Thank you for purchasing the Tekno RC NB48.3 1/8th 4WD Nitro Competition Buggy. The NB48.3 represents the state-of-the-art in 1/8th nitro buggy 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 surface radio transmitter and receiver
- High torque steering and brake servo (at least 300 oz/in)
- RX battery, switch harness
- .21 nitro engine, tuned pipe, manifold, and glow plug
- Fuel bottle, fuel, 1/8th buggy starter box, and glow ignitor
- 1/8th scale buggy tires, wheels & CA glue
- Paint for body

**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
- Pivot Ball and Shock Multi-tool (TKR1115, 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.

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.

Fill with 5000 wt oil to 1mm below full. DO NOT OVER FILL.
**Bag B**

**Center Differential (Overview)**

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

**Step B-1**

- TKR1325 M3x14mm Flat Head Screw (x4)
- TKR144 Differential O-rings (x2)
- TKR145B Differential Shims (6x17mm) (x2)
- TKR8808165 Ball Bearing (8x16x5mm) (x2)

Apply grease to the groove in the outdrive.

**Step B-3**

- TKR144
- TKR145B

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-4**

- TKR1325 x4
- TKR119
- TKR115 (Option)
- TKR144
- TKR145B

Fill with 5000 wt oil to 1mm below full. DO NOT OVER FILL.
Bag C
Rear Differential
(overview)

Step C-1
Apply grease to the groove where the o-ring is placed as well as the o-ring itself

Step C-2
Apply grease to the groove in the outdrive

Step C-3
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 C-4
Fill with 5000 wt oil to 1mm below full
DO NOT OVER FILL

TKR1325
M3x14mm Flat Head Screw
TKR5144
Differential O-rings
TKR5145B
Differential Shims (6x17mm)
TKR808165
Ball Bearing (8x16x5mm)
TKR1325 x4
TKR5302
TKR5144
TKR5145B
TKR5143
TKR5149
TKR5150
TKR5149A
TKR51325
TKR5113
TKR5114X
TKR5114X
TKR5149
TKR5150
TKR5150
Grease
Grease
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.
Pre-thread all brake post holes with a separate M3 screw.

Note: Use CA glue to attach risers to diff support bottoms.

Note: Tighten brake posts (TKR5213A) all the way down and then back off 1 FULL TURN. This will ensure your brake discs are free while on throttle.

Note: Orientation of the brake cams TKR5215B. The rear cam should be pointing up & the front cam should be pointing down.

Note: Brake lever alignment

1mm and 2mm shims are included with your kit. NO SHIMS will be used with 46t (stock) spur. 1mm should be used with 48t spur.

Note: Use CA glue to attach risers to diff brace bottom.

1mm
2mm

TKR1322
M3x8mm Flat Head Screw

X2

TKR1402
M3x8mm Button Head Screw

X4

TKR1522
M3x8mm Cap Head Screw

X4

TKR1601
M3x4mm Set Screw

X2

TKR5336B

TKR5310

TKR1601

TKR1522

Note: Use CA glue to attach risers to diff brace bottom.

Thread Lock

Note: Brake lever alignment

CA glue
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.
**Step G-1**

- TKR1524
- TKR5181
- TKR1524

**Step G-2**

- x2 TKR1201 M3 Lock Nut Black
- x2 TKR1221 M3x8mm Washer
- x6 TKR1524 M3x12mm Cap Head Screw
- x4 TKR1529 M3x20mm Cap Head Screw

---

**Position Settings**

1. Rearward Low
2. Forward Low
3. Rearward High
4. Forward High

Note: Stock position setting is # 4, Forward High

**Downforce Settings**

- 4°
- 7°
- 10°

Note: Stock downforce setting is 4°
**Bag H**  
**Rear End**

**Step H-1**

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

 TKR1601

Note: Do not over-tighten

**Step H-2**

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 H-3**

TKR1601

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

Note: With these stock center dot settings, Anti-Squat = 2° / Rear Toe = 3°

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

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**List of Parts**

- **M3x8mm Cap Head Screw x2**
- **M3x16mm Flat Head Screw x2**
- **M3x40mm Flat Head Screw x2**
- **M3x8mm Button Head Screw x4**
- **M3x20mm Cap Head Screw x2**
- **M3x4mm Set Screw x6**
- **Pivot Ball Sway Bar x2**
- **Stabilizer Ball x2**

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TKR1601

Note: Do not over-tighten
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 I**

**Rear Camber Links**

This side mounts on hub
Note: no flange

Left

TKR5052A

TKR5187

This side mounts on shock tower
Note: flange

Right

TKR5052A

TKR5187

This side mounts on hub
Note: no flange

---

**Step 1-3**

TKR5053A

TKR5050

TKR5187

Step I-3

---

**Note:** notch always goes on left side of vehicle

28.50

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**Step 1-4**

TKR1201

TKR5052A

TKR5053A

TKR1529

---

**x4**

TKR1201
M3 Locknut Black

TKR1529
M3x20mm Cap Head Screw

**x2**

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm
No Flange

Stock position is 4/8
Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

Note: Do not over-tighten

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.

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 K**

**Front Spindle / CVA Assembly**

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**Step K-1**

- TKR5072
- TKR5073
- TKR5070

**Grease**

---

**Step K-2**

- TKR1221 M3x8mm Washer x8
- TKR1401 M3x6mm Button Head Screw x2
- TKR1445 M4x14mm Button Head Screw x4
- TKR1447 M4x14mm Button Head Screw x4
- TKR1601 M3x4mm Set Screw x8
- TKR1401 M3x6mm Button Head Screw x2
- TKR1603 M5x4mm Set Screw x2
- TKR5054A Spindle Pin Sleeve x4
- TKR5055A Suspension Pin Sleeve x4
- TKR5071X M3x13.8mm Pin x2
- TKR5073 CV Joint Pin x2
- TKR808165 Ball Bearing (8x16x5) x2
- TKR813194 Ball Bearing (13x19x4) x2

---

**Step K-3**

- TKR1447
- TKR5055A
- TKR1601
- TKR1603
- TKR808165

---

**Note:** The TKR1601 set screws are meant to keep the TKR1445 screws from coming loose. After installing TKR1445 and ensuring the steering action is free, install TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR1445 screws. **DO NOT OVERTIGHTEN.** Also be sure to loosen TKR1601 before unscrewing TKR1445 or you will damage the screws and the parts.

**Note:** The steering stops provide adjustable travel limiters to control overall steering throw. For all but the tightest tracks, at least 4 washers should be used. With too much steering travel the rear end will lose traction coming out of corners and the vehicle will be very hard to drive. After months of testing on different track surfaces, 4 washers is the stock setting. **IF THE REAR END OF YOUR VEHICLE IS LOOSE, USE MORE WASHERS.**

---

**Note:** The TKR1601 set screws are meant to keep the TKR1447 screws from coming loose. After installing TKR1447 and ensuring the steering action is free, install TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR1447 screws. **DO NOT OVERTIGHTEN.** Also be sure to loosen TKR1601 before unscrewing TKR1447 or you will damage the screws and the parts.

---

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

---

**Note:** The steering stops provide adjustable travel limiters to control overall steering throw. For all but the tightest tracks, at least 4 washers should be used. With too much steering travel the rear end will lose traction coming out of corners and the vehicle will be very hard to drive. After months of testing on different track surfaces, 4 washers is the stock setting. **IF THE REAR END OF YOUR VEHICLE IS LOOSE, USE MORE WASHERS.**
**Bag K**

**Front Camber Links**

**Step K-4**

- TKR5187

**Left**
- TKR5052A
  - This side mounts on hub
  - Note: no flange
- TKR5187

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

**Step K-5**

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

Note: Notch always goes on left side of vehicle

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

**Steering Assembly**

(Overview)

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**Step L-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 L-2**

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

- TKR5103 (Thread Lock) x4
- TKR1323 (Thread Lock) x4

**Step L-3**

- TKR5052A (O-ring 16x12x2) x1
- TKRBB050825 (Ball Bearing (5x8x2.5)) x4
- TKRBB06103 (Ball Bearing (6x10x3)) x4

**Step L-4**

- TKR1201
- TKR5052A
- TKRBB06103
- TKR1221
- TKR1529

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

Stock Position (is MIDDLE hole)

Note: Notch always goes on left side of vehicle.

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Note: On steps M-2, M-3 and M-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.

Note: Initial bumpsteer setting is four washers above the steering ball link.
Note: Two rear chassis braces are included in the kit. The longer brace is the stock brace. The short brace is optional. The longer brace will provide less flex. Adding the short brace will further stiffen the chassis. Running only the short brace will provide the most flex.
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 NB48.3) 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 0**

**Front Shock Assembly**

**Step 0-1**
- Note: Shaft guide orientation
- Note: Tapered side up
- Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.
- Note: Shock boots must be installed before attaching rod end.
- Note: Apply a small drop of oil for easy installation.
- Note: Make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.

**Step 0-2**
- Note: Front shocks use shorter shock bodies - TKR6016, shorter shock shafts - TKR6017, shorter springs - TKR6048 and shorter shock boots - TKR6144

**Step 0-3**
- Note: Tighten TKR1211 lock nut all the way down, then back off 1/4 turn. Use thread lock!
- 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.

- Stock shock position is outside hole on the arm and 2nd from inside hole on the tower
- Stock front ride height 27mm
- Shock length (droop) 122mm

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TKR6015
TKR6008
TKR6009
TKR6016

TKR6048
TKR6046
TKR6047
TKR6035
TKR6036
TKR6037
TKR6038
TKR6039

TKR6017
TKR6017T

TKR6144

TKR5049A
TKR5049A

TKR6018
TKR6003B

TKR6013

TKR1200
TKR1240

TKR1211

TKR1240

TKR1202

TKR1202

TKR1211

TKR1211

TKR1211

TKR1202
**Bag P**

Rear Shock Assembly

**Step P-1**

Note: Shaft guide orientation

TKR6015
TKR6008
TKR6009
TKR6060

TKR1200
(Tapered)
TKR6159
(Option)

TKR6061
(Tapered)
TKR6061T
(Option)

TKR6145
Note: Shock boots must be installed before attaching rod end.

TKR5049A

TKR6003
TKR6009
TKR6013

**Step P-2**

Note: Tapered side up

TKR6033
TKR6041
TKR6042
TKR6043
TKR6031
TKR6032
TKR6034
TKR6055
TKR6056
(Option)

TKR6140
Note: Rear shocks use longer shock bodies - TKR6060, longer shock shafts - TKR6061, longer springs - TKR6033 and longer shock boots - TKR6145

**Step P-3**

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

TKR1211

TKR5027

TKR6007

TKR1240
M3x18mm Shock Mnt Screw

TKR1202
M3 Lock Nut Flange Black

 TKR1240
M3x10mm Set Screw

TKR1200
M2.5 Lock Nut Zinc

TKR1202
M4 Lock Nut Black

TKR1240
M3x10mm Shock Mnt Screw

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

TKR1211 Lock Nut

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

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

Stock rear ride height 29mm

Shock length (droop) 136.5mm

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 #450wt oil.

**Step P-4**

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

Stock rear ride height 29mm

Shock length (droop) 136.5mm

Note: Black screw is CW threaded and goes on passenger side. Silver screw is CCW and goes on driver side.
Note: We recommend using a piece of thin foam or other type of padding under the battery to reduce shock. Likewise, we suggest either using a couple layers of 2-sided tape under the receiver or simply use another piece of foam and let the receiver ‘float’ in the box. The servo wires will help keep the receiver in place and provide shock protection.

RED = Switch / YELLOW = Brake Servo / BLUE = Steering Servo
Note: Do not overtighten radio tray screws.

Note: Do not overtighten mud guard screws.

TKR1343
M4x10mm Flat Head Screw

TKR1323
M3x10mm Flat Head Screw

TKR1323
M3x10mm Flat Head Screw

TKR1343
M4x10mm Flat Head Screw
Note: Your kit contains 3 sets of clutch springs. 0.9mm (green), 1.0mm (gold), and 1.1mm (red) springs are included. The stock setting is to use (2x) 0.9mm springs on opposing shoes and then use (2x) 1.0mm springs on the other shoes. If the track is very high bite you can use (2x) 1.0mm springs and (2x) 1.1mm springs for more 'pop'. However, we strongly recommend trying the stock setting first and adjusting from there.

Note: Properly shimming the clutch bell is critical. The clutch bell must not rub on the flywheel. Depending on your particular engine, you may need to use a few of the 5x7x.2mm shims (TKR1226) to properly space the clutch bell. The clutch bell must also move freely when the end washer and screw are fastened. There is no 'one size fits all' for the number and order of clutch bell shims that need to be used. In rare cases, the clutch bell may be too long. Simply put the clutch bell flat on a sheet of 200 grit sand paper (teeth side up) and sand about .2mm off the bottom. This should only take a minute and it will ensure that your clutch is working properly.

Note: Secure air filter hose with 2 zip ties (included).
**Bag S**

**Engine / Pipe Installation**

**Step S-1**

VERY IMPORTANT - With the set screws that secure the pipe hanger wire set loose, install pipe onto pipe hanger wire. Adjust the wire such that the pipe and the manifold connections from the engine are not bent or angled. The pipe must fit naturally. You may need to bend the pipe hanger wire to accomplish this. Then tighten the set screw that secures the wire to the wire hanger block. The wire must then be cut flush to the wire hanger block so it will not interfere with the fuel tank. If the wire is not flush with the block, you may risk puncturing your fuel tank.

*You may need to bend the pipe wire hanger forward or backward depending on your particular pipe.

**Step S-2**

**Step S-3**

- **TKR1343** M4x10mm Flat Head Screw x5
- **TKR1524** M3x12mm Cap Head Screw x4
- **TKR1525** M3x14mm Cap Head Screw x1
- **TKR1603** M5x4mm Set Screw x1

*Set Screw (not included)*
Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
**NOTES:**
- Align the carburetor so it forms a straight line to the servo linkage, with the servo in the neutral position.
- Attach all linkages before setting brake bias.
- All collars should be snug against the springs without being compressed.
- Turn on radio equipment for final adjustment of collars, total brake force, F/R brake bias, and throttle EPA.
- Brakes should be fully disengaged and the carburetor should be fully closed at neutral position.
**Align the fuel tank posts to the cutouts in the chassis**

Note: Fuel tubing wraps around the tank 1 1/2 times from the pick up nipple (yellow line). Pressure line is shown in blue.
Setup Sheet

**Name:** Box Stock

**Track:** Indoor □ Outdoor □

**Size:** Small □ Medium □ Large □

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

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

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

**Shocks:**

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</tbody>
</table>

**Equipment:**

| ENGINE/PIPE: |      |
| PLUG:        |      |
| FUEL:        |      |
| RX BATT:     |      |
| SERVOS:      | (steering) 300oz min / (throttle/brake) 300oz min |
| CLUTCH/SPUR: | 15 / 46 (teeth) |
| CLUTCH SHOES: | aluminum |
| CLUTCH SPRINGS: | 2x green / 2x gold |
| BRAKE BIAS: | (front) 60 % / (rear) 40 % |

**Drivetrain:**

| Wheelbase: |      |
| 3 mm/FRONT |
| 2 mm/REAR  |

**Chassis Braces:**

| Middle □ | Rear Left □ | Rear Right □ |
|  (front brace is always recommended) |

**Notes:**

---

**Suspension:**

<table>
<thead>
<tr>
<th>FRONT</th>
<th>REAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>RIDE HEIGHT</td>
<td>27</td>
</tr>
<tr>
<td>CAMBER</td>
<td>-2</td>
</tr>
<tr>
<td>CASTER</td>
<td>15 deg</td>
</tr>
<tr>
<td>SWEEP</td>
<td>0 deg</td>
</tr>
<tr>
<td>KICK UP</td>
<td>8.5 deg</td>
</tr>
<tr>
<td>ANTI-SQUAT</td>
<td>2 deg</td>
</tr>
<tr>
<td>TOE (in/out)</td>
<td>.5 deg out / 3 deg in</td>
</tr>
<tr>
<td>SWAY BAR</td>
<td>12.4</td>
</tr>
<tr>
<td>SHOCK LENGTH (DROP)</td>
<td>136.5</td>
</tr>
</tbody>
</table>

---

**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:**

- **“C” Block** (2° with center dot insert)
- **“D” Block** (3° with center dot insert)

---

**Position Settings:**

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

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**Suspension Diagram:**

- Turns from fully tight
- # of washers 3
- Washers over # 4
- Washers under # 0

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**Body/Wing:**

- BODY MAKE: stock
- WING MAKE: stock

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**Notes:**