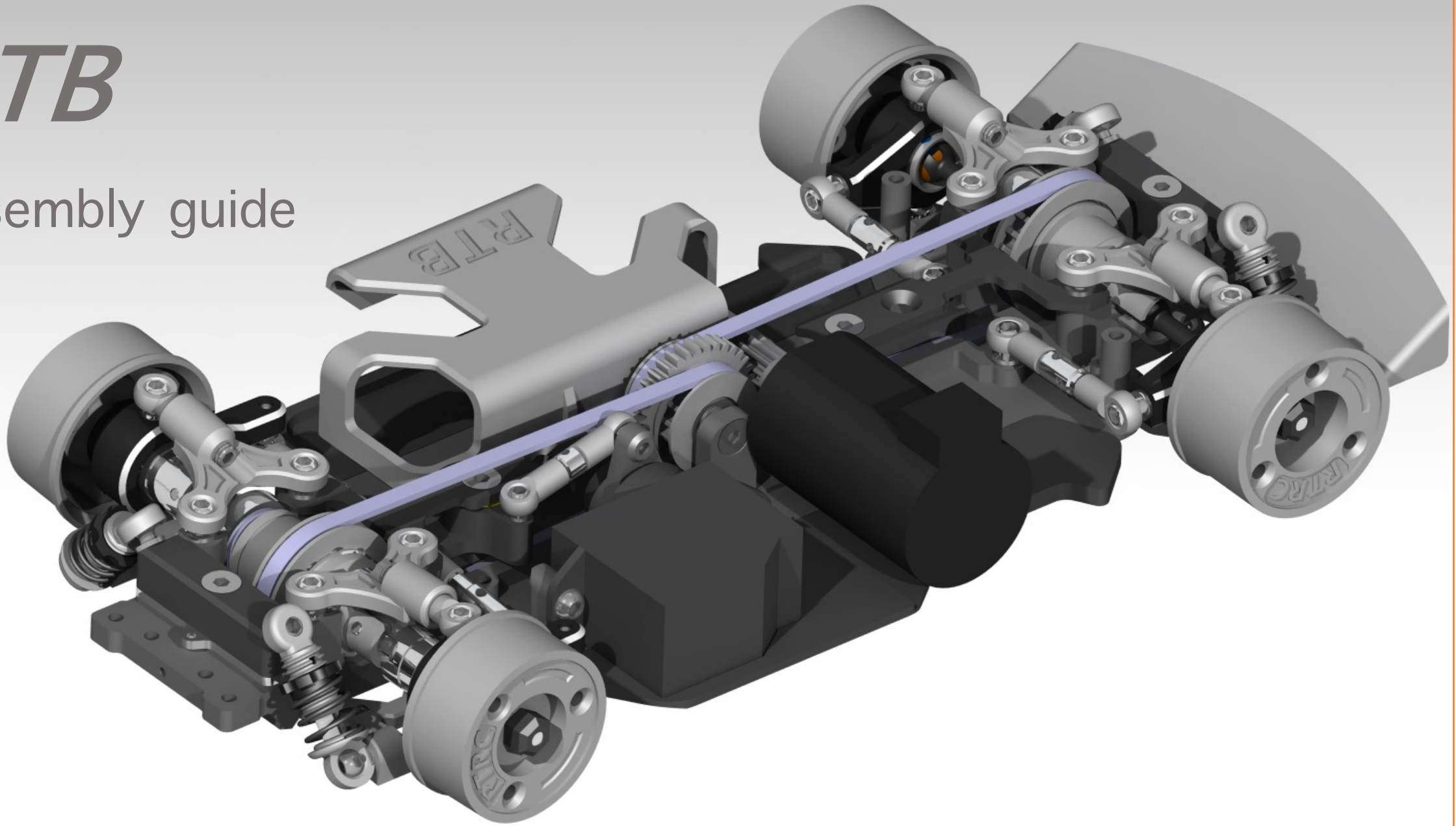
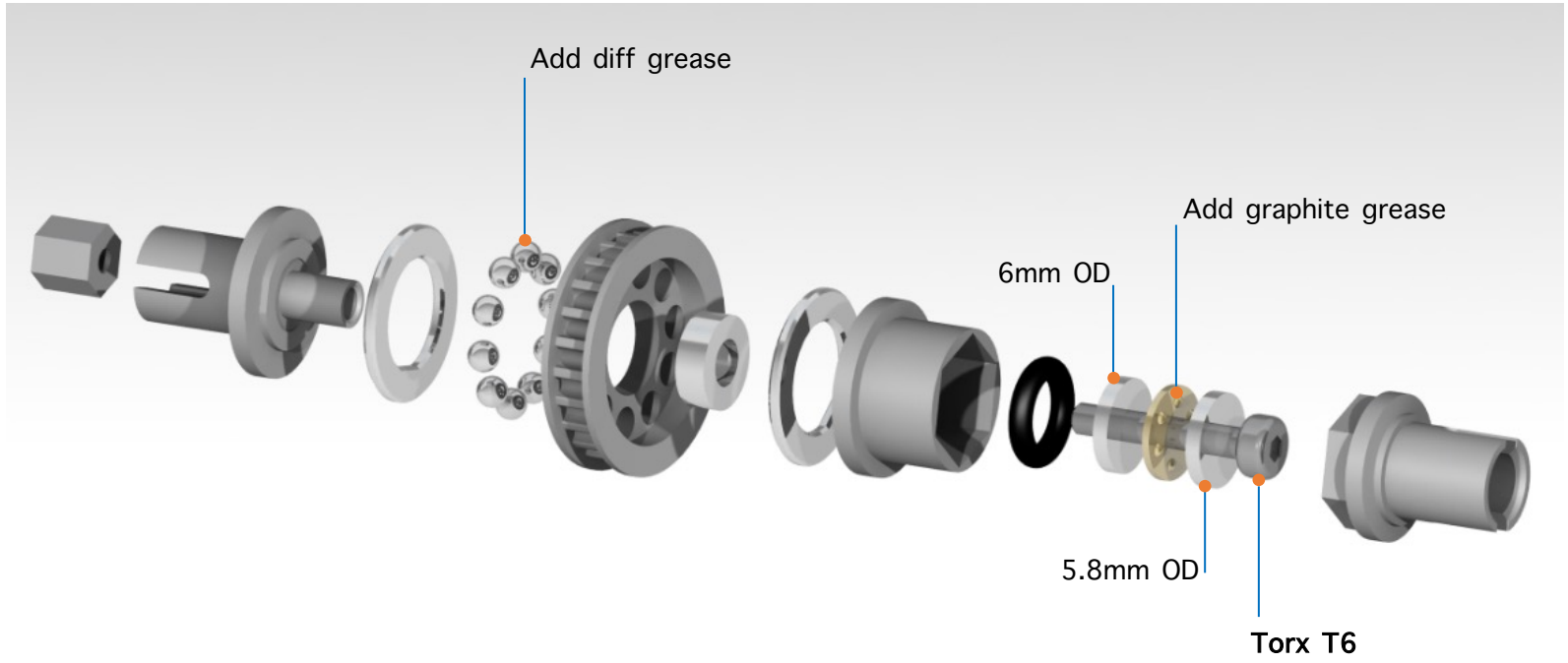
RTB

Assembly guide

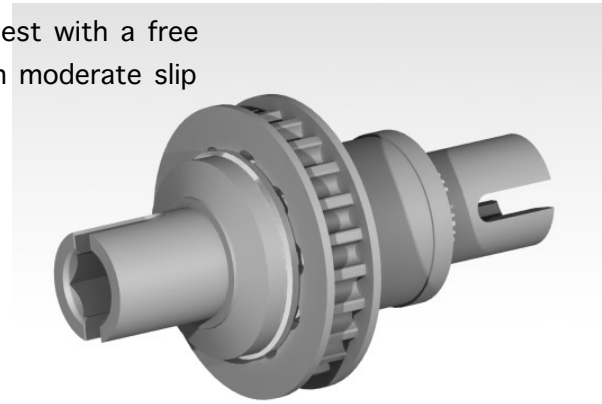


Differential assembly

DIFF BAG :



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



X2

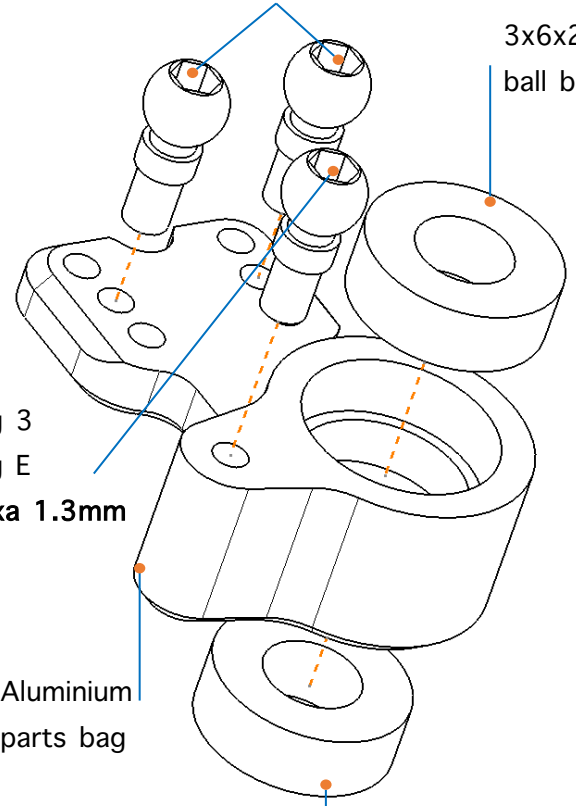
Servo bell crank build

Bag 3
Bag A
Hexa 1.3mm

3x6x2mm
ball bearing

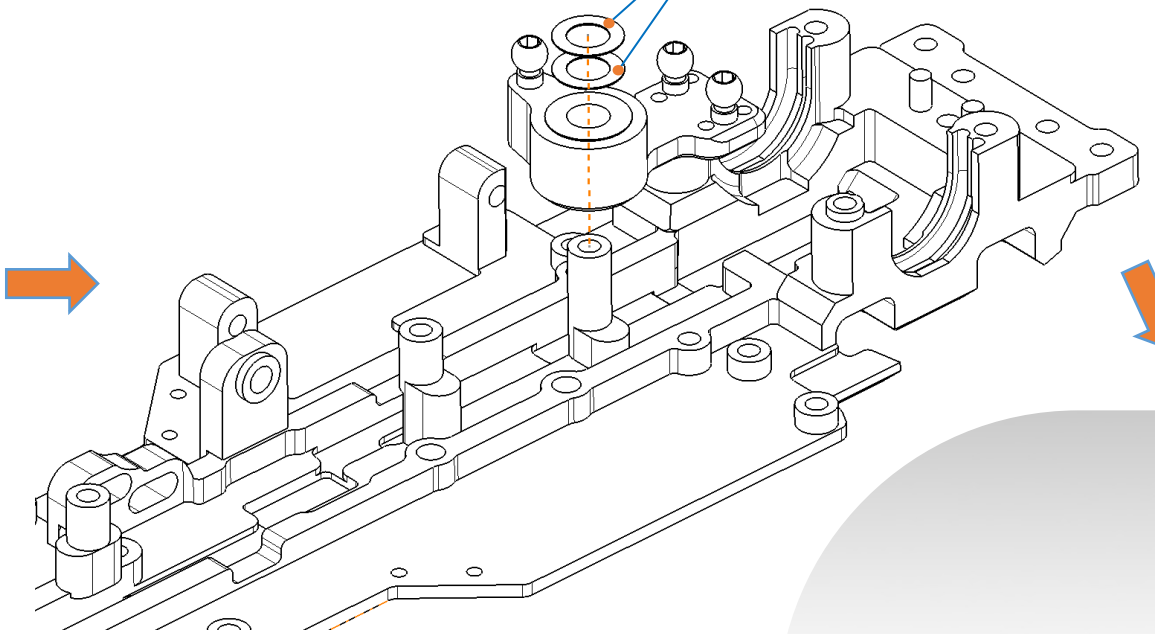
3x5x0.1mm
shims

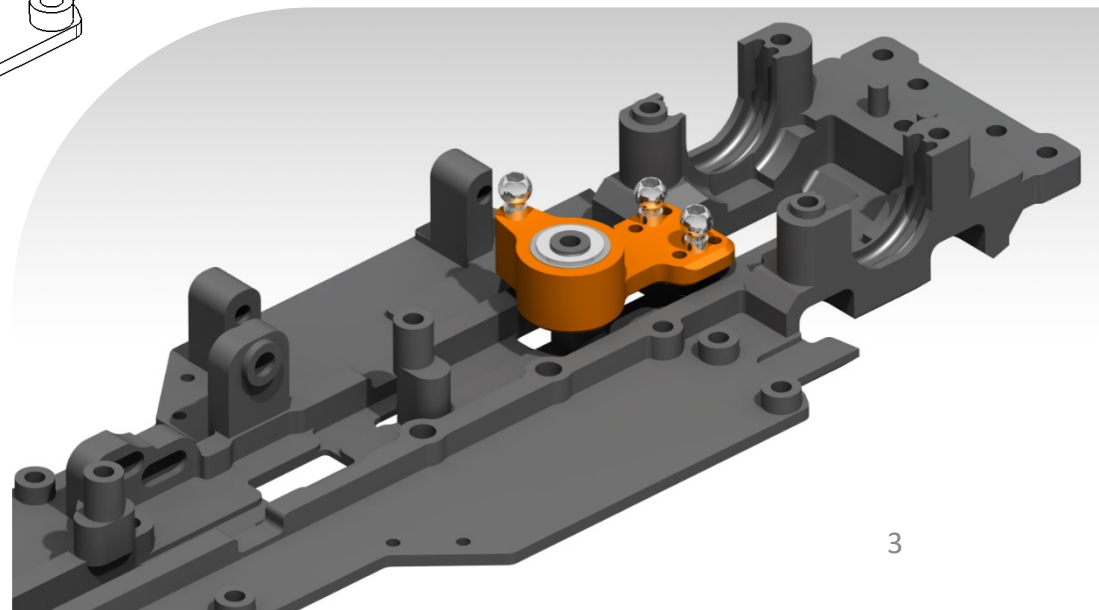
Bag 3
Bag E
Hexa 1.3mm



Aluminium
parts bag

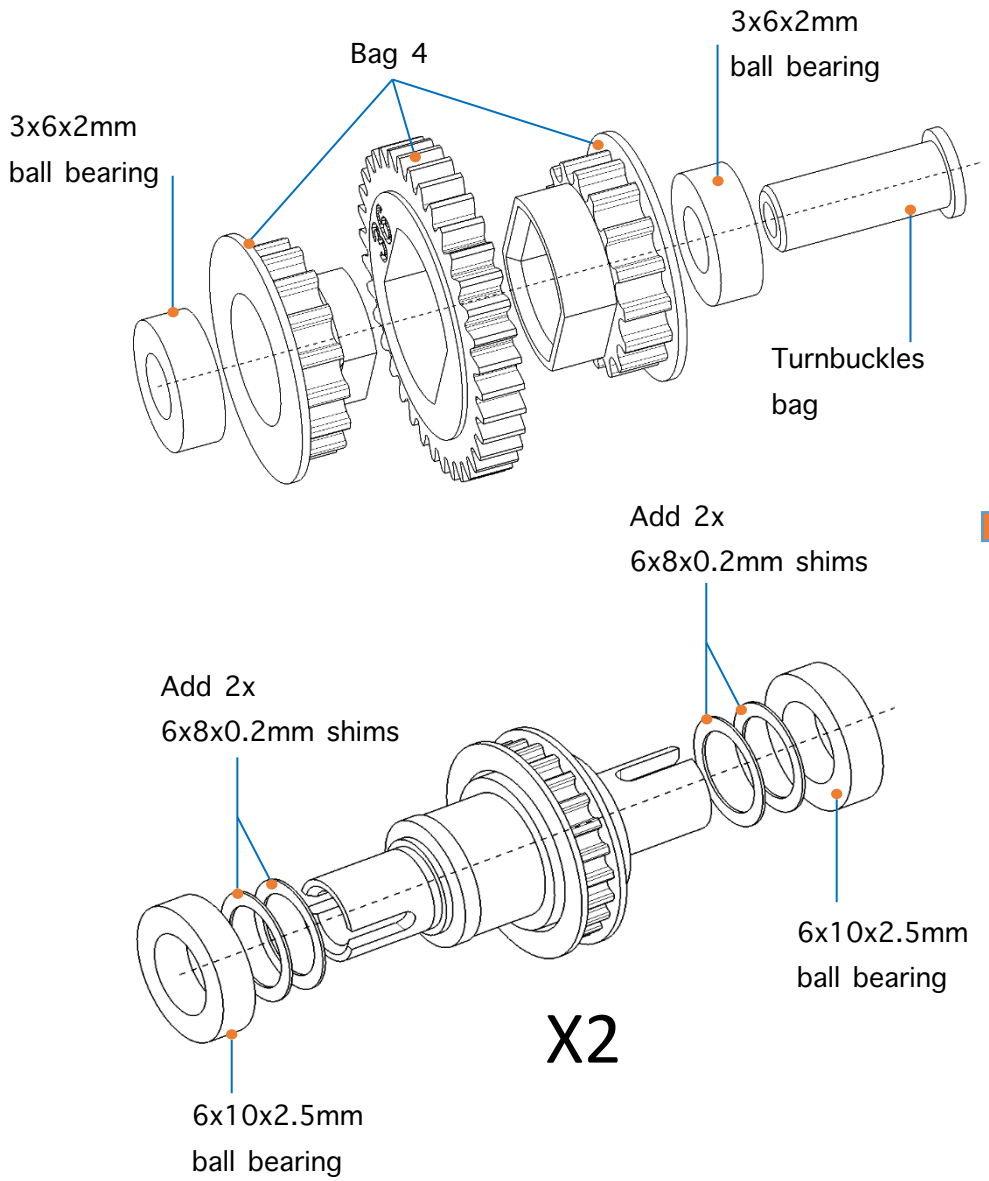
3x6x2mm
ball bearing

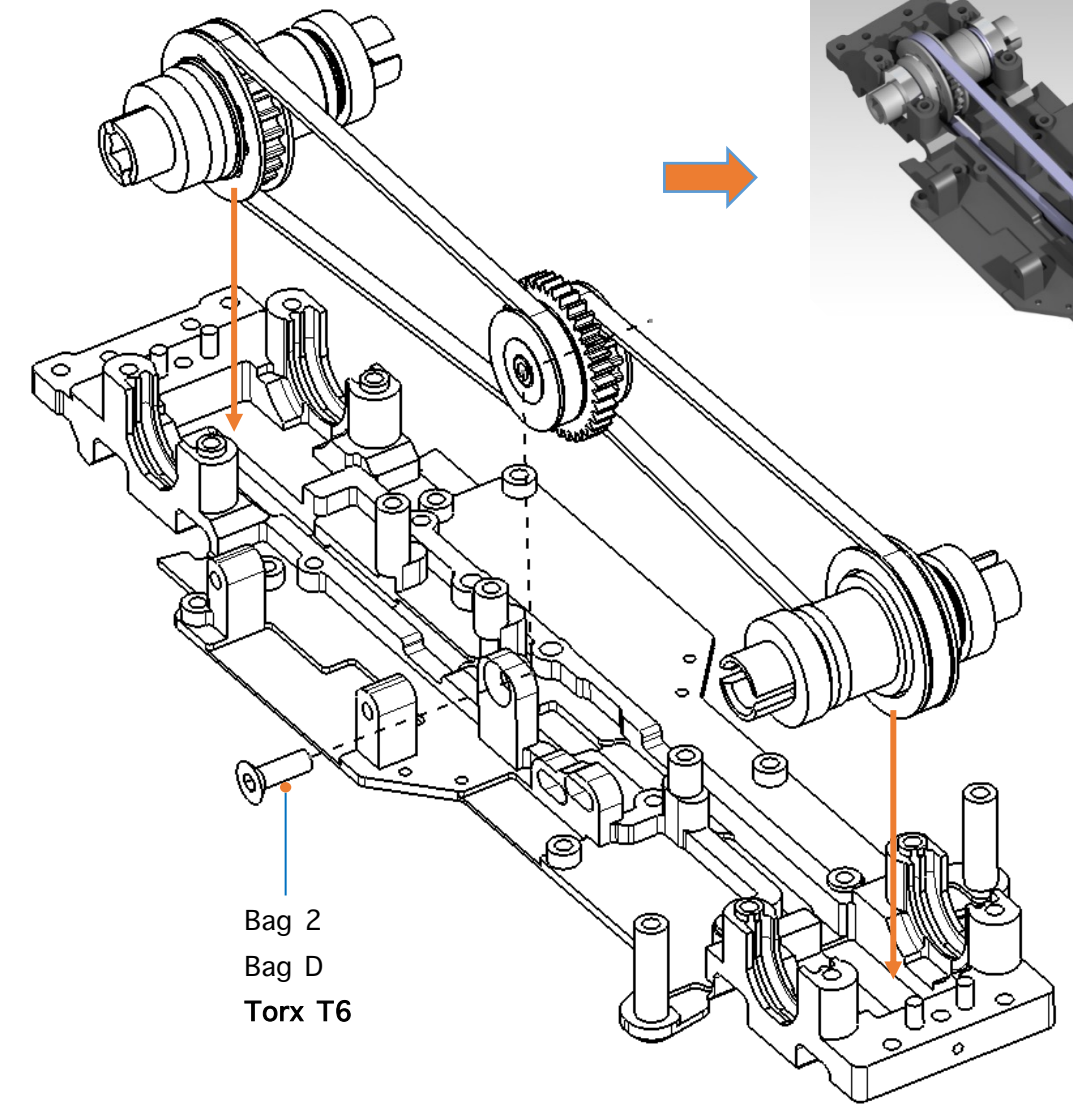


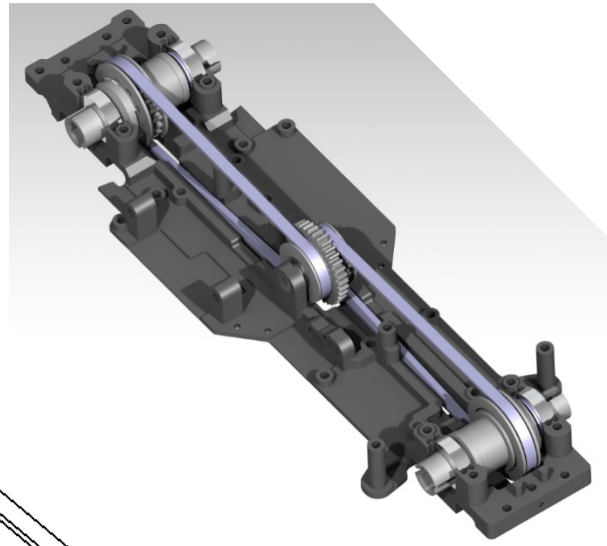


Caution:
These bearings have a very tight fit in the aluminium servo bell crank, to minimize slop in the steering. Make sure to install them in perfectly straight

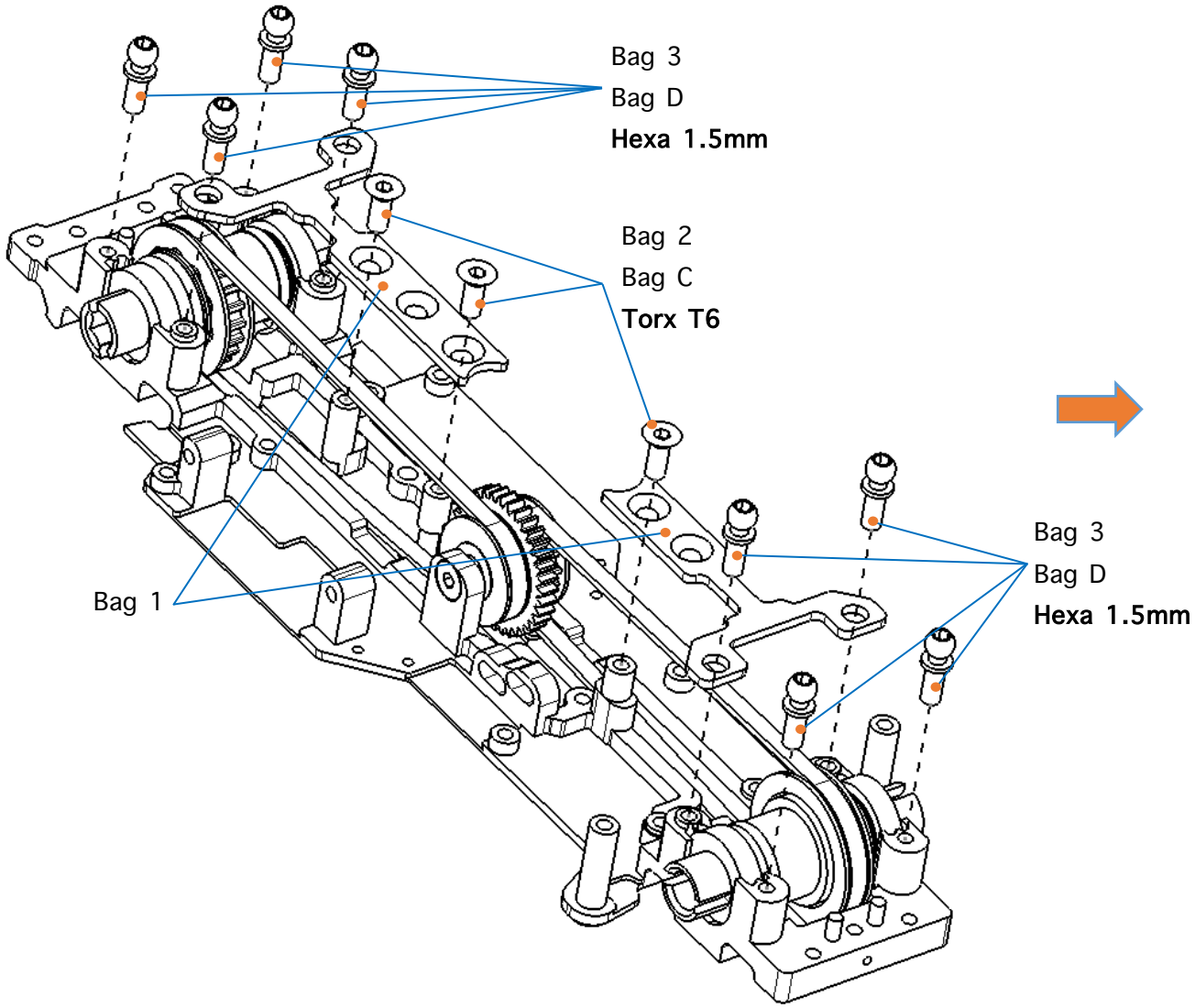
Diffs install and pulley build

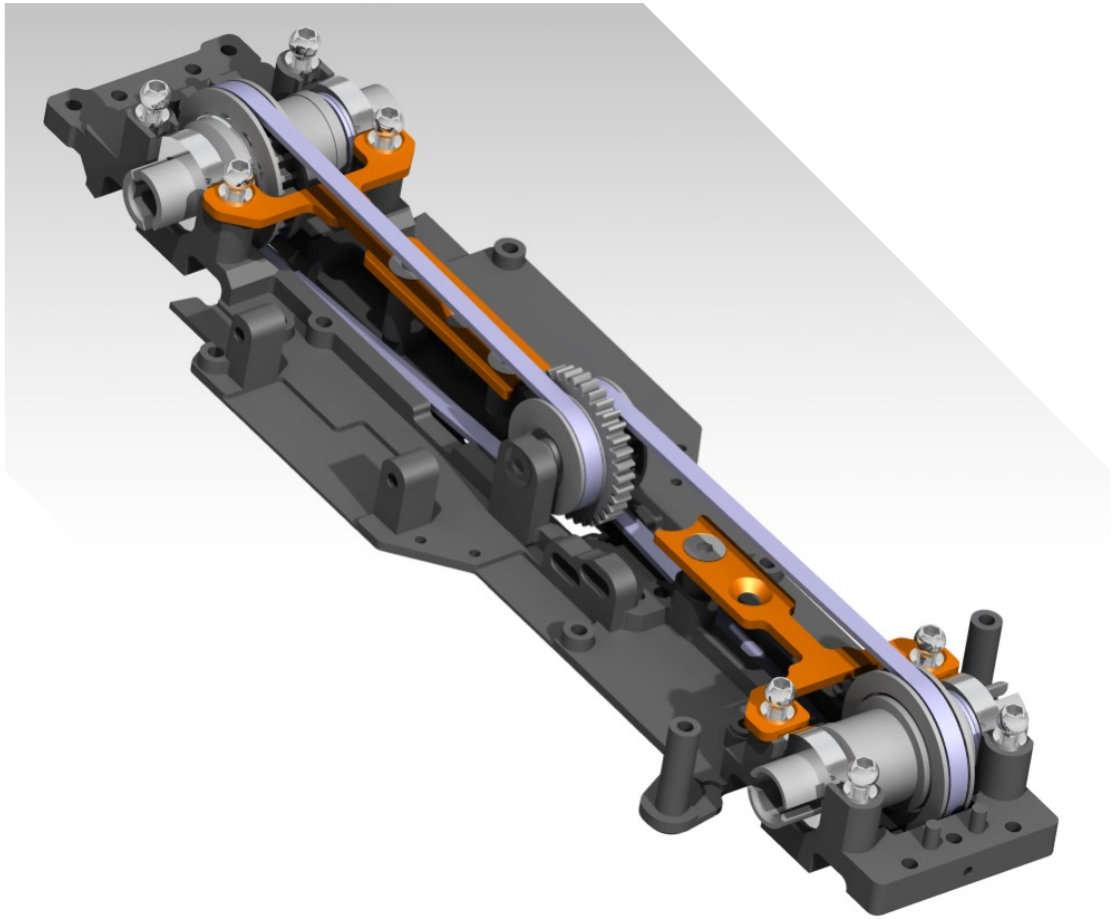






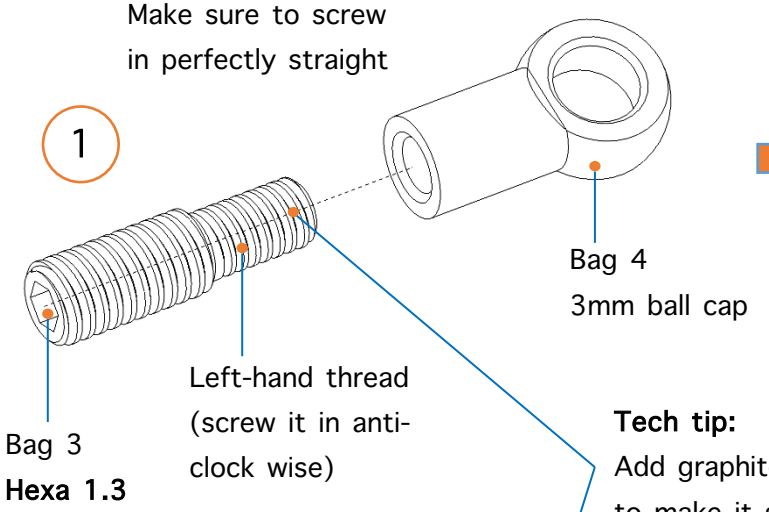
Top plates build

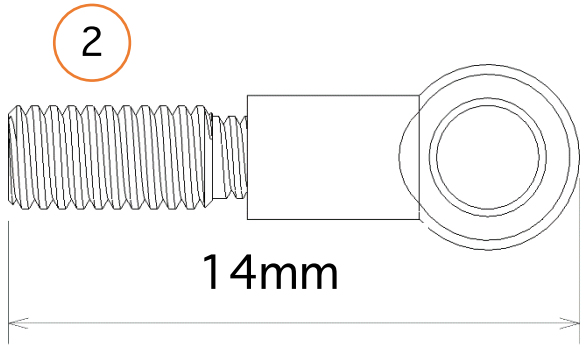




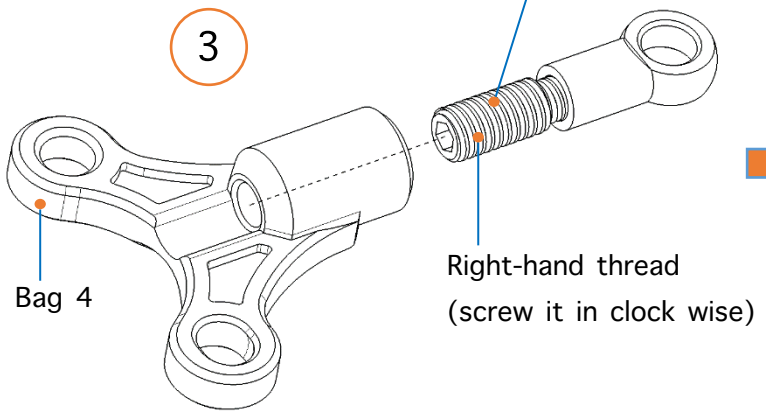
Upper arms assembly

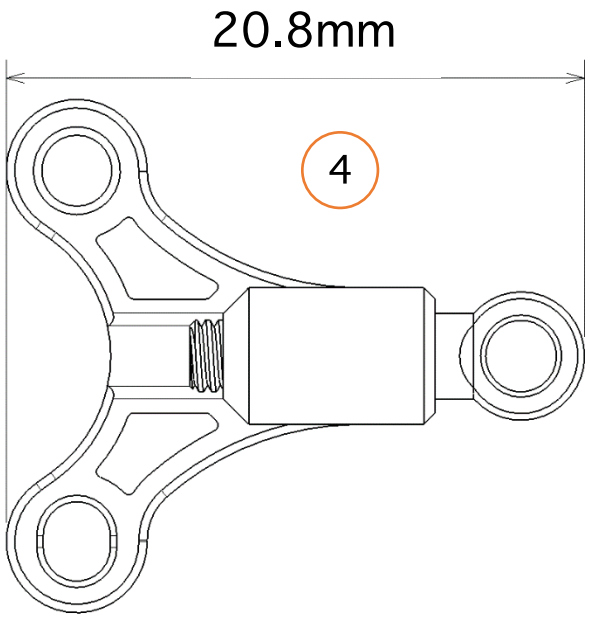
Caution:
Make sure to screw in perfectly straight





Tech tip:
Add graphite grease to make it smoother

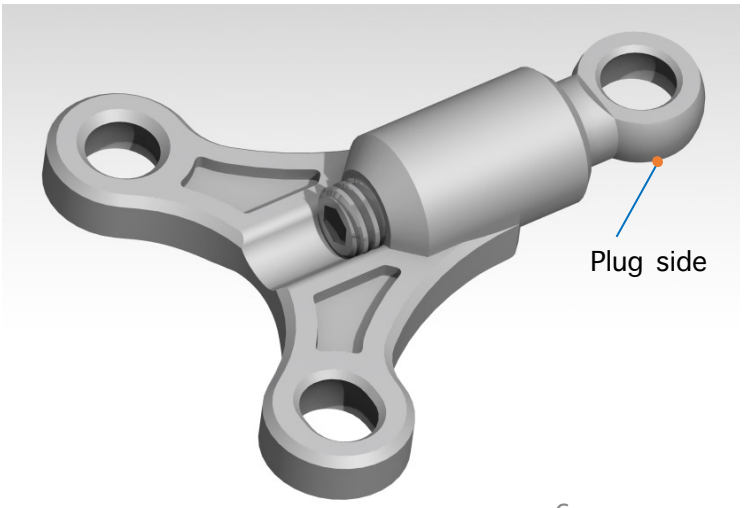




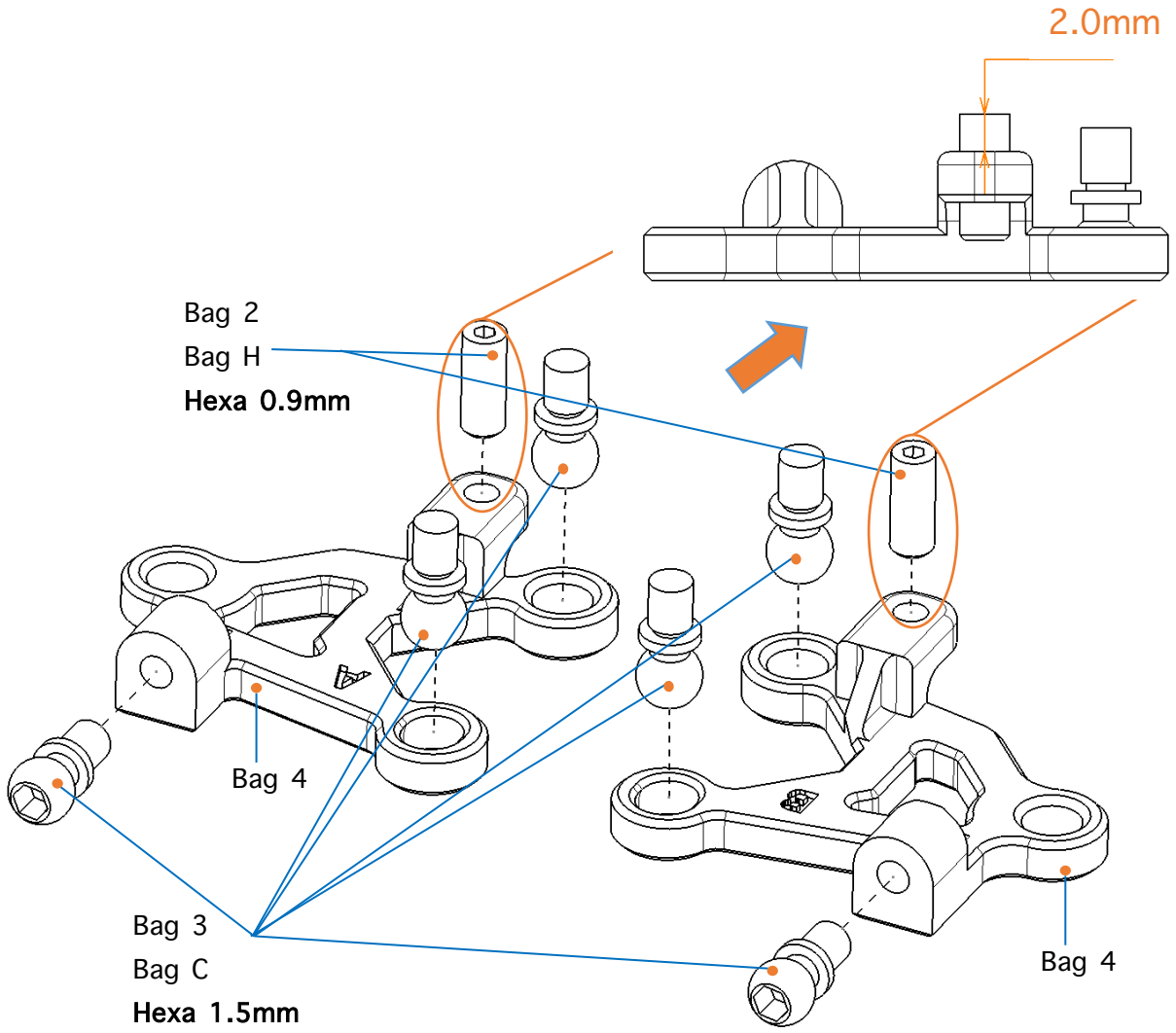
VIDEO

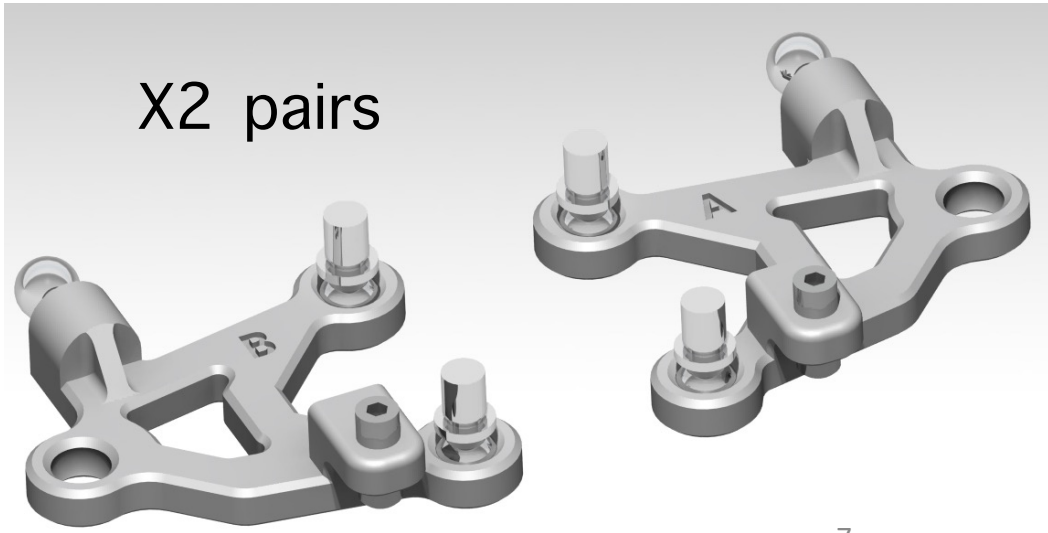
UPCOMING

X4

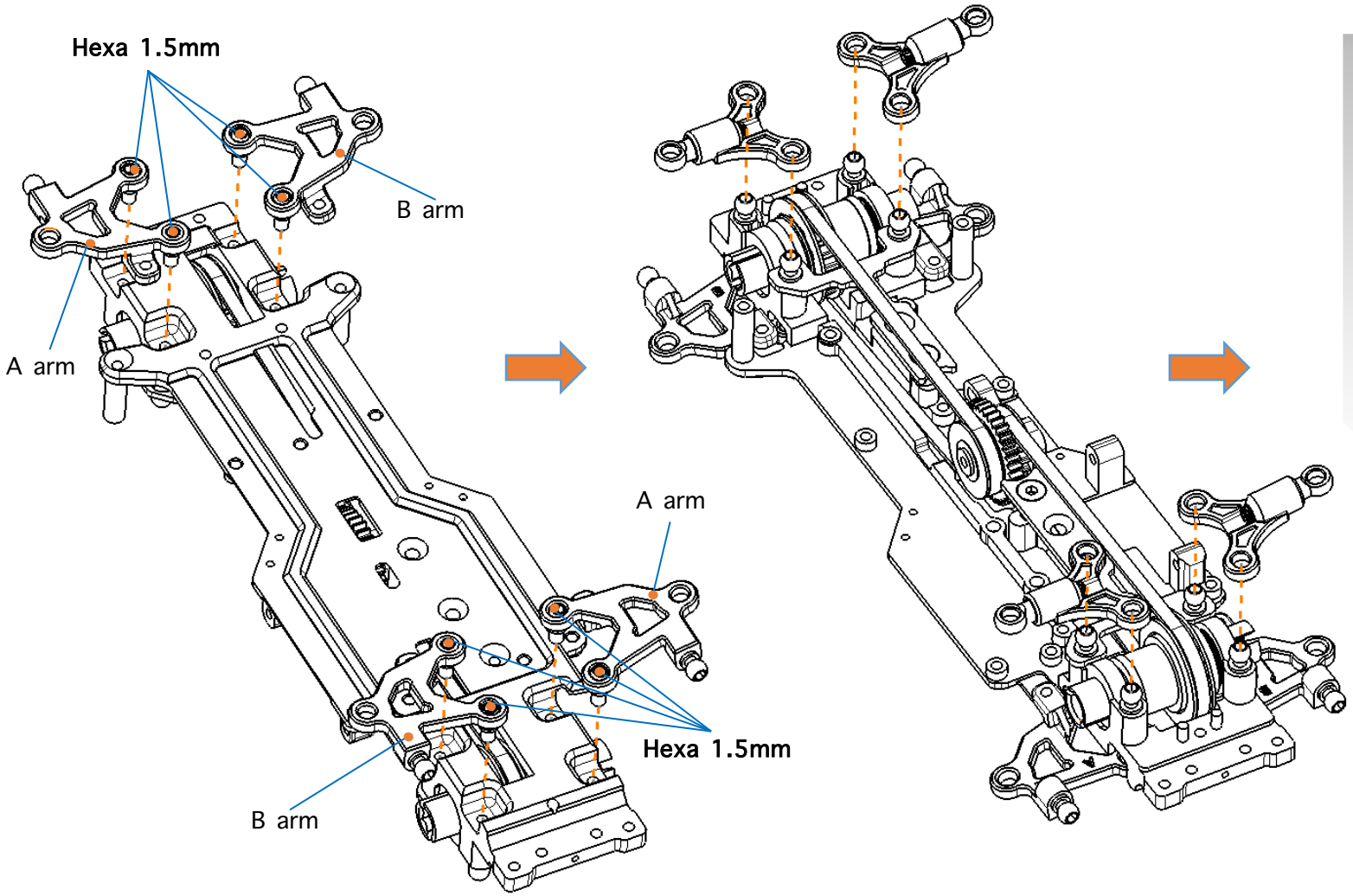


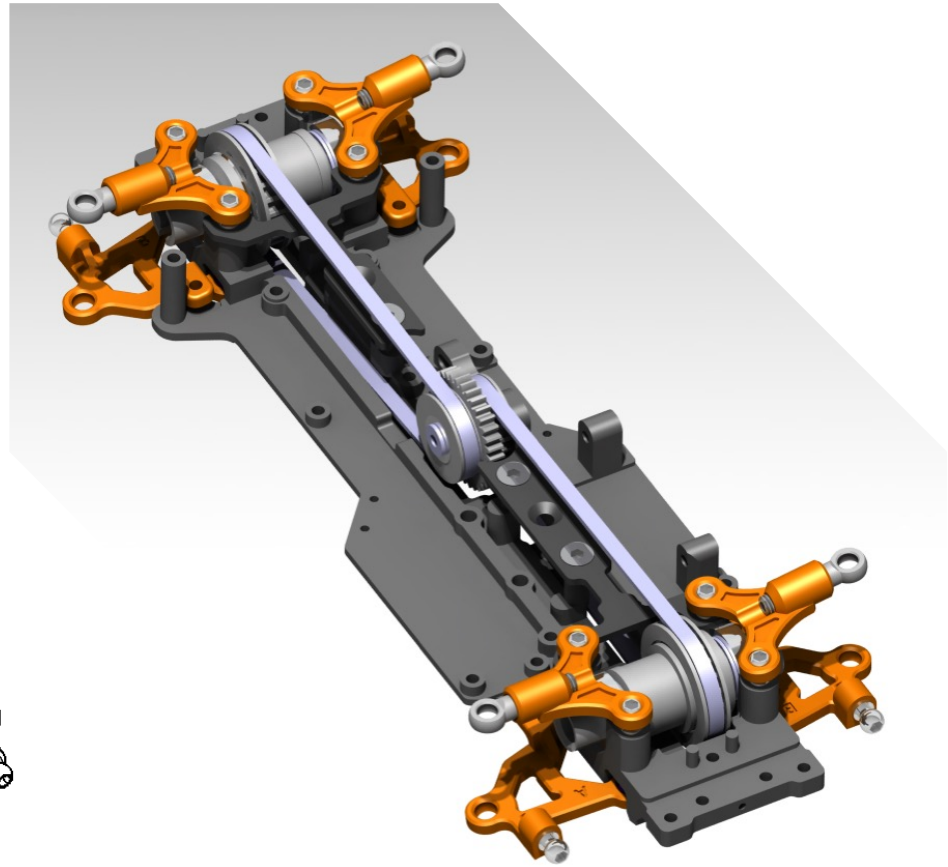
Lower arms assembly



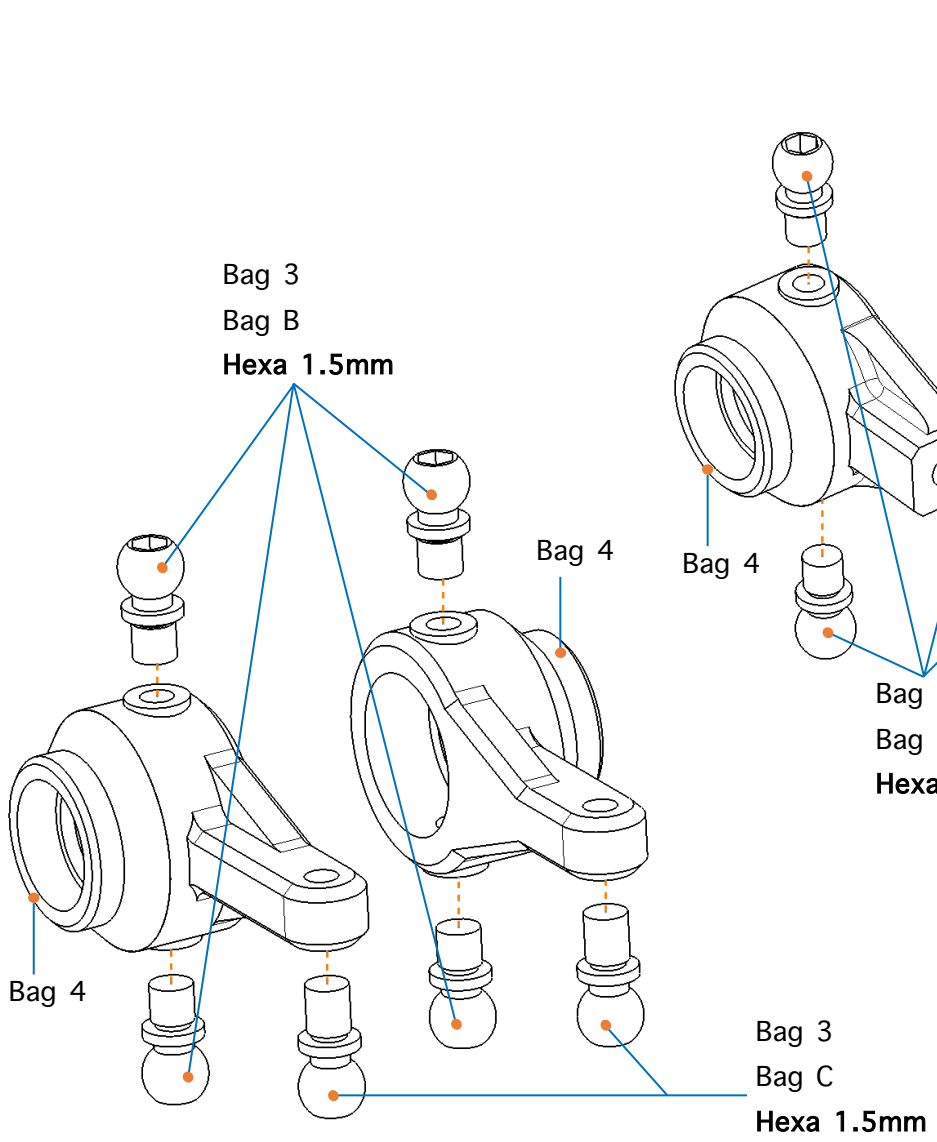


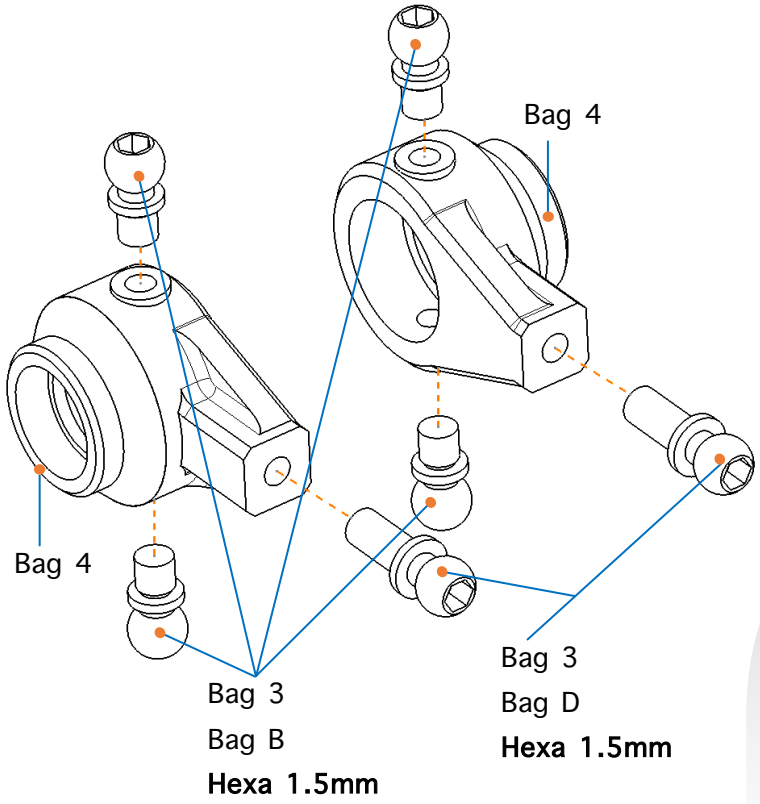
Arms assembly

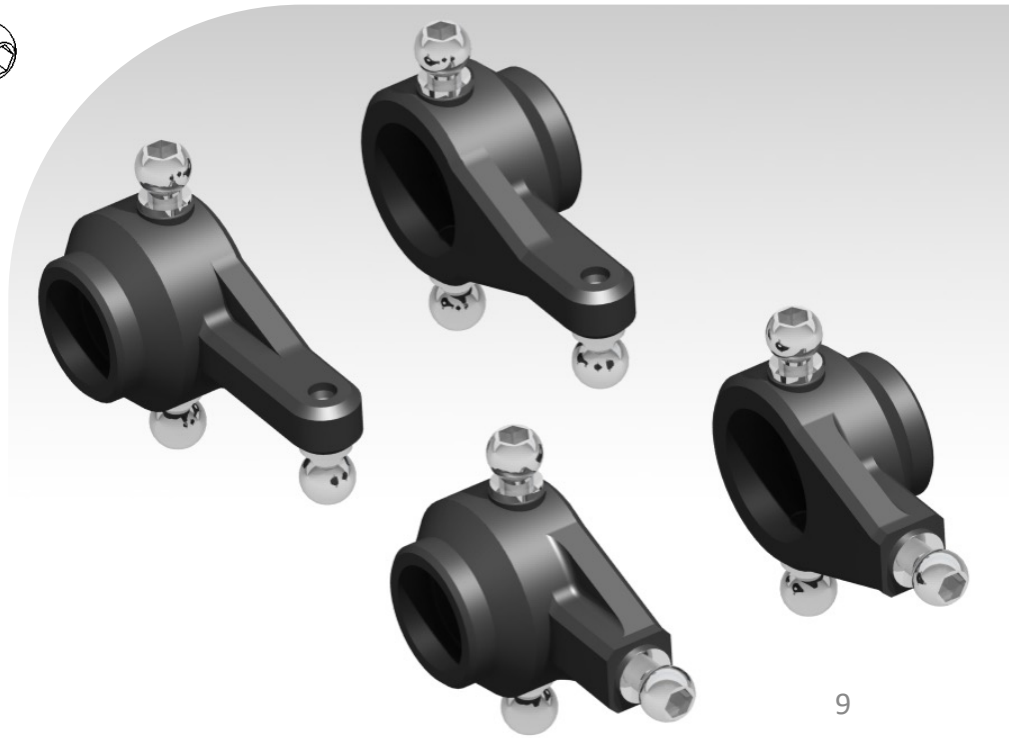




Knuckles assembly

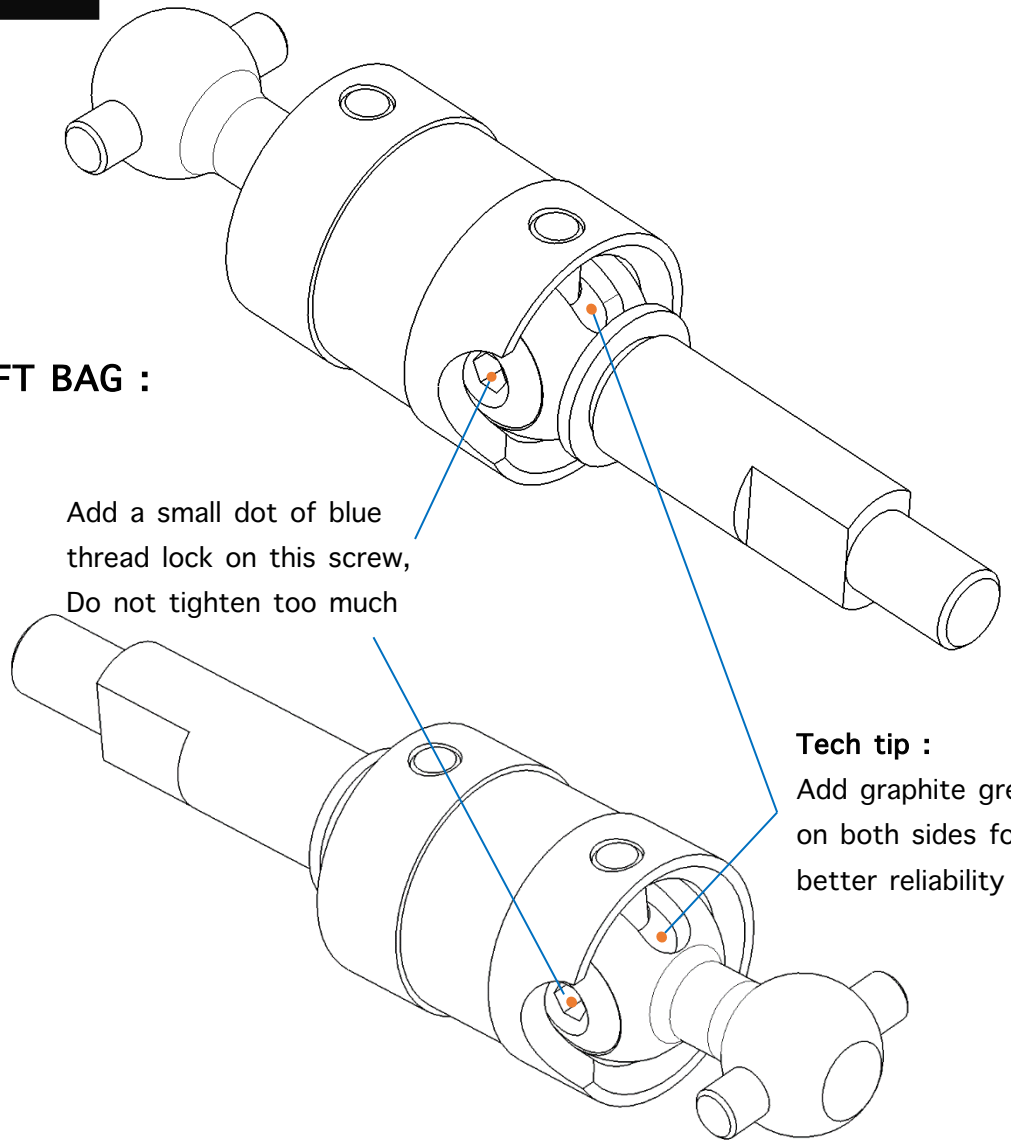


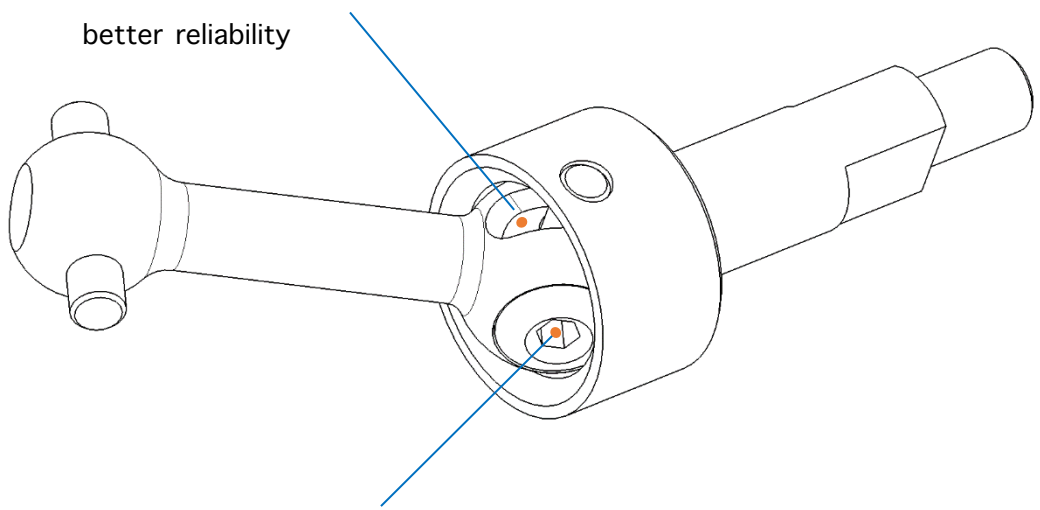




Drive shaft information

SHAFT BAG :

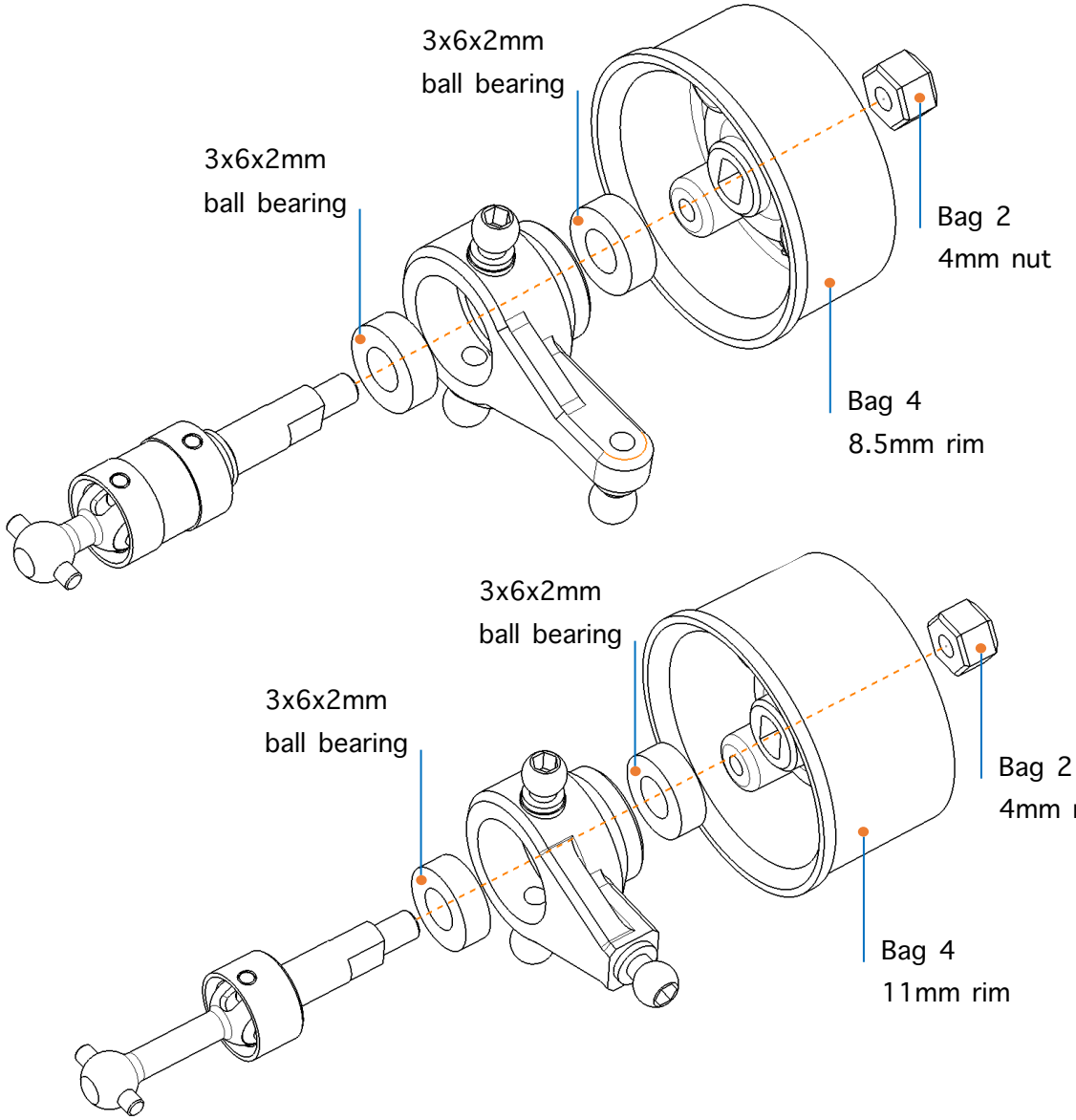




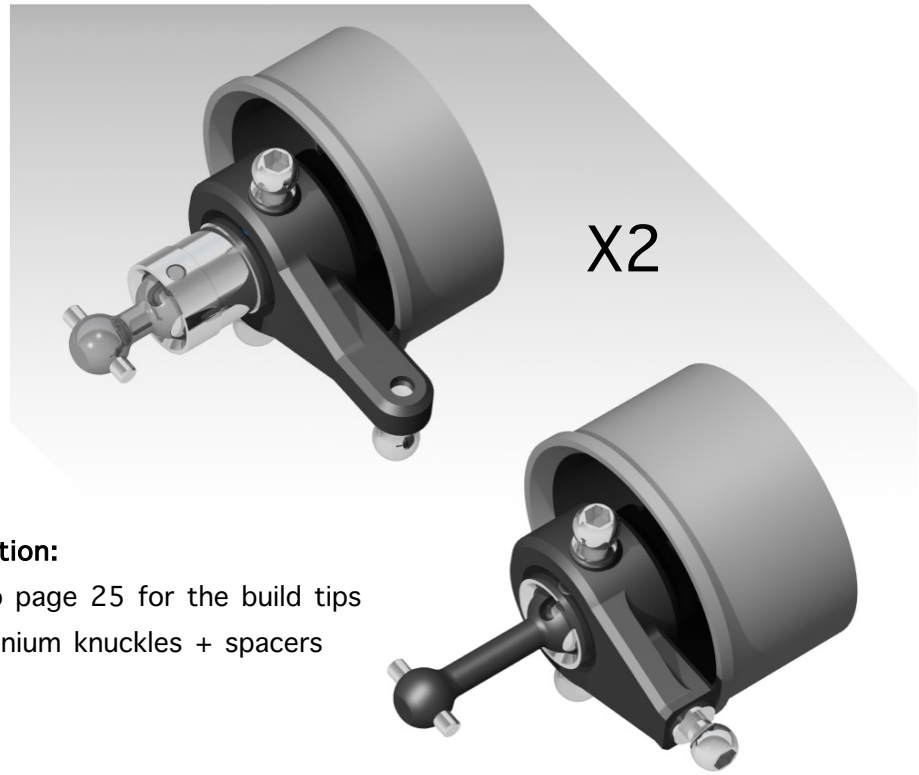
VIDEO

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

Drive shaft assembly

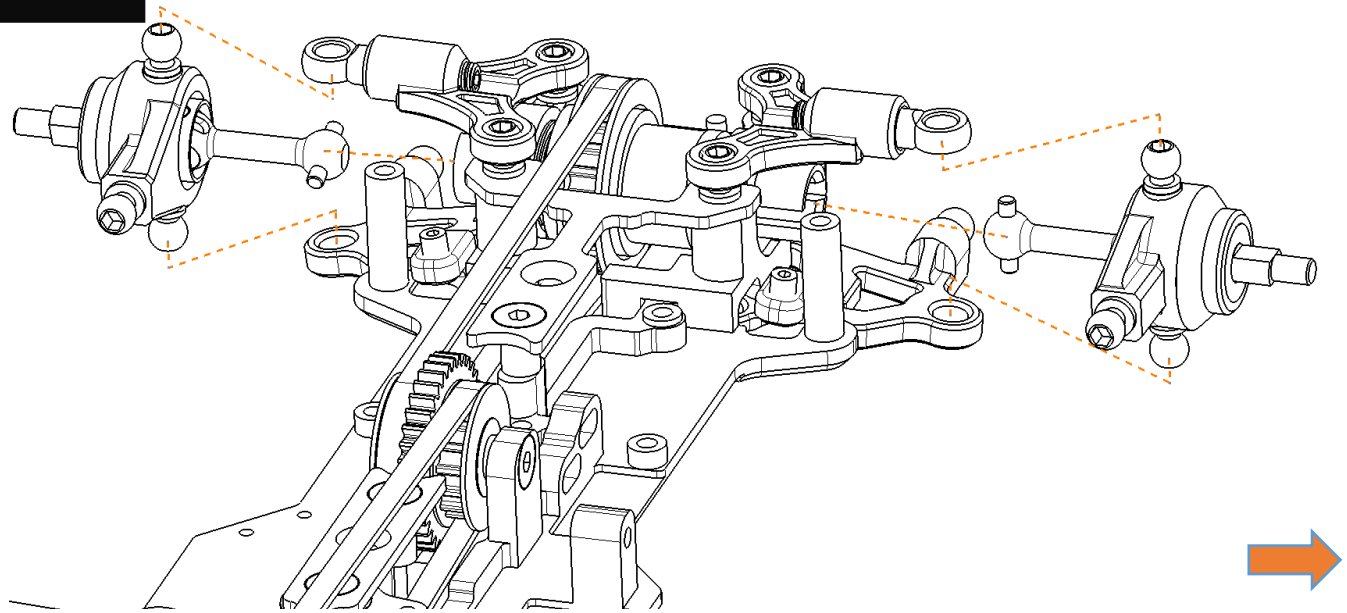


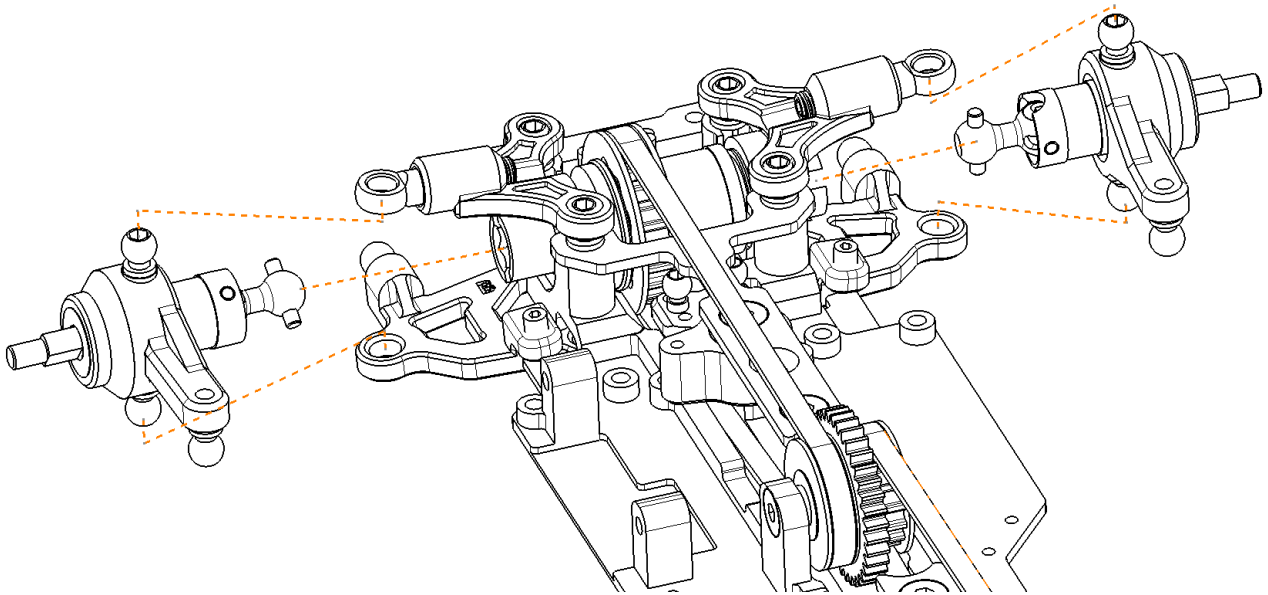
Caution:
Do not overtighten the wheel nut or you may damage the bearings. Make sure the wheel rotates freely after securing the nut

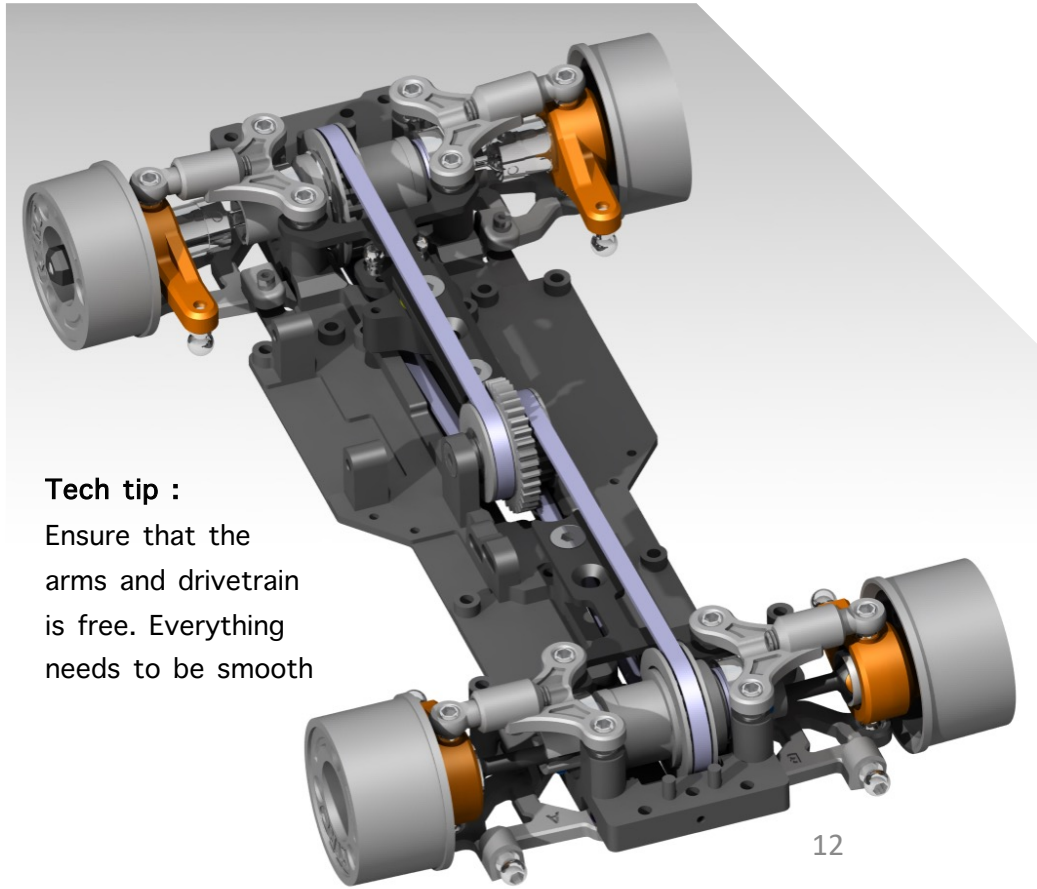


Information:
Refer to page 25 for the build tips of aluminium knuckles + spacers

Knuckles installation



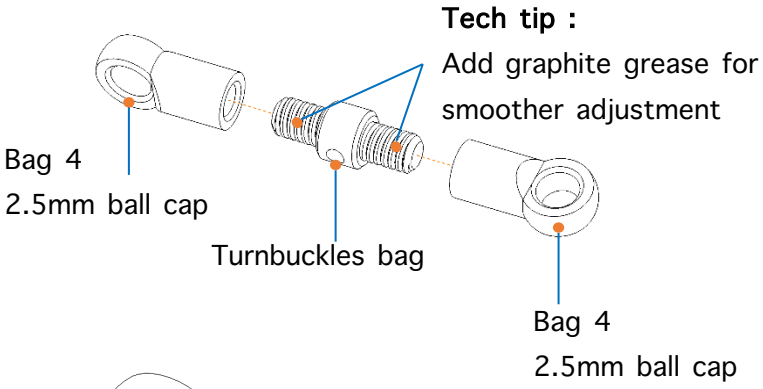


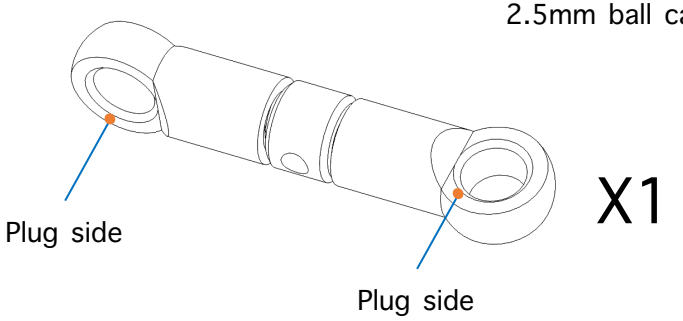


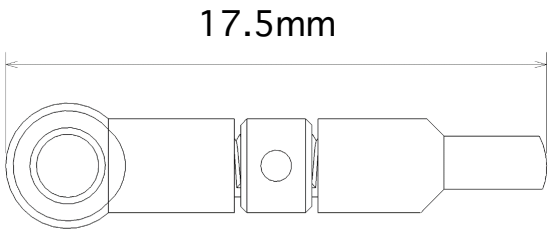
Tech tip :
Ensure that the arms and drivetrain is free. Everything needs to be smooth

Turnbuckle assembly

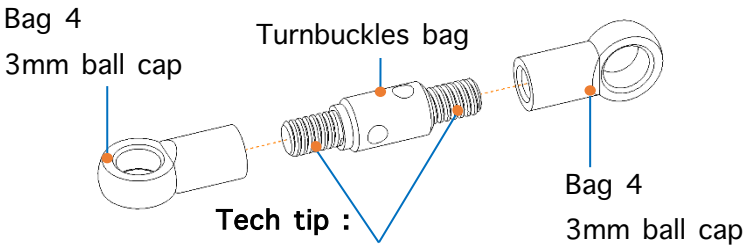
Servo turnbuckle

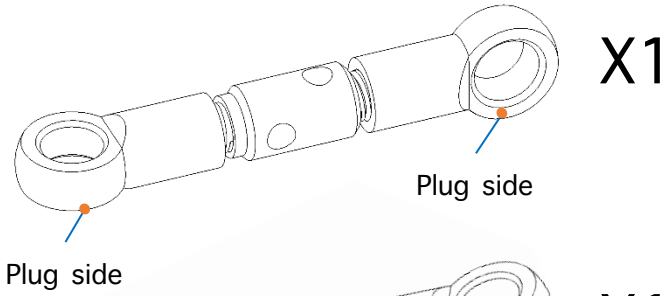


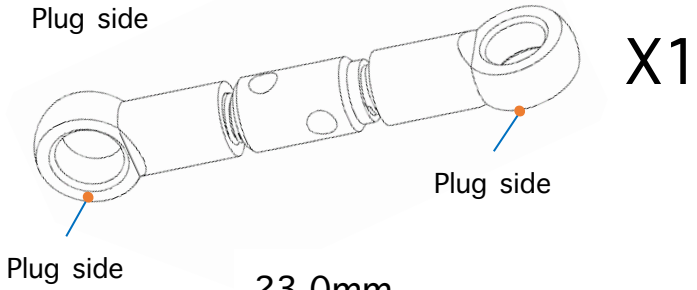


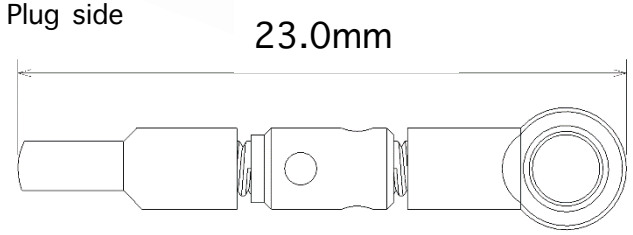


Rear turnbuckles

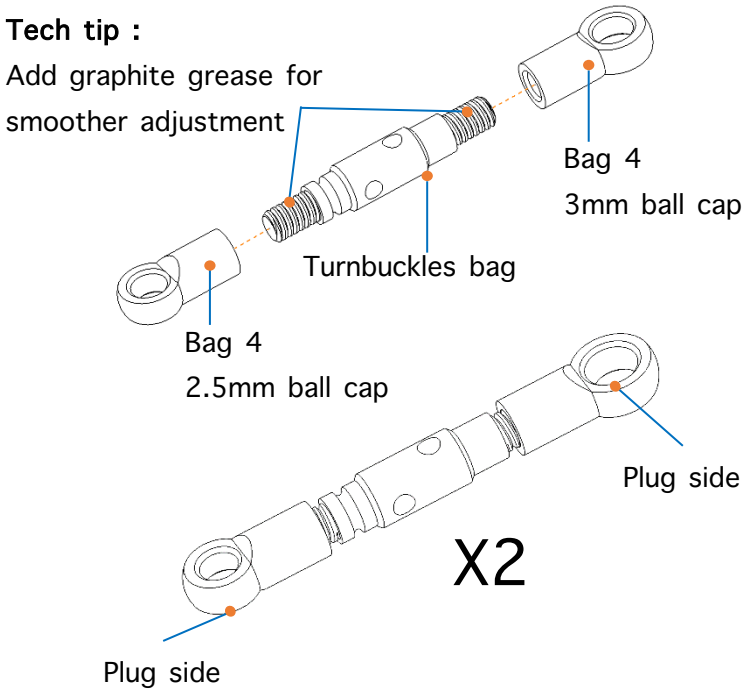


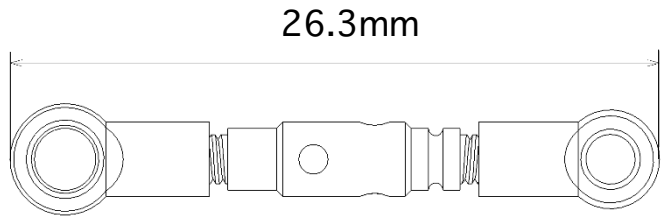




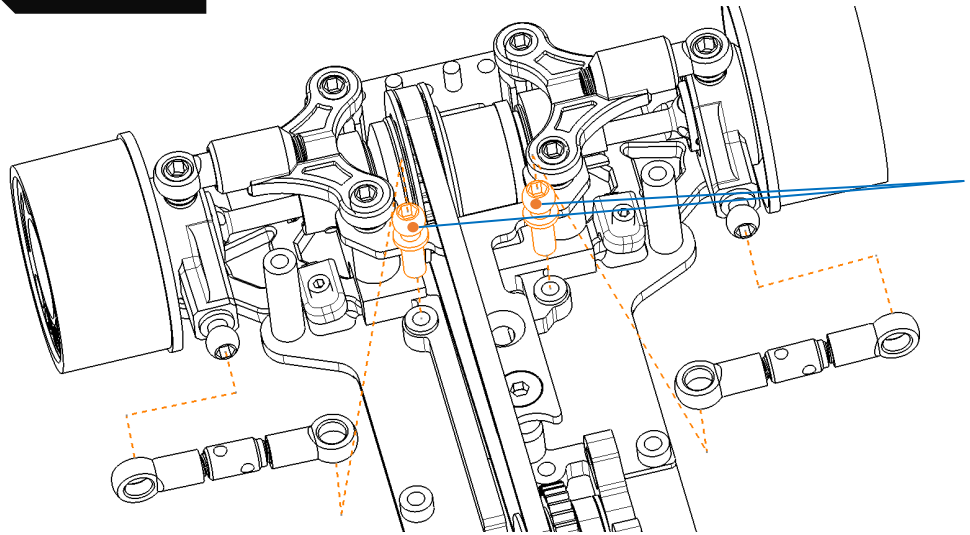


Front turnbuckles

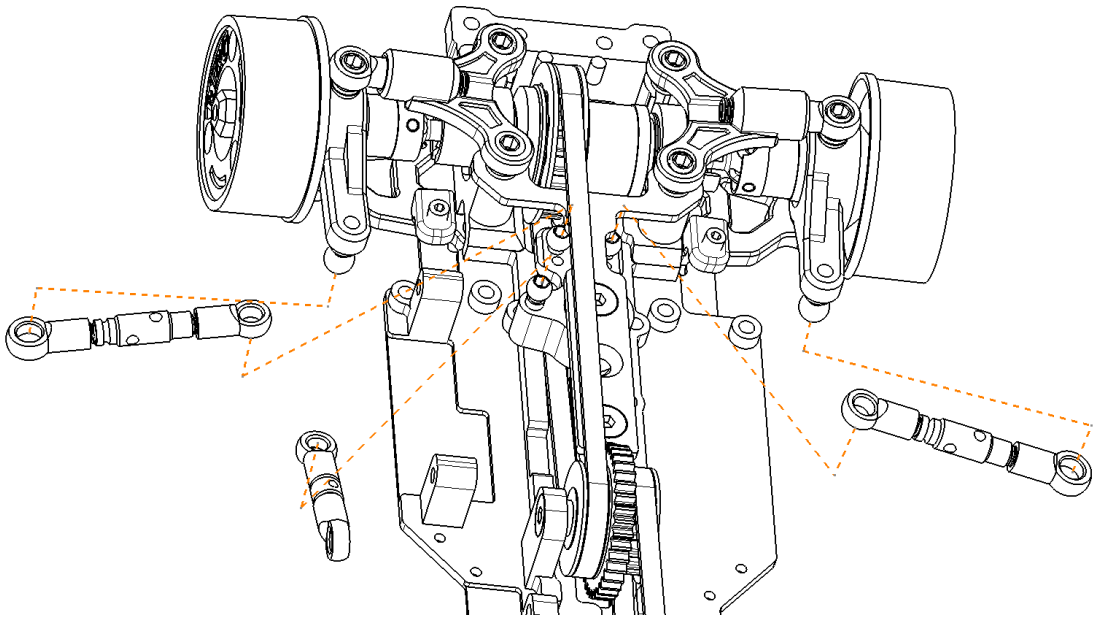


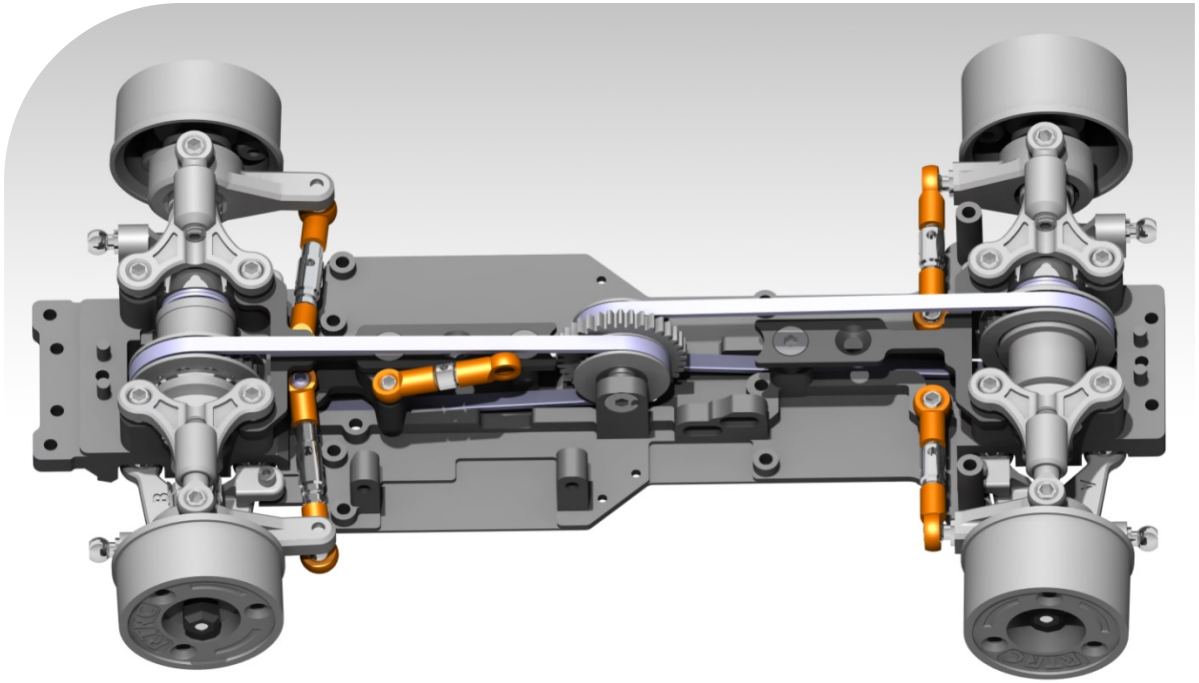


Turnbuckle installation



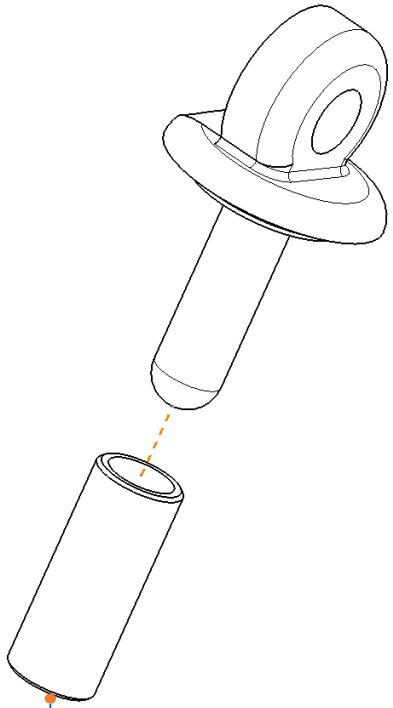
Bag 3
Bag D
Hexa 1.5mm



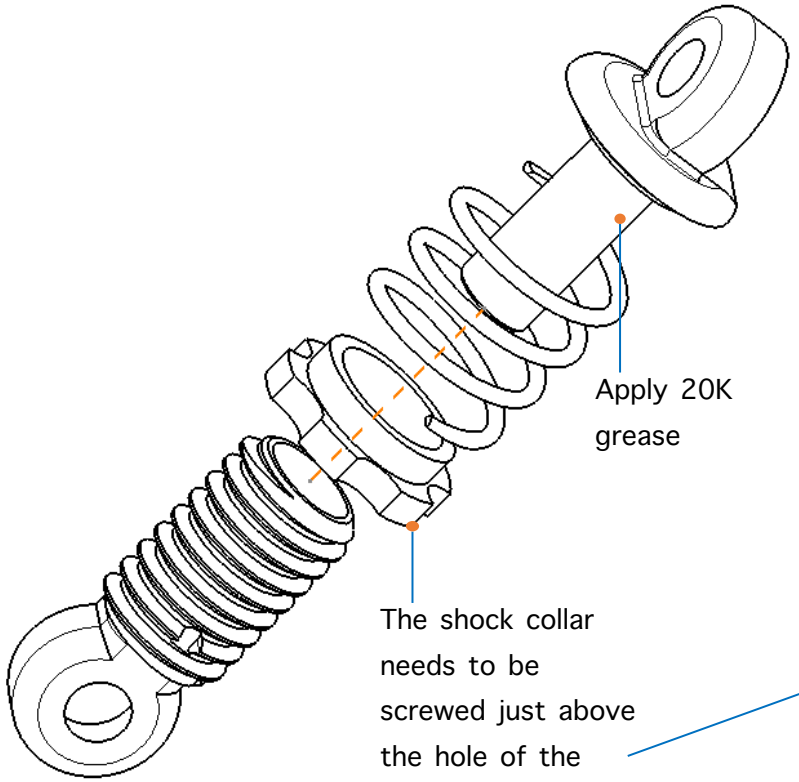


Shock assembly

SHOCKS BAG :

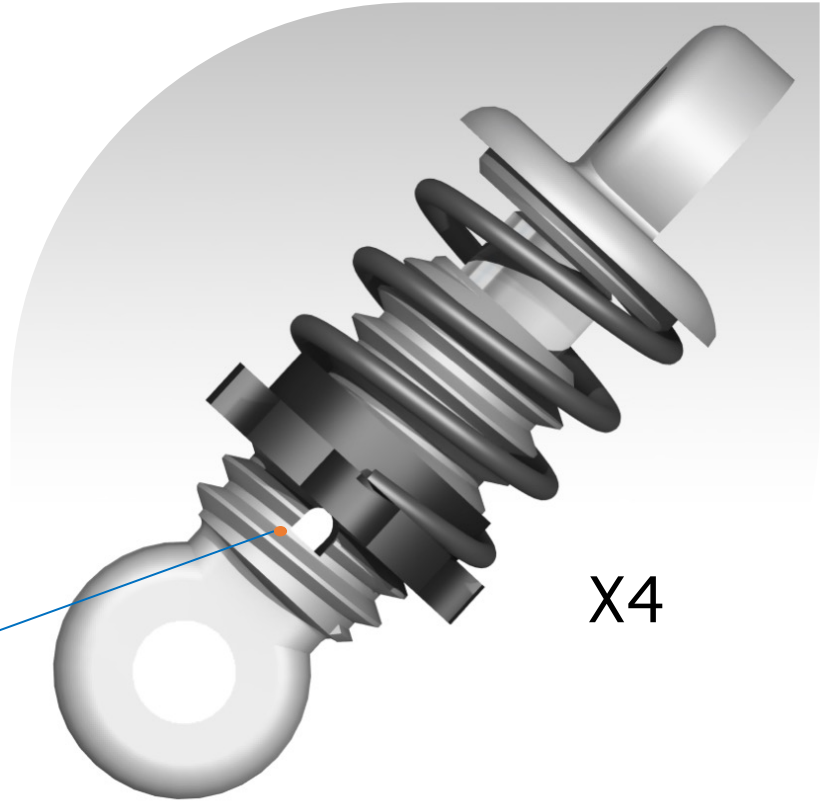


Use a flat surface to press the tube onto/over the shock rod



Apply 20K grease

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

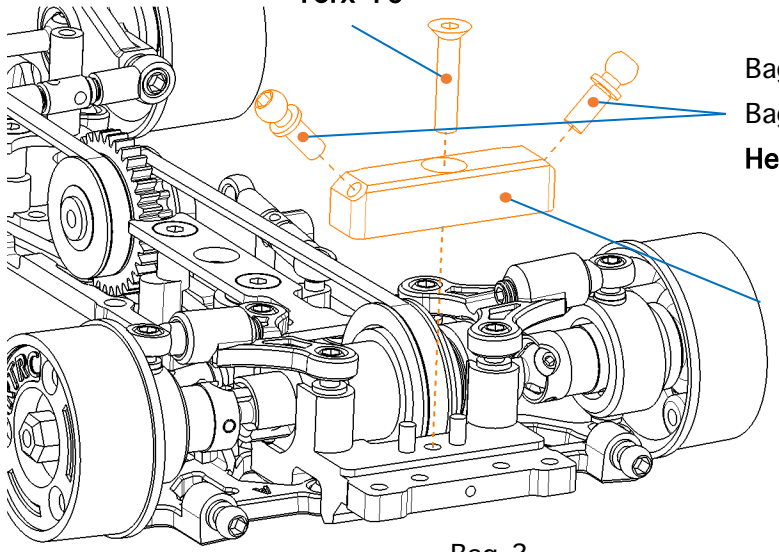


X4

Shock tower assembly

Front

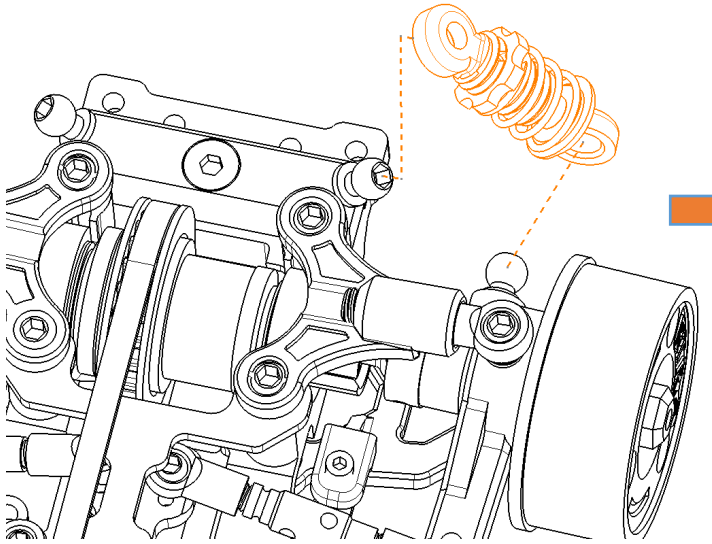
Bag 2
Bag E
Torx T6

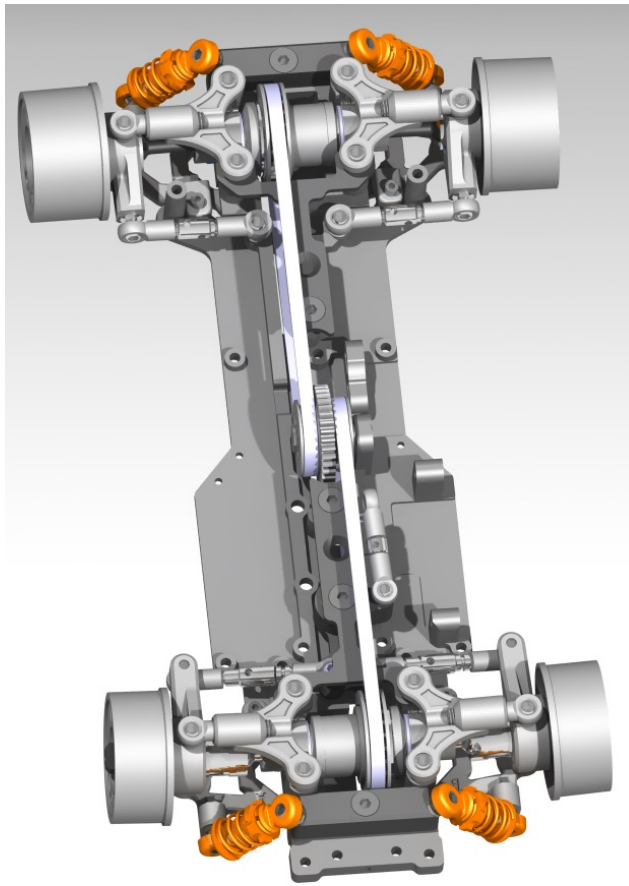


Bag 3
Bag D
Hexa 1.5mm

Aluminium parts bag

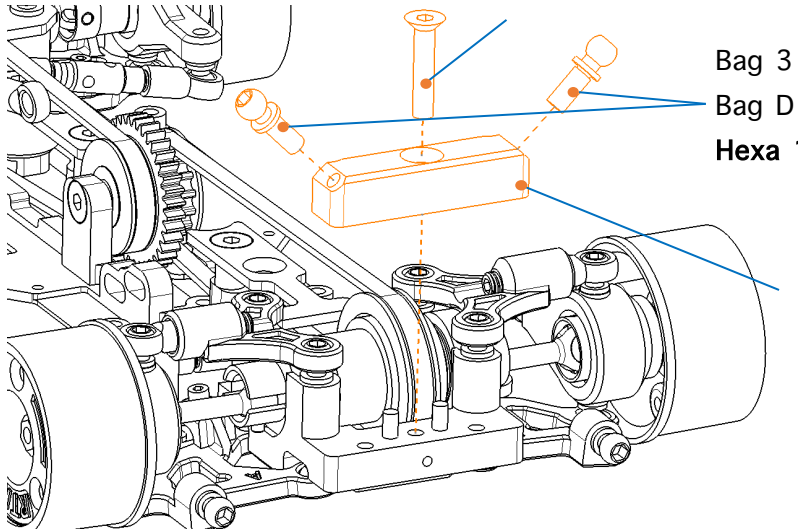
Press the 4 shock ball cups like this





Rear

Bag 2
Bag E
Torx T6



Bag 3
Bag D
Hexa 1.5mm

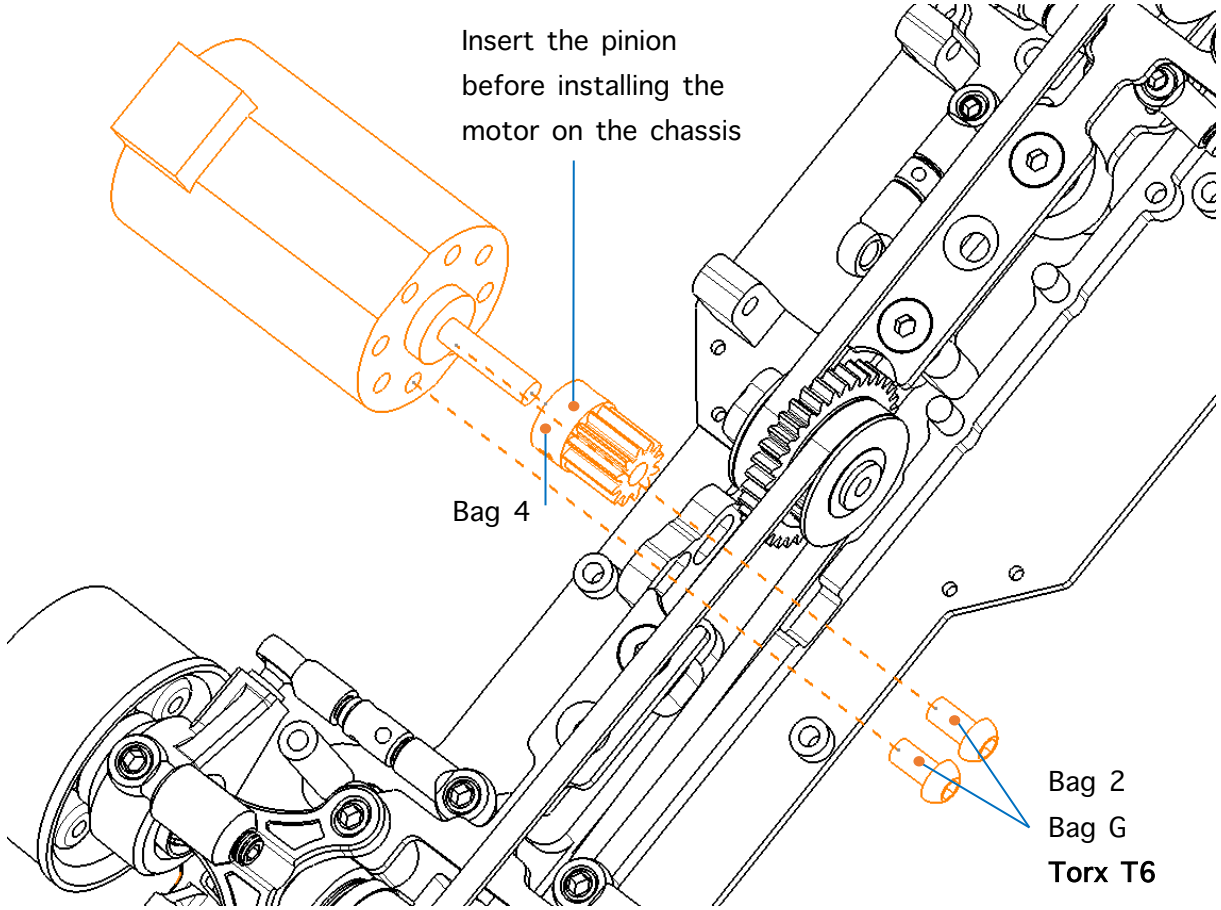
Aluminium parts bag

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

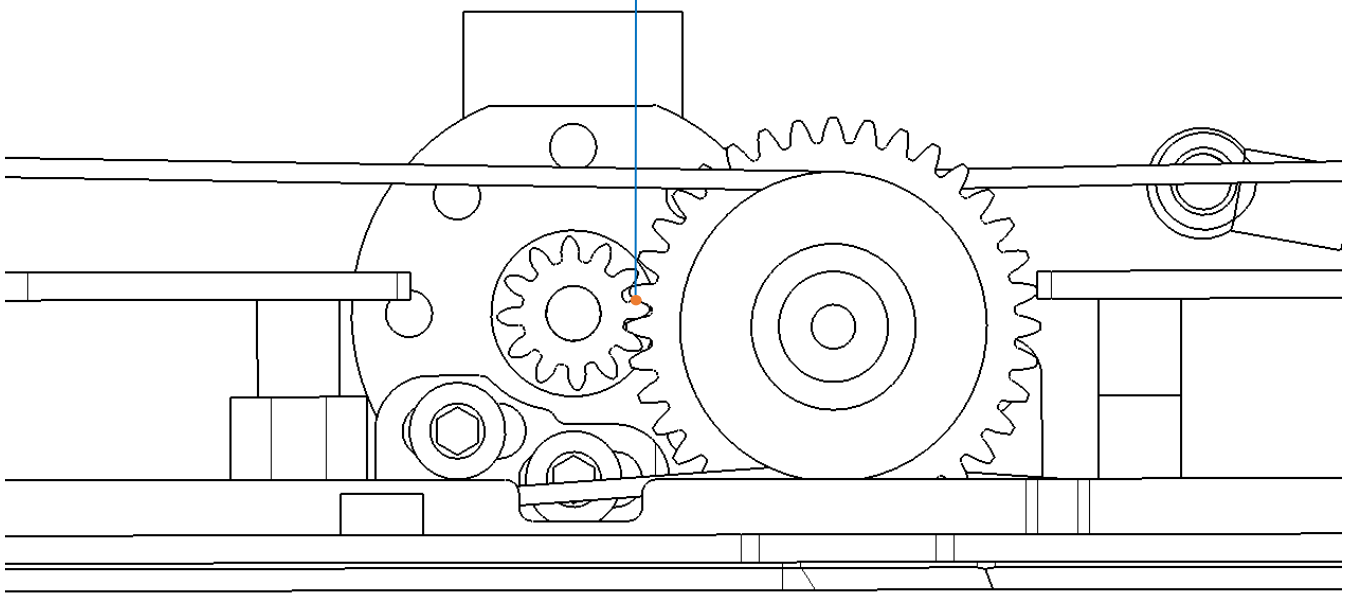
Motor KV and suggested gear ratios:

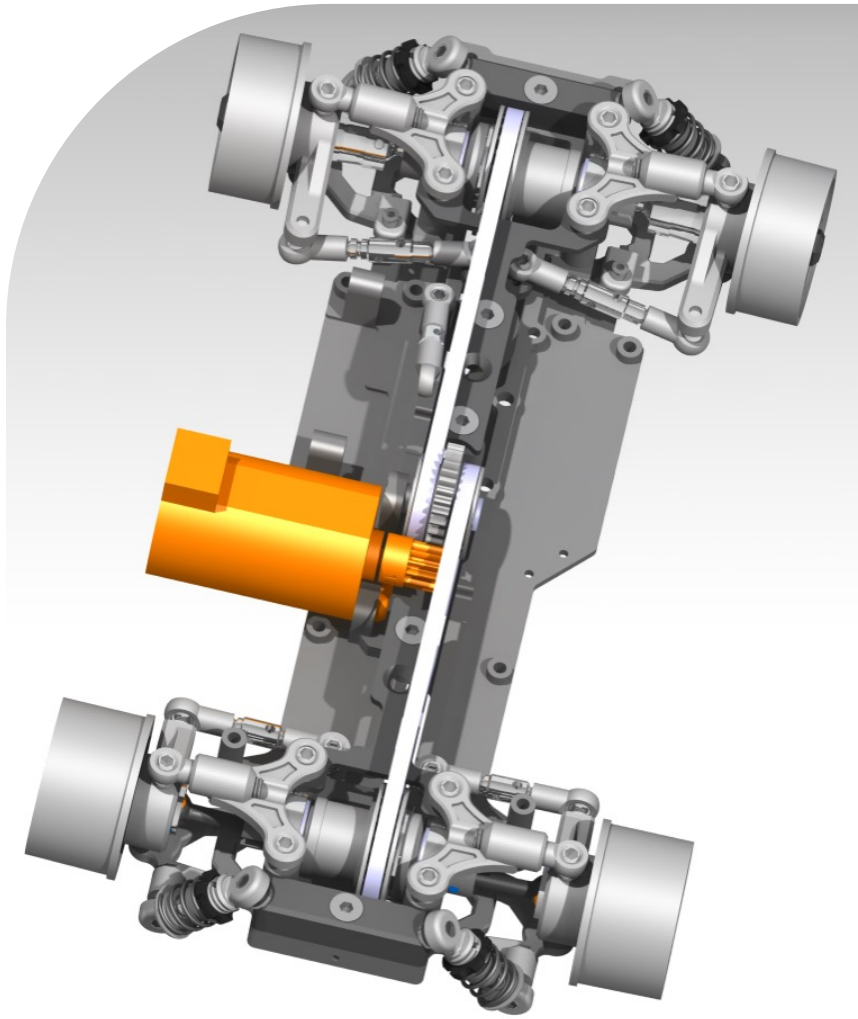
- 2500KV : 3.5 to 3.8
- 3500KV : 3.8 to 4.0
- 4500KV : 4.0 to 4.4
- 5500KV : 4.4 to 4.9
- 6500KV : 4.9 to 5.2



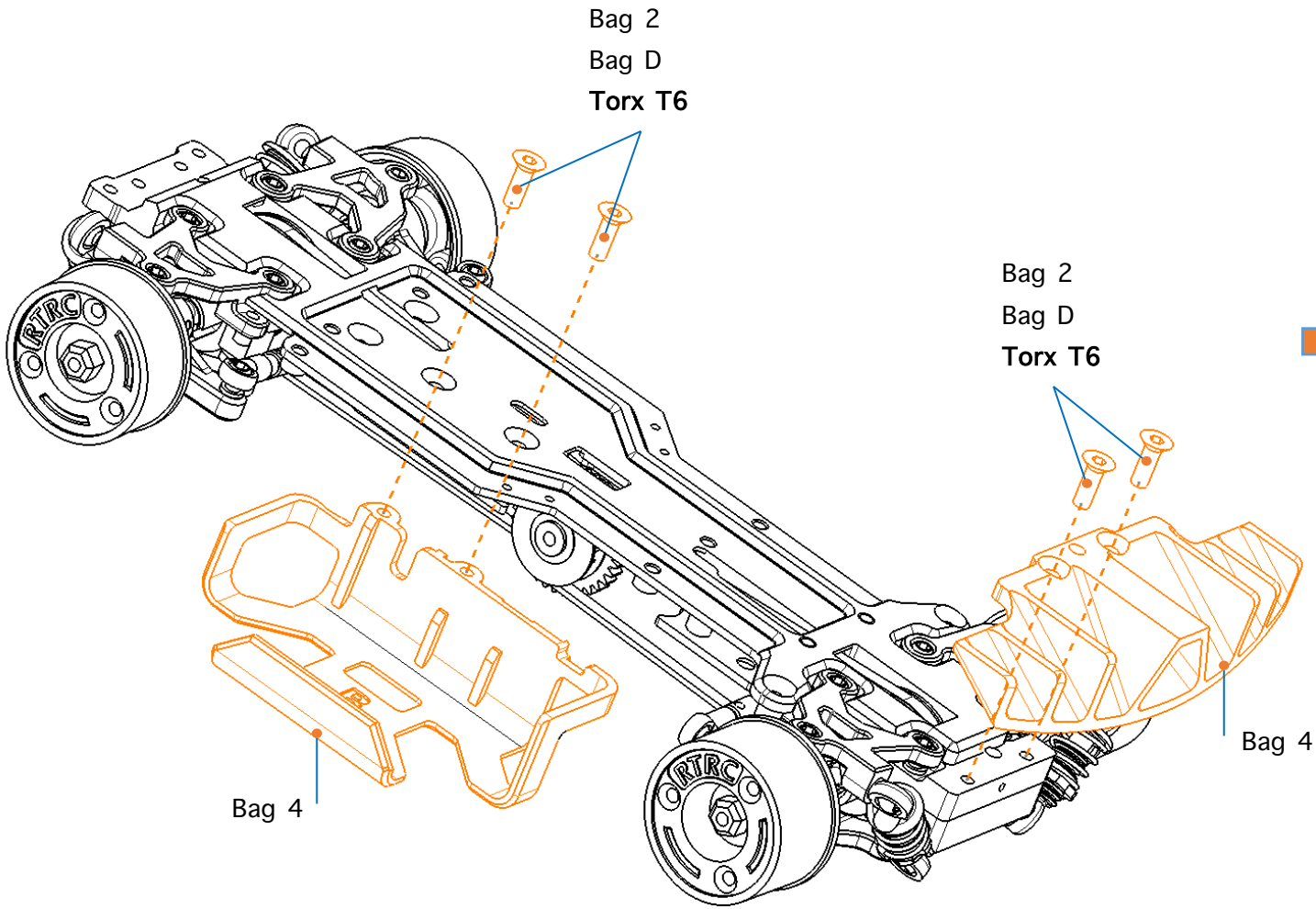
Mesh adjustment

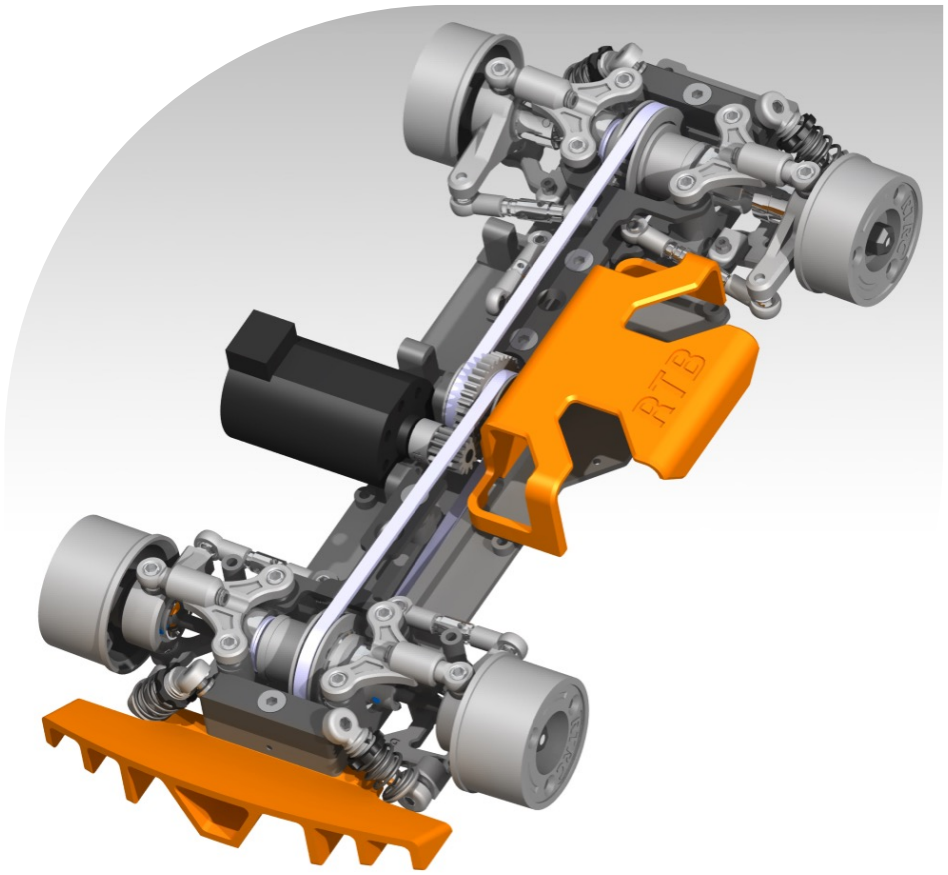
Adjust the mesh to get a very small amount of play between the pinion and the spur gear



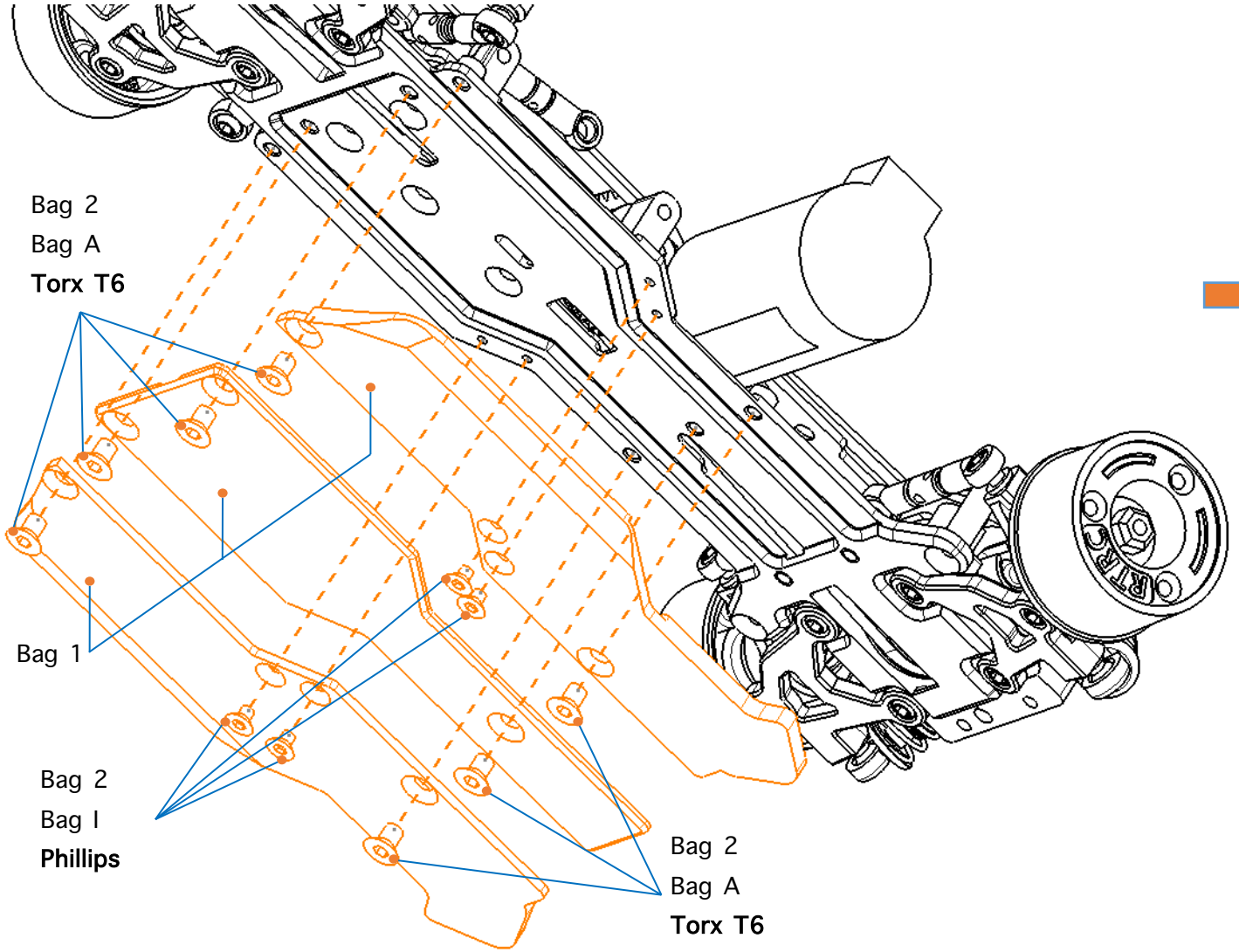


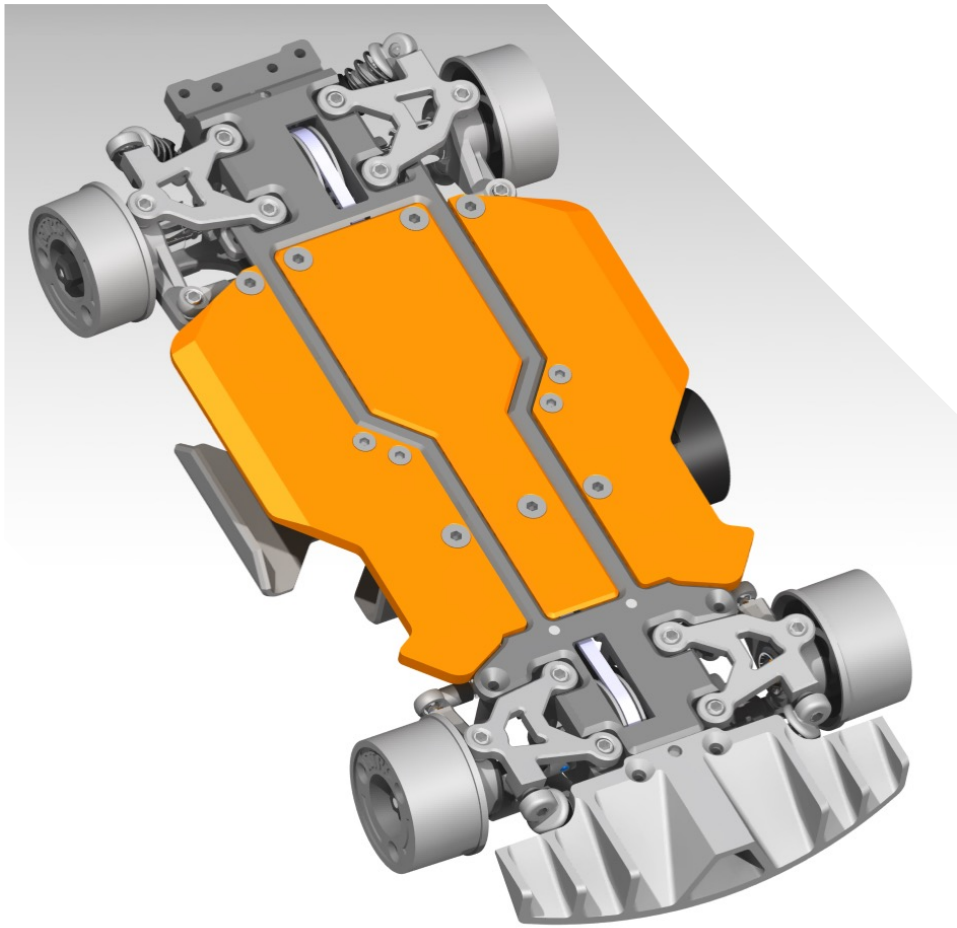
Battery holder and diffuser assembly





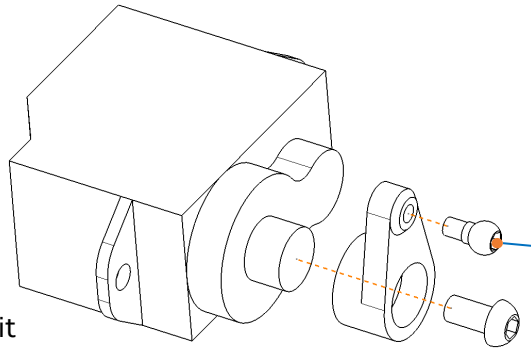
Chassis undercariage assembly



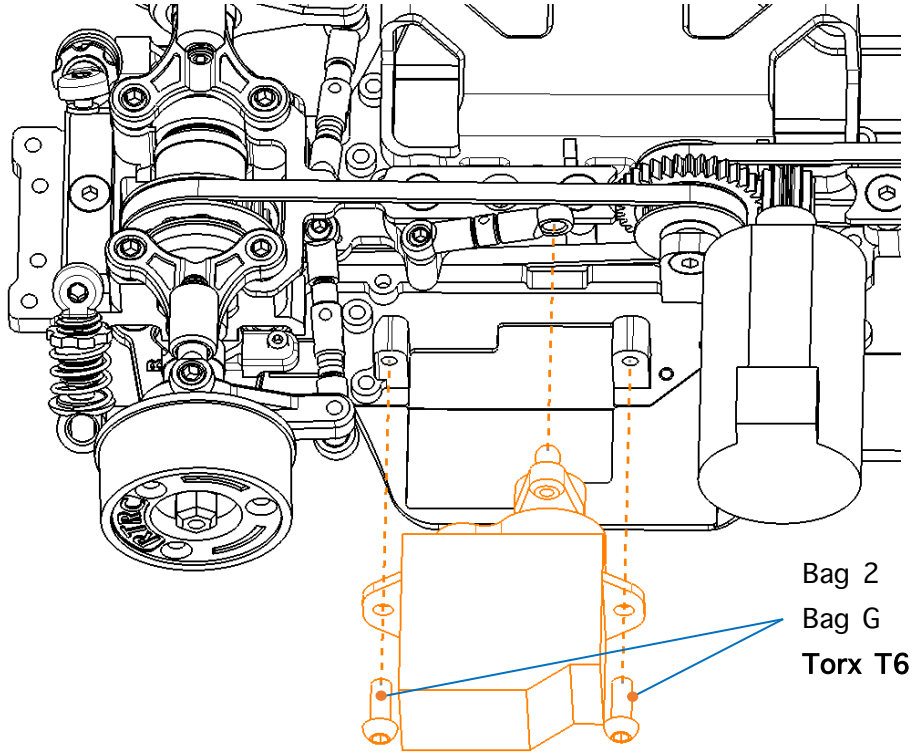


Servo assembly

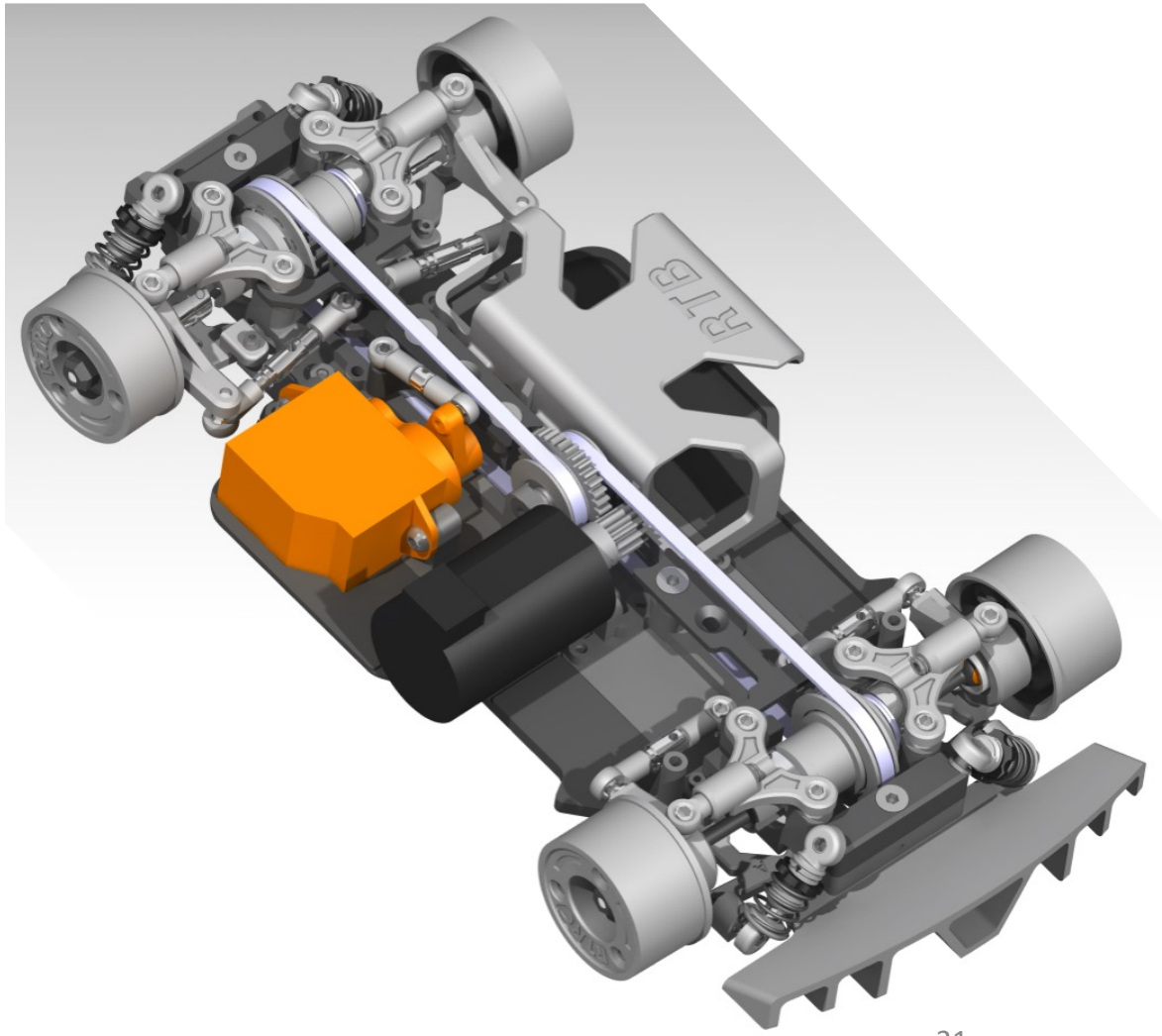
Tech tip :
turn ON the servo before installing the servo horn to ensure it is perpendicular to the chassis



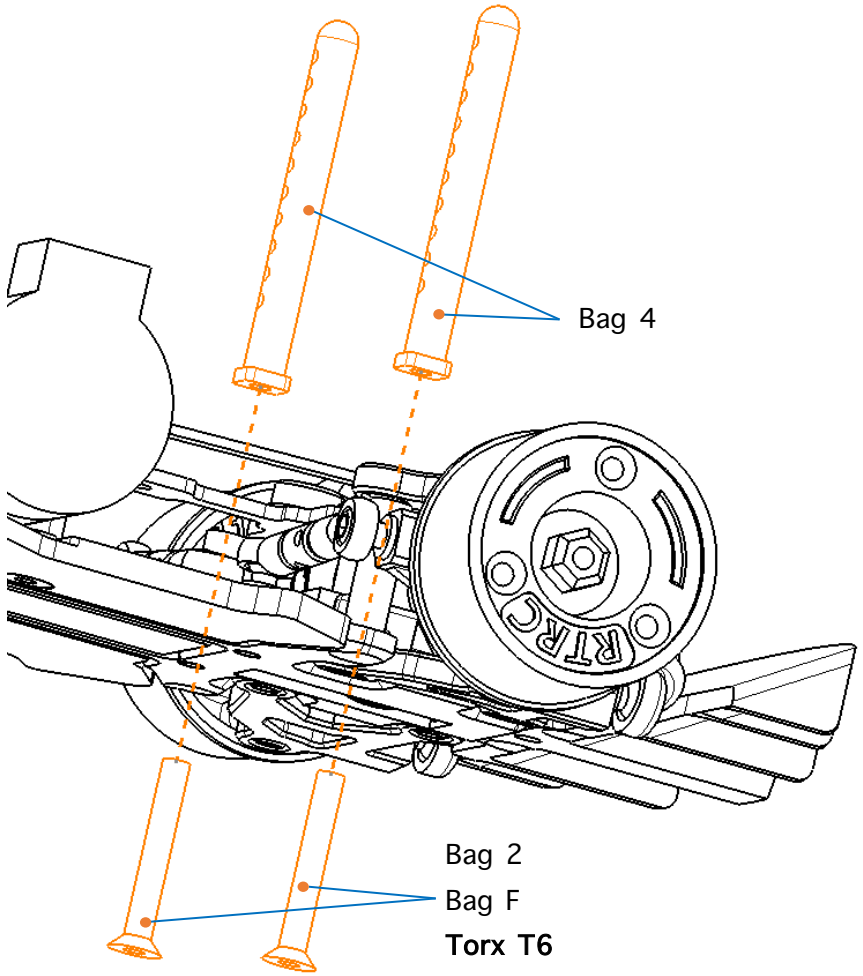
Bag 3
Bag A
Hexa 1.3mm

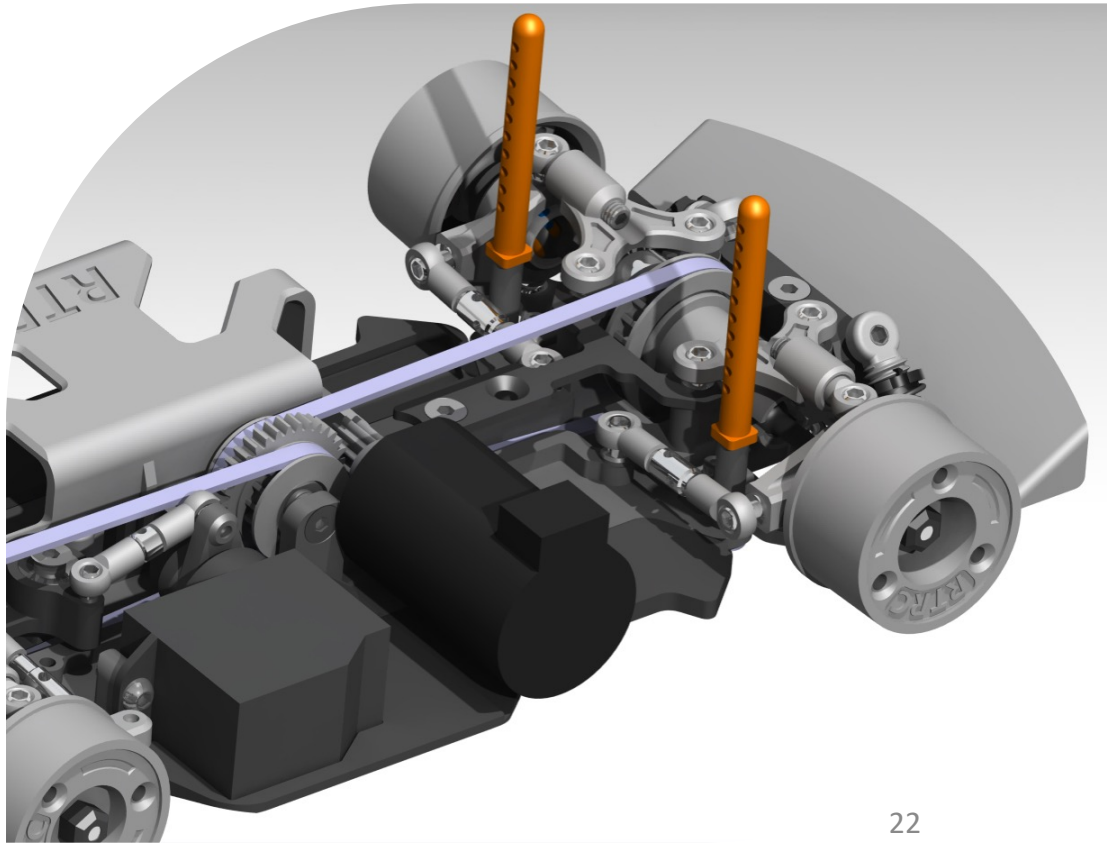


Bag 2
Bag G
Torx T6

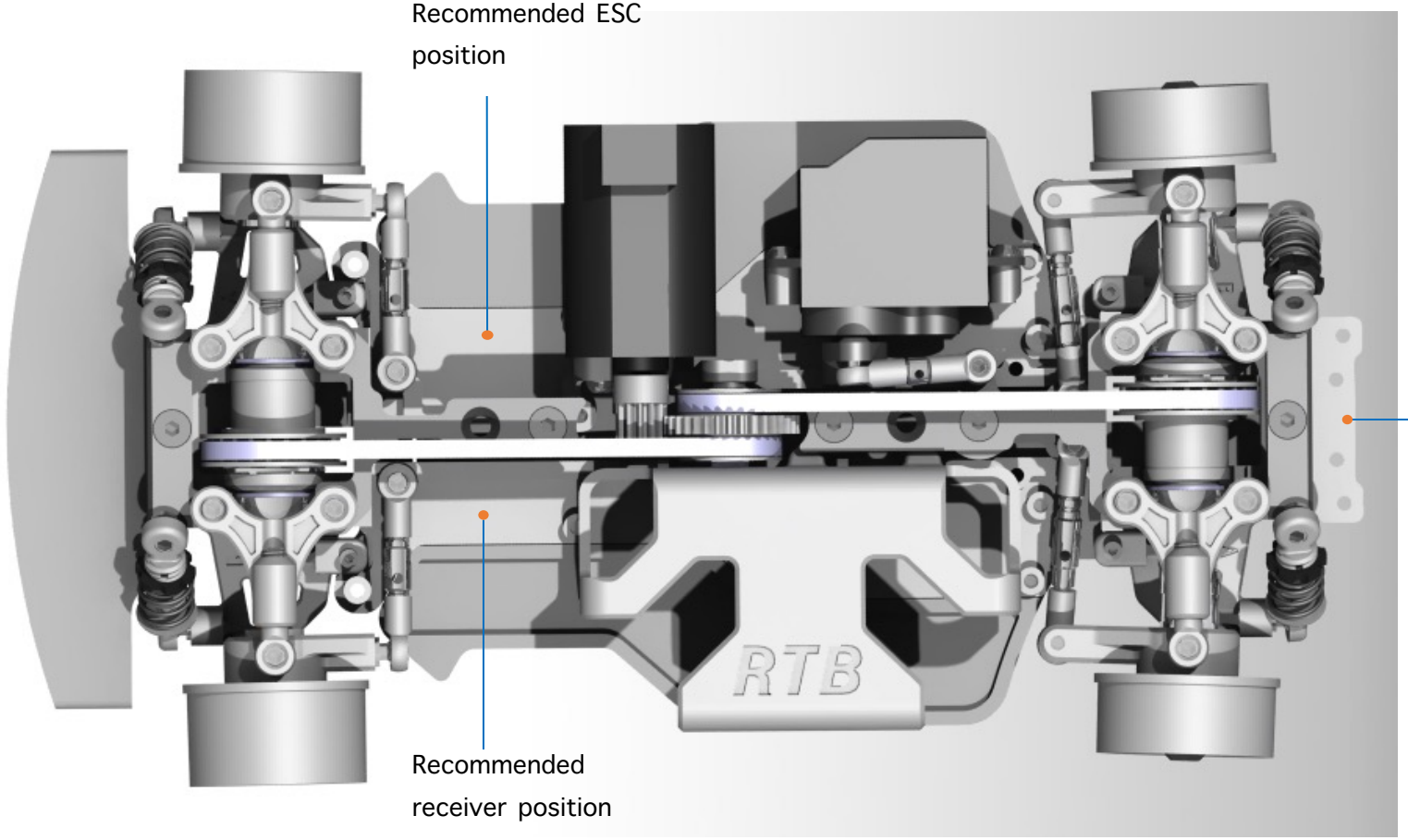


Body post assembly



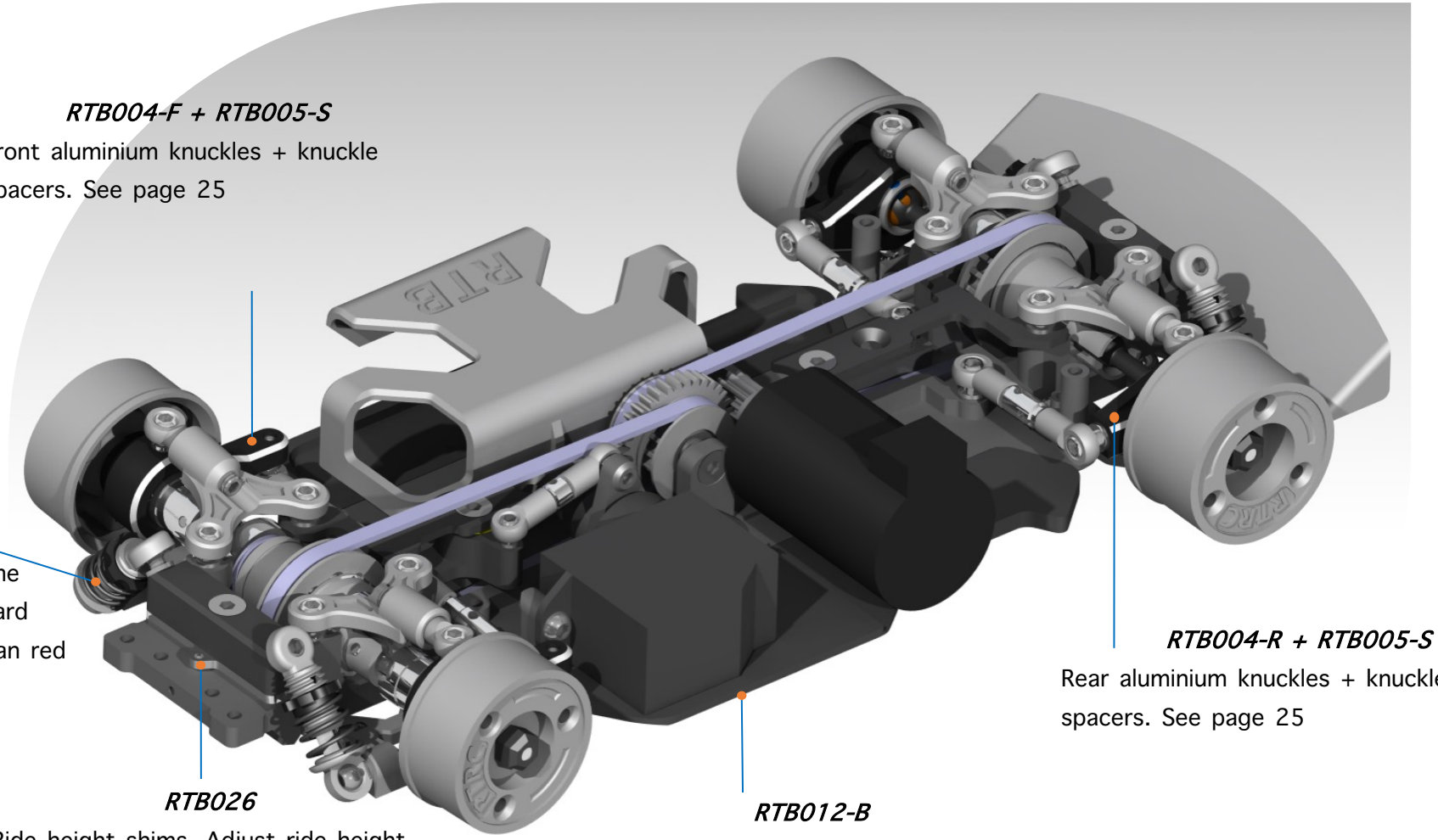


Electronics installation



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

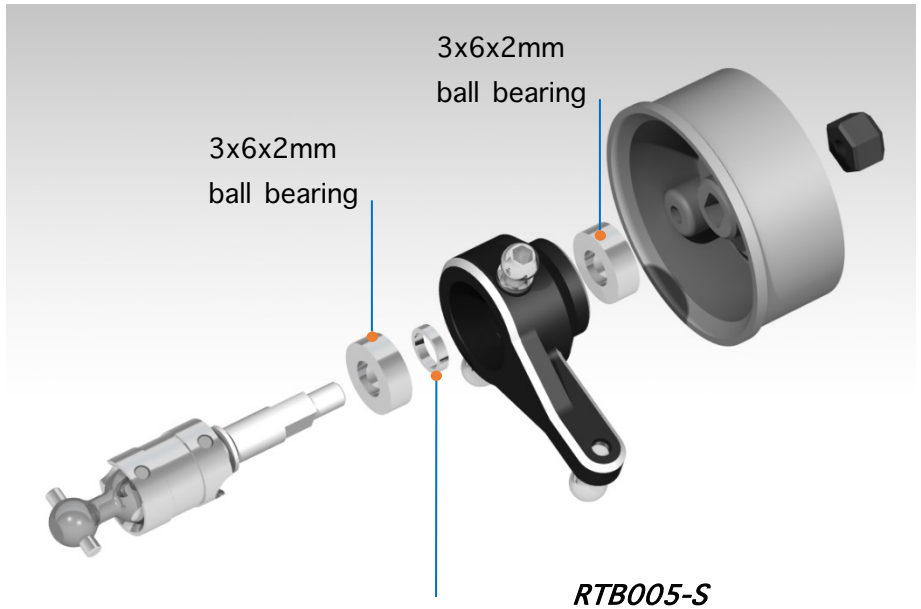
Brass flat bottom. Allows to add 9gr at the lowest point of the chassis

RTB004-R + RTB005-S

Rear aluminium knuckles + knuckle spacers. See page 25

Option knuckles and spacers

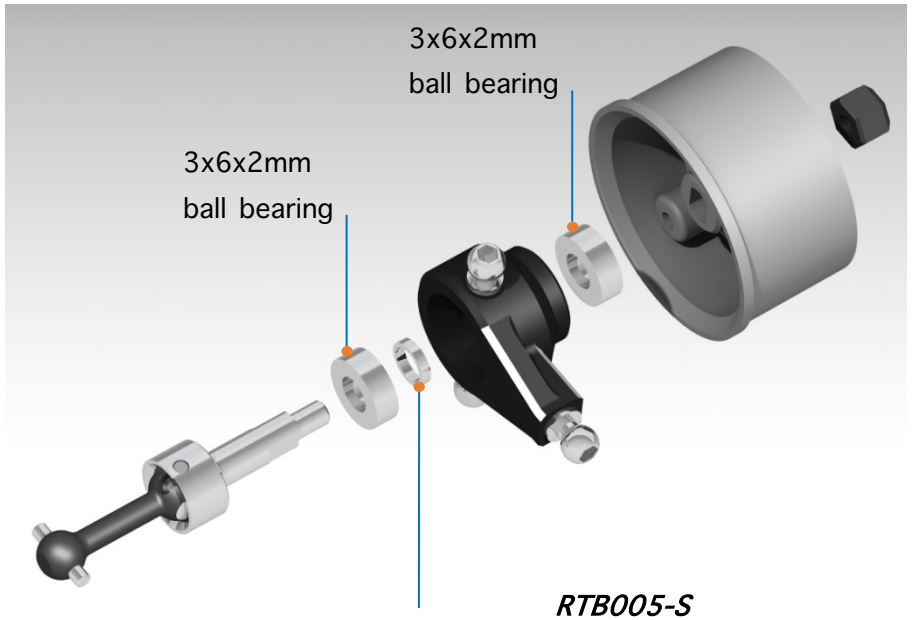
Front



RTB005-S

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

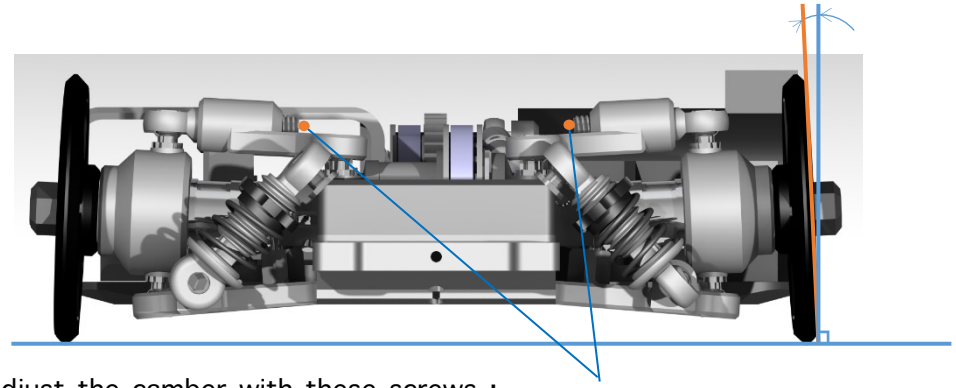


RTB005-S

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

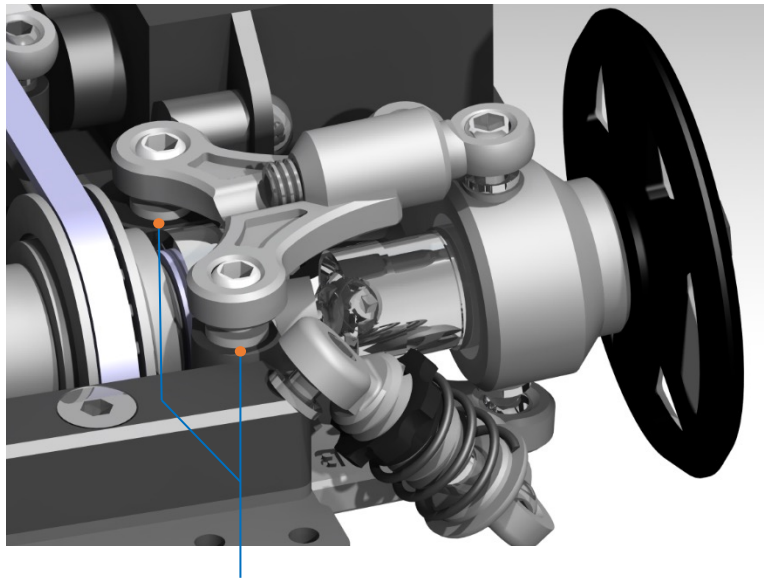


Adjust the camber with these screws :

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

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

Camber gain

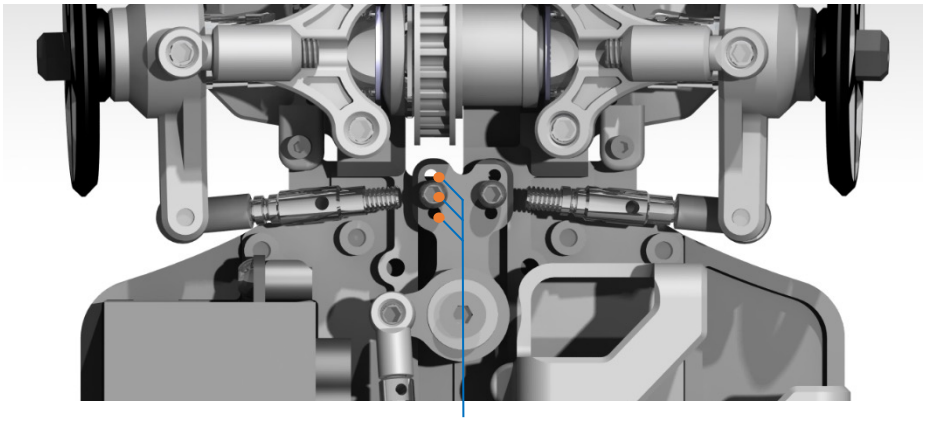


Adjust the camber gain by adding shims between the ball head and the chassis bulkhead :

- 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.

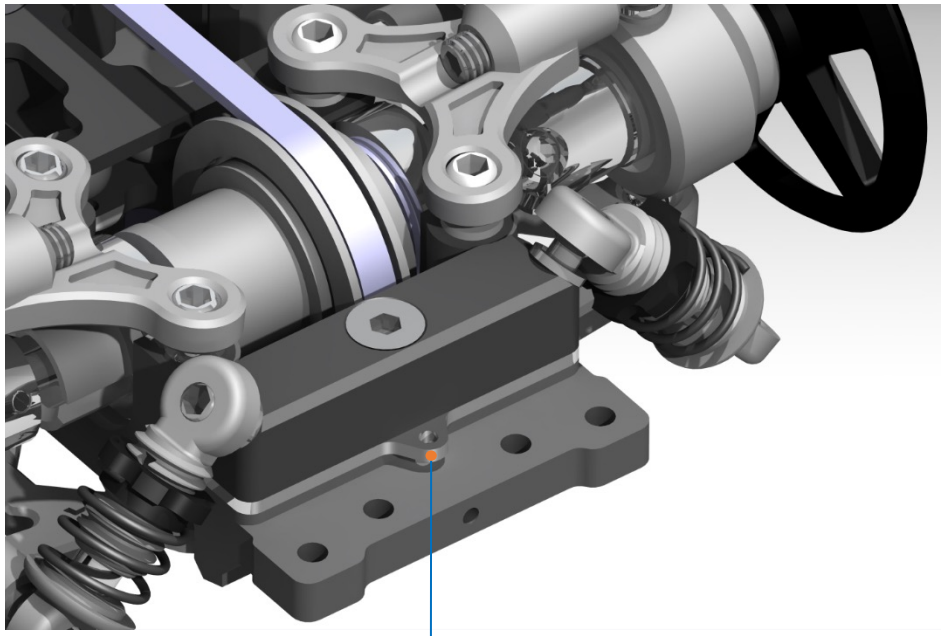
Ackermann



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

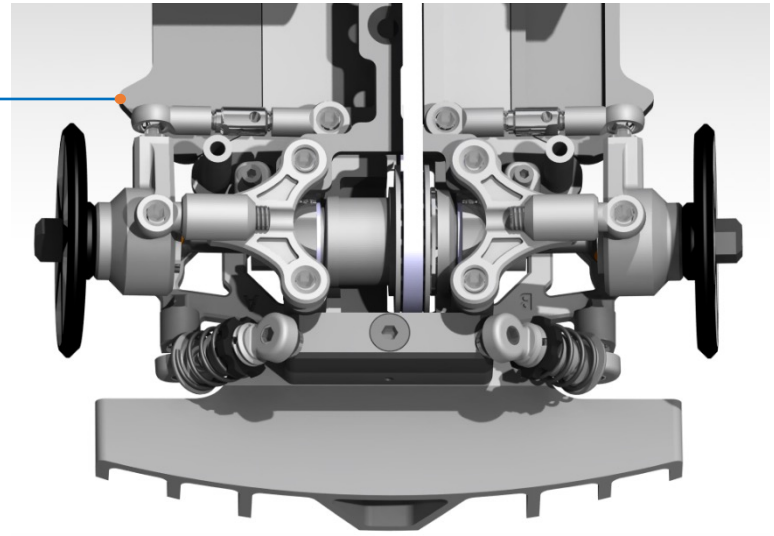
What are the important settings on the car ?

Ride height

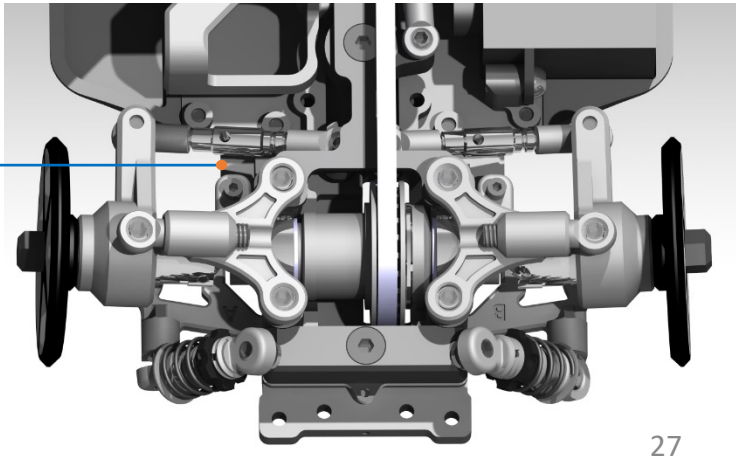


Adjust the ride height by adding or removing shims here (RTB026)
The same works for rear.
Caution: by adjusting the ride height, the droop adjusment will change. We recommend to control the droop setting each time you change the ride height.

Where to measure on REAR ?

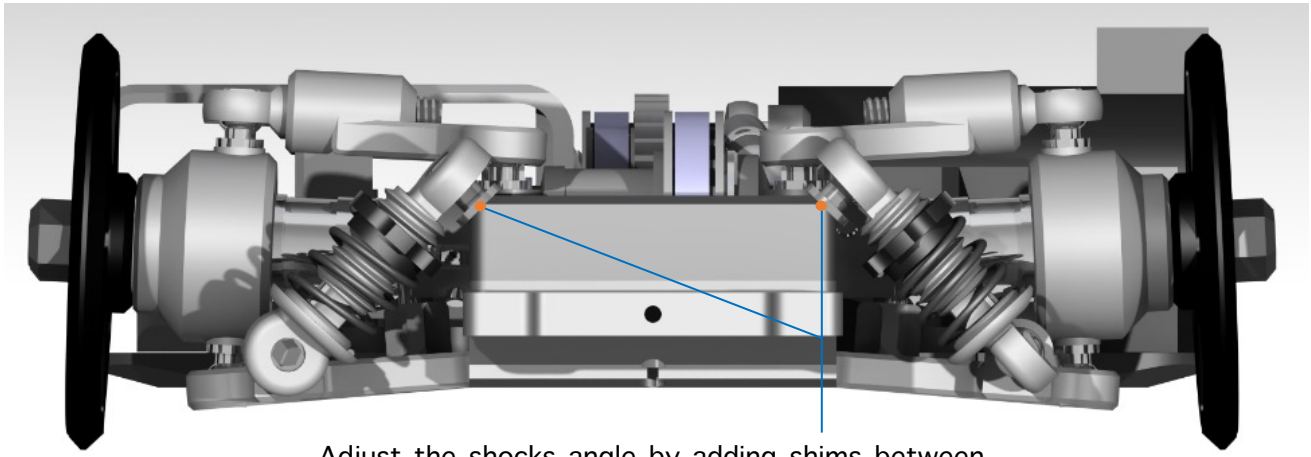


Where to measure on FRONT ?



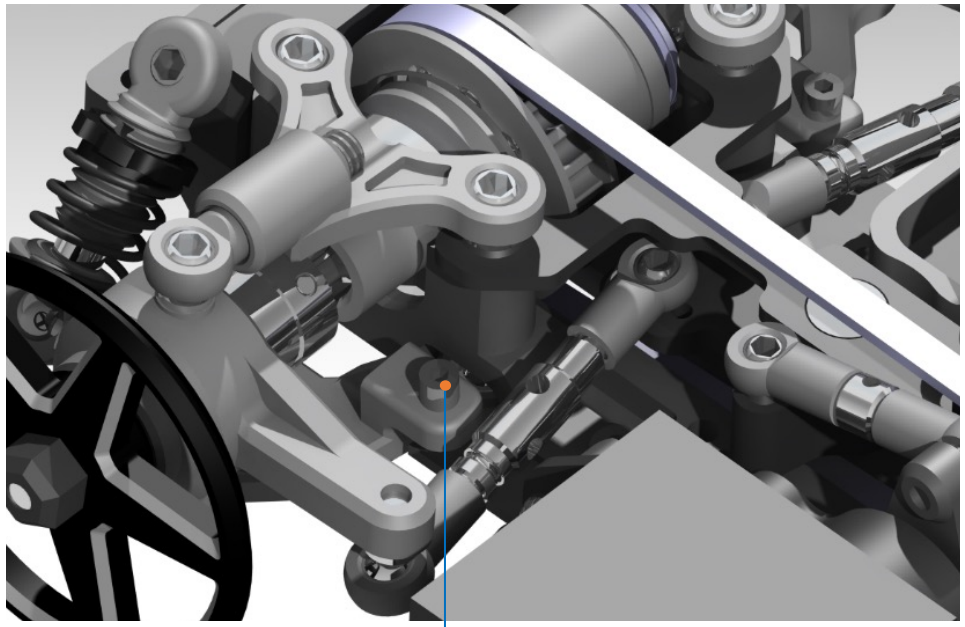
What are the important settings on the car ?

Shocks angle



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

Droop



Adjust the droop with this screw :

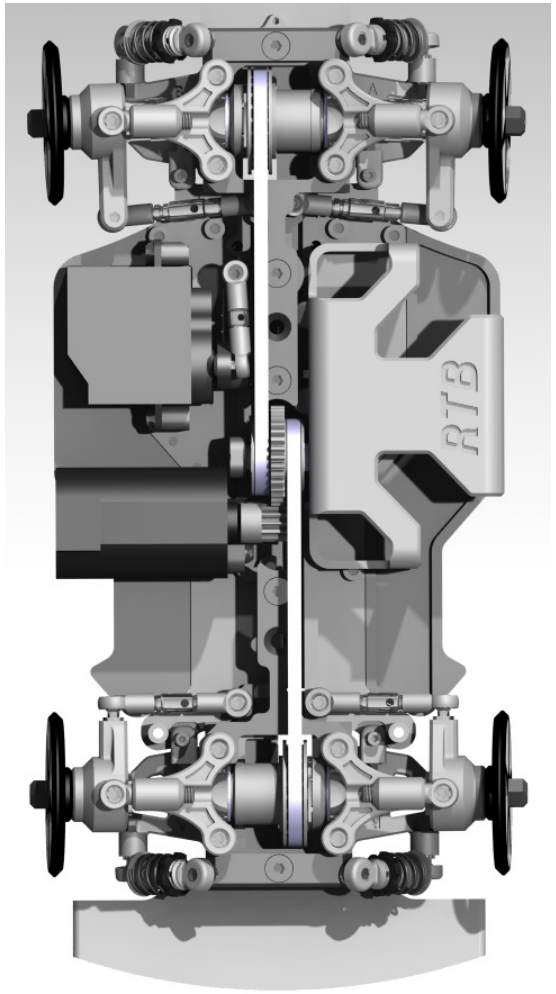
- Screw anti-clockwise to add droop.
- Screw it in clockwise to reduce droop.

Recommended starting setup without options

Front springs :
Stock

Front droop:
1.5mm

Front ride height :
2mm



Front camber :
2 degrees

Front turnbuckle length :
26.3mm

Ackermann position :
Middle

Rear droop:
1.0mm

Rear ride height :
2mm

Rear springs :
Stock

Rear turnbuckle length :
23.0mm

Rear camber :
1.5degres

Recommended starting setup with options

Front droop:
1.5mm

Front springs :
Yellow

Front ride height :
2mm

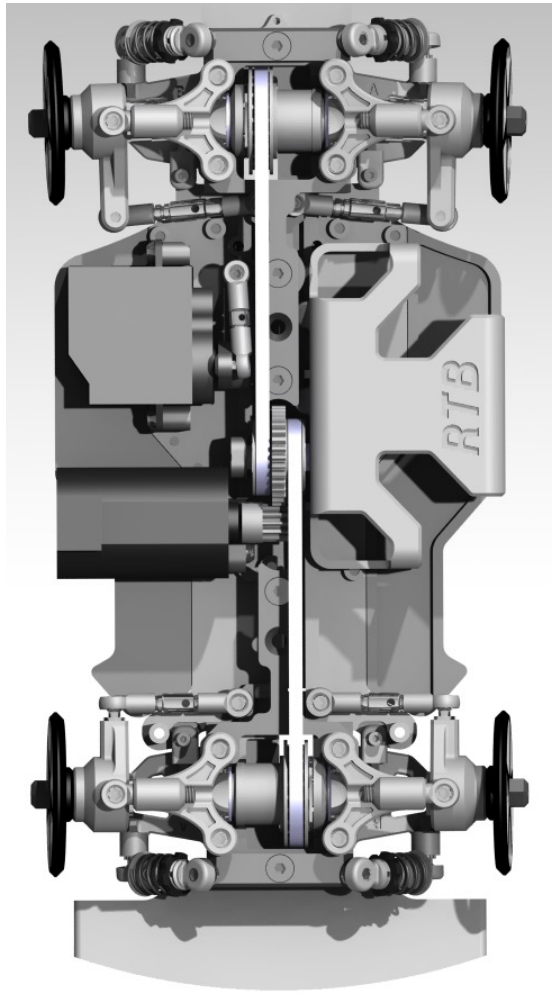
Front camber gain :
1mm shims

Rear camber gain :
2mm shims

Rear droop:
1.0mm

Rear ride height :
2mm

Rear springs :
Green



Front camber :
2.5degres

Front turnbuckle length :
26.3mm

Ackermann position :
Middle

Rear turnbuckle length :
23.0mm

Rear camber :
2degres