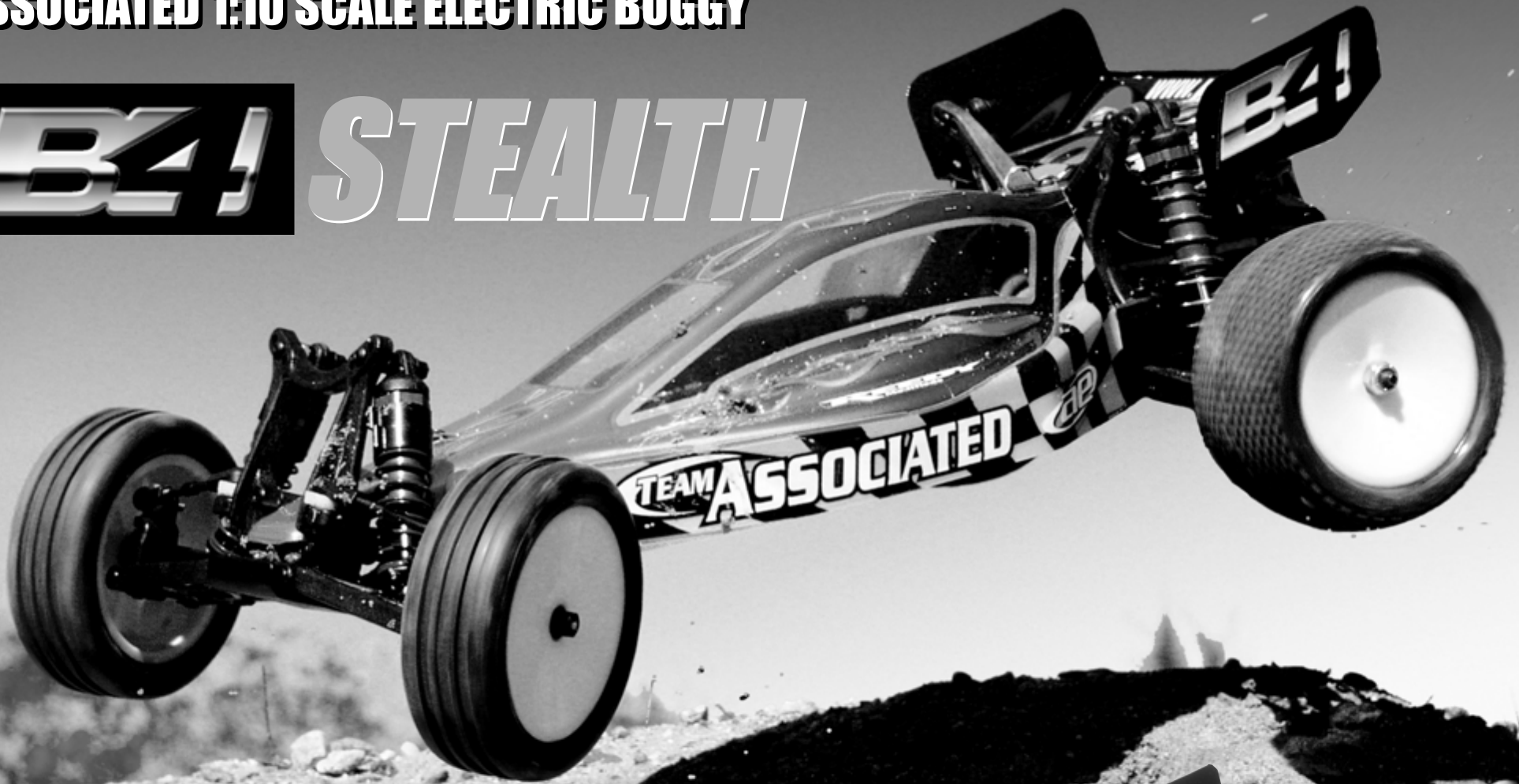


ASSOCIATED 1:10 SCALE ELECTRIC BUGGY

B4! *STEALTH*



**INSTRUCTION MANUAL FOR THE
TEAM ASSOCIATED RC10B4 Stealth**



RC10B4

B4 shown equipped with items NOT included in kit: batteries, ESC, motor, servo, and receiver.

Pro-Line M3 racing compound "Wide Body" front tires on new offset wheels

New Longer MIP CVD dog bones and axles

Pro-Line M3 racing compound rear tires

Adjustable battery position. New design hold-down strap

Hard anodized aluminum shock bodies

Fully adjustable caster, camber, and toe-in

Lower motor mounting position

Angled bellcrank "co-planar" steering

Kimbrough Spur Gear

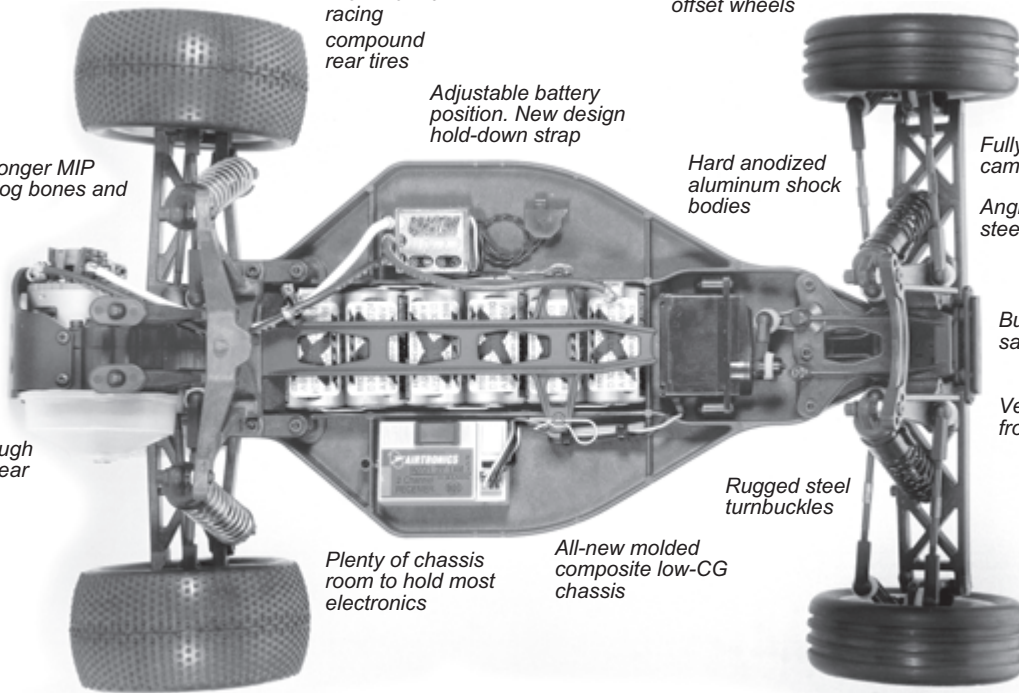
Built-in servo saver

Vertical ball end adjustment, front & rear

Rugged steel turnbuckles

Plenty of chassis room to hold most electronics

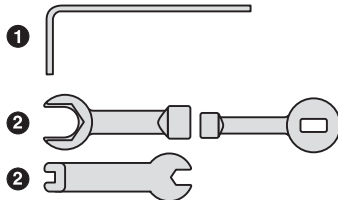
All-new molded composite low-CG chassis



TOOLS

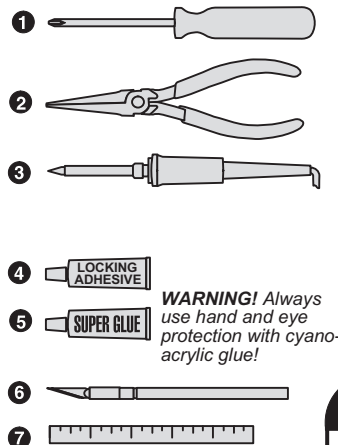
KIT TOOLS SUPPLIED

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



EXTRA STUFF NEEDED

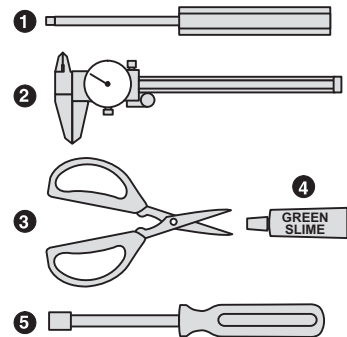
- 1 Phillips screwdriver
- 2 Needle-nose pliers
- 3 Soldering iron (40-50 watts) and a small amount of Rosin core solder. Pencil-type soldering iron is better than the gun type.
- 4 **DANGER! Tip will be HOT!** Thread locking compound (#1596 Locking Adhesive or equivalent)
- 5 Super glue (cyanoacrylic 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:
 - #6957 .050" driver
 - #6958 1/16" driver
 - #6959 5/64" driver
 - #6960 3/32" driver
 - #6961 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.

ITEMS NEEDED TO COMPLETE YOUR CAR

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

*Available from Team Associated. See your catalogs.

CONTACTING US

CUSTOMER SUPPORT

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



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ASSOCIATED ELECTRICS, INC.

3585 Cadillac Ave.
 Costa Mesa, CA 92626
 USA

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

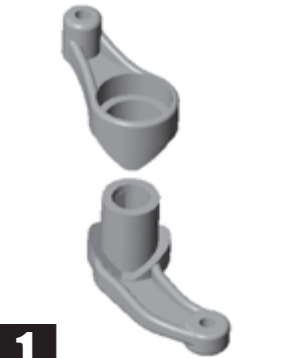
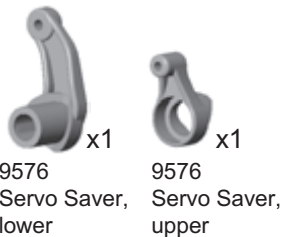
When we refer to left and right sides of the car, we are referring to the driver's point of view while sitting in the car.

SUPPLEMENTAL SHEETS

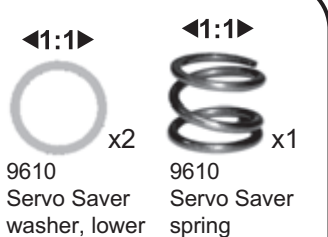
Improvements to our kits, if any, will be noted in supplementary sheets located in a parts bag or inside the kit box. Check the kit box before you start and each bag as it is opened. When a supplement is found, attach it to the appropriate section of the manual.

◀1:1▶ = Actual size part. x2 = Quantity for step.
Rear x2 = Do entire step twice. ! = Pay attention to this detail.

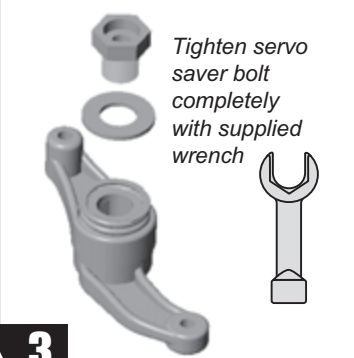
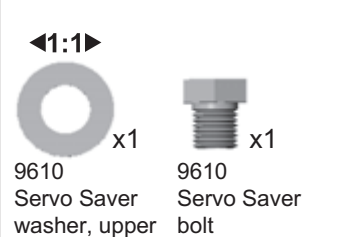
BAG A



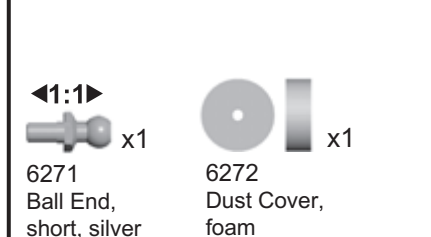
1



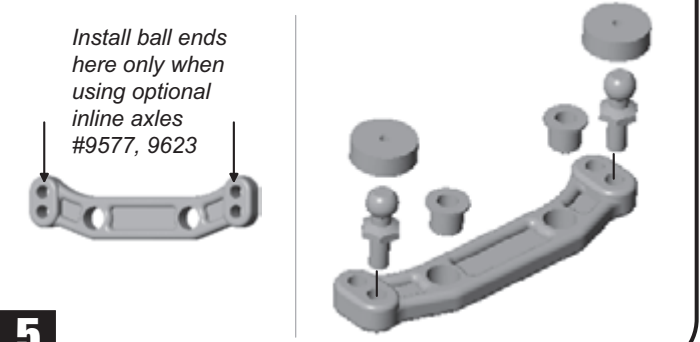
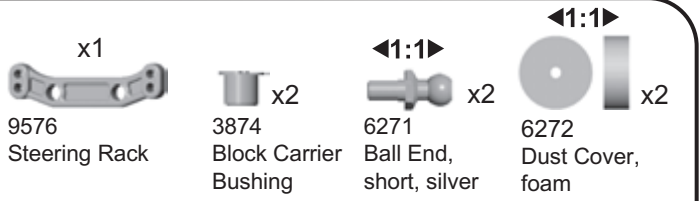
2



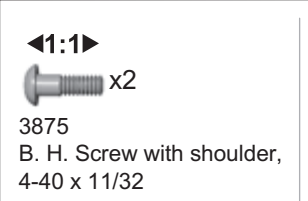
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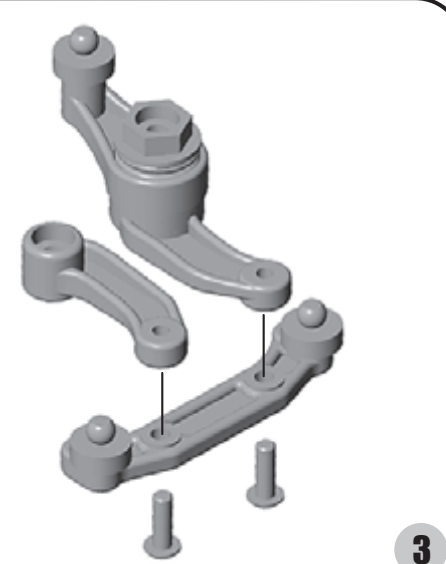
4



5



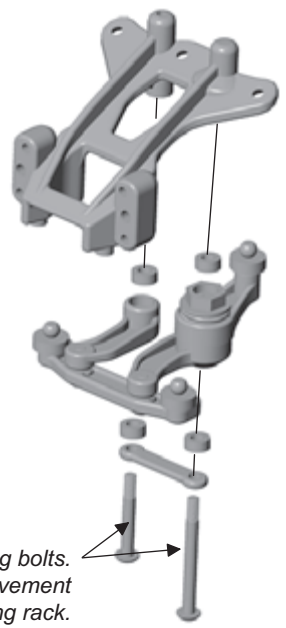
6



3

BAG A

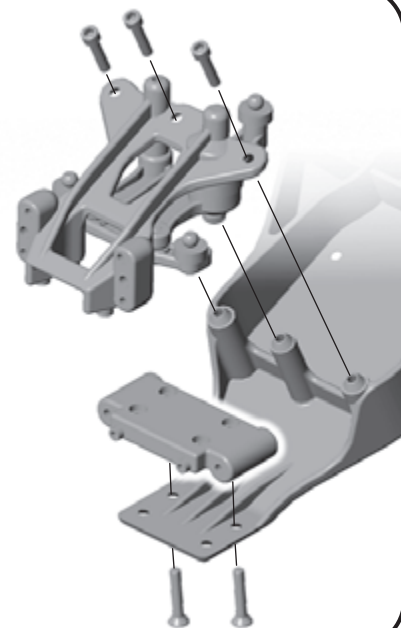
- 9566 Top Plate x1
- 3856 Steering Rack Bushing x4
- 9576 Steering Brace x1
- 9640 Steering Bolt, right x1
- 9640 Steering Bolt, left x1



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

7

- 9563 Front Bulkhead x1
- 6925 S. H. Screw 4-40 x 1/2 x3
- 6915 F. H. Screw 4-40 x 5/8 x2
- 9560 B4 Chassis x1

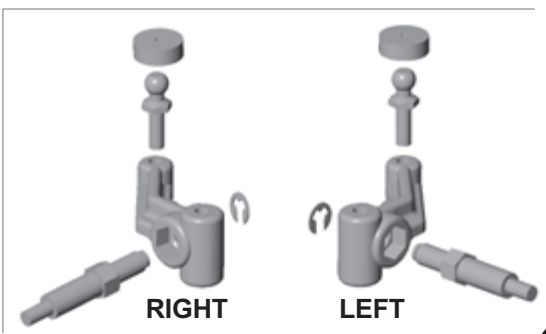


8

BAG B

- 9581 Steering Block, right x1
- 9581 Steering Block, left x1
- 6272 Dust Cover, foam x2
- 6273 Ball End, long, silver x2

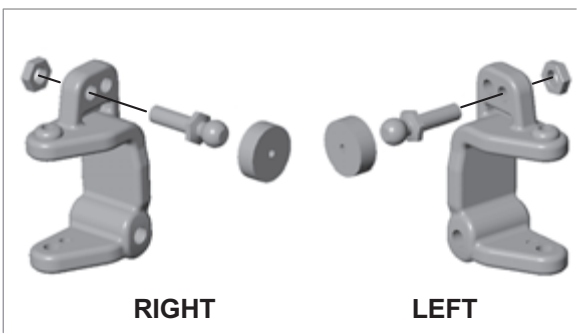
- 6299 E-clip x2
- 9613 Front Axle, trailing x2



1

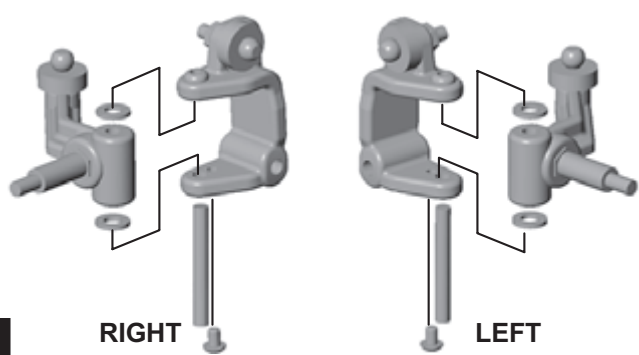
- 9580 25° Caster Block, right x1
- 9580 25° Caster Block, left x1
- 6272 Dust Cover, foam x2
- 3858 Ball End, long, black x2

- 7260 4-40 Nut x2



2

- 9622 Kingpin x2
- 4187 Washer x4
- 9645 B. H. Screw 2-56 x 1/8 x2



3





STEPS 1-3 ASSEMBLED RIGHT

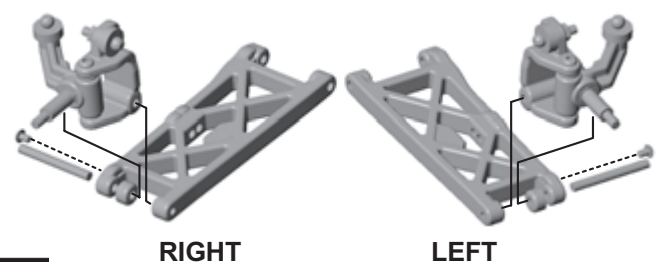
STEPS 1-3 ASSEMBLED LEFT



4

BAG B





- x2  9578 A-arms, front
-  x2 9580 Spacer
-  x2 9645 B. H. Screw 2-56 x 1/8
-  x2 2242 Hinge Pin, front outer

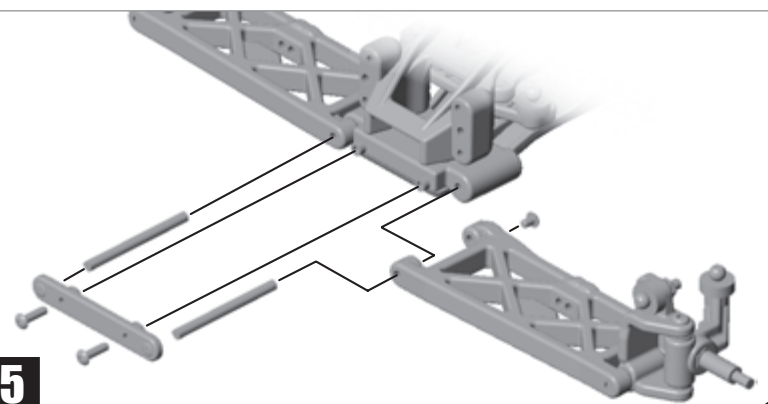


RIGHT






LEFT


4

- x1  9564 Front Hinge Pin Brace
-  x2 2242 Hinge Pin, front inner
-  x2 9645 B. H. Screw 2-56 x 1/8
-  x2 4334 B. H. Screw 2-56 x 5/16



5



-  x2 6272 Dust Cover, foam
-  x2 6273 Ball End, long, silver
-  x2 9630 washer
-  x2 6295 4-40 nut
-  x1 9568 Front Shock Tower

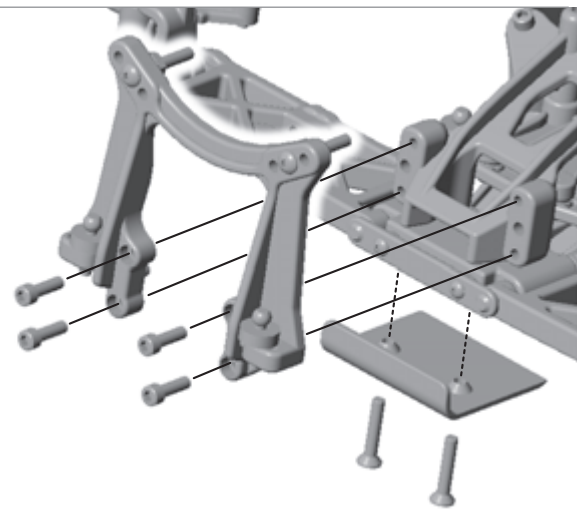
-  x2 7413 B.H. Screw 4-40 x 3/4

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



6

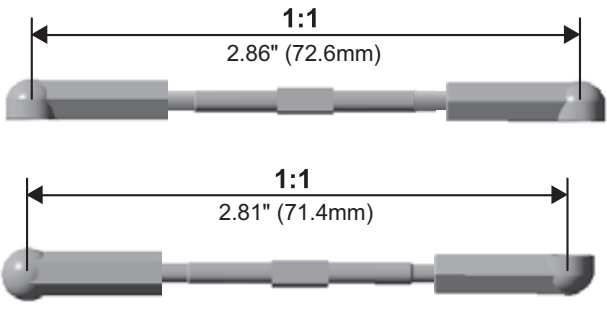
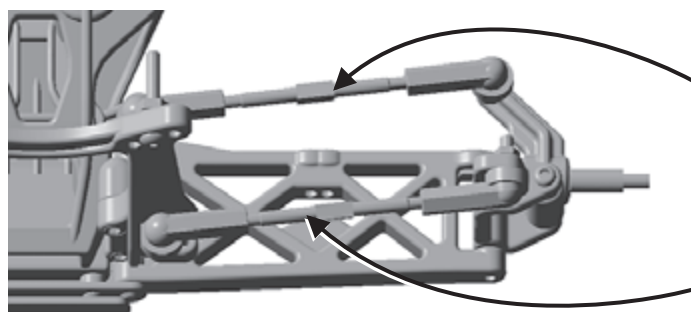
-  x1 9562 Front Bumper
-  x4 6924 S. H. Screw 4-40 x 3/8
-  x2 6915 F. H. Screw 4-40 x 5/8



7

-  x4 6263 2.06" Turnbuckle
-  x8 7230 Ball Cup, large

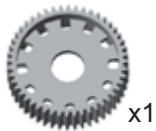
x2



8

5

BAG C



7664
Diff Gear, 52T

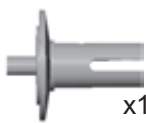
◀1:1▶
● x12

6581
Carbide Diff Balls
3/32



Fill ball holes
with Stealth lube

1



7668
Diff Outdrive
Hub, left

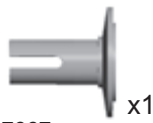


7666
Diff Ring



Apply Stealth lube
to rim

2



7667
Diff Outdrive
Hub, right

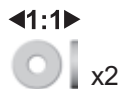


7666
Diff Ring



Apply Stealth lube
to rim

3



6573
Thrust Washer

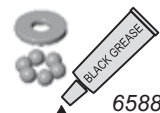
◀1:1▶
● x6

6574
Diff Thrust Ball,
5/64



6575
Diff Thrust Bolt

Apply Black Grease
to washer to hold balls
in place



4



5



6589
Ball Bearing,
5/16 x 5/32



6



6575
Locking T-nut



6582
Diff Thrust Spring



7



6575
Diff Cover



8

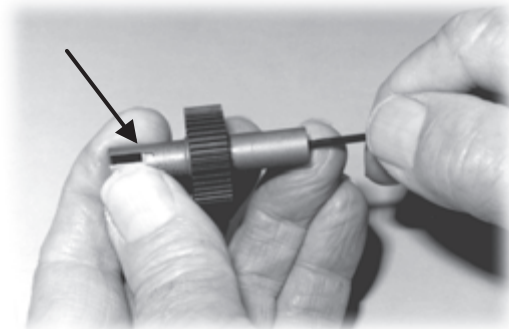
Compress spring first.



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

3977 Ball Bearing, 3/16 x 3/8 x1

 3976 Ball Bearing, 3/8 x 5/8 x1

 9574 Transmission Case, right x1

10

3977 Ball Bearing, 3/16 x 3/8 x1

 3976 Ball Bearing, 3/8 x 5/8 x1

 9574 Transmission Case, left x1

11

9601 Top Shaft x1

 9602 Top Shaft Spacer x1

12

9360 Idler Gear x1

 9361 Idler Gear Shaft x1

 3977 Ball Bearing, 3/16 x 3/8 x2

13

6928 S.H. Screw 4-40 x 1 x3

 6925 S.H. Screw 4-40 x 1/2 x1

 7337 washer x3

Diff adjustment screw is on this end

14

9600 Motor Plate x1

 9587 Wing Mount, left & right x2

 3929 S.H. Screw 4-40 x 1.25 x1

right wing mount left wing mount

solid on one side hollow on both sides

locking adhesive

solid side here right wing mount

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

Do not tighten this screw until page 9 step D8.

15

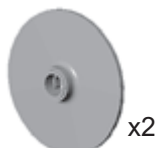
9651 Spur Gear, 81T x1

 9603 Slipper Pad x2

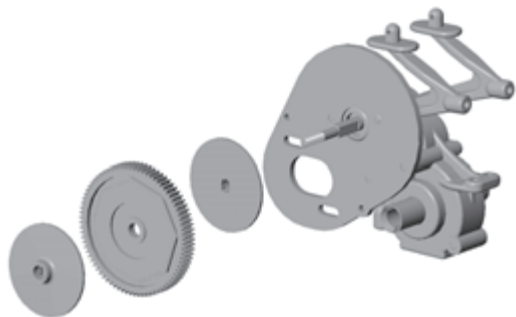
Press pads into spur gear.

16

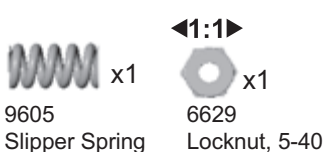
BAG C



9604 Slipper Hub



17



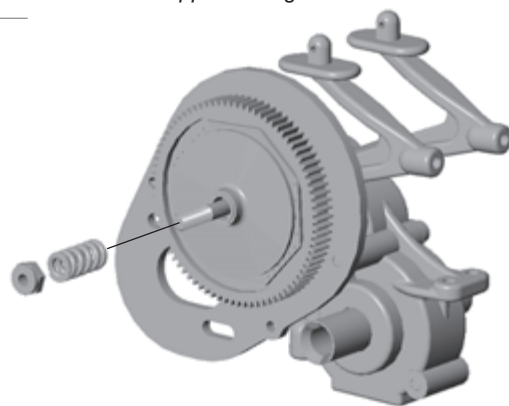
9605 Slipper Spring



6629 Locknut, 5-40

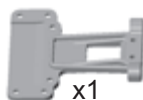
Install locknut until even with end of shaft. Then tighten 4 turns for kit slipper setting.

Compress spring first.



18

BAG D



9570 Rear Chassis Plate



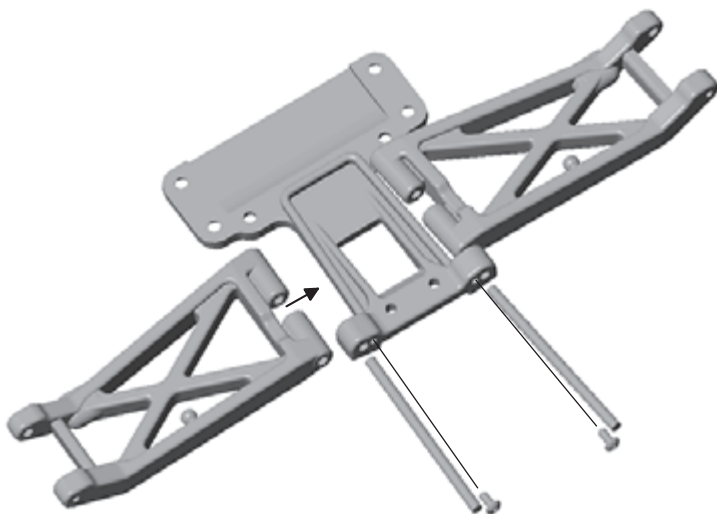
9582 Rear A-arms, left and right



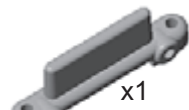
2242 Hinge Pin, rear inner



9146 B. H. Screw 2-56 x 3/16



1



9571 Rear Arm Mount



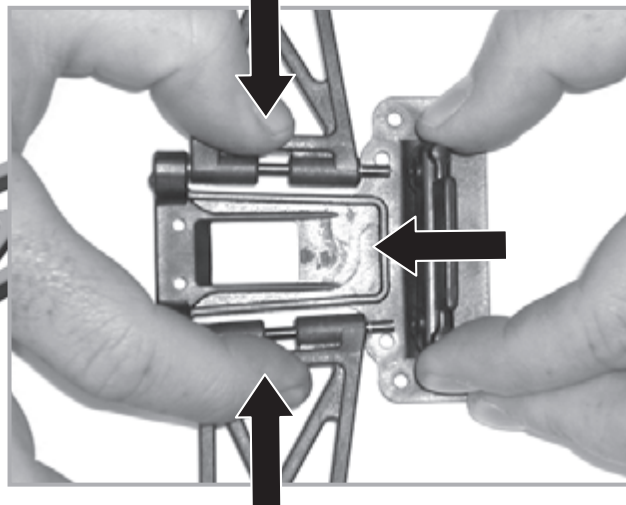
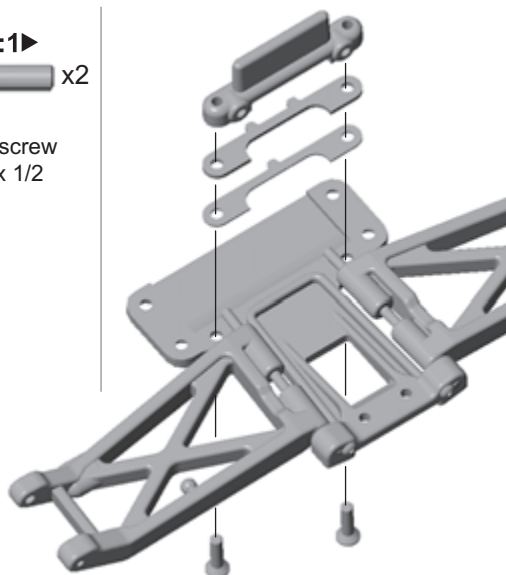
9269 F. H. screw 5-40 x 1/2



9571 Anti-squat Shim, 1 deg.



9571 Anti-squat Shim, 2 deg.

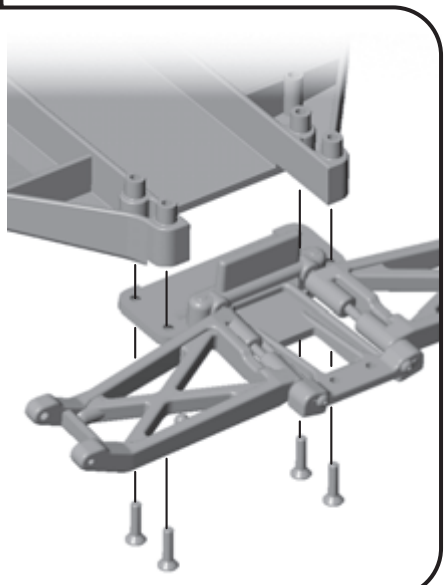


8

2

BAG D

- ◀1:1▶
9269
S. H. screw,
5-40 x 1/2 x4

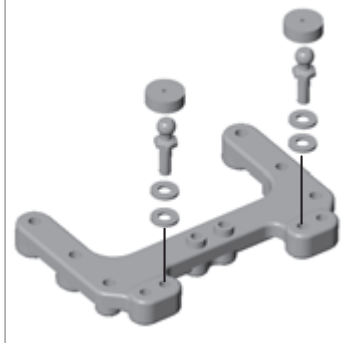
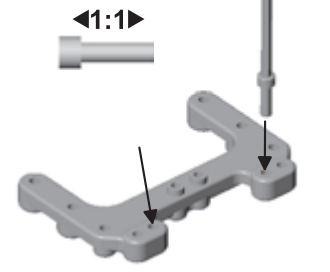


3

- ◀1:1▶
6272
Dust Cover,
foam x2
- 9564
Brace x1

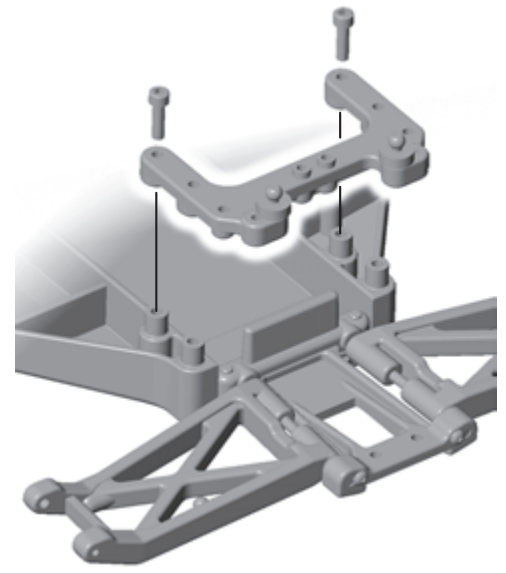
Pre-tap holes with a #6924 screw for easier ball end installation

- ◀1:1▶ x2
6273
Ball End,
long
- ◀1:1▶
9630
washer x4



4

- ◀1:1▶ x2
9643
S. H. Screw
5-40 x 7/16



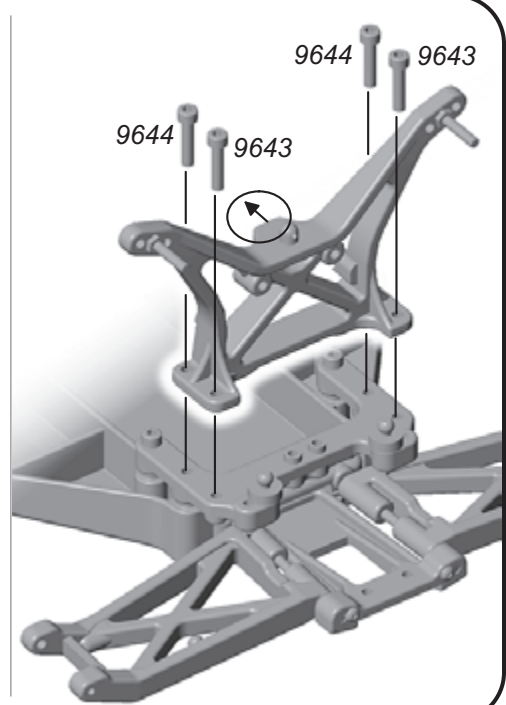
5

- ◀1:1▶ x2
7413
B. H. screw,
4-40 x 3/4
- ◀1:1▶ x2
7260
4-40 nut
- 9572
Rear Shock Tower x1



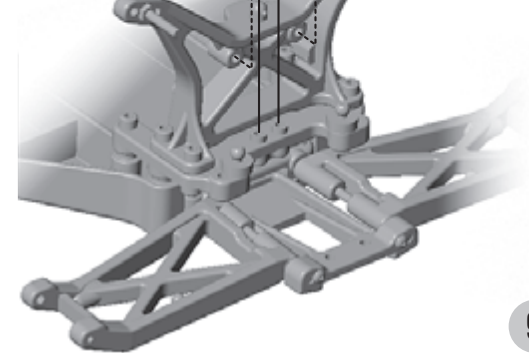
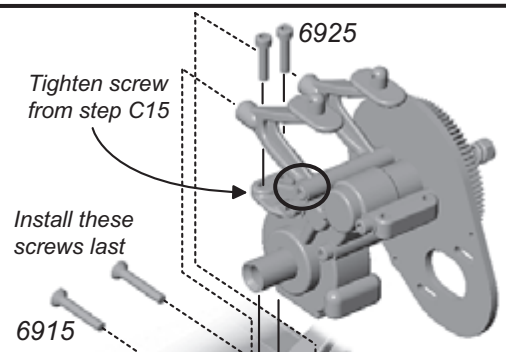
6

- ◀1:1▶ x2
9644
S. H. screw,
5-40 x 9/16
- ◀1:1▶ x2
9643
S. H. screw,
5-40 x 7/16



7

- ◀1:1▶ x2
6925
S. H. screw,
4-40 x 1/2
- ◀1:1▶ x2
6915
F. H. screw,
4-40 x 5/8

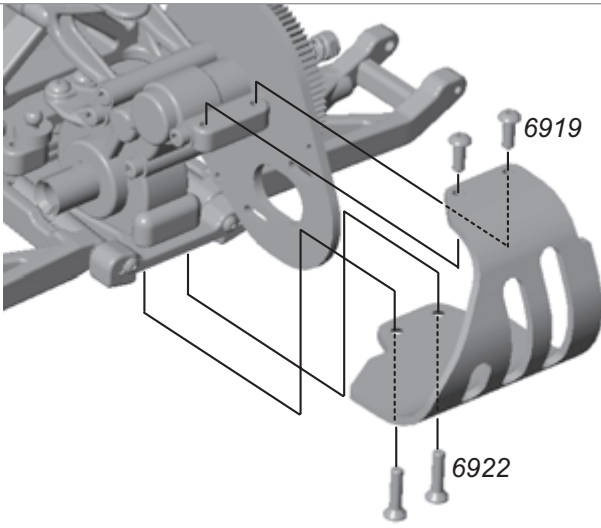


8

9

BAG D

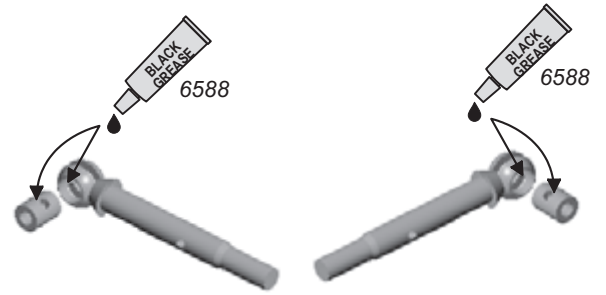
- 1:1** 6919 x2
B. H. screw, 4-40 x 5/16
- 1:1** 6922 x2
F. H. screw, 4-40 x 1/2
- 9575 x1
Motor Guard



9

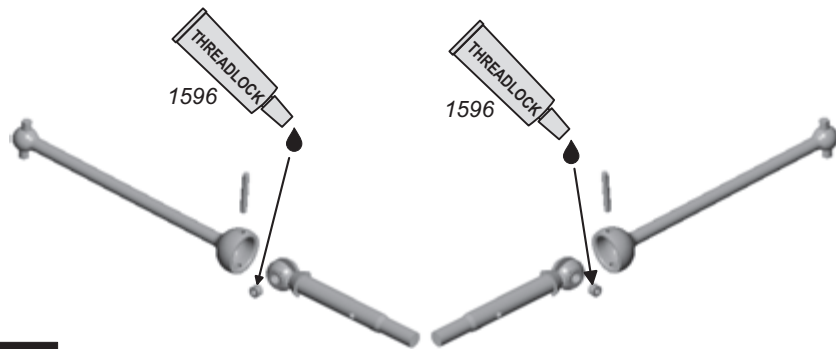
BAG E

- 9598 x2
MIP CVD Axle
- 7381 x2
CVD Coupling



1

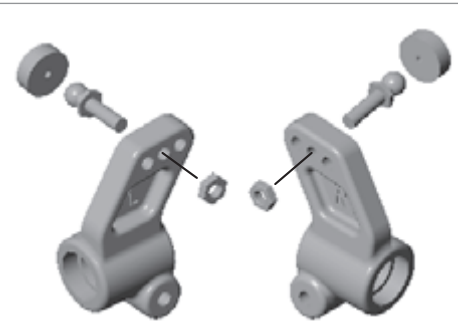
- 9597 x2
CVD Bone
- 1:1** 7381 x2
CVD Cross Pin
- 1:1** 7381 x2
Set Screw



2

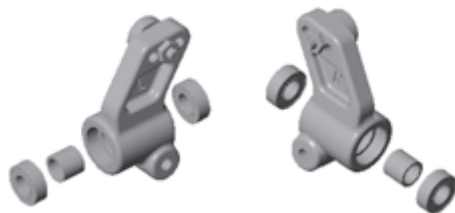
- 1:1** 6272 x2
Dust Cover, foam
- 1:1** 3858 x2
Ball End, black
- 9584 x1
Rear Hub Carriers, left and right

- 1:1** 7260 x2
Plain Nut



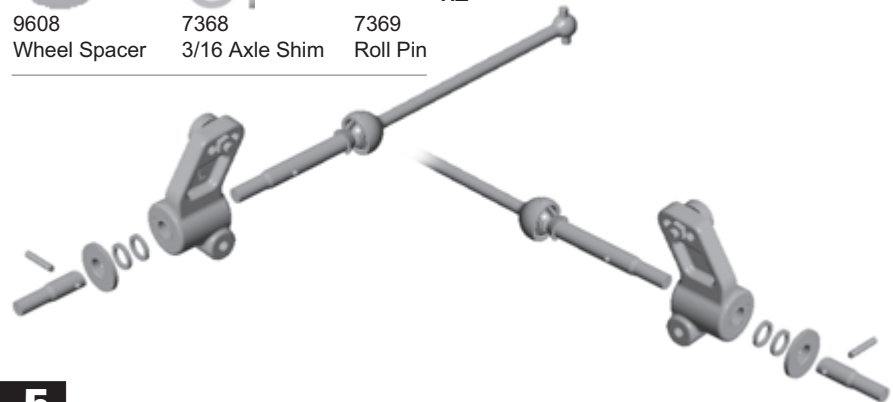
3

- 1:1** 7377 x2
Bearing Spacer
- 1:1** 3977 x4
Ball Bearing, 3/16 x 3/8



4

- 1:1** 9608 x2
Wheel Spacer
- 1:1** 7368 x4
3/16 Axle Shim
- 1:1** 7369 x2
Roll Pin



5

10

BAG E

x2

◀1:1▶

9622 x1

9622 Hinge Pin, rear outer

◀1:1▶

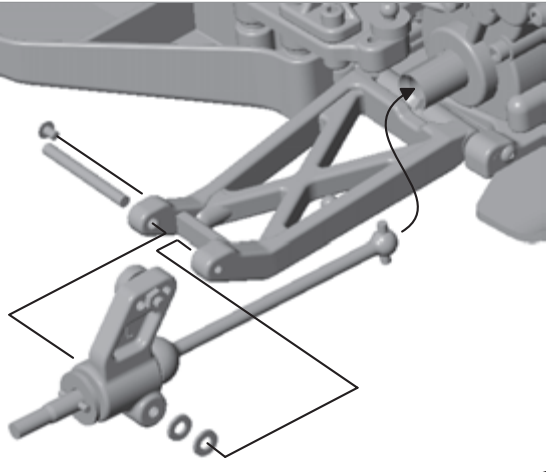
x1

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

◀1:1▶

x2

4187 Spacer



6

x2

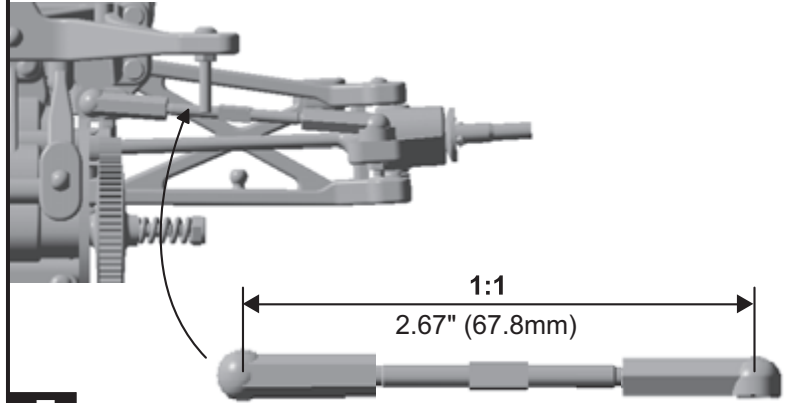
◀1:1▶

x1

6263 Turnbuckle, 2.06"

x2

7230 Ball Cup



7

BAG F

Front x2

6440 x1

6440 Clamp

◀1:1▶ x1

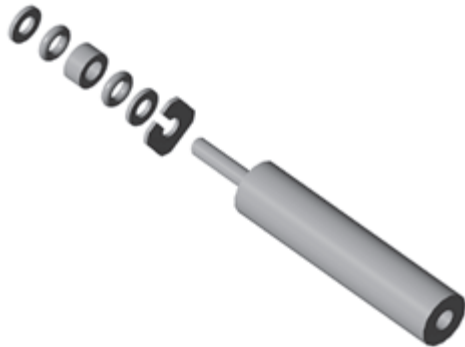
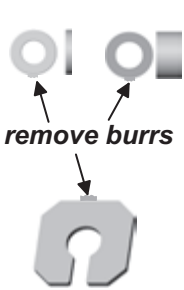
6440 Thick Washer

◀1:1▶ x2

6440 Thin Washer

◀1:1▶ x2

5407 Red O-ring



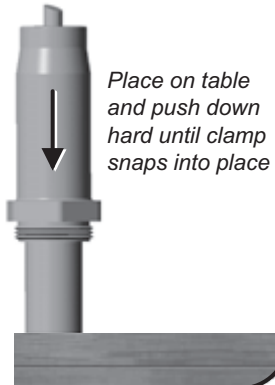
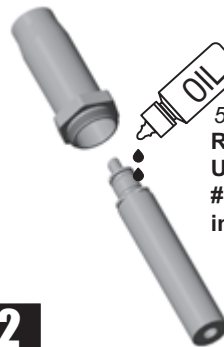
1

◀1:1▶

x1



9310 Front Shock Body hard anodized

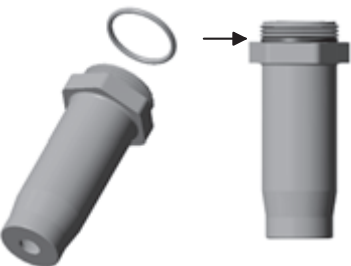


2

Front x2

◀1:1▶ x1

6469 Shock Cap O-ring



3

Front x2

◀1:1▶ x2

6299 E-clip

◀1:1▶ x1

6465 Shock Piston #2

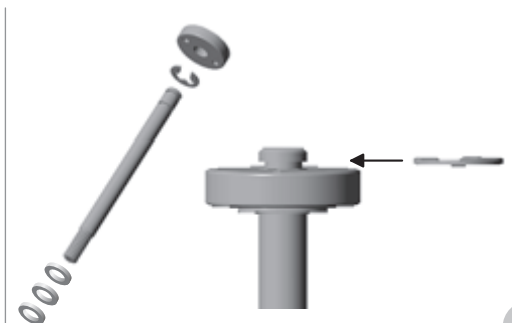
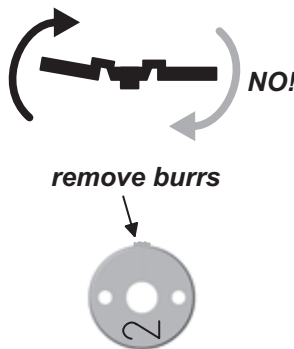
◀1:1▶

x1

6460 Shock Shaft, .71 stroke

◀1:1▶ x3

6466 Shock Downstop (Limiter), 1/32



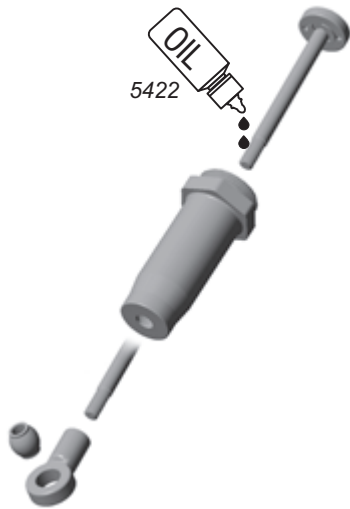
4

11

BAG F

Front x2

- x1
7217
Pivot Ball
- x1
7217
Eyelet

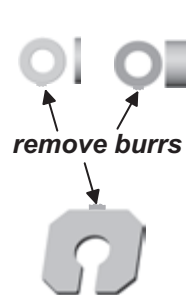


5

BAG F

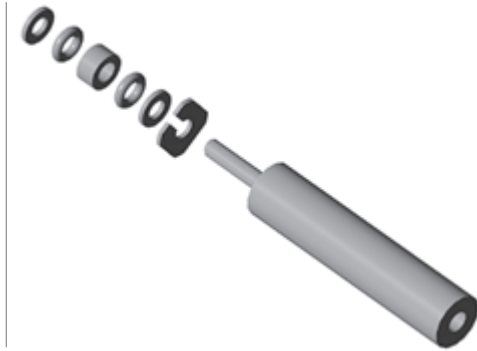
Rear x2

- x1
6440
Clamp
- x1
6440
Thick Washer
- x2
6440
Thin Washer
- x2
5407
Red O-ring



6

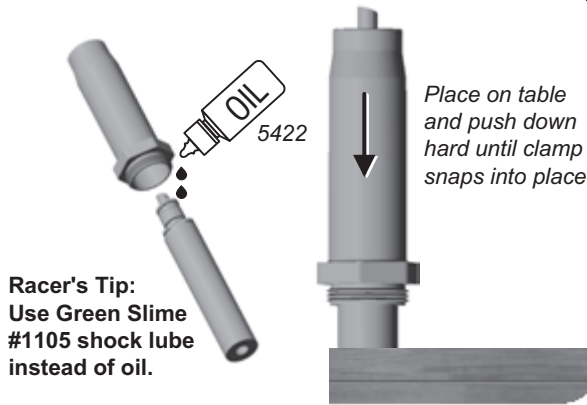
REAR SHOCKS



BAG F

Rear x2

- x1
9661
Rear Shock Body
hard anodized



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

7

Rear x2

- x1
6469
Shock Cap O-ring



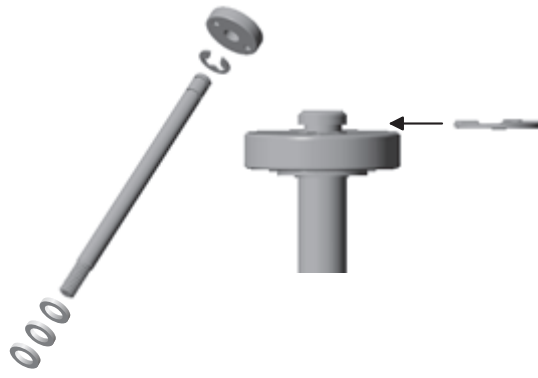
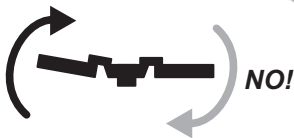
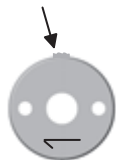
8

Rear x2

- x2
6299
E-clip
- x1
6465
Shock Piston #1
- x1
6459
Shock Shaft, 1.02 stroke
- x3
6466
Shock Downstop
(Limiter), 1/32



remove burrs



9

Rear x2

- x1
7217
Pivot Ball
- x1
7217
Eyelet



10

BAG F

5422

OIL

Fill to top with oil

11

Move shaft up and down to remove air bubbles

12

5422

OIL

Fill to top with oil

13

Push the shaft in

14

5422

OIL

6428 Shock Cap, molded x4

1 Fill cap with oil

2 Retain oil as you screw cap on

15

Tightening your shock cap

Move the shock shaft in and out a few times. Then push it all the way in

16

The shaft should push itself out by the amount shown

1/4" to 3/8"
(6.3mm - 9.5mm)

17

If the shaft does not push out that far, do steps 15-17 again

A

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

Front x2

6475 Spring Collar x1

6494 Spring, green x1

8846 Preload Spacer, 1/4" x2

6475 Spring Cup x1

4 Install spring then compress to insert cup

18

Rear x2

6475 Spring Collar x1

6478 Spring, silver x1

8846 Preload Spacer, 1 each of .02, .03, .06

6475 Spring Cup x1

4 Install spring then compress to insert cup

19

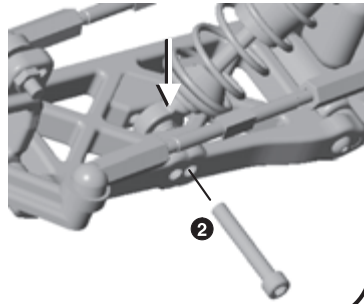
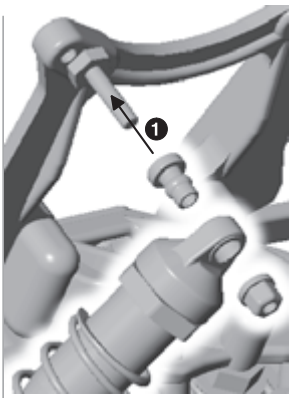
BAG F

Front x2

◀1:1▶
 6472
 4-40/5-40 Plastic Nut

6473
 Shock Bushing

◀1:1▶ x1
 7738
 S.H. Screw
 4-40 x 7/8

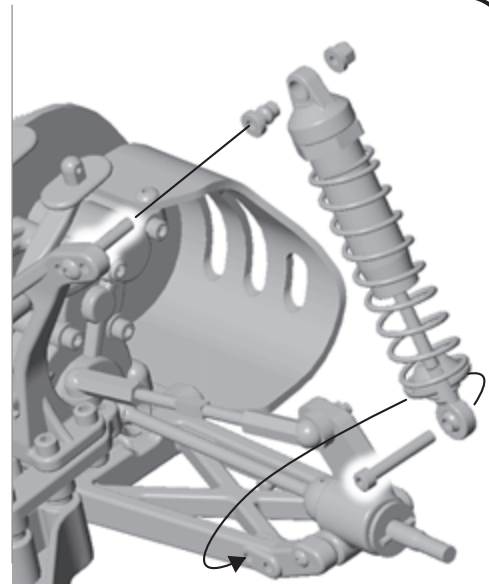


Rear x2

◀1:1▶
 6472
 4-40/5-40 Plastic Nut

6473
 Shock Bushing

◀1:1▶ x1
 6925
 S.H. Screw
 4-40 x 1/2



20

21

BAG G

1
FIND YOUR SERVO TYPE



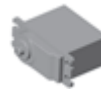
2
SELECT YOUR SPACER(S)



3
SELECT YOUR SERVO HORN



1
STEERING SERVO TYPE
(Steering servo is sold separately)



2

**#7337
 SPACER**

3

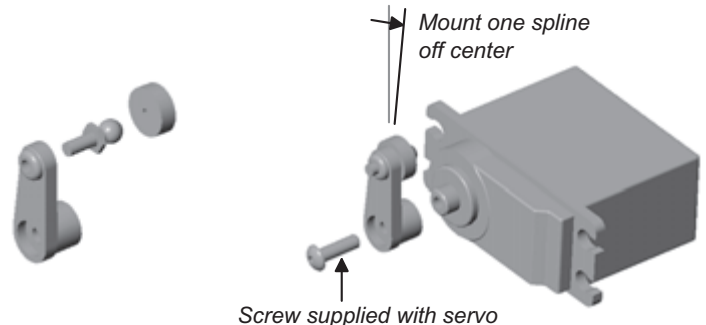
**#9180
 SERVO
 ARM**

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▶
 6272
 Ball End Dust Cover



9180
 Servo Horn



◀1:1▶
 3858
 Ball End, black

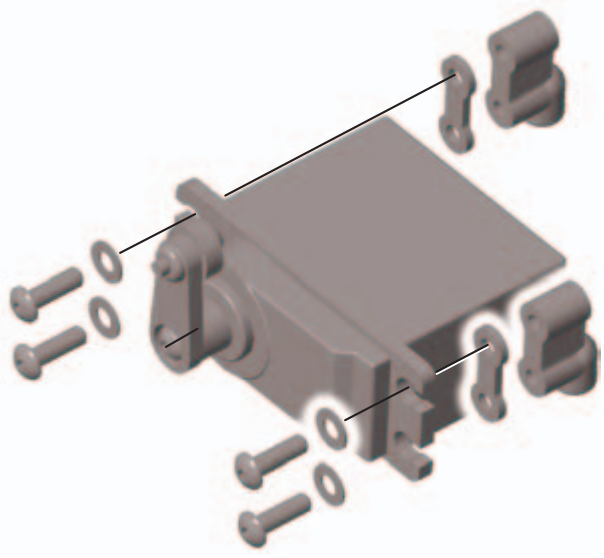




2

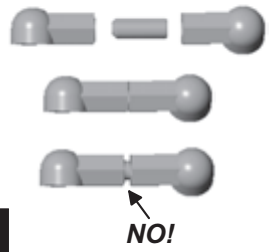
16

-  x2
-  x0 or x2

-  x4
-  x4



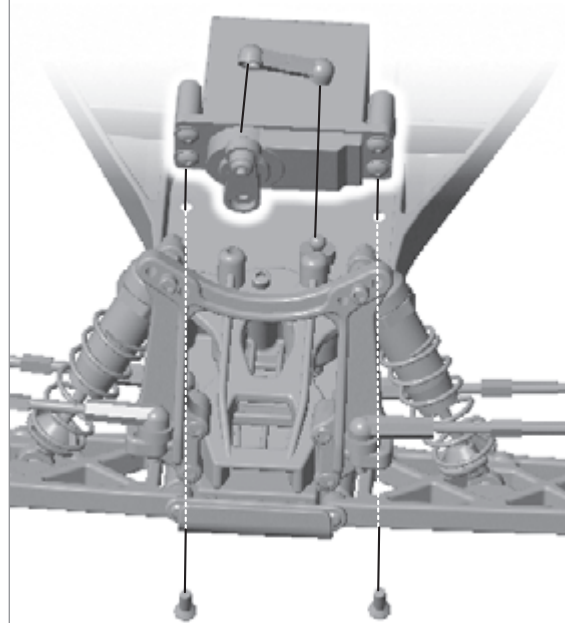
-  x2
- 9170 Servo Link Cup
-  x1
- 9170 Servo Link





3

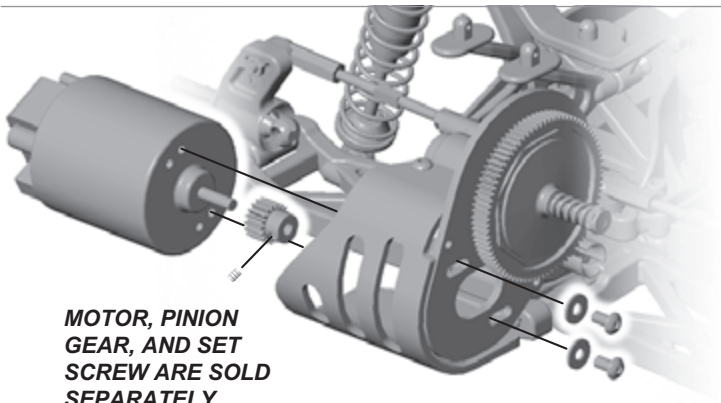
4

-  x2
- 7673 F. H. Screw 4-40 x 5/16



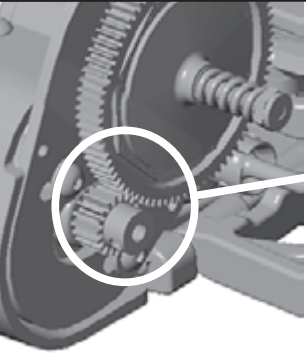
5

-  x2
- 3934 B.H. screw 4-40 x 3/16
-  x2
- 6936 Washer



MOTOR, PINION GEAR, AND SET SCREW ARE SOLD SEPARATELY

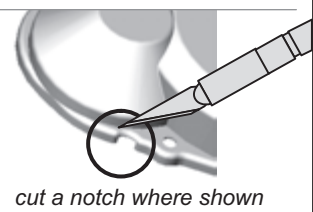
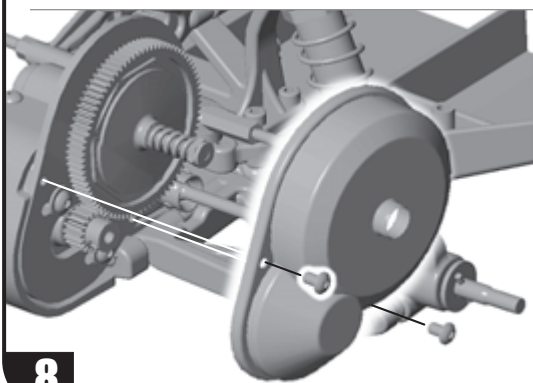
6



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 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

-  x2
- 6920 B.H. screw 4-40 x 3/16
-  x1
- 9609 Gear Cover

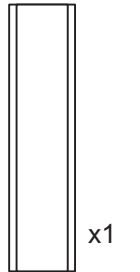


cut a notch where shown

8

17

BAG G



x1

6727 Servo Tape double-sided

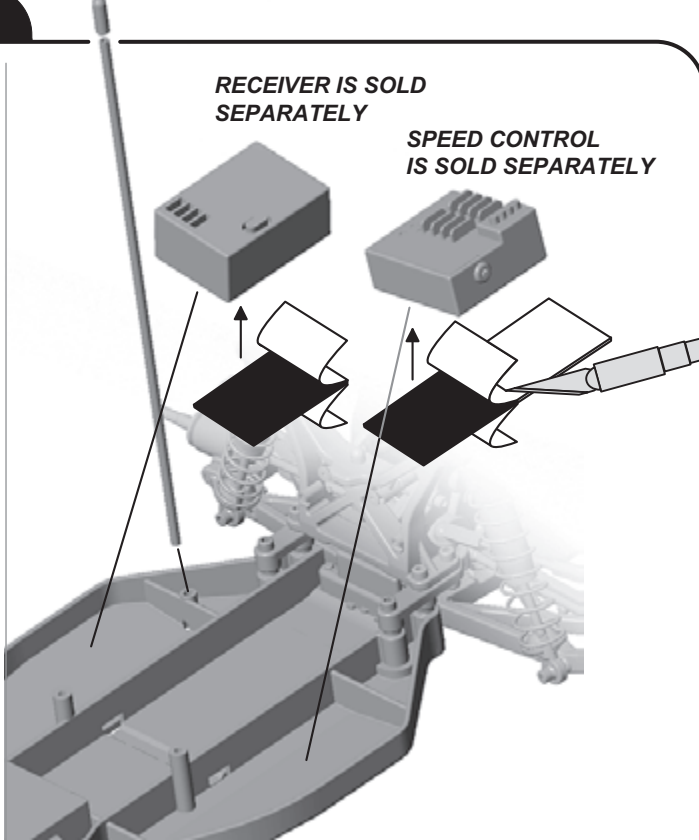


x1

6338 Antenna and Antenna Cap

RECEIVER IS SOLD SEPARATELY

SPEED CONTROL IS SOLD SEPARATELY



10

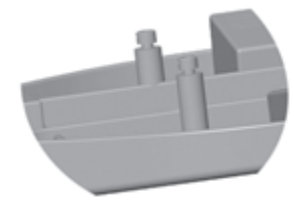
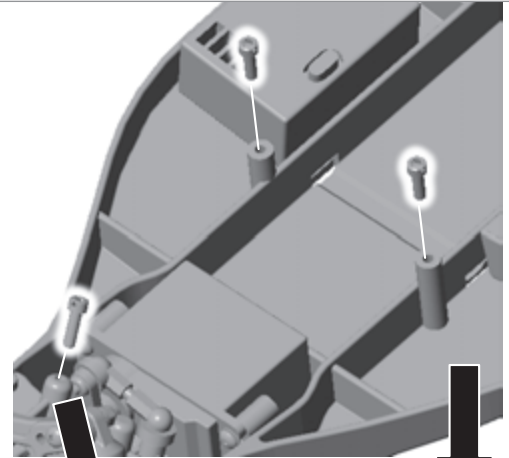
◀1:1▶



x3

6929

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

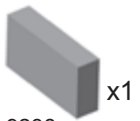


11



x2

6332 Body Clip



x1

9238 Battery Spacer Block

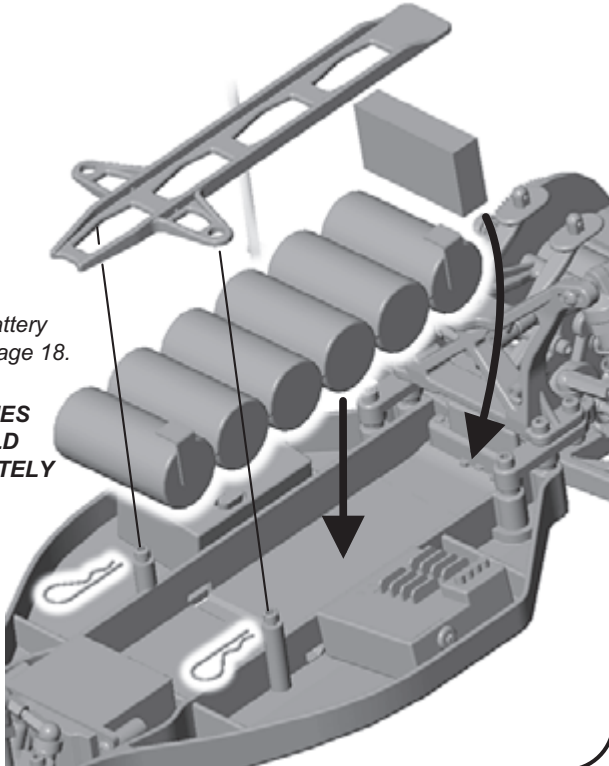


x1

9585 Battery Holddown Strap

If you need help on assembling your battery pack, please see page 18.

BATTERIES ARE SOLD SEPARATELY



12

BAG H



x2

9588 Front Wheel



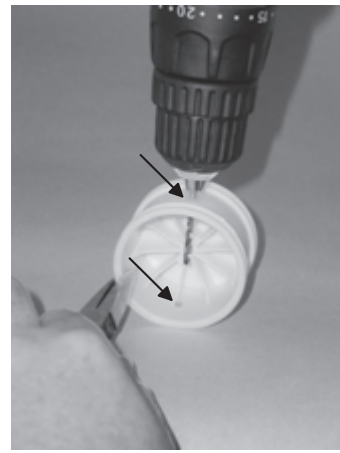
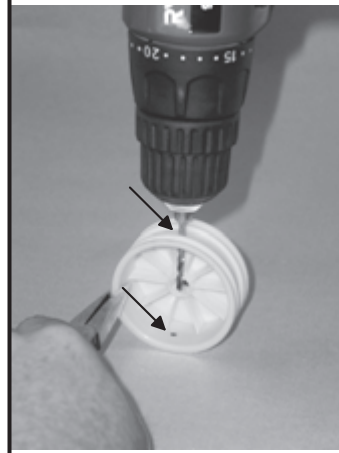
x2

9589 Rear Wheel

To vent your tires, please use a drill or hobby knife to make two .12 holes in each wheel where shown

FRONT

REAR

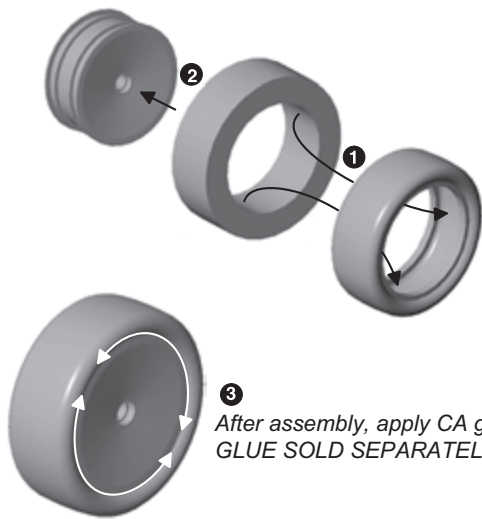


1

BAG H

Front x2

- 9588 Front Wheel x1
- 9591 Front Tire x1
- 9591 Front Insert x1

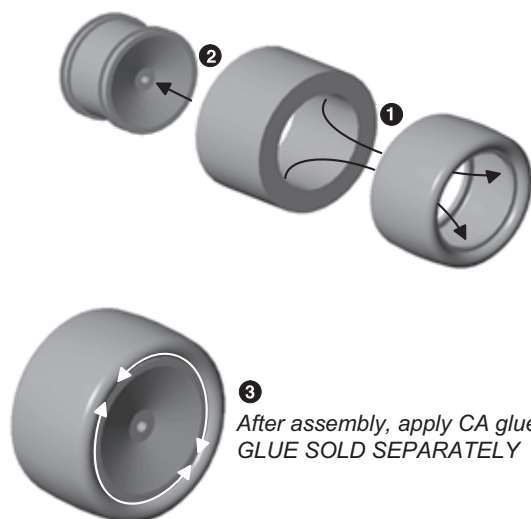


After assembly, apply CA glue.
GLUE SOLD SEPARATELY

2

Rear x2

- 9589 Rear Wheel x1
- 9590 Rear Tire x1
- 9590 Rear Insert x1

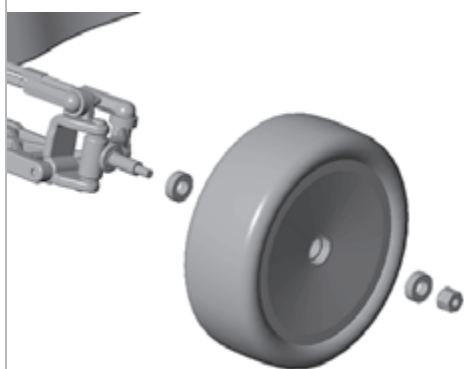


After assembly, apply CA glue.
GLUE SOLD SEPARATELY

3

Front x2

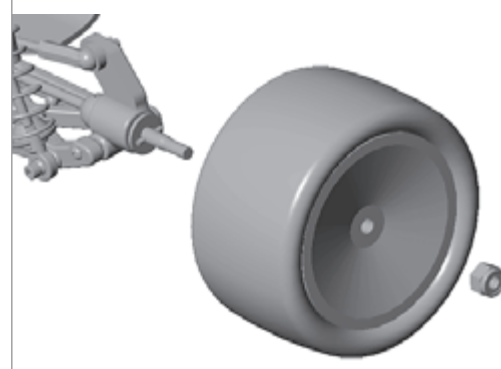
- 6222 4-40/5-40 locknut x1
- 3977 3/16 x 3/8 ball bearing x2



4

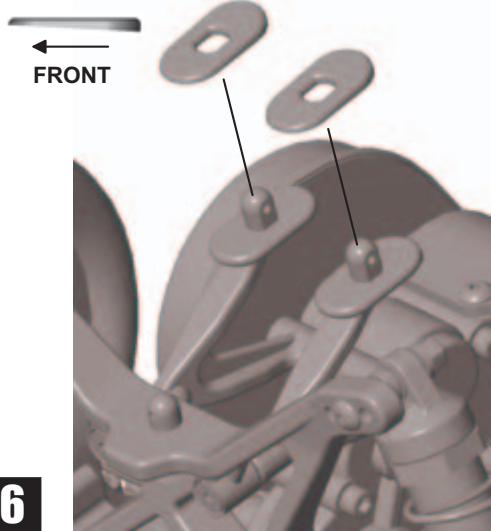
Rear x2

- 3438 8-32 Alum. Locknut x1



5

- 9587 Wing Angle Shim x2



6

- 6332 Body Clip x4

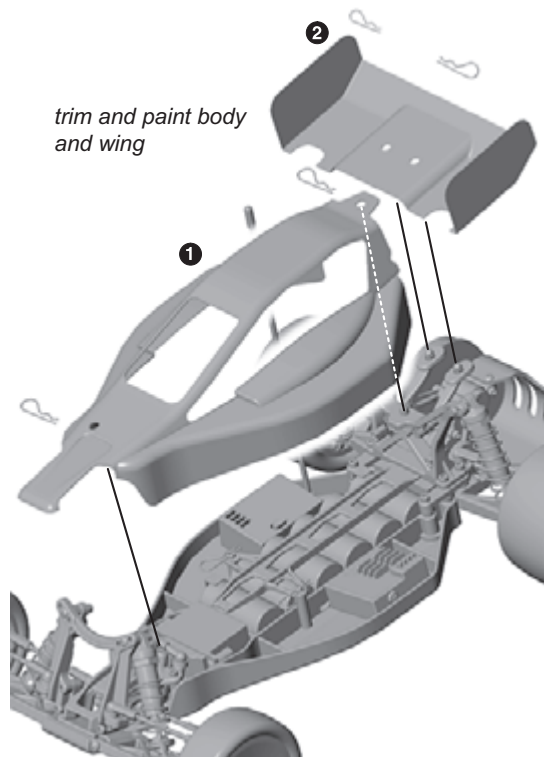


- 9614 Body & Wing

- 9666 Wing x1

7

trim and paint body and wing



19

FINAL ADJUSTMENTS

RADIO ADJUSTMENTS

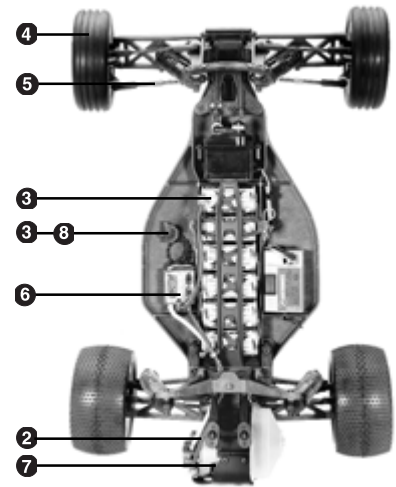
Use the following steps to make the final adjustments on your car.

1. Turn the transmitter on.
2. Make sure the motor is disconnected.
3. Connect your battery pack and turn the power switch on.
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 #9576 steering rack is centered under the top plate. Then, using the two steering

Make these adjustments before you drive the buggy

turnbuckles, adjust the front wheels so they are pointing straight ahead.

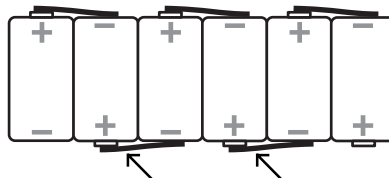
6. Adjust the ESC (electronic speed control) according to the speed control manufacturer's instructions. *Some manufacturers have the motor connected during adjustment and some do not.* Now turn the power switch off.
7. Connect the motor. Place your car on a block or car stand so that all four wheels 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**.



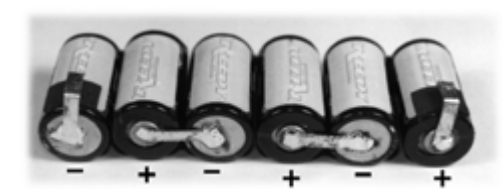
ASSEMBLE BATTERY PACK

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 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
36° stock	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

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

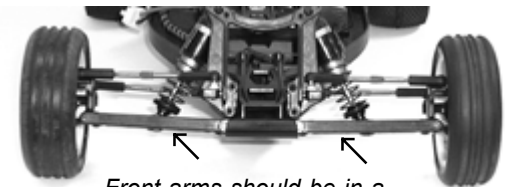
Toe-in describes the angle of the front tires when viewed from the top. With toe-in, the front of the tires point inward.

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-load 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 3° , 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

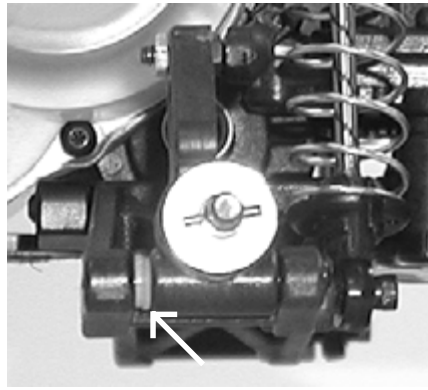
REAR CAMBER

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

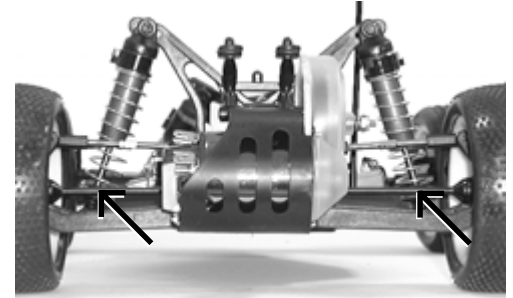
ANTI-ROLL BAR

The optional #9635 B4 rear anti-roll bar kit (also called the “swaybar”) 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.



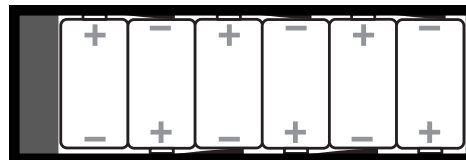
Dogbones should be in a straight line when ride height is set as “dogbones level”

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

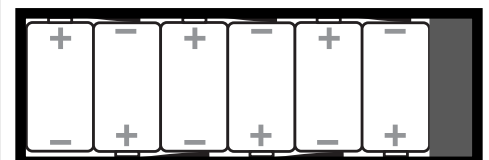
REAR



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.



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 _____

AXLE HEIGHT up middle down

CASTER 20° 25° 30°

STEERING BLOCK trailing inline

FRONT SHOCKS OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT unobtainium STD # LIMITERS _____

FRONT TIRES & WHEELS

FRONT TIRES _____

INSERTS _____ WHEELS _____

TRACTION COMPOUND _____

REAR SHOCK MOUNTING & CAMBER LINK

RIDE HEIGHT _____

ANTI-SQUAT 0° 1° 2° 3°

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

WHEELBASE long medium short

REAR SHOCKS OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT unobtainium STD # LIMITERS _____

REAR TIRES & WHEELS

REAR TIRES _____

INSERTS _____ WHEELS _____

RADIO/BATTERIES

RADIO _____ SERVO _____

ESC _____

DRAG BRAKE _____ INIT 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 _____

WE RECOMMEND REEDY POWER FOR THE **B4!**

REEDY MOTOR



The successor to Reedy's 'Ti' modified!

- New Quad-Magnet force-field--latest C4 magnet technology!
- Capacitors already installed.
- Max-field 1.4mm can, vented for cool running.
- Mid-size (9mm) comm: more copper for better heat dissipation.
- Drill and epoxy balanced
- Laydown "Actron" brushes.

REEDY CHARGER Quasar



AC/DC Chargers for NiCD and NiMH batteries!

- 120 AC, 15V DC switching power supply. Pro version is also available in 240V.
- Pro version has discharge and cycle modes.



AC/DC Ni^{CD} Ni^{MH}

Cycled, matched, and voltage-treated for maximum on-track performance!

- Reedy/Yokomo Gold Peak 3300s.
- Longer run times than most other 3300 NiMH cells.
- 4 and 6 cell versions available.

REEDY BATTERIES

Assembled 3000 cells in convenient stick pack format!

- Cycled, matched, and voltage treated.
- Clear tubes allow you to see the matching info in the package.
- Available in Sanyo and Panasonic configurations.



FOR PRICING AND AVAILABILITY, GO TO: www.RC10.com and click on REEDY