B4.1
#9038 RC10B4.1 RTR
#9039 RC10B4.1 Brushless RTR

T4.1
#7036 RC10T4.1 RTR
#7037 RC10T4.1 Brushless RTR

1:10 Scale Ready-To-Run Electric 2WD Off Road Manual

TEAM ASSOCIATED
:: Introduction

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new T4.1 or B4.1. 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.

:: T4.1 Features

**Chassis:**
- Built on 7-time National Champion RC10 T4 Platform
- Screen printed Interceptor- T 0.030” thickness polycarbonate body
- 2.6:1 Ratio Gearbox equipped with sealed gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Battery Strap with twist-lock thumb knobs. No more body clips!
- 5-40 set-screw to lock antenna tube in place
- Complete set of 14 rubber sealed ball bearings
- Rugged adjustable steel turnbuckles
- Fully adjustable caster, camber, and toe-in
- Angled bellcrank “co-planar” steering
- Built in servo saver
- Vertical ball end adjustment, front & rear
- Updated with easy to use 2mm hex ballstuds in 14 locations
- Blue aluminum shock bodies with molded pre-load clips
- Dogbone rear axles
- Pre-mounted tires on white dish wheels

**Electronics:**
- XP3-SS 2.4 GHz 3-Channel Radio System
- SHV1504 MG Metal Gear Servo

**Brushed T4.1:**
- XP SC200 Electronic Speed Control
- Radon 17 Turn Motor

**Brushless T4.1:**
- XP SC450-BL Brushless Electronic Speed Control
- Reedy 3300kV Brushless Motor

**Other Notables:**
- Wheelbase = 288 mm
- Width = 316 mm
- Total length = 390 mm

:: B4.1 Features

**Chassis:**
- Built on 4-time World Champion and 5-time National Champion RC10 B4 platform.
- Screen printed Interceptor 2.0 0.040” thickness polycarbonate body
- High-downforce 6.5” wing
- 2.6:1 Ratio Gearbox equipped with sealed gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Revised shock towers for increased durability
- Battery Strap with twist-lock thumb knobs. No more body clips!
- 5-40 set-screw to lock antenna tube in place
- Complete set of 14 rubber sealed ball bearings
- Rugged adjustable steel turnbuckles
- Fully adjustable caster, camber, and toe-in
- Angled bellcrank “co-planar” steering
- Built in servo saver
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**Electronics:**
- XP3-SS 2.4 GHz 3-Channel Radio System
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**Brushed B4.1:**
- XP SC200 Electronic Speed Control
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**Brushless B4.1:**
- XP SC450-BL Brushless Electronic Speed Control
- Reedy 3300kV Brushless Motor

**Other Notables:**
- Wheelbase = 273 mm
- Width = 250 mm
- Total length = 377 mm

:: B4.1 / T4.1 RTR

Your new T4.1 / B4.1 RTR comes factory assembled including radio gear, motor, and ESC. However, there are some items you will need to complete your kit (refer to catalog for suggestions):
- AA-size batteries for transmitter (x8)
- 6 cell NiMH battery pack or 2 cell LiPo battery pack
- Battery charger (we recommend a peak detection charger)

**Tools included:**
- Allen wrenches #6950 (.050”, 1/16”, 3/32”, 5/64”)
- 1.5mm allen wrench • Molded tools #6956
- Camber gauge #1719 • Shock building tool #6429

:: Notes

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

* These Symbols Indicate a special note or instructions.

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

 [Website Links]

Customer Service
Tel: 949.544.7500
Fax: 949.544.7501
:: Steering Rack Build

**BAG A T41 & B41**

**A2**

**STEP 1**

- 9610 servo saver bolt *
- 9610 servo saver washer (upper)
- 9659 servo saver (lower)

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

Remove bolt and washer; continue assembly per instructions.

**A2**

**STEP 2**

- 9659 servo saver (upper)
- 9657 heavy duty servo saver spring
- 9610 x2 servo saver washer (lower)

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

**A 2/3**

**STEP 3**

- 6272 dust cover foam
- 6276 x2 dust cover bushing
- 6276 x2 ball end short (silver)
- 6276 x2 ball end short (silver)
- 9659 x2 steering rack

9659 steering rack

2221 x2 4-40 x 7/16 bhos

9659 bellcrank
:: Steering Rack Build (cont.)

A 4/5

STEP 4

T4  & B4

9566
top plate

3856 x4
steering rack bushing

(FT option available)

9640
steering bolt
(right)

9659
steering brace

9640
steering bolt
(left)

9563
front bulkhead

(FT option available)

T4 - 7440
B4 - 9560
chassis

6915 x2
4-40 x 5/8
fhcs

6925 x3
4-40 x 1/2
shcs

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

:: Steering Knuckles Build

BAG B

T4  & B4

B 2

STEP 1

6272 x2
dust cover foam

4187 x2
.030 washer

6277 x2
ball end long [silver]

9581 x2
steering block
1 left & 1 right

6299 x2
clip

9613 x2
trailing axle

7260 x2
4-40 small plain nut

3983 x2
ball end long (black)

9580 x2
caster block
1 left & 1 right
(25°)

6272 x2
dust cover foam

RIGHT

LEFT

:: Steering Knuckles Build (cont.)

B 2

STEP 2

T4  & B4

9645 x2
2-56 x 1/8
bhcs

4187 x4
.030 washer

9622 x2
kingpin

RIGHT

LEFT

RIGHT

LEFT
:: Front Turnbuckles T4.1

B 6
STEP 7

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

- 7230 ball cup (large) x2
- 7253 2.62" turnbuckle (large)
- 7230 ball cup (large) (FT option available) x2
- 7101 2.80" turnbuckle (large) (FT option available)

:: Front Turnbuckles B4.1

B 7
STEP 8

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

- 7230 ball cup (large) x2
- 6263 2.06" turnbuckle (large) (FT option available) x2
- 7230 ball cup (large)
- 6263 2.06" turnbuckle (large) (FT option available) x2
- 7230 ball cup (large)
**Transmission**

**C2**

**STEP 1**
- 9831: 3.6mm x 0.7mm o-ring
- 9828: Differential gear 52T, 48P
- 9830: 5mm x 9.5mm shim
- 9830: Outdrive cup

**C2**

**STEP 2**
- 9829: Sun gear
- 9829 x2: Cross pin
- 9829 x4: Planet gear
- Align pin with groove in sun gear

**C2**

**STEP 3**
- 9831: 3.6mm x 0.7mm o-ring
- 9830: 5mm x 9.5mm shim
- 9830: Outdrive cup

**9829**
- 5mm x 14mm shim, diff rebuild

**9831**
- 4.7mm x 1.42mm o-ring

**9829**
- 2mm x 8mm round end pin
**Transmission (cont.)**

**C8 / 9**

**STEP 7**

- 6913
  - 440 x 1 1/4 shcs
- 9587 x 2
  - wing mount left and right
- 9600
  - motor plate
  - (FT option available)
- T4.1 9654
  - 87T 48P spur gear
- B4.1 9651
  - 81T 48P spur gear
- 9604 x 2
  - slipper hub
- 9603 x 2
  - slipper pad

**Transmission (cont.)**

**C10**

**STEP 8**

- 6629
  - 5-40 locknut
- 9605
  - slipper spring

* Compress spring first.

* Install locknut until even with end of shaft. Then tighten 3 turns for kit slipper setting. Recheck after initial run.

**Rear End**

**BAG D**

**STEP 1**

- 9818
  - rear chassis plate
- 7448 x 2
  - rear A-arms 1 left & 1 right
- 9582 x 2
  - rear A-arms 1 left & 1 right
- 9818
  - rear chassis plate
- 9621 x 2
  - hinge pin (rear inner)
- 9645 x 2
  - 2-56 x 1/8 bhcs
:: Rear Hubs (cont.)

E3/4/5

**STEP 2**

- 7369 roll pin
- 7368 x2
  - 3/16 axle shim
- 7462 dogbone
- 9670 o-ring
- 96088 wheel spacer (blue)
- 9622 hinge pin (rear outer)
- 5407 red o-ring
- 9645 2-56 x 1/8 bhcs
- 4187 x2 .030 nylon washer

**Build 2**

:: Rear Hubs (cont.)

E3/4/5

**STEP 3**

- 7369 roll pin
- 7368 x2
  - 3/16 axle shim
- 7462 dogbone
- 9670 o-ring
- 96088 wheel spacer (blue)
- 9622 hinge pin (rear outer)
- 5407 red o-ring
- 9645 2-56 x 1/8 bhcs
- 4187 x2 .030 nylon washer

**Build 2**

:: Rear Camber Turnbuckle T4.1

E6

**STEP 4**

- 7230 ball cup (large)
- 7101 2.80° turnbuckle
- 7230 ball cup (large)

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

**X2**

- 3.59” (91.4 mm)

**FT option available**
:: Rear Camber Turnbuckle B4.1 (cont.)

**E6 STEP 5**

* Orient the notch to the left throughout the car, it indicates which end has the left hand threads.

![Image]

2.81" (71.8mm)

7230 ball cup (large)

6263 2.06" turnbuckle

7230 ball cup (large)

:: Shocks

**BAG F**

**T41 & B41**

**F2 STEP 1**

6440 x2 thin washer

6440 thick washer

6407 x2 red o-ring

6440 x2 clamp

6429 shock tool

6425B T4 front shock body (blue)

* (FT option available)

9311B B4 front shock body (blue)

* (FT option available)

7411B T4 rear shock body (blue)

* (FT option available)

9661B B4 rear shock body (blue)

* (FT option available)

**Front x2**

**Rear x2**

:: Shocks (cont.)

**F2 / 3 STEP 2**

6490 shock cap o-ring

6490 shock cap o-ring

6469 shock cap o-ring

6465 shock piston #2

6466 x2 downstop 1/32

6459 shock shaft 1.02" stroke

* (FT option available)

6465 shock piston #1

6460 shock shaft 0.71" stroke

* (FT option available)

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

**:: Shocks (cont.)**

**:: Shocks (cont.)**

**:: Shocks (cont.)**

---

**Shocks Bleeding Steps:**

1. Slowly compress the shaft.
2. If there is pressure at the top of the stroke, there is too much oil or air. You must bleed it out.
3. Slowly pull shaft out.
4. Unscrew the cap 3/4 turn and tilt the shock at a slight angle.
5. Slowly compress the shaft to push out excess oil and air. You should see bubbles coming out from under the cap.
6. With the shaft compressed, tighten the cap and re-check for pressure at the top of the stroke. If there is still pressure, repeat steps 3-5.

---

**:: Shocks (cont.)**

**:: Shocks (cont.)**

---

**:: Shocks (cont.)**

---

**:: Shocks (cont.)**

---

---
:: Shocks (cont.)

**F6**

**STEP 6**

- 6472 shock mount nuts
- 6925 4-40 x 1/2 shcs

*Use the outside shock mount hole for stock settings.

**Front x2**

**Rear x2**

---

**F6**

**STEP 7**

- 6473 shock bushing
- 6472 shock mount nuts
- 7738 4-40 x 7/8 shcs

*Use the outside shock mount hole for stock settings.

**Front x2**

**Rear x2**

---

:: Steering Servo

**BAG G**

**T4H & B4H**

**G 2 / 3**

**STEP 1**

- 6272 dust cover foam
- 3981 ball end short (black)
- 9180 servo horn

*Screw supplied with servo

- 29132 AE SHV 1504 MG servo
- 7337 x4 gold washer
- 6917 x4 4-40 x 3/8 shcs
- 7336 x2 servo spacers

*See page 24 for correct servo horn on the servo chart

**7336 x2 servo mount**

*FT option available

*See page 24 for correct servo spacing on the servo chart
:: Steering Servo (cont.)

**G 4**

**TAI & BAI**

STEP 2

- 9170 servo link

*Leave a 1/16" gap

- 6292 x2 440 x 3/8 fhcs

:: Motor / Gear Cover

**G 5 / 6**

**TAI & BAI**

STEP 3

- 9626 Reedy brushed motor

- 916 Reedy brushless motor

Motor Pinions
- 8255 - 18T 48P (T4.1 brushed)
- 8255 - 18T 48P (T4.1 brushless)
- 8256 - 19T 48P (B4.1 brushed)
- 8256 - 21T 48P (B4.1 brushless)
  [all w/ setscrew included]

- 6936 x2 washer #4 aluminum

- 31531 x2 m3x6mm bhcs

- 6285 x2 440 x 1/4 shcs

- 7460 gear cover (black)

* See page 20 for gear mesh setting instructions

:: Electronics / Battery Strap

**G 7 / 8**

**TAI & BAI**

STEP 4

- 3862 5/40 x 1/8 set screw

- 6338 antenna tube and cap

- 29222 XP3-SS receiver

- 29141 XP SC450-BL (brushless only)

- 29140 XP SC200 [B4.1]

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

- 9793 x2 thumb knob (B4.1)

- 7473 x2 4-40 x 1/2 set screw (T4.1)

- 7473 x2 4/40 x 1/2 set screw (B4.1)

- 9793 x2 440 x 1/2 set screw (B4.1)

- gap

* Leave a 2.5mm gap
:: Battery Strap (cont.)

**STEP 5**

- **T4.1 battery strap**
  - 7473
- **B4.1 battery strap**
  - 9793
- **foam battery spacers**
  - 9238 x3

*Use foam pad as needed to secure your battery.*

Unlocked

Locked

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

---

:: Wheels and Tires T4.1

**H1**

**STEP 1**

- **front dish truck wheel (white)**
  - 7846 x2
- **Edge M3 front truck tire (with foam insert)**
  - 7466 x2
- **rear dish truck wheel (white)**
  - 7847 x2
- **holeshot M3 rear truck tire (with foam insert)**
  - 7465 x2

*Use cyanoacrylate glue AE Pt # 1597 to glue your tires to the wheels.*

---

:: Wheels and Tires B4.1

**H1**

**STEP 1**

- **front dish buggy wheel (white)**
  - 9588 x2
- **wedge 4-Rib M3 front buggy tire (with foam insert)**
  - 9591 x2
- **rear dish buggy wheel (white)**
  - 9589 x2
- **holeshot M3 rear buggy tire (with foam insert)**
  - 9590 x2

*B4.1 RTR tires are pre-mounted. Instructions show how to mount new tires.*

---
:: Wheels and Tires T4.1 (cont.)

**H2**

**STEP 2**

- **3977 x2**
  - ball bearing
  - 3/16 x 3/8

**Front x2**

- **6629**
  - 5-40 locknats

**Rear x2**

- **9834**
  - 8-32 aluminum locknut (silver)

:: Wheels and Tires B4.1 (cont.)

**H2**

**STEP 3**

- **3977 x2**
  - ball bearing
  - 3/16 x 3/8

**Front x2**

- **6629**
  - 5-40 locknats

**Rear x2**

- **9834**
  - 8-32 aluminum locknut (silver)

:: Wing Adjustments

**H2**

**STEP 4**

- **9587 x2**
  - wing mount shims
:: Bodies and Wings

**H 2**
**STE 4**

---

**:: Adjustments / Tips**

Use the following steps to make the final adjustments on your truck:

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 track conditions, driving style, and personal preference. Generally, you should not increase the pinion gear size more than one tooth greater than the starting size.

The gear ratios below are basic guidelines only. Please see the motor manufacturer’s instructions for the correct gear ratio for the motor and battery you are using.

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<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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<td>20</td>
<td>87</td>
<td>11.31:1</td>
</tr>
<tr>
<td>19T Super Stock Motor</td>
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<tr>
<td>3300KV Brushless Motor</td>
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<td>87</td>
<td>14.14:1</td>
</tr>
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</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 #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), replace the brush 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 holders and bearings. After cleaning and after every few runs, add one drop of bearing oil to each 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 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.
:: 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 (#7822).

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 on “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 straightline 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 outrun, 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 drivshafts 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.
## Hardware - 1:1

### Socket Head (SHCS)
- 4-40 x 1/4 (6285)
- 4-40 x 3/8 (6924)
- 4-40 x 1/2 (6925)
- 4-40 x 5/8 (6928)
- 4-40 x 3/4 (6927)
- 4-40 x 7/8 (7738)
- 4-40 x 1 (6928)
- 4-40 x 1 1/4 (6913)

### Flat Head (FHCS)
- 2.5 x 6mm (4675)
- 4-40 x 3/8 (6292)
- 4-40 x 1/2 (6922)
- 4-40 x 5/8 (6915)
- 5-40 x 1/2 (6269)

### Button Head (BHCS)
- 2-56 x 1/8 (6645)
- 2-56 x 5/16 (4334)
- 4-40 x 5/16 (6918)
- 4-40 x 3/8 (6917)
- 4-40 x 7/16 (2221)
- 3x6mm (31531)

### Shim & 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

### Ballstuds
- Black .20” (3981)
- Black .30” (3983)
- Silver .20” (6276)
- Silver .30” (6277)

### Ball Bearings
- 3/16 x 3/8 (3977)
- 10 x 16mm (9832)

### Setscrews
- 3 x 3mm (25225)
- 4-40 x 1/2 (9170)
- 5-40 x 1/8 (3862)

### 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)

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### Servo Chart

#### FIND YOUR SERVO TYPE
- **Associated Electric, XP**
  - AE S-I-V 1504MG, DS 91015, DS 91313
- **Airtronics**
  - 94102
- **Airtronics**
  - 94736, 94157, 94158, 94257, 94258, 94357, 94369, 94452, 94453, 94751, 94755
- **Hitec**
  - HS-5625MG, HS-6645MG, HS-825MG, HS-645MG
- **Hitec**
  - HS-303, HS-3003B, HS-945MG, HS-925MG, HS-6945MG, HS-9825MG, HS-8258, HS-4258B, HS-422
- **JR**
  - Z4755, Z4750, Z2570, Z8450, Z6550, NES-4750
- **JR**
  - Z2850, Z6550
- **Futaba**
  - S9204, S9250, S9450, S148
- **Futaba**
  - S9003, S9202, S9101
- **Futaba**
  - S9404
- **KO**

#### FIND YOUR SPACER(S)
- **Futaba**
  - S9204, S9250, S9450, S148
  - thin spacer
- **Futaba**
  - S9003, S9202, S9101
  - thin spacer
- **Futaba**
  - S9404
  - thin spacer
- **KO**
  - thin spacer

#### SELECT YOUR SERVO HORN
- **Futaba**
  - S9204, S9250, S9450, S148
  - thin spacer
- **Futaba**
  - S9003, S9202, S9101
  - thin spacer
- **Futaba**
  - S9404
  - thin spacer
- **KO**
  - thin spacer
## Front End
- Camber: _______
- Washers: _______
- Toe: _______
- Ride height: _______
- Axle height: _______
- Caster: _______
- Bump steer spacer: _______

## Rear End
- Camber: _______
- Washers: _______
- Anti-squat: _______
- Rear hub carriers: _______
- Ride height: _______
- Wheel base: _______
- Anti-roll bar: _______

## Front Shocks
- Spring: _______
- Piston: _______
- Shock oil: _______
- Limiter: _______

## Rear Shocks
- Spring: _______
- Piston: _______
- Shock oil: _______
- Limiter: _______

## Electronics
- Motor & wind: _______
- Pinion: _______
- Spur gear: _______
- Batteries: _______
- Battery placement: _______

## Differential
- Gear differential fluid: _______
- Ball differential: _______

## Other
- Body: _______
- Notes: _______

## 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’