

B7.1D
TEAM KIT

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



TEAM ASSOCIATED



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

#90047 RC10B7.1D Buggy 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.

⚙ RC10B7.1D Team Kit Features

- Includes 3-Gear Laydown Transmission that maintains original B7 motor position while reducing rotational weight and drag
- NEW Steering and Caster Block Assembly simplifies assembly and reduces weight without sacrificing tunability
- NEW -2mm Front Ballstud Mount included along with updated Top Plate and Standard Ballstud Mount
- NEW Front Suspension Arms with Hinge Pin Brace for improved durability
- NEW -2mm Front Shock Tower and FT -2mm Rear Shock Tower included for lower center of gravity
- Includes 81mm Rear Suspension Arms and 71mm CVA Bones
- Includes Ball Differential
- Low- Profile RC10B7 Body, 7-inch Rear Wing, and 2.5-inch Front Wing
- 7075-T6 Aluminum Chassis with Optional Weight Plate Pockets (Aluminum plate included with both kits)
- Shock Tower Covers Front and Rear
- 3.5mm Turnbuckles and Ballcups
- 13mm Big-Bore Shocks

⚙ Additional

Your new RC10B7 Team Kit comes unassembled and requires the following items for completion (refer to www.AssociatedElectrics.com 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 specific spray paint
- Cyanoacrylate glue ("CA") (#1697)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears
- Wheels w/12mm Hex
 - Front Wheels #9690 (white), #9691 (yellow)
 - Rear Wheels #9695 (white), #9696 (yellow)
- Slim Front Wheels w/12mm Hex (carpet/astro turf)
 - #91757 (white) #91758 (yellow)

⚙ Other Helpful Items

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

Flat Head (fhcs)

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









Cap Head (shcs)

	1.6x5mm (91611)
	3x16mm (89224)







LP Socket Head (lp shcs)

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





Nuts (lock/plain)

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




Ball Bearings

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

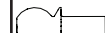

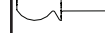





Shims and Washers

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

Set Screws

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

Ballstuds

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

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.



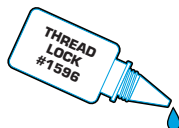
This symbol indicates there are optional FT parts available



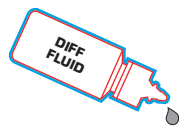
This symbol indicates a Racers Tip.



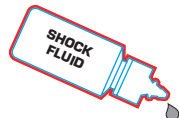
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.



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



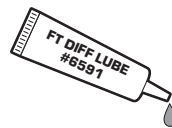
This symbol indicates where Diff Fluid should be applied.



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

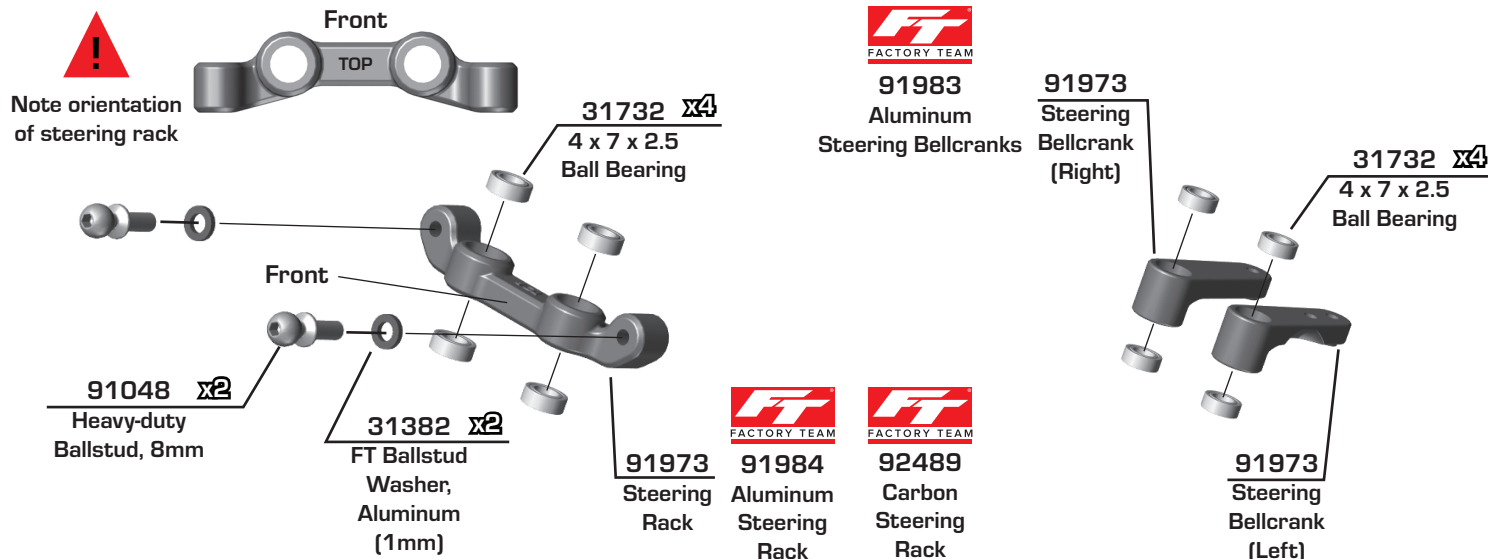


This symbol indicates where Black Grease should be applied.

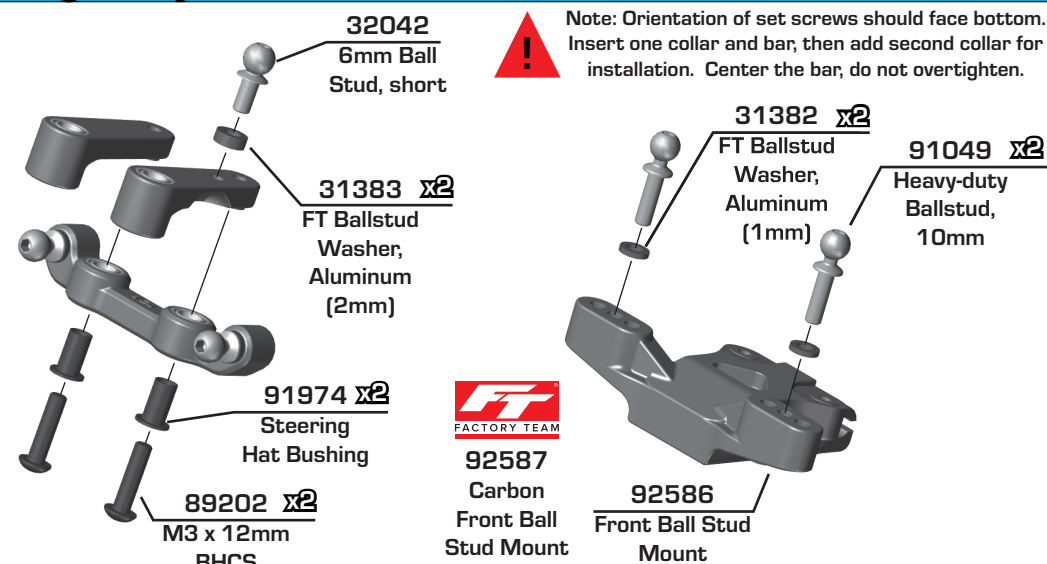


This symbol indicates where Green Slime can be applied. *not included

Bag 1 - Step 1

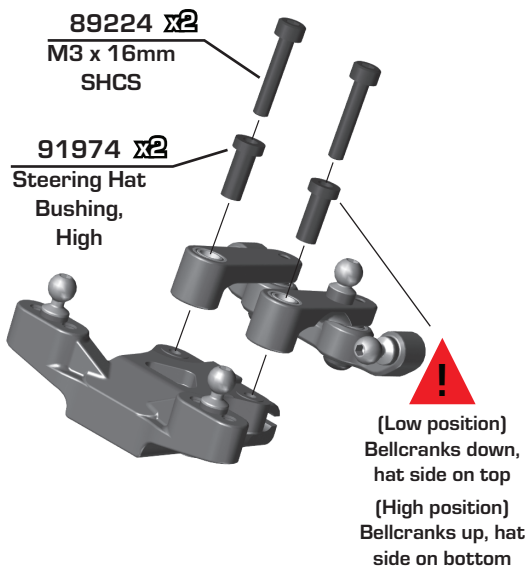


Bag 1 - Step 2

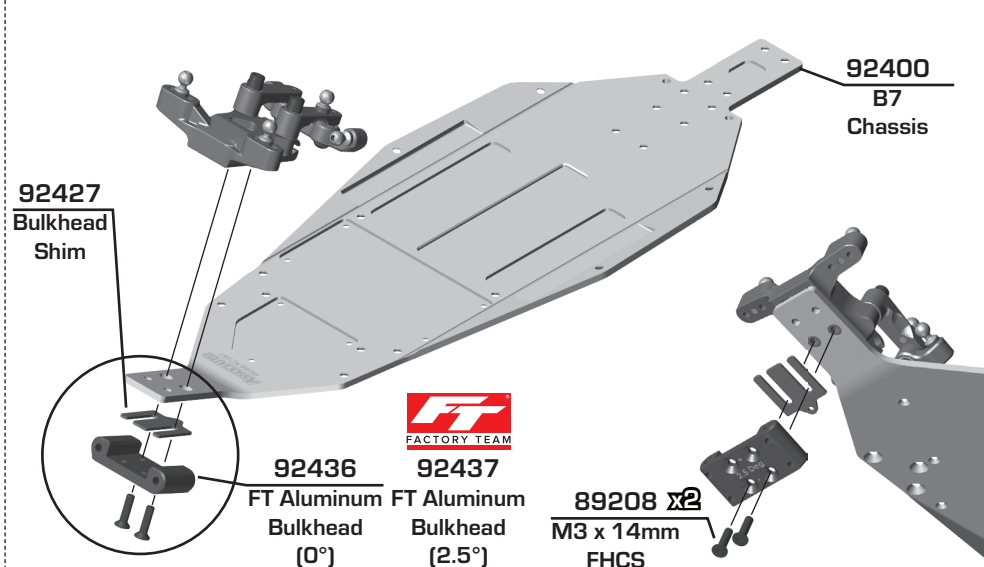


B7 Kickup/Steering Option Chart				
Steering	Bulkhead	Caster Insert	Chassis	Total Insert
High	2.5°	0°	22.5°	25°
Low	2.5°	2.5°	22.5°	27.5°
Low	2.5°	5°	22.5°	30°
High	0°	0°	22.5°	22.5°
High	0°	2.5°	22.5°	25°
Low	0°	5°	22.5°	27.5°
High	-2.5°	0°	22.5°	20°
High	-2.5°	2.5°	22.5°	22.5°
High	-2.5°	5°	22.5°	25°

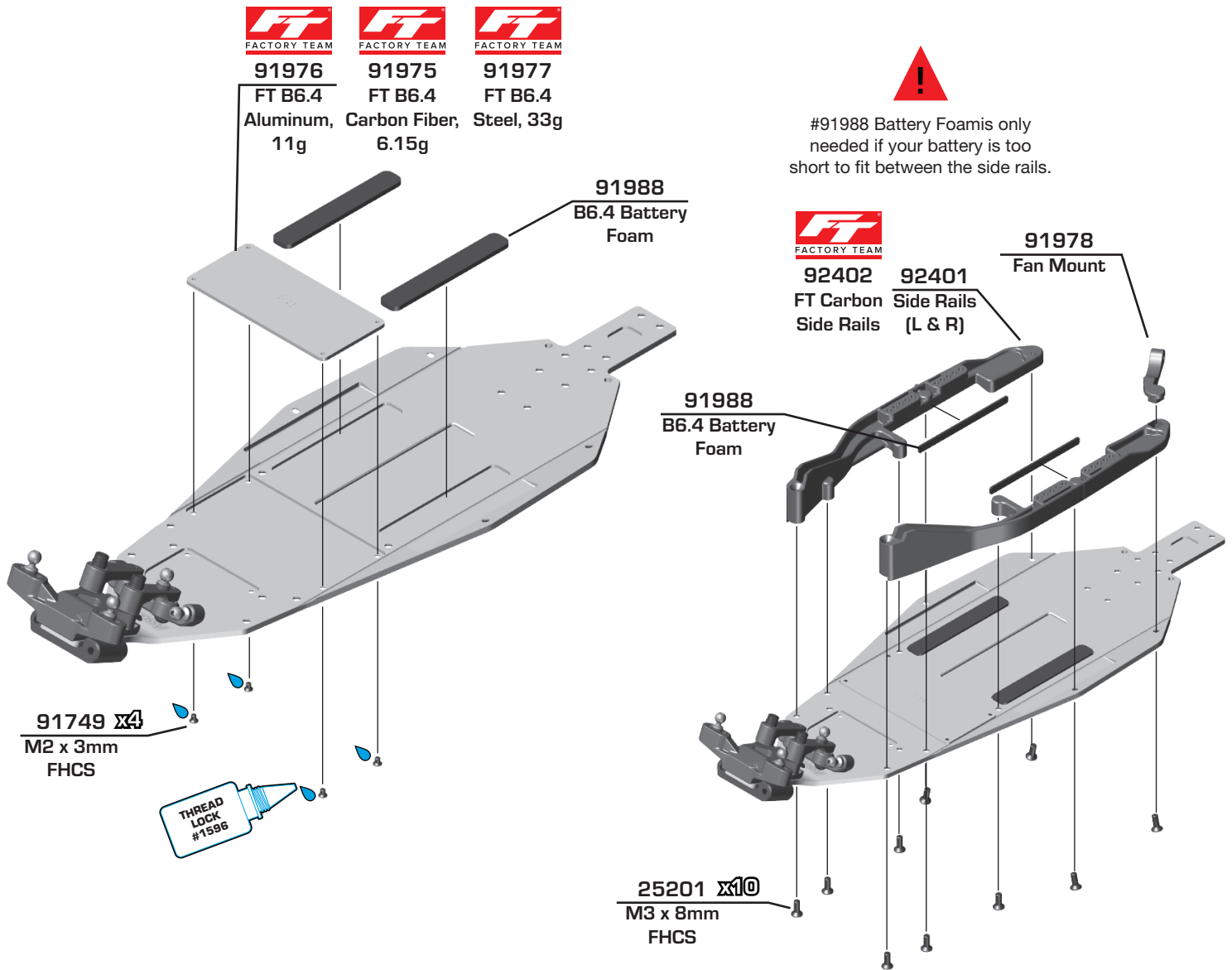
Bag 1 - Step 3



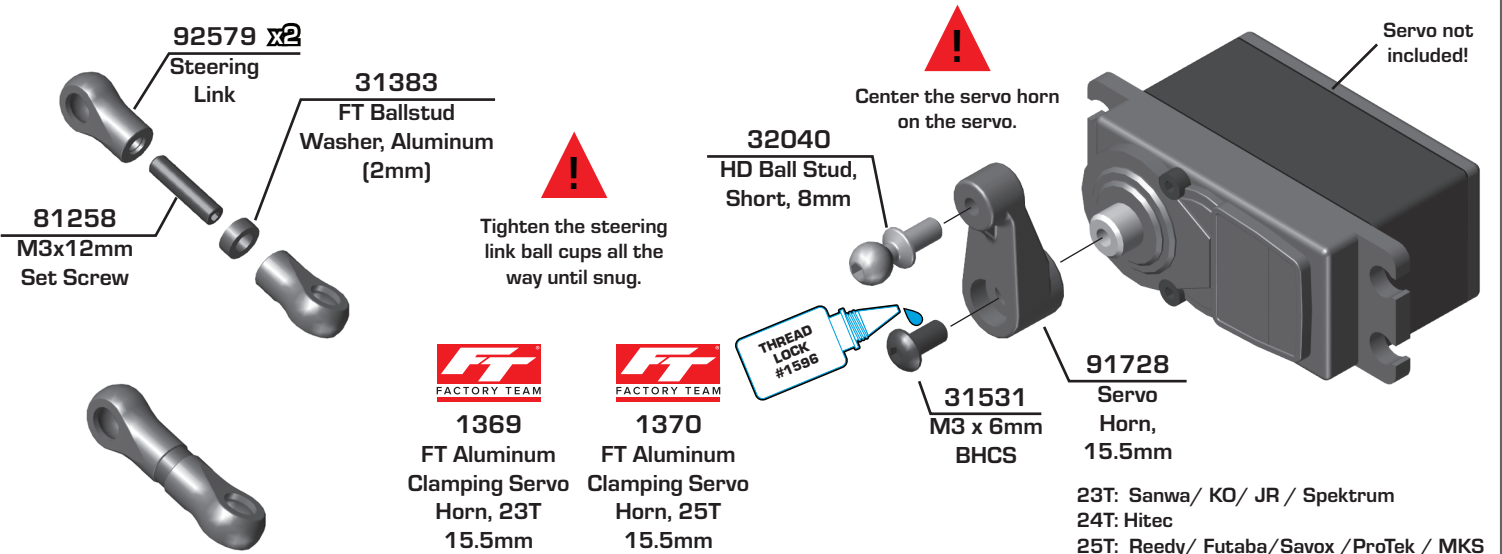
Bag 2 - Step 1



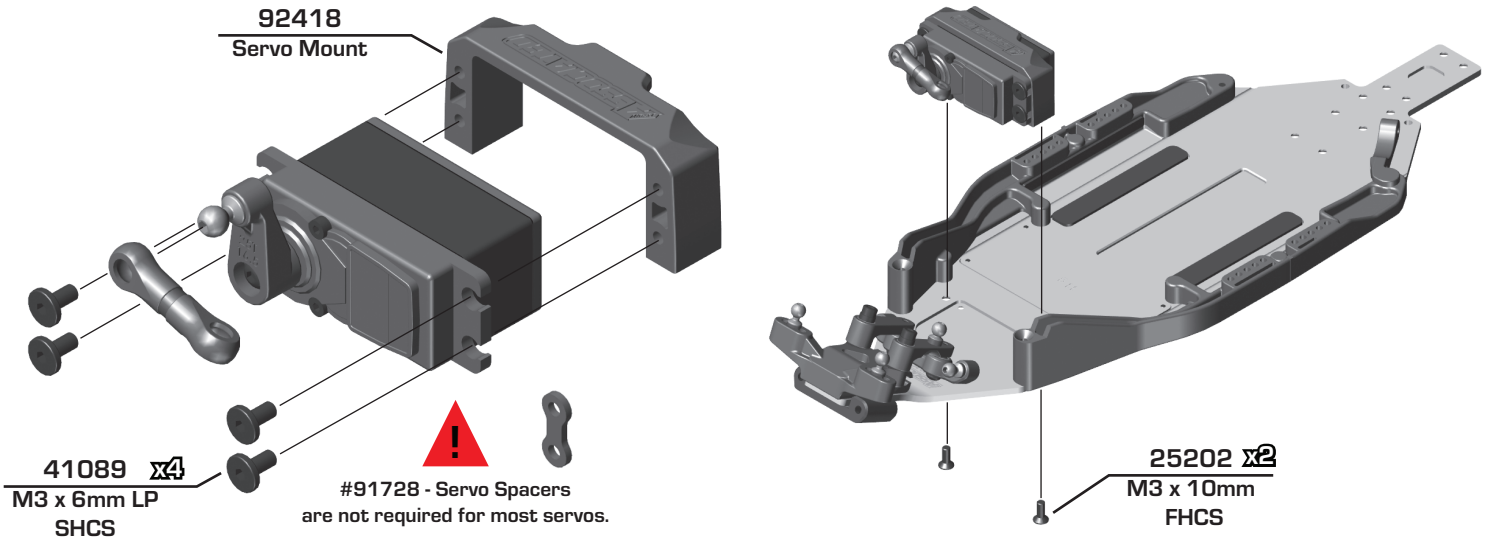
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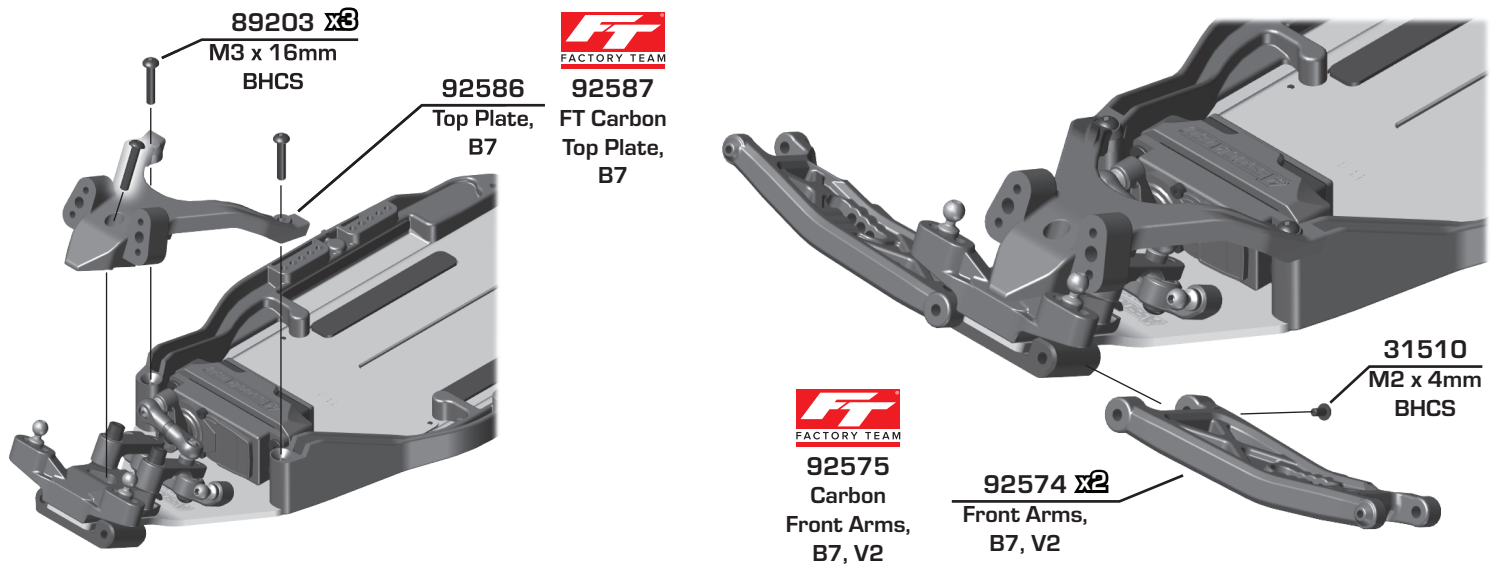
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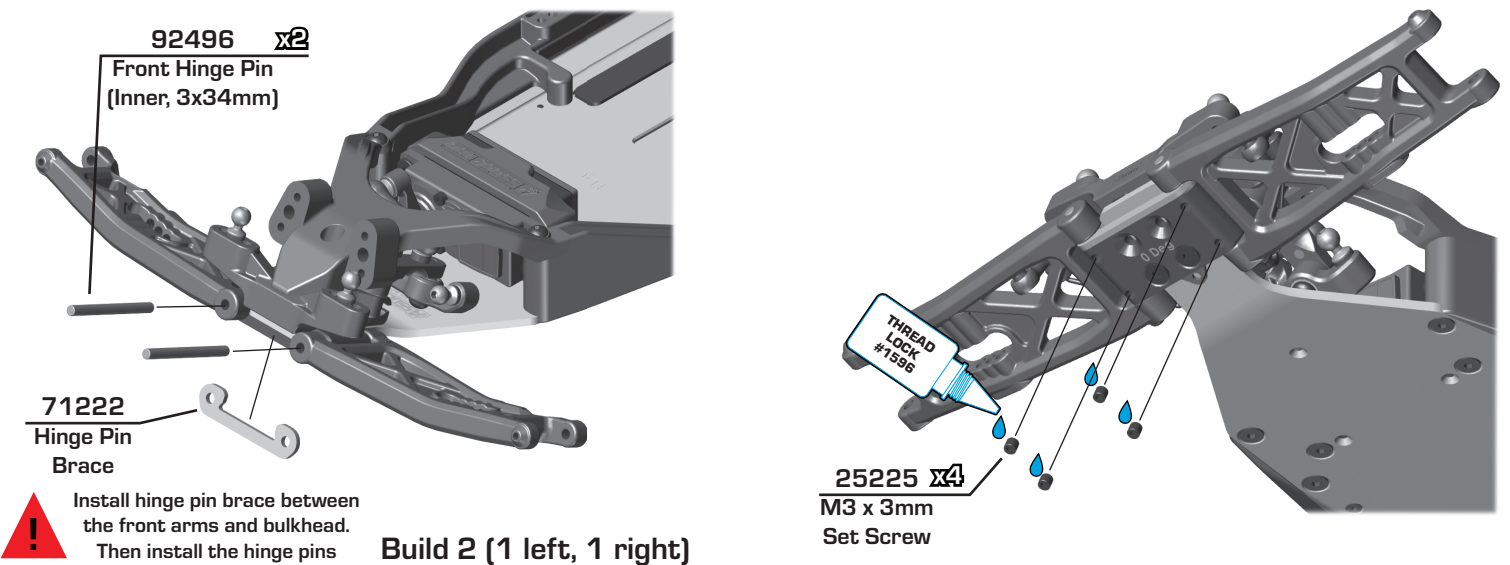
:: Bag 2 - Step 4



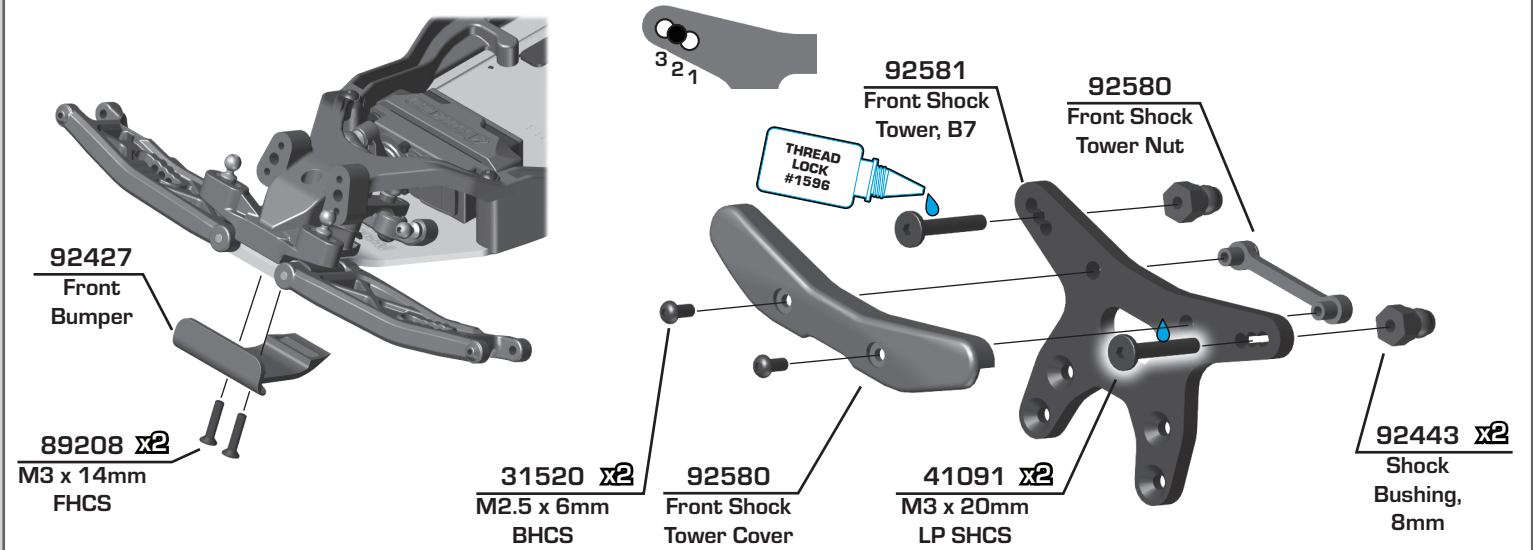
:: Bag 2 - Step 5



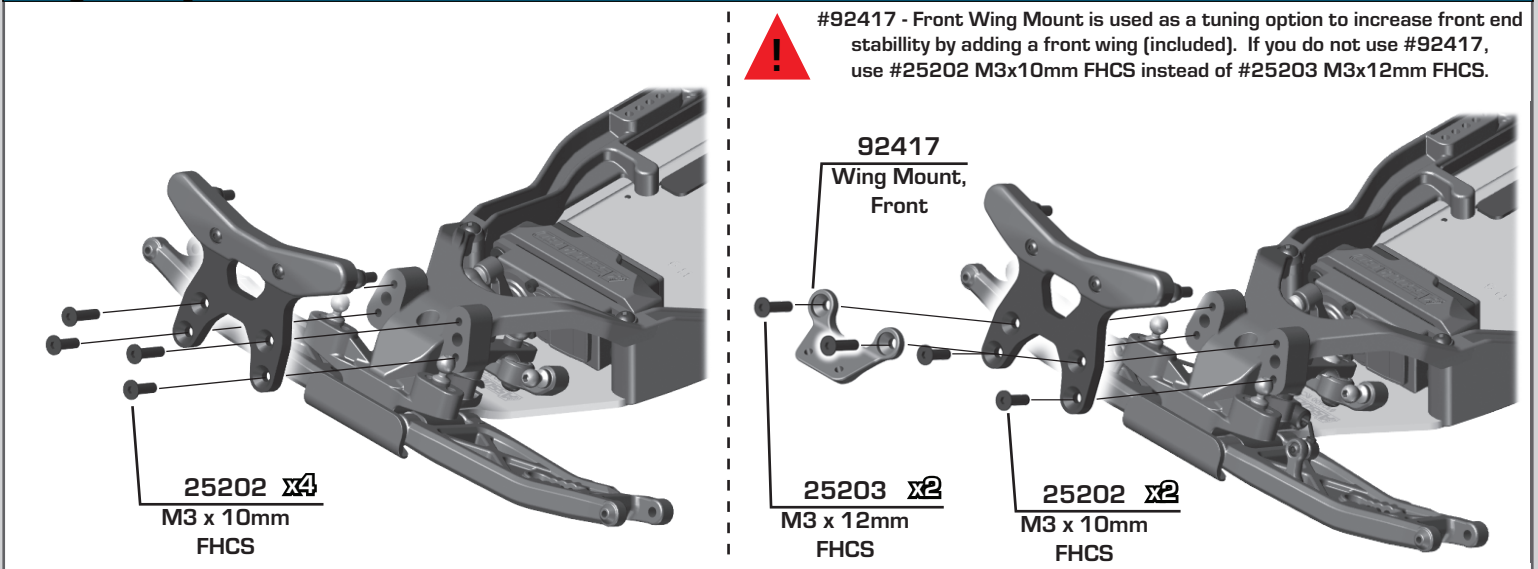
:: Bag 2 - Step 6



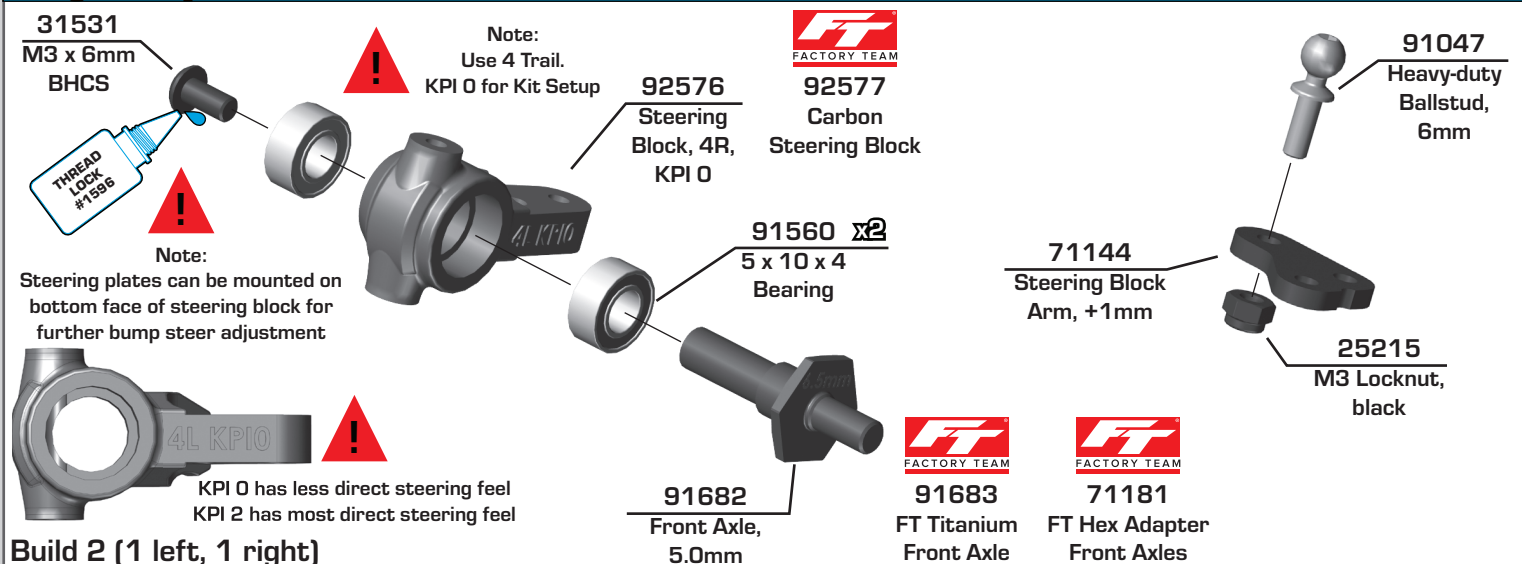
:: Bag 2 - Step 7



:: Bag 2 - Step 8



:: Bag 3 - Step 1

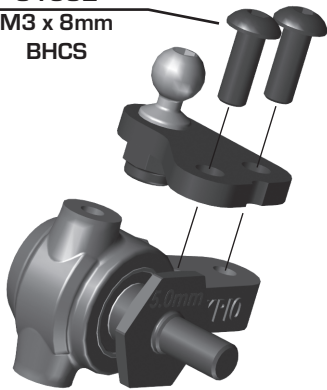


Bag 3 - Step 2



Note:
Mount plate on top
face for Kit Setup

31532 x2
M3 x 8mm
BHCS



Build 2 (1 left, 1 right)

31383
FT Ballstud
Washer,
Aluminum
(2mm)

92467
Caster Block
Link Mount, 0

25215
M3 Locknut,
black

91049
Heavy-duty
Ballstud, 10mm



92577
Carbon
Caster
Block

92576
Caster
Block

25225
M3 x 3mm
Set Screw

31532 x2
M3 x 8mm
BHCS

Steering stop screw setting:
1.2mm measured from top
of screw to perpendicular
face on caster block.

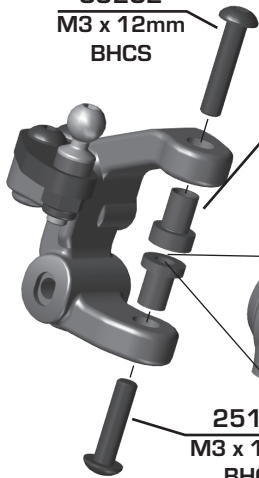
31520
M2.5 x 6mm
BHCS

There are three caster block
inserts included
(0°, +/- 2.5°, +/- 5°).
+2.5° is the standard
insert used.

Tab up = adds caster
Tab down = removes caster

Bag 3 - Step 3

89202
M3 x 12mm
BHCS



Build 2 (1 left, 1 right)

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



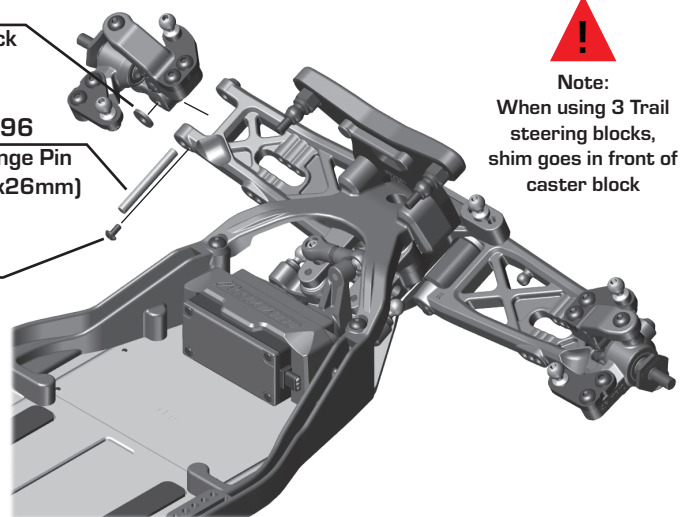
Note:
Do not tighten M2x4mm
BHCS flush with the arm.

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

92416
Caster Block
Shim

92496
Front Hinge Pin
(Outer, 3x26mm)

31510
M2 x 4mm
BHCS



Build 2 (1 left, 1 right)



Note:
When using 3 Trail
steering blocks,
shim goes in front of
caster block

Bag 4 - Step 1

Arm Mount C:
Center

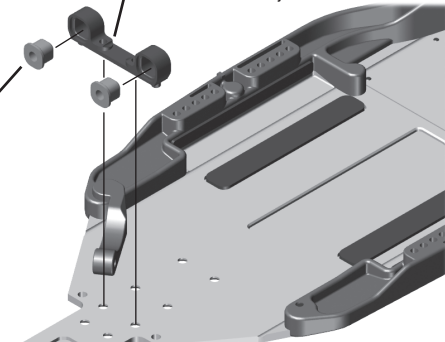


92014 x2
Arm Mount
Inserts
(Center)

See next step
for pill chart
tips



71218
Aluminum
Arm Mount, C

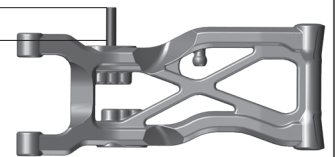
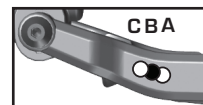


25201 x2
M3 x 8mm
FHCS



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

11mm



92591
81mm B7
Carbon
Rear Arms,
V2

92590
81mm B7
Rear Arms,
V2

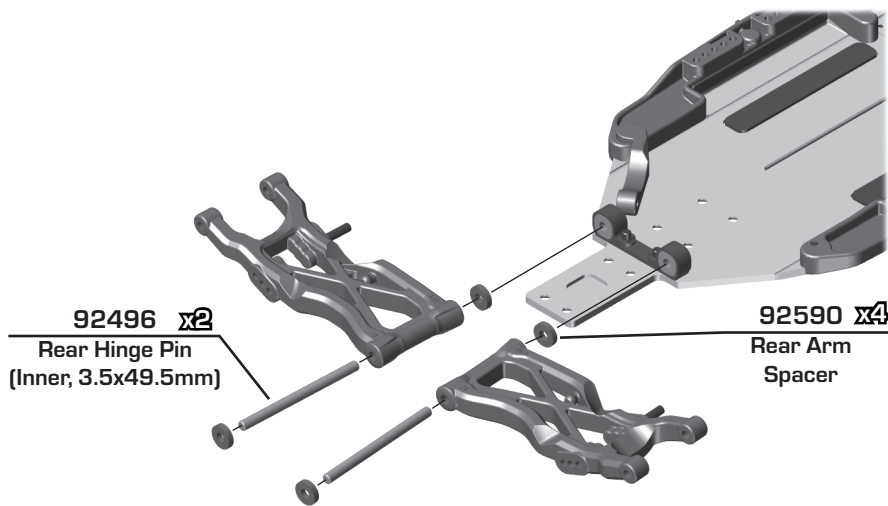
91737 x2
M3 x 20mm
Set Screw



Note the
orientation!

Build 2 (1 left, 1 right)

Bag 4 - Step 2

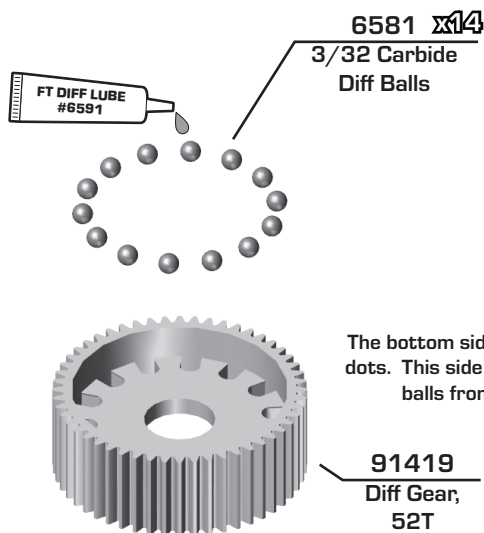


The (#92432) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.

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

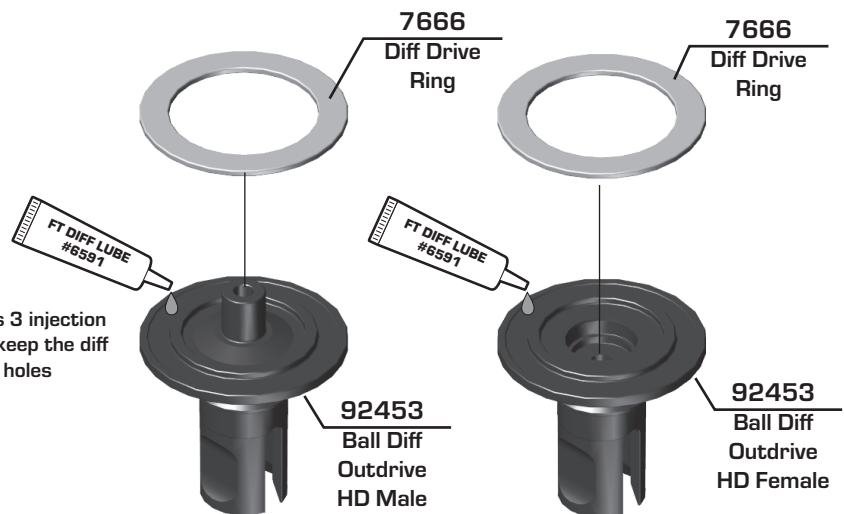
Arm Mount C: Center	Toe-In	Anti-Squat
	3° Kit Setup	1° Kit Setup
Arm Mount D: Center		

Bag 5 - Step 1

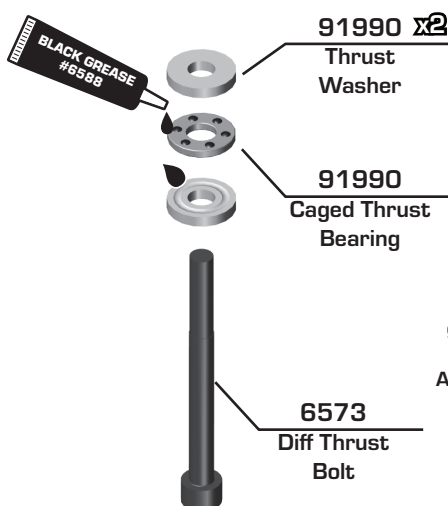


Build Tip:

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



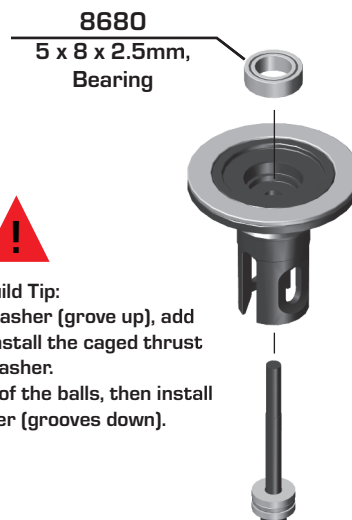
Bag 5 - Step 2



Build Tip:

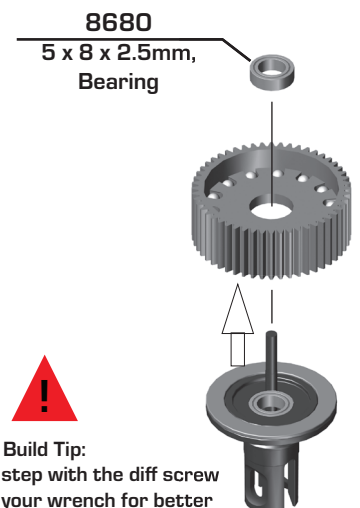
Install the first washer (grove up), add grease #6588. Install the caged thrust washer.

Add grease on top of the balls, then install the 2nd washer (grooves down).

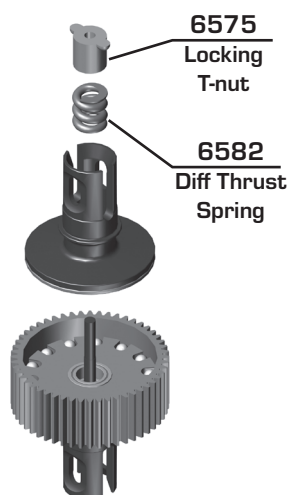


Build Tip:

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

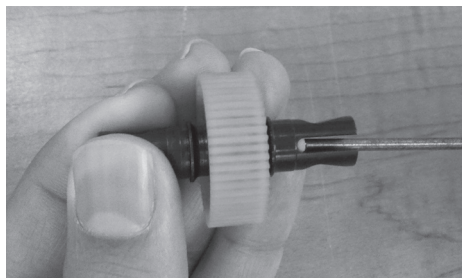


Bag 5 - Step 3

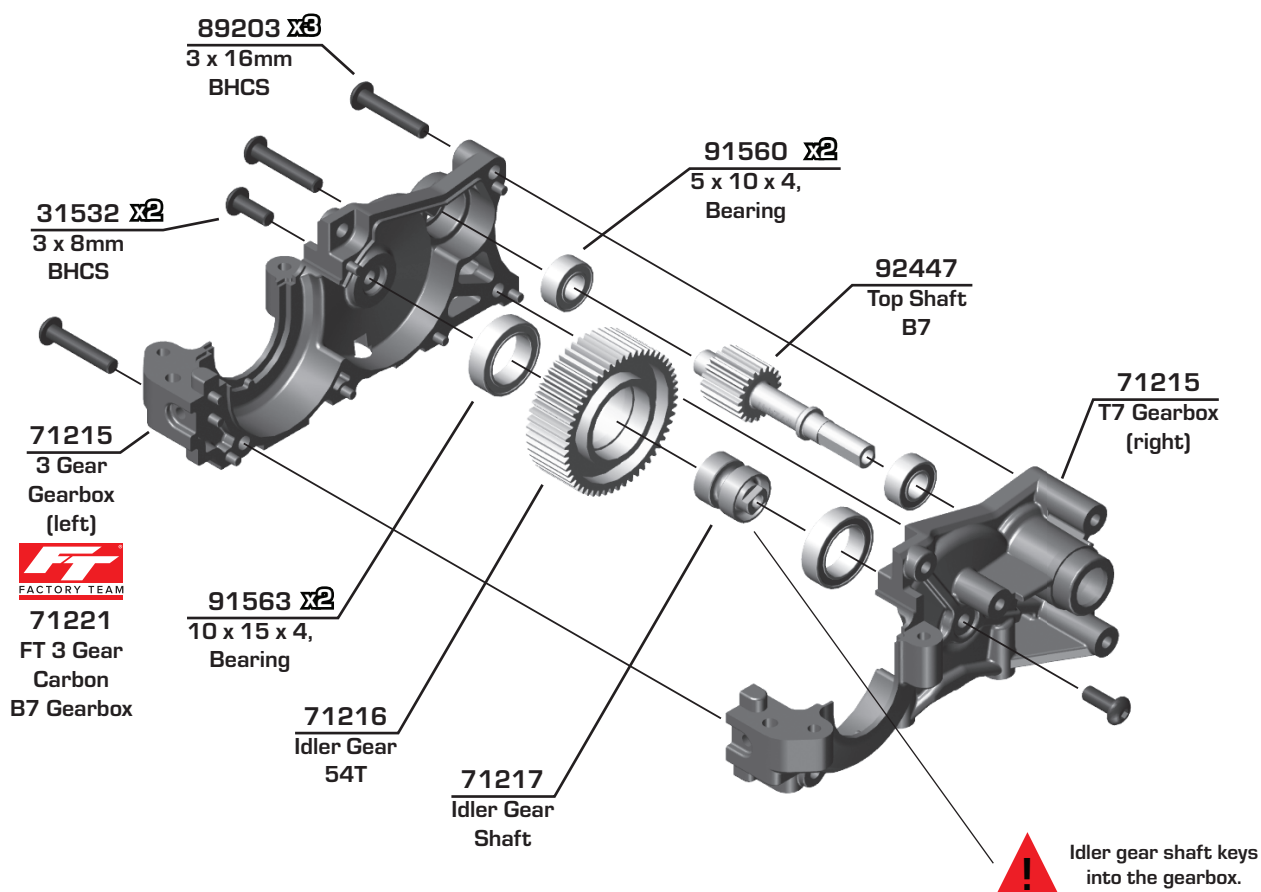


As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely

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.

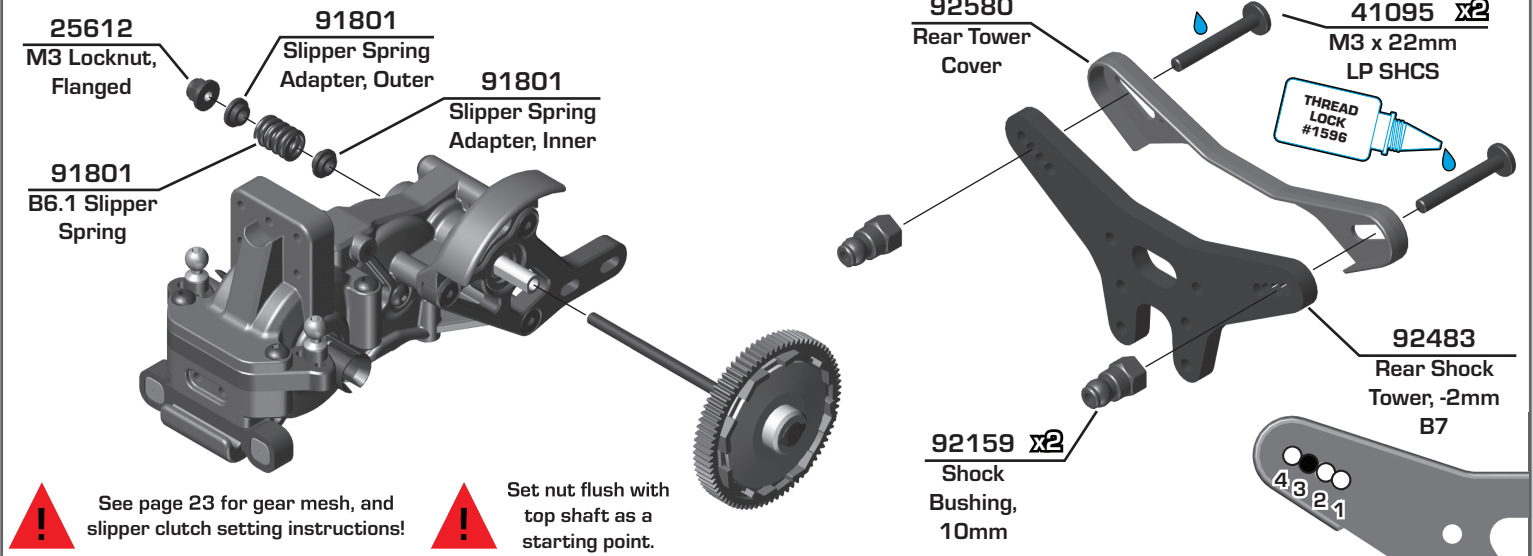


Bag 6 - Step 1

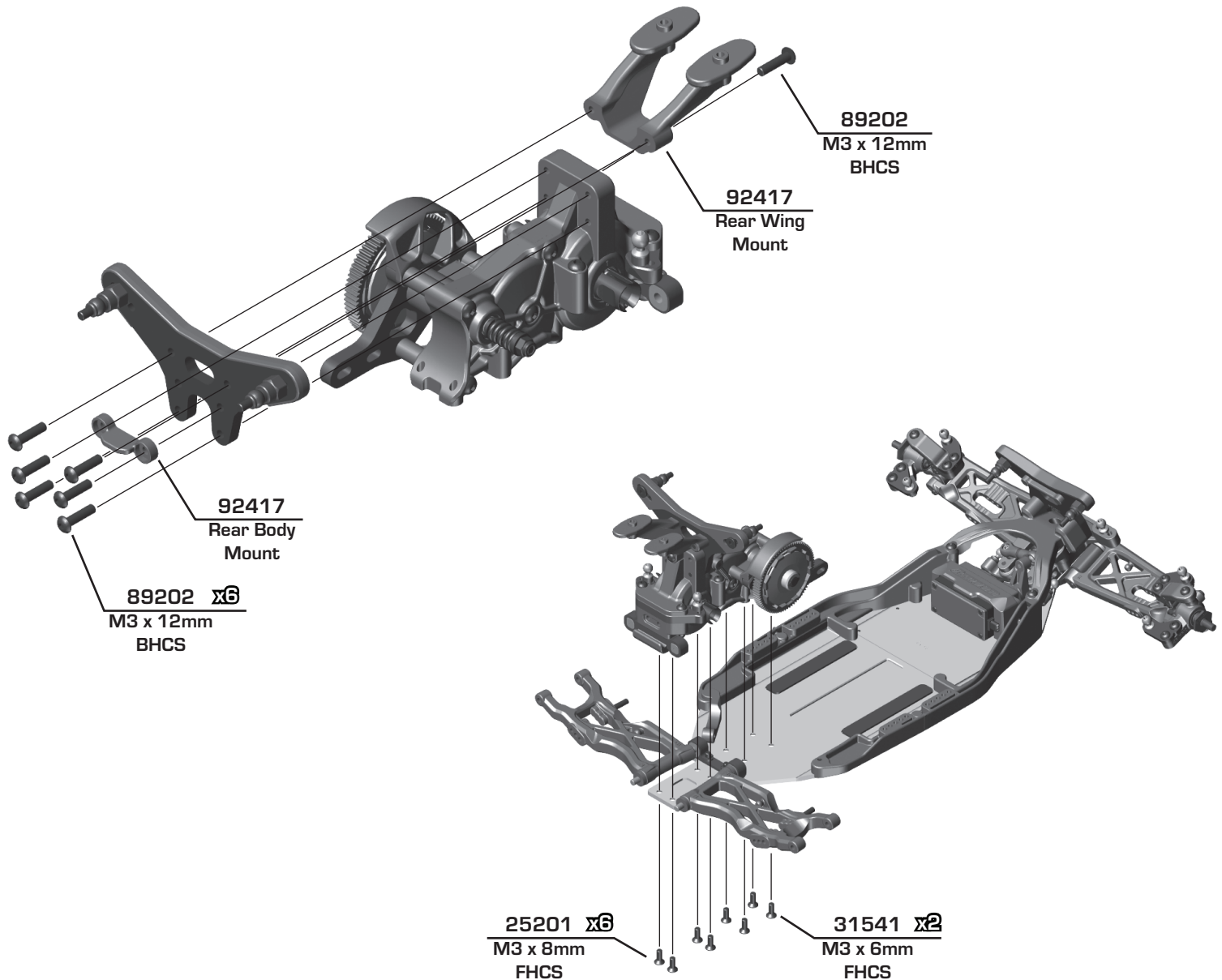


#

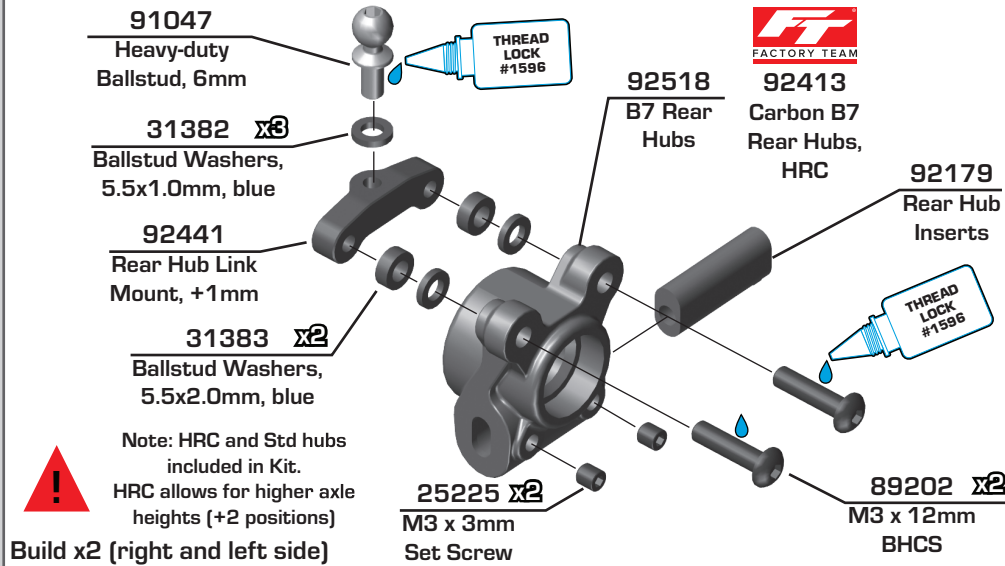
Bag 6 - Step 5



Bag 6 - Step 6

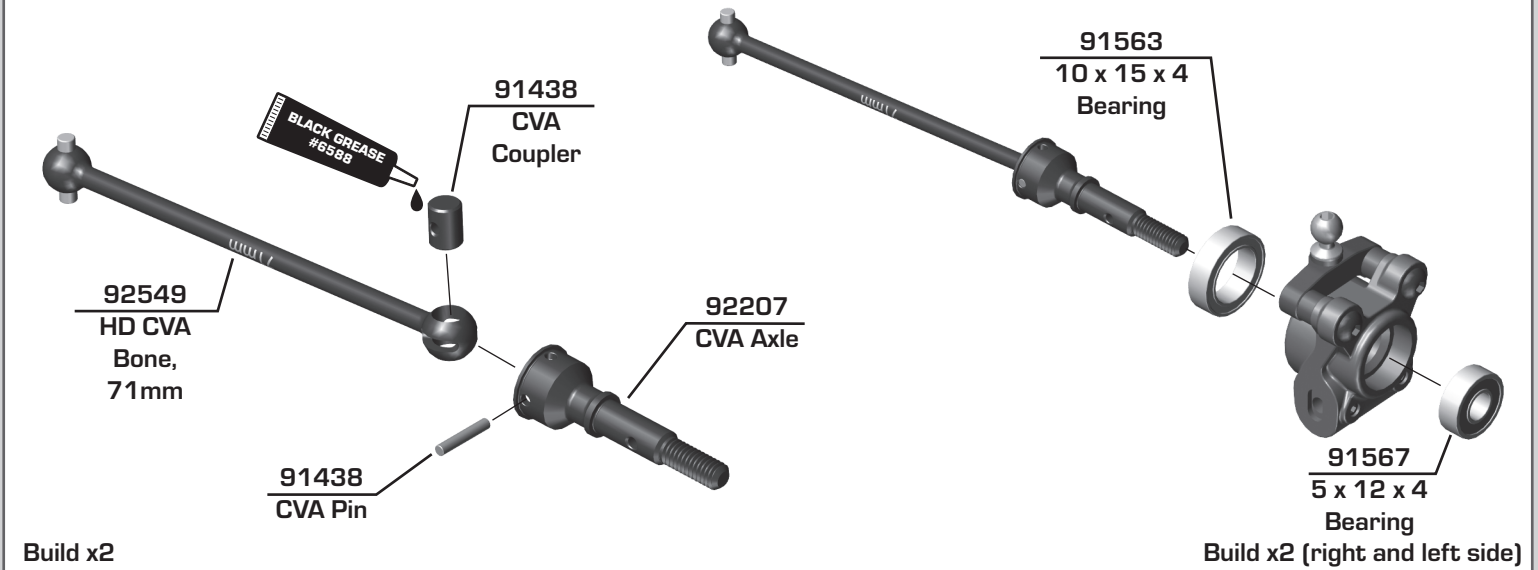


Bag 7 - Step 1

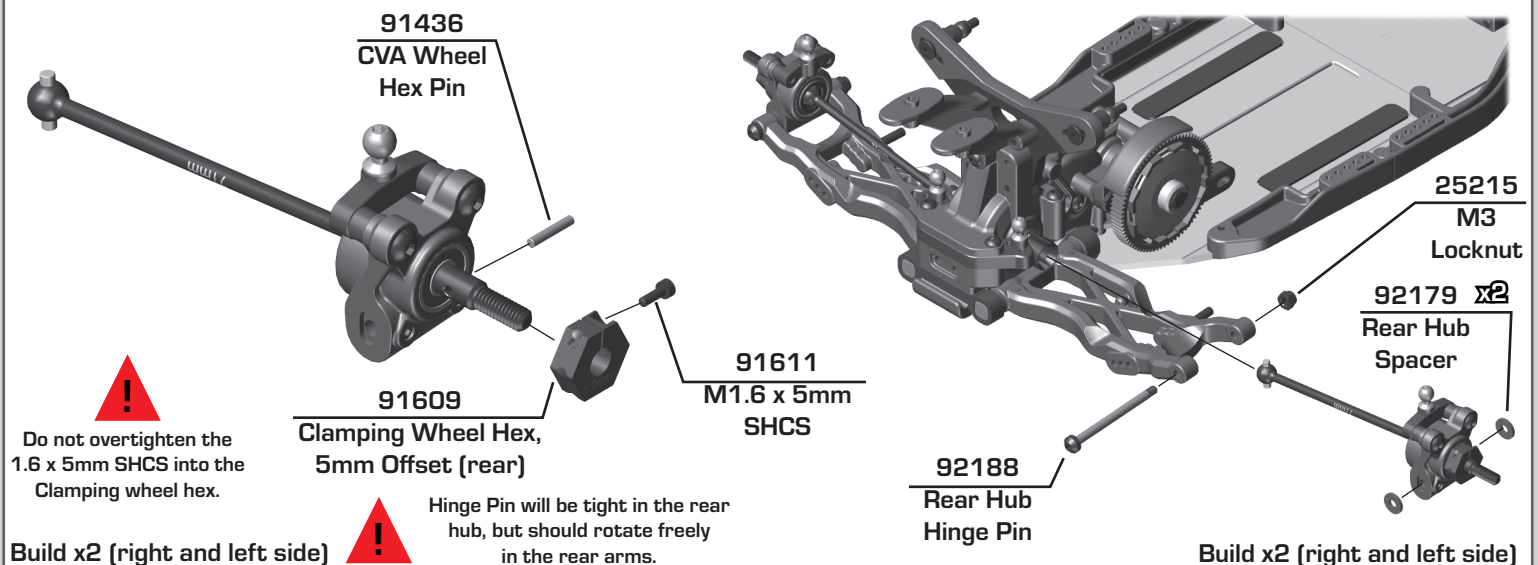


Rear Axle Height			
↑ 3	0 ↓	3 ↑	+3mm
↑ 2	1 ↓	2 ↑	+2mm Kit Setup
↓ 2	1 ↑	1 ↑	+1mm
↓ ε	0 ↑	0 ↑	+0mm

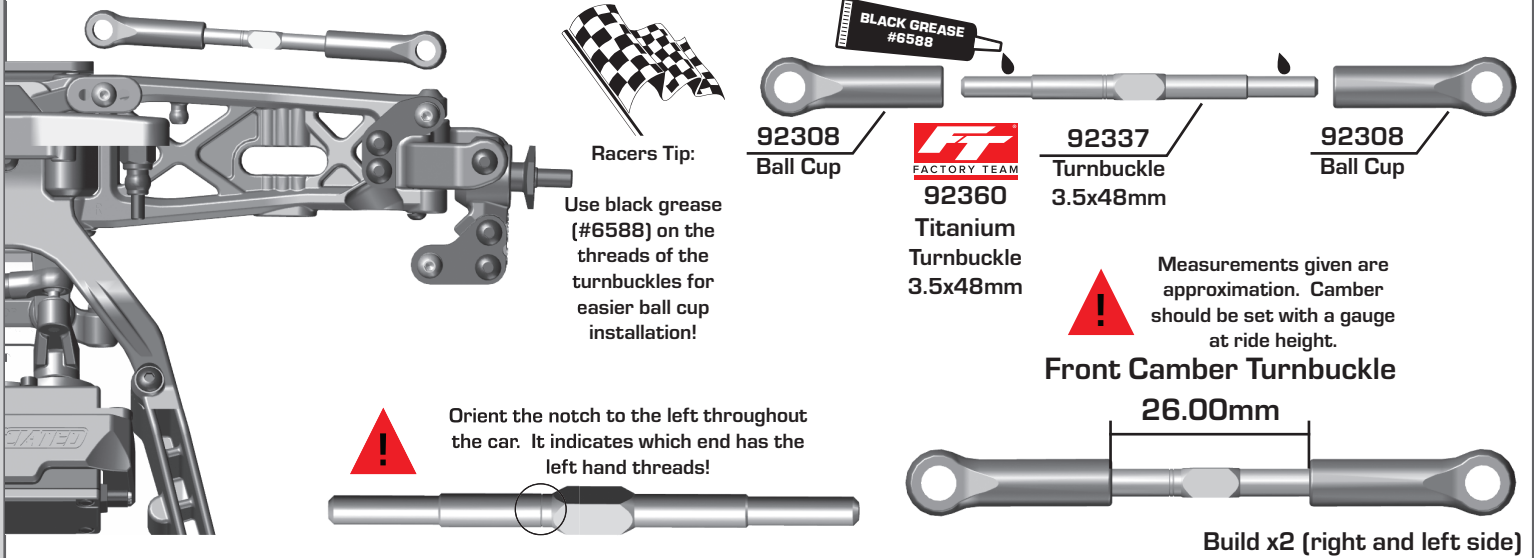
Bag 7 - Step 2



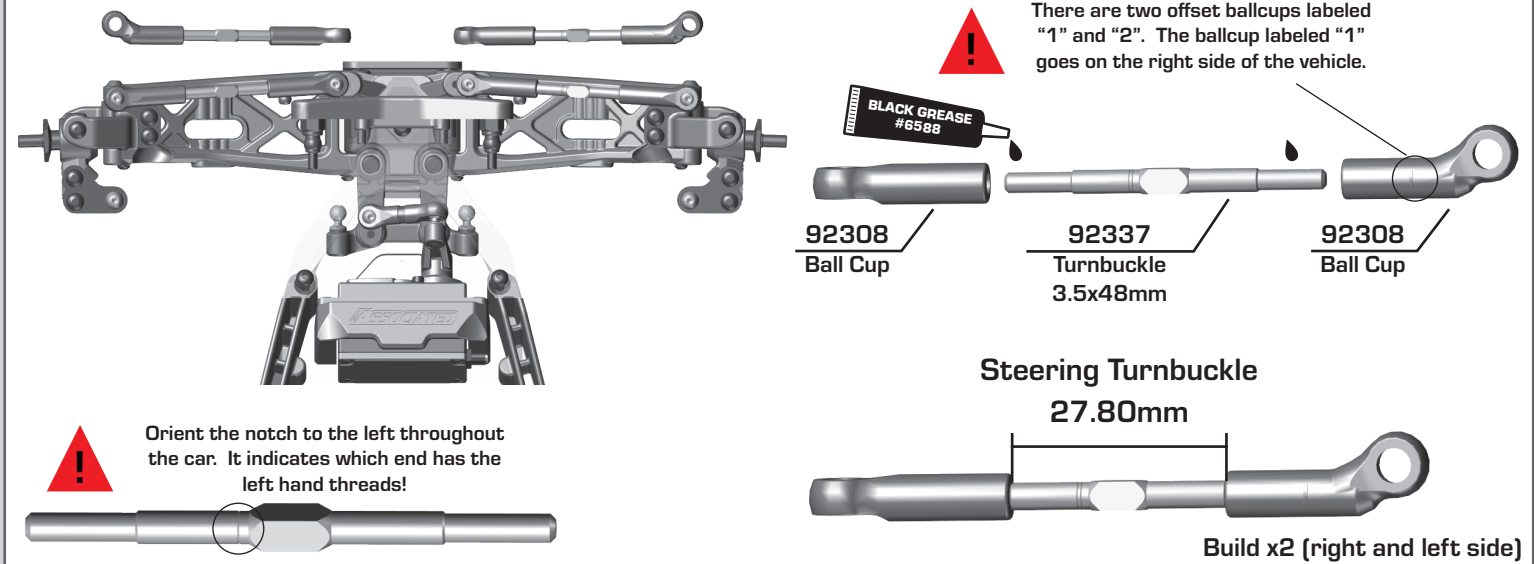
Bag 7 - Step 3



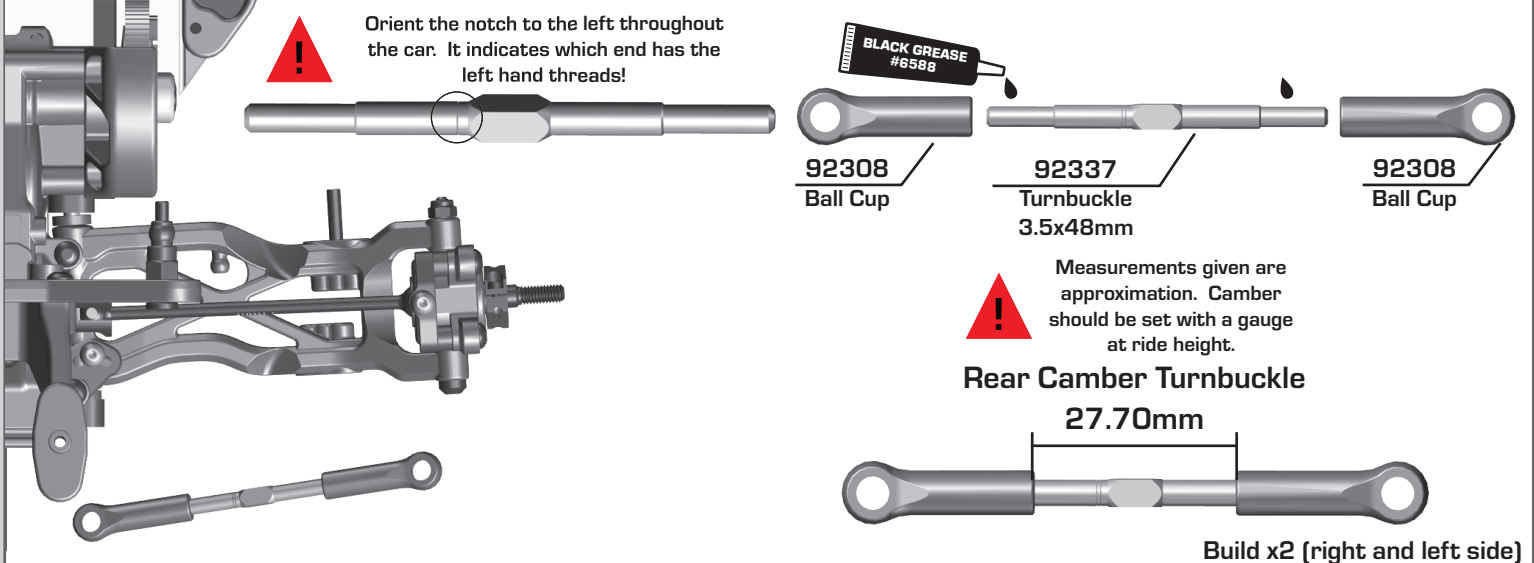
:: Bag 8 - Step 1



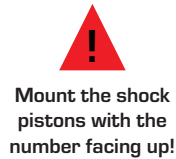
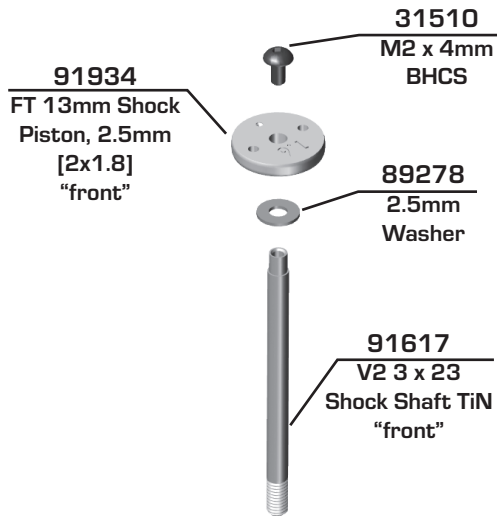
:: Bag 8 - Step 2



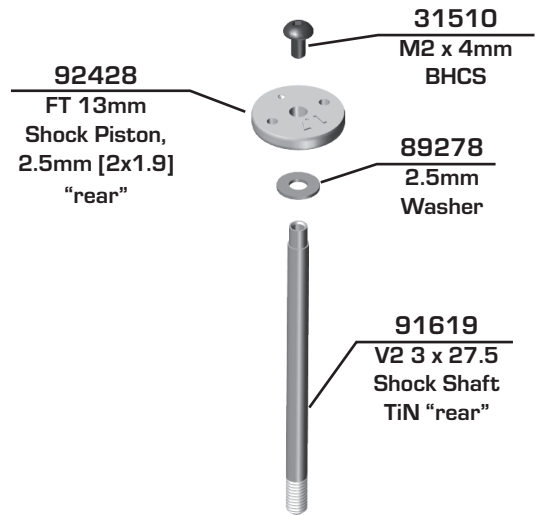
:: Bag 8 - Step 3



Bag 9 - Step 1



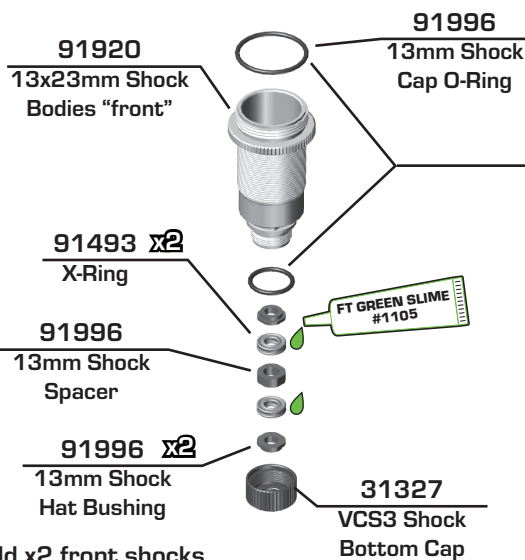
Use a marker over the
numbers on the pistons to
make them easily visible!



Build x2 front shocks

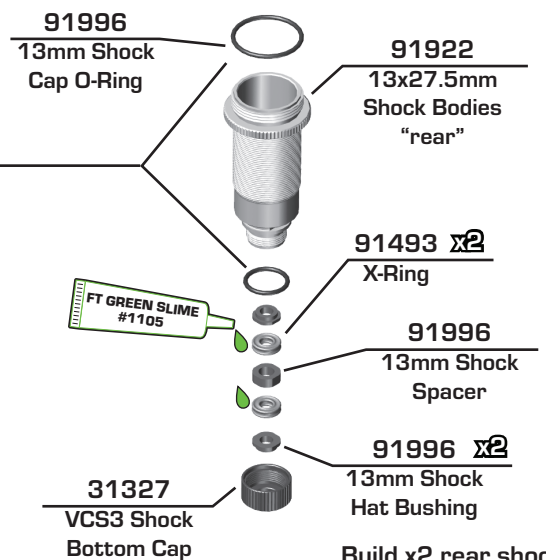
Build x2 rear shocks

Bag 9 - Step 2



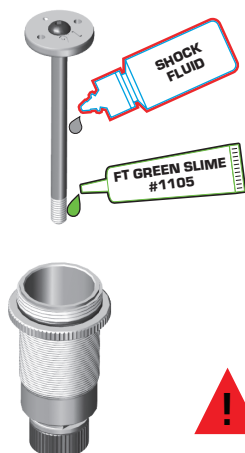
Coating the O-rings with
green slime (#1105) helps
seal & reduce O-ring swell!
Green slime not included
in kit!

Build x2 front shocks

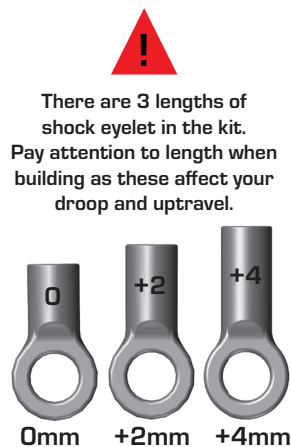


Build x2 rear shocks

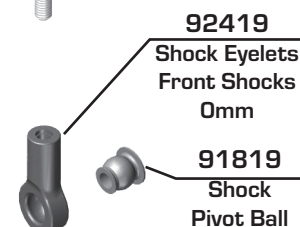
Bag 9 - Step 3



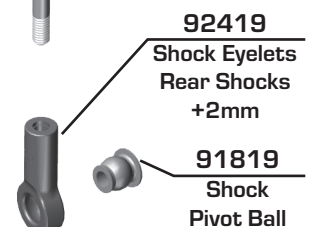
Lightly rub shock fluid or
green slime on threads



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

:: Bag 9 - Step 4

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: 22mm
Rear: 28.5mm

Steps 9-10

:: Bag 9 - Step 5

91996 x4
13mm Threaded Collar O-ring

91928 x4
13mm Threaded Collar

Build x4

91942
13mm Front Spring, Blue (3.60lb)

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

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

91966
13mm Shock Spring Cup (Rear - 0mm)

Build x2 rear shocks

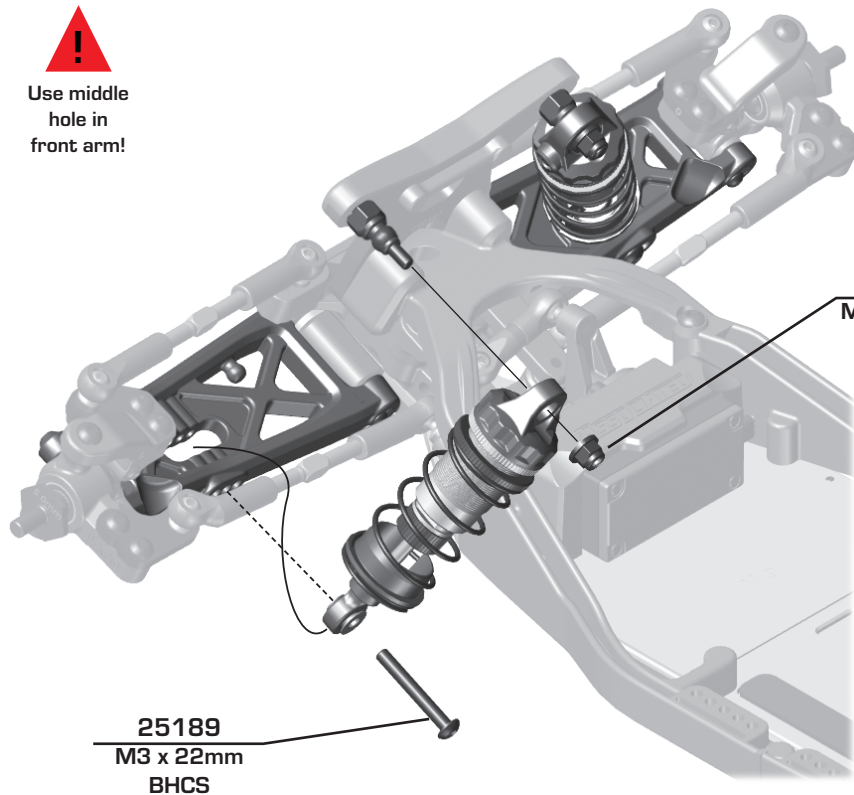
#91966 13mm Shock Spring Cups

0mm	5mm	9mm

Bag 9 - Step 7

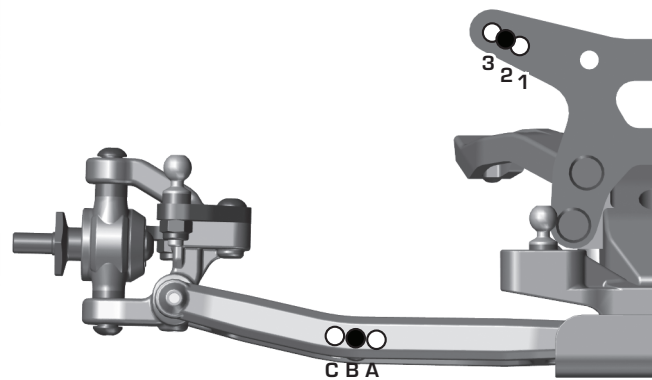


Use middle
hole in
front arm!



25189
M3 x 22mm
BHCS

25612
M3 Locknut w/
Flange

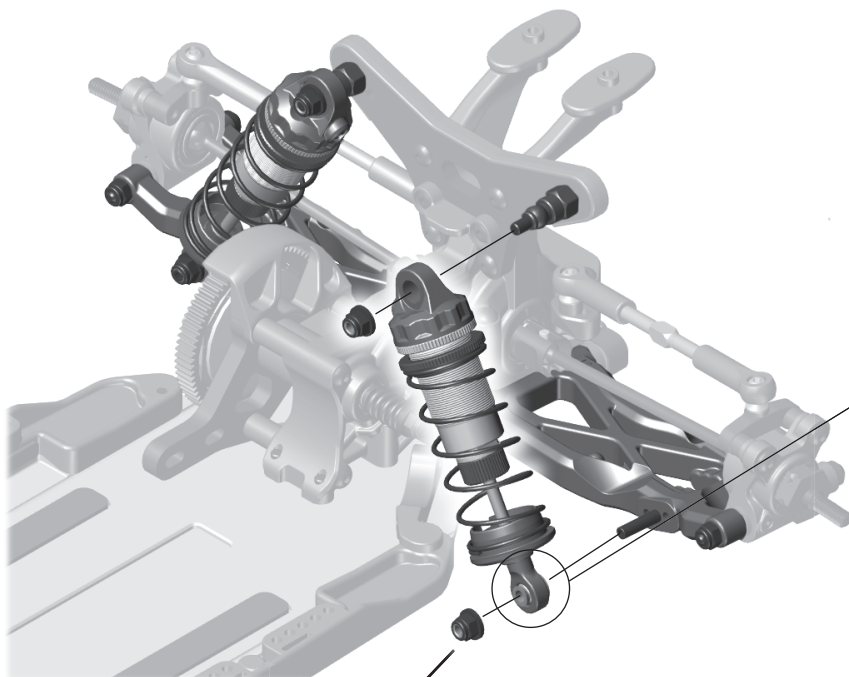


Build x2 (right and left side)

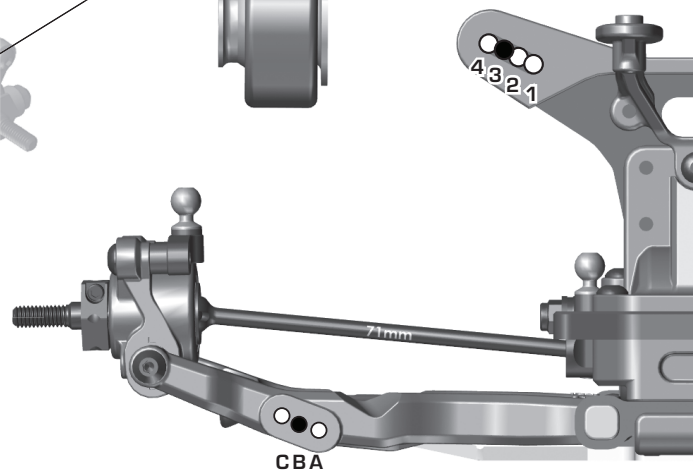
Bag 9 - Step 8



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



25612 x2
M3 Locknut
w/Flange

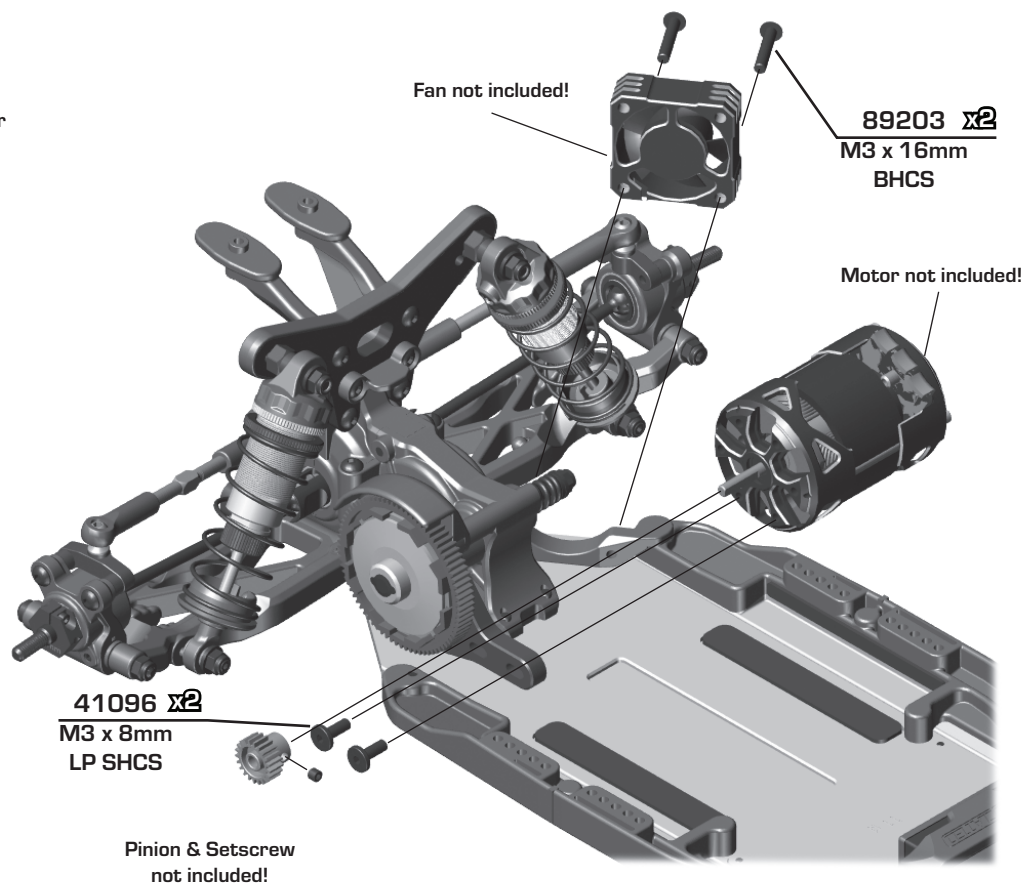


Build x2 (right and left side)

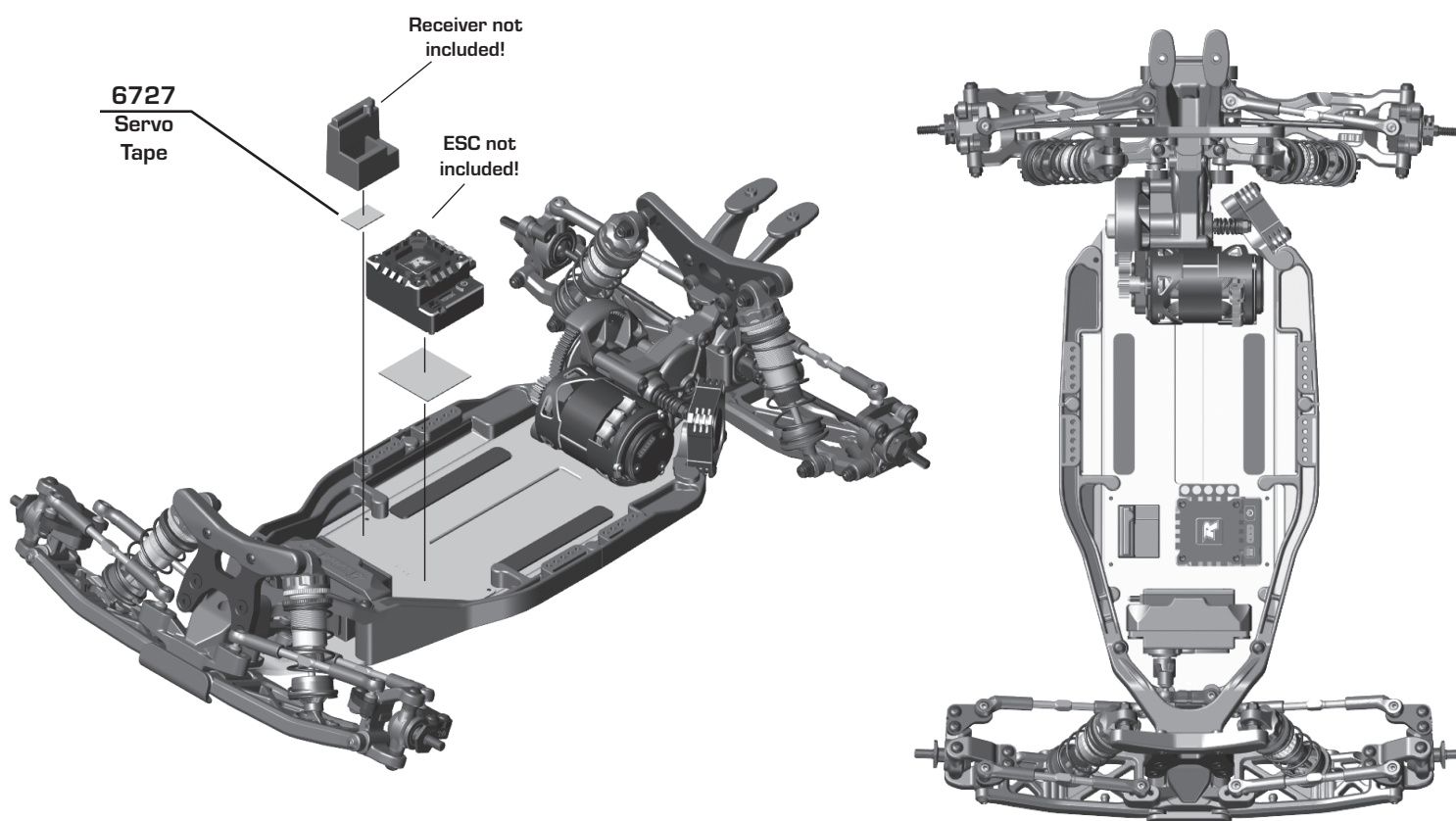
Bag 10 - Step 1



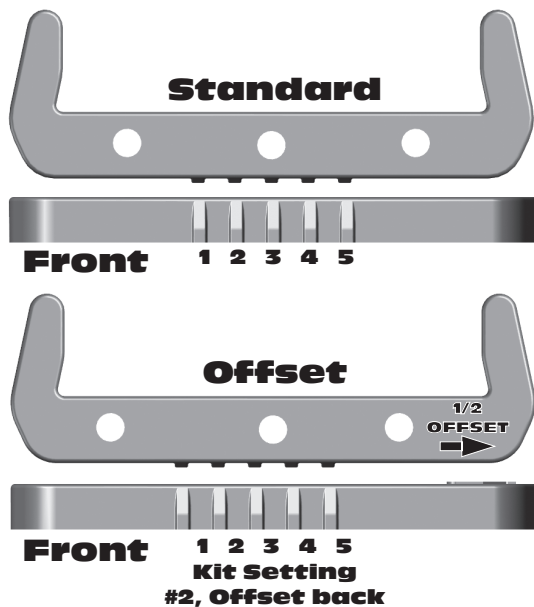
See page 25 for gear mesh setting instructions!



Bag 10 - Step 2



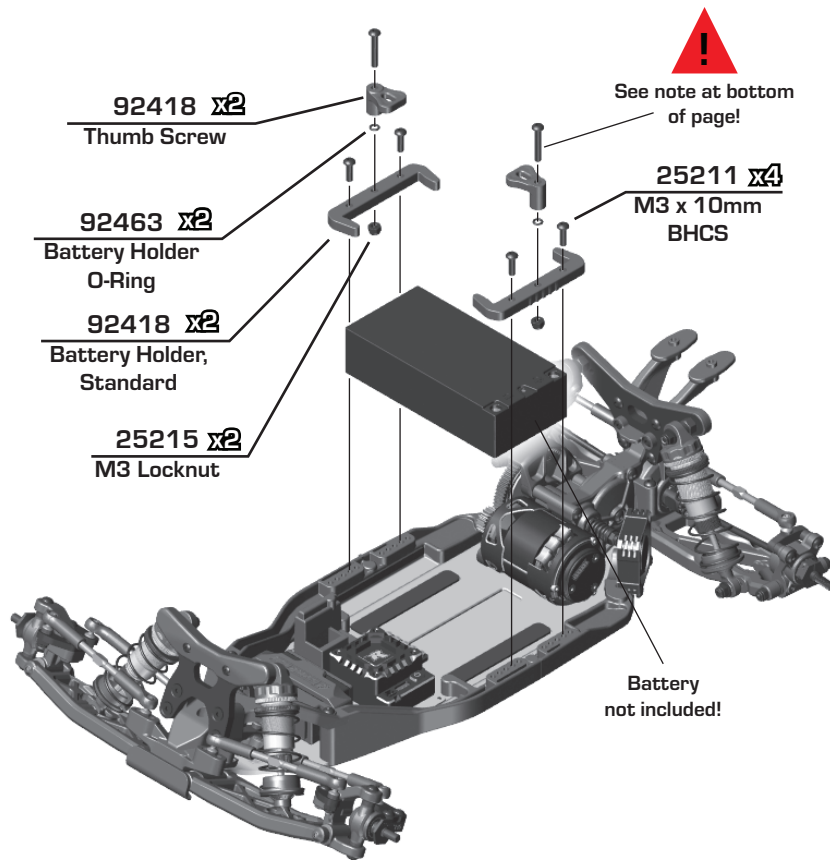
Bag 10 - Step 3



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

Use M3 x 18mm for standard height

Use M3 x 12mm LP height

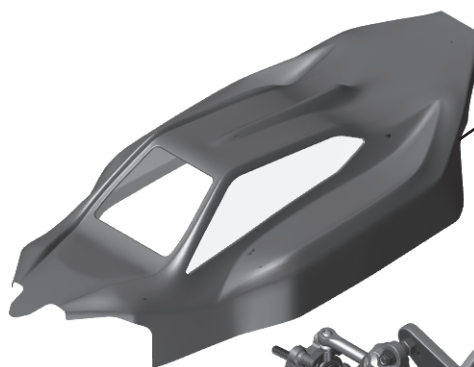


See note at bottom of page!

Bag 10 - Step 4

91158 x2
M3 x 4mm
BHCS

92425
B7 Wing,
front



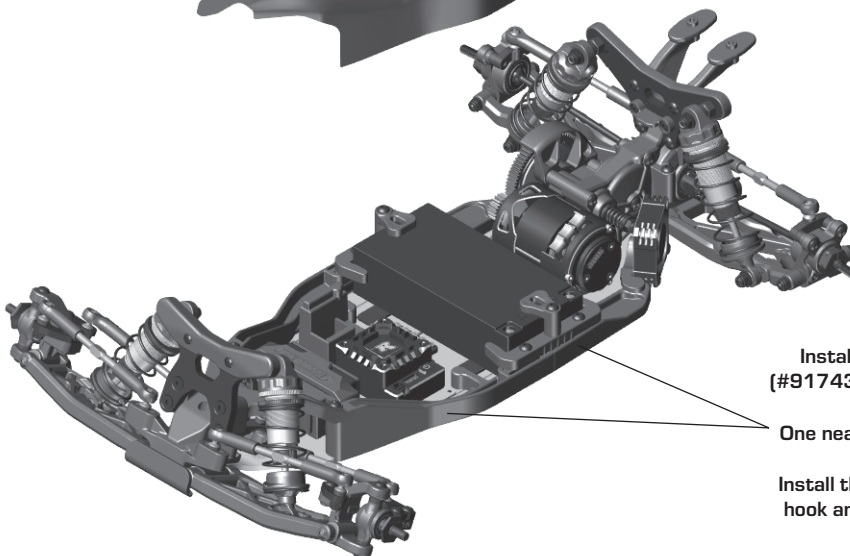
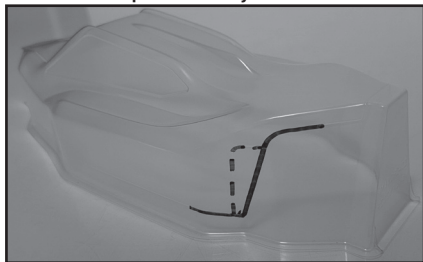
92422
B7
Body, clear



92423
B7 Body, Clear
(Light Weight)

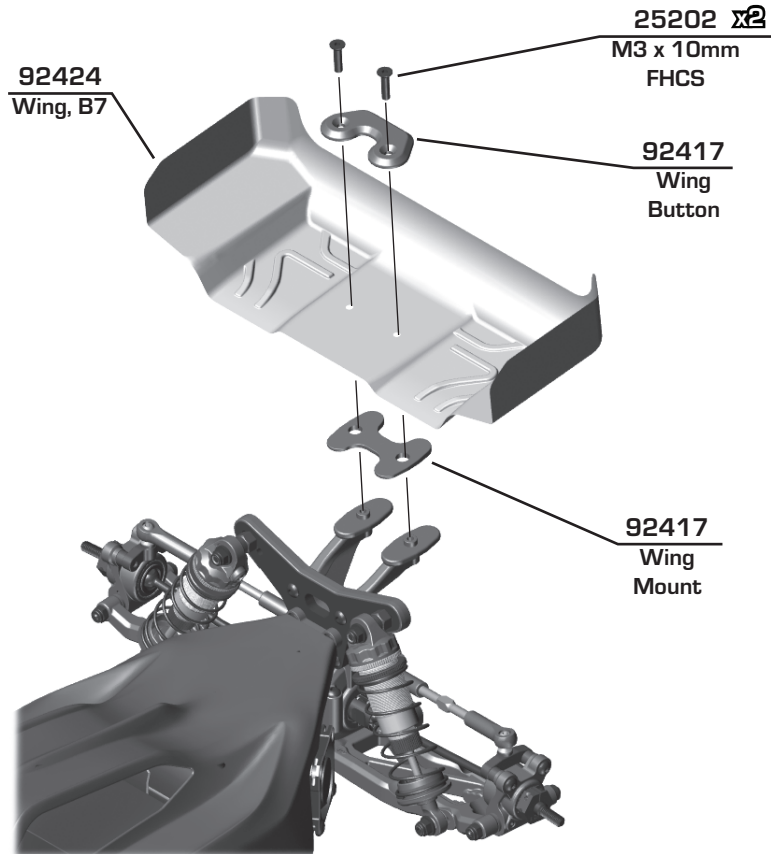


There are two options for trimming the kit body on the left rear side. Dotted line is preferred if you run a motor fan.



Install hook and loop tape (#91743) along the side braces in 2 spots. One near the front, and one in the middle. Install the opposite side of the hook and loop tape inside the body!

Bag 10 - Step 5



!
Install button and washer
with wing mount

Wing Mount



6° - Mount under wing - KIT



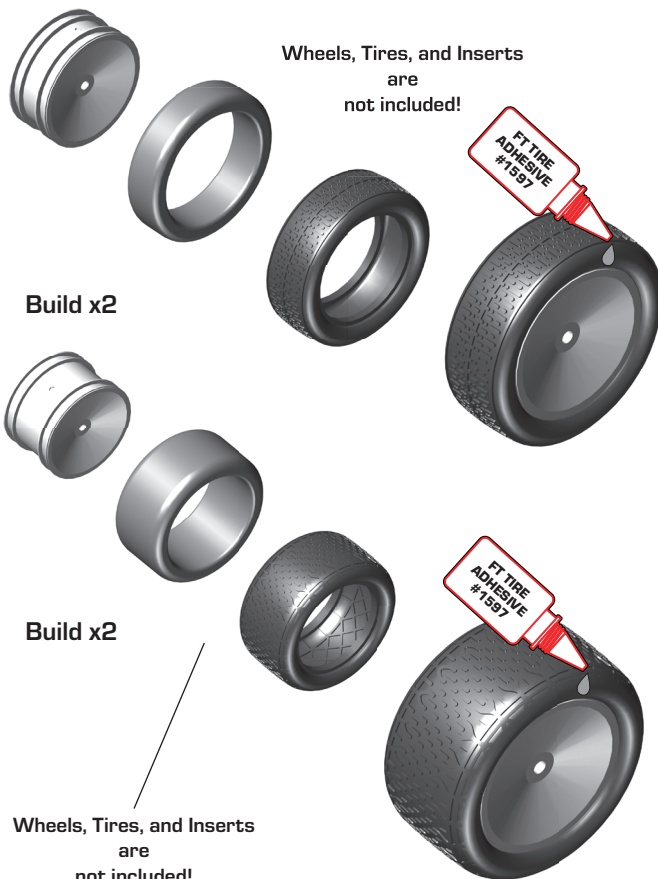
3° - Mount on top of wing



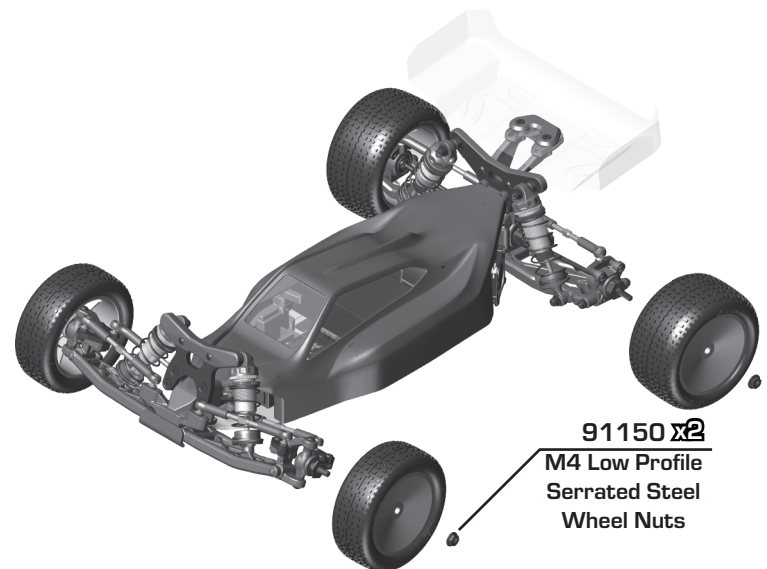
0° - Mount under wing

Front of Vehicle
←

Bag 10 - Step 6



!
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 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

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

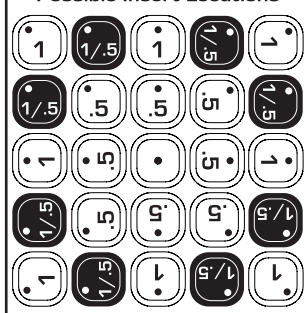
More angle = More toe in

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.)

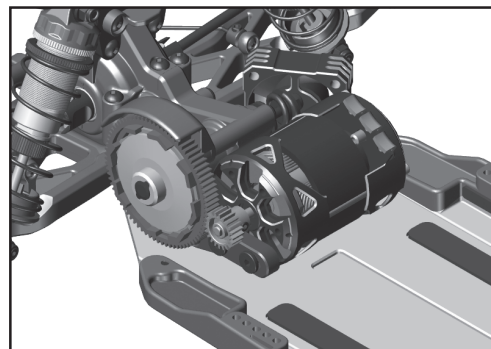
Motor Gearing:

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.

B7 Gear Ratio Chart (Internal Gear Ratio 2.60:1)

Motor	Pinion	Spur	Final Drive Ratio
21.5 Reedy S-Plus Brushless	33	72	5.67:1
17.5 Reedy S-Plus Brushless	29	72	6.45:1
13.5 Reedy S-Plus Brushless	27	*75	7.22:1
10.5 Reedy 540-M4 Brushless	24	78	8.45:1
9.5 Reedy 540-M4 Brushless	23	78	8.82:1
8.5 Reedy 540-M4 Brushless	22	78	9.22:1
7.5 Reedy 540-M4 Brushless	21	78	9.65:1
6.5 Reedy 540-M4 Brushless	20	78	10.14:1

*75T spur gear (#92294) not included



Set The Gear Mesh:

You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #41096 screws (p.19) and move the motor away, then try again.

A gear mesh that is too tight or too loose will reduce power and damage the gear teeth.

Diff Height Adjustment:

The diff height adjustment (p.12) is a good way to tune the car for grip level. On high grip with low ride heights, a higher diff height will be a good option. On lower grip with higher ride heights, a lower diff height will be better.

Slipper Clutch:

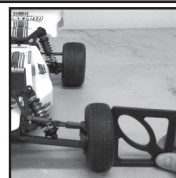
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular way to set the clutch is to hold both rear tires firmly in place and apply short bursts of throttle. If the clutch is properly set, the front tires should lift slightly up off the surface.

Caster:

Caster describes the angle of the caster block as it leans toward the rear of the vehicle. Positive caster means the kingpin leans rearward at the top. The kit includes three inserts to adjust caster angle at the caster block, 0°, 2.5°, and +5°. The total caster angle is the sum of the kick-up angle and the caster block angle. Standard total caster angle for the B6 is 30°, with 25° kick-up and +5° caster block angle. For less entry steering and more exit steering, try 0° caster block angle.

Front Camber:

Camber describes the angle at which the tire and wheel rides when looked at from the front. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Positive camber, where the top of the tire is leaning out, is not recommended. A camber gauge can be used to more accurately set camber.



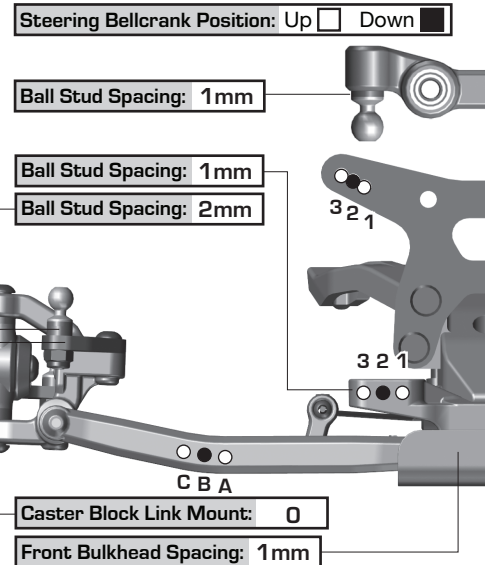
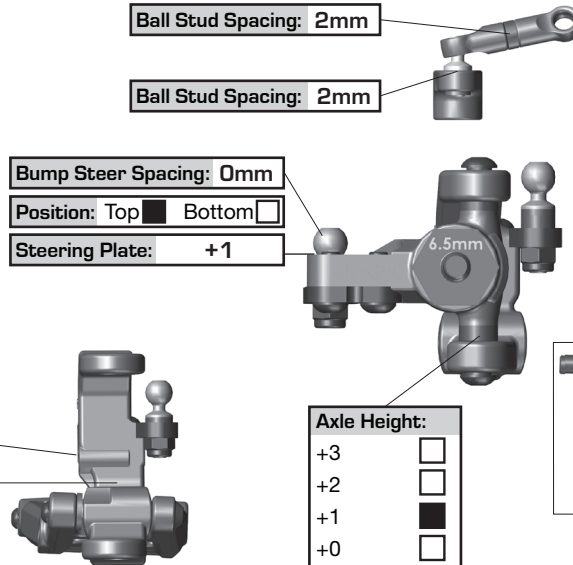
Testing camber with
camber gauge

Rear Camber:

Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks. A camber gauge can be used to more accurately set camber.

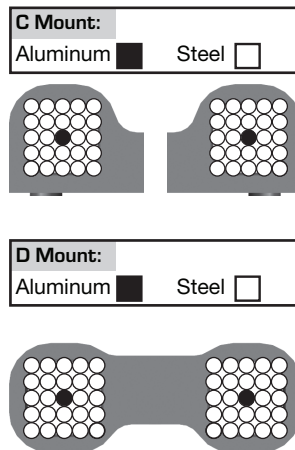
Front Suspension:

Ride Height:	19mm
Camber:	-1 degree
Toe:	0 degree
Anti-Roll Bar:	None
Arm Type:	B7.1
Tower Type:	-2mm
Wheel Hex:	5.0mm
Steering Block:	KPI 0 4 Trail
Caster Block Insert:	0 <input type="checkbox"/> +2.5 <input type="checkbox"/> +5 <input type="checkbox"/>
Bulkhead Type:	Aluminum
Kick-Up Angle:	-2.5 <input type="checkbox"/> 0 <input type="checkbox"/> +2.5 <input type="checkbox"/>
Steering Stop Spacing:	1.2mm
Caster Block Spacing:	Fwd <input type="checkbox"/> Back <input type="checkbox"/>
Ballstud Mount:	Standard <input type="checkbox"/> -2mm <input type="checkbox"/>
Notes:	

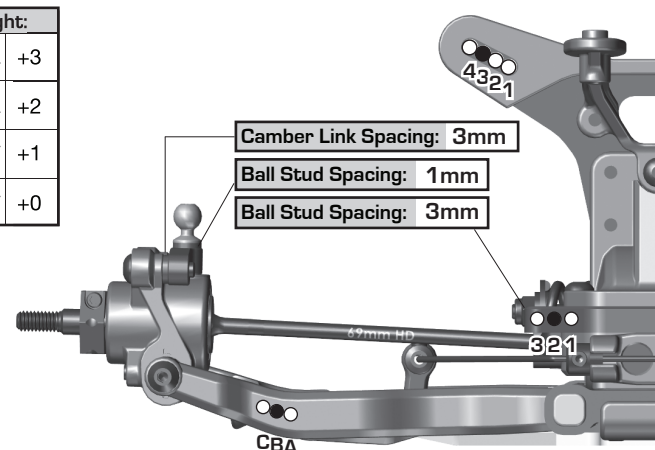


Rear Suspension:

Ride Height:	19mm
Camber:	-1 degree
Anti-Roll Bar:	None
Arm Type:	V2, 81mm Std. Position
Tower Type:	-2mm
Arm Spacing:	Fwd <input type="checkbox"/> Mid <input type="checkbox"/> Back <input type="checkbox"/>
Wheel Hex:	5.0mm
Hub Type:	Std <input type="checkbox"/> HRC <input type="checkbox"/> Kit <input type="checkbox"/>
Hub Spacing:	Fwd <input type="checkbox"/> Mid <input type="checkbox"/> Back <input type="checkbox"/>
Drive Shaft:	CVA's <input type="checkbox"/> Universals <input type="checkbox"/>
Notes:	



Axle Height:			
0	1	2	3
4	3	2	1
0	1	2	3
4	3	2	1



Electronics:

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

Drivetrain:

Differential:	Ball Diff: <input type="checkbox"/>
Height: 1	Gear Diff: <input type="checkbox"/>
Diff Setting:	
Notes:	
Slipper Clutch:	
Type: HD	
# of Pads: 2x19mm	
Setting:	
Notes:	

Shocks:

	Front	Rear
Piston:	2x1.8mm	2x1.9mm
Thickness:	2.5mm	2.5mm
Fluid:	30wt	30wt
Spring:	Blue	Gray
Limiters:	Int: _____ Ext: _____	Int: _____ Ext: _____
Stroke:	22mm	28.5mm
Eyelet:	0	+2
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: RC10B7
Front Wing:
Rear Wing: RC10B7
Wing Angle: 0° <input type="checkbox"/> 3° <input type="checkbox"/> 6° <input type="checkbox"/>
Chassis Length: Standard
Servo Weights: None
Electronic Weights: Aluminum
Total Vehicle Weight:

Vehicle Comments:

Notes:

Front Suspension:

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

Ball Stud Spacing:

Ball Stud Spacing:

Bump Steer Spacing:

Position: Top ☐ Bottom ☐

Steering Plate:

Axle Height:

+3 ☐+2 ☐+1 ☐+0 ☐Steering Bellcrank Position: Up ☐ Down ☐

Ball Stud Spacing:

Ball Stud Spacing:

Ball Stud Spacing:

Caster Block Link Mount:

Front Bulkhead Spacing:

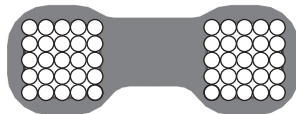
Rear Suspension:

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

C Mount:

Aluminum ☐ Steel ☐

D Mount:

Aluminum ☐ Steel ☐

Axle Height:

▼0 3▲ +3

▼1 2▲ +2

▲1 2▼ +1

▲0 3▼ +0

Camber Link Spacing:

Ball Stud Spacing:

Ball Stud Spacing:

Electronics:

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

Drivetrain:

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

Slipper Clutch:

Type:
of Pads:
Setting:
Notes:

Shocks:

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



Track Info:

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

Tires:

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

Body, Weight:

Body:
Front Wing:
Rear Wing:
Wing Angle: 0° <input type="checkbox"/> 3° <input type="checkbox"/> 6° <input type="checkbox"/>
Chassis Length:
Servo Weights:
Electronic Weights:
Total Vehicle Weight:

Vehicle Comments:

Notes:



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

call: (949) 544-7500 - fax: (949) 544-7501
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