

# RC10 B7 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

#90041 RC10B7, Team Kit

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



CHAMPIONS *by* DESIGN

[AssociatedElectrics.com](http://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](http://www.AssociatedElectrics.com) for the latest versions of our instruction manuals.

## ⚡ RC10B7 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
- High volume gear differential improves consistency of differential action over a longer run. Fits LTC internal diff gears from the RC10B74.2.
- 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
- Easy access anti-roll bars front and rear
- 6.5mm aluminum front axle increases stability and grip when using slim front wheels and low-profile tires
- HD 69mm CVA bones and differential outdrives for improved durability

## ⚡ Additional

Your new RC10B7 Team Kit comes unassembled and requires the following items for completion (refer to [www.AssociatedElectrics.com](http://www.AssociatedElectrics.com) and [www.Reedypower.com](http://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") (#1597)
- 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](http://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

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



Customer Service  
Tel: 949.544.7500  
Fax: 949.544.7501

**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)
	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)

**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**

	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:**

**:: Table of Contents**

1.....	Cover	11.....	Gearbox Build Bag 6
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5.....	Steering Build Bag 1	19.....	Electronics Build Bag 10
5.....	Front Suspension Build Bag 2	22.....	Tuning Tips
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9.....	Rear Suspension Build Bag 4	25.....	Setup Sheet “Blank”
10.....	Gear Differential Build Bag 5	26.....	Back Cover

**:: 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



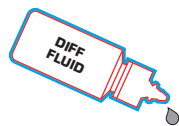
This symbol indicates a Racers Tip.



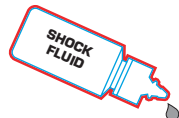
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.



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**

**!** Note orientation of steering rack

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

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

**91973**  
Steering Bellcrank (Right)

**91973**  
Steering Bellcrank (Left)

**91983**  
Aluminum Steering Bellcranks

**91984**  
Aluminum Steering Rack

**92489**  
Carbon Steering Rack

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

**91973**  
Steering Rack

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

**:: Bag 1 - Step 2**

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

**31283**  
5mm Ball Stud, Long

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

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

**91974 x2**  
Steering Hat Bushing

**89202 x2**  
M3 x 12mm BHCS

**92404**  
Carbon Front Ball Stud Mount

**92403**  
Front Ball Stud Mount

**25225 x2**  
M3 x3mm Set Screw

**92457 x2**  
Anti-Roll Bar Collar

**92459**  
Front Anti-Roll Bar, 1.0mm  
Note: Do not overtighten collars on ballstud mount

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

**:: Bag 1 - Step 3**

**89224 x2**  
M3 x 16mm SHCS

**91974 x2**  
Steering Hat Bushing, High

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

**:: Bag 2 - Step 1**

**92427**  
Bulkhead Shim




**92400**  
B7 Chassis

**92436**  
FT Aluminum Bulkhead (0°)

**92437**  
FT Aluminum Bulkhead (2.5°)

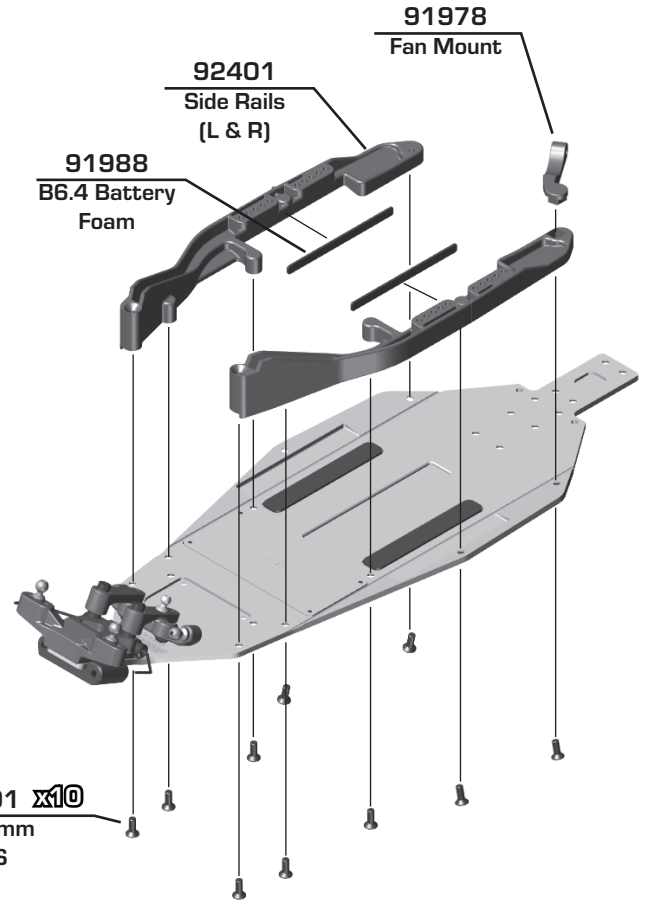
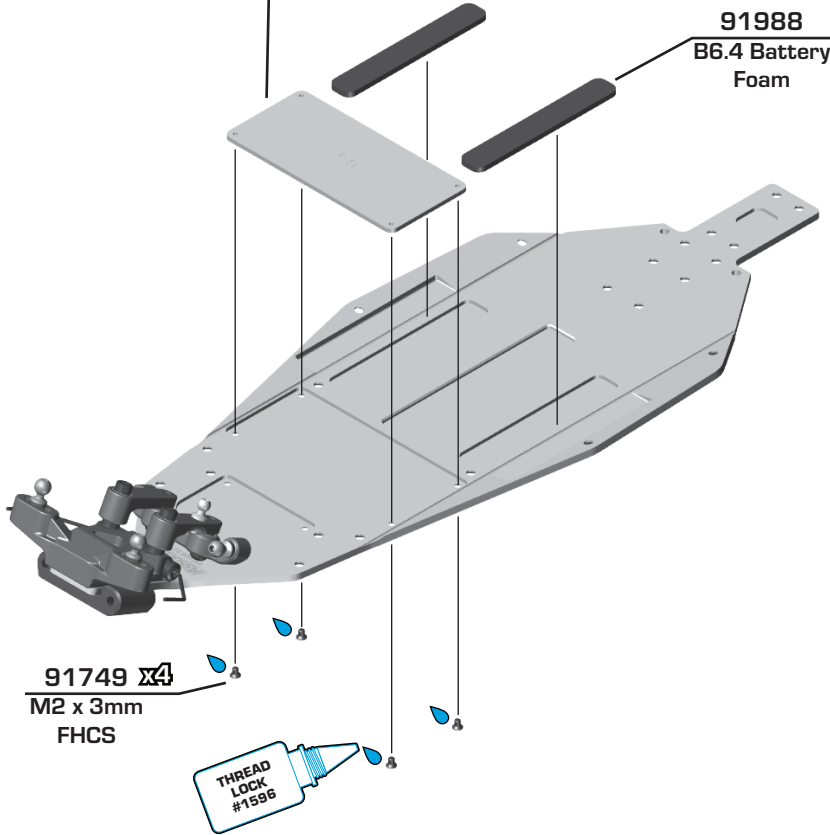
**89208 x2**  
M3 x 14mm FHCS

Bag 2 - Step 2

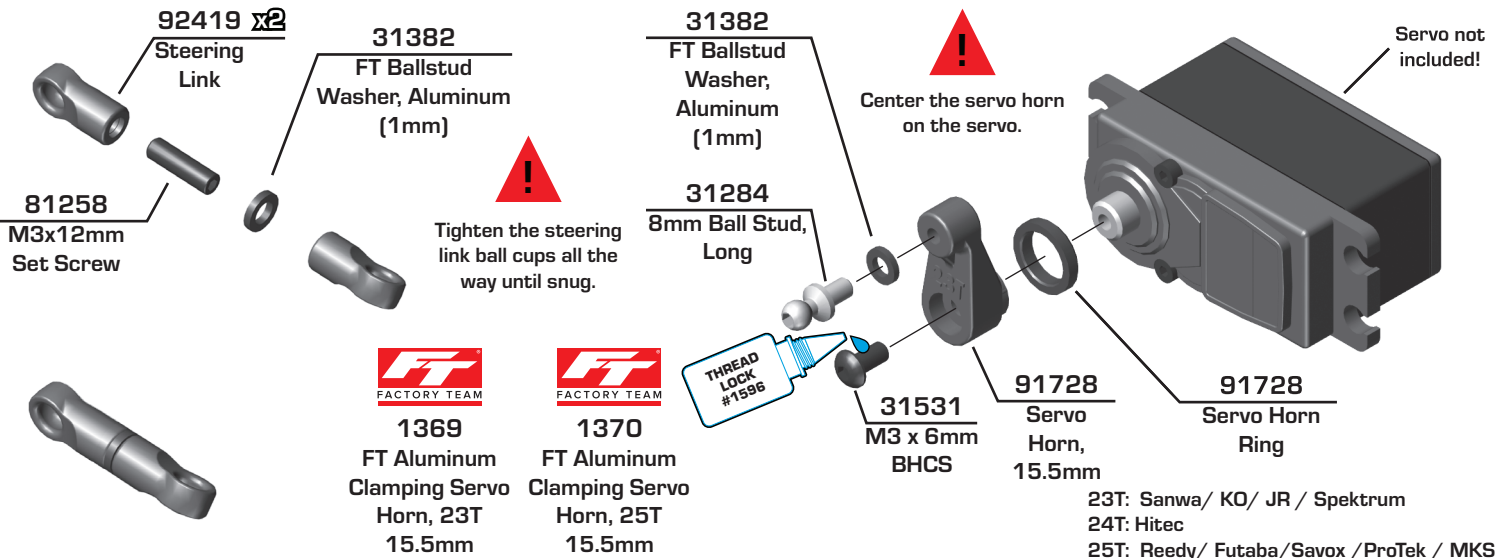
-  **91976**  
FT B6.4  
Aluminum, 11g
-  **91975**  
FT B6.4  
Carbon Fiber, 6.15g
-  **91977**  
FT B6.4  
Steel, 33g



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

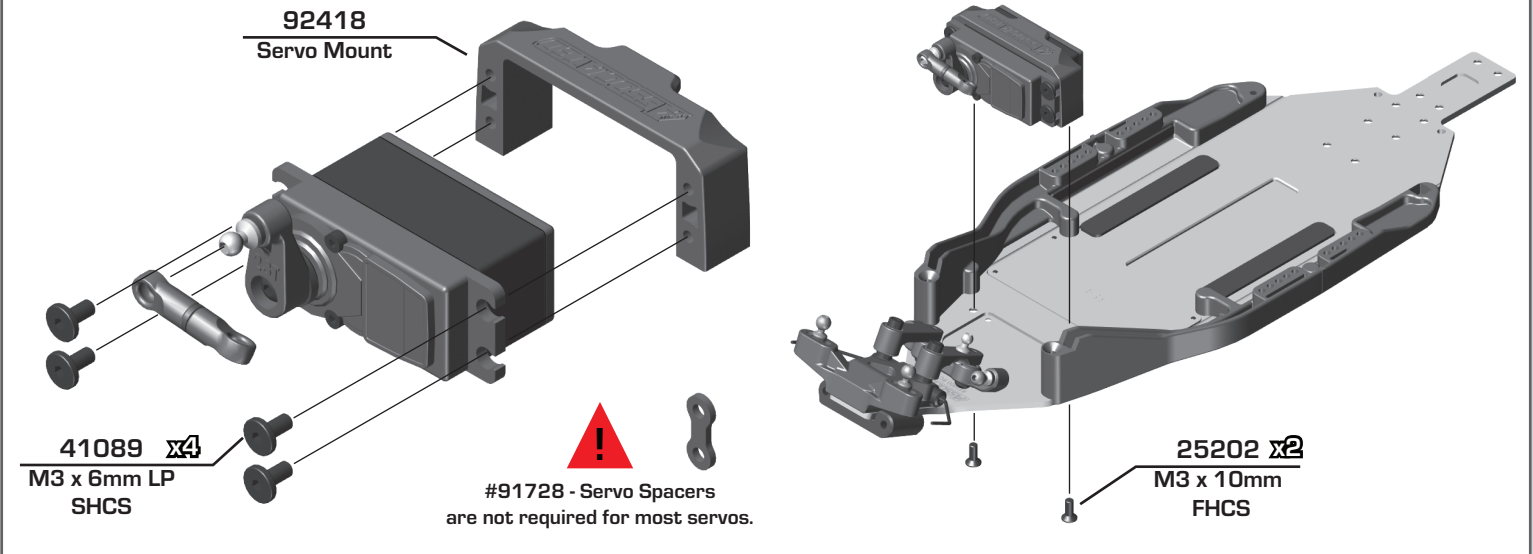


Bag 2 - Step 3

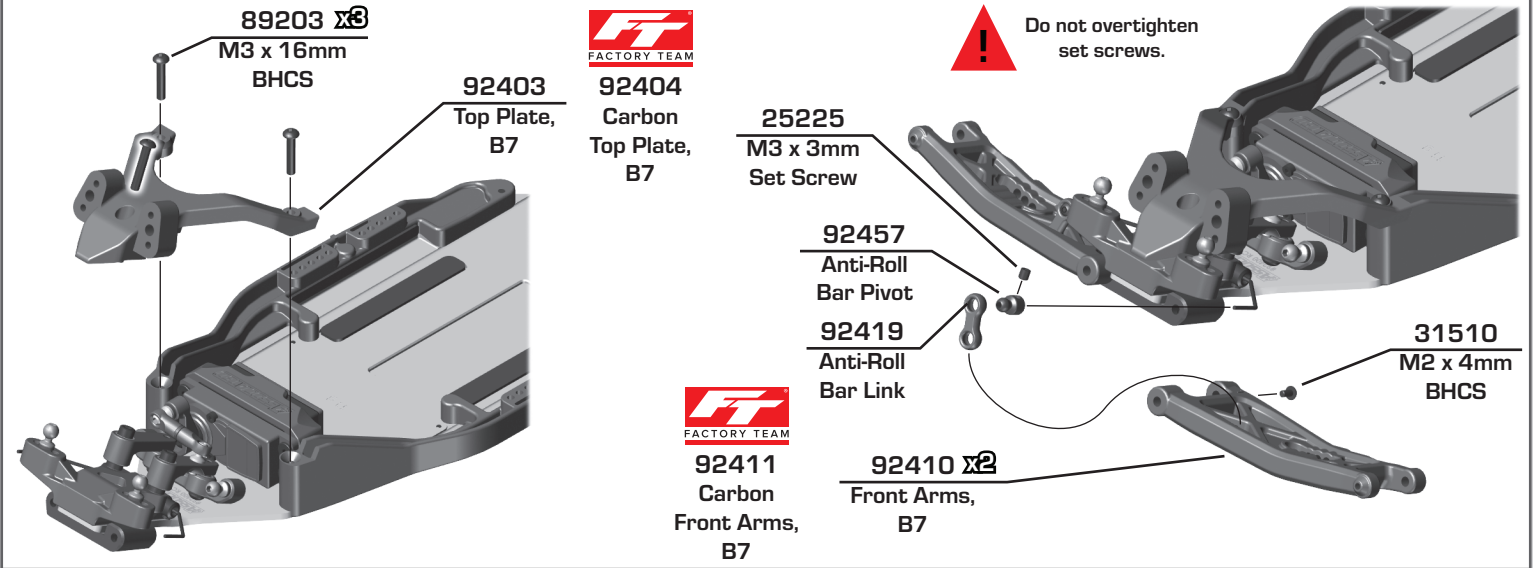


23T: Sanwa/ KO/ JR / Spektrum  
24T: Hitec  
25T: Reedy/ Futaba/ Savox / ProTek / MKS

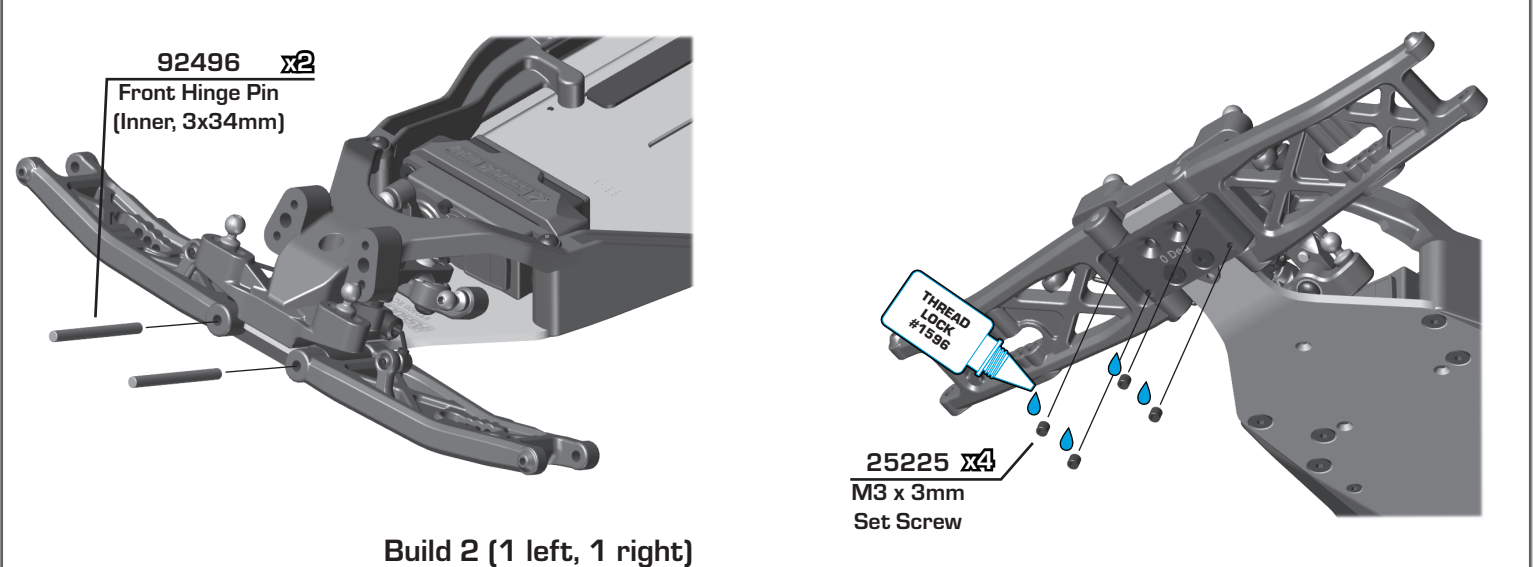
**:: Bag 2 - Step 4**



**:: 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

**3 2 1**

**THREAD LOCK #1596**

**!**  
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.

**92417**  
Wing Mount, Front

**25203 x2**  
M3 x 12mm FHCS

**25202 x2**  
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

**71144**  
Steering Block Arm, +1mm

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

**25215**  
M3 Locknut, black

**4L - 1**

**!**

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

**92462**  
Front Axle, 6.5mm

**91683**  
FT Titanium Front Axle

**71181**  
FT Hex Adapter Front Axles

**FACTORY TEAM**

**FACTORY TEAM**

**FACTORY TEAM**

**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)

**92467**  
Caster Block Link Mount, 0

**25215**  
M3 Locknut, black

**31532 x2**  
M3 x 8mm BHCS

**92415**  
Carbon Caster Block

**92414**  
Caster Block

**81257**  
M3 x 6mm Set Screw

**92442**  
Caster Block Pivot Balls

**31520**  
M2.5 x 6mm BHCS

**92416**  
Caster Block Insert (+2.5°)

**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

**Build 2 (1 left, 1 right)**

**Bag 3 - Step 3**

**25187**  
M3 x 14mm BHCS

**91676 x2**  
Caster Hat Bushing Top: 0mm Bottom: 3mm

**89203**  
M3 x 16mm BHCS

**92416**  
Caster Block Shim

**92496**  
Front Hinge Pin (Outer, 3x26mm)

**31510**  
M2 x 4mm BHCS

**FACTORY TEAM**

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

**Build 2 (1 left, 1 right)**

**Build 2 (1 left, 1 right)**

**Bag 4 - Step 1**

Arm Mount C: 1° Out

**92432**  
Aluminum Arm Mount, C

**92014 x2**  
Arm Mount Inserts (1°)

**25201 x2**  
M3 x 8mm FHCS

**91737 x2**  
M3 x 20mm Set Screw

**92406**  
B7 Carbon Rear Arms

**92408 x2**  
B7 Rear Arms

**11mm**

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

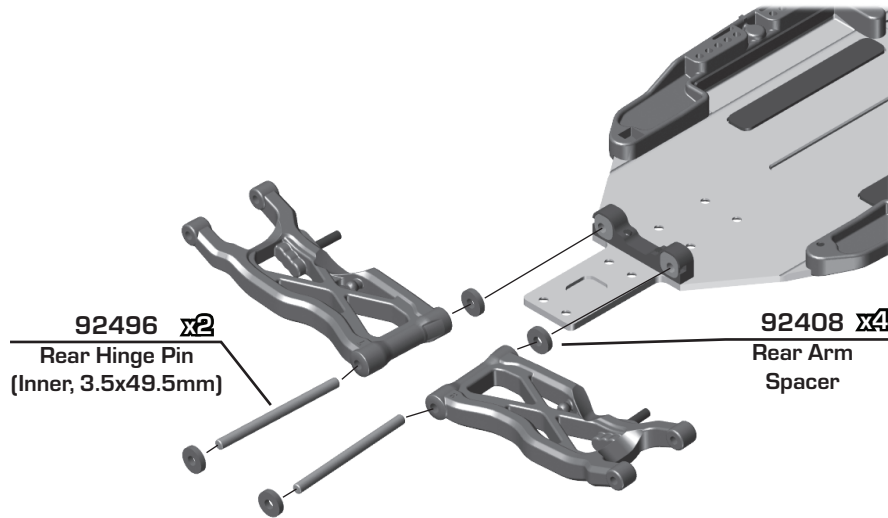
**FACTORY TEAM**

See next step for pill chart tips

THREAD LOCK #1596

**Build 2 (1 left, 1 right)**

Bag 4 - Step 2

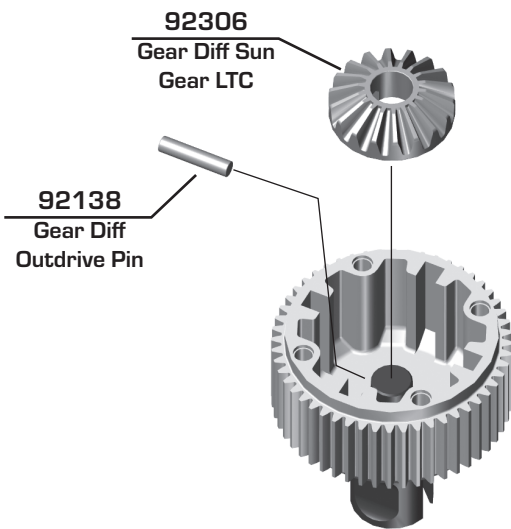
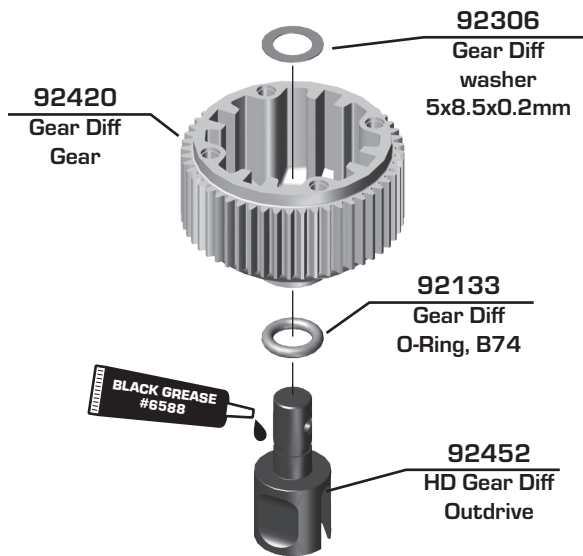


The (#92432) C and (#92433) D aluminum arm mounts allow for a large amount of setup combinations when using the (#92014) 0.5° and 1° arm mount inserts.

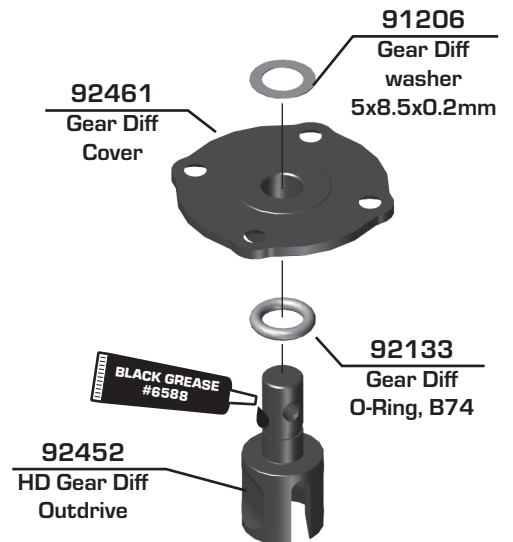
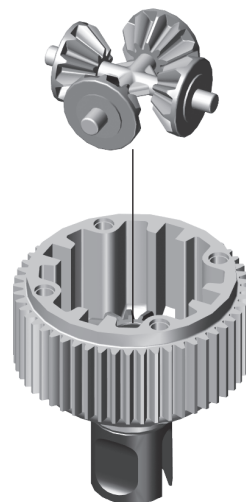
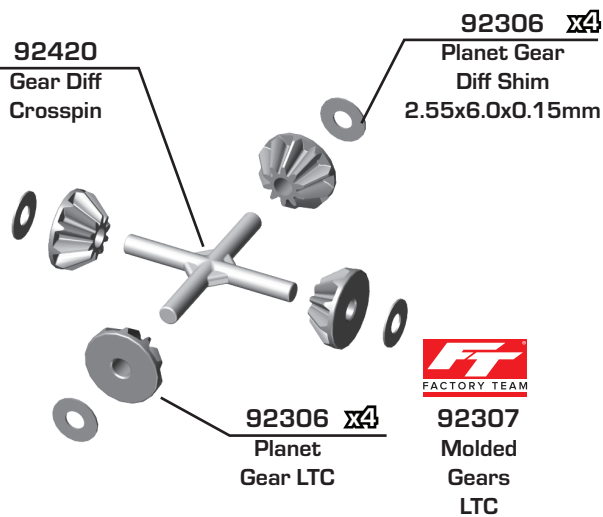
For a complete list of pill setup combinations, please visit our website by using the link below.  
<http://bit.ly/B6PillChart>

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

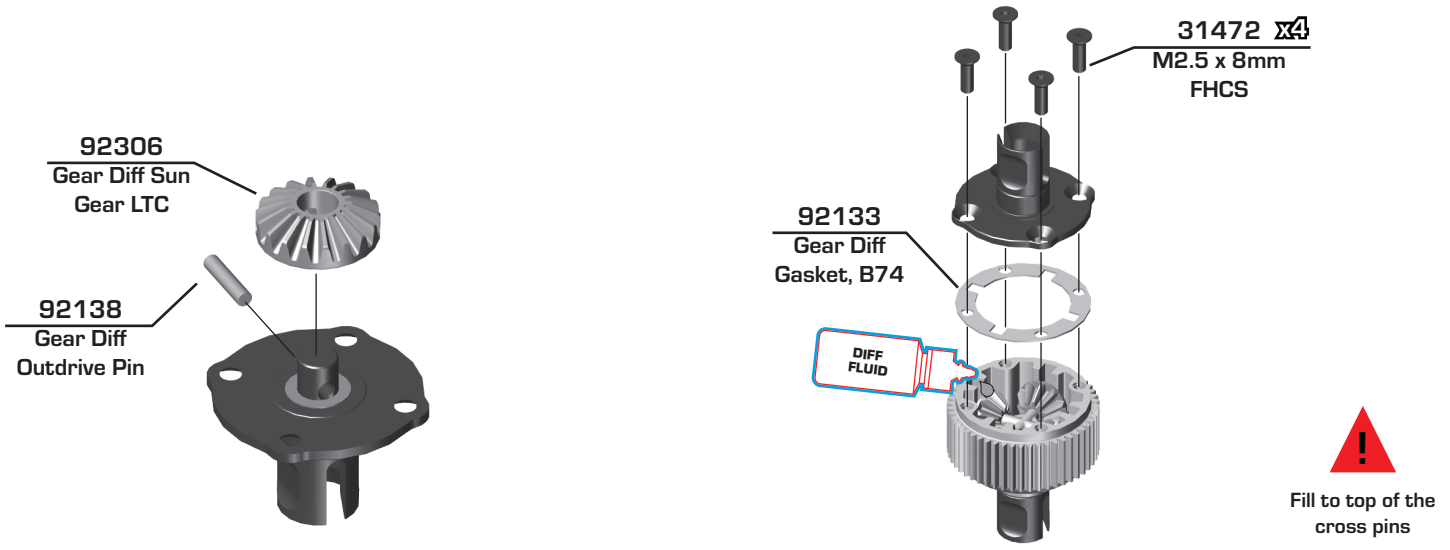
Bag 5 - Step 1



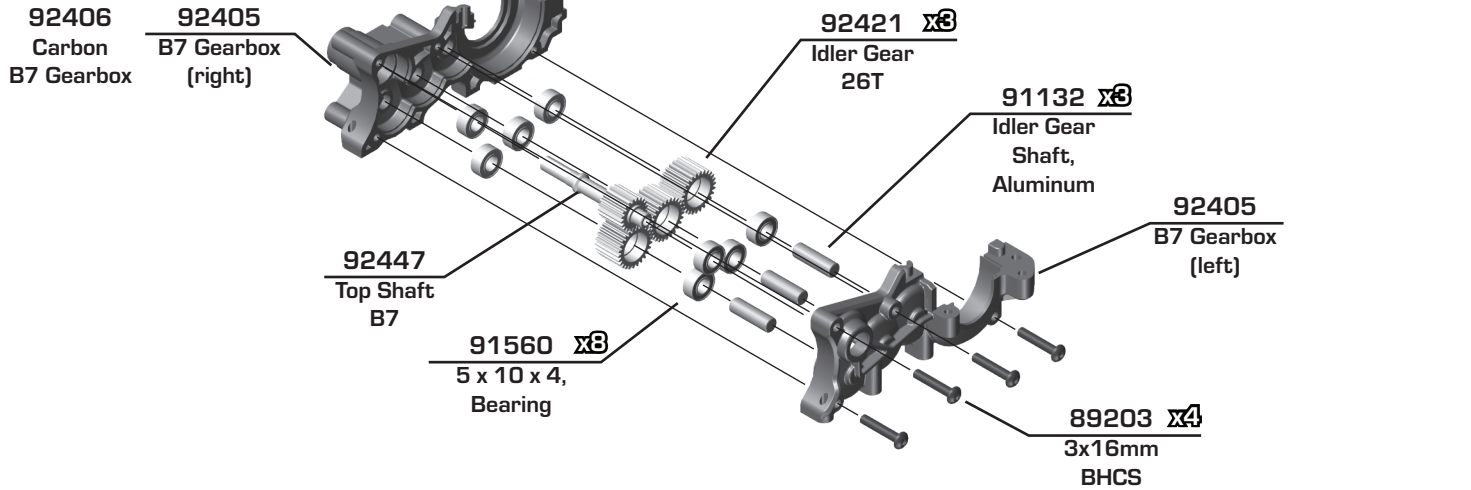
Bag 5 - Step 2



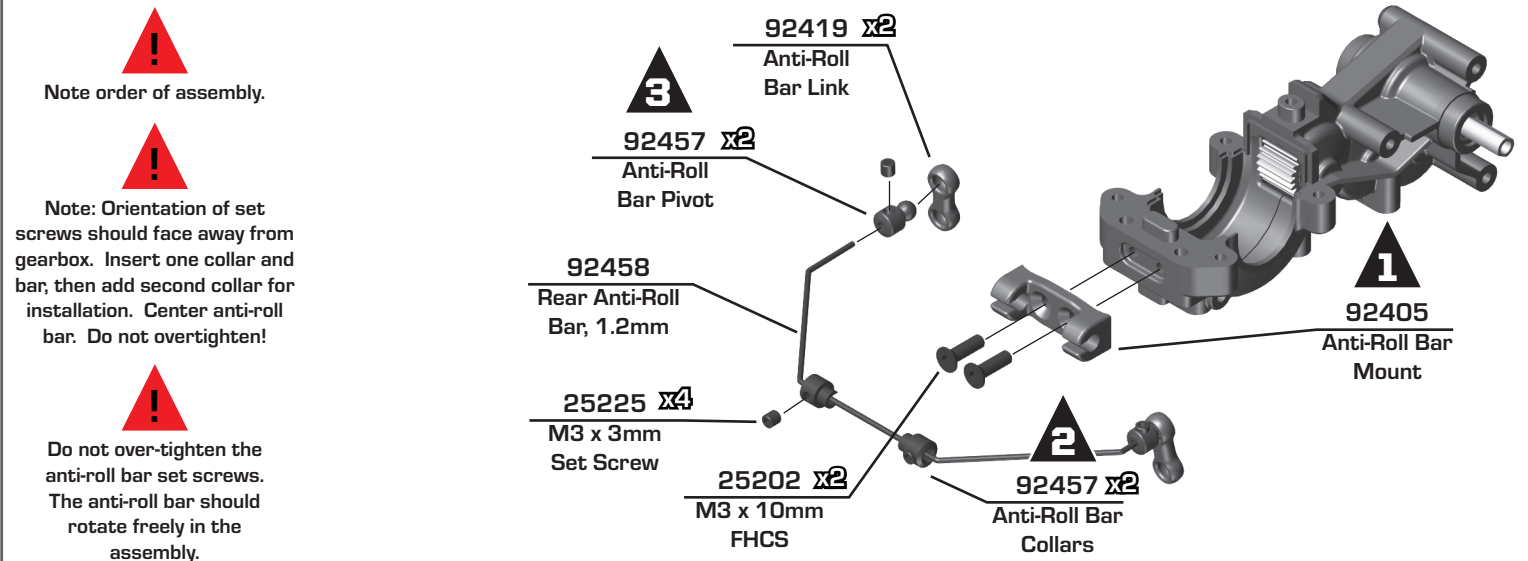
Bag 5 - Step 3



Bag 6 - Step 1



Bag 6 - Step 2

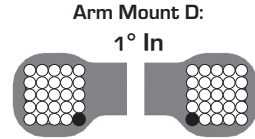
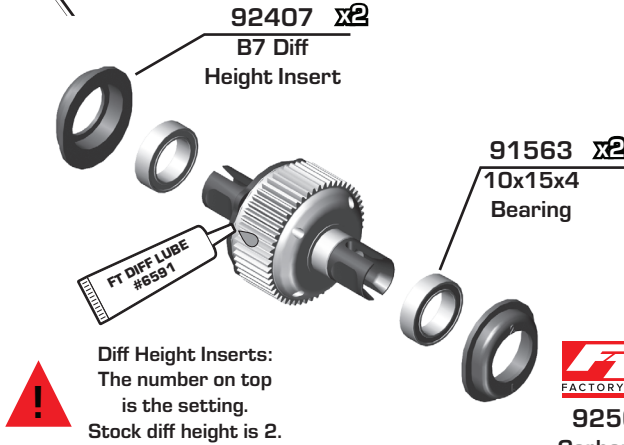


**Bag 6 - Step 3**

Diff Height	
	3
	2 Kit Setup
	1
	0

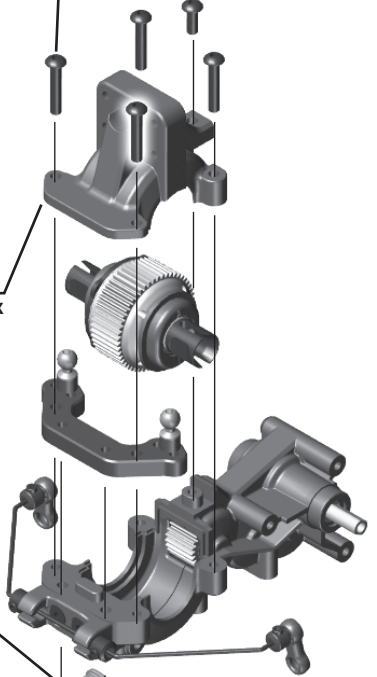


Add a drop of Diff Lube (#6591 - not included) to the teeth of the diff gear, idler gear, and top shaft.

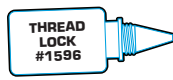


**89203 x4**  
M3 x 16mm BHCS

**31532**  
M3 x 8mm BHCS

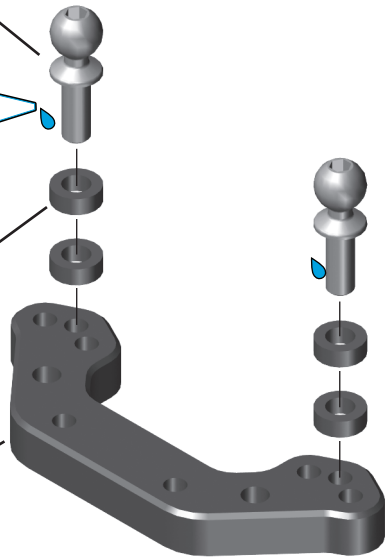


**91048 x2**  
Heavy-duty Ballstud, 8mm



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

**92440**  
B7 Rear Ballstud Mount, Aluminum



**92014 x2**  
Arm Mount Inserts (1°)

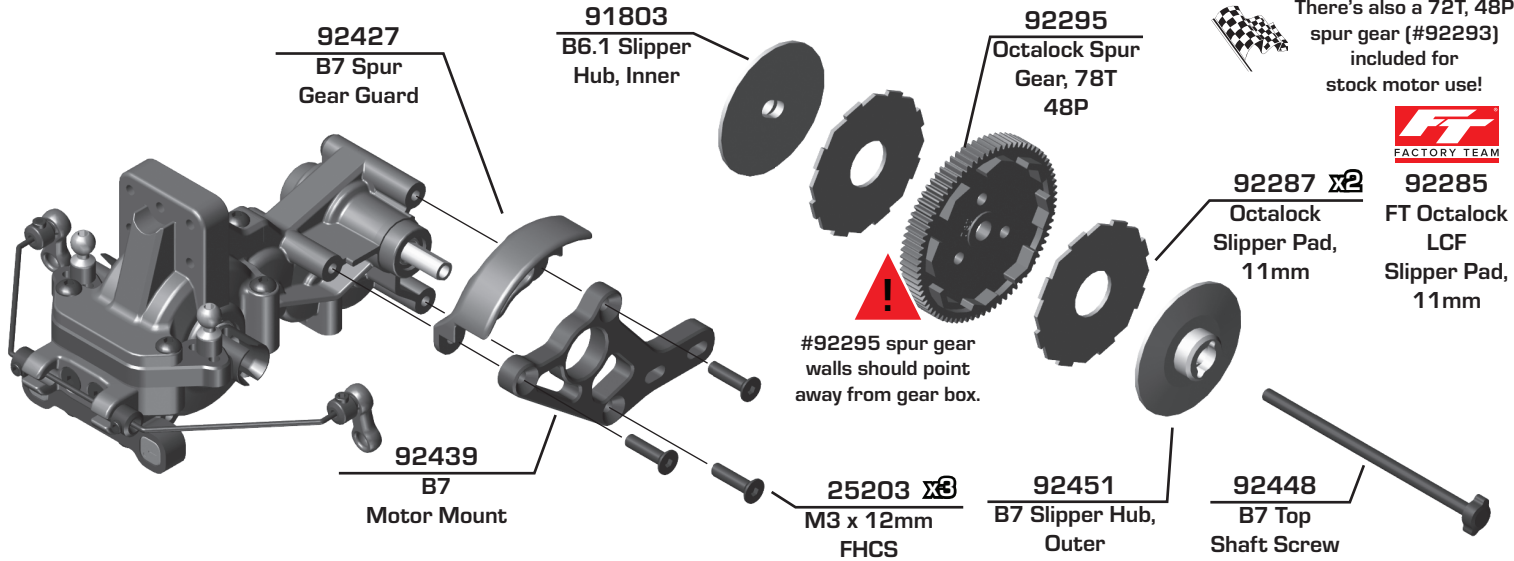
**92433**  
Aluminum Arm Mount, D

**89204 x2**  
M3 x 24mm BHCS

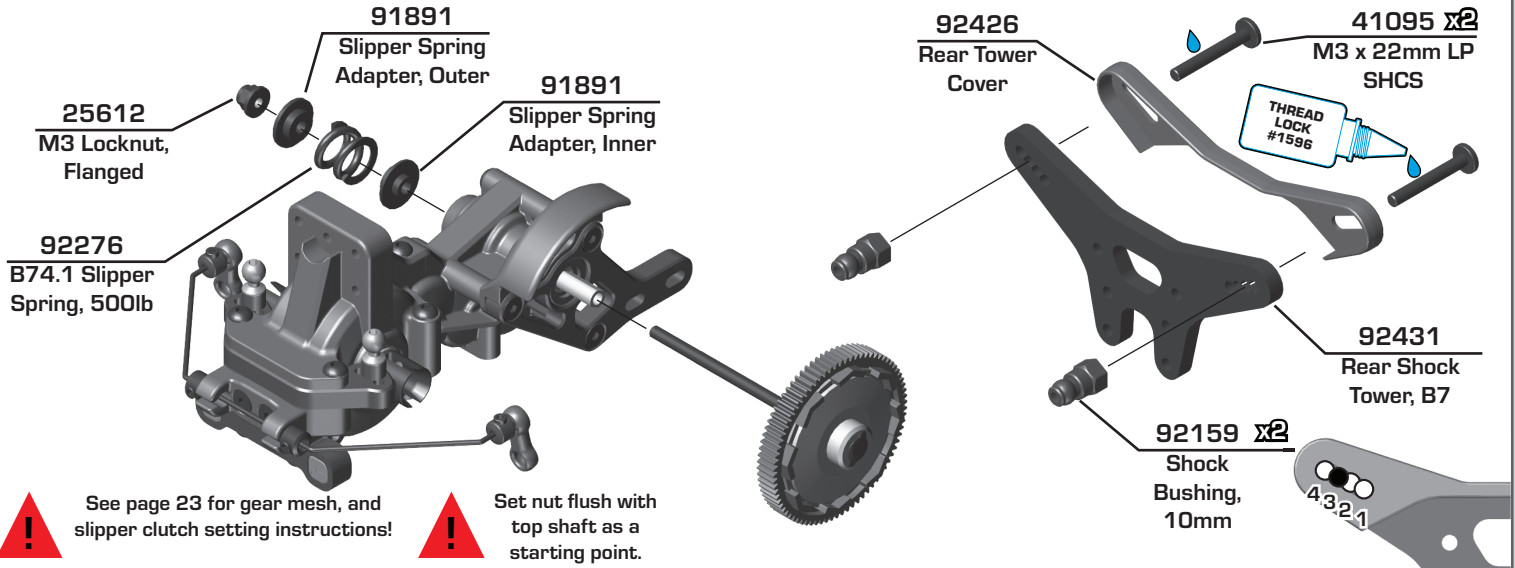
**!** Optional rear bumper included!

**91685**  
Rear Bumper

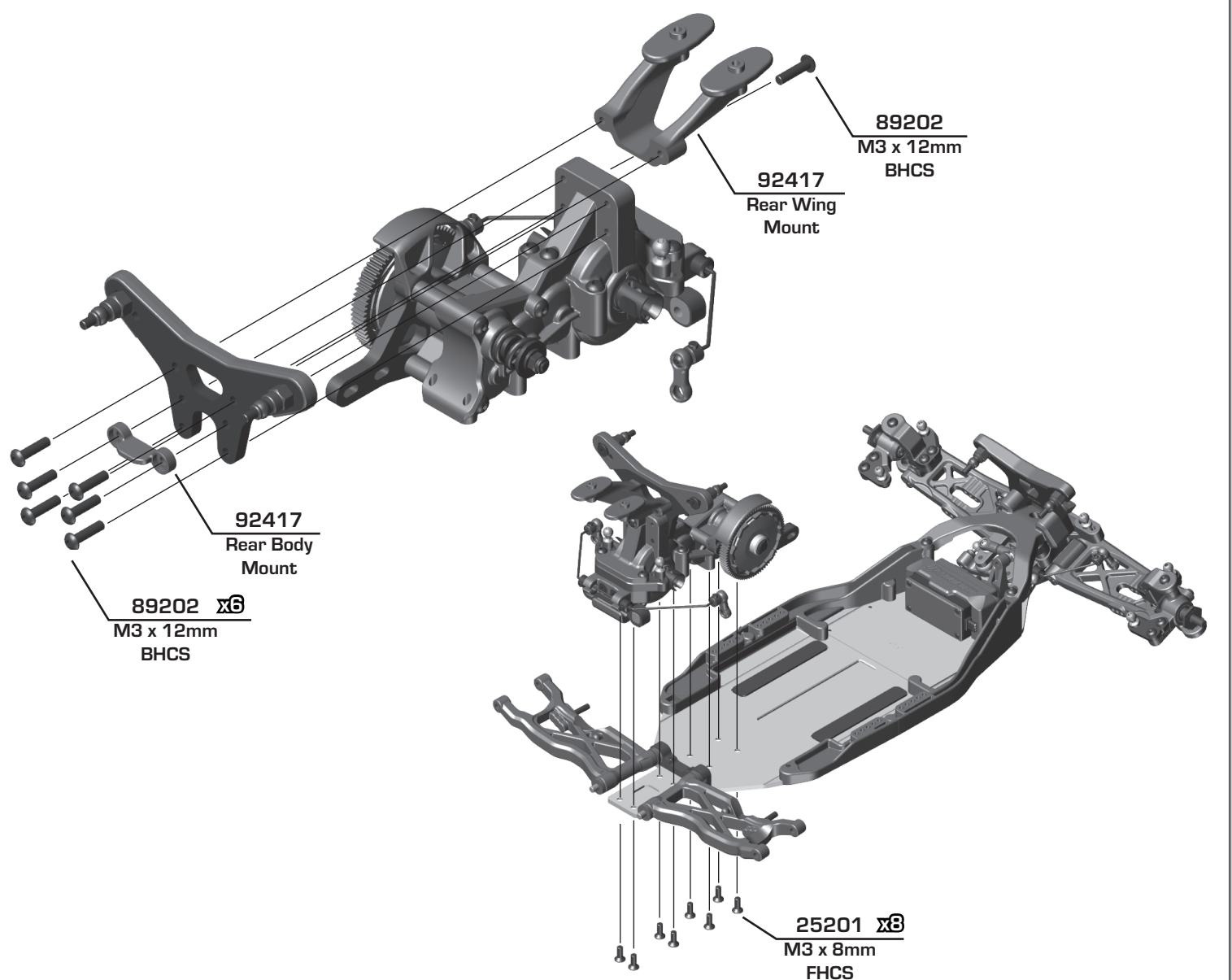
**Bag 6 - Step 4**



**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, HRC

**92413**  
Carbon B7 Rear Hubs, HRC

**92179**  
Rear Hub Inserts

**89202 x2**  
M3 x 12mm BHCS

**81267 x2**  
M3 x 6mm Set Screw

**FACTORY TEAM**

**THREAD LOCK #1596**

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 Kit Setup
↓ 2	1 ↑		1 ↑ +1mm
↓ 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

**BLACK GREASE #6588**

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

**92188**  
Rear Hub Hinge Pin

**25215**  
M3 Locknut

**92179 x2**  
Rear Hub Spacer

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

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

Build x2 (right and left side)

Build x2 (right and left side)

**:: Bag 8 - Step 1**

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

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

**Parts:**  
92308 Ball Cup  
92337 Turnbuckle 3.5x48mm  
92308 Ball Cup

**Factory Team 92360 Titanium Turnbuckle 3.5x48mm**

**Front Camber Turnbuckle 26.60mm**

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

**Build x2 (right and left side)**

**:: Bag 8 - Step 2**

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

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

**Parts:**  
92308 Ball Cup  
92337 Turnbuckle 3.5x48mm  
92308 Ball Cup

**Steering Turnbuckle 28.70mm**

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

**Build x2 (right and left side)**

**:: Bag 8 - Step 3**

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

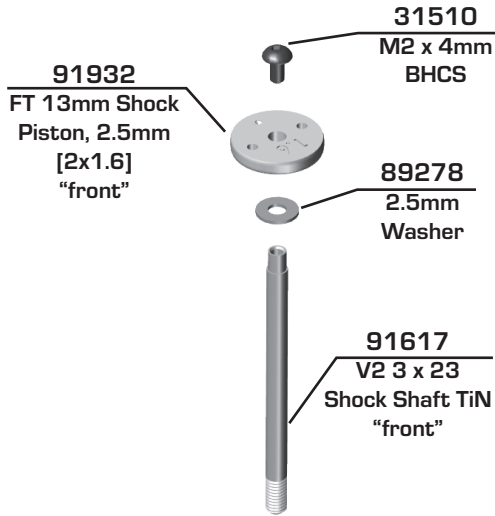
**Parts:**  
92308 Ball Cup  
92337 Turnbuckle 3.5x48mm  
92308 Ball Cup

**Rear Camber Turnbuckle 27.40mm**

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

**Build x2 (right and left side)**

**Bag 9 - Step 1**



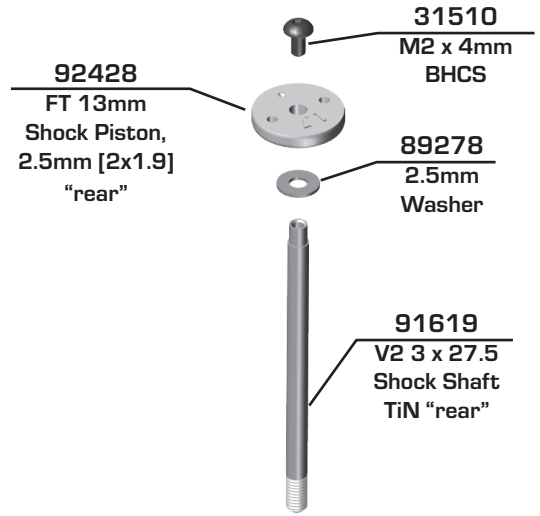
Build x2 front shocks

**!**  
Mount the shock pistons with the number facing up!



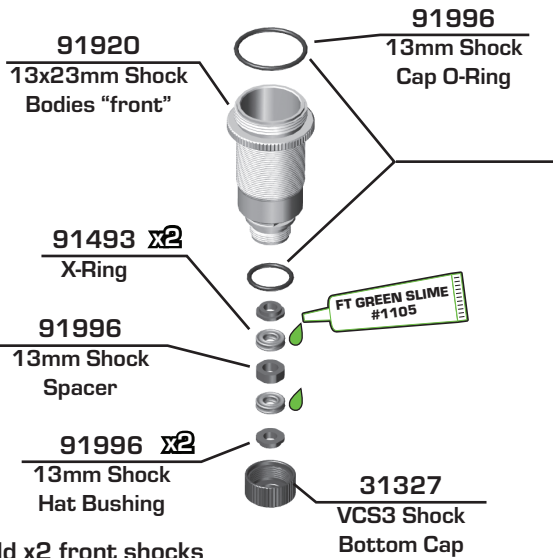
Racers Tip:

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



Build x2 rear shocks

**Bag 9 - Step 2**



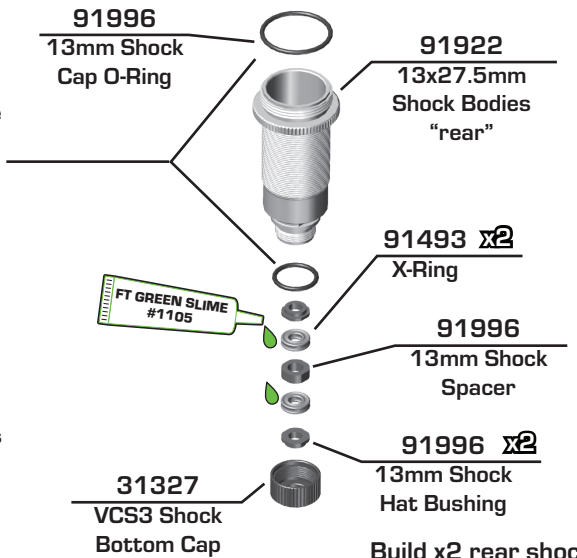
Build x2 front shocks

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



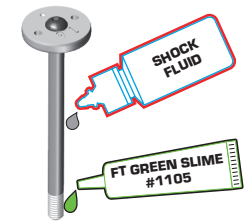
Racers Tip:

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

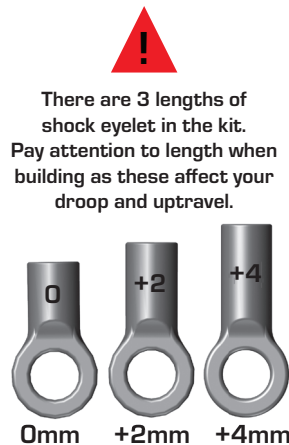


Build x2 rear shocks

**Bag 9 - Step 3**

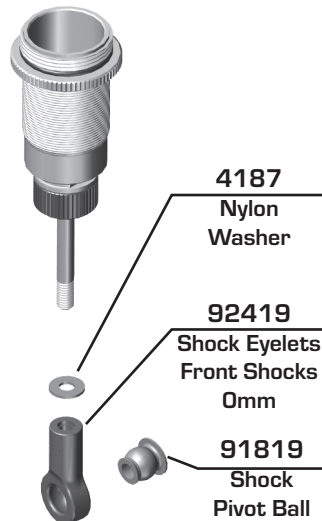


**!**  
Lightly rub shock fluid or green slime on threads

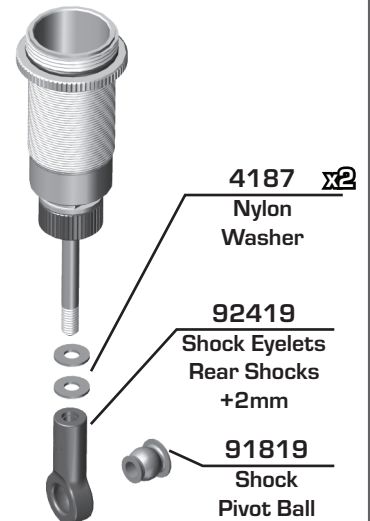


0mm +2mm +4mm

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



Build x2 front shocks



Build x2 rear shocks



**Bag 9 - Step 4**

SHOCK FLUID

Front Shock: 35wt #5429  
Rear Shock: 30wt #5422

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

91926  
13mm Shock Cap

**Shock Bleeding Steps:**

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

31510  
M2 x 4mm BHCS

Stroke

Stroke  
Front: 23.5mm  
Rear: 27.5mm

Steps 9-10

**Bag 9 - Step 5**

91996 x4  
13mm Threaded Collar O-ring

91928 x4  
13mm Threaded Collar

91945  
13mm Front Spring, Orange (4.30lb)

91949  
13mm Rear Spring, Gray (2.00lb)

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

Build x4

**Bag 9 - Step 6**

**!**

Screw collars to top. Use to adjust ride height.

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

Build x2 front shocks

#91966 13mm Shock Spring Cups

0mm	5mm	9mm

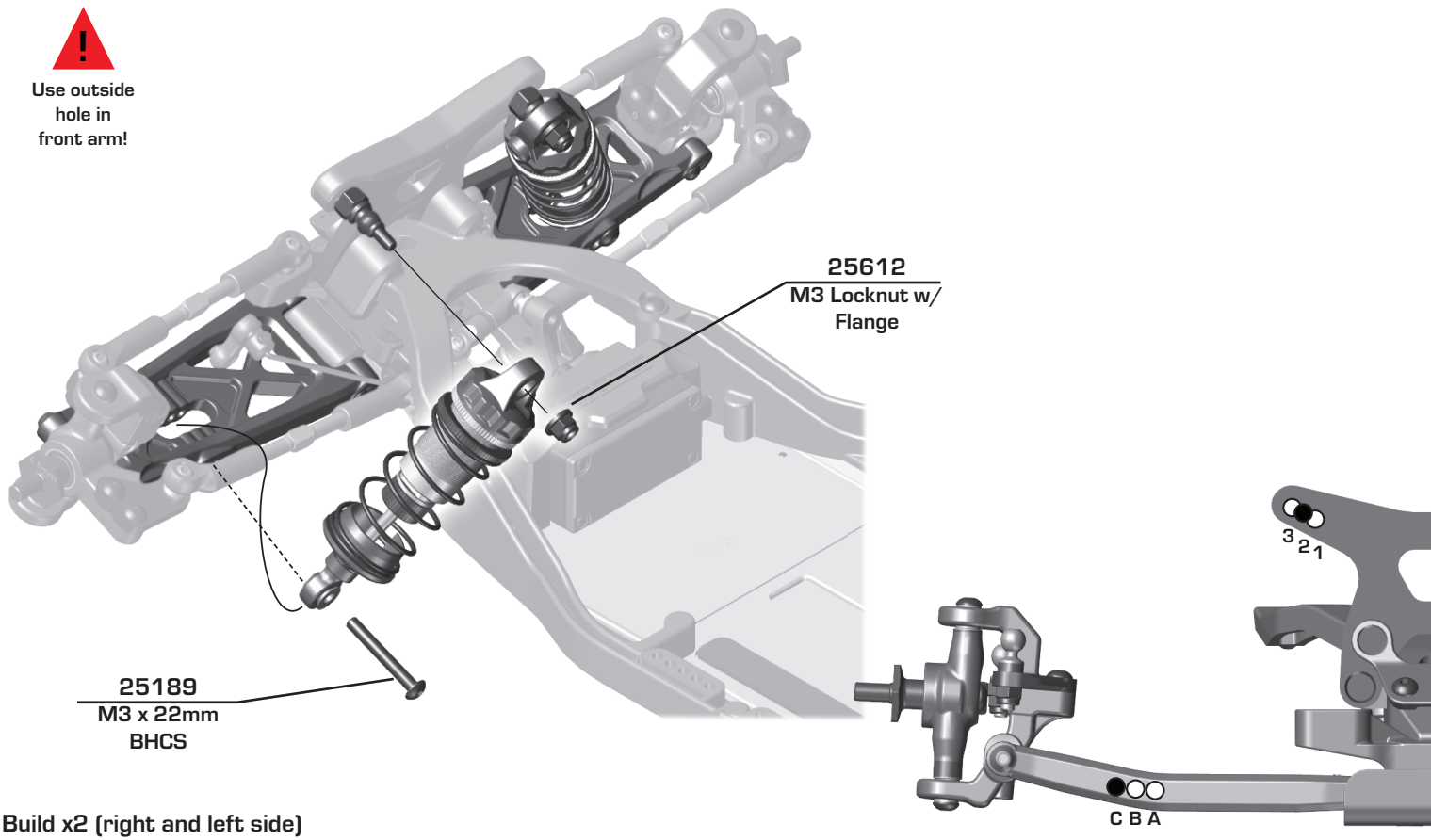
91966  
13mm Shock Spring Cup (Rear - 0mm)

Build x2 rear shocks

Bag 9 - Step 7



Use outside hole in front arm!

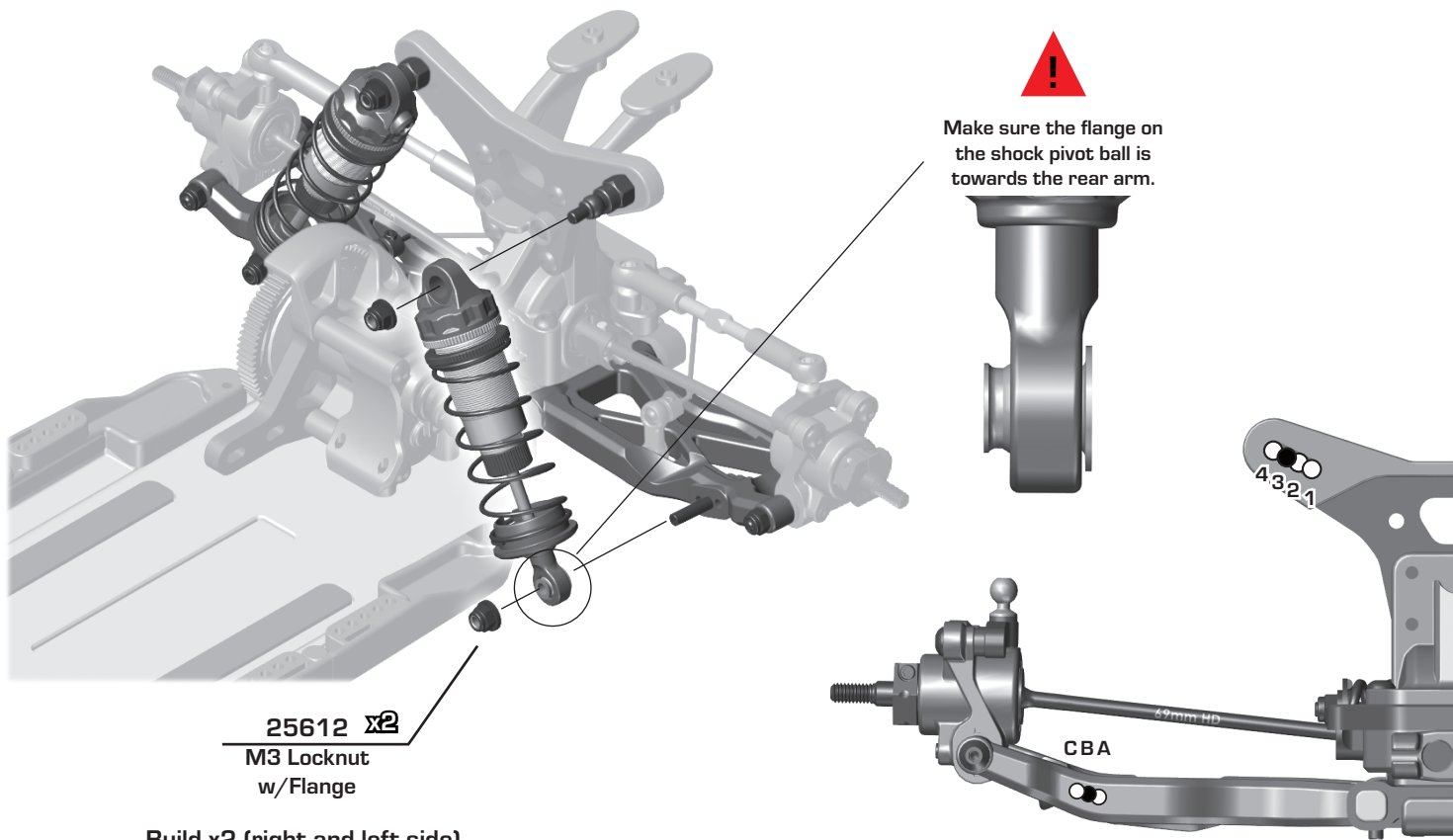


Build x2 (right and left side)

Bag 9 - Step 8



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

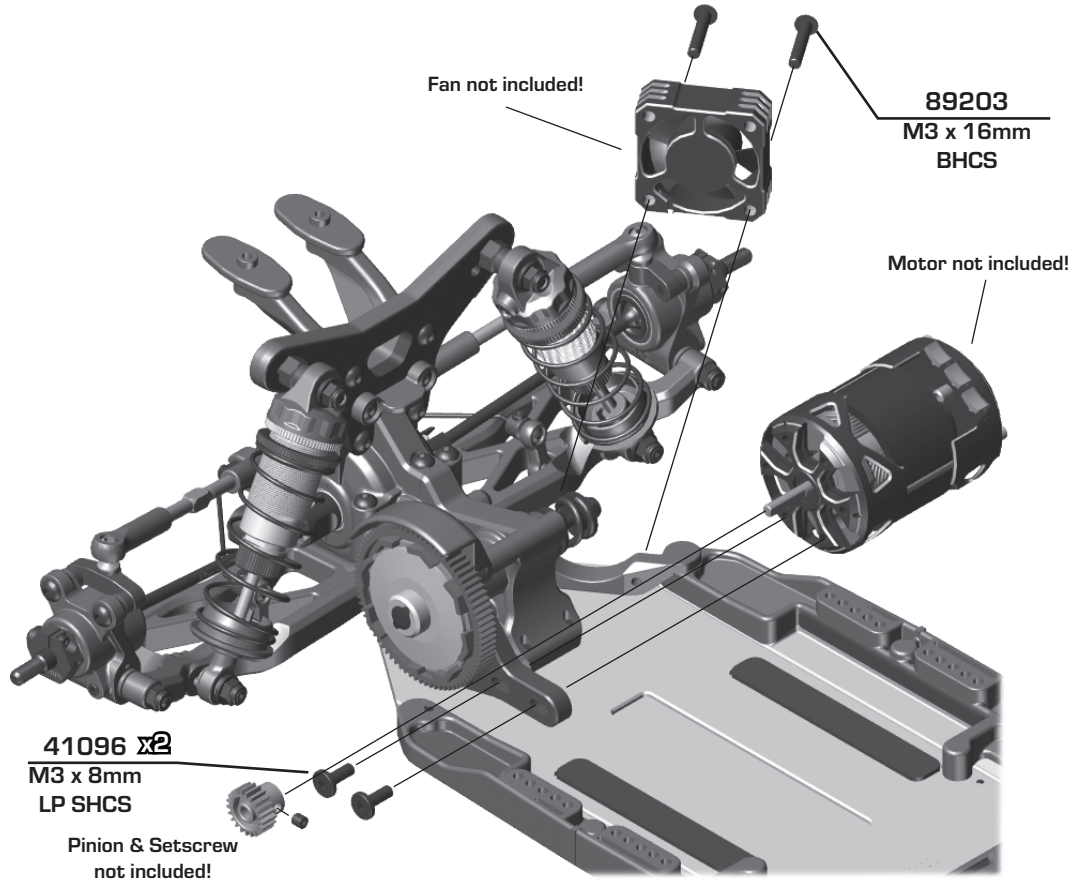


Build x2 (right and left side)

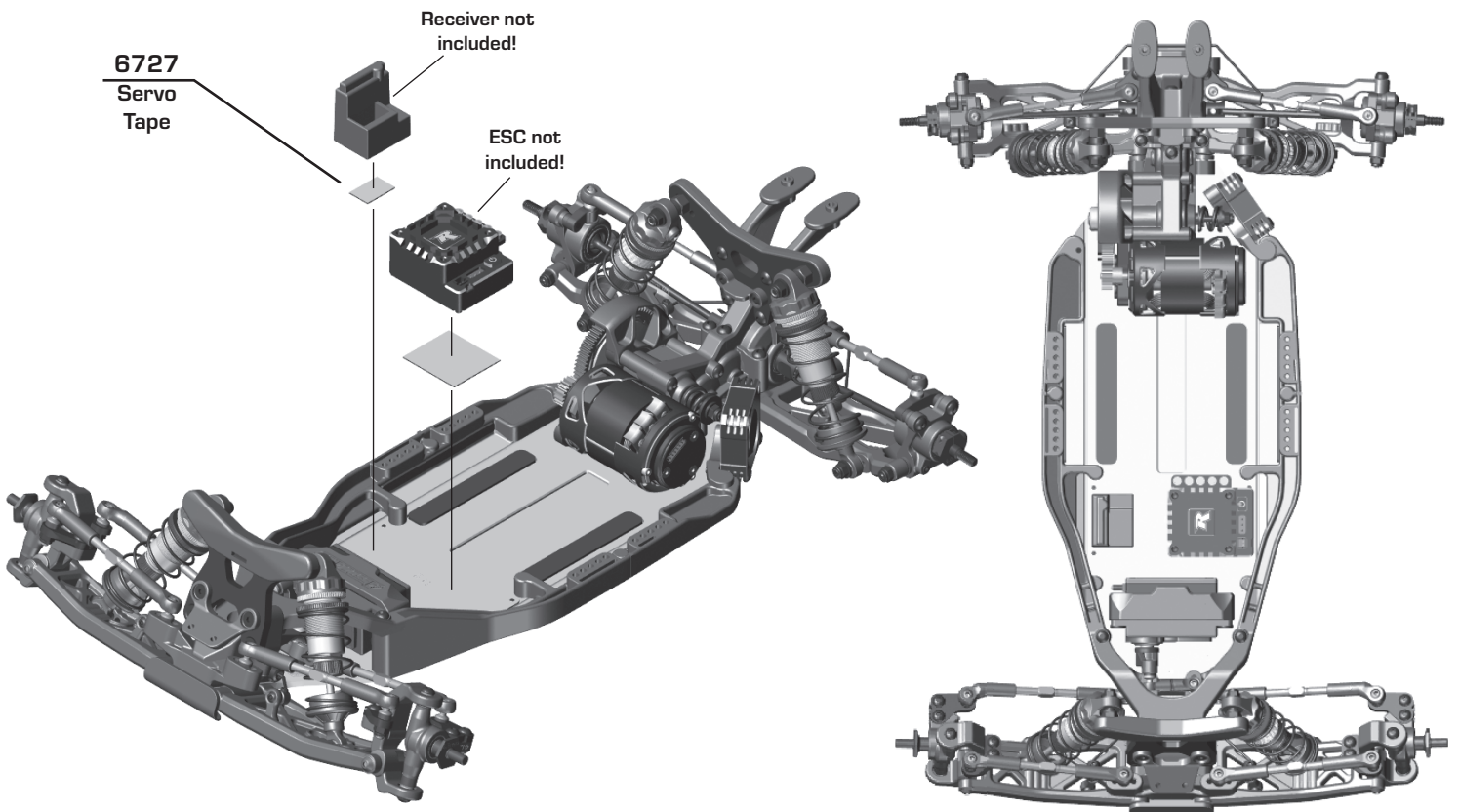
Bag 10 - Step 1



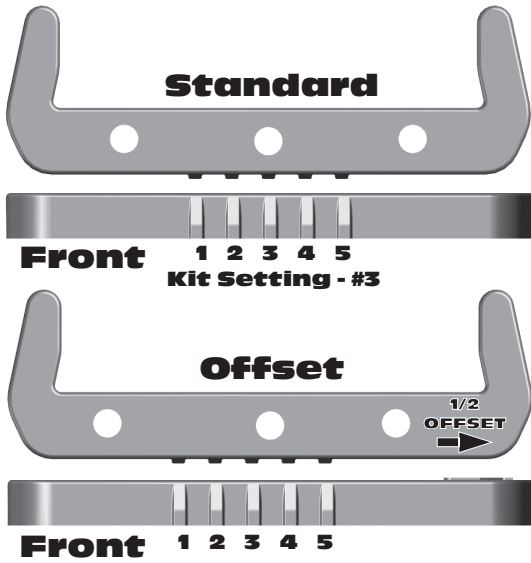
See page 25 for gear mesh setting instructions!



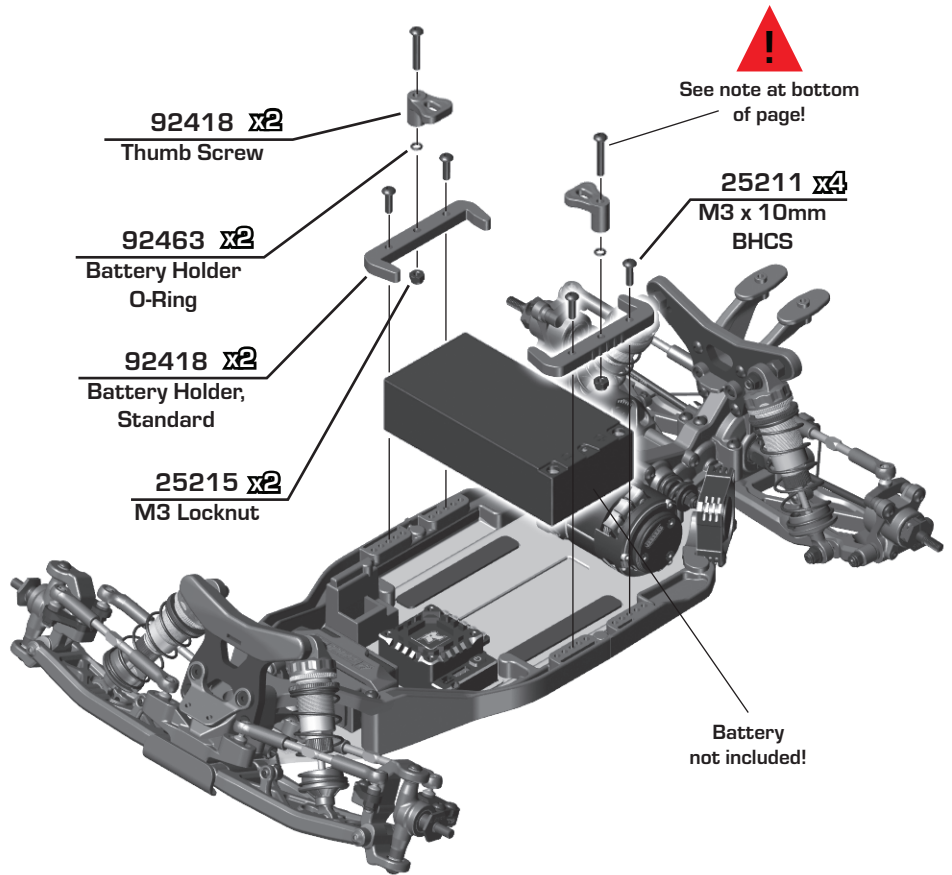
Bag 10 - Step 2



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

91158 x2  
M3 x 4mm BHCS

92425  
B7 Wing, front

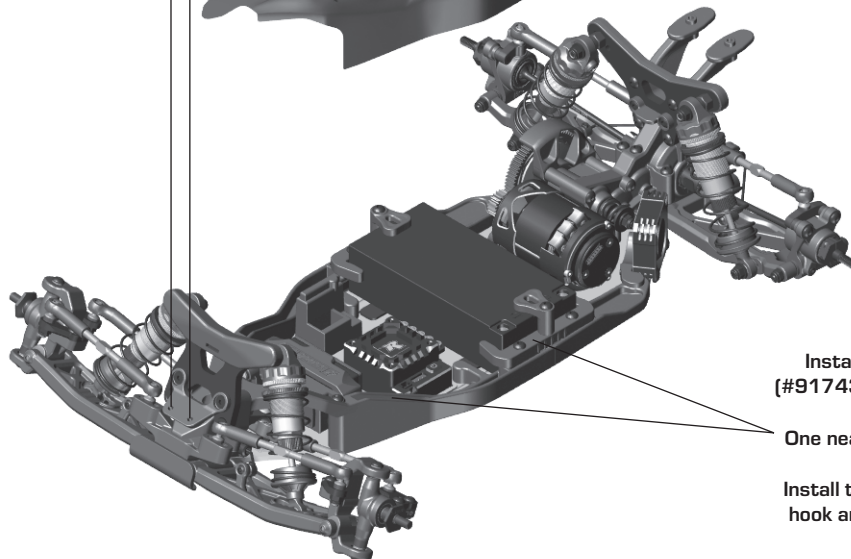
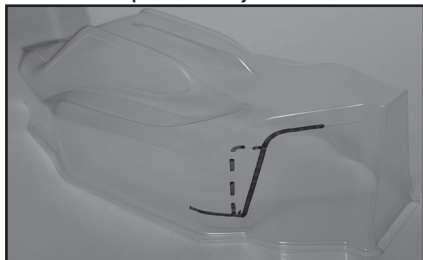
92422  
B7 Body, clear



92423  
B7 Body, Clear (Light Weight)

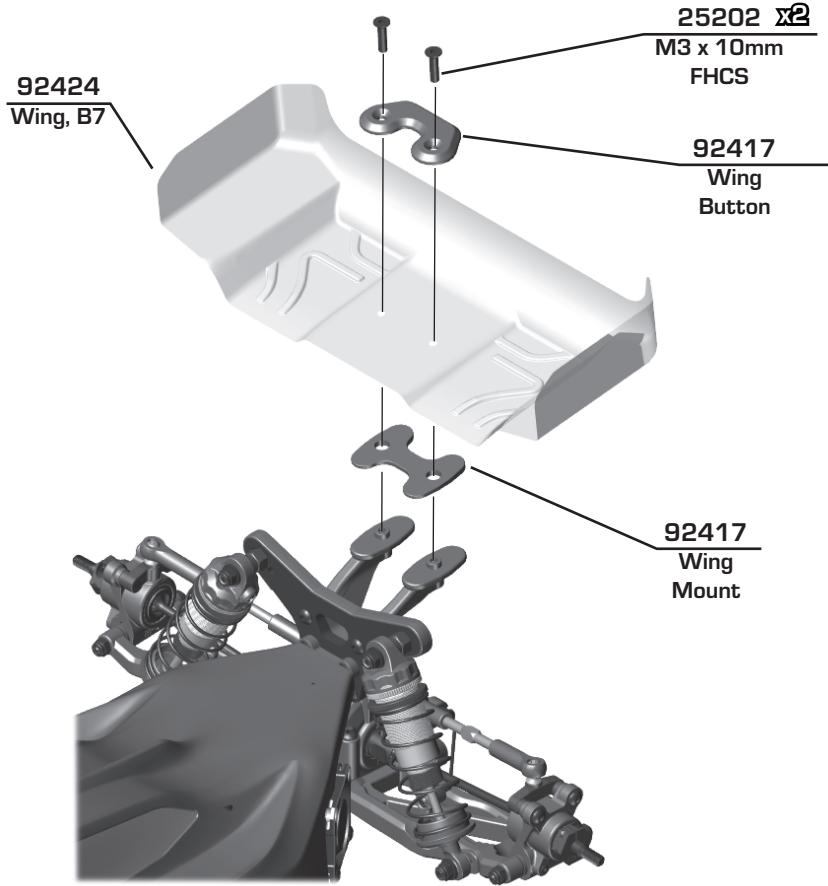


There are two options for trimming the kit body on the left rear side. Dotted line is preferred if you run a motor fan.



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**



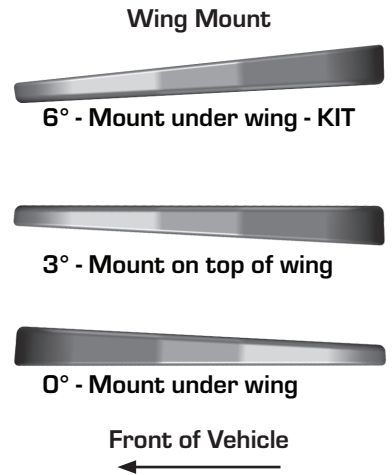
**25202 x2**  
M3 x 10mm  
FHCS

**92424**  
Wing, B7

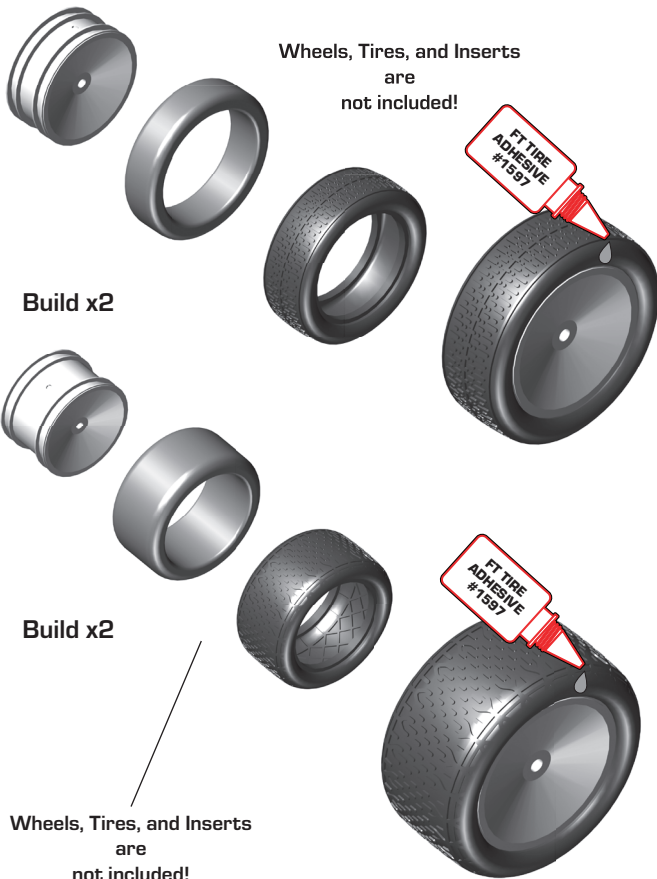
**92417**  
Wing  
Button

**92417**  
Wing  
Mount

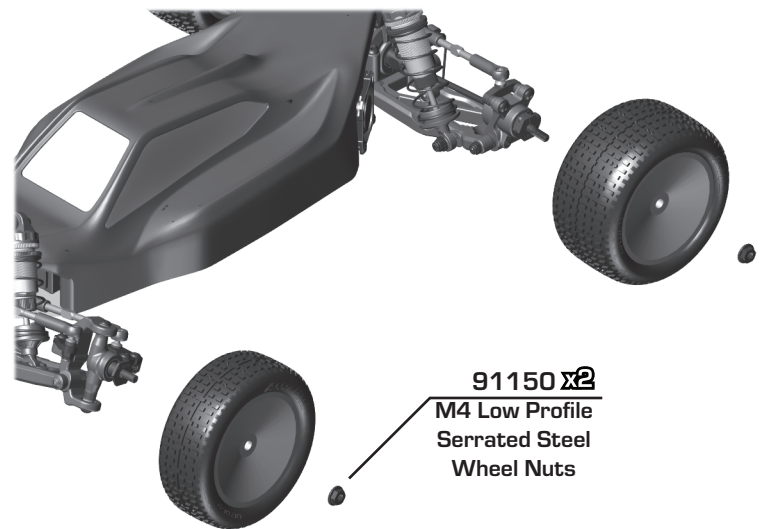
**!**  
Install button and washer  
with wing mount



**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!



**91150 x2**  
M4 Low Profile  
Serrated Steel  
Wheel Nuts

**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.

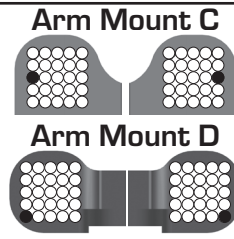
### Tips for Beginners:

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)

1  
Hole 0.5° or 0.35mm from center

.5  
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	Angle
		= 1°
		= 0°
		= -1°
		= 2°
		= 1°
		= 0°
		= 3°
		= 2°
		= 1°

### Toe Angle

More angle = More toe in  
Less angle = Less toe in  
Shown in 1° changes

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

#### Possible Insert Locations

#### Pin Width

More distance = wider pivot  
Less distance = narrow pivot  
\*Note: For pin width -1.4mm, use 67mm CVA driveshafts

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

#### Pin Height

Higher pin = Higher roll center  
Lower pin = lower roll center

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



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

<http://bit.ly/B6PillChart>



## ⚙️ Tuning Tips (cont.)

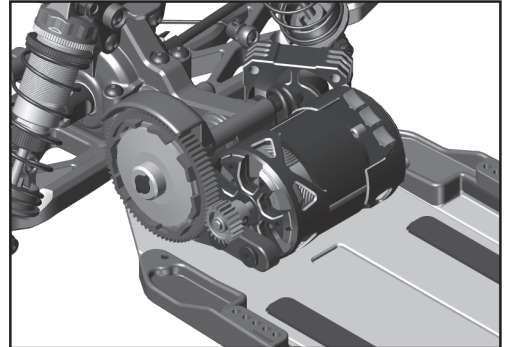
### Motor Gearing:

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

#### 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:

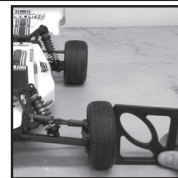
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs. Another popular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



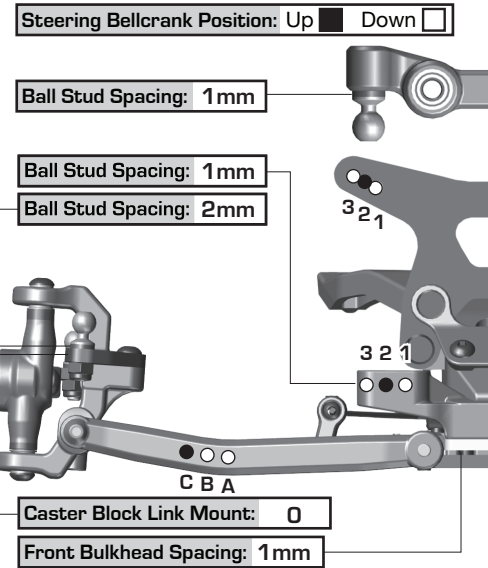
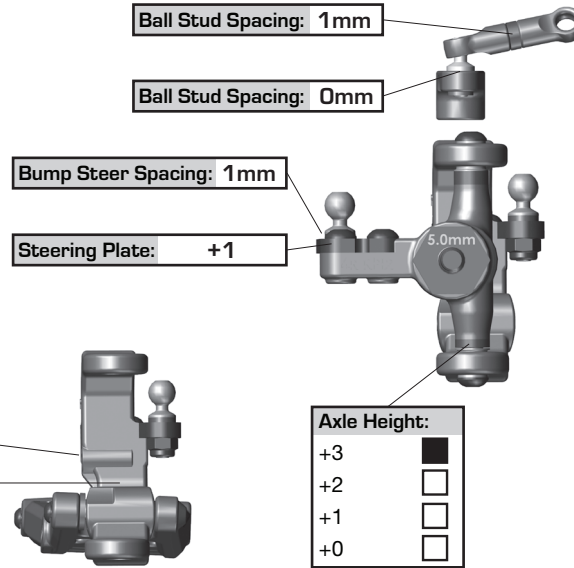
Testing camber with  
camber gauge

### Rear Camber:

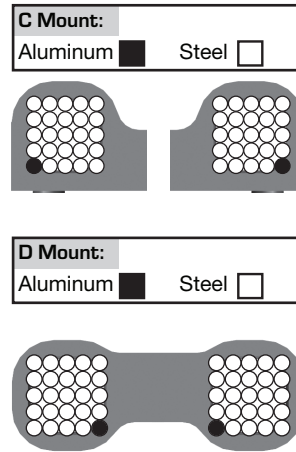
Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line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

**Front Suspension:**

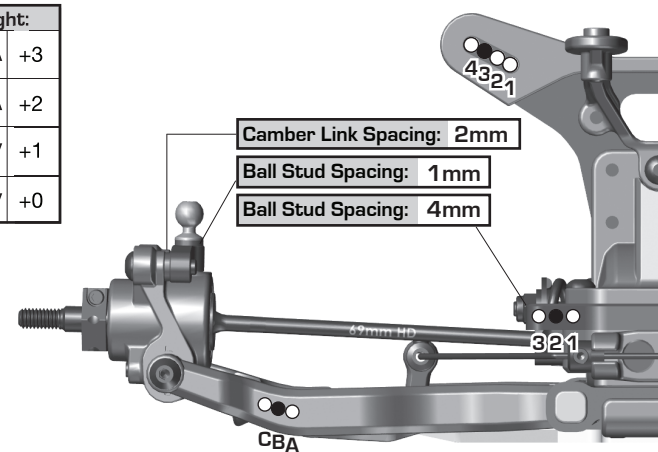
Ride Height:	13mm
Camber:	-1 degree
Toe:	0 degree
Anti-Roll Bar:	1.0mm
Arm Type:	Kit
Tower Type:	Kit
Wheel Hex:	6.5mm
Steering Block KPI:	2
Caster Block Insert:	0 <input type="checkbox"/> +2.5 <input checked="" type="checkbox"/> +5 <input type="checkbox"/>
Bulkhead Type:	Aluminum
Kick-Up Angle:	-2.5 <input type="checkbox"/> 0 <input checked="" type="checkbox"/> +2.5 <input type="checkbox"/>
Steering Stop Spacing:	0mm
Caster Block Spacing:	Fwd <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Notes:	<u>                    </u>


**Rear Suspension:**

Ride Height:	13mm
Camber:	-1 degree
Anti-Roll Bar:	1.2mm
Arm Type:	Kit
Tower Type:	Kit
Arm Spacing:	Fwd <input type="checkbox"/> Mid <input checked="" type="checkbox"/> Back <input type="checkbox"/>
Wheel Hex:	5mm
Hub Type:	Std <input type="checkbox"/> HRC <input checked="" 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:	<u>                    </u>



Axle Height:		
<input type="radio"/> 0	<input type="radio"/> 3	+3
<input checked="" 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 <input checked="" type="checkbox"/> Offset <input type="checkbox"/>	
Back 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input checked="" type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> Forward	
Battery:	Weight:
Notes:	

**Drivetrain:**

Differential:	Ball Diff: <input type="checkbox"/>
Height: 2	Gear Diff: <input checked="" type="checkbox"/>
Diff Setting: 30k	
Notes:	

**Slipper Clutch:**

Type: HD
# of Pads: 2x11mm
Setting:
Notes:

**Shocks:**

	Front	Rear
Piston:	2x1.6	2x1.9
Thickness:	2.5mm	2.5mm
Fluid:	35wt	30wt
Spring:	Orange	Gray
Limiters:	Int: ___ Ext: 1	Int: ___ Ext: 2
Stroke:	23.5mm	27.5mm
Eyelet:	0	+2
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:

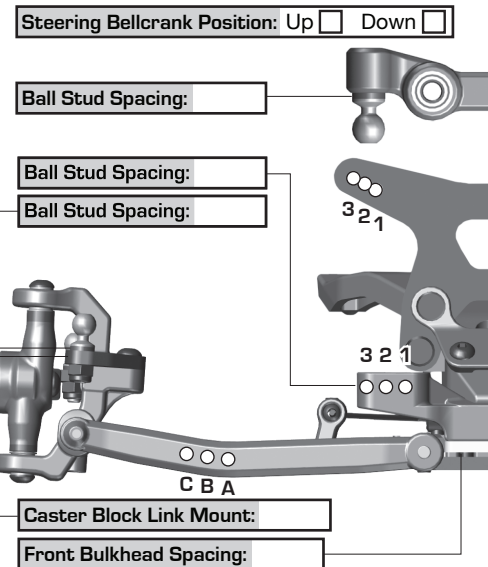
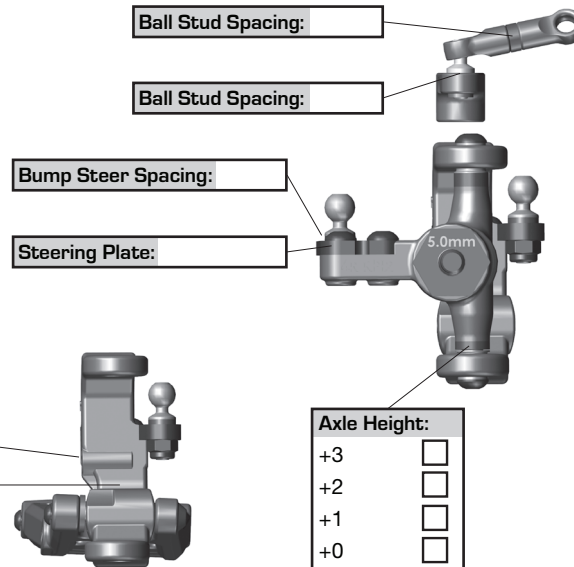
**Vehicle Comments:**

Notes:



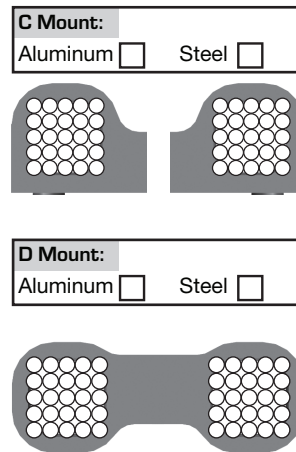
**Front Suspension:**

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: \_\_\_\_\_

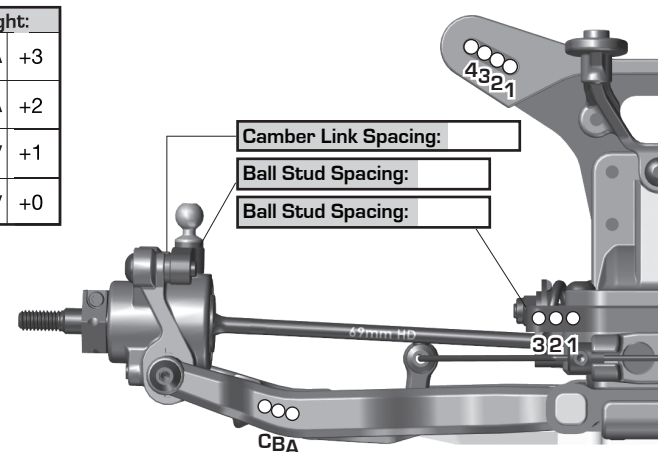


**Rear Suspension:**

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: _____		
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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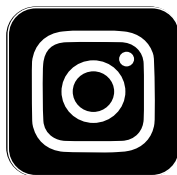
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