Thank you for purchasing the Tekno RC EB48.3 1/8th Scale Electric Competition Buggy Kit. The EB48.3 represents a continued evolution in the 1/8th scale electric class. Since the original EB48 was released in 2012, we have continued to focus on refining and improving the vehicle to provide superior performance and value to our customers. 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 (240 oz/in torque minimum)
4-6s LiPo battery
1/8th scale buggy tires, wheels & CA glue
Paint for Body
MOD1 Pinion (TKR4171->TKR4190)

Tools needed:
Hex drivers 1.5mm (TKR1104), 2.0mm (TKR1105), 2.5mm (TKR1106)
Nut drivers 5.0mm (TKR1107, 5.5mm (TKR1108), 7.0mm (TKR1109)
17mm Wheel Wrench (TKR1116)
Hobby knife
Needle-nose pliers
Adjustable (Crescent) wrench (for shock assembly)
4mm turnbuckle wrench (TKR1103)
4mm arm reamer
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.
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 5000 wt oil to 1mm below full
DO NOT OVER FILL

TKR5125
M3x14mm Flat Head Screw

TKR5144
Differential O-rings

TKR5145B
Differential Shims (6x17mm)

TKRBB08165
Ball Bearing (8x16x5mm)
**Apply grease to the groove where the o-ring is placed as well as the o-ring itself**

**Repeat for rear diff**

**Fill FRONT with 5000 wt oil to 1mm below full**

**DO NOT OVER FILL**

**Fill REAR with 5000 wt oil to 1mm below full**

**Apply grease to the groove in the outdrive**

**Step B-2**

**Repeat for rear diff**

**Step B-4**

**Apply grease to the groove in the outdrive**

**Repeat for rear diff**

**Apply grease to the groove where the o-ring is placed as well as the o-ring itself**

**Step B-3**

**Repeat for rear diff**

**Apply grease to the groove where the o-ring is placed as well as the o-ring itself**

**Step B-1**

**Repeat for rear diff**

**TKR1325**

M3x14mm Flat Head Screw

x8

**TKR5144**

Differential O-rings

x4

**TKR5145B**

Differential Shims (6x17mm)

x4

**TKRBB08165**

Ball Bearing (8x16x5mm)

x4
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.
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 E**
Low Profile Wing Mount

**Step E-1**

TKR1524

TKRS181

TKR1524

**Step E-2**

TKR1529

TKR1221

TKR1221

TKR1201

TKR1201

TKR1201

TKR1201

**Settings**

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

Note: Stock position setting is # 4, Rearward High

**Downforce Settings**

Note: Stock downforce setting is 4°

Note: Downforce angles

```
1 4°
7°
10°
```

**List of Parts**

- M3x20mm Cap Head Screw x2
- TKR1524
- M3x12mm Cap Head Screw x6
- TKR1529
- M3 Lock Nut Black x2
- TKR1221
- M3x8mm Washer x4
- TKR1529
- M3x20mm Cap Head Screw
Install the sway bar ball onto the sway bar wire until the end of the wire is flush with the ball as picture above.

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

Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

Note: With these stock center dot settings, Anti-Squat = 2° / Rear Toe = 3°
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 when landing jumps on throttle.
**Bag G**

**Rear Camber Links**

- **Left**
  - TKR5050
  - TKR5052A
  - TKR5187

- **Right**
  - TKR5050
  - TKR5053A
  - TKR5187

**Step G-3**

- This side mounts on hub
  - Note: no flange

**Step G-4**

- Note: notch always goes on left side of vehicle

**Stock position is 4/B**

- TKR1201
  - M3 Locknut Black
  - x4

- TKR1529
  - M3x20mm Cap Head Screw
  - x4

- TKR5052A
  - Pivot Ball M3x6.8mm
  - x2

- TKR5053A
  - Pivot Ball M3x6.8mm
  - No Flange
  - x2

- TKR5050
  - TKR5052A
  - TKR5187

- This side mounts on shock tower
  - Note: flange

- This side mounts on hub
  - Note: no flange

**Note:**

- TKR5050
- TKR5187
- TKR5052A
- TKR5053A
Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

Note: Do not over-tighten

Install the sway ball ball onto the sway bar wire until the end of the wire is flush with the ball as picture above.

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

Note: With these stock settings, Kick Up = 8.5° / Arm Sweep = 0°
For reference, with center dot inserts in both braces, Kick Up = 10° / Arm Sweep = 0°
Bag I
Front Spindle / CVA Assembly

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

Step I-1

TKR5073
TKR5070
TKR5072

Step I-2

TKR1401
TKR1603
TKR1601
TKR5071X
TKR5054A
TKRBB13194
TKRBB08165

Step I-3

TKR1447
TKR5055A

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 best starting point.
**Bag 1**  
**Front Camber Links**

**Step 1-3**
- **TKR5053A**  
  This side mounts on hub  
  Note: no flange

**Left**
- **TKR5187**
- **TKR5050**

**Right**
- **TKR5187**
- **TKR5050**
- **TKR5052A**  
  This side mounts on shock tower  
  Note: flange

**Step 1-4**
- **Note: Notch always goes on left side of vehicle**

- **TKR5187**  
  This side mounts on shock tower  
  Note: flange
- **TKR5053A**  
  This side mounts on hub  
  Note: no flange

- **TKR5187**
- **TKR5050**
- **TKR5052A**
- **TKR5053A**
- **TKR1201**  
  M3 Lock Nut Black
- **TKR1529**  
  M3x20mm Cap Head Screw
- **TKR1529**  
  Pivot Ball M3x6.8mm
- **TKR5052A**  
  Pivot Ball M3x6.8mm
- **TKR5053A**  
  Pivot Ball M3x6.8mm

**Stock position is 1/8**
**Bag J**

**Steering Assembly (overview)**

- **Step J-1**
  - Note: Tighten nut all the way down, then back it off 3 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 left side of vehicle.
  - Stock Position (is MIDDLE hole)

- **Step J-4**
  - Note: Stock bumpsteer setting is 4 washers under the steering ball link.
  - Stock Position (is MIDDLE hole)

**Parts List**

- **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
- **TKR5231** O-ring 16x12x2 x1
- **TKRBB060825** Ball Bearing (5x8x2.5) x4
- **TKR806103** Ball Bearing (6x10x3) x4
- **TKR5103** Thread Lock x1
- **TKR5052A** x4

**Dimensions**

- 31.00
**Bag K**

**Front End Assembly**

**STEP K-1**

TKR1323

**STEP K-2**

Note: 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.

**STEP K-3**

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

**STEP K-4**

Note Step K-2: Line up the bottom of the steering posts (TKR5102A) with the corresponding recessed cut in the chassis.

---

**M3 Lock Nut Black**

TKR1201 (2)

**M3x8mm Washer**

TKR1221 (8)

**M3x10mm Flat Head Screw**

TKR1323 (1)

TKR1343 (2)

TKR1344 (6)

**M4x10mm Flat Head Screw**

**M4x12mm Flat Head Screw**

**M4x10mm Button Head Screw**

**M3x8mm Cap Head Screw**

TKR1522 (1)

**M3x20mm Cap Head Screw**

TKR1529 (2)
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 half way. 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**

- **TKR6048**
- **TKR6140**
- **TKR1200**
  - (TAPERED) **TKR6139** (CONICAL)
  - **TKR6155** - **TKR6050**
  - **TKR6156** - **TKR6051**
  - **TKR6157** - **TKR6052**
  - **TKR6158** - **TKR6053**
  - **TKR6160** (OPTION)
  - **TKR6054**
  - **TKR6055**
  - **TKR6056**
  - **TKR6057**
  - **TKR6058**
  - **TKR6059**
  - **TKR6060**
  - **TKR6061**
  - **TKR6062**
  - **TKR6063**
  - **TKR6064**
  - **TKR6065** (OPTION)

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

**STEP M-2**

- **TKR6048**
- **TKR6140**
- **TKR1200**
- **TKR6007**
- **TKR5027**
- **TKR1202**
  - **M4 Lock Nut Black**
- **TKR6130**
- **TKR6017** (OPTION)
- **TKR6013**
- **TKR6049A**
- **TKR6144**
  - **Note:** Shock boots must be installed before attaching rod end.

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

**STEP M-3**

- **TKR1240**
  - **M3x18mm Shock Mnt Screw**
- **TKR1201**
- **TKR6003**
- **TKR6003B** (OPTION)
- **TKR6005**
- **TKR6006**
- **TKR6007**
- **TKR6140**
- **TKR6144**

**Note:** Stock shock position is outside hole on the arm and 2nd from inside hole on the tower.

**Note:** Stock front ride height is 27mm

**Note:** Shock length (droop) is 120mm

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

**Note:** Slot in spring perch should face outside of vehicle.

**Note:** Black screw is CW threaded and goes on driver side. Silver screw is CCW and goes on passenger side.

**Note:** Fill oil level just below the top of the shock body. Use #400wt Oil Front.
**BAG N**

**REAR SHOCK ASSEMBLY**

**STEP N-1**

- **TKR1200**
  - (Tapered)
  - (Conical)
- **TKR6015**
- **TKR6008**
- **TKR6009**

**Note:**
- Shaft guide orientation

**TKR6061**

**TKR6061T**

**TKR6140**

**TKR6145**

**Step N-1**

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

**Step N-2**

**Note:**
- Rear shocks use longer shock bodies - TKR6060,
  - longer shock shafts - TKR6061,
  - longer springs - TKR6033 and
  - longer shock boots - TKR6145

**Step N-3**

**TKR1211**

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

**TKR6007**

**TKR5027**

**TKR1202**

**Note:**
- Stock shock position is inside hole on the arm and 2nd from inside hole on the tower
- Stock rear ride height is 29mm
- Shock length (droop) is 135mm

**TKR1240**

**Note:**
- Black screw is CW threaded and goes on passenger side. Silver screw is CCW and goes on driver side.

**TKR6003**

**TKR6003B**

**TKR6009**

**450**

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

**Use #450wt Oil Rear**

**Note:**
- Make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.
Steering servo (not included)

Note: we recommend using a servo with at least 300 oz/in torque.

ESC (not included)

double sided tape

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

TKR1525

RX (not included)

Note: Install ESC tray on the mudguard (do not overtighten).

TKR1401

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.

Transponder (not included)

Note: we recommend using a servo with at least 300 oz/in torque.
**Battery Strap Installation:**
1. Fit straps loosely
2. Position on chassis
3. Proceed to step P-2

---

**Step P-1**

- **Logo side**
- **Hook side**

**Step P-2**

- **Motor (not included)**
- **TKR5211**
- **TKR5211X (Option)**
- **Thread Lock**

**Step P-3**

- **TKR1343**
- **Thread Lock**

**Step P-4**

- **TKR1322**
- **M3x8mm Flat Head Screw**
- **X6**
- **TKR1341**
- **M4x6mm Flat Head Screw**
- **X6**
- **TKR1343**
- **M4x10mm Flat Head Screw**
- **X5**
- **TKR1346**
- **M4x15mm Flat Head Screw**
- **X2**
- **TKR1523**
- **M3x10mm Cap Head Screw**
- **X2**

**Step P-5**

- **Thread Lock**
- **TKR1228**
- **TKR1346**

---

**Note:** Install MOD1 pinion (TKR4171-4190) at this step. Adjust gear mesh and tighten screws (TKR1346) well. *Use thread lock.*
Bag P
Final Assembly

Step P-6

TKR5058A Pivot Ball M3x5.8mm No Flange x2

TKR5059A TKR5230

1 mm

Step P-7

TKR1221 M3 Lock Nut Black x2

TKR1221 TKR5220 TKR5251 TKR5252 TKR5253 (Option)

TKR1325 M3x14mm Flat Head Screw x1

TKR1407 M3x16mm Button Head Screw x1

Step P-8

Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
**Step Q-1**

- TKR1220
- TKR5181

*TKR5037
*TKR5037Y (Option)*

**Step Q-2**

- TKR1220
- TKR5181

*TKR5037
*TKR5037Y (Option)*

**Step Q-3**

- TKR1201
- M3 Lock Nut Black
- TKR1220
- M4 Countersunk Washer
- TKR1325
- M3x14mm Flat Head Screw
- TKR1235
- Body Clip
- TKRS116
- Wheel Nut

Note: It may be necessary to cut holes in the body for ventilation.
**TEKNO RC Setup Sheet**

**Name:** Box Stock  
**Date:**  
**Event:**  

**Track:** Indoor  
**Size:** Small  
**Traction:** Low  
**Surface:** Smooth  
**Type:** Loose/Loamy  
**Condition:** Dusty  

**Bumpsteer/Ackerman/Servo Saver/Steering Stop:**

**Front End:**

- "A" Block (0° with center dot insert)
- "B" Block (10° with center dot insert)
- "C" Block (2° with center dot insert)
- "D" Block (3° with center dot insert)

**Rear End:**

- Offset (0mm, 1mm, 2mm)
- A, B, C, D (anti-squat)

**Suspension:**

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<td>Kick Up</td>
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**Differential Oil:**

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**Electronics:**

- ESC:  
- Battery:  
- Motor:  
- Radio:  
- Servo: 300oz/in min

**Drivetrain:**

- Pinion Size: (teeth)

**Chassis Braces:**

- Front  
- Middle  
- Rear  

**Wheelbase:**

- Large: 2mm  
- Small: 1mm  
- 3mm (front  
- 2mm (rear)

**Notes:**

---
### Setup Sheet

#### Tekno EB48.3

**Name:**

**Date:**

**Event:**

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

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

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

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

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

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

### Bumpsteer/Ackerman/Servo Saver/Steering Stop

- Washers over [ ]
- Ballstud orientation [ ]
- Washers under [ ]

### Front End

1. **W” Block**
   - Orientation: [ ]
   - (Sweep)

2. **C” Block**
   - Orientation: [ ]
   - (Anti-Squat)

3. **D” Block**
   - Orientation: [ ]
   - (Rear Toe)

### Rear End

1. **A” Block**
   - Orientation: [ ]
   - (Kick Up)

2. **B” Block**
   - Orientation: [ ]
   - (Center Dot Insert)

### Suspension

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<tr>
<td><strong>Sweep</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Kick Up</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Anti-Squat</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Toe</strong> (in/out)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Sway Bar</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Shock Length</strong></td>
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### Shocks

<table>
<thead>
<tr>
<th></th>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brand</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Piston</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Spring</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rebound</strong></td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td><strong>STD/EMU/VENT</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Notes:

### 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>
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</tr>
<tr>
<td><strong>Insert</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Wheel</strong></td>
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### Notes:

### Differential Oil

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<thead>
<tr>
<th></th>
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<th>CENTER</th>
<th>REAR</th>
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</thead>
<tbody>
<tr>
<td><strong>ESC</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Battery</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Motor</strong></td>
<td></td>
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</tr>
<tr>
<td><strong>Radio</strong></td>
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<tr>
<td><strong>Servo</strong></td>
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</table>

### Drivetrain

<p>| | | |</p>
<table>
<thead>
<tr>
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<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Pinion Size</strong></td>
<td></td>
<td>(teeth)</td>
</tr>
</tbody>
</table>

### Chassis Braces

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

### Wheelbase

- Large 2mm [mm/LARGE]
- Small 1mm [mm/SMALL]

### Notes:

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*[Diagram of Tekno EB48.3 setup sheet with various components and settings]*