

RC 1:10 B7D TEAM KIT

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



- SCALE 1:10 VEHICLE
- KIT
- 2 WHEEL DRIVE
- ELEC. POWERED
- OFF ROAD
- NOT INCLUDED
- CLEAR BODY

#90042 RC10B7D, Team Kit

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



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

⚡ RC10B7D Team Kit Features

- 5-gear laydown transmission with low profile motor mount moves weight of motor closer to the center of the car
- Long-arm suspension geometry improves grip and predictability in all conditions
- KPI adjustable steering and caster blocks allows for fine tuning steering feel. Three options are included in kit.
- Vertical front outer ballstud allows fine tuning of roll center, camber gain, and link length
- Height adjustable aluminum front bulkhead allows for further tuning of front roll center
- Standard and HRC (High Roll Center) rear hubs included
- Highly adjustable battery holder with thumb tabs allows for easy battery removal and fine tuning of weight bias
- 7075-T6 aluminum chassis with increased departure angle and optional weight plate pockets
- HD 69mm CVA bones and differential outdrives for improved durability
- Light-weight molded servo mount
- One-piece rear wing mount improves durability
- New 7-inch rear wing and 2.5-inch front wing
- Low-profile body included
- Shock tower covers front and rear
- 3.5mm turnbuckles and ballcaps

⚡ Additional

Your new RC10B7D 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) | • Shock Pliers (#1681) | • Wire Cutters |
| • FT Hex/Nut Wrenches (#1519) | • FT Ballcup Wrench (#1579) | • Hobby Knife | • Needle Nose Pliers |
| • FT Universal Tire Balancer (#1498) | • Calipers or a Precision Ruler | • FT Body Scissors (#1737) | • Soldering Iron |












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:: Hardware - 1:1 Scale View

Button Head (bhcs)

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




Flat Head (fhcs)

	2x3mm (91749)
	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)
	3x22mm (41095)

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)
	3x12mm (81258)
	3x20mm (91737)

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)

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.



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



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



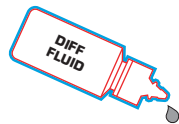
This symbol indicates there are optional FT parts available



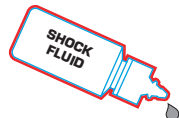
This symbol indicates a Racers Tip.



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

31732 x4
4 x 7 x 2.5 Ball Bearing

91048 x2
Heavy-duty Ballstud, 8mm

31382 x2
FT Ballstud Washer, Aluminum (1mm)

91973
Steering Rack

91983
Aluminum Steering Bellcranks

91973
Steering Bellcrank (Right)

31732 x4
4 x 7 x 2.5 Ball Bearing

91973
Steering Bellcrank (Left)

91984
Aluminum Steering Rack

92489
Carbon Steering Rack

Bag 1 - Step 2

31283
5mm Ball Stud, Long

91049 x2
Heavy-duty Ballstud, 10mm

31382 x2
FT Ballstud Washer, Aluminum (1mm)

91974 x2
Steering Hat Bushing

89202 x2
M3 x 12mm BHCS

92403
Front Ball Stud Mount

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°



92404
Carbon Front Ball Stud Mount

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

92400
B7 Chassis

92436
FT Aluminum Bulkhead (0°)

92437
FT Aluminum Bulkhead (2.5°)

89208 x2
M3 x 14mm FHCS



Bag 2 - Step 2



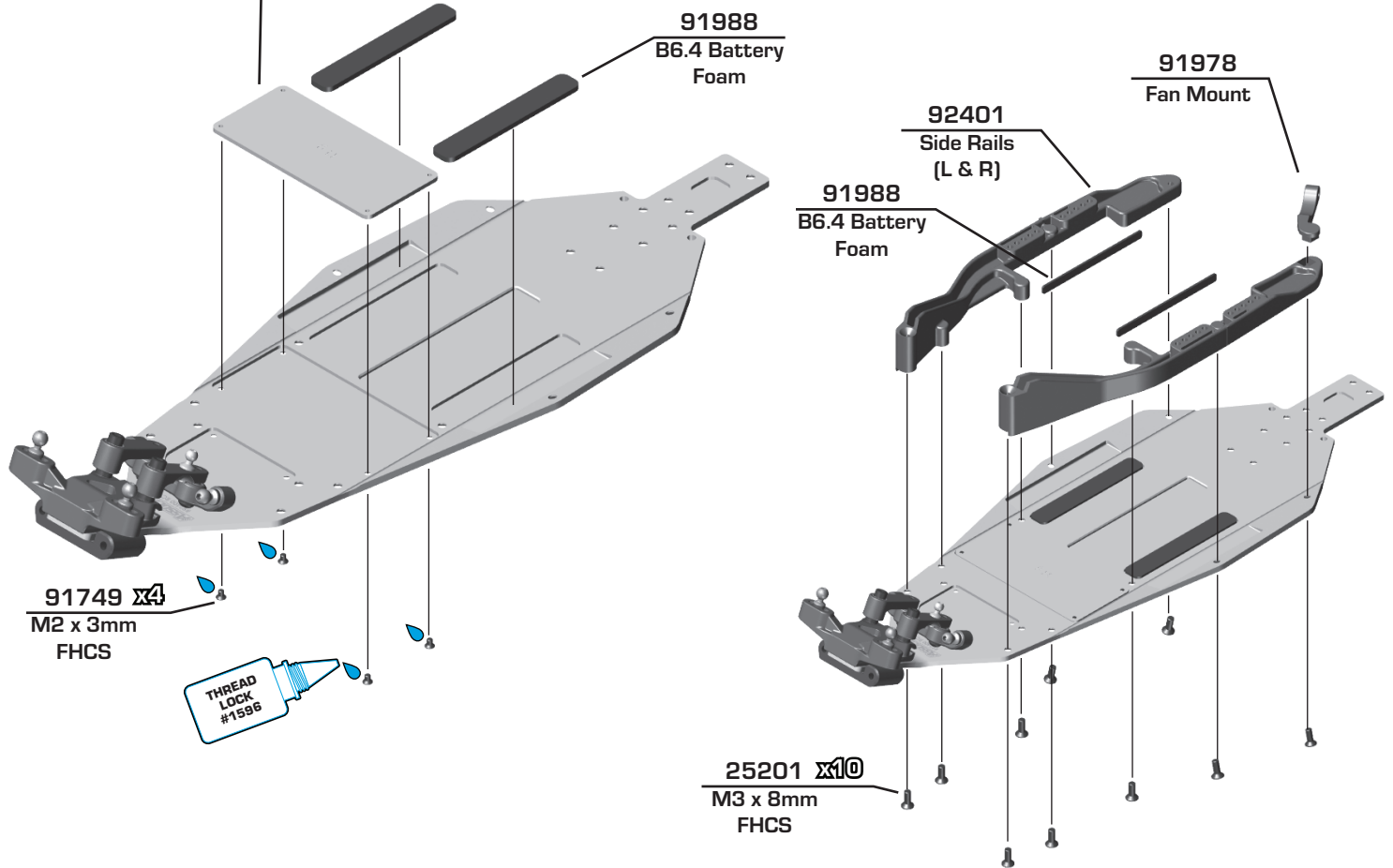
91976
FT B6.4
Aluminum,
11g

91975
FT B6.4
Carbon Fiber,
6.15g

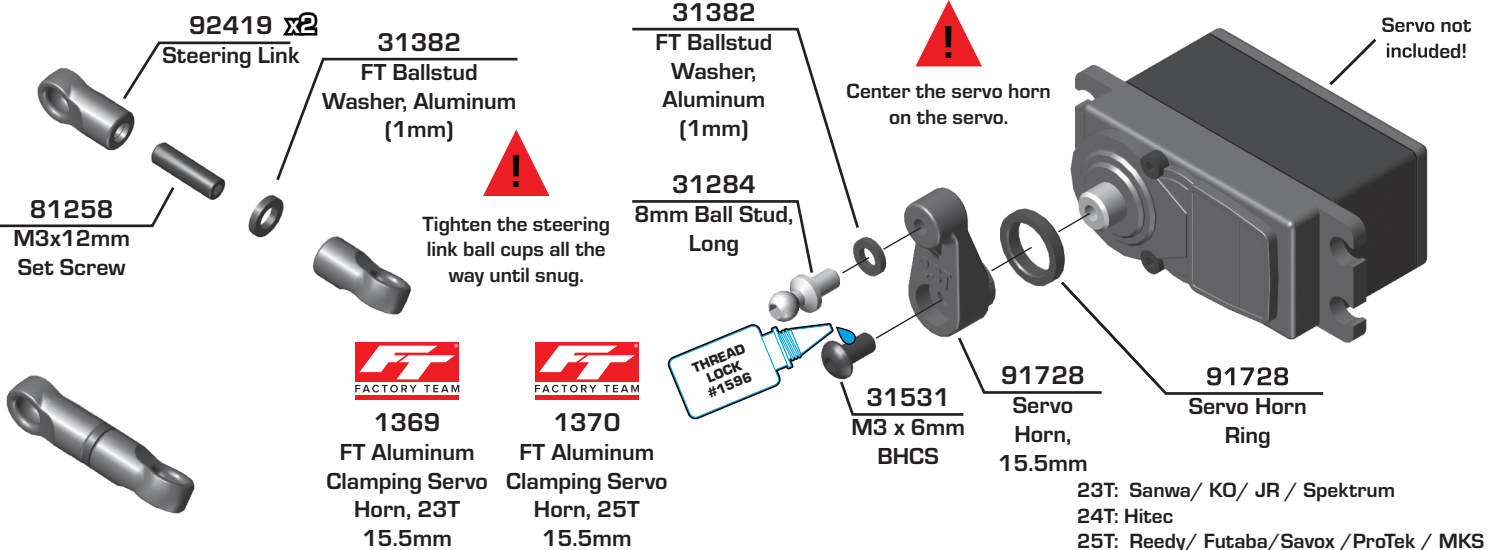
91977
FT B6.4
Steel, 33g



#91988 Battery Foam is only needed if your battery is too short to fit between the side rails.



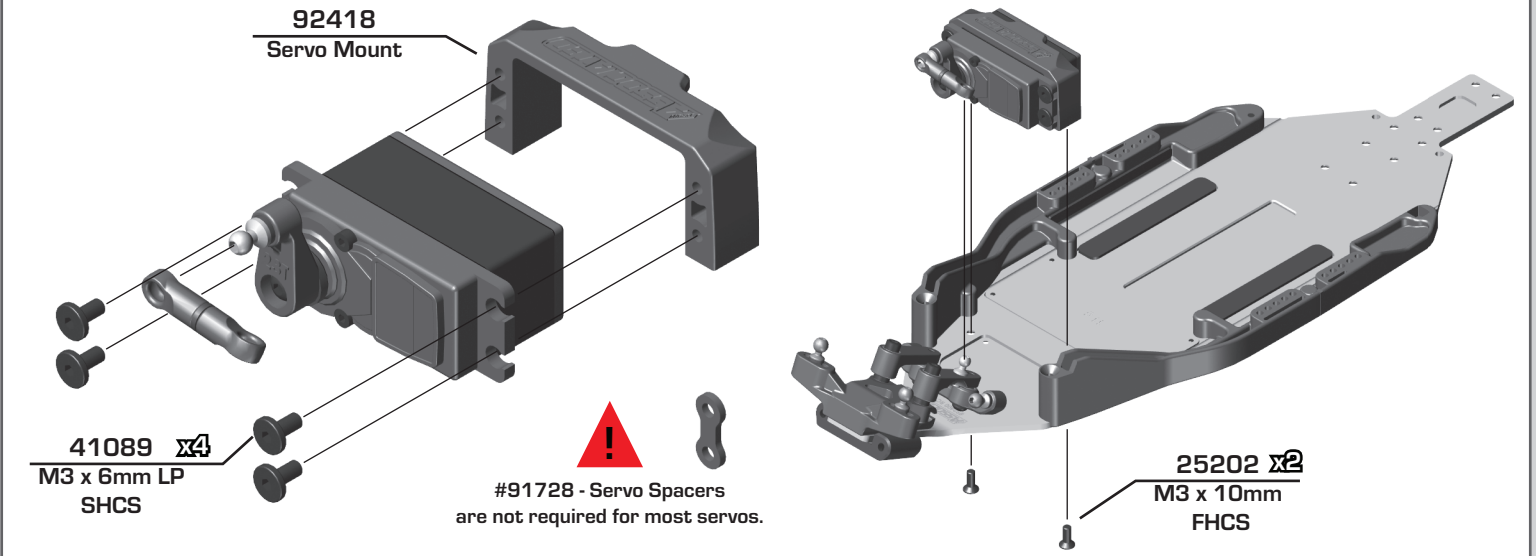
Bag 2 - Step 3



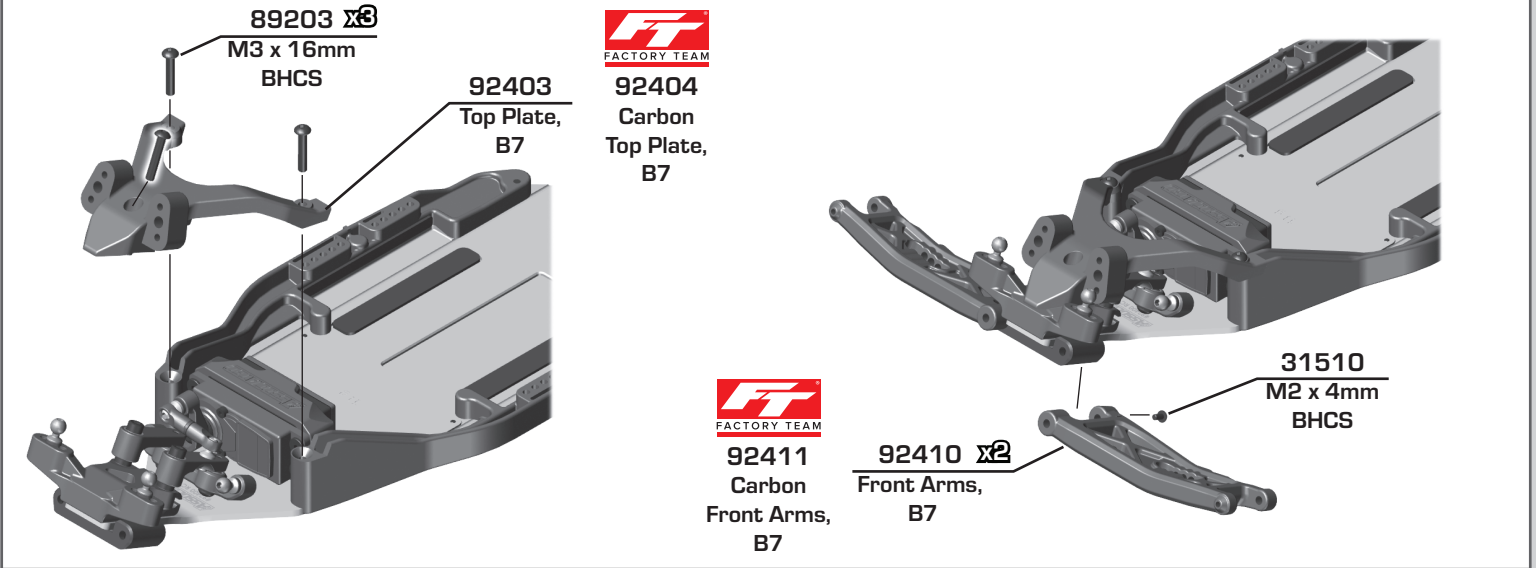
Servo not included!

23T: Sanwa/ KO/ JR/ Spektrum
24T: Hitec
25T: Reedy/ Futaba/Savox/ ProTek / MKS

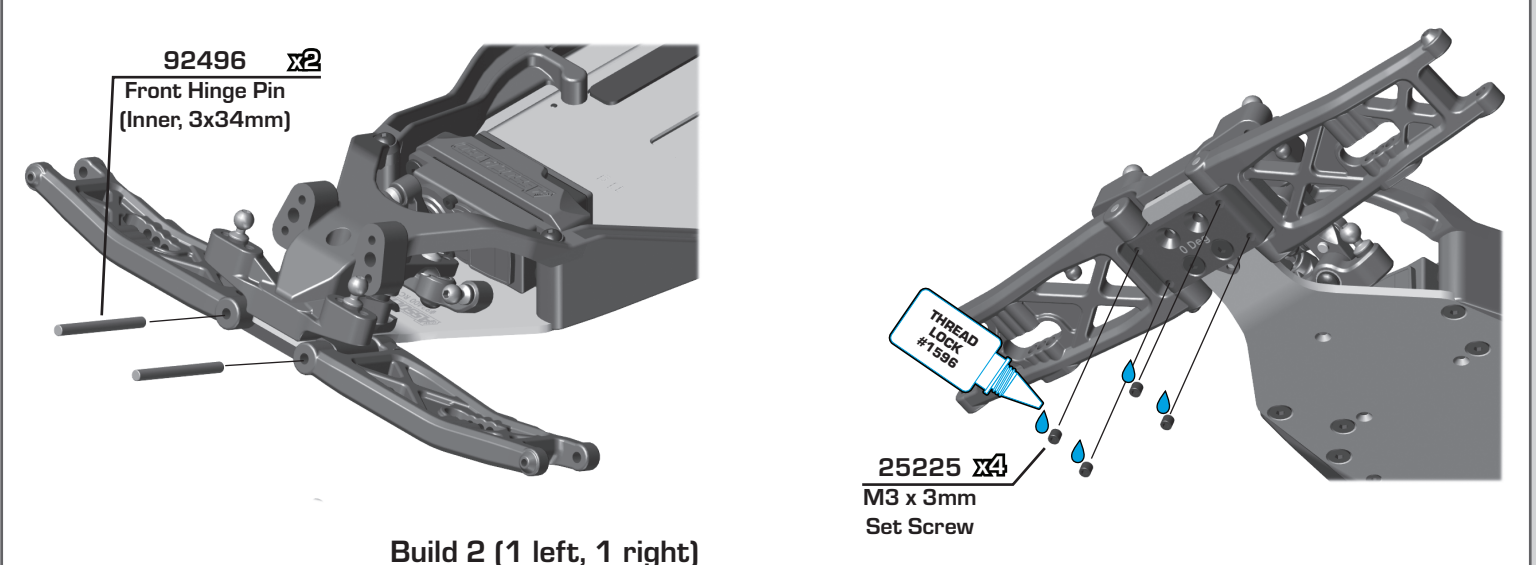
Bag 2 - Step 4



Bag 2 - Step 5



Bag 2 - Step 6



Bag 2 - Step 7

92427 Front Bumper

89208 x2
M3 x 14mm FHCS

92426 Front Shock Tower Cover

41091 x2
M3 x 20mm LP SHCS

92443 x2 Shock Bushing, 8mm

92430 Front Shock Tower, B7

! See installation notes in next step!

Bag 2 - Step 8

! 1. Line up the front tower cover on the shock tower at an angle as shown in the 1st image to the right.

2. Press firmly down on the center of the shock tower cover. Be sure to keep the tower cover centered on the tower.

3. The cover should snap into place with the tap locking on the back side of the tower.

NOTE: The tower cover was designed to key into place with the supplied LP SHCS. Use of another screw type is not recommended.

! #92417 - Front Wing Mount is used as a tuning option to increase front end stability by adding a front wing (included). If you do not use #92417, use #25202 M3x10mm FHCS instead of #25203 M3x12mm FHCS.

25202 x4
M3 x 10mm FHCS

Bag 3 - Step 1

31531
M3 x 6mm BHCS

92414 Steering Block, KPI 2

92415 Carbon Steering Block, KPI 2

91560 x2
5 x 10 x 4 Bearing

91682 Front Axle, 5.0mm

91683 FT Titanium Front Axle

71181 FT Hex Adapter Front Axles

31382 FT Ballstud Washer, Aluminum (1mm)

91048 Heavy-duty Ballstud, 8mm

71144 Steering Block Arm, +1mm

25215 M3 Locknut, black

! KPI 1 has less direct steering feel
KPI 3 has most direct steering feel

Build 2 (1 left, 1 right)

Bag 3 - Step 2

31532 x2
M3 x 8mm BHCS

91049
Heavy-duty Ballstud, 10mm

31383
FT Ballstud Washer, Aluminum (2mm)

92415
Carbon Caster Block

92414
Caster Block

92442
Caster Block Pivot Balls

31520
M2.5 x 6mm BHCS

92416
Caster Block Insert (-2.5°)

81267
M3 x 6mm Set Screw

92467
Caster Block Link Mount, 0

25215
M3 Locknut, Black

Build 2 (1 left, 1 right)

FACTORY TEAM

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 Tab down = removes caster

Bag 3 - Step 3

25187
M3 x 14mm BHCS

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

92416
Caster Block Spacer

92496
Front Hinge Pin (Outer, 3x26mm)

31510
M2 x 4mm BHCS

89203
M3 x 16mm BHCS

Build 2 (1 left, 1 right)

#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: 1° In

92432
Aluminum Arm Mount, C

92014 x2
Arm Mount Inserts (1°)

25201 x2
M3 x 8mm FHCS

91737 x2
M3 x 20mm Set Screw

92409
B7 Carbon Rear Arms

92408 x2
B7 Rear Arms

11mm

FACTORY TEAM

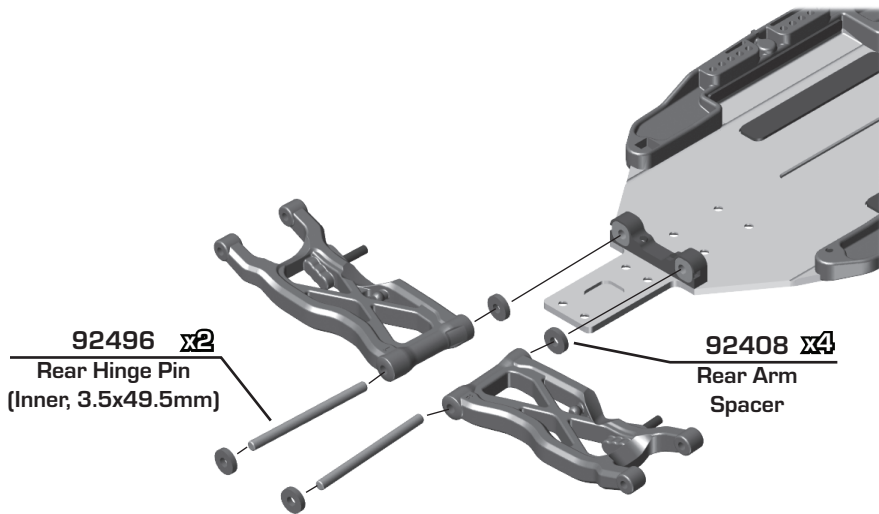
You can use a dot of CA glue to better secure the lower shock mounting set screw

See next step for pill chart tips

THREAD LOCK #1596

Build 2 (1 left, 1 right)

:: Bag 4 - Step 2

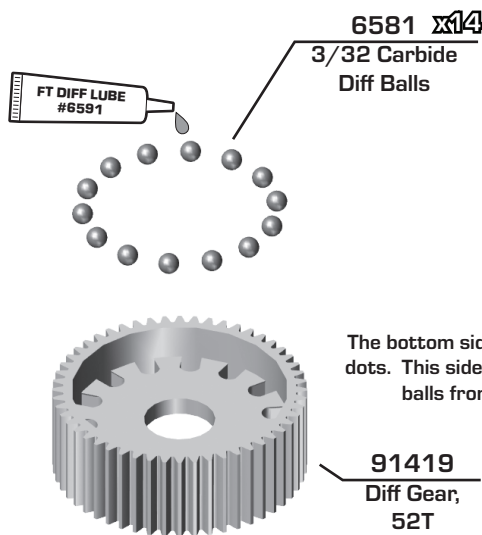


The (#92432) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.

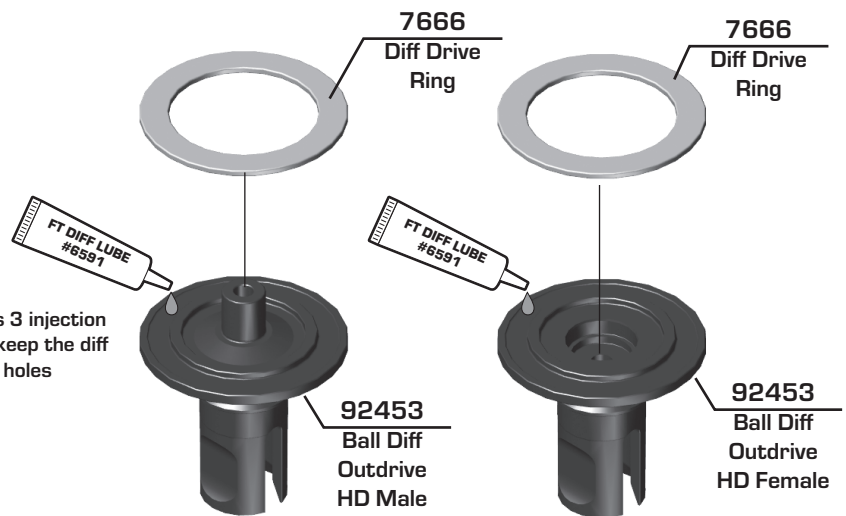
For a complete list of pill setup combinations, please visit our website by using the link below.
<http://bit.ly/B6PillChart>

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

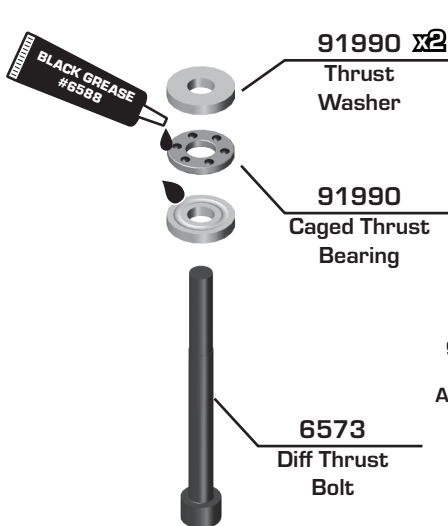
:: Bag 4 - Step 3



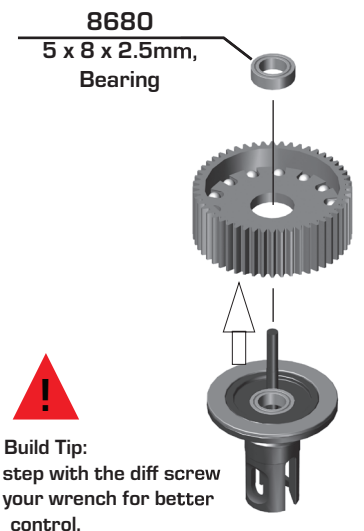
Build Tip:
 The bottom side of the gear has 3 injection dots. This side faced down will keep the diff balls from falling thru the holes



:: Bag 4 - Step 4

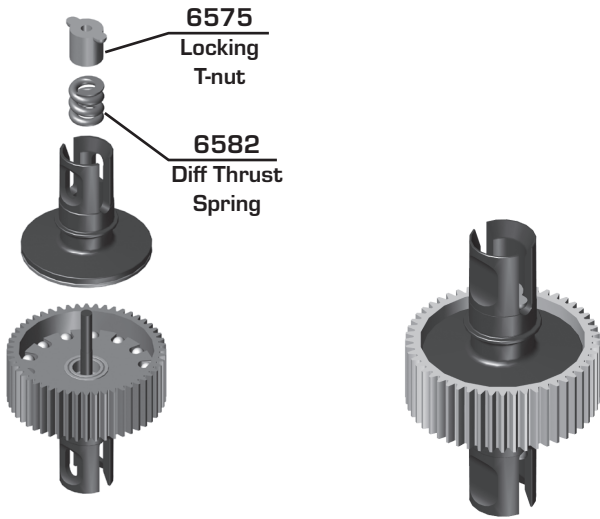


Build Tip:
 Install the first washer (grove up), add grease #6588. Install the caged thrust washer.
 Add grease on top of the balls, then install the 2nd washer (grooves down).



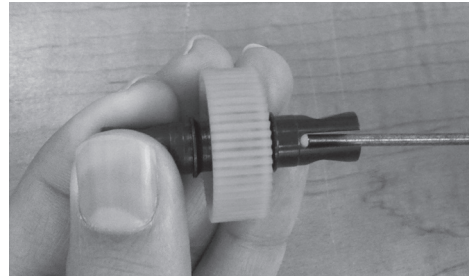
Build Tip:
 Do this entire step with the diff screw on the end of your wrench for better control.

Bag 4 - Step 5



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.

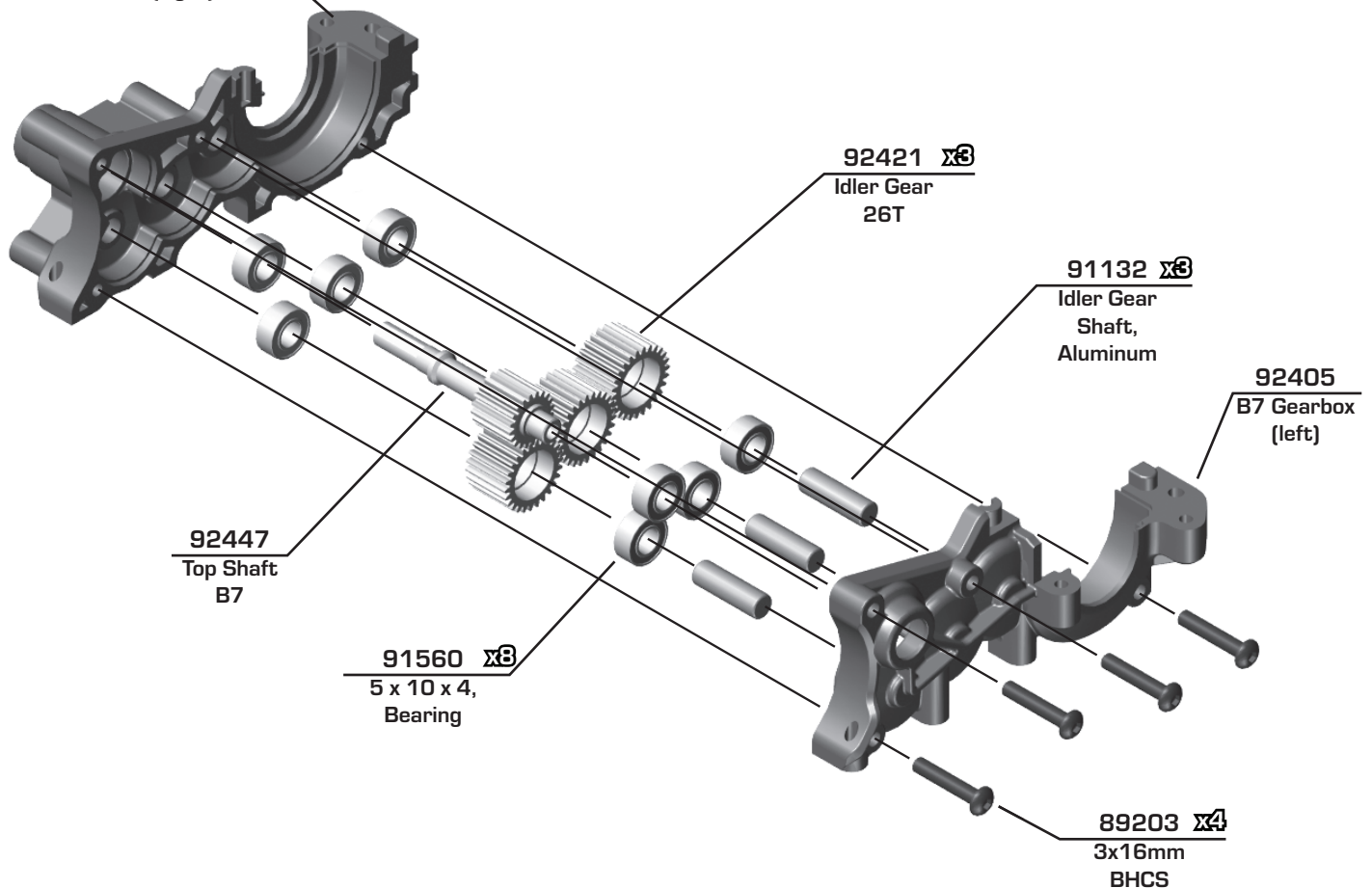


Bag 6 - Step 1



92406
Carbon
B7 Gearbox

92405
B7 Gearbox
(right)



92421 x3
Idler Gear
26T

91132 x3
Idler Gear
Shaft,
Aluminum

92405
B7 Gearbox
(left)

92447
Top Shaft
B7

91560 x8
5 x 10 x 4,
Bearing

89203 x4
3x16mm
BHCS

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.



92505 Carbon B7 Gearbox

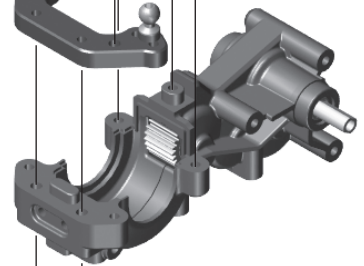
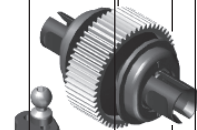
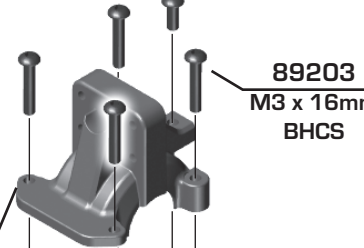
92504 B7 Gearbox Top

Arm Mount D:
1° In



31532 M3 x 8mm BHCS

89203 x4 M3 x 16mm BHCS



92014 x2 Arm Mount Inserts (1°)

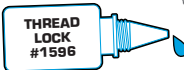
92433 Aluminum Arm Mount, D

! Optional rear bumper included!

91685 Rear Bumper

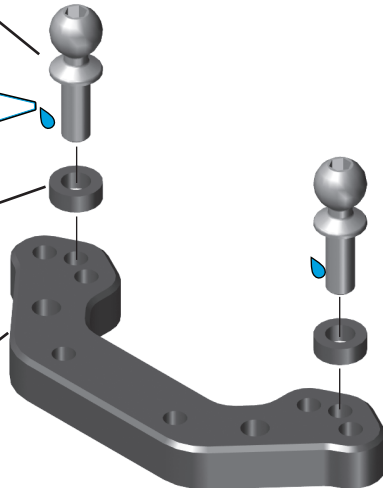
89204 x2 M3 x 24mm BHCS

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

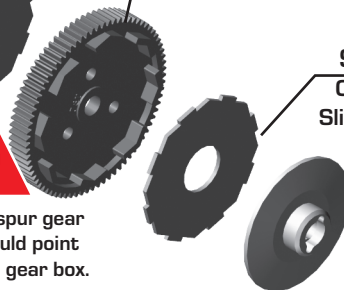
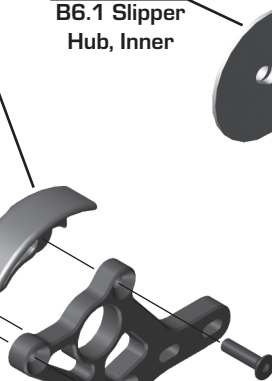
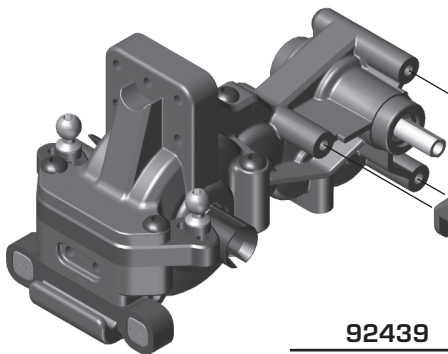
! #92295 spur gear walls should point away from gear box.

92439 B7 Motor Mount

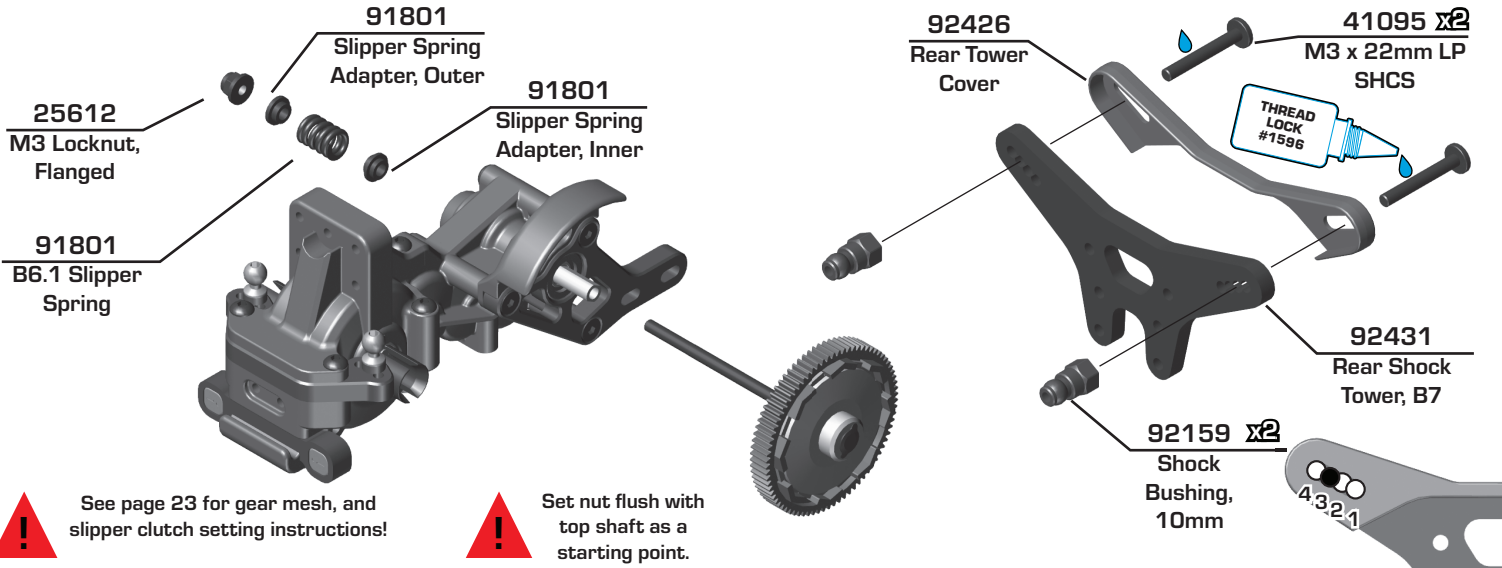
25203 x3 M3 x 12mm FHCS

92451 B7 Slipper Hub, Outer

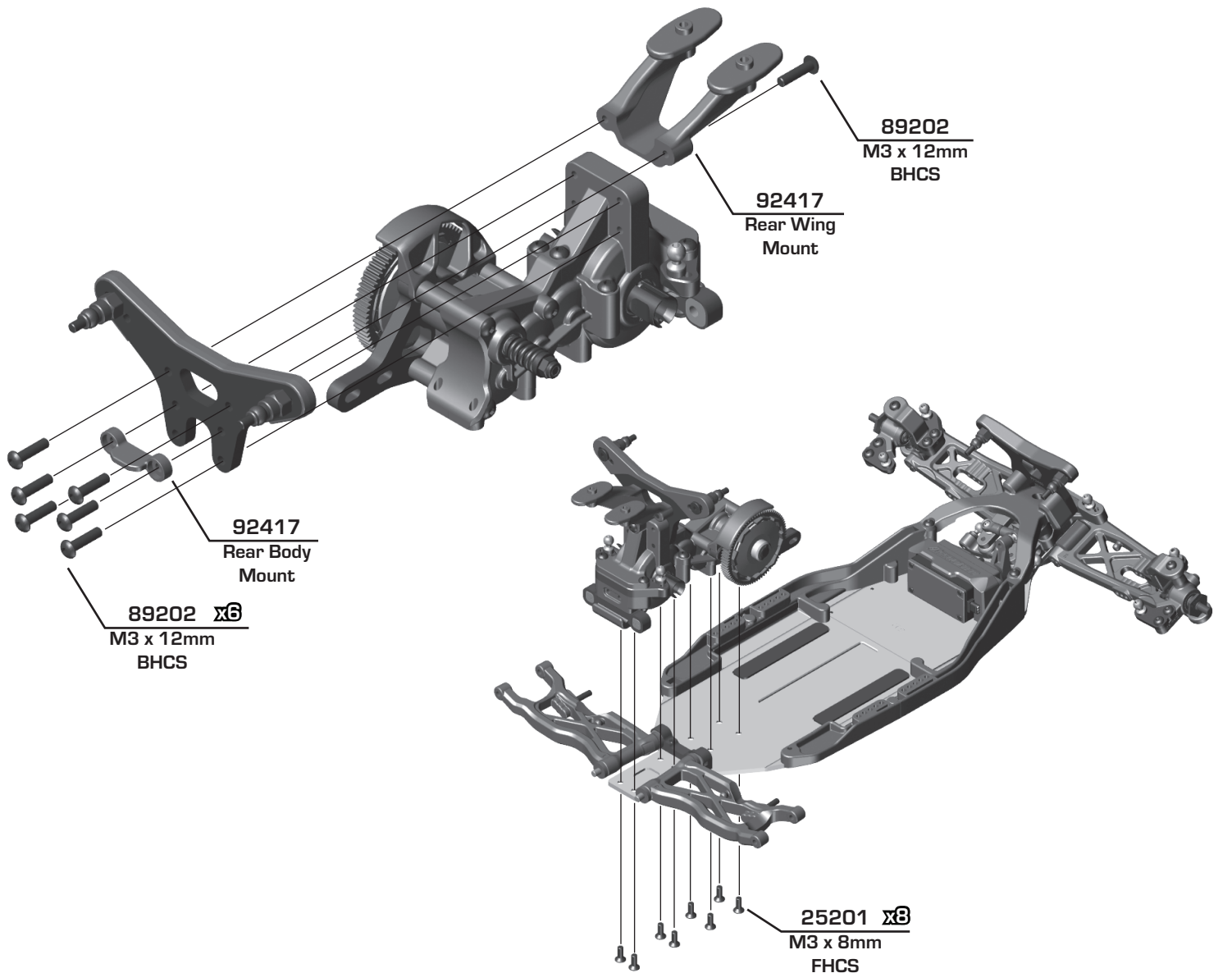
92448 B7 Top Shaft Screw



Bag 6 - Step 5



Bag 6 - Step 6



Bag 7 - Step 1

91047
Heavy-duty Ballstud, 6mm

31382
Ballstud Washers, 5.5x1.0mm, blue

92441
Rear Hub Link Mount, +1mm

31383 x2
Ballstud Washers, 5.5x2.0mm, blue

92412
B7 Rear Hubs, Std

92413
Carbon B7 Rear Hubs, HRC

92179
Rear Hub Inserts

89202 x2
M3 x 12mm BHCS

81267 x2
M3 x 6mm Set Screw

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

Build x2 (right and left side)

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

Bag 7 - Step 2

92454
HD CVA Bone, 69mm

91438
CVA Coupler

91859
CVA Axle, +2mm

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

91436
CVA Wheel Hex Pin

91609
Clamping Wheel Hex, 5mm Offset (rear)

91611
M1.6 x 5mm SHCS

25215
M3 Locknut

92179 x2
Rear Hub Spacer

92188
Rear Hub Hinge Pin

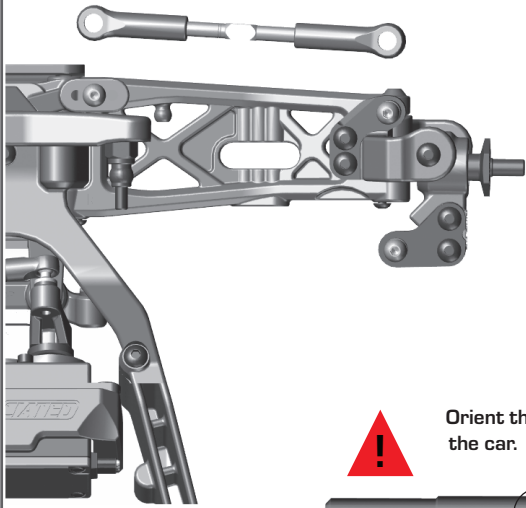
Do not overtighten the 1.6 x 5mm SHCS into the Clamping wheel hex.

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

Build x2 (right and left side)

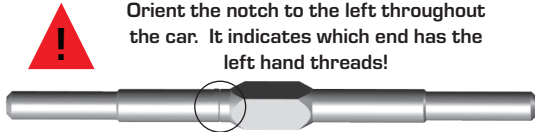
Build x2 (right and left side)

:: Bag 8 - Step 1

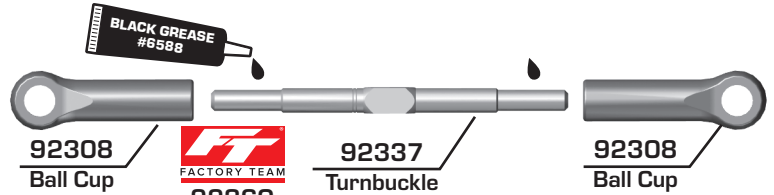


Racers Tip:

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



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



92360
Titanium Turnbuckle 3.5x48mm

92337
Turnbuckle 3.5x48mm

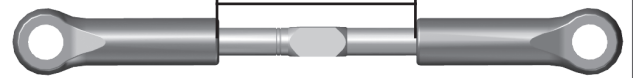
92308
Ball Cup



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

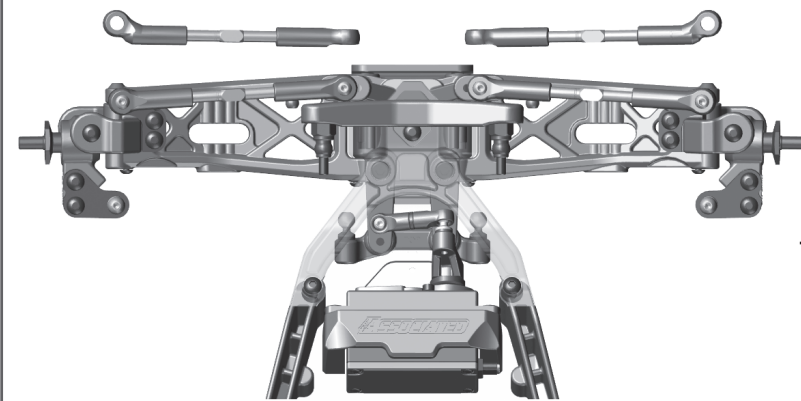
Front Camber Turnbuckle

26.50mm



Build x2 (right and left side)

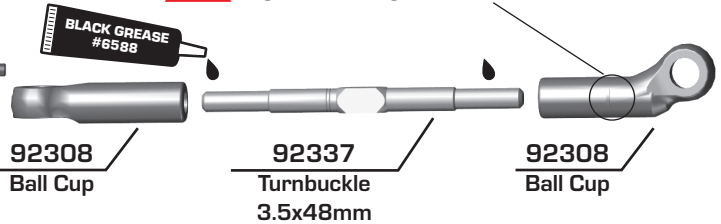
:: Bag 8 - Step 2



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



⚠ There are two offset ballcups labeled "1" and "2". The ballcup labeled "1" goes on the right side of the vehicle.



92308
Ball Cup

92337
Turnbuckle 3.5x48mm

92308
Ball Cup

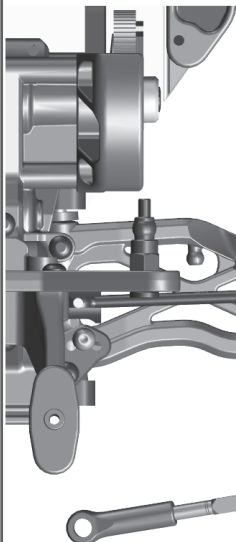
Steering Turnbuckle

28.30mm

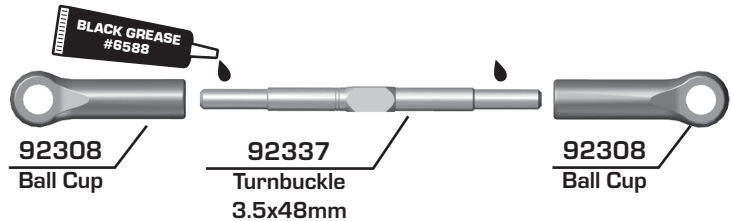


Build x2 (right and left side)

:: Bag 8 - Step 3



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



92308
Ball Cup

92337
Turnbuckle 3.5x48mm

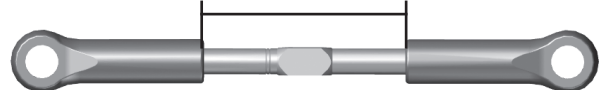
92308
Ball Cup



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

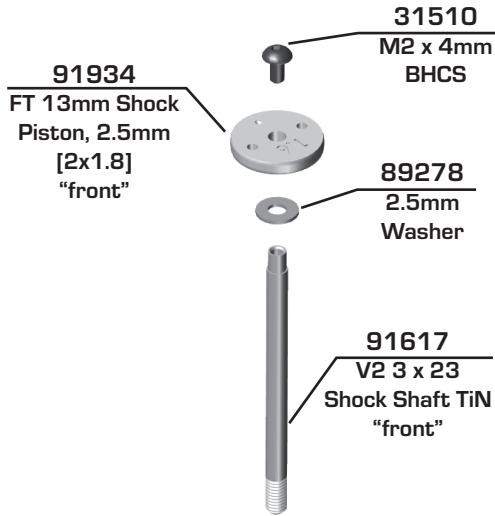
Rear Camber Turnbuckle

27.40mm



Build x2 (right and left side)

Bag 9 - Step 1



Build x2 front shocks

!
Mount the shock pistons with the number facing up!

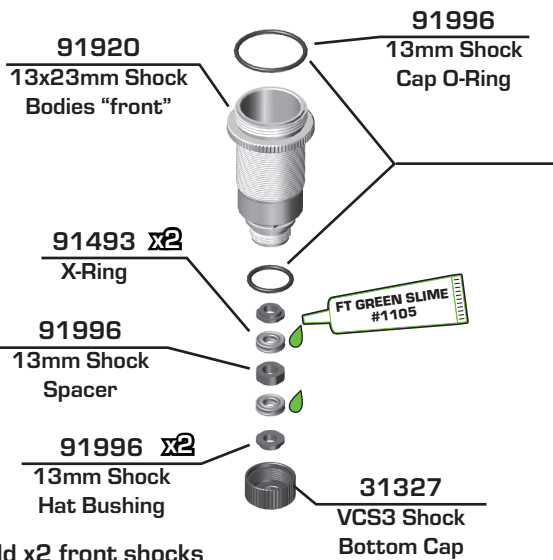


Racers Tip:
Use a marker over the numbers on the pistons to make them easily visible!



Build x2 rear shocks

Bag 9 - Step 2

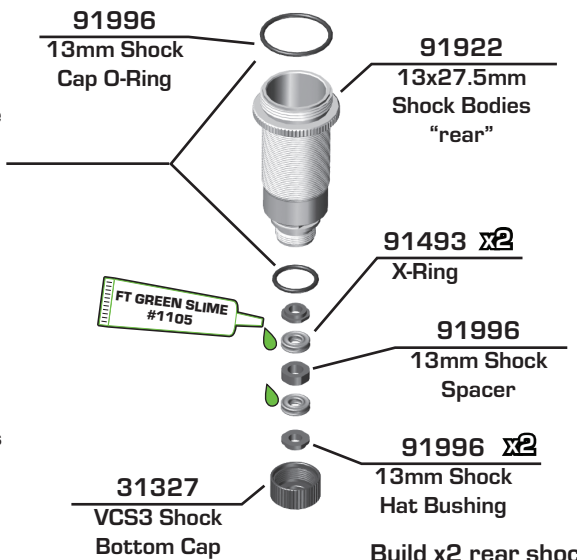


Build x2 front shocks

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

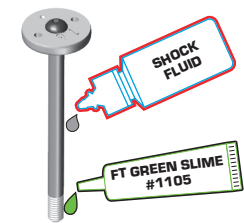


Racers Tip:
Coating the O-rings with green slime (#1105) helps seal & reduce O-ring swell! Green slime not included in kit!

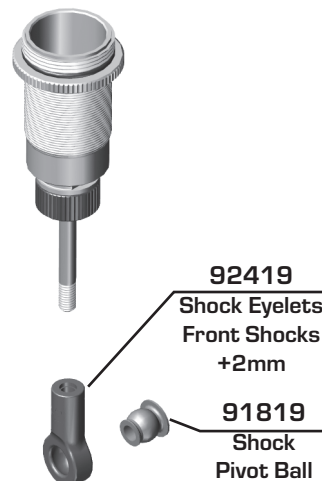
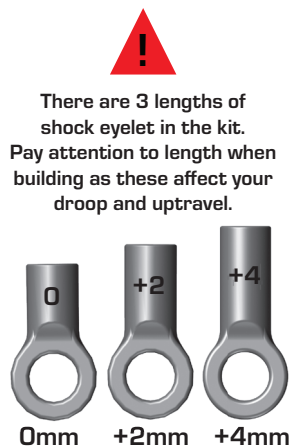


Build x2 rear shocks

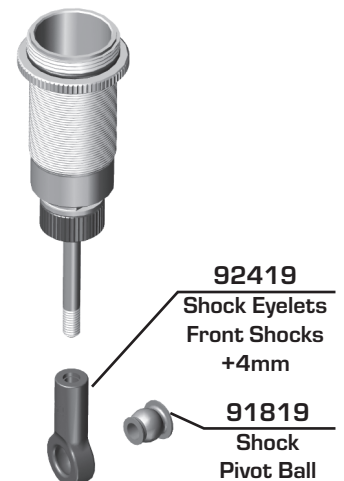
Bag 9 - Step 3



!
Lightly rub shock fluid or green slime on threads



Build x2 front shocks



Build x2 rear shocks

:: Bag 9 - Step 4

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

91926
13mm Shock Cap

SHOCK FLUID

SHOCK FLUID

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: 23mm
Rear: 28mm

Steps 9-10

:: Bag 9 - Step 5

91996 x4
13mm
Threaded
Collar
O-ring

91928 x4
13mm
Threaded
Collar

91941
13mm Front
Spring, Gray
(3.40lb)

91948
13mm Rear
Spring, White
(1.90lb)

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

Build x4

:: 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

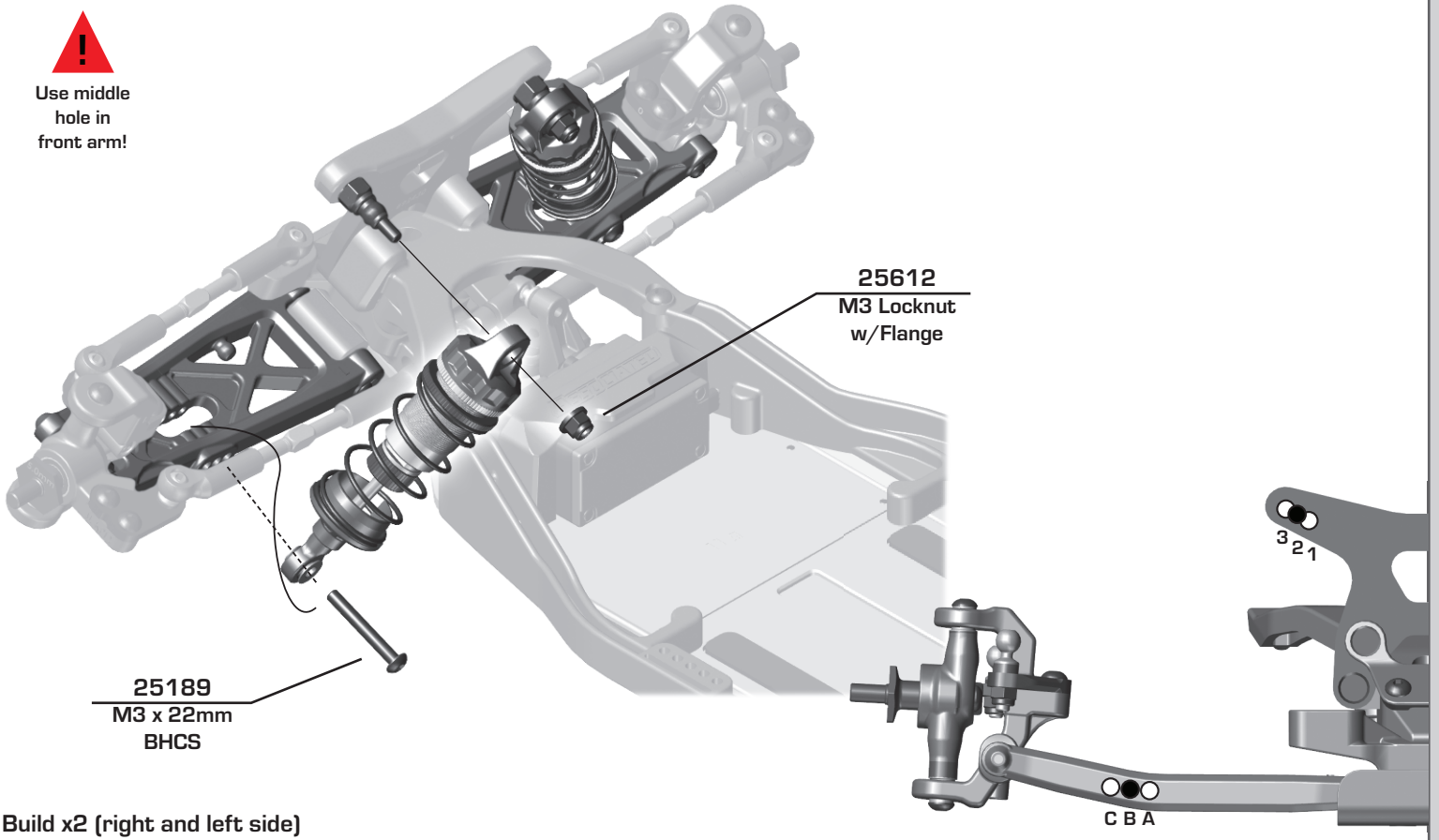
#91966 13mm Shock Spring Cups

0mm	5mm	9mm

⚙ Bag 9 - Step 7



Use middle hole in front arm!



25612
M3 Locknut
w/Flange

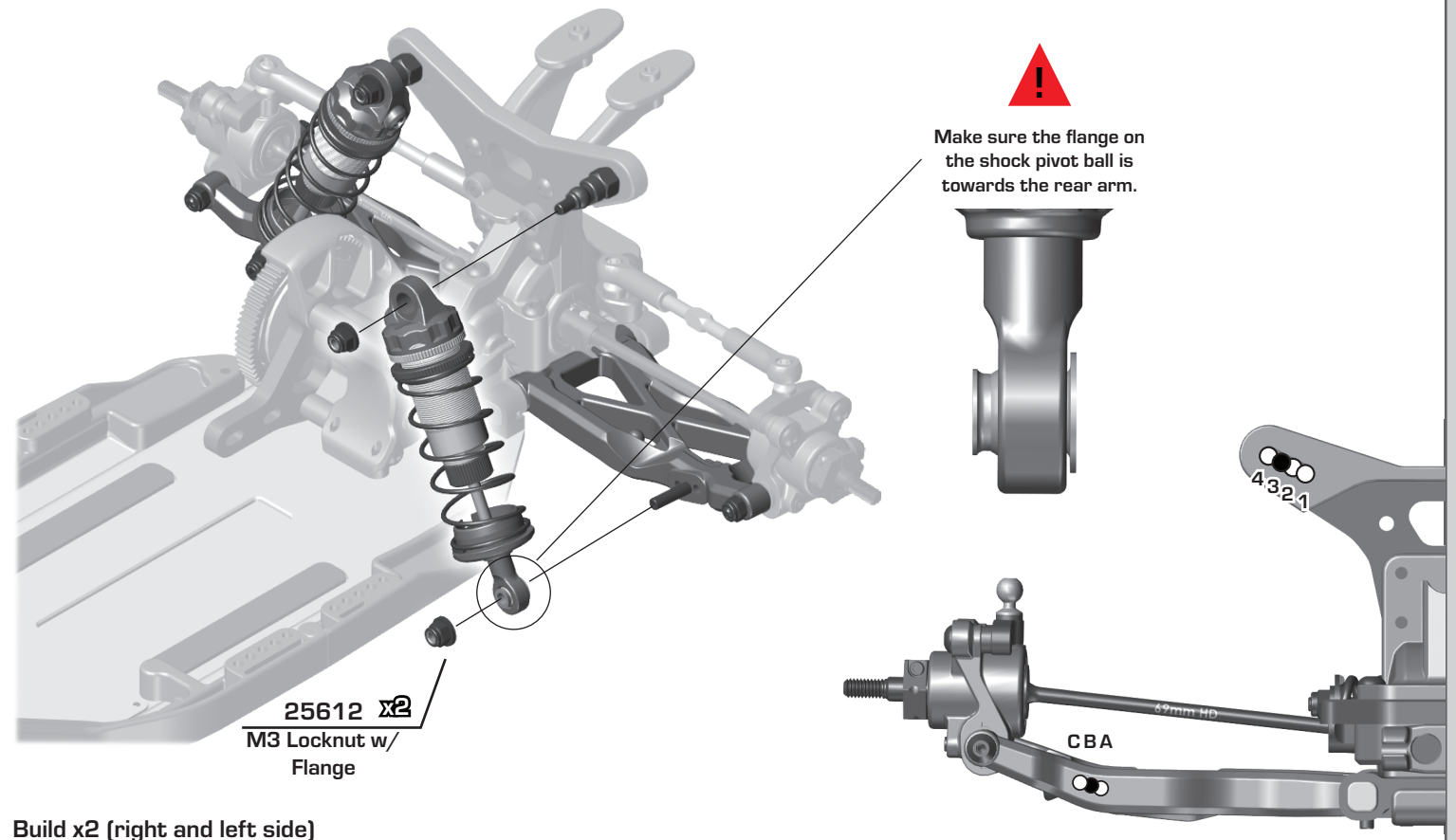
25189
M3 x 22mm
BHCS

Build x2 (right and left side)

⚙ Bag 9 - Step 8



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



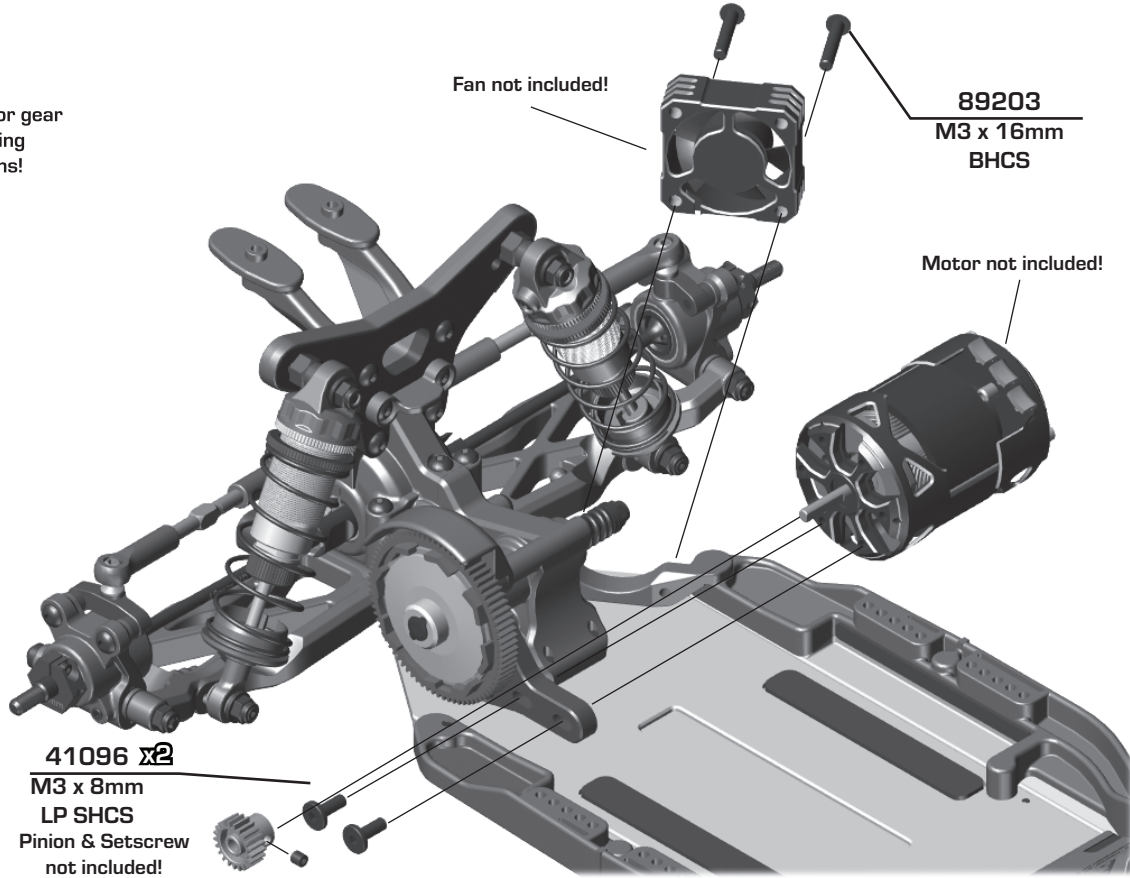
25612 x2
M3 Locknut w/
Flange

Build x2 (right and left side)

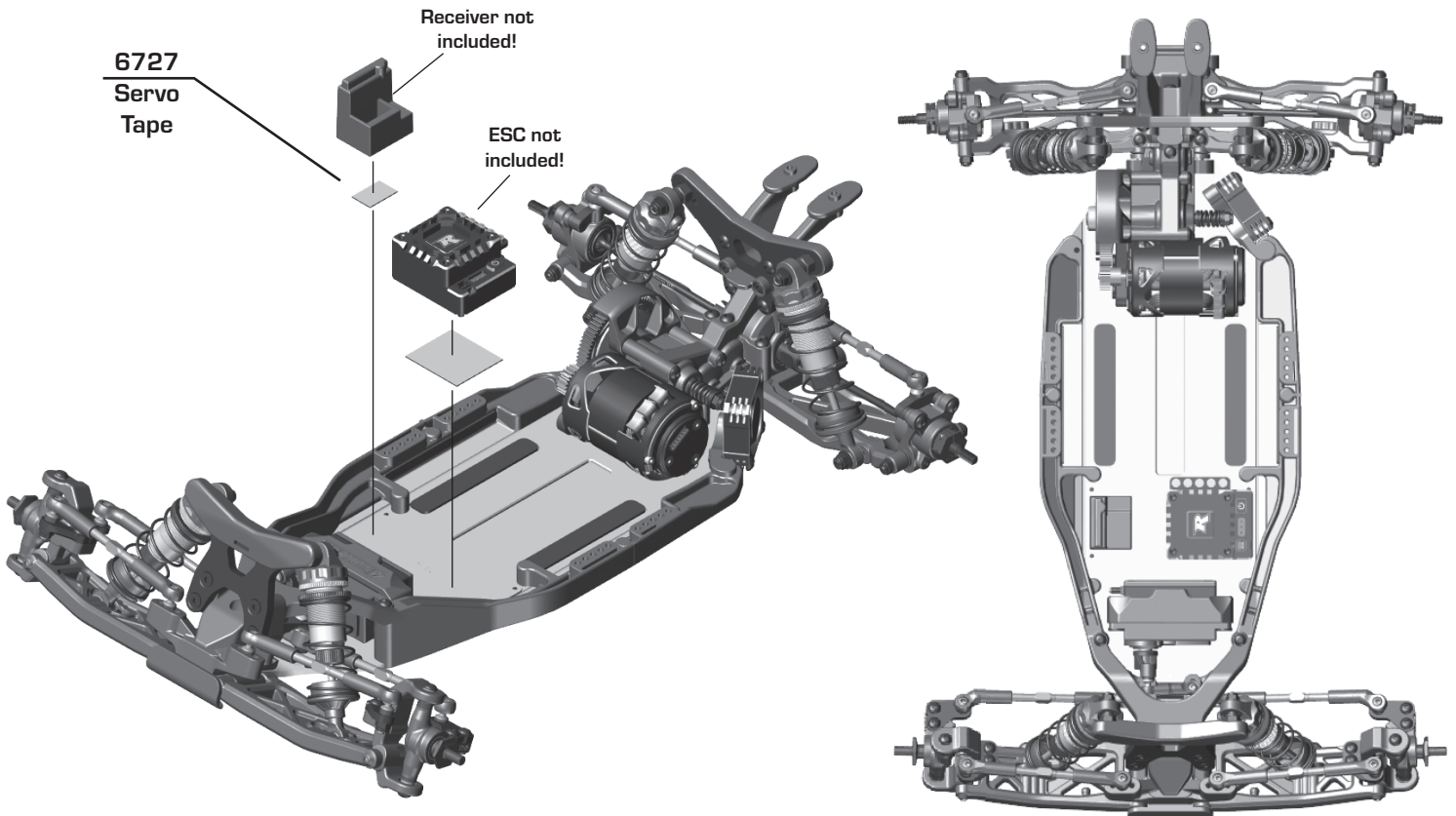
Bag 10 - Step 1



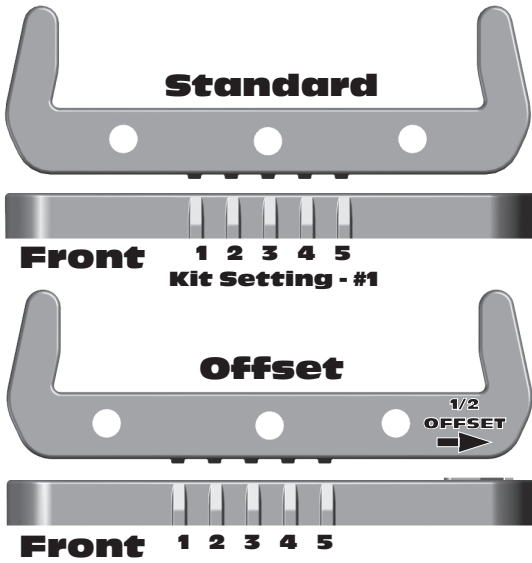
See page 25 for gear mesh setting instructions!



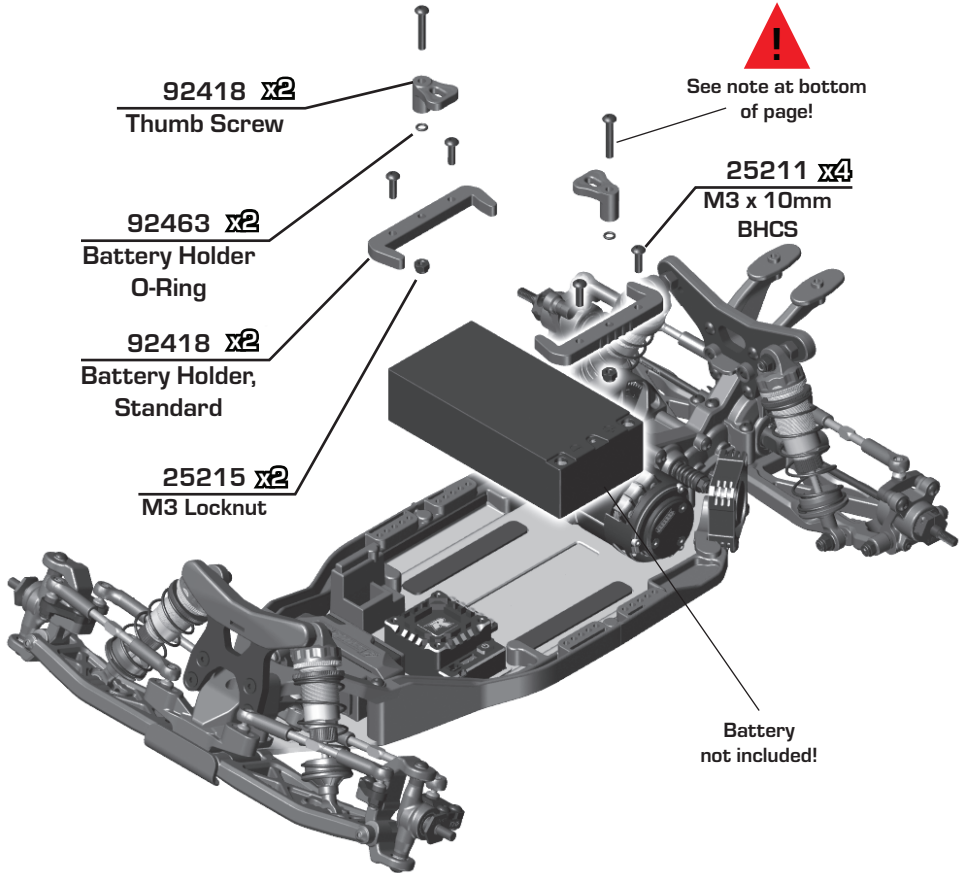
Bag 10 - Step 2



Bag 10 - Step 3



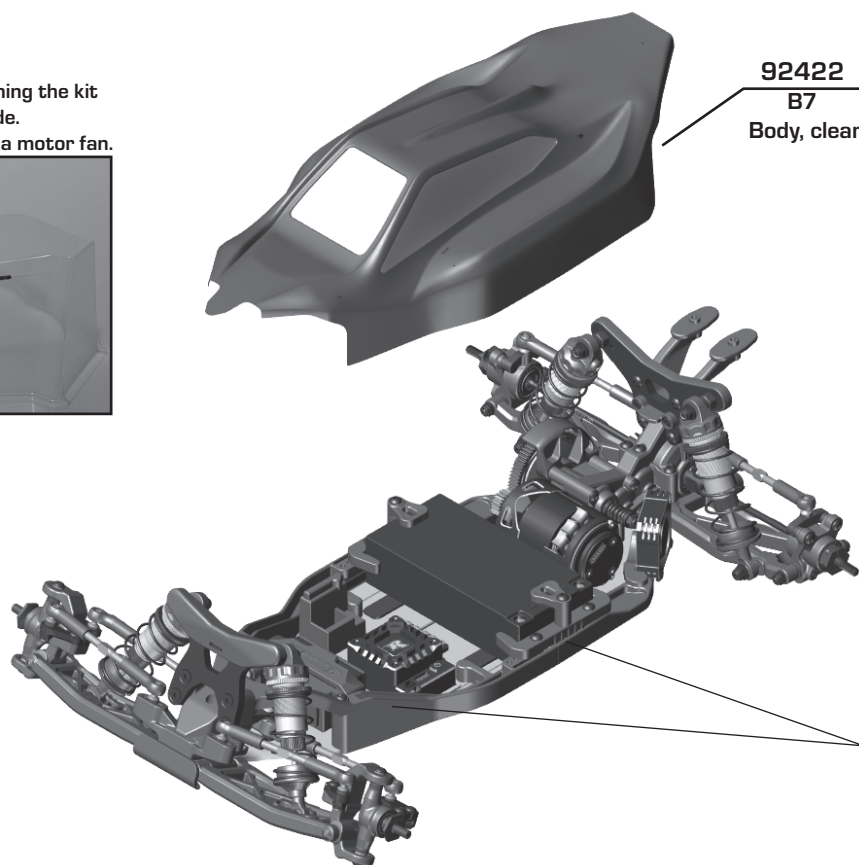
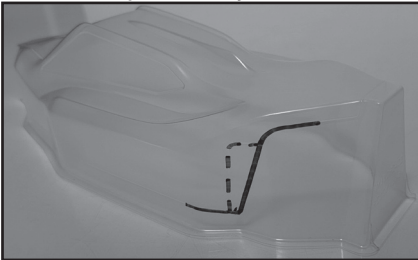
Standard and Low Profile battery thumb screws are included. Shims may need to be added if battery weights are used.
Use M3 x 18mm for standard height
Use M3 x 12mm LP height



Bag 10 - Step 4

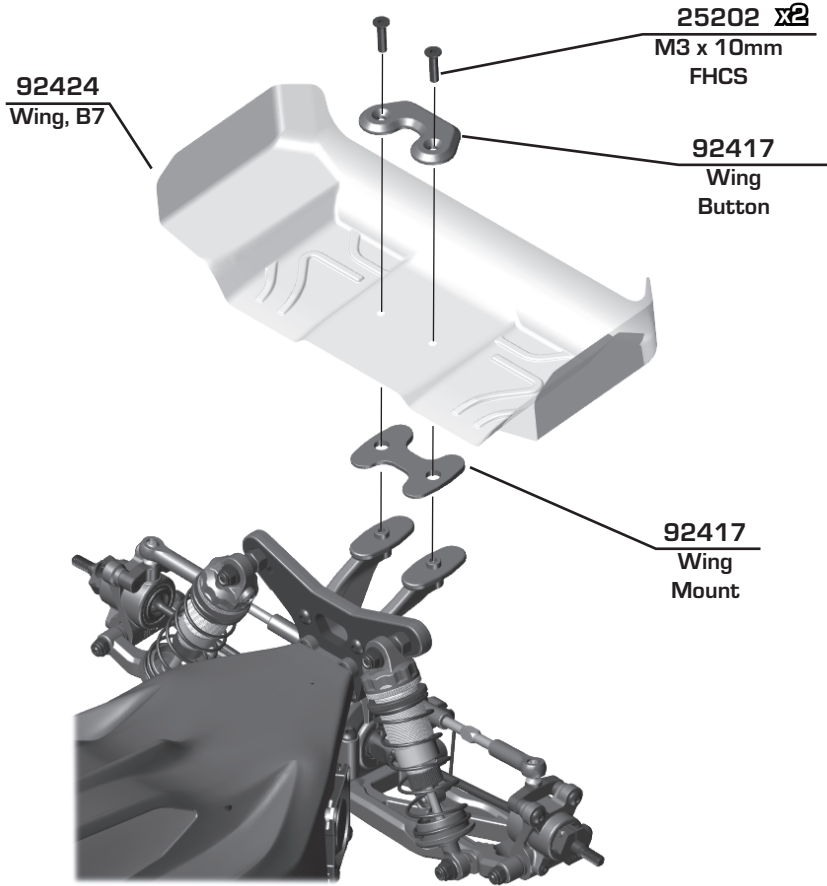


There are two options for trimming the kit body on the left rear side. Dotted line is preferred if you run a motor fan.

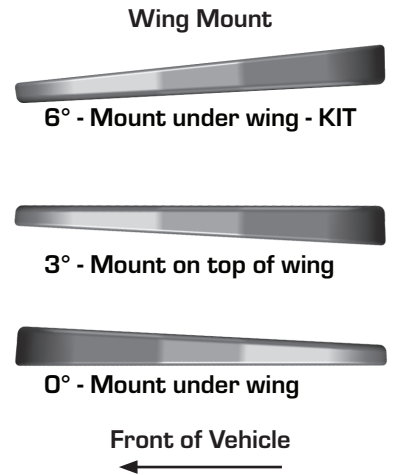


Install hook and loop tape (#91743) along the side braces in 2 spots. One near the front, and one in the middle. Install the opposite side of the hook and loop tape inside the body!

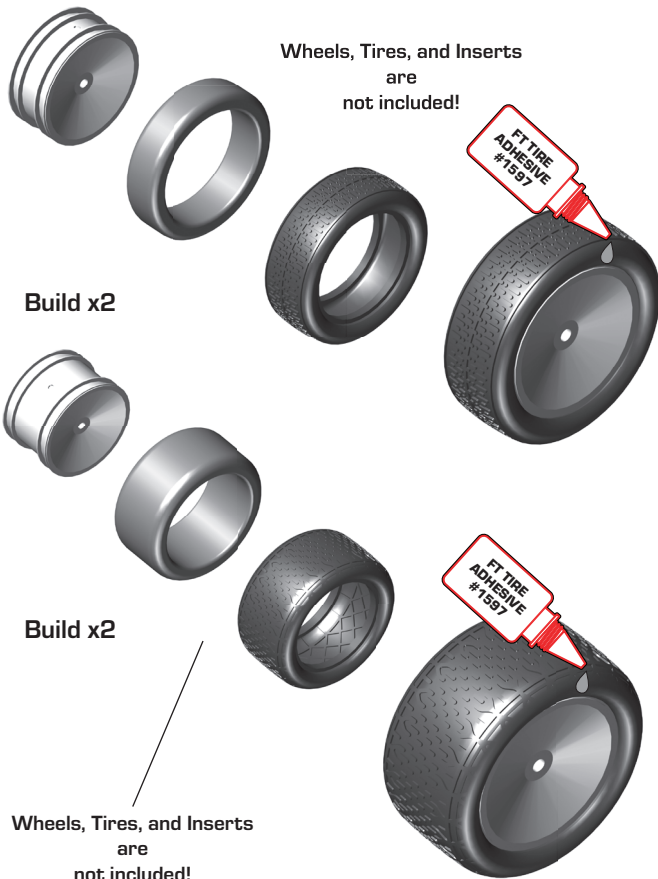
Bag 10 - Step 5




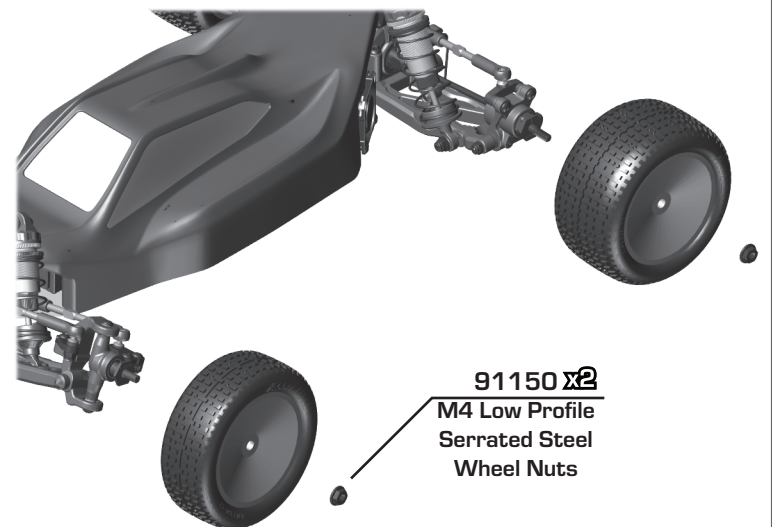

Install button and washer
with wing mount



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.

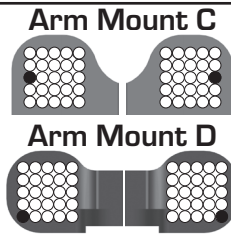
Rear Arm Mount Pill Insert Setup:

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



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

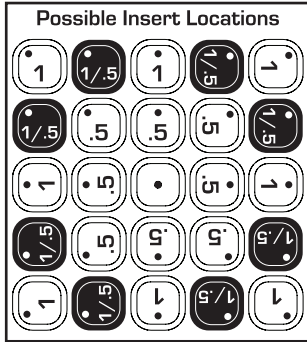
More angle = More anti-squat
Less angle = Less anti-squat
Shown in 1° changes

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°



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.)

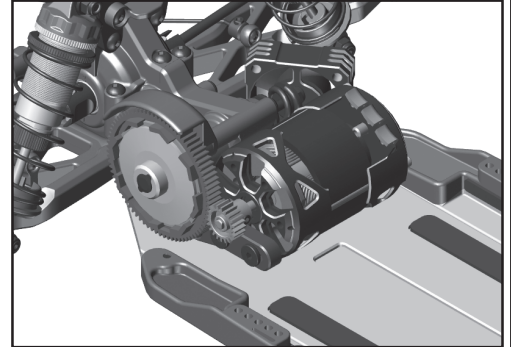
Motor Gearing:

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.

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:

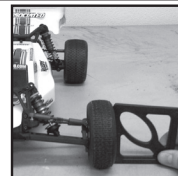
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular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



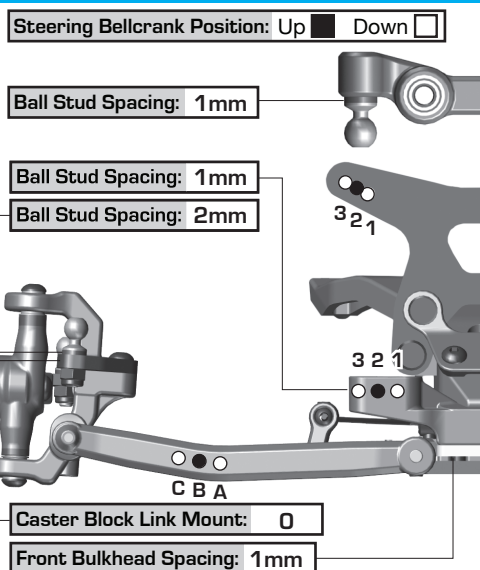
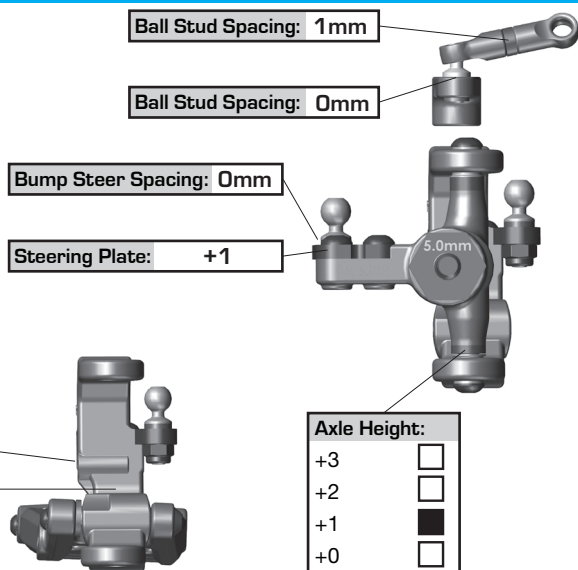
Testing camber with
camber gauge

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.

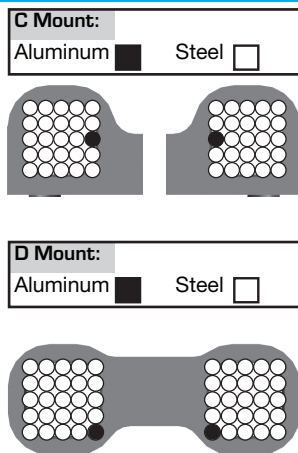
Front Suspension:

Ride Height:	19mm
Camber:	-1 degree
Toe:	0 degree
Anti-Roll Bar:	None
Arm Type:	Kit
Tower Type:	Kit
Wheel Hex:	5mm
Steering Block KPI:	2
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 checked="" type="checkbox"/> +2.5 <input type="checkbox"/>
Steering Stop Spacing:	0mm
Caster Block Spacing:	Fwd <input type="checkbox"/> Back <input type="checkbox"/>
Notes:	

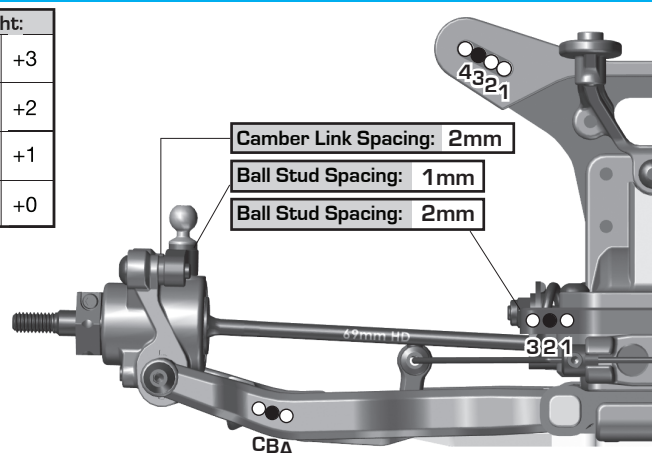


Rear Suspension:

Ride Height:	19mm
Camber:	-1 degree
Anti-Roll Bar:	None
Arm Type:	Kit
Tower Type:	Kit
Arm Spacing:	Fwd <input type="checkbox"/> Mid <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Wheel Hex:	5mm
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:	



Axle Height:	
▼0 3▲	+3
▼1 2▲	+2
▲1 2▼	+1
▲0 3▼	+0



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 checked="" 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 checked="" type="checkbox"/>
Height: 1	Gear Diff: <input type="checkbox"/>
Diff Setting:	
Notes:	

Slipper Clutch:

Type:	Std
# of Pads:	2x19mm
Setting:	
Notes:	

Shocks:

	Front	Rear
Piston:	2x1.8	2x1.9
Thickness:	2.5mm	2.5mm
Fluid:	30wt	30wt
Spring:	Gray	White
Limiters:	Int: ___ Ext: ___	Int: ___ Ext: ___
Stroke:	23mm	28mm
Eyelet:	+2	+4
Cup Offset:	0 <input type="checkbox"/> +5 <input checked="" 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:

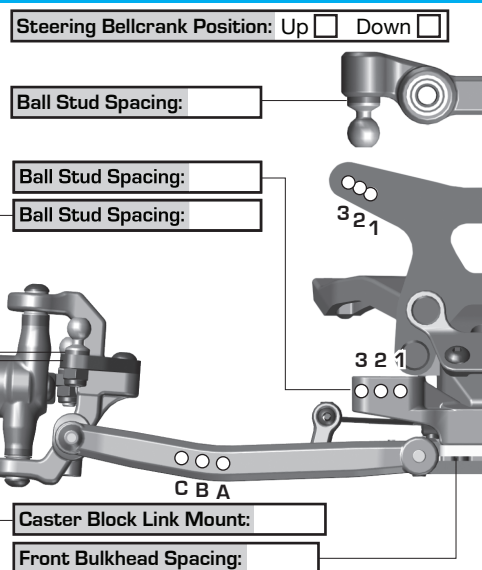
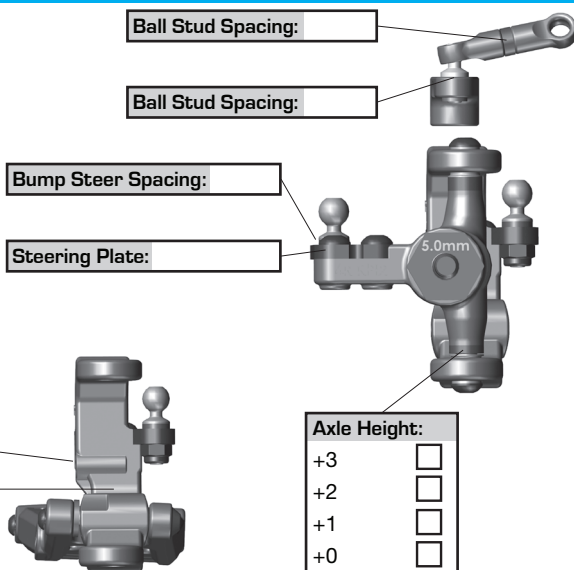
Body:	RC10B7
Front Wing:	RC10B7
Rear Wing:	RC10B7 7"
Wing Angle:	0° <input type="checkbox"/> 3° <input type="checkbox"/> 6° <input checked="" type="checkbox"/>
Chassis Length:	0
Servo Weights:	None
Electronic Weights:	Aluminum
Total Vehicle Weight:	

Vehicle Comments:

Notes:	

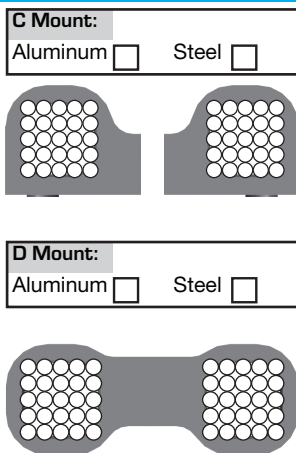
Front Suspension:

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: _____

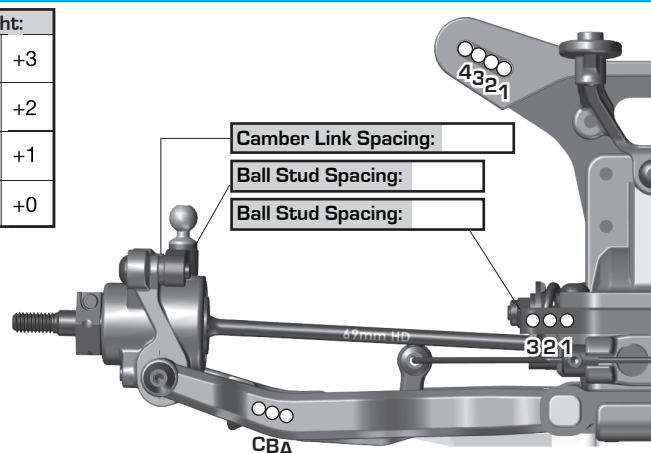


Rear Suspension:

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: _____



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

Stroke

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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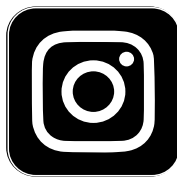
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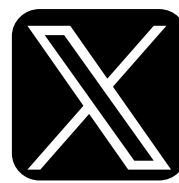
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