



**BUILDING
INSTRUCTIONS**



SuperLight

INTRODUCTION



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

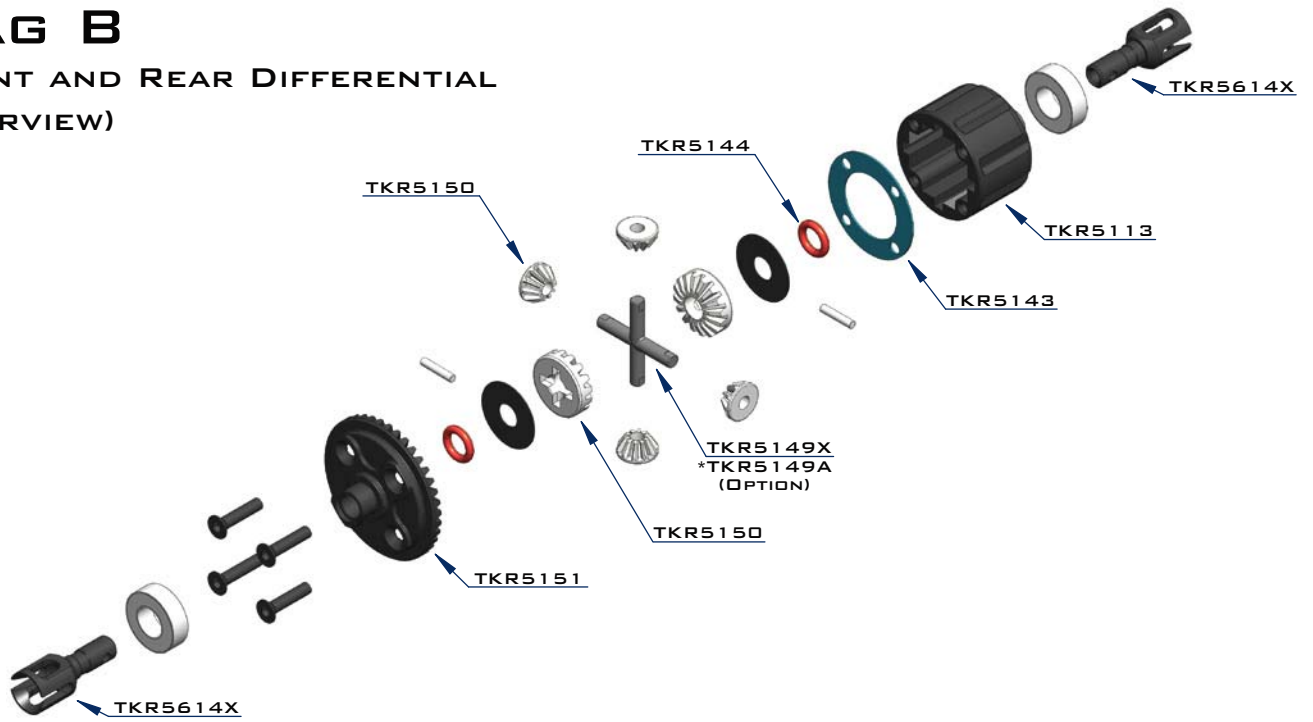
Disclaimer: Tekno RC is not responsible or liable for any property or personal damage, loss, or injury incurred as a result of using this product. This kit is meant for use by persons 14 years of age or older and in the strict confines of a legally permitted RC track or facility.

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.

BAG B

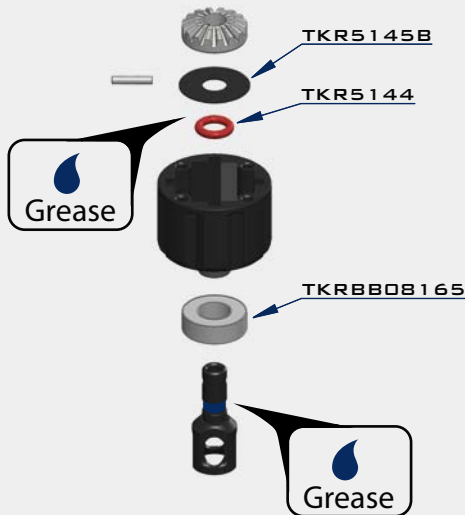
FRONT AND REAR DIFFERENTIAL (OVERVIEW)



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

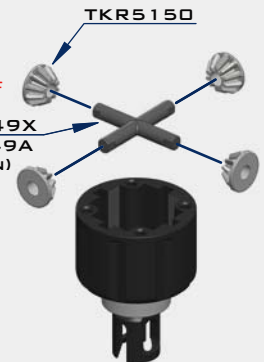


Apply grease to the groove in the outdrive

STEP B-2

Repeat for rear diff

TKR5149X
*TKR5149A (OPTION)



STEP B-4

Repeat for rear diff

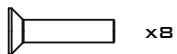
Grease

TKR1325 x4

TKR5144

TKR5145B

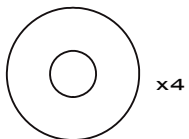
Grease



TKR1325
M3X14MM FLAT HEAD SCREW



TKR5144
DIFFERENTIAL O-RINGS



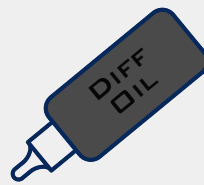
TKR5145B
DIFFERENTIAL SHIMS (6X17MM)



TKRBB08165
BALL BEARING(8X16X5MM)

STEP B-3

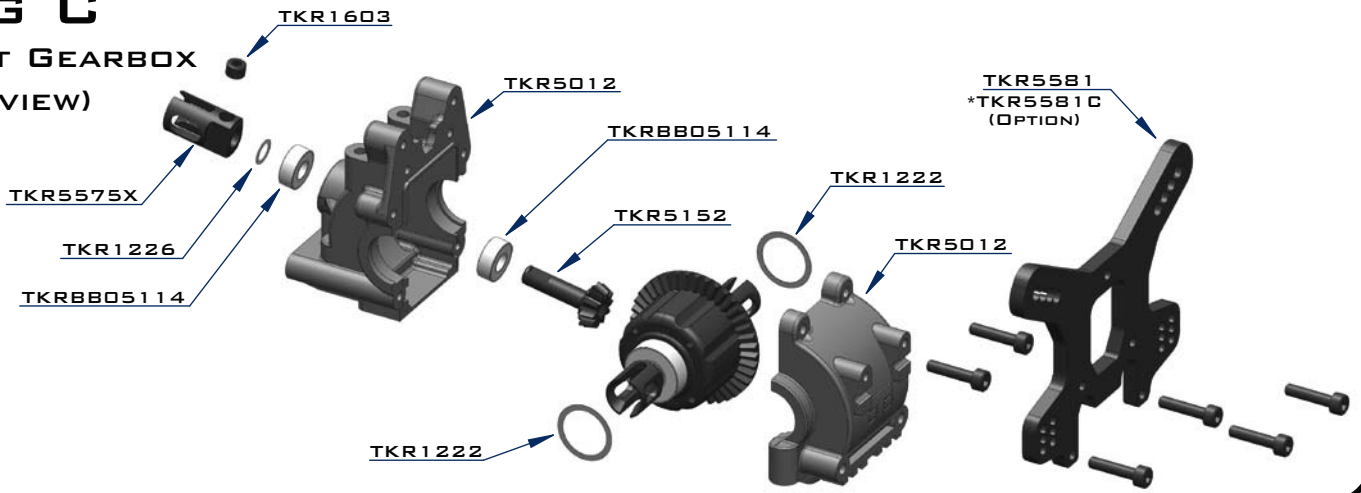
Repeat for rear diff



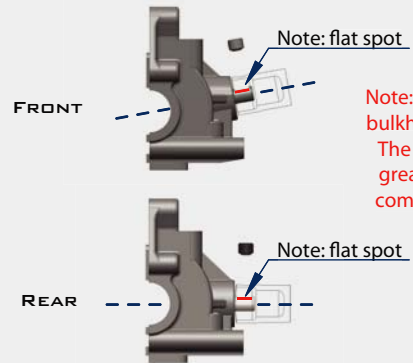
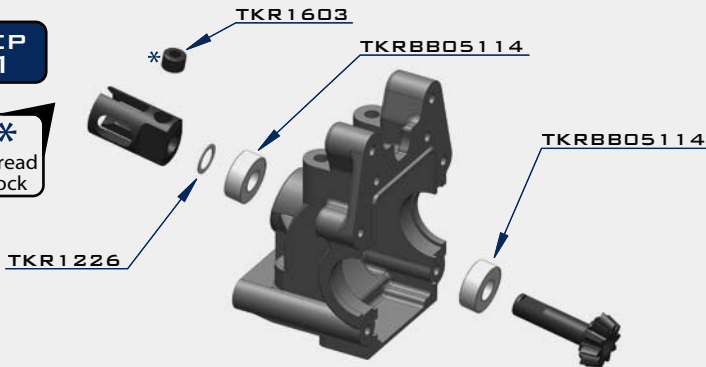
Fill FRONT with 7000 wt oil front
Fill REAR with 5000 wt oil rear
to 1mm below full
DO NOT OVER FILL

BAG C

FRONT GEARBOX (OVERVIEW)

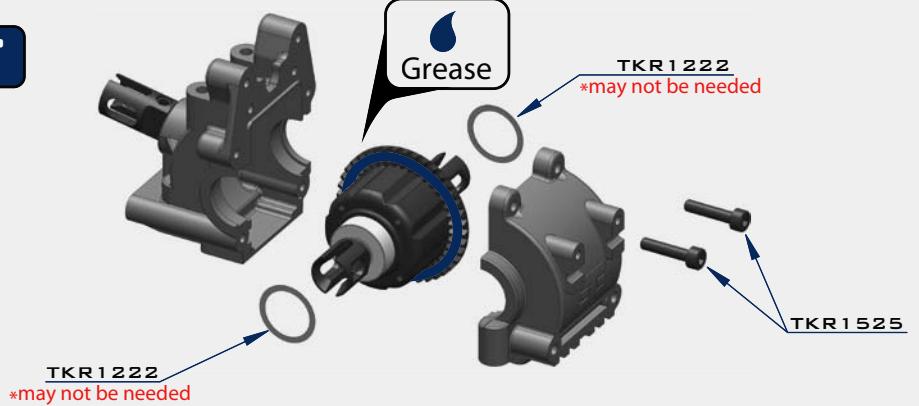


STEP C-1

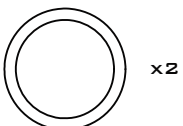
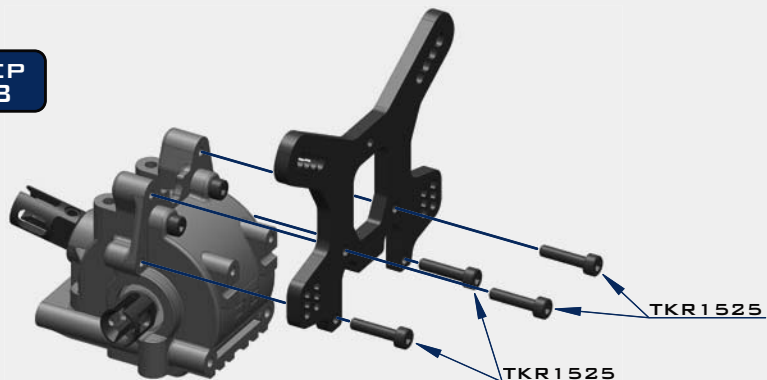


Note: TKR1222 and TKR1226 Shims - The gear mesh should be tight without any binding. TKR1226 should always be installed. Then test fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not 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 C-2

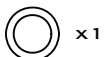


STEP C-3



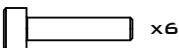
x2

TKR1222
13x16x0.1MM DIFF SHIM



x1

TKR1226
5x7x0.2MM SHIM



x6

TKR1525
M3x14MM CAP HEAD SCREW



x1

TKR1603
M5x4MM SET SCREW

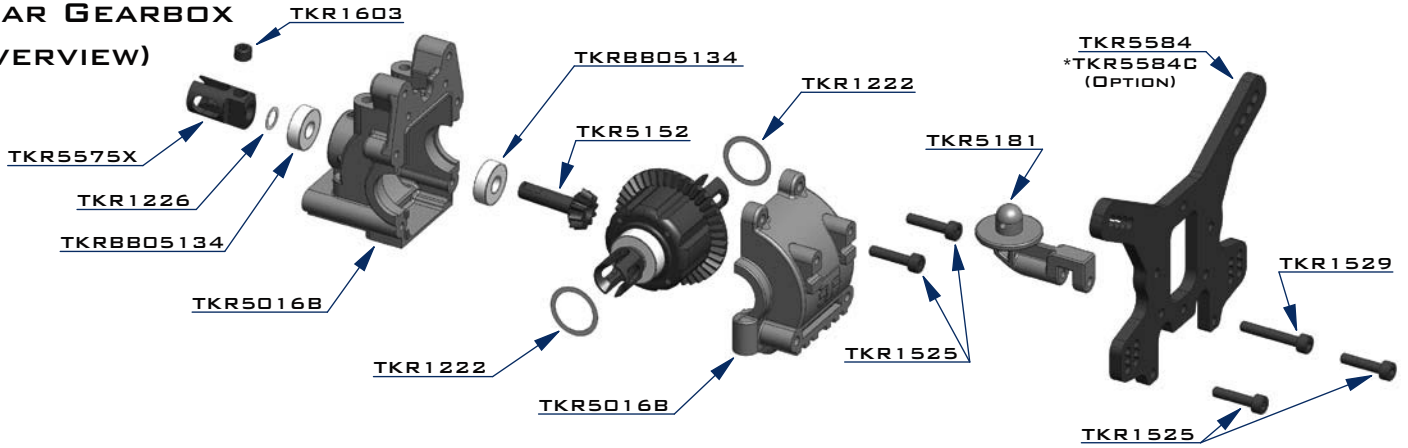


x2

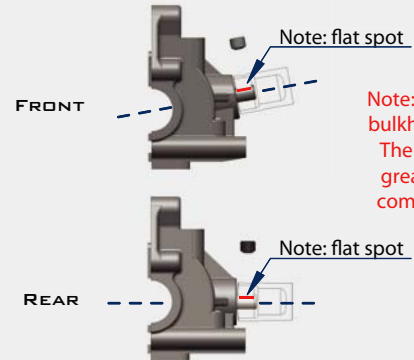
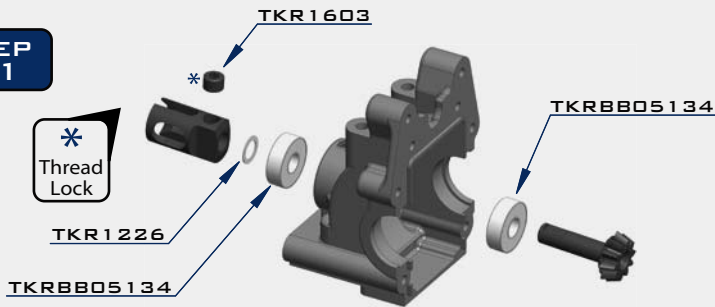
TKRBB05114
BALL BEARING (5x11x4)

BAG D

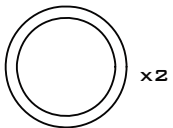
REAR GEARBOX (OVERVIEW)



STEP D-1



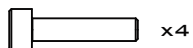
Note: TKR1222 and TKR1226 Shims - The gear mesh should be tight without any binding. TKR1226 should always be installed. Then test fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not 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.



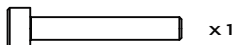
TKR1222
13X16X0.1MM DIFF SHIM



TKR1226
5X7X0.2MM SHIM



TKR1525
M3X14MM CAP HEAD SCREW



TKR1529
M3X20MM CAP HEAD SCREW

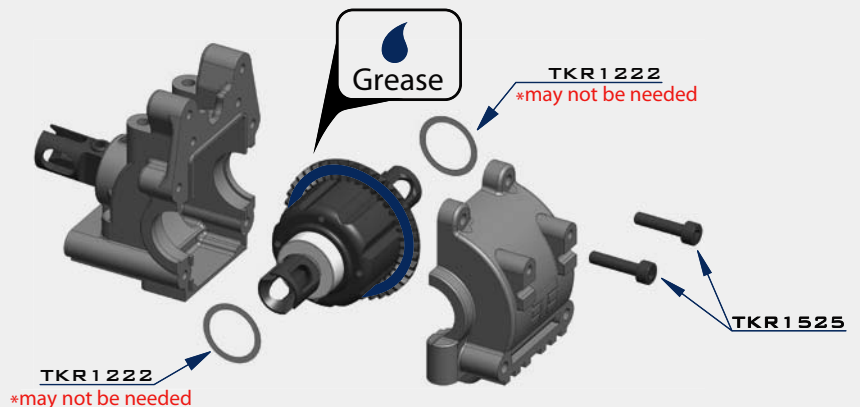


TKR1603
M5X4MM SET SCREW

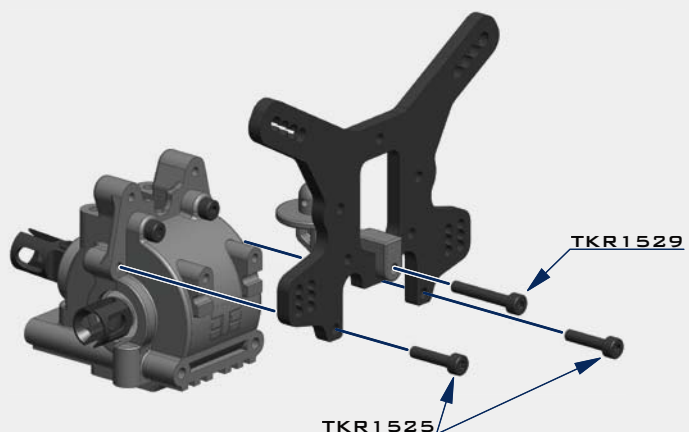


TKRBB05134
BALL BEARING (5X13X4)

STEP D-2



STEP D-3

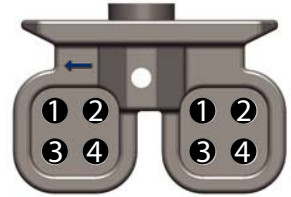


BAG E

LOW PROFILE WING MOUNT

SETTINGS

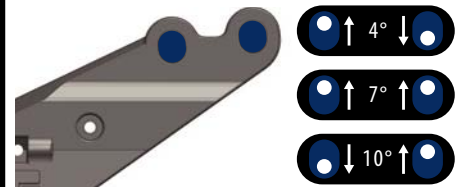
POSITION SETTINGS



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

Note: Stock position setting is # 3, Rearward High

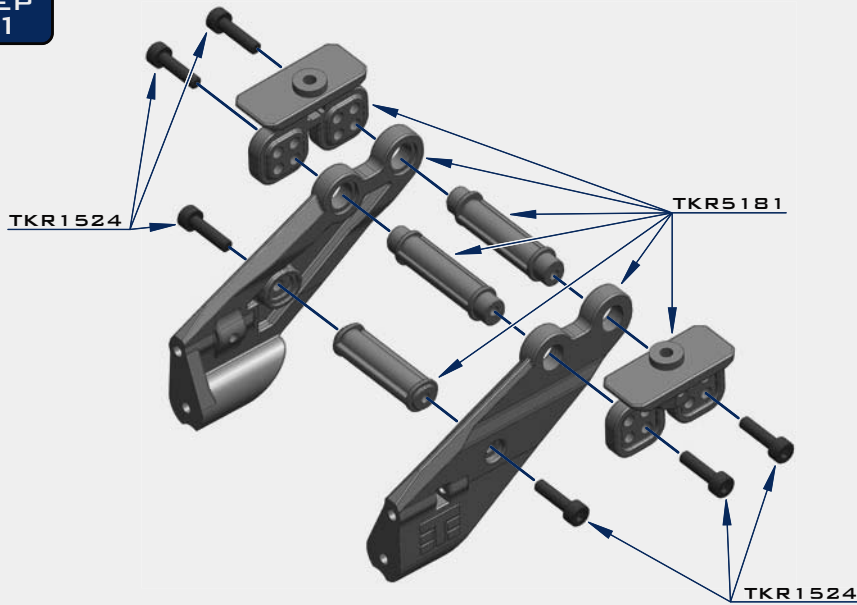
DOWNFORCE SETTINGS



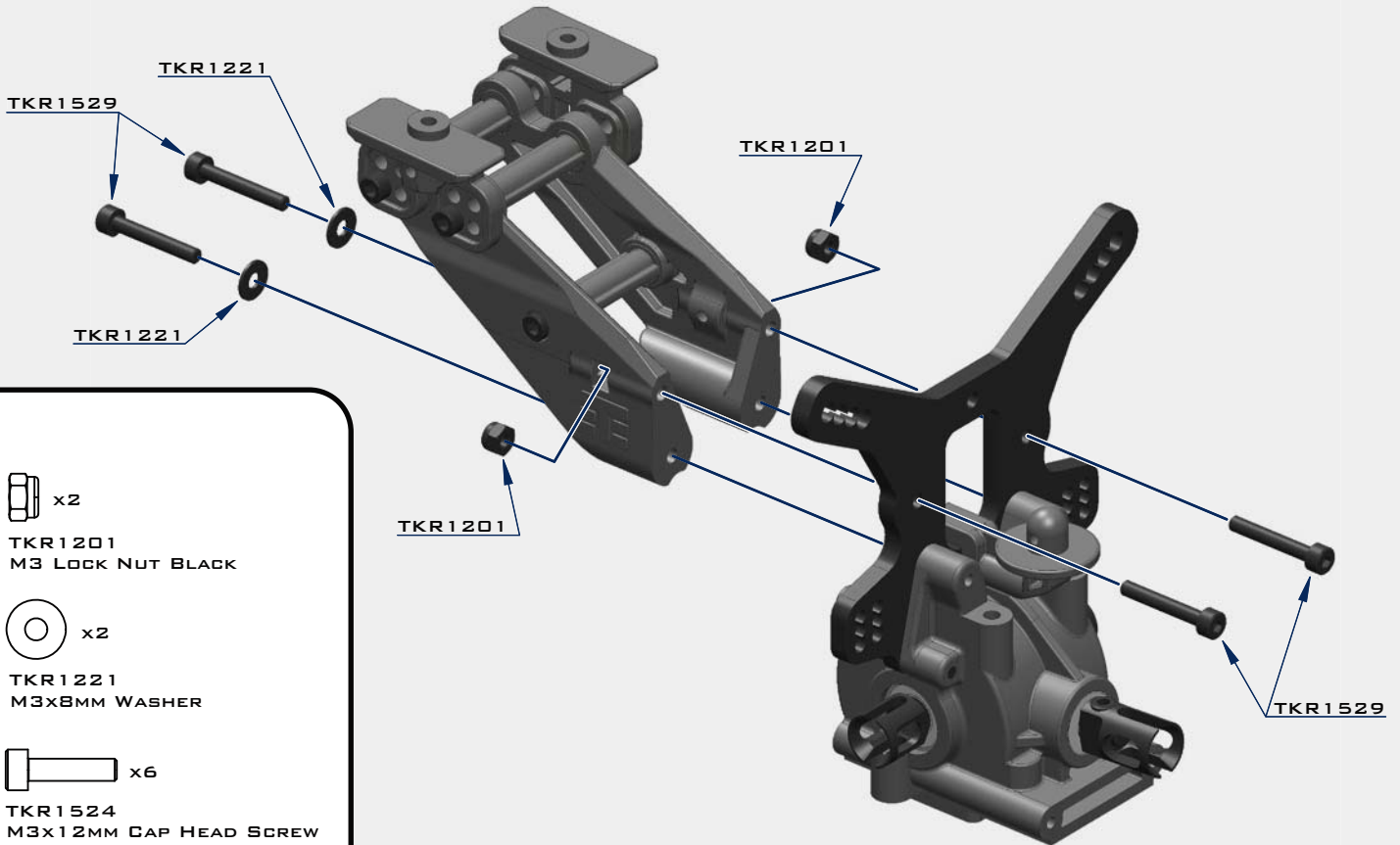
(downforce angles)


Note: Stock downforce setting is 4°

STEP E-1

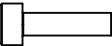


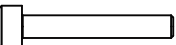
STEP E-2



 x2
TKR1201
M3 LOCK NUT BLACK

 x2
TKR1221
M3X8MM WASHER

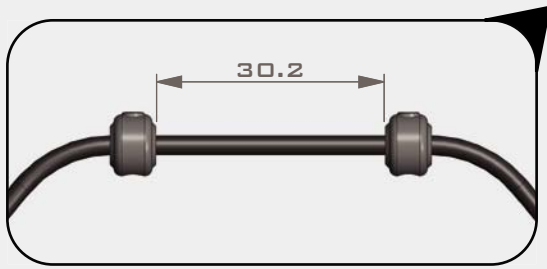
 x6
TKR1524
M3X12MM CAP HEAD SCREW

 x4
TKR1529
M3X20MM CAP HEAD SCREW

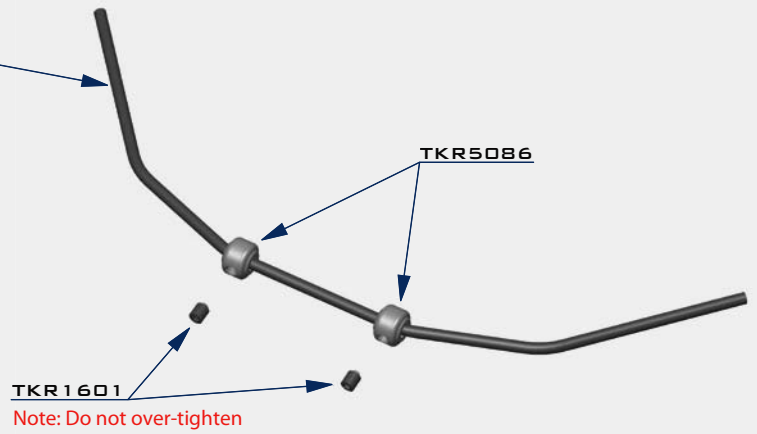
BAG E

REAR END

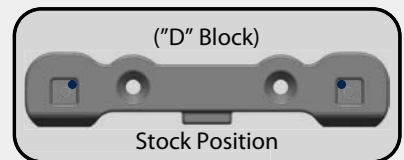
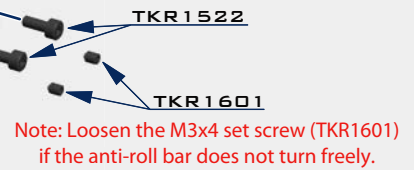
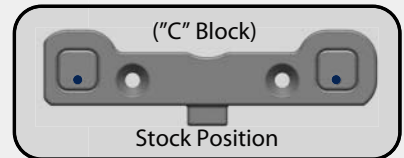
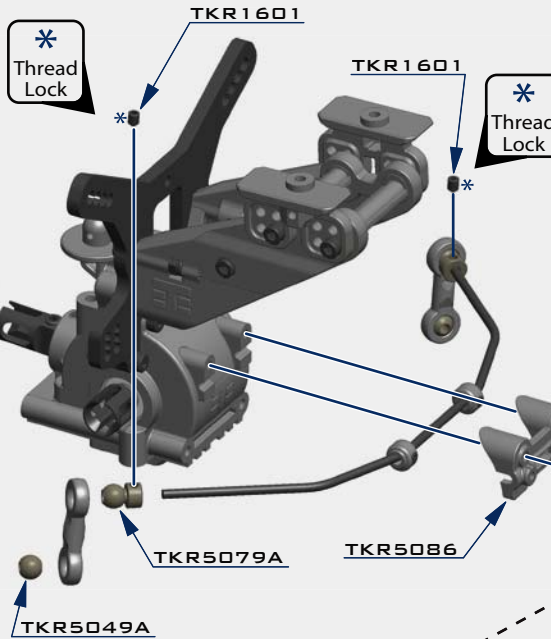
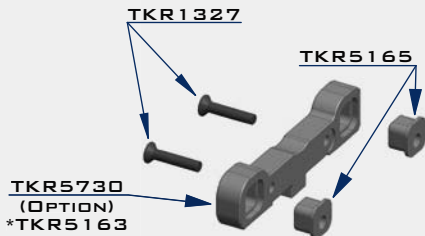
STEP F-1



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



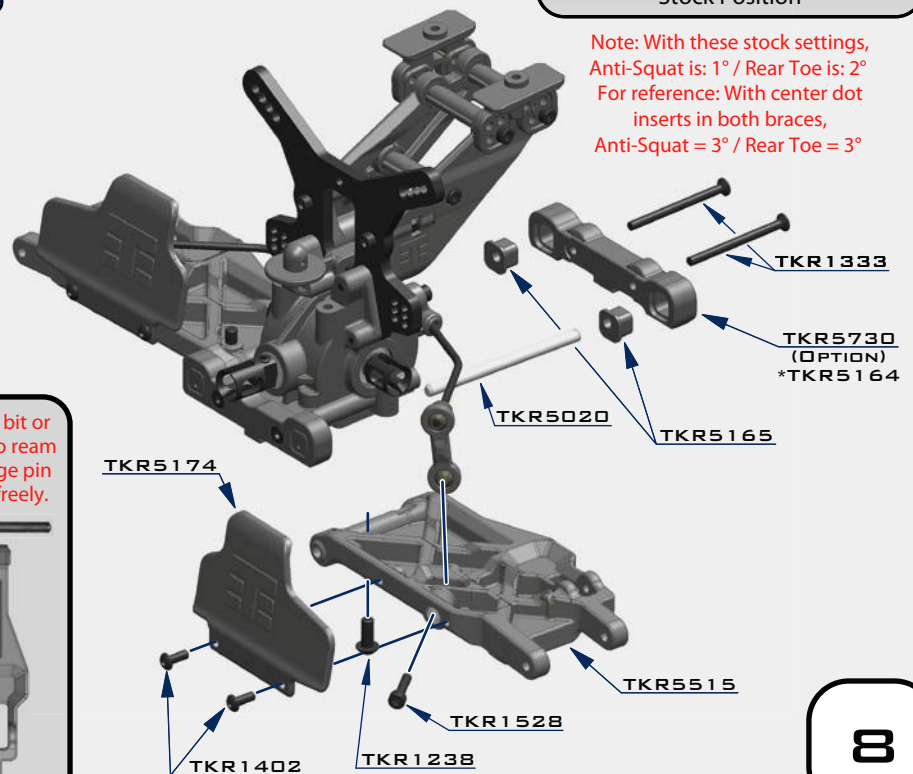
STEP F-2



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°

STEP F-3

- x2
TKR1238
M4x10MM DROOP SCREW
- x2
TKR1327
M3x16MM FLAT HEAD SCREW
- x2
TKR1333
M3x40MM FLAT HEAD SCREW
- x4
TKR1402
M3x8MM BUTTON HEAD SCREW
- x2
TKR1522
M3x8MM CAP HEAD SCREW
- x2
TKR1528
M3x18MM CAP HEAD SCREW
- x6
TKR1601
M3x4MM SET SCREW
- x2
TKR5049A
PIVOT BALL SWAY BAR
- x2
TKR5079A
STABILIZER BALL

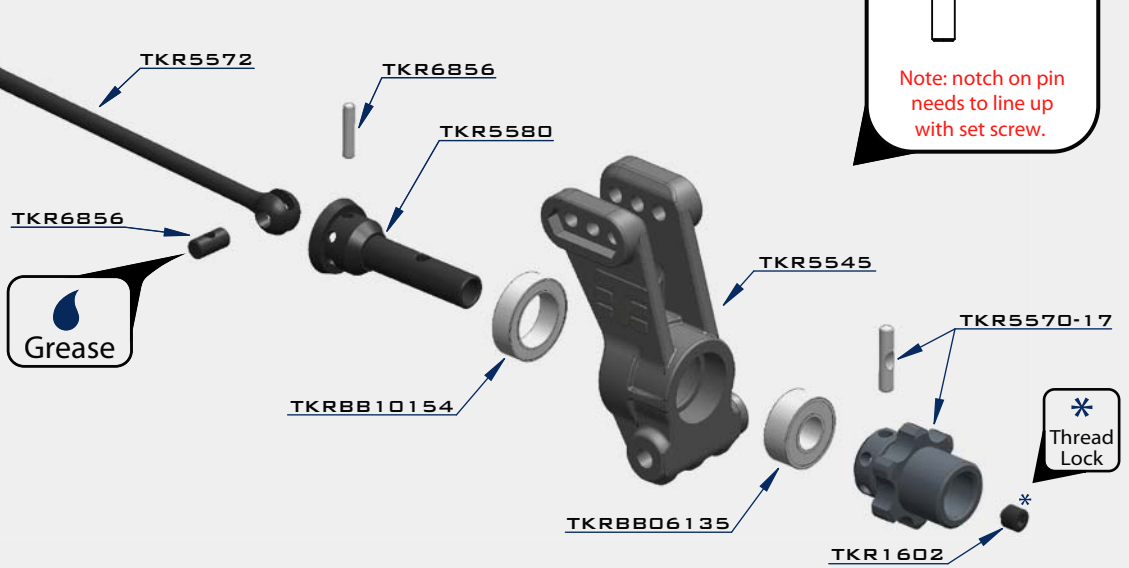


BAG G

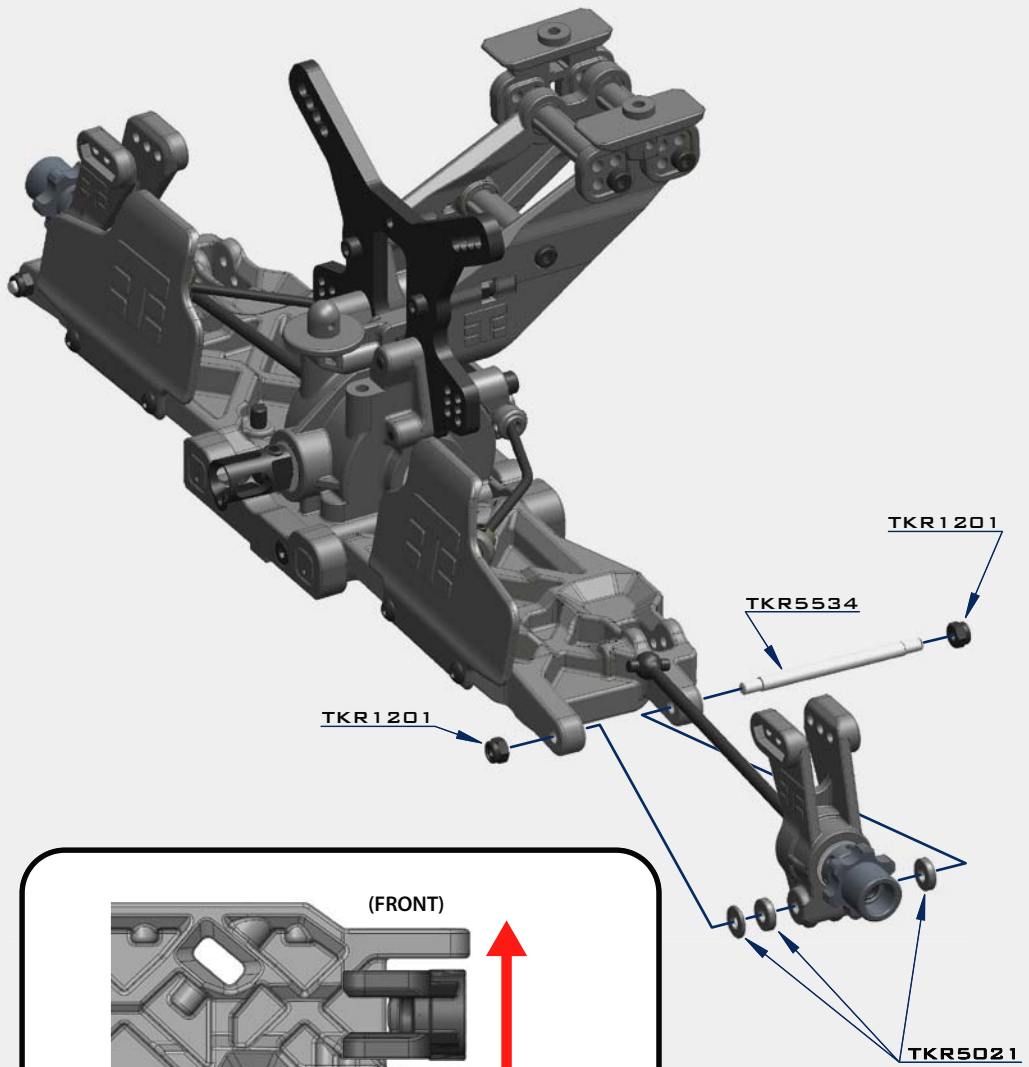
REAR HUB/CVA ASSEMBLY






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

STEP G-1

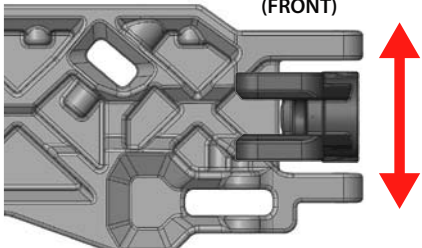


STEP G-2



-  x4
TKR1201
M3 LOCKNUT BLACK
-  x2
TKR1602
M4X4MM SET SCREW
-  x2
TKR6856
CV JOINT PIN
-  x2
TKRBB06135
BALL BEARING (6X13X5)
-  x2
TKRBB10154
BALL BEARING (10X15X4)

(FRONT)



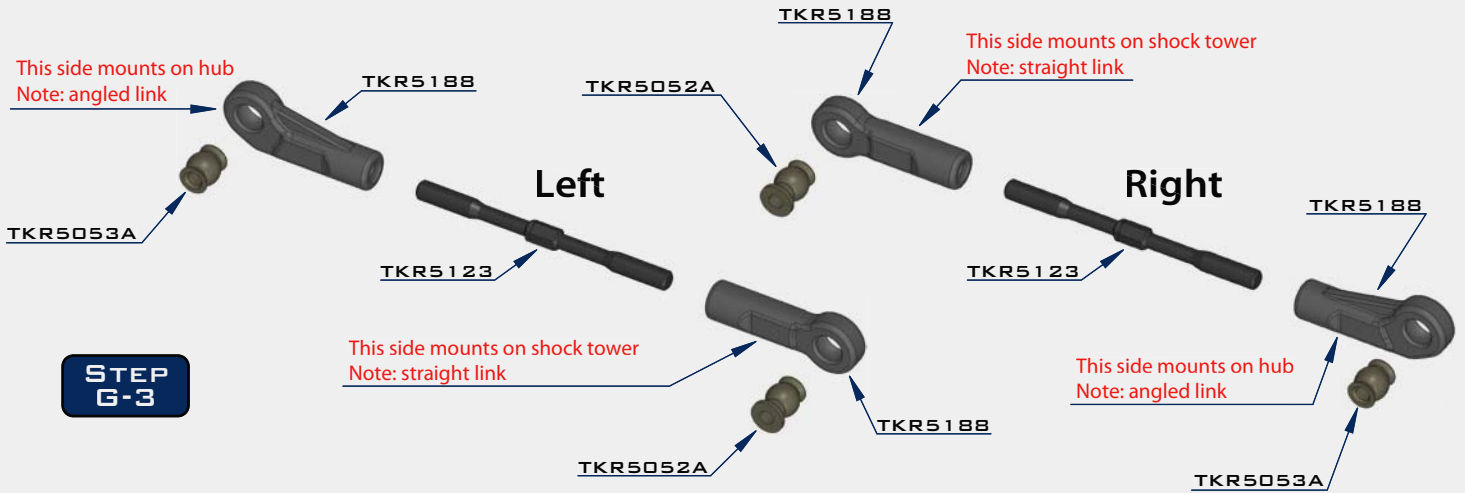
(REAR)

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.

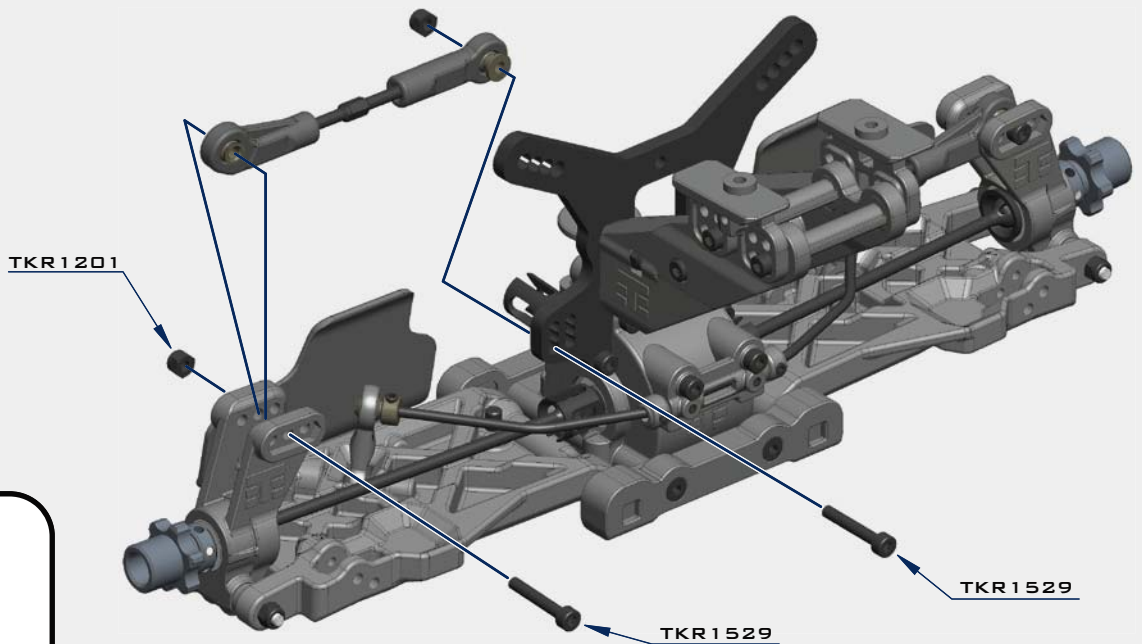
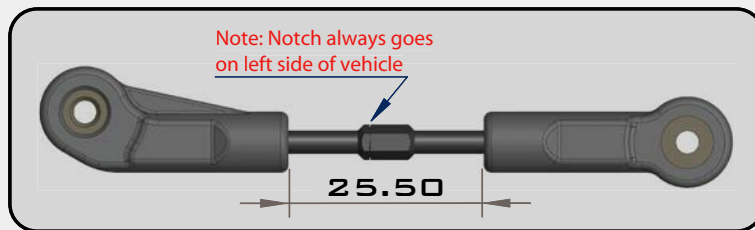
BAG G

REAR CAMBER LINKS

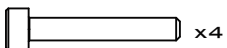


**STEP
G-3**

**STEP
G-4**



x4
TKR1201
M3 LOCKNUT BLACK



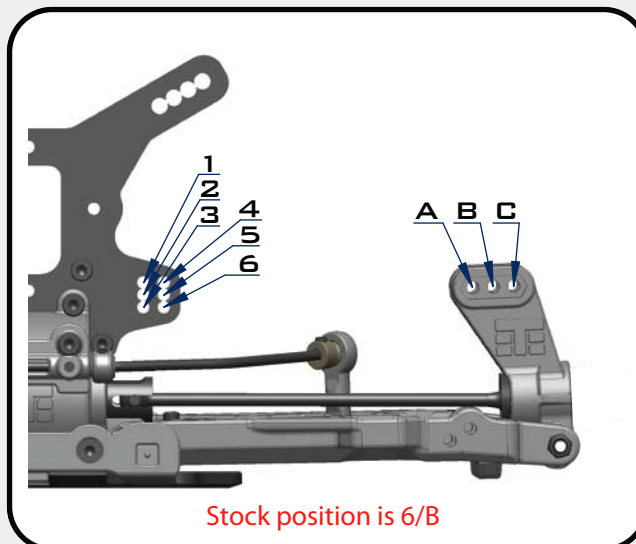
x4
TKR1529
M3X20MM CAP HEAD SCREW



x2
TKR5052A
PIVOT BALL M3X6.8MM



x2
TKR5053A
PIVOT BALL M3X6.8MM
NO FLANGE

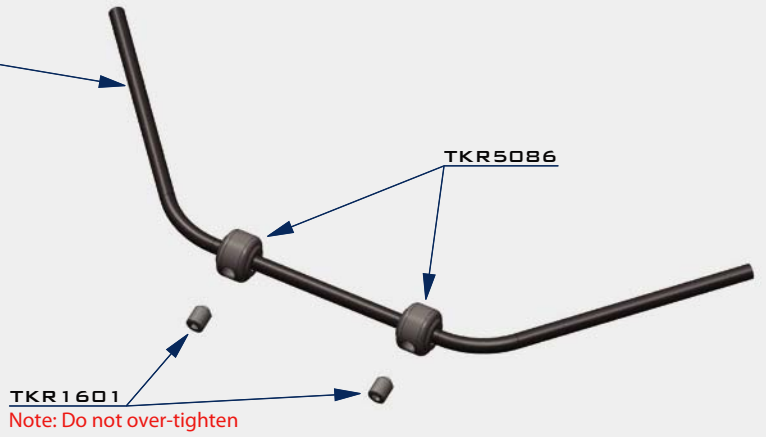
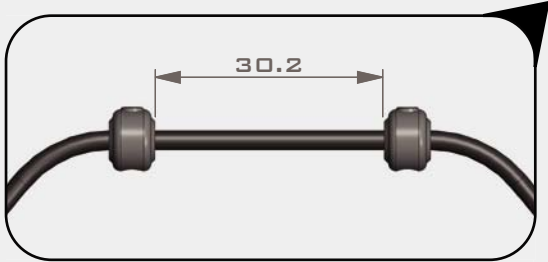


BAG H

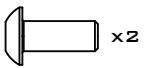
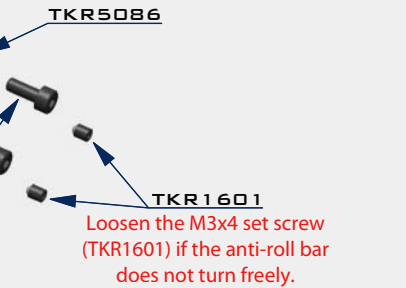
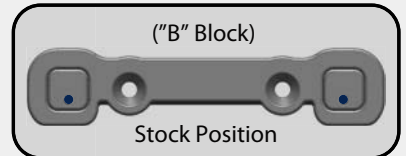
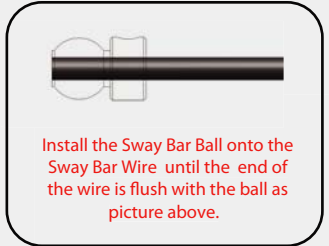
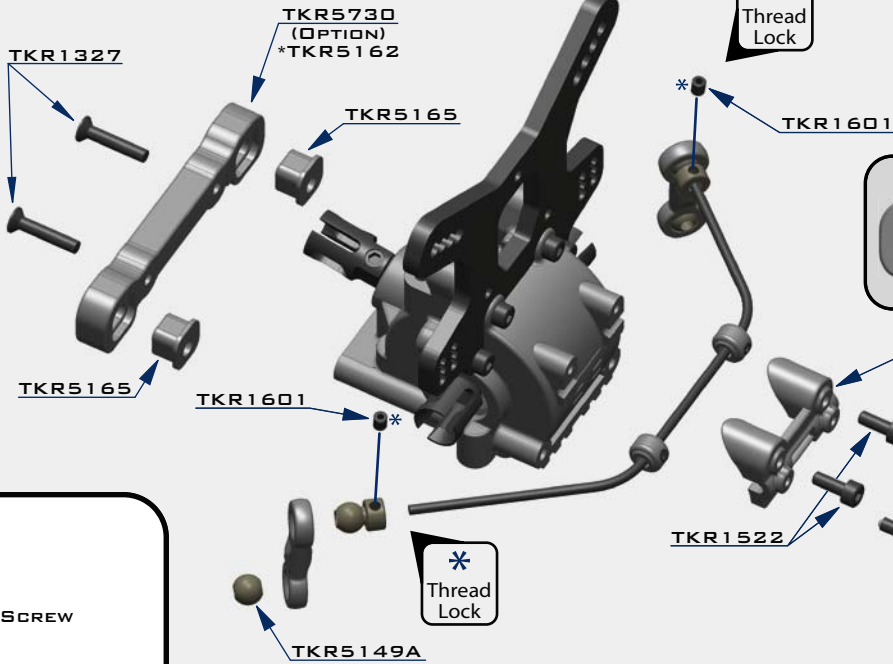
FRONT END

STEP H-1

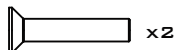
- TKR5083 - 2.5MM
- *TKR5080 - 2.2MM
- *TKR5081 - 2.3MM
- *TKR5082 - 2.4MM
- *TKR5084 - 2.6MM
- *TKR5085 - 2.8MM
- *TKR5087 - 3.0MM (OPTION)



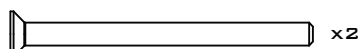
STEP H-2



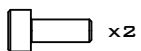
TKR1238
M4X10MM DROOP SCREW



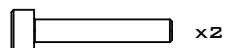
TKR1327
M3X16MM FLAT HEAD SCREW



TKR1333
M3X40MM FLAT HEAD SCREW



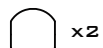
TKR1522
M3X8MM CAP HEAD SCREW



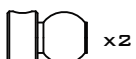
TKR1528
M3X18MM CAP HEAD SCREW



TKR1601
M3X4MM SET SCREW



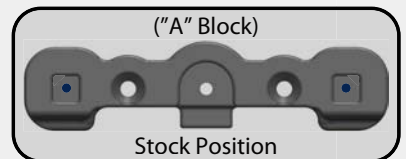
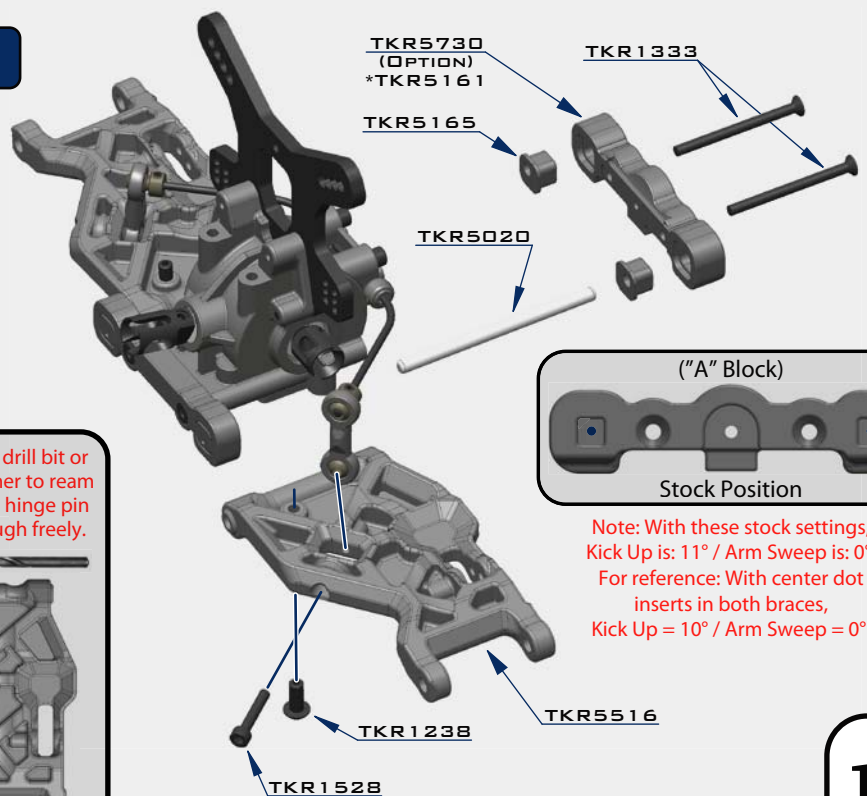
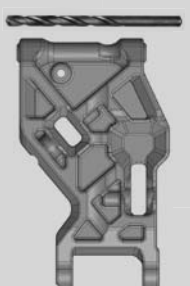
TKR5049A
PIVOT BALL SWAY BAR



TKR5079A
STABILIZER BALL

STEP H-3

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



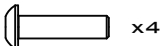
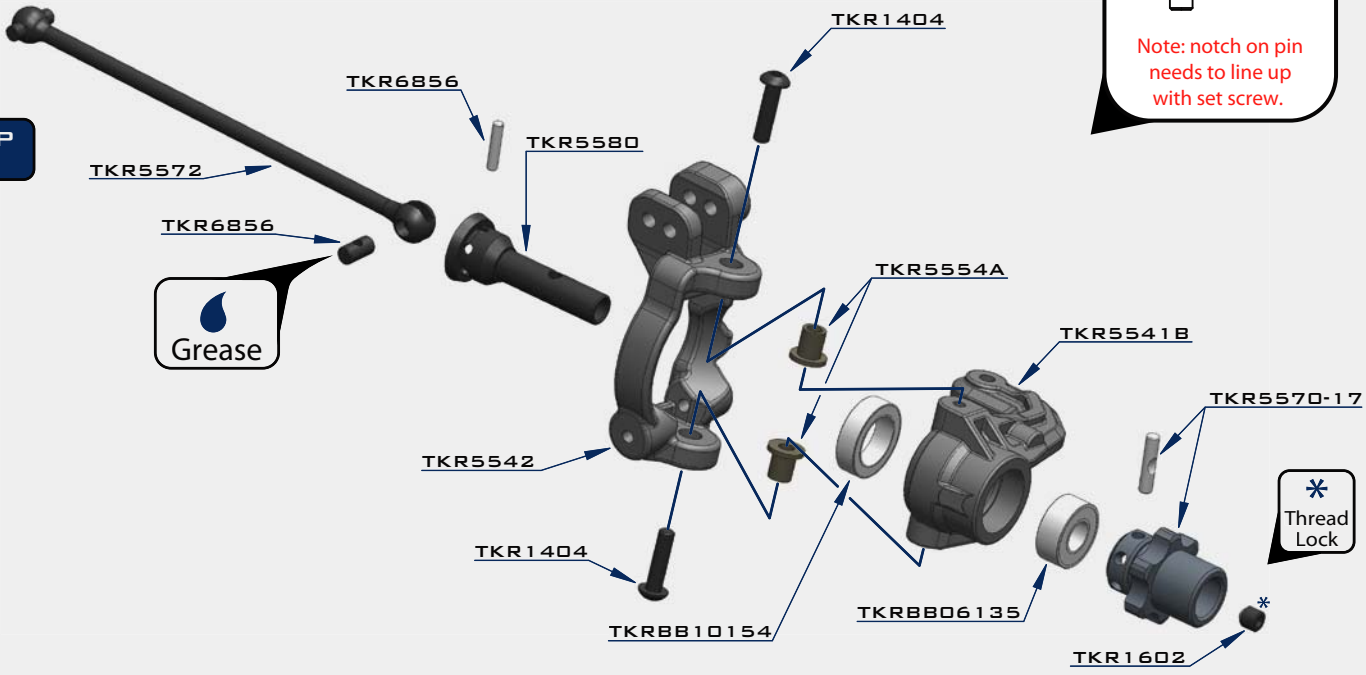
Note: With these stock settings,
Kick Up is: 11° / Arm Sweep is: 0°
For reference: With center dot
inserts in both braces,
Kick Up = 10° / Arm Sweep = 0°

BAG I

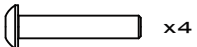
FRONT SPINDLE / CVA ASSEMBLY

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

STEP I-1



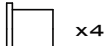
x4
TKR1404
M3X12MM BUTTON HEAD SCREW



x4
TKR1407
M3X16MM BUTTON HEAD SCREW



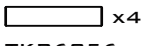
x2
TKR1602
M4X4MM SET SCREW



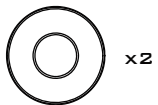
x4
TKR5554A
SPINDLE PIN SLEEVE



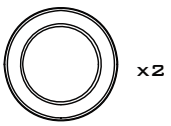
x4
TKR5555A
SUSPENSION PIN SLEEVE



x4
TKR6856
CV JOINT PIN

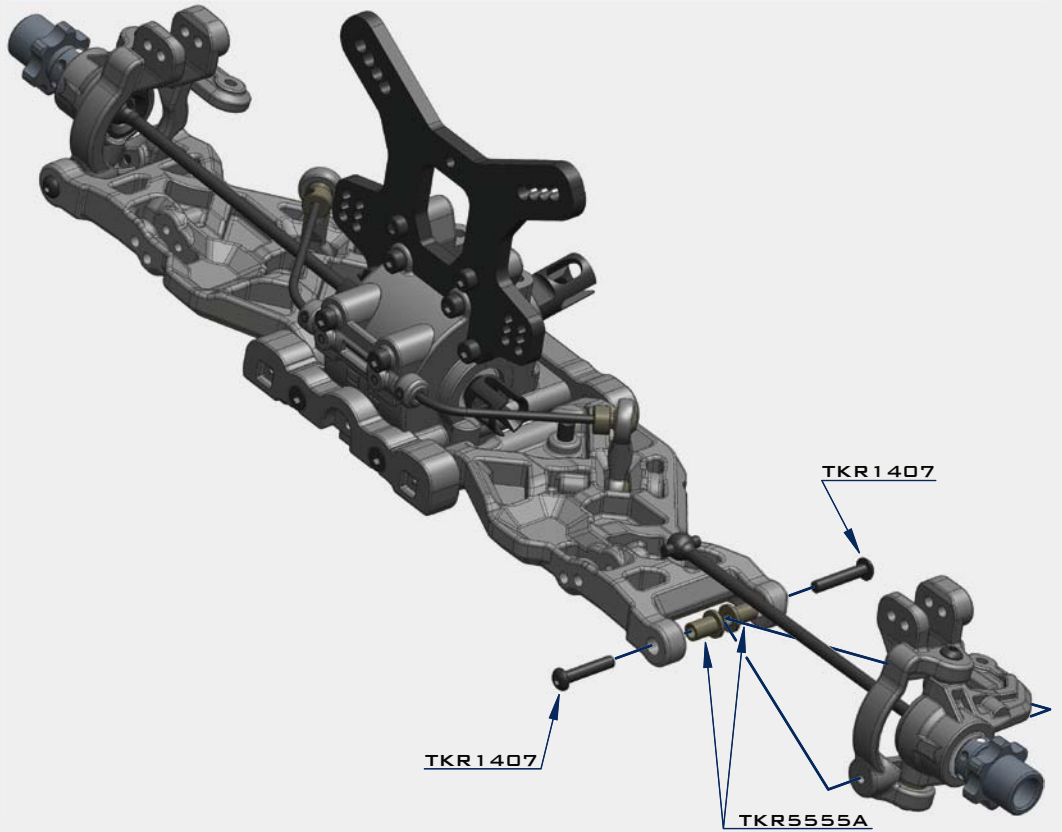


x2
TKRBB06135
BALL BEARING (6X13X5)



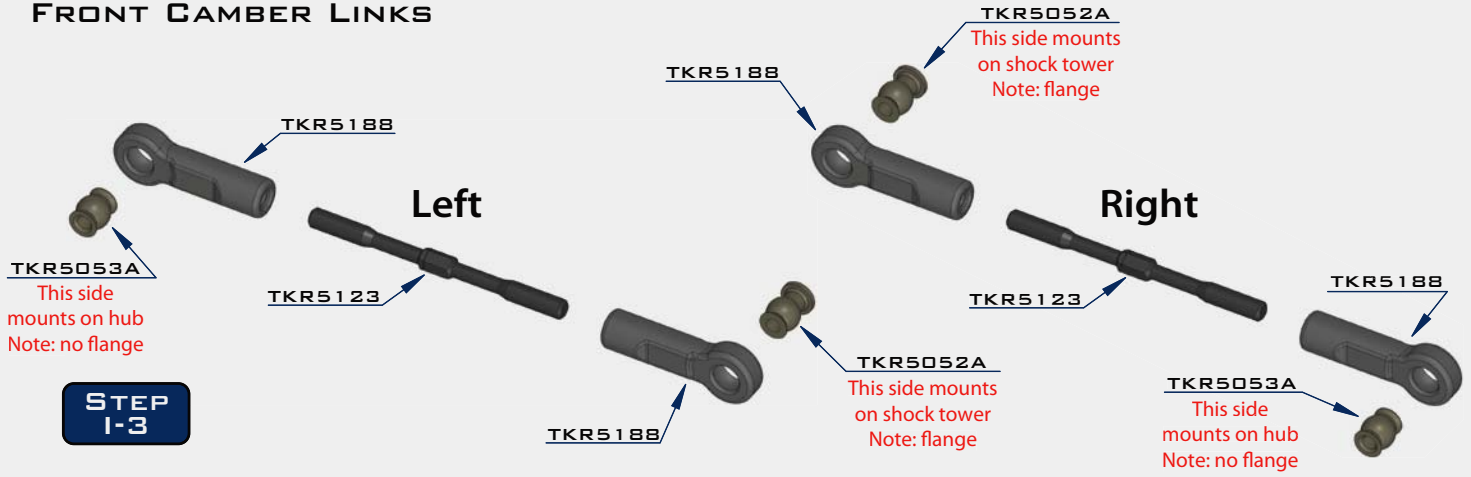
x2
TKRBB10154
BALL BEARING (10X15X4)

STEP I-2



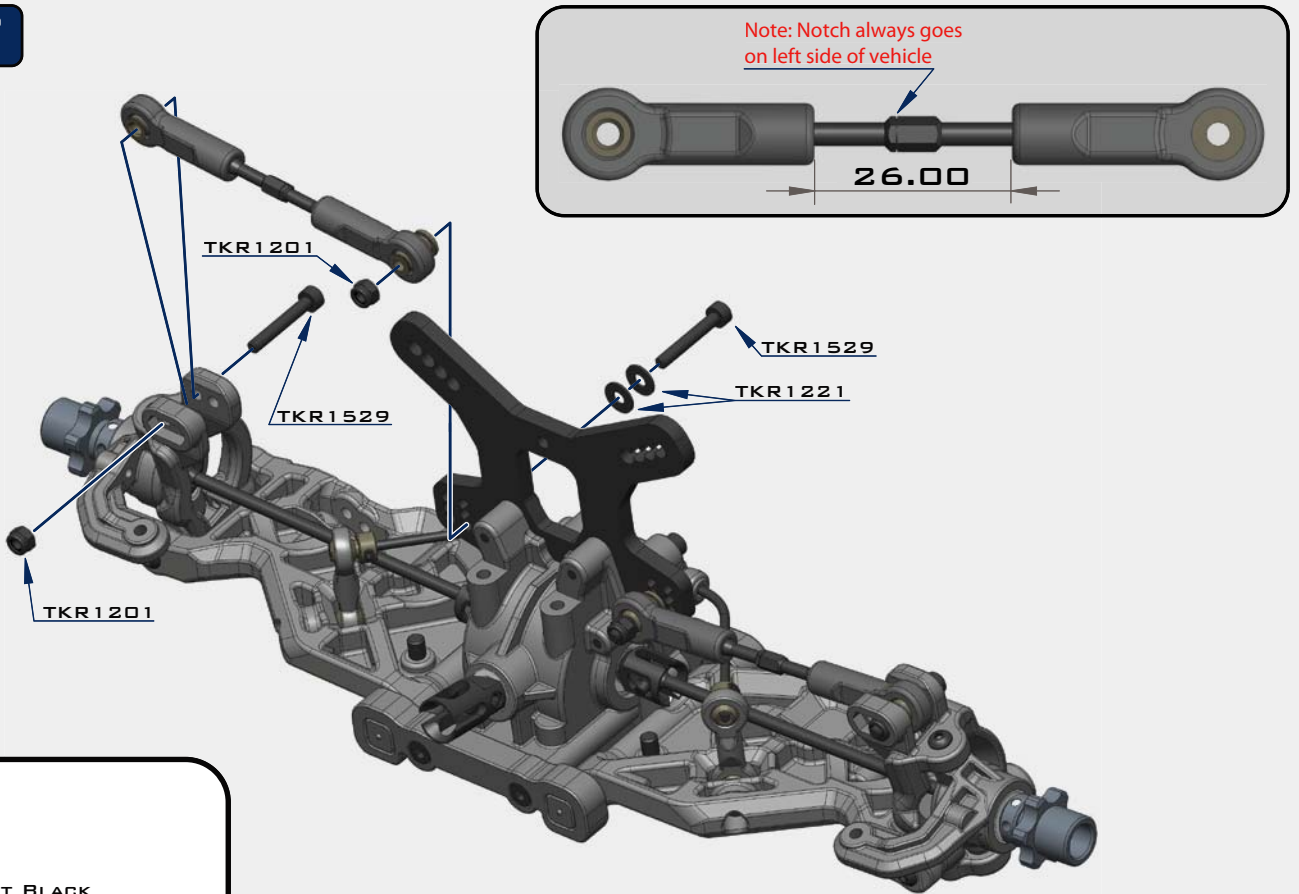
BAG I

FRONT CAMBER LINKS



STEP
1-3

STEP
1-4



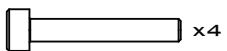
x4

TKR1201
M3 LOCK NUT BLACK



x4

TKR1221
M3x8MM WASHER



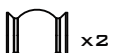
x4

TKR1529
M3x20MM CAP HEAD SCREW



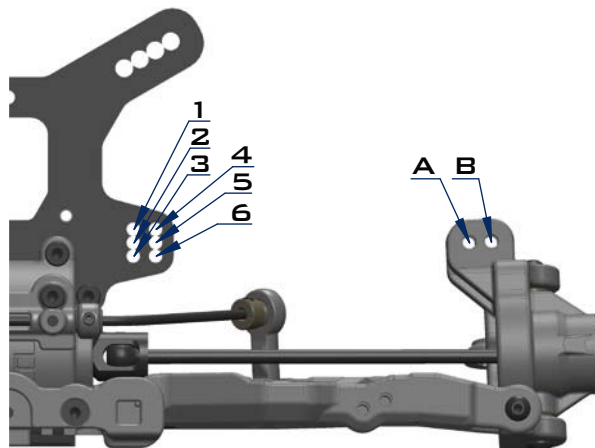
x2

TKR5052A
PIVOT BALL M3x6.8MM



x2

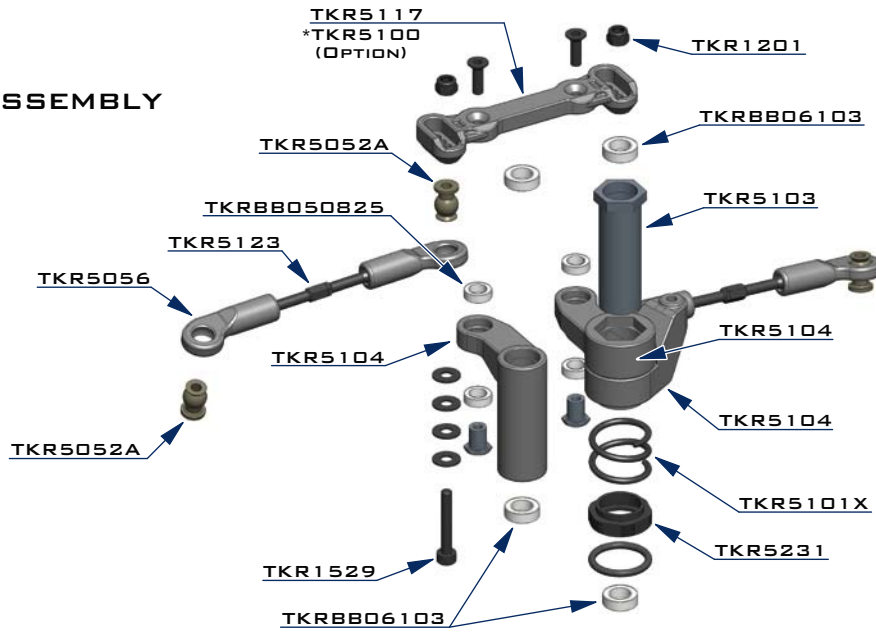
TKR5053A
PIVOT BALL M3x6.8MM
NO FLANGE



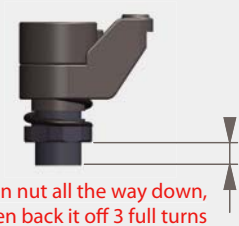
Stock position is 3/B

BAG J

STEERING ASSEMBLY (OVERVIEW)



STEP J-1











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

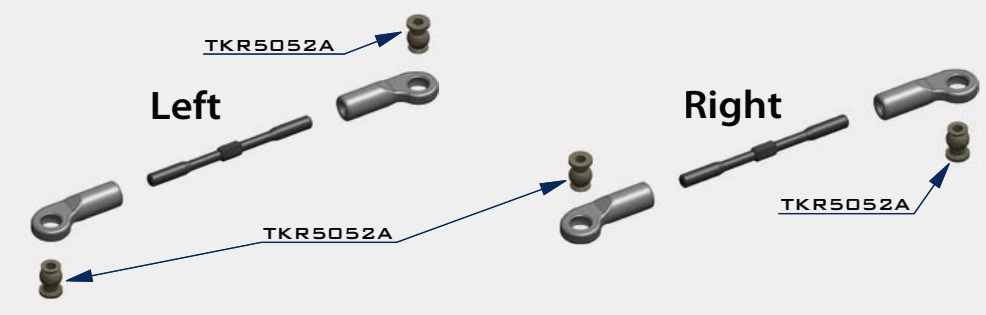
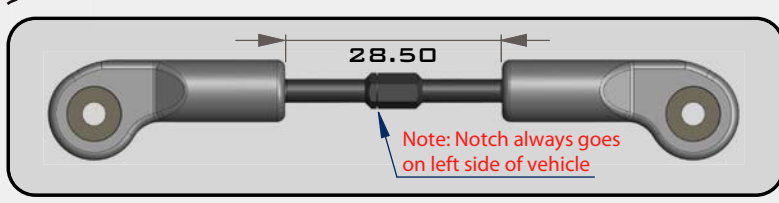


STEP J-2

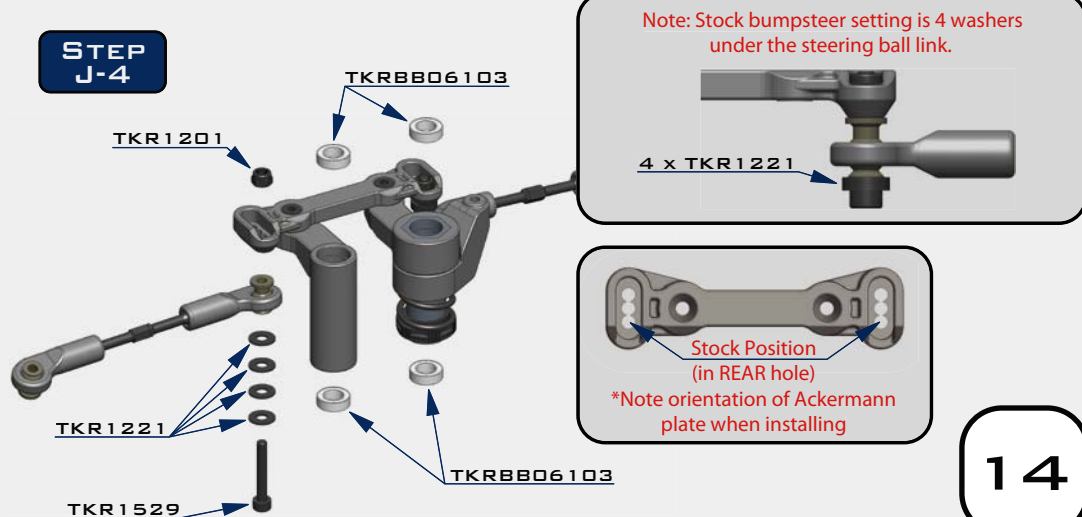


-  x2
TKR1201
M3 LOCK NUT BLACK
-  x8
TKR1221
M3x8MM WASHER
-  x2
TKR1323
M3x10MM FLAT HEAD SCREW
-  x2
TKR1529
M3x20MM CAP HEAD SCREW
-  x4
TKR5052A
PIVOT BALL M3x6.8MM
-  x1
TKR5231
O-RING 16x12x2
-  x4
TKRBB050825
BALL BEARING (5x8x2.5)
-  x4
TKRBB06103
BALL BEARING (6x10x3)

STEP J-3



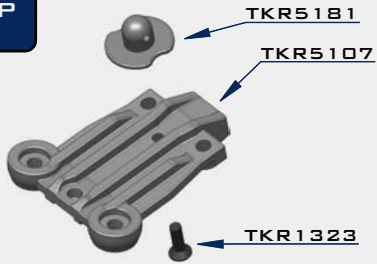
STEP J-4



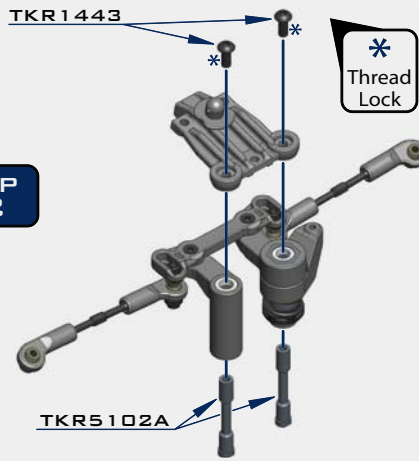
BAG K

FRONT END ASSEMBLY

STEP K-1



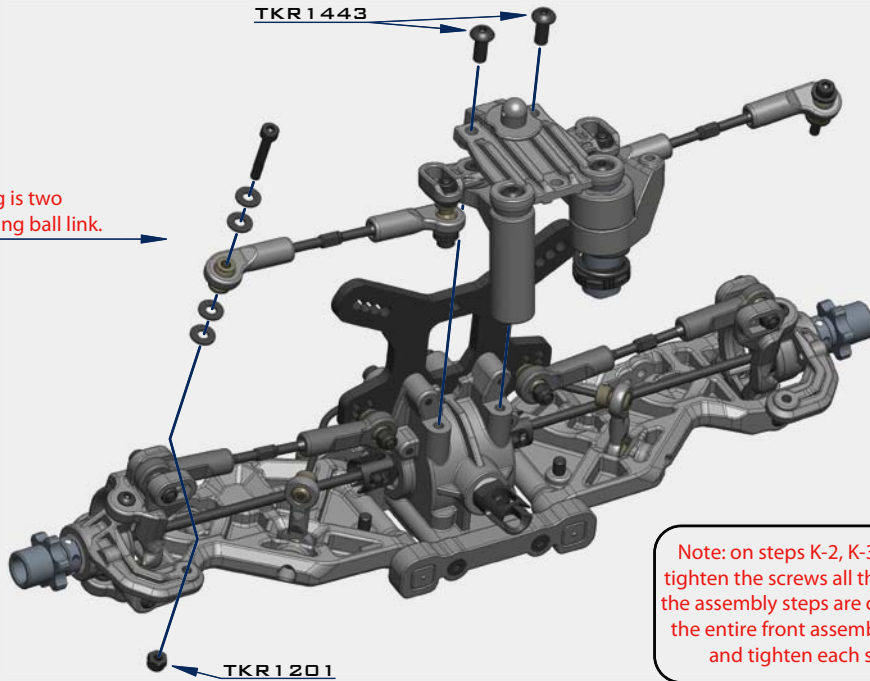
STEP K-2



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

STEP K-3

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



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.

x2
TKR1201
M3 LOCK NUT BLACK

x8
TKR1221
M3X8MM WASHER

x1
TKR1323
M3X10MM FLAT HEAD SCREW

x2
TKR1343
M4X10MM FLAT HEAD SCREW

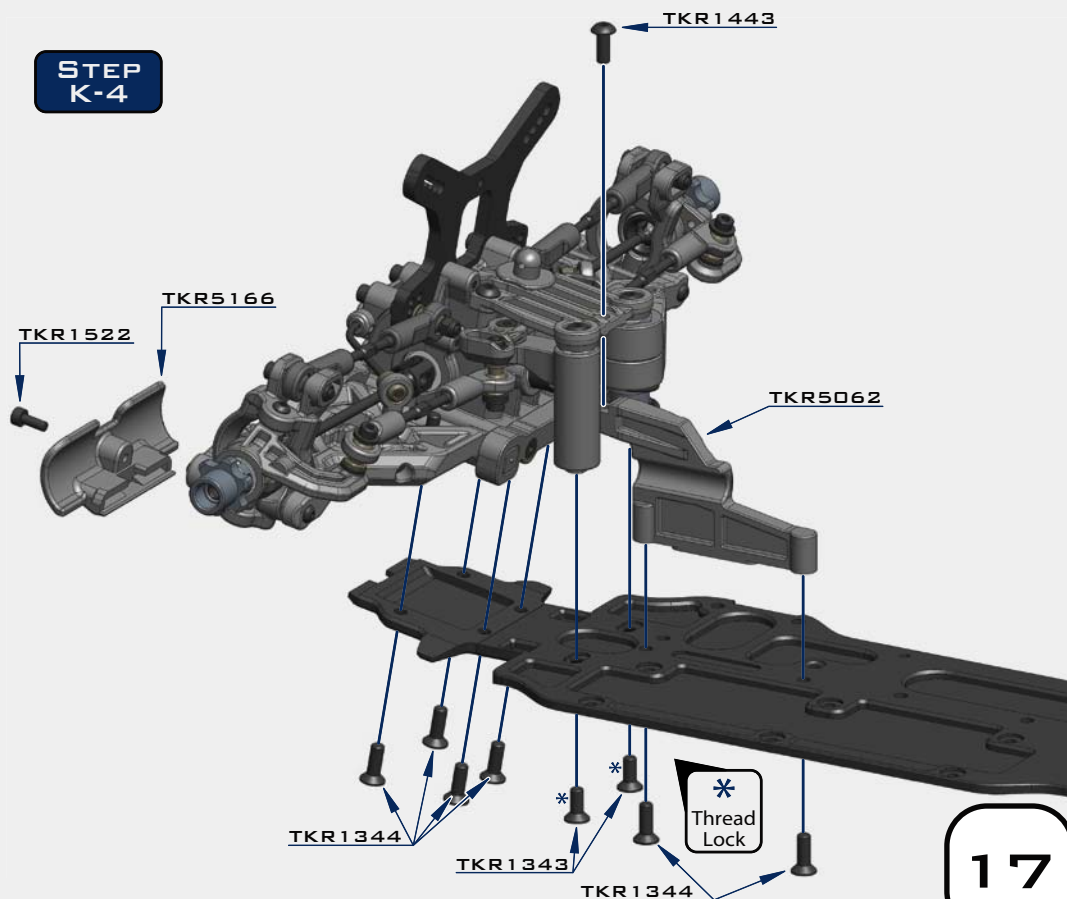
x6
TKR1344
M4X12MM FLAT HEAD SCREW

x5
TKR1443
M4X10MM BUTTON HEAD SCREW

x1
TKR1522
M3X8MM CAP HEAD SCREW

x2
TKR1529
M3X20MM CAP HEAD SCREW

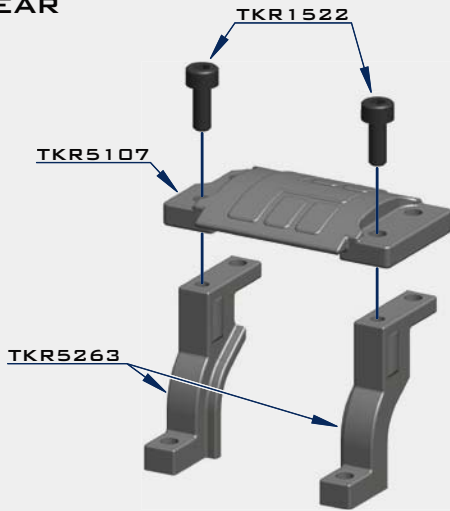
STEP K-4



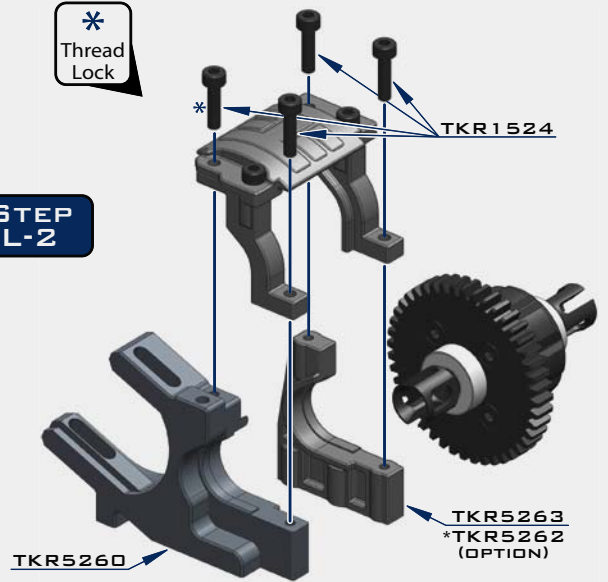
BAG L

CENTER/REAR ASSEMBLY

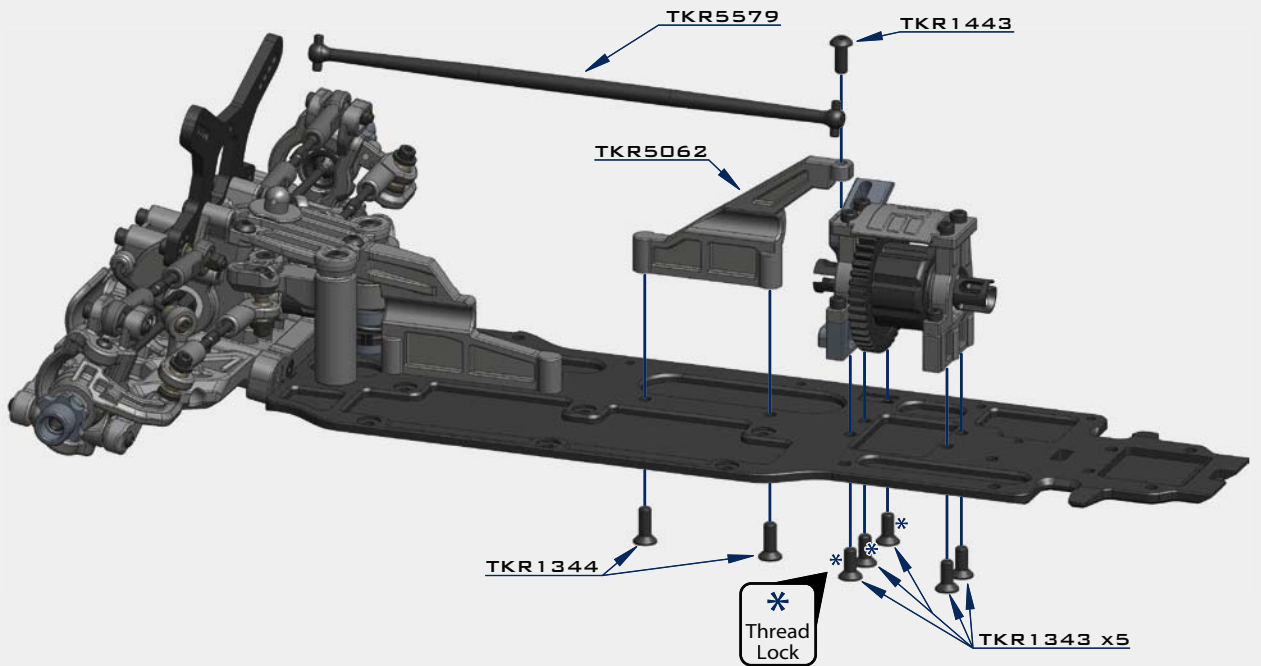
STEP L-1



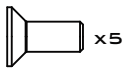
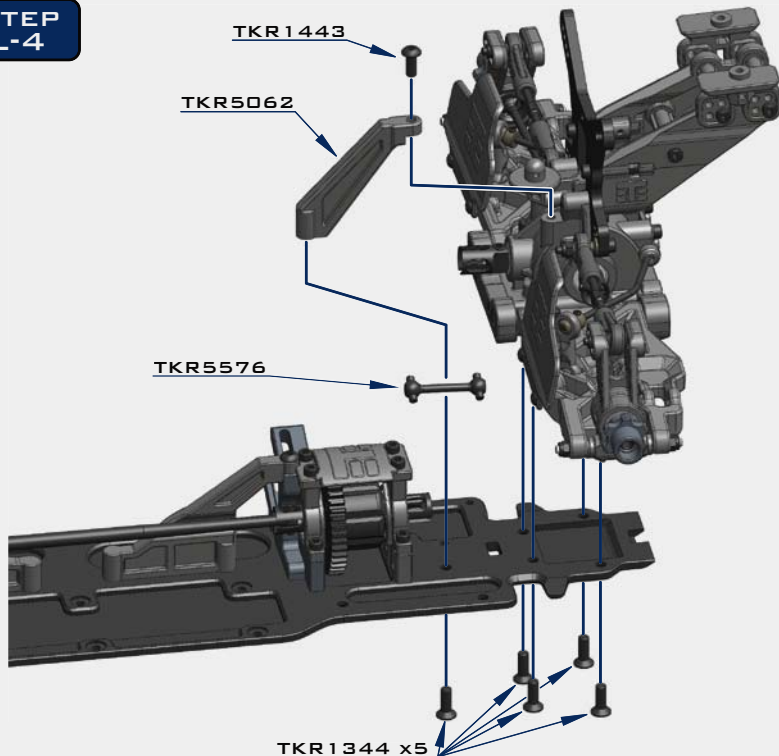
STEP L-2



STEP L-3



STEP L-4



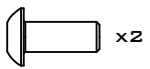
x5

TKR1343
M4x10MM FLAT HEAD SCREW



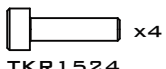
x7

TKR1344
M4x12MM FLAT HEAD SCREW



x2

TKR1443
M4x10MM BUTTON HEAD SCREW



x4

TKR1524
M3x12MM CAP HEAD SCREW



x2

TKR1522
M3x8MM CAP HEAD SCREW

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*.

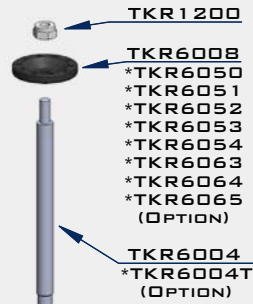
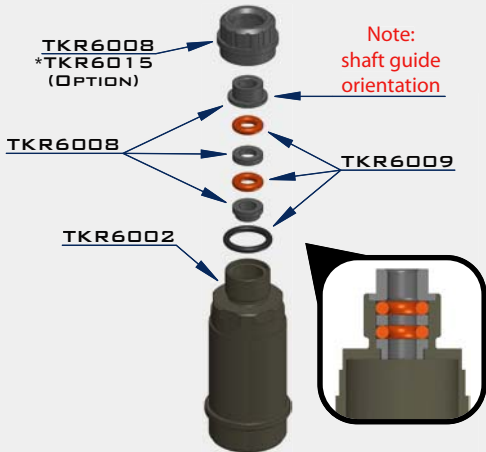
If no oil comes out when the shaft is fully inserted, you will need to start over at step 6.

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



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



Note: front shocks use shorter shock bodies - TKR6002, shorter shock shafts - TKR6004, shorter springs - TKR6035 and shorter shock boots - TKR6143

STEP M-2



SHOCK BUILDING OPTIONS

*NOTE: Vented is the preferred stock build

VENTED BUILD

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



x2
TKR1200
M2.5 LOCK NUT ZINC



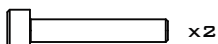
x2
TKR1211
M3 LOCK NUT FLANGE BLACK



x2
TKR1202
M4 LOCK NUT BLACK



x2
TKR1341
M4X6MM FLAT HEAD SCREW

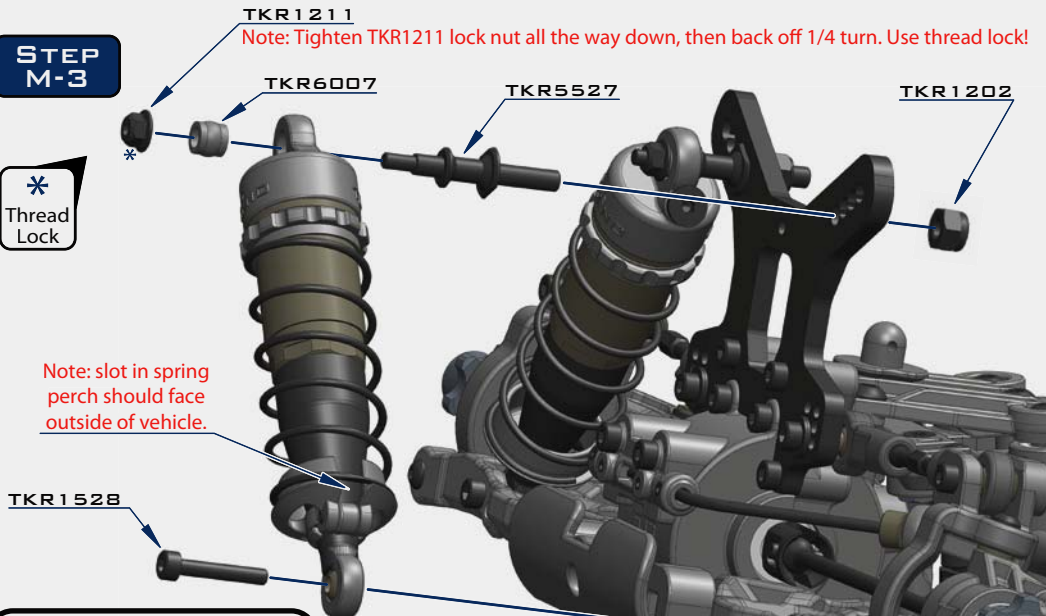


x2
TKR1528
M3X18MM CAP HEAD SCREW



x2
TKR1605
M3X10MM SET SCREW

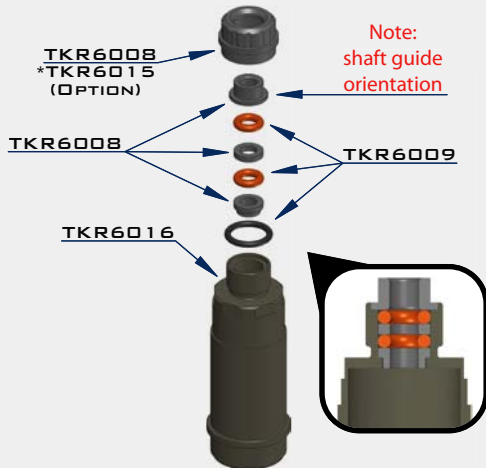
STEP M-3



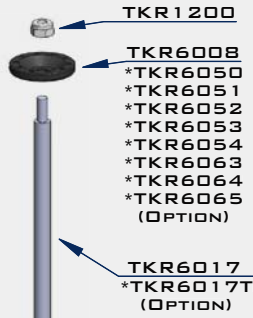
- Stock shock position is outside hole on the arm and inside hole on the tower
- Stock front ride height is 27mm
- Shock length (droop) is 105mm

BAG N

REAR SHOCK ASSEMBLY



STEP N-1



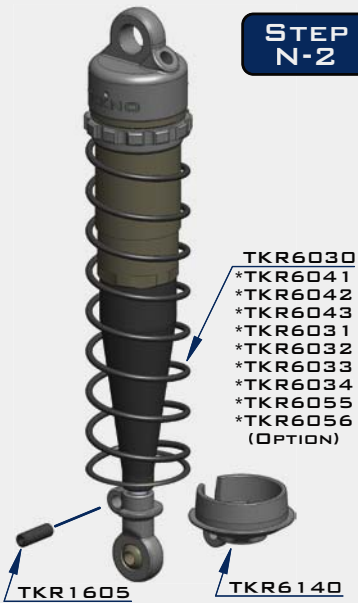
Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.



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

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

STEP N-2



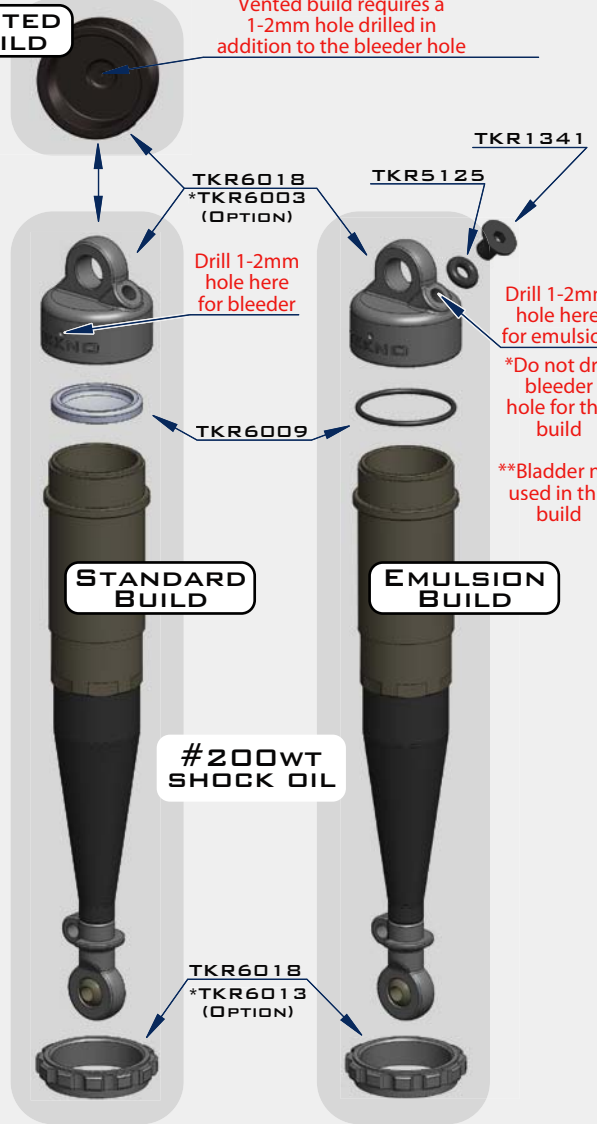
TKR6030
*TKR6041
*TKR6042
*TKR6043
*TKR6031
*TKR6032
*TKR6033
*TKR6034
*TKR6055
*TKR6056 (OPTION)

SHOCK BUILDING OPTIONS

*NOTE: Vented is the preferred stock build

VENTED BUILD

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



STANDARD BUILD

EMULSION BUILD

#200WT SHOCK OIL

TKR6018
*TKR6013 (OPTION)

x2
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

STEP N-3

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

* Thread Lock

- 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

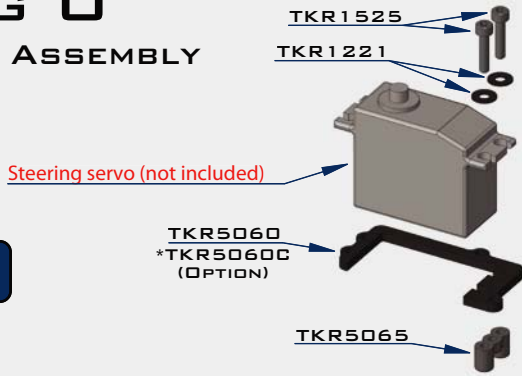
Note: slot in spring perch should face outside of vehicle.

TKR1528

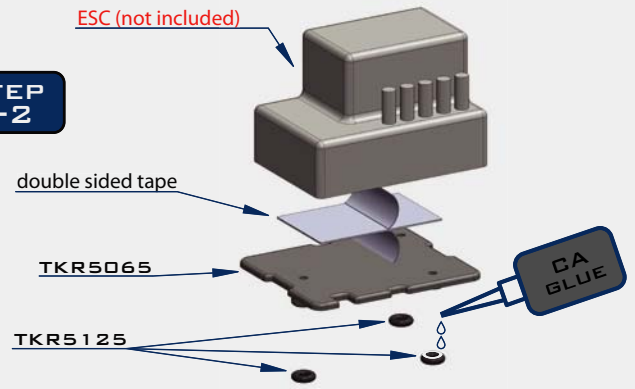
BAG 0

FINAL ASSEMBLY

STEP 0-1

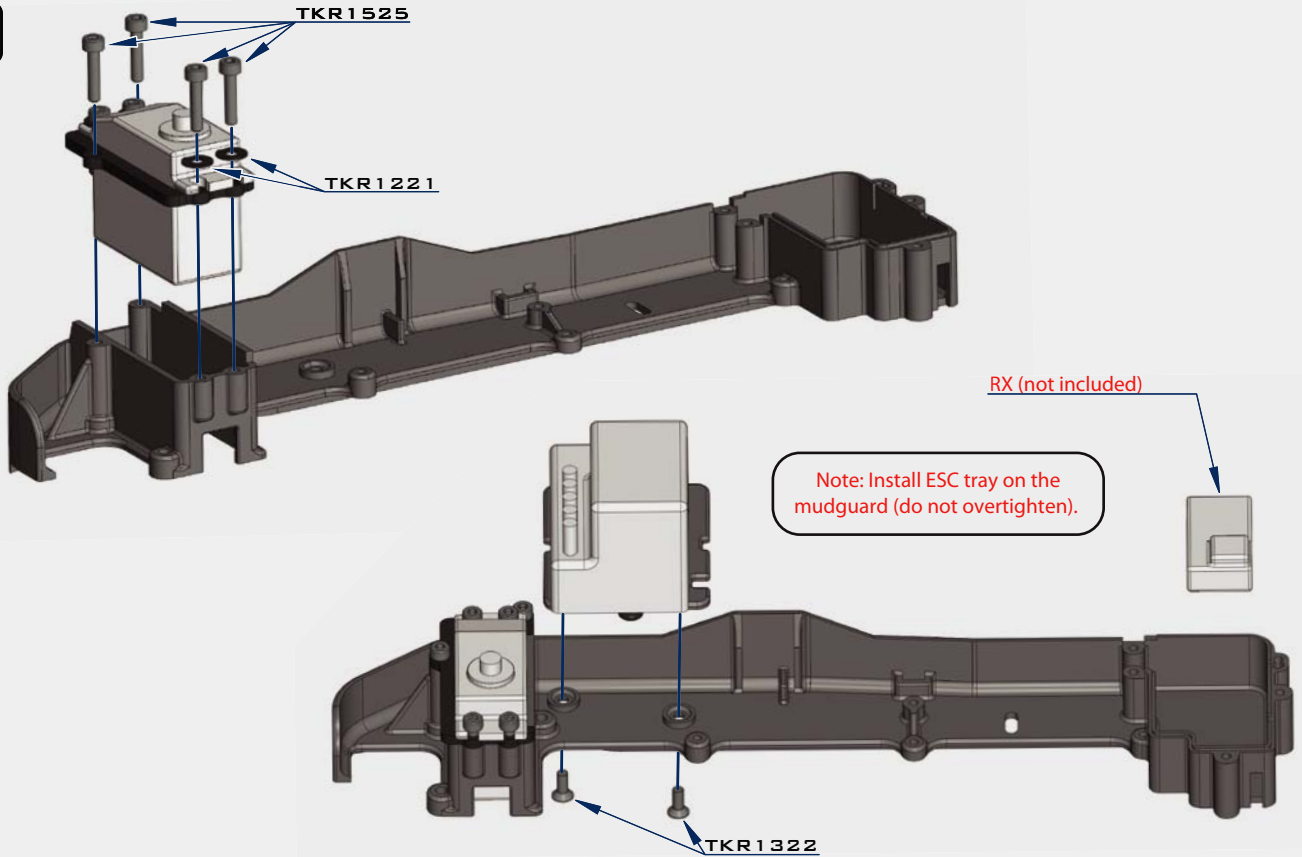


STEP 0-2



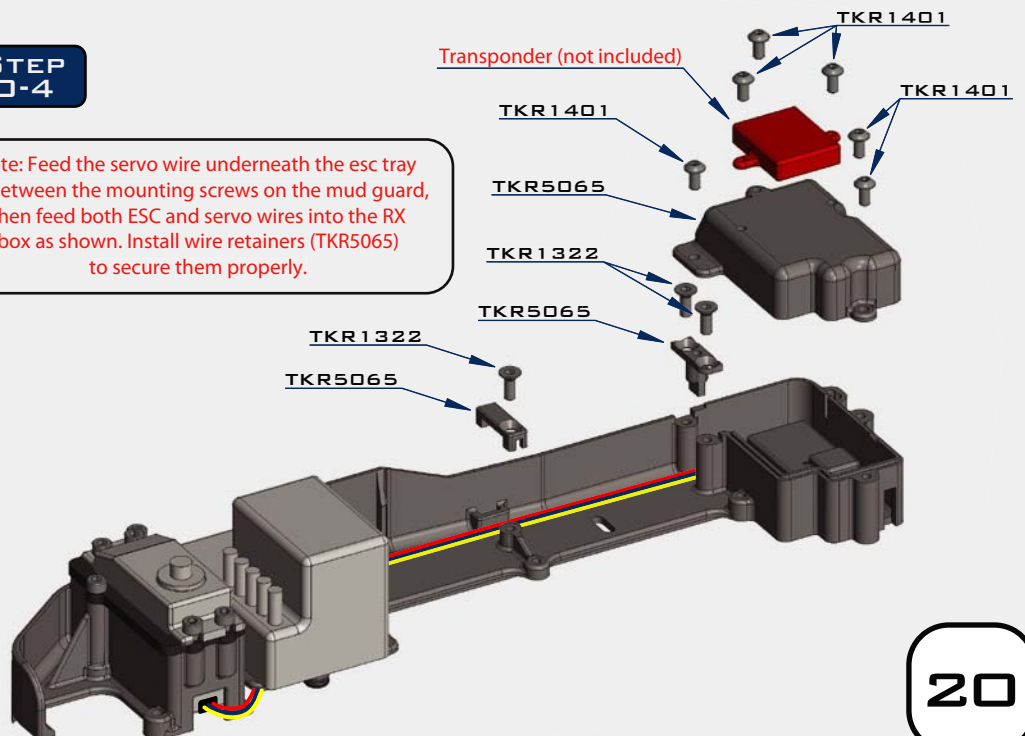
Note: CA glue 3 black o-rings (TKR5125) to the bottom legs of the ESC tray.

STEP 0-3



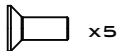
STEP 0-4

Note: Feed the servo wire underneath the esc tray in between the mounting screws on the mud guard, then feed both ESC and servo wires into the RX box as shown. Install wire retainers (TKR5065) to secure them properly.



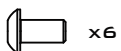
x4

TKR1221
M3X8MM WASHER



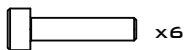
x5

TKR1322
M3X8MM FLAT HEAD SCREW



x6

TKR1401
M3X6MM BUTTON HEAD SCREW



x6

TKR1525
M3X14MM CAP HEAD SCREW



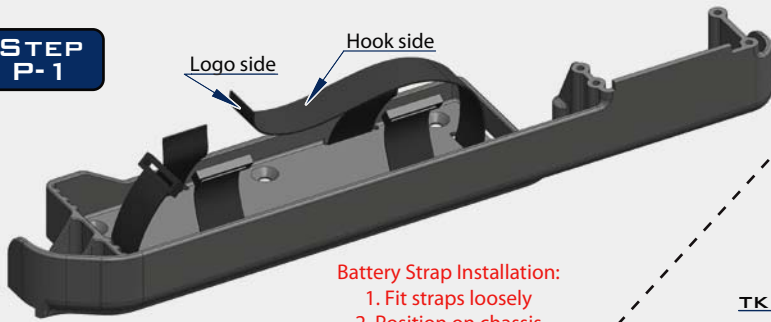
x3

TKR5125
O-RING 3X7MM

BAG P

FINAL ASSEMBLY

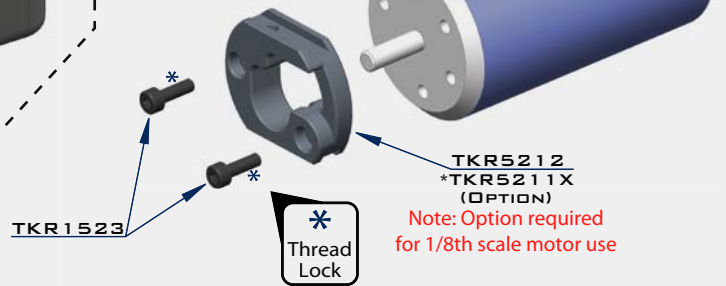
STEP P-1



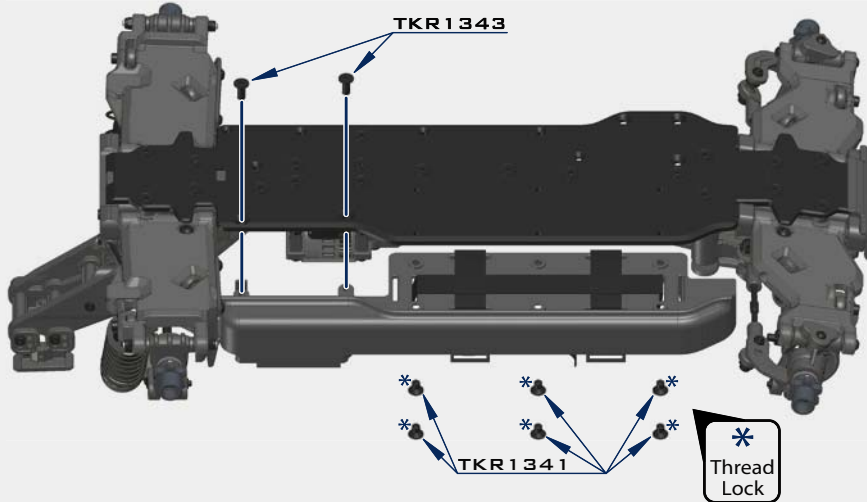
Battery Strap Installation:
 1. Fit straps loosely
 2. Position on chassis
 3. Proceed to step P-2

Motor (not included)

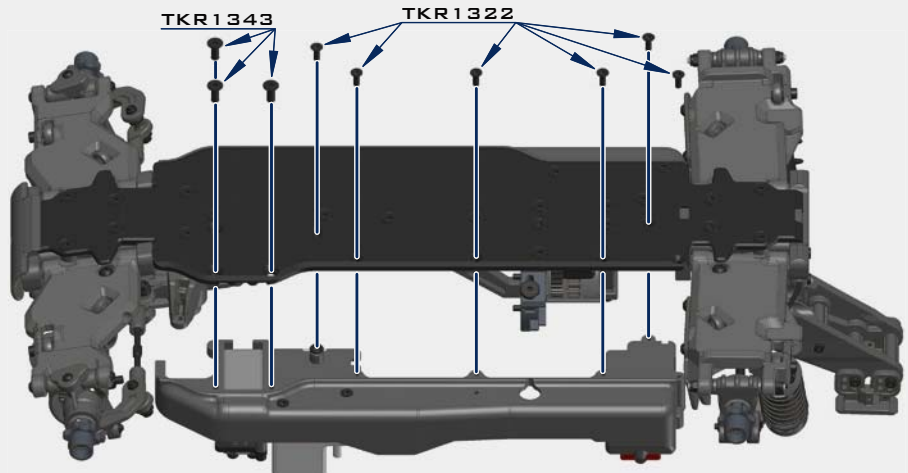
STEP P-2



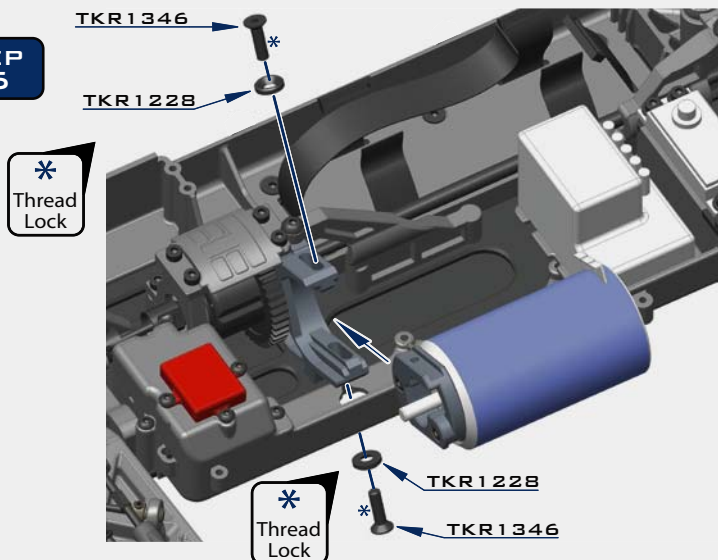
STEP P-3




STEP P-4




STEP P-5




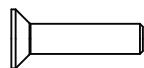
Note: Install MOD1 pinion (TKR4171-4190) at this step. Adjust gear mesh and tighten screws (TKR1445) well. *Use thread lock.


 X2
 TKR1228
 M4 COUNTERSUNK WASHER

 X6
 TKR1322
 M3X8MM FLAT HEAD SCREW

 X6
 TKR1341
 M4X6MM FLAT HEAD SCREW

 X5
 TKR1343
 M4X10MM FLAT HEAD SCREW

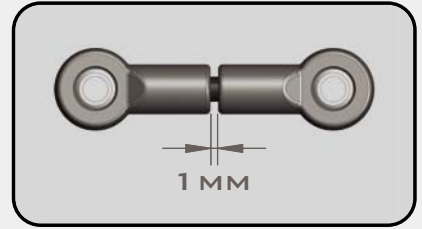
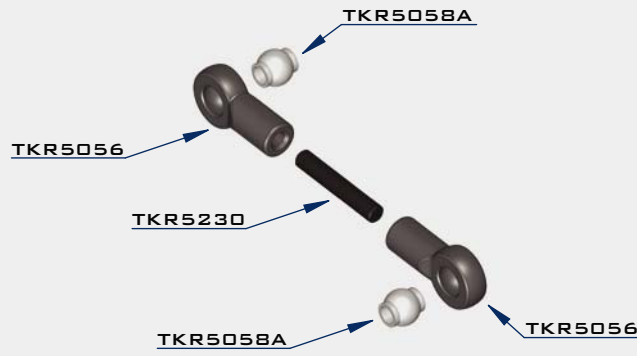
 X2
 TKR1346
 M4X15MM FLAT HEAD SCREW

 X2
 TKR1523
 M3X10MM CAP HEAD SCREW

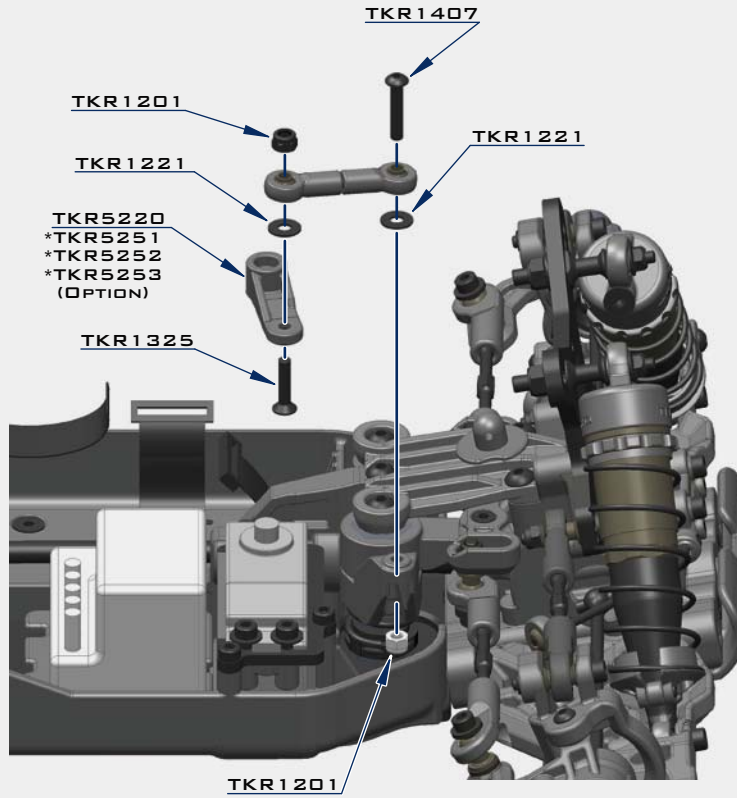
BAG P







FINAL ASSEMBLY

STEP P-6

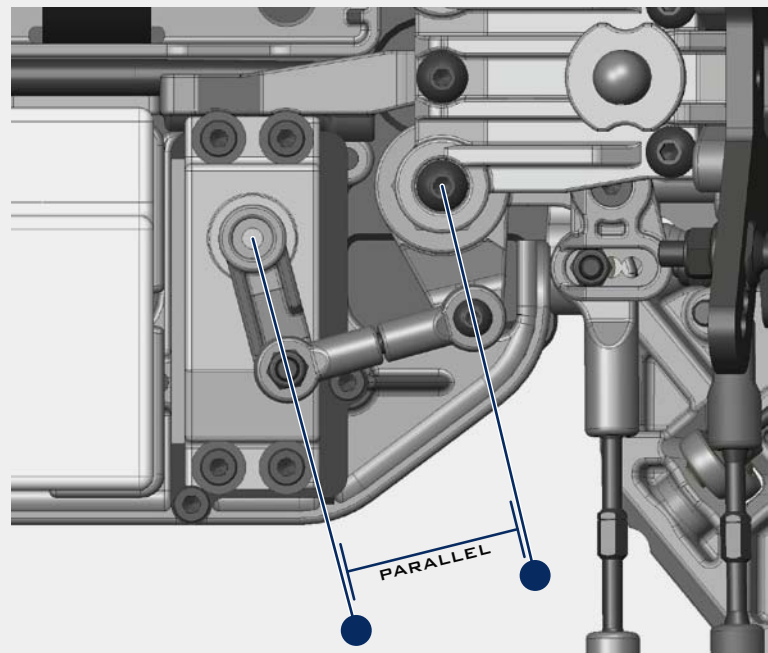


STEP P-7



-  x2
TKR1201
M3 LOCK NUT BLACK
-  x2
TKR1221
M3x8MM WASHER
-  x1
TKR1325
M3x14MM FLAT HEAD SCREW
-  x1
TKR1407
M3x16MM BUTTON HEAD SCREW
-  x2
TKR5058A
PIVOT BALL M3x5.8MM
NO FLANGE
-  x1
TKR5230
M3x18 THREADED ROD

STEP P-8

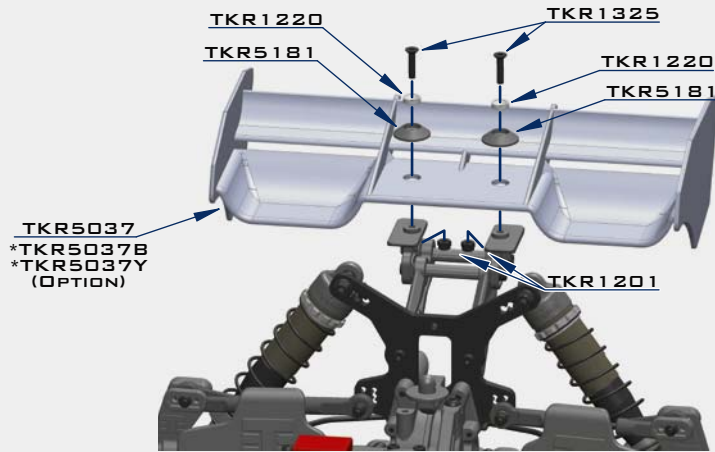


Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.

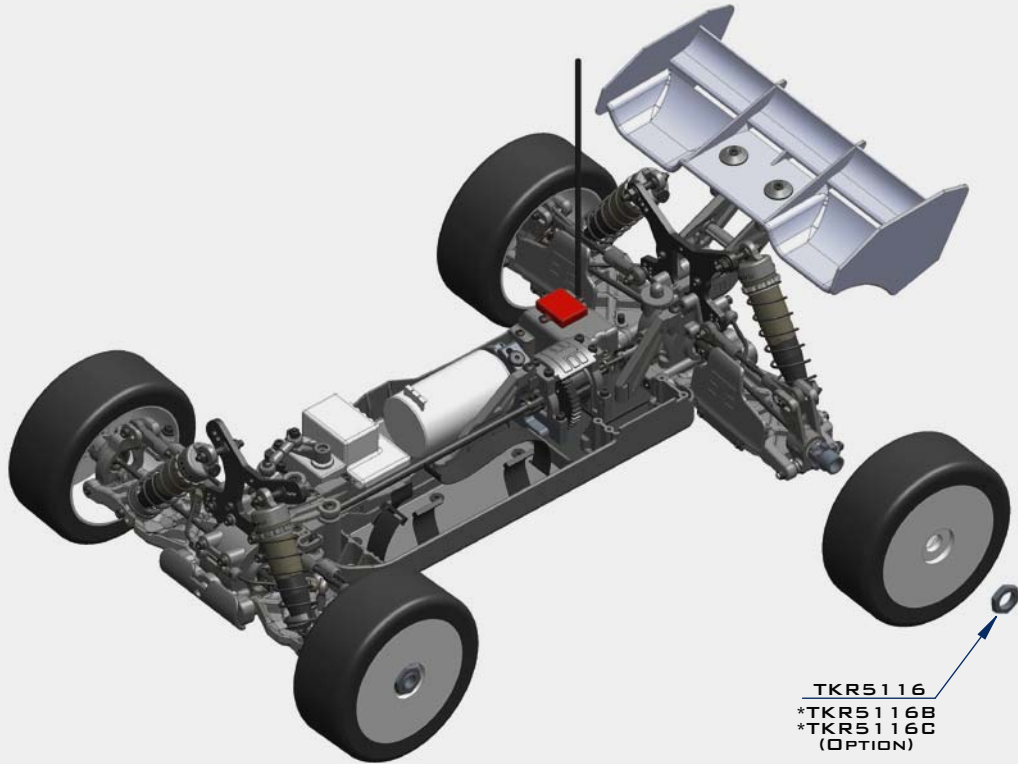
BAG Q

WING/WHEELS/BODY

STEP Q-1



STEP Q-2



STEP Q-3

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



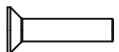
x2

TKR1201
M3 LOCK NUT BLACK



x2

TKR1220
M4 COUNTERSUNK WASHER



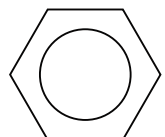
x2

TKR1325
M3X14MM FLAT HEAD SCREW



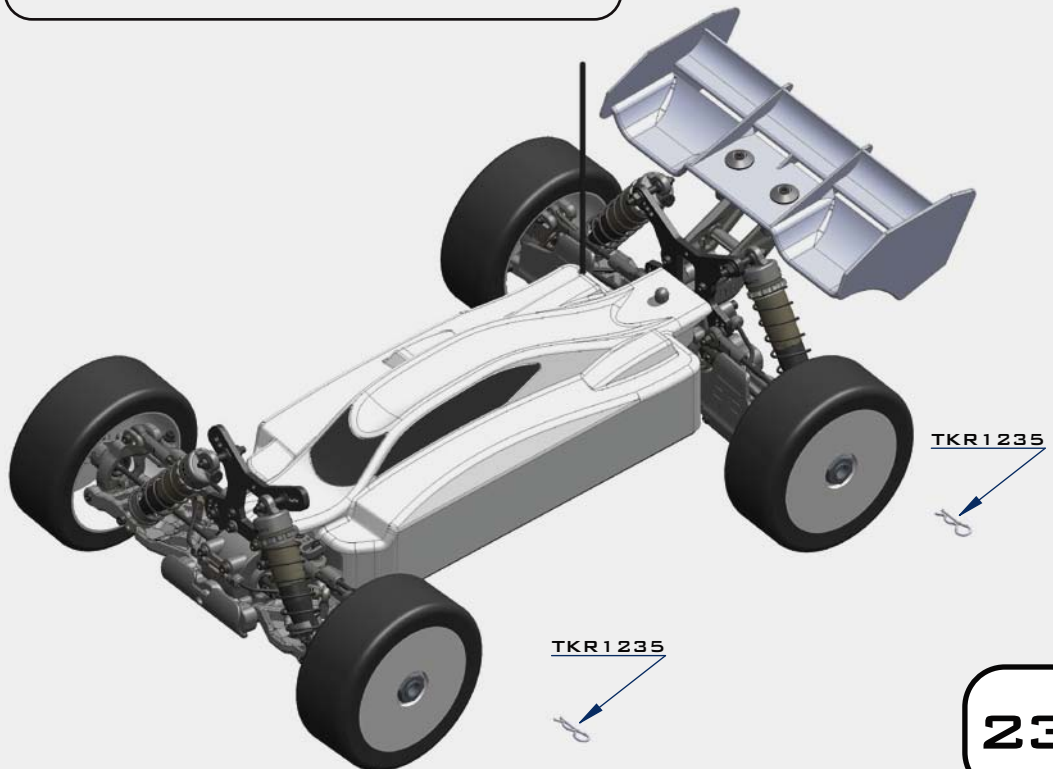
x2

TKR1235
BODY CLIP



x4

TKR5116
WHEEL NUT



TKR5004 - EB48SL 1/8th Competition Super Light Buggy Complete Kit

Parts List

TKR40008K – Battery Straps (EB48, black, 2 cell, 3pcs)
TKR5010 – Battery Tray, Mud Guard (EB48, left side)
TKR5011 – Radio Tray, Mud Guard (EB48, right side)
TKR5012 – Gearbox (front)
TKR5016B – Gearbox (rear, angled)
TKR5020 – Hinge Pins (inner, front/rear)
TKR5037 – Wing (white)
TKR5049A – Pivot Balls (6.8mm, no flng, sway bar, shck ends, almmn, 4pcs)
TKR5052A – Pivot Balls (6.8mm, inside camber, steering links, aluminum, 4pcs)
TKR5053A – Pivot Balls (6.8mm, flanged, outside camber, aluminum, 4pcs)
TKR5056 – Rod Ends (5.8mm, brake/steering/sway bar linkage, 8pcs)
TKR5058A – Pivot Balls (5.8mm, no flange, brake/steering link, aluminum, 4pcs)
TKR5060 – Steering Servo Brace (aluminum, gun metal ano)
TKR5062 – Chassis Brace Set (front/rear/center)
TKR5065 – ESC Tray and Radio/Battery Tray Accessories
TKR5079A – Stabilizer Balls (6.8mm, sway bars, aluminum, 4pcs)
TKR5083 – Sway Bar (2.5mm, front)
TKR5086 – Sway Bar Mounts
TKR101X – Servo Saver Spring (HD, EB48, SCT410, NB48)
TKR5102A – Steering Posts (aluminum)
TKR5103 – Servo Saver Post (aluminum, gun metal ano)
TKR5104 – Steering Bell Cranks
TKR5107 – Steering Top Plate, Center Diff Top Plate, Center Diff Rear Support
TKR5116 – Wheel Nuts (17mm, serrated, gun metal ano, M12x1.0, 4pcs)
TKR5117 – Ackerman Plate (composite)
TKR5122 – Steering Rack Bushings (aluminum, gun metal ano, 2pcs)
TKR5123 – Turnbuckle (steering links, 2pcs)
TKR5125 – O-Ring (ESC tray, 3pcs)
TKR5126 – Antenna tube (universal, w/ caps, 5pcs)
TKR5166 – Front Bumper (revised, EB/NB/ET/NT48)
TKR5165 – V2 Hinge Pin Inserts, Wheelbase Shims (EB/NB/ET/NT/SCT)
TKR5174 – Rear Arm Mud Guards (for TKR5184, EB/NB)
TKR5181 – Low Profile Wing Mount and Body Mounts (EB/NB48/EB48SL)
TKR5188 – Rod Ends (6.8mm, M4 thread, SCT/SL, 8pcs)
TKR5211X – Motor Mount Insert (aluminum, gun metal ano)
TKR5220 – Servo Horns (steering, brakes)
TKR5230 – Steering Linkage (M3x18mm threaded rod, 10pcs)
TKR5231 – Servo Saver Nut and Spring
TKR5245 – Body (.040 Ilexan, EB48)
TKR5249 – Decal Sheet (EB48SL)
TKR5260 – CNC Split Cntr Diff Mount (mtr mnt only, 7075, gun metal ano, EB/ET/SCT)
TKR5263 – Split Cntr Diff Mount (composite, requires TKR5260, EB/ET/SCT/SL)
TKR5288 – Chassis (7075, black anodized, lightened)
TKR5491 – Sway Bar (2.4mm, rear)
TKR5515 – Suspension Arms (rear, SCT.3/SL)
TKR5516 – Suspension Arms (front, SCT.3/SL)
TKR5527 – Shock Standoffs (SCT410, 2pcs)
TKR5534 – Hinge Pins (SCT410, outer, rear)
TKR5541B – Spindles (6x13x5mm outer bearing, L/R, SCT410/EB48SL)
TKR5542 – Spindle Carriers (SCT410, left, right)
TKR5545 – Rear Hubs (L/R, CV or uni, SCT.3/SL)
TKR5554A – Spindle Bushings (SCT410, 4pcs, aluminum, hard ano)
TKR5555A – Arm Bushings (SCT410, 4pcs, aluminum, hard ano)
TKR5570-17 – 17mm Hub Adapter Set (SCT410, buggy width, aluminum, 2pcs)
TKR5572 – Driveshafts (SCT410, f/r, hardened steel, 2pcs)
TKR5575X – Diff Coupler (SCT410, f/r, hardened steel, lightened)
TKR5576 – Driveshaft (SCT410, center, rear, hardened steel)
TKR5579 – Tapered Driveshaft (SCT/EB48SL, center, front, 7075 aluminum, black ano)
TKR5580 – Stub Axles for Adapters (For: TKR5570-17, SCT410, hardened steel, 2pcs)
TKR5581 – Shock Tower (front, 7075, black ano, SCT.3/SL)
TKR5584 – Shock Tower (rear, 7075, black ano, SCT.3/SL)
TKR5730 – V2 Adj. Hinge Pin Brace Set (composite, EB/NB/ET/NT/SCT)
TKR6856 – CV Rebuild kit (f/r, for 2 axles)

Differential List

TKR5113 – Differential Case (f/c/r)
TKR5143 – Differential Seals (3pcs)
TKR5144 – Differential O-Rings (6pcs)
TKR5145B – Differential Shims (revised, 6x17mm, 6pcs)
TKR5149X – Differential Cross Pins (composite, 3pcs)
TKR5150 – Differential Gear Set (internal gears only)
TKR5151 – Differential Ring Gear (40t, straight cut)
TKR5152 – Diff Pinion (10T, straight cut)
TKR5237K – Spur Gear (44t, black, composite)
TKR5614X – Differential Outdrives (SCT410, f/c/r, lightened)
TKR5647 – Complete Center Differential (SCT410)
TKR5648 – Complete F/R Differential (SCT410)

Shocks List

TKR6002 – Shock Body (front, aluminum, hard ano, 2pcs)
TKR6004 – Shock Shafts (front, steel, 2pcs)
TKR6007 – Shock Cap Bushings (4pcs, EB/NB/ET/NT/SCT)
TKR6008 – Shock Shaft Guide, Piston, and Bushing Set (for 2 shocks)
TKR6009 – Shock O-Ring and Bladder Set (for 2 shocks)
TKR6016 – Shock Body (rear, aluminum, hard ano, 2pcs)
TKR6017 – Shock Shafts (rear, steel, 2pcs)
TKR6018 – Shock Cap and Spring Adjuster Set (composite, for 2 shocks)
TKR6030 – Shock Spring Set (rear, 1.4 x 11.0T, 85mm, pink)
TKR6035 – Shock Spring Set (front, 1.5 x 9.0T, 70mm, pink)
TKR6140 – Locking Shock Rod End and Spring Perch Set (EB/NB/ET/NT/SCT)
TKR6143 – Shock Boots (medium length, front, EB/NB/SCT, 2pcs)
TKR6144 – Shock Boots (long length, rear EB/NB/SCT, front ET/NT, 2pcs)

Bearings List

TKRBB050825 – Ball Bearing (5x8x2.5mm, 4pcs)
TKRBB05114 – Ball Bearing (5x11x4, 4pcs)
TKRBB05134 – Ball Bearing (5x13x4, 4pcs)
TKRBB06103 – Ball Bearing (6x10x3, 4pcs)
TKRBB06135 – Ball Bearing (6x13x5, 4pcs)
TKRBB08165 – Ball Bearing (8x16x5, 4pcs)
TKRBB10154 – Ball Bearing (10x15x4, 4pcs)

Hardware List

TKR1200 – M2.5 Locknuts (zinc finish, 10pcs)
TKR1201 – M3 Locknuts (black, 10pcs)
TKR1202 – M4 Locknuts (black, 10pcs)
TKR1211 – M3 Locknuts (flanged, black, 10pcs)
TKR1220 – M3 Countersunk Washers (aluminum, natural, 10pcs)
TKR1221 – M3x8mm Washer (black, 10pcs)
TKR1222 – 13x16x1.1mm Diff Shims (10pcs)
TKR1226 – 5x7x.2mm shims (10pcs)
TKR1228 – M4 Countersunk Washer (black, 10pcs)
TKR1235 – Body Clips (10pcs)
TKR1238 – Droop Adjustment Screws (M4x10mm, 8pcs)
TKR1322 – M3x8mm Flat Head Screws (black, 10pcs)
TKR1323 – M3x10mm Flat Head Screws (black, 10pcs)
TKR1325 – M3x14mm Flat Head Screws (black, 10pcs)
TKR1327 – M3x16mm Flat Head Screws (black, 10pcs)
TKR1333 – M3x40mm Flat Head Screws (black, 10pcs)
TKR1341 – M4x6mm Flat Head Screws (black, 10pcs)
TKR1343 – M4x10mm Flat Head Screws (black, 10pcs)
TKR1344 – M4x12mm Flat Head Screws (black, 10pcs)
TKR1346 – M4x15mm Flat Head Screws (black, 10pcs)
TKR1402 – M3x8mm Button Head Screws (black, 10pcs)
TKR1404 – M3x12mm Button Head Screws (black, 10pcs)
TKR1407 – M3x16mm Button Head Screws (black, 10pcs)
TKR1443 – M4x10mm Button Head Screws (black, 10pcs)
TKR1522 – M3x8mm Cap Head Screws (black, 10pcs)
TKR1523 – M3x10mm Cap Head Screws (black, 10pcs)
TKR1524 – M3x12mm Cap Head Screws (black, 10pcs)
TKR1525 – M3x14mm Cap Head Screws (black, 10pcs)
TKR1528 – M3x18mm Cap Head Screws (black, 10pcs)
TKR1529 – M3x20mm Cap Head Screws (black, 10pcs)
TKR1601 – M3x4mm Set Screws (black, 10pcs)
TKR1602 – M4x4mm Set Screws (black, 10pcs)
TKR1603 – M5x4mm Set Screws (black, 10pcs)
TKR1605 – M3x10mm Set Screws (black, 10pcs)

Option Parts

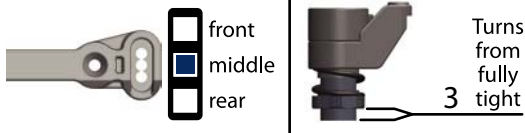
TKR1103 – Turnbuckle Wrench (4mm, 5mm, hardened steel)
TKR1119 – 5.5mm / 7.0mm Wrench (hardened steel)
TKR1240 – Lower Shock Mount Screws (2 CW thread, 2 CCW thread, EB/NB/SCT)
TKR5037B – Wing (black)
TKR5037Y – Wing (yellow)
TKR5060C – Steering Servo Brace (carbon fiber)
TKR5080 – Sway Bar (f/r, 2.2mm)
TKR5081 – Sway Bar (f/r, 2.3mm)
TKR5082 – Sway Bar (f/r, 2.4mm)
TKR5084 – Sway Bar (f/r, 2.6mm)
TKR5085 – Sway Bar (f/r, 2.8mm)
TKR5087 – Sway Bar (f/r, 3.0mm)
TKR5100 – Ackerman Plate (aluminum, gun metal ano)
TKR5149A – Diff Cross Pins (aluminum, 6pcs, requires TKR5150)
TKR5161 – V2 Adj. Hinge Pin Brace ("A" block, 7075, EB/NB/ET/NT/SCT)
TKR5162 – V2 Adj. Hinge Pin Brace ("B" block, 7075, EB/NB/ET/NT/SCT)
TKR5163 – V2 Adj. Hinge Pin Brace ("C" block, 7075, EB/NB/ET/NT/SCT)
TKR5164 – V2 Adj. Hinge Pin Brace ("D" block, 7075, EB/NB/ET/NT/SCT)
TKR5174 – Rear Arm Mud Guards (for TKR5184, EB/NB)
TKR5237 – Spur Gear (44t, composite, natural color)
TKR5251 – Aluminum Servo Horn (23t spline, Airtronics/JR/KO Servos)
TKR5252 – Aluminum Servo Horn (24t spline, Hitec Servos)
TKR5253 – Aluminum Servo Horn (25t spline, Futaba/Pro-Tek/Savox Servos)
TKR5261 – CNC Split Cntr Diff Mnt (complete, 7075, gun metal ano, EB/ET/SCT)
TKR5262 – CNC Split Cntr Diff Mount (diff mounts only, 7075, gun metal ano, EB/ET/SCT)
TKR5490 – Sway Bar (rear, 2.3mm)
TKR5492 – Sway Bar (rear, 2.5mm)
TKR5493 – Sway Bar (rear, 2.6mm)
TKR5494 – Sway Bar (rear, 2.8mm)
TKR5495 – Sway Bar (rear, 3.0mm)
TKR5581C – Shock Tower (front, carbon fiber, SCT.3/SL)
TKR5584C – Shock Tower (rear, carbon fiber, SCT.3/SL)
TKR6003 – Vented Shock Caps (aluminum, black ano, 2pcs)
TKR6003B – Non-Vented Shock Caps (aluminum, black ano, 2pcs)
TKR6004T – Shock Shafts w/ TiNi coating (front, steel, 2pcs)
TKR6009B – Shock O-Ring Set (16pcs)
TKR6013 – Shock Adjustment Nuts (aluminum, gun metal ano, 2pcs)
TKR6015 – Shock Cartridge Caps (aluminum, gun metal ano, 2pcs)
TKR6017T – Shock Shafts w/ TiNi coating (rear, steel, 2pcs)
TKR6031 – Shock Spring Set (rear, 1.4 x 10.5T, 85mm, green)
TKR6032 – Shock Spring Set (rear, 1.4 x 10.0T, 85mm, yellow)
TKR6033 – Shock Spring Set (rear, 1.4 x 9.5T, 85mm, orange)
TKR6034 – Shock Spring Set (rear, 1.4 x 9.0T, 85mm, red)
TKR6036 – Shock Spring Set (front, 1.5 x 8.5T, 70mm, green)
TKR6037 – Shock Spring Set (front, 1.5 x 8.0T, 70mm, yellow)
TKR6038 – Shock Spring Set (front, 1.5 x 7.5T, 70mm, orange)
TKR6039 – Shock Spring Set (front, 1.5 x 7.0T, 70mm, red)
TKR6041 – Shock Spring Set (rear, 1.4 x 12.5T, 80mm, white)
TKR6042 – Shock Spring Set (rear, 1.4 x 12.0T, 80mm, grey)
TKR6043 – Shock Spring Set (rear, 1.4 x 11.5T, 80mm, black)
TKR6046 – Shock Spring Set (front, 1.5 x 10.5T, 65mm, white)
TKR6047 – Shock Spring Set (front, 1.5 x 10.0T, 65mm, grey)
TKR6048 – Shock Spring Set (front, 1.5 x 9.5T, 65mm, black)
TKR6050 – Shock Pistons (CNC, conical, 10x1.1mm)
TKR6051 – Shock Pistons (CNC, conical, 8x1.3mm)
TKR6052 – Shock Pistons (CNC, conical, 10x1.2mm)
TKR6053 – Shock Pistons (CNC, conical, 8x1.4mm)
TKR6054 – Shock Pistons (CNC, conical, 10x1.3mm)
TKR6055 – Shock Spring Set (rear, 1.4 x 8.5T, 80mm, blue)
TKR6056 – Shock Spring Set (rear, 1.4 x 8.0T, 80mm, purple)
TKR6063 – Shock Pistons (CNC, conical, 6x1.5, 10.6mm²)
TKR6064 – Shock Pistons (CNC, conical, 6x1.6, 12.1mm²)
TKR6065 – Shock Piston Blanks (CNC, conical, 16 dimples, 16mm)
TKR6146 – Shock Cartridge Set (CNC, Delrin, EB/NB/ET/NT/SCT)

Name: Stock Set Up **Date:** _____ **Event:** _____

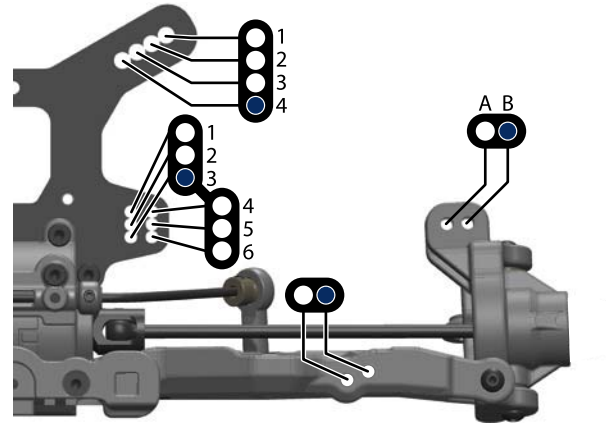
Track: Indoor Outdoor **Size:** Small Medium Large **Traction:** Low Med High

Surface: Smooth Bumpy Rutted **Type:** Loose/Loamy Hard Pack Blue Groove Clay

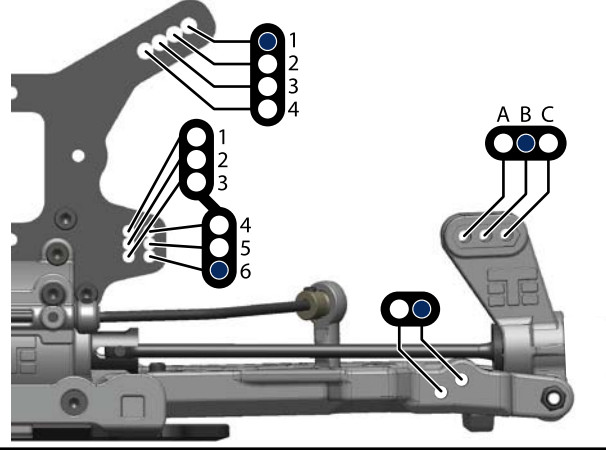
Bumpsteer/Ackerman/Servo Saver: _____ **Condition:** Dusty Dry Wet Muddy



Front End:



Rear End:

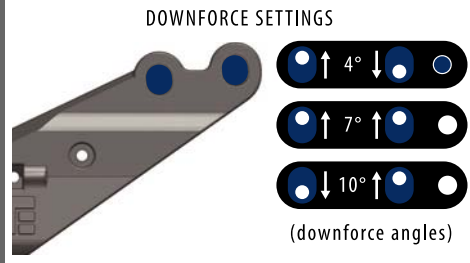
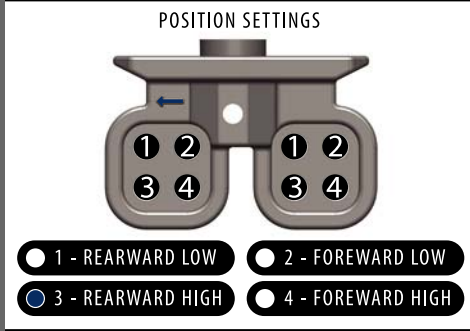


Suspension:

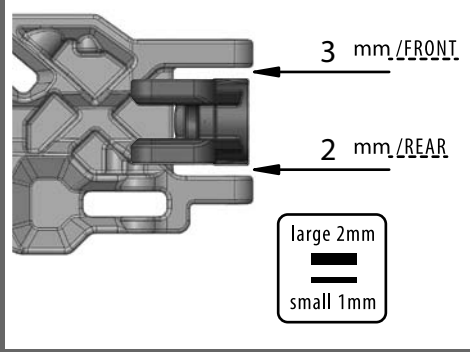
	FRONT	REAR
RIDE HEIGHT	27	28
CAMBER	-2	-2
SWEEP	0	
KICK UP	11	
ANTI-SQUAT		2
TOE (in/out)	.5 total	2
SWAY BAR	2.5	2.4
SHOCK LENGTH (DROOP)	105	117

Body/Wing:

BODY MAKE	
WING MAKE	



Wheelbase:



Shocks:

	FRONT	REAR
OIL	350	200
BRAND	CST	CST
PISTON	10 x 1.2	10 x 1.2
SPRING	Pink	Pink
REBOUND	0 %	0 %
STD/EMUL/VENT	vent	vent

NOTES:

Tires/Wheels:

	FRONT	REAR
BRAND/TREAD		
COMPOUND		
INSERT		
WHEEL		

NOTES:

Differential Oil:

FRONT	CENTER	REAR
7	7	5

Electronics:

ESC:	
Battery:	
Motor:	
Radio:	
Servo:	

Drivetrain:

PINION SIZE		(teeth)
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Chassis Braces:

Front <input checked="" type="checkbox"/>	Middle <input type="checkbox"/>	Rear <input type="checkbox"/>
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(front brace is always recommended)

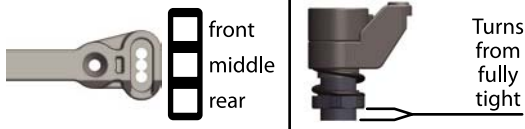
Notes:

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

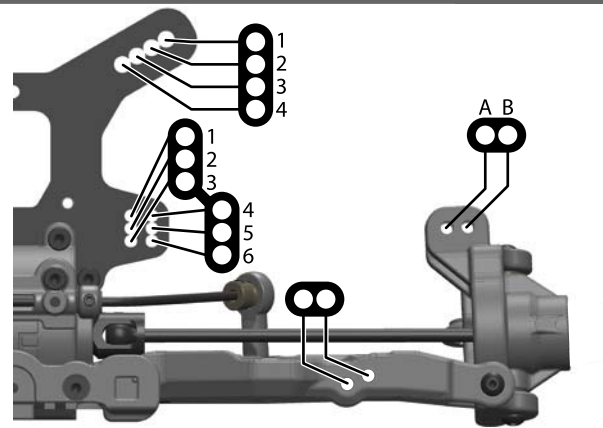
Bumpsteer/Ackerman/Servo Saver: _____ Condition: Dusty Dry Wet Muddy



Shocks:

	FRONT	REAR
OIL		
BRAND		
PISTON		
SPRING		
REBOUND	%	%
STD/EMUL/VENT		

Front End:



Suspension:

	FRONT	REAR
RIDE HEIGHT		
CAMBER		
SWEEP		
KICK UP		
ANTI-SQUAT		
TOE (in/out)		
SWAY BAR		
SHOCK LENGTH (DROOP)		

Tires/Wheels:

	FRONT	REAR
BRAND/TREAD		
COMPOUND		
INSERT		
WHEEL		



"A" Block
(0° WITH CENTER DOT INSERT)
Composite Aluminum

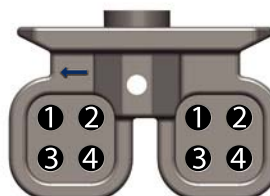


"B" Block
(10° WITH CENTER DOT INSERT)
Composite Aluminum

Body/Wing:

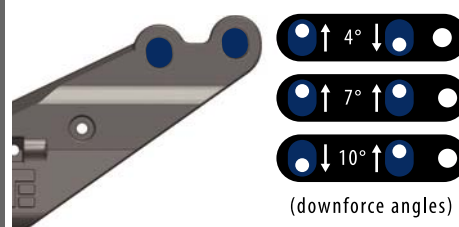
BODY MAKE	
WING MAKE	

POSITION SETTINGS



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

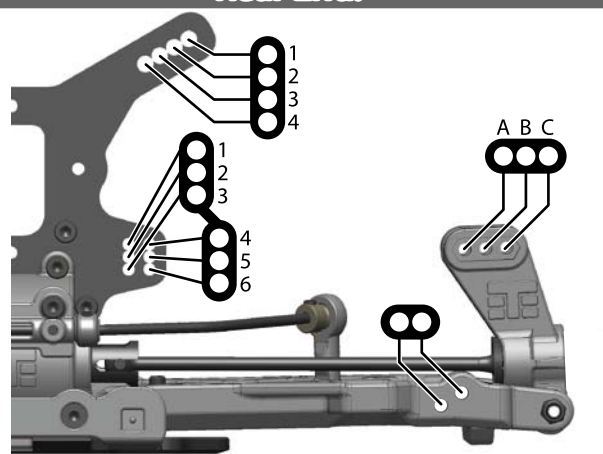
DOWNFORCE SETTINGS



Differential Oil:

FRONT	CENTER	REAR

Rear End:

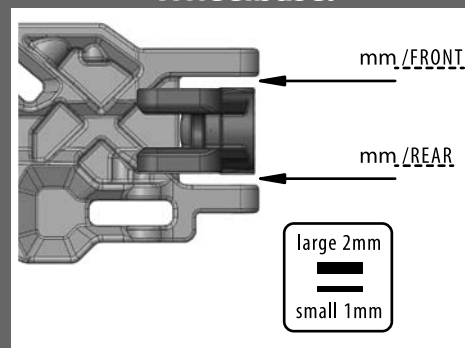


"C" Block
(3° WITH CENTER DOT INSERT)
Composite Aluminum (-1°)



"D" Block
(3° WITH CENTER DOT INSERT)
Composite Aluminum

Wheelbase:



Chassis Braces:

Front Middle Rear
(front brace is always recommended)

Notes:

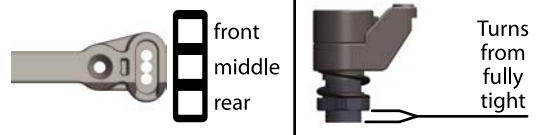


Name: _____ Date: _____ Event: _____

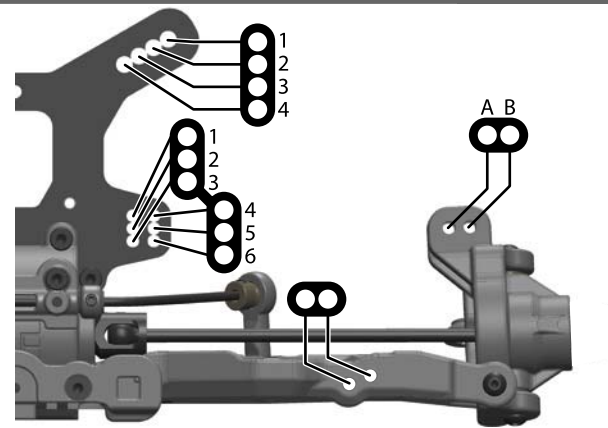
Track: Indoor Outdoor Size: Small Medium Large Traction: Low Med High

Surface: Smooth Bumpy Rutted Type: Loose/Loamy Hard Pack Blue Groove Clay

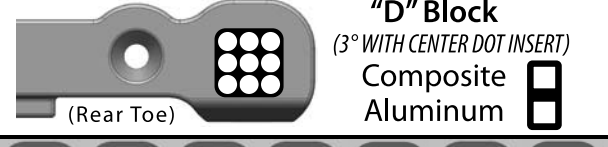
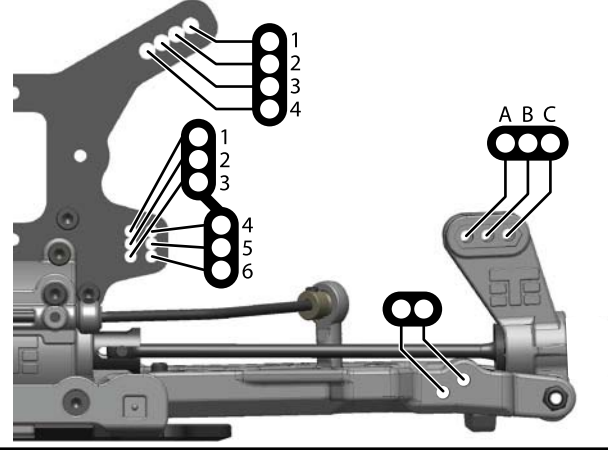
Bumpsteer/Ackerman/Servo Saver: _____ Condition: Dusty Dry Wet Muddy



Front End:



Rear End:



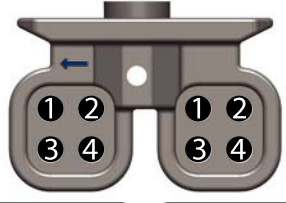
Suspension:

	FRONT	REAR
RIDE HEIGHT		
CAMBER		
SWEEP		
KICK UP		
ANTI-SQUAT		
TOE (in/out)		
SWAY BAR		
SHOCK LENGTH (DROOP)		

Body/Wing:

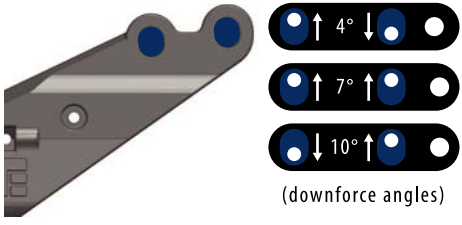
BODY MAKE	
WING MAKE	

POSITION SETTINGS

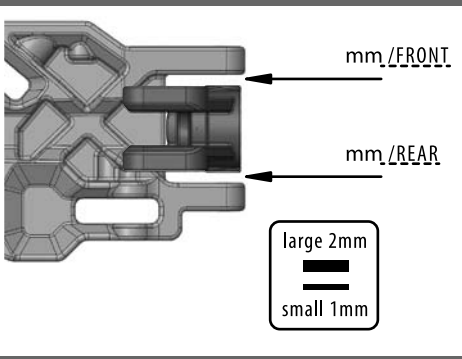


- 1 - REARWARD LOW ● 2 - FOREWARD LOW
- 3 - REARWARD HIGH ● 4 - FOREWARD HIGH

DOWNFORCE SETTINGS



Wheelbase:



Shocks:

	FRONT	REAR
OIL		
BRAND		
PISTON		
SPRING		
REBOUND	%	%
STD/EMUL/VENT		
NOTES:		

Tires/Wheels:

	FRONT	REAR
BRAND/TREAD		
COMPOUND		
INSERT		
WHEEL		
NOTES:		

Differential Oil:

FRONT	CENTER	REAR

Electronics:

ESC:	
Battery:	
Motor:	
Radio:	
Servo:	

Drivetrain:

PINION SIZE		(teeth)
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Chassis Braces:

Front <input type="checkbox"/>	Middle <input type="checkbox"/>	Rear <input type="checkbox"/>
(front brace is always recommended)		

Notes:



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SuperLight