SC10 FACTORY Team

SHORT COURSE

IFMAR WORLD CHAMPIONS 24 TIME

#7034 SC10 Factory Team Kit

KIT
ASSEMBLY REQUIRED

1:10 Scale Electric 2WD Off Road Race Truck Kit Manual & Catalog 4/10

TEAM ASSOCIATED

Designed in California, USA

:: Introduction

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new SC10. Please take a moment to read through it and familiarize yourself with these steps. We are continually changing and improving our designs; therefore, actual parts may appear slightly different than the illustrations. New parts will be noted on supplimentary sheets located in the appropriate parts bags. Check each bag for these sheets before you start to build.

:: SC10 Factory Team Features

- '09 Championship 0.040" polycarbonate Short Course Body with decal kit
- JConcepts Subcultures SCT rear tires with molded foam inserts (1 pr.)
- Ball differential with light-weight outdrives
- Factory Team V2 dual-cap hard anodized shock bodies with threaded collars
- Bleed-screw shock caps
- Carbon fiber battery strap
- CVA joints with pin retainer clips
- Factory Team blue titanium turnbuckles
- Factory Team blue milled motor plate
- Factory Team blue aluminum servo mounts
- Factory Team blue aluminum wheel spacers
- Factory Team blue aluminum hinge pin brace
- Factory Team blue aluminum shock bushings
- Factory Team blue aluminum shock pivot balls
- Factory Team blue aluminum screws for body mounts
- Suspension mounts for 4, 3.5, 3, and 2.5 degrees rear toe included
- 30 degree caster blocks
- Factory Team blue cone washers for top plate
- Ball bearings for steering bellcranks
- Blue aluminum servo saver nut
- Factory Team gold slipper pads
- Gray rear, Red front shock springs
- 3/16" mini locking nuts
- Updated V2 slipper assembly with high-rate spring for a more consistent slipper clutch
- Updated suspension settings ideal for Short Course racing
- Updated chassis and front suspension arms for increased durability
- Updated rear wheels with more drive pin support
- Built on 7-time National Champion RC10 T4 Platform
- KMC style wheels front and rear
- All-terrain front tires with molded inserts
- Realistic bumpers front and rear for maximum durability
- Rubber AE logo mud flaps
- 2.6:1 Ratio Gearbox
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Set-screw to secure antenna tube
- Durable front and rear body mounts with adjustable height
- Complete set of 14 rubber sealed ball bearings
- Fully adjustable caster, camber, and toe-in
- Angled bellcrank "co-planar" steering
- Built in servo saver
- Vertical ball end adjustment, front and rear

:: Additional

Your new SC10 FT kit comes unassembled and requires the following items for completion (refer to catalog section for suggestions):

- R/C two channel surface frequency radio system
- AA-size batteries for transmitter (x8) (#302 alkaline, #303 rechargealble)
- Electronic Speed Control, ESC (#29140, #29141)
- Steering servo (#29166, #29167) • R/C electric motor
- Pinion gear, size determined by type/wind of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 6 cell NiMH battery pack (#700) or 2-3 cell LiPo battery pack (#714)
- Calipers or a precision ruler • Needle nose pliers
- Lexan specific spray paint • Body Scissors (#1737)
- Reamer / hole punch • Cyanacrylate glue (#1597)
- Thread locking compound (#1596)

Tools included:

- Allen wrenches #6950 (.050", 1/16", 3/32", 5/64")
- 2.5mm allen wrench (for motor screws)
- Molded tools #6956
- Camber gauge #1719
- Shock building tool #6429

* 

*These Symbols Indicate a special note or instructions, or a Factory Team replacement part is available.

There is a 1:1 fold out in the back of the manual. Fold it out while building your kit for easy parts sizing!

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

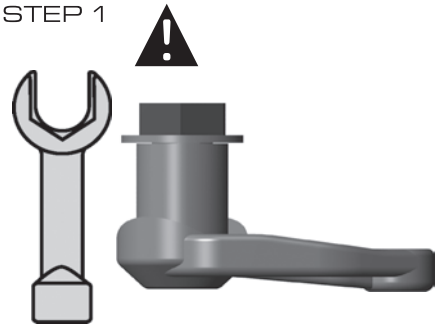
Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

http://www.TeamAssociated.com • http://www.RC10.com • http://twitter.com/Team_Associated • http://bit.ly/AEonFacebook

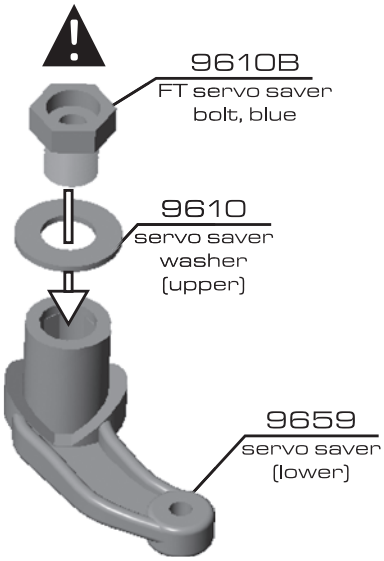
:: Steering Rack Pre-Threading Procedure

BAG A

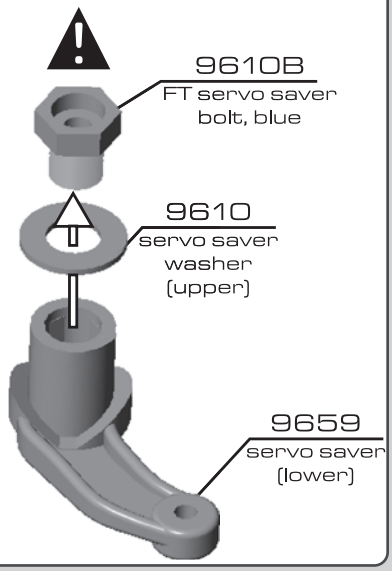
A 1 / 2
STEP 1



With supplied wrench, tighten servo saver bolt gently, **until it hits bottom.** Do not over tighten.

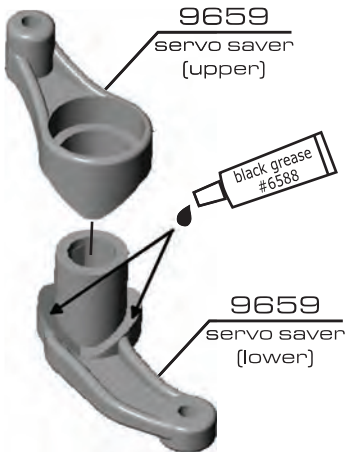


Remove bolt and washer, continue assembly per instructions.



:: Steering Rack Build

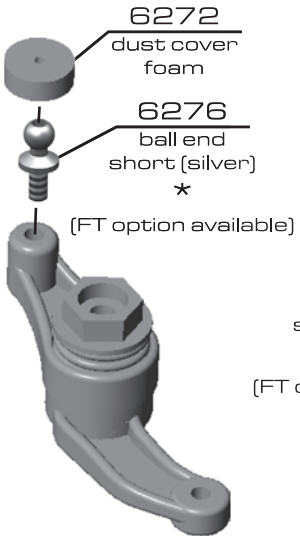
A 2
STEP 2

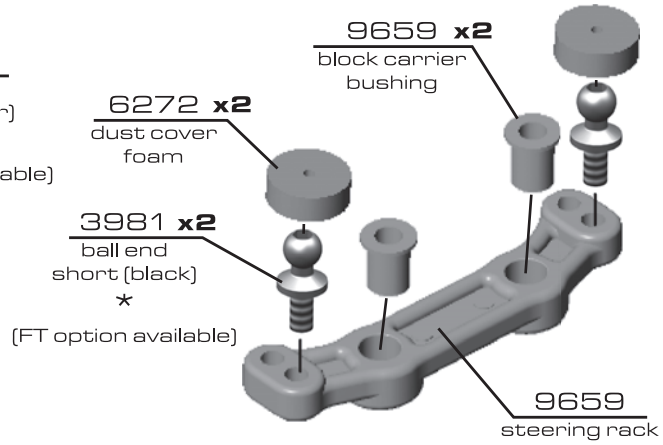


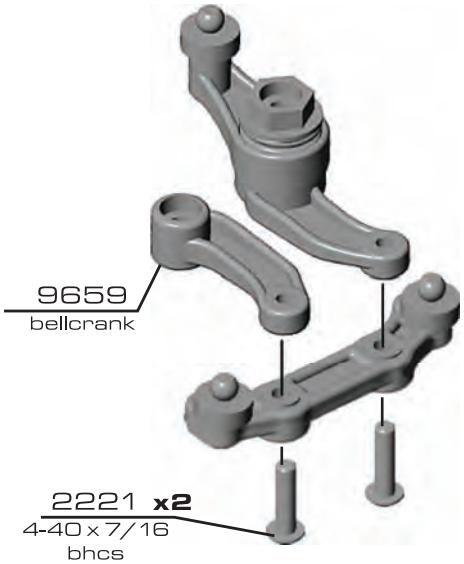
*With supplied wrench, tighten servo saver bolt completely, but take care not to overtighten.

:: Steering Rack Build (cont.)

A 2 / 3
STEP 2

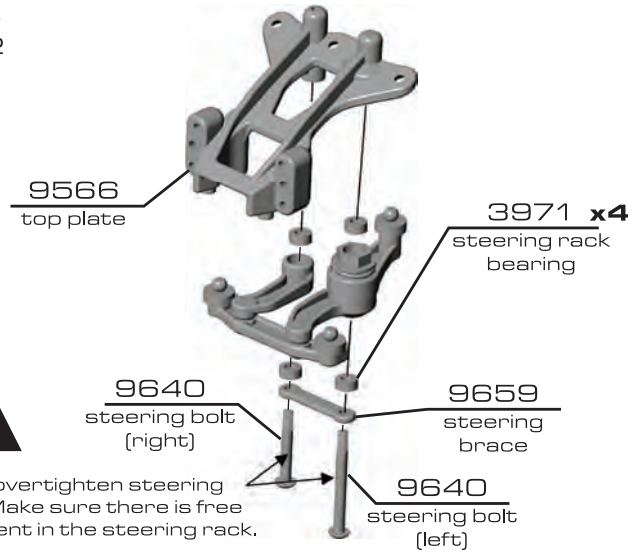




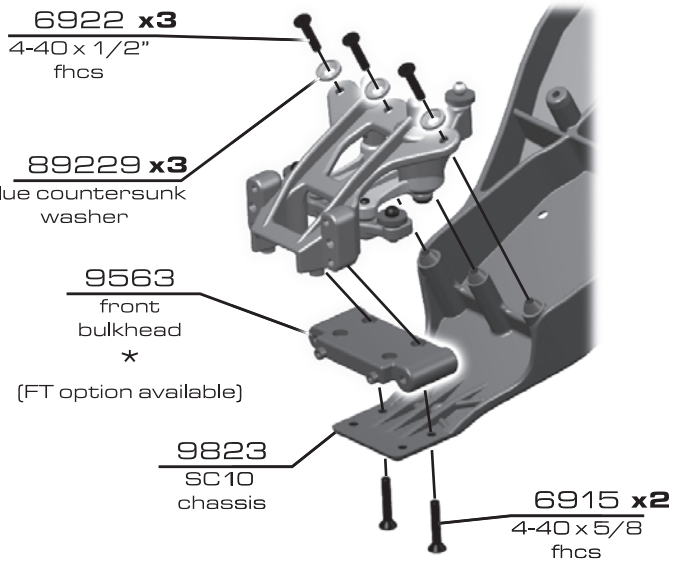


:: Steering Rack Build (cont.)

A 4 / 5
STEP 2



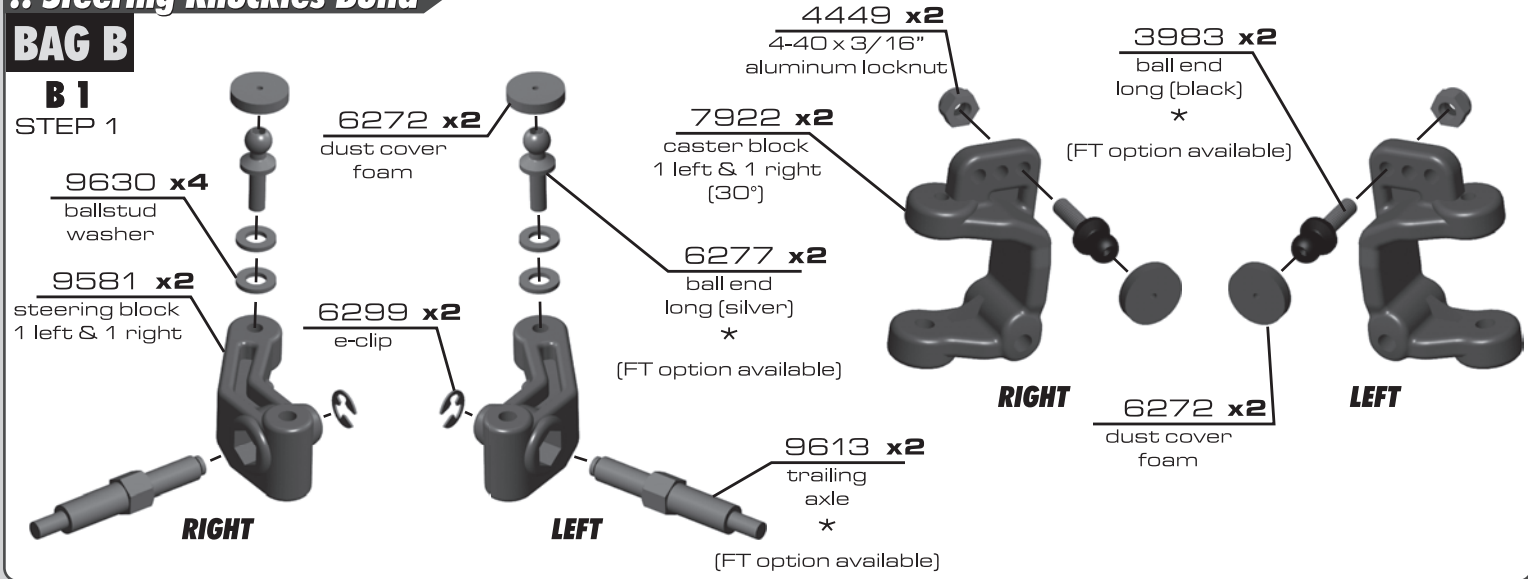
Do not overtighten steering bolts. Make sure there is free movement in the steering rack.



:: Steering Knuckles Build

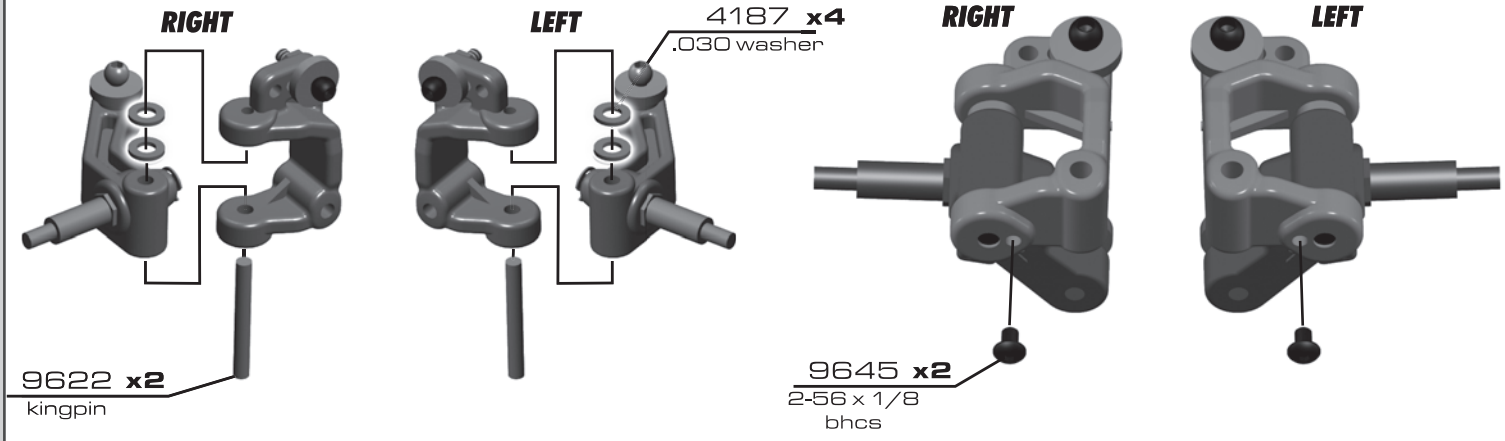
BAG B

B 1
STEP 1



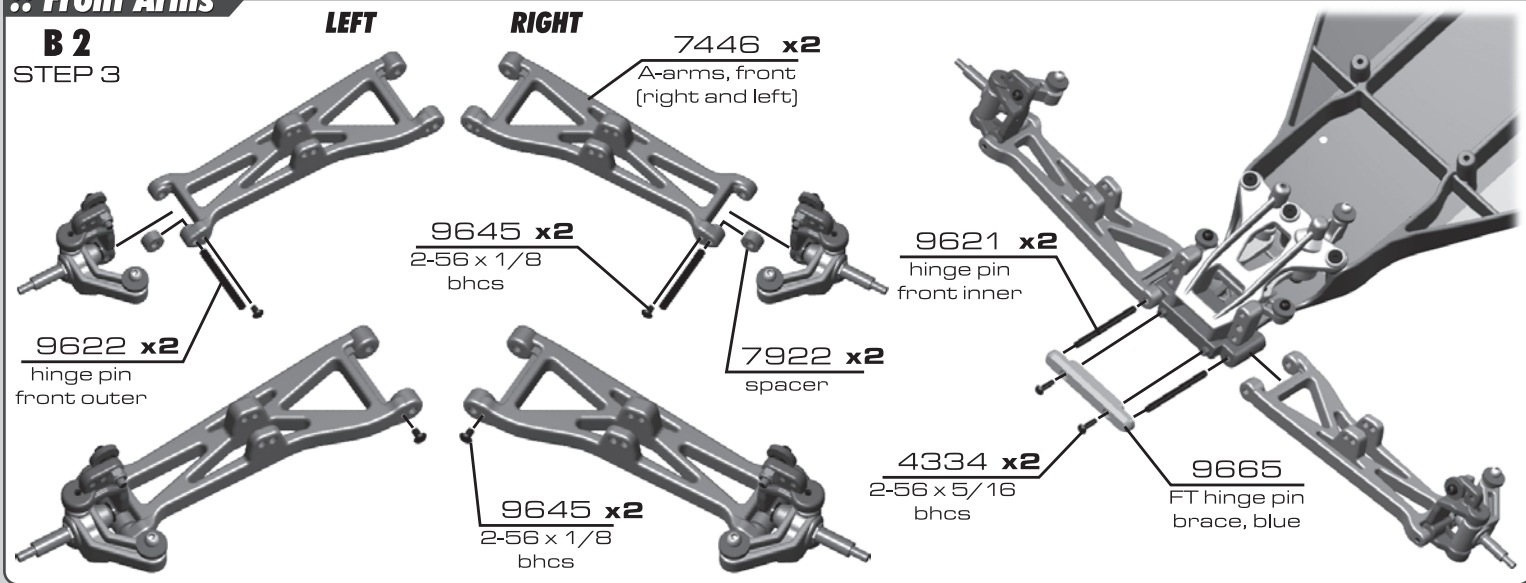
:: Steering Knuckles Build (cont.)

B 2
STEP 2



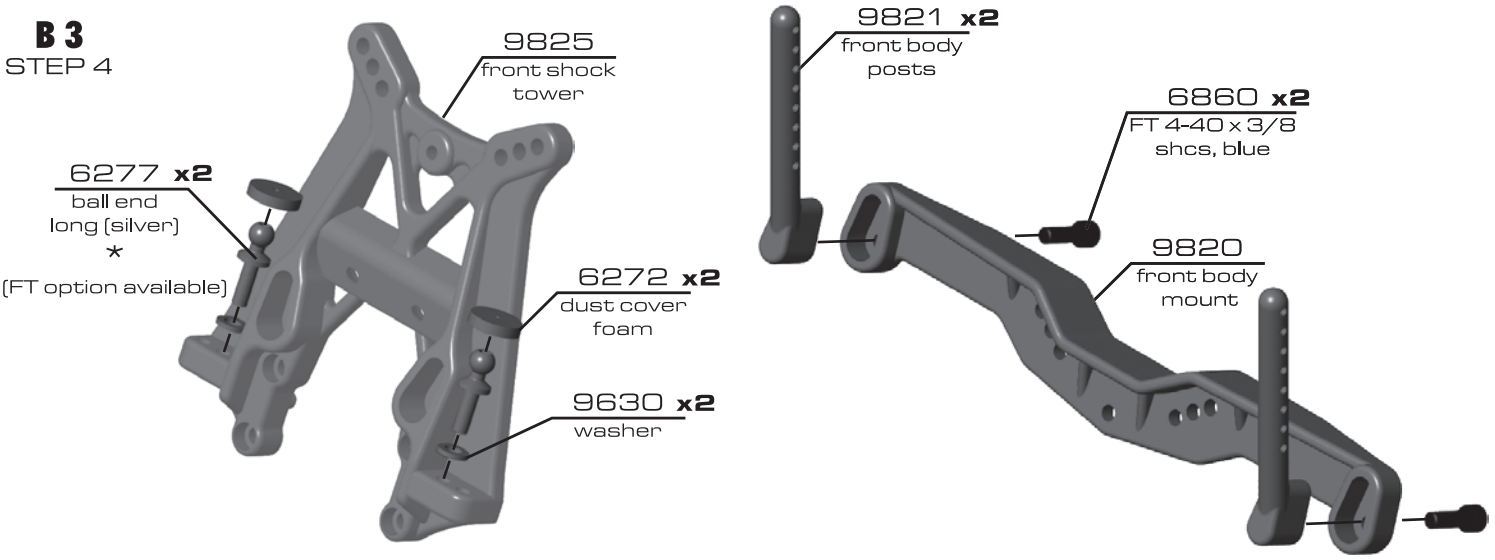
:: Front Arms

B 2
STEP 3



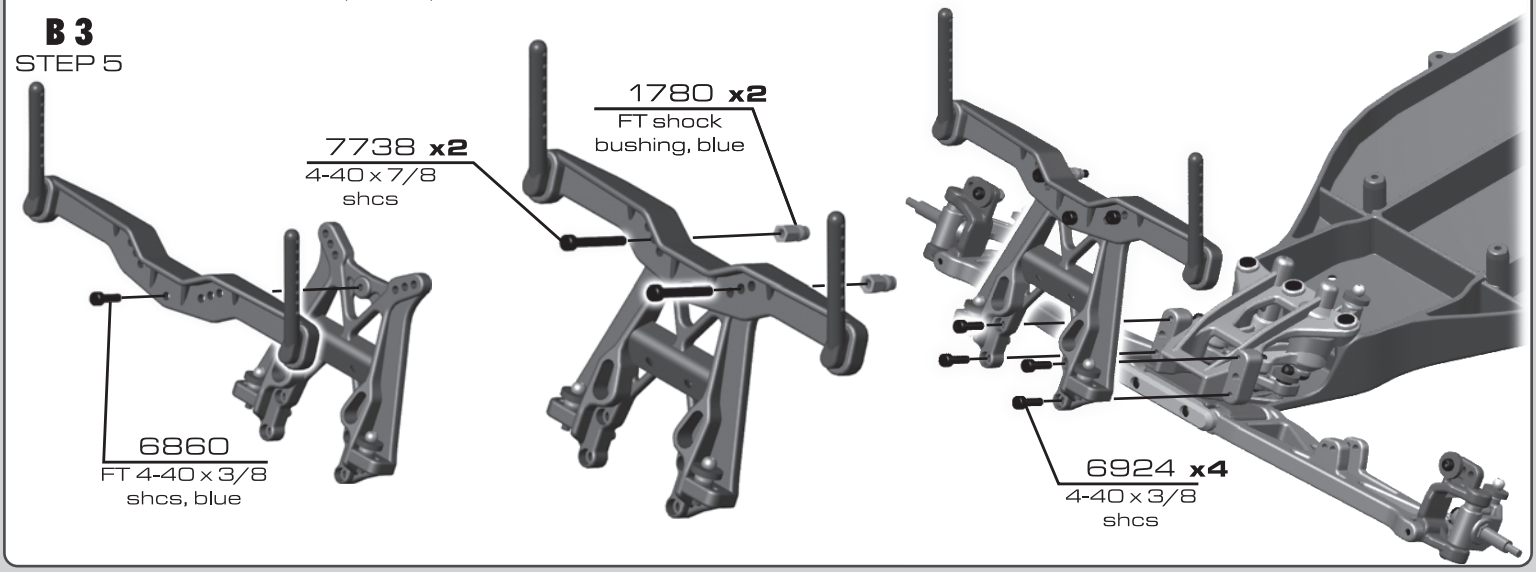
:: Front Shock Tower

B 3
STEP 4



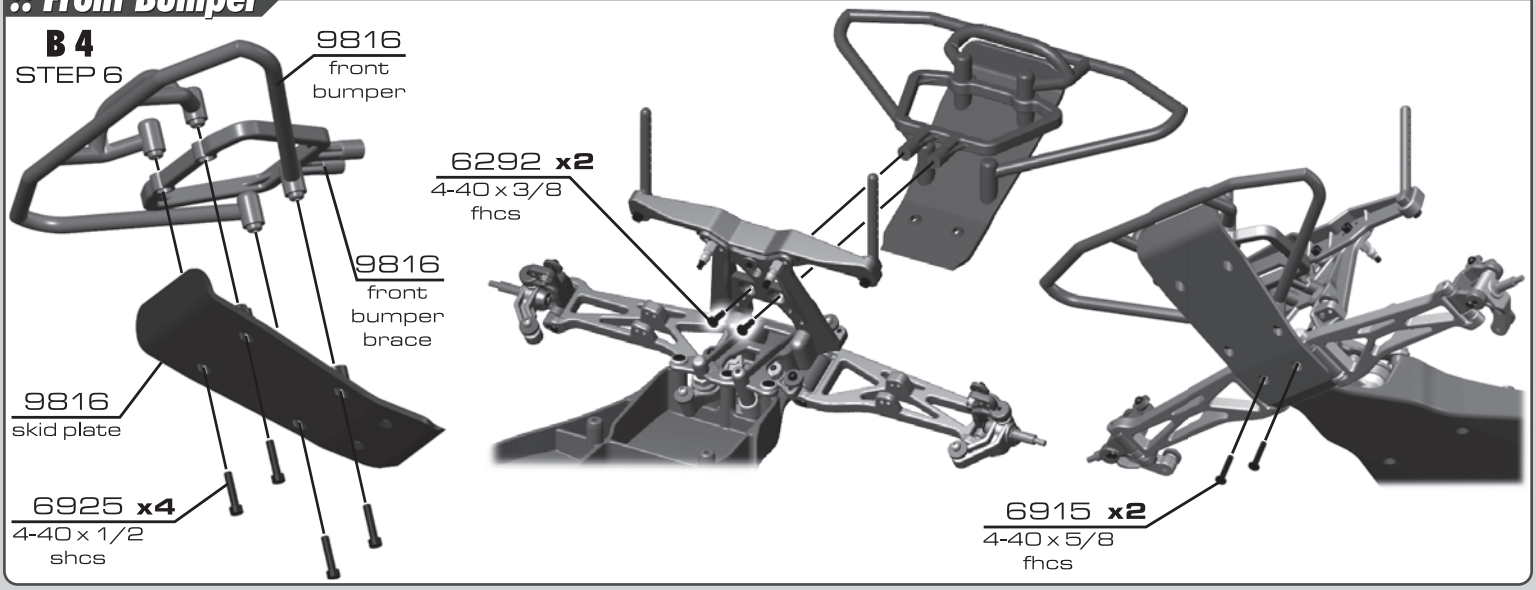
:: Front Shock Tower (cont.)

B 3
STEP 5



:: Front Bumper

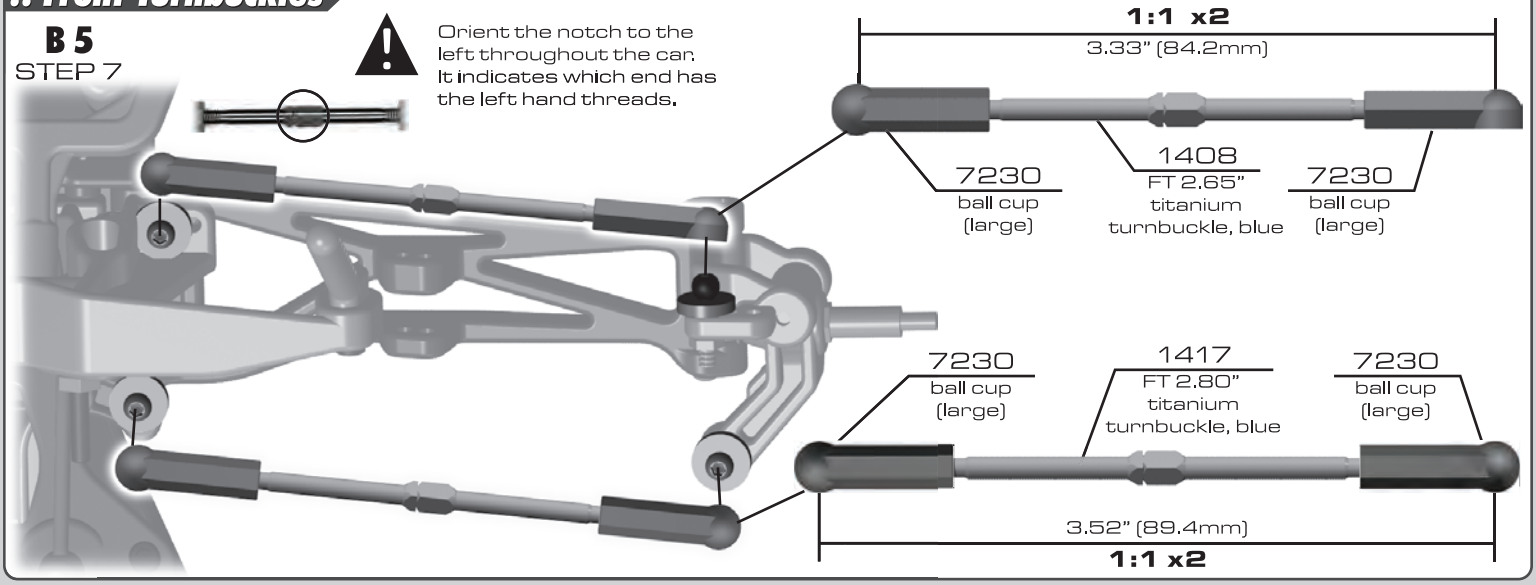
B 4
STEP 6



:: Front Turnbuckles

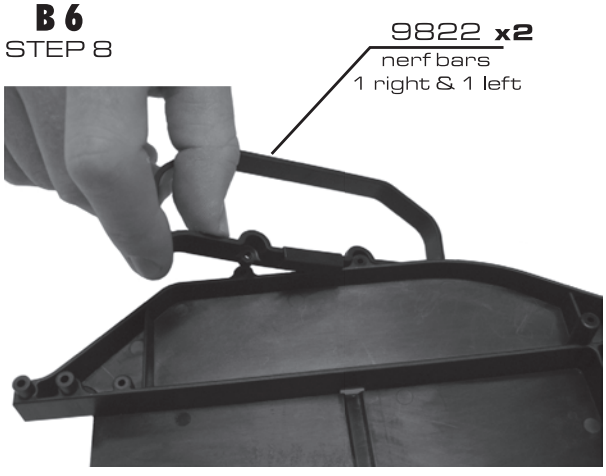
B 5
STEP 7

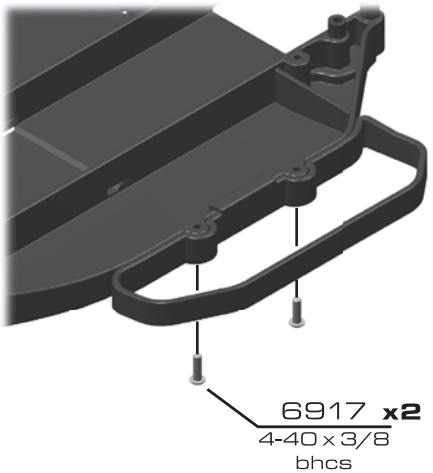
Orient the notch to the left throughout the car. It indicates which end has the left hand threads.



:: Side Nerf Bars

B 6
STEP 8



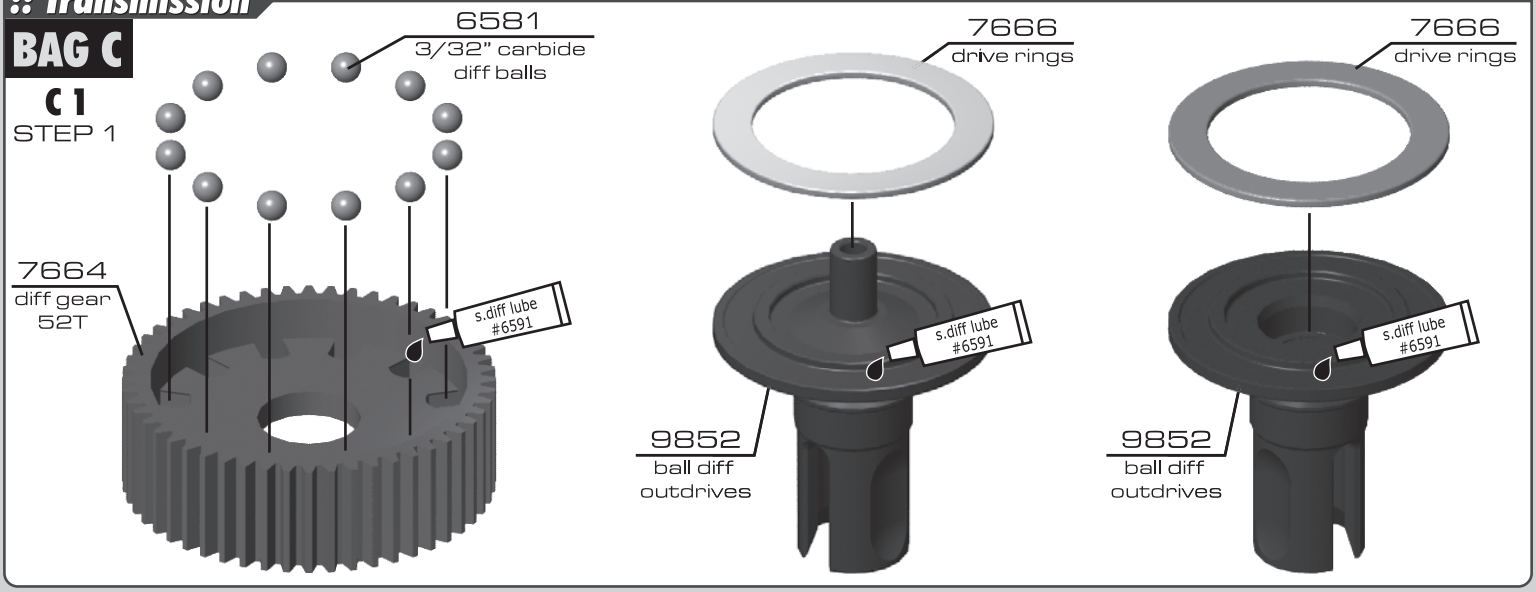


Twist and flex side nerf guards into place

:: Transmission

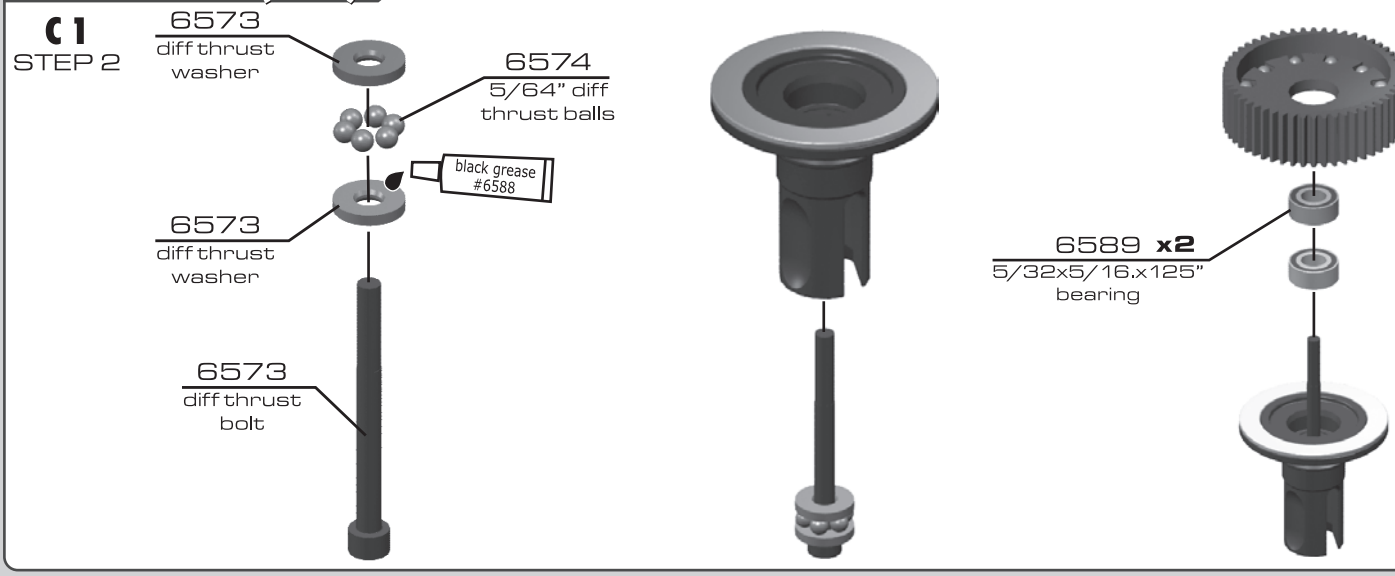
BAG C

C1
STEP 1



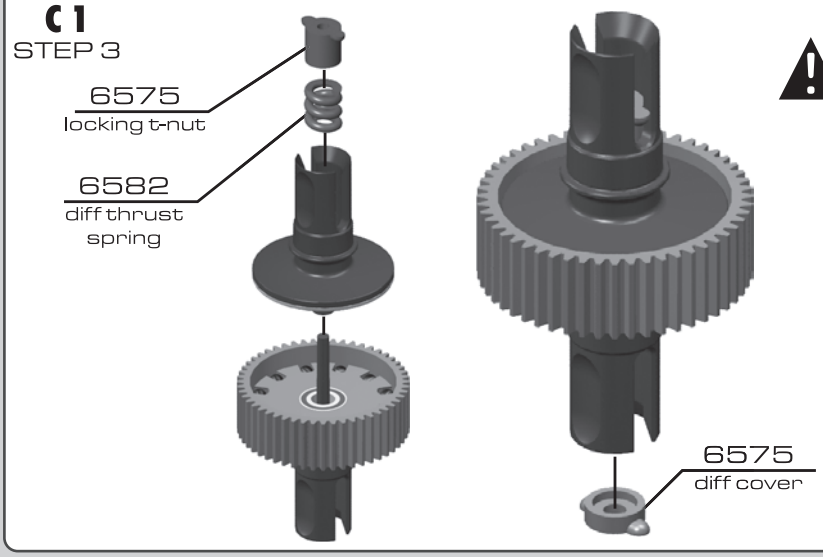
:: Transmission (cont.)

C1
STEP 2



:: Transmission (cont.)

C1
STEP 3



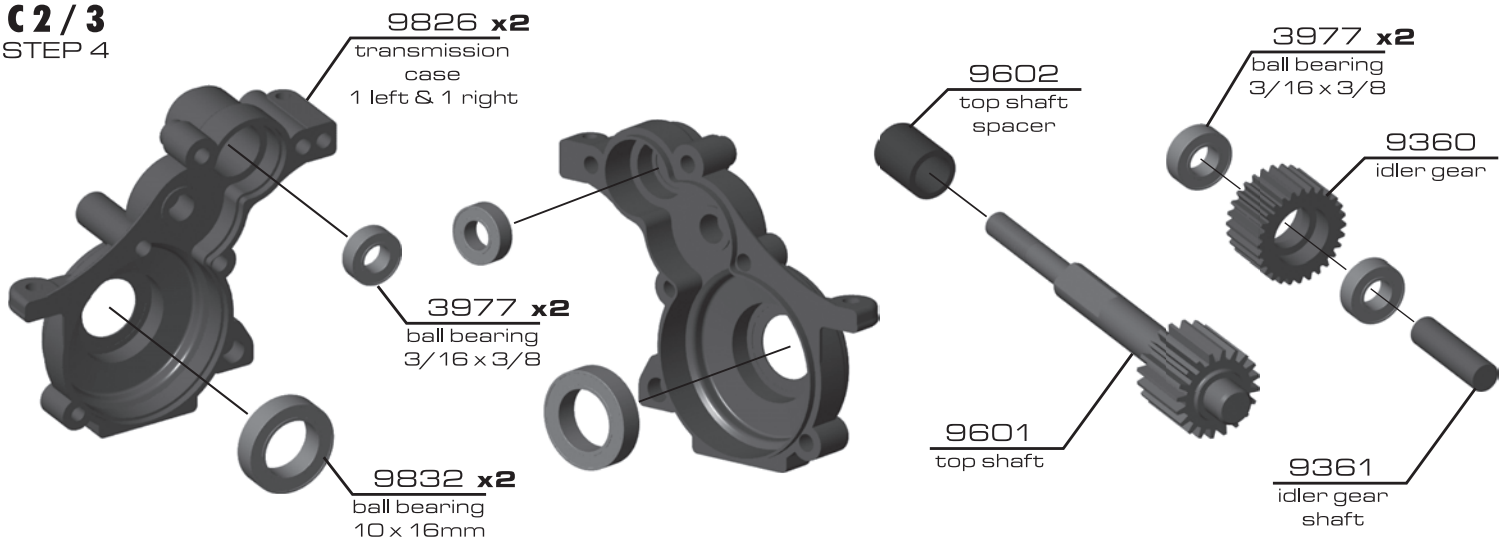
As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely compressed at the same time the T-nut reaches the end of the slot.

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, re-check the diff setting.

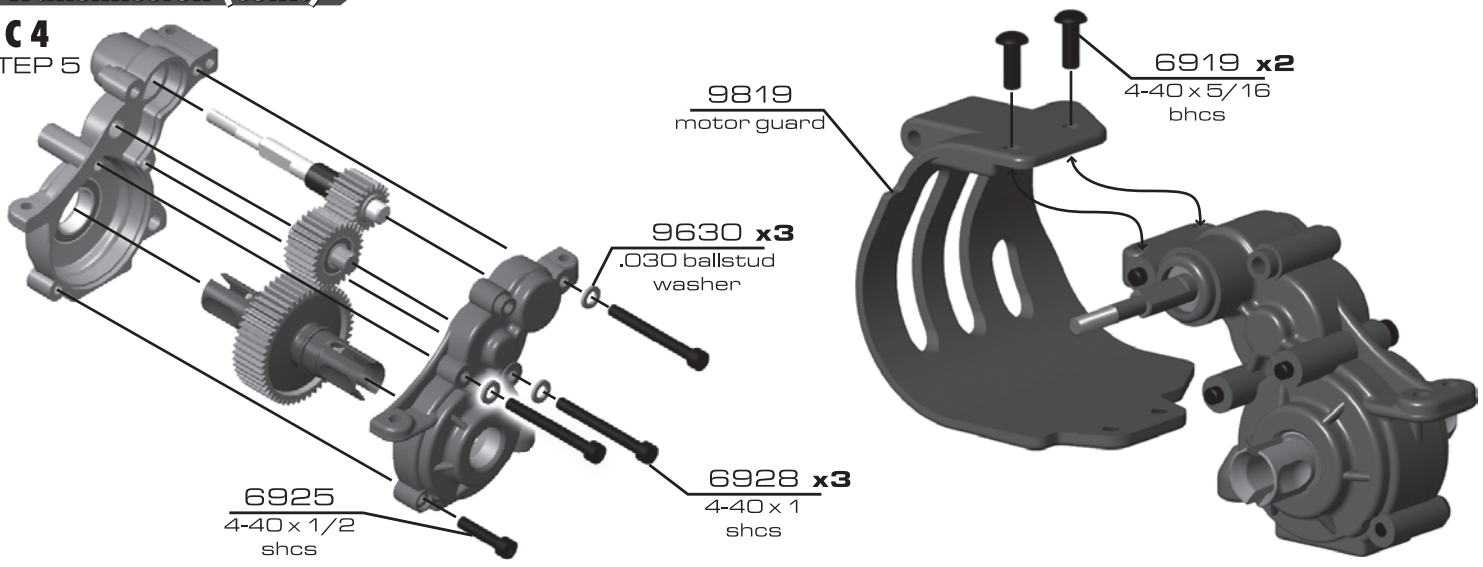
:: Transmission (cont.)

C 2 / 3
STEP 4



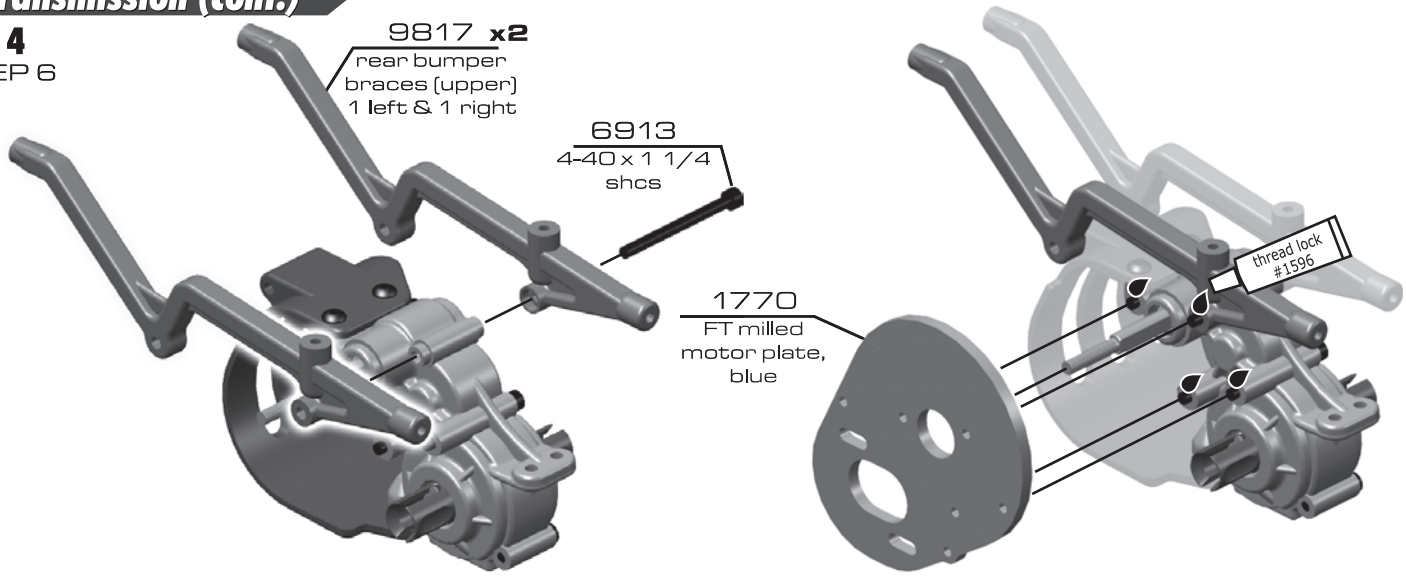
:: Transmission (cont.)

C 4
STEP 5



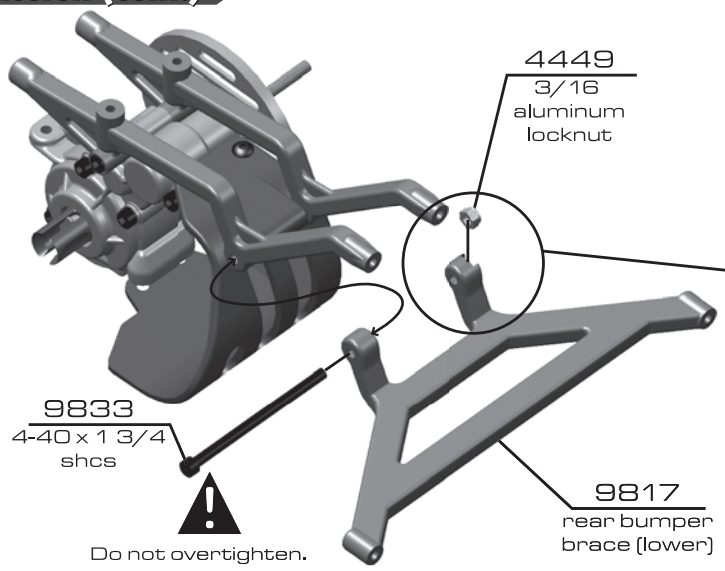
:: Transmission (cont.)

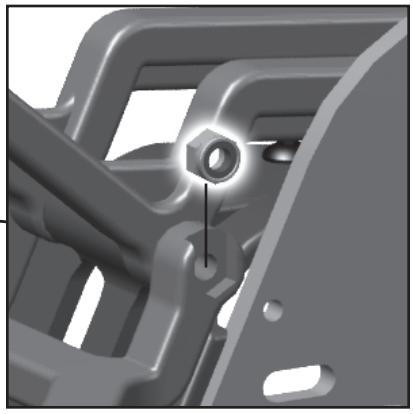
C 4
STEP 6



:: Transmission (cont.)

C 4
STEP 7

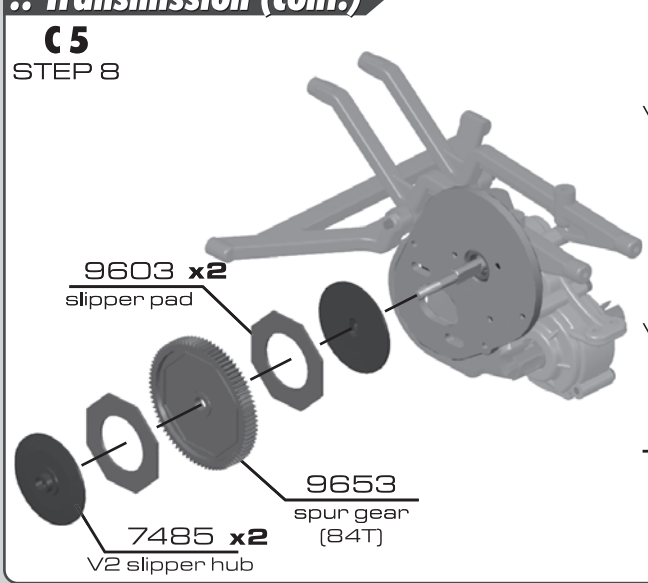


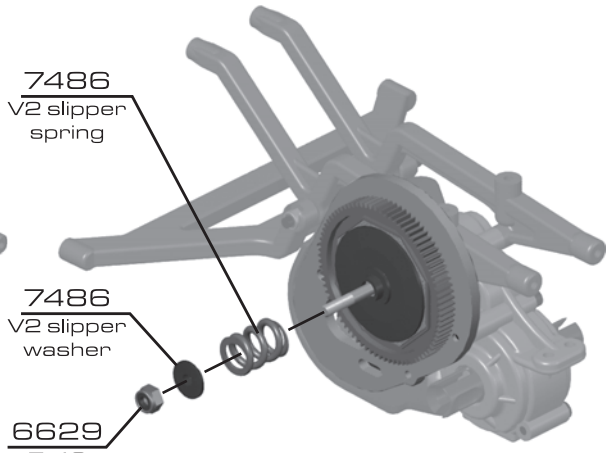


Install locknut into groove of the rear bumper brace (lower). Then screw in the 4-40 x 1 3/4" SHCS until snug.

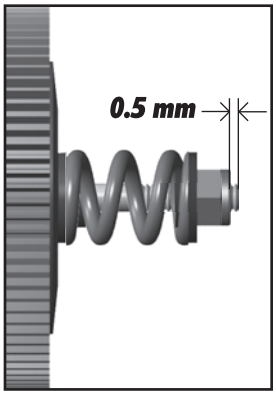
:: Transmission (cont.)

C 5
STEP 8





Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. Tichten the nut until the shaft extends thru the nut by 0.5mm. Recheck after initial run.

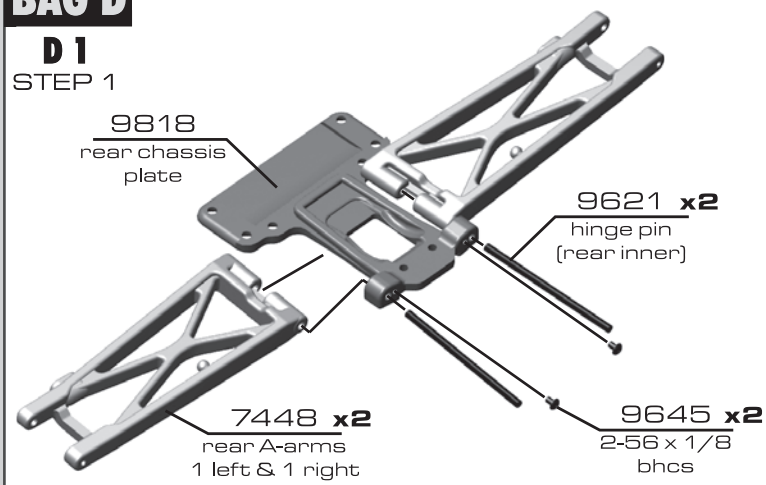


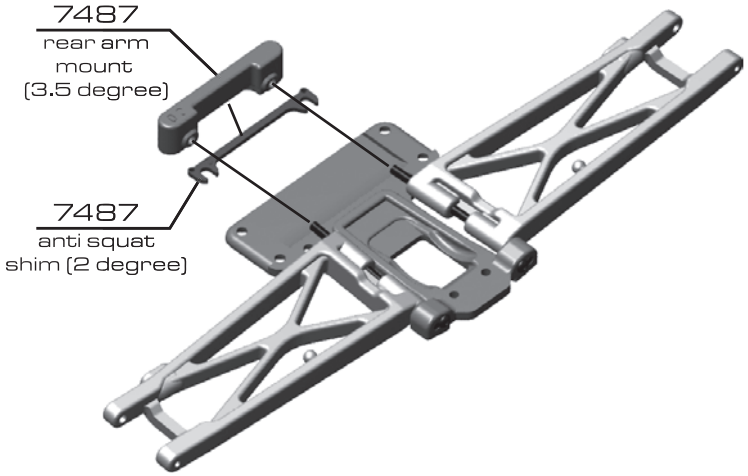
See page 29 for gear mesh, and slipper clutch settinginstructions

:: Rear Arms

BAG D

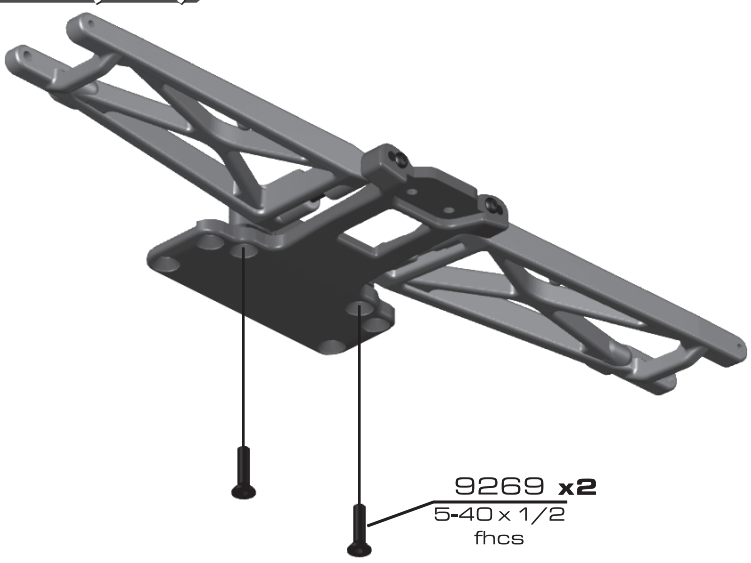
D 1
STEP 1

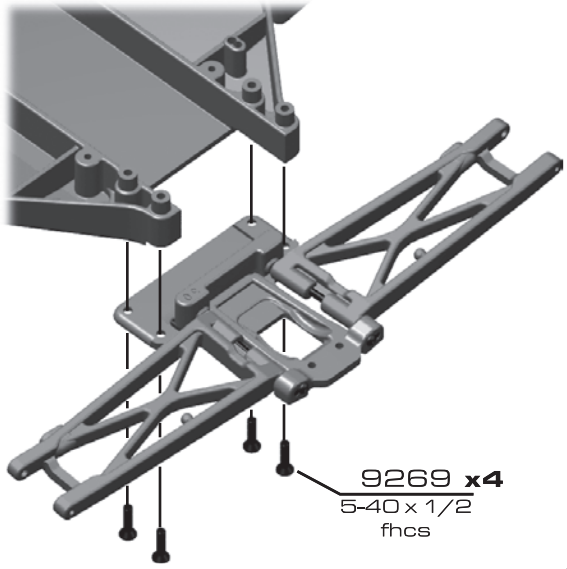




:: Rear Arms (cont.)

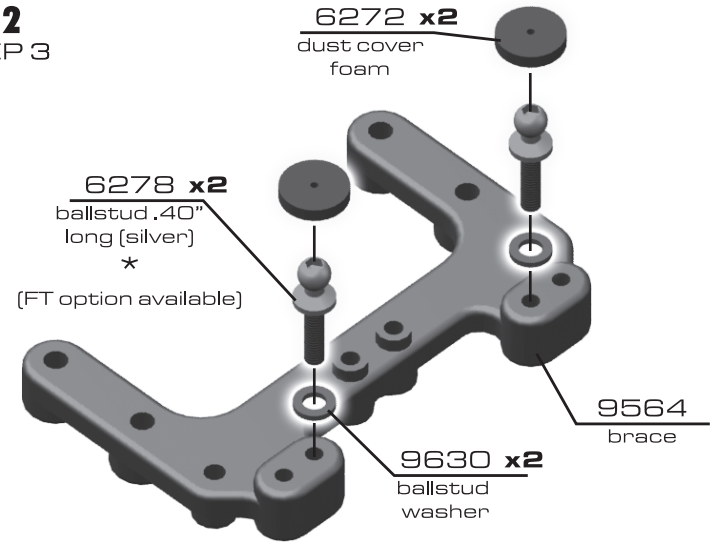
D 1
STEP 2

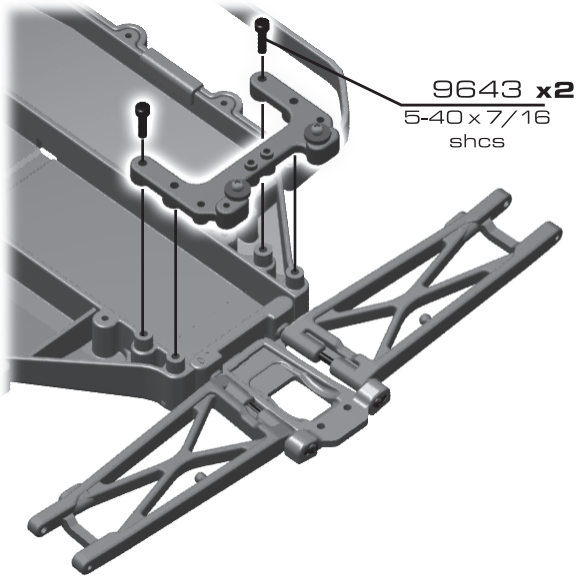




:: Rear Brace

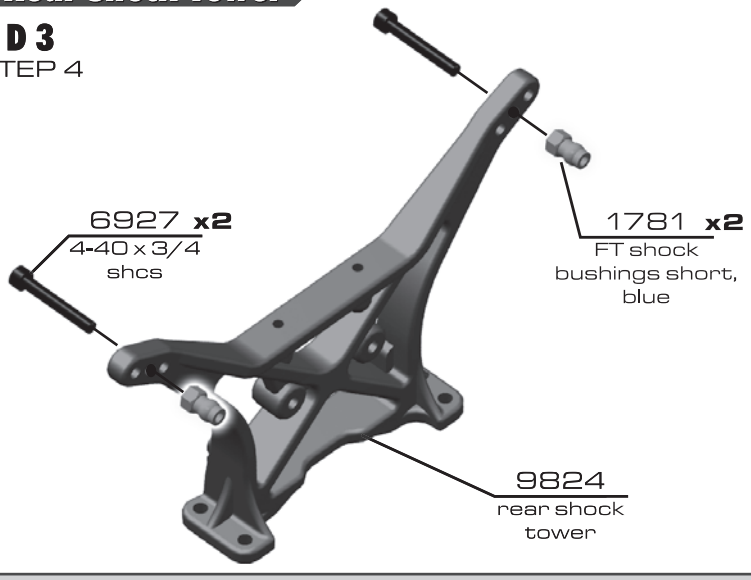
D 2
STEP 3

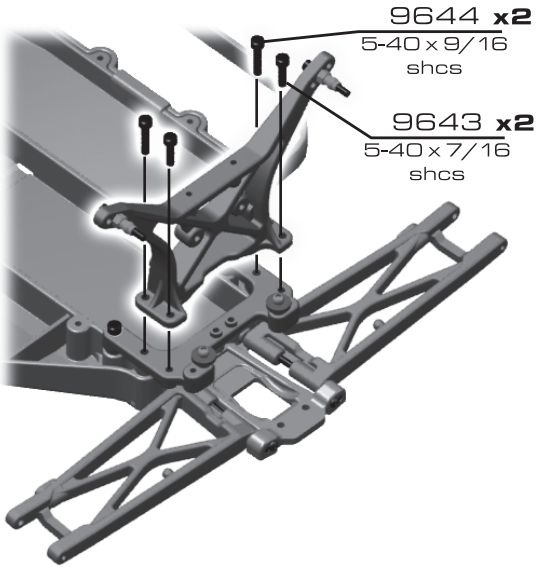




:: Rear Shock Tower

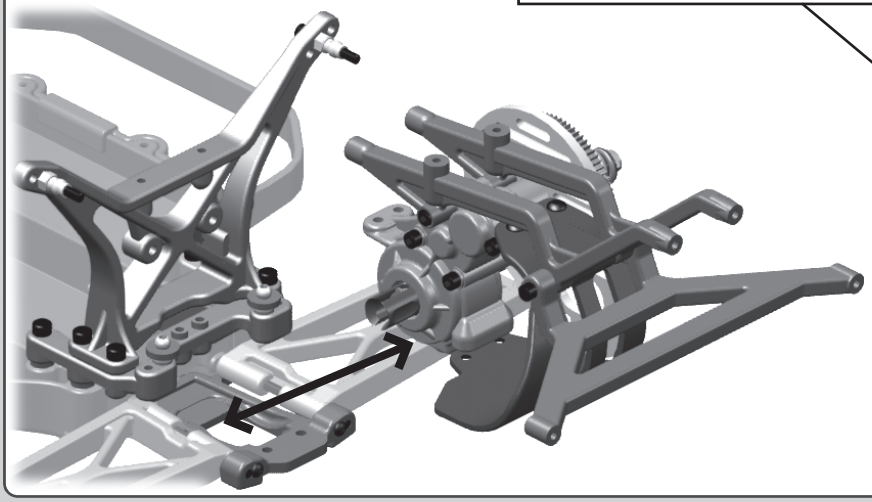
D 3
STEP 4



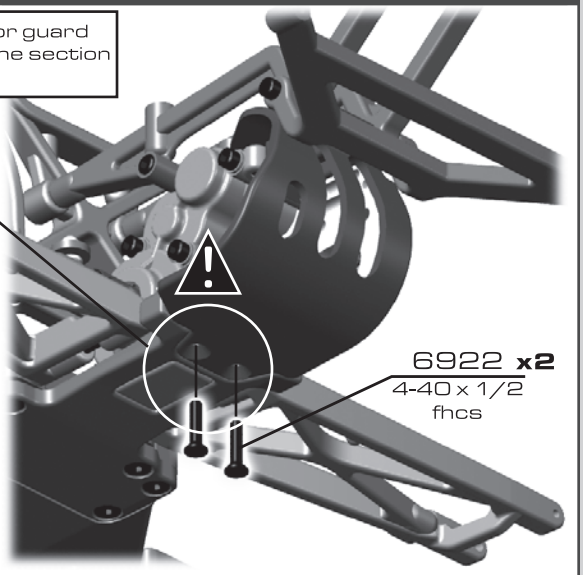


:: Transmission Install

D 4
STEP 5

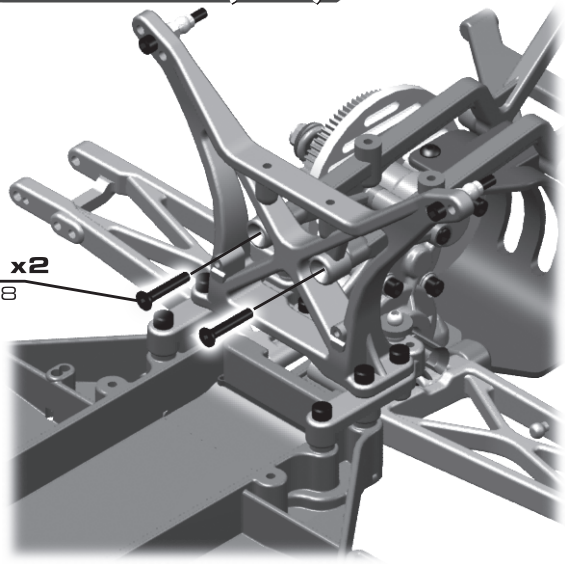


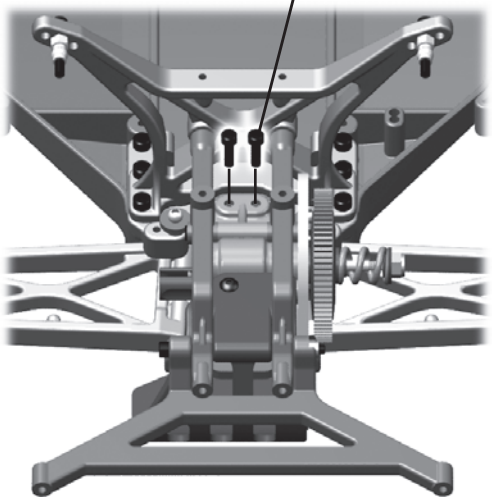
Make sure the bottom tab on the motor guard is pulled below the rear chassis plate (the section with the two countersunk holes).



:: Transmission Install (cont.)

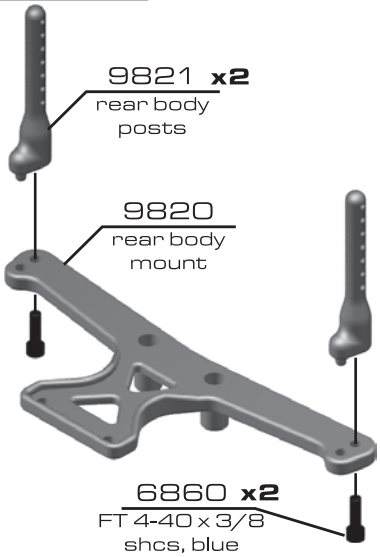
D 4
STEP 6

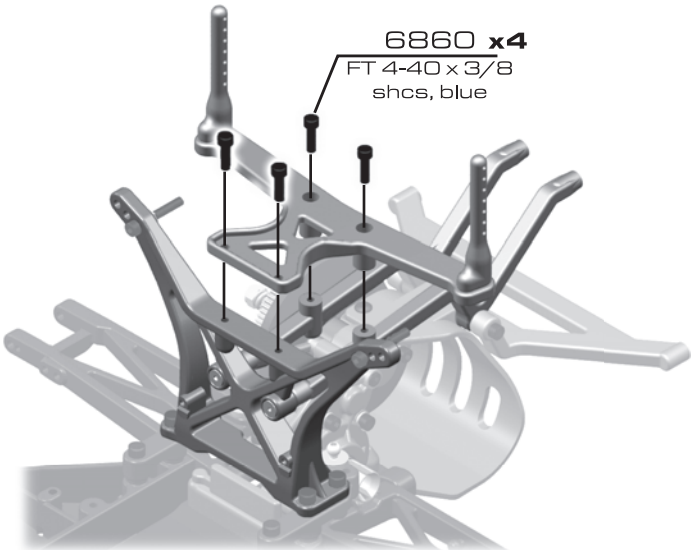




:: Rear Upper Plate

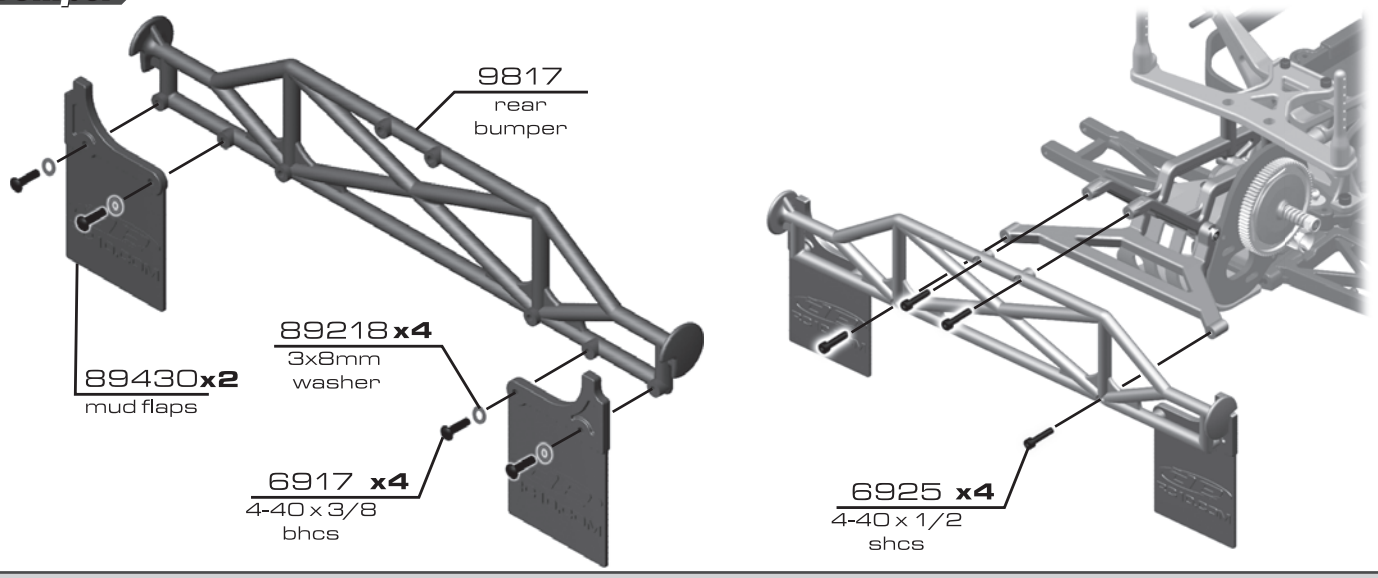
D 5
STEP 7





:: Rear Bumper

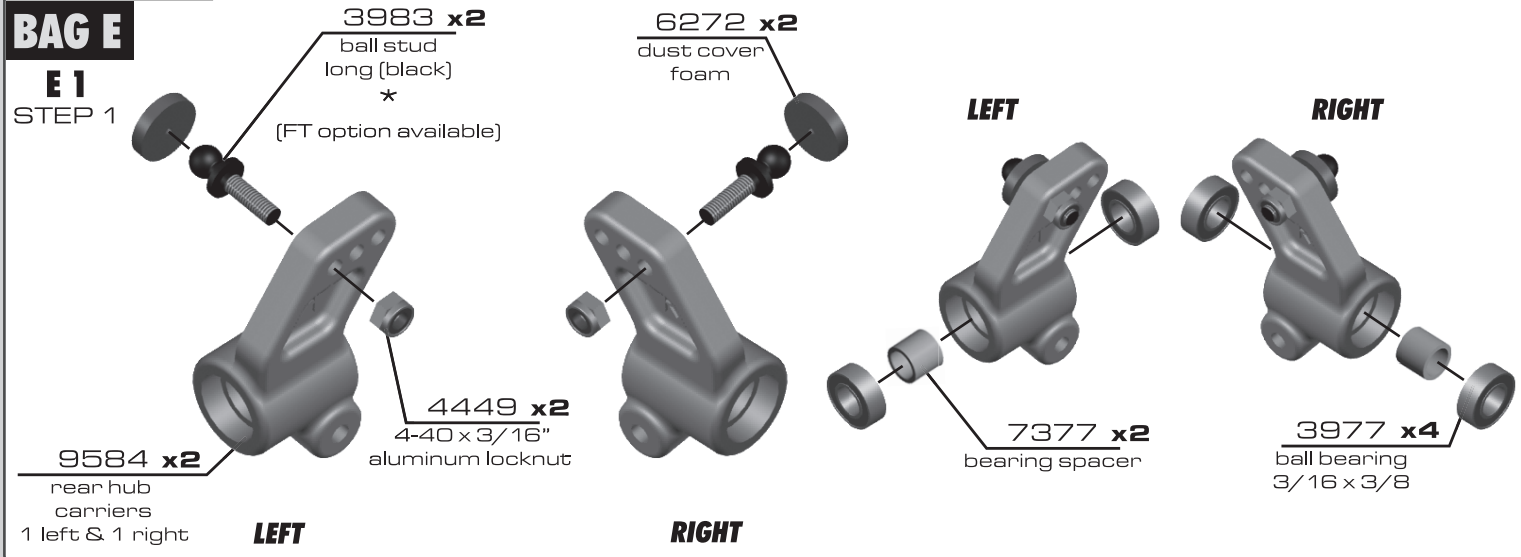
D 5
STEP 8



:: Rear Hubs

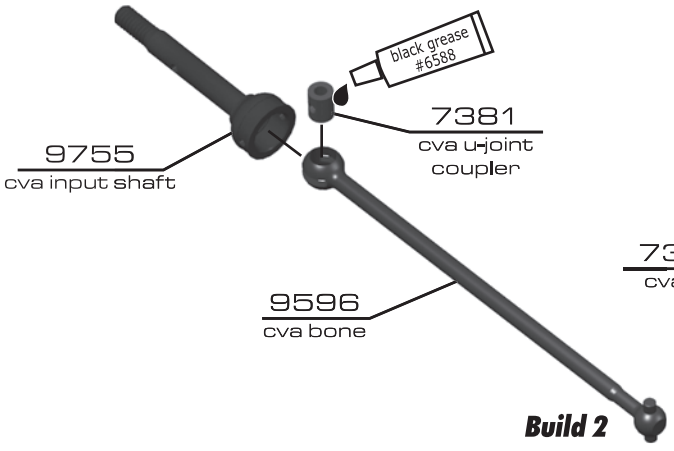
BAG E

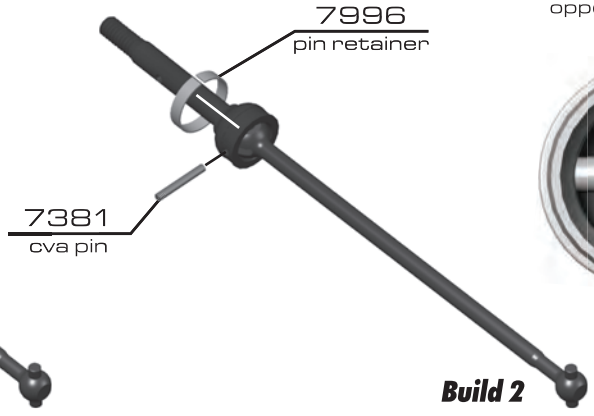
E 1
STEP 1



:: Rear Hubs (cont.)

E 2
STEP 2

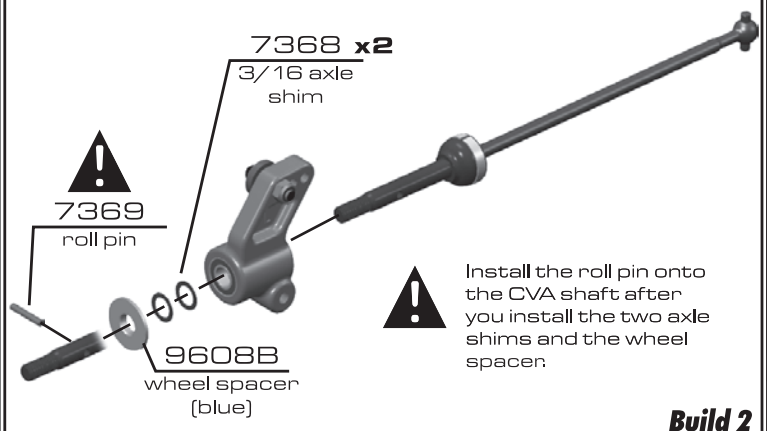




Note: Align the gap in the pin retainer to be opposite of the CVA pin.

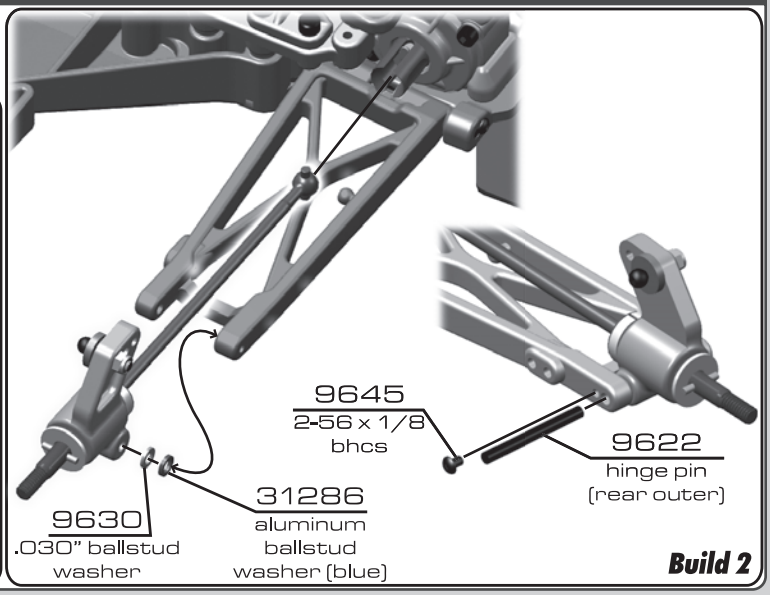
:: Rear Hubs (cont.)

E 2 / 3
STEP 3



Install the roll pin onto the CVA shaft after you install the two axle shims and the wheel spacer.

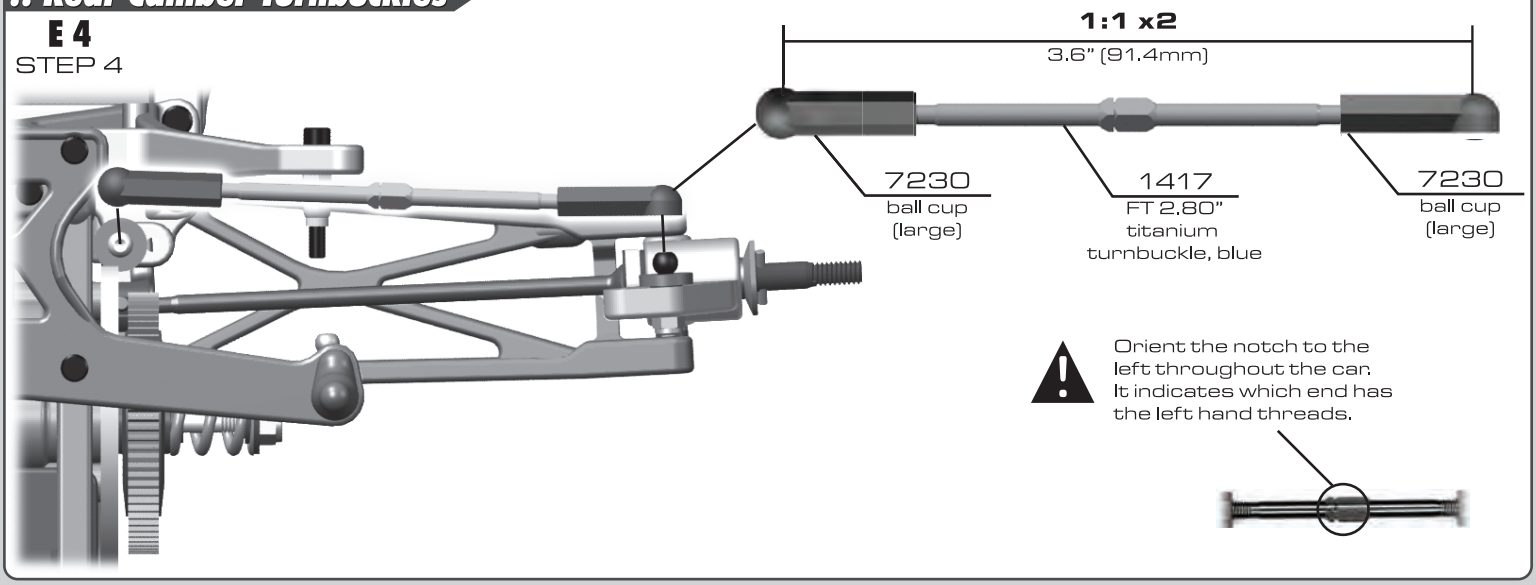
Build 2



Build 2

:: Rear Camber Turnbuckles

E 4
STEP 4

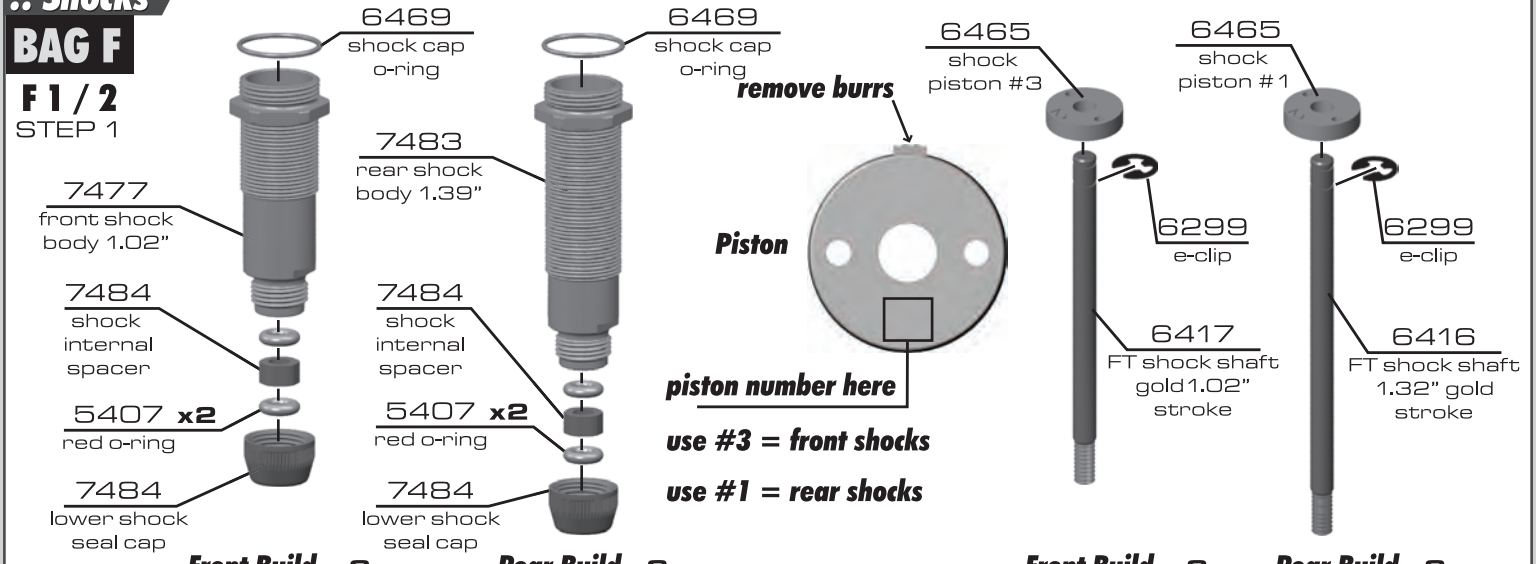


Orient the notch to the left throughout the car. It indicates which end has the left hand threads.

:: Shocks

BAG F

F 1 / 2
STEP 1



Front Build x2 **Rear Build x2** **Front Build x2** **Rear Build x2**

:: Shocks (cont.)

F 2 / 3

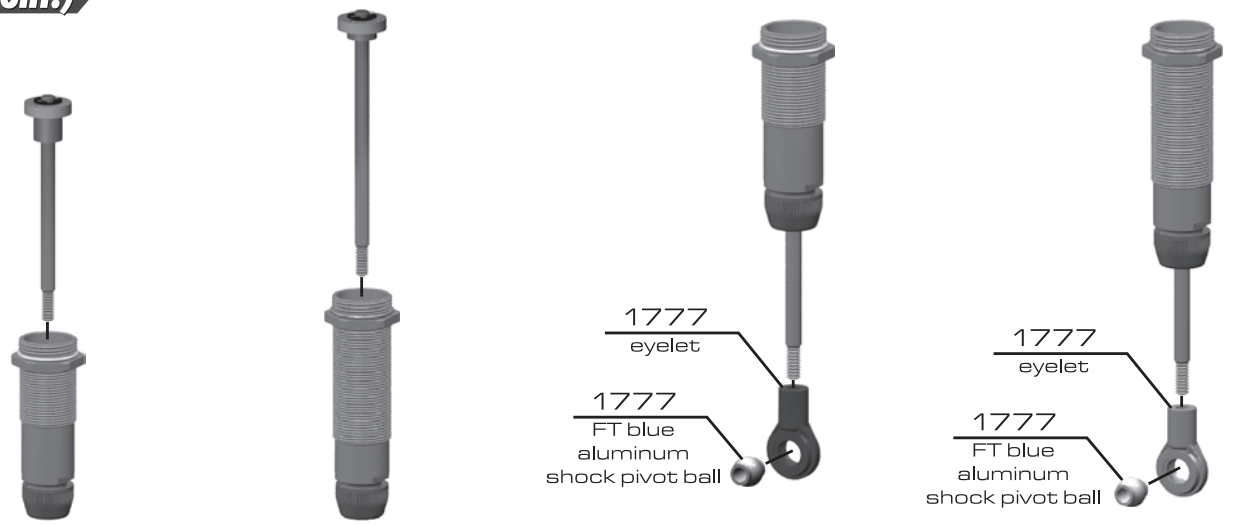
STEP 2

Front Build x2 **Rear Build x2**

:: Shocks (cont.)

F 4

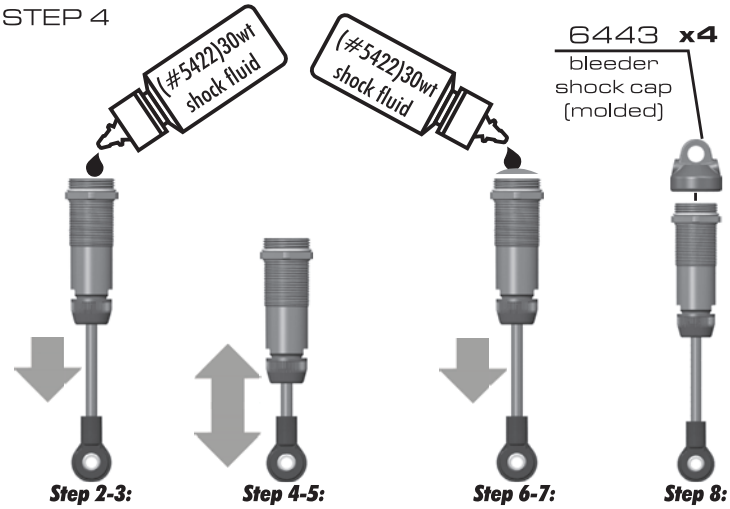
STEP 3



Front Build x2 **Rear Build x2** **Front Build x2** **Rear Build x2**

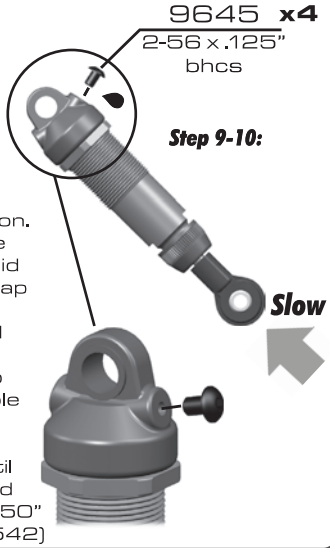
:: Shocks (cont.)

STEP 4



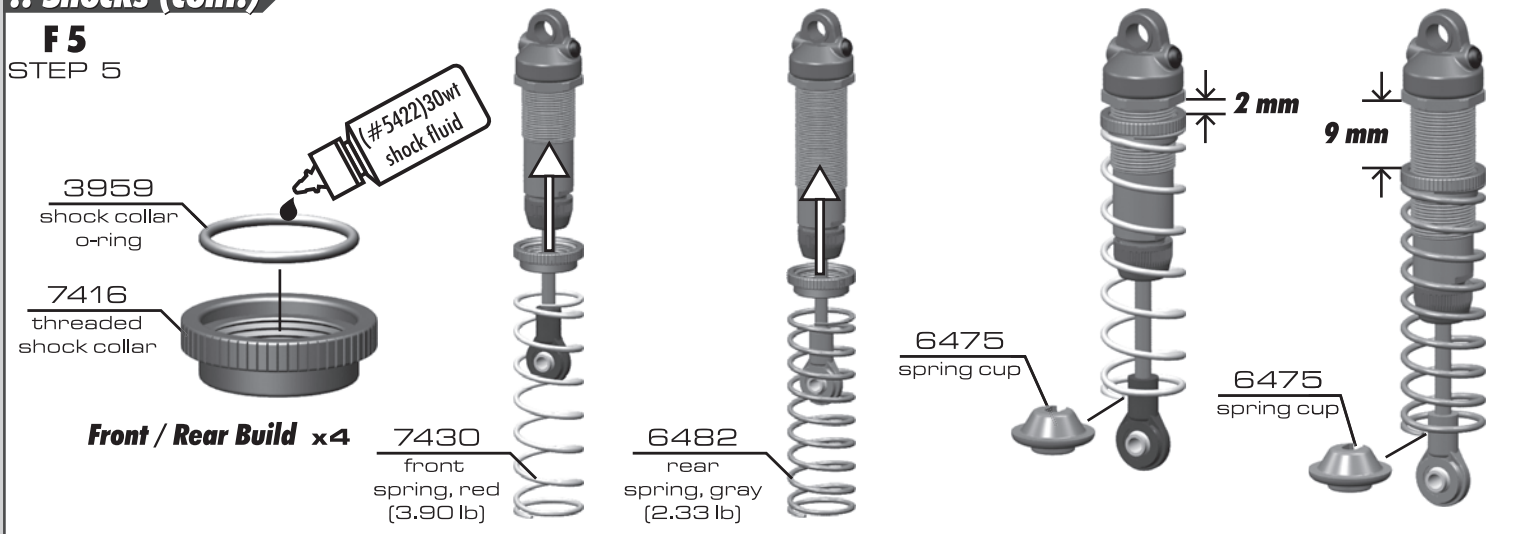
* Shock Bleeding Steps:

1. Before assembly, get each bleed screw and thread it 1-2 turns into the shock cap. This will make installation easier when you are bleeding your shocks.
2. Pull shock shaft down.
3. Fill shock body 3/4 full with silicone fluid.
4. Slowly move the shock shaft up and down to remove air from under piston.
5. Wait for bubbles to come to surface
6. Fill shock body to top with silicone fluid
7. Place a drop of oil in the cap and on cap threads
8. Install cap (without bleed screw) and tighten completely
9. Slowly compress shaft all the way to bleed excess silicone fluid out the hole in the cap (use rag around shock to catch excess fluid)
10. Install 2-56 button head screw until snug while shaft is fully compressed (recommend using a high quality .050" wrench such as Factory Team # 1542)



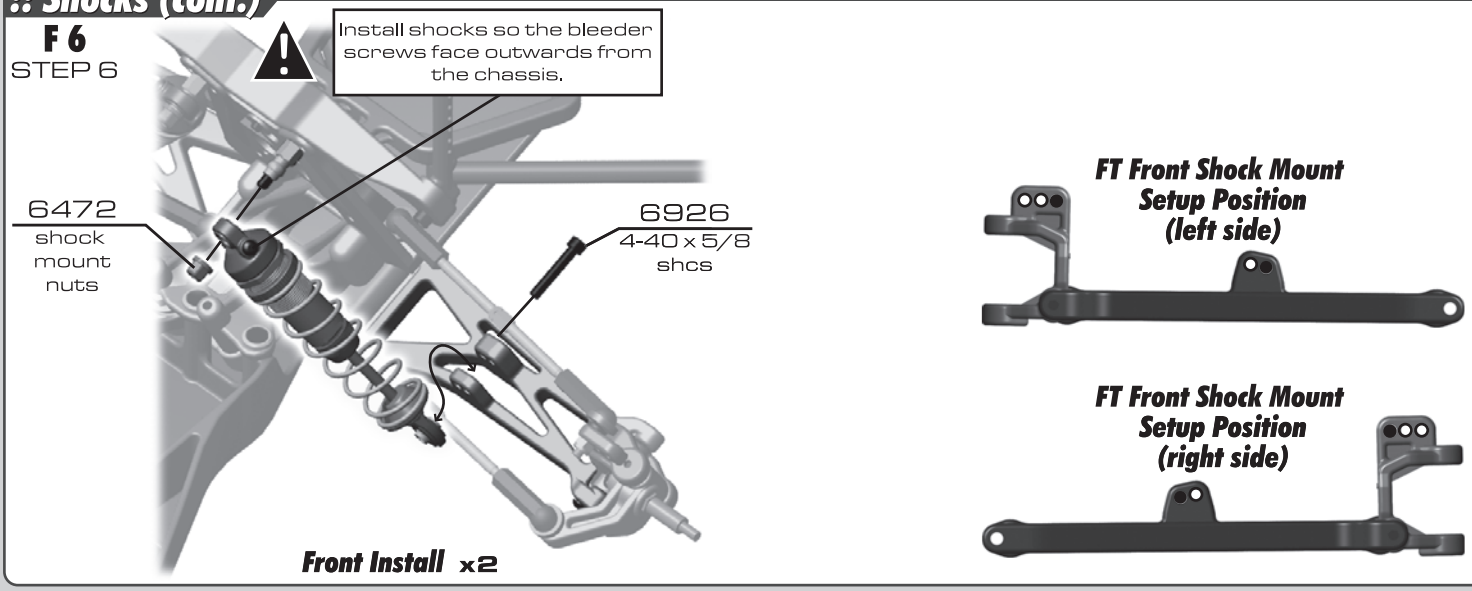
:: Shocks (cont.)

F 5
STEP 5



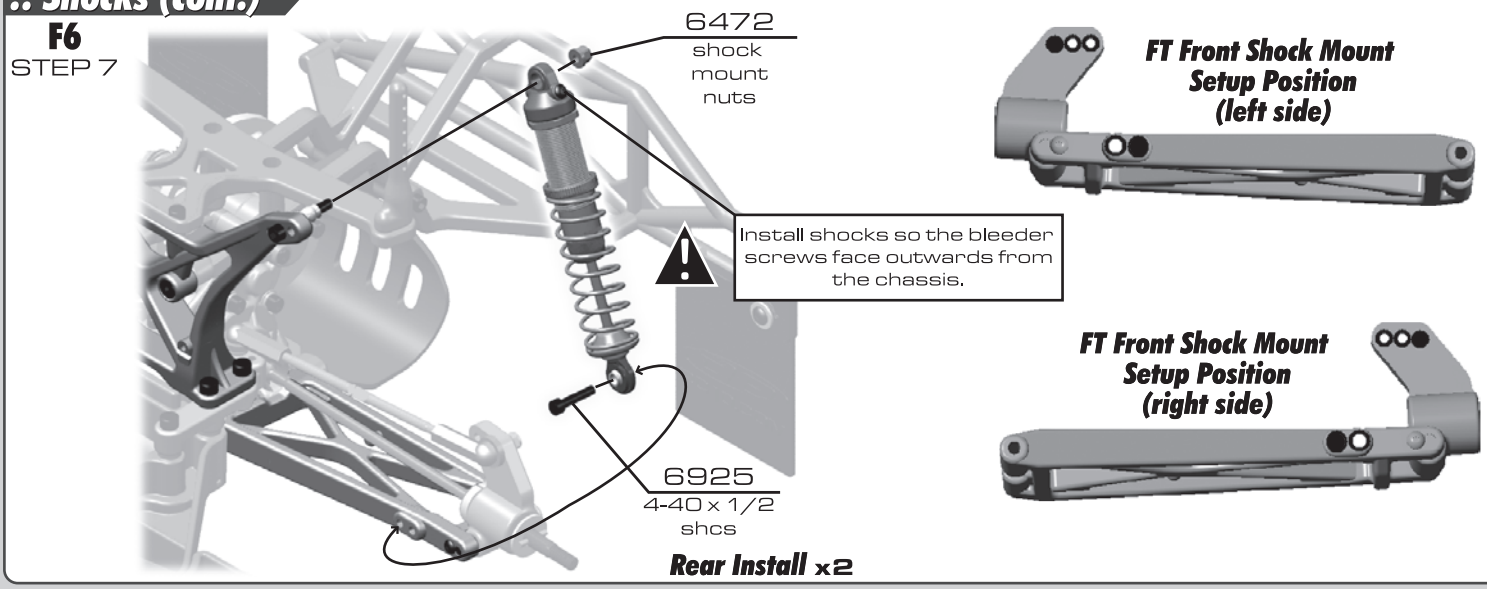
:: Shocks (cont.)

F 6
STEP 6



:: Shocks (cont.)

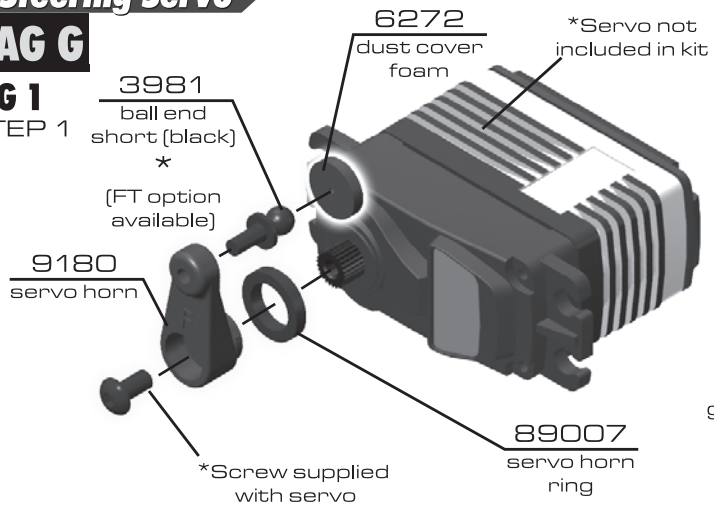
F6
STEP 7

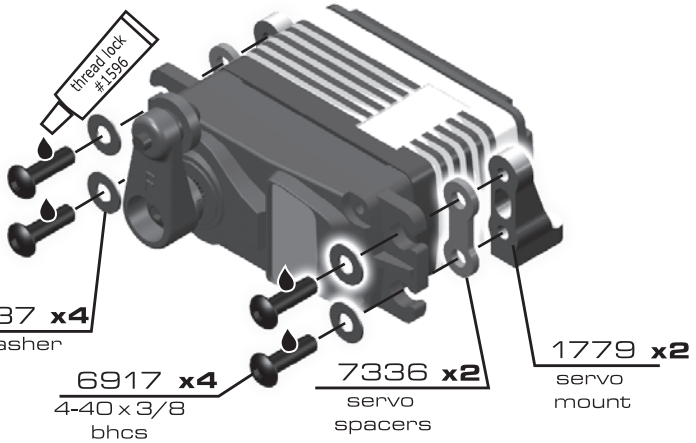


:: Steering Servo

BAG G

G 1
STEP 1



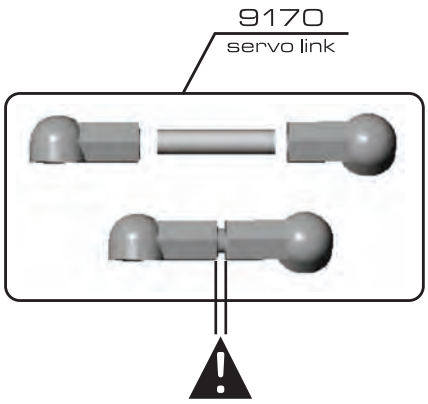


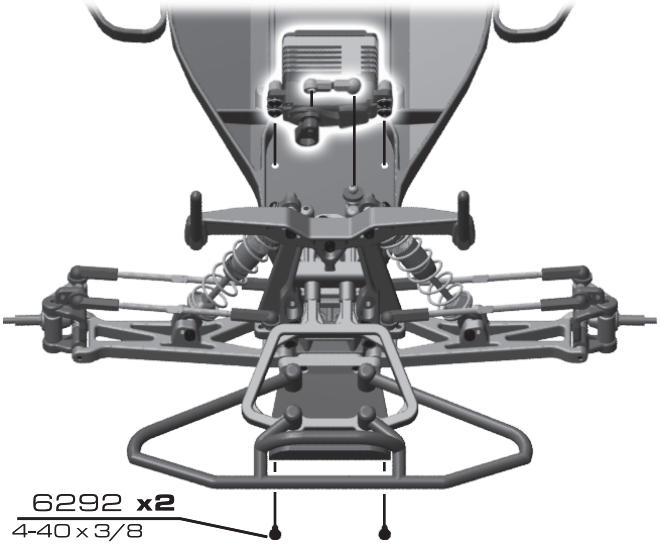
See page 32 for correct servo horn on the servo chart

See page 32 for correct servo spacing on the servo chart

:: Steering Servo (cont.)

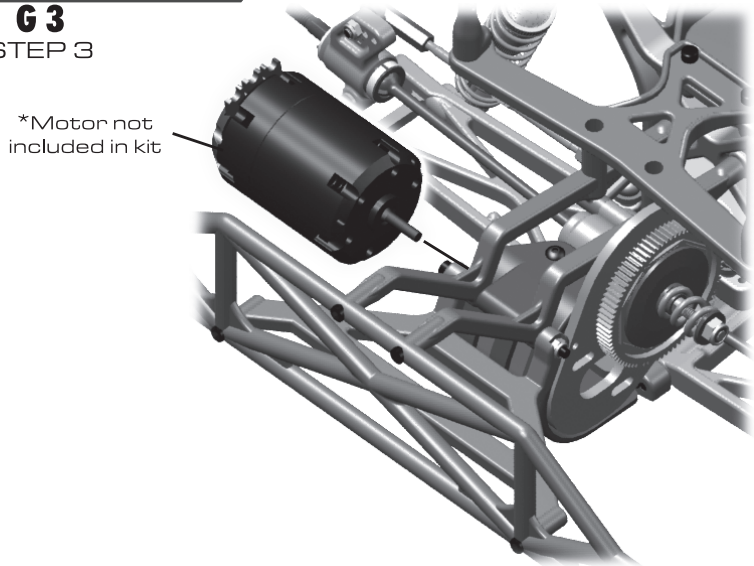
G 2
STEP 2

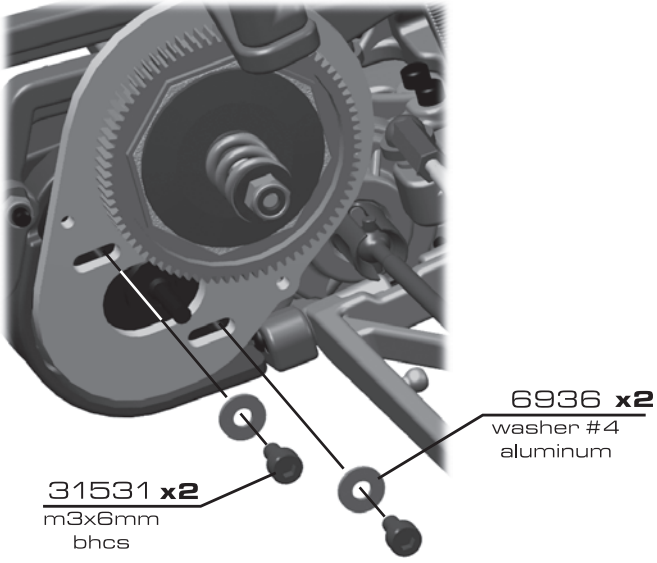




:: Motor Install

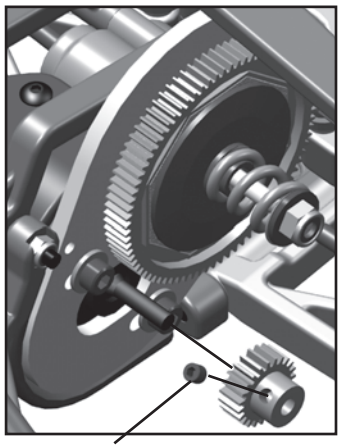
G 3
STEP 3



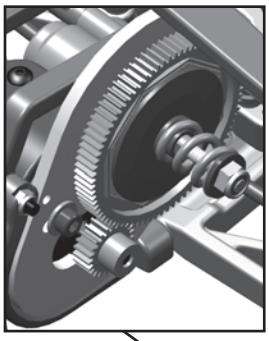


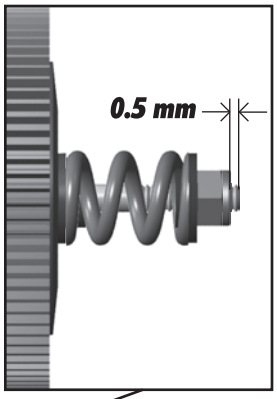
:: Electronics / Battery Strap

G 3
STEP 4

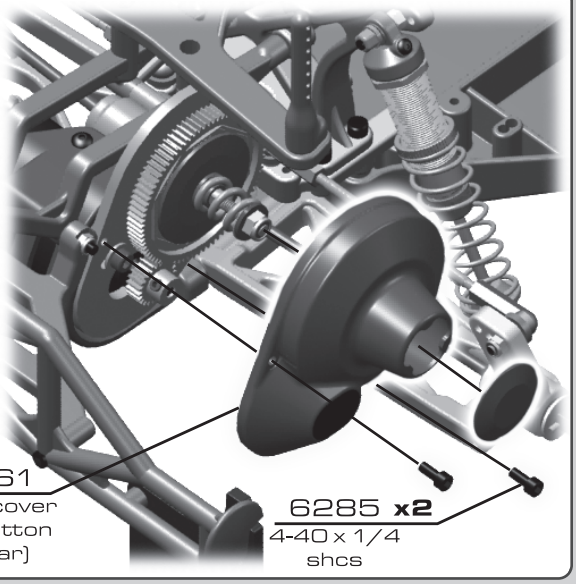


*Pinion and setscrew not included in kit





*See page 29 for gear mesh, and slipper clutch settinginstructions



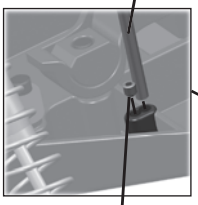
7461
gear cover w/ button (clear)

6285 **x2**
4-40 x 1/4 shcs

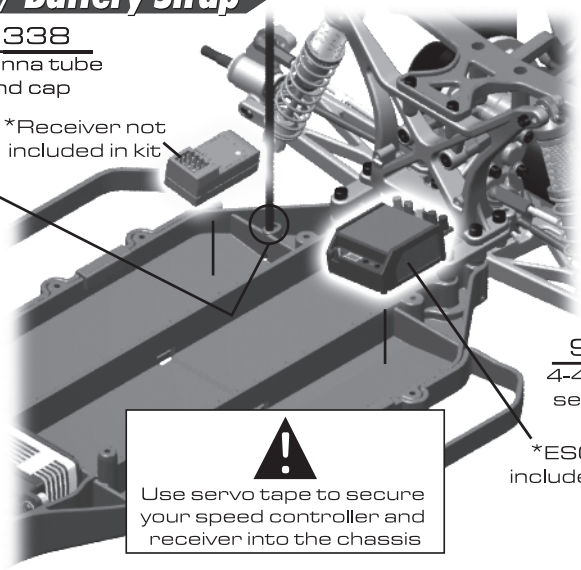
:: Electronics / Battery Strap

G 4
STEP 5

6338
antenna tube and cap



3862
5-40 x 1/8 set screw



*Receiver not included in kit

*ESC not included in kit

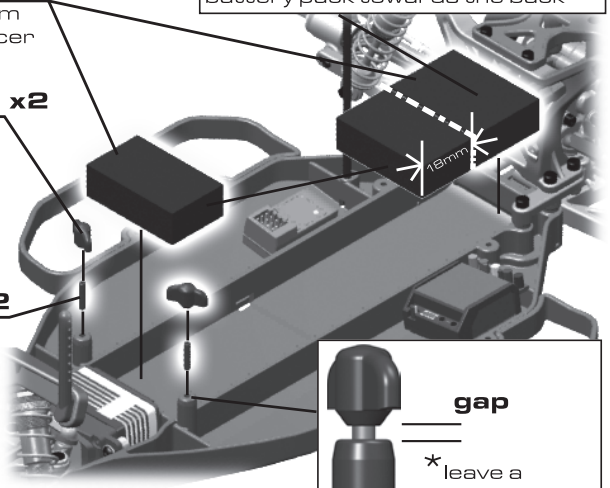
Use servo tape to secure your speed controller and receiver into the chassis

9815
foam spacer

trim battery foam 18mm to move battery pack towards the back

9814 **x2**
thumb knob

9814 **x2**
4-40 x 1/2 set screw



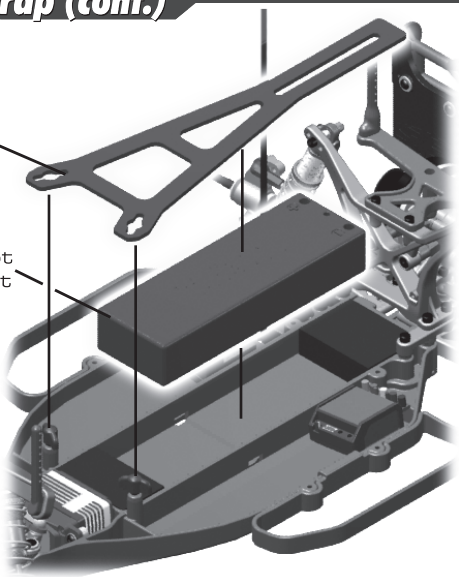
*leave a 2.5mm gap

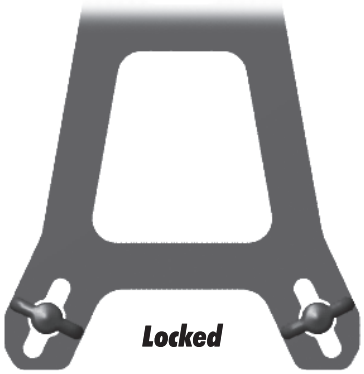
:: Battery Strap (cont.)

Box
STEP 6

9851
carbon fiber battery strap

*battery not included in kit



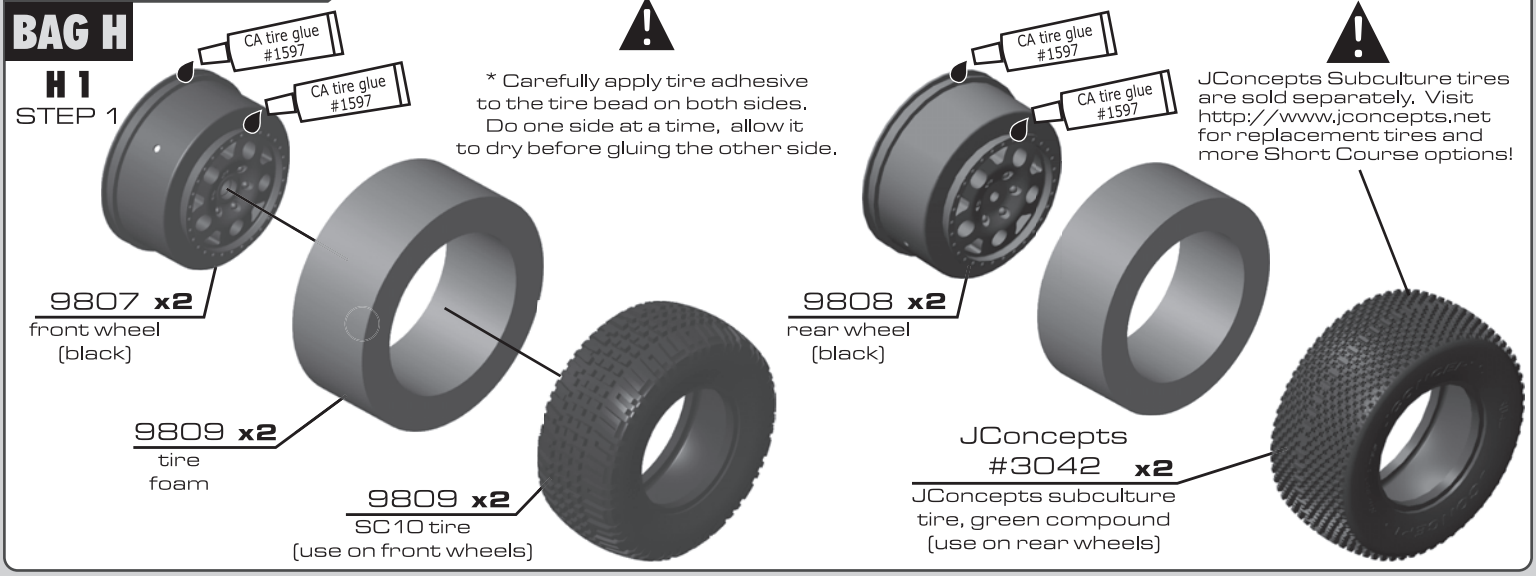


* Move thumb screws to the unlocked position and remove the battery strap to remove your battery pack. Lock the thumb screws after you install your battry pack.

:: Wheels and Tires

BAG H

H 1
STEP 1

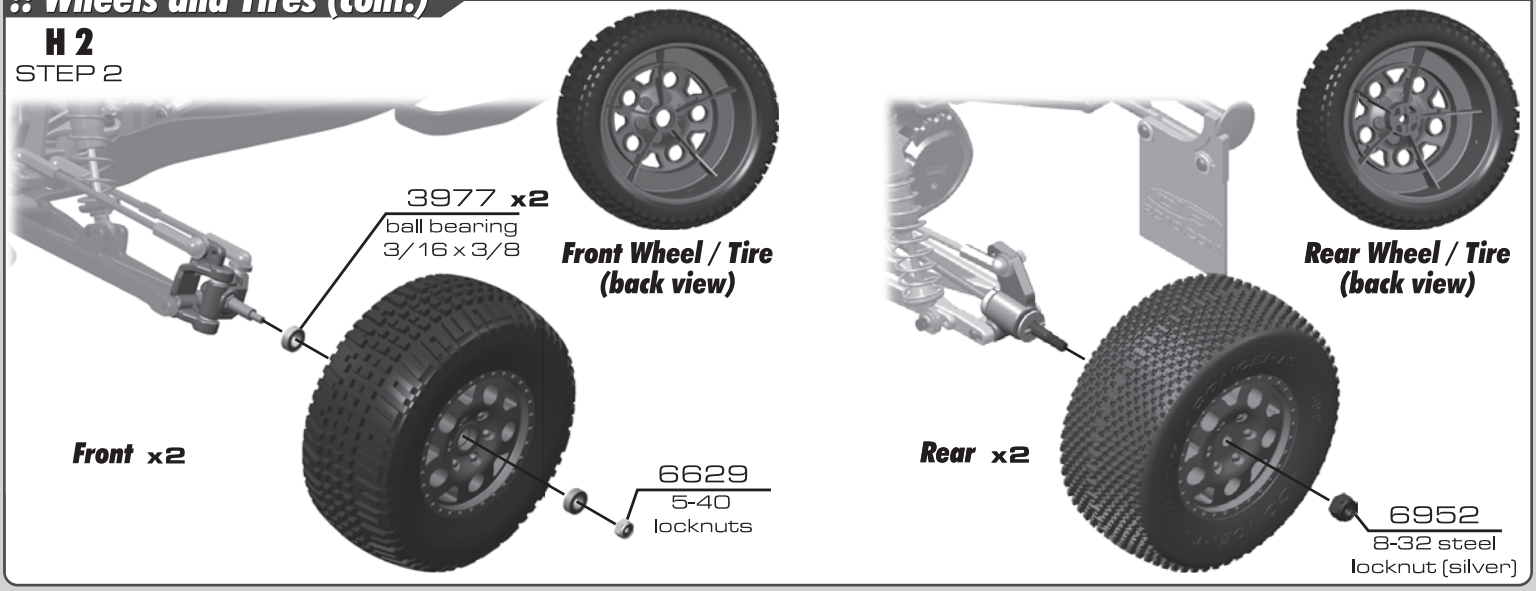


* Carefully apply tire adhesive to the tire bead on both sides. Do one side at a time, allow it to dry before gluing the other side.

JConcepts Subculture tires are sold separately. Visit http://www.jconcepts.net for replacement tires and more Short Course options!

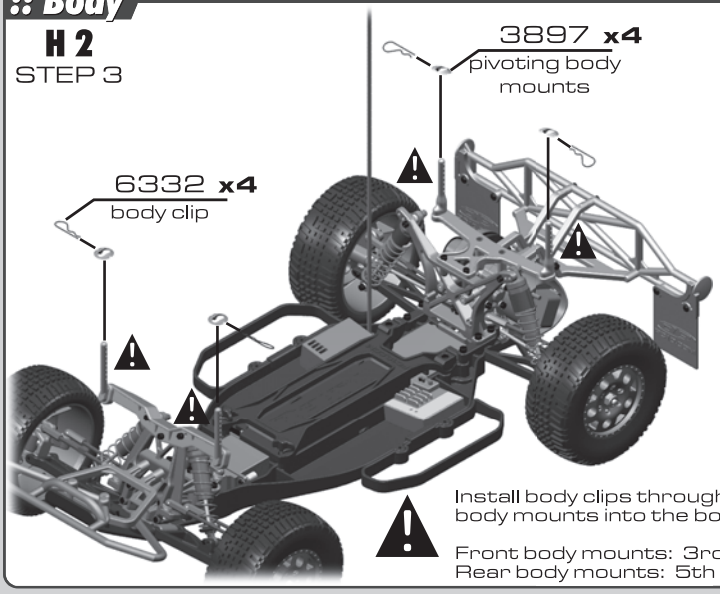
:: Wheels and Tires (cont.)

H 2
STEP 2



:: Body

H 2
STEP 3



Install body clips through the pivot body mounts into the body posts.

Front body mounts: 3rd hole from bottom
Rear body mounts: 5th hole from bottom

:: Painting Tips

Body :

Your SC10 FT comes with a clear polycarbonate 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 masking tape, apply tape to the inside of the body to create a design. Spray (either rattle can or airbrush) the paint to the inside of the body (prefferably dark colors first, lighter colors last). **NOTE: use ONLY paint that is recommended for use with (polycarbonate) plastics. If you don't, you can destroy the plastic body!!!!).**

After painting, cut the body along the trim lines. Make sure to drill or use a body reamer to make the holes for the body mounts, antenna, and number plates.

:: Body (cont.)

H 2
STEP 4

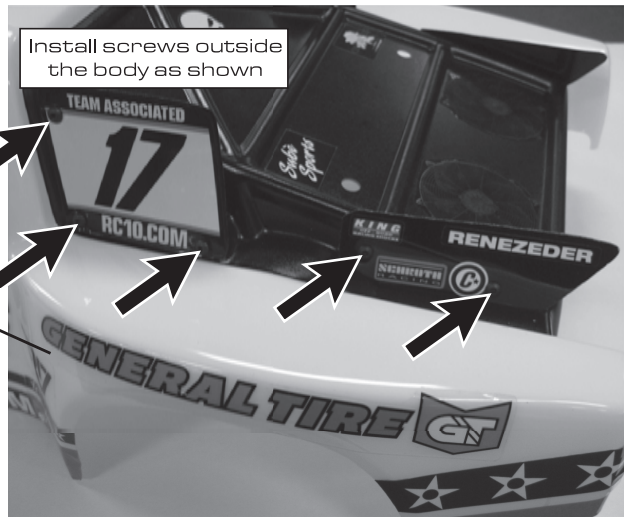
9837
SC10 '09
clear body
number plate

6222 **x10**
nylon locknuts
4-40/5-40

6288 **x10**
4-40 x 1/4
bhcs

9837
SC10 '09
clear body
rear fin

Build left and right sides



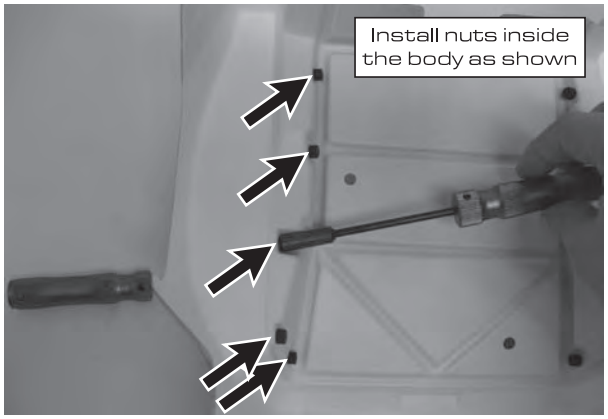
9837
SC10 '09
clear body

:: Body (cont.)

H 2
STEP 5

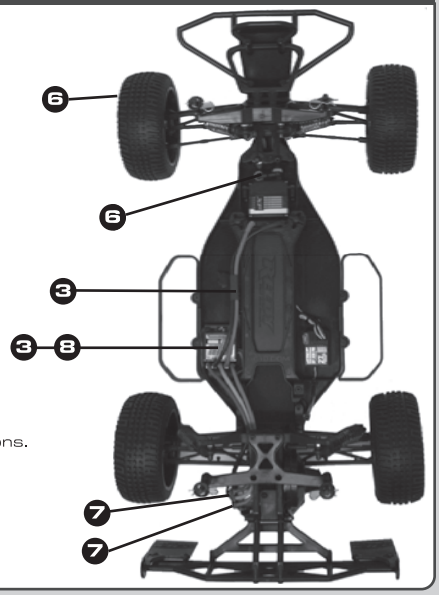
6332 **x2**
body clip

6332 **x2**
body clip



:: Final Adjustments

1. Place your car on a block or stand so that all 4 wheels are elevated and free to move. Remove the body.
2. Turn the transmitter **ON**.
3. Connect your battery pack and turn the ESC (electronic speed control) power switch **ON**.
4. Turn the steering wheel on the transmitter. If the vehicle does not respond, check your battery connection, ESC plug, and servo plug are all installed correctly. If both systems are powered on, then refer to your transmitter manual for help on binding the 2.4 GHz radio systems.
5. If the steering is working, check that the wheels turn left when you turn the transmitter wheel to the left. If not, then you must check the servo revering switches (see transmitter manual).
6. Adjust the steering trim setting on the transmitter until the steering rack (page 4) is centered in the car. Then, adjust the steering turnbuckles (page 6) so that both front wheels point straight forward. Use the steering trim to fine-tune the centering adjustment once you finish the checklist and start driving your car.
7. Now connect the motor to the ESC (refer to ESC instructions for proper installation).
8. Set the ESC according to the manufacturer's instructions. **WARNING:** Some ESC's have the motor dis-connected during setup and some do not. You risk damaging your brushless system if you do not follow the manufacturer's instructions.
9. Check that your ESC settings are working by lightly applying the throttle and brake.
10. Re-install the body. You are now ready to drive !
11. **REMEMBER** that the transmitter is the first to be turned on and the last to be turned off. Always operate your R/C vehicle in a safe area clear of any cars or pedestrians.

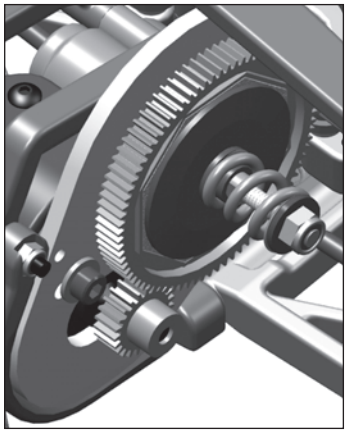


:: Adjustments / Tips

Motor Gearing:
Proper motor gearing will result in maximum performance and run time while reducing the chance of overheating and premature motor failure. The gear ratio chart lists recommended starting gear ratios for the most widely used motor types. Gear ratios will vary depending upon motor brand, wind, and electronic speed control. Consult your motor and electronic speed control manufacturers for more information.

SC10 Gear Ratio Chart

MOTOR	Pinion	Spur	FDR
27T Stock Motor	19	87	11.91:1
19T Super Stock Motor	19	87	11.91:1
17.5 Brushless Motor	28	75	6.96:1
13.5 Brushless Motor	21	84	10.40:1
10.5 Brushless Motor	19	84	11.49:1
9.5 Brushless Motor	18	84	12.13:1
8.5 Brushless Motor	17	84	12.85:1
3300kV Brushless Motor	18	84	12.13:1



Set The Gear Mesh
You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #31531 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.

MAINTENANCE

Check For Fit
Periodically check all moving suspension parts. Suspension components must be kept clean and move freely without binding to prevent poor and / or inconsistent handling.

Motor Maintenance
Brushed motors require frequent maintenance to keep performance levels at their maximum. Between runs and after letting the motor cool completely, inspect the brushes to ensure that they are moving freely in their holders. Remove the springs and slide the brushes in and out of their holders checking for any resistance or rough spots. If found, remove the brush and carefully wipe it clean. Removing buildup will allow the brush to slide freely and create maximum contact with the commutator resulting in maximum power output.

After every 3-5 runs, remove the brushes from their holders and inspect the tips for wear or burning. If there is noticeable wear (less than 75% of the brush remaining), it is best to cut the commutator and replace the brushes with a new pair. If the tips become a burned blue color, the lubricant in the brush has been burned away and new brushes should be installed.

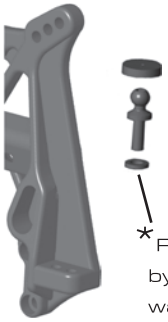
Occasionally, the motor should be cleaned with a soft brush to prevent dirt build up around the brush hood area and ball bearings. At this time, it is a good idea to add one drop of bushing / bearing oil to each bushing or ball bearing.

If using a brushless motor, please refer to the motor manufacturer's guidelines for proper maintenance.

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 until the shaft extends thru the nut by 0.5mm. 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.

:: Adjustments / Tips



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

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 medium-grip loose tracks.

Caster

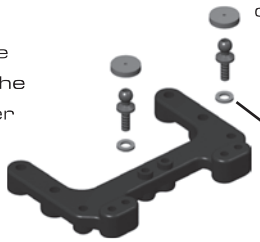
Caster describes the angle of the kingpin as it leans toward the rear of the vehicle. Positive caster means the kingpin leans rearward at the top. The supplied 30° caster blocks (#7922) are recommended in most cases. For less corner entry steering and more exit steering, try the optional 25° blocks (#7919).

*Testing camber with camber gauge

Front 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. Positive camber, where the top of the tire is leaning out, is not recommended.



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

Rear Camber Link

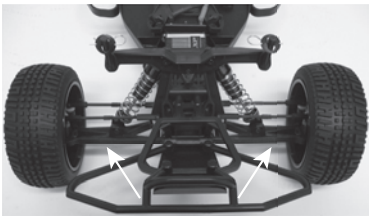
Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the rear chassis brace. Shortening the camber link (or lowering the ball end) will give the rear end less roll and the car will tend to accelerate or "square up" better. Lengthening the camber link (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.

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. 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.

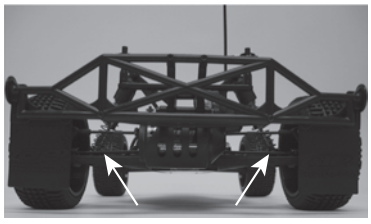
Ride Height

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 (reffered 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 level.



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

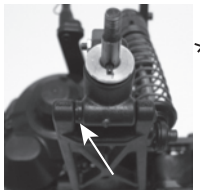
The rear ride height setting you should use most often is with the outdrive, driveshaft, and axles all on the same imaginary horizontal line (reffered to as "bones level"). Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into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



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

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. A short wheelbase will make the rear end more responsive.



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

Anti-Roll bar

The optional #9635 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.

SC10

Setup Sheet for Team Associated's SC10

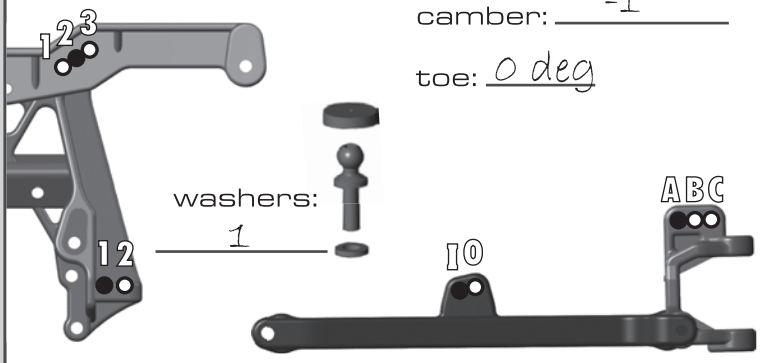
:: Driver: SC10 FT Standard Setup **:: Date:** _____

:: Track: _____

:: Event: _____

Rev. 2

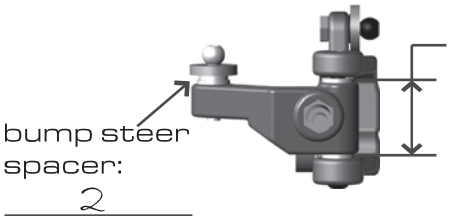
:: Front End



camber: -1

toe: 0 deg

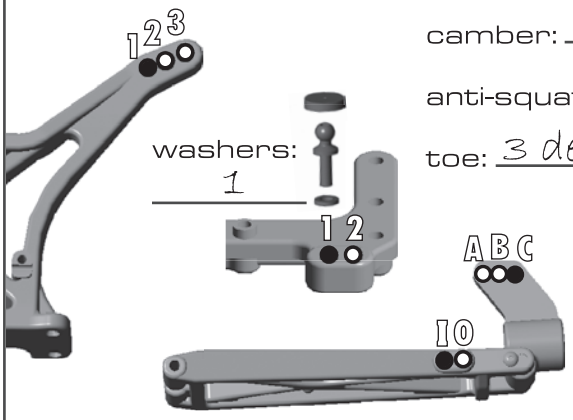
ride height: arms level



bump steer spacer: 2

axle height		caster	
up	☐	20°	☐
middle	☐	25°	☐
down	■	30°	■

:: Rear End



camber: 0

anti-squat: 2 deg

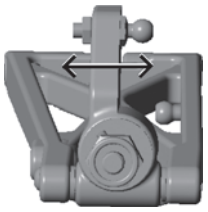
toe: 3 deg

washers: 1

ride height: bones level

rear hub carriers

std 0°	■
0.5°	☐
1°	☐
1.5°	☐



wheel base	
long	☐
medium	☐
short	■

anti-roll bar	
none	■
black (soft)	☐
silver (med)	☐
gold (hard)	☐

:: Front Shocks

spring: red piston: #3

shock oil: 30wt limiter: 7 thin

:: Rear Shocks

spring: Gray piston: #1

shock oil: 30wt limiter: 2 thin

:: Electronics

motor & wind: not included

pinion: not included

spur gear: 84

batteries: not included

battery placement: back, cut foam block

radio: not included

throttle / brake epa: _____

throttle / brake expo : _____

esc: not included throttle profile: _____

initial brake: _____ drag brake: _____

servo: _____ steering expo: _____

:: Other

body: SC10 09'

notes: _____

:: Gear Differential / Ball Differential

gear diff fluid: ☐ _____

ball diff settings: ■ 0.5mm

:: Front Tires

tire: standard

compound: standard

insert: standard

wheel: KMC - Black

:: Rear Tires

tire: JConcepts Subcultures

compound: green

insert: standard

wheel: KMC - Black

:: Race and Vehicle Comments

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

comments: _____

:: Track Info

smooth: ☐ bumpy: ☐ blue groove: ☐

traction: ☐ high ☐ med. ☐ low

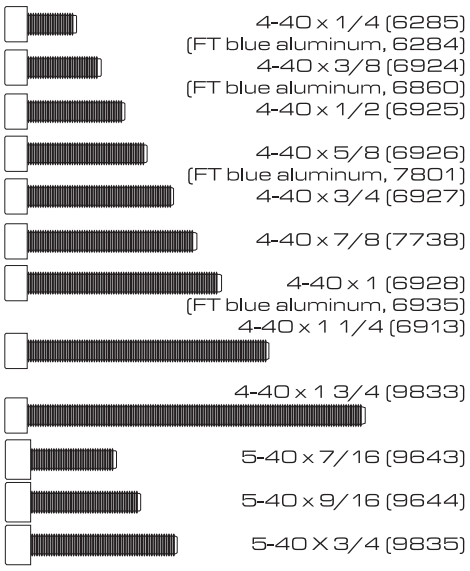
soft dirt: ☐ grass: ☐ clay: ☐ wet: ☐

dusty: ☐ other: _____

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

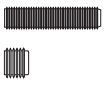
:: Hardware - 1:1

socket head (shcs)



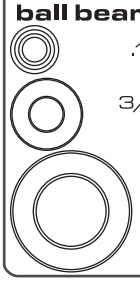
4-40 x 1/4 (6285)
(FT blue aluminum, 6284)
4-40 x 3/8 (6924)
(FT blue aluminum, 6860)
4-40 x 1/2 (6925)
4-40 x 5/8 (6926)
(FT blue aluminum, 7801)
4-40 x 3/4 (6927)
4-40 x 7/8 (7738)
4-40 x 1 (6928)
(FT blue aluminum, 6935)
4-40 x 1 1/4 (6913)
4-40 x 1 3/4 (9833)
5-40 x 7/16 (9643)
5-40 x 9/16 (9644)
5-40 X 3/4 (9835)

setscrews



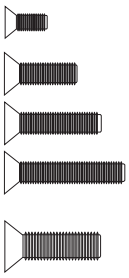
4-40 x 1/2 (9170)
5-40 x 1/8 (3862)

ball bearings



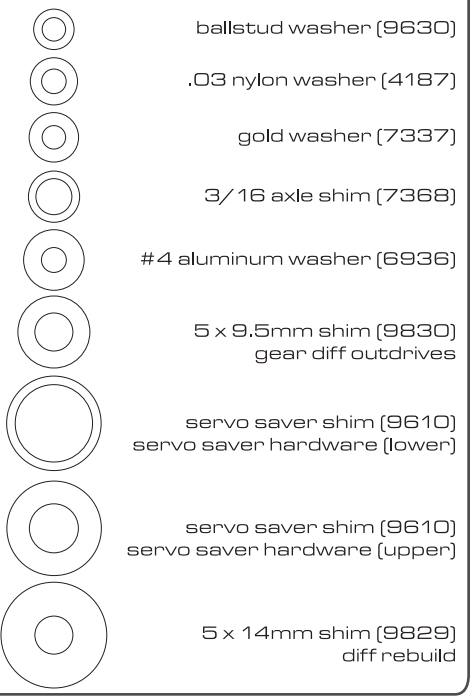
.125x.250x.109 bearing (3971)
3/16" x 3/8" ball bearing (3977)
(PTFE bearing, 6906)
10 x 16mm ball bearing (9832)

flat head (fhcs)



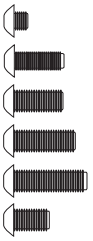
2.5x6mm (4675)
4-40 x 3/8 (6292)
4-40 x 1/2 (6922)
(FT blue aluminum, 8409)
4-40 x 5/8 (6915)
5-40 x 1/2 (9269)

shims & washers



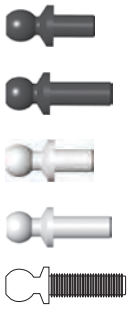
ballstud washer (9630)
.03 nylon washer (4187)
gold washer (7337)
3/16 axle shim (7368)
#4 aluminum washer (6936)
5 x 9.5mm shim (9830)
gear diff outdrives
servo saver shim (9610)
servo saver hardware (lower)
servo saver shim (9610)
servo saver hardware (upper)
5 x 14mm shim (9829)
diff rebuild

button head (bhcs)



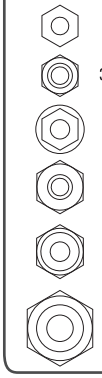
2-56 x 1/8 (9645)
2-56 x 5/16 (4334)
4-40 x 5/16 (6919)
(FT blue aluminum, 6946)
4-40 x 3/8 (6917)
(FT blue aluminum, 6947)
4-40 x 7/16 (2221)
3x6mm (31531)

ballstuds



black .20" (3981)
black .30" (3983)
silver .20" (6276)
silver .30" (6277)
silver .40" (6278)
(Ti Nitride .40", 9797)

nuts (lock/plain)



4-40 small plain nut (7260)
3/16 aluminum locking nut (4449)
shock mount nut (6472)
4-40 nut (6295)
5-40 lock nut (6629)
8-32 aluminum lock nut (9834)
8-32 steel lock nut (6952)

Servo Chart

1 FIND YOUR SERVO TYPE

2 FIND YOUR SPACER(S)

3 SELECT YOUR SERVO HORN

1 STEERING SERVO TYPE (Steering servo is sold separately) NOT ALL SERVOS ARE LISTED	2 #7336 SPACER	3 #9180 SERVO ARM
Associated Electrics / XP AE SHV1504MG, DS1015, DS1313	thin spacer	F
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, HS-645MG	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

SC10

Setup Sheet for Team Associated's SC10

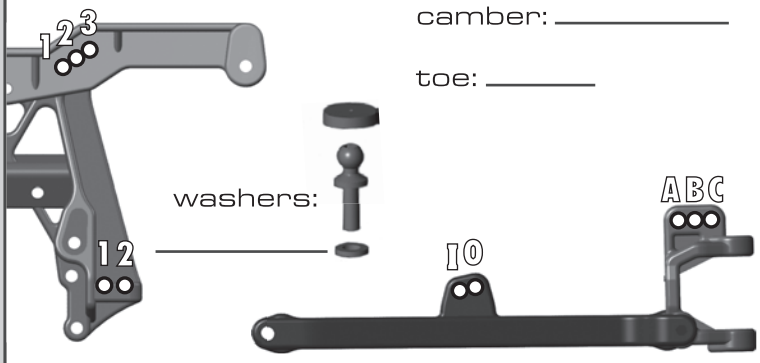
:: Driver: _____ **:: Date:** _____

:: Track: _____

:: Event: _____

Rev. 2

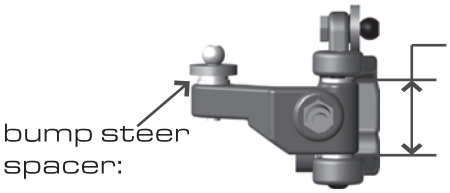
:: Front End



camber: _____

toe: _____

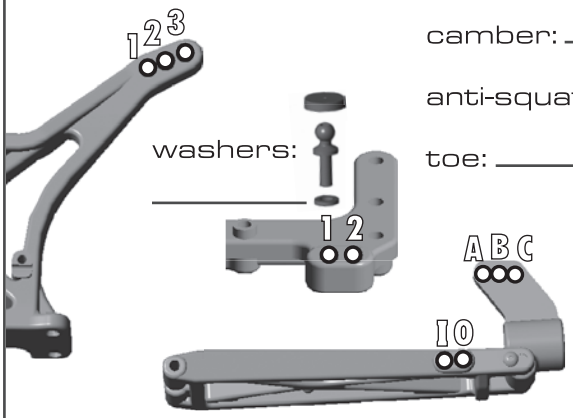
ride height: _____



bump steer spacer: _____

axle height		caster	
up	☐	20°	☐
middle	☐	25°	☐
down	☐	30°	☐

:: Rear End



camber: _____

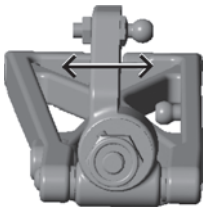
anti-squat: _____

toe: _____

rear hub carriers

std 0°	☐
0.5°	☐
1°	☐
1.5°	☐

ride height: _____



wheel base	
long	☐
medium	☐
short	☐

anti-roll bar	
none	☐
black (soft)	☐
silver (med)	☐
gold (hard)	☐

:: Front Shocks

spring: _____ piston: _____

shock oil: _____ limiter: _____

:: Rear Shocks

spring: _____ piston: _____

shock oil: _____ limiter: _____

:: Electronics

motor & wind: _____

pinion: _____

spur gear: _____

batteries: _____

battery placement: _____

radio: _____

throttle / brake epa: _____

throttle / brake expo : _____

esc: _____ throttle profile: _____

initial brake: _____ drag brake: _____

servo: _____ steering expo: _____

:: Other

body: _____

notes: _____

:: Gear Differential / Ball Differential

gear diff fluid: ☐ _____

ball diff settings: ☐ _____

:: Front Tires

tire: _____

compound: _____

insert: _____

wheel: _____

:: Rear Tires

tire: _____

compound: _____

insert: _____

wheel: _____

:: 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 'Racing'

Associated Electrics, Inc.
26021 Commercentre Dr.
Lake Forest, CA 92630 USA
http://www.TeamAssociated.com
http://www.RC10.com
http://twitter/Team Associated
http://bit.ly/AEonFacebook

call: (949) 544-7500 - fax: (949) 544-7501
Check out the following web sites for all of our kits,
current products, new releases, setup help, tips, and racing info!
www.TeamAssociated.com. - www.RC10.com