TEAM ASSOCIATED B6D OUTDOOR SETUP GUIDE

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		Starting Setup (Lower Grip, Bumpy)	Very Low Grip (change from starting setup)	Very Bumpy (change from starting setup)	Medium Grip / Flowing (change from starting setup)	Med~High grip / Flowing Layout (change from starting setup)	This setup guide has been created to give a starting point for typical track conditions experienced in Australia (outdoor, dry, dusty, bumpy). Use the 'Starting Setup' as a starting point, then make adjustments to suit your track condition. For more setups, see www.rc10.com http://site.petitrc.com/setup/associated/SetupSheetsAssociatedRC10B6.html http://www.rctech.net/forum/10587838-post1.html
FRONT SUSPENSION	Shock Mount Top / Bottom	Mid / Mid					Usually leave middle tower / middle arm. Lean in on tower for smoother steering in high grip. Use outer hole on arm in very high grip (need longer rod end).
	Camber Link Tower / Hub	Mid / Inner					Usually leave in this position.
	Washers Inner	1.5mm					More washers = lower roll centre (smoother entry, more mid & exit steering).(Kit = 1mm)
	Camber / Kickup / Castor	-1 / 25 / 5		-2deg	-1.5deg	-1.5deg	More camber smooths out steering, good for bumpy conditions. Rarely change kickup / castor.
	Ackermann Plate	+1mm					Sensitive adjustment (option part). +1mm plate increases low speed steering but keeps high speed smooth. AE #91680
	Washers Rack / Outer	1mm / 1.5mm			1mm /1mm (if using +1mm axle height)	1mm /1mm (if using +1mm axle height)	Sensitive adjustment. Outer (bumpsteer): Less washers= more aggressive mid corner (Kit =2mm). Rack (Ackermann): Less washers = more low speed steering (less sensitive than outer) (Kit =2mm)
	Axle Height	0mm			+1mm	+1mm	0mm for most tracks. +1mm keeps front flatter, smooths out steering off power, but less predictable on power in bumps. Need to adjust bumpsteer to match.
	Toe In / Out	1deg Out					1 deg out most tracks. More toe out = more initial steering, less exit.
	Arms	Flat Hard				Gull Hard	Hard arms make steering more precise in lower grip, smoother in high grip. Flat arms more initial response, smoother exit. Gull arms more rotation in mid to exit, better on power steering, but less initial response.
	Front Bulkhead	Alloy. 1mm between bulkhead & chassis	Plastic (kit). 1mm between bulkhead & chassis				Alloy bulkhead more durable, slightly heavier. Sensitive adjustment: 1mm washers between bulkhead and chassis lowers front roll centre, gives much more mid corner and exit steering. Use large diameter washers or aftermarket carbon plate.
	Anti-Roll Bar	-					Only used on high grip carpet
	Ride Height	23mm					B6D likes lower ride height than B5M. 23mm most tracks.
	Spring	AE Green		AE White (if front diving in bumps)	AE White	AE White	Sensitive adjustment. Green front spring (softer) helps front steer in lower grip and still stable as grip increases. Use white spring (kit) for more flowing / higher grip tracks - allows higher corner speed.
	Oil / Piston	AE 32.5 / 3hx1.4 (or 32.5 / 2hx1.6)		AE 37.5 / 2hx1.7			Usually use 32.5wt / 3hx1.4mm. Smooths out steering and lands well. Use 2hx1.7 in very low grip for extra traction.
	Limiters / Length / Rebound	1 / 20.5mm (Short Rod End)					(Kit =20mm). Longer shock = more droop. More droop is better in bumps, but less steering on exit and can feel wandery.
REAR SUSPENSION	Shock Mount Top / Bottom	Inner / Inner					Using inner hole on tower adds rear grip in sweeping corners. Use most of the time (kit = middle). Always use inner hole on arm.
	Camber Link Inner / Hub	Mid / Alloy Hub #2 (upper mid with kit hub)					Rarely change. Alloy hubs AE#91549 add strength and more rear grip.
	Washers Inner / Outer	2mm / 3mm (Alloy Hub)			1mm / 3mm	1mm / 3mm	Sensitive adjustment. More washers (inner) = Lower roll centre. Lower roll centre gives more rear grip mid corner and exit. 2mm used most of the time. Use 1mm on flowing tracks for less rear roll and more exit steering. Try 4mm outer on higher grip tracks.
	Camber	-1 deg	-0.5deg	-1.5deg			Sensitive adjustment for bumpy tracks. More camber = less side grip but smoother sliding and less catching in bumps. -1deg most of the time.
	Hub Height	0mm (Alloy)					Use 0mm hub pivot height on dirt. (Alloy hubs AE #91549).
	Anti-Squat / Toe	2deg / 3.5 deg		1 deg / 3,5deg (0deg squat if severe bumps under power)	1 deg / 3.5deg	1 deg / 3.5deg	Sensitive adjustment. More anti-squat = more on power grip, but worse in bumps and less braking grip and turn in. Less squat = less traction under power but smoother in bumps and less wheelstand in higher grip. Toe-in: 3.5deg seems good balance on most dirt tracks.
	C Pivot / D Pivot	1mm In & Up / 0.5mm In		1mm In / 0.5mm In	1mm In / 0.5mm In	1mm In / 0.5mm In	Sensitive adjustment (need Alloy D or Brass D to make these changes). Narrower pivot spacing (narrower rear track) = better stability under power, better rotation feel mid corner. Wider rear spacing more on power steering, better stability mid corner. Raising pivots raises rear roll centre (can help in higher grip).
	WheelBase	Short (B5R Arms or dremel 3mm off std arms)					Sensitive adjustment: Shorter wheelbase = more weight over rear wheels. Use B5R rear arms (or dremel 2~3mm off front of B6D arm) for shorter wheelbase. Improves rear traction under power and braking. In higher grip, Standard arms (short wheelbase) is OK.
	Anti-Roll Bar	-					Only used on high grip carpet
	Ride Height	22mm					B6D likes lower ride height than B5M. 22mm most tracks (run rear 1mm below front)
	Spring	AE Black			AE Green (White for more corner speed)	AE Green	Sensitive Adjustment. Black spring (softer than kit) rides bumps better and gives better rear traction in lower grip. Green (kit) keeps rear flatter and gives more corner speed on more flowing / higher grip. Stiffer spring gives more nose down jumping / further distance jumping and better landing.
	Oil / Piston	AE 32.5 / 2hx1.7	AE 30wt / 2hx1.7	AE 27.5wt (if no big jumps)			2hx1.7mm gives best traction. I use machined pistons AE#91627 for slightly better response. 32.5wt standard. 30wt ride bumps a bit better. 27.5wt rides bumps better but landing worse.
	Shock Length / Position	Long (31mm Body) / Behind Tower					Optional 31mm body / longer rear tower: Big improvement in rear traction on very bumpy tracks, slightly plusher landing on jumps. Laydown: Shocks behind tower most dirt tracks unless very high grip.
	Limiters / Length / Rebound	1 / 28.0mm (Long Rod End)	28.5mm	28.5mm			Sensitive adjustment. More droop = more rear traction in bumpy corners and bigger bumps, better jump landing, but less responsive handling in higher grip / flowing tracks. 28.0mm good balance (kit = 27.5mm).
FRONT TYRES	Tyres	JC Dirt Webs (Blue)	JC Rips	JC Bar Codes	JC Dirt Webs	JC Dirt Webs	Front: Typically JConcepts Rips if the track is damp, Bar Codes if dusty, and Dirt Webs if grooved. Rear: JConcepts 3Ds if hard packed but dusty / loose on top, Bar Codes if grooved, Flip Outs if wet. Blue compound most of the time, with orange if it is very hot and green if damp. See http://www.rctech.net/forum/10587840-post2.html for more detail.
	Inserts	Open Cell	Open Cell	Dirt Tech CC	Dirt Tech CC	Dirt Tech CC	
	Wheels	Jconcepts Mono					
REAR TYRES	Tyres	JC Bar Code V1	JC DD	JC 3D	JC Bar Code V1	JC Dirt Maze	
	Inserts	Open Cell	Open Cell	Open Cell	CC (punched 3h each rib)	CC (punched 3h each rib)	
	Wheels	Jconcepts Mono					
DRIVE TRAIN	Motor	Reedy Sonic 3 7.5T					Use 7.5T most of the time on outdoor tracks. 8.5T a little smoother, but 7,5T helps to clear jumps easier.
	Timing / Rotor	30deg	15 deg	20deg			Sensitive adjustment. Decrease timing for low grip / bumpy tracks. Increase timing for more power feel.
	Pinion / Spur	23/78					Use 24/75 for 8.5T.
	3 Gear / 4 gear	4 Gear			3 gear	3 Gear	Critical Adjustment: Standup = more weight over rear. 4 gear = better stability under power, but less steering. Use for lower grip and tracks with straights after slow corners. 3 gear standup = more on power steering than 4 gear, better braking. Use on more flowing layout. Laydown = weight further forward. Big increase in corner speed and on power steering, better jumping, but lose forward traction. Use on flowing tracks where corner speed is critical. Worse if big jump directly after hairpin corner (can be harder to clear).
	Standup / Laydown	Standup			Standup	Laydown	
	Ratio	8.8:1					
ELECTRONICS	Radio	KO EX-1					
	EPA Steer / Brake	100 / 90					Set brake EPA to just lock up wheels at speed. Adjust track by track. Set steering EPA for full lock. Reduce on super high grip (e.g. astro use ~85%).
	EXPO Steer / Throttle / Brake	0/15/0					Adjust for personal feel. -15% throttle expo most tracks.
	Servo	Reedy LP Hi-Speed @7.0V					Low profile servo used to reduce front weight bias.
	ESC	Reedy 410R					510R now released.
	Profile / Wire Gauge						
	Drag Brake Y/N, Initial %	18%					18% drag brake used most tracks.
	DeadBand %	3%					
	Drive / Brake Freq (kHz)	16kHz / 1.6kHz					Sensitive adjustment: Increased drive frequency smooths out power delivery at low RPM.
	EXPO Throttle / Brake	0 / -20					Set for personal preference
	Boost Timing	No boost					No boost used
	Top Speed Timing	10deg	No timing				10deg top speed timing used for longer straight. Disable for very low grip unless long straight.
	Battery	Reedy 5700 Saddle (or shorty with 50g under)				Reedy 5300 Shorty	Prefer feeling with heavier pack (usually use saddle, can also use shorty with Reedy brass weight plate underneath).
	Battery Placement	Rear			Forward 2 holes	Against Waterfall	Rear for slippery tracks, forward as grip increases. Bumpy track: Battery rear more traction, battery forward will keep the car flatter in the bumps.
	Battery Ballast	-		50g under battery			Ballast under battery improves stability and bump riding, but slows response
AERO / CHASSIS	Body	Jconcepts Silencer					Jconcepts S2 body improves stability and jumping.
	Wing	Narrow JC Front Wing JC Hi-Clearance Rr Wing	(no front wing)				Front wing improves on power steering in med/high speed corners.
	Wing Position	Standard	10mm Rear				Moving wing 10mm rear makes huge difference to rear traction from medium speed, but more nose up jumping. Very good in low traction.
	Wing Lip / Angle	Line 2 / Mid	Line 3 / Max		Line 1		Wing angle change is less effect than moving wing backwards
	Fr & Rr Arms	Hard Front / Std B5R Rear				Hard front / Hard Rear	Hard front arms used all tracks. Hard rear arms help rear stability in high grip / high temp, and land from jumps better, but reduced traction in bumps. Hard arms more brittle in very low temps.
	Steering	Alloy Servo horn, kit bellcranks					Alloy servo horn less chance of breakage. Kit plastic bellcranks more forgiving steering than alloy on most tracks.
	Ballast	25g Brass C (Dremel to fit) Alloy D	Brass D	Brass D only if very slippery	Alloy C & D block	25g Brass C Brass D	**Important adjustment. Weight bias is critical for 2wd. More weight @ rear = more forward traction, but more oversteer in high speed corners, oversteer at corner exit and jumping more nose high. If poor forward traction, add weight to the rear. Use 25g Brass C and dromel to fit standup transmission. Corner speed is higher and jumping better with no brass at the rear. Use Brass D if forward traction is very poor (with laydown transmission, use Brass C and Brass D on dirt).**