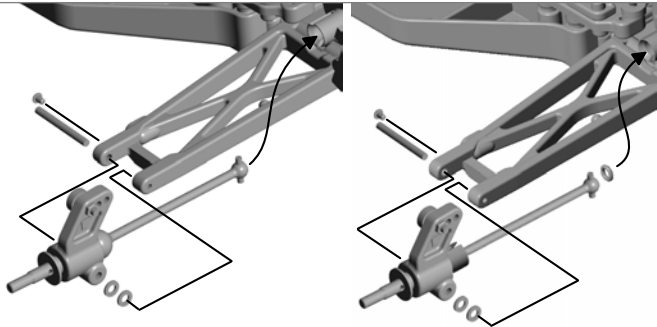


BAG E

x2

- 9622 Hinge Pin, rear outer x1
- 9645 B.H. Screw 2-56 x 1/8 x1
- 4187 Spacer x2
- RTR: 5407 O-ring x1

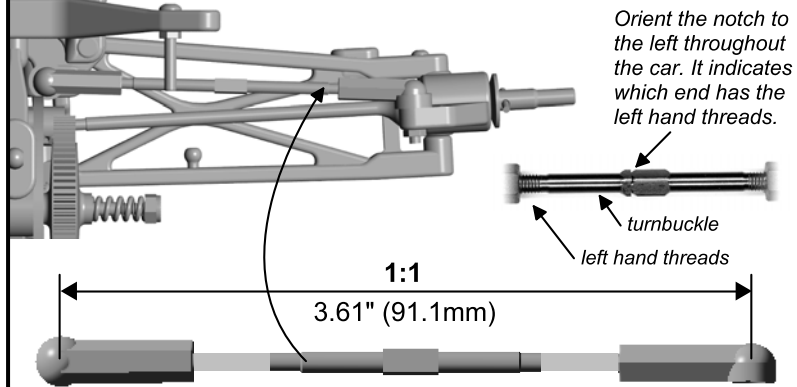


with MIP CVDs RTRs with Assoc. Axle

6

x2

- 7101, 1417* Turnbuckle, 2.80" x1
- 7230 Ball Cup x2

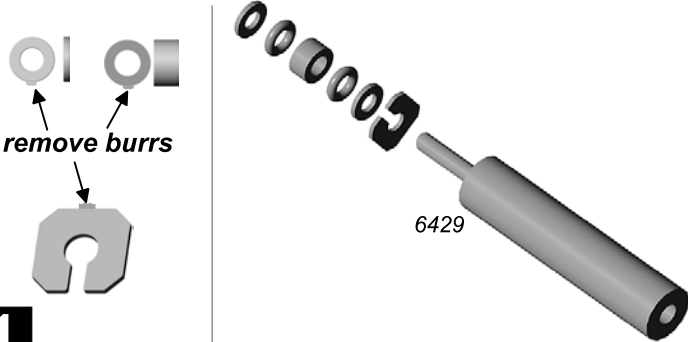


7

BAG F

Front x2

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



1

Front x2

- 6436 Front Shock Body, 1.02" hard anodized x1
- RTR: 6425B blue aluminum
- 7414* threaded hard anodized alum.



2

FT T4

- 7416 Shock Collar and O-ring



DO ALL FOUR SHOCKS

Front x2

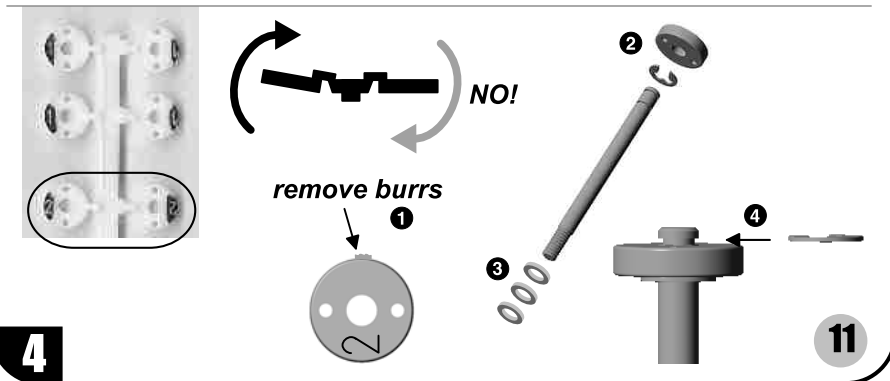
- 6469 Shock Cap O-ring x1



3

Front x2

- 6299 E-clip x2
- 6465 Shock Piston #2 x1
- 6459, 6417* Shock Shaft, 1.02 stroke x1
- 6466 Downstop, 1/32 x3



4

11

BAG F **Front x2**

x1
7217, 1777*
Pivot Ball

x1
7217
Eyelet

5422

5

BAG F **Rear x2**

x1
6440
Clamp

x1
6440
Thick Washer

x2
6440
Thin Washer

x2
5407
Red O-ring

remove burrs

6429

6

BAG F **Rear x2**

x1

6469
Shock Cap O-ring

5422

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

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

Rear Shock Body, 1.39"
7410 hard anodized
RTR: 7411B blue aluminum
7412* threaded hard anodized alum.

7

Rear x2

x1

6469
Shock Cap O-ring

8

Rear x2

x2
6299
E-clip

x1
6465
Shock Piston #1

x1
6458, 6416*
Shock Shaft, 1.32 stroke

x3
6466
Downstop, 1/32

remove burrs

NO!

9

Rear x2

x1
7217, 1777*
Pivot Ball

x3
7217
Eyelet

5422

10

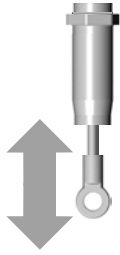
BAG F



Fill to top with oil

11

Move shaft up and down to remove air bubbles



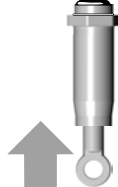
12



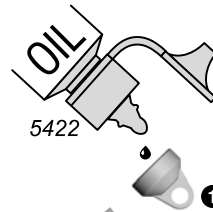
Fill to top with oil

13

Push the shaft in



14



1 Fill cap with oil

2 Retain oil as you screw cap on

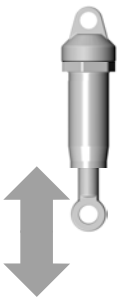
x4
6428 Shock Cap, molded

Tightening your shock cap



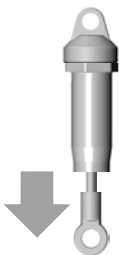
15

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



16

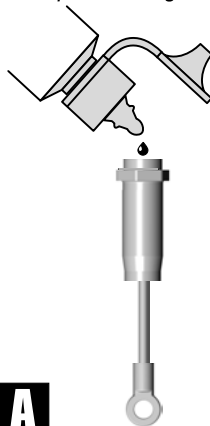
The shaft should push itself out by the amount shown



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

17

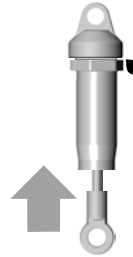
If the shaft does not push out that far, do steps 15-17 again



A

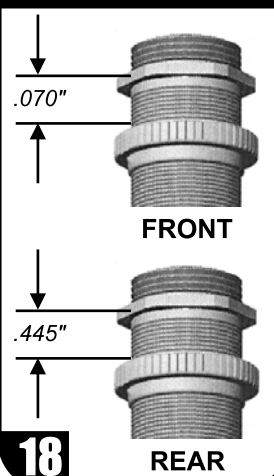
Bleeding the Shocks

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



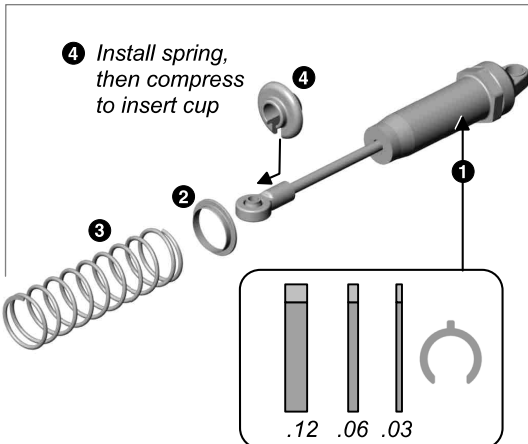
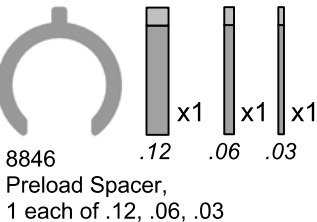
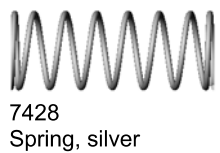
B

FT T4 KIT



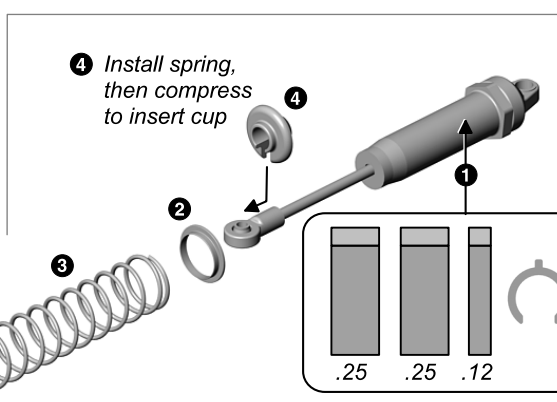
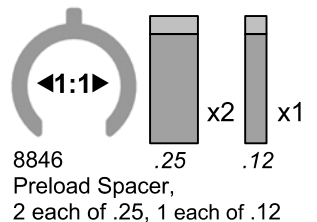
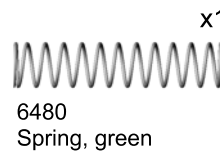
18

Front x2



18

Rear x2



19


15


BAG F

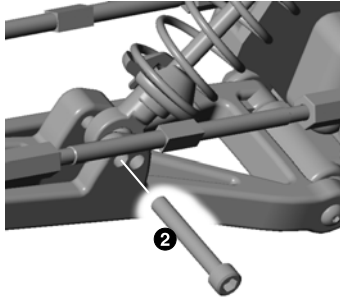
Front x2

◀1:1▶

 x1
6472
4-40/5-40 Plastic Nut

 x1
6473
Shock Bushing


◀1:1▶ x1

6926
S.H. Screw
4-40 x 5/8




20

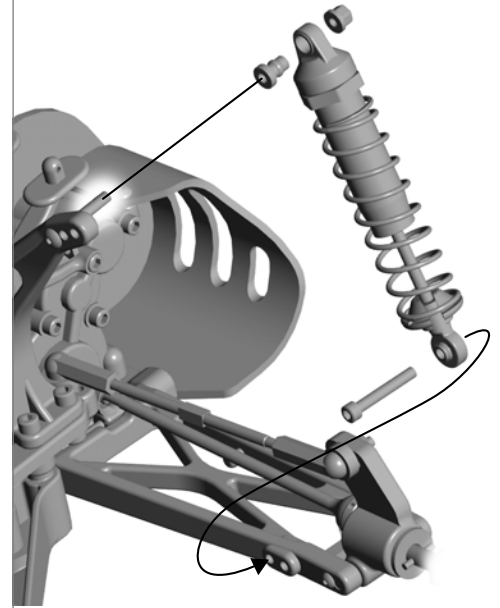
Rear x2

◀1:1▶

 x1
6472
4-40/5-40 Plastic Nut

 x1
6473
Shock Bushing

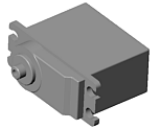
◀1:1▶ x1

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



21

BAG G

1
FIND YOUR SERVO TYPE



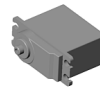
2
SELECT YOUR SPACER(S)




3
SELECT YOUR SERVO HORN



1
STEERING SERVO TYPE
(Steering servo is sold separately)
NOT ALL SERVOS ARE LISTED



2

#7337
SPACER


3
#9180
SERVO
ARM 

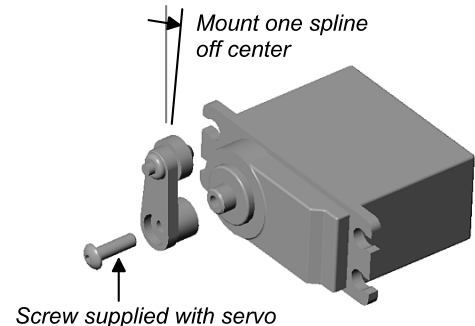
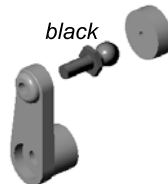
Airtronics 94102	no spacer	A
Airtronics 94738, 94157, 94158, 94257, 94258, 94357, 94358, 94452, 94453, 94751, 94755	thick spacer	A
Hitec HS-5625MG, HS-5645MG, HS-625MG, HS645MG	no spacer	H
Hitec HS-303, HS-300BB, HS-945MG, HS-925MG, HS-5945MG, HS-5925MG, HS-525MG, HS-525BB, HS-425BB, HS-422	thin spacer	H
JR Z4725, Z4750, Z2750, Z8450, Z8550, NES-4750	no spacer	J
JR Z250, Z550	thin spacer	J
Futaba S9204, S9250, S9450, S148	no spacer	F
Futaba S3003, S9202, S9101	thin spacer	F
Futaba S9404	thick spacer	F
KO PS-401, PS-2001, PS-2004, PS-2015, PS-2173, PS-2174, PS-2123, PS-2143, PS-2144	thin spacer	J

◀1:1▶

 x1
6272
Ball End Dust Cover

 x1
9180
Servo Horn

◀1:1▶ x1

3858
Ball End, black




2


16

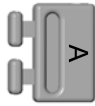
BAG C

 x2
7336, 1779*
Servo Mount

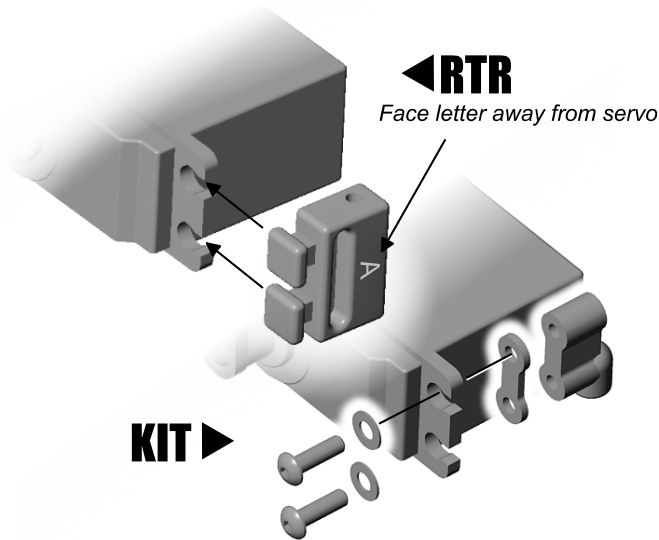
 x0 or x2
7336
Servo Spacer

 x4
6917, 4145*
4/40-3/8 B.H. Screw

 x4
7337
Spacer

 x2
RTR: 9181
RTR Clip-on Servo Mount

3

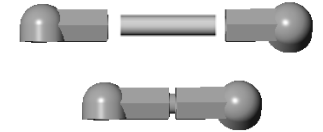


 x2


9170
Servo Link Cup

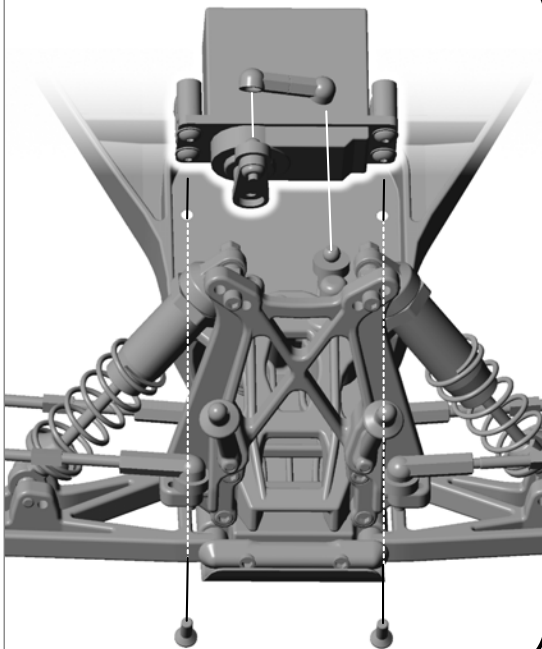
 x1

9170
Servo Link



4

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



5

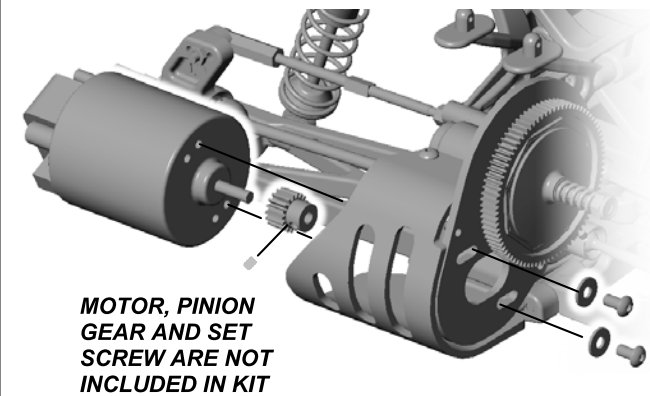
 x2
3934
B.H. screw
3mm

 x2
6936
Washer

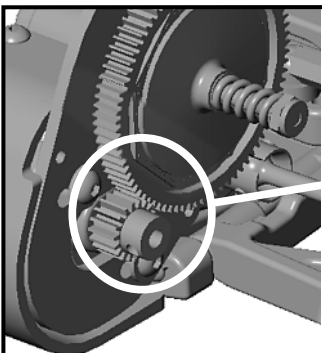
 x1
RTR: 3862
Set Screw

 x1
RTR: 6678
20 Tooth Pinion

 x1
RTR: 9626
17 Turn Motor



6



SET THE GEAR MESH

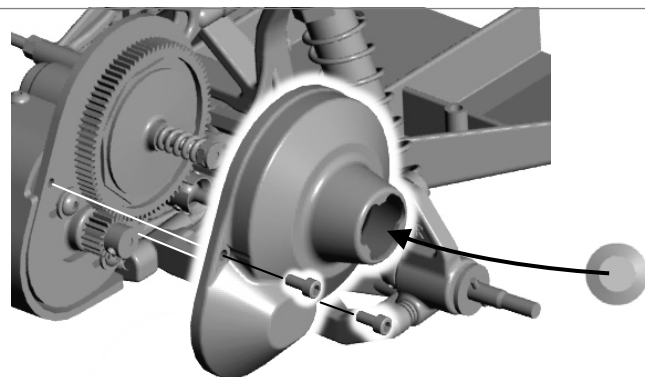
You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #3934 screws and move the motor away, then try again. A gear mesh that is too tight or too loose will reduce power and damage the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

7

 x2
6285
S.H.C. screw
4-40 x 1/4

 x1
Gear Cover
RTR: 7460, black
7461, clear

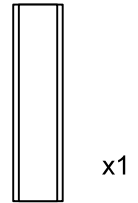
 x1
7461
Gear Cover Button



8

17

BAG G



6727
Servo Tape
double-sided



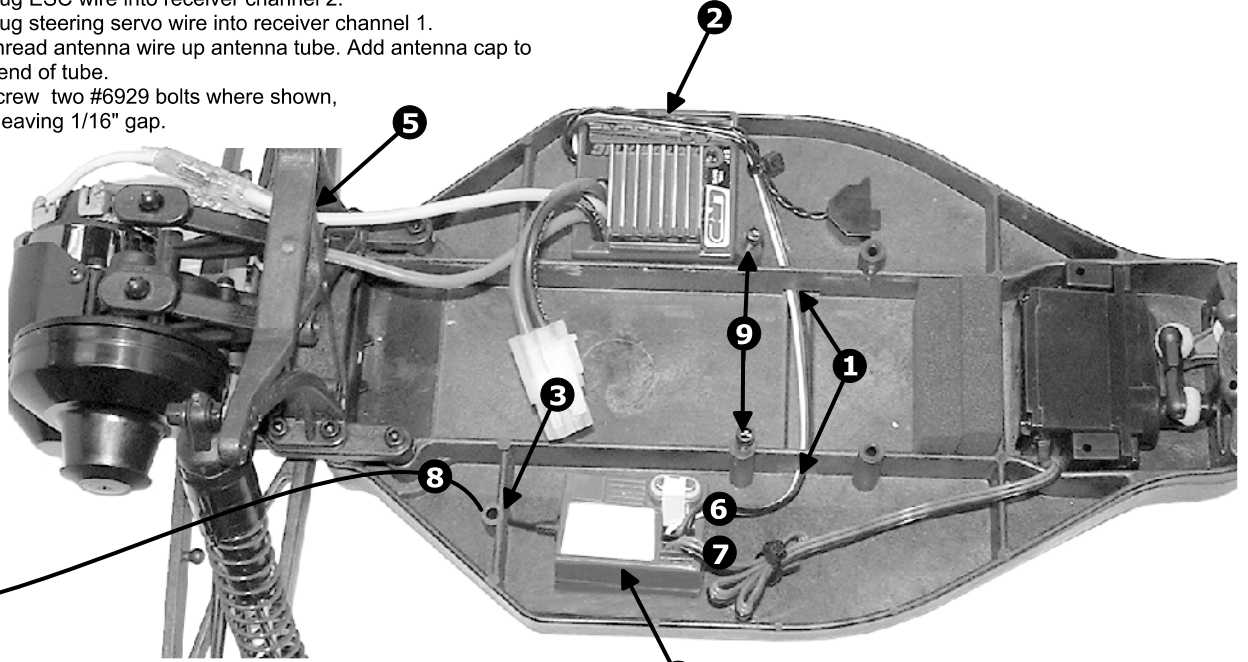
6929
4-40 x 3/8
S.H. Screw
with hole



6338
Antenna and
Antenna Cap

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

**SPEED CONTROL (ESC)
INCLUDED IN RTR, NOT IN KIT**

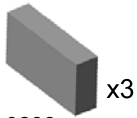


4 RECEIVER NOT IN KIT

9



6332
Body Clip



9238
Battery Spacer Block



7450, 7452*
Battery Holddown Strap

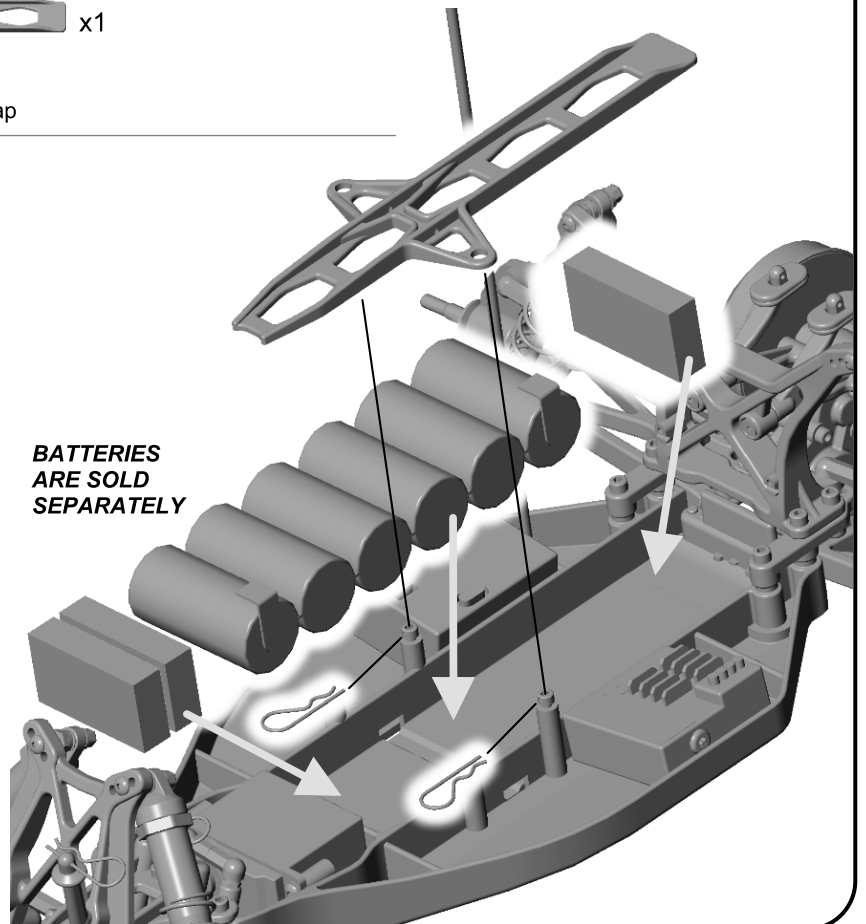
Your **OPTIONAL** batteries may come in stick pack form, shown here.



**CONNECT BATTERY
PLUG TO ESC (electronic
speed control) PLUG**

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

**BATTERIES
ARE SOLD
SEPARATELY**



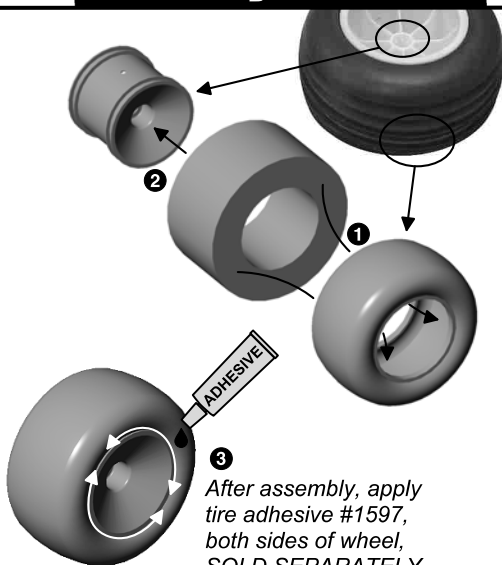
10

BAG H

Kit only--Front x2



1

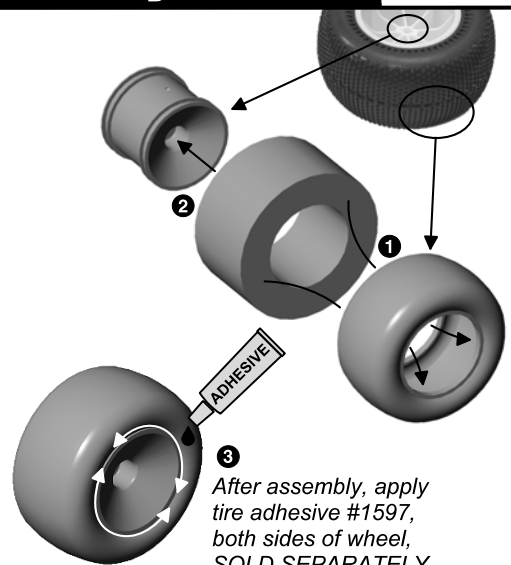


After assembly, apply tire adhesive #1597, both sides of wheel, SOLD SEPARATELY

Kit only--Rear x2

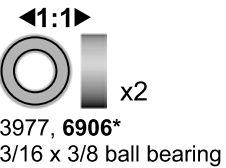


2

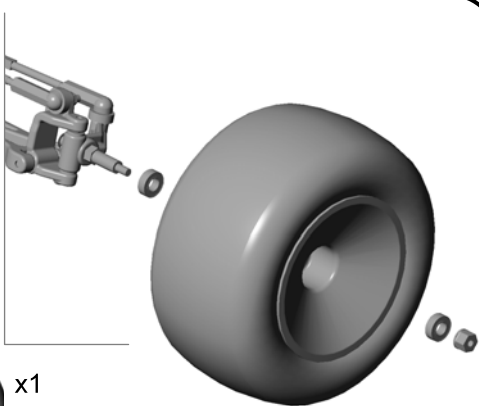


After assembly, apply tire adhesive #1597, both sides of wheel, SOLD SEPARATELY

Front x2



3

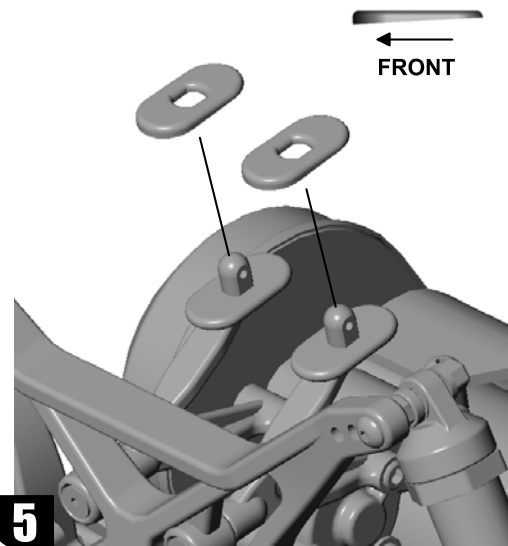
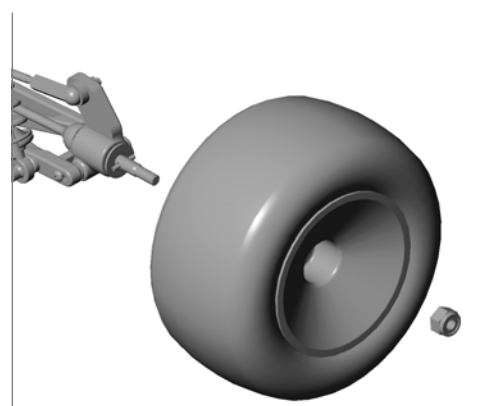


RTR: 7845
Front Tire, premounted

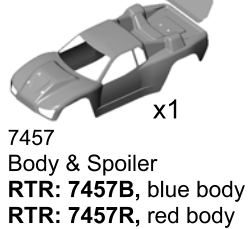
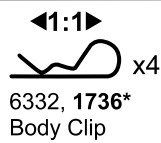
Rear x2



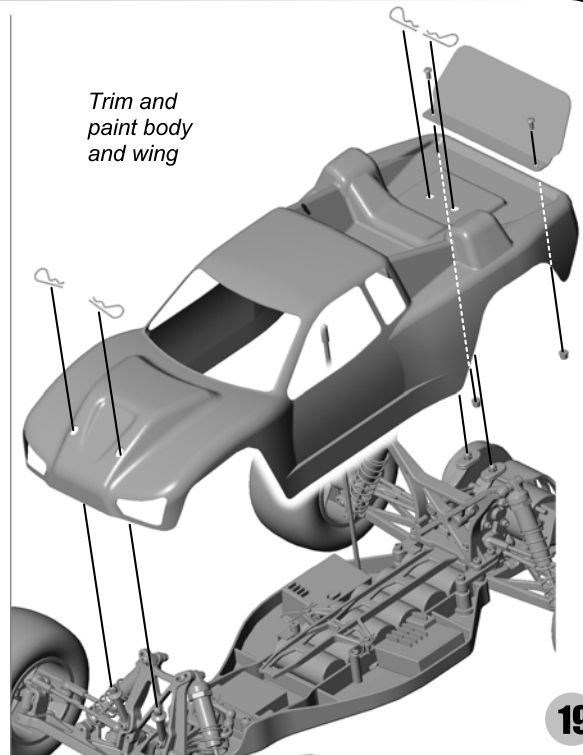
4



5



6



FINAL ADJUSTMENTS

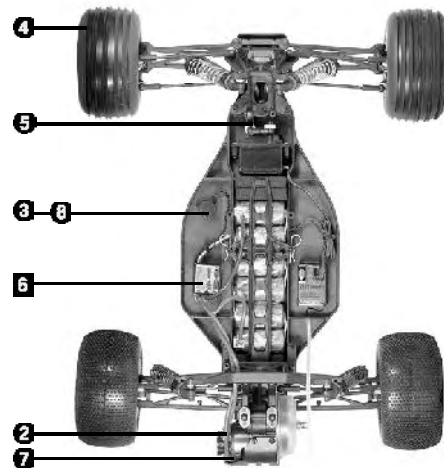
RADIO ADJUSTMENTS

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 #9659 steering rack is centered under the top plate. Then, using the two steering

Make these adjustments before you drive the truck

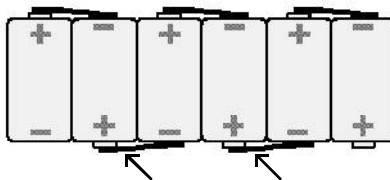
- turnbuckles, adjust the front wheels so they are pointing straight ahead.
6. Adjust the ESC (electronic speed control) according to the speed control manufacturer's instructions. *Some manufacturers have the motor connected during adjustment and some do not.* Now turn the power switch off.
 7. Connect 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.**



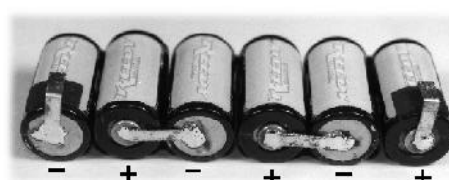
ASSEMBLE BATTERY PACK

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)	20	87	11.31:1
24° stock (RPM-based)	19	87	11.91:1
19 turn	19	87	11.91:1
14 turn modified motor	22	87	10.28:1
13 turn modified motor	21	87	10.77:1
12 turn modified motor	20	87	11.31:1
11 turn modified motor	19	87	11.91:1
10 turn modified motor	18	87	12.57:1

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

Follow these steps to keep your truck in shape for racing

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 3 more turns. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a

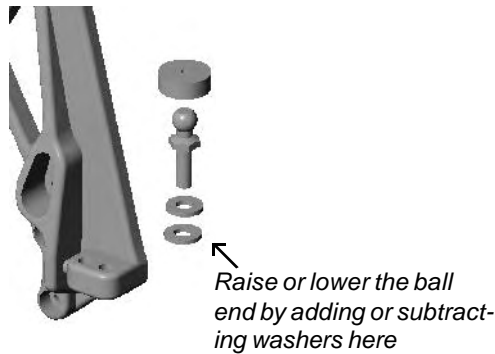
faint slipping sound for 1-2 feet on takeoffs.

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 medium-grip loose tracks.



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) and axles (#7459) will give the car an overall aggressive feeling. Steering entering and exiting the corners is increased, but straight line stability is 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

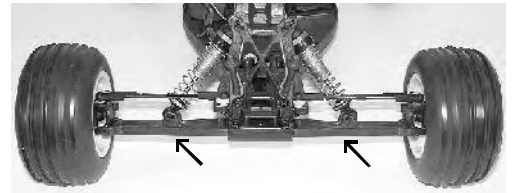
Toe-in describes the angle of the front tires when viewed from the top. With toe-in, the front of the tires point inward.

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.



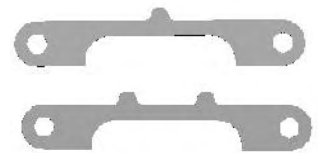
Front arms should be in a straight line when ride height is set as “arms level”

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 2° , and can be adjusted by installing or removing the included

shims underneath the arm mount.

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



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

REAR CAMBER LINK

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



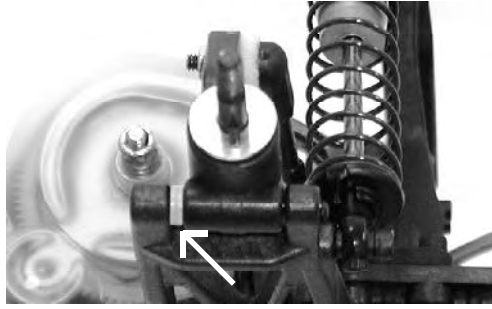
REAR CAMBER

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

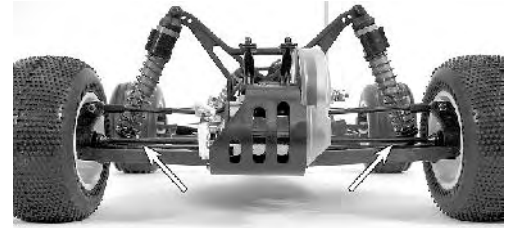
ANTI-ROLL BAR

The optional #9635 B4/T4 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.



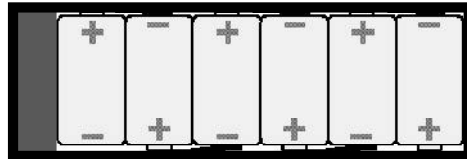
Dogbones should be in a straight line when ride height is set as “dogbones level”

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 car feel more balanced and actually improve rear grip.

FRONT

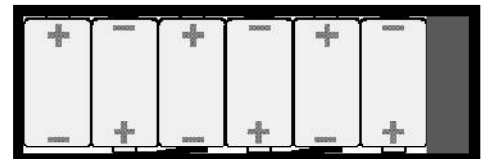
REAR



Spacers to the front will place batteries to the rear

FRONT

REAR



Spacers 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.

TEAM ASSOCIATED ONLINE

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

Kit Tips & Help. Have questions? Look here first!

Parts Catalogs. Your printed catalog is probably already out of date! 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.

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

Setup Sheets. Where racers find blank and standard setups for different track conditions. What are the winning racers using?

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 find tracks where you may race your car.



SETUP SHEET for the Team Associated RC10T4

Driver _____
 Track/City _____
 Event _____ Date _____

FRONT SHOCK MOUNTING & CAMBER LINK

RIDE HEIGHT _____

CAMBER _____ °

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 _____

CAMBER _____ °

ANTI-SQUAT 0° 1° 2° 3°

WHEELBASE long medium short

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

REAR SHOCKS OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT unobtainium STD # LIMITERS _____

REAR TIRES & WHEELS

REAR TIRES _____

INSERTS _____ WHEELS _____

RADIO/BATTERIES	MOTOR	OTHER
RADIO _____ SERVO _____	MOTOR & WIND _____	BODY _____
ESC _____	BRUSHES _____	SPOILER _____
DRAG BRAKE _____ INIT BRAKE _____	SPRING _____	CHASSIS _____
BATTERIES _____	PINION / SPUR _____ / _____	
BATTERY PLACEMENT: spacers in front _____ spacers in rear _____		

CONDITIONS

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

wet dusty
 dry other

COMMENTS

NOTES _____
