## Introduction
Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new B4.1 or T4.1. 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 supplementary sheets located in the appropriate parts bags. Check each bag for these sheets before you start to build.

### B4.1 Factory Team Features
- Built on 4-time World Champion RC10 B4 platform.
- 2.6:1 Ratio Gearbox that fits optional gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Set-screw to secure antenna tube
- 14 rubber sealed ball bearings
- Fully adjustable camber and toe-in
- Angled bell crank “co-planar” steering
- Built in servo saver
- Vertical ball end adjustment front & rear
- Factory Team 0.5 degree aluminum rear hubs with oversize outer bearing.
- Factory Team V2 dual-capped hard anodized shock bodies with threaded collars
- V2 slipper assembly with high-rate spring
- Factory Team Gold slipper pads
- Pro-Line Vortex body and wing
- Pro-Line M3 Holeshot 2.0 rear and M3 4-rib front tires
- B4.1 rear shock tower with revised geometry for LiPo
- Suspension mounts for 4, 3.5, 3, and 2.5 degrees rear toe included
- Ball differential with light-weight outdrives
- Bleed-screw shock caps
- TiN “Gold” shock shafts front and rear
- Carbon fiber battery strap with thumb screws
- CVA joints with pin retainer clips
- Durable steel center-drilled front axles
- 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
- 30 degree caster blocks
- Factory Team blue cone washers for top plate
- Ball-bearings for steering bell cranks
- Blue aluminum servo saver nut
- #3/16” mini locking nuts

### T4.1 Factory Team Features
- Built on 7-time National Champion RC10 T4 platform.
- 2.6:1 Ratio Gearbox that fits optional gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Set-screw to secure antenna tube
- 14 rubber sealed ball bearings
- Fully adjustable camber, and toe-in
- Angled bell crank “co-planar” steering
- Built in servo saver
- Vertical ball end adjustment front & rear
- Factory Team 0.5 degree aluminum rear hubs with oversize outer bearing.
- Factory Team V2 dual-capped hard anodized shock bodies with threaded collars
- V2 slipper assembly with high-rate spring
- Factory Team Gold slipper pads
- JConcepts Hi-Flow T4 body and spoiler
- JConcepts Double-Dees rear and Carvers front tires
- Suspension mounts for 4, 3.5, 3, and 2.5 degrees rear toe included
- Ball differential with light-weight outdrives
- Bleed-screw shock caps
- TiN “Gold” shock shafts front and rear
- Carbon fiber battery strap with thumb screws
- 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 wheel spacers
- Factory Team blue aluminum hinge pin brace
- Factory Team blue aluminum shock bushings
- Factory Team blue aluminum shock pivot balls
- 30 degree caster blocks
- Factory Team blue cone washers for top plate
- Ball-bearings for steering bell cranks
- Blue aluminum servo saver nut
- #3/16” mini locking nuts

## Additional
Your new B4.1 or T4.1 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 rechargeable
- 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 cell LiPo battery pack (#714)

- Calipers or a precision ruler
- Needle nose pliers
- Lexan specific spray paint
- Body Scissors (#1737)
- Reamer / hole punch
- Cyanoacrylate 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.*

| ![Warning] | There is a 1:1 fold out in the back of the manual. Fold it out while building your kit for easy parts sizing! | ![Warning] | These Symbols indicate a special note or instructions, or a Factory Team replacement part is available. |
:: Steering Rack Build

BAG A

A2
STEP 1

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

9610B
FT servo saver bolt, blue

9610
servo saver washer (upper)

9659
servo saver (lower)

:: Steering Rack Build (cont.)

A2
STEP 2

9610
servo saver bolt

9657
heavy duty servo saver spring

9610 x2
servo saver washer (lower)

9659
servo saver (upper)

9659
servo saver (lower)

:: Steering Rack Build (cont.)

A2/3
STEP 3

6272
dust cover foam

6276
ball end short (silver)

3981 x2
ball end short (black)

9659 x2
block carrier bushing

9659
steering rack

6272 x2
block carrier bushing

9659
servo saver (upper)

9659
servo saver (lower)

2221 x2
4-40 x 7/16 bhos

* With supplied wrench, tighten servo saver bolt completely, but take care not to overtighten.
:: Steering Rack Build (cont.)

A 4/5

**T4i & B4i**

**STEP 4**

- **9566**: top plate
- **3971 x4**: steering rack bearing
- **9640 steering bolt (right)**
- **9563 front bulkhead** *
- **9640 steering bolt (left)**
- **9560 B4 chassis**
- **7440 T4 chassis**
- **89229 x3**: blue countersunk washer
- **6922 x3**: 4-40 x 1/2” fhcs
- **6915 x2**: 4-40 x 5/8 fhcs

*FT option available*

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

:: Steering Knuckles Build

**BAG B**

**B 2**

**STEP 1**

- **9630 x4**: ballstud washer
- **9581 x2**: steering block 1 left & 1 right
- **7456 x2**: front trailing axle (T4) *
- **3983 x2**: ball end long (silver) *
- **6272 x2**: dust cover foam
- **6277 x2**: ball end long (black) *
- **6920 x2**: 4-40 x 3/16 bhcs
- **6299 x2**: e-clip
- **9612 x2**: HD steel front axles (B4/SC10)
- **4449 x2**: 4-40 x 3/16” aluminum locknut

*FT option available*

Build both a right side and left side for either the B4.1 or the T4.1.

:: Steering Knuckles Build (cont.)

**B 2**

**STEP 2**

- **9622 x2**: kingpin
- **4187 x4**: .030 washer
- **9645 x2**: 2-56 x 1/8 bhcs

**T4i**

**RIGHT**

**T4i**

**LEFT**

Build both a right side and left side for either the B4.1 or the T4.1.
:: Front End (cont.)

**B 5**

**STEP 6**

- 6924 x4
- 440 x 3/8
- shcs

---

**:: Front Turnbuckles B4.1**

**B 6**

**STEP 7**

- Orient the notch to the left throughout the car; it indicates which end has the left hand threads.

- **x2**
  - 7230 ball cup [large]
  - 1406 2.00" turnbuckle
  - 7230 ball cup [large]

- **x2**
  - 2.62" (66.5mm)
  - 2.83" (71.9mm)

---

**:: Front Turnbuckles T4.1**

**B 7**

**STEP 8**

- Orient the notch to the left throughout the car; it indicates which end has the left hand threads.

- **x2**
  - 7230 ball cup [large]
  - 1408 2.64" turnbuckle
  - 7230 ball cup [large]

- **x2**
  - 3.3" (83.8mm)
  - 3.50" (88.9mm)
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.)::**

**C5**

**STEP 7**

- **B1T 48P spur gear (T4.1)**
- **7485 x2** slipper hub
- **9603 x2** slipper pad

**C6**

**STEP 8**

- **B1T 48P spur gear (B4.1)**
- **7485 x2** slipper hub

---

**:: Transmission (cont.)::**

**C6**

**STEP 8**

- **7486 V2 slipper spring**
- **7486 V2 slipper washer**
- **6629 5-40 locknut**

---

**:: Rear End::**

**BAG D**

**D2**

**STEP 1**

- **9582 x2** rear A-arms 1 left & 1 right
- **9618** rear chassis plate
- **9621 x2** hinge pin (rear inner)
- **9645 x2** 2.56 x 1/8 bhcs
- **7448 x2** rear A-arms 1 left & 1 right
- **9621 x2** hinge pin (rear inner)
- **9645 x2** 2.56 x 1/8 bhcs

---

**:: Transmission (cont.)::**

**C6**

**STEP 8**

- **0.5 mm**

---

**:: Transmission (cont.)::**

**C6**

**STEP 8**

- **See page XX for gear mesh, and slipper clutch setting instructions**
:: Rear End (cont.)

D2
STEP 2
7487 rear arm mount (3.0 degree)
7487 anti-squat shim (2 degree)

:: Rear End (cont.)

D3
STEP 3
9269 x4 5-40 x 1/2 f/nos
6272 x2 dust cover foam
6277 x2 ball end long (silver)
9630 x2 ballstud washer
9564 brace

:: Rear End (cont.)

D3
STEP 4
9643 x2 5-40 x 7/16 shca
7413 x2 4-40 x 3/4 shca
1781 x2 FT shock bushing, short
9572 B4 rear shock tower
:: Rear End (cont.)

**D4**
STEP 5

- 7413 x2
  - 4-40 x 3/4
  - bhcs

- 1781 x2
  - FT shock bushing, short

- 9624
  - T4 rear shock tower

**T4 & B4**

- 9644 x2
  - 5-40 x 9/16
  - shcs

- 9643 x2
  - 5-40 x 7/16
  - shcs

:: Rear End (cont.)

**D5**
STEP 6

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

- 6922 x2
  - 4-40 x 1/2
  - fhcs

:: Rear End (cont.)

**D5**
STEP 7

- 6915 x2
  - 4-40 x 5/8
  - fhcs

- 6924 x2
  - 4-40 x 3/8
  - shcs

- thread lock 1566
### Rear Hubs

#### Bag E

**E2**

**Step 1**

- **LEFT**
  - 6906 x2
  - 3/16 x 3/8 shaft bearing

- **RIGHT**
  - 3536-2 2-alum. hub hole left
  - 3536-1 2-alum. hub hole right

**Note:**
- 0.060 x 0.560 x 0.98 bearing

---

#### Rear Hubs (cont.)

**E2**

**Step 2**

- **LEFT**
  - 9872 x2 4-alum. hub tower (A)
  - 6272 x2 dust cover foam

- **RIGHT**
  - 9872 x2 4-alum. hub tower (A)
  - 3983 x2 ball stud long (black)
  - 6932 x4 4.40 x 5/16 shcs

**Note:**
- Molded camber link tower "A" has standard holes, and optional "B" tower has in-between hole options.

---

#### Rear Hubs (cont.)

**E3**

**Step 3**

- **Note:** Remove pin retainer to prevent binding if using 4-40 set screw in CVA.

- **Build 2**
  - 9755 cva axle
  - 7381 cva u-joint coupler
  - 9596 FT cva bone (SC10, T4)
  - 9672 FT cva bone (B4)

- **Build 2**
  - 7996 pin retainer
  - 7381 cva pin

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

---
:: Rear Hubs (cont.)

**E 3 / 4 / 5**

**STEP 4**

- 7369 roll pin
- 7368 x2 3/16 axle shim
- 9608B wheel spacer (blue)

**Build 2 (1 left, 1 right)**

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

**E 3 / 4 / 5**

**STEP 5**

- 7369 roll pin
- 7368 x2 3/16 axle shim
- 9608B wheel spacer (blue)

**Build 2 (1 left, 1 right)**

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

:: Rear Camber Turnbuckle B4.1

**E 6**

**STEP 6**

- 7230 ball cup [large]
- 1406 2.00” turnbuckle
- 7230 ball cup [large]

* Orient the notch to the left throughout the car. It indicates which end has the left hand threads.
:: Rear Camber Turnbuckle T4.1 (cont.)

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

:: Shocks BAG F

**F1/2**

**STEP 1**

- 6469 shock cap o-ring
- 7475 front shock body 0.89"
- 5407 x2 red o-ring
- 7484 shock internal spacer
- 7484 lower shock seal cap

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

- 6469 shock cap o-ring
- 7479 rear shock body 1.18"
- 5407 x2 red o-ring
- 7484 shock internal spacer
- 7484 lower shock seal cap

**F1/2 (cont.)**

**STEP 2**

- remove burrs
- Piston
- Piston number here

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

- 6465 shock piston #1
- 6299 e-clip
- 9723 FT shock shaft, gold 0.80"

- 6465 shock piston #2
- 6299 e-clip
- 6417 FT shock shaft, gold 1.02"

- 6465 shock piston #3
- 6299 e-clip
- 6417 FT shock shaft, gold 1.02"

- 6465 shock piston #1
- 6299 e-clip
- 6416 FT shock shaft, gold 1.32"
**:: Shocks (cont.)::**

**F 2 / 3 [B41]**

**STEP 3**

6299 e-clip

<table>
<thead>
<tr>
<th>Front Build</th>
<th>x2</th>
</tr>
</thead>
<tbody>
<tr>
<td>4187 x2</td>
<td>.030 nylon washer</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rear Build</th>
<th>x2</th>
</tr>
</thead>
<tbody>
<tr>
<td>4187 x2</td>
<td>.030 nylon washer</td>
</tr>
</tbody>
</table>

**:: Shocks (cont.)::**

**F 4 [T41 & B41]**

**STEP 4**

1777 eyelet

1777 FT blue aluminum shock pivot ball

<table>
<thead>
<tr>
<th>Front Build</th>
<th>x2</th>
</tr>
</thead>
</table>

| Rear Build | x2 |

**:: Shocks (cont.)::**

**STEP 5**

6443 x4 bleeder shock cap (molded)

**:: 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 .032" wrench such as Factory Team #4542)

9645 x4 2-56 x .125" bhcs

**Step 9-10:**

Slow

**B41 Front Shocks - 30wt**

**B41 Rear Shocks - 25wt**

**T4.1 Front Shocks - 30wt**

**T4.1 Rear Shocks - 30 wt**
:: Shocks (cont.)

**F6**

**STEP 9**

- 6926 4-40 x 5/8 shcs
- 6472 shock mount nuts

![Image showing shock mount nuts and shcs](image)

* Use the inside shock mount hole for shock settings.

**Front x2**

**Rear x2**

:: Steering Servo

**BAG G**

**G 2 / 3**

**STEP 1**

- 3981 ball end short (black)
  - [FT option available]
- *Screw supplied with servo
- 6272 dust cover foam
- 9180 servo horn
- 89007 servo horn ring
- *Servo not included in kit

![Image of servo components](image)

- Offset the servo horn by 5-10 degrees (approximately one notch)
- See page 40 for correct servo horn on the servo chart

:: Steering Servo (cont.)

**G 4**

**STEP 2**

- 9170 servo link
- *Leave a 1/16" gap

![Image showing servo link](image)

- 6292 x2 4-40 x 3/8 shcs
- 1779 x2 servo mount
- 7337 x4 gold washer
- 6917 x4 4-40 x 3/8 shcs
- 7336 x2 servo spacers

*See page 40 for correct servo spacing on the servo chart*
:: Battery Strap (cont.)

**STEP 5**

- **1787 x2**  
  FT battery strap thumb screws

- **9594**  
  B4 battery strap, carbon

- **9238**  
  Battery not included in kit

- **7452**  
  T4 battery strap, carbon

- **9238 x4**  
  Foam battery spacers (2 thin, 2 thick)

**:: Wheels and Tires B4.1**

**BAG H**

**STEP 1**

- **9588 x2**  
  Front dish buggy wheel (white)

- **9591 x2**  
  4-Rib M3 front buggy tire (with foam insert)

- **9589 x2**  
  Rear dish buggy wheel (white)

- **9590 x2**  
  Hole shot 2.0 M3 rear buggy tire (with foam insert)

**:: Wheels and Tires T4.1**

**STEP 1**

- **7846 x2**  
  Front dish truck wheel (white)

- **7847 x2**  
  Rear dish truck wheel (white)

- **JConcepts #3028 x2**  
  JConcepts Carvers tire, blue compound w/ inserts [use on front wheels]

- **JConcepts #3006 x2**  
  JConcepts Double Dees tire, green compound w/ inserts [use on rear wheels]
:: Wheels and Tires B4.1 (cont.)

**H 2**

**STEP 2**

<table>
<thead>
<tr>
<th>Front x2</th>
<th>Rear x2</th>
</tr>
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<tbody>
<tr>
<td>3977 x2</td>
<td>6952</td>
</tr>
<tr>
<td>ball bearing</td>
<td>8-32 steel locknut (silver)</td>
</tr>
<tr>
<td>3/16 x 3/8</td>
<td></td>
</tr>
<tr>
<td>6920</td>
<td></td>
</tr>
<tr>
<td>4-40 x 3/16 bhcs</td>
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:: Wheels and Tires T4.1 (cont.)

**H 2**

**STEP 3**

<table>
<thead>
<tr>
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<td>3/16 x 3/8</td>
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<tr>
<td>6629</td>
<td></td>
</tr>
<tr>
<td>5-40 locknuts</td>
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</table>

:: Wing Adjustments

**H 2**

**STEP 4**

<table>
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<th>Rear</th>
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<tr>
<td>-587 x2</td>
<td>9587 x2</td>
</tr>
<tr>
<td>wing mount shims</td>
<td>wing mount shims</td>
</tr>
</tbody>
</table>
**:: Bodies and Wings**

**:: Painting Tips**

**Body:**
Your B4.1 / T4.1 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 (preferably 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.

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**:: Adjustments / Tips**

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

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 transmitter manual).
5. Adjust your steering trim [see radio manual] until the steering rack is centered under the top plate. Then, using the two steering 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 throttle, brake, 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 TO BE TURNED OFF.**
#### 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. Team Associated is not responsible for motor damage due to improper gearing.

* Recommendations for 17.5 and 13.5 motors are for racers using “stock spec” type speed controls, which have advanced timing.

<table>
<thead>
<tr>
<th>MOTOR</th>
<th>Pinion</th>
<th>Spur</th>
<th>FDR</th>
<th>Pinion</th>
<th>Spur</th>
<th>FDR</th>
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<tbody>
<tr>
<td>27T Stock Motor</td>
<td>23</td>
<td>81</td>
<td>9.16:1</td>
<td>20</td>
<td>87</td>
<td>11.31:1</td>
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<td>22</td>
<td>81</td>
<td>9.57:1</td>
<td>19</td>
<td>87</td>
<td>11.91:1</td>
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<tr>
<td>Radon 17T Motor</td>
<td>19</td>
<td>81</td>
<td>11.08:1</td>
<td>18</td>
<td>87</td>
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<tr>
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<td>22</td>
<td>81</td>
<td>5.81:1</td>
<td>20</td>
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<td>20</td>
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<td>6.86:1</td>
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<td>81</td>
<td>9.57:1</td>
<td>19</td>
<td>87</td>
<td>11.91:1</td>
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<td>81</td>
<td>10.03:1</td>
<td>18</td>
<td>87</td>
<td>12.57:1</td>
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<td>3300kV Brushless Motor</td>
<td>21</td>
<td>81</td>
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<td>87</td>
<td>12.57:1</td>
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<tr>
<td>3600kV Brushless Motor</td>
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<td>87</td>
<td>12.57:1</td>
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<td>19</td>
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<td>11.08:1</td>
<td>17</td>
<td>87</td>
<td>13.31:1</td>
</tr>
<tr>
<td>6100kV Brushless Motor</td>
<td>18</td>
<td>81</td>
<td>11.70:1</td>
<td>16</td>
<td>87</td>
<td>14.14:1</td>
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</tbody>
</table>

**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 #25658 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

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 quicker 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 25° caster blocks (#7919) are recommended in most cases. For more corner entry steering and less exit steering, try the optional 30° blocks (#7922).

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.

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 (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 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 (referred 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.

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.

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.
:: Driver: Team Associated :: Date:__________
:: Track: ____________ :: Event:______________

Setup Sheet for Team Associated’s T4.1 FT

:: Front End

- camber: -1
- washers: 1
- toe: 0
- ride height: 30mm
- axle height
  - up: 20°
  - middle: 25°
  - down: 30°
- caster: □
- bump steer spacer: 2

:: Rear End

- camber: -1
- washers: 1
- anti-squat: 2 deg
- ride height: 28mm
- 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: blue
- shock oil: 30 wt
- piston: #3
- limiter: 5

:: Rear Shocks

- spring: green
- shock oil: 30 wt
- piston: #1
- limiter: 2

:: Electronics

- motor & wind: __________
- pinion: __________
- spur gear: __________
- batteries: __________
- battery placement: middle
- radio: __________
- throttle / brake epa: __________
- throttle / brake expo: __________
- esc: __________
- initial brake: __________
- drag brake: __________
- servo: __________
- steering expo: __________

:: Other

- body: JConcepts Hi-Flow T4
- notes: __________

:: Differential

- gear differential □
- fluid: __________
- ball differential □

:: Front Tires

- tire: JConcepts Carvers
- compound: blue
- insert: JConcepts stock
- wheel: stock

:: Rear Tires

- tire: JConcepts Double Dees
- compound: green
- insert: JConcepts stock
- wheel: stock

:: 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’
Setup Sheet for Team Associated’s B4.1 FT

:: Front End

- Camber: \(-1\)
- Toe: \(0\)
- Ride height: \(25\text{mm}\)
- Washers: \(1, 2\)
- Axle height:
  - Up: \(20^\circ\)
  - Middle: \(25^\circ\)
  - Down: \(30^\circ\)
- Caster:
  - \(0^\circ\)
  - \(0.5^\circ\)
  - \(1^\circ\)
  - \(1.5^\circ\)
- Wheel base:
  - Long
  - Medium
  - Short
- Bump steer:
  - Spacer: \(2\)

:: Rear End

- Camber: \(-1\)
- Washers: \(1, 2\)
- Anti-squat: \(2\text{deg}\)
- Ride height: \(25\text{mm}\)
- Rear hub carriers:
  - Std
  - \(0^\circ\)
  - \(0.5^\circ\)
  - \(1^\circ\)
  - \(1.5^\circ\)
- Anti-roll bar:
  - None
  - Black (soft)
  - Silver (med)
  - Gold (hard)

:: Front Shocks

- Spring: Brown
- Shock oil: \(30\text{wt}\)
- Piston: \#1
- Limiter: \#2

:: Rear Shocks

- Spring: Green
- Shock oil: \(25\text{wt}\)
- Piston: \#2
- Limiter: \#2

:: Electronics

- Motor & wind:
- Pinion:
- Spur gear:
- Batteries:
- Battery placement: Back
- Radio:
- Throttle / brake caliper:
- Throttle / brake expo:
- Esc:
- Throttle profile:
- Initial brake:
- Drag brake:
- Servo:
- Steering expo:

:: Other

- Body: Pro-line Vortex
- Wing: Vortex
- Notes:

:: Differential

- Gear differential
- Ball differential
- Fluid:

:: Front Tires

- Tire: Pro-line 4-rib
- Compound: M3
- Insert: Pro-line stock
- Wheel: Stock

:: Rear Tires

- Tire: Pro-line Holeshot 2.0
- Compound: M3
- Insert: Pro-line stock
- Wheel: Stock

:: 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’
## Setup Sheet for Team Associated’s T4.1 FT

### Front End
- Camber: __________
- Washers: 1, 2
- Toe: __________
- Ride height: __________
- Axle height: up 20°, middle 25°, down 30°
- Caster: __________
- Bump steer spacer:

### Rear End
- Camber: __________
- Washers: __________
- Anti-squat: __________
- Rear hub carriers: std, 0°, 0.5°, 1°, 1.5°
- Wheel base: long, medium, short
- Ride height: __________
- 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: __________

### Differential
- Gear differential: __________
- Fluid: __________
- Ball differential: __________

### 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’
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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!