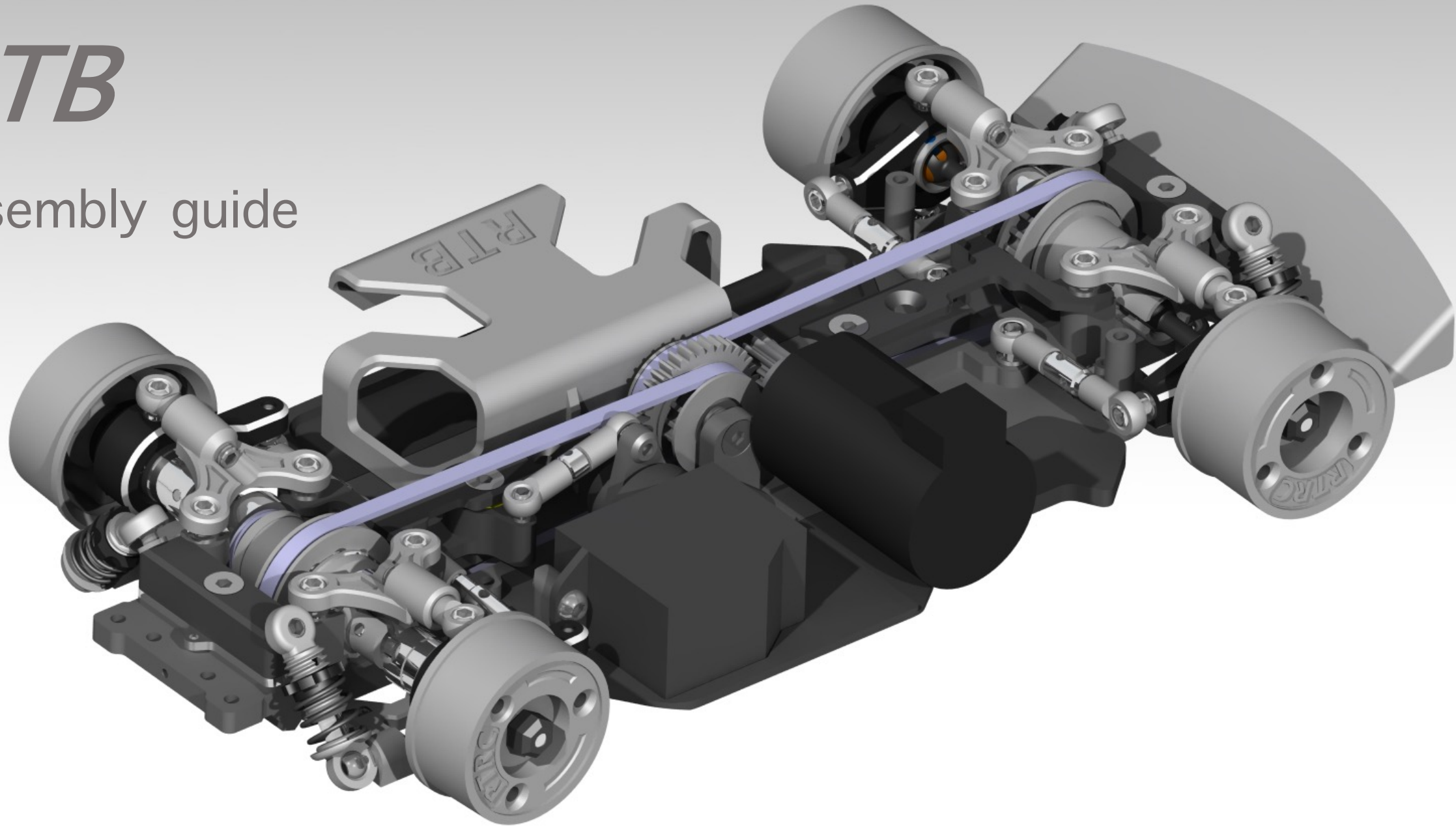


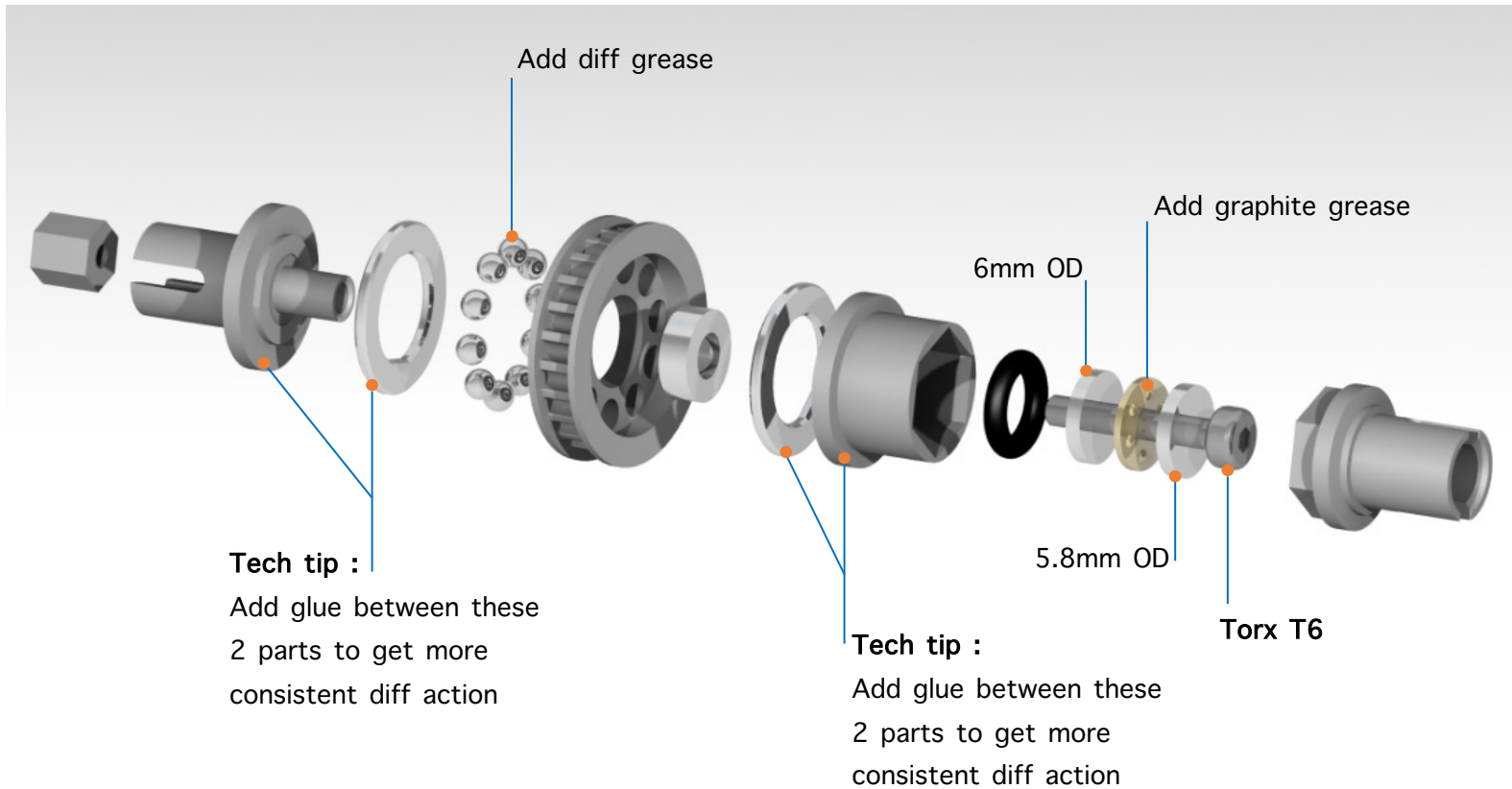
RTB

Assembly guide

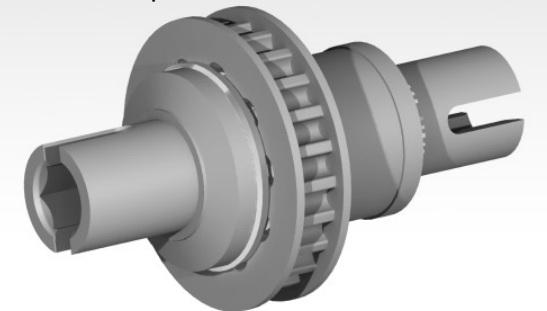


Differential assembly

DIFF BAG :


Tech tip :

Do not tighten the diff screw too much. The RTB works best with a free diff with moderate slip


X2

Servo bell crank build

Bag 3
Bag A
Hexa 1.3mm

3x6x2mm
ball bearing

3x5x0.1mm
shims

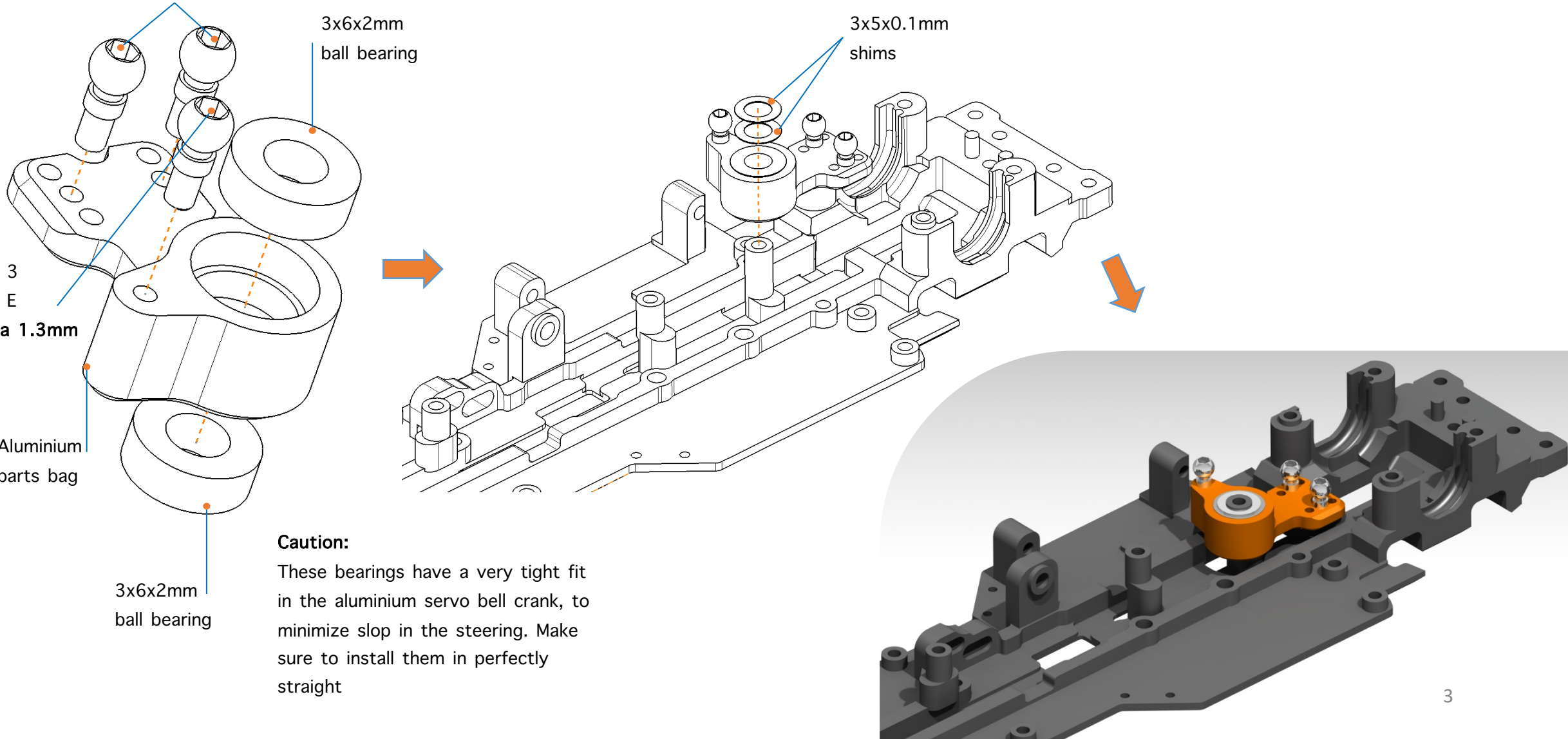
Bag 3
Bag E
Hexa 1.3mm

Aluminium
parts bag

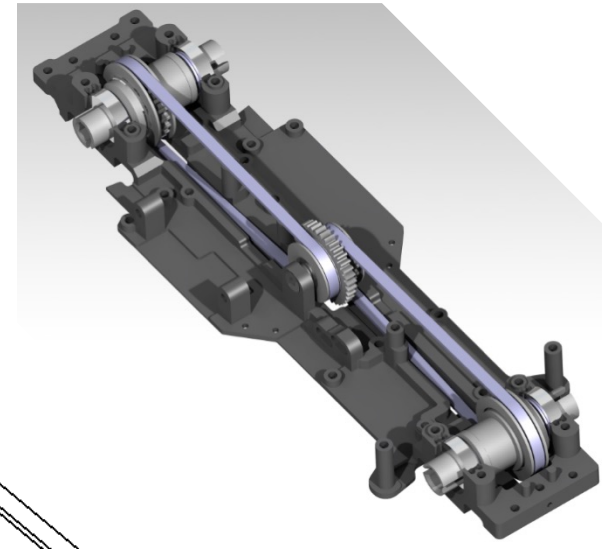
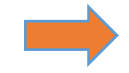
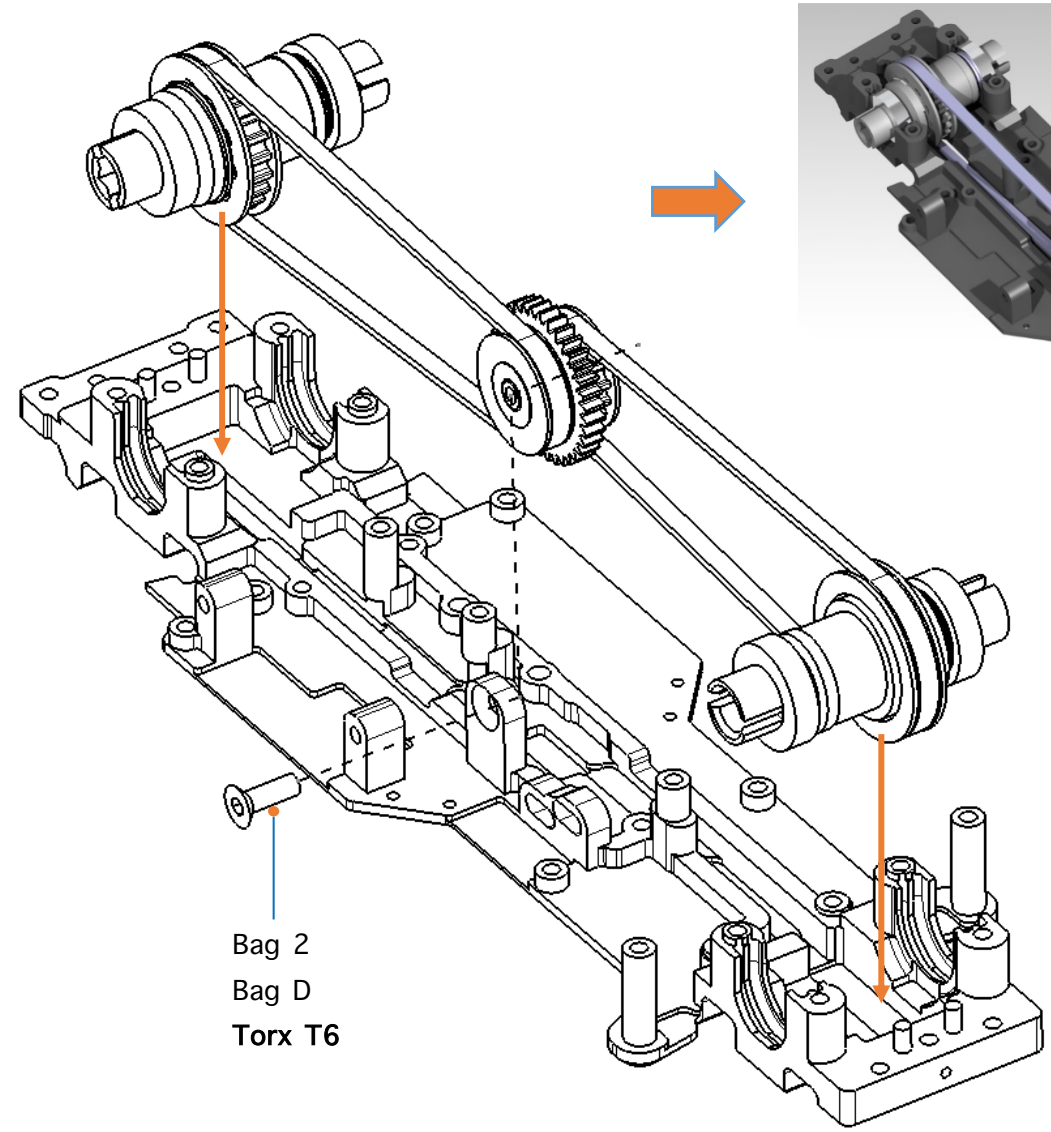
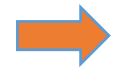
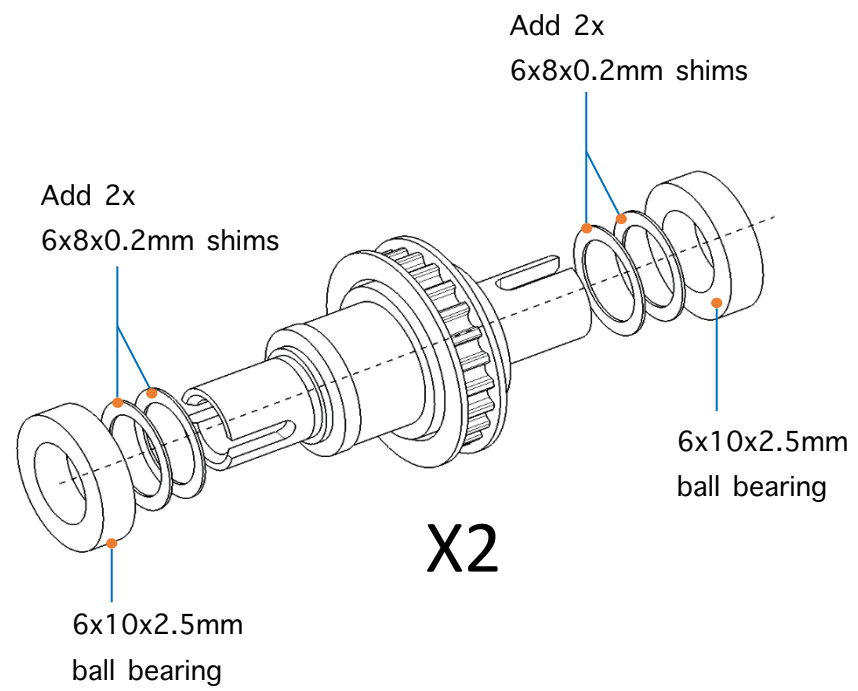
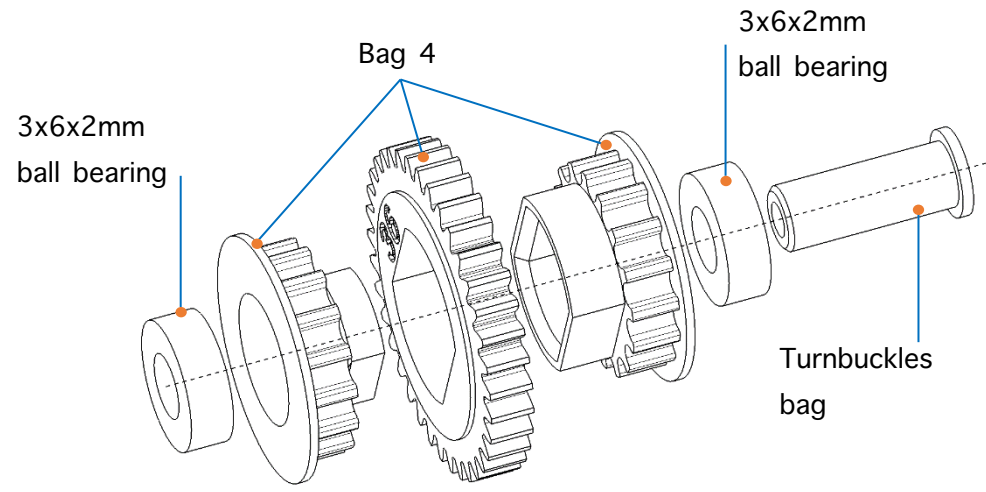
3x6x2mm
ball bearing

Caution:

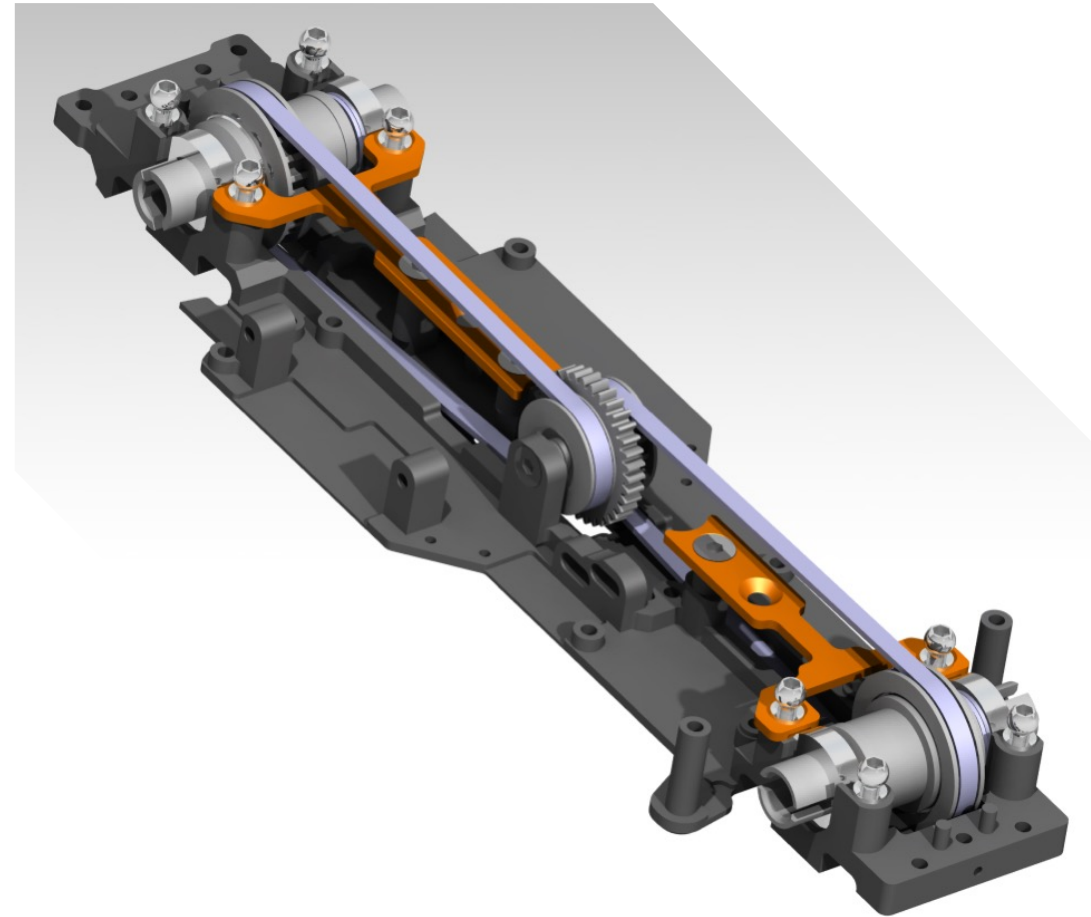
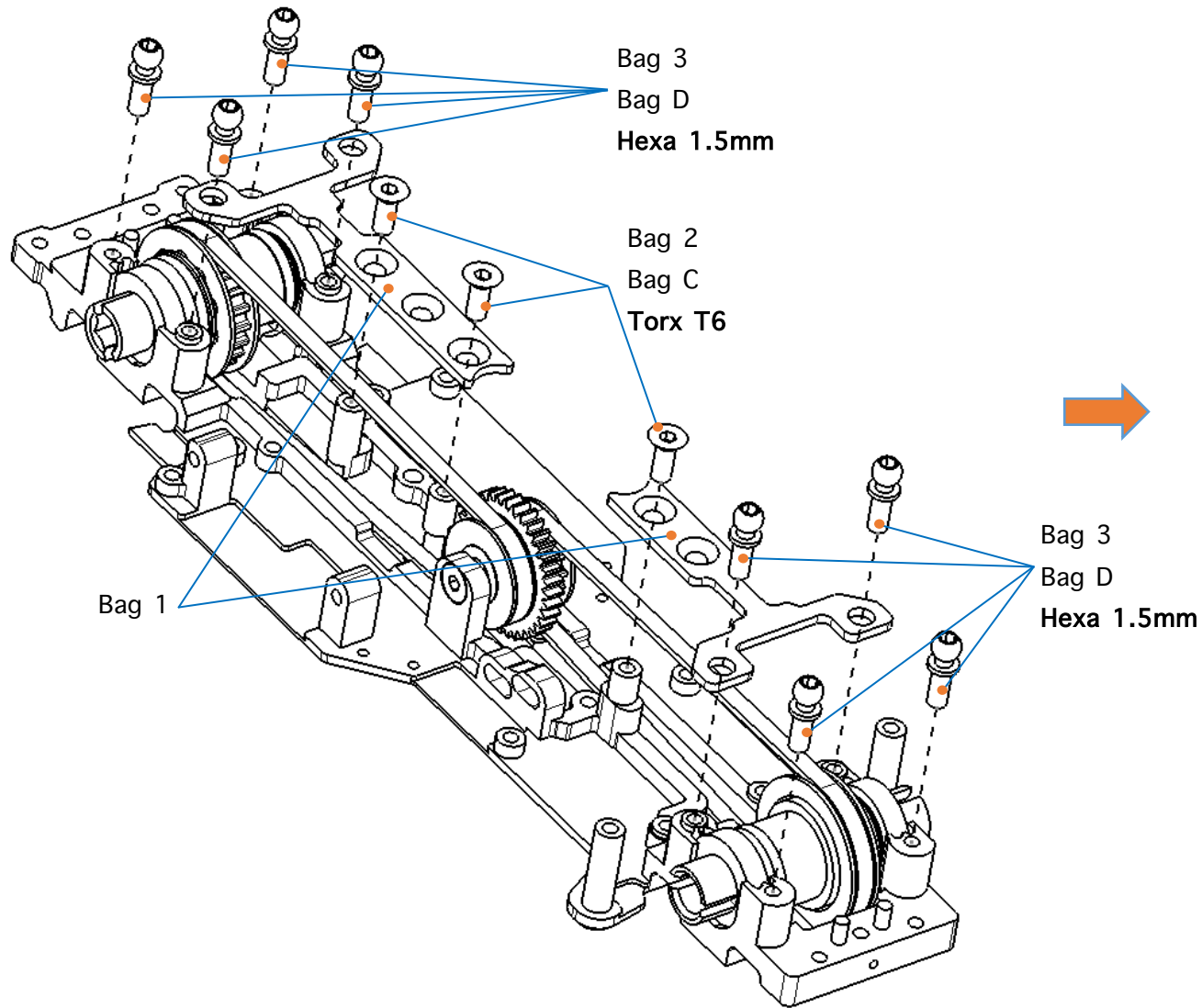
These bearings have a very tight fit in the aluminium servo bell crank, to minimize slop in the steering. Make sure to install them in perfectly straight



Diff install and pulley build

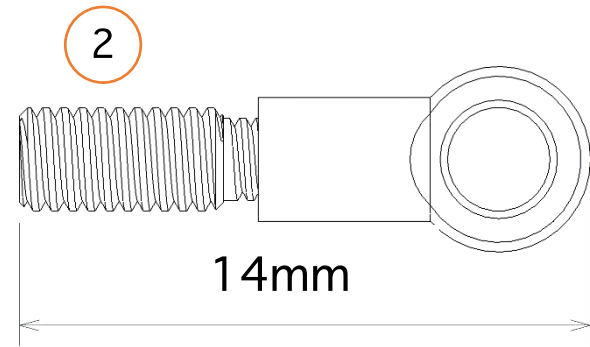
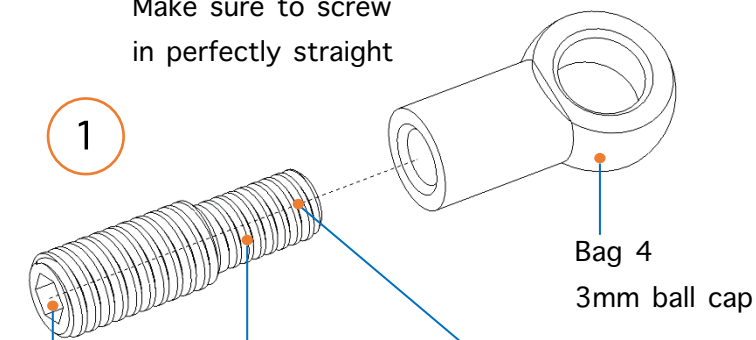


Top plates build

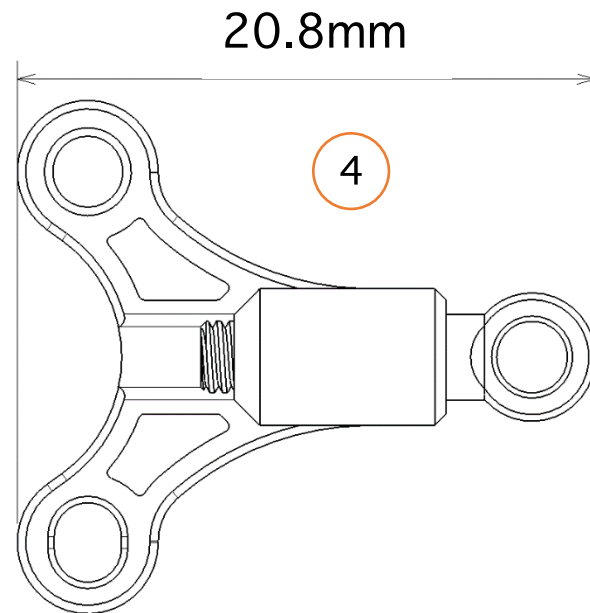
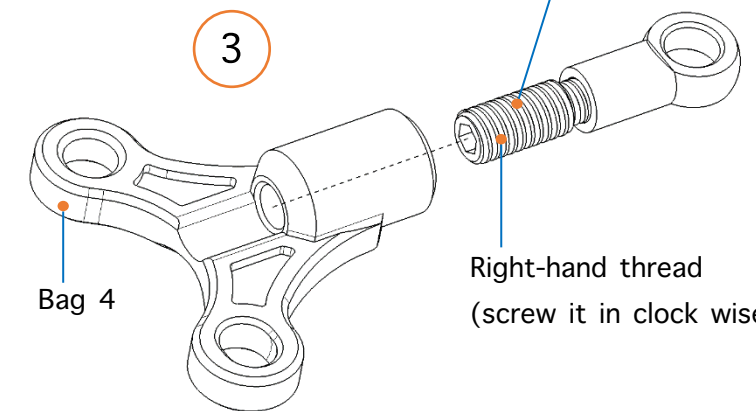


Upper arms assembly

Caution:
Make sure to screw in perfectly straight

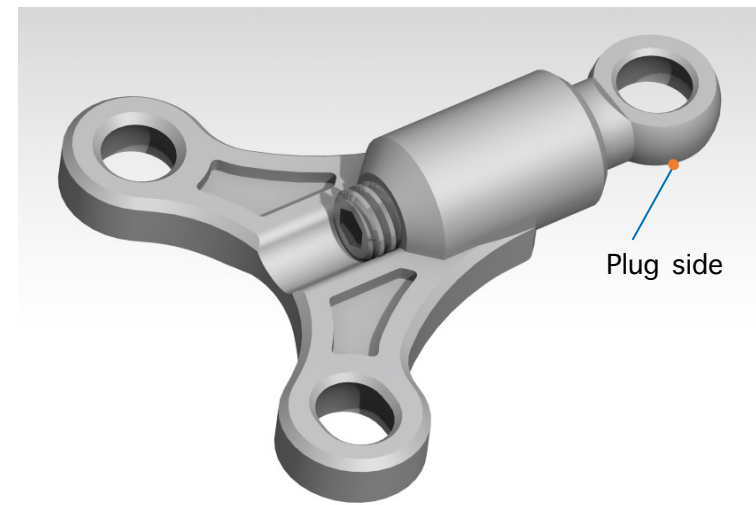


Tech tip:
Add graphite grease to make it smoother

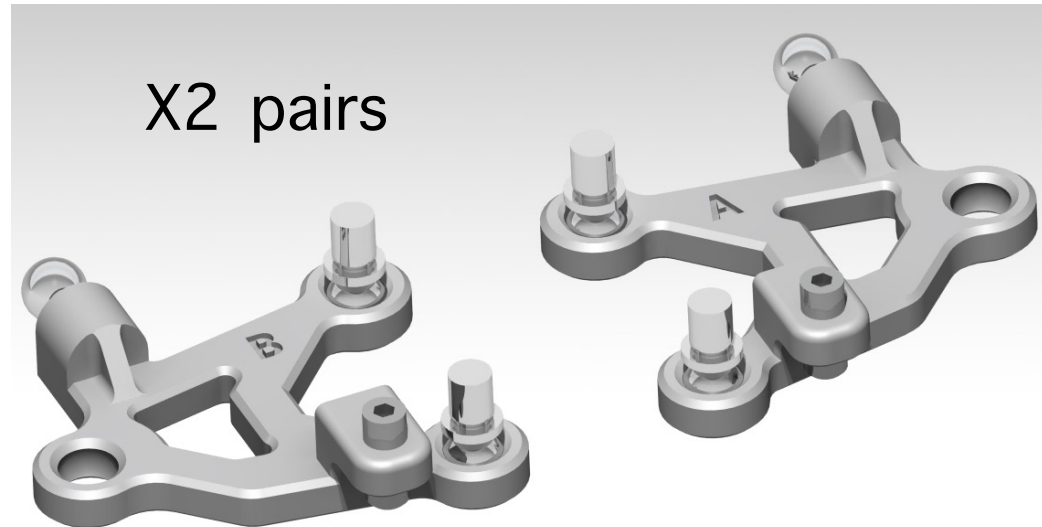
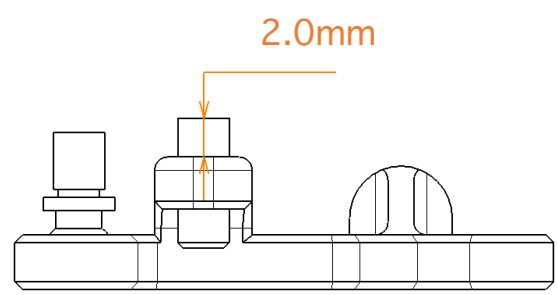
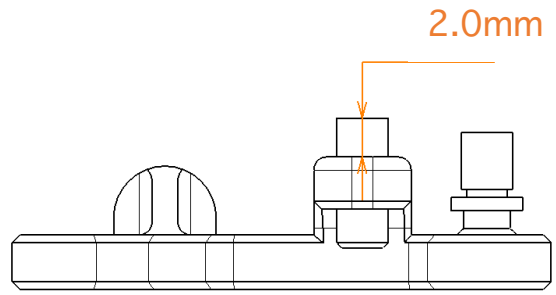
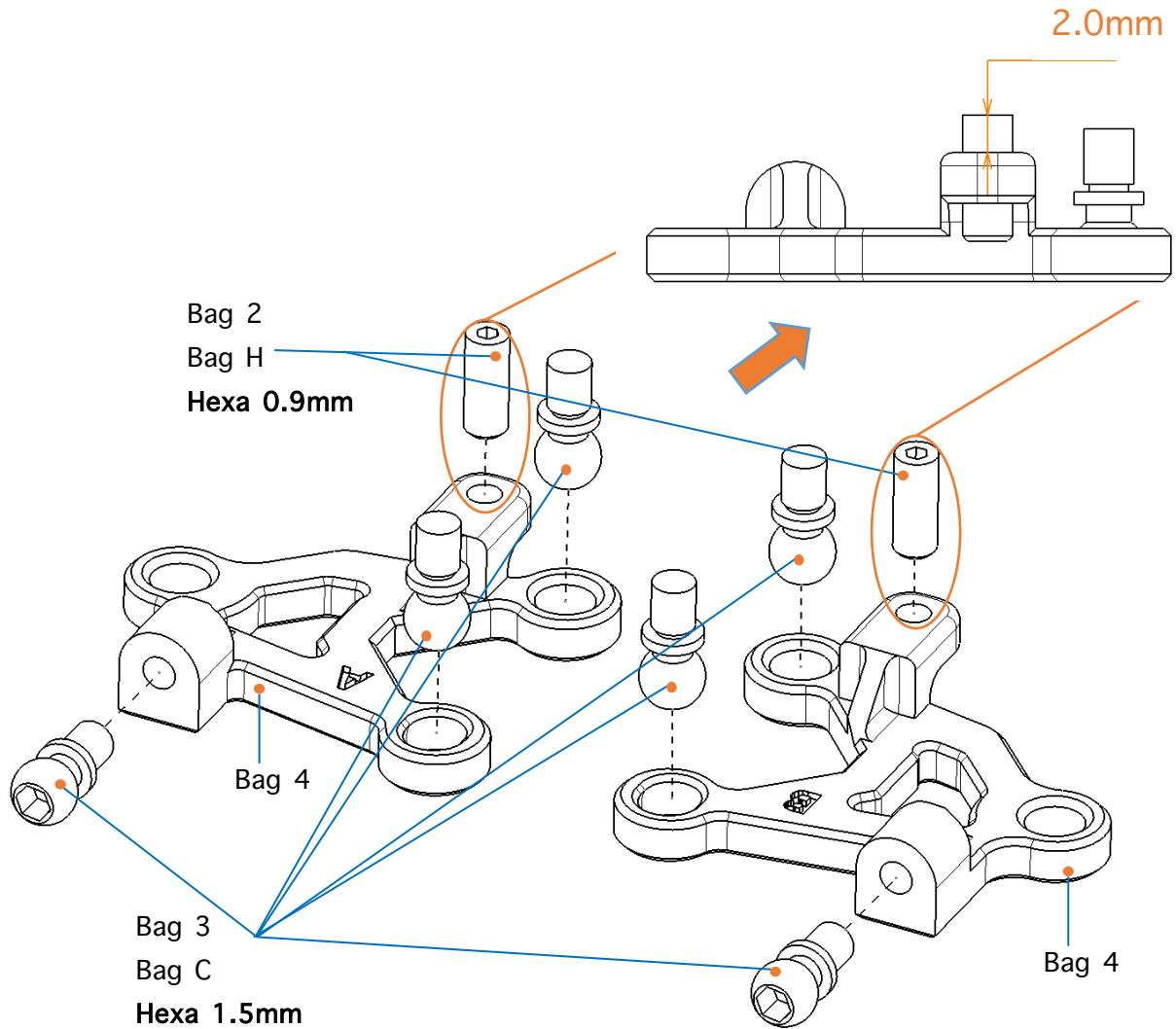


VIDEO
UPCOMING

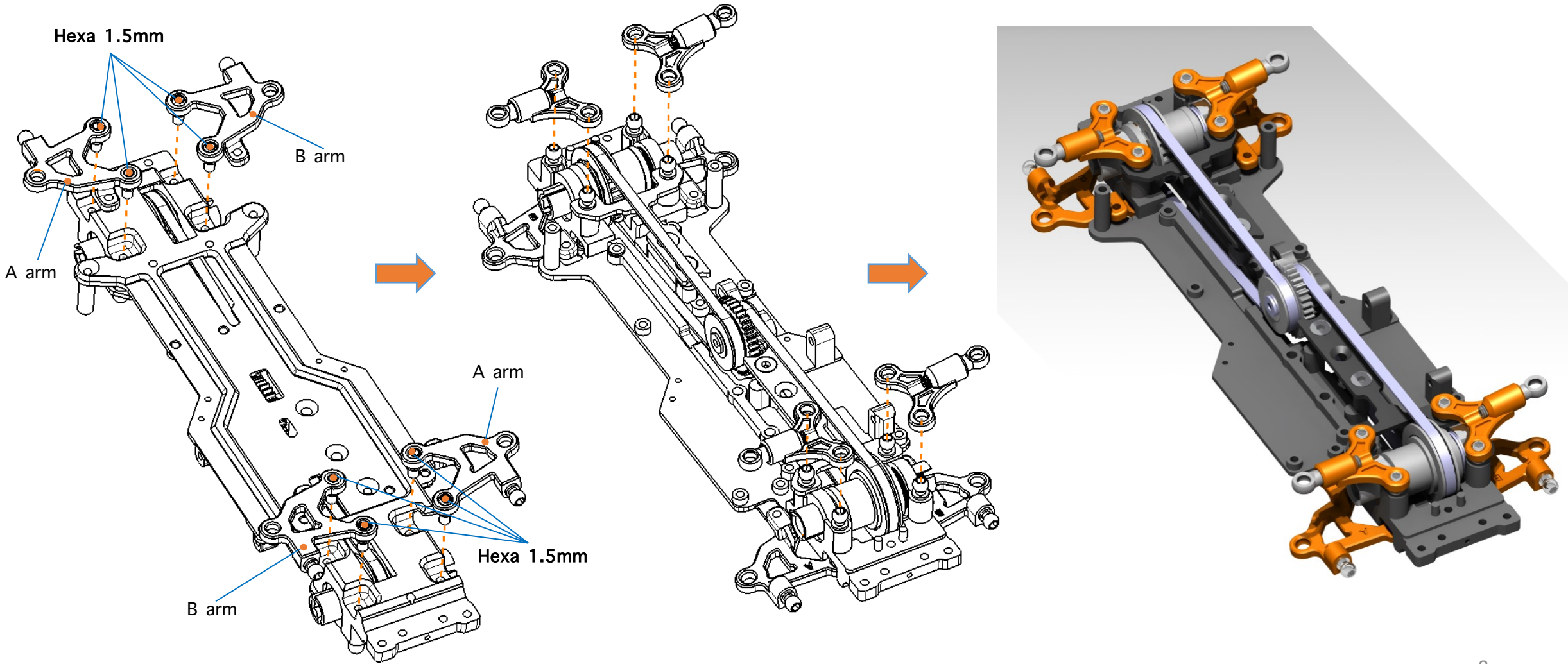
X4



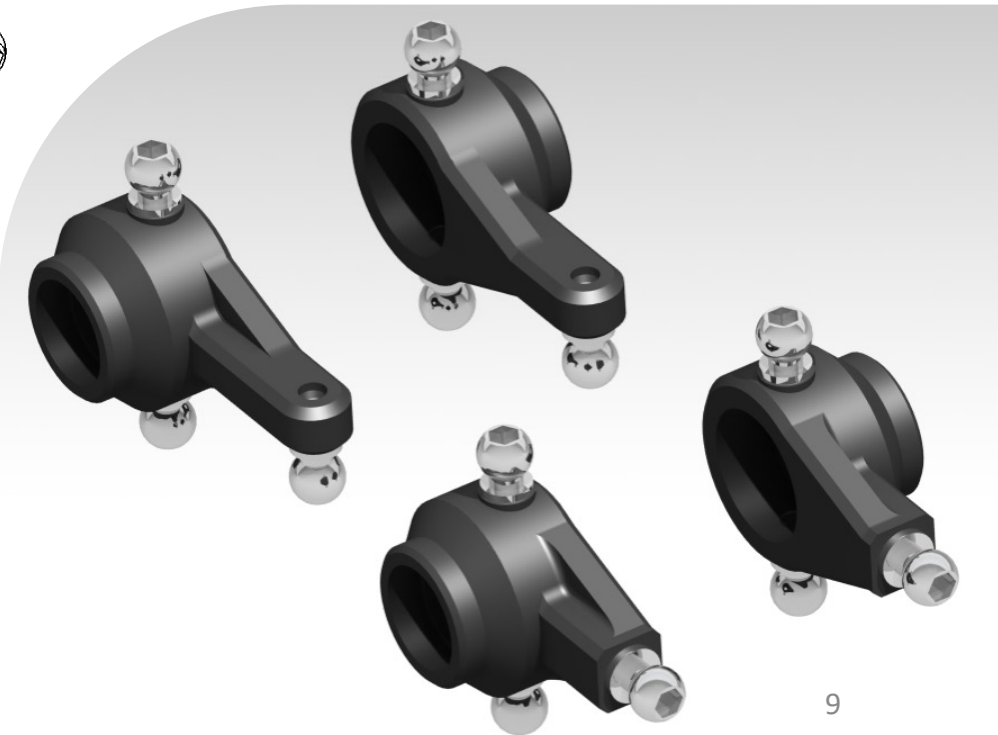
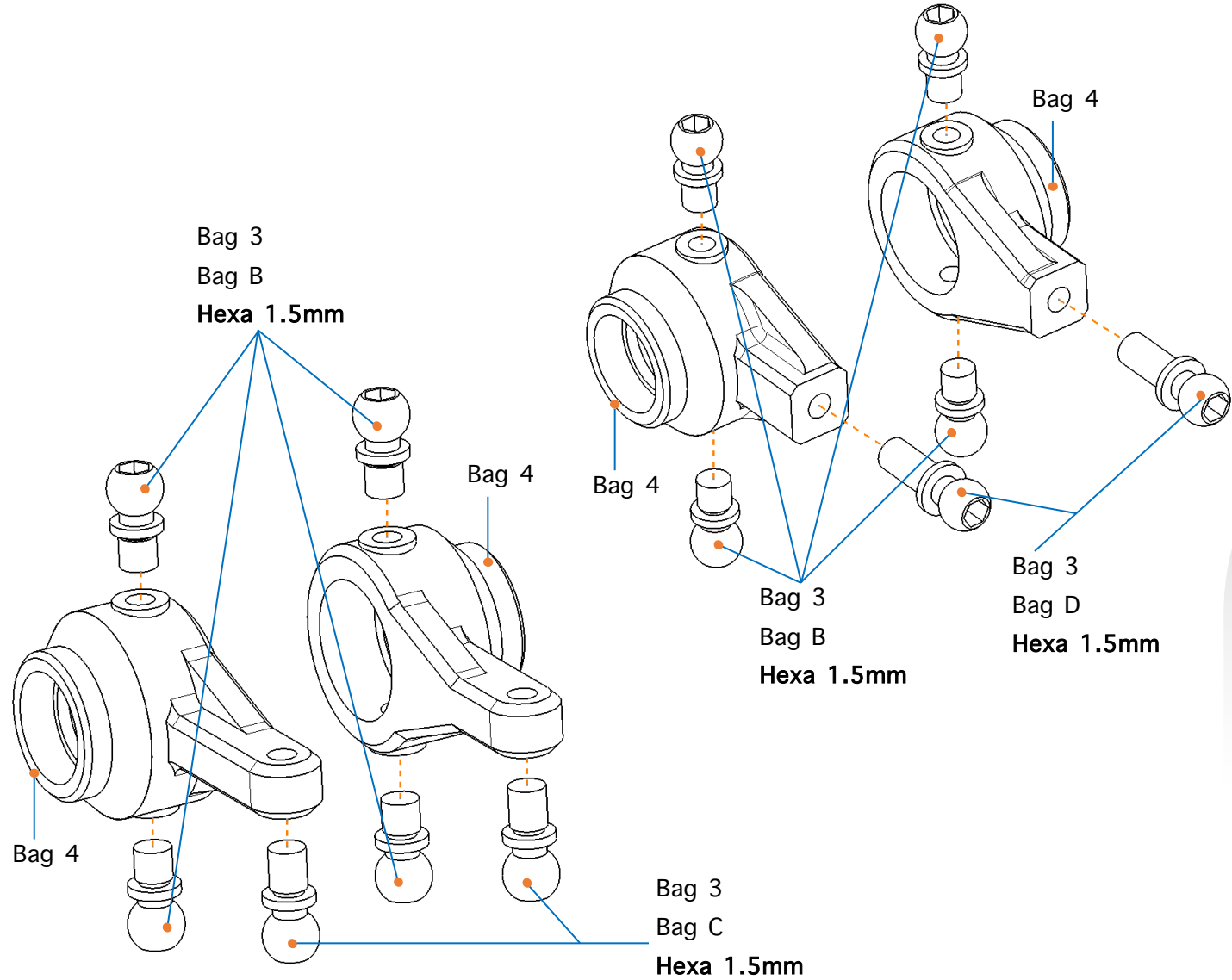
Lower arms assembly



Arms assembly



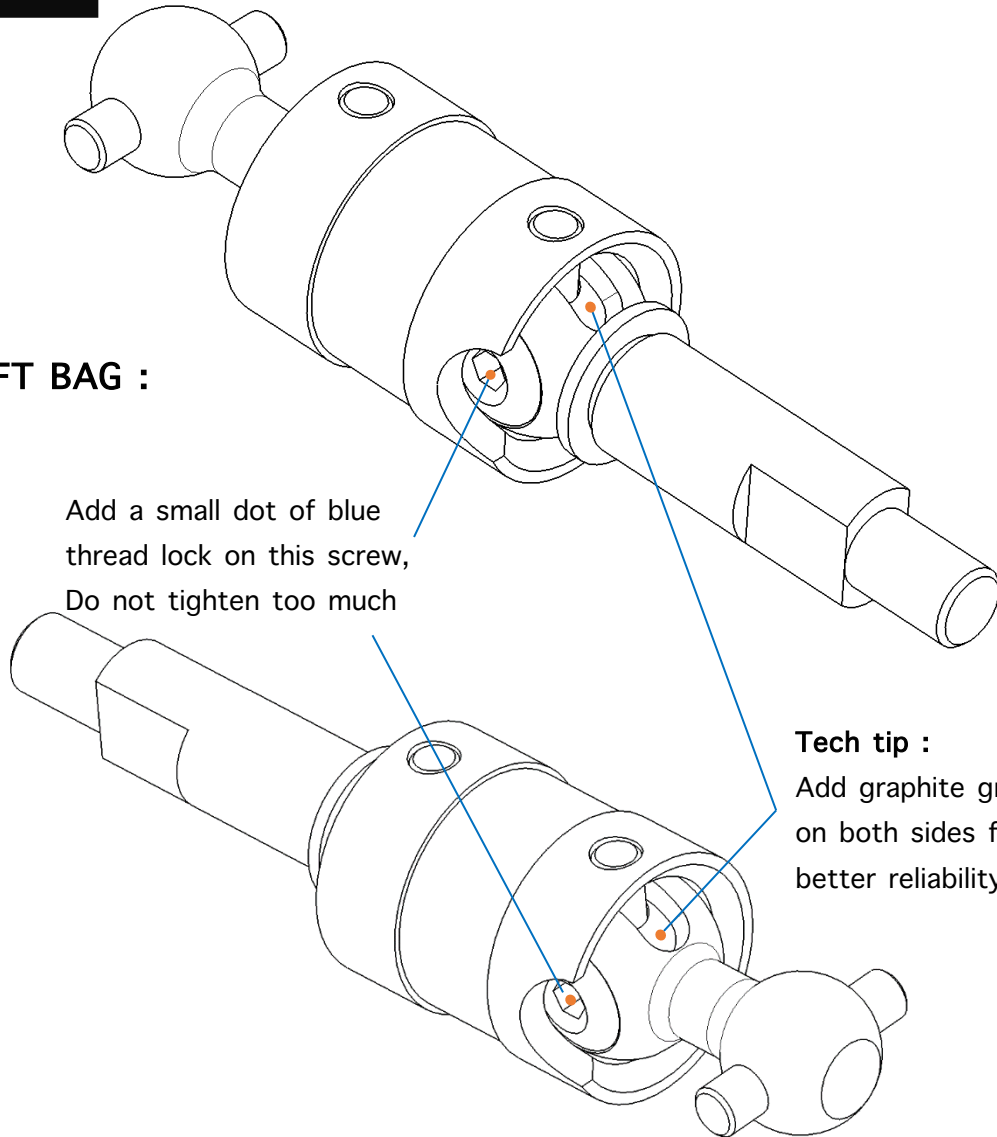
Knuckles assembly



Drive shaft information

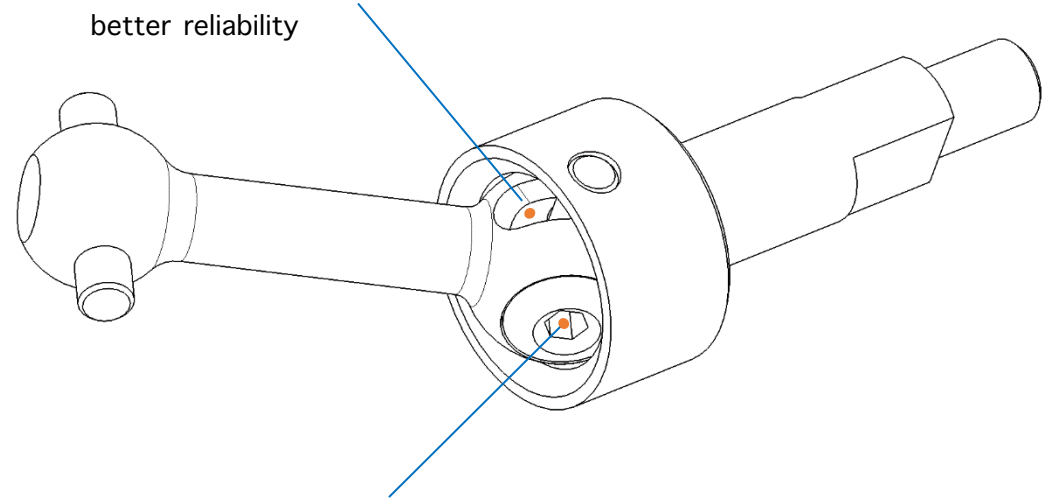
SHAFT BAG :

Add a small dot of blue thread lock on this screw,
Do not tighten too much



Tech tip :
Add graphite grease
on both sides for
better reliability

Tech tip :
Add graphite grease
on both sides for
better reliability



Add a small dot of blue
thread lock on this screw.
Do not tighten too much

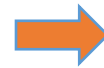
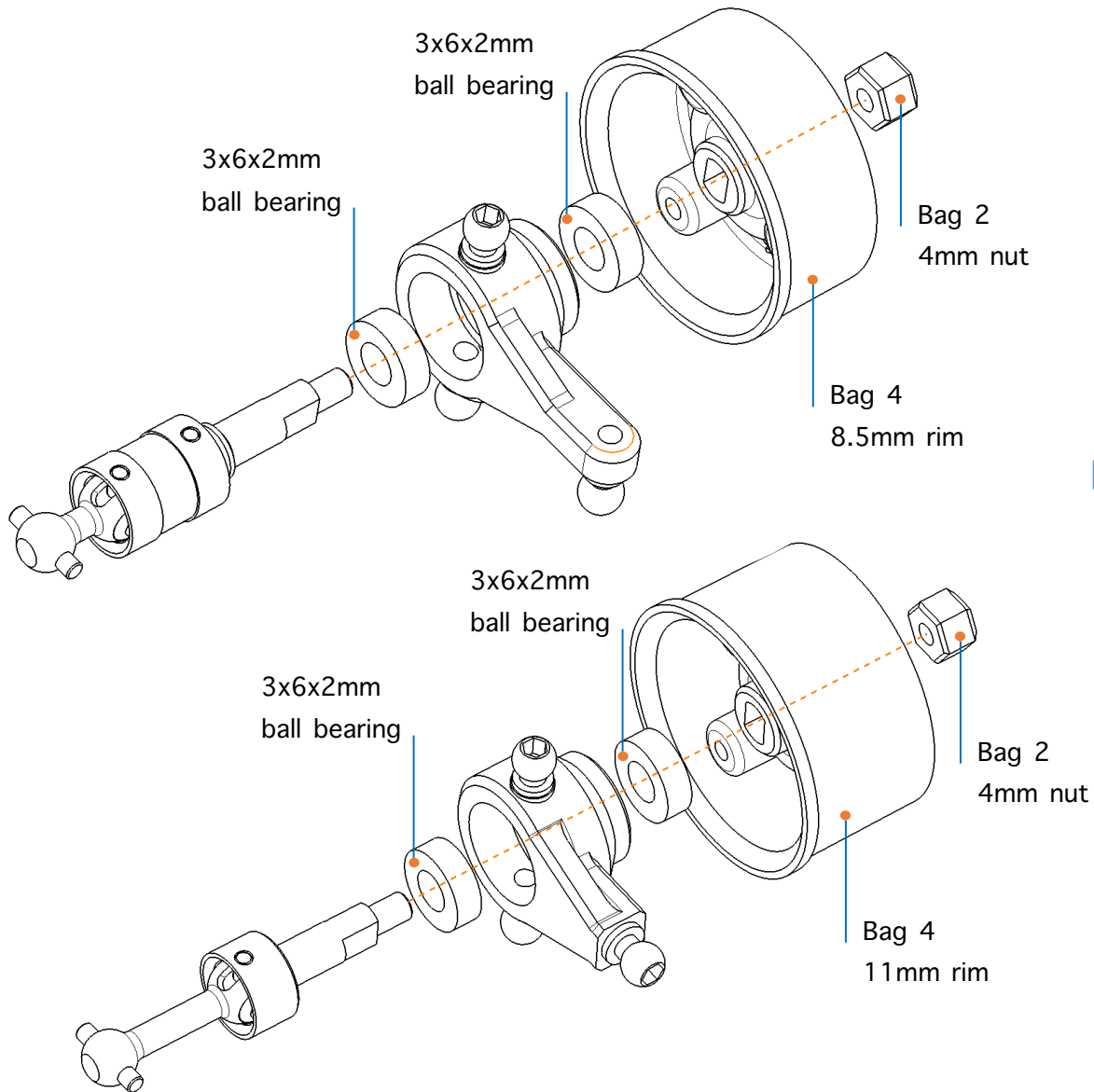
VIDEO

For best reliability and performance,
we recommend you dismantle and
rebuild them with black grease.

See video explanation

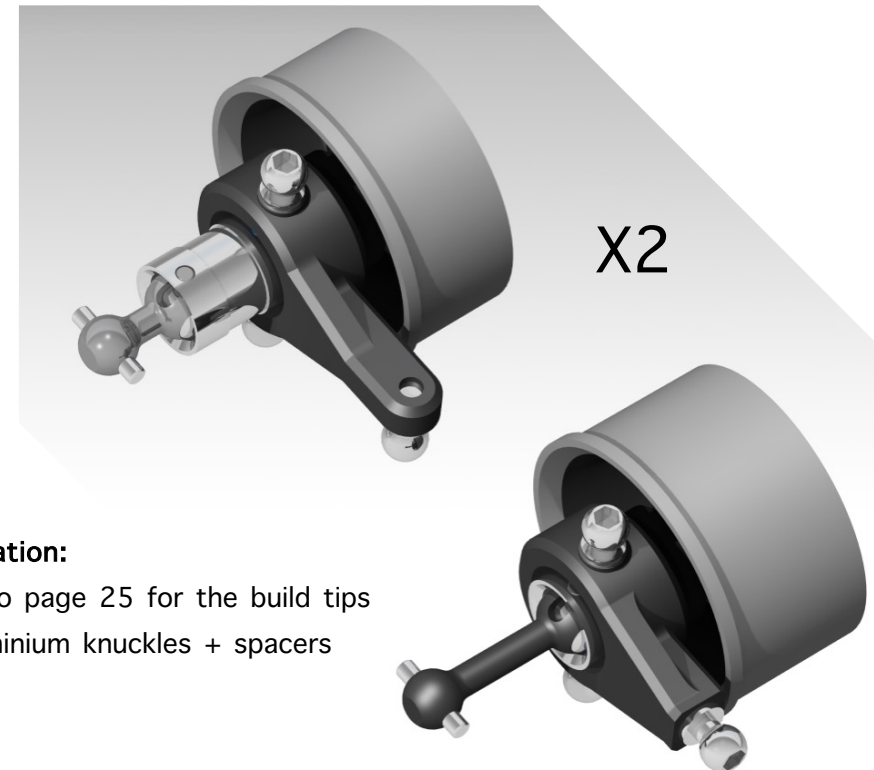
UPCOMING 10

Drive shaft assembly



Caution:

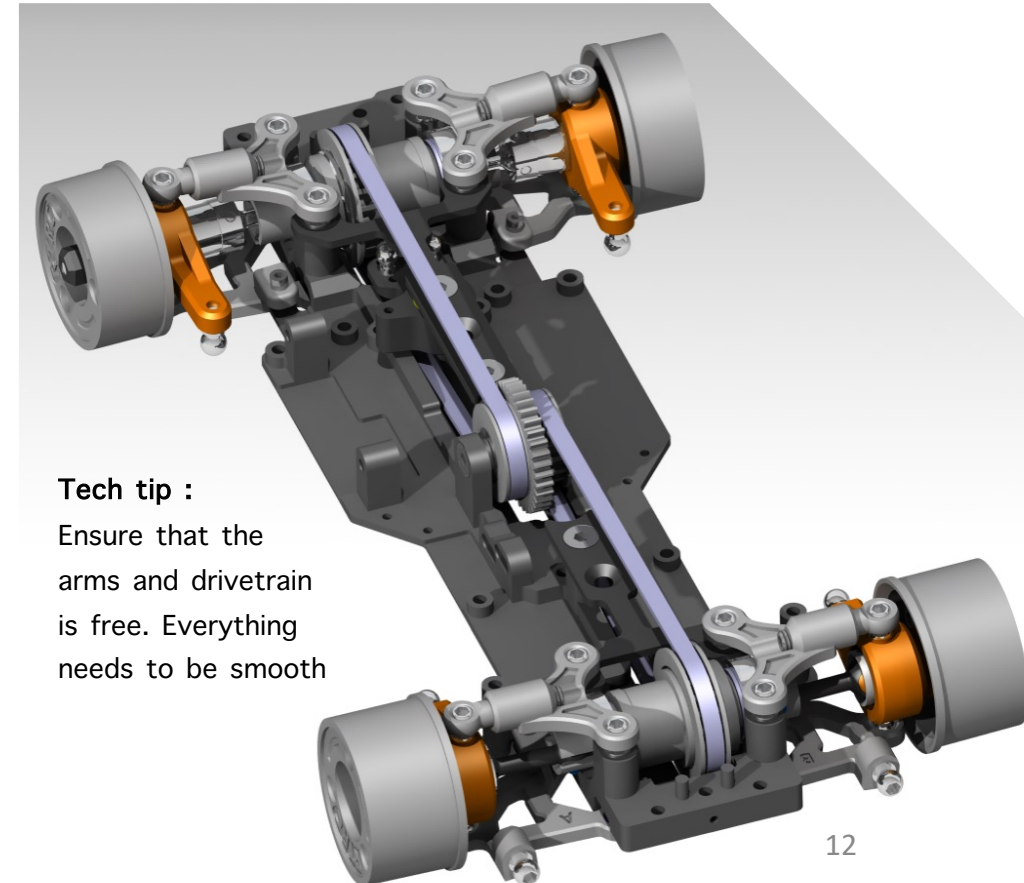
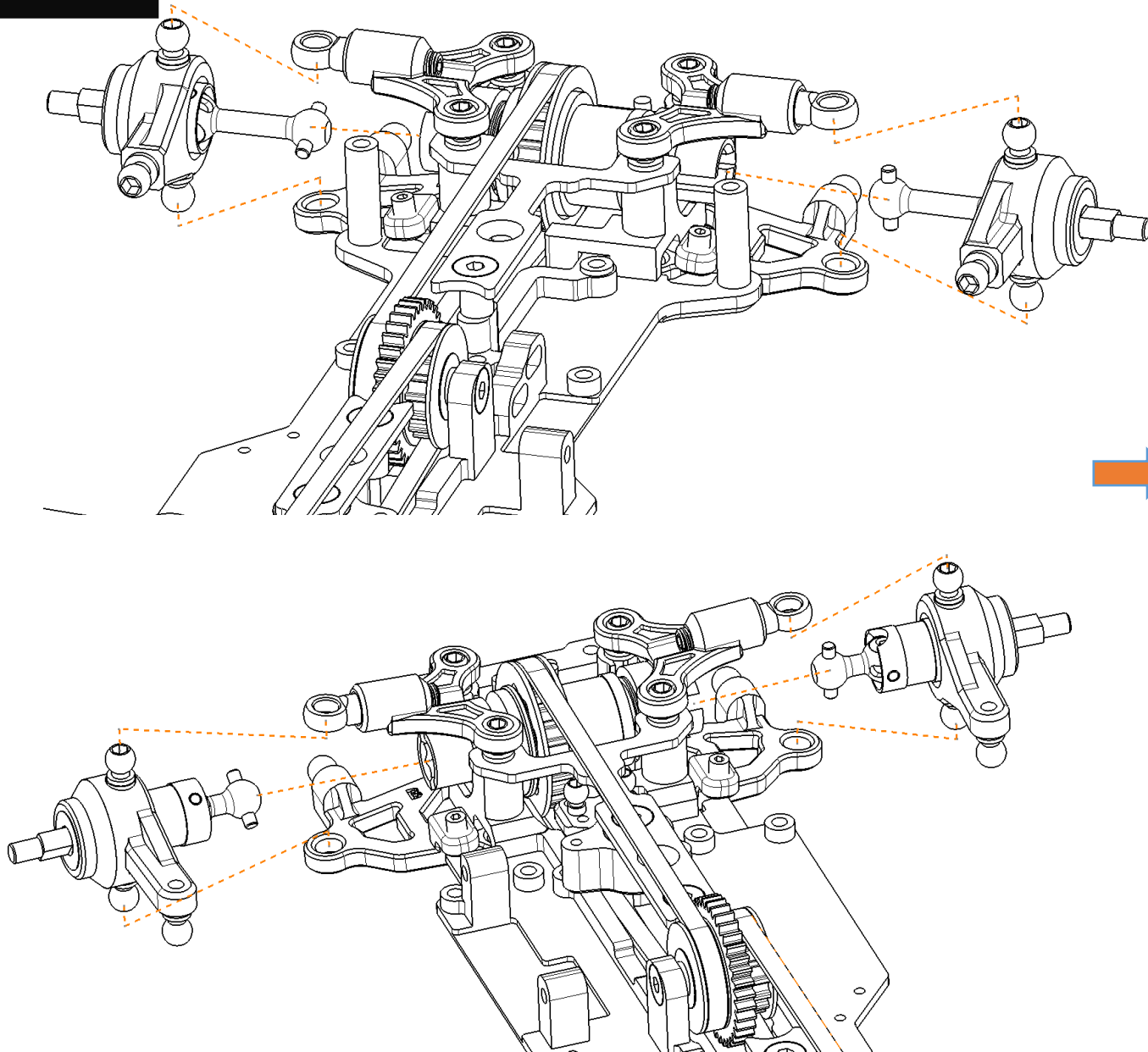
Do not overtighten the wheel nut or you may damage the bearings. Make sure the wheel rotates freely after securing the nut



Information:

Refer to page 25 for the build tips of aluminium knuckles + spacers

Knuckles installation

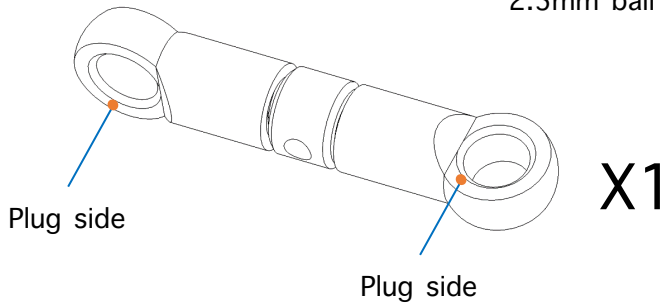
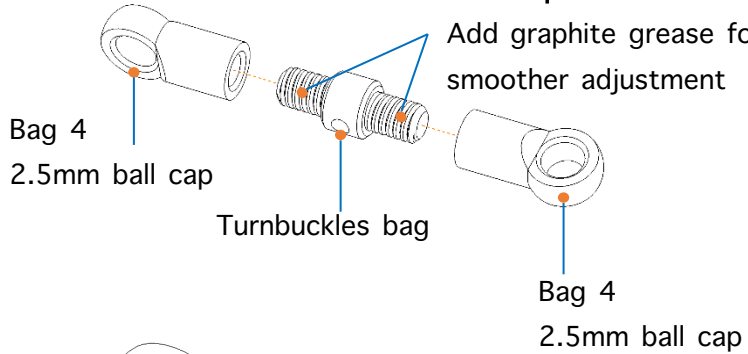


Tech tip :

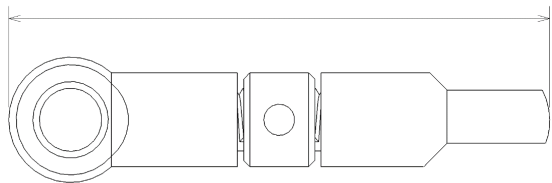
Ensure that the arms and drivetrain is free. Everything needs to be smooth

Servo turnbuckle

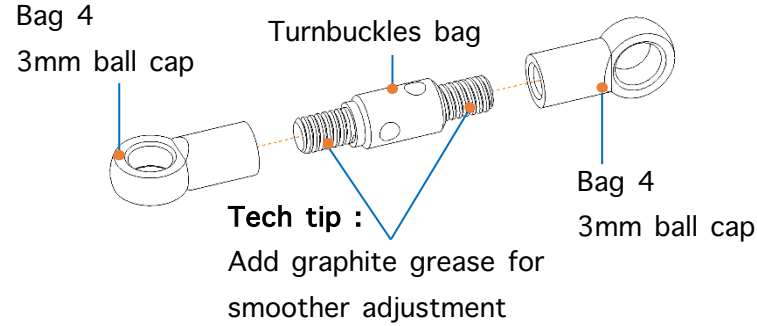
Tech tip :
Add graphite grease for smoother adjustment



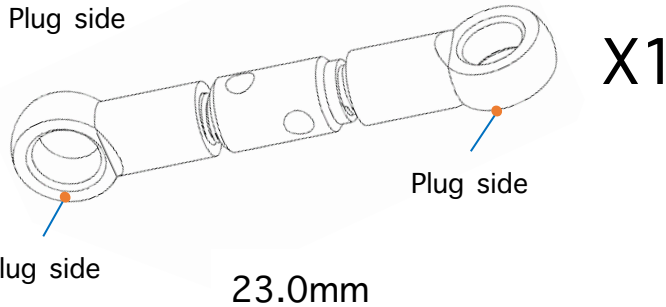
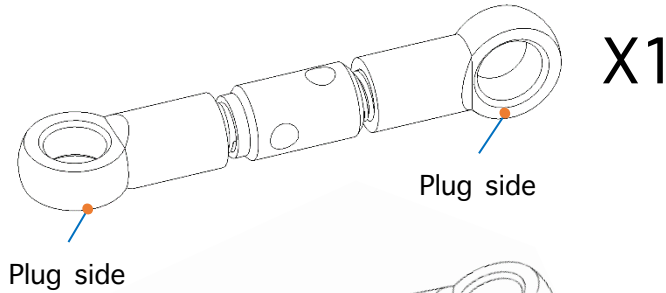
17.5mm



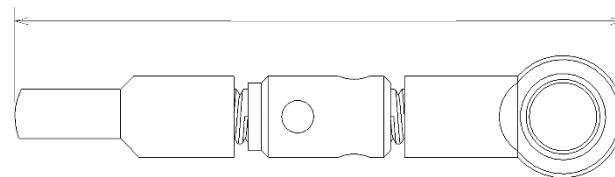
Rear turnbuckles



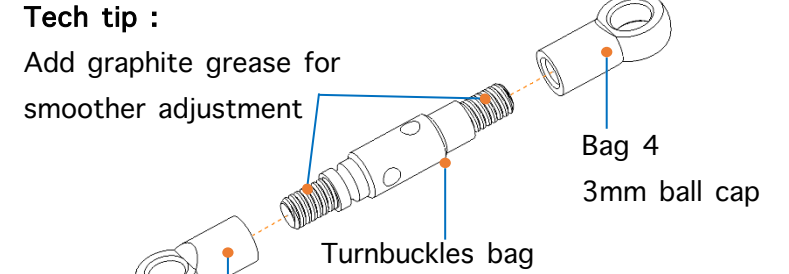
Tech tip :
Add graphite grease for smoother adjustment



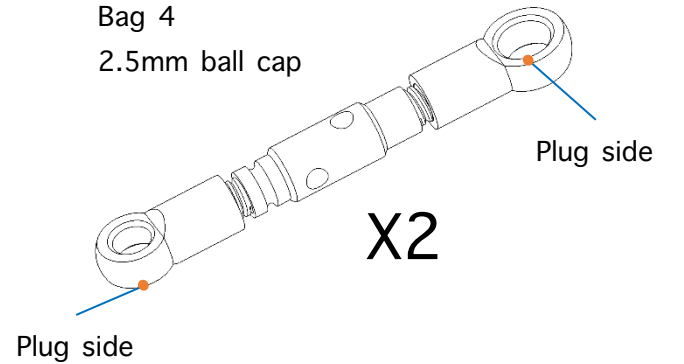
23.0mm



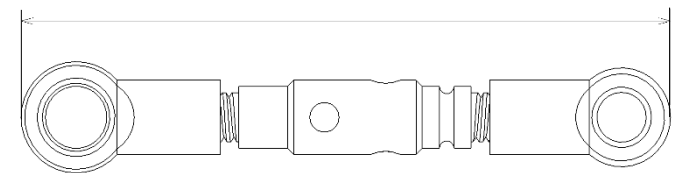
Front turnbuckles



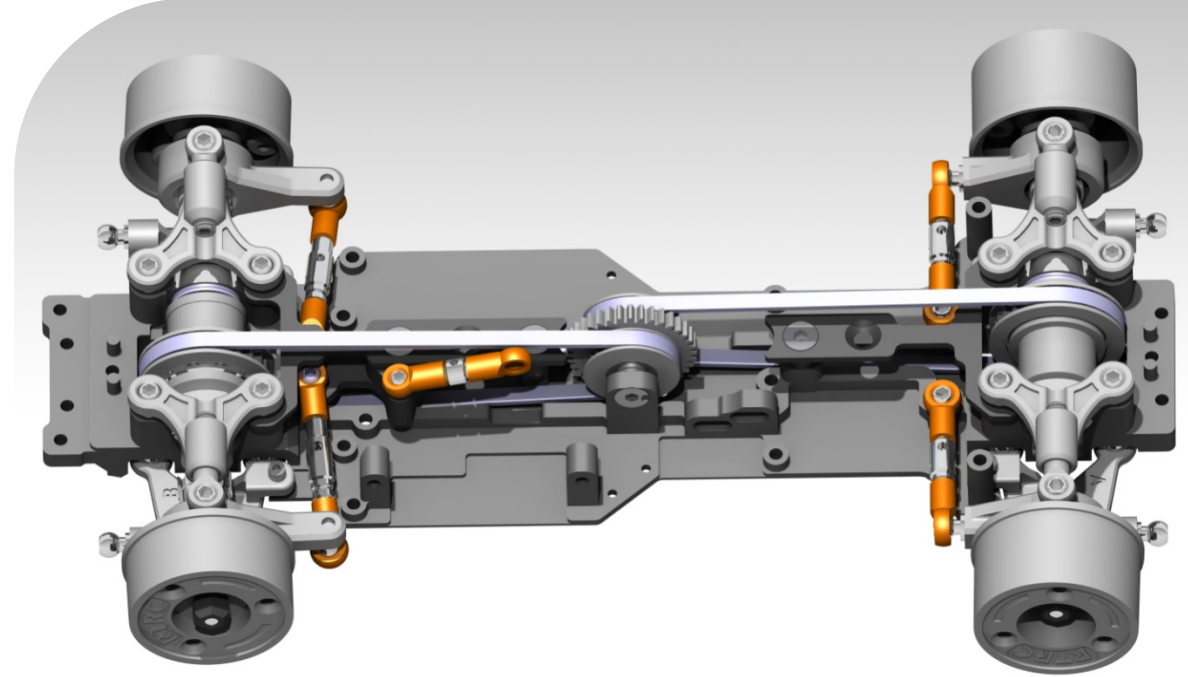
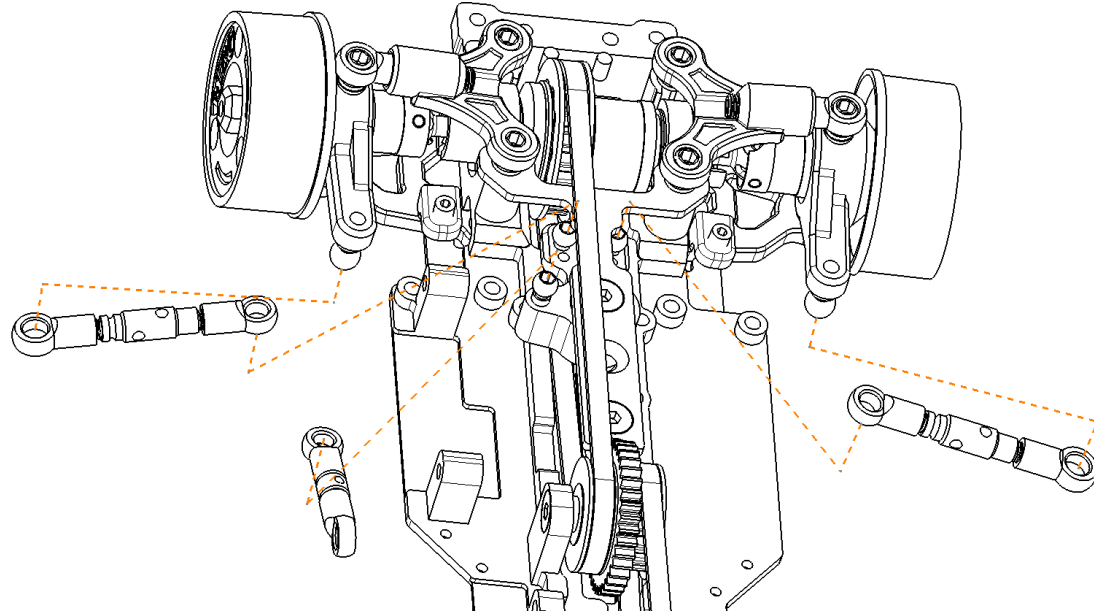
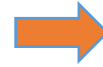
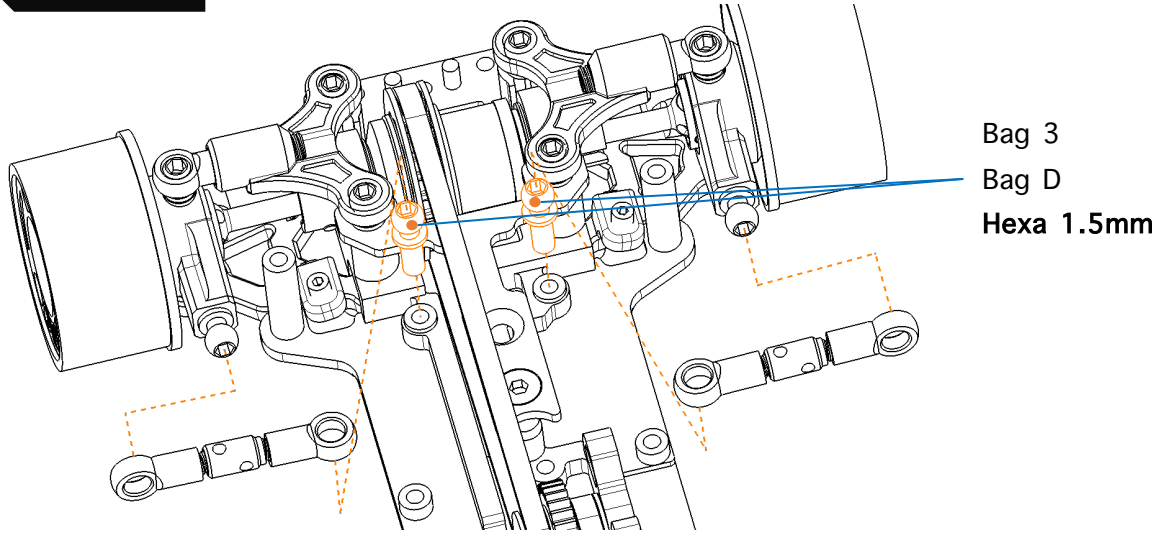
Tech tip :
Add graphite grease for smoother adjustment



26.3mm

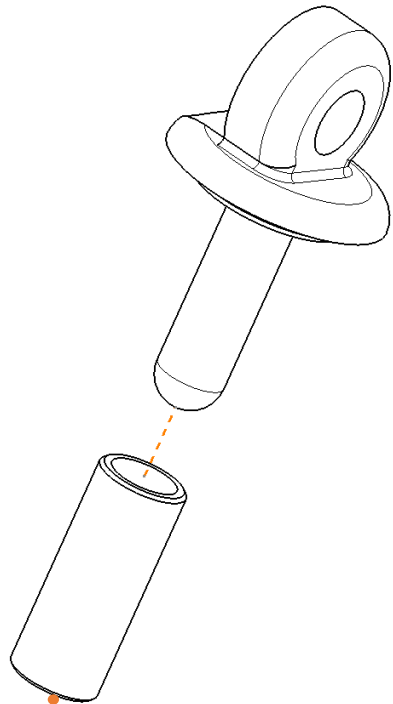


Turnbuckle installation

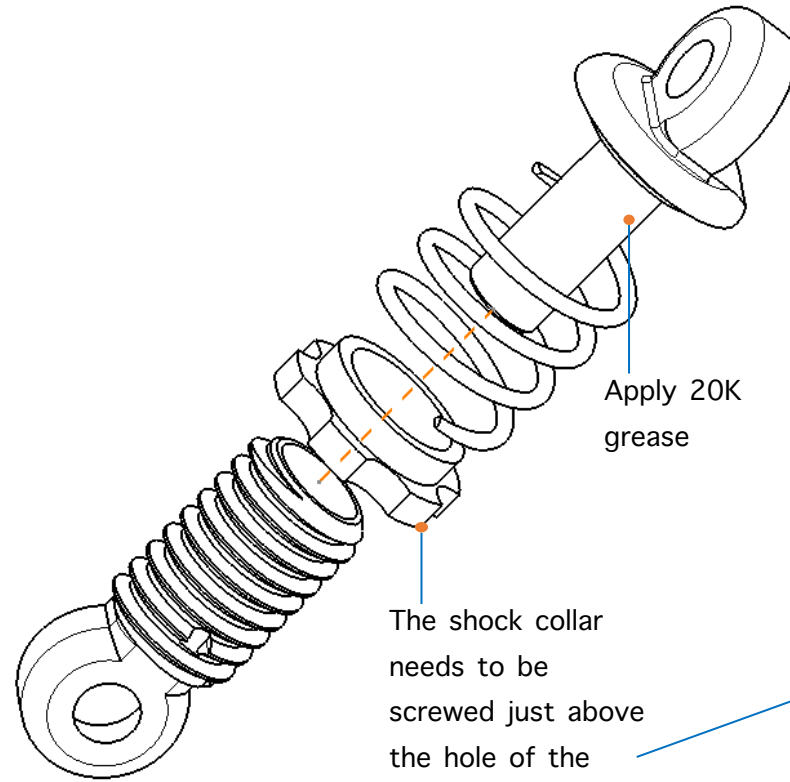


Shock assembly

SHOCKS BAG :

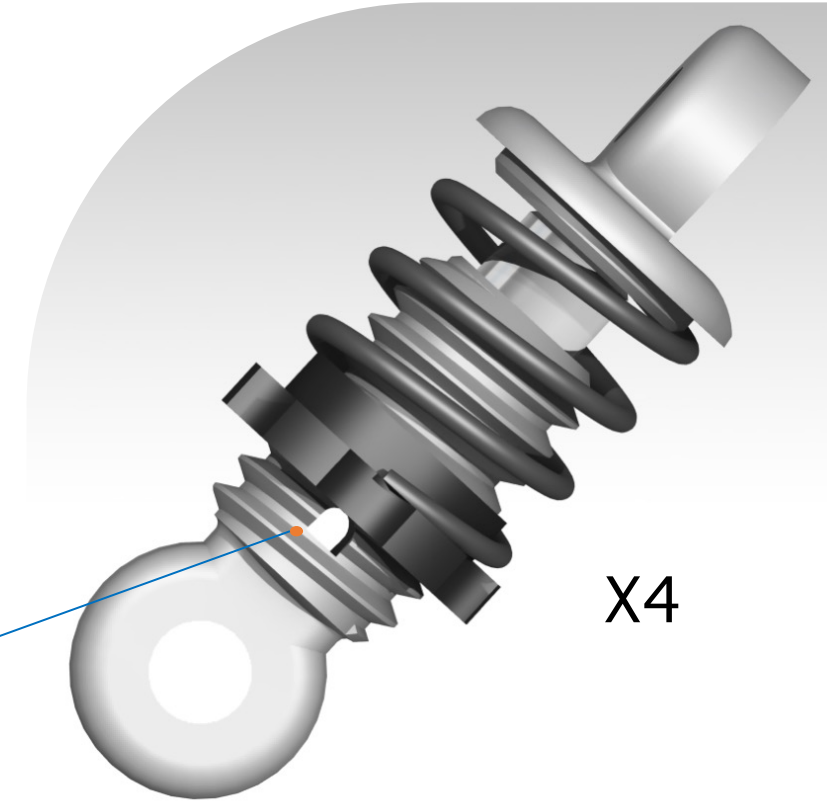


Use a flat surface to press the tube onto/over the shock rod



Apply 20K grease

The shock collar needs to be screwed just above the hole of the tube



X4

Shock tower assembly

Bag 2
Bag E
Torx T6

Bag 3
Bag D
Hexa 1.5mm

Aluminium parts bag

Bag 2
Bag E
Torx T6

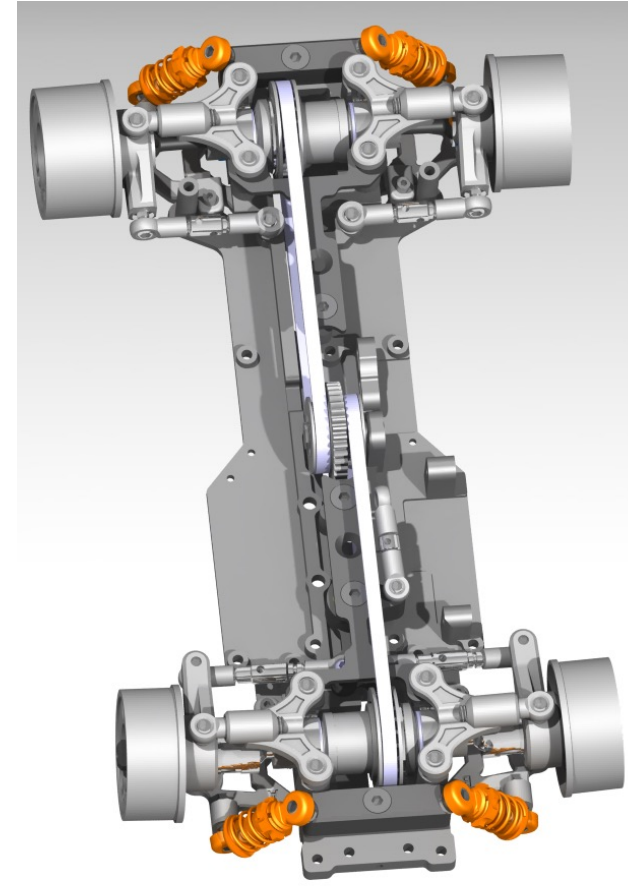
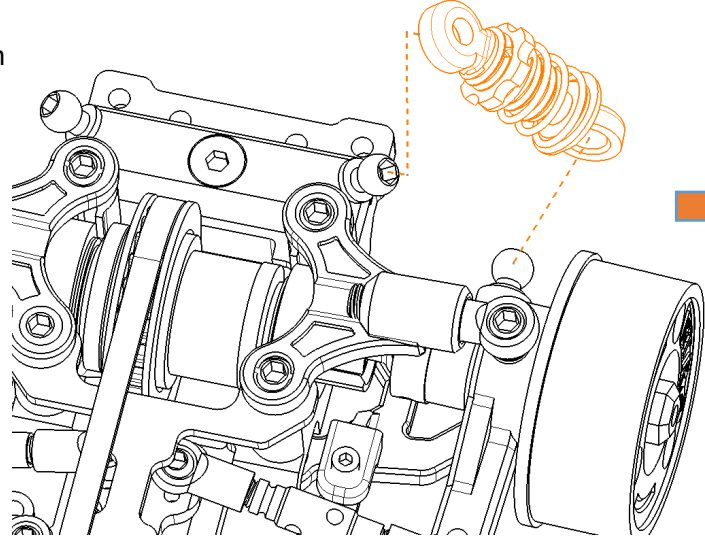
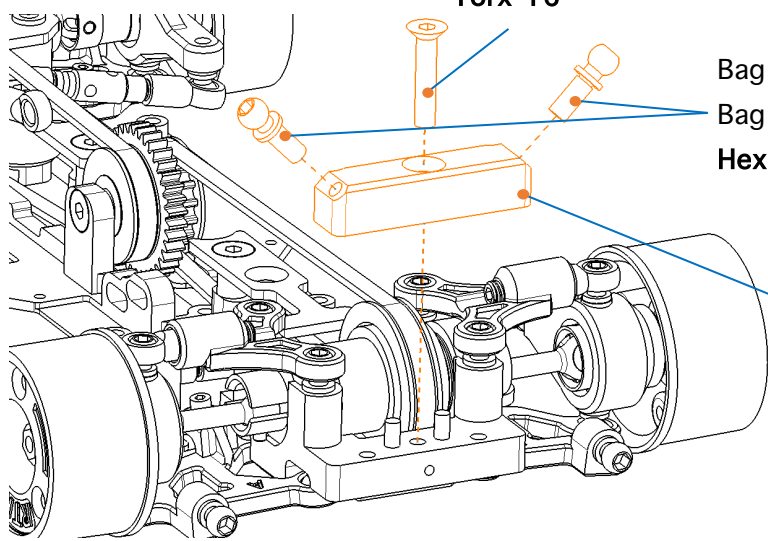
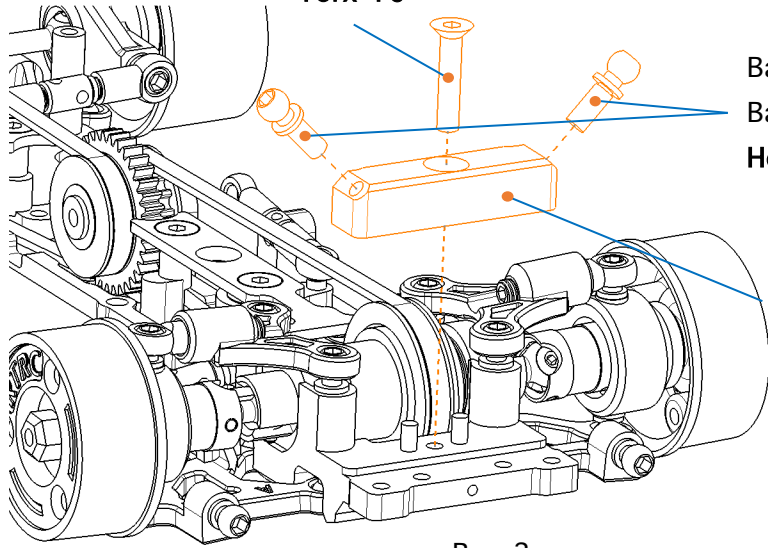
Bag 3
Bag D
Hexa 1.5mm

Aluminium parts bag

Press the 4 shock ball cups like this

Front

Rear

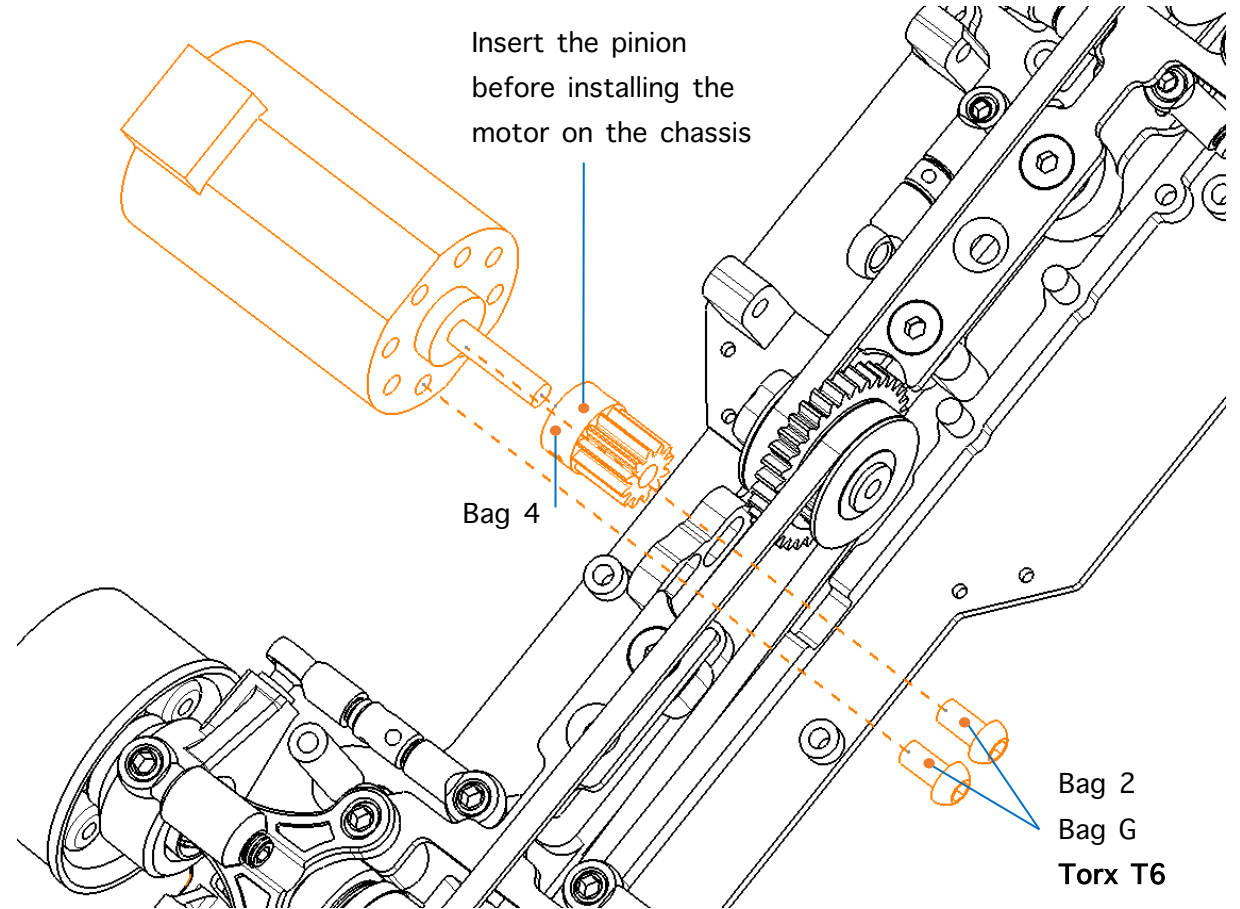


Motor assembly

RTB gear ratio	34T spur	36T spur
10T	4.89	5.17
11T	4.44	4.70
12T	4.07	4.31
13T	3.76	3.98
14T	3.49	3.70

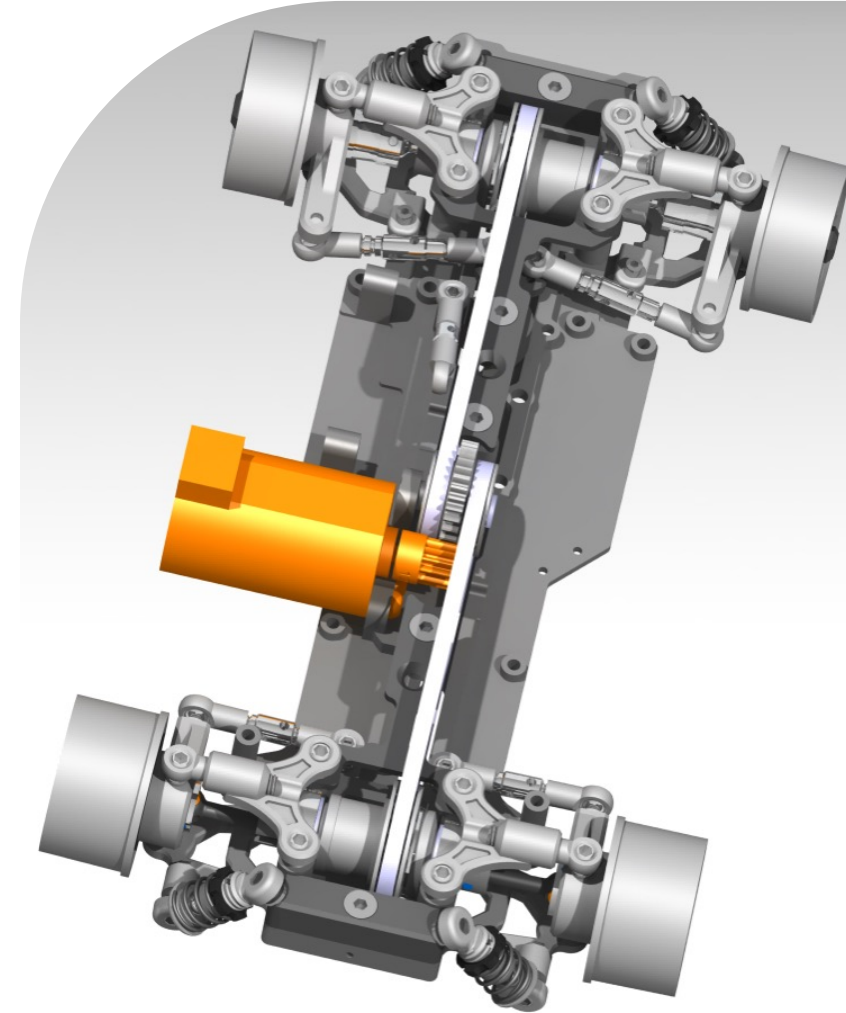
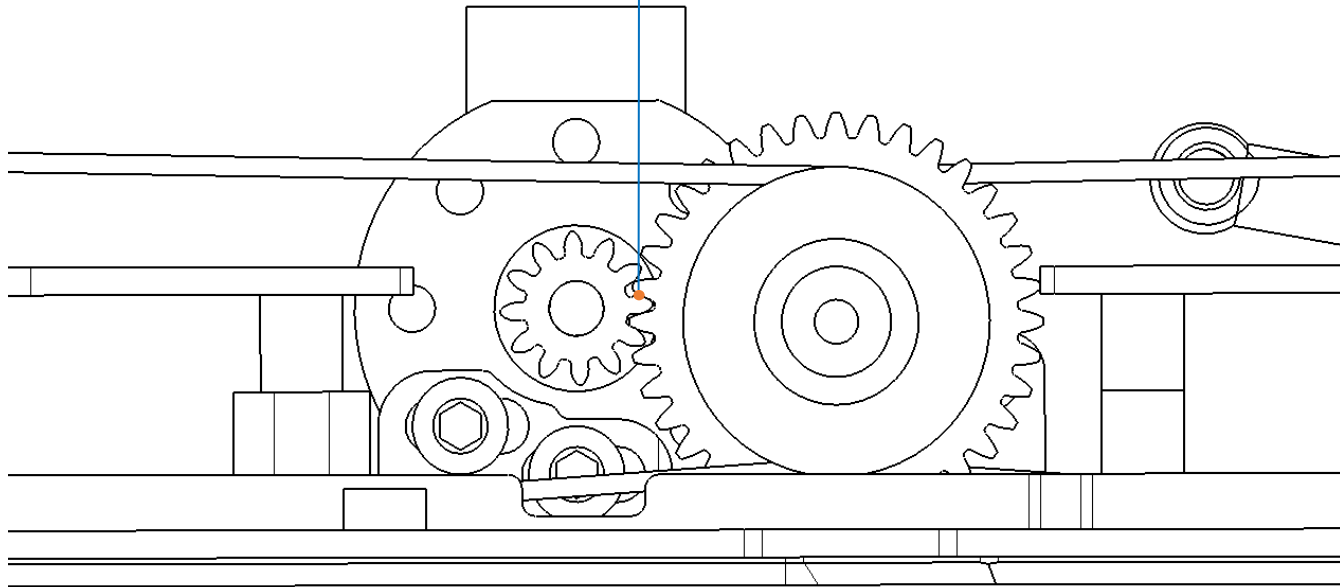
Motor KV and suggested gear ratios:

- 2500KV : 3.5 to 3.8
- 3500KV : 3.8 to 4.0
- 4500KV : 4.0 to 4.4
- 5500KV : 4.4 to 4.9
- 6500KV : 4.9 to 5.2

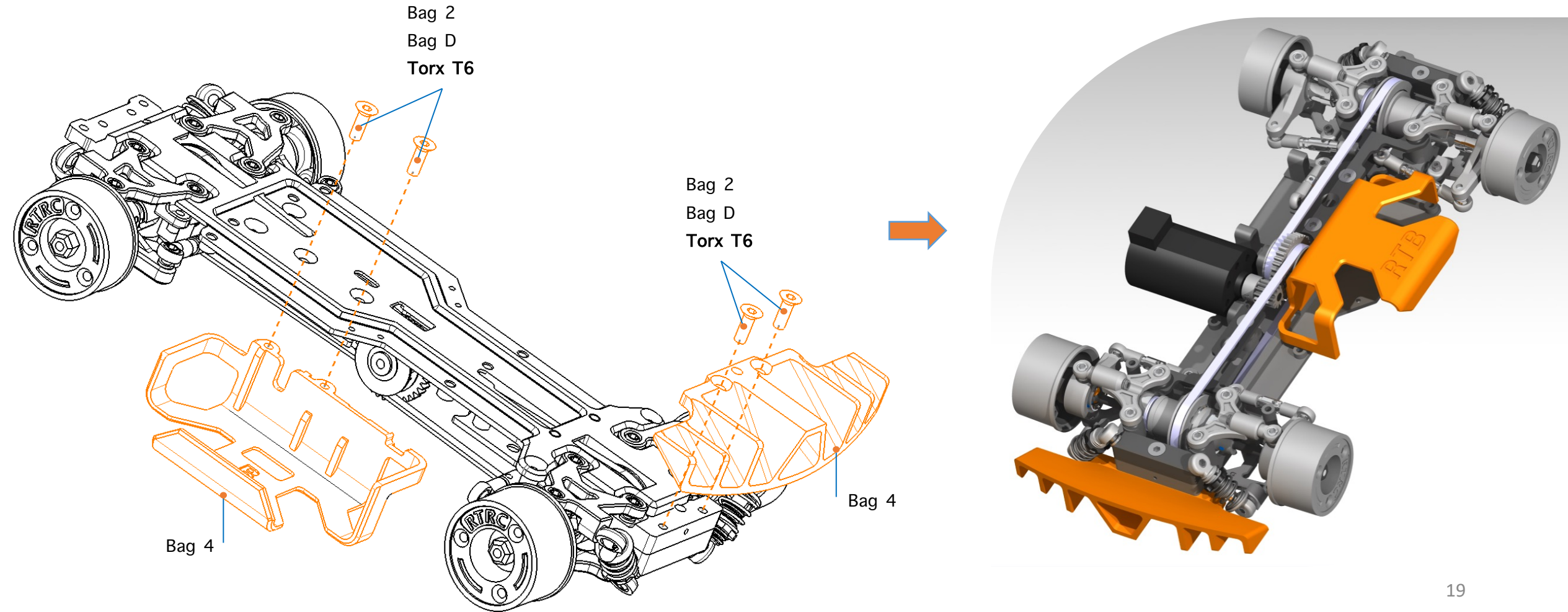


Mesh adjustment

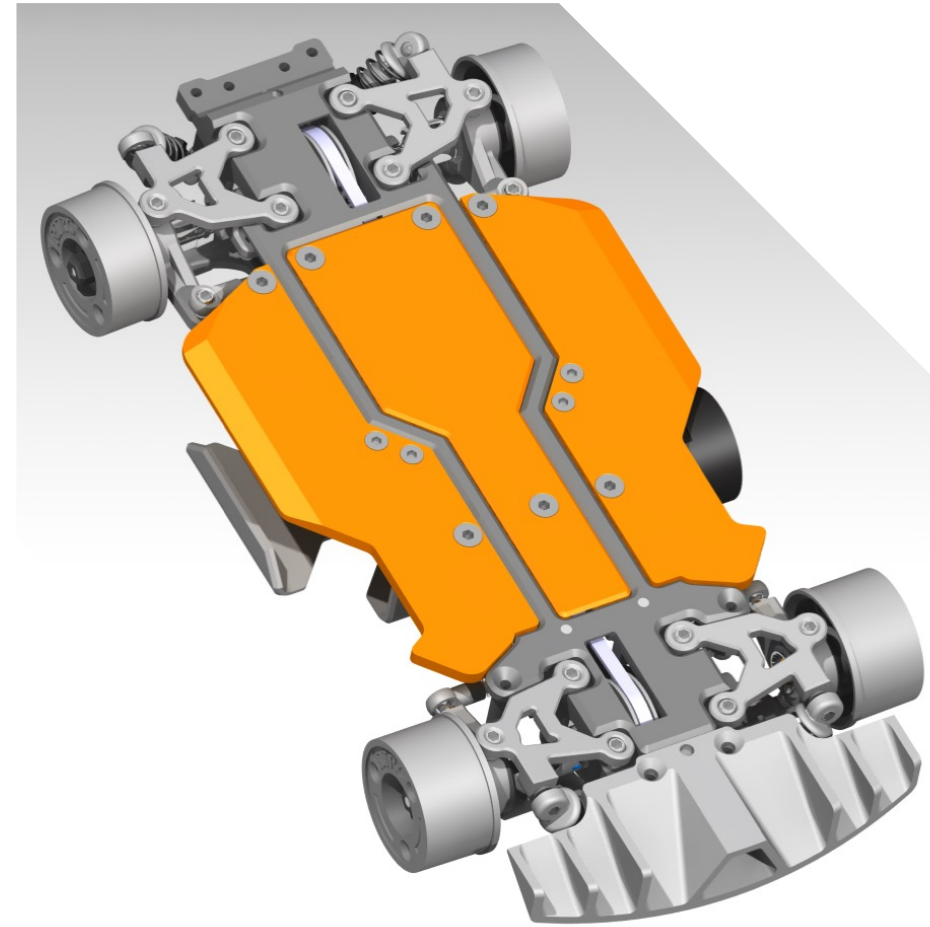
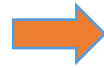
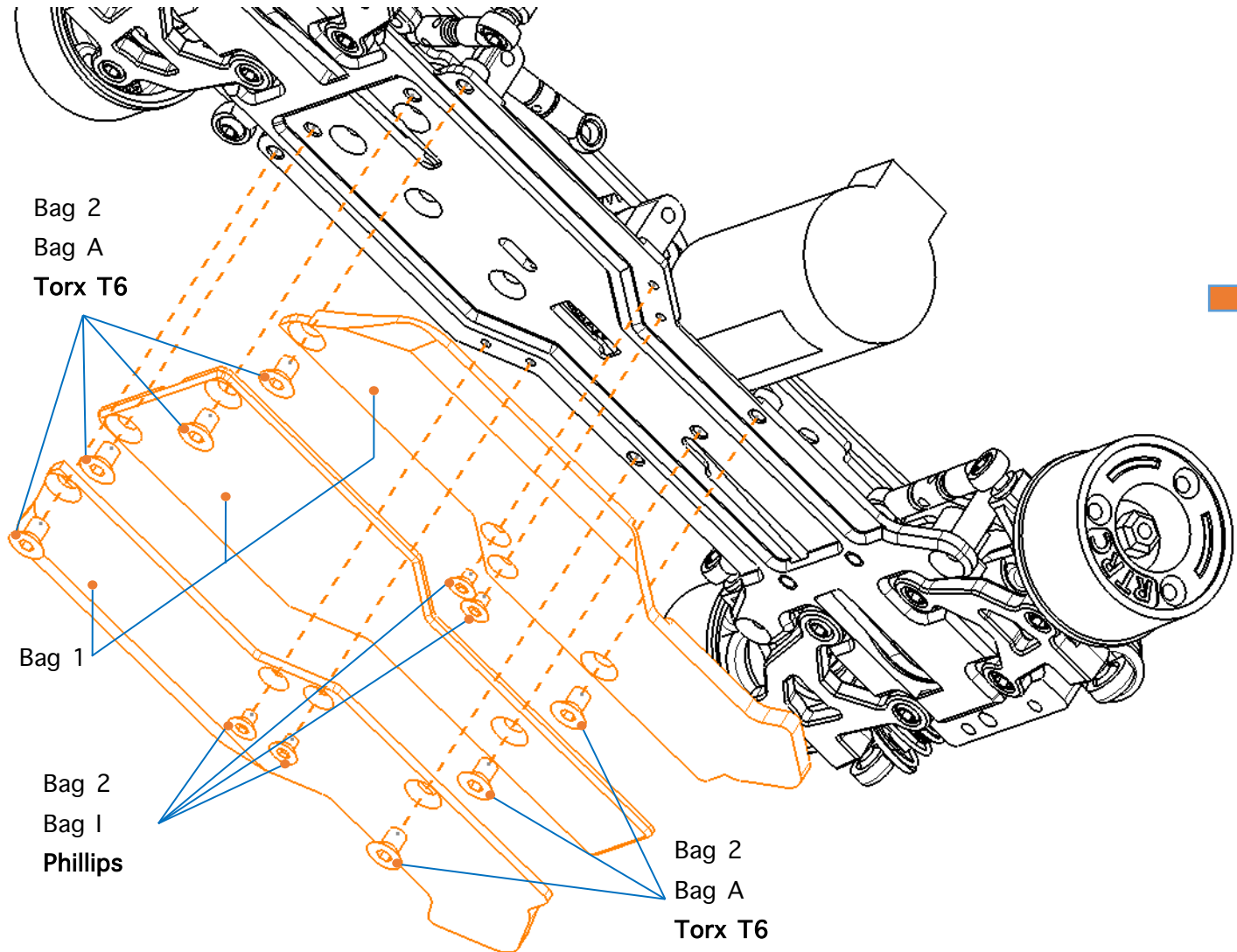
Adjust the mesh to
get a very small
amount of play
between the pinion
and the spur gear



Battery holder and diffuser assembly

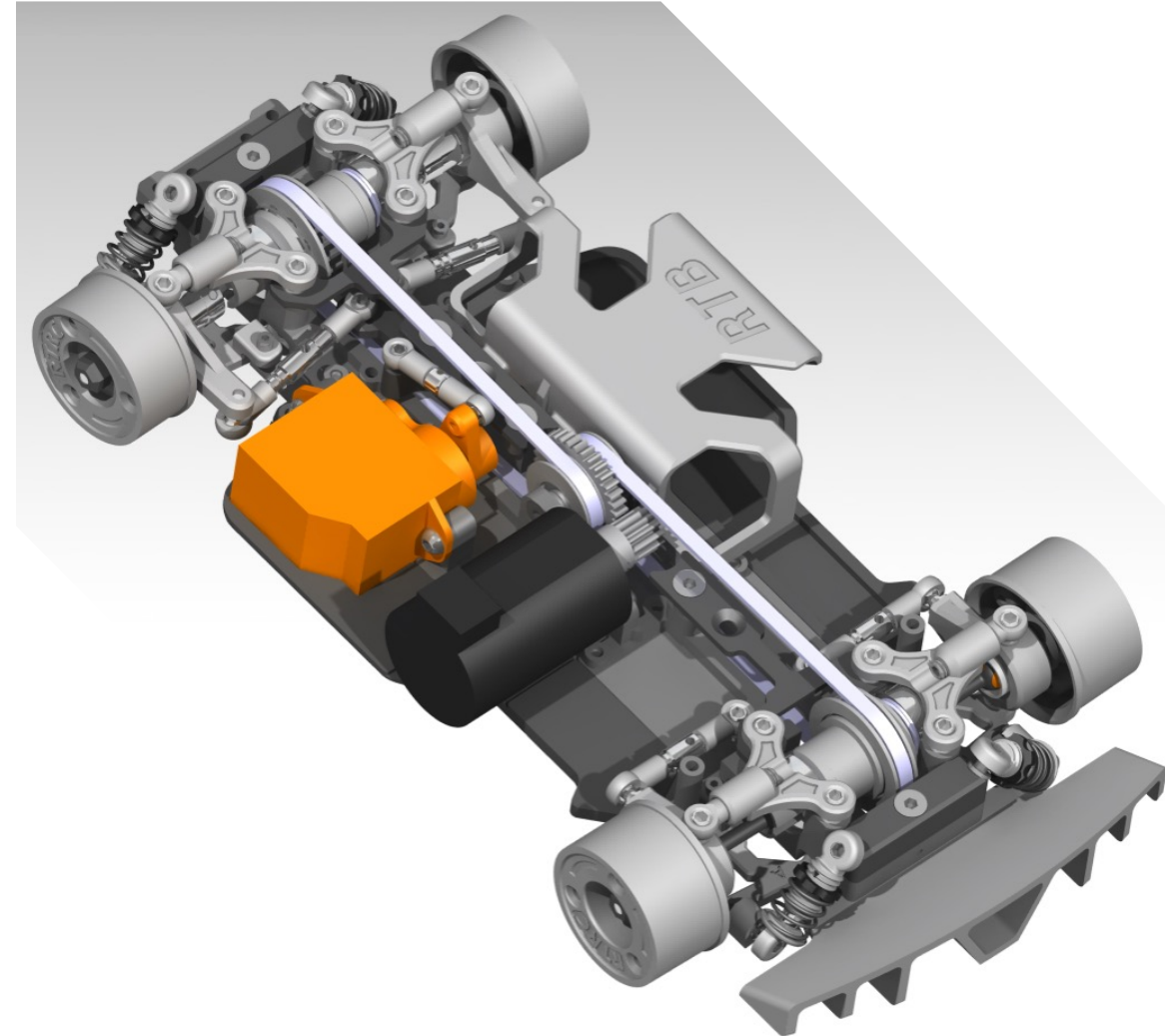
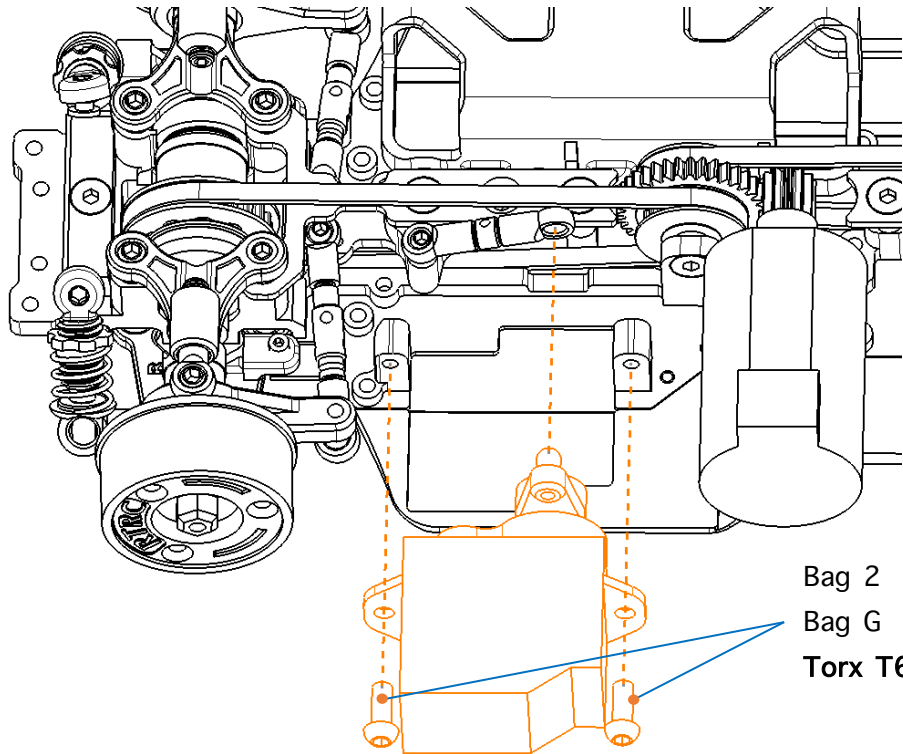
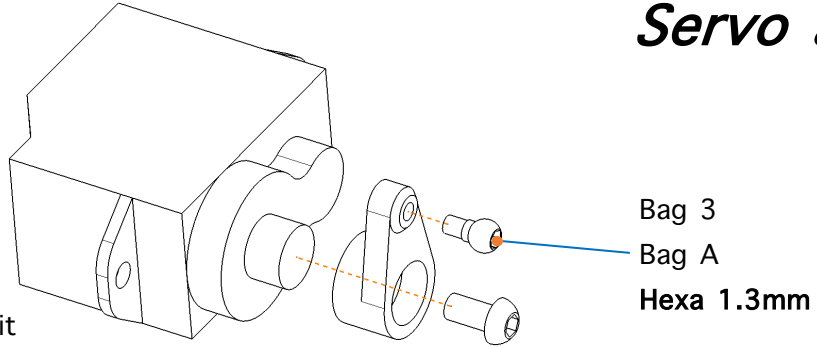


Chassis undercariage assembly

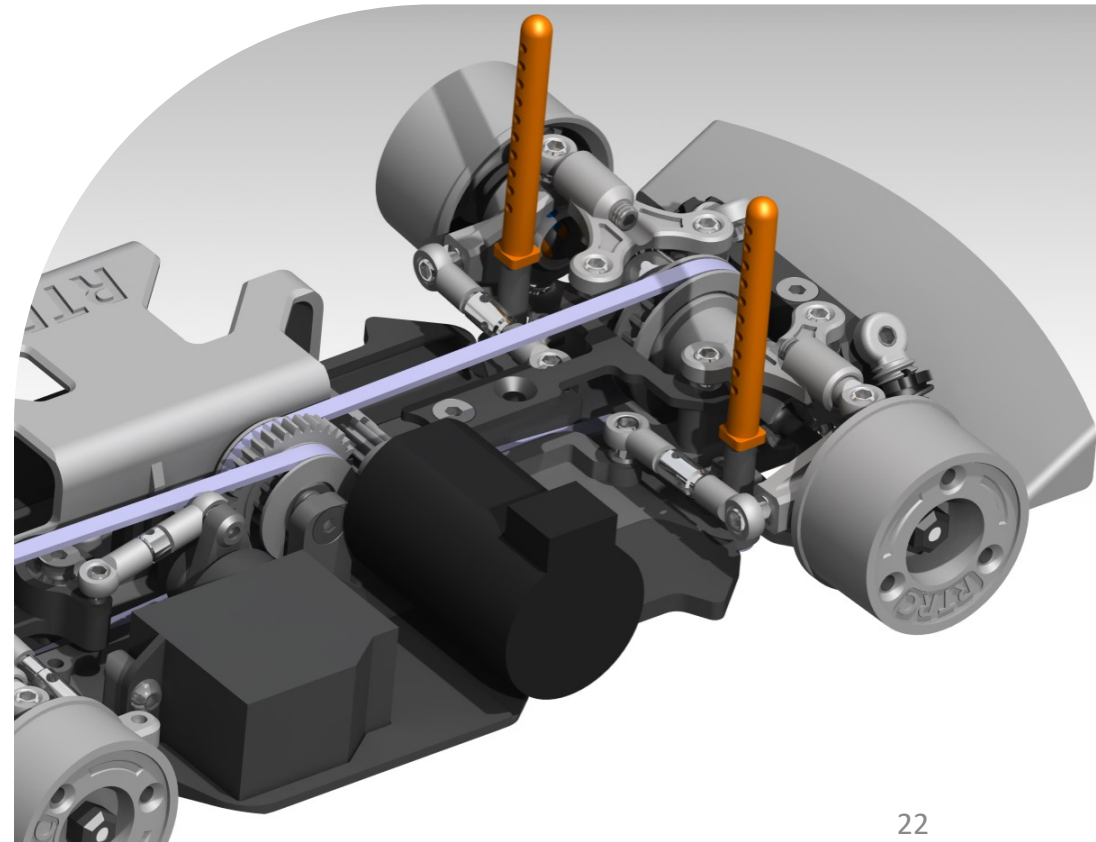
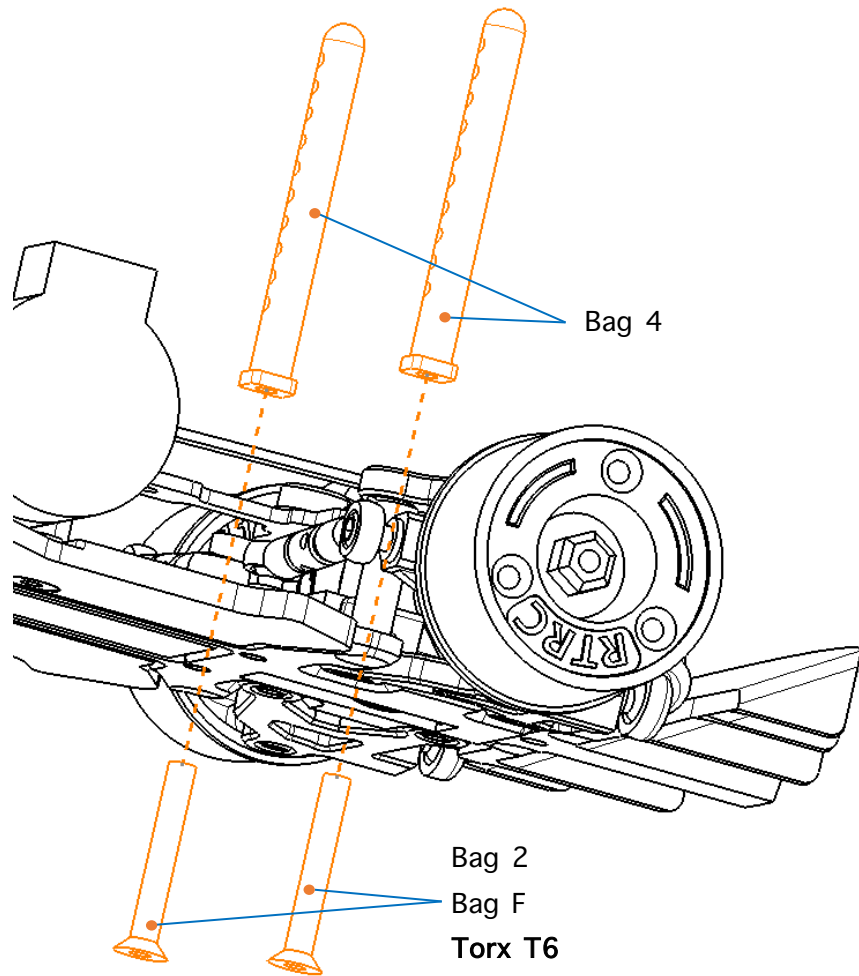


Servo assembly

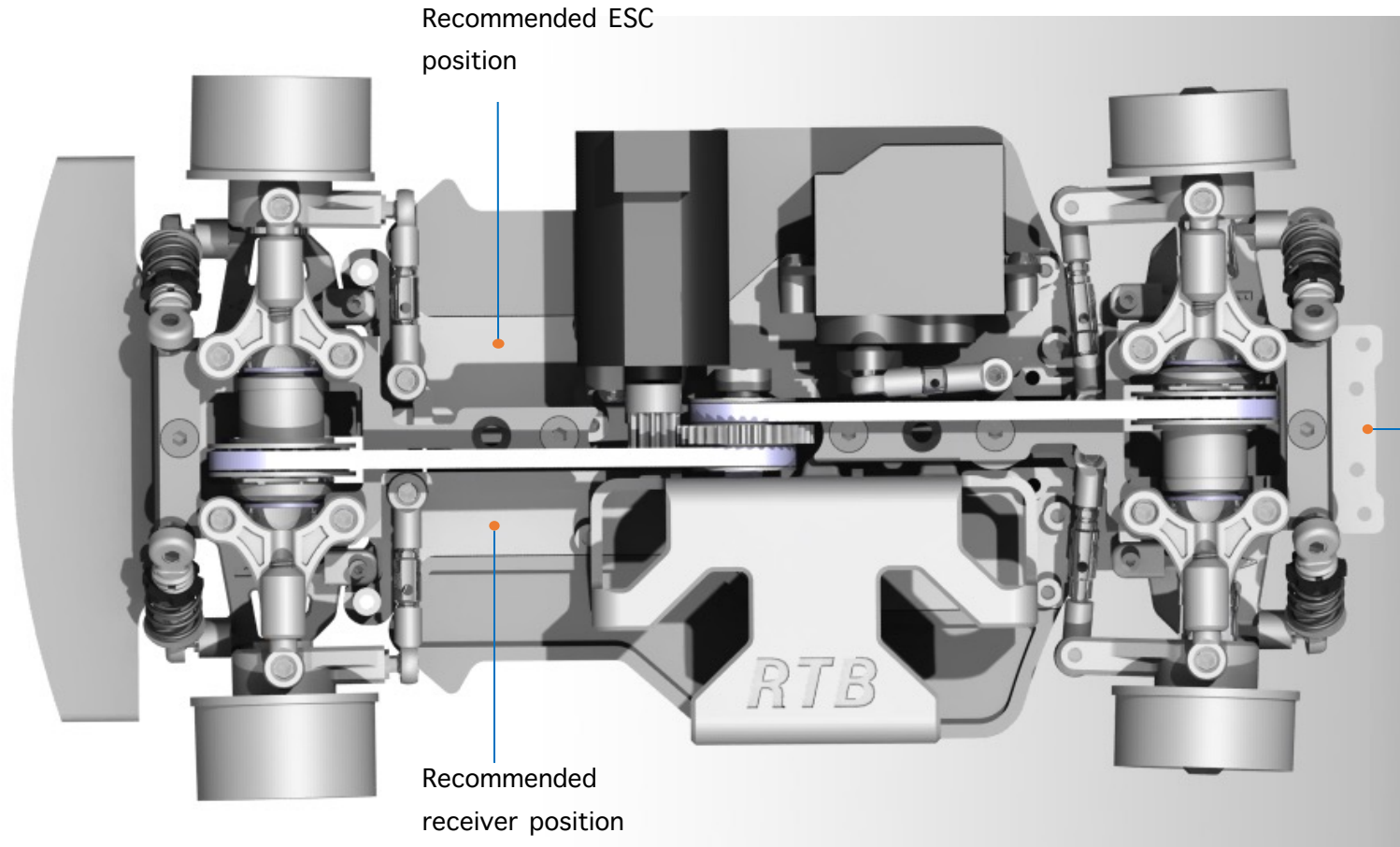
Tech tip :
 turn ON the servo
 before installing the
 servo horn to ensure it
 is perpendicular to the
 chassis



Body post assembly



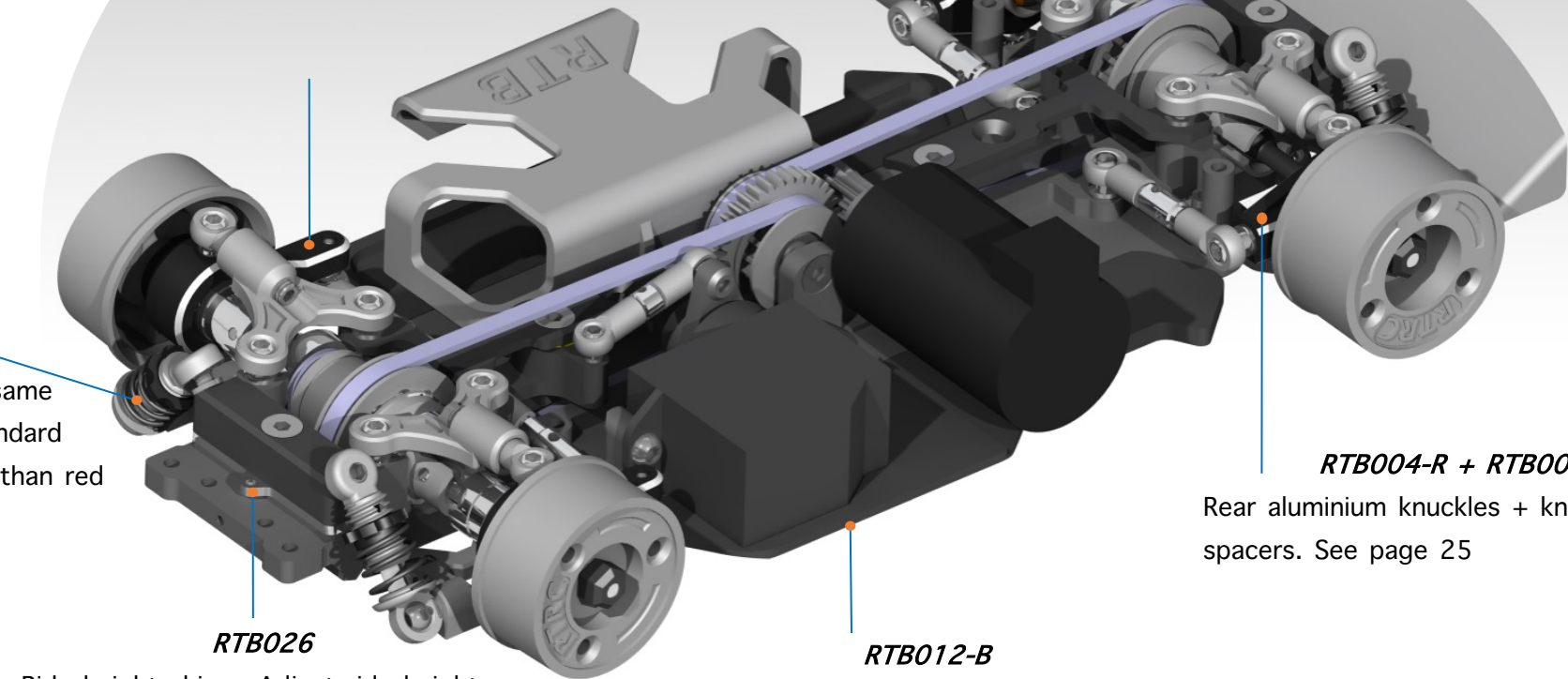
Electronics installation



Add a front bumper compatible with your body. Most of RTRC bumpers are compatible. Be careful of the clearance between the front bumper and the shocks

Options

RTB004-F + RTB005-S
 Front aluminium knuckles + knuckle
 spacers. See page 25



RT068 V1.2
 Option springs for the RTB (same
 springs as the RTA). The standard
 springs are a little bit softer than red
 option springs.

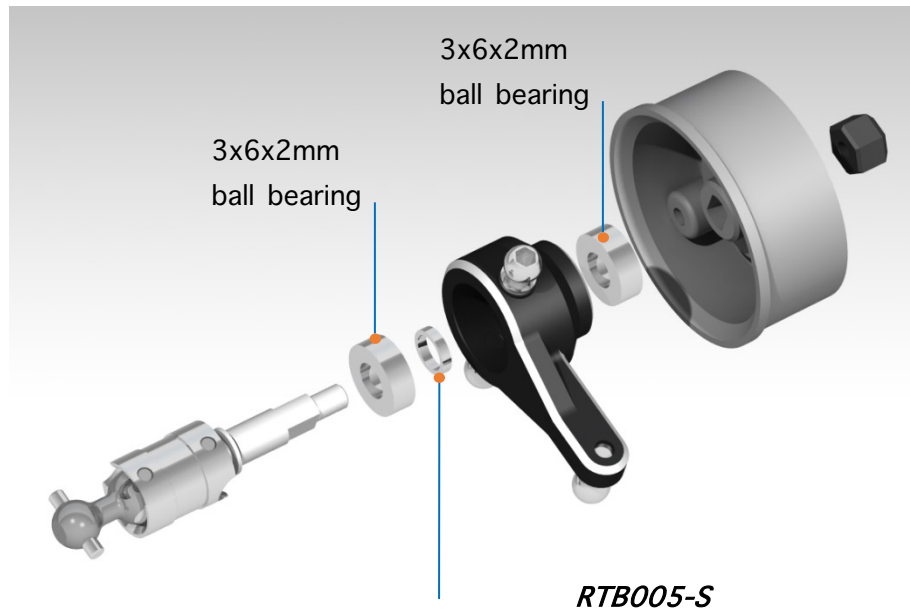
RTB026
 Ride height shims. Adjust ride height
 0.2mm by 0.2mm without changing
 the crossweight of the car.
 Works for rear too.

RTB012-B
 Brass flat bottom. Allows to add 9gr
 at the lowest point of the chassis

RTB004-R + RTB005-S
 Rear aluminium knuckles + knuckle
 spacers. See page 25

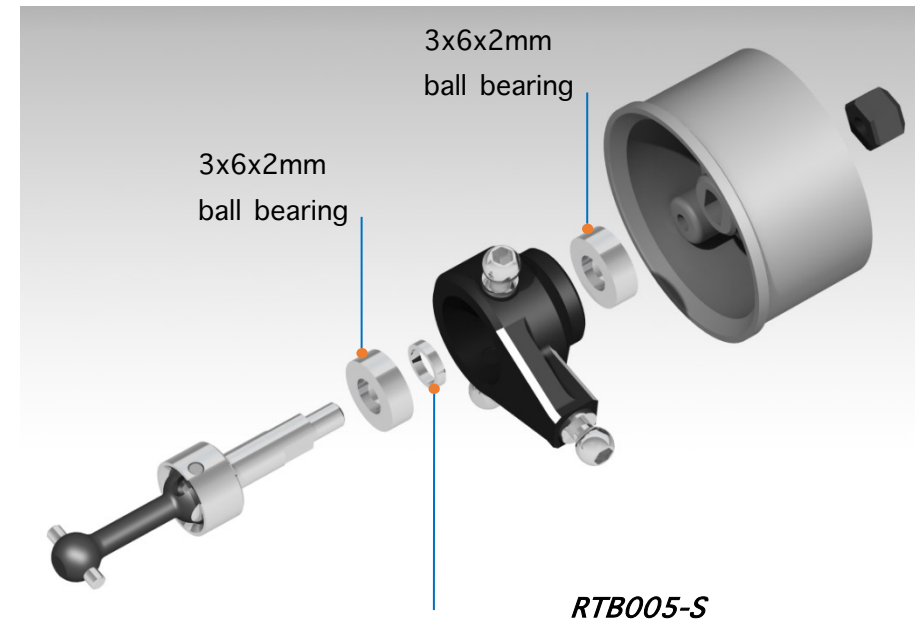
Option knuckles and spacers

Front



Knuckles spacers. This option reduces the play between bearings and shafts. With this option you can tighten the nut without the risk of crushing the bearings

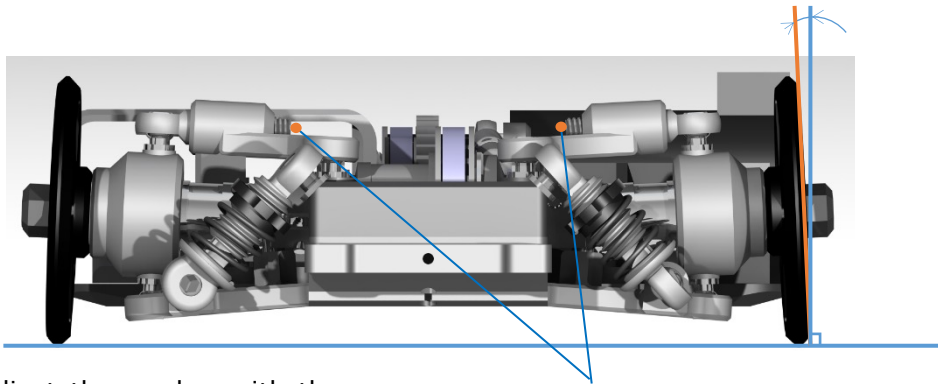
Rear



Knuckles spacers. This option reduces the play between bearings and shafts. With this option you can tighten the nut without the risk of crushing the bearings

What are the important settings on the car ?

Camber

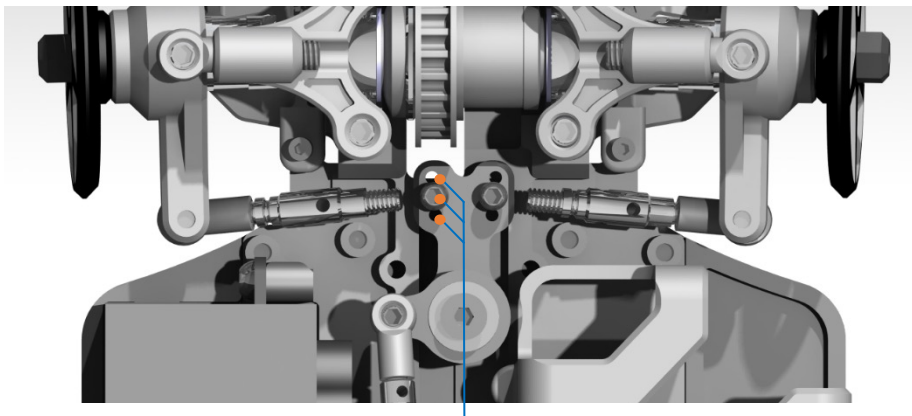


Adjust the camber with these screws :

- Screw anti-clockwise to add camber.
- Screw it in clockwise to reduce camber.

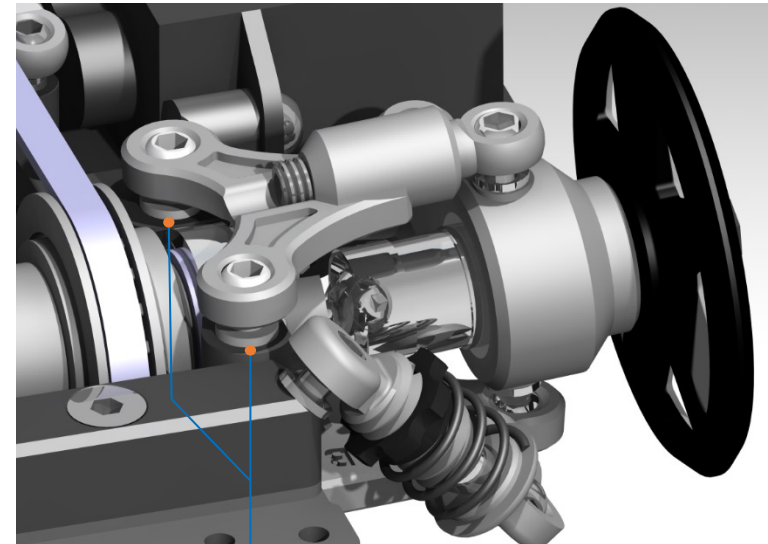
Setup wheels (RT092-4WD) is highly recommended to adjust this setting

Ackermann



Adjust the ackermann of the car by choosing one of the 3 positions

Camber gain



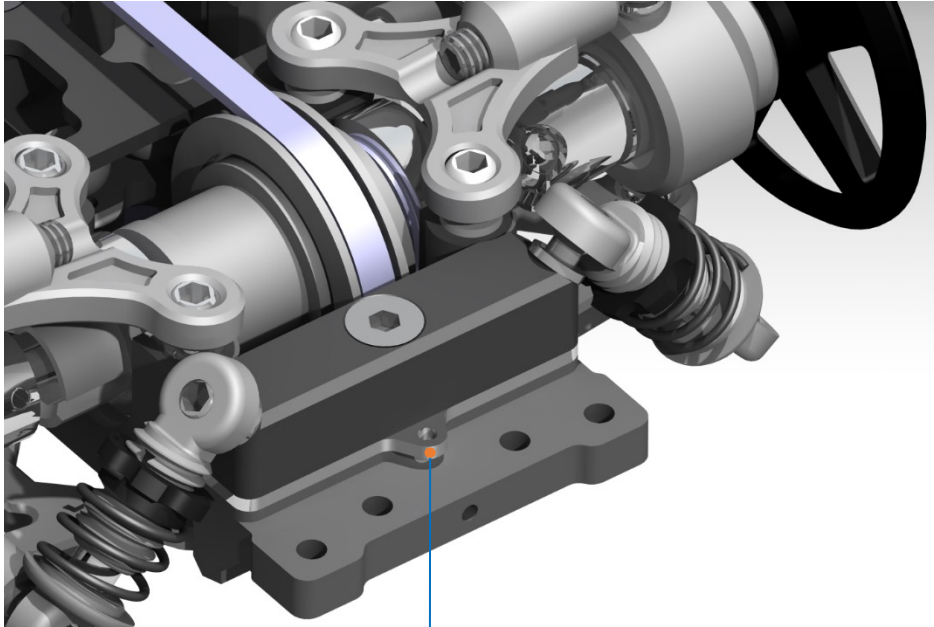
Adjust the camber gain by adding shims between the ball head and the chassis bulkhead :

- More shims gives less camber gain.
- Less shims gives more camber gain.

Caution : by adjusting the camber gain, the camber and the roll center will change.

What are the important settings on the car ?

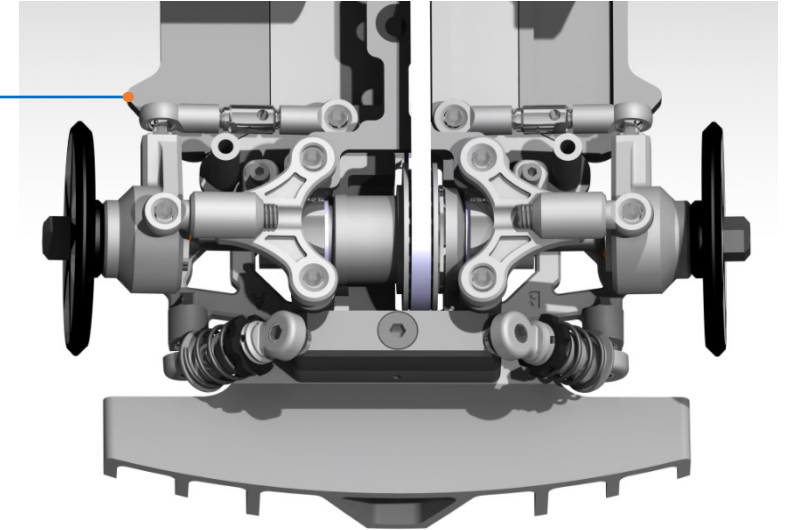
Ride height



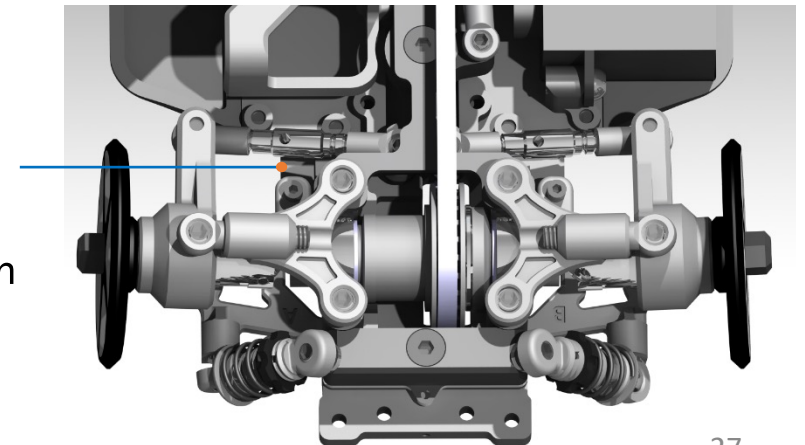
Adjust the ride height by adding or removing shims here (RTB026)
The same works for rear.

Caution: by adjusting the ride height, the droop adjustment will change. We recommend to control the droop setting each time you change the ride height.

Where to
measure on
REAR ?

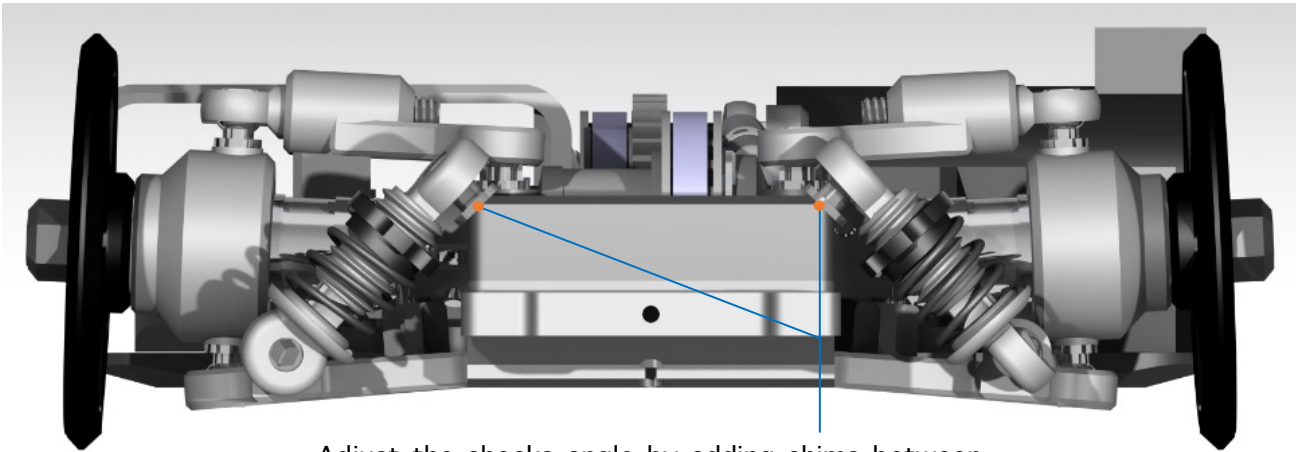


Where to
measure on
FRONT ?



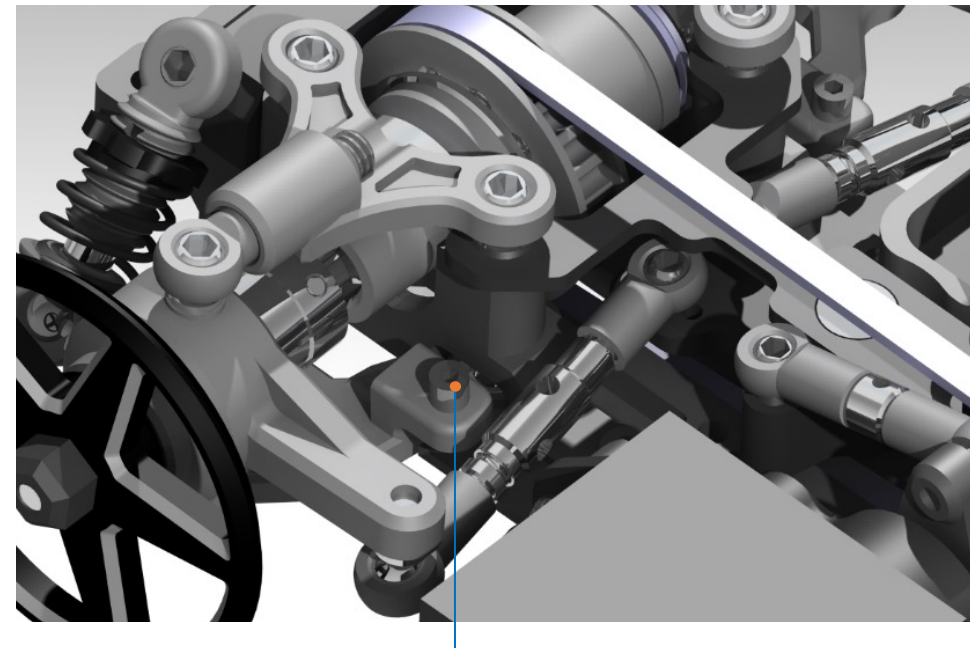
What are the important settings on the car ?

Shocks angle



Adjust the shocks angle by adding shims between the ball head and the shocks holder

Droop



Adjust the droop with this screw :

- Screw anti-clockwise to add droop.
- Screw it in clockwise to reduce droop.

Recommended starting setup without options

Front droop:
1.5mm

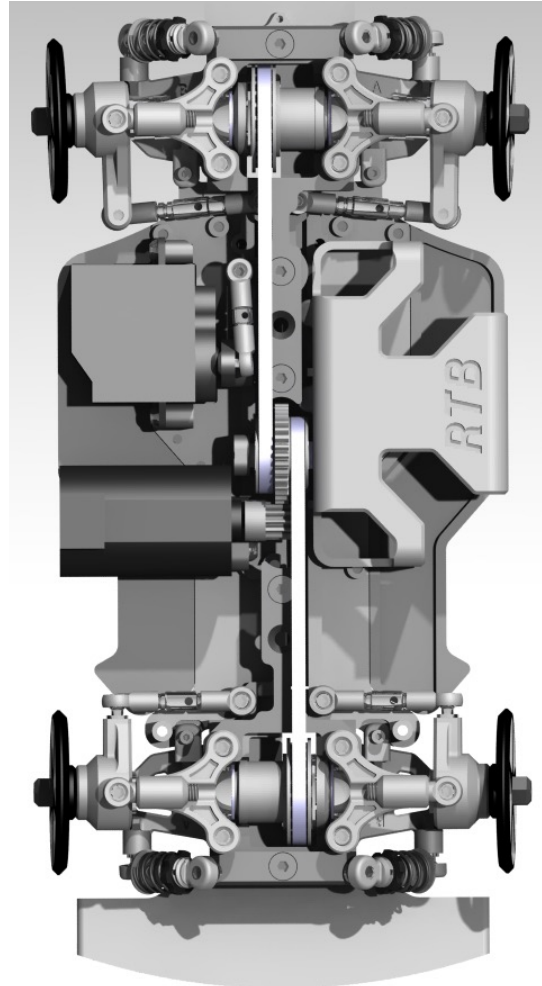
Front springs :
Stock

Front ride height :
2mm

Rear droop:
1.0mm

Rear ride height :
2mm

Rear springs :
Stock



Front camber :
2 degrees

Front turnbuckle length :
26.3mm

Ackermann position :
Middle

Rear turnbuckle length :
23.0mm

Rear camber :
1.5degrees

Recommended starting setup with options

Front droop:
1.5mm

Front springs :
Yellow

Front ride height :
2mm

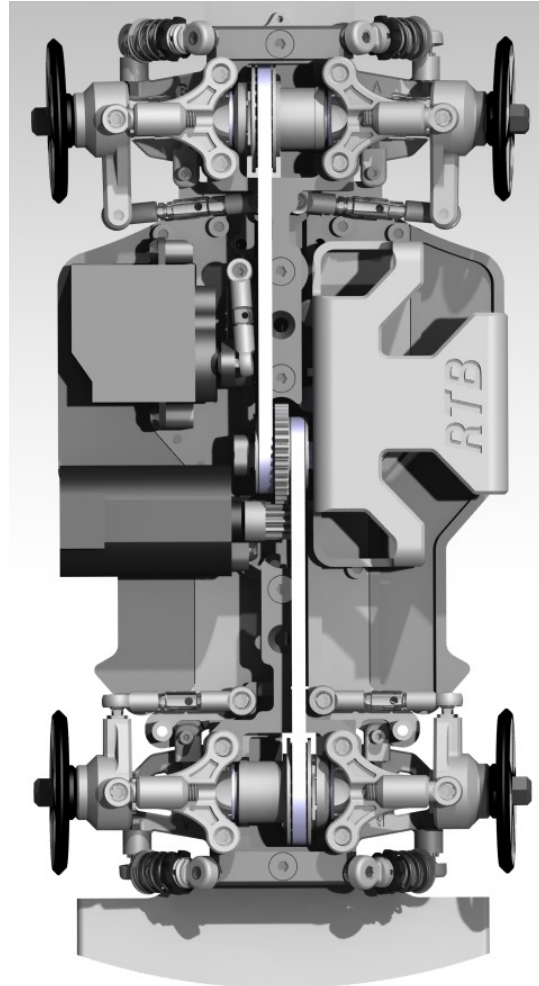
Front camber gain :
1mm shims

Rear camber gain :
2mm shims

Rear droop:
1.0mm

Rear ride height :
2mm

Rear springs :
Green



Front camber :
2.5degrees

Front turnbuckle length :
26.3mm

Ackermann position :
Middle

Rear turnbuckle length :
23.0mm

Rear camber :
2degrees