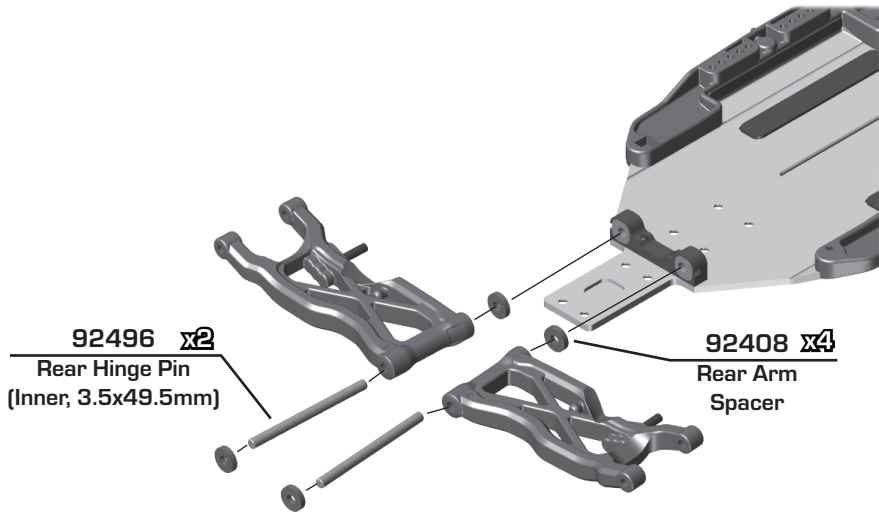


**:: Bag 4 - Step 2**

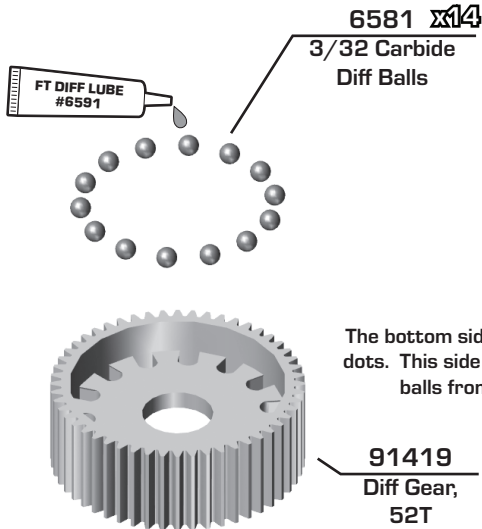


The (#92432) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.

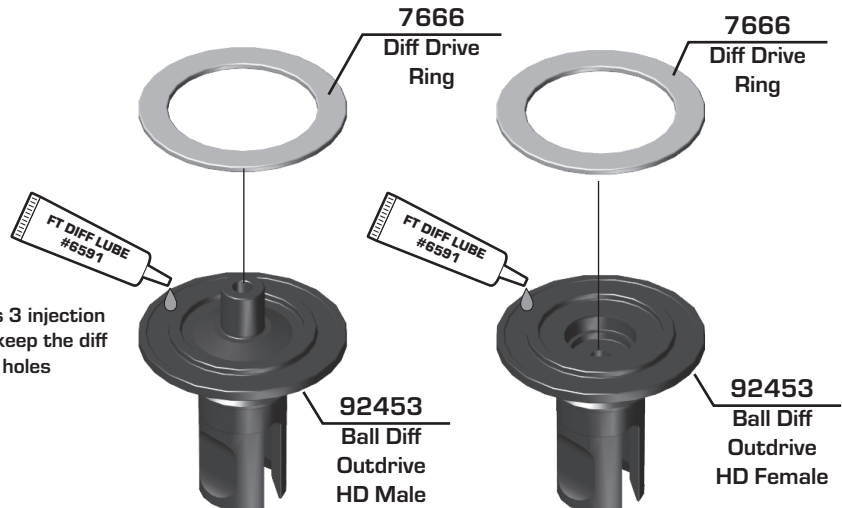
For a complete list of pill setup combinations, please visit our website by using the link below.  
<http://bit.ly/B6PillChart>

Arm Mount C:	Toe-In	Anti-Squat
1° In 	3° Kit Setup	2° Kit Setup
Arm Mount D: 1° In 		

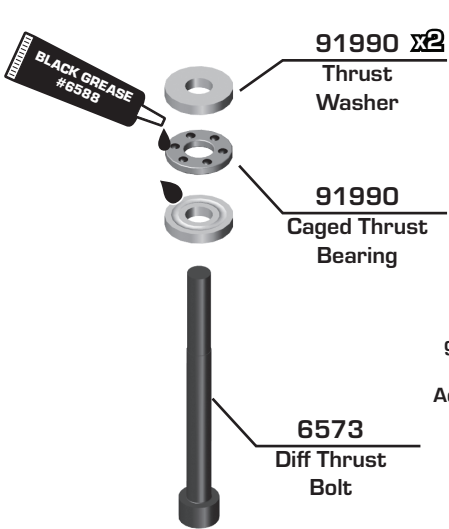
**:: Bag 5 - Step 1**



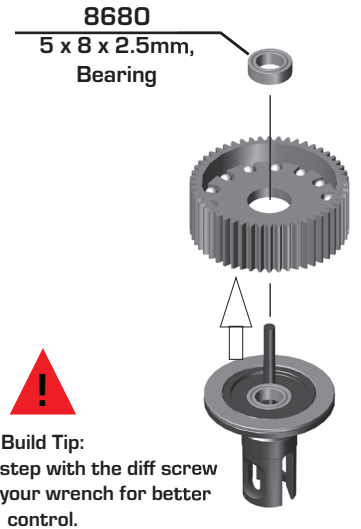
**Build Tip:**  
 The bottom side of the gear has 3 injection dots. This side faced down will keep the diff balls from falling thru the holes



**:: Bag 5 - Step 2**

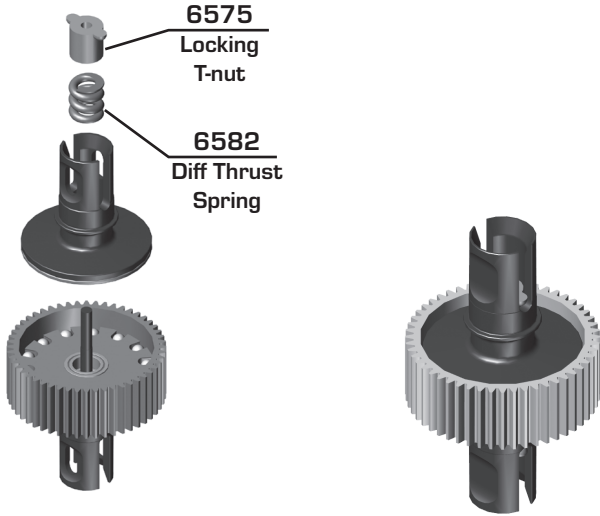


**Build Tip:**  
 Install the first washer (grove up), add grease #6588. Install the caged thrust washer.  
 Add grease on top of the balls, then install the 2nd washer (grooves down).



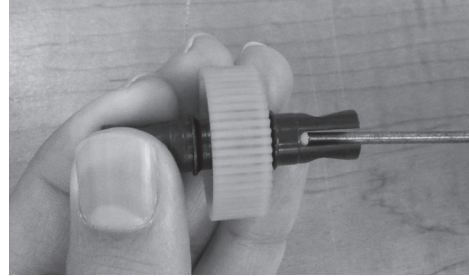
**Build Tip:**  
 Do this entire step with the diff screw on the end of your wrench for better control.

**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.

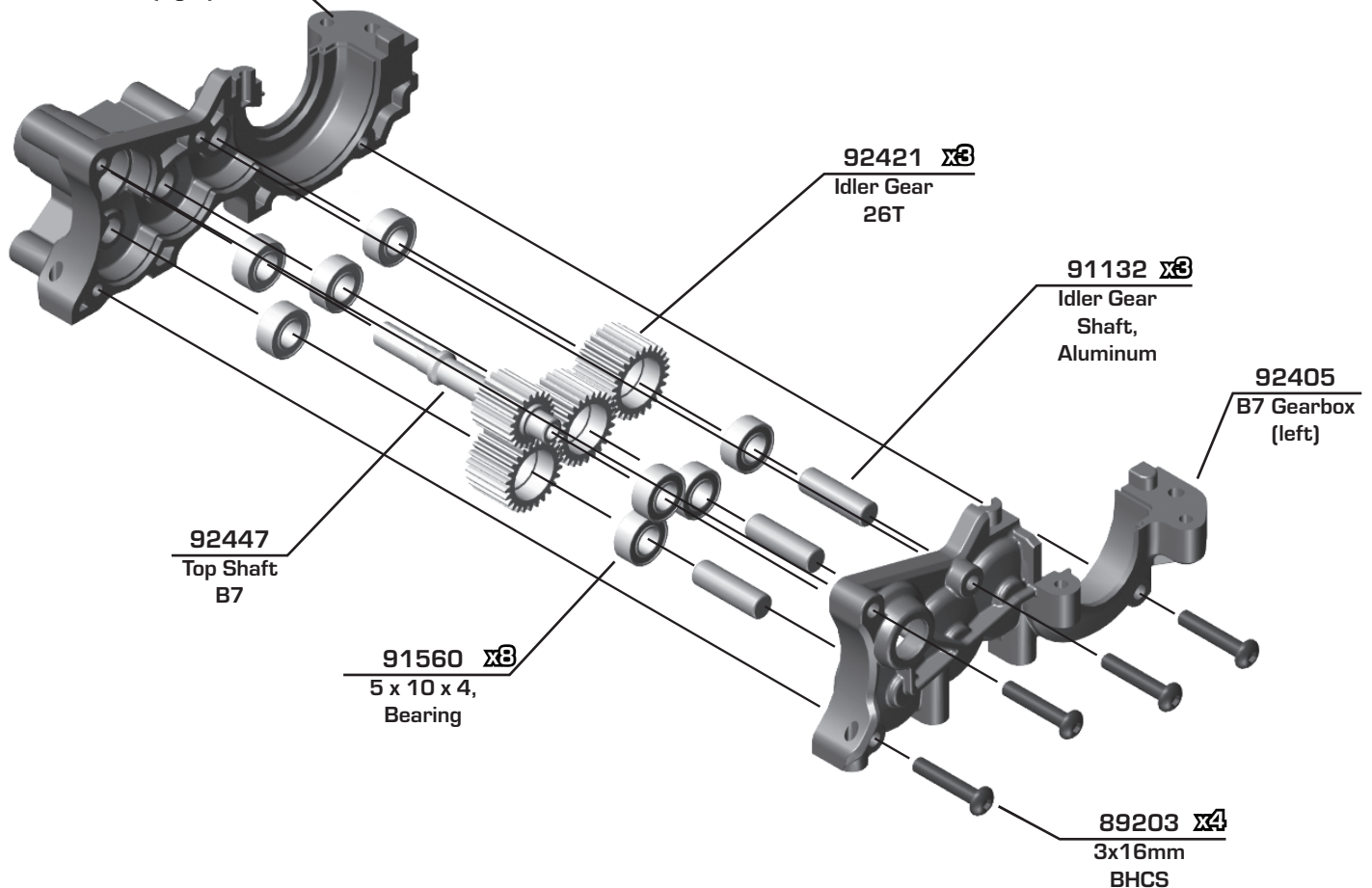


**Bag 6 - Step 1**



**92406**  
Carbon  
B7 Gearbox

**92405**  
B7 Gearbox  
(right)



**Bag 6 - Step 3**

Diff Height	
	3
	2
	1 Kit Setup
	0



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



91563 x2  
10x15x4  
Bearing



**!** Diff Height Inserts: The number on top is the setting. Stock diff height is 1.

**FACTORY TEAM**  
92505  
Carbon  
B7 Gearbox

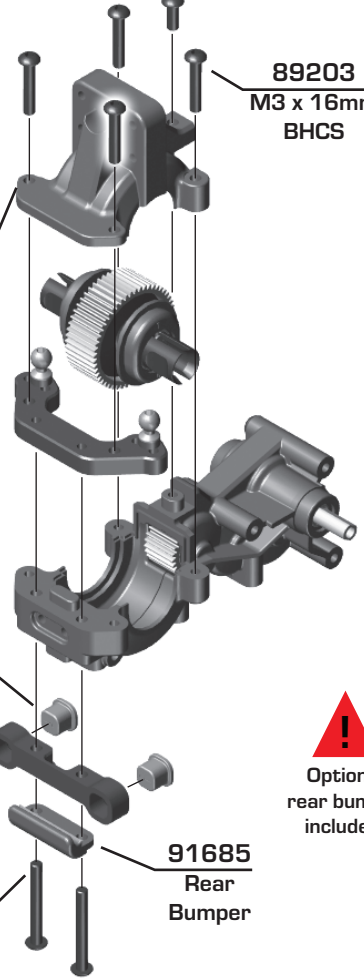
92504  
B7 Gearbox  
Top

Arm Mount D:  
1° In



31532  
M3 x 8mm  
BHCS

89203 x4  
M3 x 16mm  
BHCS



**!** Optional rear bumper included!

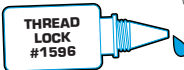
91685  
Rear  
Bumper

92014 x2  
Arm Mount  
Inserts (1°)

92433  
Aluminum  
Arm Mount, D

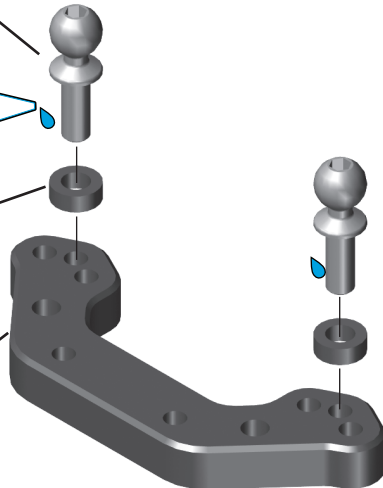
89204 x2  
M3 x 24mm  
BHCS

91048 x2  
Heavy-duty  
Ballstud, 8mm



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

92440  
B7 Rear  
Ballstud Mount,  
Aluminum



**Bag 6 - Step 4**

92427  
B7 Spur  
Gear Guard

91803  
B6.1 Slipper  
Hub, Inner

92295  
Octalock Spur  
Gear, 78T  
48P



There's also a 72T, 48P spur gear (#92293) included for stock motor use!



92288 x2  
Octalock  
Slipper Pad,  
19mm

92286  
FT Octalock  
LCF  
Slipper Pad,  
19mm

**!** #92295 spur gear walls should point away from gear box.

92439  
B7  
Motor Mount

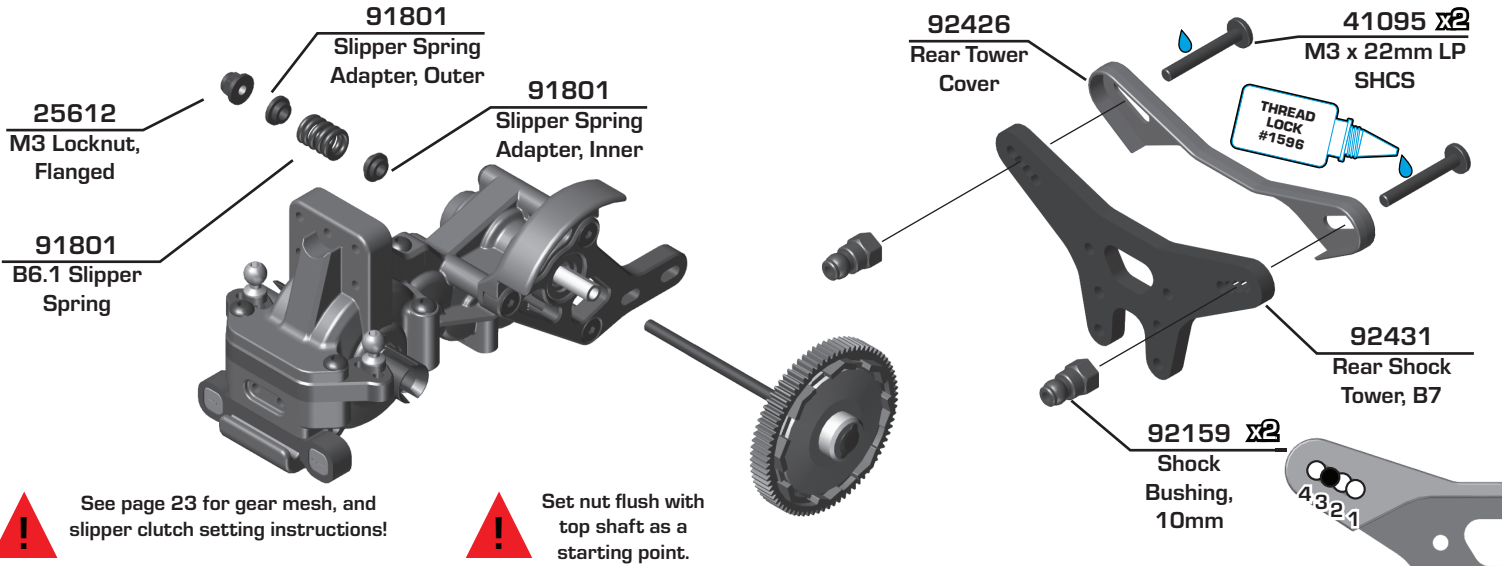
25203 x3  
M3 x 12mm  
FHCS

92451  
B7 Slipper Hub,  
Outer

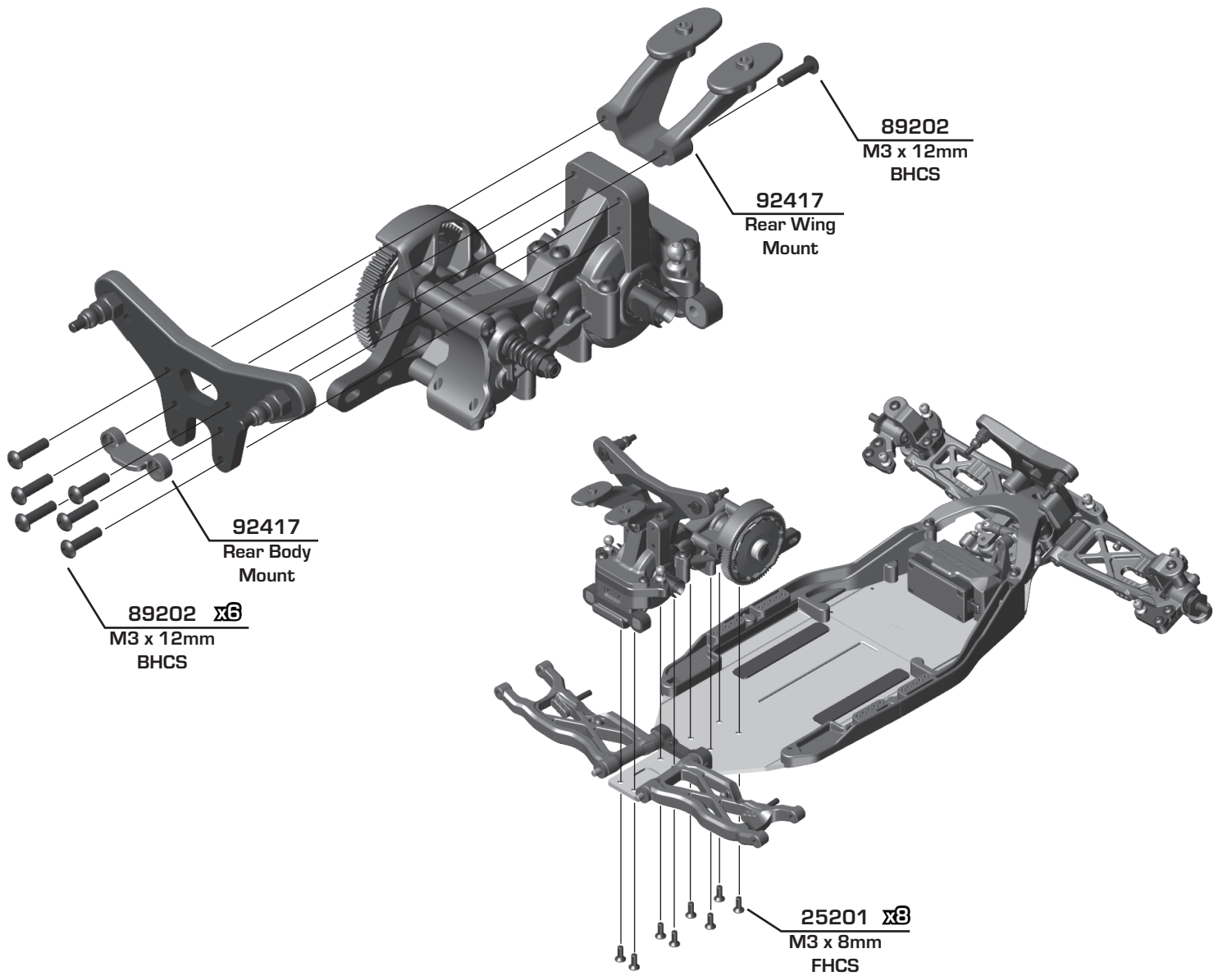
92448  
B7 Top  
Shaft Screw



Bag 6 - Step 5

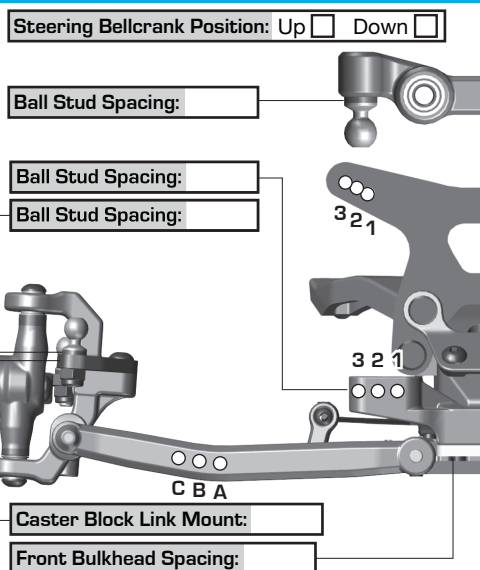
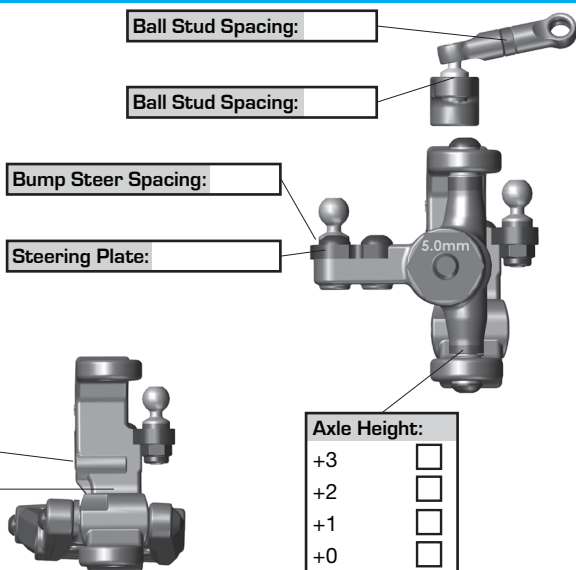


Bag 6 - Step 6



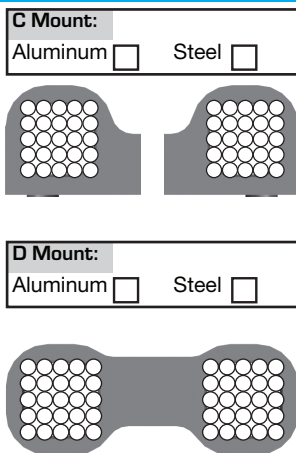
**Front Suspension:**

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: \_\_\_\_\_

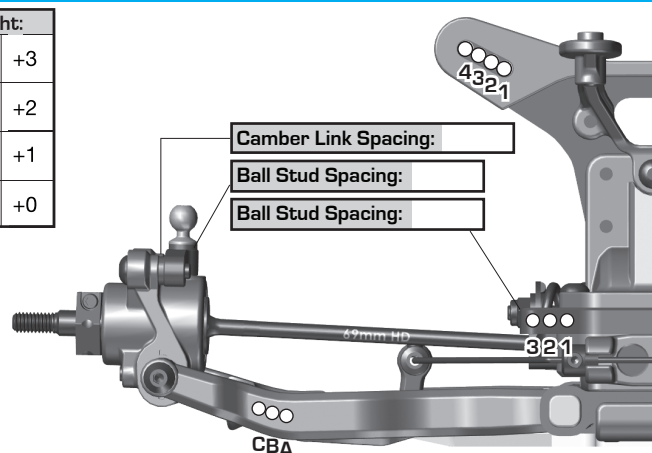


**Rear Suspension:**

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: \_\_\_\_\_



Axle Height:		
<input type="radio"/> ▼0	<input type="radio"/> 3▲	+3
<input type="radio"/> ▼1	<input type="radio"/> 2▲	+2
<input type="radio"/> ▲1	<input type="radio"/> 2▼	+1
<input type="radio"/> ▲0	<input type="radio"/> 3▼	+0



**Electronics:**

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

**Drivetrain:**

Differential: Ball Diff:   
 Height: \_\_\_\_\_ Gear Diff:   
 Diff Setting: \_\_\_\_\_  
 Notes: \_\_\_\_\_

**Slipper Clutch:**

Type: \_\_\_\_\_  
 # of Pads: \_\_\_\_\_  
 Setting: \_\_\_\_\_  
 Notes: \_\_\_\_\_

**Shocks:**

	Front	Rear
Piston:	_____	_____
Thickness:	_____	_____
Fluid:	_____	_____
Spring:	_____	_____
Limiters: Int: _____ Ext: _____	Int: _____ Ext: _____	Int: _____ Ext: _____
Stroke:	_____	_____
Eyelet:	_____	_____
Cup Offset: 0 <input type="checkbox"/> +5 <input type="checkbox"/> +9 <input type="checkbox"/> 0 <input type="checkbox"/> +5 <input type="checkbox"/> +9 <input type="checkbox"/>		
Kashima Bodies: <input type="checkbox"/> Chrome Shafts: <input type="checkbox"/> Machined Spacers: <input type="checkbox"/>		
Notes:		

**Track Info:**

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

**Tires:**

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

**Body, Weight:**

Body: \_\_\_\_\_  
 Front Wing: \_\_\_\_\_  
 Rear Wing: \_\_\_\_\_  
 Wing Angle: 0°  3°  6°   
 Chassis Length: \_\_\_\_\_  
 Servo Weights: \_\_\_\_\_  
 Electronic Weights: \_\_\_\_\_  
 Total Vehicle Weight: \_\_\_\_\_

**Vehicle Comments:**

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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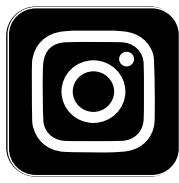
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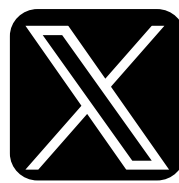
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