Thank you for purchasing the Tekno RC EB48SL 1/8th Scale Electric Super Light Buggy. The EB48SL is a super light 1/8th scale buggy that runs a 2 cell pack and SC 4 pole motor. 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
- 1/10th scale SC (4 pole) ESC and motor
- High torque steering servo
- 2s LiPo battery
- 1/8th scale buggy tires, wheels & CA glue
- Paint for Body
- MOD1 Pinion (TKR4171->TKR4190)

**Tools needed:**
- Hex drivers (1.5mm, 2.0mm, 2.5mm)
- Nut drivers (5.0mm, 5.5mm, 7.0mm)
- 17mm Wheel Wrench
- Hobby knife
- Needle-nose pliers
- Adjustable (Crescent) wrench (for shock assembly)
- 4mm 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 mashing 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.
Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

Apply grease to the groove in the outdrive.

Fill with 7000 wt oil to 1mm below full. DO NOT OVER FILL.
Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

Apply grease to the groove in the outdrive.

Fill FRONT with 7000 wt oil front.
Fill REAR with 5000 wt oil rear to 1mm below full.
DO NOT OVER FILL.
**Note:** TKR1222 and TKR1226 Shims - The gear mesh should be tight without any binding. TKR1226 should always be installed. Then test 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. You may end up using only one shim on the gear side.
Bag D
Rear Gearbox (overview)

**STEP D-1**

- **Thread Lock**
- **TKR1226 x 1**
- **TKRB05134 x 2**
- **TKR1603**

Note: The front and rear bulkheads are different. The front has a much greater output angle compared to the rear.

**STEP D-2**

- **TKR1222**
  - 13x16x0.1mm Diff Shim x2
- **TKR1226**
  - 5x7x0.2mm Shim x1
- **TKR1525**
  - M3x14mm Cap Head Screw x4
- **TKR1603**
  - M5x4mm Set Screw x1
- **TKRB05134**
  - Ball Bearing (5x13x4) x2
- **Grease**

Note: TKR1222 and TKR1226 Shims - The gear mesh should be tight without any binding. TKR1226 should always be installed. Then test 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. You may end up using only one shim on the gear side.

**STEP D-3**

- **TKR1222**
  - M3x20mm Cap Head Screw x1
- **TKR1529**
  - M3x20mm Cap Head Screw x1
- **TKR1603**
  - M5x4mm Set Screw x1
- **TKRB05134**
  - Ball Bearing (5x13x4) x2
Bag E
Low Profile Wing Mount

Step E-1

Step E-2

x2
TKR1201
M3 Lock Nut Black

x2
TKR1221
M3x8mm Washer

x6
TKR1524
M3x12mm Cap Head Screw

x4
TKR1529
M3x20mm Cap Head Screw

Settings

Position Settings
1 - Rearward Low
2 - Forward Low
3 - Rearward High
4 - Forward High

Note: Stock position setting is # 3, Rearward High

Downforce Settings
Note: Stock downforce setting is 4°

Settings

Position Settings
1 - Rearward Low
2 - Forward Low
3 - Rearward High
4 - Forward High

Note: Stock position setting is # 3, Rearward High

Downforce Settings
Note: Stock downforce setting is 4°

Settings

Position Settings
1 - Rearward Low
2 - Forward Low
3 - Rearward High
4 - Forward High

Note: Stock position setting is # 3, Rearward High

Downforce Settings
Note: Stock downforce setting is 4°
Note: Do not over-tighten TKR1601 if the anti-roll bar does not turn freely.

Note: With these stock settings, Anti-Squat is: 1° / Rear Toe is: 2°
For reference: With center dot inserts in both braces, Anti-Squat = 3° / Rear Toe = 3°

Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.
Changes to the wheelbase have a dramatic effect on handling, since it shifts the distribution of weight over the rear wheels. This adjusts traction. By shortening the wheelbase at the rear, you are placing more weight over the rear wheels.

Changes to the wheelbase also change the amount of sweep the rear driveshaft will have. More driveshaft sweep creates an effect similar to anti-squat, where the rear end gets pushed upwards on throttle. This helps reduce chassis slap landing jumps on throttle.
**Bag G**

**Rear Camber Links**

Left

- This side mounts on hub
- Note: angled link

Right

- This side mounts on shock tower
- Note: straight link

**Step G-3**

TKR503A

TKR1529

TKR51BB

TKR5052A

TKR5123

TKR51BB

TKR5053A

**Step G-4**

Note: Notch always goes on left side of vehicle

TKR1201

TKR1529

TKR5052A

TKR5053A

 TKR5052A

TKR5053A

TKR5053A

TKR5052A

**Stock position is 6/8**

TKR1529

TKR1529

TKR1201

TKR1201

TKR5052A

TKR5053A

TKR5053A

TKR5052A

M3 Locknut Black

TKR1201

M3x20mm Cap Head Screw

TKR5052A

Pivot Ball M3x6.8mm

TKR5053A

Pivot Ball M3x6.8mm

No Flange
Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

**Step H-1**

- TKR5083 - 2.5mm
- TKR5080 - 2.2mm
- TKR5081 - 2.3mm
- TKR5082 - 2.4mm
- TKR5084 - 2.6mm
- TKR5085 - 2.8mm
- TKR5087 - 3.0mm (Option)

**Stock Position**

**Note:** Do not over-tighten

**Step H-2**

- TKR1327
- TKR5730 (Option)
- TKR5165
- TKR1601
- TKR1522
- TKR1501
- TKR1328
- TKR1333
- TKR1522
- TKR1528
- TKR1528
- TKR1528
- TKR1238

**Stock Position**

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

**Step H-3**

- TKR1327
- TKR5730 (Option)
- TKR5165
- TKR1601
- TKR1333

**Stock Position**

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

**Note:** With these stock settings, Kick Up is: 11° / Arm Sweep is: 0°

For reference: With center dot inserts in both braces, Kick Up = 10° / Arm Sweep = 0°
**Bag 1**

**Front Spindle / CVA Assembly**

**Step 1-1**

- TKR5572
- TKR6856
- Grease

**Step 1-2**

- TKR1404 M3x12mm Button Head Screw x4
- TKR1407 M3x16mm Button Head Screw x4
- TKR1602 M4x4mm Set Screw x2
- TKR5554A Spindle Pin Sleeve x4
- TKR5555A Suspension Pin Sleeve x4
- TKR6856 CV Joint Pin x4
- TKR8806135 Ball Bearing (6x13x5) x2
- TKR8810154 Ball Bearing (10x15x4) x2

**Note:** notch on pin needs to line up with set screw.
Bag 1
Front Camber Links

**Left**
- TKR1529
- M3x20mm Cap Head Screw
- TKR5052A
- Pivot Ball M3x6.8mm
- No Flange

**Right**
- TKR1529
- M3x20mm Cap Head Screw
- TKR5052A
- Pivot Ball M3x6.8mm
- No Flange

Step I-3

Step I-4

**Left**
- TKR1529
- M3x20mm Cap Head Screw
- TKR5052A
- Pivot Ball M3x6.8mm
- No Flange

**Right**
- TKR1529
- M3x20mm Cap Head Screw
- TKR5052A
- Pivot Ball M3x6.8mm
- No Flange

Stock position is 3/8
**Bag J**

**Steering Assembly (Overview)**

---

**Step J-1**

Note: Tighten nut all the way down, then back it off 3 full turns

- TKR1201 M3 Lock Nut Black x2
- TKR1221 M3x8mm Washer x8
- TKR1323 M3x10mm Flat Head Screw x2
- TKR1529 M3x20mm Cap Head Screw x2
- TKR5052A Pivot Ball M3x6.8mm x4

---

**Step J-2**

Note: Apply a small drop of oil for easy o-ring installation.

- TKR1323 M3 Lock Nut Black
- TKR88050825
- TKR5052A

---

**Step J-3**

28.50

Note: Notch always goes on left side of vehicle

**Left**

- TKR5052A

**Right**

- TKR5052A

---

**Step J-4**

Note: Stock bumpsteer setting is 4 washers under the steering ball link.

- TKR8806103
- TKR1201
- TKR1529

---

**Stock Position**

- TKR8806103
- TKR1221

*Note orientation of Ackermann plate when installing*
**Bag K**

**Front End Assembly**

**Step K-1**

- TKR1323
- TKR5181
- TKR5107

**Step K-2**

- Note: 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.

- TKR1443
- TKR5102A

**Step K-3**

- Note: Initial bumpsteer setting is two washers above and below the steering ball link.

**Step K-4**

- TKR1443
- TKR5062

**Notes:**
- On steps K-2, K-3 and K-4 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.

**Components:**

- **TKR1201**
  - M3 Lock Nut Black (x2)

- **TKR1221**
  - M3x8mm Washer (x8)

- **TKR1323**
  - M3x10mm Flat Head Screw (x1)

- **TKR1343**
  - M4x10mm Flat Head Screw (x2)

- **TKR1344**
  - M4x12mm Flat Head Screw (x6)

- **TKR1443**
  - M4x10mm Button Head Screw (x5)

- **TKR1522**
  - M3 Lock Nut Black (x2)

- **TKR1529**
  - M3x20mm Cap Head Screw (x2)

- **TKR1566**

- **TKR5062**

- **TKR5102A**
**Step L-1**

- TKR5107
- TKR5263
- TKR1522

**Step L-2**

- TKR5260
- TKR5263 (option)
- TKR5262
- TKR1524

**Step L-3**

- TKR5579
- TKR1443
- TKR5062
- TKR1344
- TKR5576
- TKR1344 x5

**Step L-4**

- TKR1443
- TKR5062
- TKR5576
- TKR1344 x5
Shock Filling Instructions
For both front and rear shocks

The following steps and information will provide you with the best way to fill and bleed your 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 will be ready for step 4.

Standard or Vented Cap Build:
Step 1: Extend the shock shaft all the way down. Fill the shock with oil until it is about 90% full.
Step 2: Slowly pump the shock shaft up and down 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 the air bubbles have released.
Step 4: Next you will top off the shock with oil, to about 1-2mm below the top edge.
(If you do overfill the shock, it won't hurt performance, it will just spill out and make a little bit of a mess. If you underfill the shock, it will cause air to be trapped inside.)
Step 5: Place the bladder INSIDE the shock cap and put a few drops of oil on the bladder.
Step 6: Put a paper towel down below the build to catch drips and have another ready to wipe off excess oil. Place the cap on the shock and screw down about halfway. Lay the shock over about 45 degrees with the bleeder hole facing up.
   Step 6A: (Standard non-vented) Push the shaft in for the amount of rebound desired.
   Step 6B: (Vented “Stock”) Push the shaft in until about 15mm of shaft is showing.
   • Make sure that you match the rebound amount between the left and right shocks.
   • Oil should be oozing out of the bleeder hole.
Step 7: Hold the cap firmly in place with the bleeder hole facing up and turn the shock body until hand tight. The shock will continue to ooze oil.
Step 8: Fully tighten down each shock with shock tools until cap is secure and wipe excess oil away.

Emulsion Build:
Prep your shock caps TKR6018 (optional for EB48) accordingly by drilling out the large angled bleeder hole in the top of the cap. Place the larger thin o-ring around the base of the threads where the shock cap screws on (see diagram on the next page). This seal is crucial to the build.
Follow steps 1-4 above.
Step 5: Rebound is more of a natural side effect of an emulsion shock. It’s not something that can be set accurately because you run the risk of hydrolocking the shock if you do not push the shaft all the way in when you bleed it. For now leave the shaft fully extended.
Step 6: Fill the shock up, over filling just slightly without spilling to create a small dome of oil.
Step 7: Place a little bit of oil in the shock cap and quickly put the shock cap on the shock body. Tighten the cap all the way down. Very slowly push the shaft in. Oil will start to bleed out of the top of the cap. While wiping away excess oil, continue to slowly push the shaft in ALL THE WAY.
If no oil comes out when the shaft is fully inserted, you will need to start over at step 6.
Step 8: Install the TKR1341 M4x6mm flat head screw and TKR5125 black o-ring to seal the cap (see diagram). Tighten until o-ring is fully seated.
**Bag M**

**Front Shock Assembly**

**Step M-1**

- **TKR6008**
- **TKR6009**

Note: shaft guide orientation

- **TKR1200**
- **TKR6008**
- **TKR6004**
- **TKR6004T**
- **TKR6003**
- **TKR6007**
- **TKR6143**

**Step M-2**

- **TKR6035**
- **TKR6046**
- **TKR6047**
- **TKR6048**
- **TKR6036**
- **TKR6037**
- **TKR6038**
- **TKR6039**

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

- **TKR6140**
- **TKR6143**

Note: Shock boots must be installed before attaching rod end.

**Step M-3**

- **TKR1211**
- **TKR6007**
- **TKR5527**
- **TKR1202**

Note: Tighten TKR1211 lock nut all the way down, then back off 1/4 turn. Use thread lock!

- **TKR1528**
- **TKR1605**
- **M2.5 Lock Nut Zinc**
- **M3x10mm Set Screw**
- **StepM-1**
- **StepM-2**
- **StepM-3**

- **TKR1200**
- **M2.5 Lock Nut Zinc**
- **x2**

- **TKR1211**
- **M3 Lock Nut Flange Black**
- **x2**

- **TKR1202**
- **M4 Lock Nut Black**
- **x2**

- **TKR1341**
- **M4x6mm Flat Head Screw**
- **x2**

- **TKR1528**
- **M3x18mm Cap Head Screw**
- **x2**

- **TKR1605**
- **M3x10mm Set Screw**
- **x2**

**Shock Building Options**

*NOTE: Vented is the preferred stock build*

- **TKR6008**
- **TKR6009**

Vented build requires a 1-2mm hole drilled in addition to the bleeder hole

- **TKR6008**
- **TKR6009**

Drill 1-2mm hole here for bleeder

- **TKR1341**

*Do not drill bleeder hole for this build*

**Standard Build**

- **TKR6018**
- **TKR6003**

**Emulsion Build**

- **TKR6018**
- **TKR6013**

**Vented Build**

- **TKR6008**
- **TKR6003**

**#350wt Shock Oil**

- **TKR6008**
- **TKR6007**

**Note:**

- Shaft guide orientation
- Front shocks use shorter shock bodies - TKR6002, shorter shock shafts - TKR6004, shorter springs - TKR6035 and shorter shock boots - TKR6143
- Vented build requires a 1-2mm hole drilled in addition to the bleeder hole
- Drill 1-2mm hole here for bleeder
- *Do not drill bleeder hole for this build*
- **Bladder not used in this build**
- **NOTE: Vented is the preferred stock build**
**Bag N**

**Rear Shock Assembly**

**Step N-1**

- Note: shaft guide orientation

**Vented Build**

- Vented build requires a 1-2mm hole drilled in addition to the bleeder hole

- Drill 1-2mm hole here for bleeder

**Standard Build**

**Emulsion Build**

- Drill 1-2mm hole here for emulsion

- *Do not drill bleeder hole for this build*

- **Bladder not used in this build**

**Step N-2**

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

**Step N-3**

- Note: Shock boots must be installed before attaching rod end.

- Note: rear shocks use longer shock bodies - TKR6016, longer shock shafts - TKR6017, longer springs - TKR6030 and longer shock boots - TKR6144

**Shock Building Options**

*NOTE: Vented is the preferred stock build*

- Vented build requires a 1-2mm hole drilled in addition to the bleeder hole

- Drill 1-2mm hole here for bleeder

- *Do not drill bleeder hole for this build*

- **Bladder not used in this build**

- **NOTE: Vented is the preferred stock build**

**#200wt Shock Oil**

- Drill 1-2mm hole here for emulsion

**Drill 1-2mm hole here for emulsion**

**#200wt Shock Oil**

**Option**

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

**NOTE:**

- Stock shock position is outside hole on the arm and outside hole on the tower
- Stock rear ride height is 28mm
- Shock length (droop) is 117mm

**Option**

- Stock shock position is outside hole on the arm and outside hole on the tower
- Stock rear ride height is 28mm
- Shock length (droop) is 117mm

**Note:**

- Slot in spring perch should face outside of vehicle.

**Option**

- Stock shock position is outside hole on the arm and outside hole on the tower
- Stock rear ride height is 28mm
- Shock length (droop) is 117mm

**Note:**

- Slot in spring perch should face outside of vehicle.
**Bag O**  
**Final Assembly**

**Step 0-1**
- Steering servo (not included)
- TKR5060
- TKR5065
- TKR5125

**Step 0-2**
- ESC (not included)
- double sided tape
- CA glue
- Note: CA glue 3 black o-rings (TKR5125) to the bottom legs of the ESC tray.

**Step 0-3**
- TKR1525
- TKR1221
- Note: Install ESC tray on the mudguard (do not overtighten).

**Step 0-4**
- Transponder (not included)
- TKR1401
- TKR5065
- TKR1322
- 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.

**Components**
- M3x6mm Button Head Screw (x6)
- M3x8mm Flat Head Screw (x5)
- M3x14mm Cap Head Screw (x6)
- O-ring 3x7mm (x3)
- TKR1221
- TKR1322
- TKR1401
- TKR1525
- TKR5065
- TKR5125

**Notes**
- Fill out StepO-1, StepO-2, StepO-3, StepO-4.
- Ensure all parts are properly assembled.
- Double check all connections and screws are tight.
- Final Assembly complete.
**Battery Strap Installation:**
1. Fit straps loosely
2. Position on chassis
3. Proceed to step P-2

**Bag P**
**Final Assembly**

**STEP P-1**
- Hook side
- Logo side
- Battery Strap Installation:
  - Fit straps loosely
  - Position on chassis
  - Proceed to step P-2

**STEP P-2**
- Motor (not included)
- *Use thread lock.
- Note: Option required for 1/8th scale motor use

**STEP P-3**

**STEP P-4**

**STEP P-5**

**Final Assembly**

**TKR1343**
- Thread Lock

**TKR1341**
- Thread Lock

**TKR1342**
- Thread Lock

**TKR1322**
- M3x8mm Flat Head Screw
- M4 Countersunk Washer
- M4 Countersunk Cap Head Screw
- M4x10mm Flat Head Screw
- M4 Countersunk Washer

**TKR1346**
- M4x15mm Flat Head Screw
- *Use thread lock.
- Note: Install MOD1 pinion (TKR4171-4190) at this step. Adjust gear mesh and tighten screws (TKR1445) well.
Step P-6

Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
**Note:** It may be necessary to cut holes in the body for ventilation.

**Step Q-1**
- TKR5037
- *TKR5037B* (Option)
- TKR1201
- TKR1220
- TKR1235
- TKR1325
- TKR5181
- TKR1220

**Step Q-2**
- TKR5116
- *TKR5116B* (Option)
- TKR1325

**Step Q-3**
- TKR1220
- M3x14mm Flat Head Screw
- TKR1201
- M3 Lock Nut Black
- TKR1235
- M4 Countersunk Washer
- TKR1235
- Body Clip
- TKR1116
- Wheel Nut
- TKR1235
**Setup Sheet**

**Name:** Stock Set Up

**Track:** Indoor □ Outdoor □

**Size:** Small □ Medium □ Large □

**Surface:** Smooth □ Bumpy □ Rutted □

**Type:** Loose/Loamy □ Hard Pack □ Blue Groove □ Clay □

**Condition:** Dusty □ Dry □ Wet □ Muddy □

**Front End:**

- **“A” Block** (0” with center dot insert)
  - Composite Aluminum

- **“B” Block** (10” with center dot insert)
  - Composite Aluminum

**Rear End:**

- **“C” Block** (3” with center dot insert)
  - Composite Aluminum (-1”)

- **“D” Block** (3” with center dot insert)
  - Composite Aluminum

**Suspension:**

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<th>REAR</th>
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<td><strong>Sweep</strong></td>
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<td>2</td>
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<tr>
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<td>2.4</td>
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<tr>
<td><strong>Shock Length (Droop)</strong></td>
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<td>117</td>
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**Body/Wing:**

- **Body Make**
- **Wing Make**

**Front Forks:**

- Turns from fully tight

**Shocks:**

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<td>10 x 1.2</td>
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<tr>
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<td>Pink</td>
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<td>0 %</td>
</tr>
<tr>
<td><strong>STD/EMUL/VENT</strong></td>
<td>vent</td>
<td>vent</td>
</tr>
</tbody>
</table>

**Tires/Wheels:**

<table>
<thead>
<tr>
<th></th>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BRAND/TREAD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Compound</strong></td>
<td></td>
<td></td>
</tr>
<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:**

<table>
<thead>
<tr>
<th></th>
<th>FRONT</th>
<th>CENTER</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>7</strong></td>
<td>7</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

**Electronics:**

- **ESC**:
- **Battery**:
- **Motor**:
- **Radio**:
- **Servo**:

**Drivetrain:**

<table>
<thead>
<tr>
<th></th>
<th>PINION SIZE (teeth)</th>
</tr>
</thead>
</table>

**Wheelbase:**

- Front 3 mm, Middle 3 mm, Rear 2 mm

**Chassis Braces:**

Front □ Middle □ Rear □

(front brace is always recommended)

**Notes:**


# Setup Sheet

**Name:**
**Date:**
**Event:**

**Track:**
- Indoor [ ]
- Outdoor [ ]

**Size:**
- Small [ ]
- Medium [ ]
- Large [ ]

**Surface:**
- Smooth [ ]
- Bumpy [ ]
- Rutted [ ]

**Traction:**
- Low [ ]
- Med [ ]
- High [ ]

**Type:**
- Loose/Loamy [ ]
- Hard Pack [ ]
- Blue Groove [ ]
- Clay [ ]

**Condition:**
- Dusty [ ]
- Dry [ ]
- Wet [ ]
- Muddy [ ]

## Bumpsteer/Ackerman/Servo Saver:

- Over [ ]
- Under [ ]

## Front End:

- "A" Block
  - (Sweep)
  - Composite Aluminum [ ]

- "B" Block
  - (Kick Up)
  - Composite Aluminum [ ]

## Rear End:

- "C" Block
  - (Anti-Squat)
  - Composite Aluminum (-1") [ ]

- "D" Block
  - (Rear Toe)
  - Composite Aluminum [ ]

## Shocks:

<table>
<thead>
<tr>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>OIL</td>
<td></td>
</tr>
<tr>
<td>BRAND</td>
<td></td>
</tr>
<tr>
<td>PISTON</td>
<td></td>
</tr>
<tr>
<td>SPRING</td>
<td></td>
</tr>
<tr>
<td>REBOUND</td>
<td>%</td>
</tr>
<tr>
<td>STD/EMIL/VENT</td>
<td></td>
</tr>
</tbody>
</table>

**NOTES:**

## Suspension:

<table>
<thead>
<tr>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIDE HEIGHT</td>
<td></td>
</tr>
<tr>
<td>CAMBER</td>
<td></td>
</tr>
<tr>
<td>SWEEP</td>
<td></td>
</tr>
<tr>
<td>KICK UP</td>
<td></td>
</tr>
<tr>
<td>ANTI-SQUAT</td>
<td></td>
</tr>
<tr>
<td>TOE (in/out)</td>
<td></td>
</tr>
<tr>
<td>SWAY BAR</td>
<td></td>
</tr>
<tr>
<td>SHOCK LENGTH (DROOP)</td>
<td></td>
</tr>
</tbody>
</table>

## Body/Wing:

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>BODY MAKE</td>
<td></td>
</tr>
<tr>
<td>WING MAKE</td>
<td></td>
</tr>
</tbody>
</table>

## Tires/Wheels:

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<td>INSERT</td>
<td></td>
</tr>
<tr>
<td>WHEEL</td>
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</tbody>
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**NOTES:**

## Differential Oil:

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<th>REAR</th>
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</thead>
</table>

## Electronics:

- ESC:
- Battery:
- Motor:
- Radio:
- Servo:

## Drivetrain:

- PINION SIZE (teeth)

## Wheelbase:

- mm / FRONT
- mm / REAR

- large 2mm
- small 1mm

## Chassis Braces:

- Front [ ]
- Middle [ ]
- Rear [ ]

(front brace is always recommended)

## Notes:

- [ ]
- [ ]