ASSOCIATED 1:10 SCALE ELECTRIC BUGGY

B4.1

INSTRUCTION MANUAL FOR THE TEAM ASSOCIATED RC10B4

IT

RS-1

B4 Features

>> New Longer MIP CVD dog bones and axles in kit version.
>> Lower motor mounting position.
>> Kimbrough Spur Gear.
>> Pro-Line M3 racing compound front and rear tires in kit version.
>> Plenty of chassis room to hold most electronics.
>> All-new molded composite low-CG chassis.
>> Adjustable battery position.
>>New design battery hold-down strap.
>> Rugged steel turnbuckles.
>> Fully adjustable caster, camber, and toe-in.
>> Angled bellcrank "co-planar" steering.
>> Built-in servo saver.
>> Vertical ball end adjustment, front & rear.

B4 Factory Team Kit #9035

Threaded shock bodies.
CVD rear axles.
Unpainted body.

Also includes:
Bearing Assoc. Transmission.
Pro-Line racing compound tires.
Factory Team carbon.
Factory Team blue aluminum.
Factory Team titanium turnbuckles.
Factory Team Unobtainium shock shafts.

B4 Team Kit #9034

Hard anodized shock bodies.
CVD rear axles.
Unpainted body.

Also includes:
Bearing Assoc. Transmission.
Pro-Line racing compound tires.

B4 RTR RS #9037

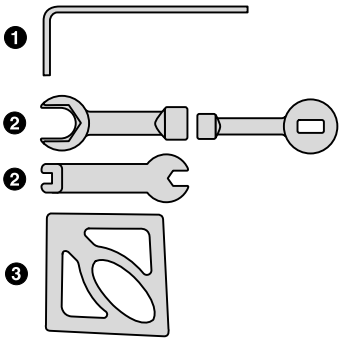
Blue aluminum shock bodies.
Associated dogbone rear axles.
Painted body.

Also includes:
Associated Transmission.
2-Channel radio.
Electronic speed control.
Receiver.
Electric motor and pinion gear.
Racing tires.
Already assembled!

TOOLS

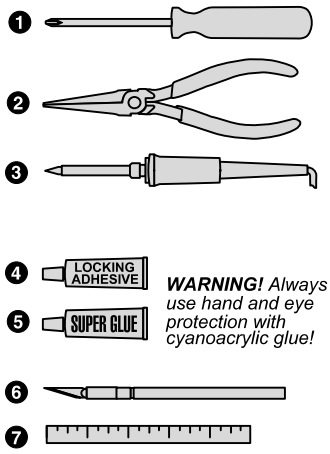
KIT TOOLS SUPPLIED

1. Allen wrenches #6950 (.050", 1/16", 3/32", 5/64")
2. Molded tools #6956
3. Camber gauge #1719



EXTRA STUFF NEEDED

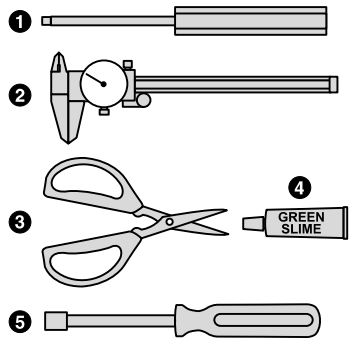
1. Phillips screwdriver
2. Needlenose pliers
3. Soldering iron (40-50 watts) and a small amount of Rosin core solder. Pencil-type soldering iron is better than the gun type. ***DANGER! Tip will be HOT!***
4. Thread locking compound (#1596 Locking Adhesive or equivalent)
5. Super glue (cyanoacrylic glue or #1597 Tire Adhesive).
6. Hobby knife ***WARNING!*** *This knife cuts plastic and fingers with equal ease, so be careful.*
7. Precision ruler



WARNING! *Always use hand and eye protection with cyanoacrylic glue!*

HELPFUL ITEMS (NOT REQUIRED)

1. Allen drivers (straight Allen wrenches with hex shaped handles) such as the following made by Associated:
   - #1542 .050" driver
   - #1543 1/16" driver
   - #1545 5/64" driver
   - #1546 3/32" driver
   - #1547 2.5mm driver
2. Vernier calipers
3. Body Scissors (#1737)
4. Green Slime shock lube (#1105)
5. Nut drivers (screwdriver-handled hex socket tools)
   - 3/16" nut driver
   - 1/4" nut driver
   - 11/32" nut driver



WARNING!

Do not use a power screwdriver to install screws into nylon, plastic, or composite materials. The fast rotation speed can heat up the screws being installed. They can then break the molded parts or strip the threads during installation.

EXTRA ITEMS NEEDED

	9035	9034	9037
1 R/C two channel surface frequency radio system.	need	need	
2 Battery pack (6 cell).	need	need	need
3 Battery charger (we recommend a peak detection charger).	need	need	need
4 Electronic speed control.	need	need	
5 R/C electric motor.	need	need	
6 Pinion gear, size to be determined by type and wind of motor you will be using.	nered	need	

CONTACTING US

CUSTOMER SUPPORT
(714) 850-9342
Fax (714) 850-1744
http://www.rc10.com/help

ASSOCIATED ELECTRICS, INC.
3585 Cadillac Ave.
Costa Mesa, CA 92626
USA
http://www.TeamAssociated.com/

BEFORE BUILDING

OPEN THE BAGS IN ORDER
The assembly is arranged so that you will open and finish that bag before you go on to the next bag. **Sometimes you will have parts remaining at the end of a bag. These will become part of the next bag.**

LEFT AND RIGHT
When we refer to left and right sides of the car, we are referring to the driver's point of view while sitting in the car.

SUPPLEMENTAL SHEETS
Improvements to our kits, if any, will be noted in supplementary sheets located in a parts bag or inside the kit box. Check the kit box before you start and each bag as it is opened. When a supplement is found, attach it to the appropriate section of the manual.

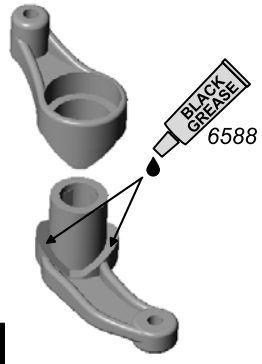
◀1:1▶ = Actual size part. **x2** = Quantity for step.
Rear x2 = Do entire step twice. **!** = Pay attention to this detail.
RTR: 9181 = Part number for RTR buggies.

BAG A

ASTERISK (*) BY BOLD PART NUMBER INDICATES PART USED IN FACTORY TEAM KIT.


x1
9659
Servo Saver, lower


x1
9659
Servo Saver, upper



1

◀1:1▶

x2
9610
Servo Saver washer, lower

◀1:1▶

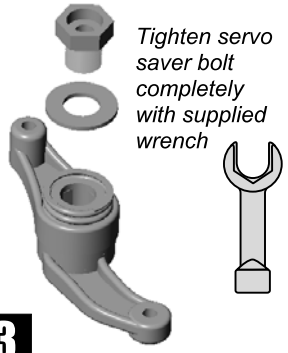
x1
9610, **9657***
Servo Saver spring

2

◀1:1▶

x1
9610
Servo Saver washer, upper


x1
9610, **9610B***
Servo Saver bolt



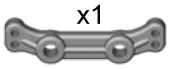
3

◀1:1▶

x1
6271
Ball End, short, silver


x1
6272
Dust Cover, foam

4


x1
9659
Steering Rack

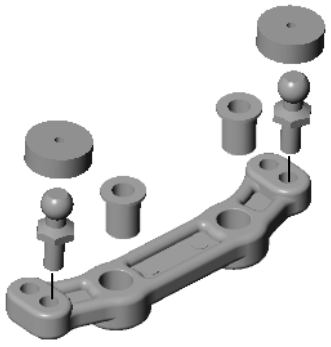

x2
9659
Block Carrier Bushing

◀1:1▶

x2
6271
Ball End, short, silver

◀1:1▶

x2
6272
Dust Cover, foam



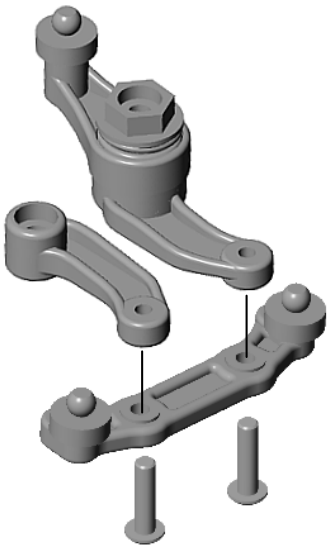
NOTE
*Install ball ends here only when using **OPTIONAL** inline axles #9577, 9623*

5

◀1:1▶

x2
2221
B. H. Screw
4-40 x 7/16


x1
9659
Bellcrank



6

BAG A

x1

9566, **9567***
Top Plate

◀1:1▶

x4

3856, **3971***
Steering Rack
Bushing

x1

9659
Steering Brace

◀1:1▶

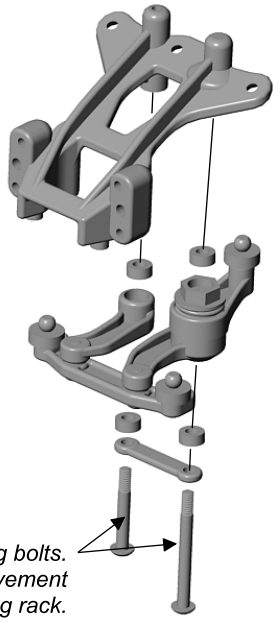
x1

9640
Steering Bolt,
right

◀1:1▶

x1

9640
Steering Bolt,
left



Do not overtighten steering bolts. Make sure there is free movement in the steering rack.

7

x1

9563
Front Bulkhead

◀1:1▶

x3

6925
S. H. Screw
4-40 x 1/2

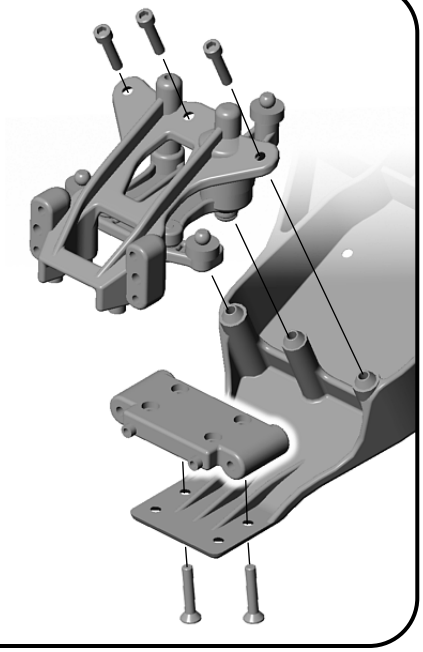
◀1:1▶

x2

6915
F. H. Screw
4-40 x 5/8

x1

9560, **9561***
B4 Chassis



8

BAG B

x1

9581
Steering Block,
right

x1

9581
Steering Block,
left

◀1:1▶

x2

6272
Dust Cover,
foam

◀1:1▶

x2

6273
Ball End,
long, silver

◀1:1▶

x2

6299
E-clip

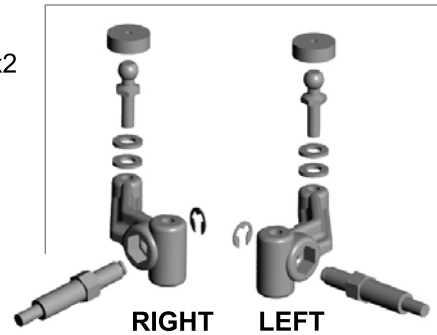
◀1:1▶

x2

4187
Washer

x2

9613, **1585***
Front Axle,
trailing



1

x1

9580
25° Caster Block,
right

x1

9580
25° Caster Block,
left

◀1:1▶

x2

6272
Dust Cover,
foam

◀1:1▶

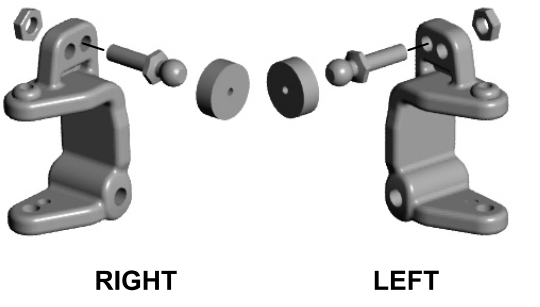
x2

3858
Ball End,
long, black

◀1:1▶

x2

7260
4-40 Nut



2

◀1:1▶

x2

9622
Kingpin

◀1:1▶

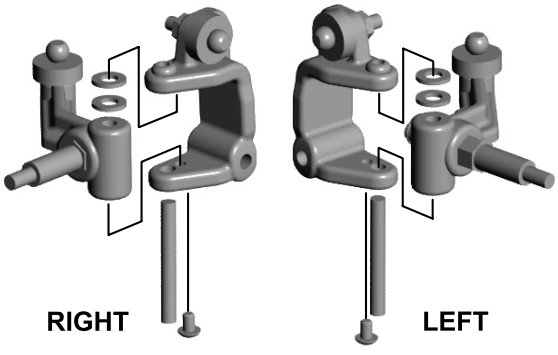
x4

4187
Washer

◀1:1▶

x2

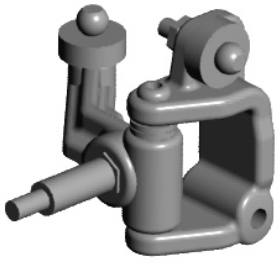
9645
B. H. Screw
2-56 x 1/8



3

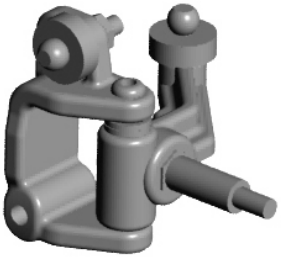
STEPS 1-3 ASSEMBLED

RIGHT



STEPS 1-3 ASSEMBLED

LEFT



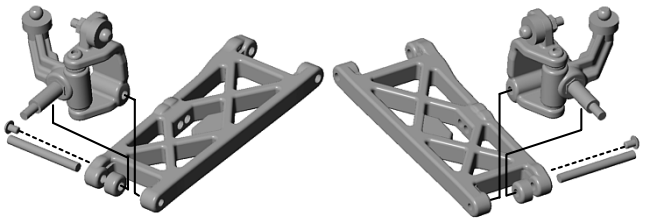
BAG B

x2
9578, **9579***
A-arms, front

◀1:1▶ x2
9580
Spacer

◀1:1▶ x2
9645
B. H. Screw
2-56 x 1/8

◀1:1▶ x2
9622
Hinge Pin,
front outer



RIGHT LEFT

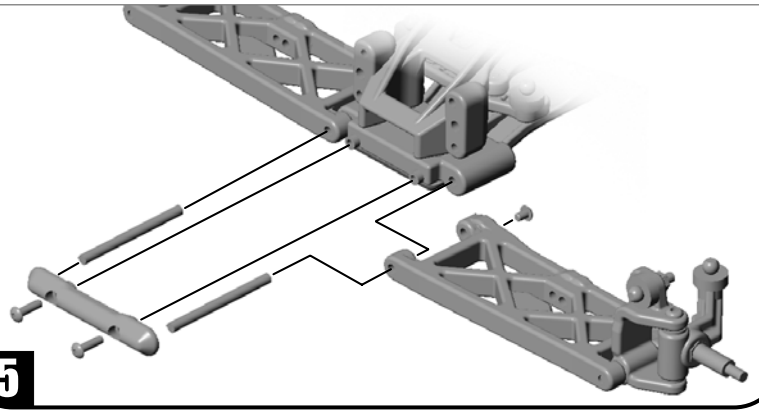
4

x1
9564, **9665***
Front Hinge
Pin Brace

◀1:1▶ x2
9621
Hinge Pin,
front inner

◀1:1▶ x2
9645
B. H. Screw
2-56 x 1/8

◀1:1▶ x2
4334
B. H. Screw
2-56 x 5/16



5

x2
6272
Dust Cover,
foam

◀1:1▶ x2
6273
Ball End,
long, silver

◀1:1▶ x2
9630
washer

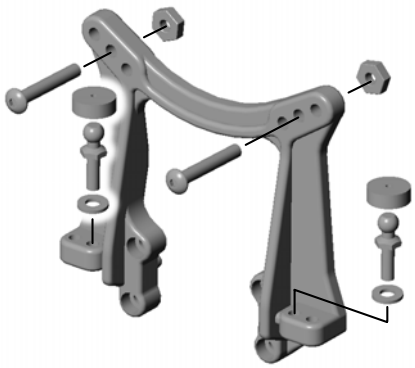
◀1:1▶ x2
6295
4-40 nut

x1
9568, **9569***
Front Shock Tower

◀1:1▶ x2
7413
B.H. Screw
4-40 x 3/4

Pre-tap holes with a #6924 screw for easier ball end installation

◀1:1▶

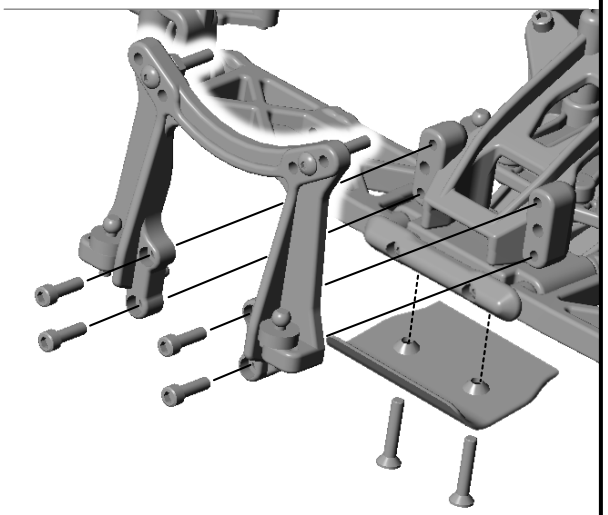


6

x1
9562
Front Bumper

◀1:1▶ x4
6924
S. H. Screw
4-40 x 3/8

◀1:1▶ x2
6915
F. H. Screw
4-40 x 5/8



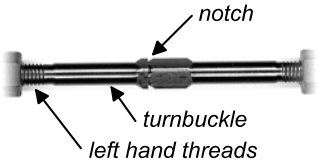
7

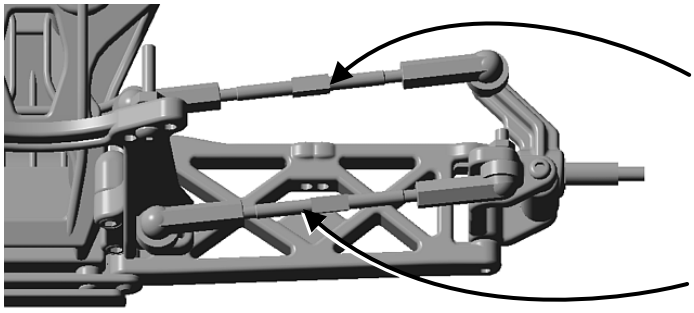
◀1:1▶ x4
6263, **1406* (2.00")**
2.06" Turnbuckle

◀1:1▶ x8
7230
Ball Cup, large

x2

Orient the notch to the left throughout the buggy. It indicates which end has the left hand threads.



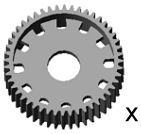


1:1
2.86" (72.6mm)

1:1
2.62" (66.7mm)

8

BAG C

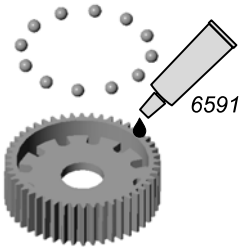


x1

7664
Diff Gear, 52T

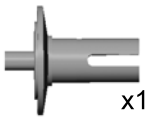
◀1:1▶
x12

6581
Carbide Diff Balls
3/32



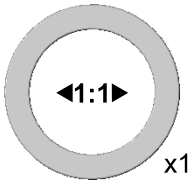
Fill ball holes with tranny lube

1



x1

7668, **1766***
Diff Outdrive
Hub, left



x1

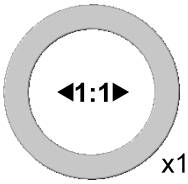
7666
Diff Ring

Apply tranny lube to rim

2

x1

7667, **1766***
Diff Outdrive
Hub, right



x1

7666
Diff Ring

Apply tranny lube to rim

3

◀1:1▶

x2

6573
Thrust Washer

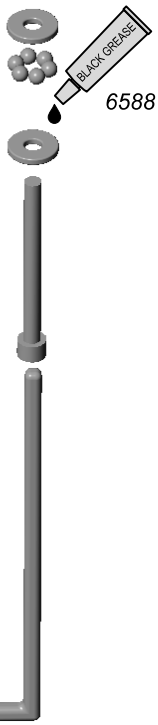
◀1:1▶
x6

6574
Diff Thrust Ball,
5/64

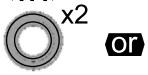
◀1:1▶ x1

6575
Diff Thrust Bolt

Apply Black Grease to washer to hold balls in place



4

◀1:1▶

x2

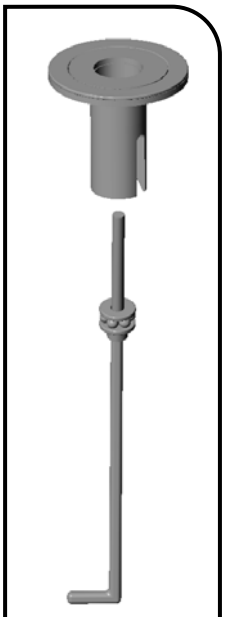
or

◀1:1▶

x2

6589
Ball Bearing,
5/32 x 5/16

RTR 6597
Bushing,
5/32 x 5/16



5

6

x1

6575
Locking T-nut

x1

6582
Diff Thrust Spring

Compress spring first.

7

x1

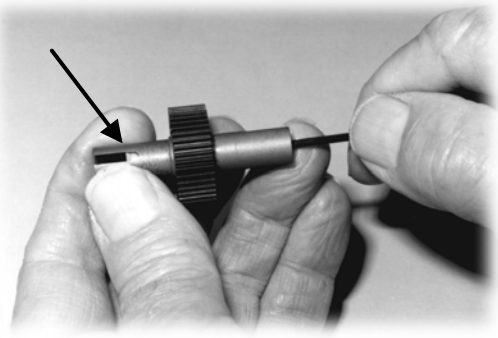
6575
Diff Cover

8

SETTING THE DIFFERENTIAL

As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely compressed at the same time the T-nut reaches the end of the slot.

Caution: Pay close attention to the feeling when the spring is completely compressed. Do not overtighten the bolt. When you feel the spring completely compressed, loosen the diff bolt 1/8 of a turn. Your diff should now operate smoothly with resistance as the outdrives move in opposite directions. After you have driven the car once, recheck the diff setting.



9

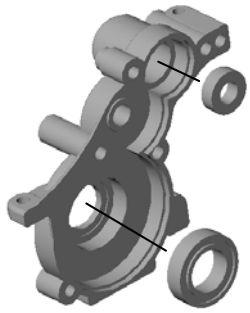
BAG C

10

◀1:1▶ x1
3977, **6906***
Ball Bearing,
3/16 x 3/8

◀1:1▶ x1
3976, **6903***
Ball Bearing,
3/8 x 5/8

x1
9574
Transmission Case,
right

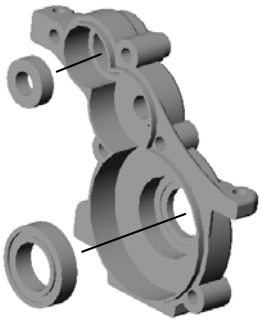


11

◀1:1▶ x1
3977, **6906***
Ball Bearing,
3/16 x 3/8

◀1:1▶ x1
3976, **6903***
Ball Bearing,
3/8 x 5/8

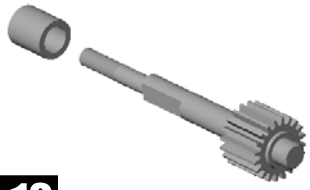
x1
9574
Transmission Case,
left



12

x1
9601
Top Shaft

◀1:1▶ x1
9602
Top Shaft Spacer

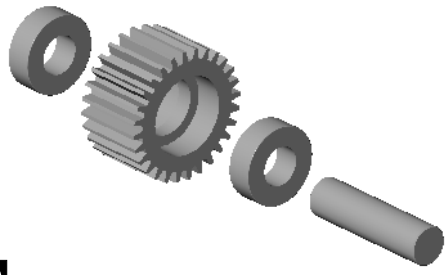


13

x1
9360
Idler Gear

x1
9361
Idler Gear Shaft

◀1:1▶ x2
3977, **6906***
Ball Bearing,
3/16 x 3/8

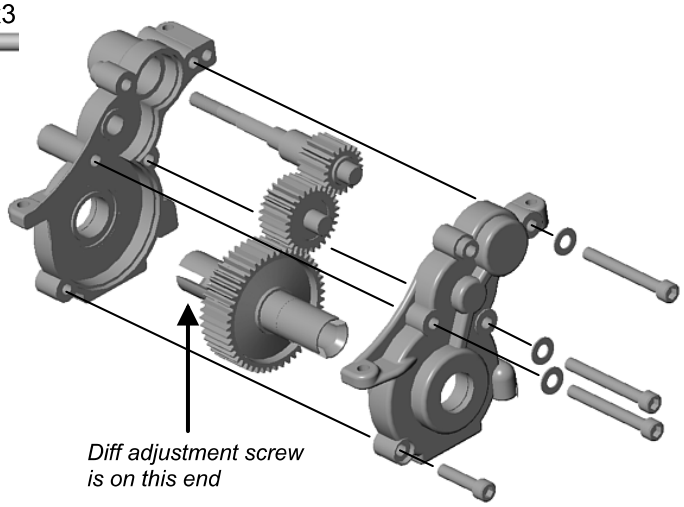


14

◀1:1▶ x3
6928
S.H. Screw
4-40 x 1

◀1:1▶ x1
6925
S.H. Screw
4-40 x 1/2

◀1:1▶ x3
7337
washer



Diff adjustment screw is on this end

15

x1
9600, **1770* (milled)**
Motor Plate

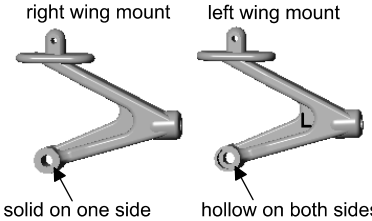
x2
9587
Wing Mount,
left & right

◀1:1▶ x1
3929
S.H. Screw
4-40 x 1.25

Do not tighten this screw until page 9 step D8.

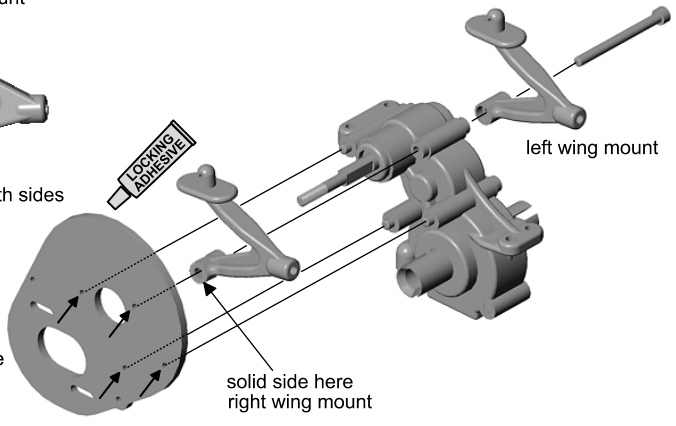
right wing mount

left wing mount



solid on one side

hollow on both sides



left wing mount

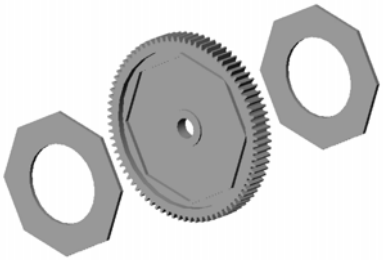
solid side here
right wing mount

Racer's Tip:
Apply a small amount of locking adhesive to these holes to prevent screws from loosening.

16

x1
9651
Spur Gear,
81T

x2
9603
Slipper Pad

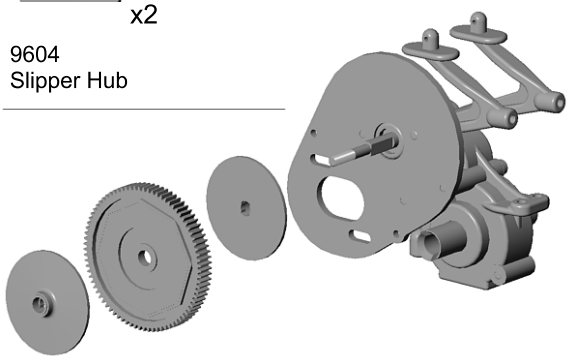


Press pads into spur gear.

BAG C

x2

9604
Slipper Hub



17

◀1:1▶

x1

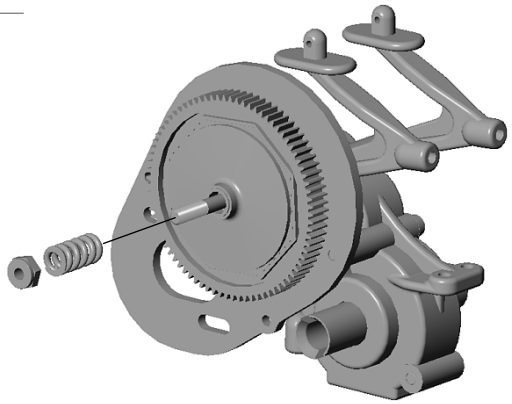
9605
Slipper Spring

x1

6629
Locknut, 5-40

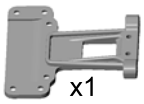
Compress spring first.

Install locknut until even with end of shaft. Then tighten 4 turns for kit slipper setting.



18

BAG D



x1

9570
Rear Chassis Plate

x1 x1

9582, **9583***
Rear A-arms,
left and right

◀1:1▶

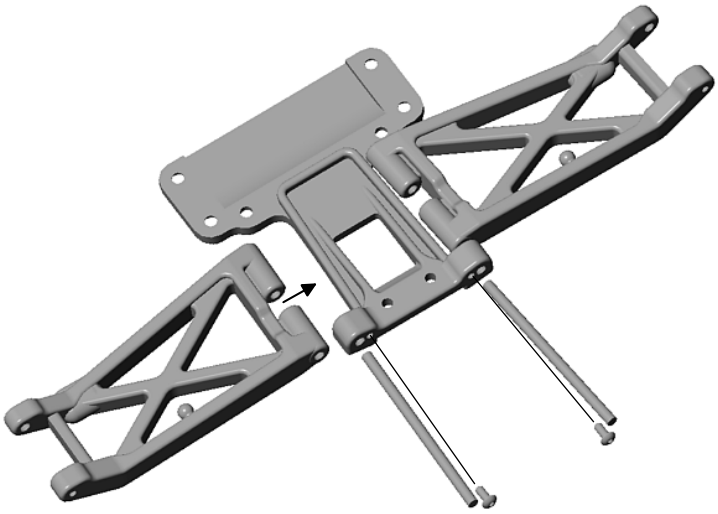
x2

9621
Hinge Pin,
rear inner

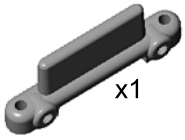
◀1:1▶

x2

9645
B. H. Screw
2-56 x 1/8



1



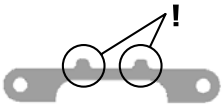
x1

9571
Rear Arm Mount

◀1:1▶

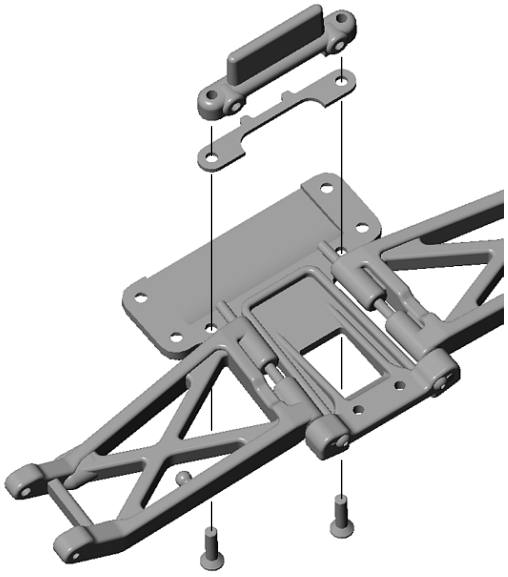
x2

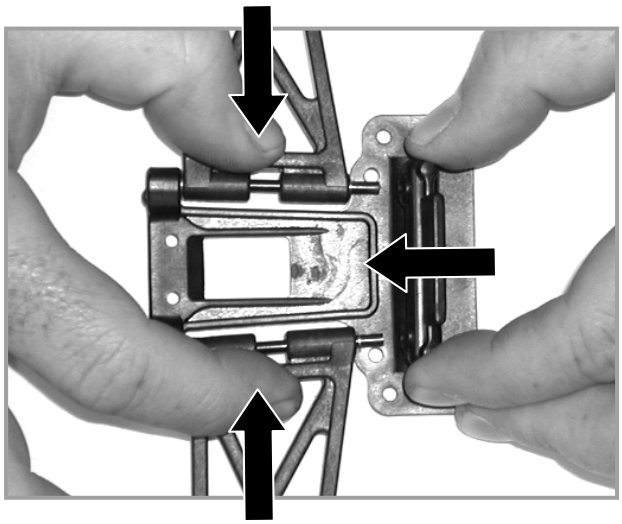
9269
F. H. screw
5-40 x 1/2



x1

9571
Anti-squat Shim, 2 deg.





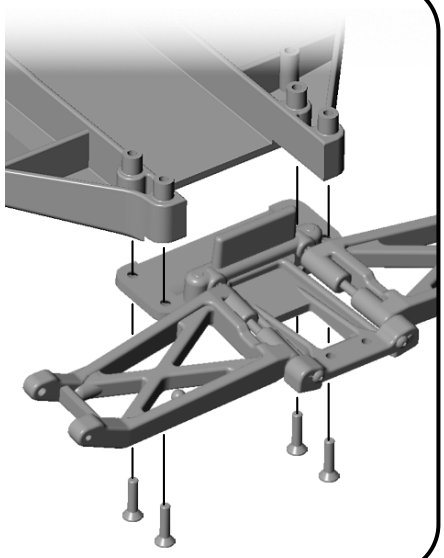
2

BAG D

3

◀1:1▶ x4

9269
S. H. screw,
5-40 x 1/2



4

◀1:1▶ x2

6272
Dust Cover,
foam

◀1:1▶ x2

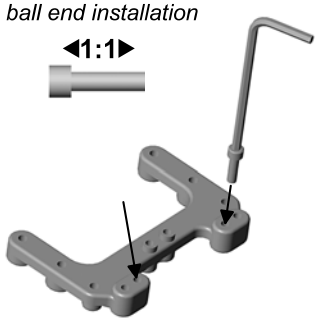
6273
Ball End,
long

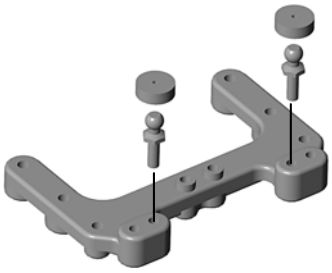
x1

9564, **9565***
Brace

Pre-tap holes with a #6924 screw for easier ball end installation

◀1:1▶

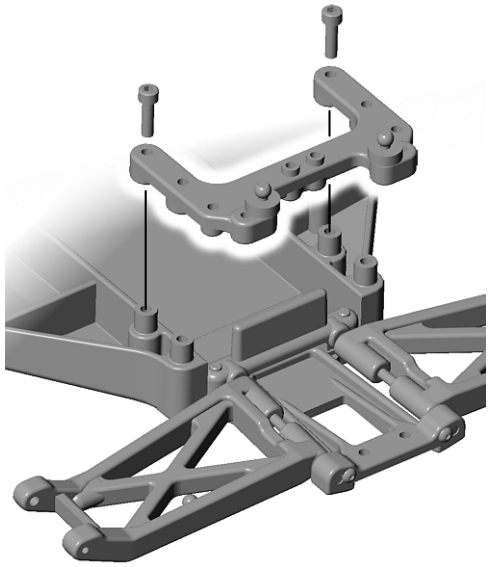




5

◀1:1▶ x2

9643
S. H. Screw
5-40 x 7/16



6

◀1:1▶ x2

7413
B. H. screw,
4-40 x 3/4

◀1:1▶ x2

7260
4-40 nut

x1

9572, **9573***
Rear Shock Tower

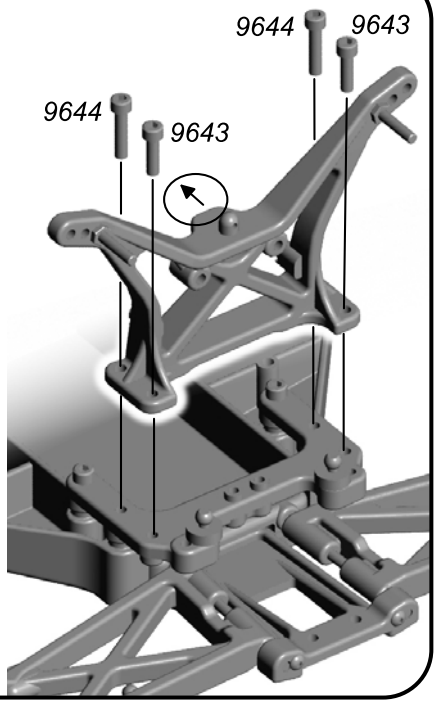
7

◀1:1▶ x2

9644
S. H. screw,
5-40 x 9/16

◀1:1▶ x2

9643
S. H. screw,
5-40 x 7/16



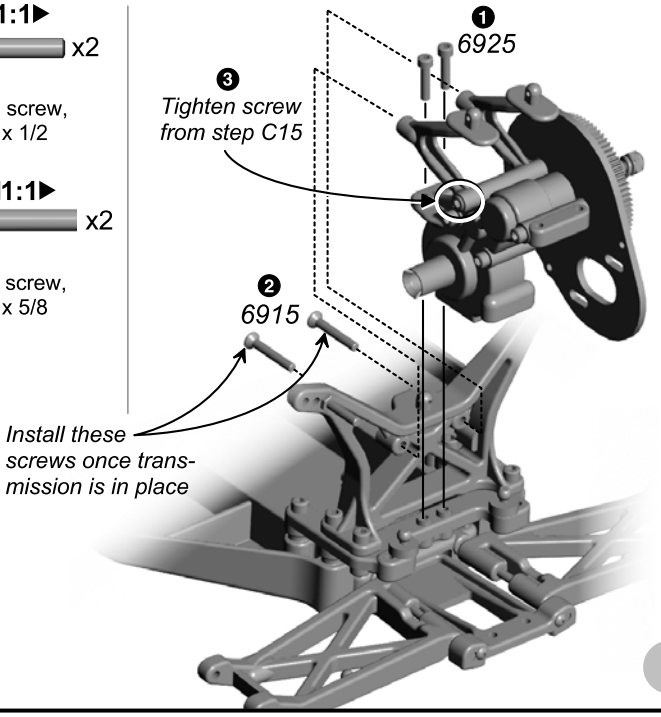
8

◀1:1▶ x2

6925
S. H. screw,
4-40 x 1/2

◀1:1▶ x2

6915
F. H. screw,
4-40 x 5/8

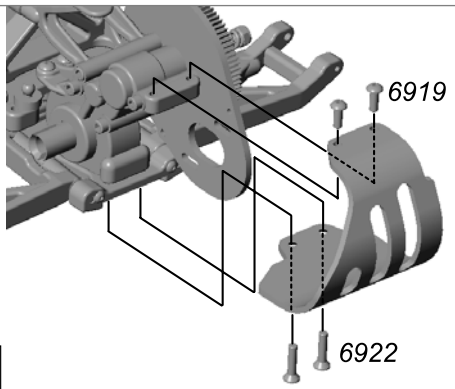


BAG D

◀1:1▶ x2
6919
B. H. screw,
4-40 x 5/16

◀1:1▶ x2
6922
F. H. screw,
4-40 x 1/2

x1
9575
Motor Guard



9

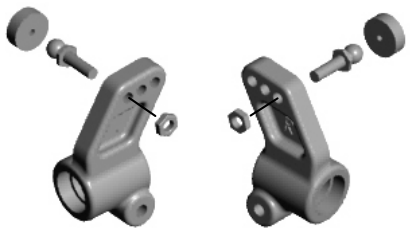
BAG E

◀1:1▶ x2
6272
Dust Cover,
foam

◀1:1▶ x2
3858
Ball End,
black

x1 x1
9584
Rear Hub Carriers,
left and right

◀1:1▶ x2
7260
Plain Nut



1

RTR only x2

x1
9670
Rear Axle

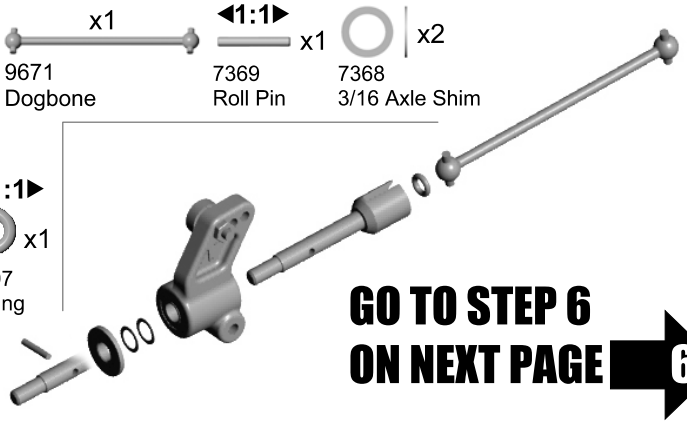
x1
9671
Dogbone

◀1:1▶ x1
7369
Roll Pin

◀1:1▶ x2
7368
3/16 Axle Shim

◀1:1▶ x1
9608, **9608B***
Wheel Spacer

◀1:1▶ x1
5407
O-ring

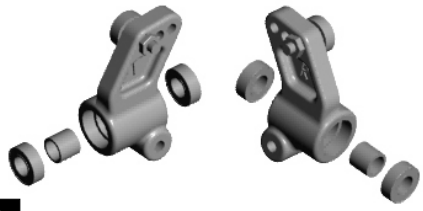


GO TO STEP 6 ON NEXT PAGE 6

3

◀1:1▶ x2
7377
Bearing Spacer

◀1:1▶ x4
3977, **6906***
Ball Bearing,
3/16 x 3/8

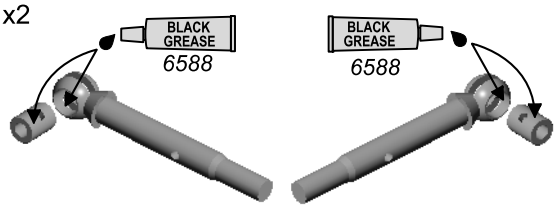


2

BAG E 9034, 9035

x2
9598
MIP CVD Axle

x2
7381
CVD Coupling

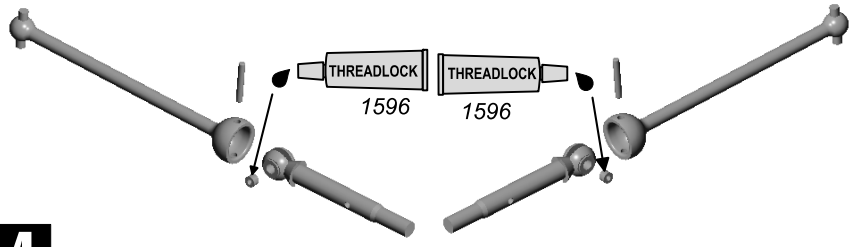


3

x2
9597
CVD Bone

◀1:1▶ x2
7381
CVD Cross Pin

◀1:1▶ x2
7381
Set Screw



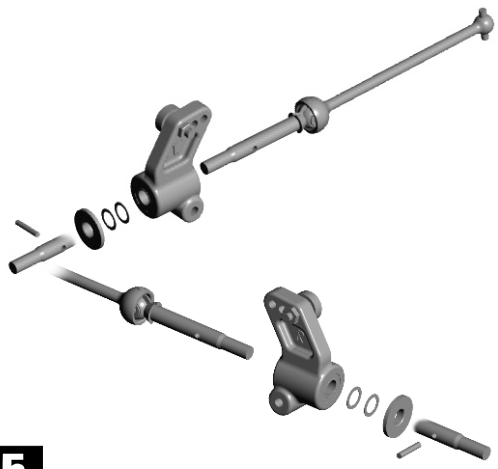
4

9034, 9035

◀1:1▶ x2
9608, **9608B***
Wheel Spacer

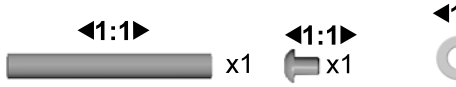
◀1:1▶ x4
7368
3/16 Axle Shim

◀1:1▶ x2
7369
Roll Pin



5

BAG E x2

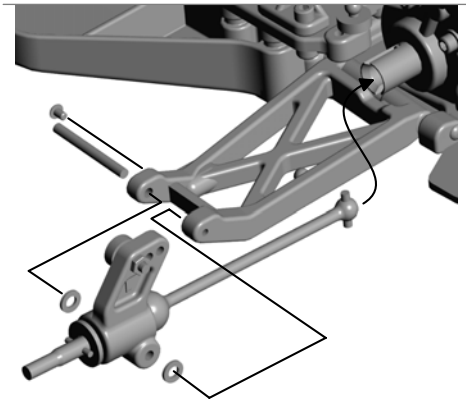


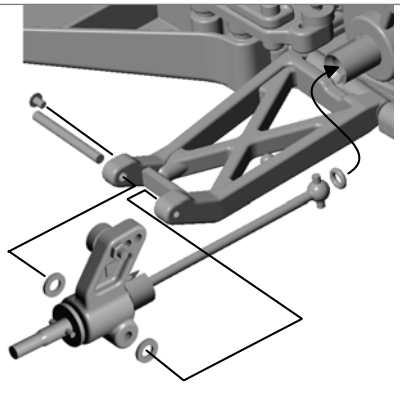
9622
Hinge Pin,
rear outer

9645
B.H. Screw
2-56 x 1/8

4187
Spacer

RTR: 5407
O-ring



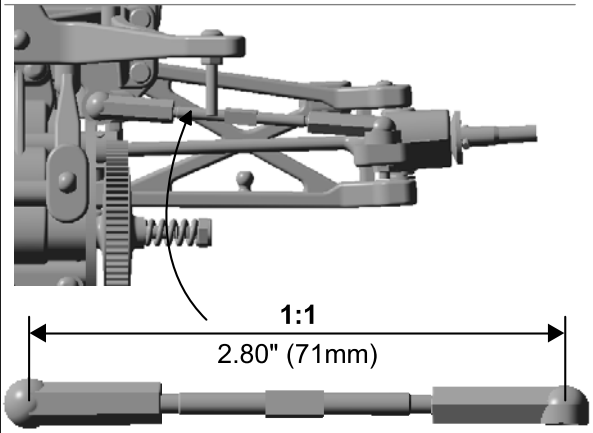


6 with MIP CVDs RTRs with Assoc. Axle

x2

6263, **1406* (2.00")**
Turnbuckle, 2.06"

7230
Ball Cup



7

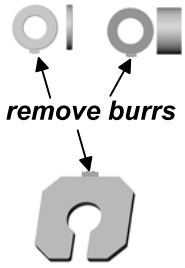
BAG F Front x2

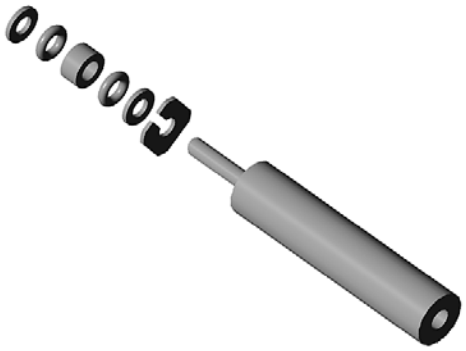
6440
Clamp

6440
Thick Washer

6440
Thin Washer

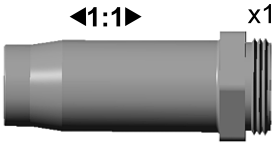
5407
Red O-ring





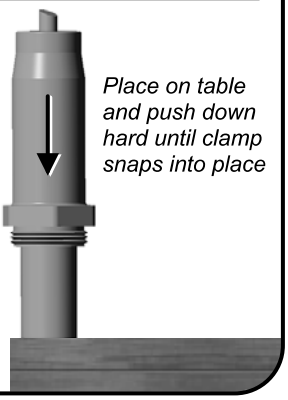
1

Front x2



Front Shock Body, .89"
9310 hard anodized
RTR: 9311B blue aluminum
9312* threaded hard anodized alum.

5422
Racer's Tip:
Use Green Slime #1105 shock lube instead of oil (on internal shock parts only).

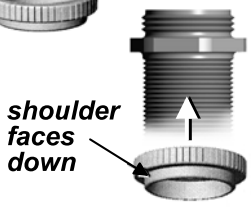


Place on table and push down hard until clamp snaps into place

2

9035

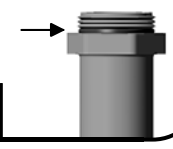
7416
Shock Collar
and O-ring



DO ALL FOUR SHOCKS

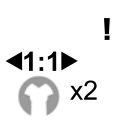
Front x2

6469
Shock Cap
O-ring



3

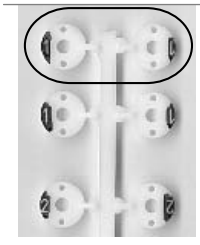
Front x2

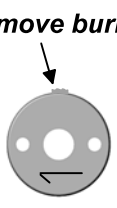


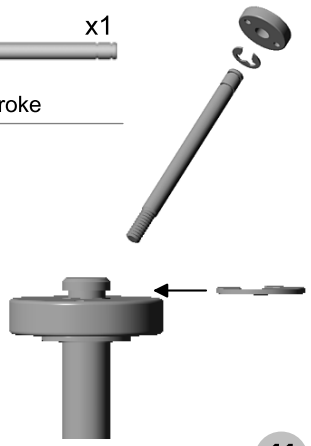
6299
E-clip

6465
Shock Piston #1

6460, **6418***
Shock Shaft, .71 stroke







4

PARTS FOR RC10B4 KITS

Use these exploded drawings to find the part number. Then look up its number in the catalog portion on the reverse for part details.

An asterisk (*) next to a number indicates that a Factory Team option is available. See the Factory Team section for details.

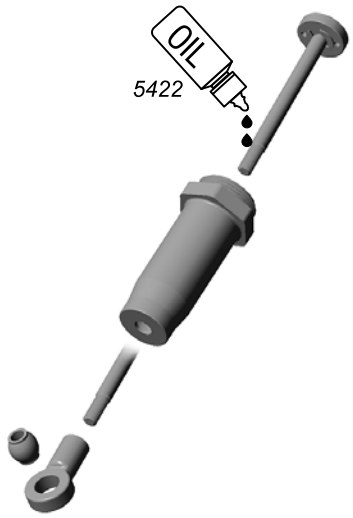
"RTR:" before the part number indicates inclusion in RTR box.

6332*
6332*
9666 (clear wing)
6332*
6332*
9614 (clear body and wing)
RTR: 9625B (blue body and clear wing)
RTR: 9625R (red body and clear wing)
6295
7413
9568*
6272
6273
9630
6924
6295
7413
6272
6273
9630
6924
6925
6929
6925
3856*
9610
6272
6271
9566*
3856*
9659
6272
3856*
6271
9659
9659
6272
9659
6271
2221
2221
9659
9640
9640
6338
9644
9643
7260
6338
7413
9644
9572*
6915
9643
6915
9585*
9238
6332*
6929
6332*
6929
9643
6925
6272
6273
9630
9630
9643
9564*
7337
6917
6917
7337
7336*
7673
RTR: 9181
6272
3858
9170
9180
9560*
9587
9587
9587
9587
6919
6919
9575
9571
6272
6273
9630
9630
9570
9621
9621
9645
6922
6922
9269
9645
9622
9582*
5407
9671
5407
7369
9670
7368
9608
RTR
7337
6928
3929
6928
6928
6925
6473
6441*
6472
6465
6299
6299
9574
3977,6906
9602
9601
9360
3977,6906
9361
3976,6903
3977,6906
3976,6903
9574
3977,6906
9603
9604
3934
6936
9600*
(motor mounting)
3934
6936
9603
9651,81T
9604
9605
6629
7667
7666
6589
RTR: 6597
7664,52T
6589
RTR: 6597
6581
7666
7668
6582
6575
6575
6575
6573
6574
6573
7677
9597,9599
7381,9599
9598,
9599
3977,6906
7260
7230
7381,
9599
6263*
6272
3858
9584
7230
4187
7377
3977,6906
7368
9608*
7369*
6943
9599
9589
9590
9588
9591
9590
RTR: 9669 (mounted)
9591
RTR: 9668 (mounted)
6466 (limiters)
6440
5407
5407
6469
REAR
6459*
FRONT
6460*
REAR
9661*
RTR: 9661B
FRONT
9310*
RTR: 9311B
8846
6475
REAR
1582,6478 (RTR & kit),
6480,6481,6482,
7434,7435,7436
FRONT
1581,6493,6494 (RTR & kit),
6496,6497,8232
6475
7217
7217
FRONT: 7738
REAR: 6925
7230
6263*
7230
6263*
7230
6272
3858
7260
9580*
9580
9622
9645
6272
6273
4187
4187
6299
9581*
9613*
4187
3977,6906
6222
7230
6263*
7230
9562
6915
6915
6915
6915
9563
9564*
4334
4334
3856*
9621
9645
9578*
9622
9645

BAG F — Front x2

x1
7217, **1777***
Pivot Ball

x1
7217
Eyelet



5

REAR SHOCKS

BAG F — Rear x2


x1
6440
Clamp

◀1:1▶

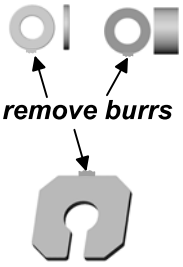
x1
6440
Thick Washer

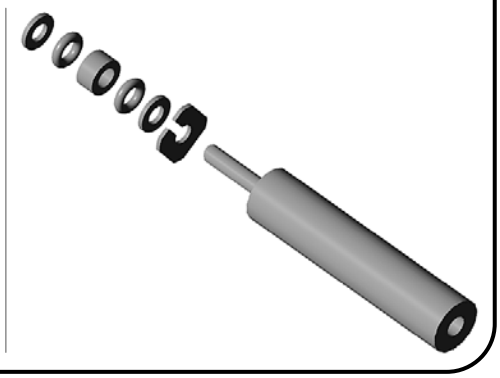
◀1:1▶

x2
6440
Thin Washer

◀1:1▶

x2
5407
Red O-ring





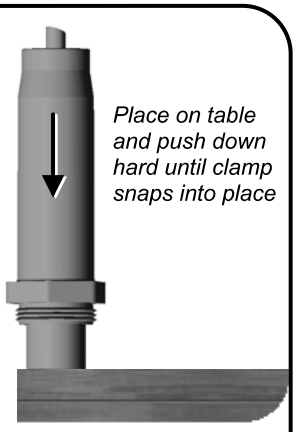
6

BAG F — Rear x2

◀1:1▶

x1

Racer's Tip:
Use Green Slime #1105 shock lube instead of oil.



Place on table and push down hard until clamp snaps into place

Rear Shock Body, 1.18"
9661 hard anodized
RTR: 9661B blue aluminum
9662* threaded hard anodized alum.

7

Rear x2

◀1:1▶

x1
6469
Shock Cap O-ring

8

Rear x2

◀1:1▶

x2
6299
E-clip

◀1:1▶
!

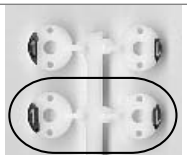
x1
6465
Shock Piston #1

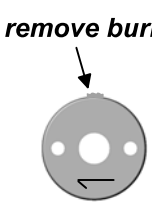
◀1:1▶

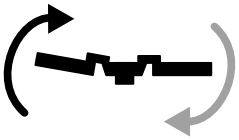
x1
6459, **6417***
Shock Shaft, 1.02" stroke

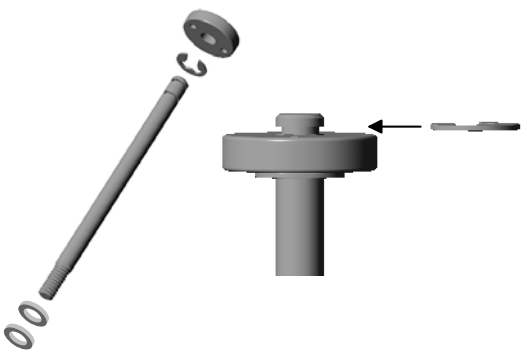
◀1:1▶

x2
6466
Shock Downstop (Limiter), 1/32







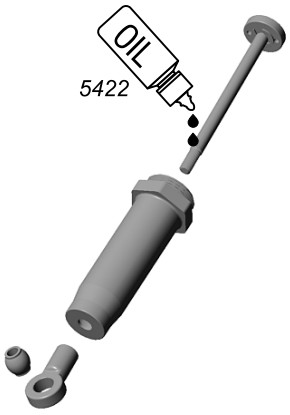


9

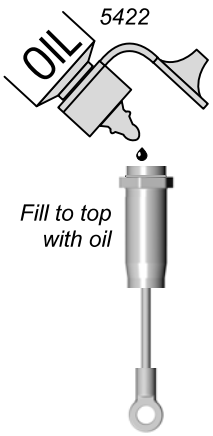
Rear x2


x1
7217, **1777***
Pivot Ball

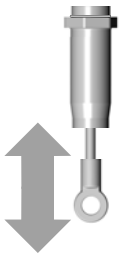

x1
7217
Eyelet



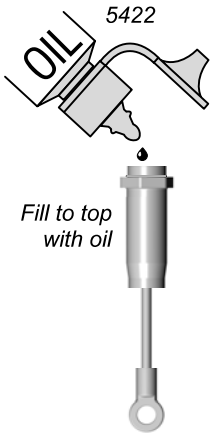
10



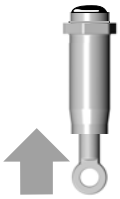
11



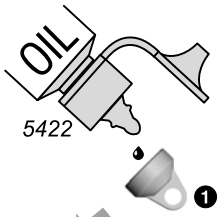
12



13

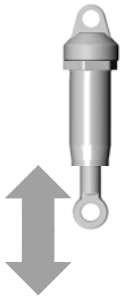


14

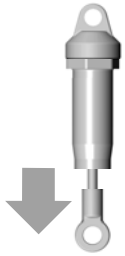


Tightening your shock cap

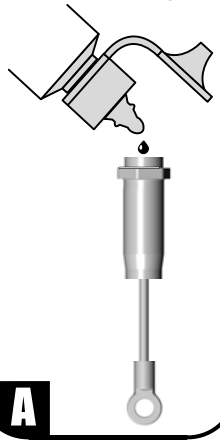
15



16



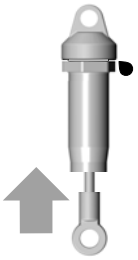
17



A

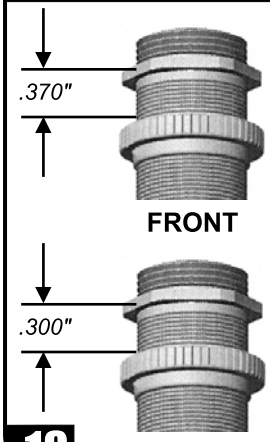
Bleeding the Shocks

If the shocks push out farther than the distance in step 17, or you cannot push the shaft in until the eyelet hits the body, there is too much oil. Loosen the cap a half turn (with the shaft extended) and pump out a small amount of oil by pushing the shaft in. Retighten the cap and try steps 15-17 again.



B

9035 KIT



18

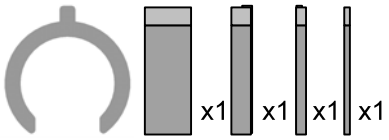
Front x2

NOT USED IN #9035 KIT

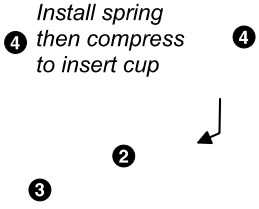
x1
6493
Spring, brown

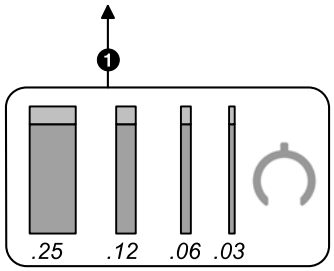
x1
6475
Spring Cup

x1
6475
Spring Collar



8846
Preload Spacer,
1 each of .25, .12, .06, .03

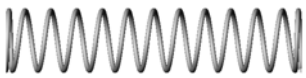




19

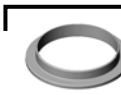
Rear x2

NOT USED IN #9035 KIT

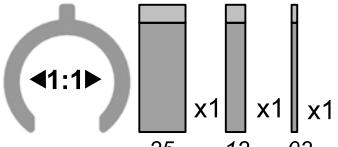


x1
6481
Spring, black

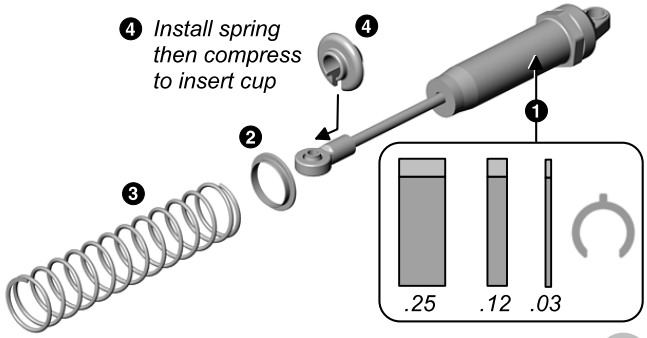
x1
6475
Spring Cup



x1
6475
Spring Collar



8846
Preload Spacer,
1 each of .25, .12, .03



20

BAG F

Front x2

◀1:1▶ x1

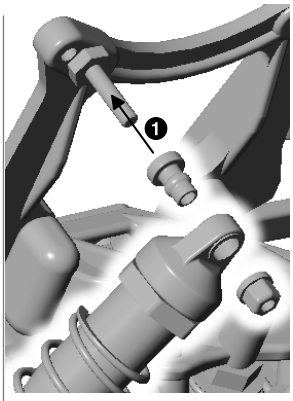
6472
4-40/5-40 Plastic Nut

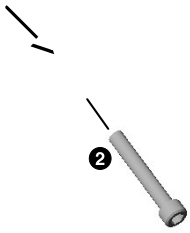
x1

6473
Shock Bushing

◀1:1▶ x1

7738
S.H. Screw
4-40 x 7/8





21

Rear x2

◀1:1▶ x1

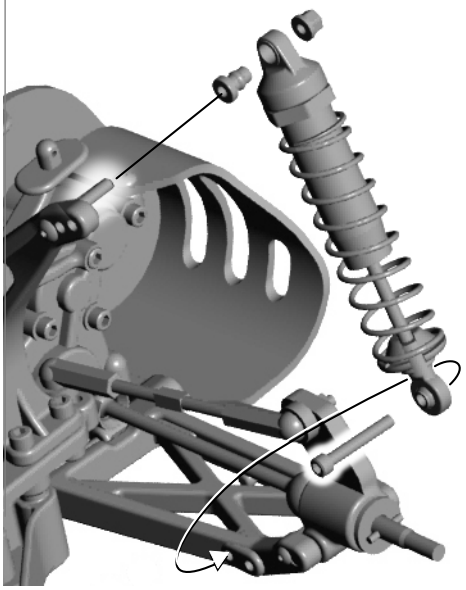
6472
4-40/5-40 Plastic Nut

x1

6473
Shock Bushing

◀1:1▶ x1

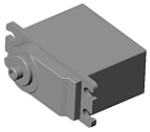
6925
S.H. Screw
4-40 x 1/2



22

BAG G

1 FIND YOUR SERVO TYPE



2 SELECT YOUR SPACER(S)

3 SELECT YOUR SERVO HORN

1 STEERING SERVO TYPE *(Steering servo is sold separately)* NOT ALL SERVOS ARE LISTED 	2  #7337 SPACER	3 #9180 SERVO ARM 
Airtronics 94102	no spacer	**A**
Airtronics 94738, 94157, 94158, 94257, 94258, 94357, 94358, 94452, 94453, 94751, 94755	thick spacer	**A**
Hitec HS-5625MG, HS-5645MG, HS-625MG, HS645MG	no spacer	**H**
Hitec HS-303, HS-300BB, HS-945MG, HS-925MG, HS-5945MG, HS-5925MG, HS-525MG, HS-525BB, HS-425BB, HS-422	thin spacer	**H**
JR Z4725, Z4750, Z2750, Z8450, Z8550, NES-4750	no spacer	**J**
JR Z250, Z550	thin spacer	**J**
Futaba S9204, S9250, S9450, S148	no spacer	**F**
Futaba S3003, S9202, S9101	thin spacer	**F**
Futaba S9404	thick spacer	**F**
KO PS-401, PS-2001, PS-2004, PS-2015, PS-2173, PS-2174, PS-2123, PS-2143, PS-2144	thin spacer	**J**

1

◀1:1▶ x1

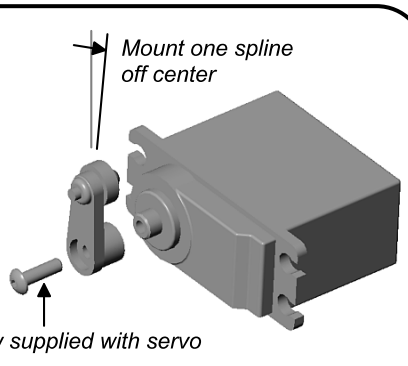
6272
Ball End Dust Cover

x1

9180
Servo Horn

◀1:1▶ x1

3858
Ball End, black



2

BAG G

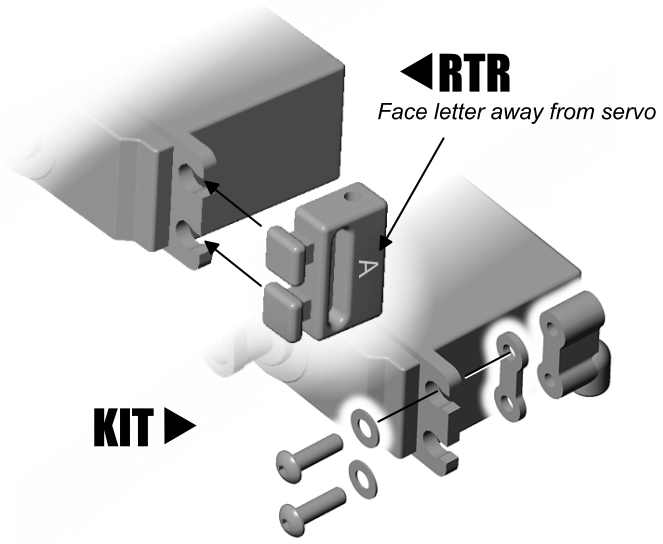
x2
7336, **1779***
Servo Mount

x0 or x2
7336
Servo Spacer

◀1:1▶ x4
6917, **4145***
4/40-3/8 B.H Screw

◀1:1▶ x4
7337
Spacer

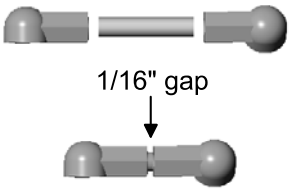
x2
RTR: 9181
RTR Clip-on Servo Mount



3

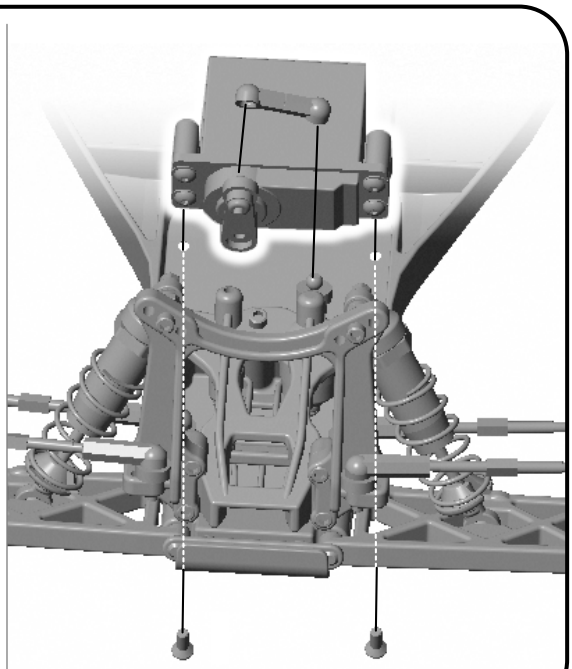
◀1:1▶ x2
9170
Servo Link Cup

◀1:1▶ x1
9170
Servo Link



4

◀1:1▶ x2
7673
F. H. Screw
4-40 x 5/16



5

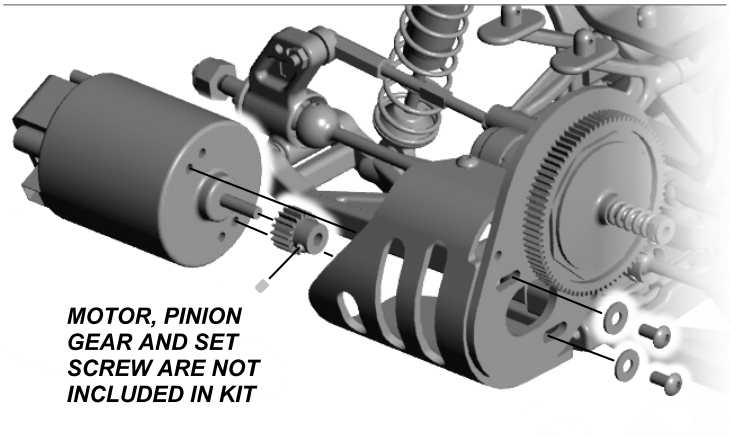
◀1:1▶ x2
3934
B.H. screw
3mm

◀1:1▶ x2
6936
Washer

◀1:1▶ x1
RTR: 6951
Set Screw

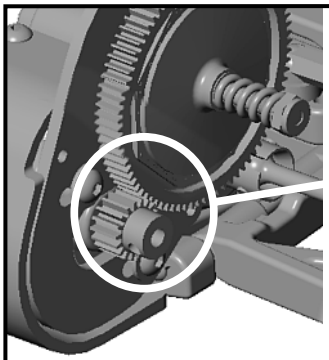
x1
RTR: 6681
23 Tooth Pinion

x1
RTR: 9626
17 Turn Motor



MOTOR, PINION GEAR AND SET SCREW ARE NOT INCLUDED IN KIT

6



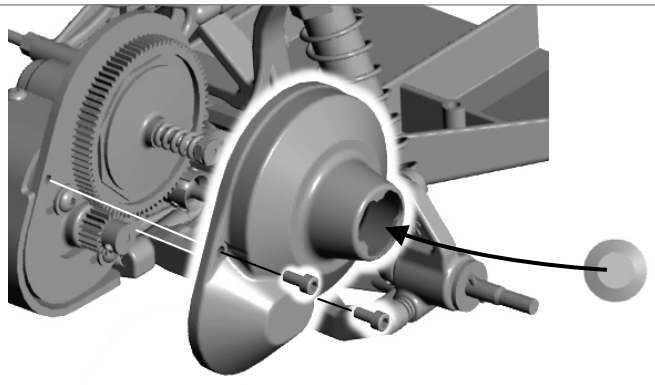
SET THE GEAR MESH
You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #3934 screws and move the motor away, then try again. A gear mesh that is too tight or too loose will reduce power and damage the gear teeth.

7

◀1:1▶ x2
6285
S.H.C. screw
4-40 x 1/4

x1
7461 (Team, FT) Gear Cover, clear
7460 (RTR) Gear Cover, black

x1
7461
Gear Cover Button



8

BAG G

x1

6727
Servo Tape
double-sided

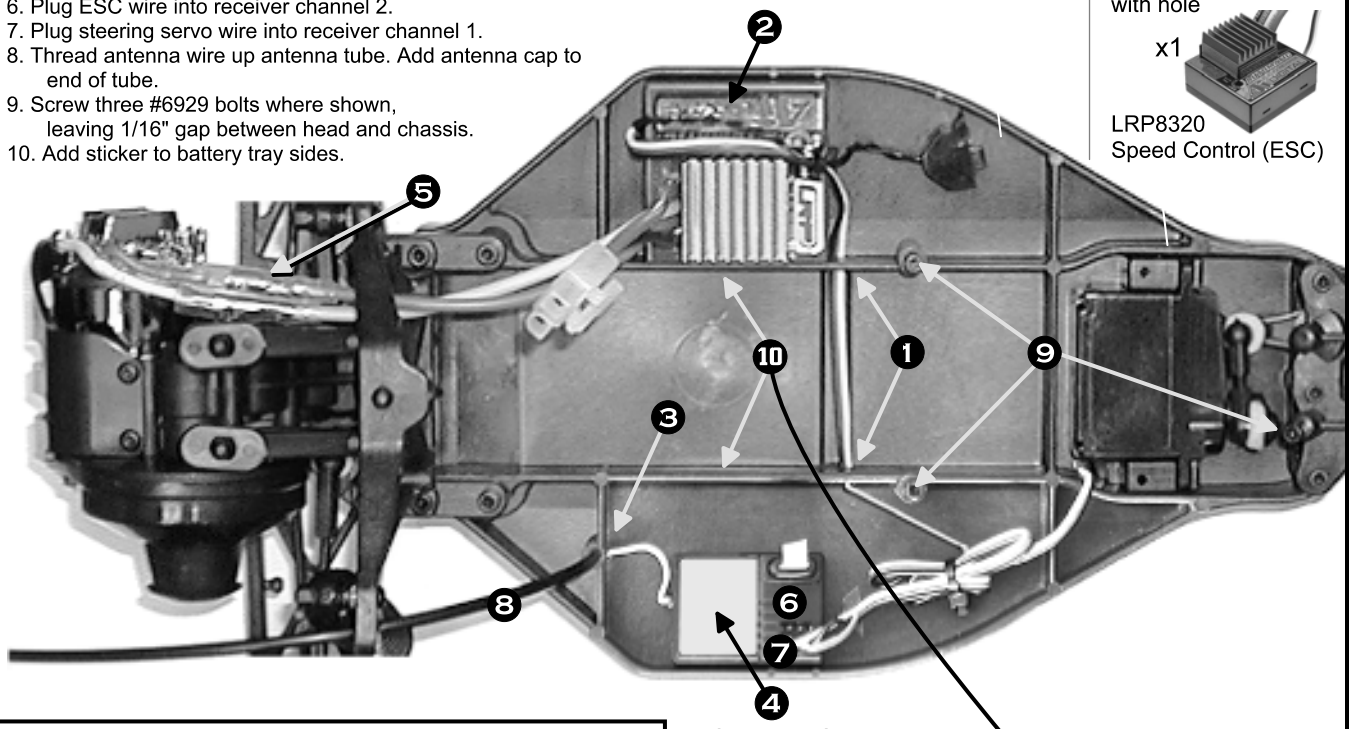
x1

x1

6338
Antenna and
Antenna Cap

1. Feed ESC wire through holes as shown.
2. Attach servo tape under ESC and attach ESC where shown.
3. Feed antenna wire through antenna mount.
4. Attach servo tape under receiver and attach receiver where shown.
5. Thread ESC wires through tower and connect to motor.
6. Plug ESC wire into receiver channel 2.
7. Plug steering servo wire into receiver channel 1.
8. Thread antenna wire up antenna tube. Add antenna cap to end of tube.
9. Screw three #6929 bolts where shown, leaving 1/16" gap between head and chassis.
10. Add sticker to battery tray sides.

SPEED CONTROL (ESC) IS NOT INCLUDED IN KITS



◀1:1▶

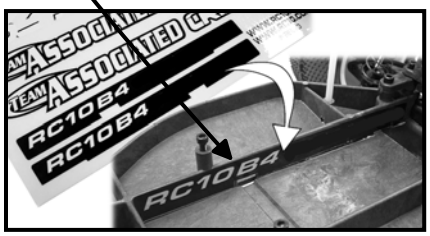
x3

6929
4-40 x 3/8 S.H. Screw
with hole

x1

LRP8320
Speed Control (ESC)

RECEIVER NOT INCLUDED IN KIT



9

x2

6332
Body Clip

x1

9238
Battery Spacer Block

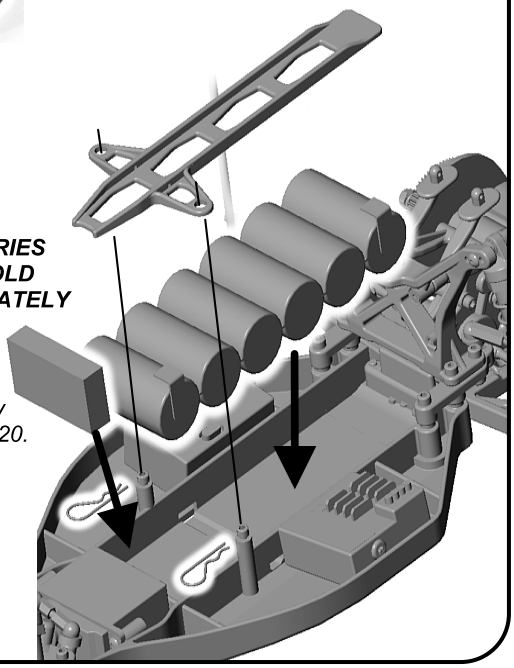
x1

9585, **9594***
Battery Holddown Strap

Your OPTIONAL batteries may come in stick pack form, shown at left.

CONNECT BATTERY PLUG TO ESC PLUG

BATTERIES ARE SOLD SEPARATELY



If you need help on assembling your battery pack, please see page 20.

10

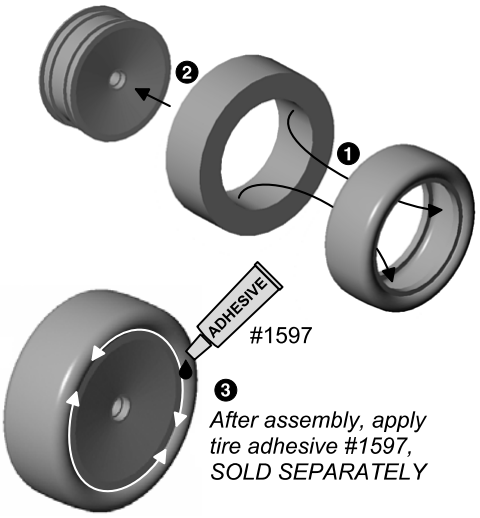
BAG H

Kit only--Front x2

x1
9588
Front Wheel

x1
9591
Front Tire

x1
9591
Front Insert



❸ *After assembly, apply tire adhesive #1597, SOLD SEPARATELY*

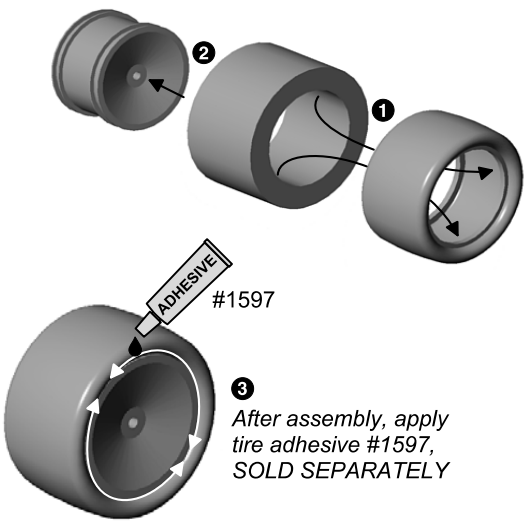
1

Kit only--Rear x2

x1
9589
Rear Wheel

x1
9590
Rear Tire

x1
9590
Rear Insert

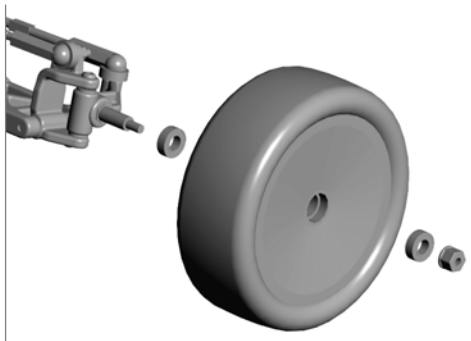


❸ *After assembly, apply tire adhesive #1597, SOLD SEPARATELY*

2

Front x2

x1
RTR: 9668
Front Tire, premounted

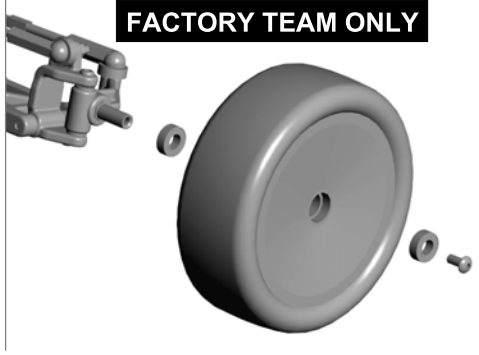


◀1:1▶
x1
6222
4-40/5-40 locknut

◀1:1▶
x2
3977, **6906***
3/16 x 3/8 ball bearing

◀1:1▶
6288*
4-40 X 1/4" BH screw

FACTORY TEAM ONLY

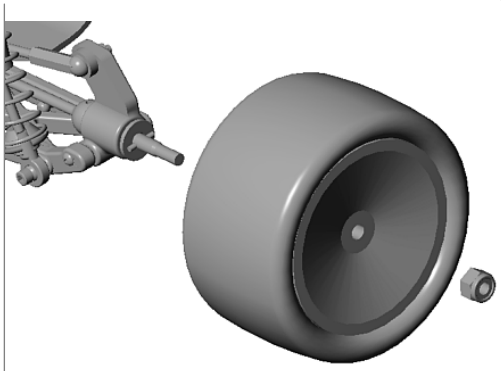


3

Rear x2

◀1:1▶
x1
6943*
8-32 Alum. Locknut
RTR: 6952
8-32 Steel Locknut

x1
RTR: 9669
Rear Tire
premounted

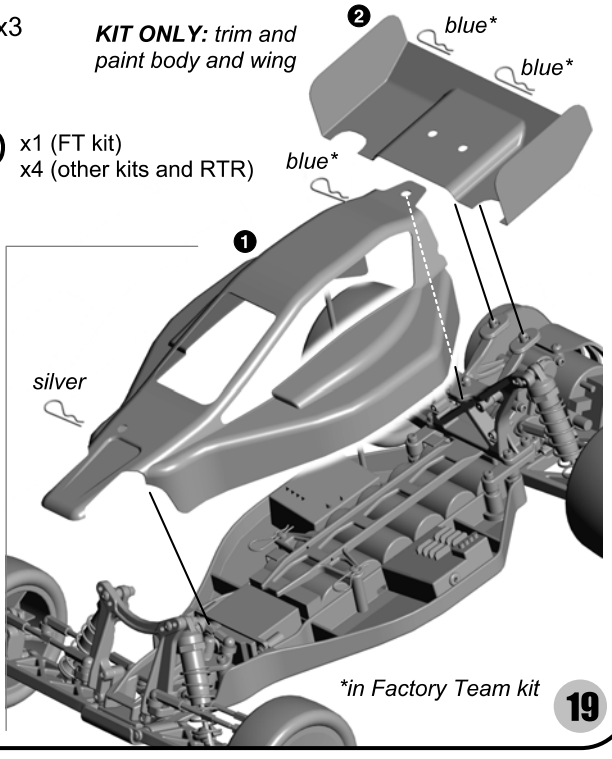


4

x3
1736*
Body Clip

x1 (FT kit)
x4 (other kits and RTR)
6332
Body Clip

KIT ONLY: *trim and paint body and wing*



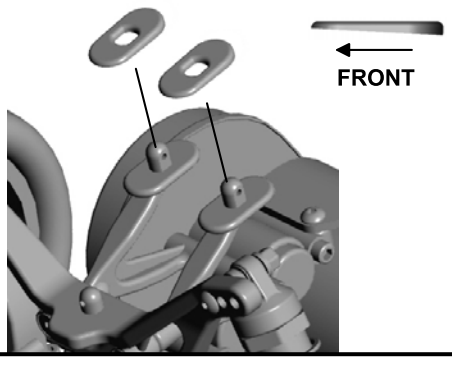
x1
9614
Body & Wing
RTR: 9625
Body & Wing

x1
9666
Wing

*in Factory Team kit

6

x2
9587
Wing Angle Shim



5

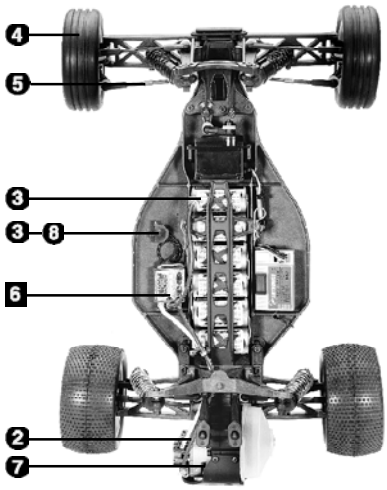
FINAL ADJUSTMENTS

Make these adjustments before you drive the buggy

RADIO ADJUSTMENTS

Use the following steps to make the final adjustments on your car.

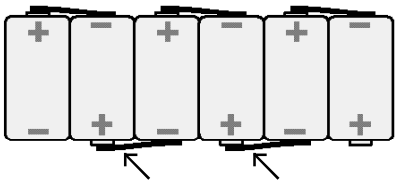
1. Turn the transmitter on.
2. Make sure the motor is disconnected.
3. Connect your battery pack (if RTR) and/or turn the ESC's power switch on (if included).
4. Move the steering control on the transmitter to the right and left. Do the wheels move in the correct direction? If not, you must reverse the steering servo direction on your transmitter (see radio manual.)
5. Adjust your steering trim (see radio manual) until the #9659 steering rack is centered under the top plate. Then, using the two steering turnbuckles, adjust the front wheels so they are pointing straight ahead.
6. Adjust the ESC (electronic speed control) according to the speed control manufacturer's instructions. Some manufacturers have the motor connected during adjustment and some do not. Now turn the power switch off.
7. Connect the motor. Place your car on a block or car stand so that all four wheels are elevated. Turn the power switch on again. Check the ESC and steering settings you have made and then turn the power switch back off.
8. Remember this! The transmitter is always the FIRST TO BE TURNED ON and THE LAST TURNED OFF.



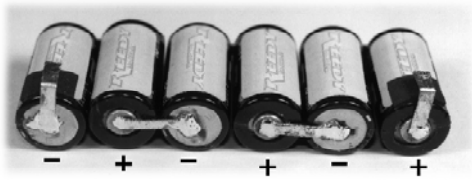
ASSEMBLE BATTERY PACK

If you are not using a stick battery pack, here is how to assemble your battery pack. Solder individual cell connections as shown.

Team racers prefer battery bars for sturdier connections. Insulated wire will not allow the pack to fit in the battery slot.



Solder connections with Reedy Battery Bars (#651)



← Aim negative lead toward the front

MOTOR GEARING

To get the most from your motor, proper gearing is important. The gear ratios listed in the chart are recommended starting gear ratios. Ratios can vary from track to track, but you should not change the pinion size more than one tooth from the recommended ratio.

CAUTION! Increasing the pinion size by more than one tooth can damage your motor from excess heat.

MOTOR	PINION	SPUR	FINAL DRIVE RATIO
24° stock (torque-based)	24	81	8.78:1
24° stock (RPM-based)	22	81	9.57:1
Spec 19	22	81	9.57:1
14 turn modified motor	23	81	9.16:1
13 turn modified motor	22	81	9.57:1
12 turn modified motor	21	81	10.03:1
11 turn modified motor	20	81	10.53:1
10 turn modified motor	19	81	11.08:1

MAINTENANCE

Follow these steps to keep your buggy in shape for racing

CHECK FOR FIT

You should periodically check all the moving parts: front and rear end, suspension arms, steering blocks, steering linkage, shocks, and so on. If any of these should get dirty or bind then your car's performance will suffer.

MOTOR MAINTENANCE

Between runs, inspect the brushes to ensure they are moving freely in the brush holder. This is done by carefully removing the spring and sliding the brush in and out of the holder. If there is any resistance or rough spots, remove the brush and carefully wipe the brush clean. This will clean off any buildup so the brush slides smoothly in the brush holder.

After every 3 to 5 runs, remove the brushes from the holders and inspect the tips for wear and/or burning. If there is a noticeable amount of wear, replace the brush with a new pair. If the tip is a burnt blue color, then the lubricant in the brush has been burned away and new brushes should be installed.

After every other battery charge you should carefully clean the motor. One recommended method is to spray motor cleaner directly on the brush and commutator area. Run the motor for approximately 15 seconds. Disconnect the motor and spray it again, making sure the runoff is clear and clean. If the runoff is still dirty, repeat the spraying action until clean. After completing the cleaning, apply a small amount of lightweight oil to each bushing or bearing for lubrication. Be careful not to apply too much oil, for this will pick up dirt and contaminate the commutator and brushes.

DIFFERENTIAL

Adjust the differential ("diff") as noted on page 6. Adjusting the diff is not meant to be a tuning option. If you can hear the diff making a "barking" or "chirping" sound on jump landings, either your diff is set too loose or your slipper clutch is set too tight. First check your slipper setting, then re-set the diff according to the instructions on step C-9.

SLIPPER CLUTCH

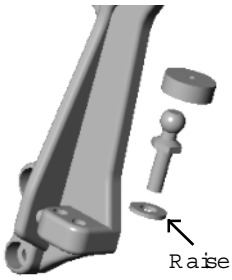
The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. Tighten the nut 4 more turns. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs.

Another popular way to set the clutch is to hold both rear tires firmly in place and apply short bursts of throttle. If the clutch is properly set, the front tires should lift slightly up off the surface.

FRONT CAMBER LINKS

Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the tower. Shortening the camber link (or lowering the ball end) will give the front end less roll and quicken steering response. Lengthening the camber link (or raising the ball end) will give the front more roll and slower steering response.

Longer camber links are typically used on high grip tracks and shorter links tend to work better on med-grip loose tracks.



Raise or lower the ball end by adding or subtracting washers here

STEERING BLOCKS

The included trailing steering blocks (# 9581) should be used in most cases. The Team especially recommends the trailing blocks on high-grip or "blue-groove".

Changing to the optional inline steering blocks (#9577) will give the car an overall aggressive feeling. Steering entering and exiting the corners is increased, but straight line stability is slightly reduced.

CASTER

Caster describes the angle of the kingpin as it leans toward the rear of the vehicle. Positive caster means the kingpin leans rearward at the top.

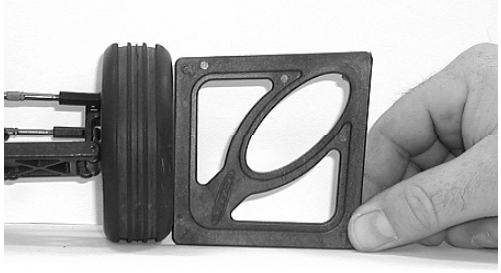
The supplied 25° caster blocks (#9580) are recommended in most cases. For more corner entry steering and less exit steering, try the optional 30° blocks (#9593).

The optional 20° blocks (#9592) will give you more exit steering and less entry steering.

CAMBER

Camber describes the angle at which the tire and wheel rides when looked at from the front. Negative camber means that the tire leans inward at the top.

A good starting camber setting is -1°. Use the included #1719 camber gauge to set your camber as shown. Positive camber, where the top of the tire is leaning out, is not recommended.



Testing camber with the camber gauge

FRONT TOE-IN

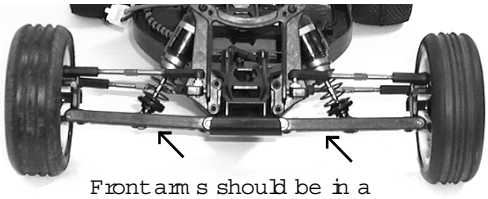
Toe-in describes the angle of the front tires when viewed from the top. With toe-in, the front of the tires point inward.

Zero degree toe-in (tires pointing straight forward) is the setting that should be used in almost all track conditions. Occasionally you can increase turn in by adding a little toe-out (front of tires point slightly out). Front toe-in is not a typical tuning adjustment used by the Team.

FRONT RIDE HEIGHT

Ride height is the distance from the ground to the bottom of the chassis.

The standard front ride height setting is with the front arms level (referred to as "arms level"). Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into place, add or remove pre-bad clips so that the left & right arms appear to be flat as seen in the following picture.



Front arms should be in a straight line when ride height is set as "arms level"

ANTI-SQUAT

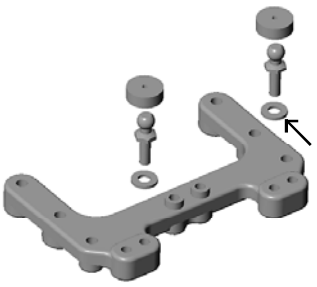
Anti-squat denotes the angle of the rear arms relative to the ground. Zero anti-squat means that the rear arms are flat, parallel with the ground. The kit setting is 2°, and can be adjusted by installing or removing the included shims underneath the arm mount.

The shim with 2 tabs is for 2° and the shim with 1 tab is for 1°. You can use any combination of shims to get 0, 1, 2, or 3° anti-squat. Adding anti-squat tends to make the car "rotate" more in corners, but doesn't handle as well through the bumps.

Upper shim (with one tab), 1°
Lower shim (with two tabs), 2°

REAR CAMBER LINK

Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the rear chassis brace. Shortening the camber link (or lowering the ball end) will give the rear end less roll and the car will tend to accelerate or "square up" better. Lengthening the camber link (or raising the ball end) will give the rear more roll and more cornering grip. Longer camber links are typically used on high grip tracks, while shorter links tend to work better on med-grip loose tracks. The kit setting is the best compromise of cornering grip and acceleration.



Raise or lower the ball end by adding or subtracting washers here

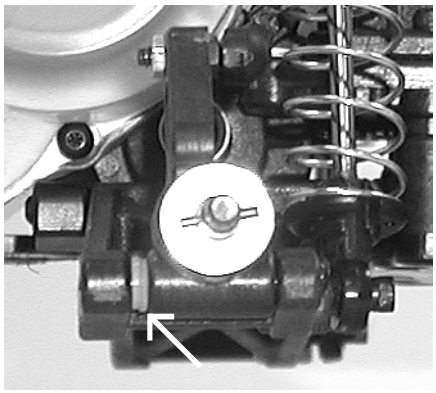
REAR CAMBER

Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top.

A good starting camber setting is -1°. Use the included #1719 camber gauge to set your camber (shown above). Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks.

WHEELBASE ADJUSTMENT

You have three options for rear hub spacing, Forward, Middle, & Back. The kit setting provides the most rear traction, and will be used most often. For improved handling in bumps or rhythm sections, try moving the hubs to the Middle or Back position. This can also make the car handle better in 180° turns.



Spacers to the rear will place hubs forward, shortening the wheelbase

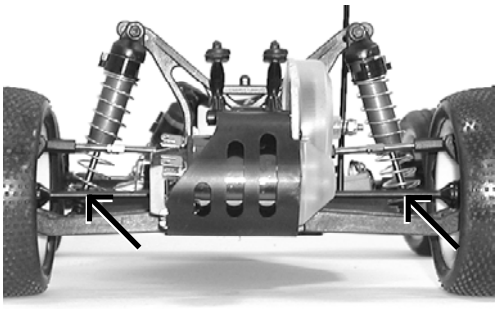
ANTI-ROLL BAR

The optional #9635 B4 rear anti-roll bar kit (also called the "sway bar") allows you to add roll resistance to the rear end with minimal effect on handling over bumps and jumps. It is an especially helpful tuning item on high-grip tracks (try the gold bar). The silver and black anti-roll bars are typically used on medium-grip loose tracks.

REAR RIDE HEIGHT

Ride height is the distance from the ground to the bottom of the chassis.

The rear ride height setting you should use most often is with the outdrive, driveshaft, and axles all on the same imaginary horizontal line (referred to as "bones level"). Check the ride height by lifting up the entire car about 8-12 inches off the bench and dropping it. After the suspension "settles" into place, add or remove pre-load clips so that the left & right driveshafts appear to be flat as seen in the following picture.

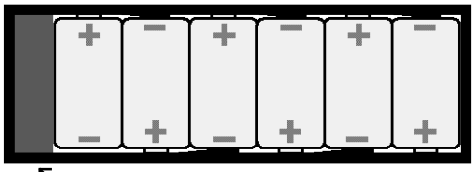


Dogbones should be in a straight line when ride height is set as "dogbones level"

BATTERY PLACEMENT

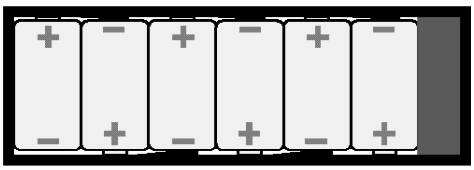
This is one of the best adjustments on the car, and it can have the biggest effect on handling. Most of the time, moving the battery pack back will yield more rear traction and decrease steering. Conversely, moving the battery pack forward will yield less rear traction and increase steering. But in some cases on extremely high grip or extremely low grip tracks, moving the pack forward will make the buggy feel more balanced and actually improve rear grip.

FRONT REAR



Spacer to the front will place batteries to the rear

FRONT REAR



Spacer to the rear will place batteries to the front

SETUP SHEETS

The best way to get your car handling right is to go to our website, www.rc10.com, and click on the links for setup sheets. Our Team Drivers help develop these setups at National events.

Also, most drivers have a "base" setup that they use as a starting point for every event. Try running some of these base setups or look for track conditions and tires that are similar to your local track and mimic that setup.

Remember, each adjustment has a purpose, so copy everything from the setup sheet and then make adjustments based on the recommendations in here.

For more information on setups, please go online to the Tuning Guide page and order the #9656 Complete Tuning Guide: B4.

TEAM ASSOCIATED ONLINE

Get online help, tips, and new product information for your kit through Team Associated's web site, www.TeamAssociated.com.

Tech Help. Answers to racer's questions are posted for all to learn from.

Racer Spotlight. Racers proudly show off their favorite kits. Get your painting ideas here!

Setup Sheets. Where racers find blank and standard setups to download for their kit.

New Products. Learn of new kits and parts before they are announced anywhere else.

Team Associated Insider's Newsletter. Sign up for it if you want the latest Team Associated news delivered right to your e-mail box.

Hobby Shop and Track Directory. Locate shops carrying spare parts and tracks where you may race your kit.

Parts Catalogs. Find the most up-to-date listing of parts for your kit.

Contact Associated. Our expert staff answers your toughest questions about Associated, Reedy, and LRP products.

B4.1

SETUP SHEET for the Team Associated RC10B4

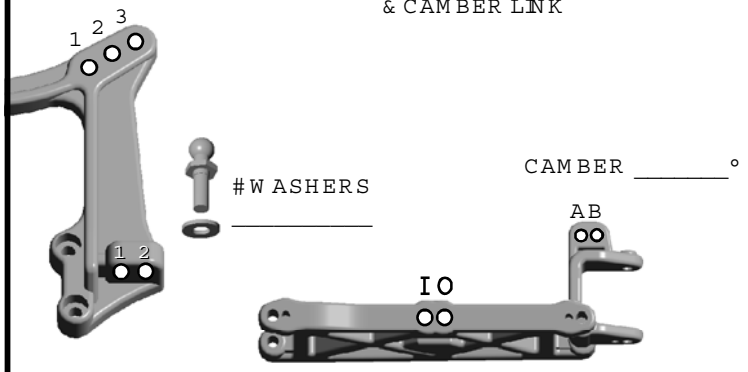
Driver _____

Track / City _____

Event _____ Date _____

FRONT

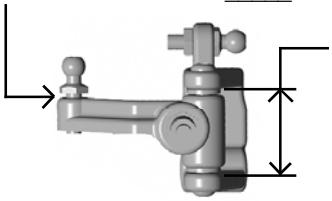
SHOCK MOUNTING & CAMBER LINK



RIDE HEIGHT _____

TOE-IN (+) / OUT (-) ____ °

BUMP STEER SPACER _____



STEERING BLOCK ☐ trailing ☐ inline

FRONT SHOCKS

OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT ☐ unobtainium ☐ STD #LIMITERS _____

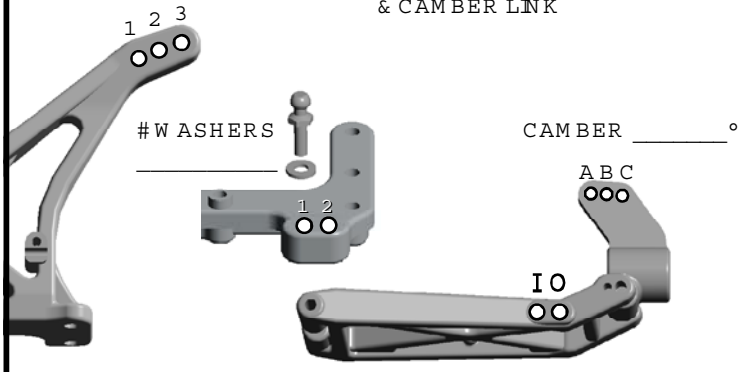
FRONT TIRES & WHEELS

FRONT TIRES _____

INSERTS _____ WHEELS _____

REAR

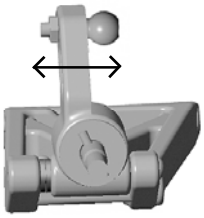
SHOCK MOUNTING & CAMBER LINK



RIDE HEIGHT _____

ANTI-SQUAT
☐ 0°
☐ 1°
☐ 2°
☐ 3°

WHEELBASE
☐ long
☐ medium
☐ short



ANTI-ROLL BAR
☐ none
☐ black (soft)
☐ silver (med)
☐ gold (heavy)

REAR SHOCKS

OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT ☐ unobtainium ☐ STD #LIMITERS _____

REAR TIRES & WHEELS

REAR TIRES _____

INSERTS _____ WHEELS _____

TRACTION COMPOUND _____

RADIO / BATTERIES

RADIO _____ SERVO _____

ESC _____

DRAG BRAKE _____ INT BRAKE _____

BATTERY PLACEMENT ☐ front ☐ rear

BATTERIES _____

MOTOR

MOTOR & WIND _____

BRUSHES _____

SPRING _____

PINION / SPUR _____ / _____

OTHER

BODY _____

WING _____

WING ANGLE ☐ 0° ☐ 3° ☐ 6°

CHASSIS _____

CONDITIONS

☐ smooth ☐ sandy
☐ bumpy ☐ soft dirt
☐ low traction ☐ grass
☐ med traction ☐ blue groove
☐ high traction ☐ clay

☐ wet ☐ dusty
☐ dry ☐ other

COMMENTS

NOTES _____

FOR MORE SETUPS, VISIT www.RC10.com and click on "SETUP SHEETS"

FACTORY TEAM TOOLS

1562 3/16”
1563 1/4”
1564 5.5mm
1565 11/32”
1566 7mm
1567 8mm

1561 Factory Team Nut Driver Set, (1 each of 3/16”, 1/4”, 11/32”, 5.5mm, 7mm, 8mm)

1542 .050”
1543 1/16”
1544 1.5mm
1545 5/64”
1546 3/32”
1547 2.5mm
1548 3mm

1541 Factory Team Hex Driver Set, (1 each of .050”, 1/16”, 1.5mm, 5/64”, 3/32”, 2.5mm, 3mm)

Replacement Tips, $6.99 each:
1586 5/64”
1587 3/32”
1588 2.5mm

1592 Factory Team Ball Hex Wrench Set. (1 each of 5/64”, 3/32”, 2.5mm)

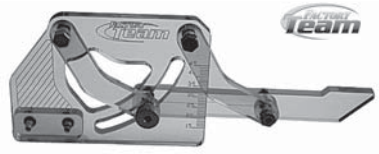
1594 Factory Team Body Reamer

1593 Factory Team Body Reamer Tip

1719 Factory Team Camber + Track Width Tool

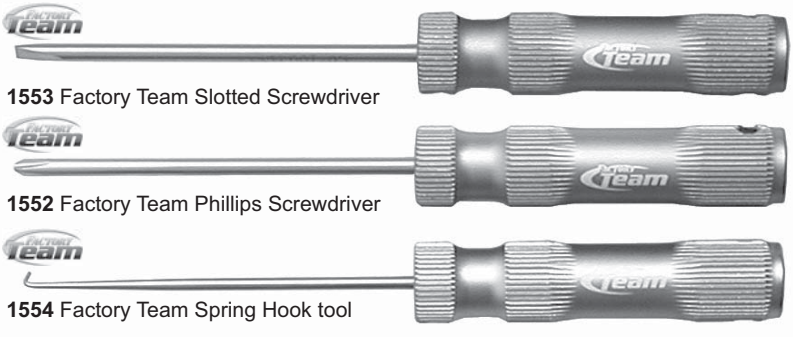
Hex Driver Replacement Tips
1572 .050”
1573 1/16”
1574 1.5mm
1575 5/64”
1576 3/32”
1577 2.5mm
1578 3mm

1111 Turnbuckle Wrench



1449 Off Road Ride Height Gauge. Fully adjustable from 15mm-45mm

6985 Spring Hook Replacement Tip



1553 Factory Team Slotted Screwdriver

1552 Factory Team Phillips Screwdriver

1554 Factory Team Spring Hook tool

1551 Factory Team Slotted Screwdriver and Phillips Screwdriver Set

1737 Factory Team Body Scissors

www.rc10.com/ft