



# WILLSPEED FAST FOX B7 CONVERSION KIT

## ASSEMBLY INSTRUCTIONS



FAST FOX



# INTRODUCTION

**WILLSPEED PROUDLY WELCOMES YOU TO FAST FOX!**

**THE FOLLOWING MANUAL IS AN ASSEMBLY GUIDE FOR THE FAST FOX CONVERSION.  
TO COMPLETE THE FULL ASSEMBLY YOU WILL NEED A TEAM ASSOCIATED B7 DONOR VEHICLE.  
WE SUGGEST IT'S BEST PRACTICE TO COMPLETE THE FULL TEAM ASSOCIATED ASSEMBLY THEN  
CONVERT ONTO THE FAST FOX CHASSIS SET FOLLOWING THIS MANUAL.**

**REVOLUTION STARTS HERE!**

**INNOVATION NEVER STOPS AND AS REFINEMENT CONTINUES IN MODEL CAR RACING, AN  
ALTERNATE STEP IS REQUIRED TO BRING THE NEXT STAGE, THE NEW ERA.**

**WE AT WS PRIDE OURSELVES IN BOTH INNOVATIVE THINKING AND ENGINEERING ABILITY,  
COMBINING THOSE ENTITIES FAST FOX WAS BORN.**

**WE ARE HERE TO SUPPORT, ANY PROBLEMS, QUESTIONS, ENQUIRIES PLEASE CONTACT  
[SALES@WILLSPEED.CO.UK](mailto:SALES@WILLSPEED.CO.UK)**

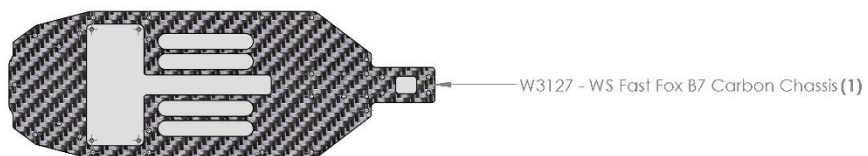
**FINALLY A PERSONAL THANK YOU FOR YOUR PURCHASE. WE ARE PASSIONATE ABOUT MODEL CAR  
RACING, THE INVOLVED COMMUNITY AND AIM TO ENSURE OUR PRODUCTS ONLY ENHANCE YOUR  
RACING EXPERIENCE!**

**WILL [WILLSPEED] ADAM [WILLSPEED] MARK [WILLSPEED] IAN [FOX SUSPENSION]**



**FAST FOX**

# KIT CONTENTS



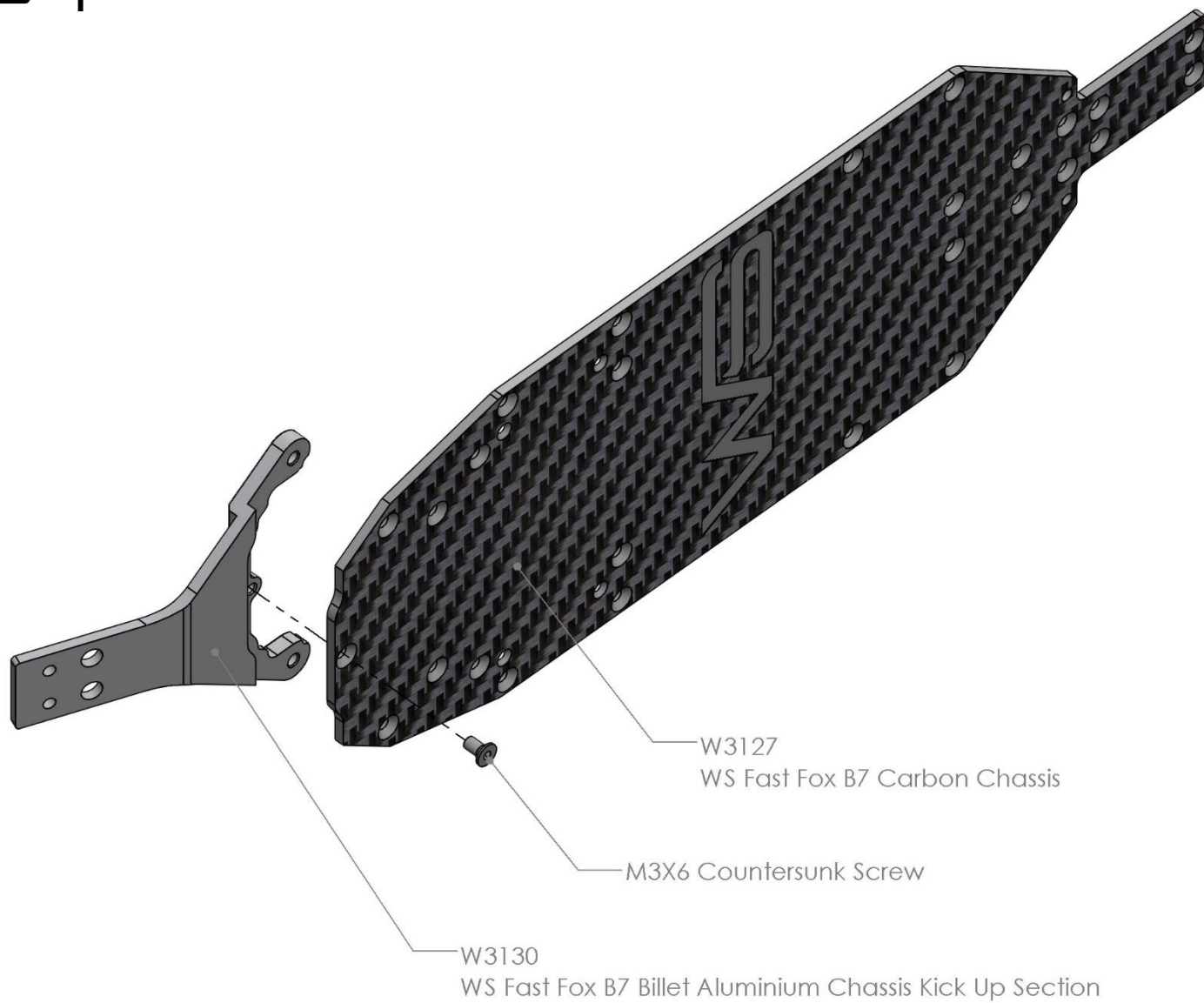
W3144 - WS Fast Fox B7 "Formula" Bodyshell Standard Weight (1)

W3146 - WS Fast Fox Decal Sheet (1)



FAST FOX

## STEP 1



**FAST FOX**

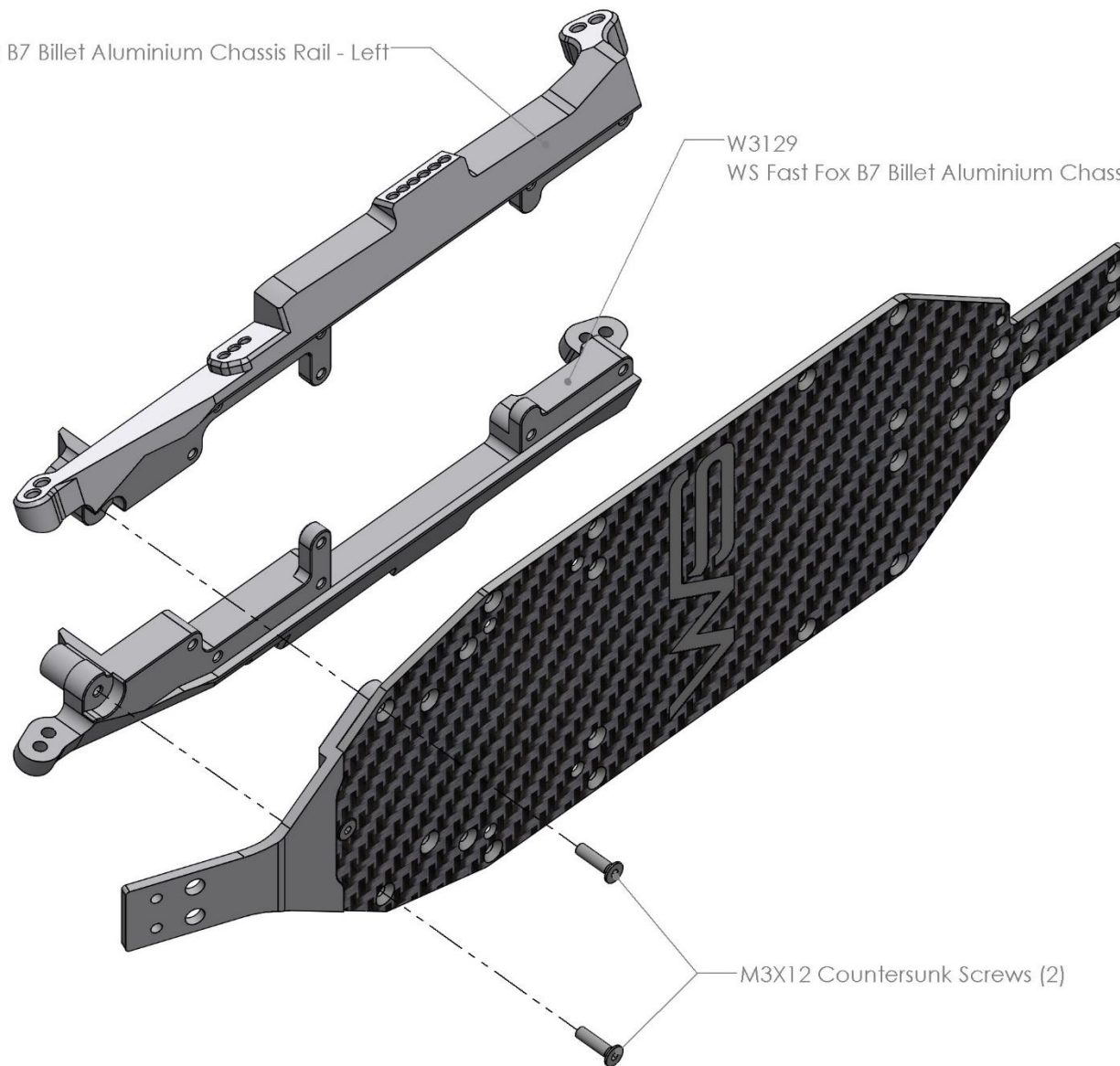
## STEP 2

W3128

WS Fast Fox B7 Billet Aluminium Chassis Rail - Left

W3129

WS Fast Fox B7 Billet Aluminium Chassis Rail - Right

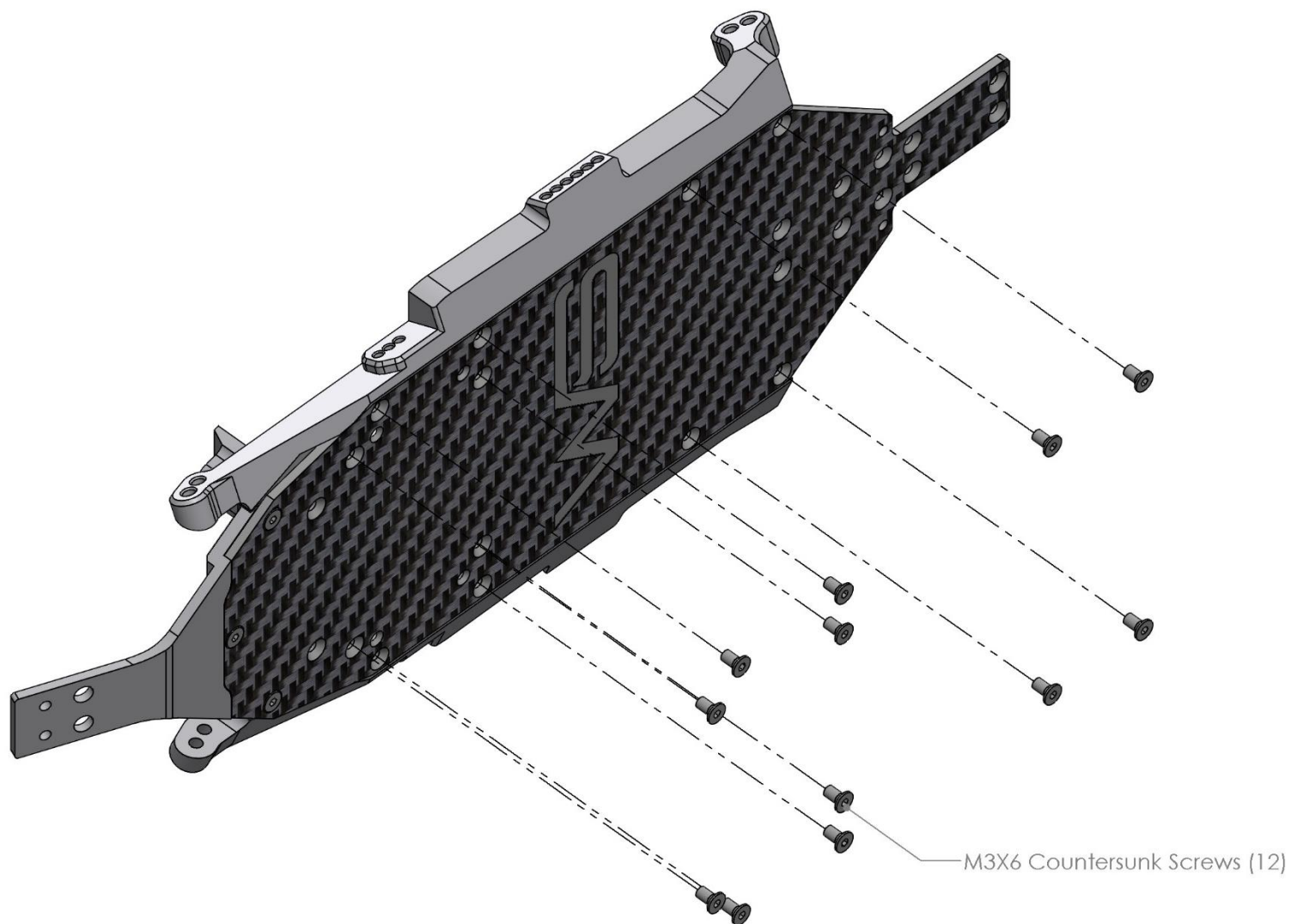


M3X12 Countersunk Screws (2)



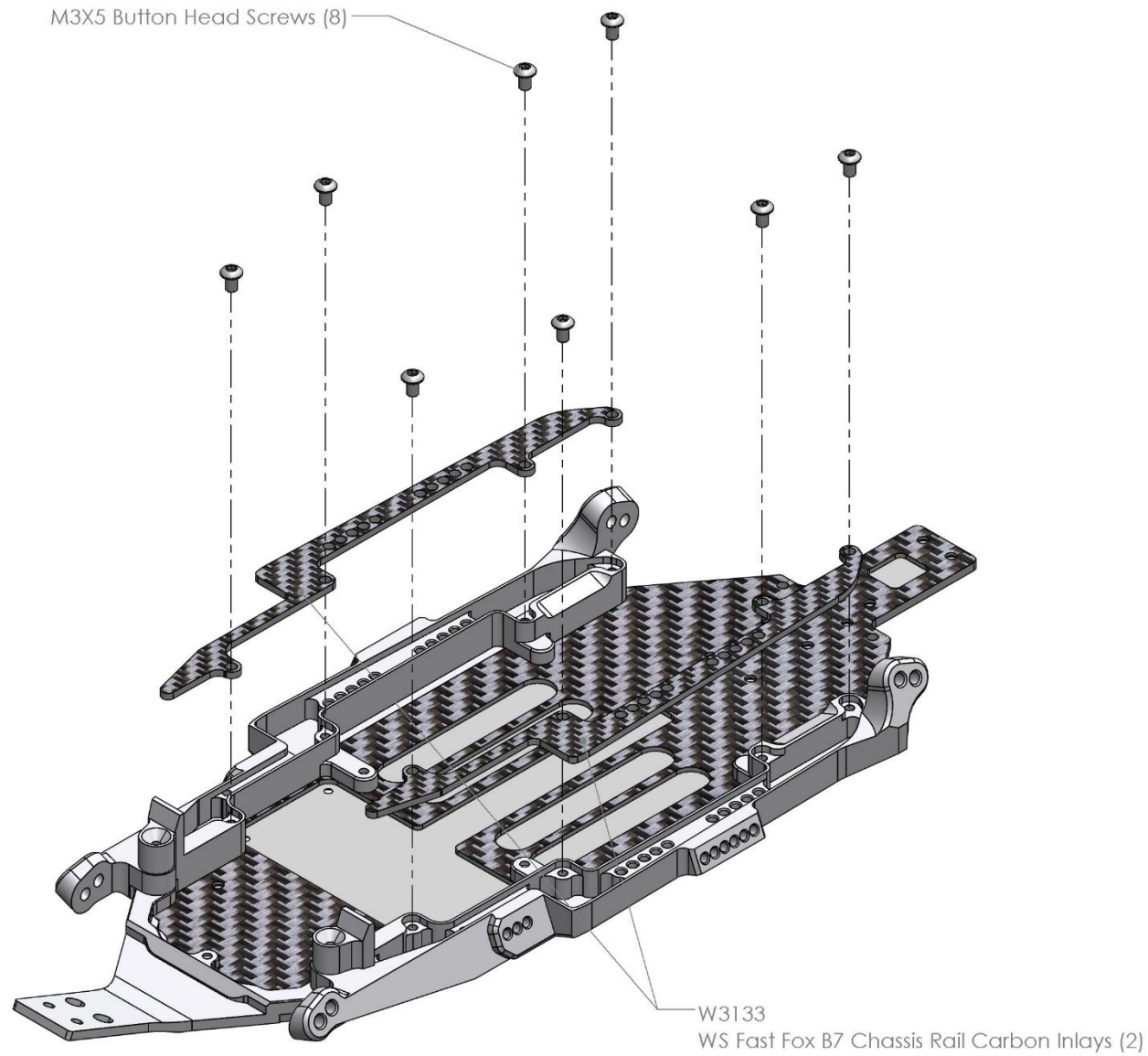
FAST FOX

## STEP 3



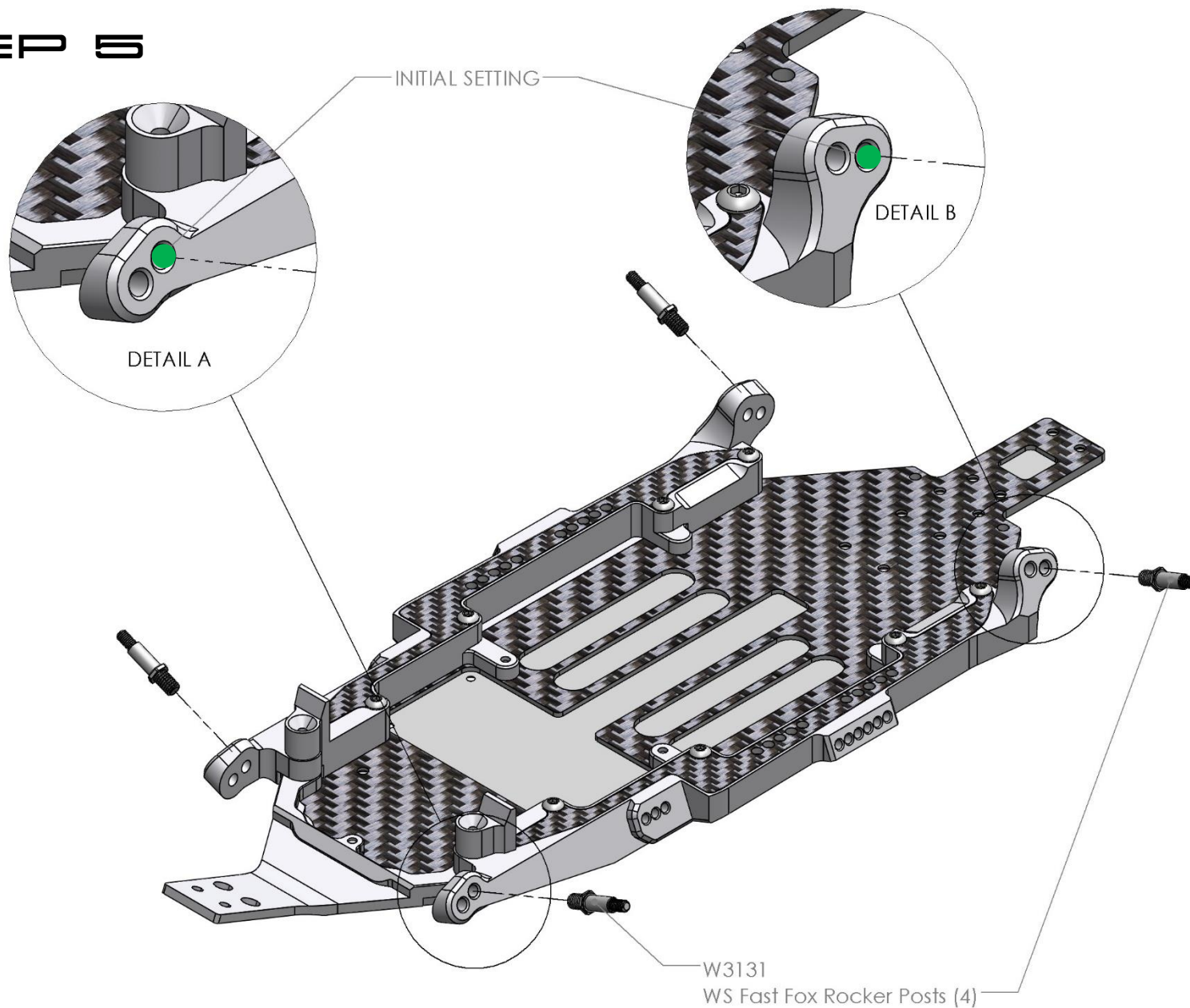
FAST FOX

## STEP 4



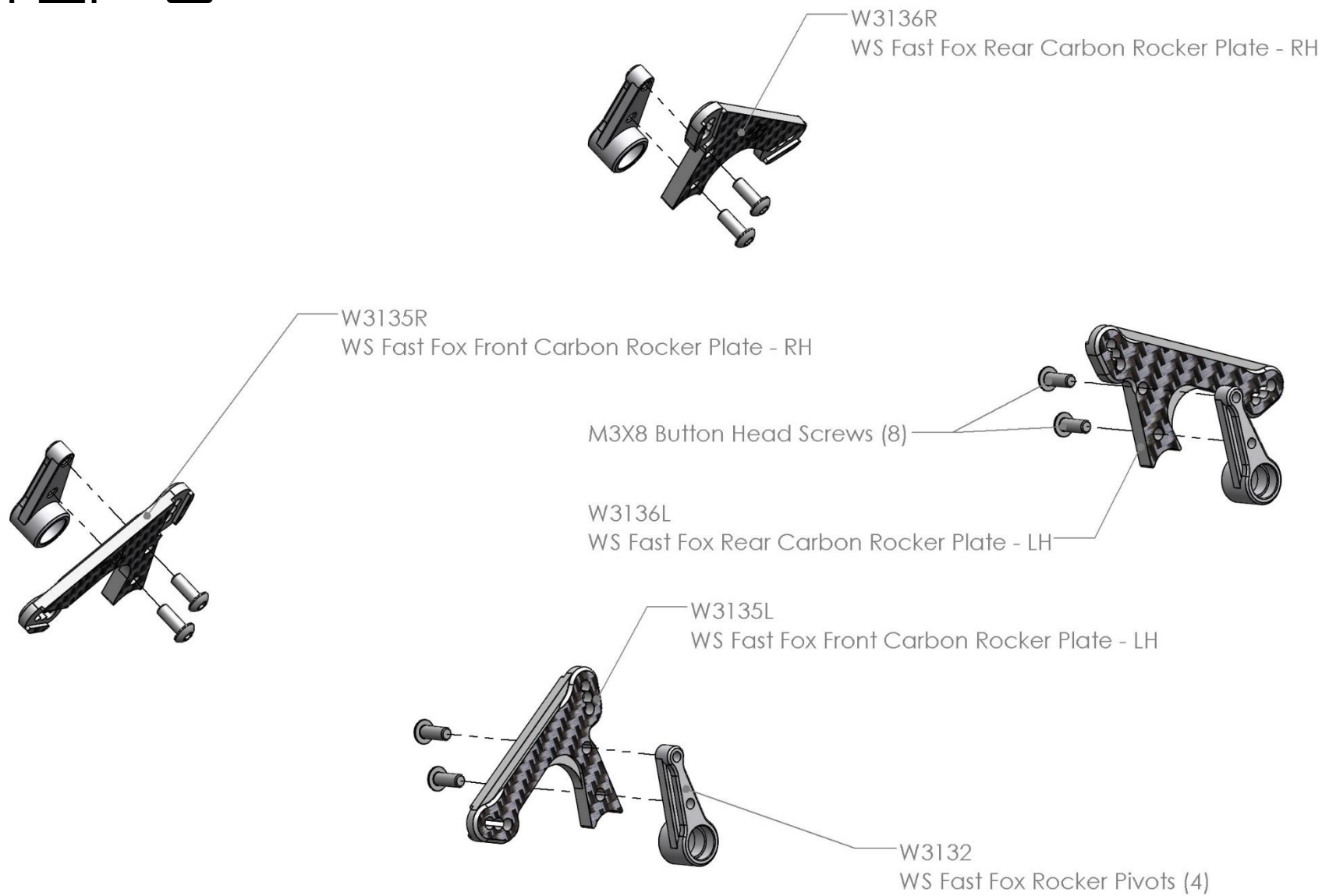
FAST FOX

# STEP 5



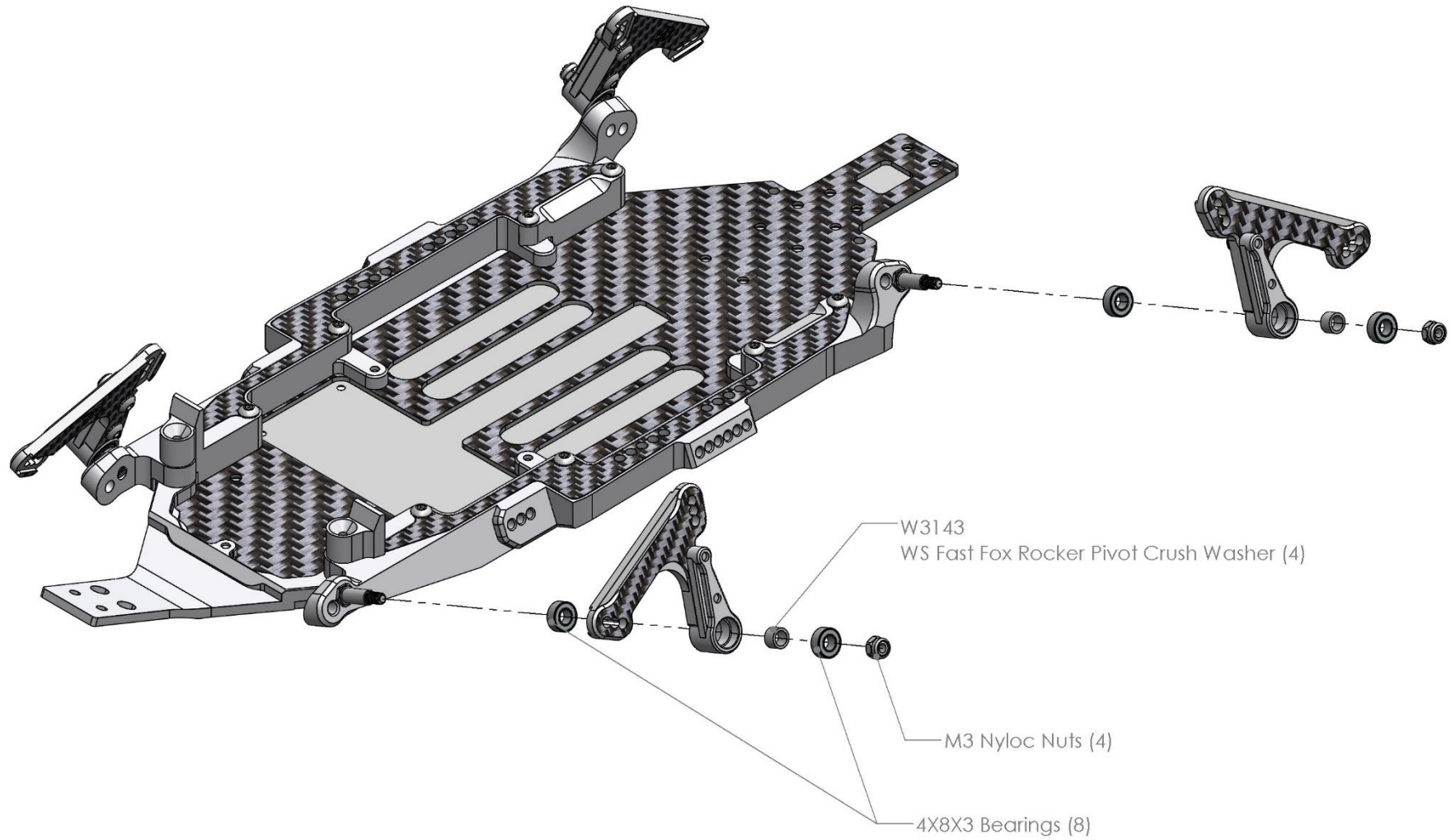
FAST FOX

## STEP 6



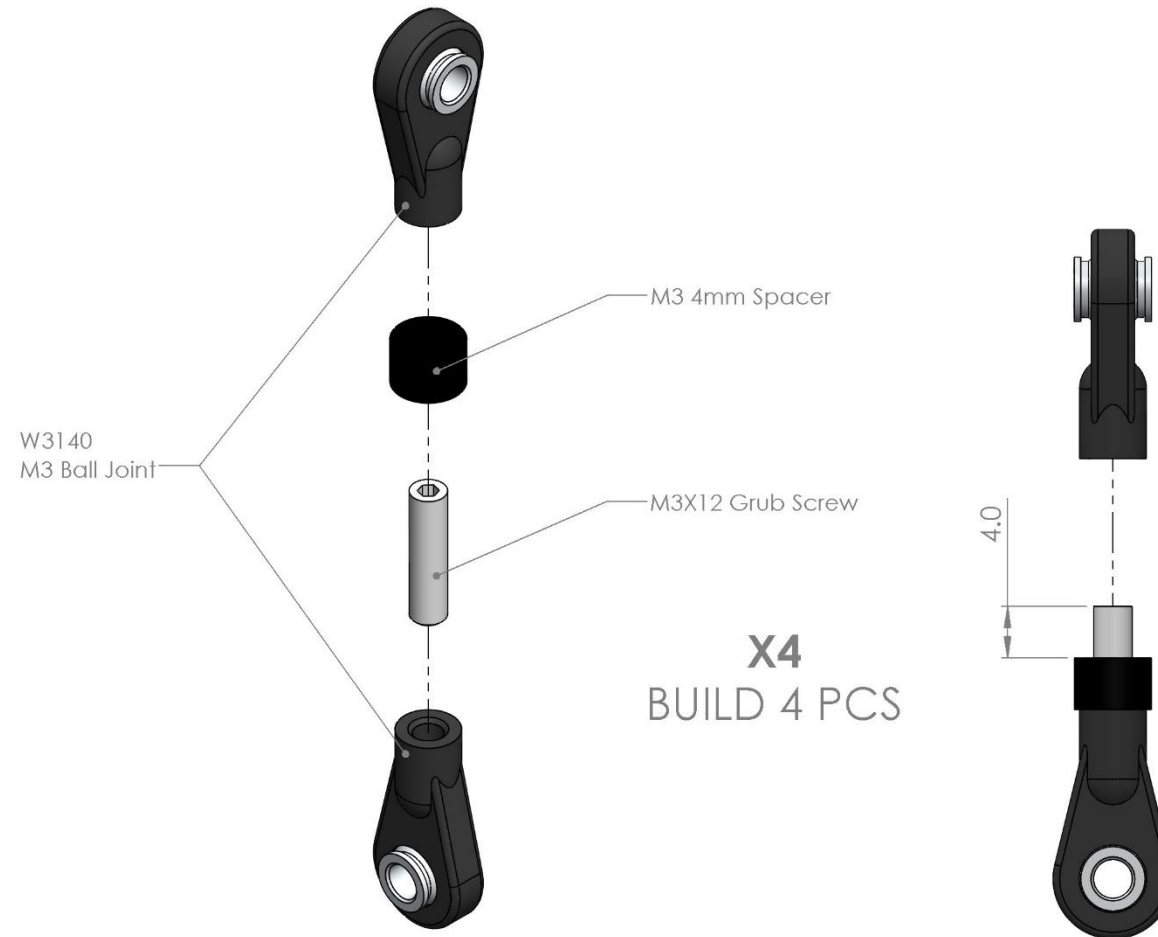
**FAST FOX**

## STEP 7



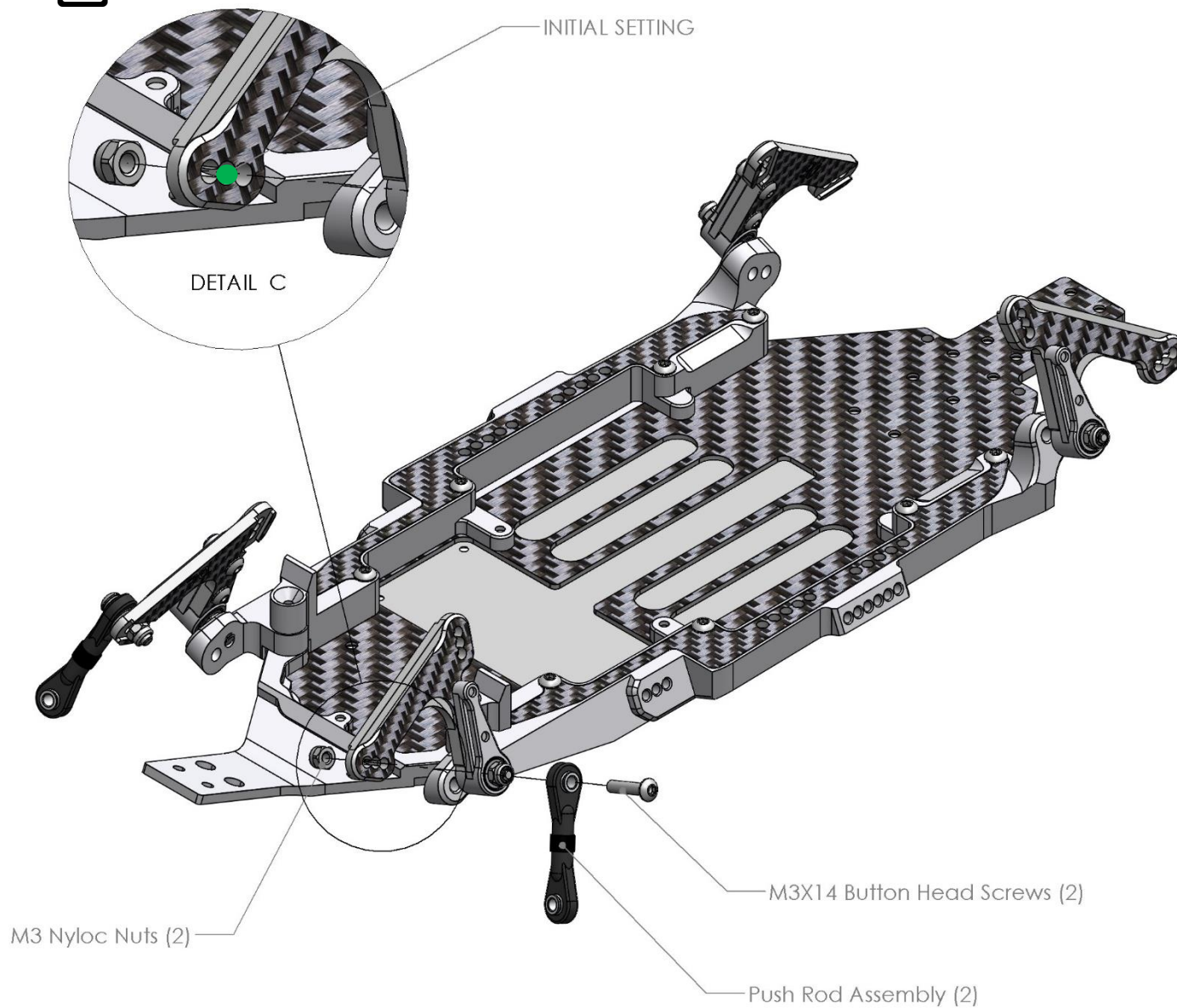
FAST FOX

# STEP 8



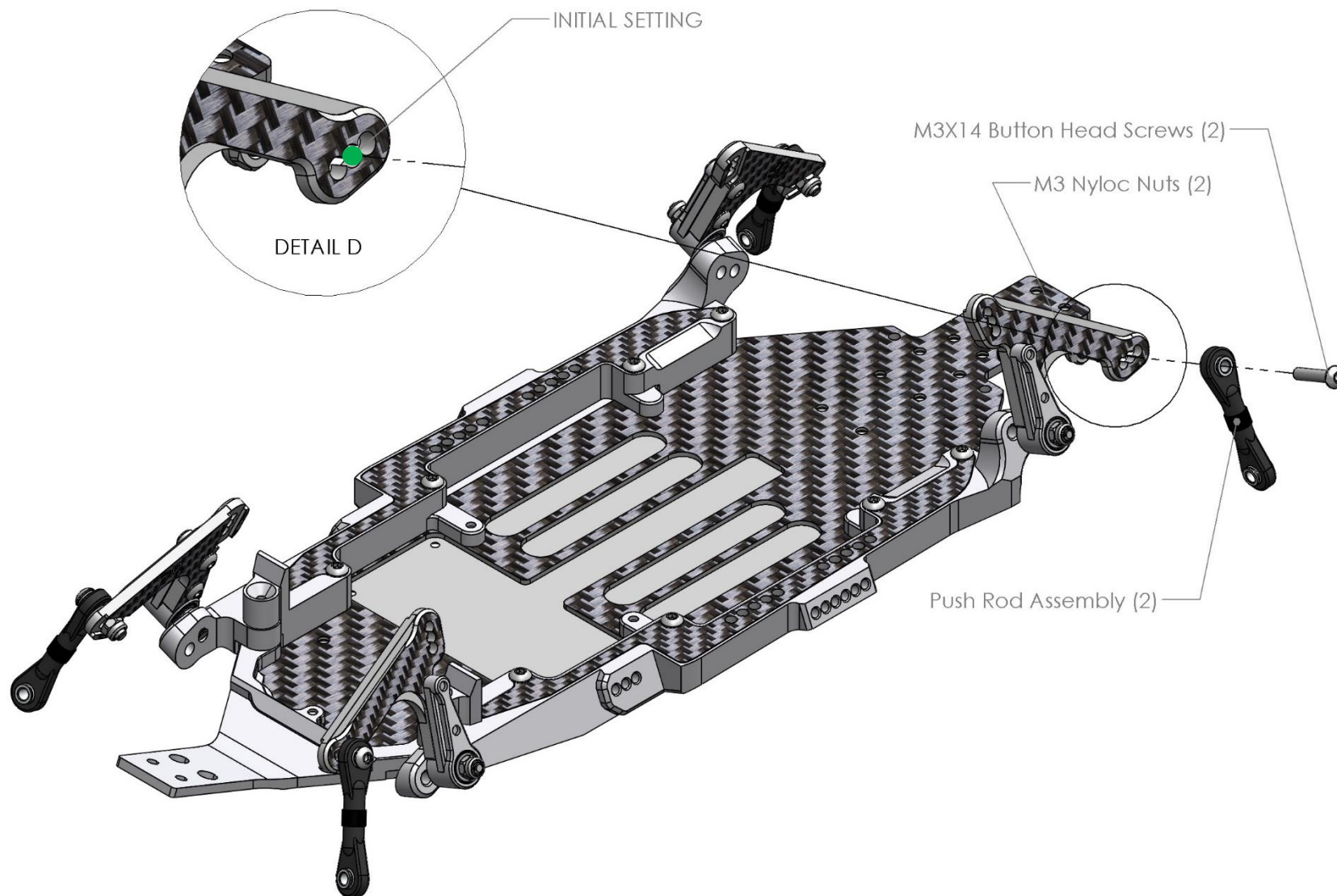
FAST FOX

## STEP 9



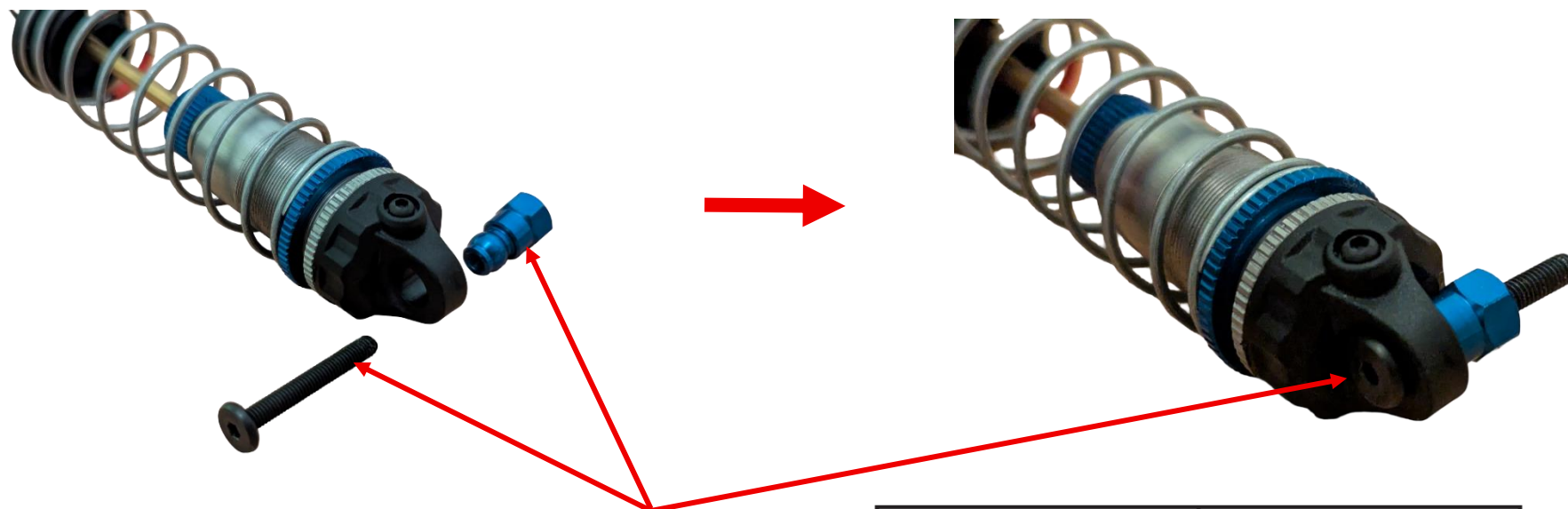
**FAST FOX**

## STEP 10



FAST FOX

## STEP 11



RE-ASSEMBLE THE DONOR CAR HARDWARE AS SHOWN READY FOR ASSEMBLY ONTO FAST FOX IN STEP 12.

TALL BUSHINGS ON REAR DAMPERS.  
SHORT BUSHINGS ON FRONT DAMPERS.

BASE CARPET SETTING SHOWN IN TABLE.

NOTE 0 EYELET LENGTH BOTH FRONT AND REAR

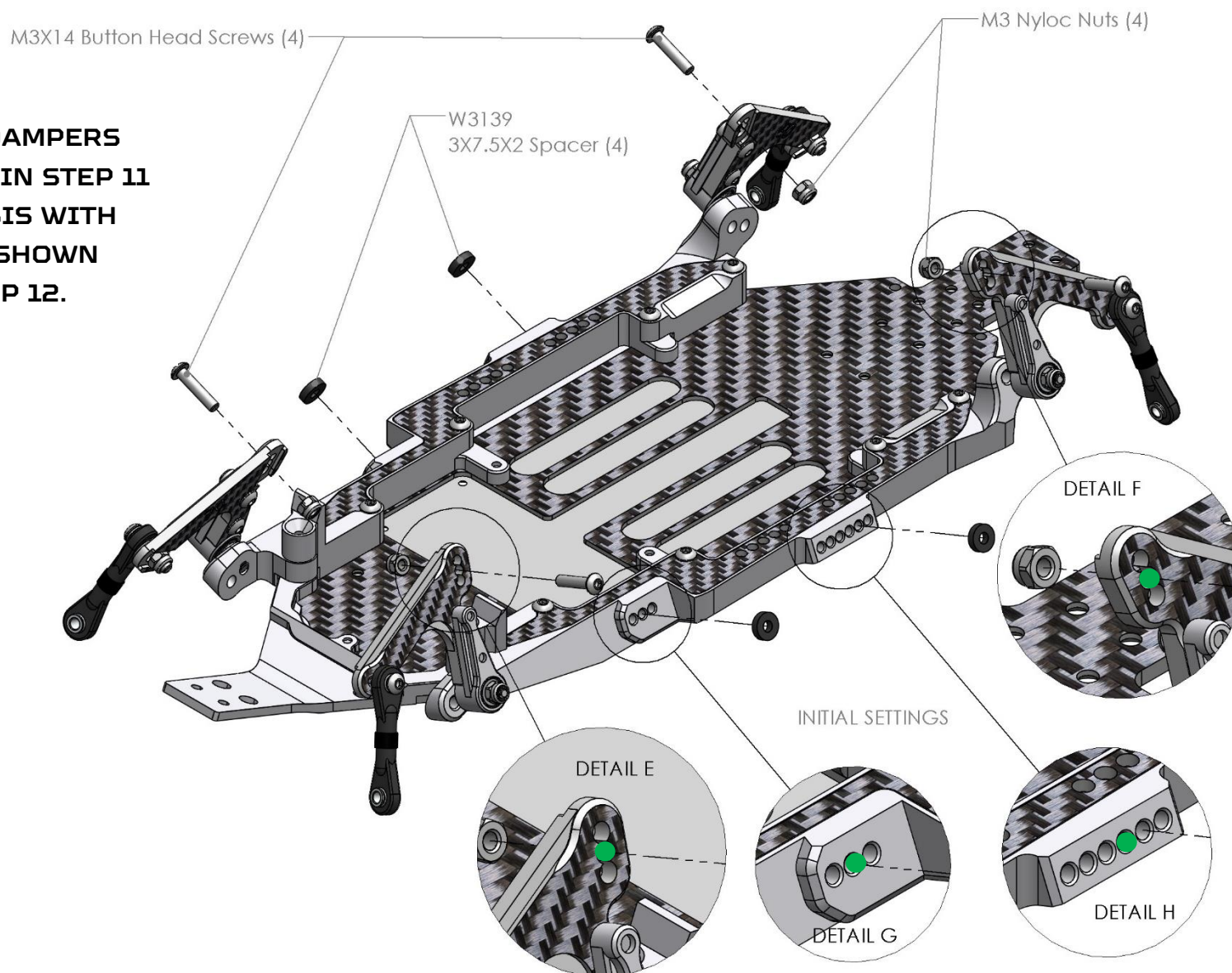
	Front	Rear
Piston:	1.7 X 2	1.8 X 2
Thickness:	2.5mm	2.5mm
Fluid:	450cst	450cst
Spring:	Willspeed Green	Willspeed Green
Limiters:	Int: <input type="text" value="0"/> Ext: <input type="text" value="1"/>	Int: <input type="text" value="0"/> Ext: <input type="text" value="2"/>
Stroke:	23.8mm	28.0mm
Eyelet:	<input type="text" value="0"/>	<input type="text" value="0"/>
Cup Offset:	0 <input type="checkbox"/> +5 <input checked="" type="checkbox"/> +9 <input type="checkbox"/>	0 <input type="checkbox"/> +5 <input checked="" type="checkbox"/> +9 <input type="checkbox"/>



# FAST FOX

## STEP 12

**ASSEMBLE DAMPERS  
COMPLETED IN STEP 11  
ONTO CHASSIS WITH  
HARDWARE SHOWN  
HERE IN STEP 12.**



**FAST FOX**

## STEP 13



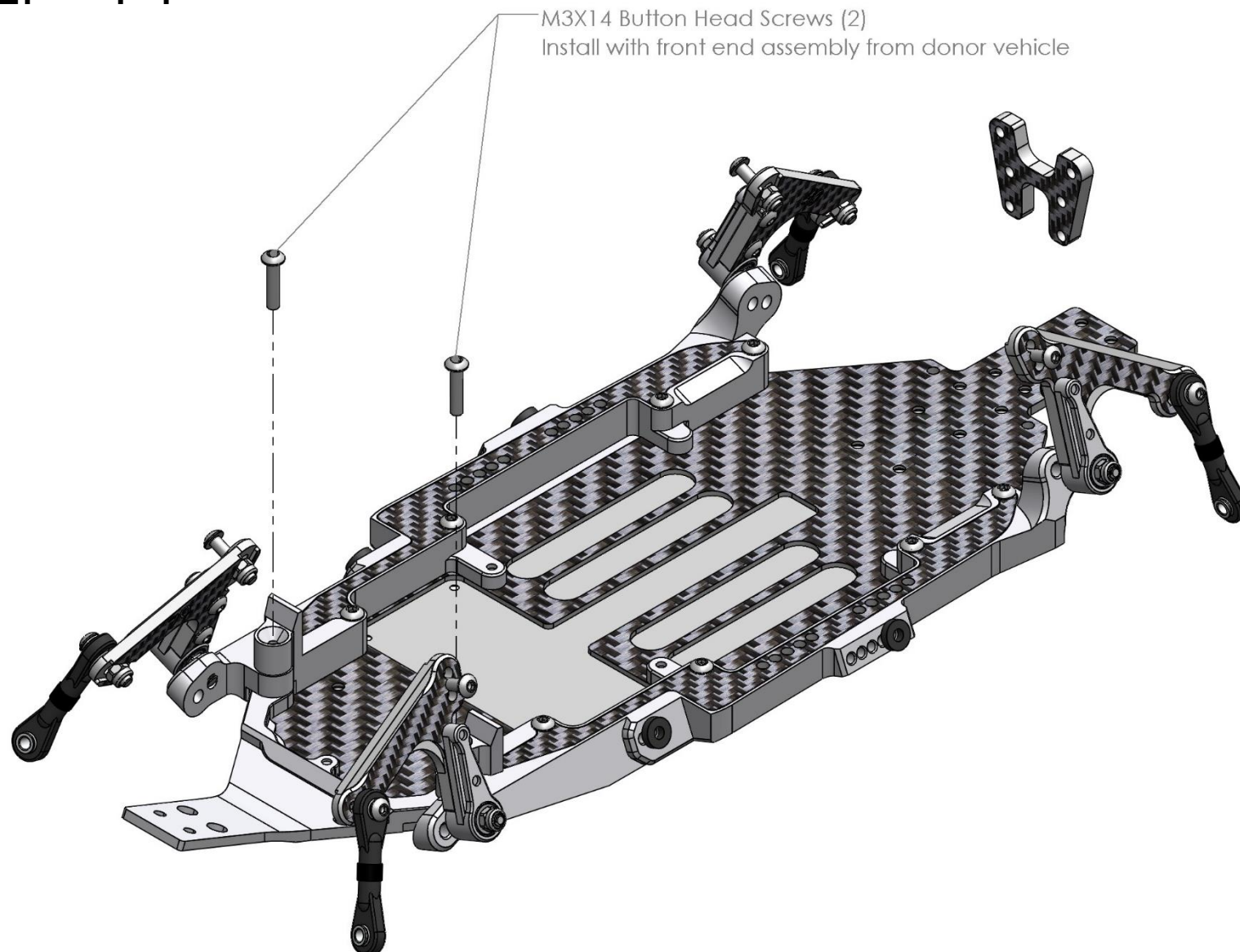
W3137  
WS Fast Fox B7 Carbon Wing Plate

Replace AE #92431 Rear Shock Tower with  
W3137 WS Fast Fox B7 Carbon Wing Plate



FAST FOX

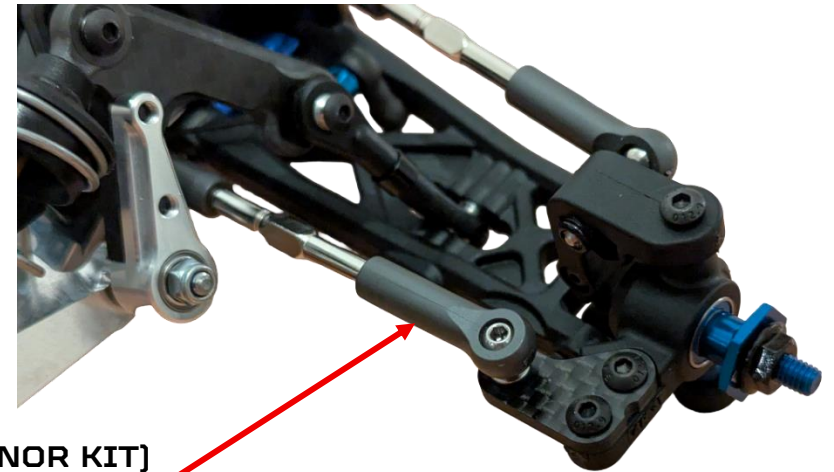
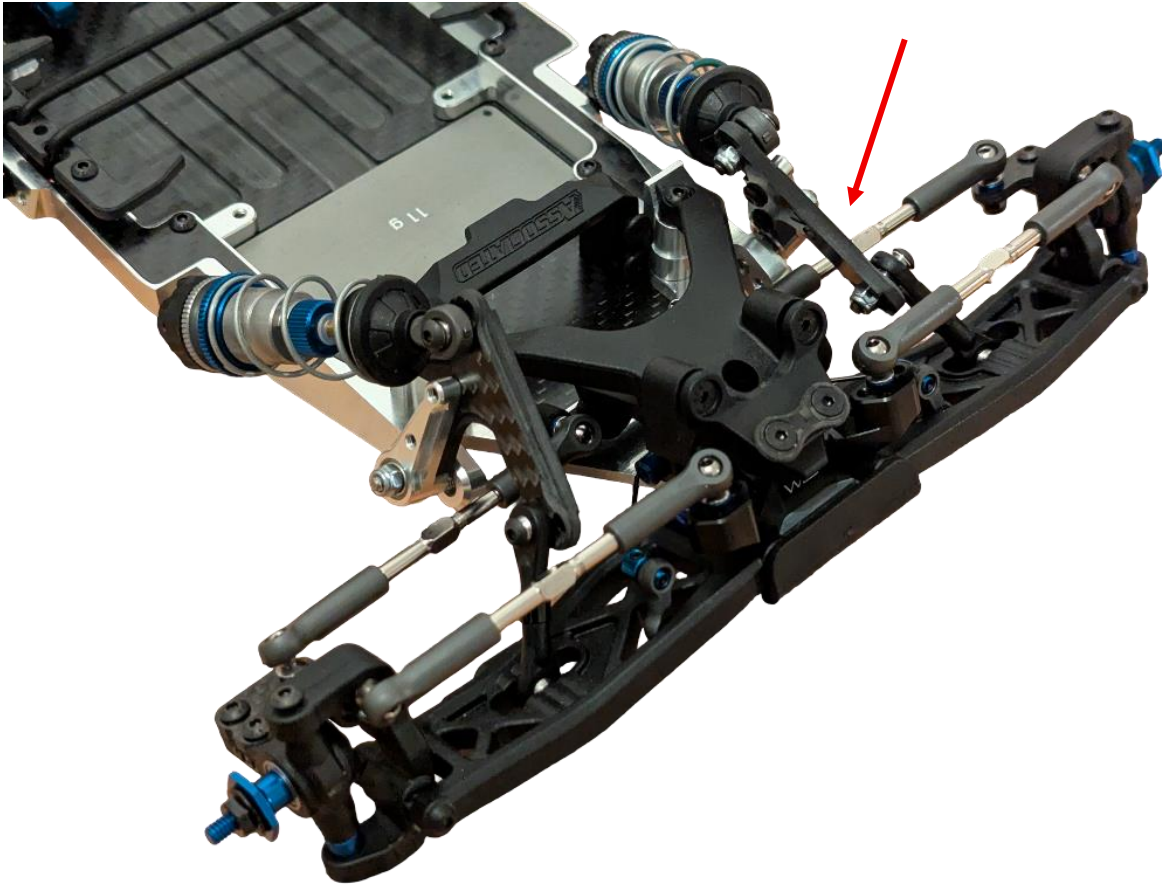
# STEP 14



FAST FOX

## STEP 15

FRONT END INSTALLED



USE STRAIGHT LINKS (INCLUDED WITHIN DONOR KIT)

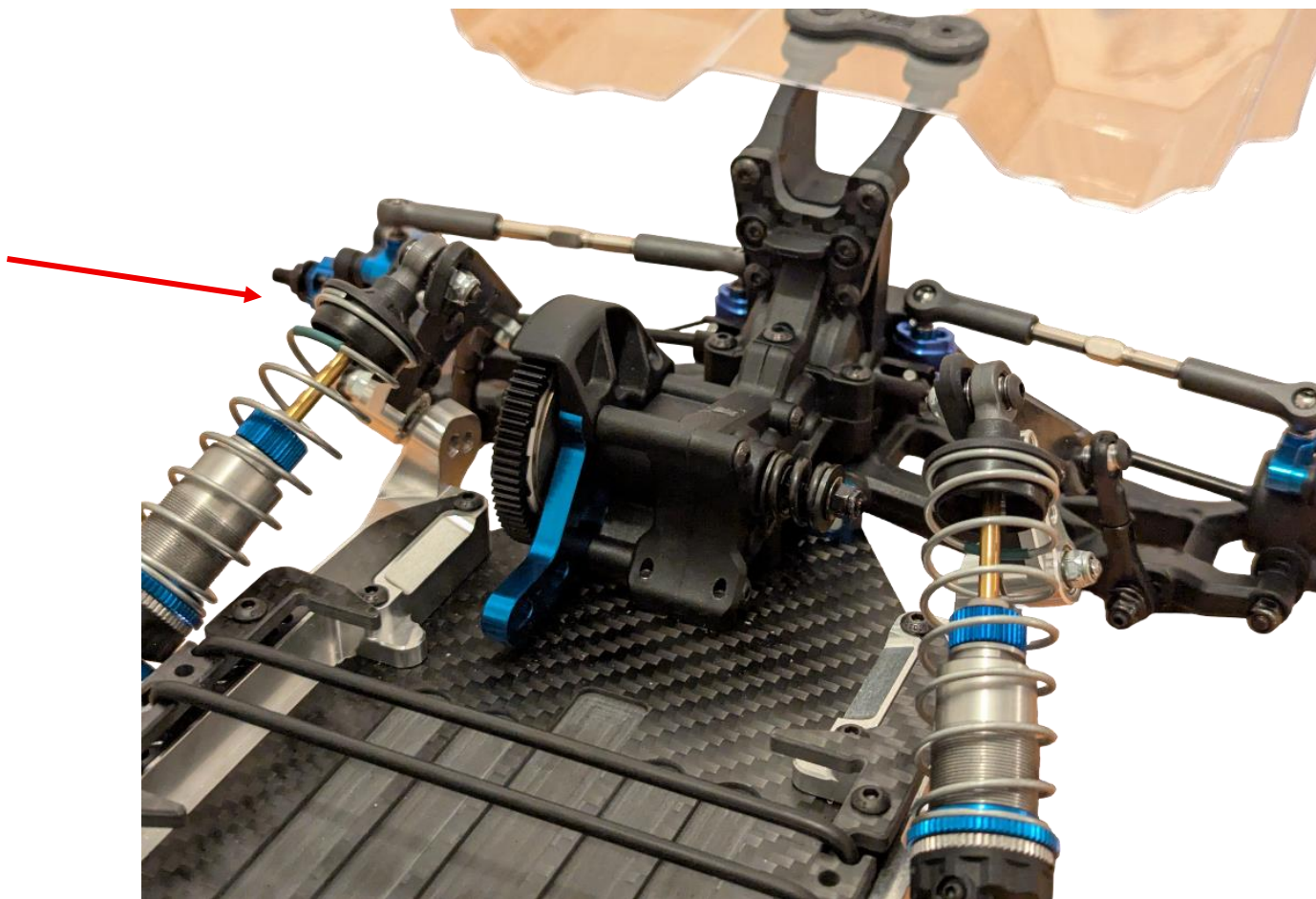
THIS IS REQUIRED TO ENSURE LINK REMAINS CLEAR OF ROCKER PIVOT



FAST FOX

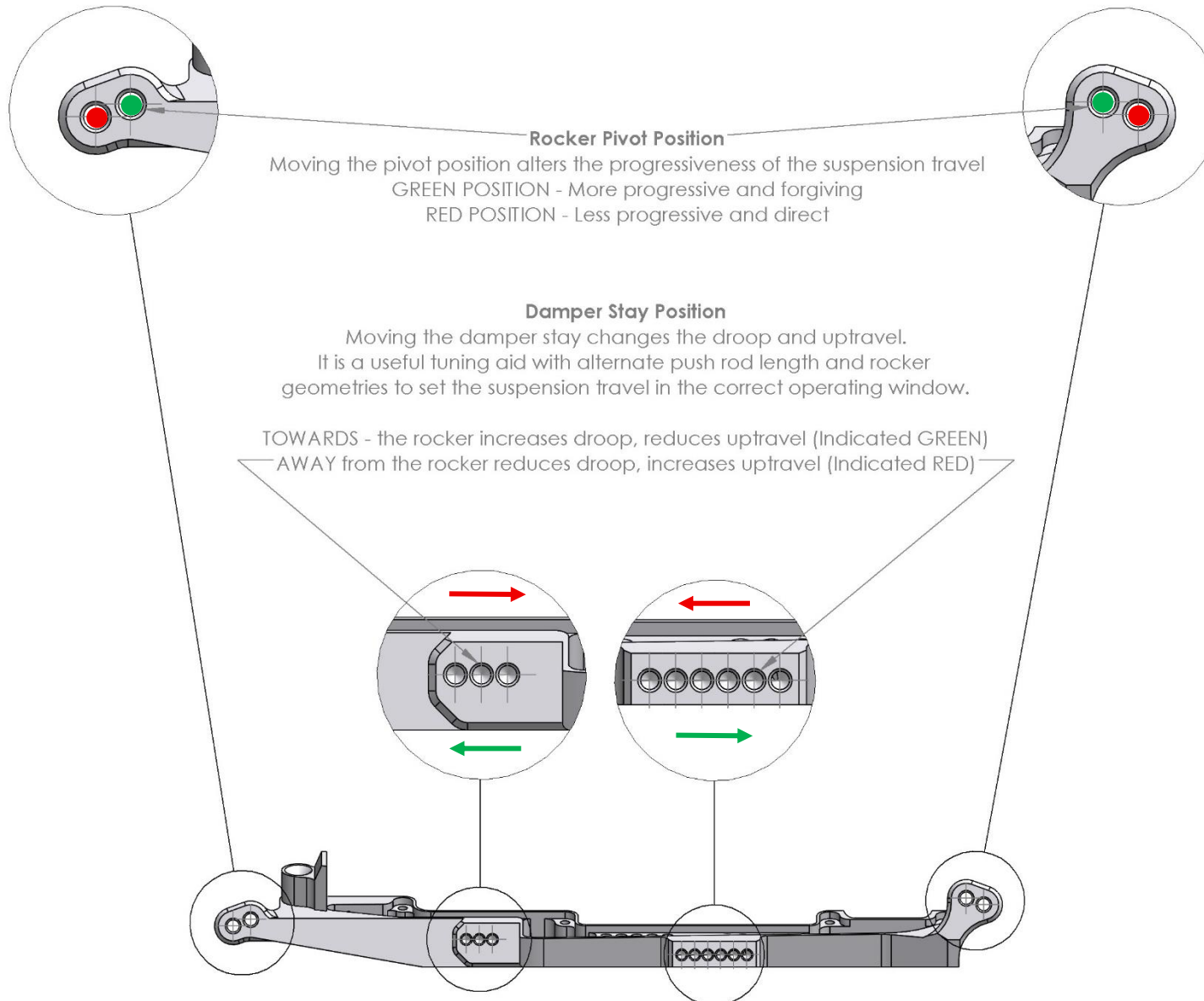
## STEP 16

INSTALL REAR END  
FROM DONOR VEHICLE

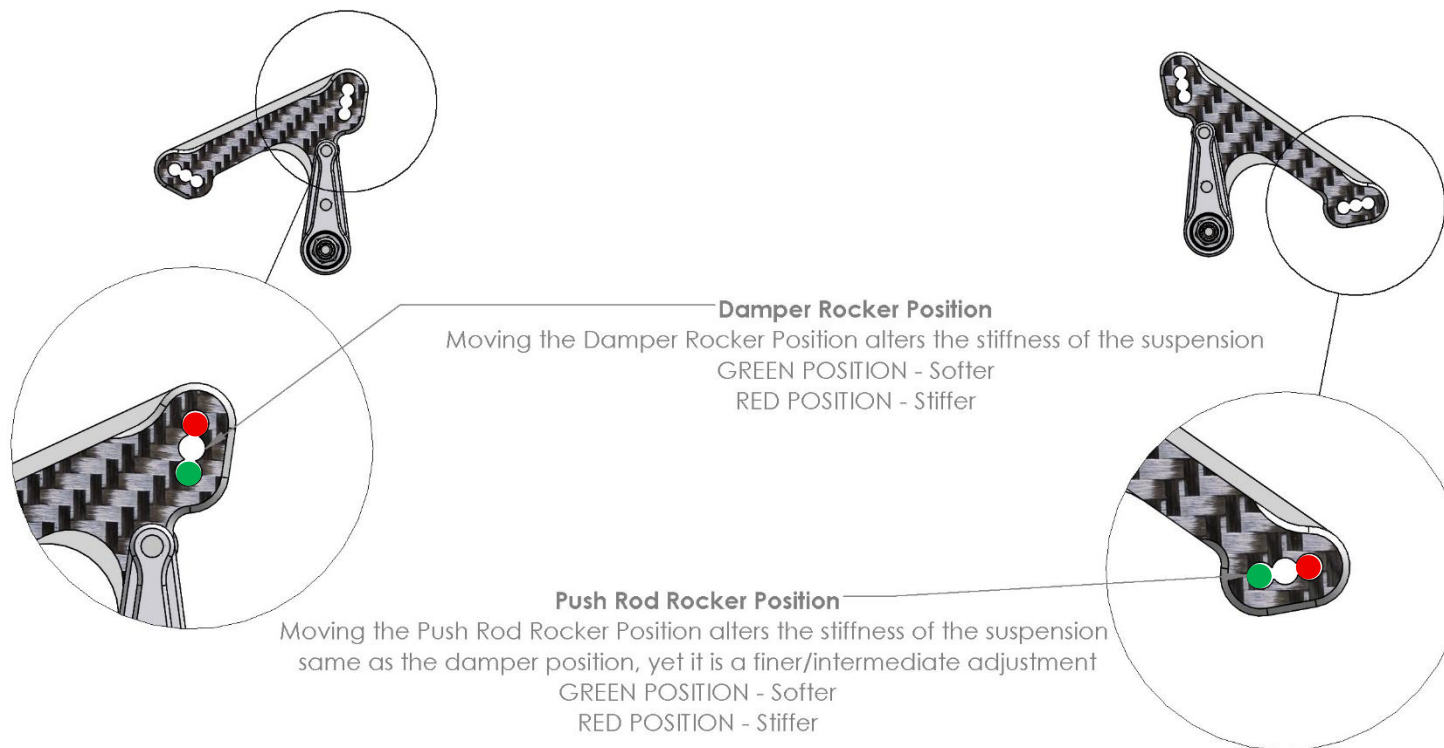


FAST FOX

# TUNING GUIDE - PAGE 1



# TUNING GUIDE - PAGE 2



## Push Rod Position - Wishbone

Moving the Push Rod Rocker Position at the wishbone alters the stiffness of the suspension.  
Same as a standard car but spacers may be required on the link mounting to ensure that you can get the full range of movement without the ball joints being overly twisted.  
Moving the Push Rod OUTWARDS on the arm STIFFENS the suspension  
Moving the Push Rod INWARDS on the arm SOFTENS the suspension  
Its important that when viewed from the front, at normal ride height, that the links are at the same angle to the vertical as the rockers.

## Notes

Check your drive shafts. You can now get suspension setups that are not possible with the standard kit .  
Check that on max droop the drive shafts cannot fall out of the diff output cups and equally at max uptravel they do not bind up.



**FAST FOX**

[illegible]