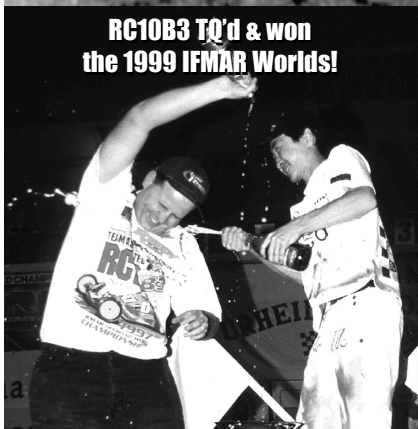


ASSOCIATED 1:10 SCALE ELECTRIC BUGGY MANUAL

RC10B3

RC10B3 TO'd & won
the 1999 IFMAR Worlds!



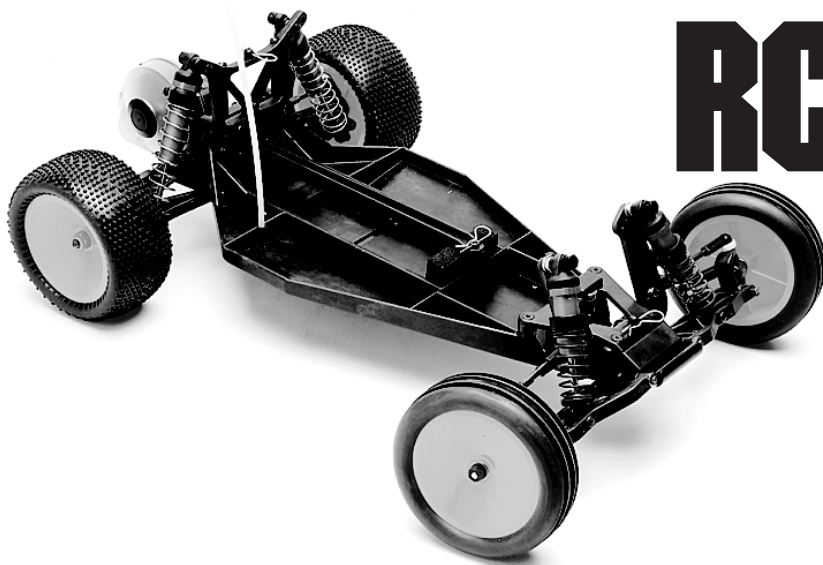
INSTRUCTION MANUAL FOR THE RC10B3 BUGGY KITS #9003, 9013, 9032 & 9043

ASSOCIATED'S RC10B3-- 6 TIMES IFMAR WORLD CHAMPION!



Masami Hirosaka's RC10B3 won the '99 IFMAR World Championships!

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RC10B3

All kit versions include:

- 2.40:1 Stealth transmission for effortless power handling.
- Molded composite chassis for better rigidity and Lexan B3 racing body.
- Quadra-symmetric suspension for greater stability and handling.
- Optimized front end geometry improves steering and increases rigidity.
- Adjustable battery placement for fine tuning of traction or steering.
- 2.2" one-piece front and rear wheels.
- Pro-Line 4 Rib M2 front tires and Pro-Line "Holeshot" M2 rear tires.

FACTORY TEAM

Shocks: Hard anodized, PTFE-coated gray.
Rear Axles: MIP CVD's.
Also includes: Factory Team parts, ball bearings throughout.

TEAM KIT

Shocks: Hard anodized, PTFE-coated gray.
Rear Axles: MIP CVD's.
Also includes: Ball bearings throughout.

SPORT KIT

Shocks: Gold shocks.
Rear Axles: Associated dogbones & stub axles.
Also includes: Mechanical speed control and motor. Bushings throughout.

BASIC+ KIT

Shocks: Gold shocks.
Rear Axles: Associated dogbones & stub axles.
Also includes: Bushings throughout.

REQUIRED EQUIPMENT TO RUN YOUR KIT

for the Factory Team kit #9043

R/C two channel surface frequency radio system with one servo.
Battery pack (6 cell).
Battery charger (we recommend a peak detection charger).
Electronic speed control.
R/C electric motor.
Pinion gear, 48 ptich. Teeth to be determined by type and wind of motor.

for the B3 Team kit #9032

R/C two channel surface frequency radio system with one servo.
Battery pack (6 cell).
Battery charger (we recommend a peak detection charger).
Electronic speed control.
R/C electric motor.
Pinion gear, 48 ptich. Teeth to be determined by type and wind of motor.

for the B3 Sport kit #9013

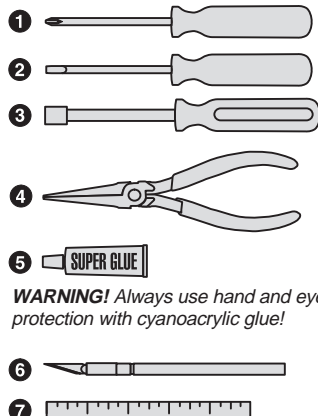
R/C two channel surface frequency radio system with two servos.
Battery pack (6 cell).
Battery charger (we recommend a peak detection charger).

for the B3 Basic+ kit #9003

R/C two channel surface frequency radio system with one servo.
Battery pack (6 cell).
Battery charger (we recommend a peak detection charger).
Electronic speed control.
Pinion gear, 48 ptich. Teeth to be determined by type and wind of motor.

YOU WILL NEED THESE TOOLS TO ASSEMBLE YOUR KIT

- 1 Phillips screwdriver #2.
- 2 1/8" flat head screwdriver.
- 3 5/16" driver or glow plug wrench.
- 4 Needlenose pliers.
- 5 Super glue (cyanoacrylic glue).
- 6 Hobby knife **WARNING!** This knife cuts plastic and fingers with equal ease, so be careful.
- 7 Precision ruler.



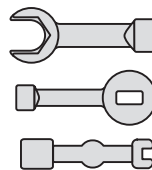
WARNING! Always use hand and eye protection with cyanoacrylic glue!

TOOLS SUPPLIED

Allen wrenches, .050", 1/16", 3/32", 5/64".



Molded tools (#6956):



HELPFUL TOOLS (NOT REQUIRED)

- Allen drivers (straight Allen wrenches with hex shaped handles) such as the following made by Associated:
 - #6957 .050" Allen wrench
 - #6958 1/16" Allen wrench
 - #6959 5/64" Allen wrench
 - #6960 3/32" Allen wrench
 - #6961 2.5mm Allen wrench
- Hand drill with 1/8" & 1/4" bits
- Vernier calipers
- Hobby scissors
- Liquid dish soap
- Nut drivers (screwdriver-handled hex socket tools) such as the following from Associated:
 - #SP-86 3/16" nut driver
 - #SP-85 1/4" 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.

REACHING US

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



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 3585 Cadillac Ave.
 Costa Mesa, CA 92626-1401
 USA
<http://www.rc10.com>

READ THIS BEFORE BUILDING

READ THE MANUAL!

This manual is for four different B3 kits and will help you assemble and set up each one. Read the manual before starting your kit and before contacting us for help. "Hello, Associated, I need some help." "Did you read the manual?"

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.** Some bags may have a large amount of small parts. To make it easier to find the parts, we recommend using a partitioned paper plate for spreading out the parts so they will be easier to find.

SUPPLEMENTAL SHEETS

We are constantly updating parts to improve our kits. These changes, 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.

MANUAL FORMAT

The following explains the format of these instructions.

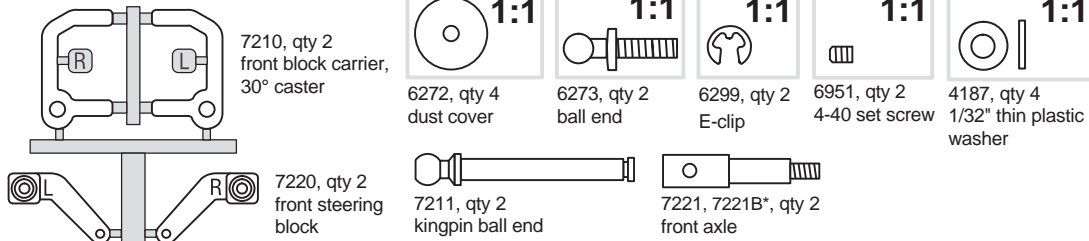
The beginning of each section indicates:

- 1 Which bag to open ("**BAG A**") and which steps you'll be using those parts for ("**FOR STEPS 1-3**").
- 2 Which parts you will use for those steps. Remove only the parts shown. "**1:1**" indicates an actual size drawing; place your part on top and compare it so it does not get confused with a similar part.
- 3 Which tools you should have handy for that section.
- 4 An asterisk (*****) next to a part number indicates the part used in the Factory Team B3 kit. (You can use those numbers to upgrade your B3 kits to Factory Team specs.)
- 5 The instructions in each step are ordered in the order you complete them, so read the words AND follow the pictures. The numbers in circles are also in the drawing to help you locate them faster.
- 6 When we refer to left and right sides of the buggy, we are referring to the driver's point of view inside the car.

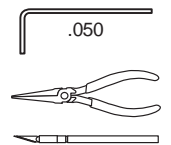
BAG A

REMOVE THESE PARTS FOR:

Step 1



TOOLS USED



Step 1 LEFT SIDE

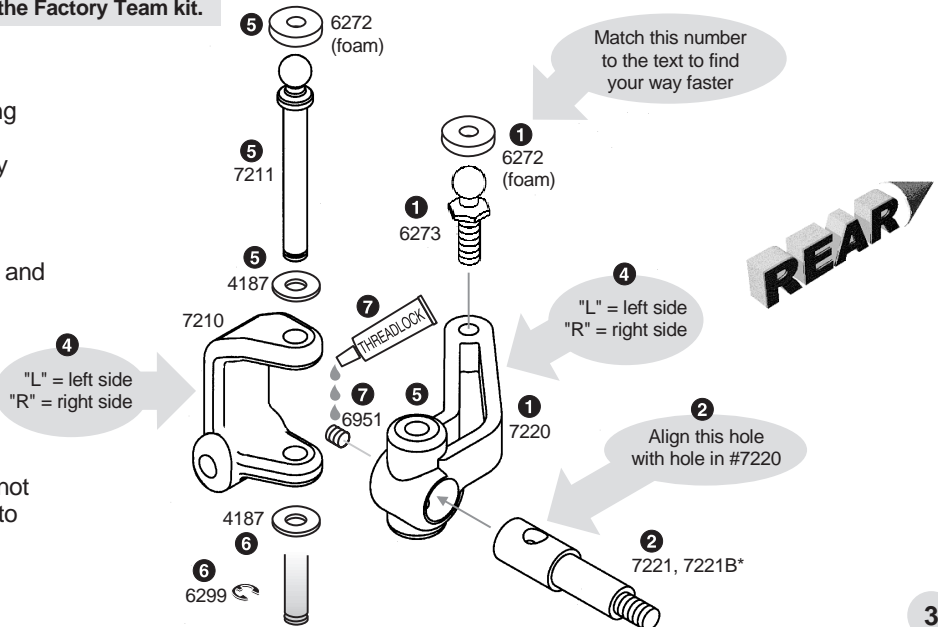
Asterisk (*****) denotes Factory Team part number. Use this number if you have the Factory Team kit.

ASSEMBLE STEERING BLOCKS

- 1 Assemble parts #7220, 6273 and 6272.
- 2 Push #7221 (7221B*) axle into the #7220 steering block, lining up holes.
- 3 Push the #7211 kingpin through both to clear any burrs. Then remove the kingpin.

ASSEMBLE BLOCK CARRIERS

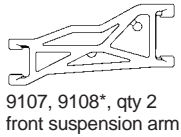
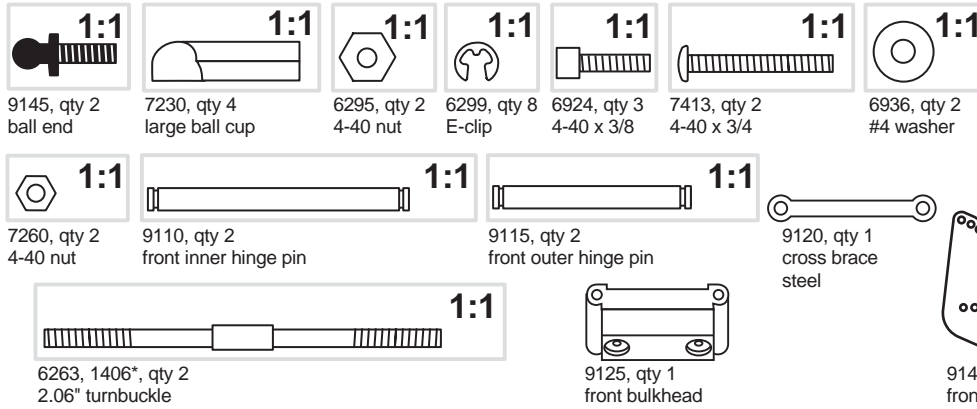
- 4 Note location of L and R on #7210 block carriers and #7220 steering blocks.
- 5 Align holes of #7220 (L) inside #7210 (L). Add one #4187 spacer to #7211 kingpin and insert #7211 through block and axle. Add a #6272 dust cover to the ball end as shown.
- 6 Insert one #4187 spacer and then one #6299 E-clip to the bottom of #7211 kingpin.
- 7 Add screw locking compound such as Loctite® (not included in kit) to #6951 set screw and tighten into #7221 (7221B*).
- 8 Now assemble right side.



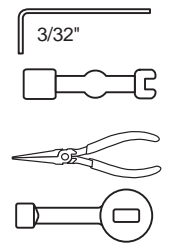
BAG A

REMOVE THESE PARTS FOR:

Step 2



TOOLS USED



step 2 LEFT SIDE

REMOVE SUSPENSION ARMS

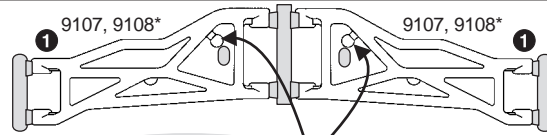
- 1 Twist the #9107 (9108*) suspension arms from the mold runners (shown in gray) with your pliers, and trim away remaining molding with your hobby knife. Do not cut off the antiroll mounting balls. Carefully trim balls so they are perfectly smooth.

ARMS TO BULKHEAD

- 2 Attach the block carrier assembly to the #9107 (9108*) suspension arm with its #9115 hinge pin and #6299 E-clips.
- 3 Align the #9125 bulkhead with the #9107 suspension arm hinge pin holes as shown. Install #6299 E-clip to one end of #9110 hinge pin. Next hold the #9120 front cross brace in front of the suspension arm while sliding the #9110 hinge pin through the assembly. Install #6299 E-clip to other end of pin. Assemble the other side the same way.

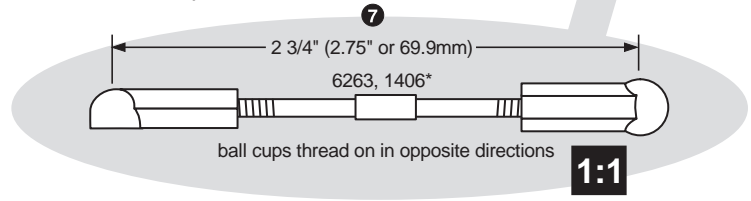
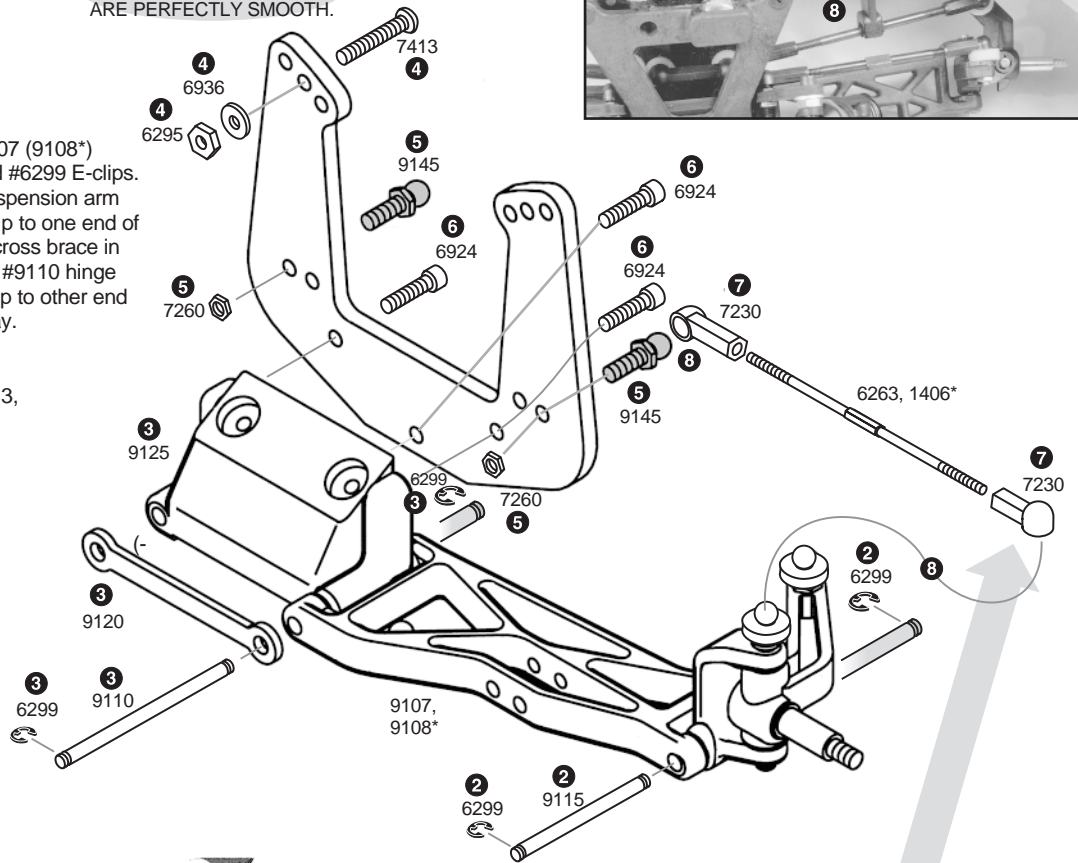
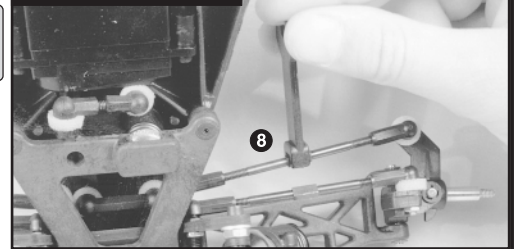
SHOCK TOWER TO BULKHEAD

- 4 Attach the shock screws and hardware #7413, 6936 and 6295. Do other side.
- 5 Attach the #9145 ball ends and #7260 nuts through middle holes.
- 6 Attach the shock tower to the bulkhead with the three #6924 screws.
- 7 Twist #7230 ball cups onto the #6263 (1406*) turnbuckle until you get the dimension shown.
- 8 Connect ball ends with the turnbuckle ball cups as shown, using your needlenose pliers.



DO NOT CUT OFF BALLS. REMOVE FLASHING SO BALLS ARE PERFECTLY SMOOTH.

HOW TO USE THE TURNBUCKLE WRENCH



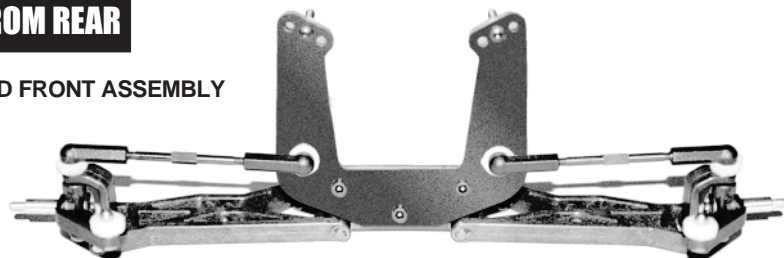
REMOVING BALL CUPS

Hold the cup next to the ball with your pliers and twist the cup off.

4

VIEWED FROM REAR

COMPLETED FRONT ASSEMBLY



BAG B

REMOVE THESE PARTS FOR:

Steps 1-3



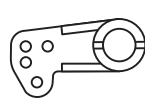
6270, qty 5 ball end



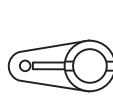
6272, qty 5 dust cover



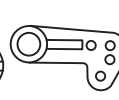
9155, 9162*, qty 2 left hand servo saver bushing



9155, qty 1 servo saver arm



9155, qty 1 servo saver arm



9155, qty 1 bell crank

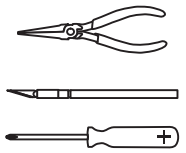


9155, qty 2 bell crank bushing



9162*, qty 2 bell crank ball bearing

TOOLS USED



9158, 9156B*, qty 1 adjusting nut



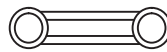
9160, qty 1 mounting pin, right hand



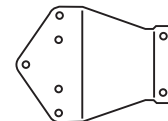
9160, qty 1 mounting pin, left hand



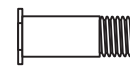
9215, qty 3 6-32 x 3/16



9165, qty 1 drag link



9210, 9210B*, qty 1 kickup



9158, 9156B*, qty 1 tube, aluminum

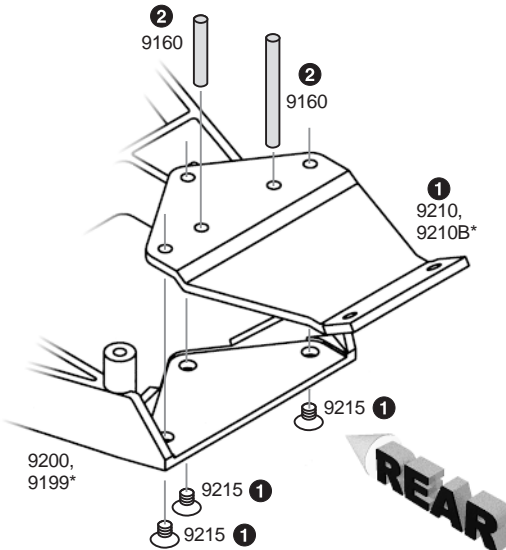


9158, qty 1 servo saver spring

step 1

KICKUP TO CHASSIS

- 1 Add screw locking compound such as Loctite® (not included in kit) to the three #9215 screws and attach the #9210 (9210B*) aluminum kickup (nose plate) to the #9200 (9199*) chassis.
- 2 Place the two #9160 servo saver/bell crank mounting pins in the locating holes.



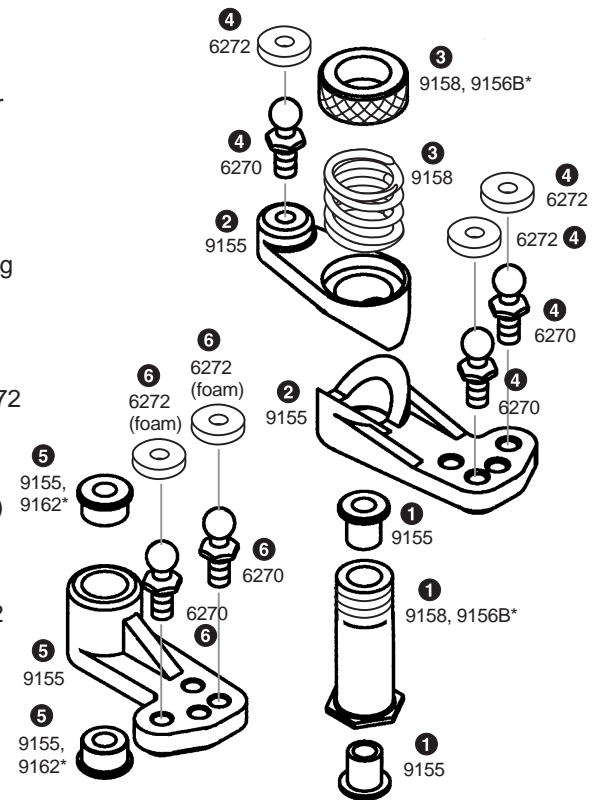
step 2

SERVO SAVER

- 1 Push one #9155 servo saver bushing into each end of the #9158 (9156B*) aluminum tube.
- 2 Slide the two #9155 servo saver arms onto the tube.
- 3 Slide the spring and adjusting nut on the tube. Tighten the nut until 1/32" of the tube threads are exposed.
- 4 Add three #6270 ball ends where shown and three #6272 foam dust covers onto them.

BELLCRANK

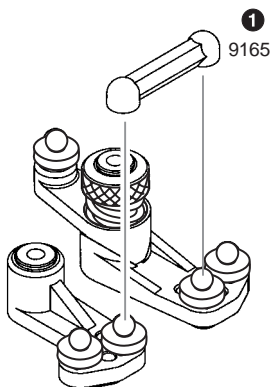
- 5 Install the two #9155 (9162*) bushings or 9162* bearings into the bell crank.
- 6 Add two #6270 ball ends where shown and two #6272 foam dust covers onto them.



step 3

DRAG LINK

- 1 Install the #9165 drag link over the two ball ends with your needlenose pliers.



PROFILE

IFMAR 2WD World Champion

Masami has a long string of wins for Associated 2WD and Yokomo 4WD cars. Masami drove the fastest car at the '97 World's with his RC10B3 buggy, and took top honors in the 4WD category.

At the '99 Worlds in Finland Mark Pavidis (left) TQ'd with his RC10B3 and Masami (right) was crowned as World Champion driving his B3.



Masami in 1997

IFMAR WORLD CHAMPIONSHIPS, 1999



Mark Pavidis TQ

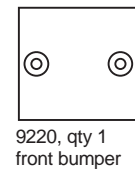
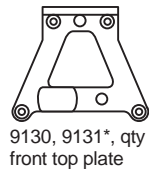
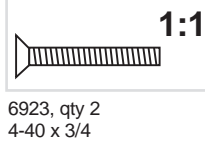
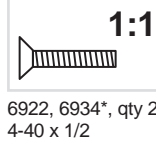
Masami Hirosaka 2WD World Champion

The RC10B3 TQ'd and won the 1999 IFMAR World Championship

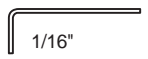
BAG B

REMOVE THESE PARTS FOR:

Steps 4-6



TOOLS USED



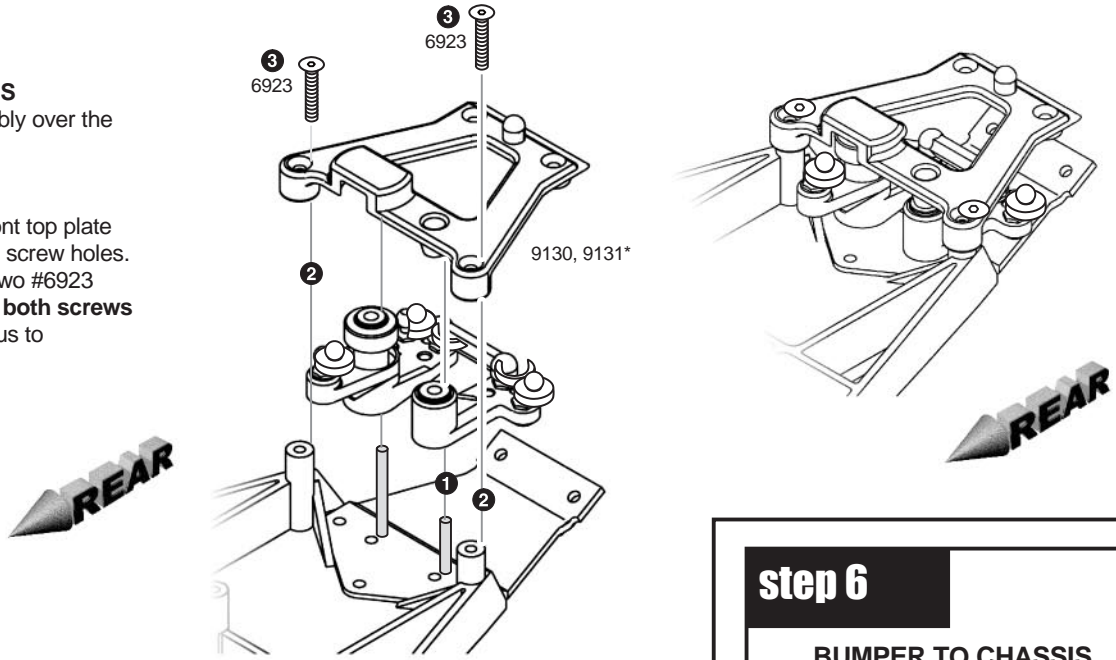
step 4

SERVO SAVER TO CHASSIS

- 1 Place the servo saver assembly over the pins.

TOP PLATE TO CHASSIS

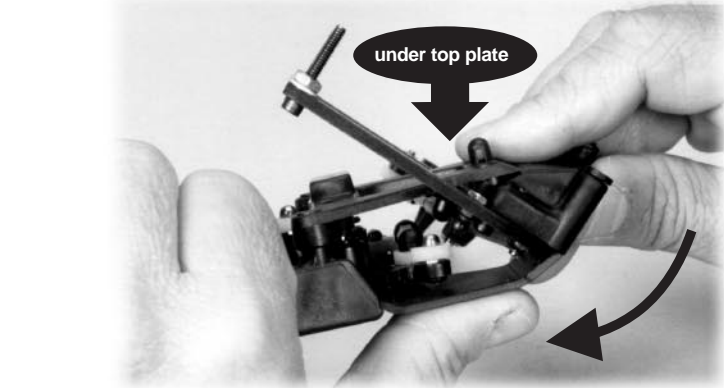
- 2 Line up the #9130 (9131*) front top plate with the servo saver pins and screw holes.
- 3 Bolt down the top plate with two #6923 screws tightly, then back off both screws one full turn. This will allow us to accomplish step 5 below.



step 5

FRONT END TO CHASSIS

Slip front end under top plate, then push rearward over kickup.

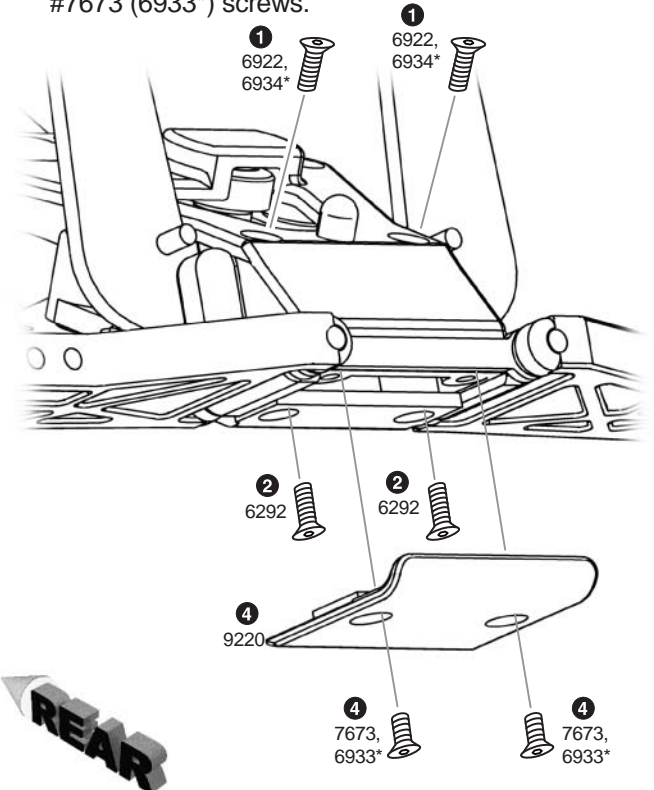


6

step 6

BUMPER TO CHASSIS

- 1 Use two #6922 (6934*) screws to secure the top plate to front bulkhead.
- 2 Secure front bulkhead to kickup plate with two #6292 screws.
- 3 Go back and tighten the two #6923 screws from Bag B, step 4.
- 4 Bolt on the #9220 bumper with the two #7673 (6933*) screws.



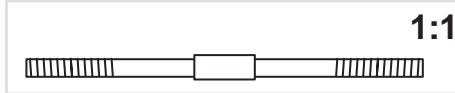
BAG B

REMOVE THESE PARTS FOR:

Step 7

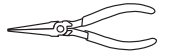


7230, qty 4
large ball cup



6263, 1406*, qty 2
2.06" turnbuckle

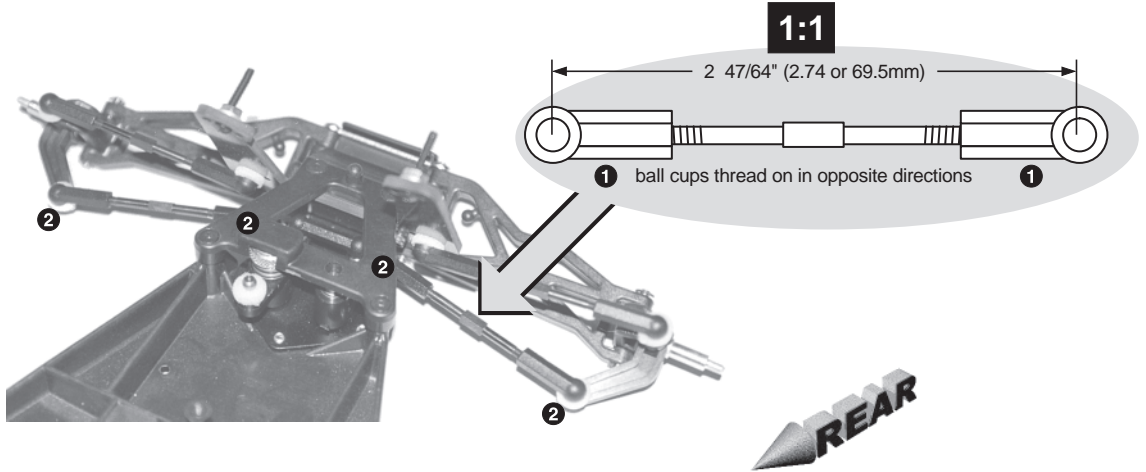
TOOLS USED



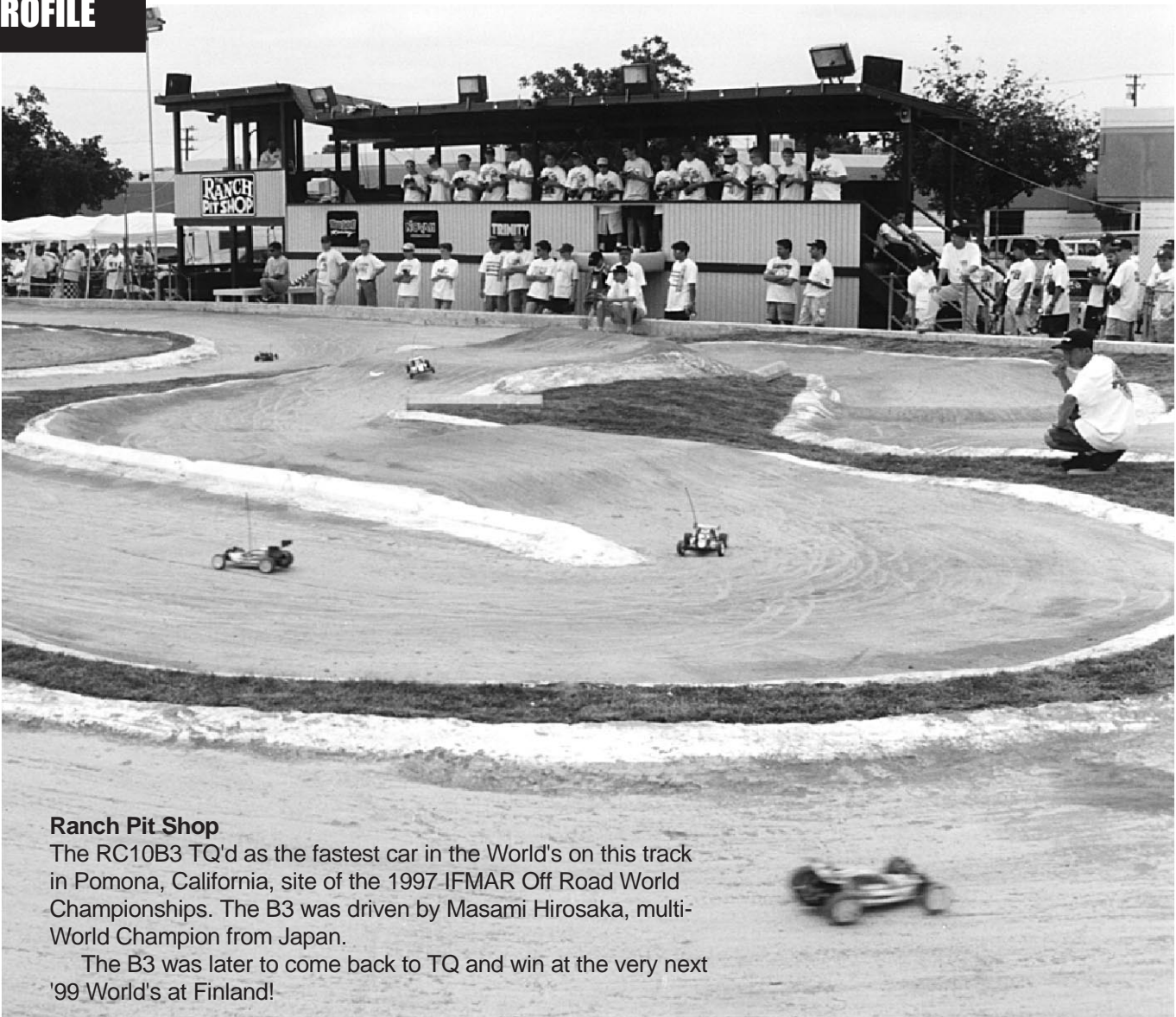
step 7

TURNBUCKLES

- 1 Add #7230 ball cups to two #6263 or 1406* turnbuckles to the dimension shown.
- 2 Pop on the turnbuckles. Do both sides.



PROFILE



Ranch Pit Shop

The RC10B3 TQ'd as the fastest car in the World's on this track in Pomona, California, site of the 1997 IFMAR Off Road World Championships. The B3 was driven by Masami Hirosaka, multi-World Champion from Japan.

The B3 was later to come back to TQ and win at the very next '99 World's at Finland!

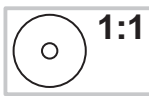
BAG C

REMOVE THESE PARTS FOR:

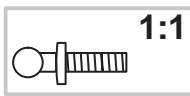
Steps 1-3



7260, qty 2
4-40 nut



6272, qty 2
dust cover



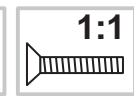
6273, qty 2
ball end



6292, qty 4
4-40 x 3/8



6299, qty 4
E-clip



9269, qty 4
5-40 x 1/2



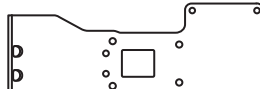
6936, qty 2
#4 washer



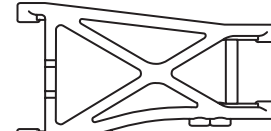
9260, qty 2
rear inner hinge pin



9267, qty 2
rear suspension mount, 3-3
(3° toe-in, 3° anti-squat)

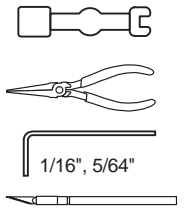


9241, 9241B*, qty 1
rear chassis plate



9257, 9258*, qty pr
rear suspension arm

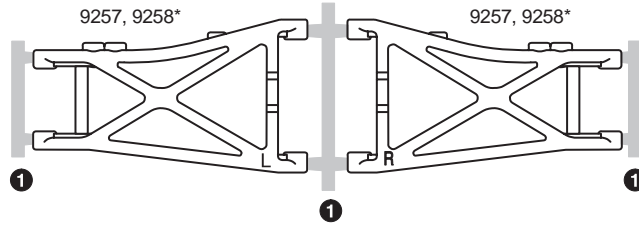
TOOLS USED



step 1

TRIM SUSPENSION ARMS

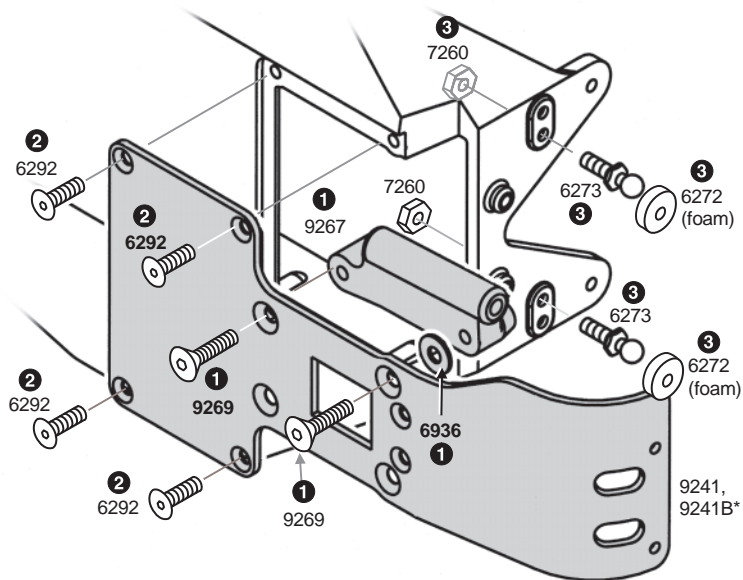
- 1 Twist the #9257 (9258*) suspension arms from the mold runners (shown in gray) with your pliers, and trim away the remaining molding with your hobby knife.



step 2 LEFT SIDE

REAR PLATE TO CHASSIS

- 1 Attach the two #9267 (3-3) rear suspension arm mounts to the #9241 (9241B*) chassis plate with two #9269 5-40 x 1/2 screws and a single #6936 washer as shown. These mounts are marked L3-3 (left) and R3-3 (right). The coding stands for 3° toe in and 3° anti-squat. *NOTE: by using the #4 washer, your anti-squat is effectively reduced to 1.5°.*
- 2 Fasten the chassis plate to the bottom of the chassis with four #6292 screws.
- 3 Add two #6273 ball ends to the inside holes of the chassis, then thread on the #7260 nuts to the ball ends. Then add the #6272 foam dust covers.



step 3 LEFT SIDE

SUSPENSION ARMS TO MOUNTS

- 1 Attach the #9257 (9258*) left suspension arm to the #9267 left mount with the #9260 hinge pin and #6299 E-clips.
- 2 Now do the right side.

