Thank you for purchasing the Tekno RC ET48 1/8th Electric 4WD Competition Truggy. The ET48 represents the state-of-the-art in 1/8th electric truggy technology. We hope you have as much fun driving your new vehicle as we did developing it. We are always working on new projects, so please check our website (www.teknorc.com) regularly for the latest news, parts, and kits. Thanks again.

Additional equipment and parts needed:
2/3 channel radio transmitter and receiver
1/8th scale ESC and motor
High torque steering servo, optional brake servo
4-6s LiPo battery
1/8th scale truggy tires, wheels & CA glue
Paint for body
MOD1 Pinion (TKR4171->TKR4190)
Or Tekno RC Traktion Drive / Elektri-Clutch slipper system (TKR4301X)

Tools needed:
Hex drivers (1.5mm, 2.0mm, 2.5mm)
Nut drivers (5.0mm, 5.5mm, 7.0mm)
Hobby knife
Needle-nose pliers
Adjustable (Crescent) wrench (for shock assembly)
4mm & 5mm turnbuckle wrench
Lexan Body Scissors

Disclaimer: Tekno RC is not responsible or liable for any property or personal damage, loss, or injury incurred as a result of using this product. This kit is meant for use by persons 14 years of age or older and in the strict confines of a legally permitted RC track or facility.

Warnings: Always double-check that your radio gear is working properly before operating vehicle. Never operate the vehicle indoors (unless the RC track is an indoor facility). Use caution while operating vehicle so as not to collide with people who may be turn marshalling or who might otherwise not be aware that a fast moving RC vehicle is in the vicinity.

Warranty: We warrant that the parts included in this kit are free from defects. If you find a defective part in your kit, please contact us @ info@teknorc.com and we will help you to resolve the issue. We do not warranty parts that may be broken during operation of the vehicle or otherwise. Refer to the end of this instruction manual for a listing of spare/replacement and option parts. All spare parts and other info are available on our website (www.teknorc.com) and through our network of domestic and international dealers and distributors.
**Bag A**

**Center Differential**

*(Overview)*

---

**Step A-1**

Note: Apply a liberal amount of grease to the outdrives, o-rings, and the large diff shims. This will ensure smooth operation.

---

**Step A-2**

Note: Apply a liberal amount of grease to the outdrives, o-rings, and the large diff shims. This will ensure smooth operation.

---

**Step A-3**

Fill with 20,000 wt to 1mm below full

---

**Step A-4**

Note: Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal.
**Step B-1**

Note: Repeat for rear diff

**Step B-2**

Note: Repeat for rear diff

**Step B-3**

Note: Repeat for rear diff

**Step B-4**

Note: Repeat for rear diff

Fill with 20,000 wt oil front and 10,000 wt oil rear, to 1 mm below full

**Note:** Apply a liberal amount of grease to the outdrives, o-rings, and the large diff shims. This will ensure smooth operation.

**Note:** Apply a liberal amount of grease to the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal.
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.

Bag C
Front Gearbox
(Overview)

Step C-1

* Thread Lock

TKR1222
13x16x0.1mm Diff shim
x2
TKR1226
5x7x0.2mm shim
x1
TKR1525
M3x14mm Cap Head Screw
x6
TKR1529
M3x20mm Cap Head Screw
x2
TKR1603
M5x4mm Set Screw
x1
TKR8805114
Ball Bearing (5x11x4)

Step C-2

Grease

TKR1222
TKR1525

Step C-3

Note: The front and rear of the car use different inner bulkheads. The front is angled whereas the rear is offset and only slightly angled.
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.
**Bag E**

**Wing Mount**

**Step E-1**

TKR1524 TKR5026

**Step E-2**

TKR1529 TKR1221

<table>
<thead>
<tr>
<th>Component</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>TKR1201 M3 Lock Nut Black</td>
<td>x2</td>
</tr>
<tr>
<td>TKR1221 M3x8mm Washer</td>
<td>x2</td>
</tr>
<tr>
<td>TKR1524 M3x12mm Cap Head Screw</td>
<td>x8</td>
</tr>
<tr>
<td>TKR1529 M3x20mm Cap Head Screw</td>
<td>x4</td>
</tr>
</tbody>
</table>

Top hole is stock position (least amount of downforce)

Most downforce Neutral Least downforce
Bag F
Rear Suspension (Overview)

**Step F-1**

- TKR1327 M3x16mm Flat Head Screw x2
- TKR1333 M3x40mm Flat Head Screw x2
- TKR1443 M4x10mm Button Head Screw x2
- TKR1525 M3x14mm Cap Head Screw x2
- TKR5049A Pivot Ball Sway Bar x2
- TKR5079A Stabilizer Ball x2

**Step F-2**

- TKR5056

*Note: The holes in the arms are purposely tight and reaming the hinge pin holes may be necessary for bind-free suspension operation. Ream the hinge pin holes with a 4mm reamer until the pins easily fall through the hole without interference. This will ensure consistent suspension action.*
**Bag F**

**Rear Sway Bar**

**Step F-3**

- Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as shown in the picture above.

**Step F-4**

- Loose the M3x4 set screw (TKR1601) if the anti-roll bar does not turn freely.

**Note:** Do not over-tighten.

**Thread Lock**

- **TKR1601**
- **TKR1522**
- **TKR5086**

**TKR5493 - 2.6mm** (Option)
- *TKR5490 - 2.3mm*
- *TKR5491 - 2.4mm*
- *TKR5492 - 2.5mm*
- *TKR5494 - 2.8mm*
- *TKR5495 - 3.0mm*

**TKR1522 M3x8mm Cap Head Screw x2**

**TKR1601 M3x4mm Set Screw x6**

Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as shown in the picture above.
**Bag G**

**Rear Hub/CVA Assembly**

**Step G-1**

Note: notch on pin needs to line up with set screw.

**Step G-2**

Note: TKR5040 hubs are left/right interchangeable.

Note: Do not overtighten rear outer hinge pin (TKR5034). Hinge pin should rotate freely.

---

**Parts List**

- **TKR1201**
  - M3 Locknut Black
  - x4

- **TKR1603**
  - M5x4mm Set Screw
  - x2

- **TKR5071**
  - M3x16.8mm Pin
  - x2

- **TKR5073**
  - CV Joint Pin
  - x2

- **TKRBB08165**
  - Ball Bearing (8x16x5)
  - x2

- **TKRBB13194**
  - Ball Bearing (13x19x4)
  - x2

**Assembly Notes**

- Hole "B" is the stock position
  - *Only use hole A in the arm with hole A in the hub*
  - *Only use hole B in the arm with hole B in the hub*

- The outside hole offers greater stability and is recommended for bumpy open tracks.
- Inside hole offers greater amount of steering and is recommended for flat technical tracks.
**Bag G**

**Rear Camber Links**

**Step G-3**

This side mounts on hub
Note: no flange

TKR5051

TKR5052A

TKR5053A

This side mounts on shock tower
Note: flange

TKR5450

**Left**

TKR5051

**Right**

Note: Notch always goes on
left side of vehicle

TKR5051

TKR5450

TKR5053A

**Step G-4**

Note: Notch always goes on
left side of vehicle

TKR5051

TKR5450

TKR5053A

**Bag G**

**Rear Camber Links**

**Left**

TKR5051

TKR5052A

TKR5053A

**Right**

TKR5051

TKR5450

TKR5053A

TKR5052A

TKR5053A

**TKR1201**

M3 Locknut Black

x4

**TKR1529**

M3x20mm Cap Head Screw

x4

**TKR5053A**

Pivot Ball M3x6.8mm

x2

**TKR5052A**

Pivot Ball M3x6.8mm

x2

**TKR5053A**

Pivot Ball M3x6.8mm

No Flange

x2

Stock position is 1 / B

11
**Note:** The holes in the arms are purposely tight and reaming the hinge pin holes may be necessary for bind-free suspension operation. Ream the hinge pin holes with a 4mm reamer until the pins easily fall through the hole without interference. This will ensure consistent suspension action.
Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as shown in the picture above.

Loosen the M3x4 set screw (TKR1601) if the anti-roll bar does not turn freely.

Note: Do not over-tighten.
**Bag I**

**Front Steering**

### Step 1-1

**TKR5073**
- CV Joint Pin
  - x2

**TKR5071**
- M3x16.8mm Pin
  - x2

**TKR5054A**
- Spindle Pin Sleeve
  - x4

**TKR5055A**
- Suspension Pin Sleeve Front
  - x4

**Note:** Fully tighten screws (TKR1445), then loosen until spindles (TKR5041) move freely. This will ensure smooth operation and minimize play.

**Grease**

**Note:** Notch on pin needs to line up with set screw.

### Step 1-2

**TKR1445**
- M4x14mm Button Head Screw
  - x4

**TKR1447**
- M4x16mm Button Head Screw
  - x2

**TKR1448**
- M4x18mm Button Head Screw
  - x2

**TKR1603**
- M5x4mm Set Screw
  - x2

**TKR1221**
- M3x8mm Washer
  - x8

**TKR1401**
- M3x6mm Button Head Screw
  - x2

**Note:** The steering stops provide adjustable travel limiters that you can adjust to your driving style. For very tight tracks you may want to experiment with less limiting washers (more steering travel). However, with too much steering travel the rear end can lose traction more easily coming out of corners. After months of testing on different track surfaces, 3 washers is the most consistent setting.

### Step 1-3

**TKR5070**
- x2

**TKR5054A**
- (Option)

**TKR5071**
- (Option)

**TKR5071**
- (Option)

**Note:** Fully tighten screws (TKR1447, TKR1448), then loosen until spindles carriers (TKR5042B) move freely. This will ensure smooth operation and minimize play.

**Note:** Fully tighten screws (TKR1445), then loosen until spindles (TKR5041) move freely. This will ensure smooth operation and minimize play.

**Note:** Notch on pin needs to line up with set screw.

**Thread Lock**

**TKR1221**
- M3x8mm Washer
  - x8

**TKR1401**
- M3x6mm Button Head Screw
  - x2

**TKR1221**
- M3x8mm Washer
  - x8

**TKR1401**
- M3x6mm Button Head Screw
  - x2

**Note:** Fully tighten screws (TKR1445), then loosen until spindles (TKR5041) move freely. This will ensure smooth operation and minimize play.

**Note:** Notch on pin needs to line up with set screw.

**Thread Lock**
Bag I
Front Camber Links

**Step 1-4**
- TKR1529
- TKR1201
- M3 Lock Nut Black
- x4
- TKR1529
- M3x20mm Cap Head Screw
- x4
- TKR5052A
- Pivot Ball M3x6.8mm
- x2
- TKR5053A
- Pivot Ball M3x6.8mm
- No Flange
- x2

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

**Step 1-5**
- TKR1201
- TKR1529
- This side mounts on hub
Note: no flange
- This side mounts on shock tower
Note: flange

Note: Notch always goes on left side of vehicle

Stock position is 1 / A

61.80
**Bag J**

Steering Assembly (Overview)

- **Step J-1**
  - Note: Tighten nut all the way down, then back it off 4 full turns.

- **Step J-2**
  - Note: Apply a small drop of oil for easy o-ring installation.

- **Step J-3**
  - Note: Notch always goes on the left side of the vehicle.

- **Step J-4**
  - Note: Stock bumpsteer setting is 2 washers above and 2 below the steering ball link.

---

**Parts List**

- **x2**
  - TKR1201 M3 Lock Nut Black
  - TKR1221 M3x8mm Washer
  - TKR1323 M3x10mm Flat Head Screw
  - TKR1529 M3x20mm Cap Head Screw
  - TKR5052A Pivot Ball M3x6.8mm

- **x1**
  - TKR5231 O-ring 16x12x2
  - TKRBB050825 Ball Bearing (5x8x2.5)

- **x4**
  - TKRBB06103 Ball Bearing (6x10x3)
  - TKR1323
  - TKR1201
  - TKR5100
  - TKR5103
  - TKR5423
  - TKR5231
  - TKR88B06103
  - TKR88B050825

---

**Dimensions**

- 77.70
Note: On steps K-2 and K-3, do not tighten the screws all the way down until the assembly steps are complete. Position the entire front assembly on the chassis and tighten each screw evenly.

Note: Initial bumpsteer setting is four washers above the steering ball link.

Step K-1:
- Line up the bottom of the steering posts (TKR5102A) with the corresponding recess cut in the chassis.

Step K-2:
- TKR1201 M3 Lock Nut Black x2
- TKR1221 M3x8mm Washer x8
- TKR1343 M4x10mm Flat Head Screw x2
- TKR1344 M4x12mm Flat Head Screw x4
- TKR1345 M4x15mm Flat Head Screw x2
- TKR1443 M4x10mm Button Head Screw x5
- TKR1522 M3x8mm Cap Head Screw x1
- TKR1529 M3x20mm Cap Head Screw x2
- TKR1529 M3x20mm Cap Head Screw x2

Step K-3:
- TKR1201 M3 Lock Nut Black
- TKR1221 M3x8mm Washer
- TKR1343 M4x10mm Flat Head Screw
- TKR1344 M4x12mm Flat Head Screw
- TKR1346 M4x15mm Flat Head Screw
- TKR1443 M4x10mm Button Head Screw
- TKR1522 M3x8mm Cap Head Screw
- TKR1529 M3x20mm Cap Head Screw

Thread Lock

Note: On steps K-2 and K-3, do not tighten the screws all the way down until the assembly steps are complete. Position the entire front assembly on the chassis and tighten each screw evenly.

Note: Initial bumpsteer setting is four washers above the steering ball link.
**Step L-1**

- **TKR5107**
- **TKR5210X** *(Option)*
- **TKR5115** *(Option)*

*Thread Lock*

**Step L-2**

- **TKR5077** *(Option)*
- **TKR5062**
- **TKR1343**

*Thread Lock*

**Step L-3**

- **TKR1343** *(x5)*
  - M4x10mm Flat Head Screw
- **TKR1344** *(x8)*
  - M4x12mm Flat Head Screw
- **TKR1443** *(x2)*
  - M4x10mm Button Head Screw
- **TKR1522** *(x4)*
  - M3x8mm Cap Head Screw

---

**Note:** If running Traktion Drive or Electri-Clutch slipper systems, reverse diff direction as shown above.

*Metal spur gear highly recommended!*
Shock Filling Instructions
For both front and rear shocks

The following steps and information will provide you with the proper way to fill and bleed your Tekno RC ET48 shocks.

After thorough testing, we've found it's easiest to complete steps 1 through 3 on each shock before moving onto step 4. By the time you've finished step 3 on the last shock the first one should be ready for step 4.

Step 1. Extend the shock shaft all the way down. Fill the shock with oil until the body is approximately 90% full.

Step 2. Slowly pump the shock shaft up and down about 3-5 times to release air bubbles from underneath the piston.

Step 3. Let the shock rest vertically with the shock shaft fully extended for five minutes or until all of the air bubbles have released.

Step 4. Push the shaft in so that ~20mm of shaft is between the bottom of the cartridge and the top of the rod end. Make sure that you match the rebound amount between the left and right shocks. The vented cap design doesn’t provide much rebound. We’ve found that running the least amount of (0%) rebound in both the front and rear shocks gives the most consistent overall performance.

Step 5. Next you will top off the shock with oil. Fill to just a hair below full, level with the top of the shock body, but not doming over the top. If you do overfill the shock, it won’t hurt performance, it will just spill out.

Step 6. In this step you will be placing the bladder inside the shock cap. Slowly screw the shock cap onto the shock body while holding the shock vertically. Continue screwing slowly until oil begins to bleed out of the bleeder hole. At this point, rotate the shock over about 50-60 degrees with the bleeder hole pointing up. Continue to screw the cap on and bleed the shock until the cap is tight. Wipe off excess oil. A good hand tightening is all that is needed, but feel free to use tools to make them tighter if you wish.

Note: It’s very important to consider ambient temperature when selecting shock oil viscosity. We recommend #600 cst for the front suspension and #500 cst for the rear suspension for 70-80°F (21-26°C) outside temperature. You may need to go up or down 50-100cst in shock oil for each 10°F (5°C) of temperature change (lower temperature -> lower viscosity). The oils in the kits are a great starting point. We suggest starting with the kit oils and moving up or down depending on the track conditions and ambient temperature. You can build the shocks in any manner you prefer, but we’ve found this way provides the best handling and more consistent shocks. They will also last longer between rebuilds.

Use part #’s TKR6008 (shock bushings and cartridge guides) and TKR6009 (o-ring pack) to rebuild your shocks regularly.
We also offer a line of optional CNC shock pistons (TKR6050 -> TKR6054). The included pistons are TKR6051 (8x1.3mm holes).
**Bag M**

**Front Shock Assembly**

**Step M-1**
- Note:槽guide orientation
- TKR1200
- TKR6051
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6017
- TKR6017T (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)
- TKR5049A
- TKR1200
- TKR6051
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)

Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

**Step M-2**
- TKR6223
- TKR6091
- TKR6090
- TKR6092
- TKR6093 (Option)
- TKR6005
- TKR5049A
- TKR6005
- TKR5049A
- TKR6009
- TKR5049A

Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

**Step M-3**
- TKR6008
- TKR5027
- TKR1211
- TKR1202
- TKR1200
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6003
- TKR6017 (Option)
- TKR1200
- TKR6051
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)
- TKR5049A
- TKR1200
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)
- TKR5049A
- TKR1200
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)
- TKR5049A
- TKR1200
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)
- TKR5049A
- TKR1200
- TKR6050
- TKR6052
- TKR6053
- TKR6054 (Option)
- TKR6009
- TKR6003
- TKR6017T (Option)
- TKR5049A

Stock shock position is the outside hole on the arm and the inside hole on the tower.
Stock front ride height is 35mm.
Shock length (droop) is 120mm.

Note: slot in spring perch should face outside of vehicle.

Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

Fill oil level just below the top of the shock body.
Use #600 Oil Front

Stock shock position is the outside hole on the arm and the inside hole on the tower.
Stock front ride height is 35mm.
Shock length (droop) is 120mm.

Note: slot in spring perch should face outside of vehicle.

**Note:** shaft guide orientation

**Fill oil level just below the top of the shock body.**

**Use #600 Oil Front**

Stock shock position is the outside hole on the arm and the inside hole on the tower.
Stock front ride height is 35mm.
Shock length (droop) is 120mm.

Note: slot in spring perch should face outside of vehicle.
Bag N
Rear Shock Assembly

**Step N-1**

- Note: shaft guide orientation
- Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

**Step N-2**

- Note: Fill oil level just below the top of the shock body
- Use #500 Oil Rear
- Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

**Step N-3**

- Stock shock position is the middle hole on the arm and the inside hole on the tower.
- Stock rear ride height is 35mm.
- Shock length (droop) is 135mm.

- Make note: slot in spring perch should face outside of vehicle.

---

### Hex 4035 - M2.5

- TKR1200 x 2
- TKR1202 M4 Lock Nut Black x 2
- TKR1211 M3 Lock Nut Flange Black x 2
- TKR1529 M3x20mm Cap Head Screw x 2
- TKR1529 Shock Stand Off x 2

### M3x20mm Cap Head Screw

- TKR5027 x 2
**Note: Install ESC tray on the mudguard (do not overtighten).**

Note: CA glue 3 black o-rings (TKR5125) to the bottom legs of the ESC tray.

**Step 0-4**

Note: Feed the servo wire underneath the esc tray in between the mounting screws on the mud guard, then feed both ESC and servo wires into the RX box as shown. Install wire retainers (TKR5065) to secure them properly.
Battery Strap Installation:
1. Fit Straps Loosely
2. Position On Chassis
3. Proceed To P-2

Note: Install MOD1 pinion (TKR4171-4190) or Tekno RC Traktion Drive / Elektri-Clutch slipper system (TKR4301X) at this step. Adjust gear mesh and tighten screws (TKR1445) well. *Use thread lock.
Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
A mechanical brake setup will allow you to adjust the front/rear brake bias as well as reduce the running temperature of your motor and ESC. Mechanical brakes can provide an advantage on tracks where traction is scarce, but it may suit your driving style in any case. These instructions assume that the center differential/motor mount is completed but not yet installed on your EB48 (Step L). If your vehicle is complete, you will need to remove the center differential/motor mount to complete the brake installation. Refer to Step L in the EB48 instruction manual if you need help.

**Materials Required**

- **TKR1327**
  - M3x16mm Flat Head Screw
  - x1

- **TKR1402**
  - M3x8mm Button Head Screw
  - x4

- **TKR1601**
  - M3x4mm Set Screw
  - x2

- **TKR5058**
  - Pivot Ball M3x5.8mm No Flange
  - x1

- **TKR5208**
  - Cam Joint Pin
  - x2

**Tools Required**

- **Step R-1**
  - Note: Completed center differential assembly from step L-1

- **Step R-2**
  - Note: orientation

- **Step R-3**
  - Note: orientation

- **Step R-4**
  - Note: orientation
You need a separate servo for the brakes. A servo with at least 160oz/in torque @ .15sec or faster is recommended.

To set up the brake servo action, you will need a radio transmitter that has the ability to perform 3rd/AUX mixing on the throttle channel.

Adjust the mixing function so the brake servo only moves when activating the brakes (moving the trigger forward on your transmitter). If the servo is also moving when on throttle, you will damage the brake system or your servo and the car will not function properly.

Set the ESC brakes to 0 (zero). Although, you can still use the ESC for partial brakes or drag brake if desired.

Refer to your transmitter manual for mixing functions specific to your brand.

The total braking force is set by your transmitter via servo travel (EPA for 3rd/AUX/Brake channel)

When your servo is in the neutral position, there should be no contact with the brakes. Use the ESC settings to adjust drag brake.

Adjust the brake linkage stops (TKR5222) and servo EPA to set the brakes to your liking. Some prefer the brakes to come on very quick, while others prefer them to be a little more progressive.

The brakes bias is adjusted by lengthening or shortening the brake adjustment turnbuckle (TKR5057). A longer link will provide more rear braking bias, a shorter link will provide more front braking bias.

We recommend leaving the servo horn loose while adjusting the brake bias. This way you can test the brake bias, take the servo horn off to adjust, test, repeat if necessary. When you have the brake bias where you want it, tighten down the servo horn.
**Setup Sheet**

### Name:

### Date:

### Event/Track:

**Track Conditions:**
- Outdoor
- Indoor
- Wet
- Dry
- High Bite
- Low Bite
- Rough
- Smooth
- Hard Packed
- Loose/Loamy
- Blue Groove

### Suspension:

<table>
<thead>
<tr>
<th></th>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RIDE HEIGHT:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOE (in/out):</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CAMBER:</strong></td>
<td>Deg*</td>
<td></td>
</tr>
<tr>
<td><strong>CASTER:</strong></td>
<td></td>
<td>Deg*</td>
</tr>
<tr>
<td><strong>SHOCK LENGTH (DROP):</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SWAY BAR:</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Front End:

#### # washers

- over
- under
- ballstud

#### # of turns from fully tightened

#### # washers

- front
- middle
- rear

### Rear End:

#### Front Outer (Sweep):

#### Front Inner (Kick Up):

#### Rear Outer (Toe In):

#### Rear Inner (Anti-Squat):

### Drivetrain:

**PINION/BELL:**
- Metal
- Plastic

**SPUR GEAR:**
- Metal
- Plastic

**BRAKES:**
- Mech
- Motor

**TRAKTION DRIVE:**
- Y/N
- Springs

### Tires / Wheels:

<table>
<thead>
<tr>
<th></th>
<th>FRONT</th>
<th>REAR</th>
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</thead>
<tbody>
<tr>
<td><strong>BRAND:</strong></td>
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</tr>
<tr>
<td><strong>TREAD:</strong></td>
<td></td>
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<tr>
<td><strong>COMPOUND:</strong></td>
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<td></td>
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<tr>
<td><strong>INSERT:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>WHEEL:</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Differential Oil:

- STD/EMUL/VENT:
- PISTON:
- OIL:
- BLADDER:
- REBOUND:
- SPRING:

### Equipment:

- BATTERY:
- ESC:
- MOTOR:
- RADIO:
- SERVO(s):

### Notes:

# washers

- large 2mm
- small 1mm

---

**Body/Wing:**

- BODY:
- WING:

**Wheelbase:**

- mm / FRONT
- mm / REAR

---

**Notes:**