

RC8e

#80901 RC8e Kit



1:8 Scale 4WD Electric Buggy Kit Manual

TEAM ASSOCIATED



:: Introduction

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new RC8e Kit. Please take a moment to read through it and familiarize yourself with these steps.

:: RC8e Features

:: RC8e

- RC8e body with air scoops (#89523).
- 16mm Big-Bore molded shocks with pre-load clips.
- Upgraded dual bell-crank steering with reduced bump-steer.
- 3mm aluminum shock towers.
- Alloy steel turnbuckles.
- Caster blocks adjust 14, 16, or 18 degrees with molded inserts.
- 10mm thick arms.
- Molded suspension pivot bushings for adjustable pivot height.
- 4.30:1 ratio gearboxes.
- 3.5mm light CVA drivetrain.
- Rear molded CVA boots to keep dirt and mud out of rear joints.
- Pre-drilled RC8 wing with adjustable wing angle and location.
- Blue aluminum hexes and wheel nuts.
- Lightened nylock wheel nuts included.
- 83mm Factory Team wheels (#89296).
- 1 Hard anodized 7075-T6 aluminum chassis.
- Rigid one-piece motor mount utilizes standard motor screw mounting pattern.
- Large speed control mounting area raised off of chassis to allow for easy screw mounting of common speed controllers.
- Speed control mounting area includes convenient switch-mounting boss.
- Utilizes 3 hook-and-loop straps to secure LiPo batteries into battery tray.
- Molded battery tray supports 7.4-14.8V battery packs with room for foam pads.
- Accepts two ROAR-approved 1:10 scale size 7.4v LiPo battery packs (#703 Reedy LiPo 5000 Pro (2), #704 Reedy LiPo 5000 w/connector (2), #705 Reedy LiPo 3200 w/connector (2), #709 Reedy LiPo 5000 35C (2)).
- New sealed receiver box for proper electronics placement.
- Receiver, servo, and battery tray remove from vehicle in one piece for easy maintenance and cleaning.
- Convenient wire routing keeps critical electronic wires out of drivetrain components and simplifies disassembly.
- Includes pinion gear (15T) and molded spur gear (46T).
- Motor, ESC, transmitter, batteries, and tires are not included.

Alert! The Differentials and Shocks are pre-assembled. They need to be filled with fluid before use.

:: Additional

:: Required Items

Your RC8e Buggy comes unassembled and requires the following items to complete your kit:

- 1/8 Scale Specific Speed Control and Motor.
- High Torque Steering Servo (AE Part # 29167)
- 2 Channel Radio Set - FM/PCM recommended (#29155).
- AA-Size Batteries for Transmitter (x8)
- 1/8th Scale Buggy Tires
- FT Tire Glue (AE Part #1597)
- Thread Lock Compound (AE Part#1596)
- Lexan Specific Spray Paint
- FT Body Scissors (AE Part#1737)
- Reamer/Hole Punch
- FT Hex Driver Set (AE Part #1541)
- Hobby Knife
- Needle Nose Pliers
- Wire Cutters
- Plug Extension (depending on ESC)

:: RC8e Notes

Your RC8e Manual has a 1:1 pullout of all the included hardware in the back. Use this to correctly size up your hardware for easy installation and kit building ease!

Also, there is a Team setup sheet and a blank setup sheet for your records. Use the setup sheet to keep track of any changes you make to your vehicle.

The Catalog will have an included supplement page with all the new electric conversion parts, as well as some new 1/8 scale options!

RC8e

Associated Electrics, Inc.
26021 Commercentre Dr.
Lake Forest, CA 92630

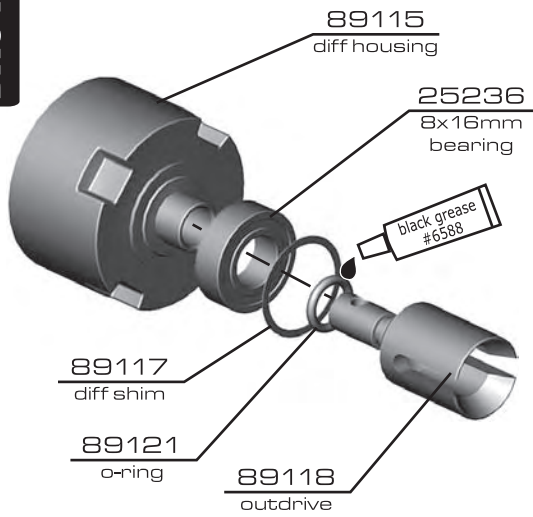


<http://www.TeamAssociated.com> • <http://www.RC10.com>

Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

:: Front and Rear Differentials

BAG A



note:
two shims

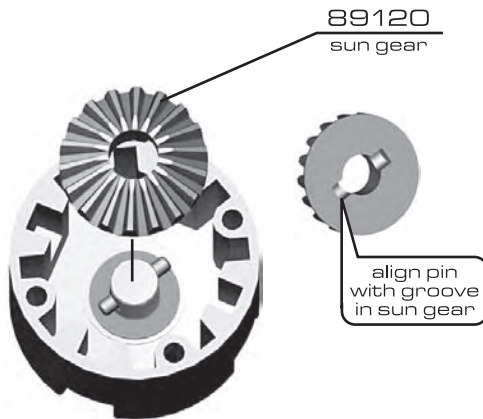
89120 x2
diff washer

black grease
#6588

89121
o-ring

89120
outdrive pin

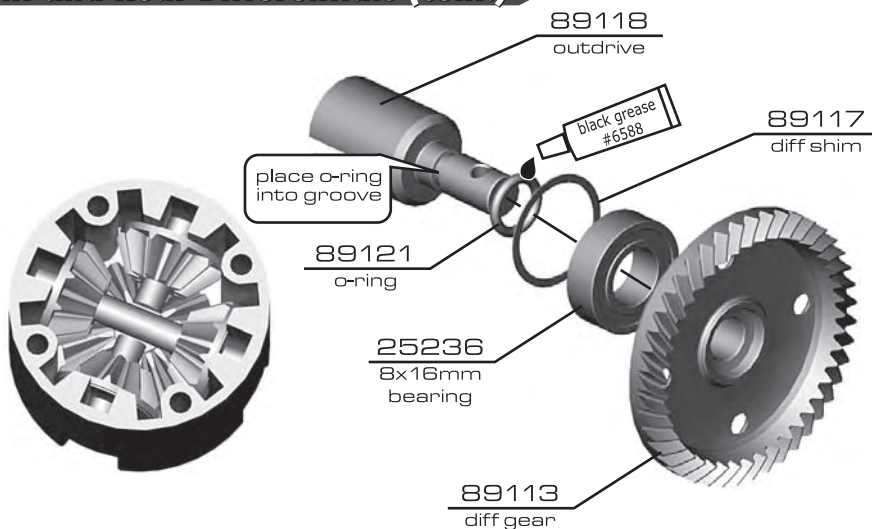
:: Front and Rear Differentials (cont.)



align flat
spots
as shown

insert into
grooves
as shown

:: Front and Rear Differentials (cont.)



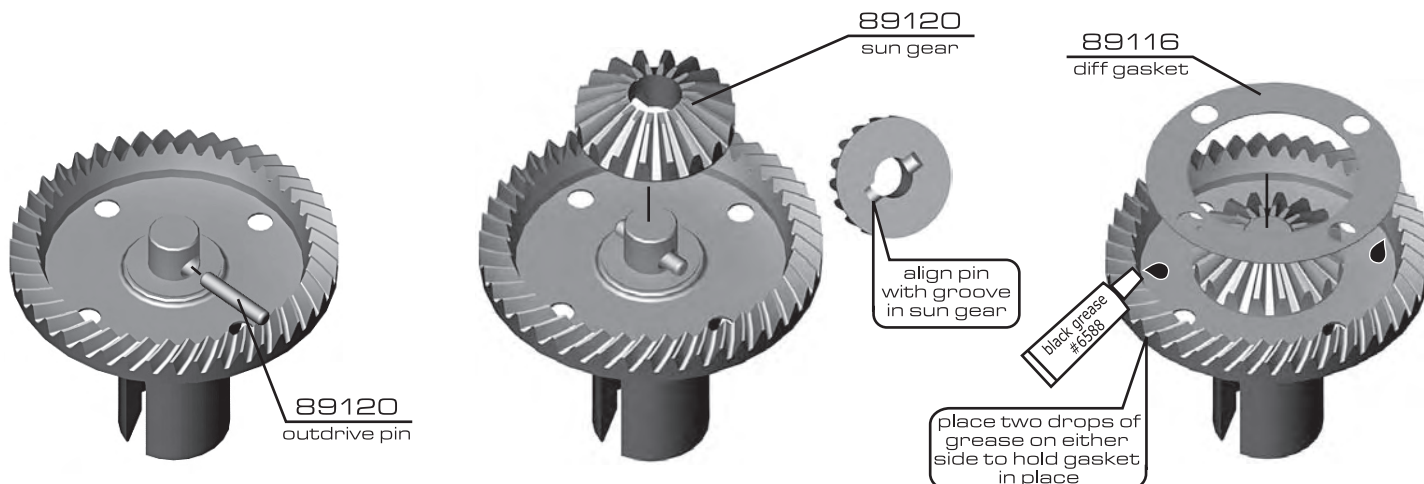
89120 x2
diff washer

note:
two shims

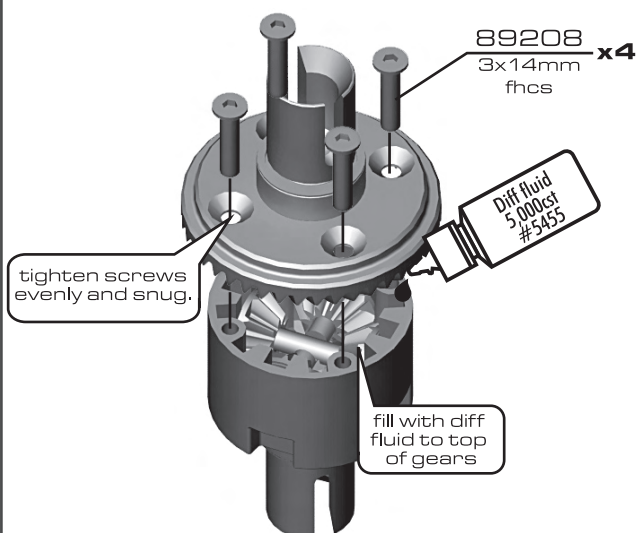
black grease
#6588

89121
o-ring

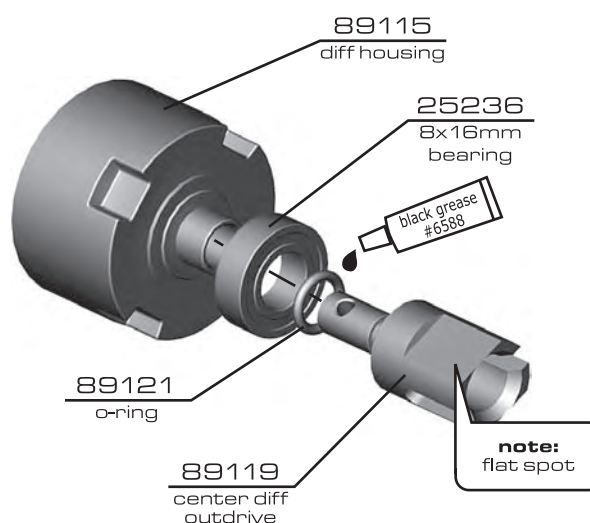
:: Front and Rear Differentials (cont.)



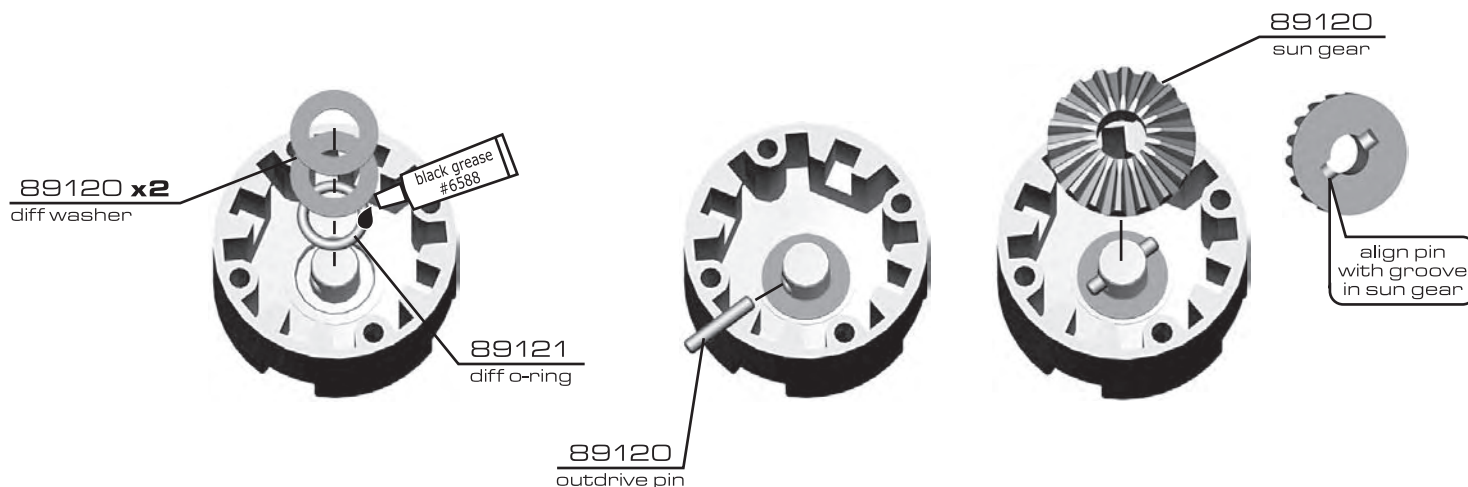
:: Front and Rear Differentials (cont.)



:: Center Differential



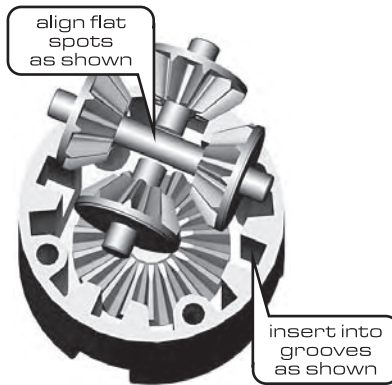
:: Center Differential (cont.)



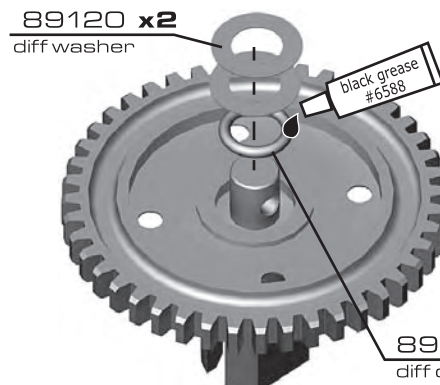
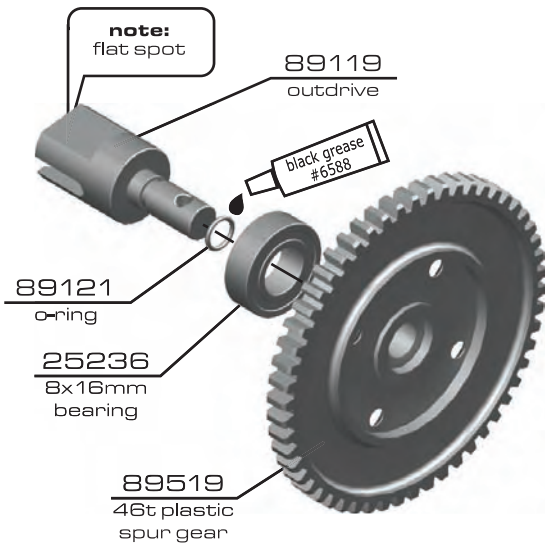
:: Center Differential (cont.)



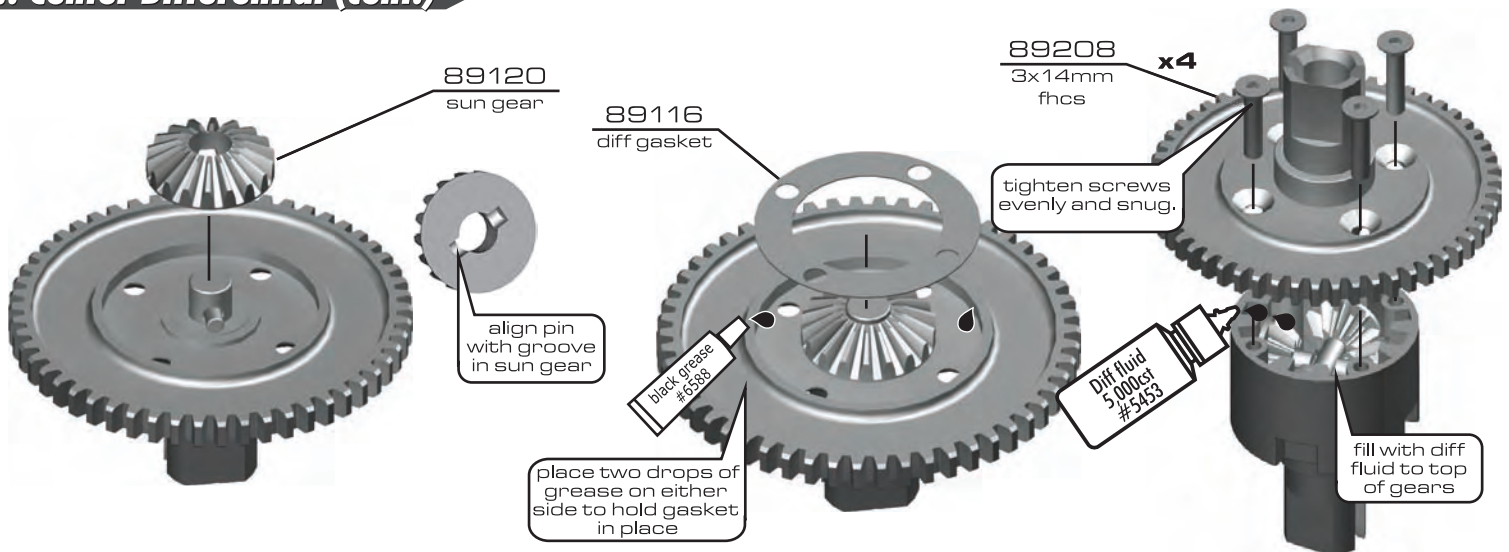
89120
spider gear
assembly



:: Center Differential (cont.)

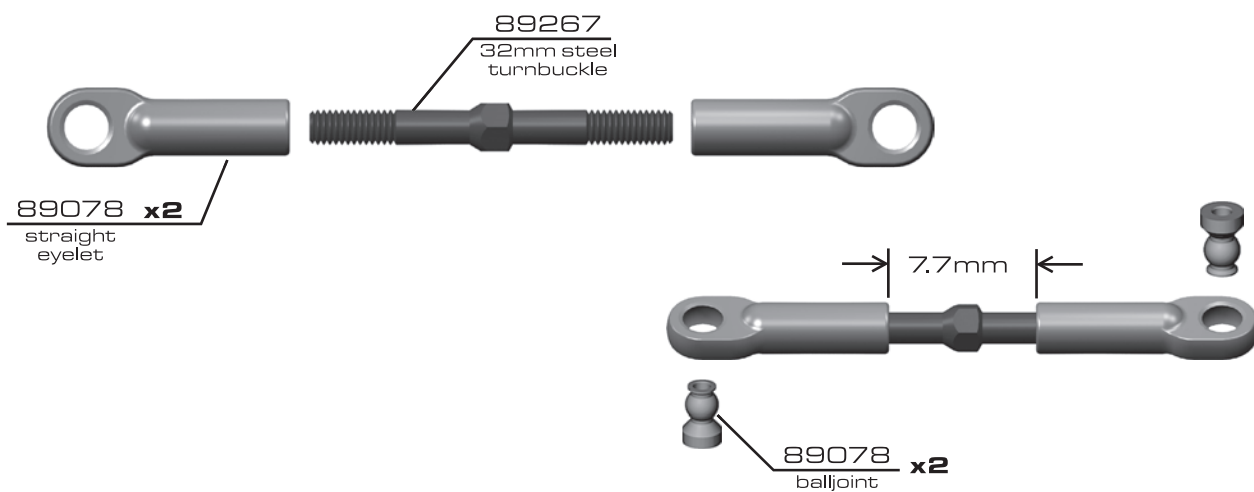


:: Center Differential (cont.)

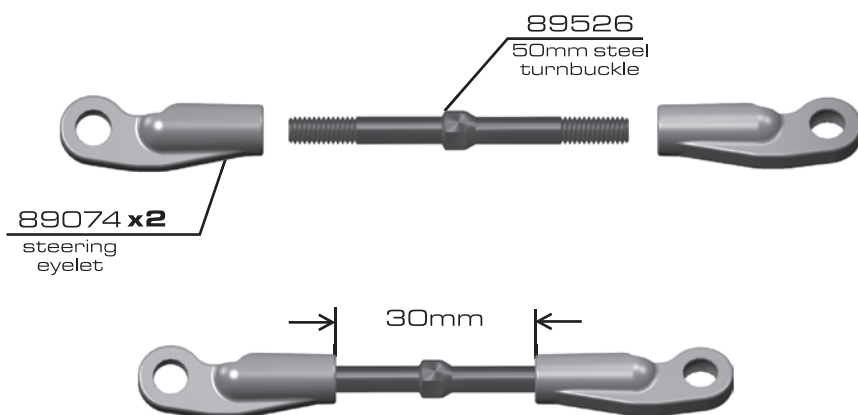


:: Servo Turnbuckle

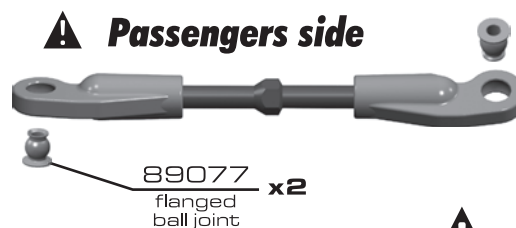
BAG B



:: Steering Turnbuckles



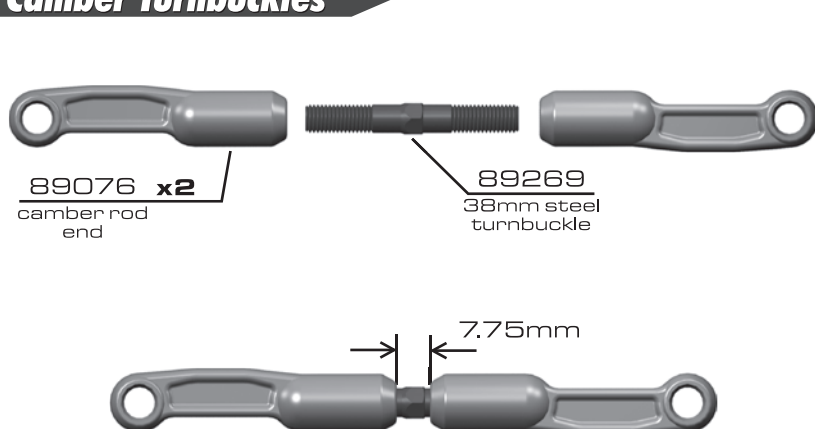
Builds X2



⚠
*note the direction of
the turnbuckles during
installation!



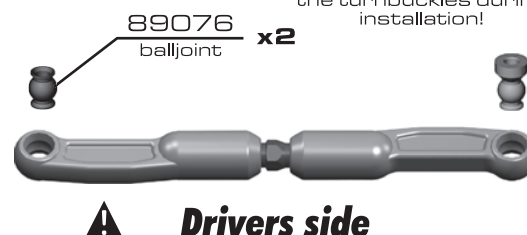
:: Camber Turnbuckles



Builds X2



⚠
*note the direction of
the turnbuckles during
installation!

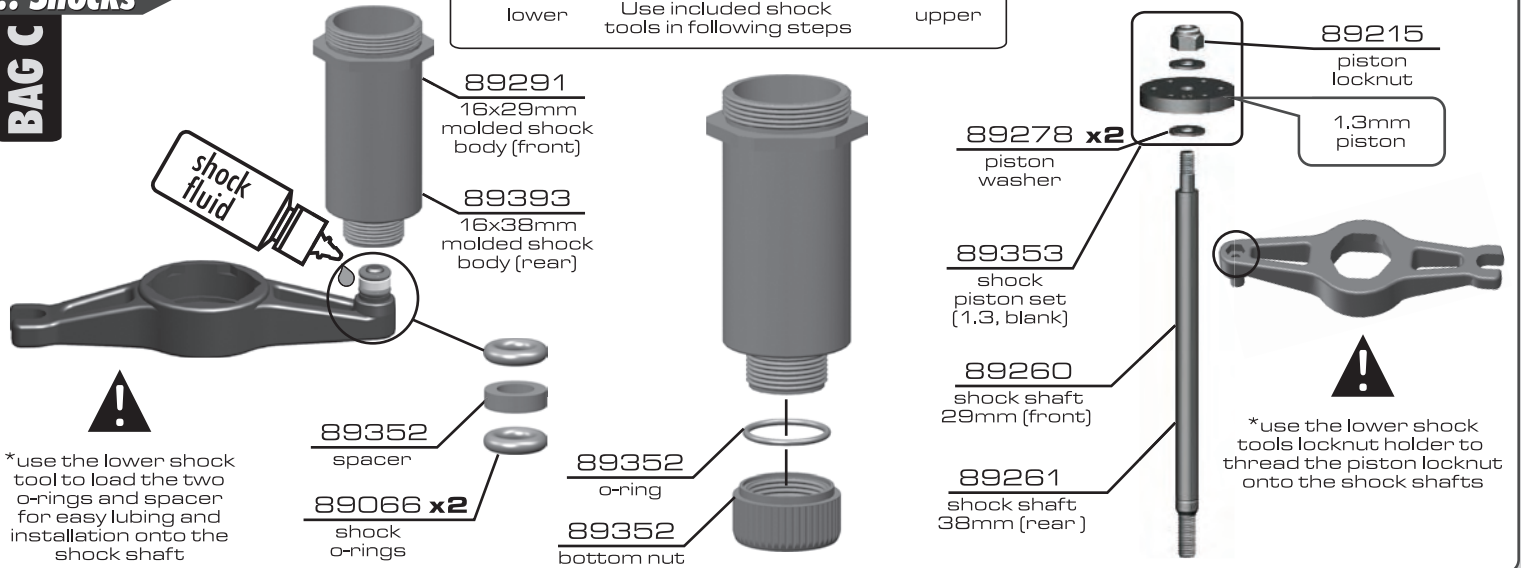


89358

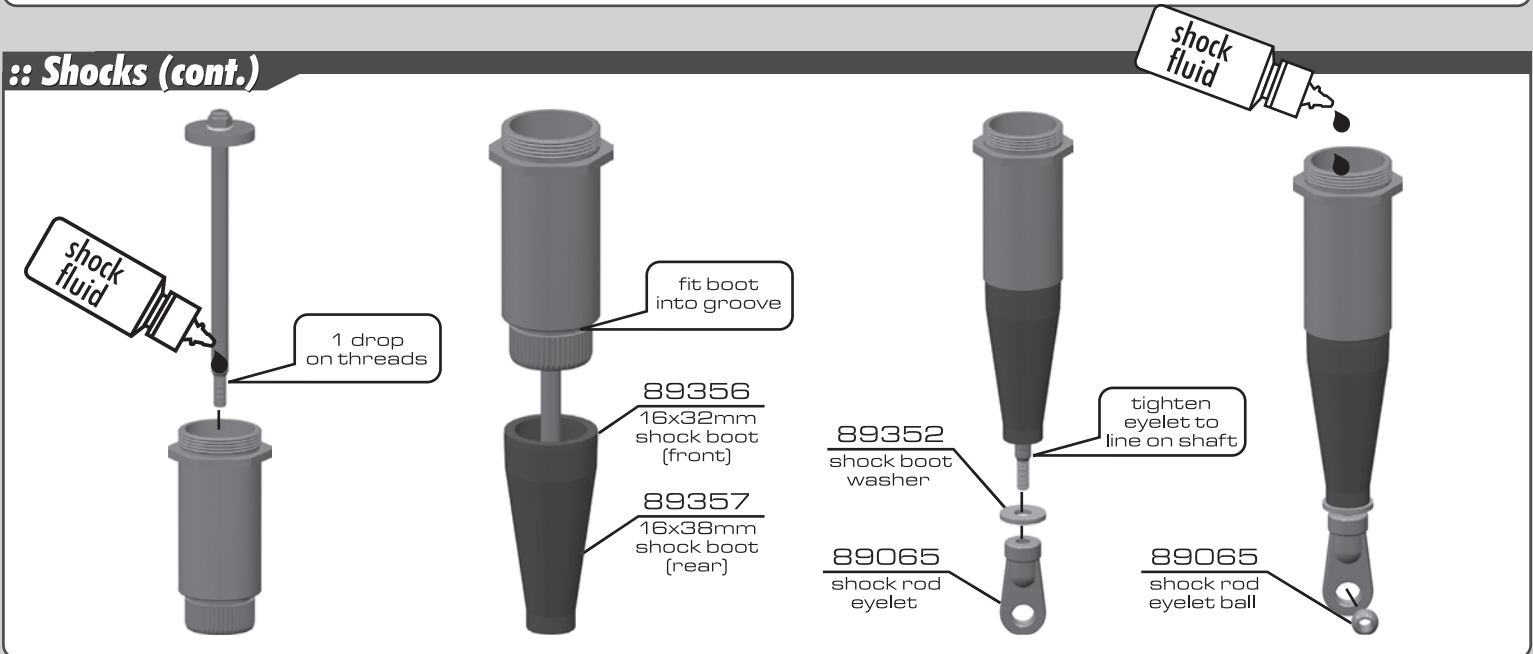


:: Shocks

BAG C

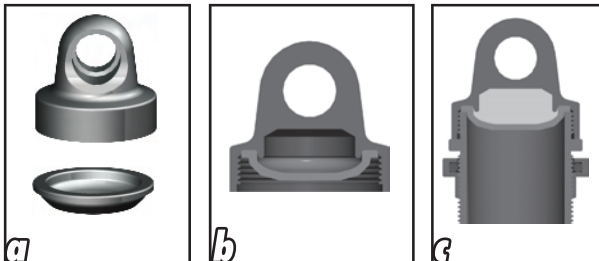


:: Shocks (cont.)



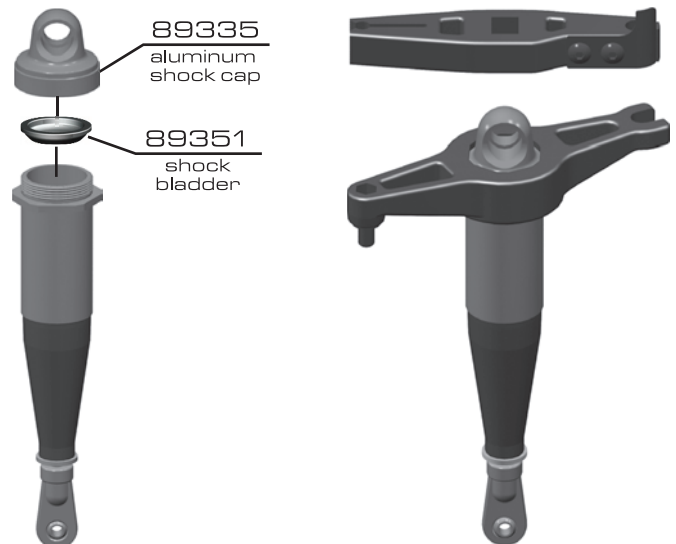
:: Shocks (cont.)

Bladder installation

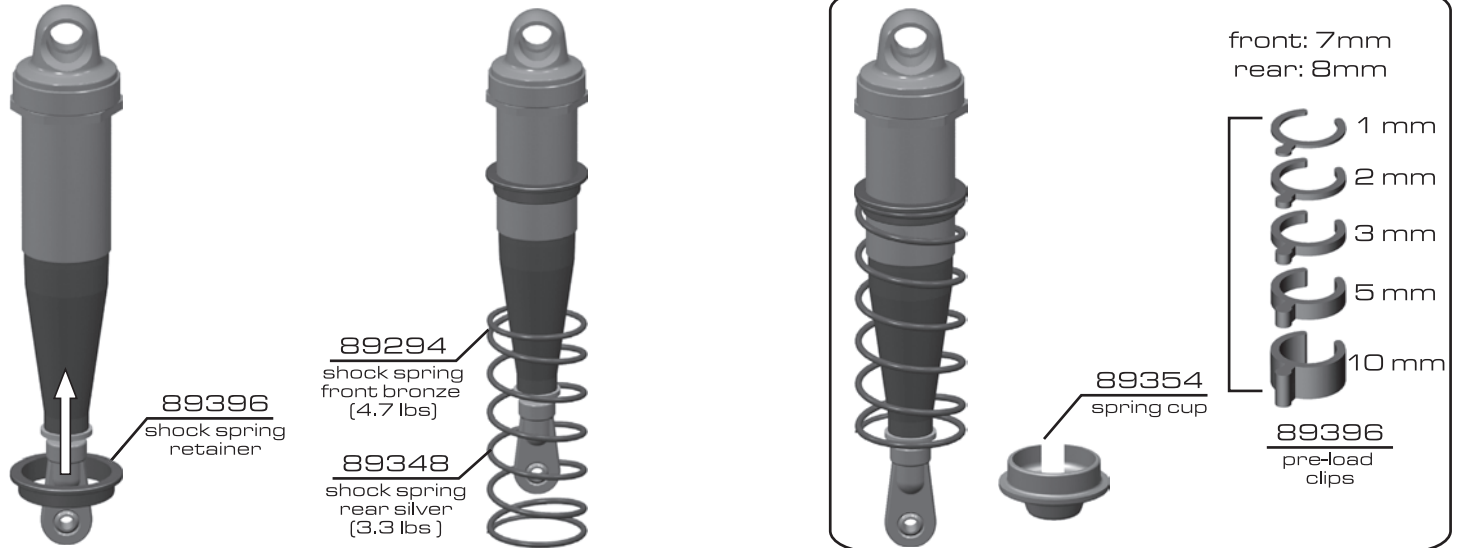


As you install the cap with bladder, it will force out any extra oil. If you install the cap with the shaft fully extended, you are running FULL REBOUND.

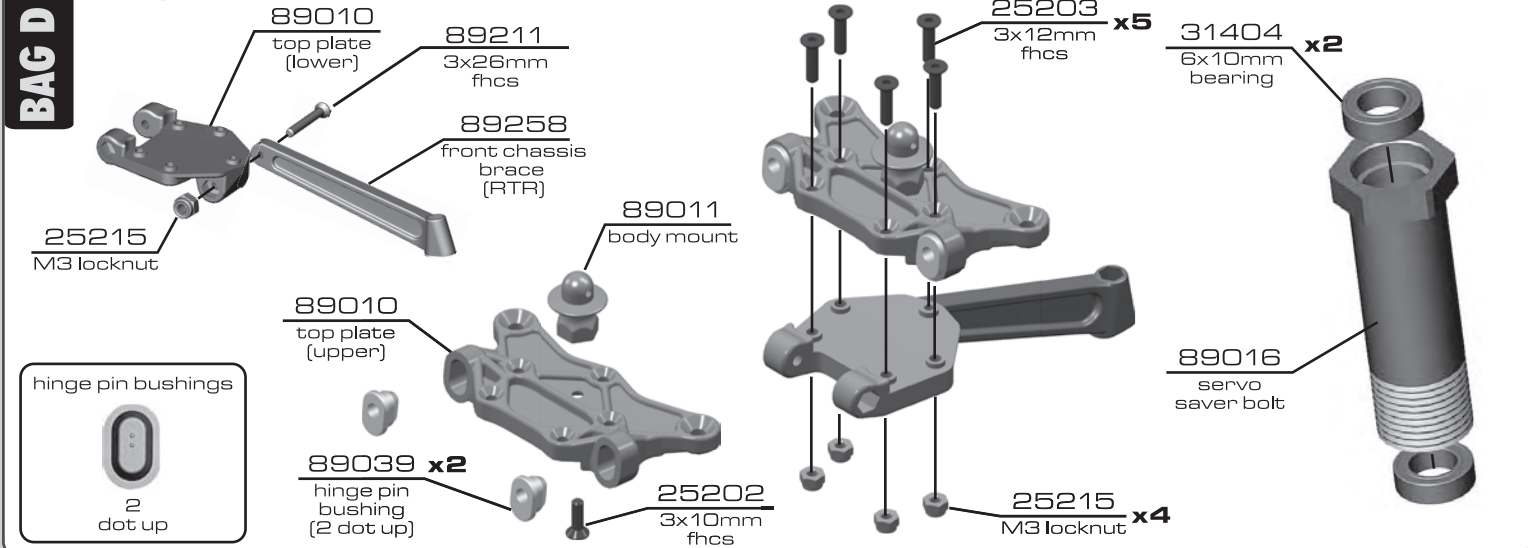
To run less rebound, unthread the cap 1-2 turns and compress the shaft to the desired position and re-tighten the cap.



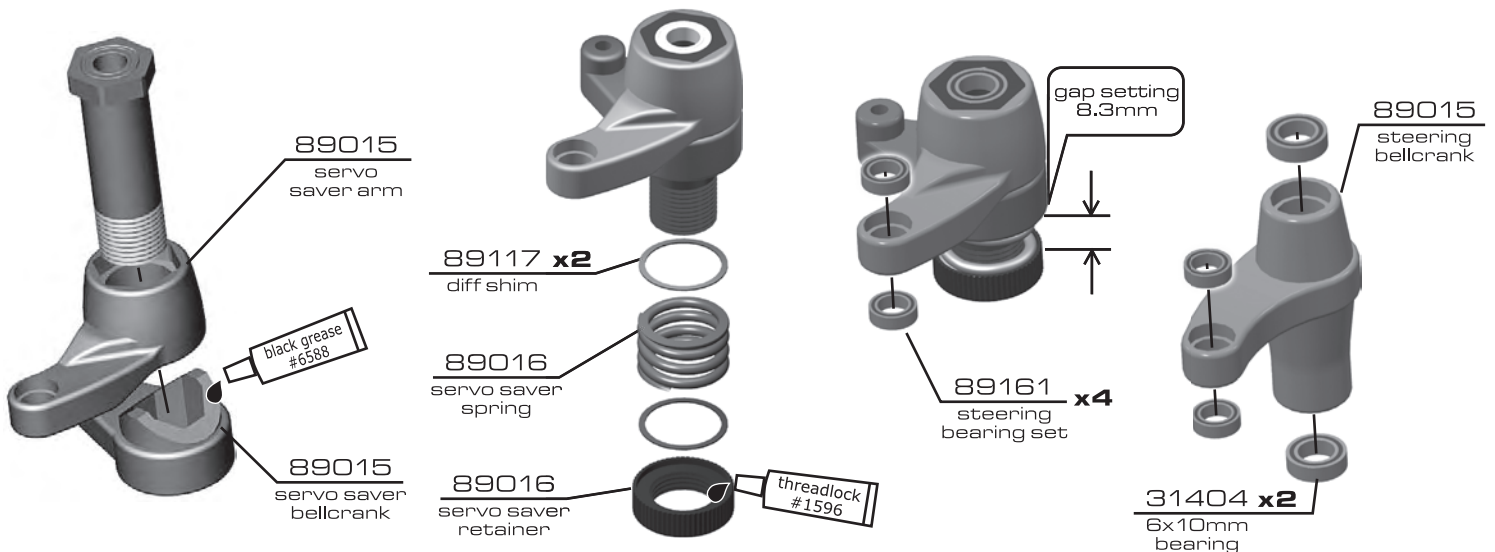
:: Shocks (cont.)



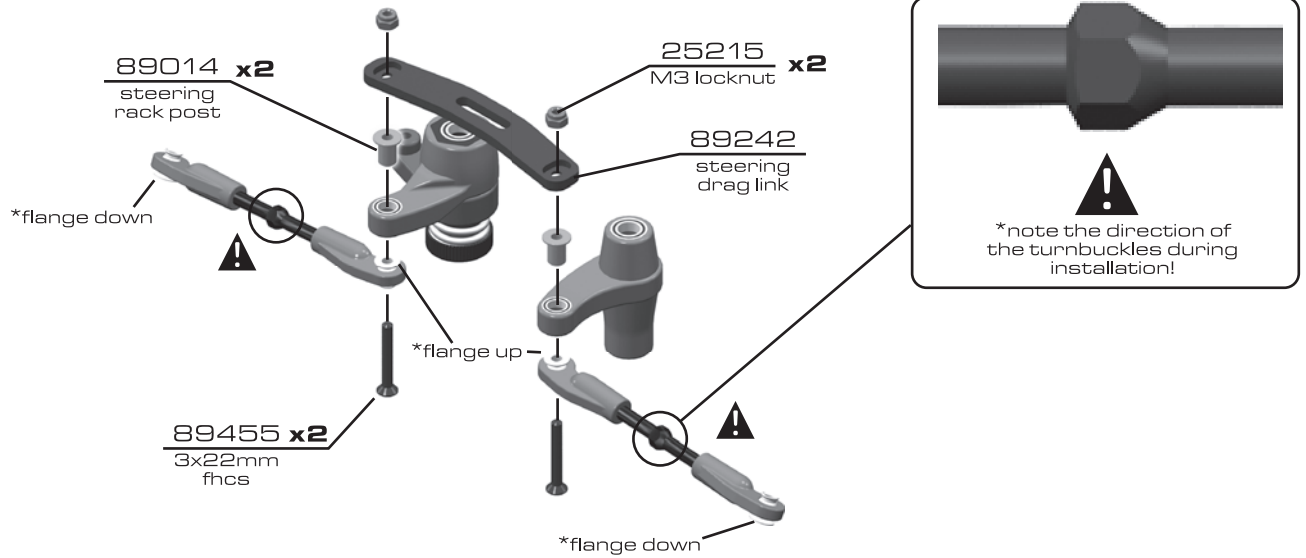
:: Steering



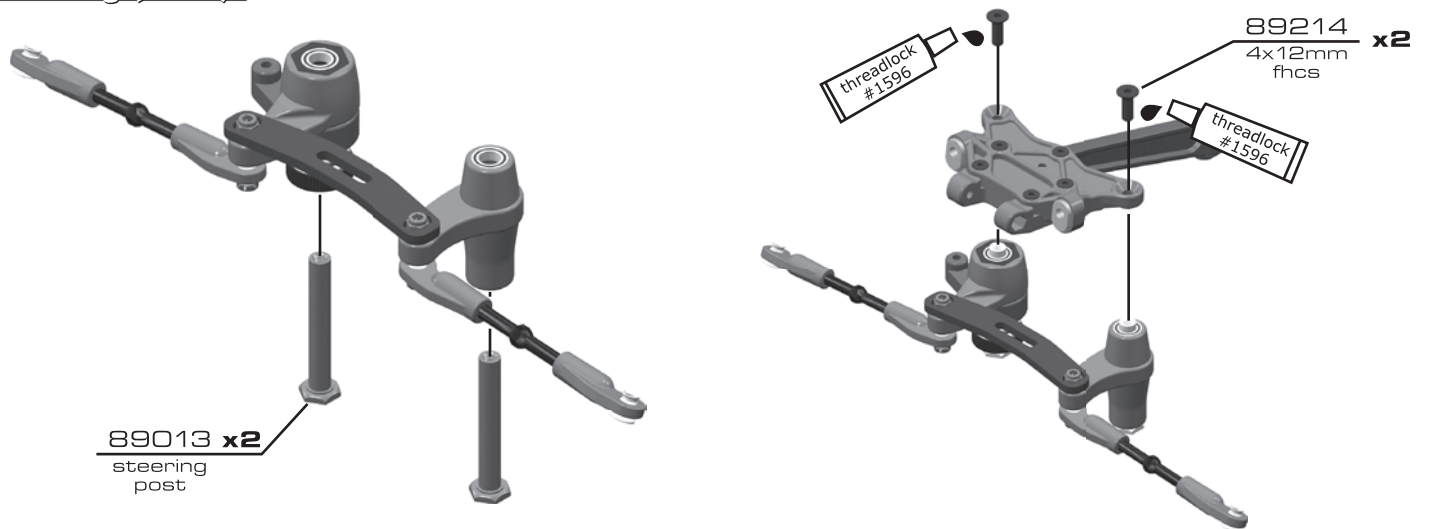
:: Steering (cont.)



:: Steering (cont.)

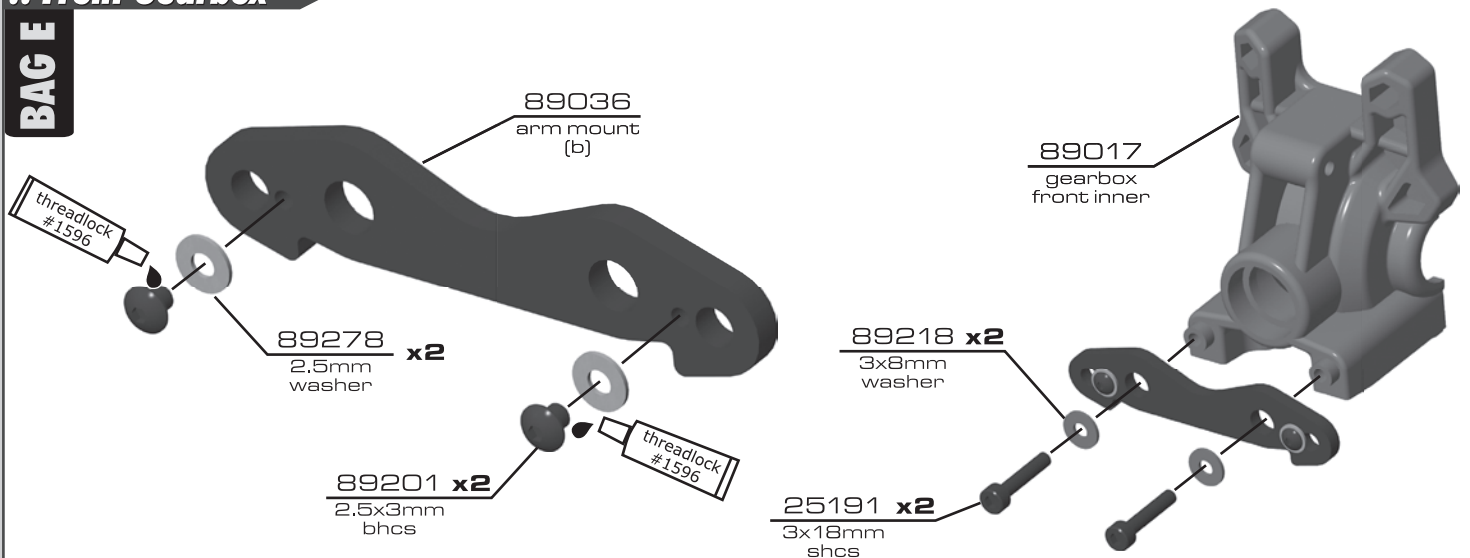


:: Steering (cont.)

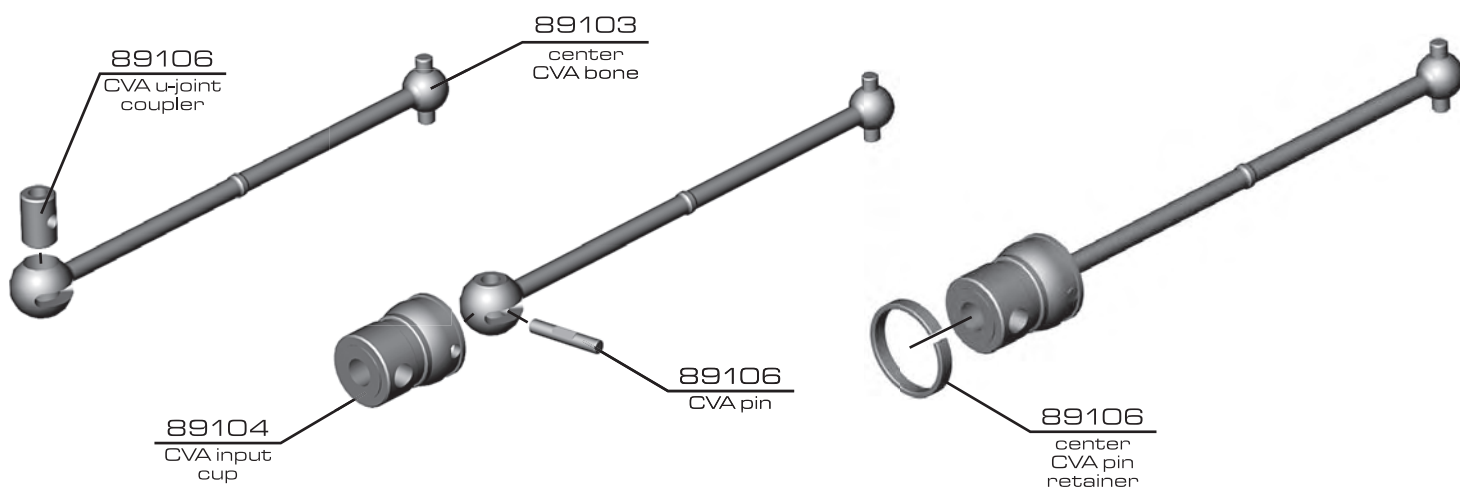


:: Front Gearbox

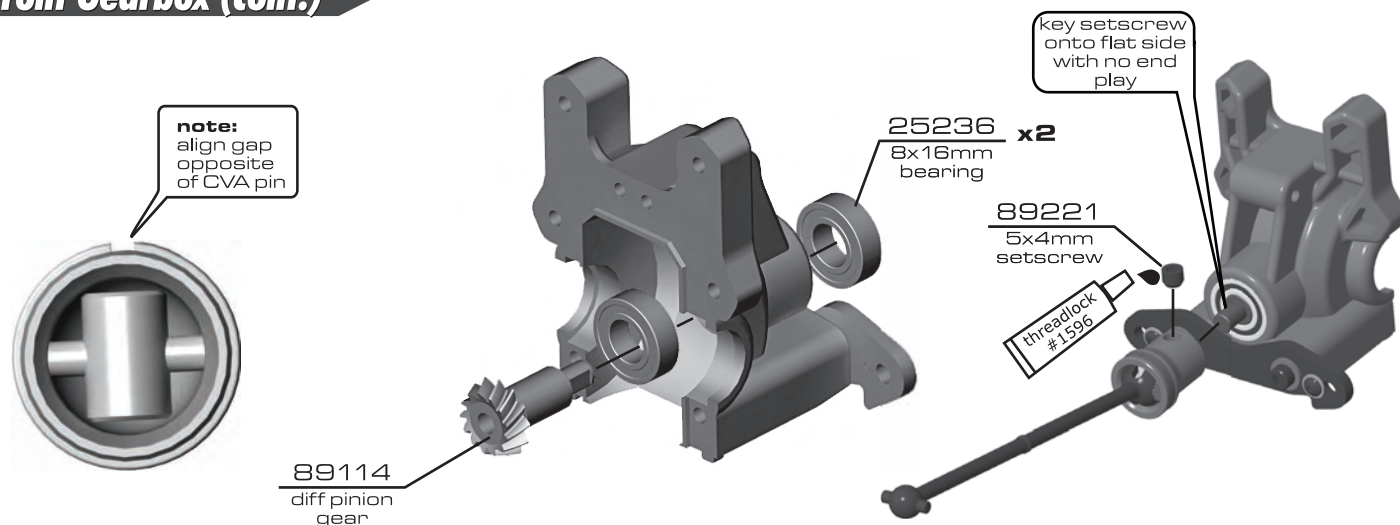
BAG E



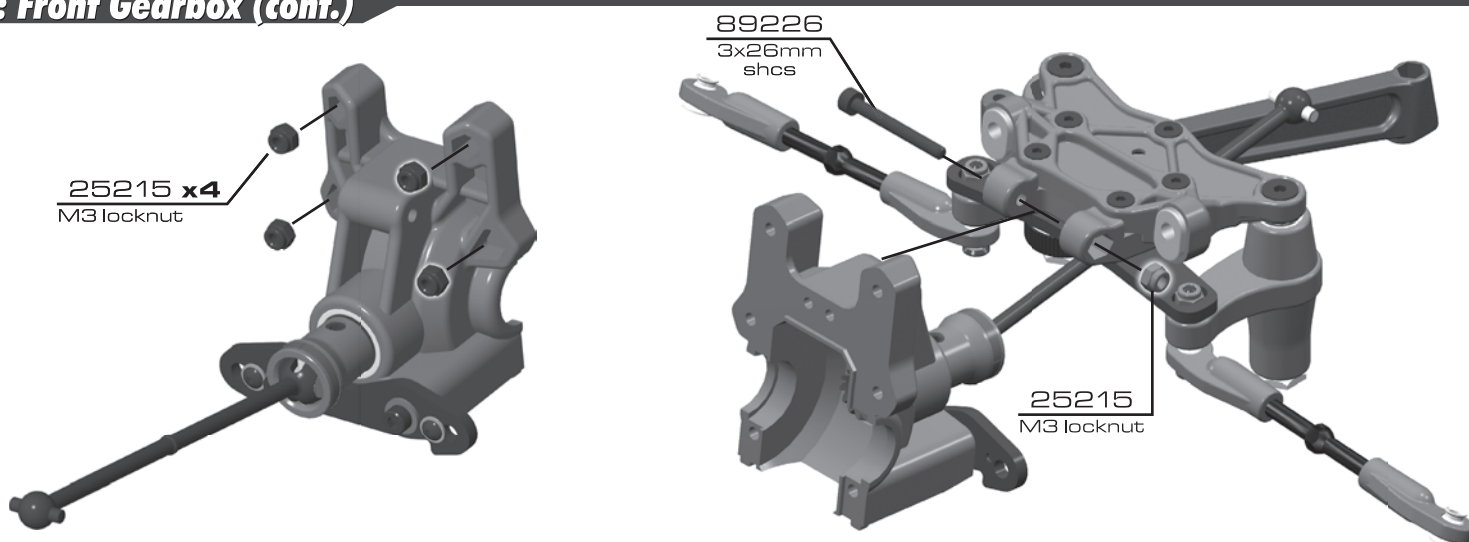
:: Front Gearbox (cont.)



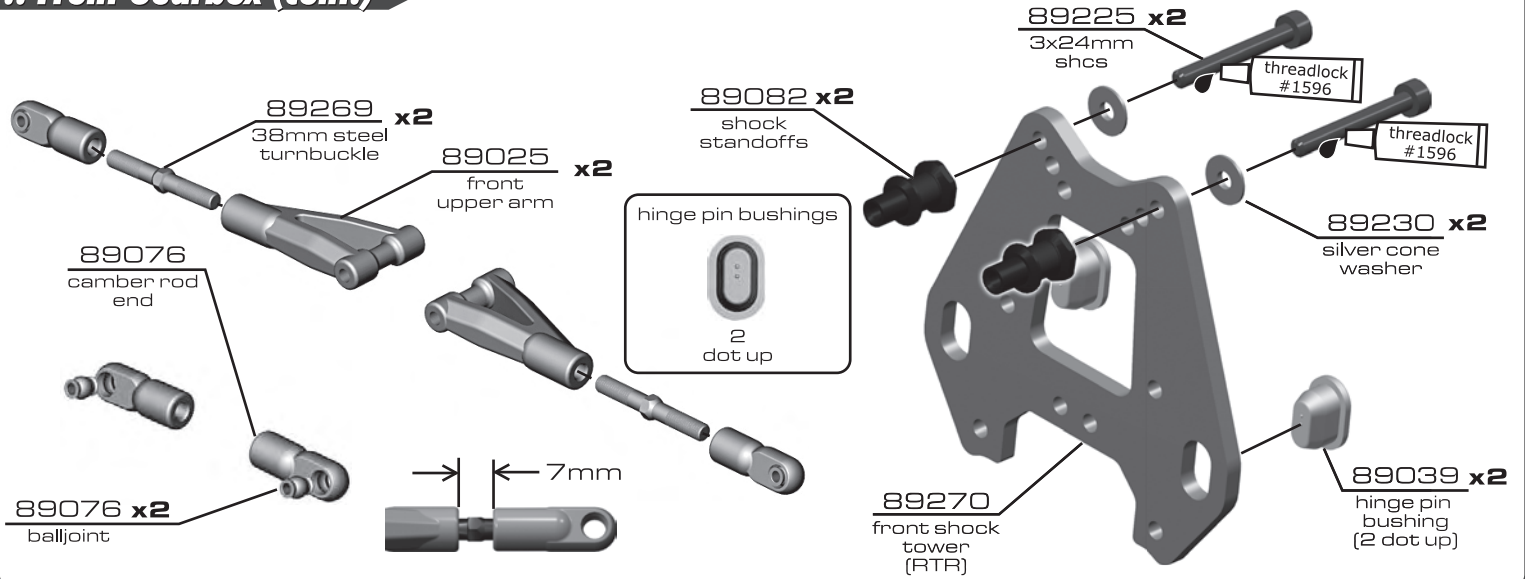
:: Front Gearbox (cont.)



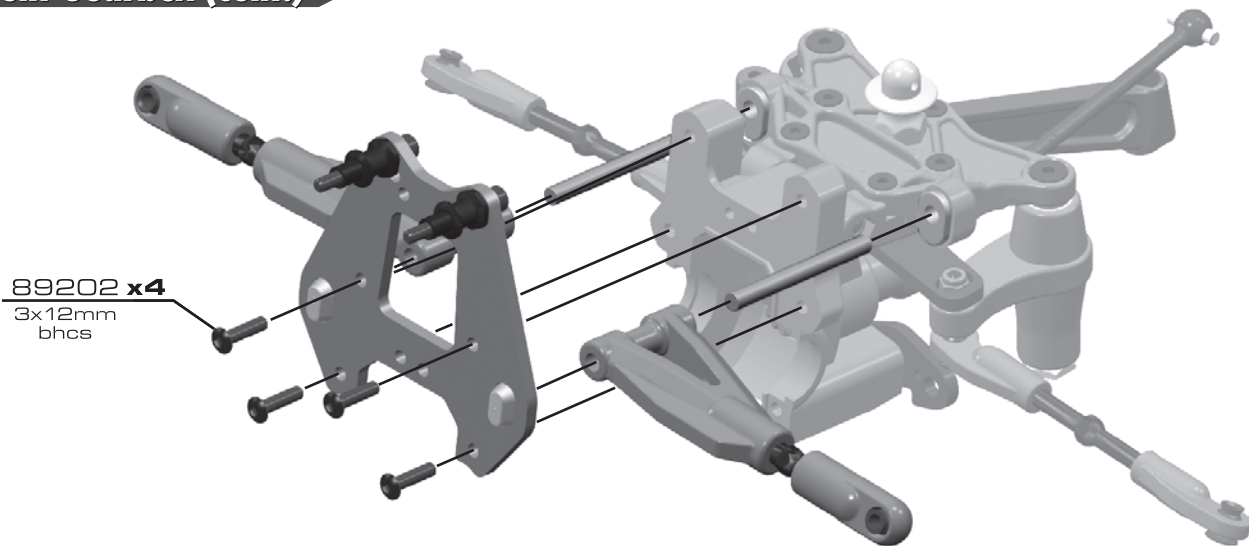
:: Front Gearbox (cont.)



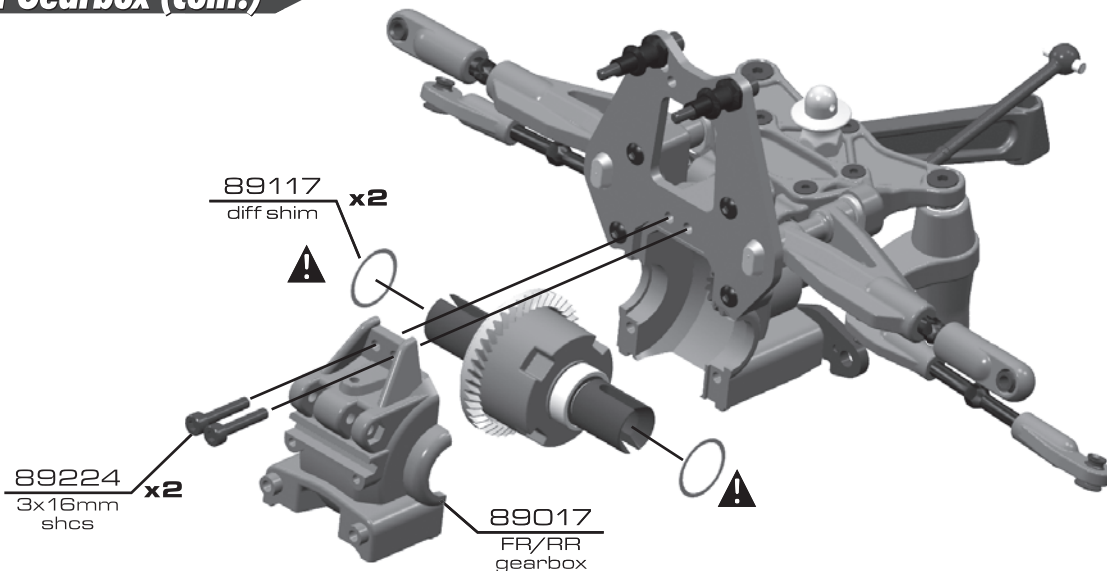
:: Front Gearbox (cont.)



:: Front Gearbox (cont.)



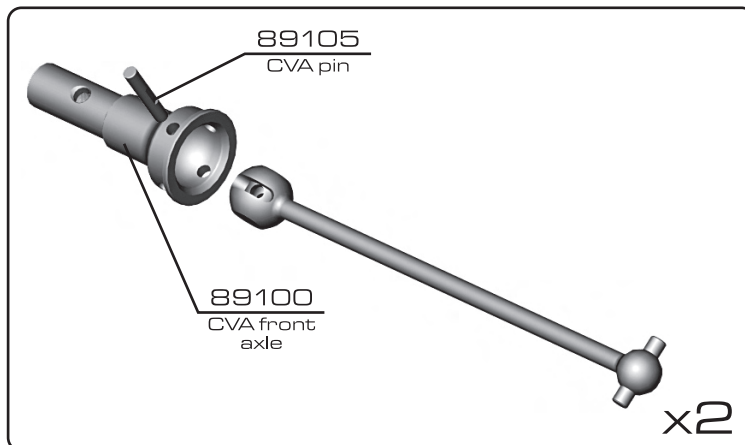
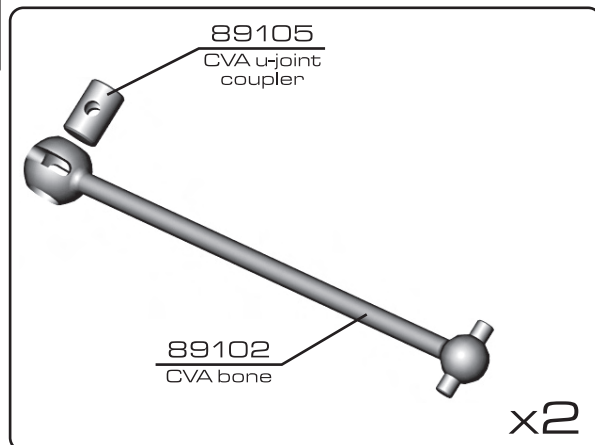
:: Front Gearbox (cont.)



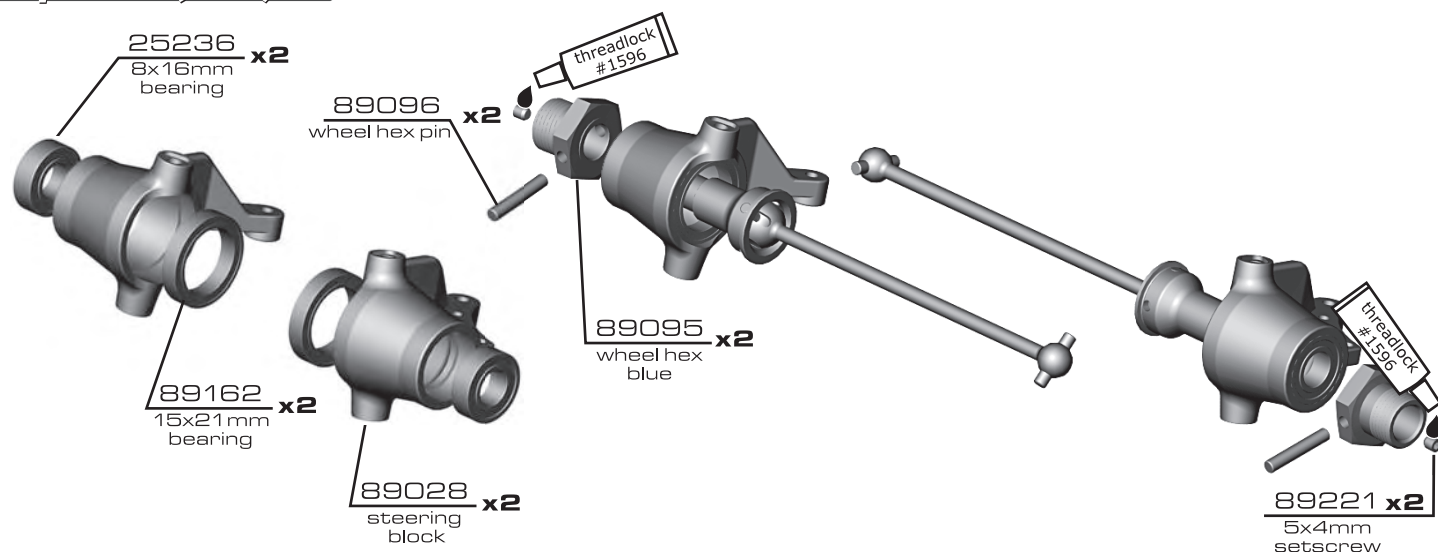
*remember to install the diff shims between the diff casing and bearings before inserting diff into the gearbox (as shown in bag A)

:: Suspension

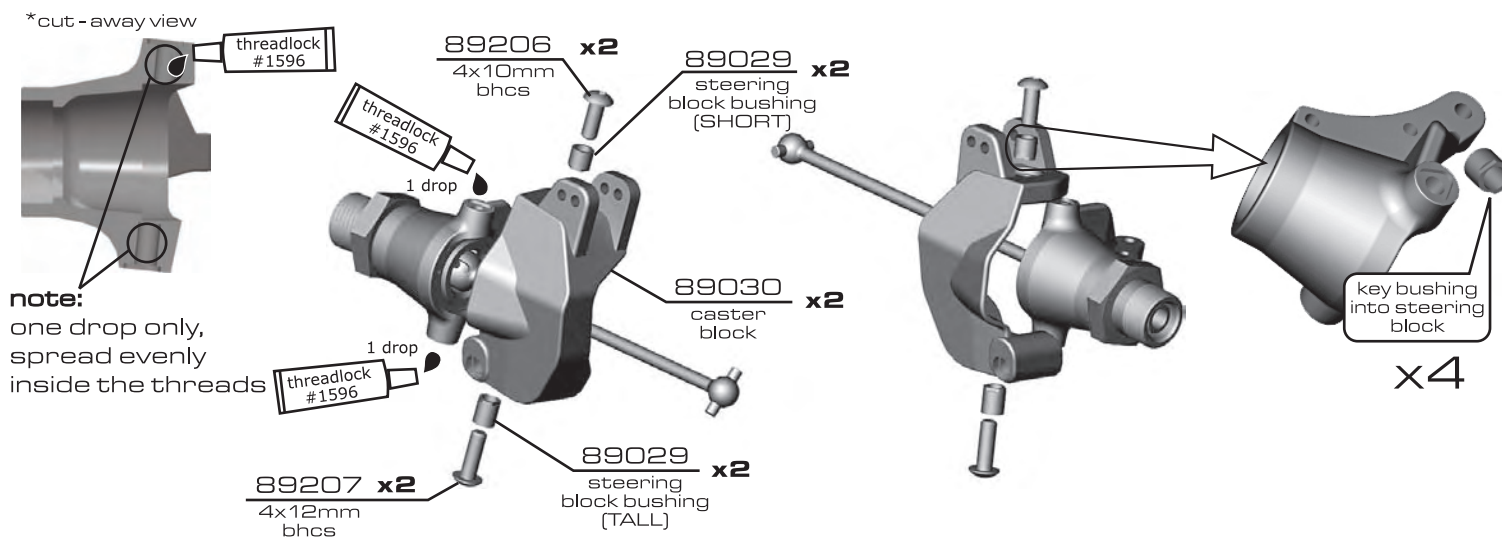
BAG F



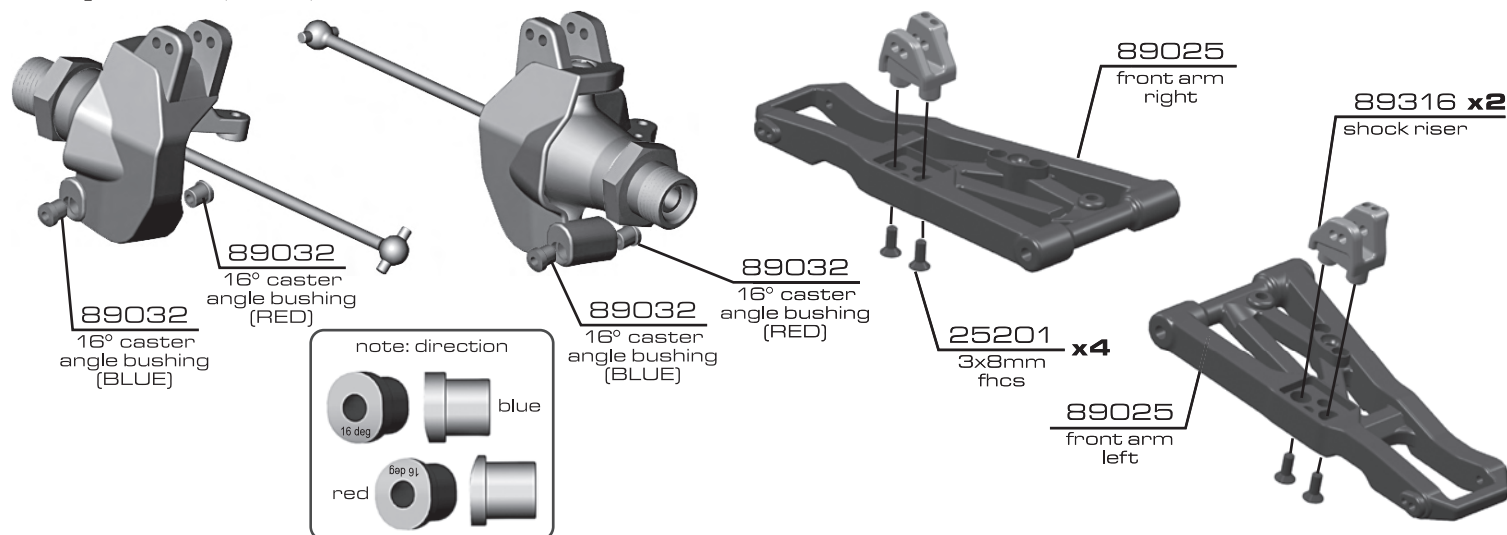
:: Suspension (cont.)



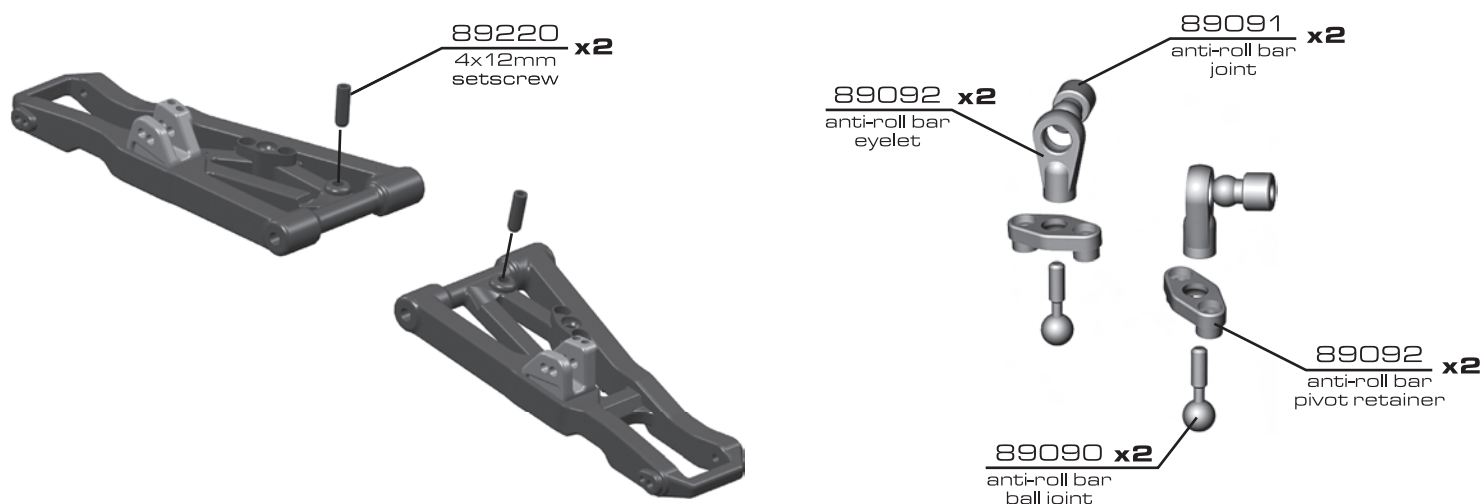
:: Suspension (cont.)



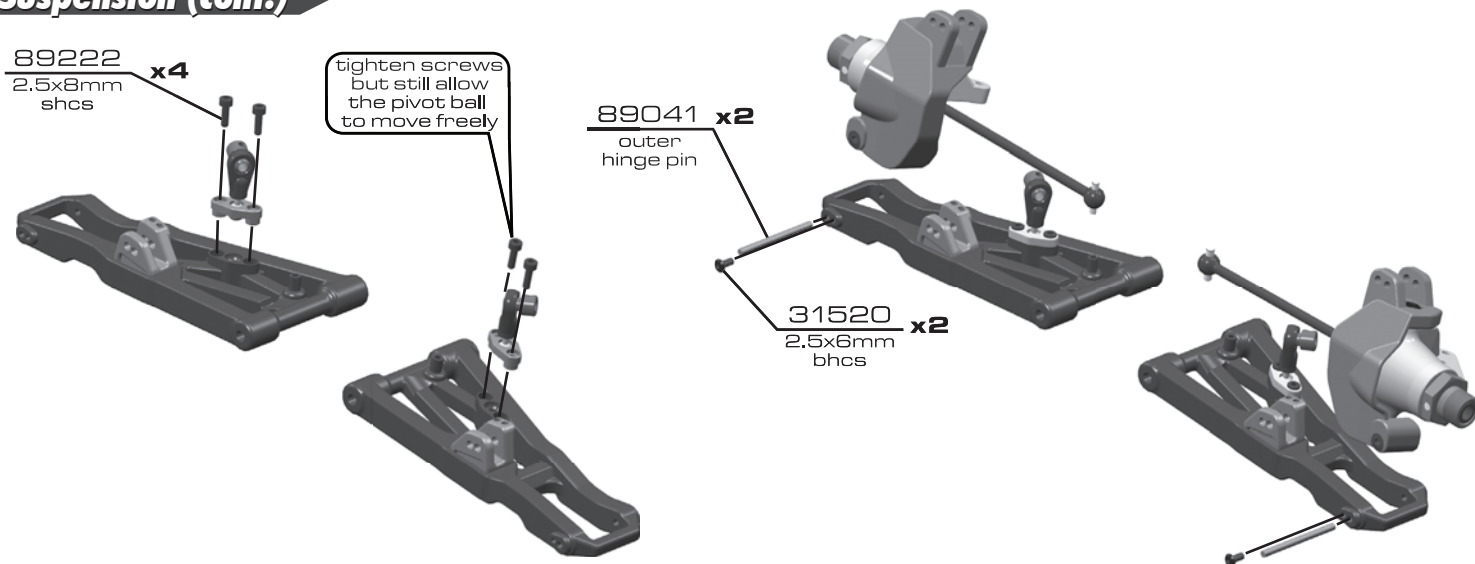
:: Suspension (cont.)



:: Suspension (cont.)



:: Suspension (cont.)

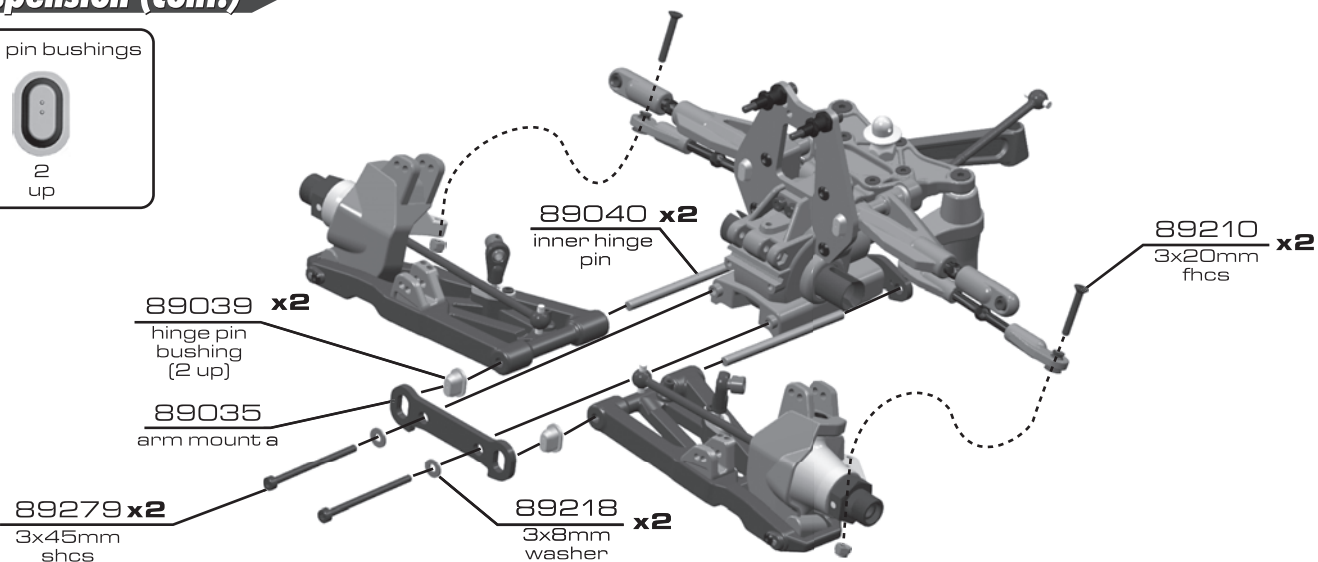


:: Suspension (cont.)

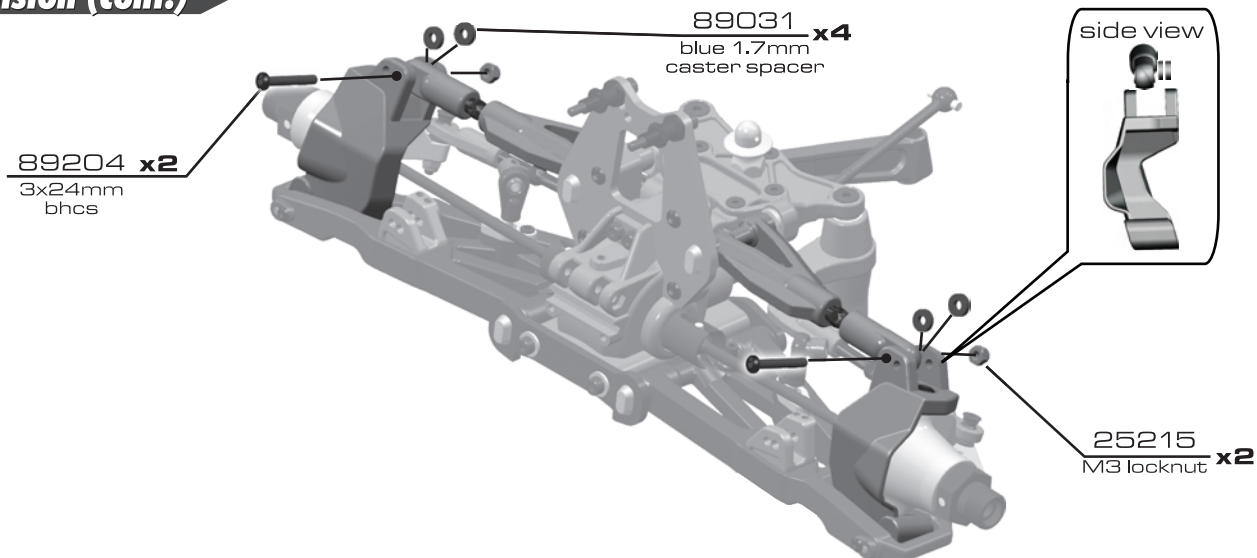
hinge pin bushings



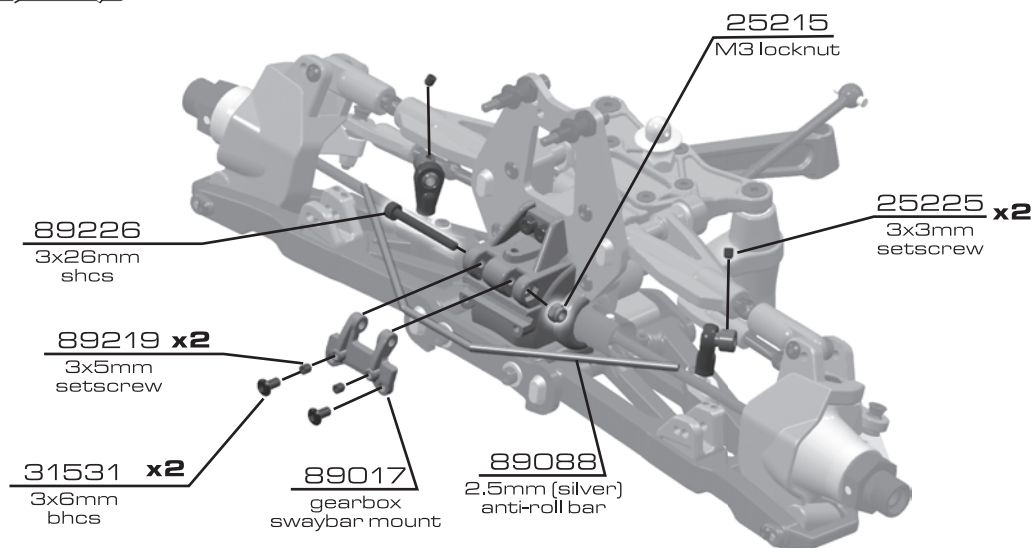
2
up



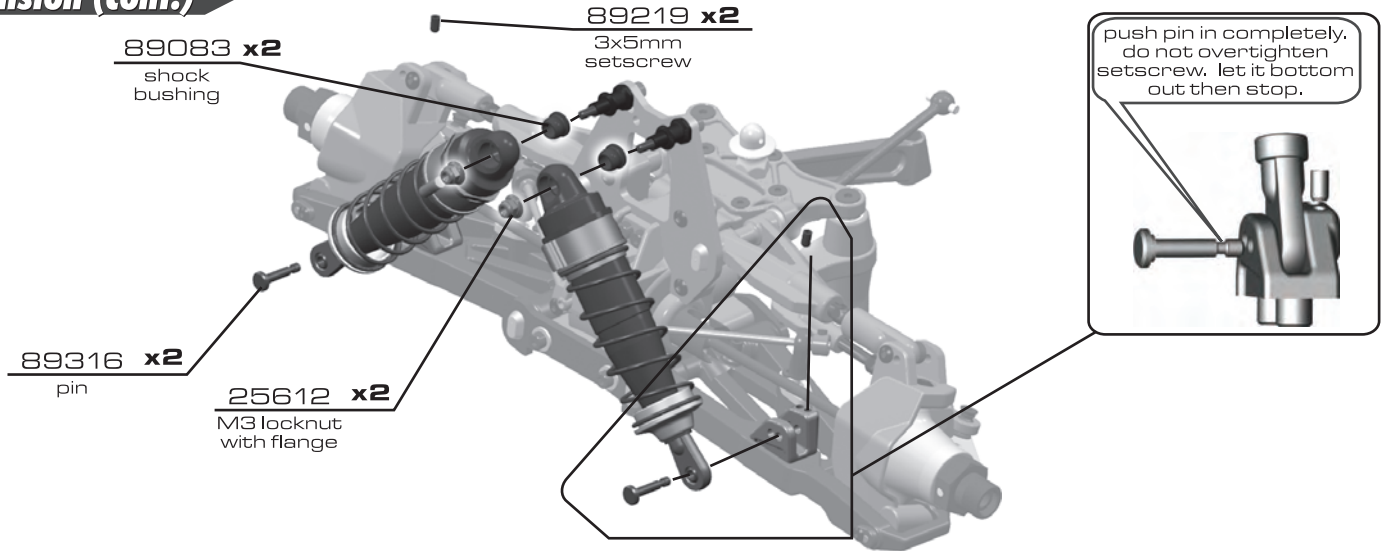
:: Suspension (cont.)



:: Suspension (cont.)

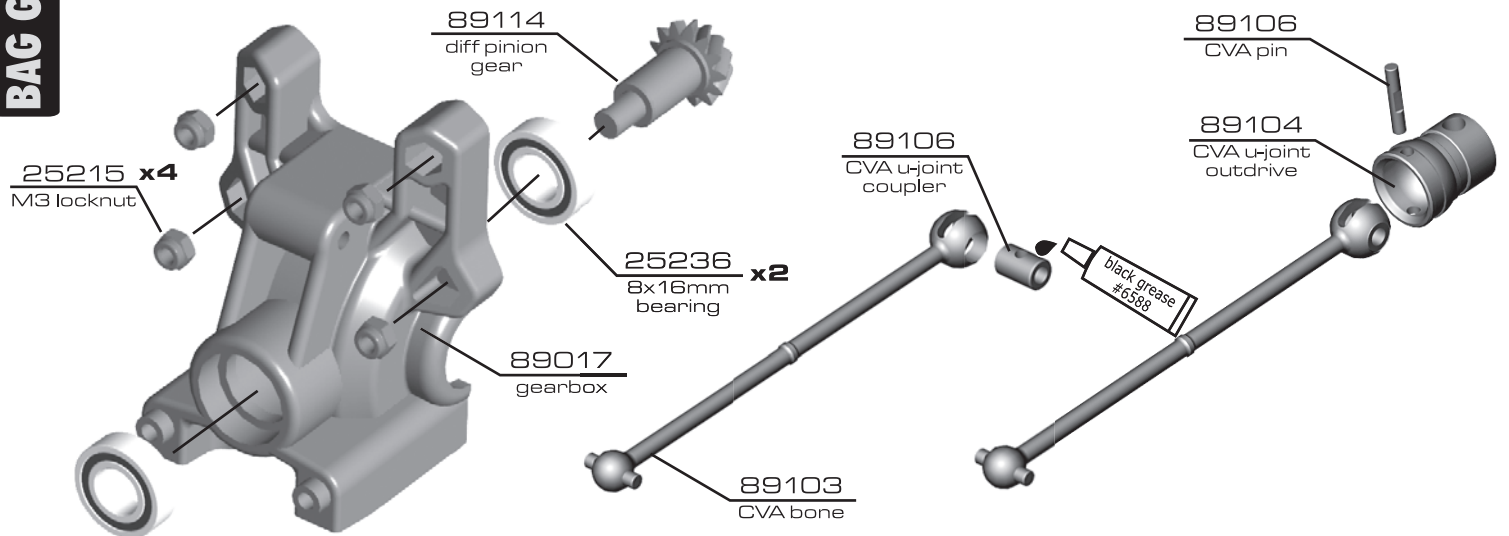


:: Suspension (cont.)

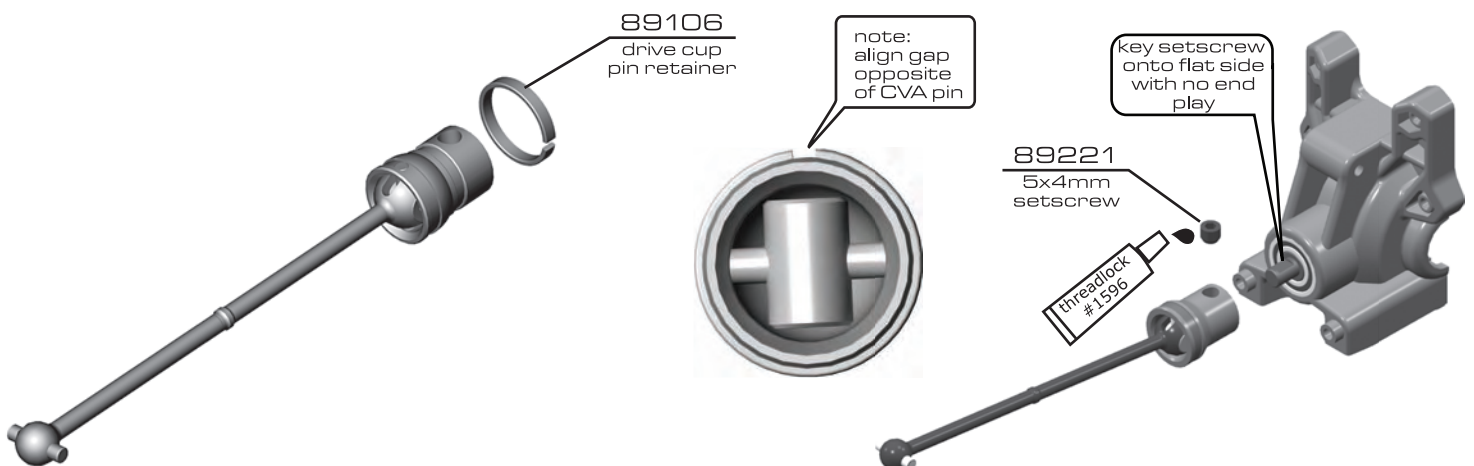


:: Rear Gearbox

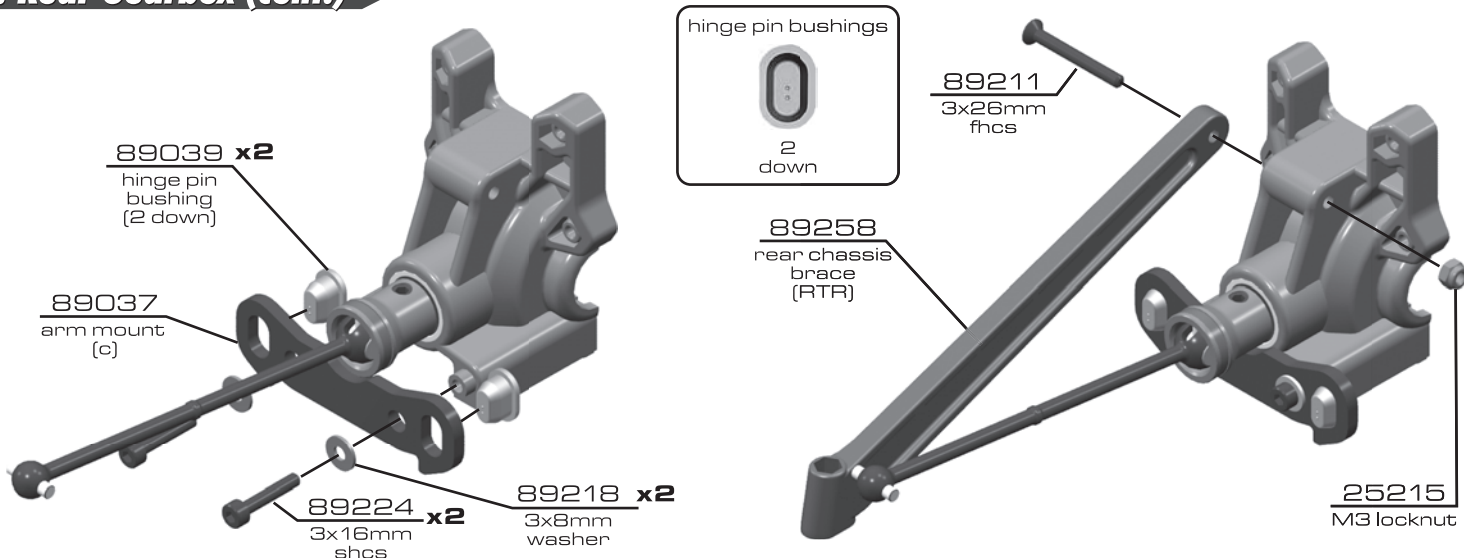
BAG G



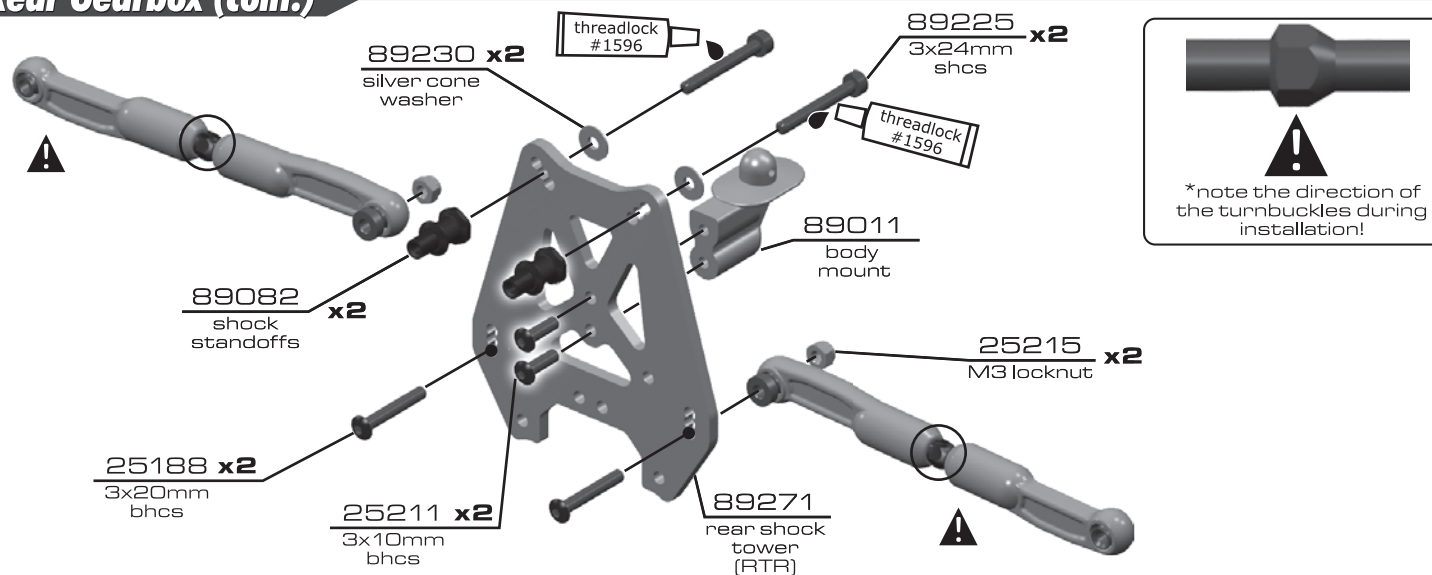
:: Rear Gearbox (cont.)



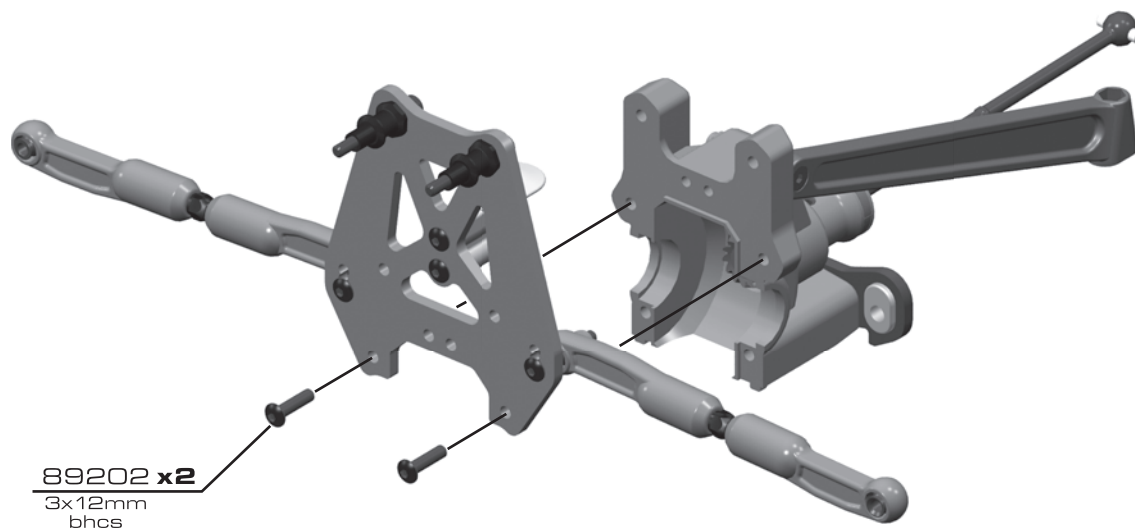
:: Rear Gearbox (cont.)



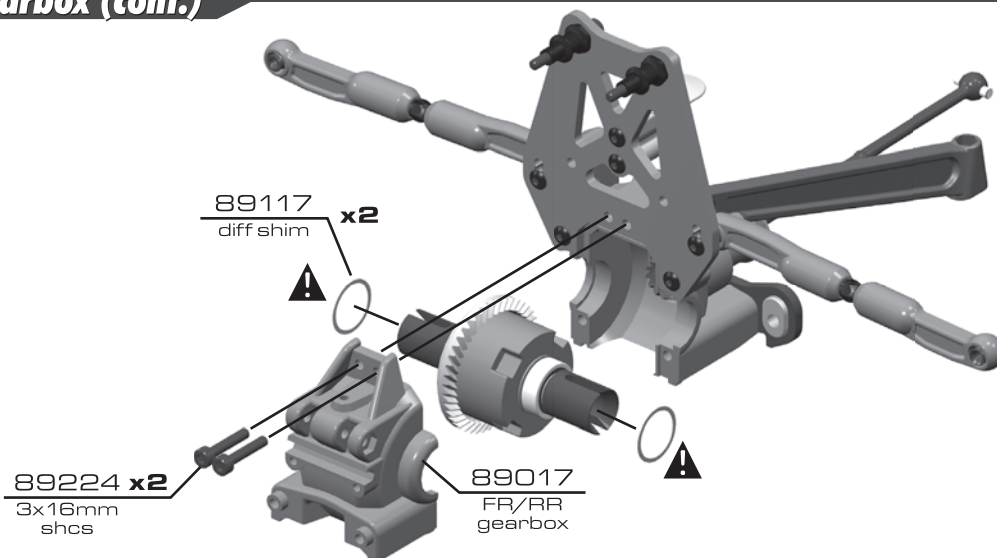
:: Rear Gearbox (cont.)



:: Rear Gearbox (cont.)



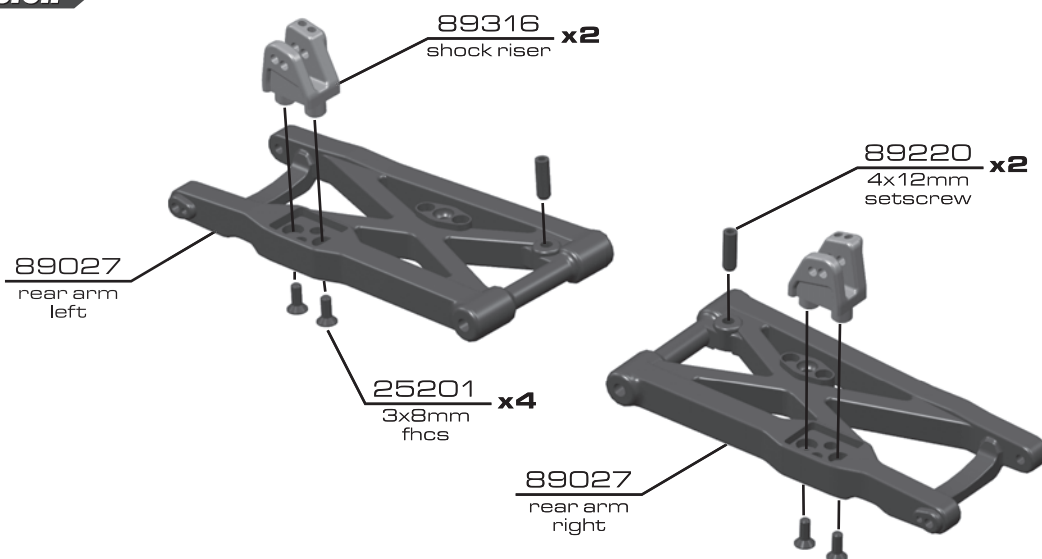
:: Rear Gearbox (cont.)



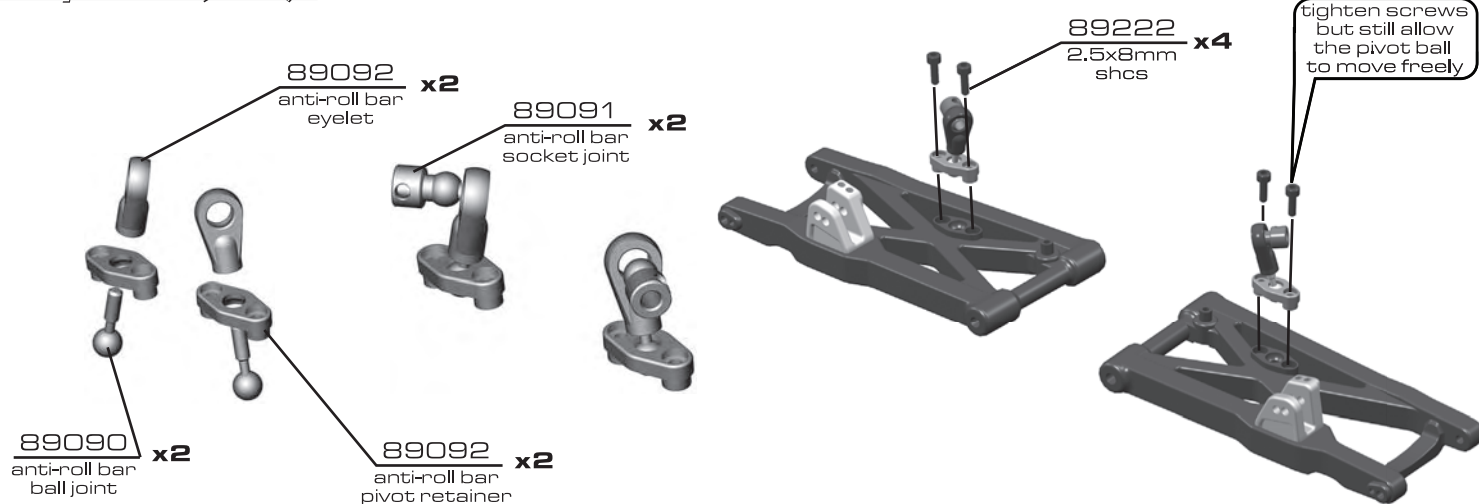
! *remember to install the diff shims between the diff casing and bearings before inserting diff into the gearbox (as shown in bag A)

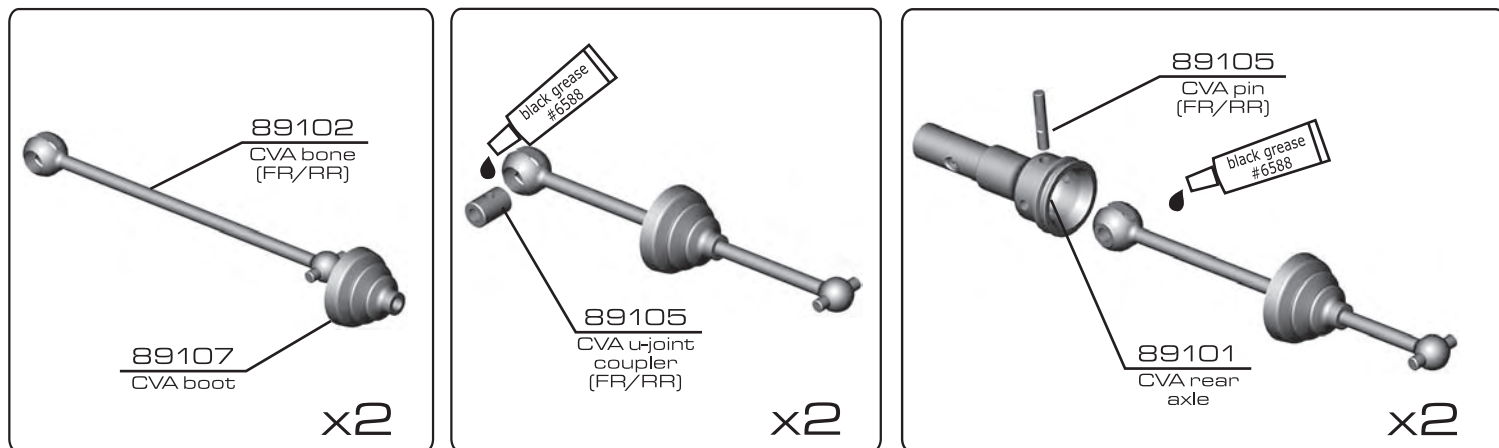
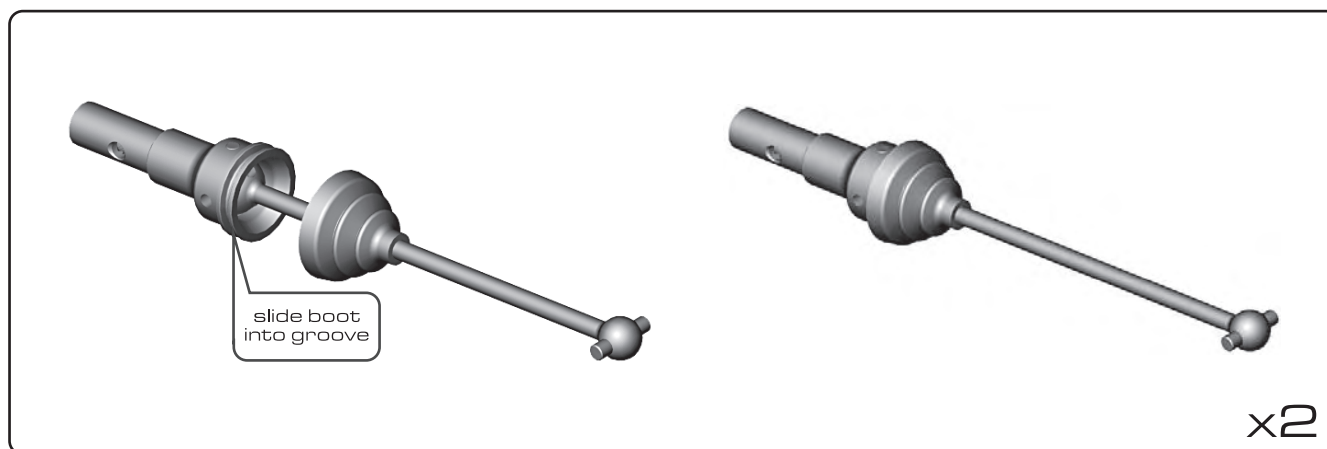
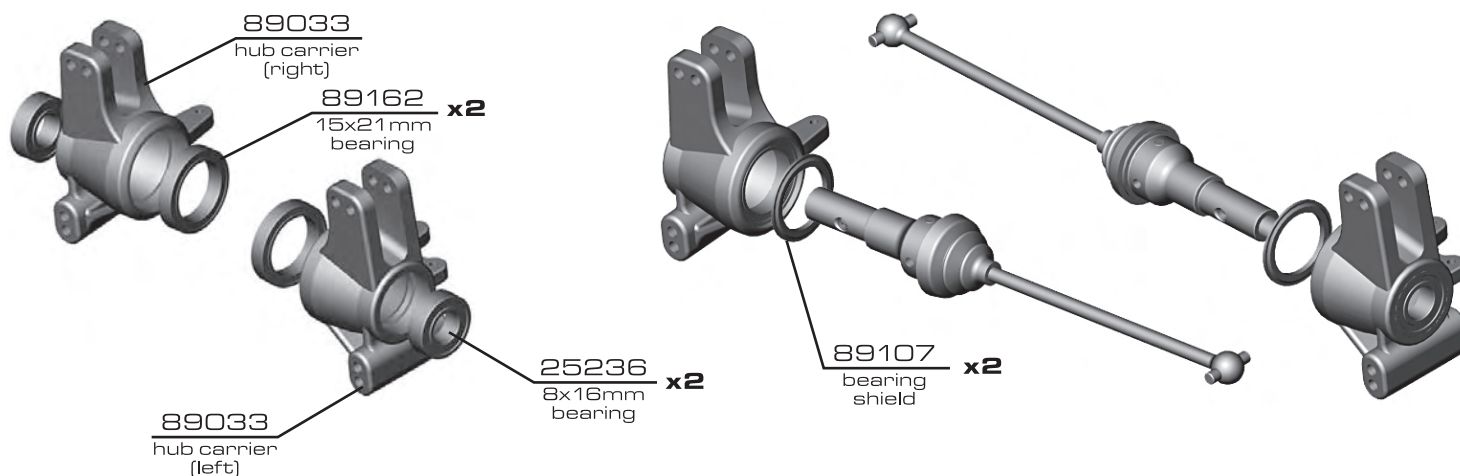
:: Suspension

BAG H

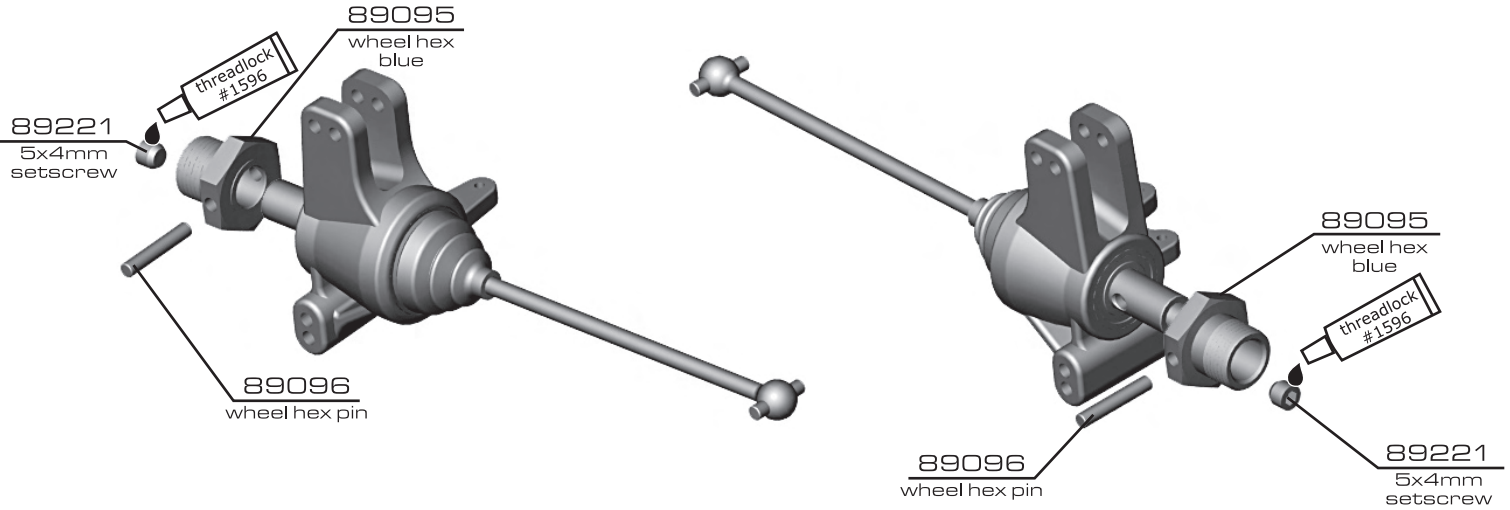


:: Suspension (cont.)

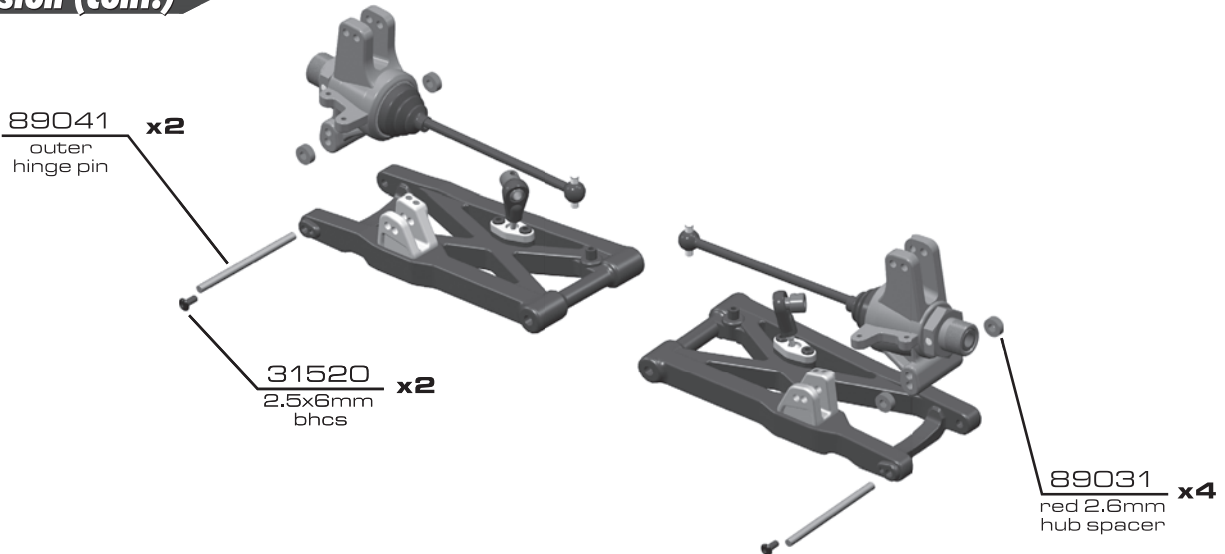


:: Suspension (cont.)**:: Suspension (cont.)****:: Suspension (cont.)**

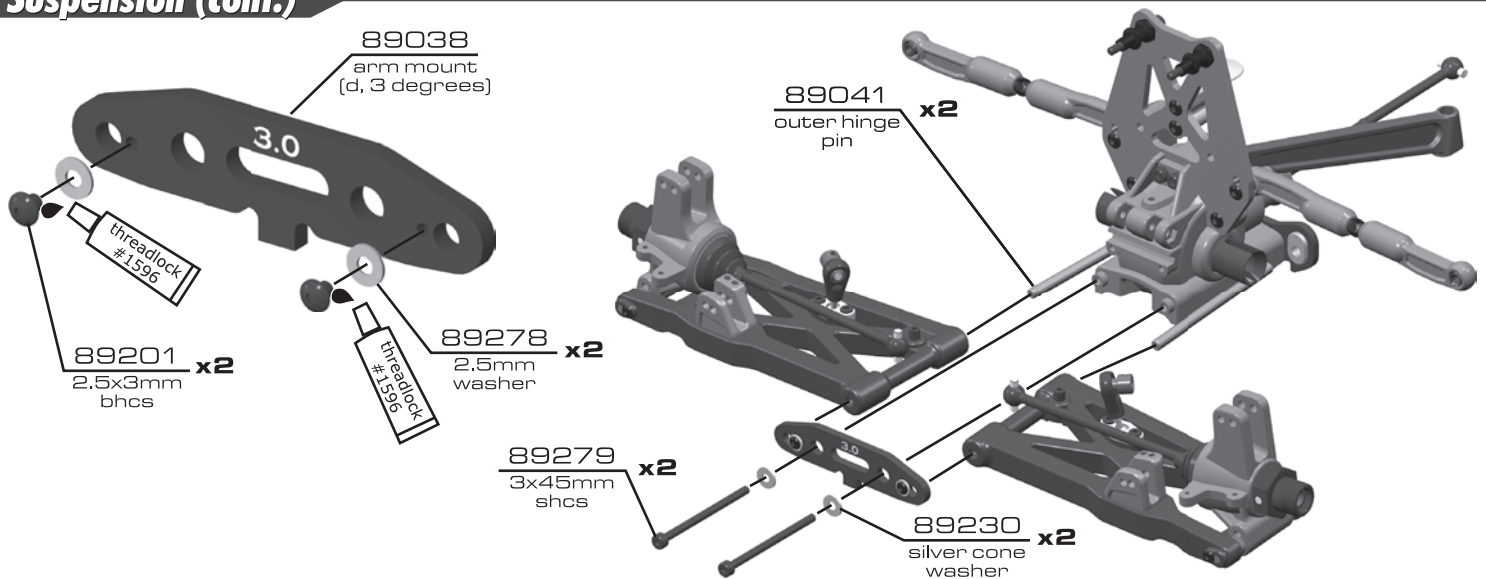
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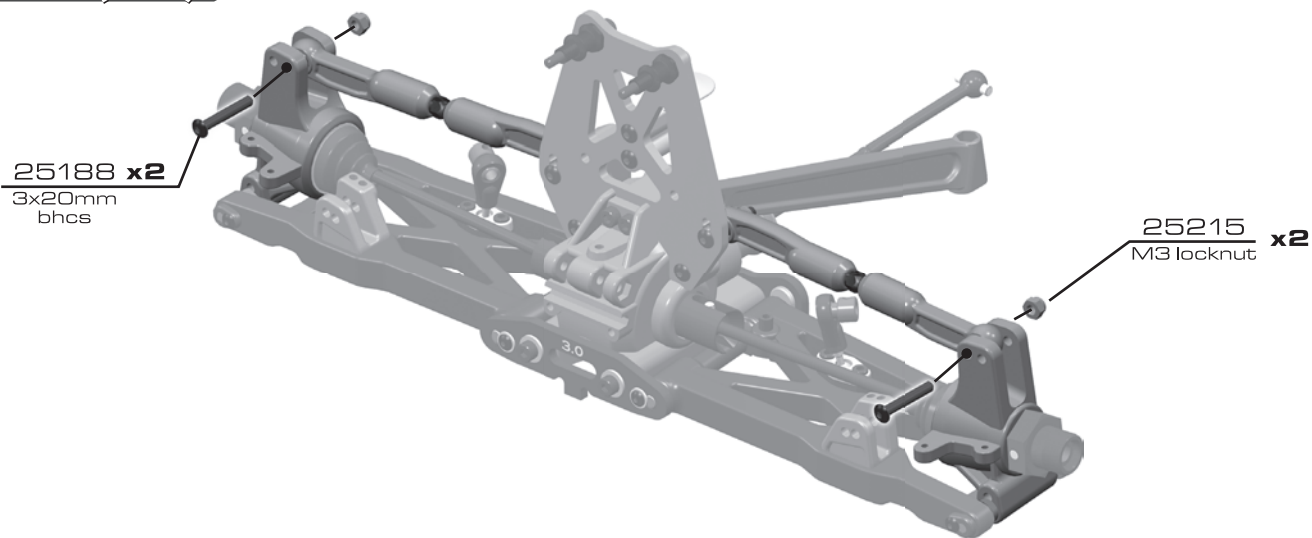
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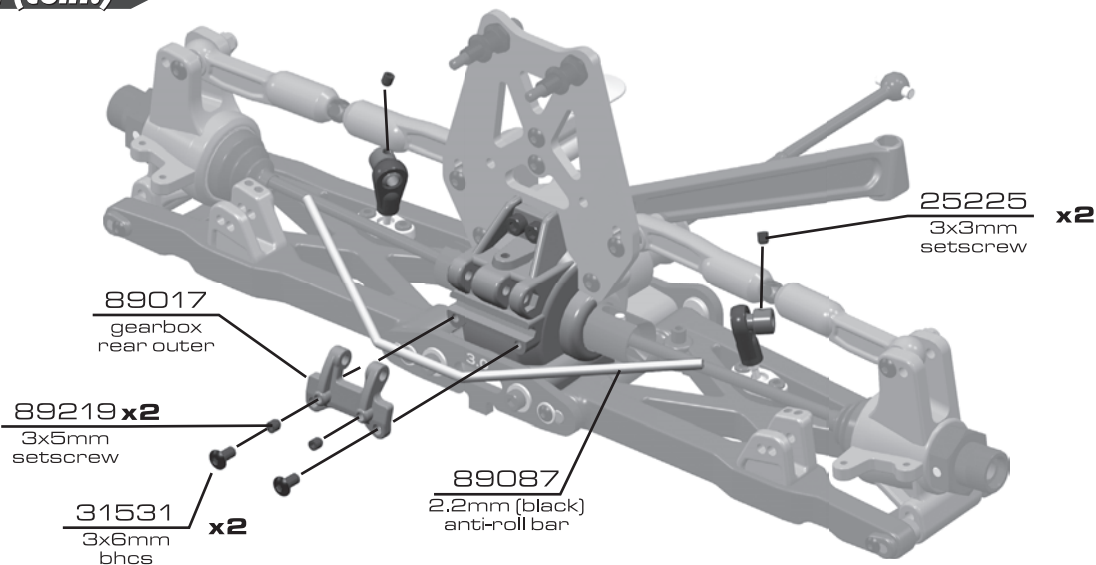
:: Suspension (cont.)



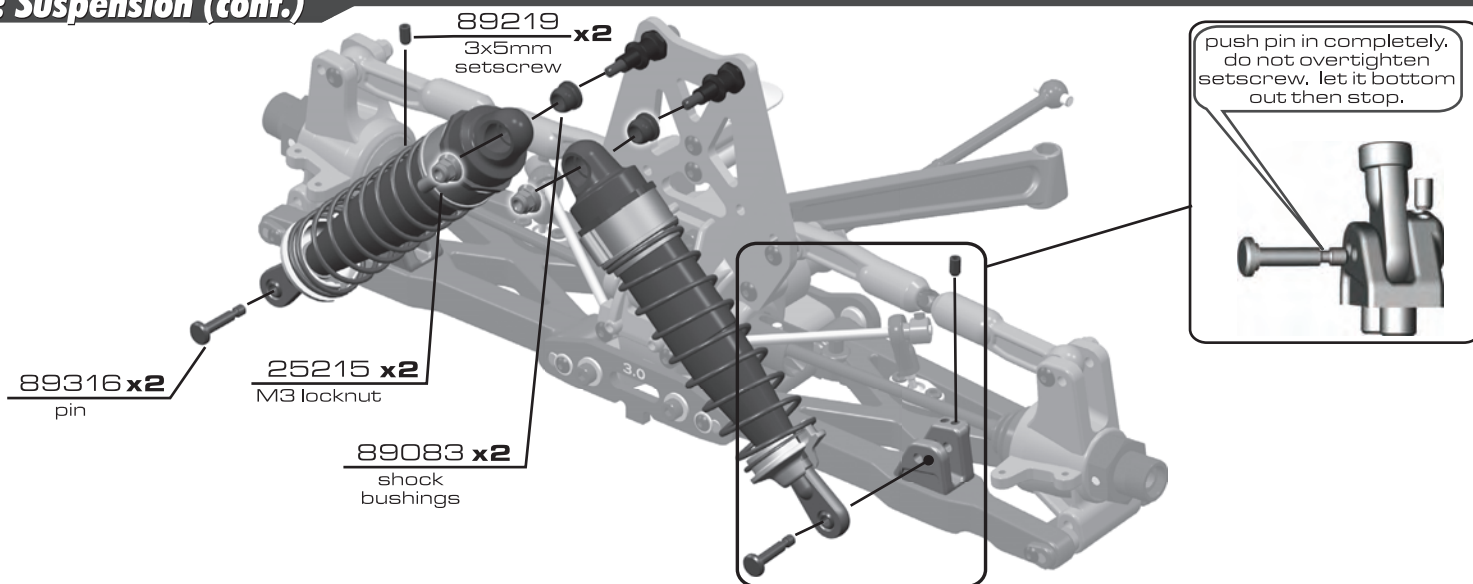
:: Suspension (cont.)



:: Suspension (cont.)



:: Suspension (cont.)



:: Wing

BAG 1

25215 x2
M3 locknut

89021 x2
wing mounts
(L/R)

25187 x4
3x14mm
bhcs

89218 x4
3x8mm
washer

89021 x2
wing mount
angle plates
(L/R)

89259 x2
wing mount
standoffs
plastic

:: Wing (cont.)

25211 x2
3x10mm
bhcs

89218 x2
3x8mm
washer

89156
wing
(black)

25192 x2
3x20mm
shcs

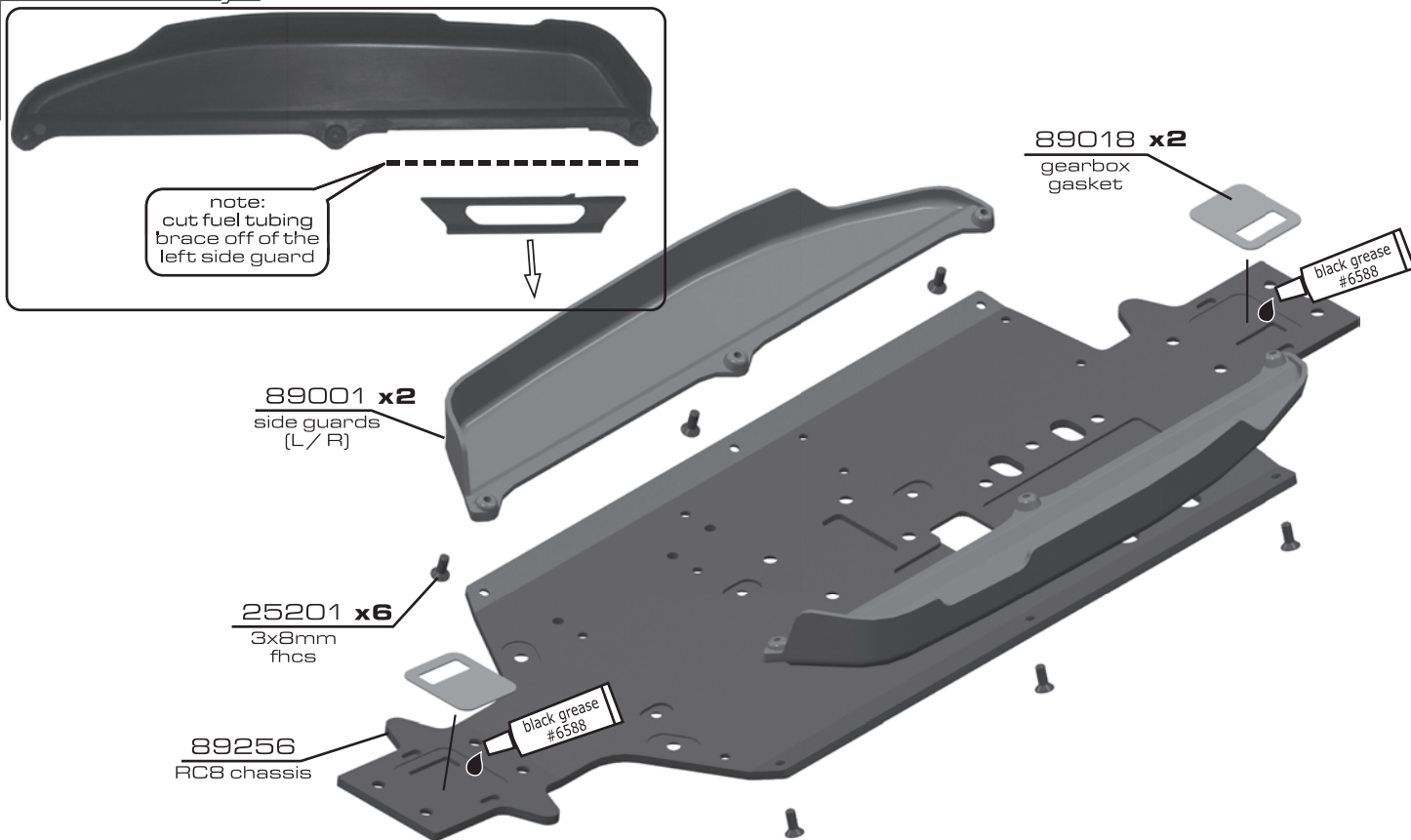
:: Wing (cont.)

25215
M3 locknut

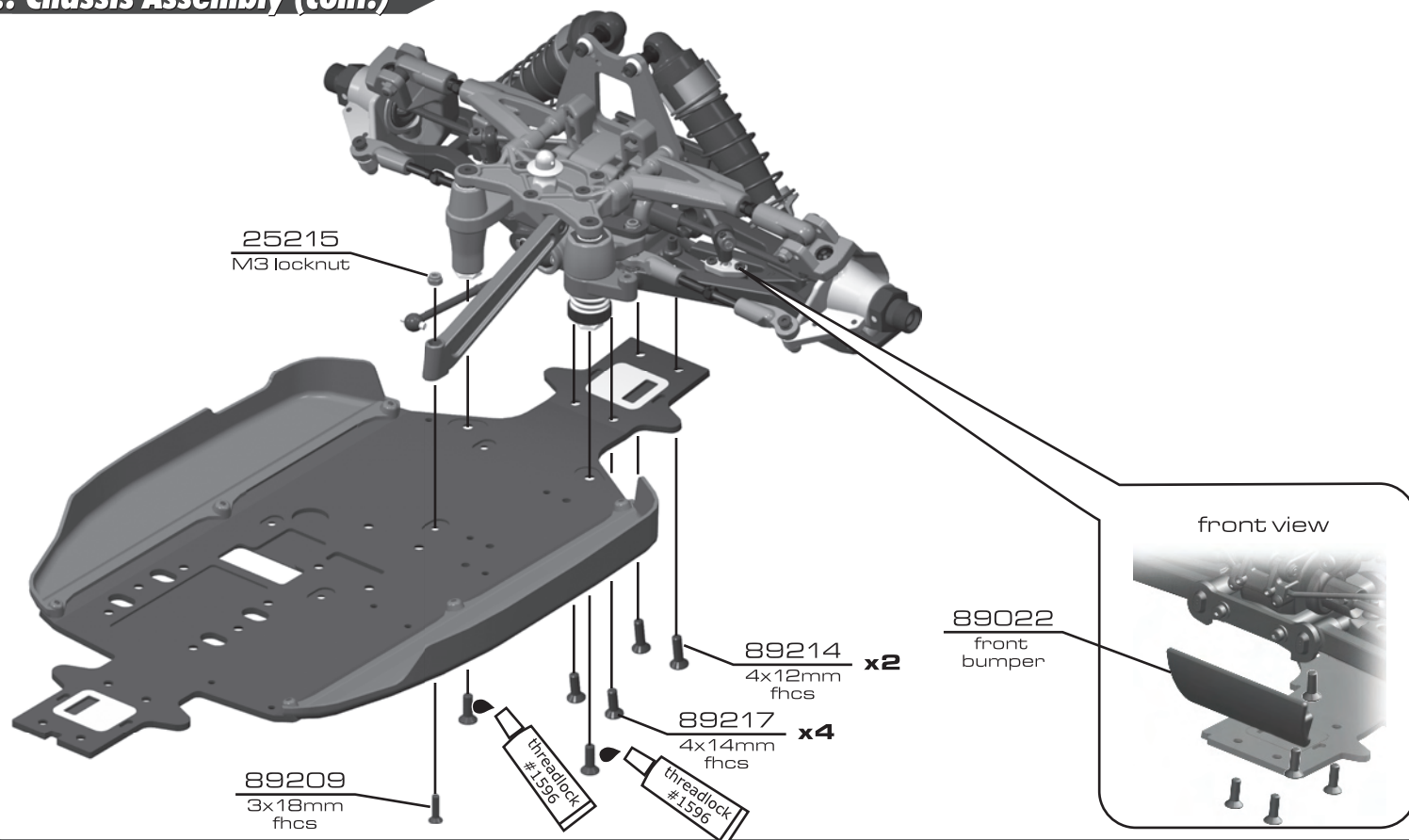
89228
3x40mm
shcs

:: Chassis Assembly

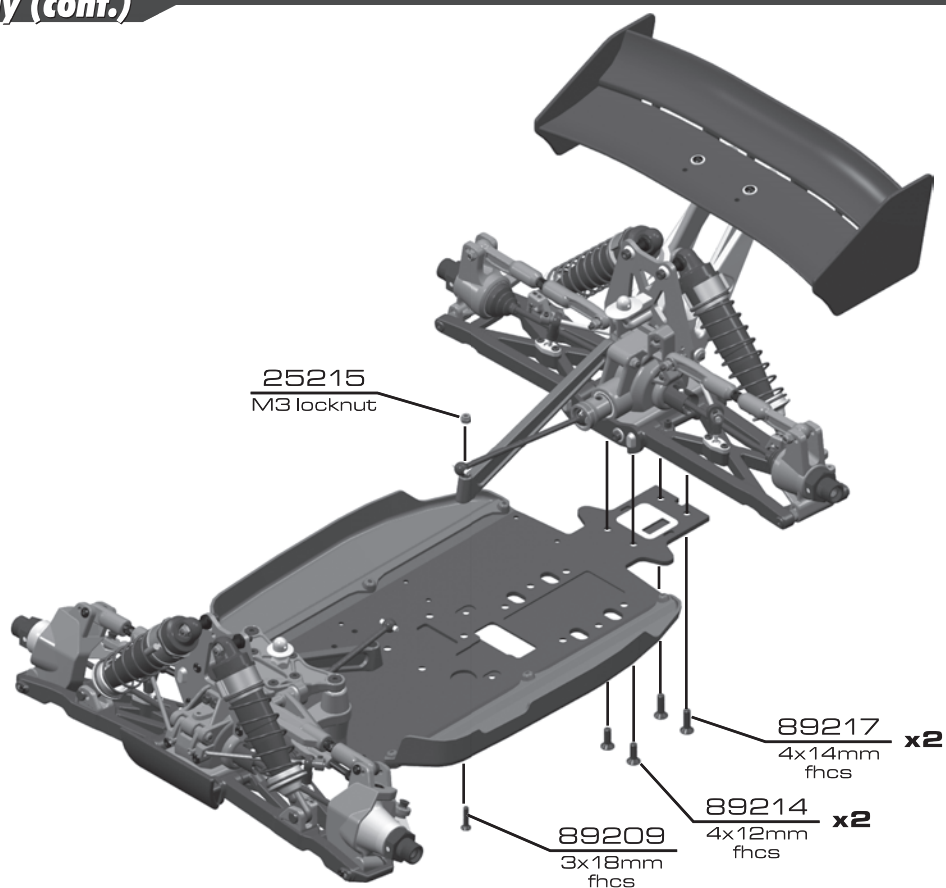
BAG J



:: Chassis Assembly (cont.)

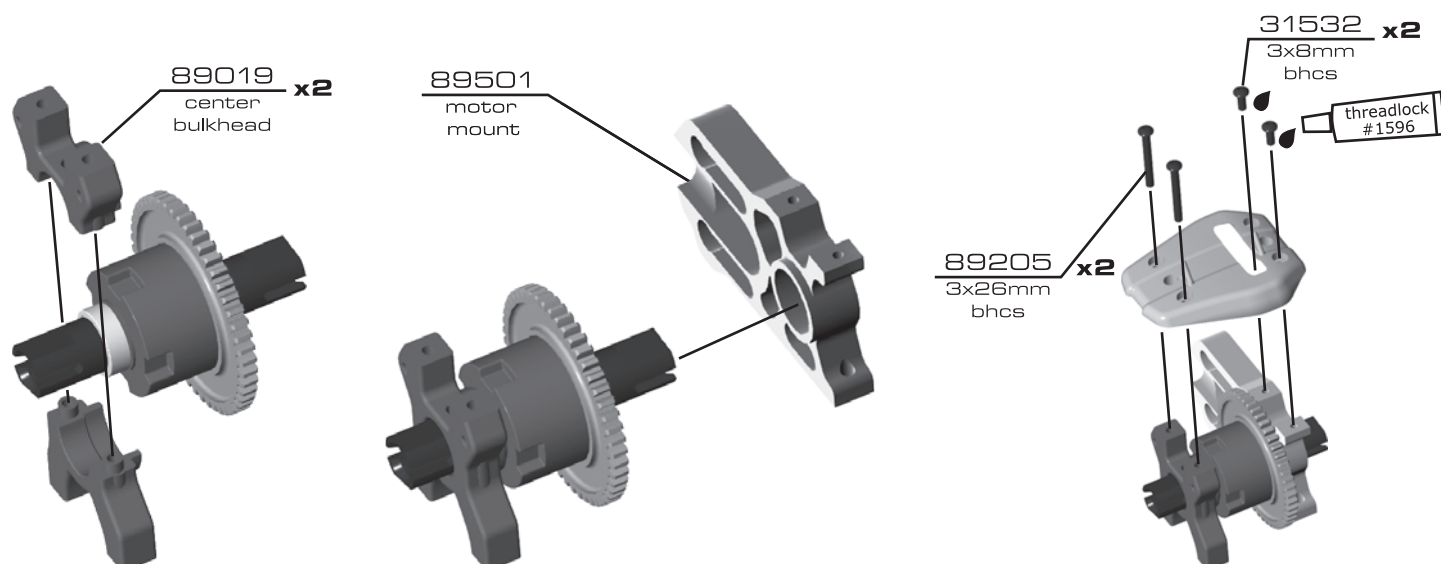


:: Chassis Assembly (cont.)



:: Center Bulkhead

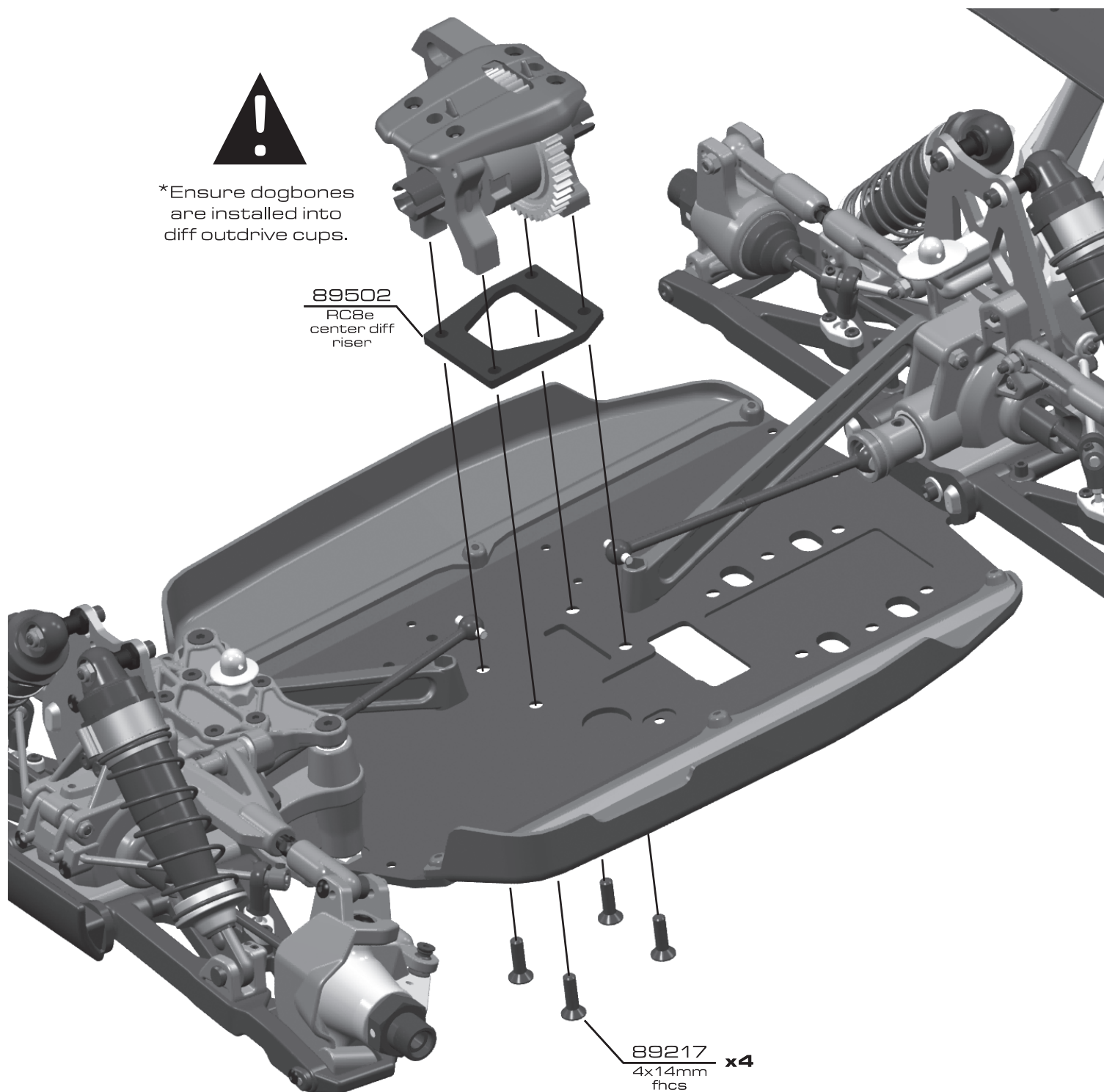
BAG K



:: Center Bulkhead (cont.)

*Ensure dogbones
are installed into
diff outdrive cups.

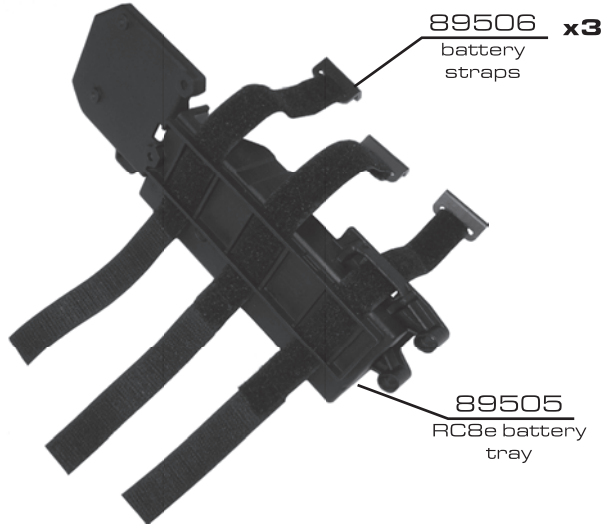
89502
RC8e
center diff
riser



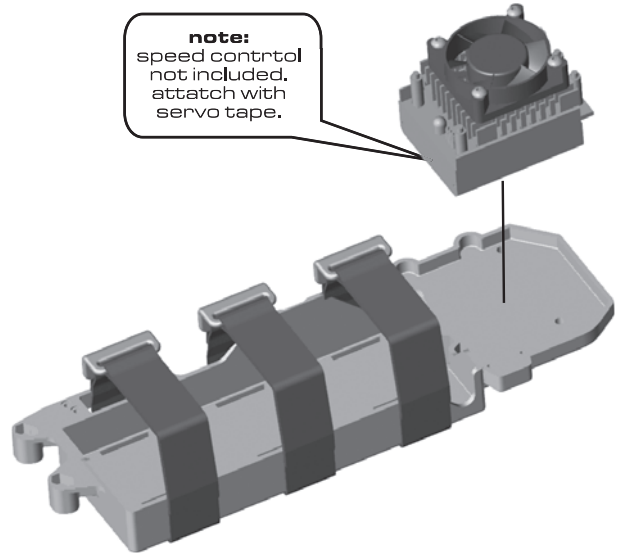
89217 x4
4x14mm
fuchs

:: Battery / Radio Tray Build

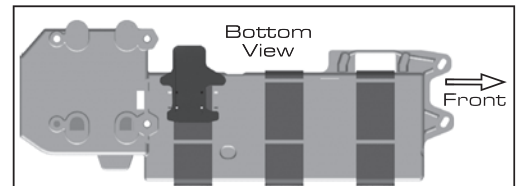
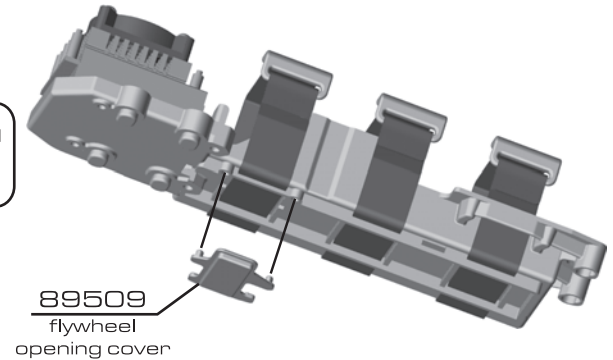
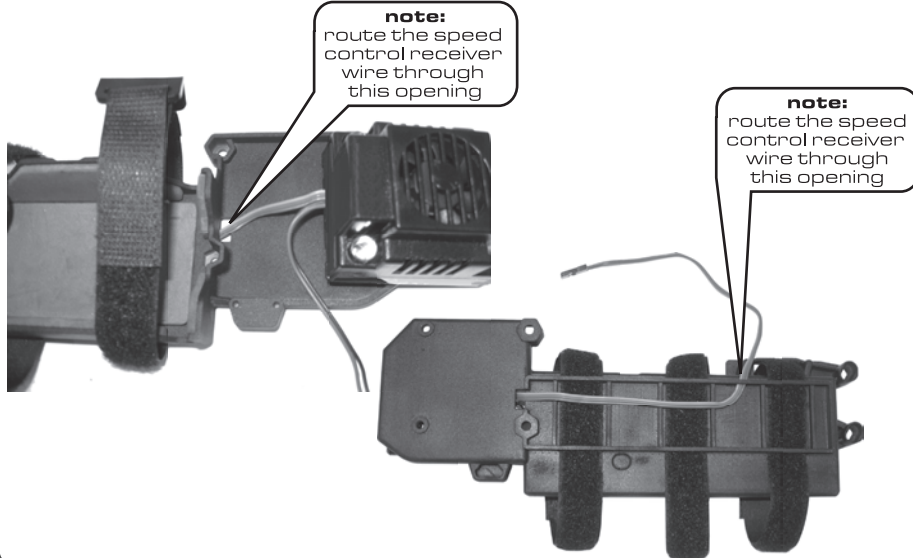
BAG L



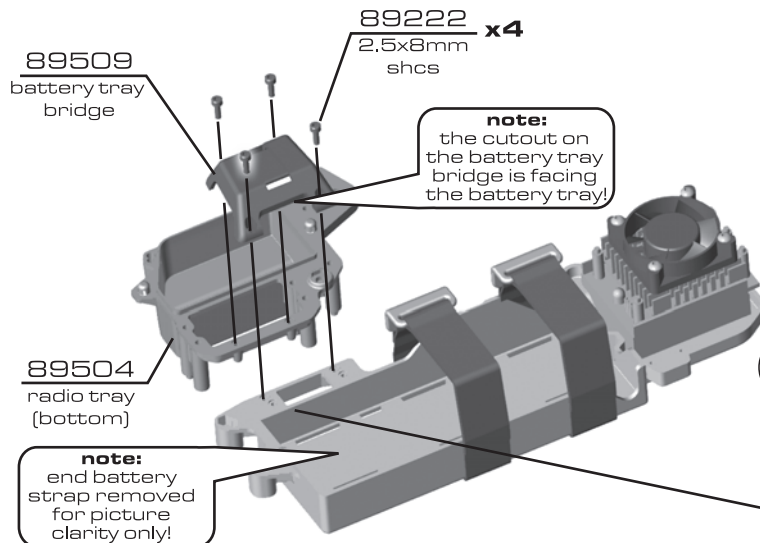
note:
speed control
not included,
attach with
servo tape.



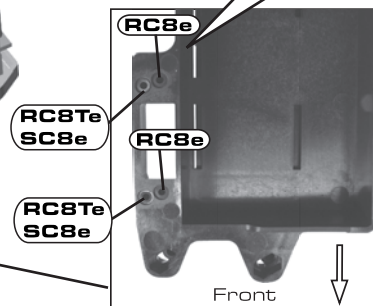
:: Battery / Radio Tray Build (cont.)



:: Battery / Radio Tray Build (cont.)



note:
there are two
different positions
for the bridge screws
depending on what
vehicle you have.



:: Battery / Radio Tray Build (cont.)

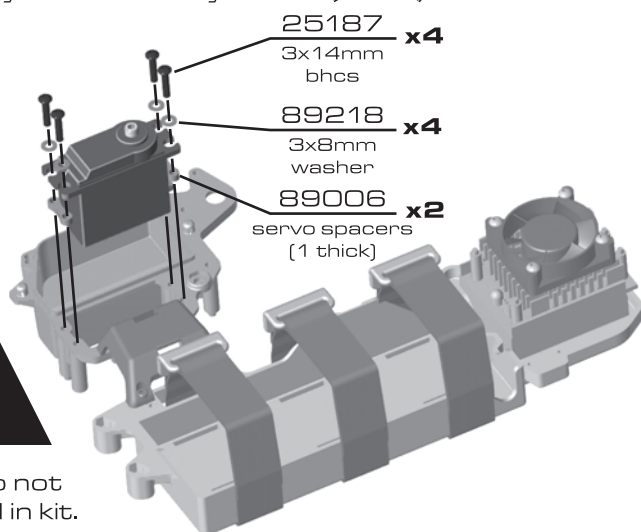


note:
route the speed
control receiver
wire up and
over the bridge



note:
route the speed
control receiver
wire through the
radio box hole

:: Battery / Radio Tray Build (cont.)



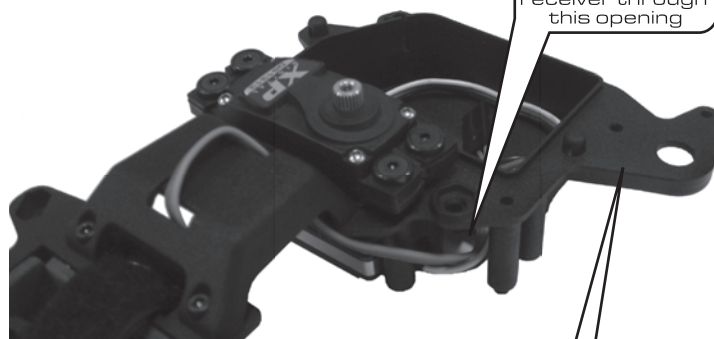
25187
3x14mm
bhcs x4

89218
3x8mm
washer x4

89006 x2
servo spacers
(1 thick)



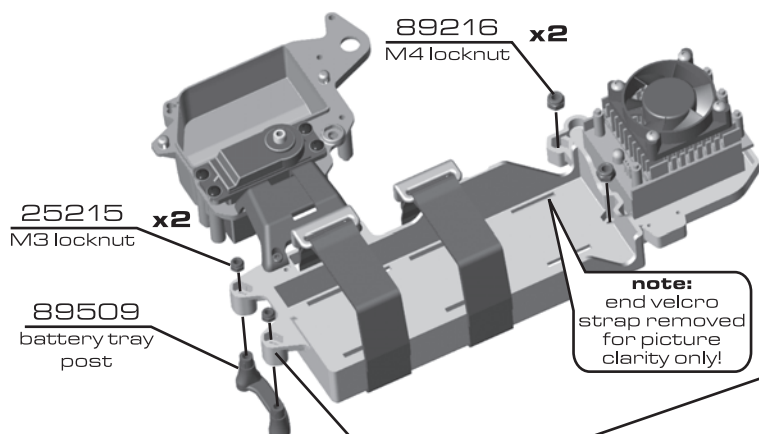
*Servo not
included in kit.



note:
route the servo
wire to the
receiver through
this opening

optional
transponder
mount location

:: Battery / Radio Tray Build (cont.)



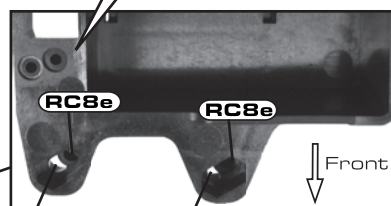
25215 x2
M3 locknut

89216 x2
M4 locknut

89509
battery tray
post

note:
end velcro
strap removed
for picture
clarity only!

note:
there are two
different positions
for the locknuts
depending on what
vehicle you have.



RC8e

RC8e

Front

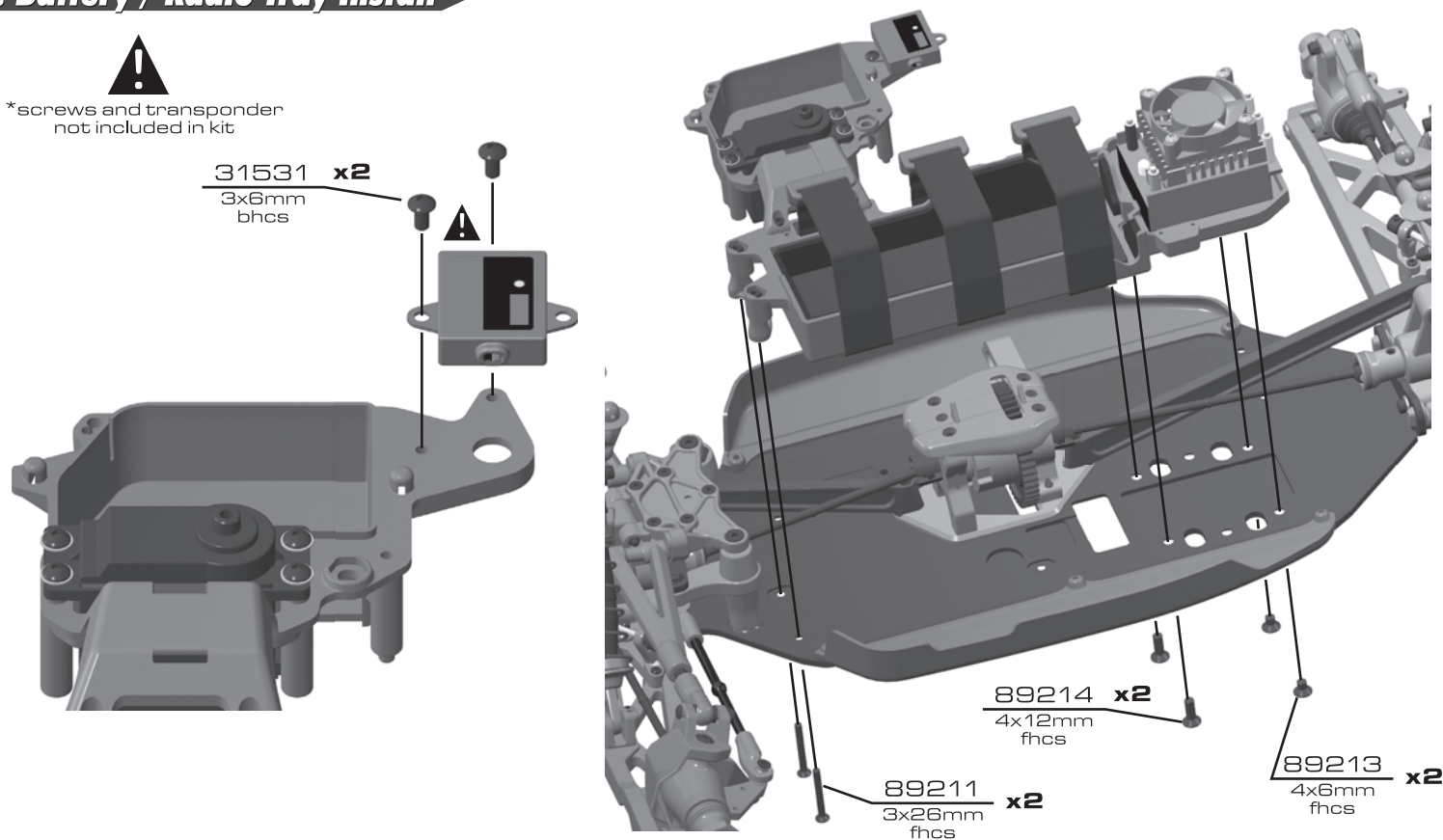
RC8Te
SC8e

RC8Te
SC8e

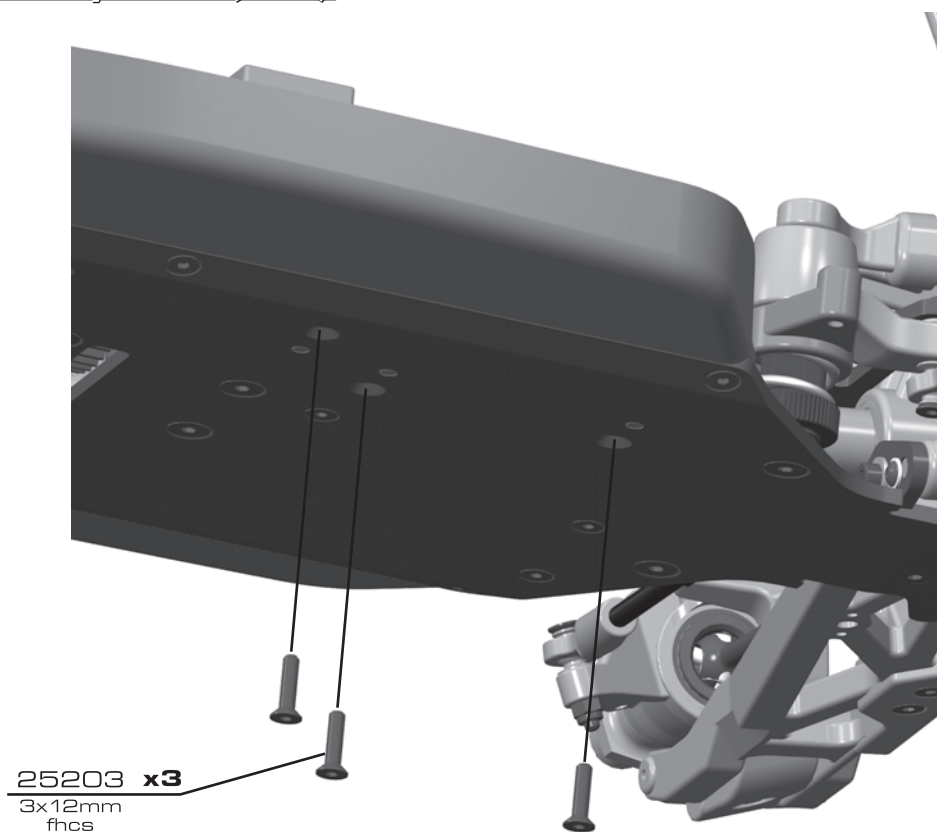
:: Battery / Radio Tray Install



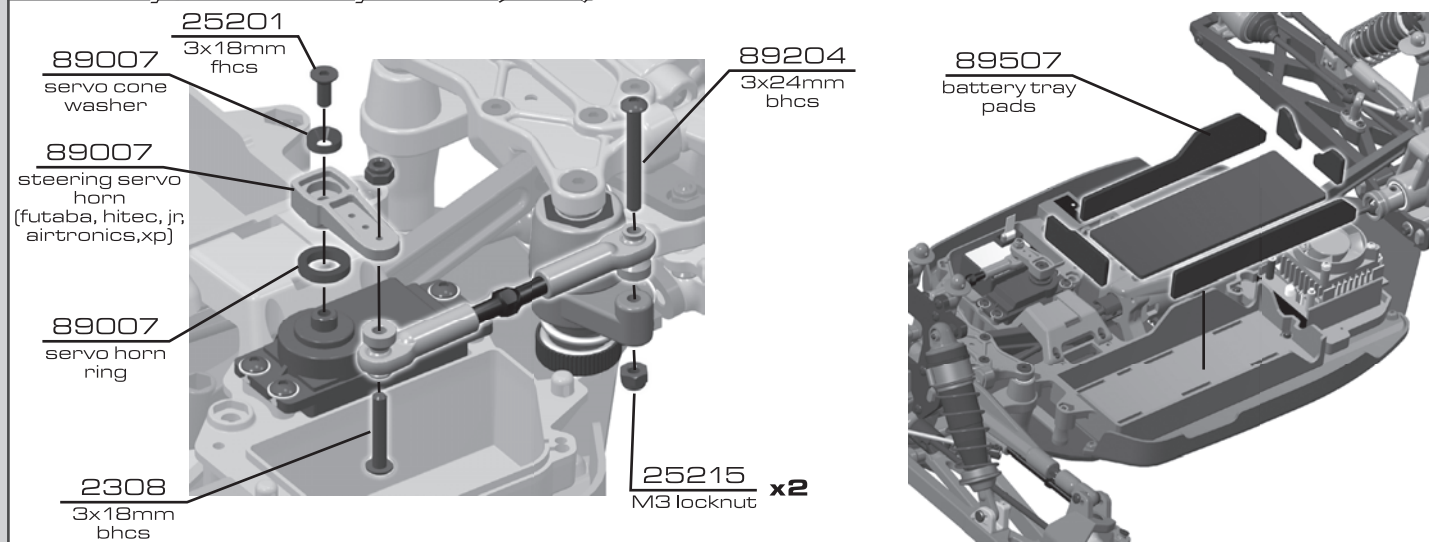
*screws and transponder
not included in kit



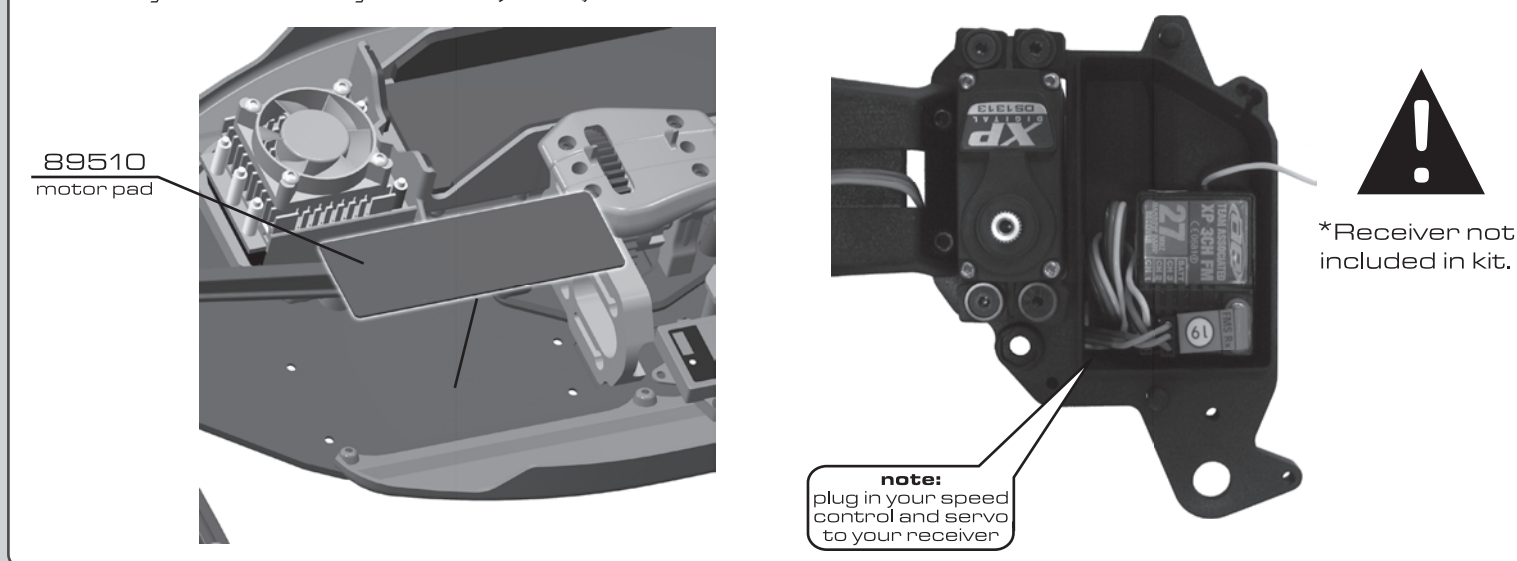
:: Battery / Radio Tray Install (cont.)



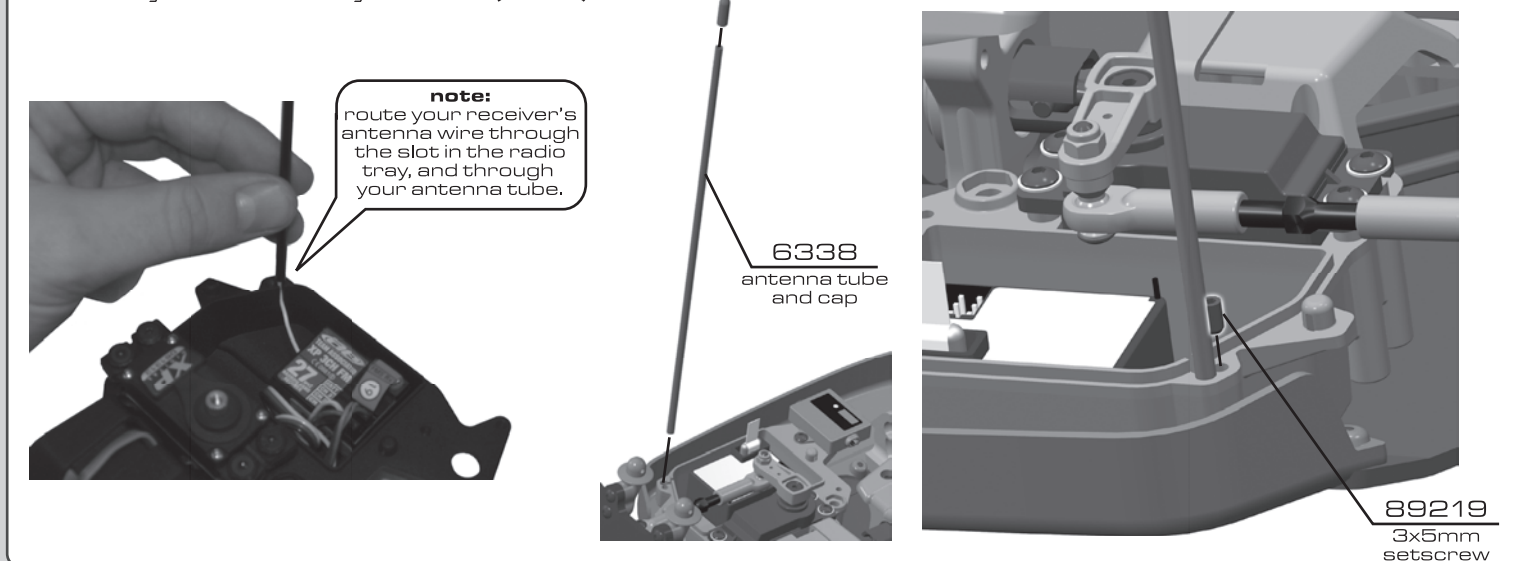
:: Battery / Radio Tray Install (cont.)



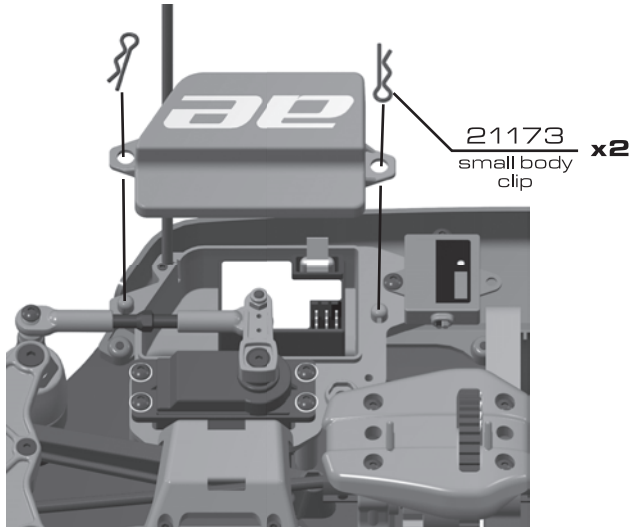
:: Battery / Radio Tray Install (cont.)



:: Battery / Radio Tray Install (cont.)

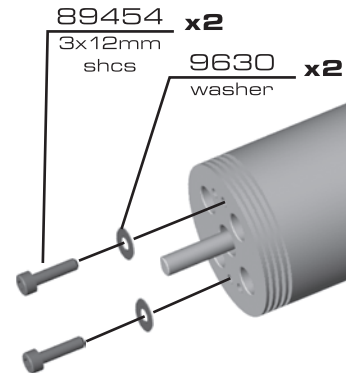


:: Battery / Radio Tray Install (cont.)



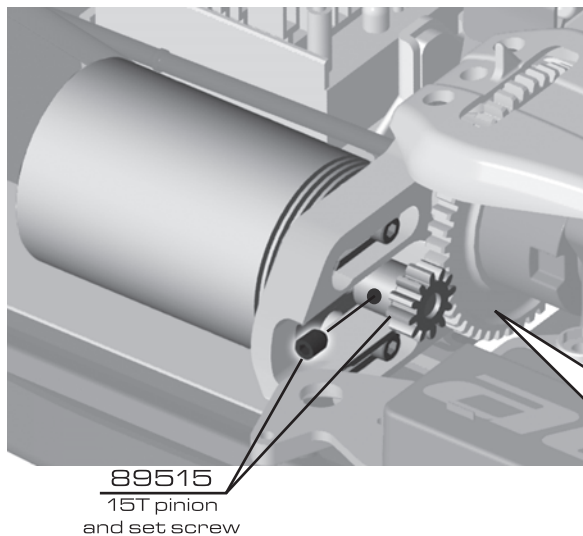
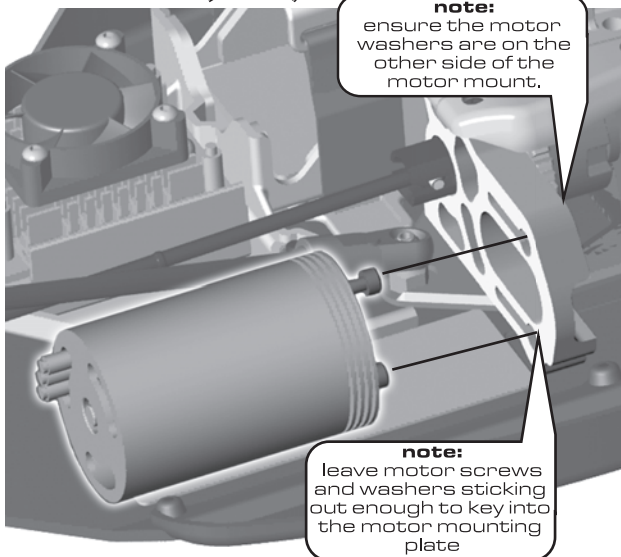
:: Electronics

BAG M



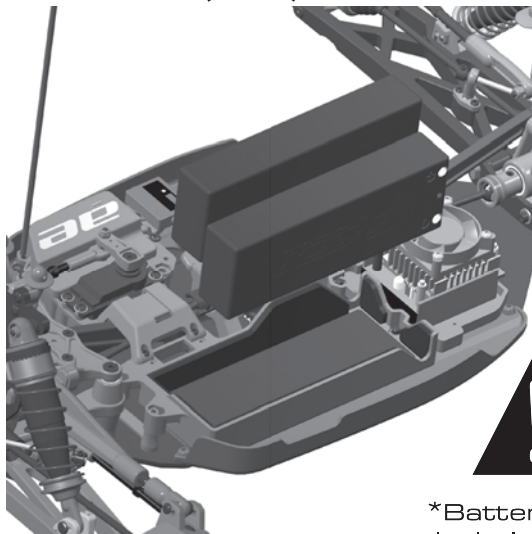
*Motor not included in kit.

:: Electronics (cont.)

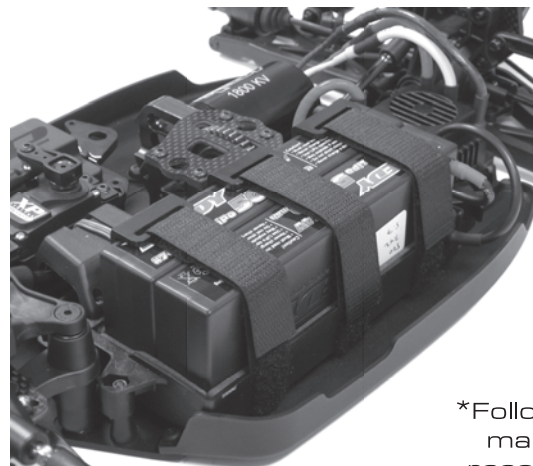


*Follow your motor manufacturer's recommendations for gearing.

:: Electronics (cont.)

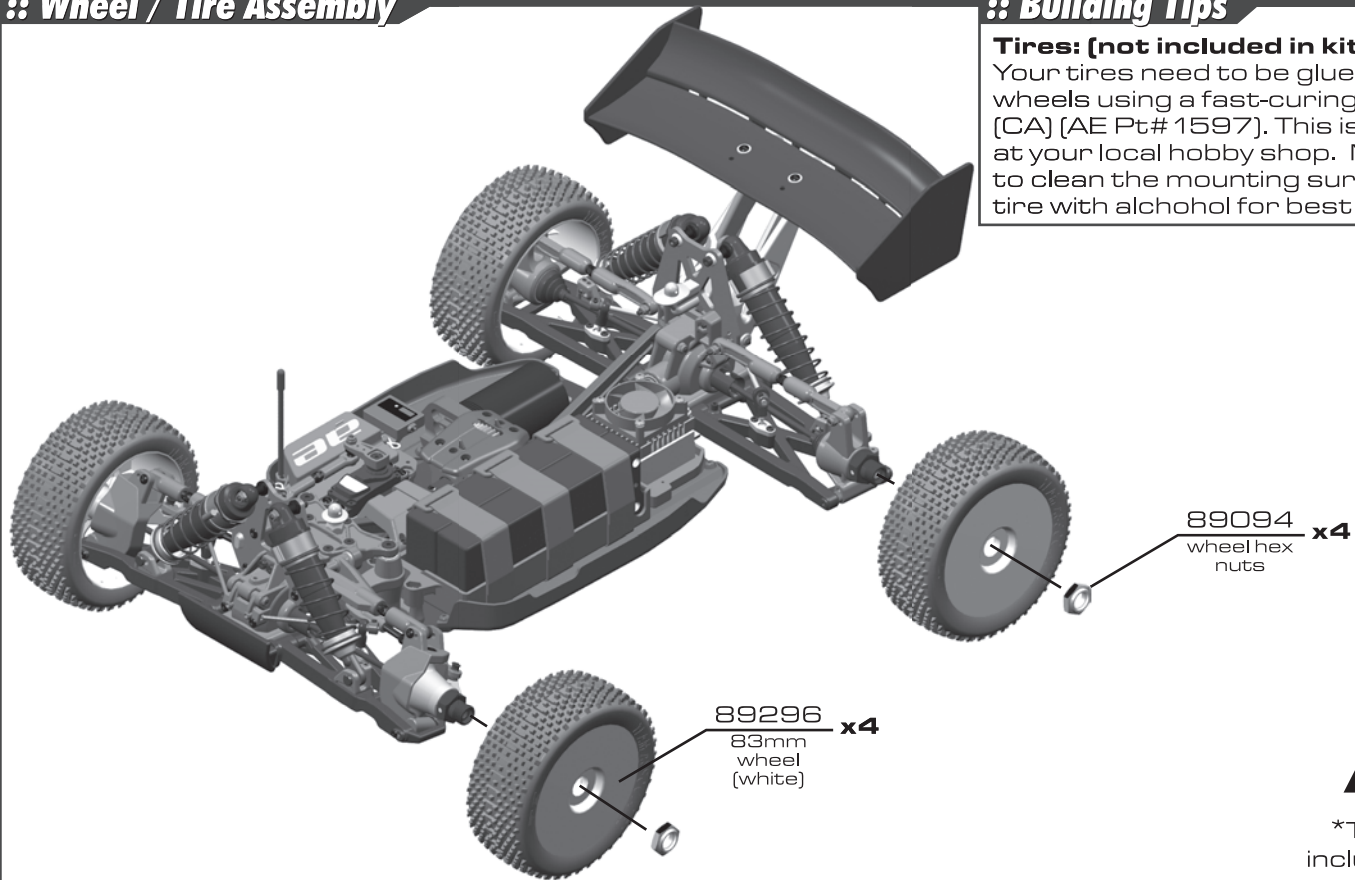


*Batteries not included in kit.



*Follow your battery manufacturer's recommendations for wiring setups.

:: Wheel / Tire Assembly

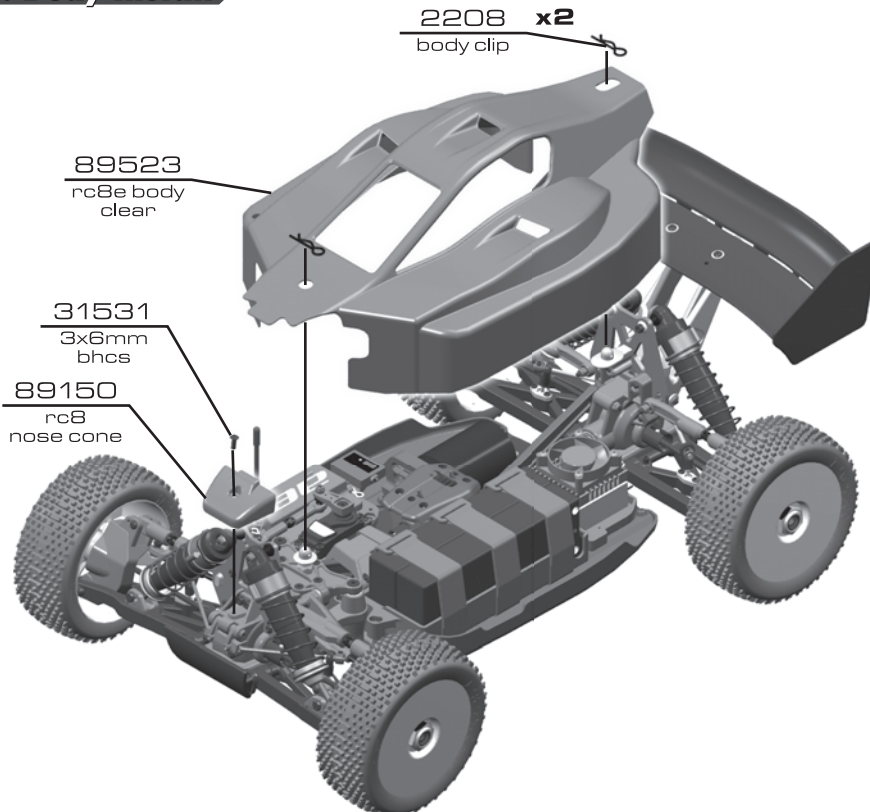


:: Building Tips

Tires: (not included in kit)

Your tires need to be glued to the wheels using a fast-curing Tire glue [CA] [AE Pt# 1597]. This is available at your local hobby shop. Make sure to clean the mounting surface of the tire with alcohol for best adhesion.

:: Body Install



:: Building Tips

Clear Body:

Your RC8e comes with a clear lexan body. You will need to prep the body before you can paint it. Wash the inside thoroughly with warm water and liquid detergent. Dry the body using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the **INSIDE** of the body [RC cars get painted from the inside]. Using high quality tape, apply to the inside of the body to create a design. Spray (either with spray paint or airbrush) the paint on the inside of the body (**NOTE: use ONLY paint that is recommended for use with lexan (polycarbonate) plastics. If you don't, you may destroy the plastic body!!!!**). After painting, cut the body along the trim lines. Make sure to cut holes for the body mounts and antenna. Remove the clear protective sheet before applying decals.

:: Tuning

Gearing:

Recommended Gearing: 15-46. This is a good starting point for most tracks. Follow your motor manufacturer's recommendations for gearing options.

Gear Mesh:

To correctly set your gear mesh, follow the steps below:

1. Loosen the motor mount screws so you can slide your motor from side to side freely.
2. Slide the motor until the pinion gear comes in contact with the spur gear. Tighten the motor mount screws. Now "rock" the spur gear. There should be a little "free play" between the gears.
3. If you have a small amount of 'free-play', continue building your RC8e. If not, go back to Step 1. Be sure to check for "free-play" through a full rotation of the spur gear.

Differential Fluid:

Team Associated includes a complete bottle of 5,000cst diff oil. You can also provide your own oil and try one of the optional setups.

Standard differential fluid setup: Front = 5,000cst; Center = 5,000cst; Rear = 5,000cst.

Optional diff setup 1 (high grip track): Front = 5,000cst; Center = 10,000cst; Rear = 5,000cst.

Front Differential:

Use the standard setup for most cases. Try 10,000cst to 15,000cst to get less low speed steering and better acceleration out of turns.

Center Differential:

Use the standard setup for most cases. Many racers will try thicker oil (10,000 or 15,000cst) for harder acceleration out of turns.

Rear Differential: Start with the standard setup. For expert drivers, the most popular setting for buggy is 3,000 cst. the thicker 5,000cst kit oil will rotate less in the turns and accelerate straight on power. The thinner oil (2,000 or 3,000cst) will give more low speed traction.

Caster:

The supplied caster block inserts are 16 degrees. Standard pickup is 9 degrees (2 dot - up insert). You can reduce caster to 14 degrees for smoother steering (also adjust upper caster spacing with both shims in front of the ball joint) and up to 18 degrees for more steering (also adjust upper caster spacing with both shims behind the ball joint).

Front Upper Pivot Insert:

The standard insert is 2 dot - up. Going up (3 up - 1 mm each dot) will give more turn in, but less steering on exit. going down (1 dot, 2 down, 3 down) will reduce turn in, but give more steering on exit.

Front Caster Block Location:

The standard short location will work the best for most tracks. going to the long front link will give you more steering, but can make the car less predictable in bumps and exiting turns.

Front Camber:

A good starting camber setting is -2 degrees. Positive camber, where the top of the tire is leaning out, is typically not recommended.

Front Toe-In:

Zero degree toe-in (tires pointing straight forward) is a good starting setting. You can increase turn in by adding 1-2 degrees of toe-out (front of tires point slightly out). Front toe - in is not a typical tuning adjustment used by the Team.

:: Tuning (cont.)**Front Ride Height:**

The front ride height setting you should use most often is with 29mm of gap between the chassis bottom and the ground. Check the ride height with the FT Ride Height Gauge (# 1449) by lifting up the entire vehicle about 8-12 inches off the bench and drop it. After the suspension “settles” into place, then raise or lower the adjustment collars as necessary and recheck.

Front Arm Hole Shockmount:

Inside on the arm will give a more responsive front end. Outside on the arm will be less responsive steering, but will be more predictable through bumps.

Anti-squat:

Anti-squat denotes the angle of the rear inner hinge pin relative to the ground. The kit setting is 2 degrees, and you can also run 1 degree by changing to 3 DOWN insert in front of the rear gearbox. Run the 1 dot insert to get 3 degrees of anti-squat. Less antisquat lets the suspension work more over the bumps, but it will sacrifice the ability to square up on power.

Rear Camber Link Length & Vertical Adjustment:

You can change the length of the camber link on the hub, or adjust the inboard location on the tower. The longer link will give the feeling of the most grip, but it will not be as responsive to square up on throttle, and might get loose if driven hard. This can easily be corrected by running the shorter link on the hub, but it will sacrifice some forward grip.

Changing to a higher location on the tower will be a smaller adjustment than changing the length of the upper link. Going up on the tower location has a similar effect as the longer link, but not as drastic. For example, if you change to the short rear link on the hub and you need to gain more forward grip, try raising the link up on the tower.

Rear Hub Hinge Pin Height:

The upper hole gives more rear grip on turn in, and good forward traction, but it might have difficulty squaring up out of turns. The lower hinge pin hole in the hub will be more responsive on throttle, and give more side grip in the turns.

Rear Hub Spacing:

You have 3 options for rear hub spacing, FWD, MIDDLE, & BACK. The kit setting provides a good balance of rear traction and steering, and will be used most often. Moving the hubs FWD will give more rear traction for low grip tracks. You can use the hubs BACK on high grip tracks for more on-power steering. Also, you can replace the included shims to get intermediate settings.

Rear Camber:

A good starting camber setting is -2 degrees. Use the included # 1719 camber gauge to set your camber. 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.

Rear Ride Height:

The rear ride height setting you should use most often is 29mm of gap between the chassis bottom and ground. Check the ride height with the FT Ride Height Gauge (# 1449) by lifting up the entire vehicle about 8-12 inches off the bench and drop it. After the suspension “settles” into place, then raise or lower the adjustment collars as necessary and recheck.

Rear Arm Hole Shockmount:

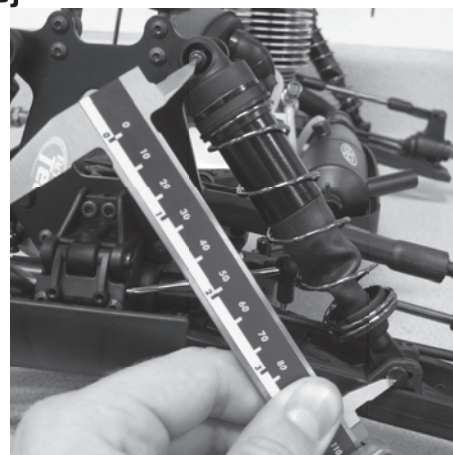
Inside on the arm will give less entry steering, accelerates better straightline through bumps, but may lack side bite. Outside on the arm will be less grip, more steering, but will be more predictable when it breaks traction.

Kickup Bushing:

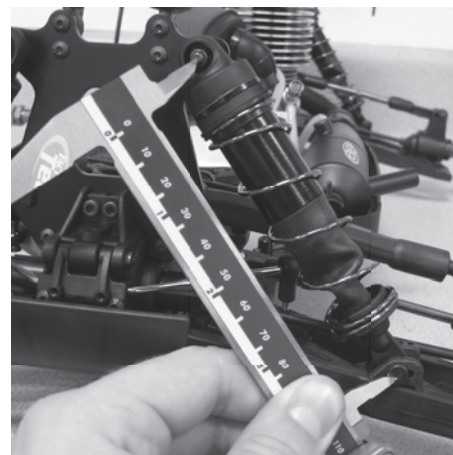
Generally more kick-up will provide better handling in the bumps and have better straight line acceleration. Less kick-up will provide more all around steering and have a more aggressive feel.

:: Tuning (cont.)

Droop Settings: (Truggy shown but applicable for all vehicles)



Step 1: With only the bottom of the shocks attached, the droop screws raised all the way, and the chassis above your working surface so the arms are at full extension, you should be able to easily slide the top of your shock over the standoff screw, while leaving the shock at full extension. If the mounting hole of the shock cap is above or below the standoff screw, adjust the droop screw accordingly. Repeat for all corners of your vehicle. Measure from the center of the standoff screw to the center of the shock riser button to get your FULL DROOP setting. The front shocks should be 109mm, while the rear shocks should be 127.5mm.



Step 2: Finish installing the shock to the standoff. Set your vehicle to your desired droop setting. To increase your droop turn the droop screw (from the top) counter-clockwise (loosen), turn the droop screw (from the top) clockwise (tighten) to decrease your droop. Remember, never back the screw out beyond full droop or you could risk damage to your vehicle.

Front Droop: Increasing front droop (loosen droop screws) will increase off-throttle steering. It also allows the front end to lift more, giving more rear grip and less front grip on-power. Remember to never loosen the screws beyond the FULL DROOP setting. Decreasing front droop (tighten droop screws) yields more on-power steering and quicker response at the expense of some stability in bumpy sections. It will also give less off-throttle steering.

Rear Droop: Increasing rear droop (loosen droop screws) will increase traction in bumpy sections, but will reduce high-speed stability. Remember to never loosen the screws beyond the FULL DROOP setting. Decreasing rear droop (tighten droop screws) will increase stability in high speed sections, but will reduce stability in bumpy sections.

Setup Sheets:

Most often, the best way to get your car handling right is to go to our web site www.rc10.com and click on the Racing link, then the Setup Sheets link, then click on the link that applies to your vehicle. Our team of professional 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 our 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 and in our online tuning guide at <http://www.rc10.com/rc/tuning>.

:: Notes



:: Driver: Team Associated **:: Date:** _____
:: Track: Standard RC8e Setup
:: Event: _____

Setup Sheet for Team Associated's RC8e

Rev. 1

:: Front Suspension

anti-roll bar:
☐ 2.2 - black
☒ 2.5 - silver
☐ 2.8 - gold

hinge pin bushing
2
☒ up ☐ down

bump-steer washers:
in out

camber: -2 °

caster: 16 °

toe: 0 °

kickup bushing
2
☒ up ☐ down

ride height: 27mm

:: Rear Suspension

anti-roll bar:
☐ 2.2 - black
☐ 2.5 - silver
☒ 2.8 - gold

wheelbase:
☐ long
☒ medium
☐ short

camber: -2 °

toe: 3 °

hub:
upper
lower

ride height: 27mm

anti-squat bushing
2
☐ up ☒ down

:: Front Shocks

spring: (4.7 lb) Bronze piston: 1.3
shock fluid: 25 wt length: 113mm
shock cap: aluminum

:: Rear Shocks

spring: (3.3 lb) Silver piston: 1.3
shock fluid: 25 wt length: 125mm
shock cap: aluminum

:: Differentials

front fluid: 5000cst
center fluid: 5000cst
rear fluid: 5000cst

:: Wing

location: ☒ forward ☐ back
angle: ☒ low ☐ med. ☐ high
type: _____

:: Chassis Braces / Wheel Hex

chassis braces:
☐ pivot ☒ molded ☐ aluminum
wheel hex:
☒ standard ☐ narrow

:: Electronics

motor & wind: _____
esc: _____ setting: _____
batteries: _____
radio: _____
steering expo: _____
brake e.p.a.: _____
throttle expo: _____
servo: _____
initial brake: _____ drag brake: _____

:: Gearing

pinion gear: 15t
spur gear: 46t

:: Tires

tire (F/R): _____ / _____
compound (F/R): _____ / _____
insert: _____ wheel: _____
traction additive: _____

:: Race and Vehicle Comments













qualify: _____ main: _____ finish: _____ tq: ☐
comments: _____



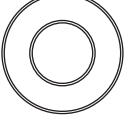
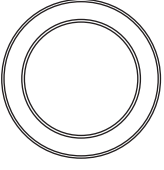
:: Track Info

smooth: ☐ bumpy: ☐ blue groove: ☐
traction: ☐ high ☐ med. ☐ low
soft dirt: ☐ grass: ☐ clay: ☐ wet: ☐
dusty: ☐ other: _____










:: For more setups, visit www.RC10.com and click on 'Setup Sheets'








:: Hardware - 1:1














| flat head (fhcs) | | METRIC |
|---|--|----------------|
|  | | 3x8mm (25201) |
|  | | 3x10mm (25202) |
|  | | 3x12mm (25203) |
|  | | 3x14mm (89208) |
|  | | 3x16mm (25204) |
|  | | 3x18mm (89209) |
|  | | 3x20mm (89210) |
|  | | 3x22mm (89455) |
|  | | 3x26mm (89211) |
|  | | 4x6mm (89213) |
|  | | 4x12mm (89214) |
|  | | 4x14mm (89217) |






| ball bearings | |
|--|--------------------------|
|  | steering bearing (89161) |
|  | 6x10mm (31404) |
|  | 8x16mm (25236) |
|  | 15x21mm (89162) |





Notes:

| cap head (shcs) | | METRIC |
|---|--|-----------------|
|  | | 2.5x8mm (89222) |
|  | | 3x12mm (89454) |
|  | | 3x16mm (89224) |
|  | | 3x18mm (25191) |
|  | | 3x20mm (25192) |
|  | | 3x24mm (89225) |
|  | | 3x26mm (89226) |
|  | | 3x40mm (89228) |
|  | | 3x45mm (89279) |

| shims & washers | |
|---|---------------------------------|
|  | aluminum balltwd washer (9630) |
|  | 2.5mm washer (89278) |
|  | blue countersunk washer (89229) |
|  | silver cone washer (89230) |
|  | 3x8mm thin washer (89218) |
|  | diff washer (89120) |
|  | diff shim (89117) |

| button head (bhcs) | | METRIC |
|---|--|-----------------|
|  | | 2.5x3mm (89201) |
|  | | 2.5x6mm (31520) |
|  | | 3x6mm (31531) |
|  | | 3x8mm (31532) |
|  | | 3x10mm (25211) |
|  | | 3x12mm (89202) |
|  | | 3x14mm (25187) |
|  | | 3x18mm (2308) |
|  | | 3x20mm (25188) |
|  | | 3x24mm (89204) |
|  | | 3x26mm (89205) |
|  | | 4x10mm (89206) |
|  | | 4x12mm (89207) |

| setscrews | | METRIC |
|---|--|----------------|
|  | | 3x3mm (25225) |
|  | | 3x5mm (89219) |
|  | | 4x3mm (25223) |
|  | | 4x12mm (89220) |
|  | | 5x4mm (89221) |

| nuts (lock/plain) | |
|---|----------------------------|
|  | piston locknut (89215) |
|  | m3 locknut (25215) |
|  | flanged m3 locknut (25612) |
|  | m4 locknut (89216) |



:: Driver: _____ **:: Date:** _____
:: Track: _____
:: Event: _____

Setup Sheet for Team Associated's RC8e

Rev. 1

:: Front Suspension

anti-roll bar:
☐ 2.2 - black
☐ 2.5 - silver
☐ 2.8 - gold

hinge pin bushing

☐ up ☐ down

bump-steer washers:
in _____ out _____

camber: _____

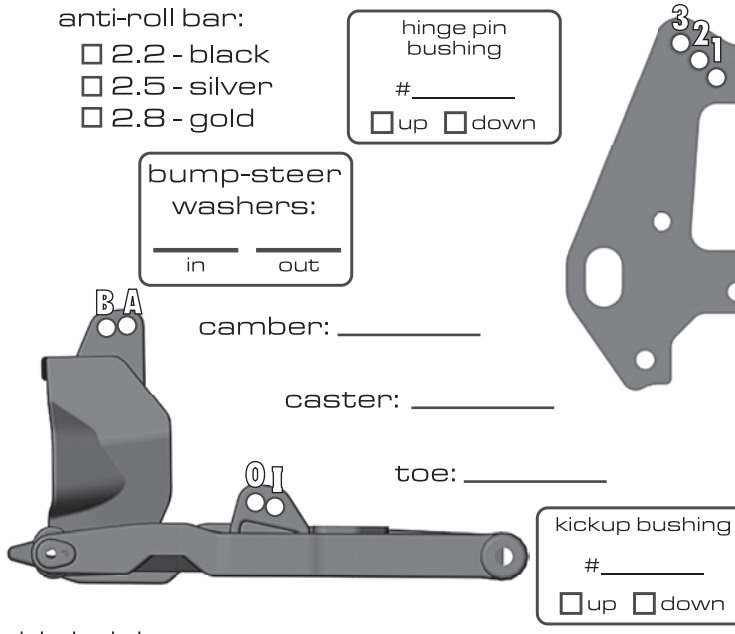
caster: _____

toe: _____

kickup bushing

☐ up ☐ down

ride height: _____



:: Rear Suspension

anti-roll bar:
☐ 2.2 - black
☐ 2.5 - silver
☐ 2.8 - gold

wheelbase:
☐ long
☐ medium
☐ short

camber: _____

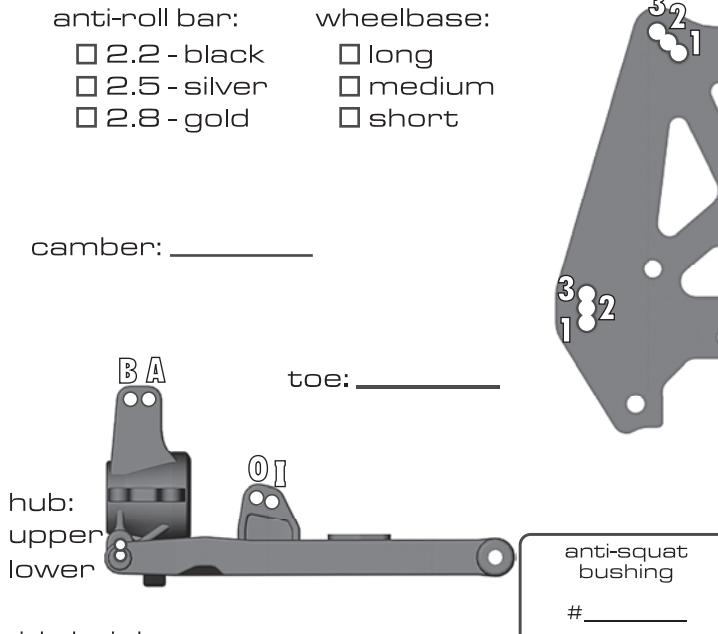
toe: _____

hub:
upper _____
lower _____

ride height: _____

anti-squat bushing

☐ up ☐ down



:: Front Shocks

spring: _____ piston: _____
shock fluid: _____ length: _____
shock cap: _____

:: Rear Shocks

spring: _____ piston: _____
shock fluid: _____ length: _____
shock cap: _____

:: Differentials

front fluid: _____
center fluid: _____
rear fluid: _____

:: Wing

location: ☐ forward ☐ back
angle: ☐ low ☐ med. ☐ high
type: _____

:: Chassis Braces / Wheel Hex

chassis braces:
☐ pivot ☐ molded ☐ aluminum
wheel hex:
☐ standard ☐ narrow

:: Electronics

motor & wind: _____
esc: _____ setting: _____
batteries: _____
radio: _____
steering expo: _____
brake e.p.a.: _____
throttle expo: _____
servo: _____
initial brake: _____ drag brake: _____

:: Gearing

pinion gear: _____
spur gear: _____

:: Tires

tire (F/R): _____ / _____
compound (F/R): _____ / _____
insert: _____ wheel: _____
traction additive: _____

:: Race and Vehicle Comments

qualify: _____ main: _____ finish: _____ tq: ☐
comments: _____

:: Track Info

smooth: ☐ bumpy: ☐ blue groove: ☐
traction: ☐ high ☐ med. ☐ low
soft dirt: ☐ grass: ☐ clay: ☐ wet: ☐
dusty: ☐ other: _____

:: For more setups, visit www.RC10.com and click on 'Setup Sheets'



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Lake Forest, CA 92630 USA
<http://www.TeamAssociated.com>
<http://www.RC10.com>