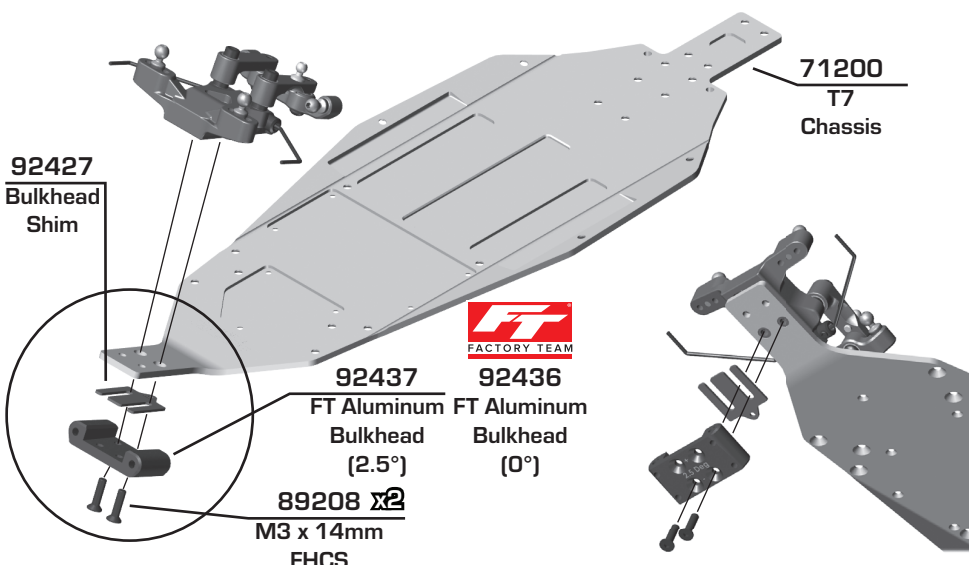
Bag 1 - Step 2



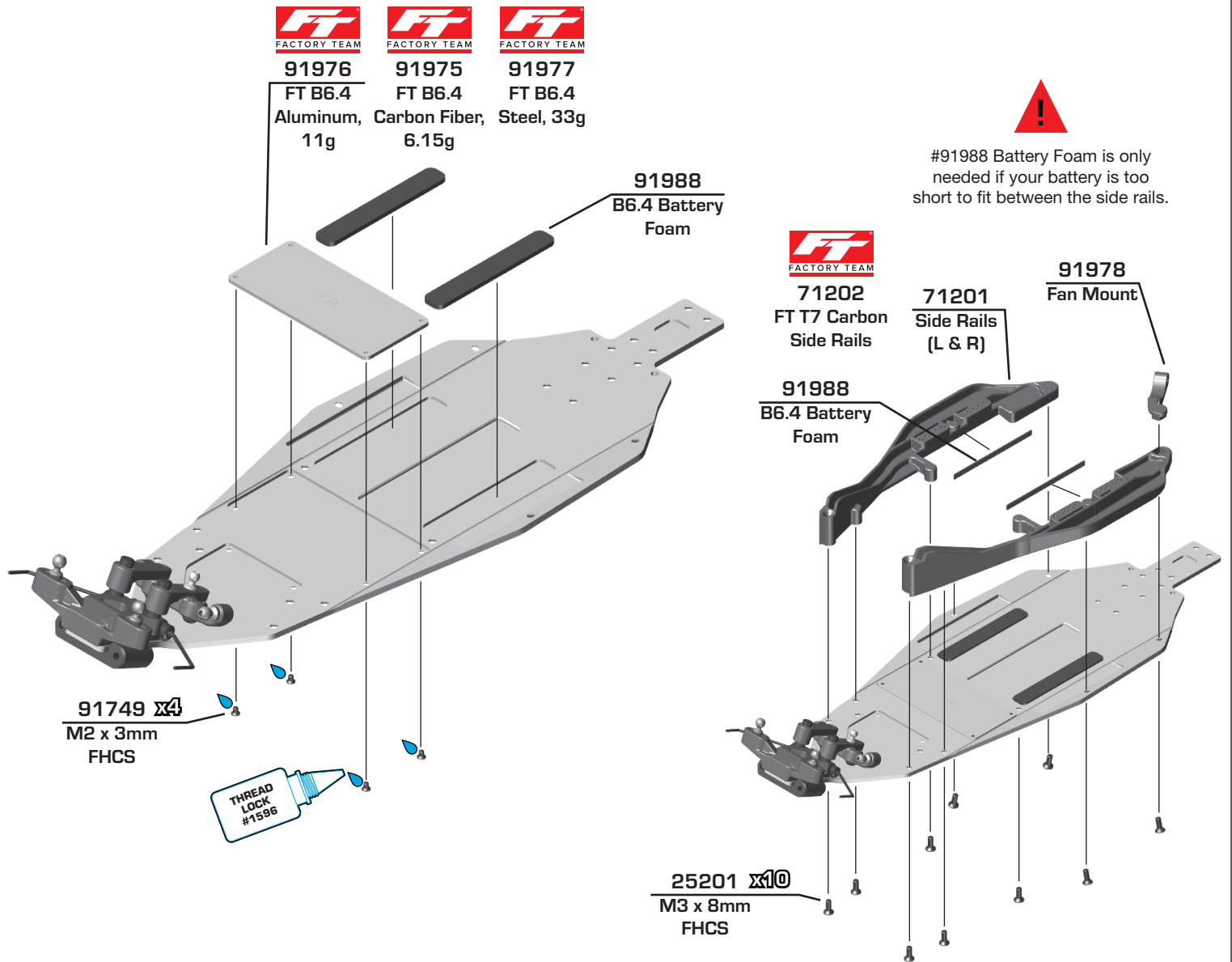
Bag 1 - Step 3



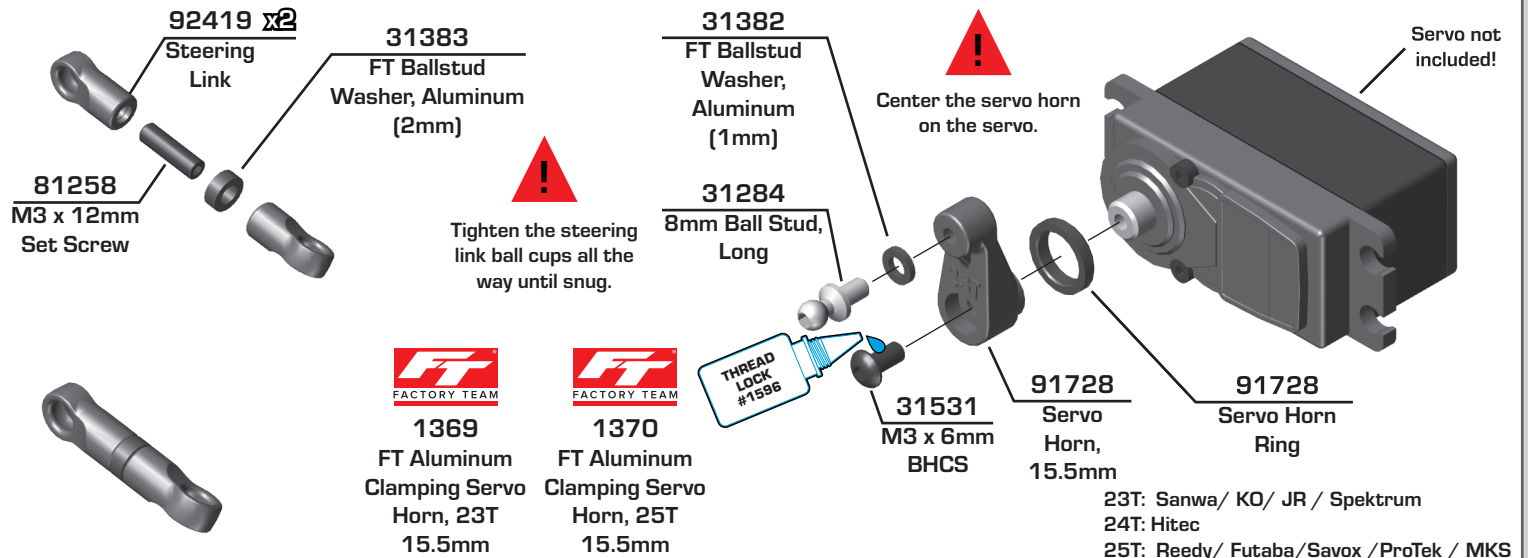
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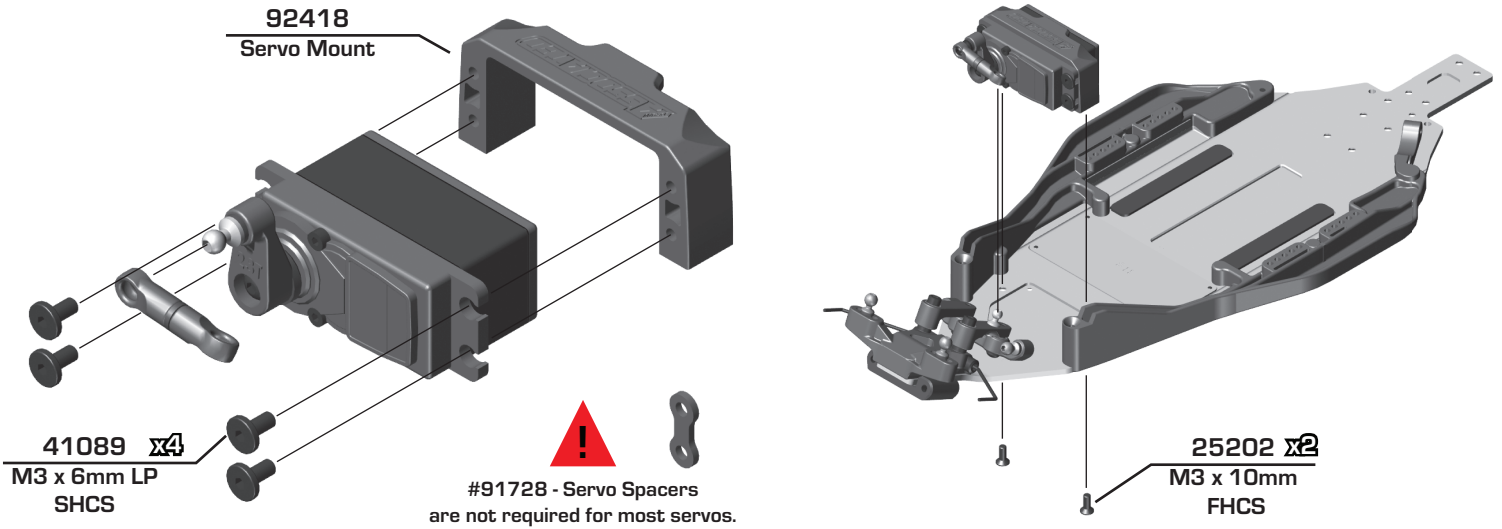
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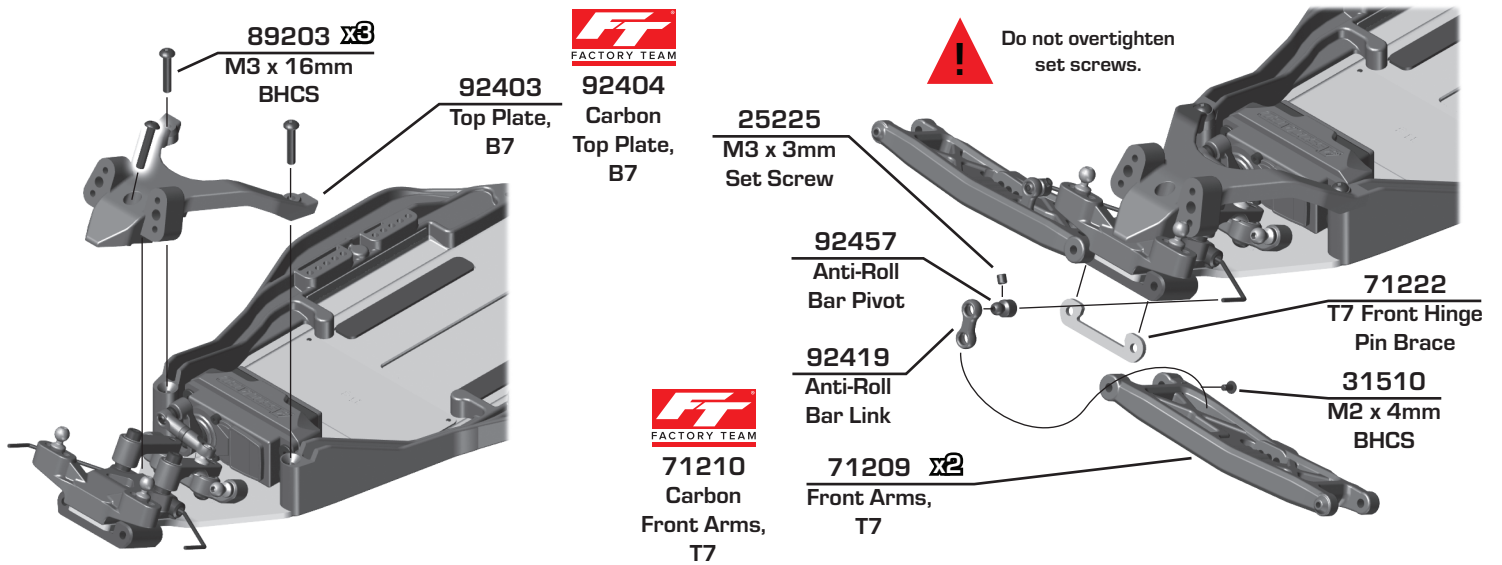
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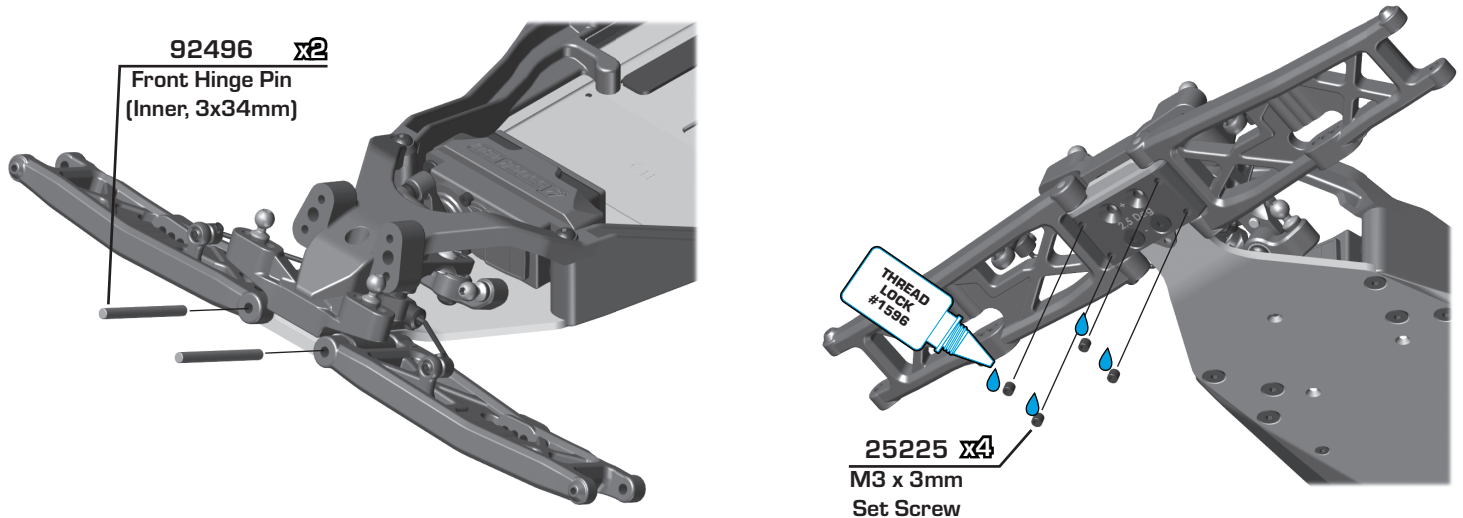
:: Bag 2 - Step 4



:: Bag 2 - Step 5

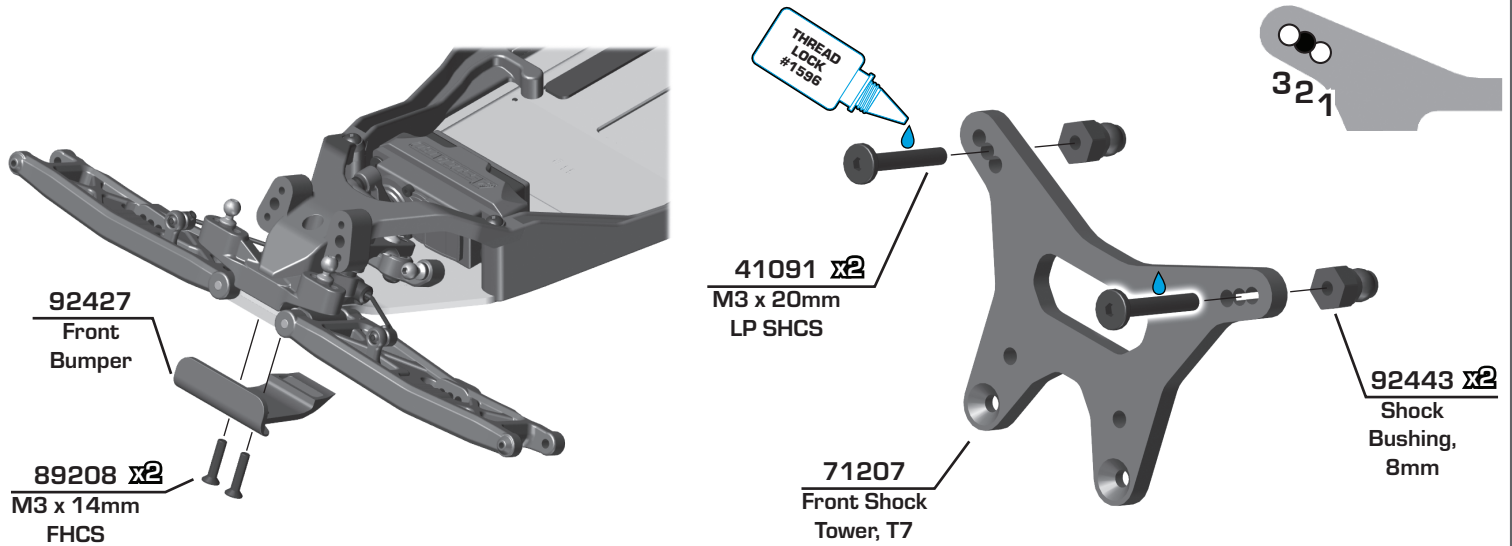


:: Bag 2 - Step 6

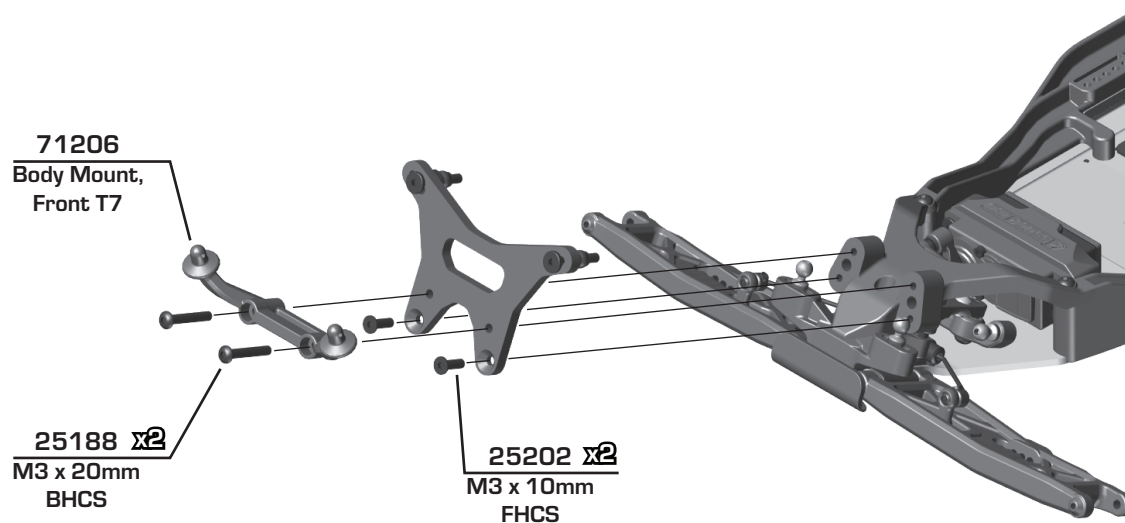


Build 2 (1 left, 1 right)

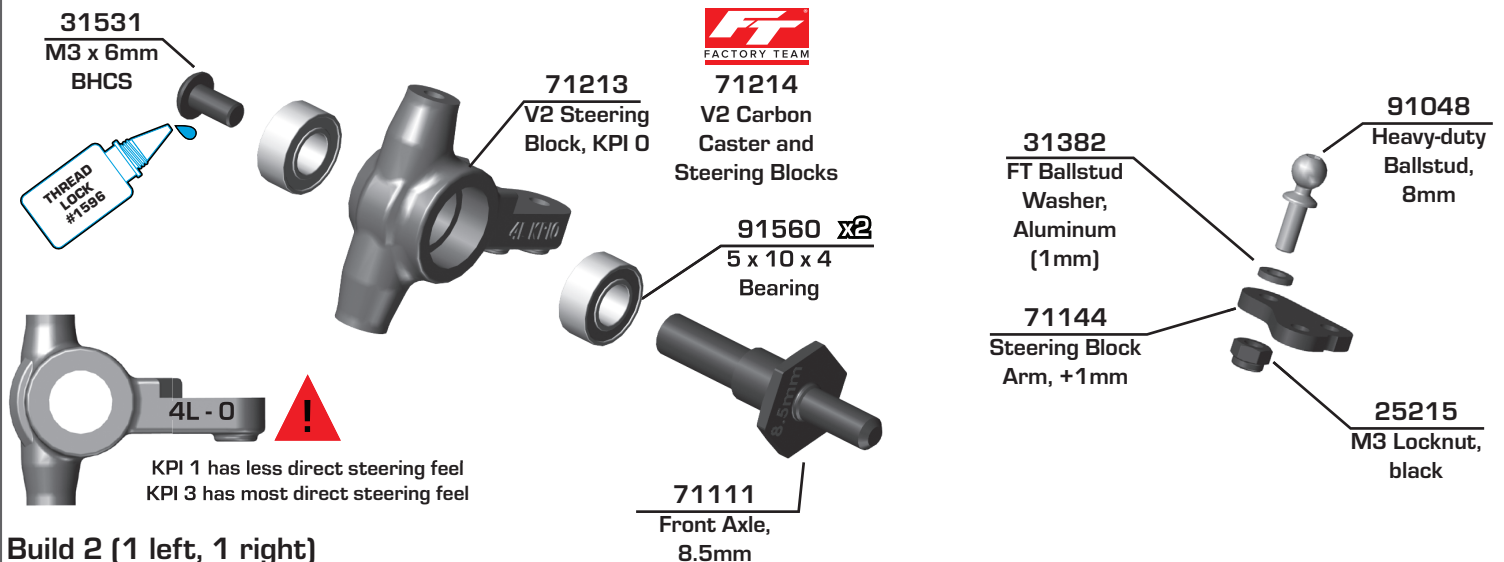
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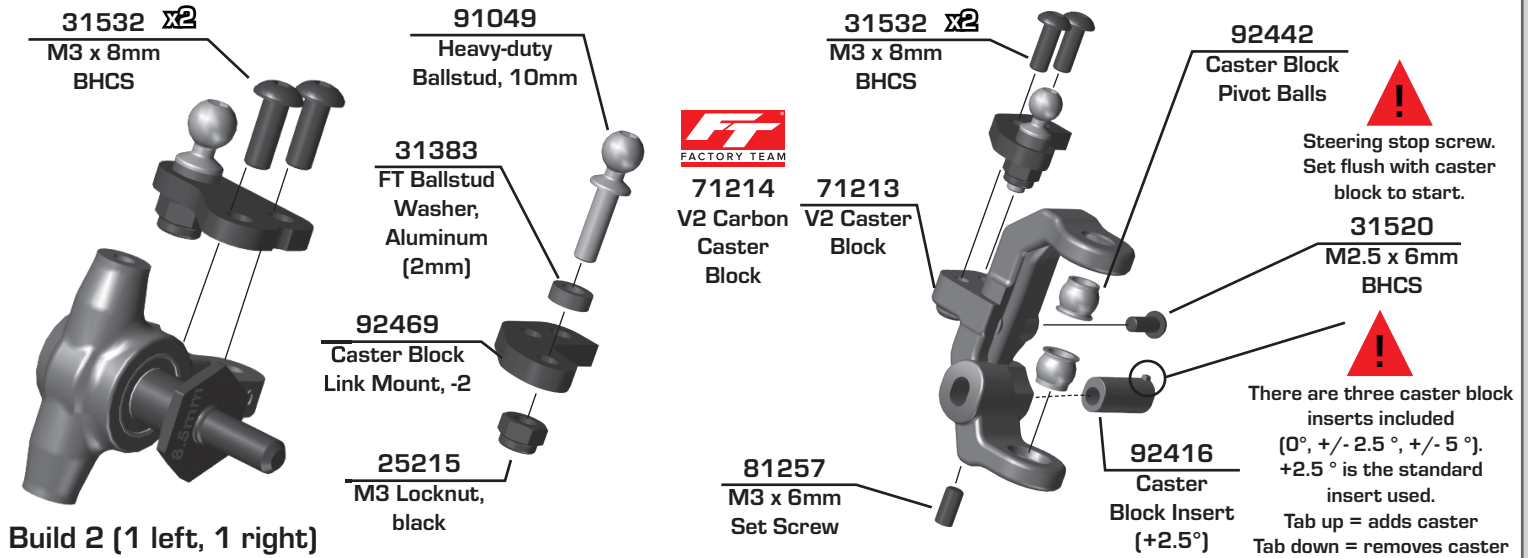
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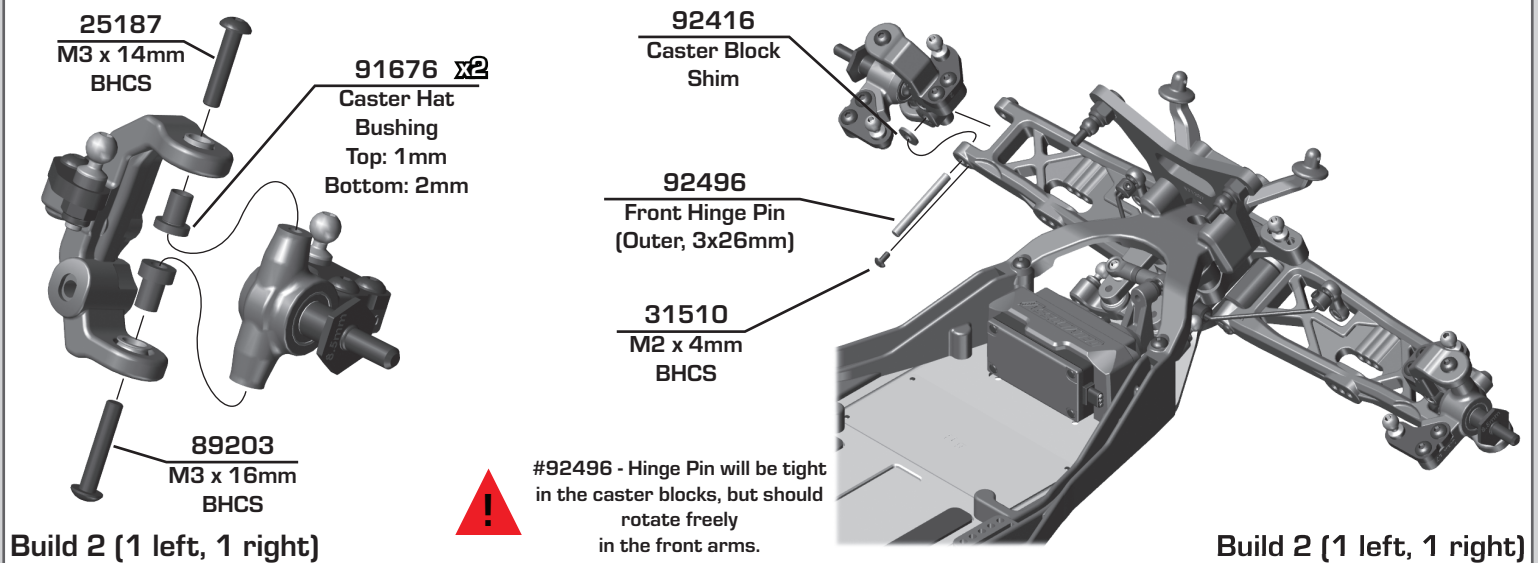
Bag 3 - Step 1



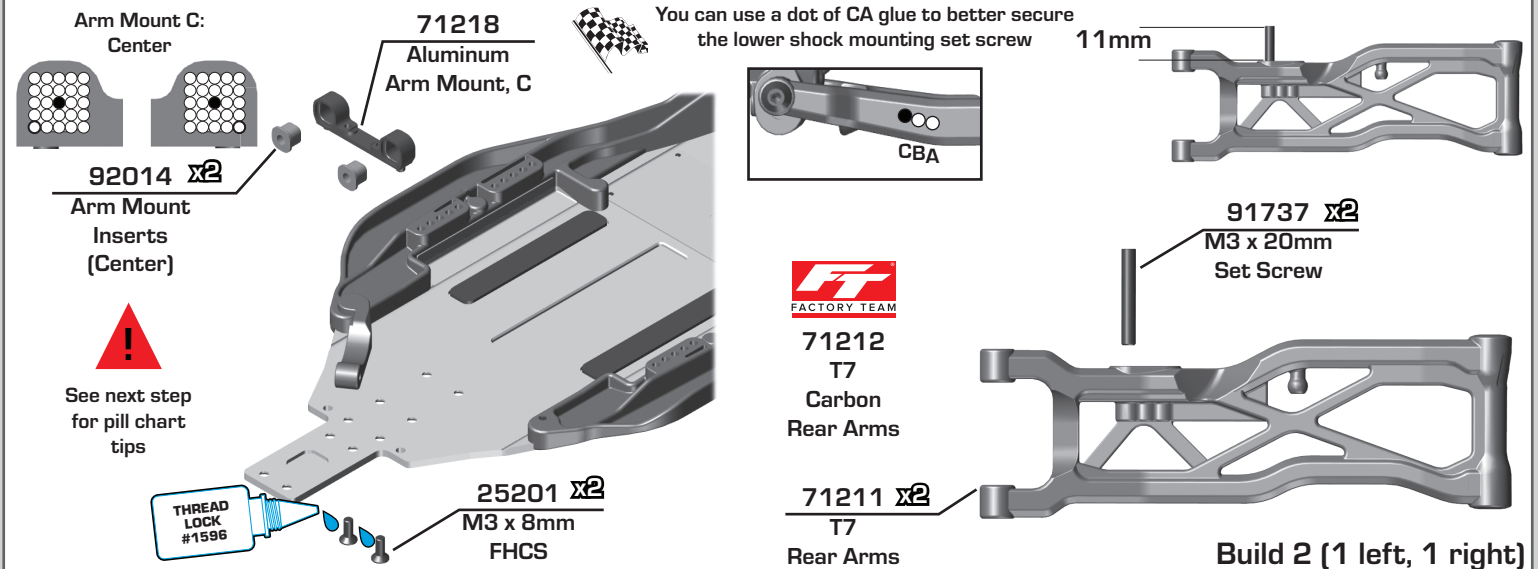
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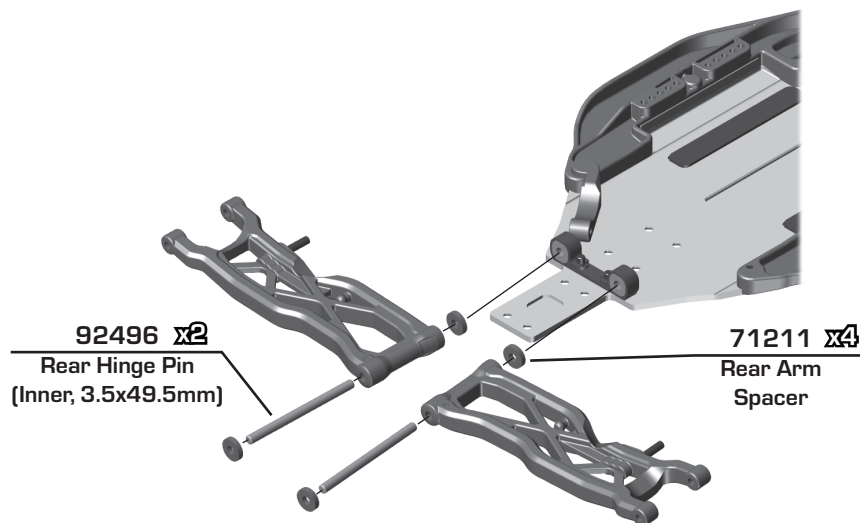
Bag 3 - Step 3



Bag 4 - Step 1



:: Bag 4 - Step 2



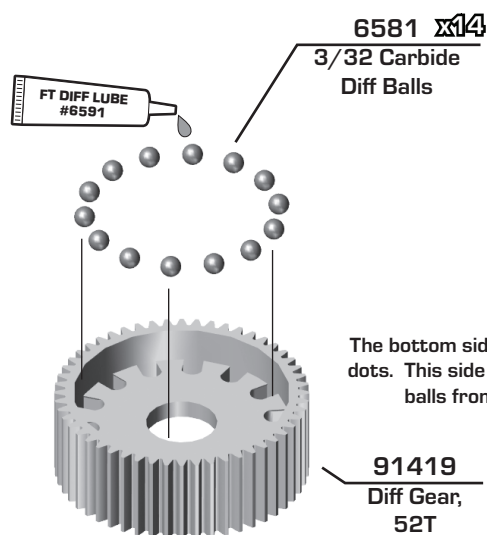
The (#71218) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.



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

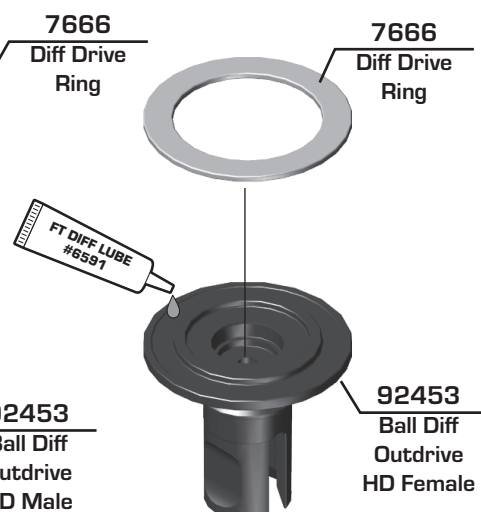
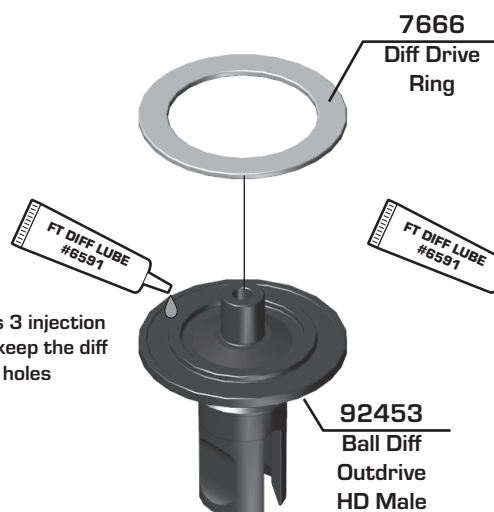
Arm Mount C: Center	Toe-In	Anti-Squat
	1° Kit Setup	1° Kit Setup
Arm Mount D: 1° Center		

:: Bag 5 - Step 1

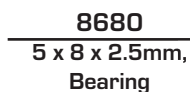
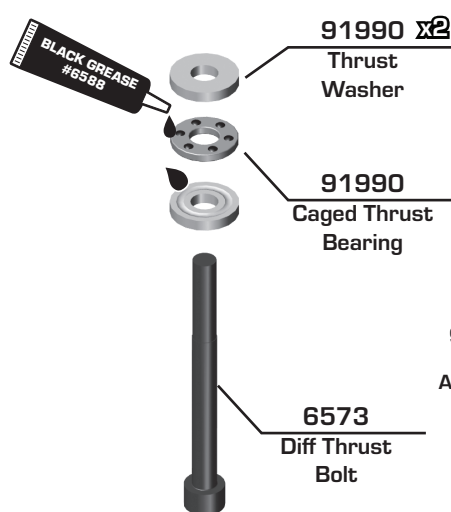


Build Tip:

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

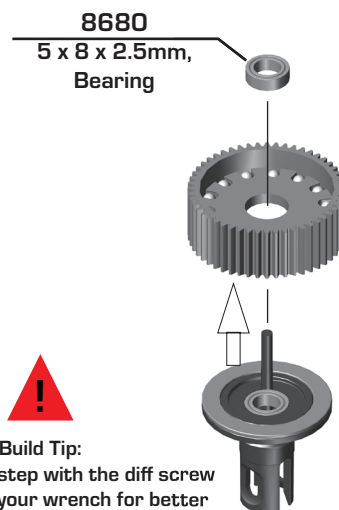


:: Bag 5 - Step 2



Build Tip:

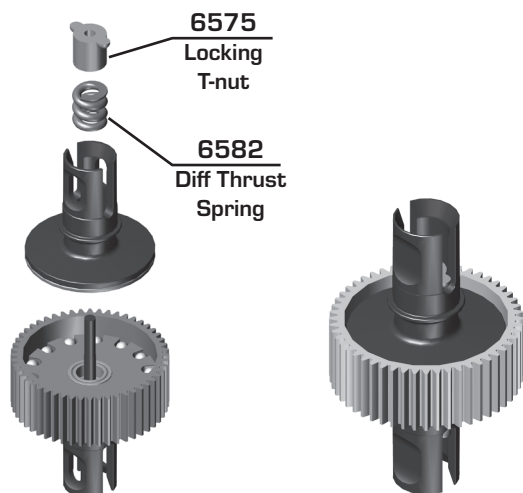
Install the first washer (grove up), add grease #6588. Install the caged thrust washer.
Add grease on top of the balls, then install the 2nd washer (grooves down).



Build Tip:

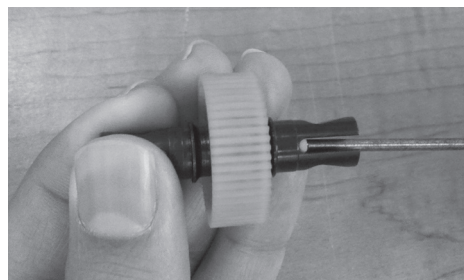
Do this entire step with the diff screw on the end of your wrench for better control.

Bag 5 - Step 3

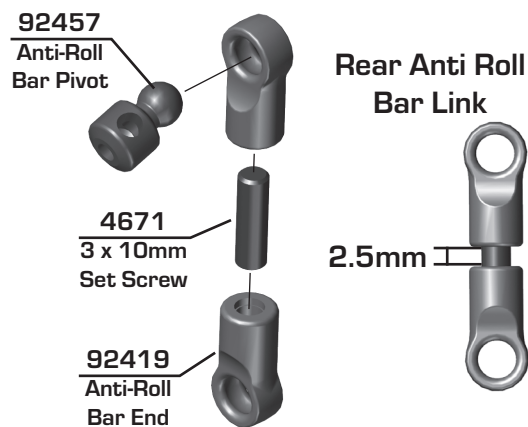
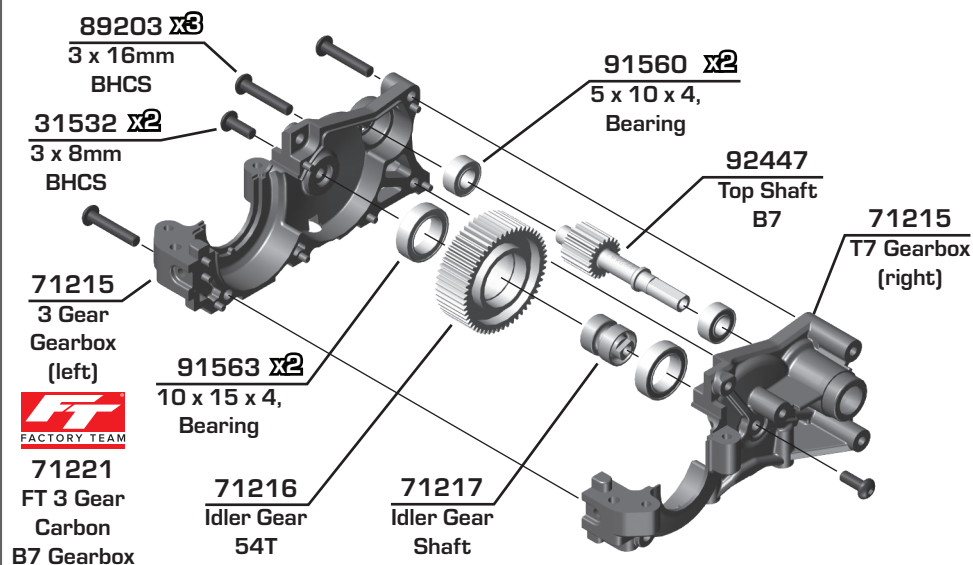


As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely

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



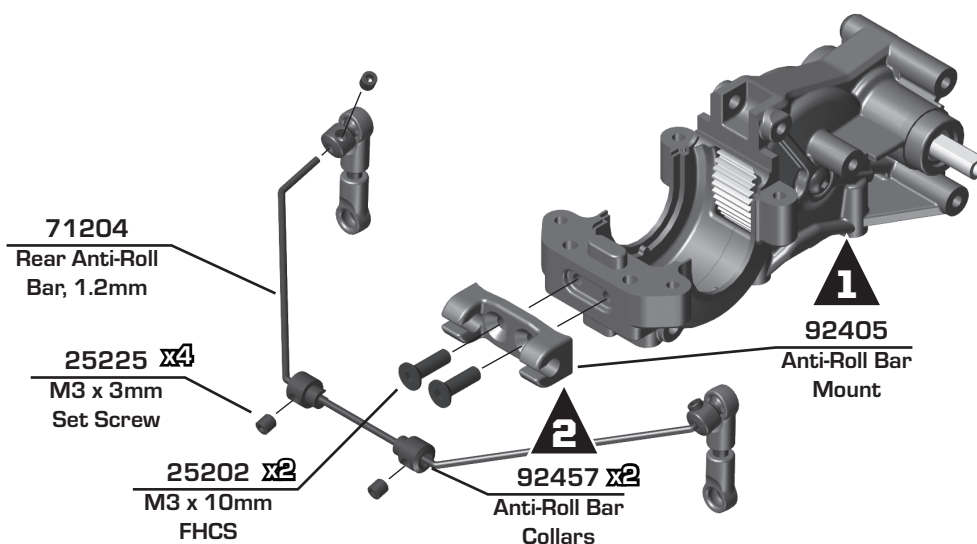
Build 2 (1 left, 1 right)

Bag 6 - Step 2

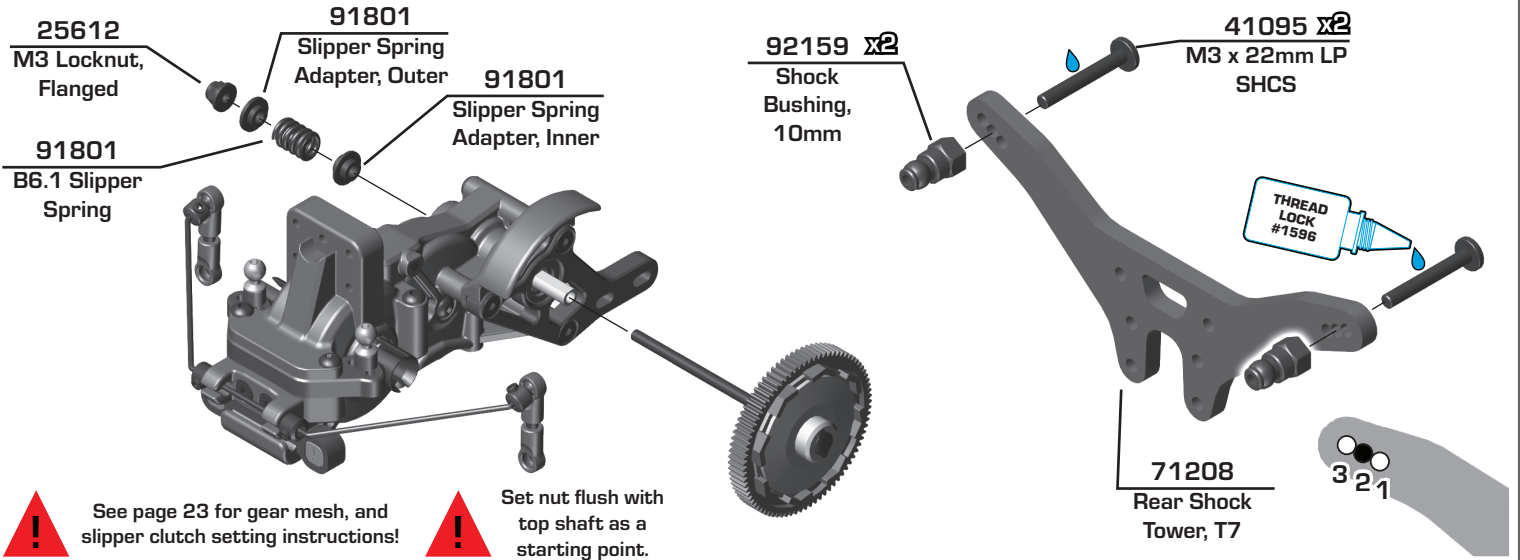
!
Note order of assembly.

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

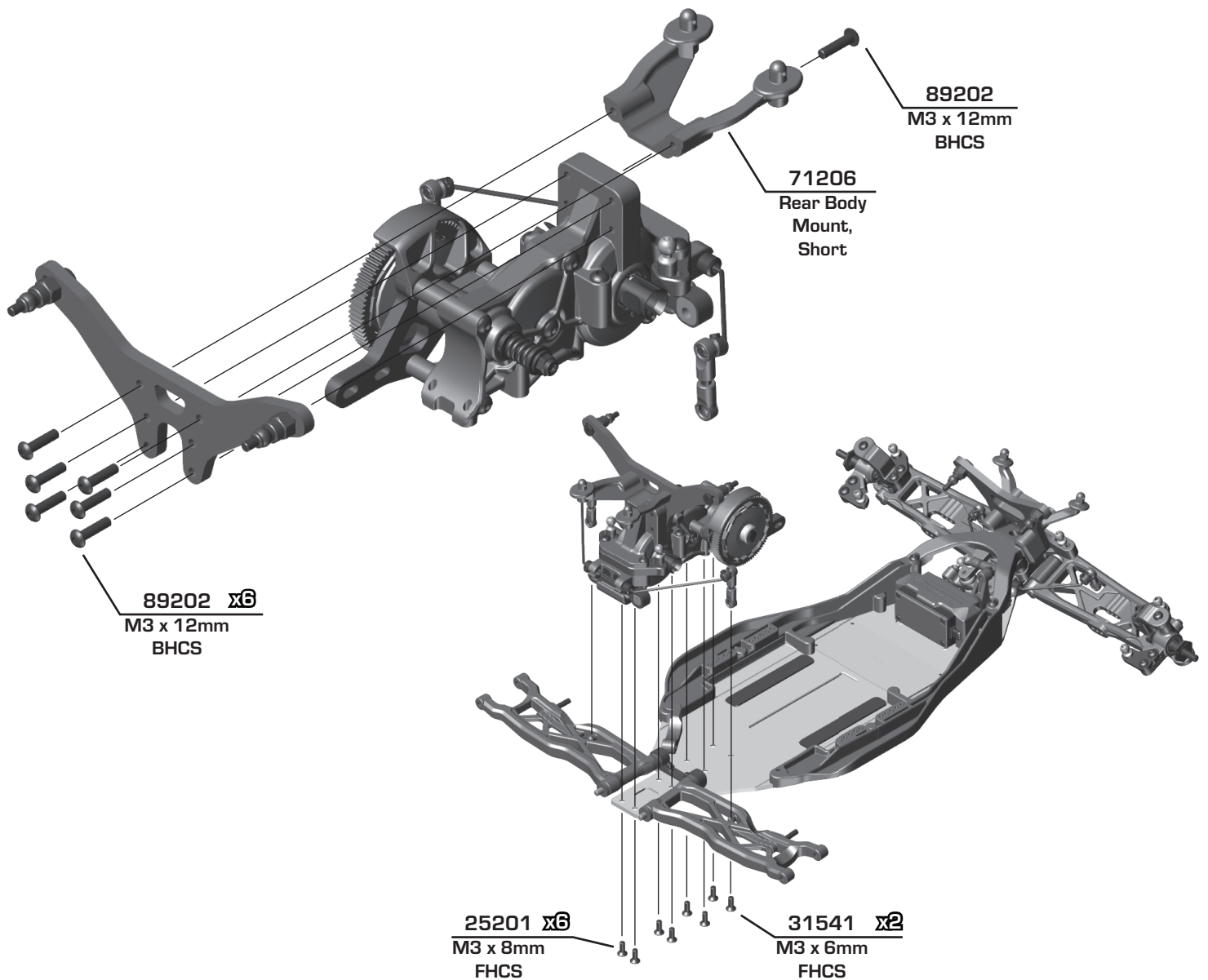
!
Do not over-tighten the anti-roll bar set screws. The anti-roll bar should rotate freely in the assembly.



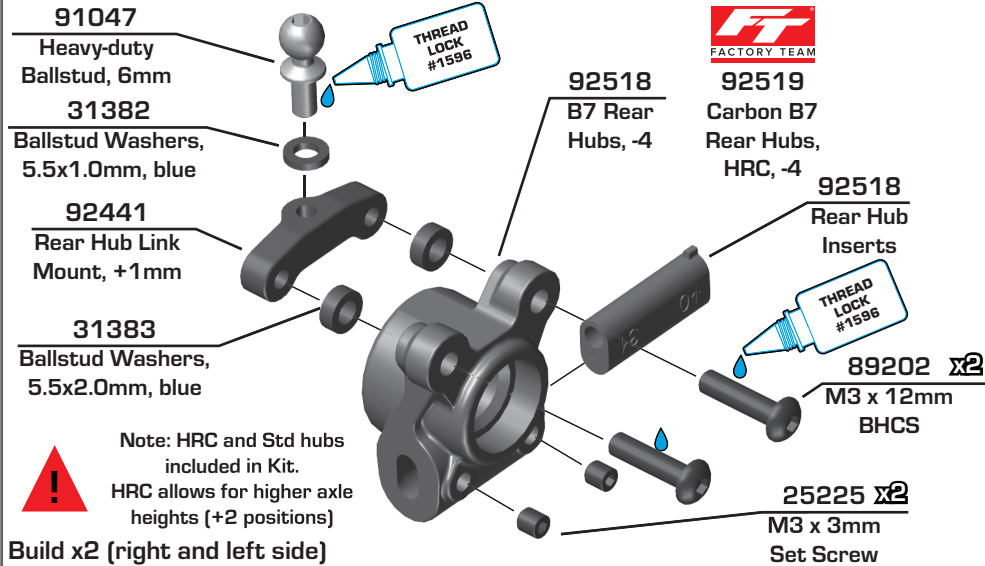
Bag 6 - Step 5



Bag 6 - Step 6

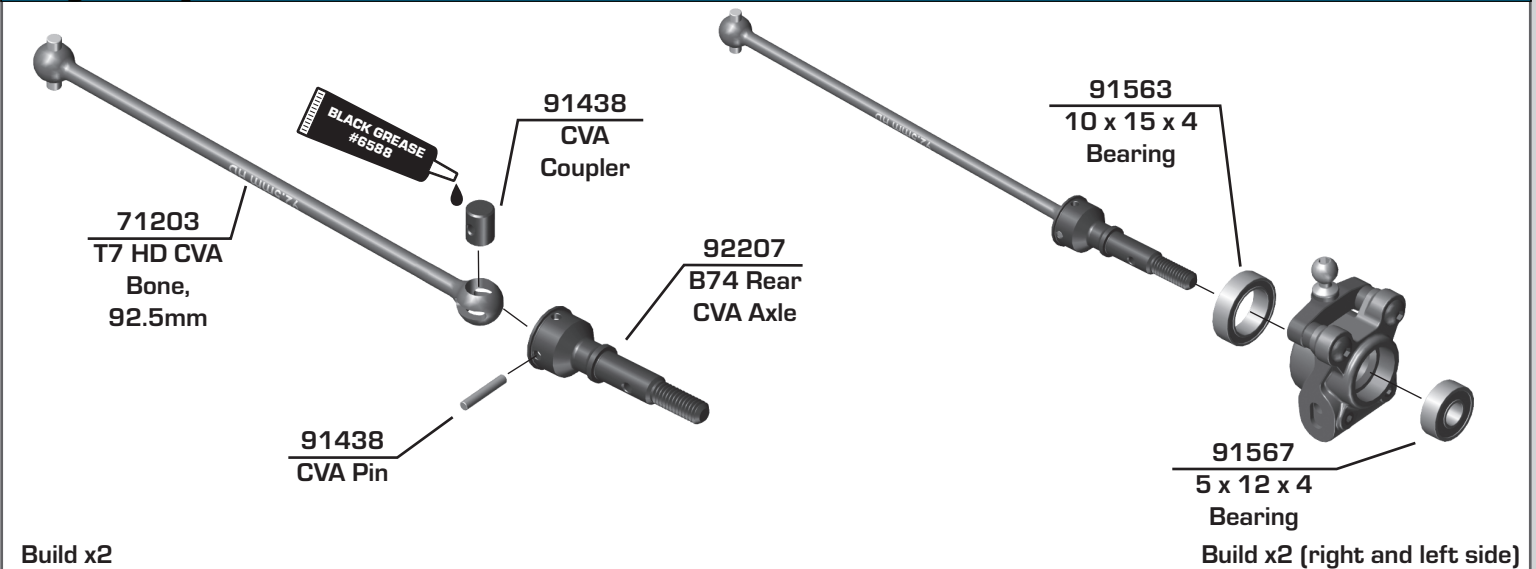


Bag 7 - Step 1

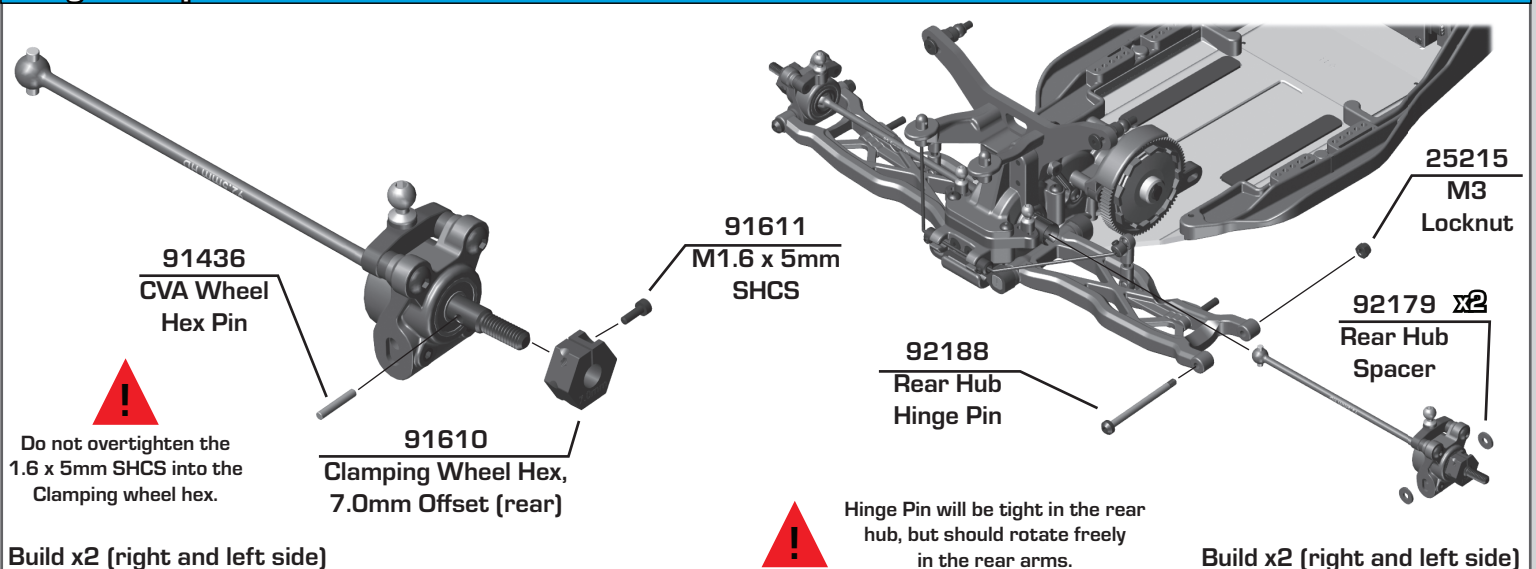


Rear Axle Height			
↑ 3	0 ↓	3 ↑	+3mm
↑ 2	1 ↓	2 ↑	+2mm
↓ 2	1 ↑	1 ↑	+1mm
↓ ε	0 ↑	0 ↑	+0mm Kit Setup

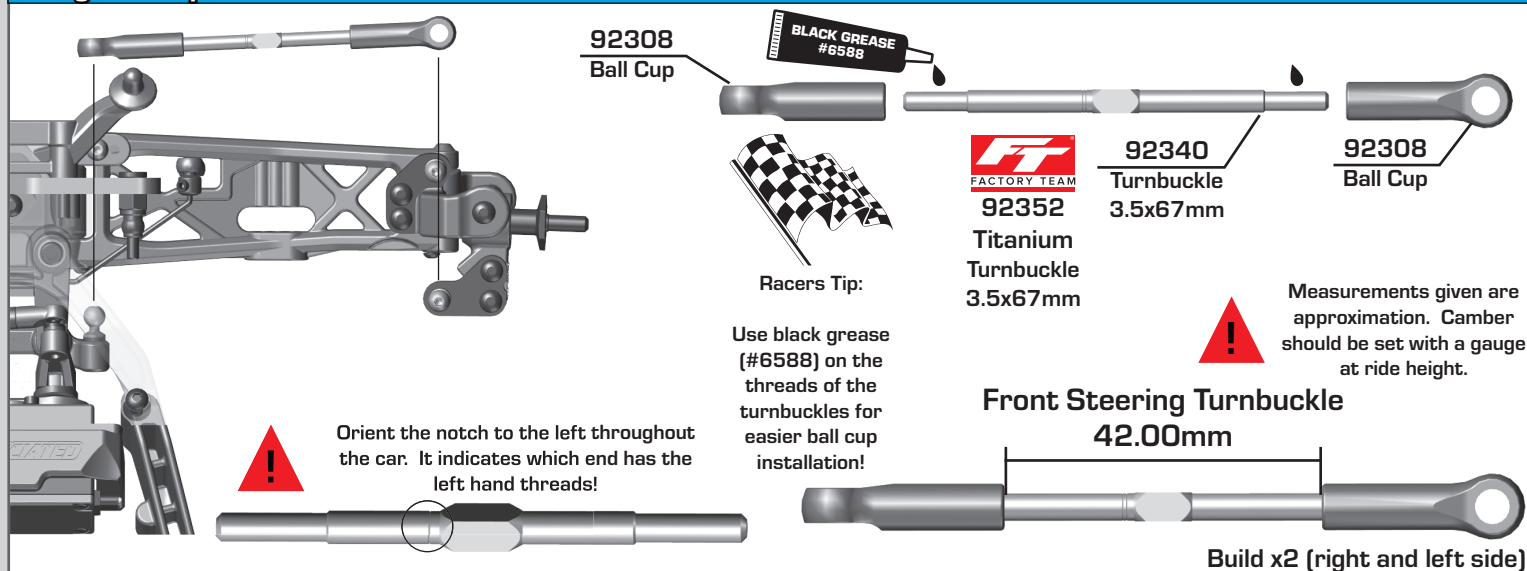
Bag 7 - Step 2



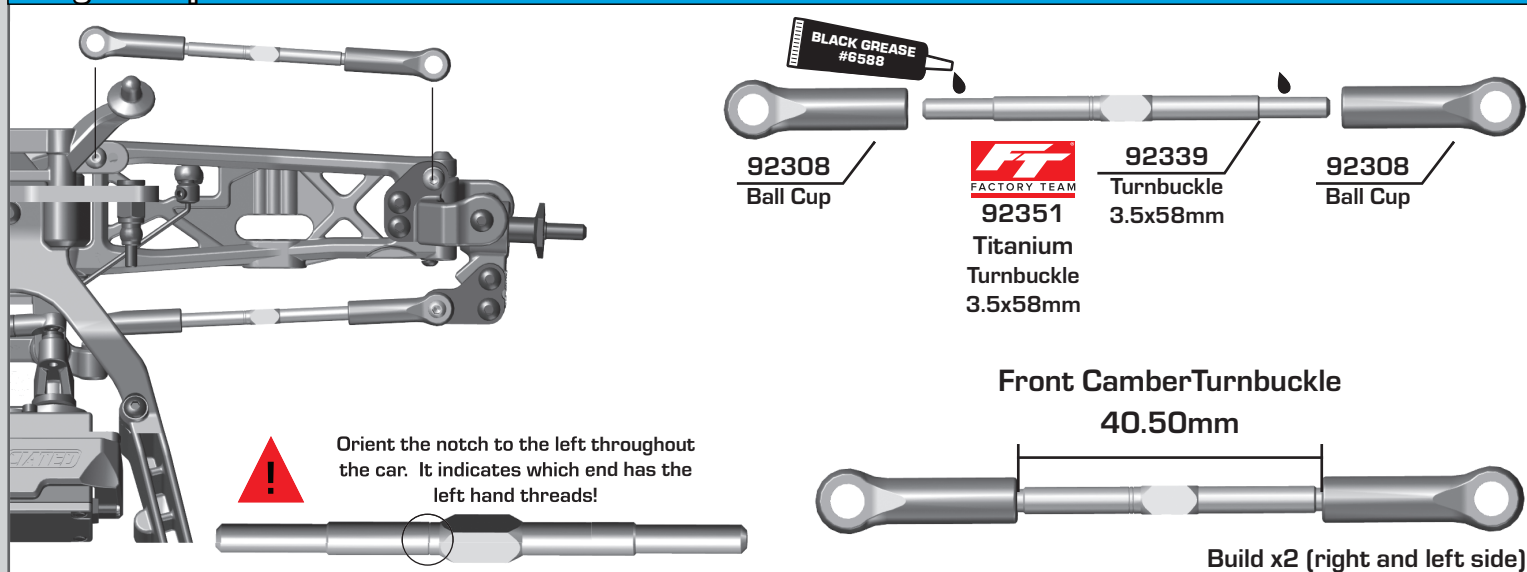
Bag 7 - Step 3



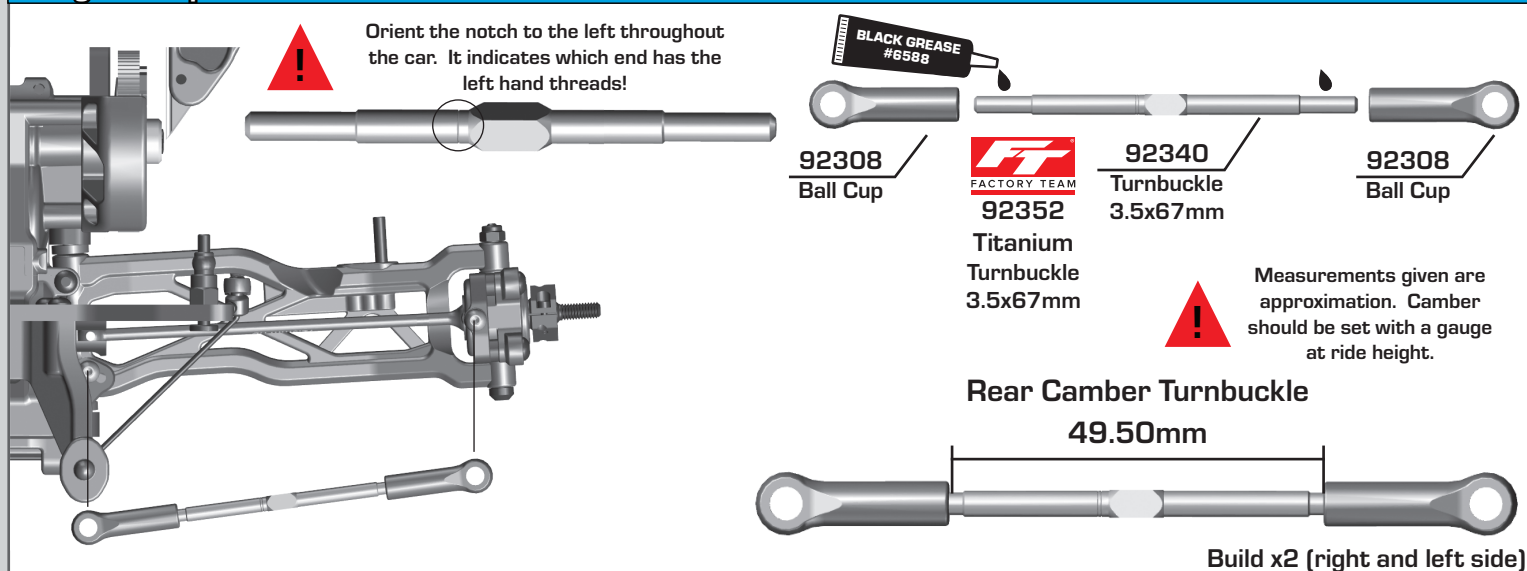
:: Bag 8 - Step 1



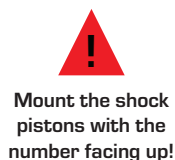
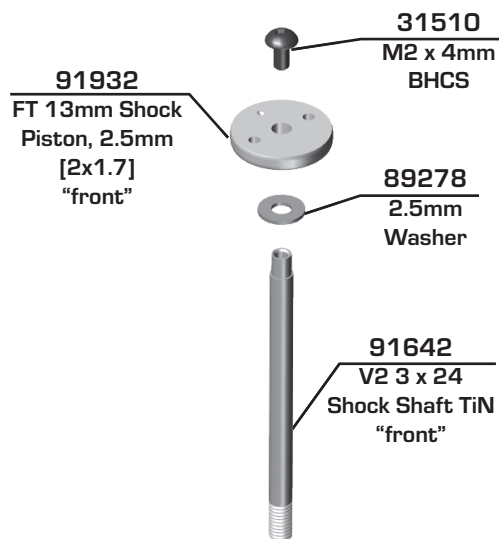
:: Bag 8 - Step 2



:: Bag 8 - Step 3

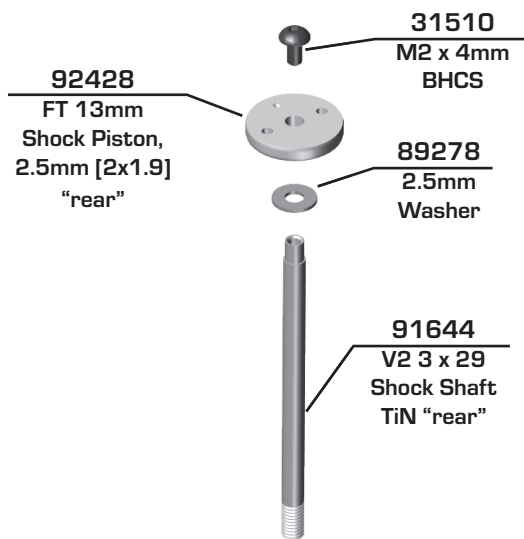


Bag 9 - Step 1



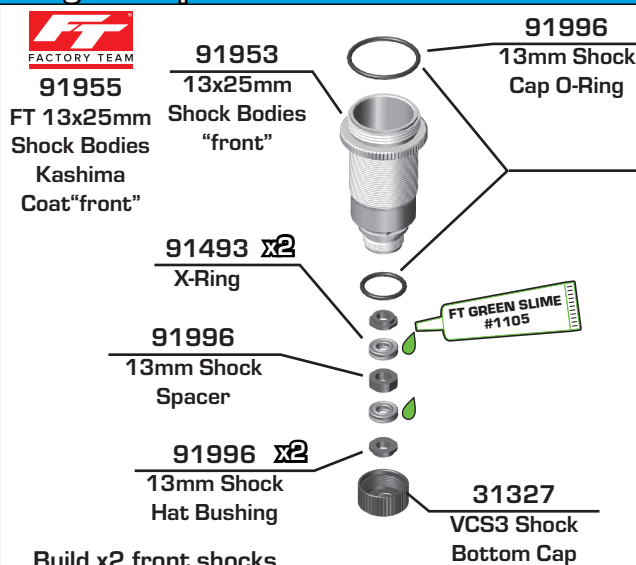
Use a marker over the
numbers on the pistons to
make them easily visible!

Build x2 front shocks



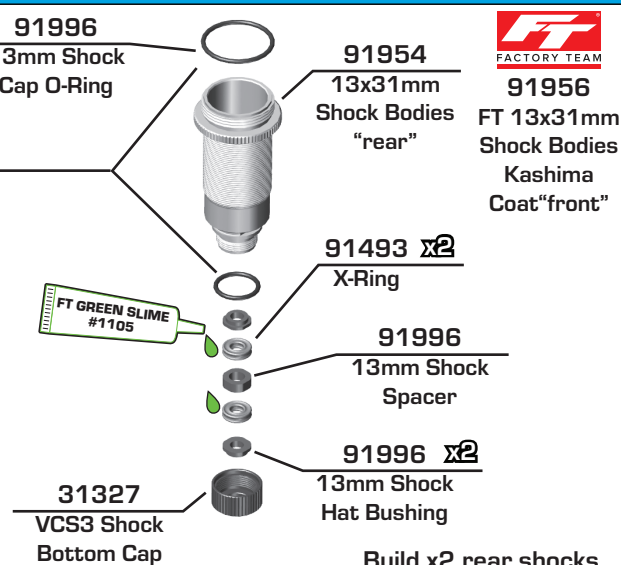
Build x2 rear shocks

Bag 9 - Step 2



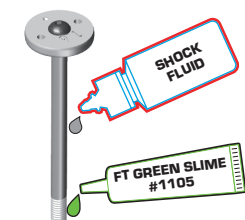
Coating the O-rings with
green slime (#1105) helps
seal & reduce O-ring swell!
Green slime not included
in kit!

Build x2 front shocks

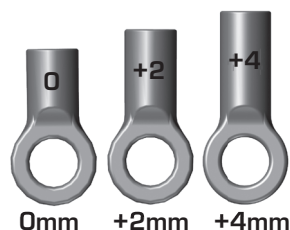


Build x2 rear shocks

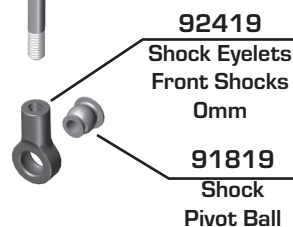
Bag 9 - Step 3



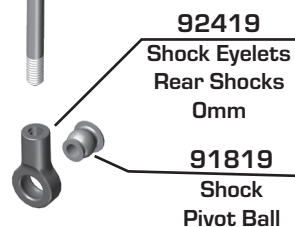
There are 3 lengths of
shock eyelet in the kit.
Pay attention to length when
building as these affect your
droop and uptravel.



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



Build x2 front shocks



Build x2 rear shocks

:: Bag 9 - Step 4

SHOCK FLUID

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

91926
13mm Shock Cap

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

Shock Bleeding Steps:

1. Before assembly, get each bleed screw and thread it 1-2 turns into the shock cap, then remove the screw. This will make it easier when you are bleeding your shocks.
2. Pull shock shaft down.
3. Fill shock body 3/4 full with silicone shock fluid.
4. Slowly move the shock shaft up and down to remove air from under the piston.
5. Wait for bubbles to come to surface.
6. Fill shock body to top with silicone shock fluid.
7. Place a drop of oil in the cap and on cap threads.
8. Install cap (without bleed screw) and tighten completely.
9. Slowly compress shaft all the way to bleed excess silicone shock fluid out the hole in the cap (use rag around shock to catch excess fluid).
10. Install M2x4mm button head screw until snug while shaft is fully compressed.

31510
M2 x 4mm
BHCS

Stroke

Stroke
Front: 24.50mm
Rear: 30.00mm

Steps 9-10

:: Bag 9 - Step 5

91996 x4
13mm
Threaded
Collar
O-ring

91928 x4
13mm
Threaded
Collar

Build x4

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!

:: Bag 9 - Step 6

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

Build x2 front shocks

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

Build x2 rear shocks

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

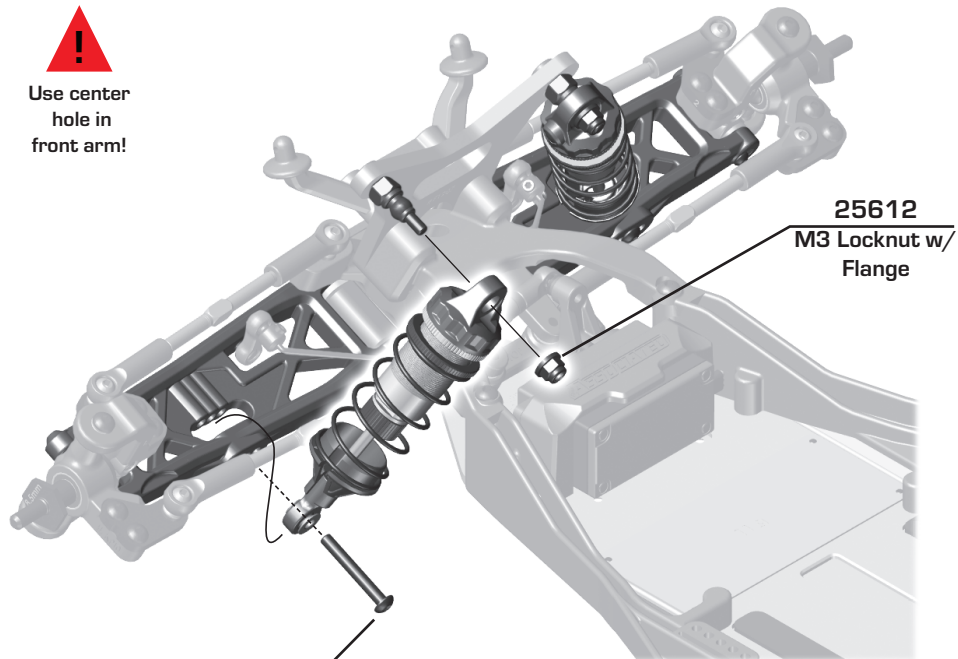
#91966 13mm Shock Spring Cups

0mm 5mm 9mm

:: Bag 9 - Step 7



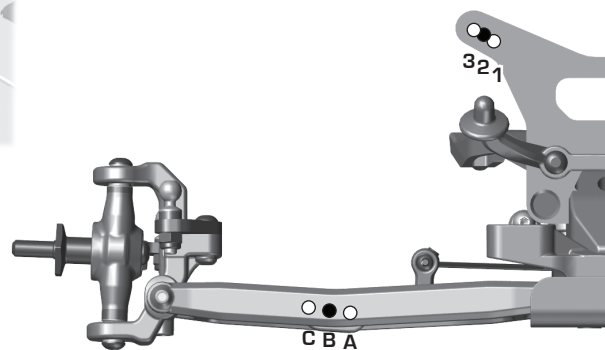
Use center
hole in
front arm!



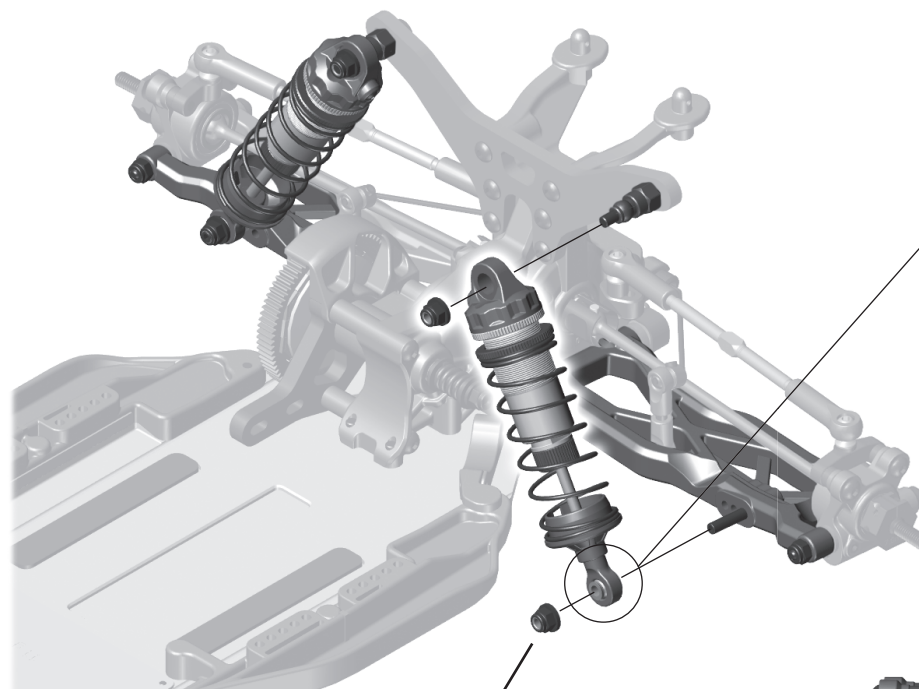
25189
M3 x 22mm
BHCS

25612
M3 Locknut w/
Flange

Build x2 (right and left side)



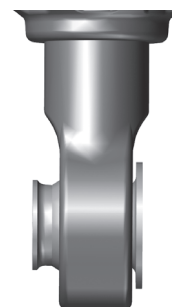
:: Bag 9 - Step 8



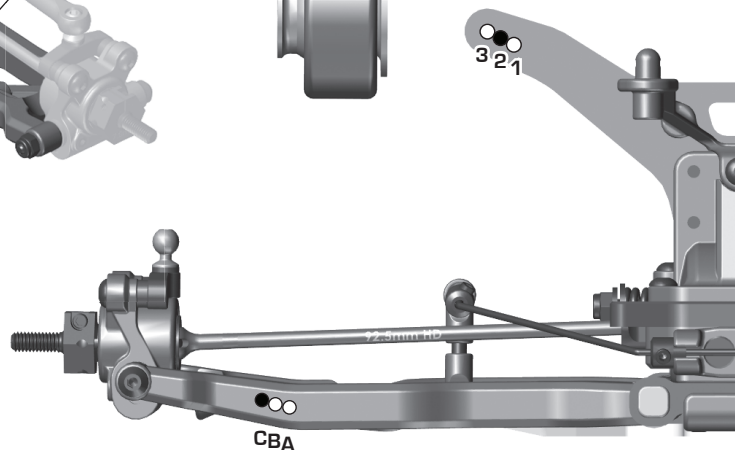
25612 x2
M3 Locknut
w/ Flange



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



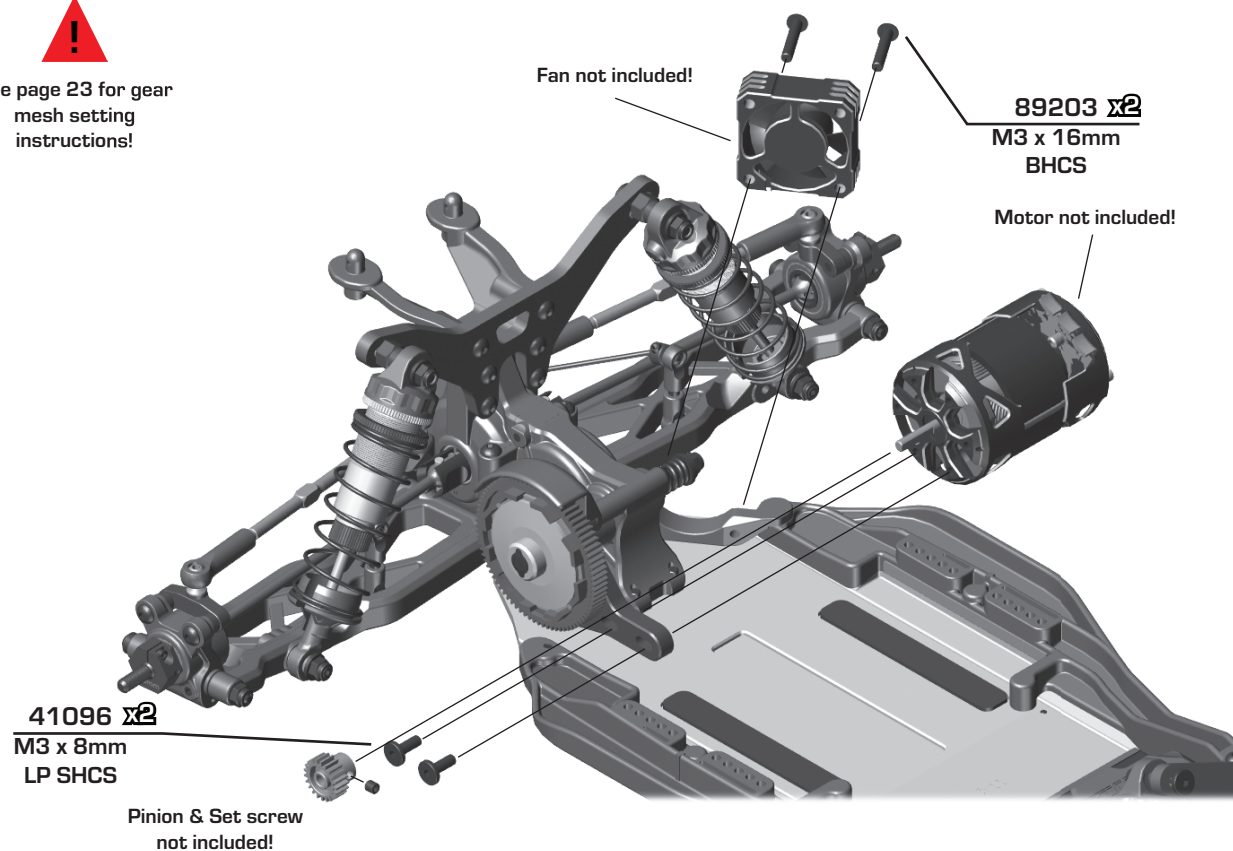
Build x2 (right and left side)



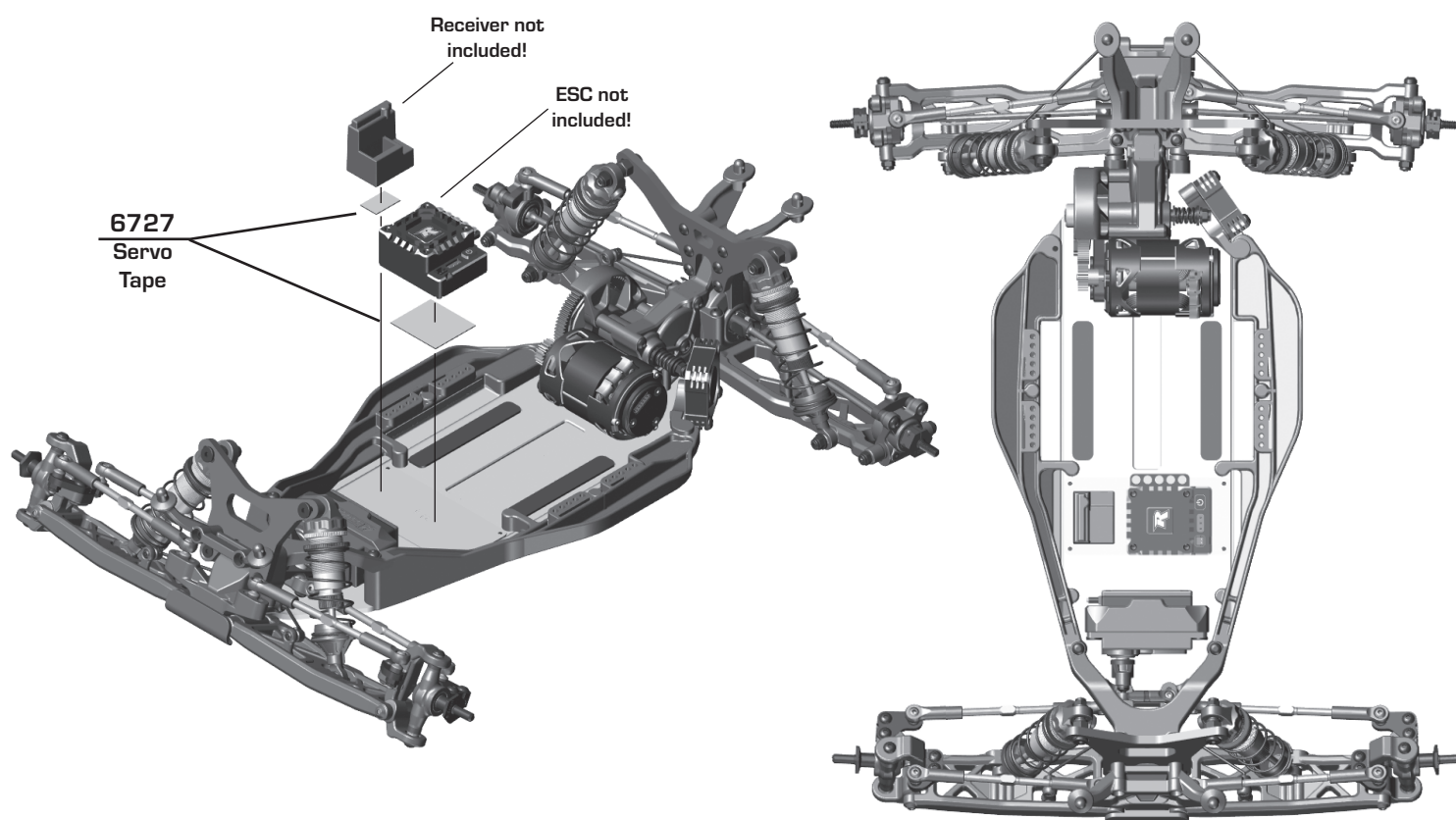
Bag 10 - Step 1



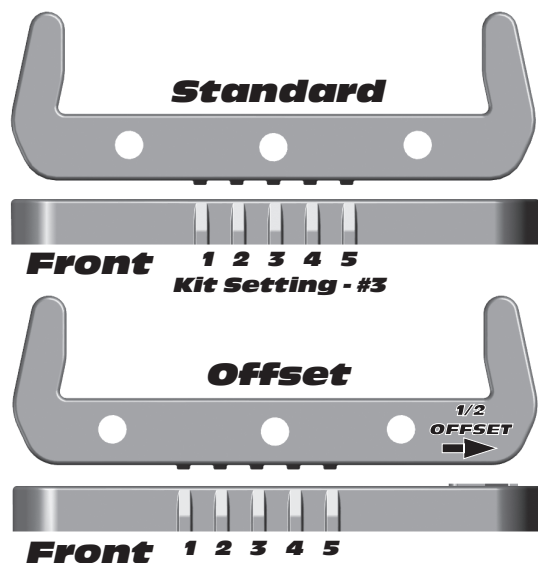
See page 23 for gear mesh setting instructions!



Bag 10 - Step 2



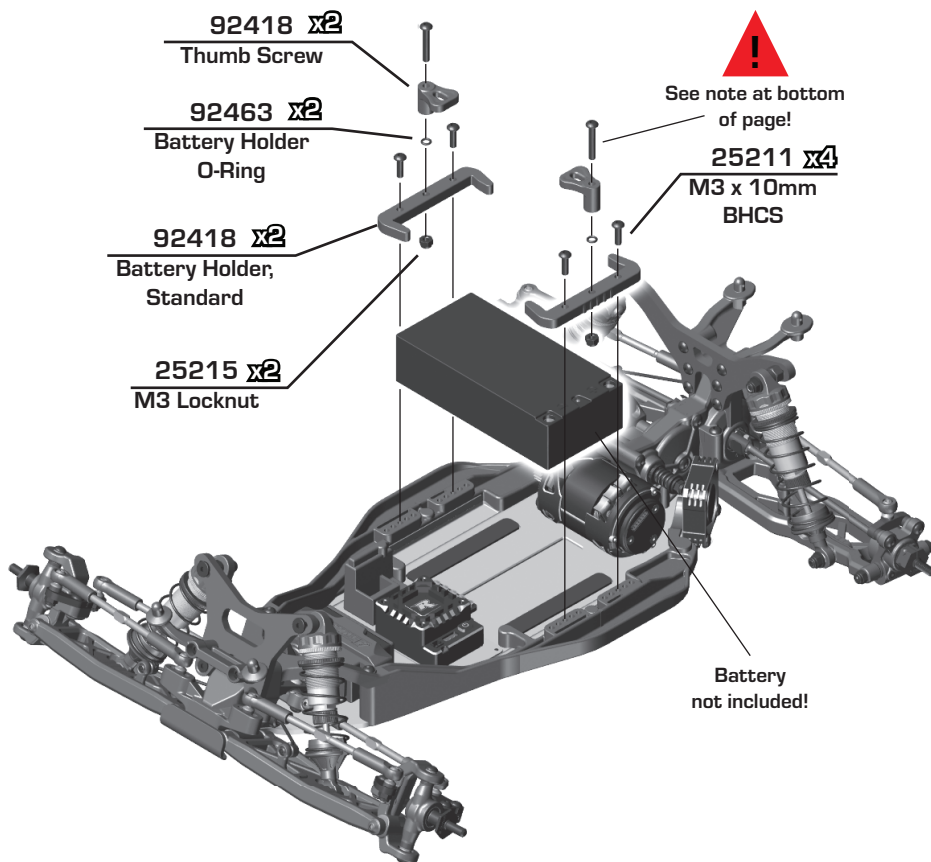
Bag 10 - Step 3



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



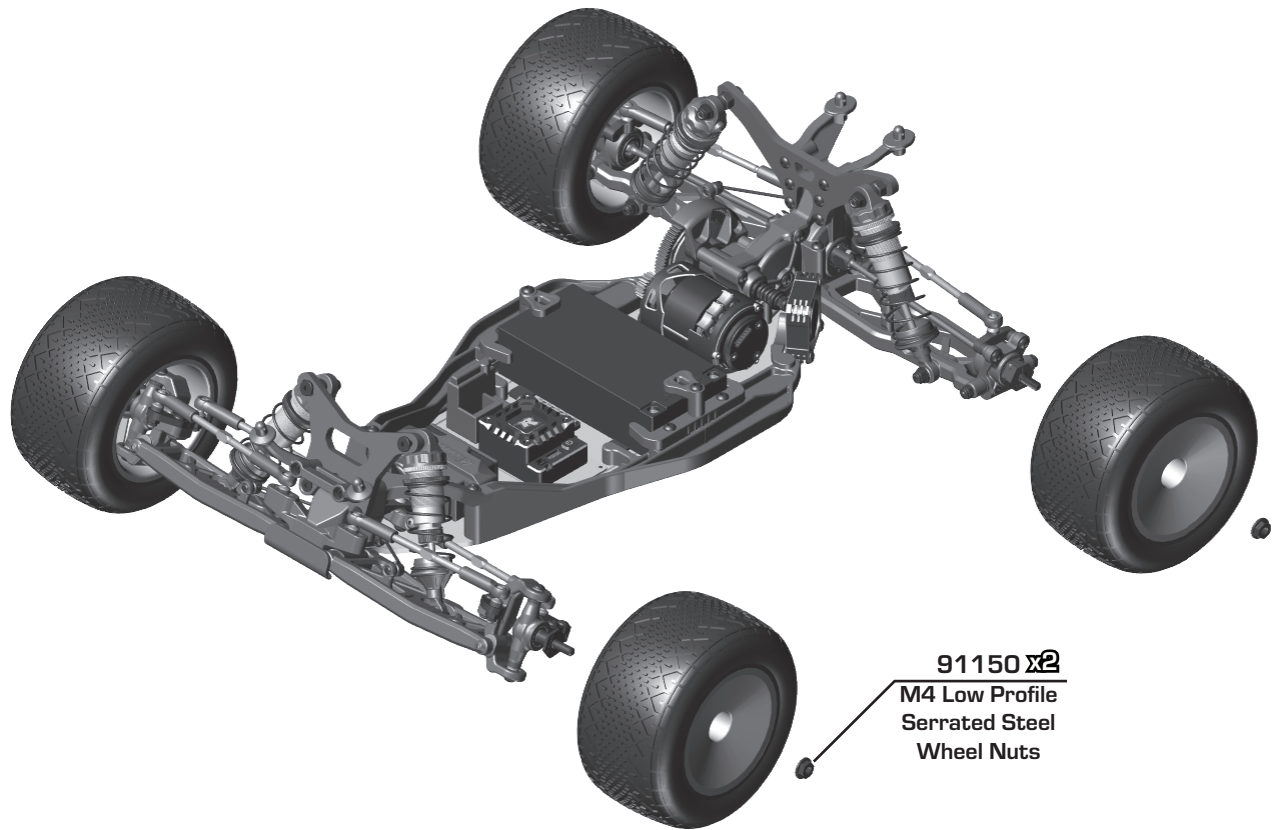
Carefully apply CA glue (tire adhesive) to the tire bead on the side. Do one side at a time, allowing it to dry before gluing the other side!

CA glue not included!



Wheels, Tires, and Inserts are not included!

Build x2 (x2 front and x2 rear)

:: Bag 10 - Step 5**Build 2 (1 left, 1 right)****:: Notes**

Tuning Tips - Painting, Beginners

Painting:

Your Kit requires a clear polycarbonate body. You will need to prep the body before you can paint it. Wash the INSIDE thoroughly with warm water and liquid detergent (do not use any detergents with scents or added hand lotion ingredients!). Dry the body using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the INSIDE of the body (RC bodies get painted on the inside). Using high quality masking tape, apply tape to the inside of the body to create a design. Spray (use either rattle can or airbrush) the paint on the inside of the body (preferably dark colors first, lighter colors last). NOTE: ONLY use paint that is recommended for (polycarbonate) plastics. If you do not, you can destroy the body! After the paint has completely dried (usually after 24 hours), cut the body along the trim lines. Make sure to drill or use a body reamer to make the holes for the antenna if needed! Use hook and loop tape to secure the body to the side rails of the vehicle.

Tips for Beginners:

Before making any changes to the standard setup, make sure you can get around the track without crashing. Changes to your vehicle will not be beneficial if you can't stay on the track. Your goal is consistent laps. Once you can get around the track consistently, start tuning your vehicle. Make only ONE adjustment at a time, testing it before making another change. If the result of your adjustment is a faster lap, mark the change on the included setup sheet (make additional copies of the sheet before writing on it). If your adjustment results in a slower lap, revert back to the previous setup and try another change. When you are satisfied with your vehicle, fill in the setup sheet thoroughly and file it away. Use this as a guide for future track days or conditions. Periodically check all moving suspension parts. Suspension components must be kept clean and move freely without binding to prevent poor and/or inconsistent handling.

Rear Arm Mount Pill Insert Setup:

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

Standard Position

Use this position as a reference when changing pill locations.

Toe: 3°

Anti-squat: 2°

Roll Center: +0

Pivot Width: +0

Arm Mount C



Insert Hole Locations

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



Hole 0.5° or 0.35mm from center



Hole 1.0° or 0.7mm from center

Anti-squat Angle

More angle = More anti-squat

Less angle = Less anti-squat

Shown in 1° changes

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

Toe Angle

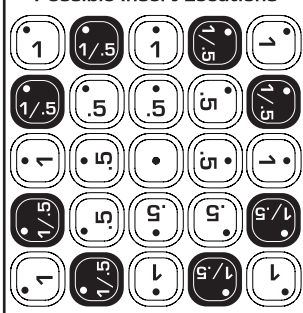
More angle = More toe in

Less angle = Less toe in

Shown in 1° changes

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

Possible Insert Locations



Pin Width

More distance = wider pivot

Less distance = narrow pivot

*Note: For pin width -1.4mm, use 67mm CVA driveshafts

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

Pin Height

Higher pin = Higher roll center

Lower pin = lower roll center

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



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

<http://bit.ly/B6PillChart>



⚙️ Tuning Tips (cont.)

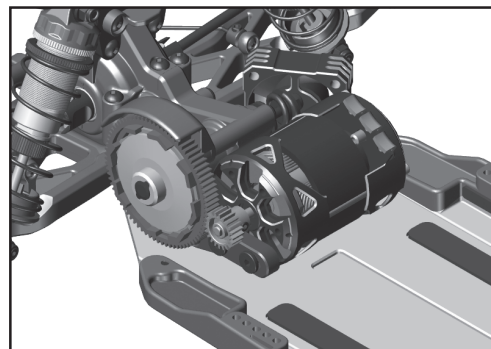
Motor Gearing:

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

T7 Gear Ratio Chart (Internal Gear Ratio 2.60:1)

Motor	Pinion	Spur	Final Drive Ratio
17.5 Reedy S-Plus Brushless	27	81	7.80:1
13.5 Reedy S-Plus Brushless	24	78	8.45:1
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:

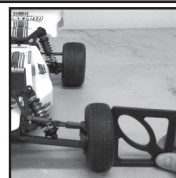
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular 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:
 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 ☐ +2.5 ☒ +5 ☐
 Bulkhead Type: Aluminum
 Kick-Up Angle: -2.5 ☐ 0 ☐ +2.5 ☒
 Steering Stop Spacing: 0mm
 Caster Block Spacing: Fwd ☒ Back ☐
 Notes:

Ball Stud Spacing: 2mm
 Ball Stud Spacing: 0mm
 Bump Steer Spacing: 0mm
 Steering Plate: +1
 Axle Height:
 +3 ☐
 +2 ☒
 +1 ☐
 +0 ☐
 Steering Bellcrank Position: Up ☒ Down ☐
 Ball Stud Spacing: 1mm
 Ball Stud Spacing: 1mm
 Ball Stud Spacing: 2mm
 Caster Block Link Mount: -2
 Front Bulkhead Spacing: 1mm

Rear Suspension:

Ride Height: 23mm (body on)
 Camber: -1
 Anti-Roll Bar: 1.2mm
 Arm Type: Kit
 Tower Type: Kit
 Arm Spacing: Fwd ☐ Mid ☒ Back ☐
 Wheel Hex: 7mm
 Hub Type: Std ☒ HRC ☐
 Hub Spacing: Fwd ☐ Mid ☒ Back ☐
 Drive Shaft: CVA's ☒ Universals ☐
 Notes:

C Mount: Aluminum ☒ Steel ☐
 D Mount: Aluminum ☒ Steel ☐
 Axle Height:
 ▼0 3▲ +3
 ▼1 2▲ +2
 ▲1 2▼ +1
 ▲0 3▼ +0
 Rear Body Mount Offset: Short
 Camber Link Spacing: 2mm
 Ball Stud Spacing: 1mm
 Ball Stud Spacing: 4mm
 Anti-Roll Bar Link Spacing: 2.5

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: 3mm Gear Diff: ☐
 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: <u></u> Ext: <u></u>	Int: <u></u> Ext: <u></u>
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"/>
Kashima Bodies:	<input type="checkbox"/>	Chrome Shafts: <input type="checkbox"/> Machined Spacers: <input type="checkbox"/>
Notes:	<u></u>	

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:
 Rear Wing:
 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: _____

Ball Stud Spacing: _____
 Ball Stud Spacing: _____
 Bump Steer Spacing: _____
 Steering Plate: _____
 Axle Height:
 +3 ☐
 +2 ☐
 +1 ☐
 +0 ☐
 Steering Bellcrank Position: Up ☐ Down ☐
 Ball Stud Spacing: _____
 Ball Stud Spacing: _____
 Caster Block Link Mount: _____
 Front Bulkhead Spacing: _____

Rear Suspension:

Ride Height: _____
 Camber: _____
 Anti-Roll Bar: _____
 Arm Type: _____
 Tower Type: _____
 Arm Spacing: Fwd ☐ Mid ☐ Back ☐
 Wheel Hex: _____
 Hub Type: Std ☐ HRC ☐
 Hub Spacing: Fwd ☐ Mid ☐ Back ☐
 Drive Shaft: CVA's ☐ Universals ☐
 Notes: _____

C Mount: Aluminum ☐ Steel ☐
 D Mount: Aluminum ☐ Steel ☐
 Axle Height:
 ▼0 3 ▲ +3
 ▼1 2 ▲ +2
 ▲1 2 ▼ +1
 ▲0 3 ▼ +0
 Rear Body Mount Offset: _____
 Camber Link Spacing: _____
 Ball Stud Spacing: _____
 Ball Stud Spacing: _____
 Anti-Roll Bar Link Spacing: _____

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: _____
 Rear Wing: _____
 Chassis Length: _____
 Servo Weights: _____
 Electronic Weights: _____
 Total Vehicle Weight: _____

Vehicle Comments:

Notes: _____



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