Introduction

Thank you for purchasing the Tekno RC NB48.4 1/8th Scale 4WD Competition Nitro Buggy Kit. We are always working on new projects, so please check our website at [www.teknorc.com](http://www.teknorc.com) or our Facebook page at [www.facebook.com/teknorc](http://www.facebook.com/teknorc) for the latest news, parts, and kits.

Take your time! When you work your way through these building instructions, keep an eye out for the following important indicators below:

- **RED TEXT** - *This indicates important areas of the build process that should be observed.*

**Thread Lock icons**

*Thread lock is always used when a screw is inserted into any metal part. (Included with kit)*

**Grease icons**

*Grease is usually used on any areas with movement and for sealing. (Included with kit)*

- **YOUTUBE** - *We also have many useful build videos on Youtube, so be sure to check these out!* [https://www.youtube.com/c/teknorc](https://www.youtube.com/c/teknorc)

**Additional equipment and parts needed:**

- Paint for body
- .21 nitro engine, tuned pipe, manifold and glow plug
- High torque steering & brake servos (at least 300 oz/in)
- RX battery, switch and harness
- 1/8th scale tires, wheels & CA glue (or premounts)
- Fuel bottle, fuel, 1/8th buggy starter box and glow ignitor

**Tools needed:**

- Hex drivers 1.5mm (TKR1104), 2.0mm (TKR1105), 2.5mm (TKR1106)
- Nut drivers 5.0mm (TKR1107), 5.5mm (TKR1108), 7.0mm (TKR1109)
- Hobby knife
- Needle-nose pliers
- Shock tool (TKR1115) OR adjustable (Crescent) wrench (for shock assembly)
- 17mm Wheel Wrench (TKR1116)
- 4mm turnbuckle wrench (TKR1103) - 5.5/7.0 two sided wrench (TKR1119)
- 4mm arm reamer (or #19 drill bit)

**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](http://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 10,000 wt oil to 1mm below full. DO NOT OVERFILL.
Bag B
Front and Rear Differential (overview)

**Step B-1**
Repeat for rear diff

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

**Step B-2**
Repeat for rear diff

Apply grease to the groove in the outdrive

**Step B-3**
Repeat for rear diff

**Step B-4**
Repeat for rear diff

Apply grease to the groove in the outdrive

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TKR1325
M3x14mm Flat Head Screw

TKR1325 x4

TKR5144
Differential O-rings

TKR5144 x4

TKR5145B
Differential Shims (6x17mm)

TKR5145B x4

TKRB808165
Ball Bearing (8x16x5mm)

TKRB808165 x4

Grease

Diff Oil

Fill FRONT with 10,000 wt oil
Fill REAR with 7,000 wt oil
to 1mm below full
DO NOT OVERFILL
**Bag C**

**Front Gearbox (overview)**

*These may not be needed

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**STEP C-1**

- **TKR1603**
- **Thread Lock**

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**Note**:

- The front and rear of the car use different inner bulkheads. The front is angled whereas the rear is only slightly angled.

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**STEP C-2**

- **Grease**
- **TKR1222**
- **TKR1525**

*These may not be needed

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**STEP C-3**

- **TKR1222**
- **TKR1525**

*These may not be needed

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**Note Step C-2**: To properly shim the diff, start by test fitting the diff with no shims and check for side to side play. If no (or very little) play is present, then continue on to the next step. If you feel excessive side to side play, then start by adding one shim on the gear side of the diff assembly. This will move the mesh tighter and remove any play. If the mesh is too tight at this point, move the shim to the other side. In some rare cases, two shims may be necessary.
**Step D-1**

*Thread* Lock

**Step D-2**

*Grease*

**Step D-3**

*Note*:

- The front and rear of the car use different inner bulkheads. The front is angled whereas the rear is only slightly angled.

**Note Step D-2**: To properly shim the diff, start by test fitting the diff with no shims and check for side to side play. If no (or very little) play is present, then continue on to the next step. If you feel excessive side to side play, then start by adding one shim on the gear side of the diff assembly. This will move the mesh tighter and remove any play. If the mesh is too tight at this point, move the shim to the other side. In some rare cases, two shims may be necessary.
**Bag E**  
Center Differential Assembly  
(overview)

**Step E-1**

Pre-thread all brake post holes with a separate M3 screw

**Step E-2**

Note: Tighten brake posts (TKR5213A) all the way down and then back off 1/2 TURN. This will ensure your brake discs are free while on throttle.

**Step E-3**

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

**Step E-4**

Note: Brake lever alignment

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**Parts List**

- **TKR1322**
  - M3x8mm Flat Head Screw (x2)

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

- **TKR1522**
  - M3x8mm Cap Head Screw (x4)

- **TKR1601**
  - M3x4mm Set Screw (x4)
**Bag F**  
Low Profile Wing Mount

**Step F-1**

TKR1524  
TKR5181  
TKR1524

**Step F-2**

TKR1221  
TKR1221  
TKR1201  
TKR1529

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**SETTINGS**

**POSITION SETTINGS**

1 - REARWARD LOW  
2 - FORWARD LOW  
3 - REARWARD HIGH  
4 - FORWARD HIGH

Note: Stock position setting is #2, Forward Low

**DOWNFORCE SETTINGS**

(downforce angles)

Note: Stock downforce setting is 4°

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**Note:**

- Stock position setting is #2, Forward Low
- Stock downforce setting is 4°

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**Components:**

- M3x20mm Cap Head Screw (x4)
- M3 Lock Nut Black (x2)
- M3x8mm Washer (x2)
- M3x12mm Cap Head Screw (x6)

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**Bag F**

Low Profile Wing Mount

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**8**
**Step G-1**

- TKR1525 M3x8mm Cap Head Screw x2
- TKR1529 M3x20mm Cap Head Screw x2
- TKR1533 M3x40mm Cap Head Screw x2
- TKR1501 M3x4mm Set Screw x6
- TKR5049A Pivot Ball Sway Bar x2
- TKR5079A Stabilizer Ball x2

**Note:** Do not overtighten TKR1601 set screw if the sway bar does not turn freely.

**Note:** With these stock settings, Anti-Squat = 2° / Rear Toe = 2.5°.

For reference, with center dot inserts in both braces, Toe = 3° / Anti-Squat = 2°.

**Step G-2**

- TKR1238 M4x10mm Droop Screw x2
- TKR1402 M3x8mm Button Head Screw x4
- TKR1522 M3x8mm Cap Head Screw x2
- TKR1525 M3x14mm Cap Head Screw x2
- TKR1529 M3x20mm Cap Head Screw x2
- TKR1533 M3x40mm Cap Head Screw x2
- TKR5049A Pivot Ball Sway Bar x2
- TKR5079A Stabilizer Ball x2

**Note:** Loose the M3x4 set screw (TKR1601) if the sway bar does not turn freely.

**Step G-3**

- TKR1238 M4x10mm Droop Screw x2
- TKR1402 M3x8mm Button Head Screw x4
- TKR1522 M3x8mm Cap Head Screw x2
- TKR1525 M3x14mm Cap Head Screw x2
- TKR1529 M3x20mm Cap Head Screw x2
- TKR1533 M3x40mm Cap Head Screw x2
- TKR1501 M3x4mm Set Screw x6
- TKR5049A Pivot Ball Sway Bar x2
- TKR5079A Stabilizer Ball x2

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

**Pivot Ball Orientation**

- Rear
- Front

**Stock Position**

- ("C" Block)
- ("D" Block)

**Note:** Install the sway bar ball onto the sway bar wire until the end of the wire is flush with the ball collar as pictured above.
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.
**Step H-3**

TKR8052A
TKR5050
TKR8052A
TKR5187

**Left/Right x 2pcs**

Note: Notch always goes on left side of vehicle

**Actual Size**

38.50

**Step H-4**

TKR1201
TKR1201

TKR1529
TKR1534

TKR1529
TKR1534

TKR8052A

Stock position is 4/C

- **TKR1201**
  - M3 Locknut Black x4

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

- **TKR1534**
  - M3x22mm Cap Head Screw x2

- **TKR8052A**
  - Pivot Ball M3x6.8mm x2
**Bag 1**

**Front End**

**Step 1-1**

- TKR5061 - 2.3mm
- TKR5060 - 2.2mm
- TKR5062 - 2.4mm
- TKR5063 - 2.5mm
- TKR5064 - 2.6mm
- TKR5065 - 2.8mm
- TKR5067 - 3.0mm

*(Option)*

TKR1601

Note: Do not overtighten

TKR5165

TKR8286

**Step 1-2**

TKR5165

TKR1522

TKR5061

TKR8162

TKR5165

TKR8161

TKR1529

TKR1238

**Step 1-3**

TKR5049A Pivot Ball Sway Bar

TKR1238 M4x10mm Droop Screw

TKR1522 M3x8mm Cap Head Screw

TKR1525 M3x14mm Cap Head Screw

TKR1529 M3x20mm Cap Head Screw

TKR1533 M3x40mm Cap Head Screw

TKR1601 M3x4mm Set Screw

TKR5079A Stabilizer Ball

TKR5079A Pivot Ball Sway Bar

Note: With these stock settings, Kick Up = 12° / Arm Sweep = 0°

For reference, with center dot inserts in both braces, Kick Up = 10° / Arm Sweep = 0°
**Step J-1**

**TKR8087**

**Step J-2**

**TKR1601**

**Note:** The TKR8042 screws are meant to keep the TKR8042 hinge pin from rotating. After installing TKR8042, install the TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR8042 hinge pin. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before unscrewing TKR8042 or you will damage the hinge pin.

**Step J-3**

**TKR8034**

**Note:** The TKR1601 set screws are meant to keep the TKR8034 hinge pin from rotating. After installing TKR8034, install the TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR8034 hinge pin. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before unscrewing TKR8034 or you will damage the hinge pin.
Bag J
Front Camber Links

**Step J-4**

**Left**
- TKR5187
- This side mounts on shock tower
- Note: raised flange

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

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

**Step J-5**

Note: Notch always goes on left side of vehicle

**Actual Size**

14.00

**TKR1201**
- x4
- M3 Lock Nut Black

**TKR1529**
- x4
- M3x20mm Cap Head Screw

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

**TKR8052A**
- x2
- Pivot Ball M3x6.8mm

Stock position is 5/A

Note: No Flange
**Note:** Apply a small drop of oil for easy o-ring installation.

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

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

**Note:** Notch always goes on left side of vehicle.
Note: On step L-2, L-3 and L-4: Do not tighten the chassis 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 L-4

Note: On step L-4: Line up the bottom of the steering posts (TKR5102A) with the corresponding recess cut in the chassis.

Step L-3

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

Step L-1

Note: Initial bumpsteer setting is four washers below the steering ball link.
Note: Three rear chassis braces are included in the kit. The shortest brace is the stock brace and provides the most flex characteristics. The other two are optional. Adding additional braces will further stiffen the chassis. Longer braces stiffen more than short ones. Bumpier tracks usually require less stiffness.
**Note:** Slot in spring perch should face outside of vehicle.

**Note:** Black screw is RH threaded and goes on driver side. Silver screw is LH and goes on passenger side.

- Stock shock position is inside hole on the arm and 2nd from inside hole on the tower
- Stock front ride height is 27mm
- Shock length (droop) is 120mm

Refer to filling instructions on page 20 during this step.

Use #550wt oil FRONT

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

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.

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

Refer to filling instructions on page 20 during this step.

Use #450wt oil REAR

Note: Black screw is RH threaded and goes on passenger side.
Silver screw is LH and goes on driver side.
Shock Filling Instructions
For both front and rear shocks

We've found it's easiest to complete steps 1 & 2 on each shock before moving on to step 3. By the time you've finished step 2 on the last shock, the first one will be ready for step 3.

Step 1. Insert all four larger o-rings into the emulsion caps and set aside. Install the small o-rings onto the small emulsion screws by placing the o-rings on a pit mat or towel and pressing the screws into the o-rings.

Step 2. Fill shock with oil all the way to the top and pump the shock shaft up and down 3-5 times.

Step 3. Screw on the cap all the way tight (shock tool TKR1115 is helpful in tightening completely).

Step 4. With the shock at about a 45° angle, push and hold the shock shaft to the top and insert the prepared emulsion screw/seal. Oil will leak out during this process. Tighten the screw until snug (do not overtighten).

Step 5. Pump the shock shaft up and down about 30 times vigorously. This emulsifies the oil.

Step 6. With the shock shaft fully extended, remove the emulsion screw from the cap to do the final bleed.

Step 7. With the shock at about a 45° angle, push and hold the shock shaft to the top and insert the prepared emulsion screw/seal again. Oil will leak out during this process. Tighten the screw until snug (do not overtighten).
Note: We recommend using a servo with at least 300 oz/in torque.

Electronics (not included)

Screws (not included)

TKR1401
TKR1525
TKR1525
TKR1221
TKR1221
TKR5317
Switch (not included)

Electronics (not included)

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

Step P-3

Antenna tube installation

TKR1221
M3x8mm Washer

x8

TKR1401
M3x6mm Button Head Screw

x13

TKR1525
M3x14mm Cap Head Screw

x8

TKR1601
M3x4mm Set Screw

x6
Bag P
Mud Guard Installation

Note: Do not overtighten radio tray screws.

Note: Do not overtighten mud guard screws.
**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 5x7x0.2mm 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.
**Bag R**
Engine / Pipe Installation

**Step R-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 R-2**

**Step R-3**

- TKR1343 M4x10mm Flat Head Screw (x5)
- TKR1524 M3x12mm Cap Head Screw (x1)
- TKR1525 M3x14mm Cap Head Screw (x4)
- 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.
**Bag U**
Wing/Wheels/Body

**Step U-1**

**Wing Hole Options**
(Use Dimples as Hole Cutting Guides)

Most Downforce
(Use as many holes as you see fit to fine tune the amount of downforce the wing creates.)

Least Downforce

**Step U-2**

Wheels/Tires (not included)

**Step U-3**

Note: It may be necessary to cut holes in the body for ventilation.
**Parts List**

TKR8213 - Clutch Bell (13t)
TKR8502 – Gearbox (front)
TKR8502B – Gearbox (rear, angled)
TKR8520 – Hinge Pins (inner, front/rear)
TKR8594A - Pivot Balls (16.0mm, no flng, swy bar, shck ends, almnm, 4pcs)
TKR85050 – Tumbuckle (camber link, front/rear, 2pcs)
TKR85053A - Pivot Balls (8.0mm, flngd, outside camber, aluminum, 4pcs)
TKR85056 – Red Ends (5.0mm, brake/steering/sway bar linkage, 2pcs)
TKR85058A - Pivot Balls (5.0mm, no flng, brake/steering/sway bar linkage, 4pcs)
TKR85071 - Wheel Hubs (17mm, aluminum, gun metal ano, w/pins, 2pcs)
TKR85075 - Diff Coupler (frt, hardened steel)
TKR85079A - Stabilizer Balls (8.0mm, swy bar, aluminum, 4pcs)
TKR85081 - Swy Bar (2.0mm, front)
TKR85086 – Swy Bar Mounts

**Differential List**

TKR5112X – Differential Outdrive (center, lightened)
TKR5113 – Differential Case (frt)
TKR5114X – Differential Outdrive (frt, lightened, revised)
TKR5143 – Differential Seals (3pcs)
TKR5144 – Differential O-Rings (6pcs)
TKR5145B – Differential Shims (revs 6x7x6mm, 6pcs)
TKR5149 – Differential Cross Pins (steel, 6pcs)
TKR5150 – Differential Gear Set (internal gears only)

**Hardware List**

TKR1220 – M3.5 Locknuts (zinc finish, 10pcs)
TKR1240 – Lower Shock Mounts (2 CW thread), 2 CCW thread (EB/NT/NB)
TKR1248 – M2x4mm Cap Head Screws (black, 10pcs)
TKR1250 – Steering Link Screws (black, steel, 2pcs)
TKR1232 – M3x6mm Flat Head Screws (black, 10pcs)
TKR1233 – M3x10mm Flat Head Screws (black, 10pcs)
TKR1235 – M3x14mm Flat Head Screws (black, 10pcs)
TKR1240 – M4x6mm Head Button Screws (black, 10pcs)
TKR1241 – M4x10mm Head Button Screws (black, 10pcs)
TKR1242 – M3x8mm Button Head Screws (black, 10pcs)
TKR1243 – M3x10mm Button Head Screws (black, 10pcs)
TKR1244 – M4x10mm Button Head Screws (black, 10pcs)
TKR1252 – M3x25mm Cap Head Screws (black, 10pcs)
TKR1253 – M3x25mm Cap Head Screws (black, 10pcs)
TKR1260 – M3x30mm Cap Head Screws (black, 10pcs)
TKR1261 – M3x45mm Set Screws (black, 10pcs)
TKR1263 – M3x45mm Set Screws (black, 10pcs)
TKR1264 – M3x30mm Set Screws (black, 10pcs)
TKR1269 – M3x35mm Set Screws (black, 10pcs)

**Option Parts**

TKR1113 – Turnbuckle Wrench (4mm, 5mm, hardened steel)
TKR1104 – XT Hex Wrench (1.5mm, adjustable length, 4mm shank)
TKR1105 – XT Hex Wrench (2.0mm, adjustable length, 4mm shank)
TKR1106 – XT Hex Wrench (2.5mm, adjustable length, 4mm shank)
TKR1117 – XT Nut Driver (6.0mm, adjustable length, 4mm shank)
TKR1118 – XT Nut Driver (5.0mm, adjustable length, 4mm shank)

**Hardware List**

TKR8300 - NB48.4 1/8th Competition Nitro Buggy Kit

**Bearings List**

TKR85082 – Wheel Hubs (17mm, alum, ltn, gun metal ano, 1mm off, w/pins, 2pcs)
TKR85071C – Wheel Hubs (17mm, alum, ltn, gun metal ano, 1mm off, w/pins, 2pcs)
TKR85071B – Wheel Hubs (17mm, alum, ltn, gun metal ano, 1mm off, w/pins, 2pcs)

**Shocks List**

TKR8060 – Shock Cap Bushings (4pcs, EB/NT/EB/NT/SCT)
TKR8069 – Shock O-Ring and Bladder Set (for 2 shocks)
TKR8063 – Shock Adjustment Nut (aluminum, gun metal ano, 2pcs)
TKR8065 – Shock Caps (aluminum, gun metal ano, 2pcs)
TKR8066 – Shock Body (rear, aluminum, hard ano, 2pcs)
TKR8067 – Shock Shaft (rear, f/r, aluminum, 2pcs)
TKR8068 – Locking Shock Rod Ends (rev, EB/NT/EB/NT/SCT)
TKR8144 – Shock Boots (long length, EB/NT, 2pcs)
TKR8145 – Shock Boots (long length, rear, EB/NT, 2pcs)
TKR8146 – Shock Caps (revised, CNC, Delrin, EB/NT/EB/NT/SCT)
TKR8165 – Shock Pistions (CNC, flat/tapered, 4x1.9, 11.3mm2)
TKR8702 – Shock Caps (7075, emulsion/ventilated, standard, black ano, 2pcs)
TKR8875 – Emulsion O-ring Set (4x caps, 6x emulsion o-rings, for 16mm shocks)
TKR8783 – Shock Spring Set (front, 1x11.6, 1.55lb/in, 75mm, black)
TKR8773 – Shock Spring Set (rear, 1x14.5, 2.75lb/in, 85mm, orange)
## Setup Sheet

**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:

- 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)

### Shocks:

<table>
<thead>
<tr>
<th>Shock</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil/Brand</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Piston</td>
<td></td>
<td></td>
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<tr>
<td>Spring</td>
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</tr>
<tr>
<td>Rebound</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Std/Emul/Yvent</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Suspension:

<table>
<thead>
<tr>
<th>Suspension</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ride Height</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camber</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caster</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sweep</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kick Up</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anti-Squat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toe (in/out)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sway Bar</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shock Length (Drop)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Tires/Wheels:

<table>
<thead>
<tr>
<th>Tires/Wheels</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brand/Tread</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compound</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Insert</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheel</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Differential Oil:

<table>
<thead>
<tr>
<th>Differential Oil</th>
<th>Front</th>
<th>Center</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine/pipe</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fuel/Plug</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RX Batt.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Servos</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Equipment:

<table>
<thead>
<tr>
<th>Equipment</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Clutch/Spur</td>
<td></td>
<td>(teeth)</td>
</tr>
<tr>
<td>Clutch Shoes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clutch Springs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brake Bias</td>
<td>(front)</td>
<td>(rear)</td>
</tr>
</tbody>
</table>

### Drivetrain:

<table>
<thead>
<tr>
<th>Drivetrain</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Center Diff</td>
<td></td>
<td>Left Rear ○ R Rear ○ R Rear ○ R Rear ○</td>
</tr>
<tr>
<td>(Front brace is always used)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Wheelbase:

<table>
<thead>
<tr>
<th>Wheelbase</th>
<th>Front</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td>mm</td>
<td></td>
<td>mm</td>
</tr>
</tbody>
</table>

### Notes:

