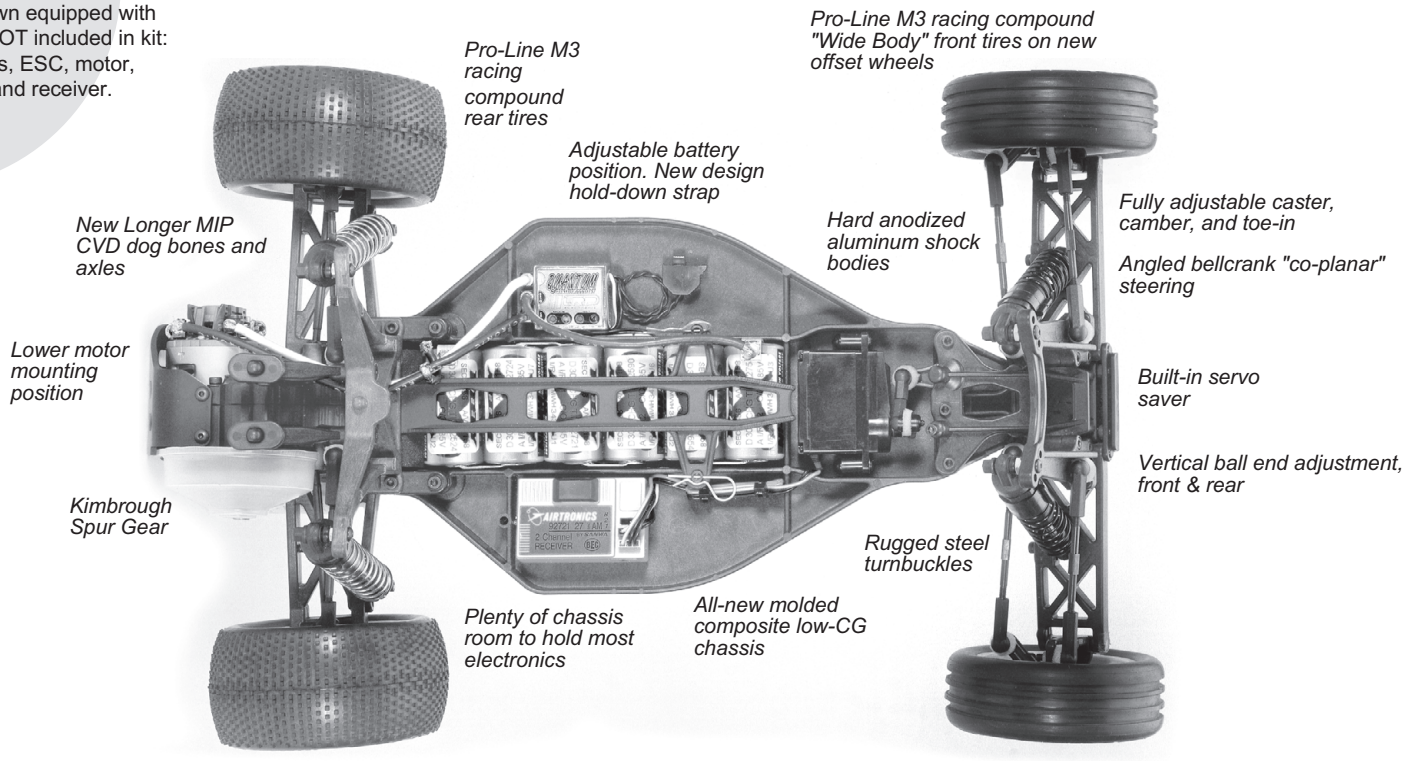
ASSOCIATED 1:10 SCALE ELECTRIC BUGGY

B4

INSTRUCTION MANUAL FOR THE TEAM ASSOCIATED RC10B4

RC10B4

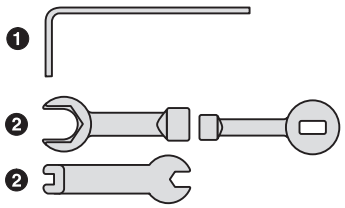
B4 shown equipped with items NOT included in kit: batteries, ESC, motor, servo, and receiver.



TOOLS

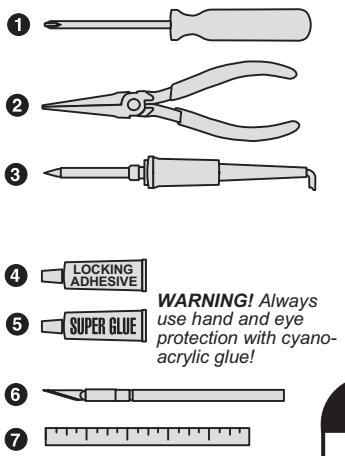
KIT TOOLS SUPPLIED

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



EXTRA STUFF NEEDED

1. Phillips screwdriver
2. Needlenose pliers
3. Soldering iron (40-50 watts) and a small amount of Rosin core solder. Pencil-type soldering iron is better than the gun type. ***DANGER! Tip will be HOT!***
4. Thread locking compound (#1596 Locking Adhesive or equivalent)
5. Super glue (cyanoacrylic glue or #1597 Tire Adhesive).
6. Hobby knife ***WARNING!*** *This knife cuts plastic and fingers with equal ease, so be careful.*
7. Precision ruler



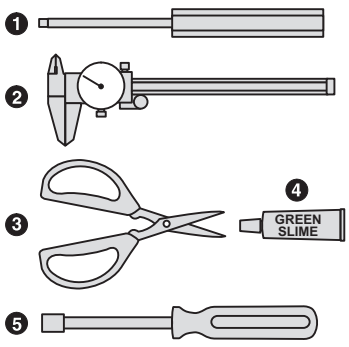
WARNING! *Always use hand and eye protection with cyano-acrylic glue!*

HELPFUL ITEMS (NOT REQUIRED)

1. Allen drivers (straight Allen wrenches with hex shaped handles) such as the following made by Associated:

#6957	.050" driver
#6958	1/16" driver
#6959	5/64" driver
#6960	3/32" driver
#6961	2.5mm driver

2. Vernier calipers
3. Body Scissors (#1737)
4. Green Slime shock lube (#1105)
5. Nut drivers (screwdriver-handled hex socket tools)
   - 3/16" nut driver
   - 1/4" nut driver
   - 11/32" nut driver



WARNING!

Do not use a power screwdriver to install screws into nylon, plastic, or composite materials. The fast rotation speed can heat up the screws being installed. They can then break the molded parts or strip the threads during installation.

ITEMS NEEDED TO COMPLETE YOUR CAR

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

*Available from Team Associated. See your catalogs.

CONTACTING US

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

ASSOCIATED ELECTRICS, INC.
3585 Cadillac Ave.
Costa Mesa, CA 92626
USA

BEFORE BUILDING

OPEN THE BAGS IN ORDER
The assembly is arranged so that you will open and finish that bag before you go on to the next bag. **Sometimes you will have parts remaining at the end of a bag. These will become part of the next bag.**

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

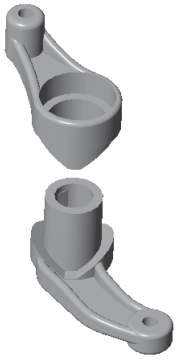
SUPPLEMENTAL SHEETS
Improvements to our kits, if any, will be noted in supplementary sheets located in a parts bag or inside the kit box. Check the kit box before you start and each bag as it is opened. When a supplement is found, attach it to the appropriate section of the manual.

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

BAG A

x1
9576
Servo Saver, lower

x1
9576
Servo Saver, upper



1

◀1:1▶

x2
9610
Servo Saver washer, lower

◀1:1▶

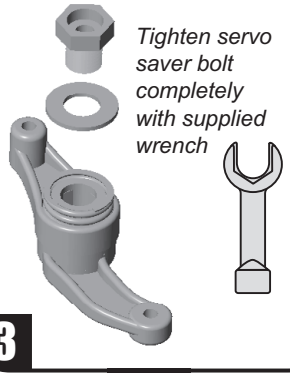
x1
9610
Servo Saver spring

2

◀1:1▶

x1
9610
Servo Saver washer, upper

x1
9610
Servo Saver bolt



3

◀1:1▶

x1
6271
Ball End, short, silver

x1
6272
Dust Cover, foam

4

x1
9576
Steering Rack

x2
3874
Block Carrier Bushing

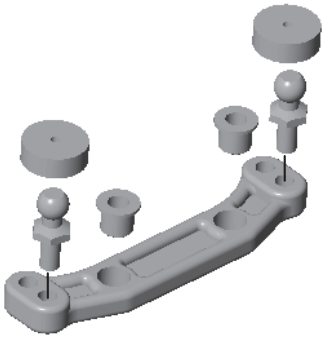
◀1:1▶

x2
6271
Ball End, short, silver

◀1:1▶

x2
6272
Dust Cover, foam

Install ball ends here only when using optional inline axles #9577, 9623

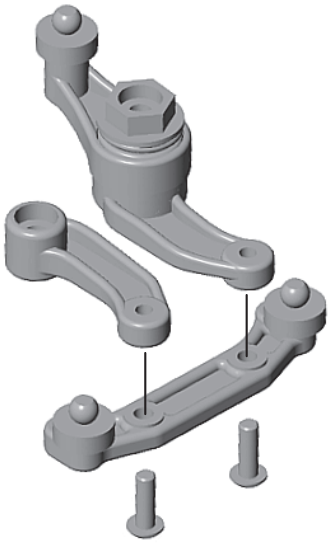


5

◀1:1▶

x2
3875
B. H. Screw with shoulder, 4-40 x 11/32

x1
9576
Bellcrank



6

BAG A

x1

9566
Top Plate

◀1:1▶

x4

3856
Steering Rack
Bushing

x1

9576
Steering Brace

◀1:1▶

x1

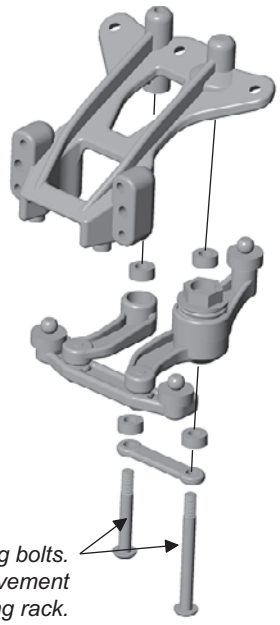
9640
Steering Bolt,
right

◀1:1▶

x1

9640
Steering Bolt,
left

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



7

x1

9563
Front Bulkhead

◀1:1▶

x3

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

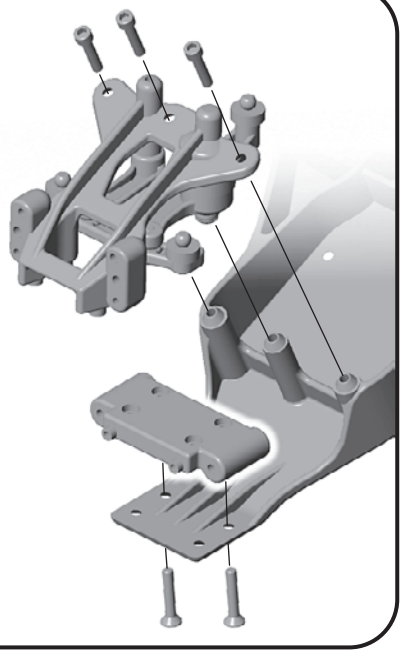
◀1:1▶

x2

6915
F. H. Screw
4-40 x 5/8

x1

9560
B4 Chassis



8

BAG B

x1

9581
Steering Block,
right

x1

9581
Steering Block,
left

◀1:1▶

x2

6272
Dust Cover,
foam

◀1:1▶

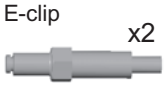
x2

6273
Ball End,
long, silver

◀1:1▶

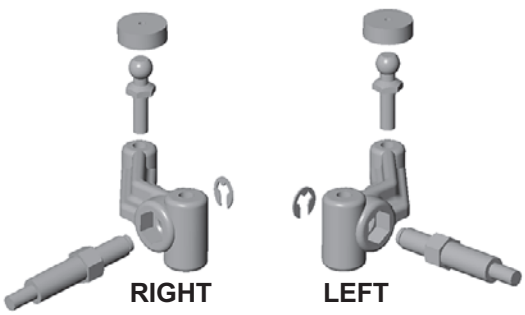
x2

6299
E-clip



x2

9613
Front Axle,
trailing



1

x1

9580
25° Caster Block,
right

x1

9580
25° Caster Block,
left

◀1:1▶

x2

6272
Dust Cover,
foam

◀1:1▶

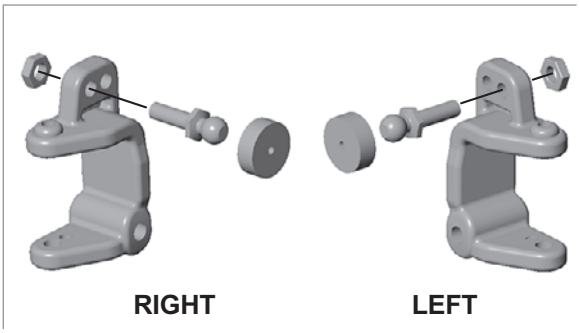
x2

3858
Ball End,
long, black

◀1:1▶

x2

7260
4-40 Nut



2

◀1:1▶

x2

9622
Kingpin

◀1:1▶

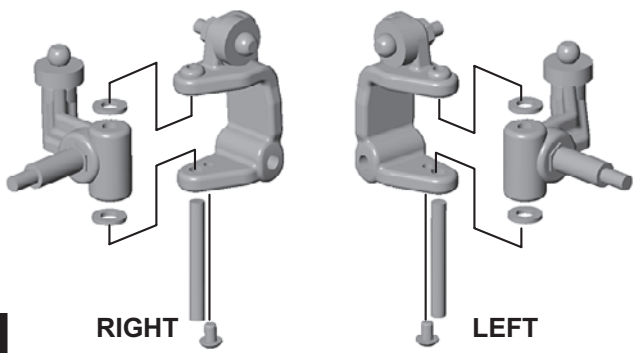
x4

4187
Washer

◀1:1▶

x2

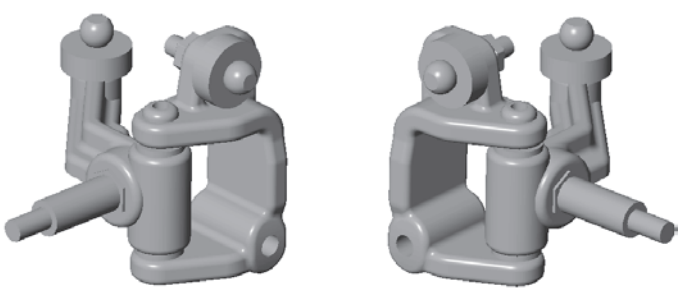
9645
B. H. Screw
2-56 x 1/8



3

STEPS 1-3 ASSEMBLED RIGHT

STEPS 1-3 ASSEMBLED LEFT



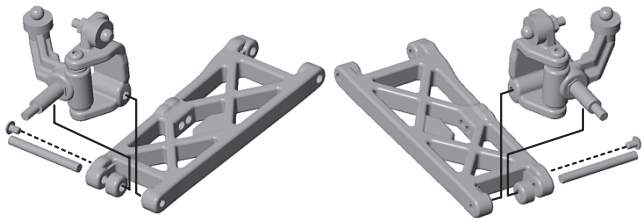
BAG B

x2
9578
A-arms, front

◀1:1▶ x2
9580
Spacer

◀1:1▶ x2
9645
B. H. Screw
2-56 x 1/8

◀1:1▶ x2
2242
Hinge Pin,
front outer



RIGHT LEFT

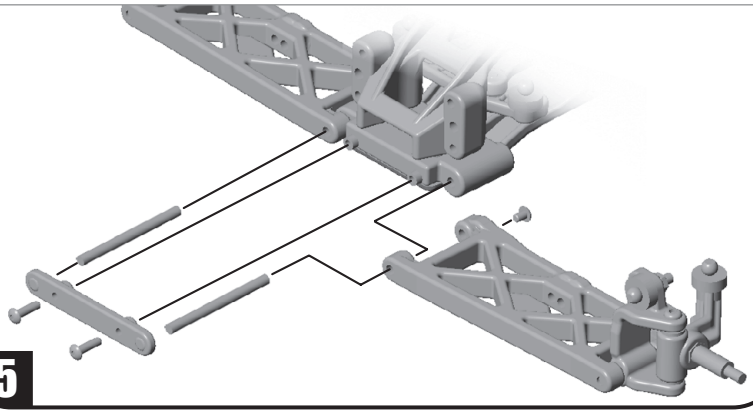
4

x1
9564
Front Hinge
Pin Brace

◀1:1▶ x2
2242
Hinge Pin,
front inner

◀1:1▶ x2
9645
B. H. Screw
2-56 x 1/8

◀1:1▶ x2
4334
B. H. Screw
2-56 x 5/16



5

x2
6272
Dust Cover,
foam

◀1:1▶ x2
6273
Ball End,
long, silver

◀1:1▶ x2
9630
washer

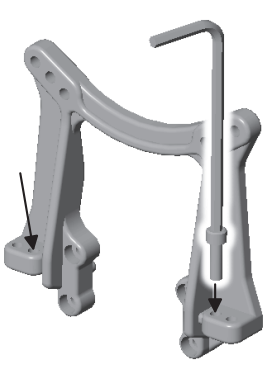
◀1:1▶ x2
6295
4-40 nut

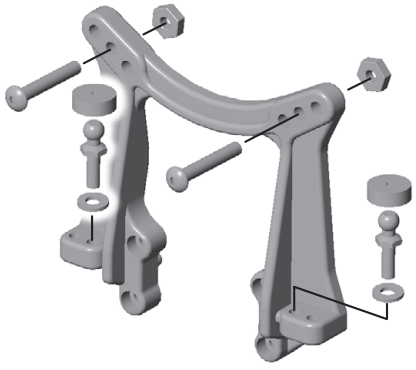
x1
9568
Front Shock Tower

◀1:1▶ x2
7413
B.H. Screw
4-40 x 3/4

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

◀1:1▶



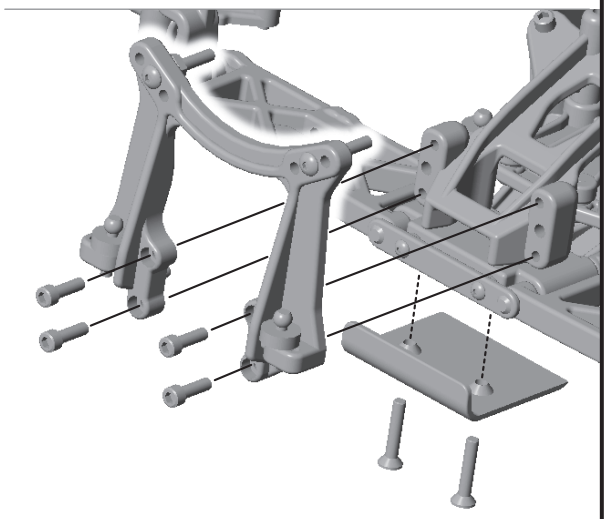


6

x1
9562
Front Bumper

◀1:1▶ x4
6924
S. H. Screw
4-40 x 3/8

◀1:1▶ x2
6915
F. H. Screw
4-40 x 5/8

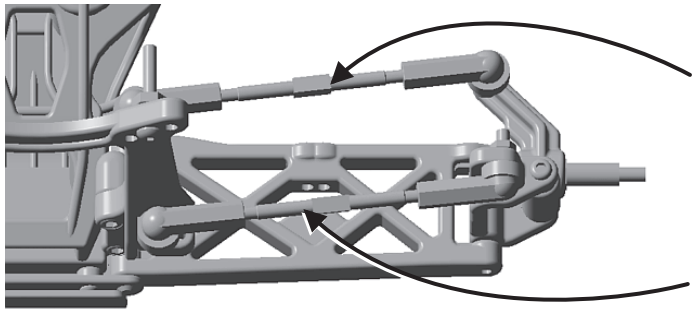


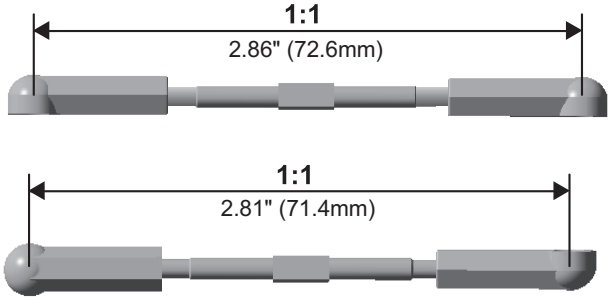
7

◀1:1▶ x4
6263
2.06" Turnbuckle

◀1:1▶ x8
7230
Ball Cup, large

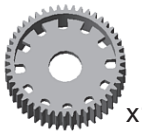
x2





8

BAG C

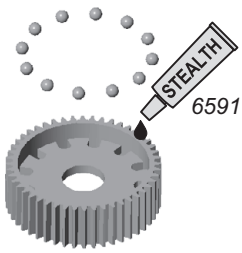


x1

7664
Diff Gear, 52T

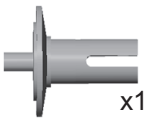
◀1:1▶
x12

6581
Carbide Diff Balls
3/32



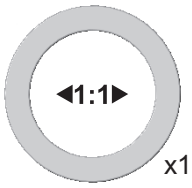
Fill ball holes with Stealth lube

1



x1

7668
Diff Outdrive
Hub, left

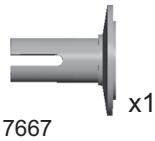


x1

7666
Diff Ring

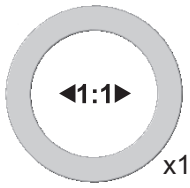
Apply Stealth lube to rim

2



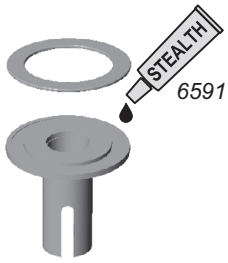
x1

7667
Diff Outdrive
Hub, right



x1

7666
Diff Ring



Apply Stealth lube to rim

3

◀1:1▶

x2

6573
Thrust Washer

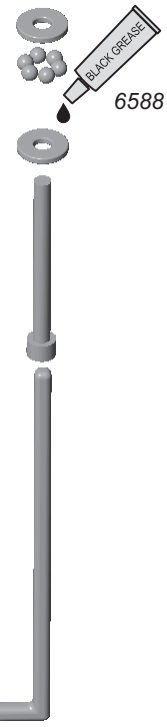
◀1:1▶
x6

6574
Diff Thrust Ball,
5/64

◀1:1▶ x1

6575
Diff Thrust Bolt

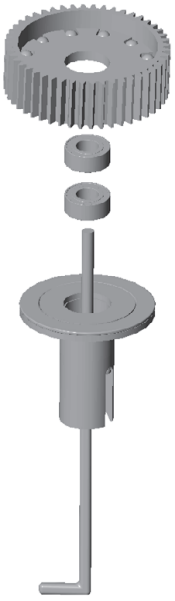
Apply Black Grease to washer to hold balls in place



4

5

◀1:1▶



x2

6589
Ball Bearing,
5/16 x 5/32

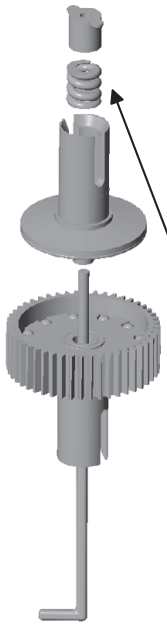
6

x1

6575
Locking T-nut

x1

6582
Diff Thrust Spring

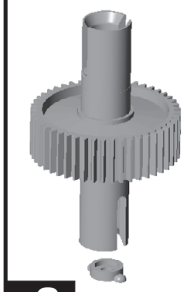


Compress spring first.

7

x1

6575
Diff Cover

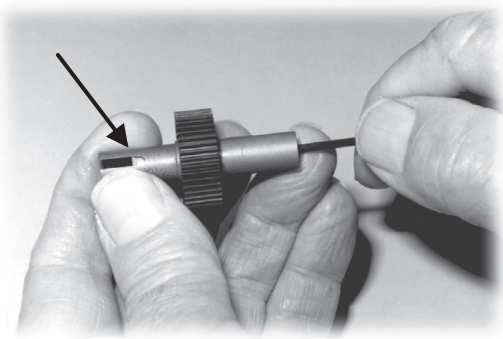


8

SETTING THE DIFFERENTIAL

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

Caution: Pay close attention to the feeling when the spring is completely compressed. Do not overtighten the bolt. When you feel the spring completely compressed, loosen the diff bolt 1/8 of a turn. Your diff should now operate smoothly with resistance as the outdrives move in opposite directions. After you have driven the car once, recheck the diff setting.



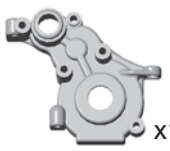
9

BAG C

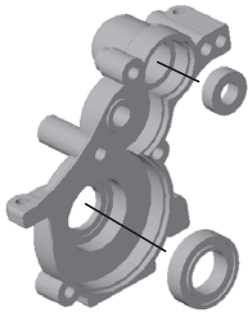
10

3977
Ball Bearing,
3/16 x 3/8

3976
Ball Bearing,
3/8 x 5/8

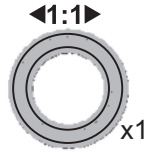


9574
Transmission Case,
right

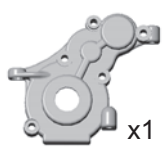


11

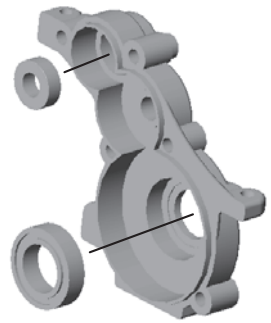
3977
Ball Bearing,
3/16 x 3/8



3976
Ball Bearing,
3/8 x 5/8

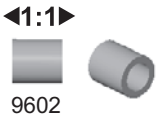


9574
Transmission Case,
left



12

9601
Top Shaft



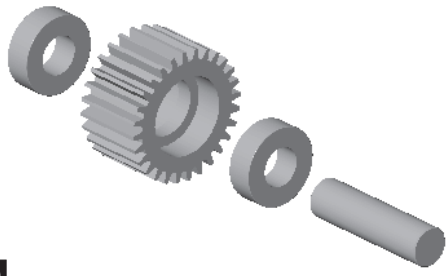
9602
Top Shaft Spacer

13

9360
Idler Gear

9361
Idler Gear Shaft

3977
Ball Bearing,
3/16 x 3/8

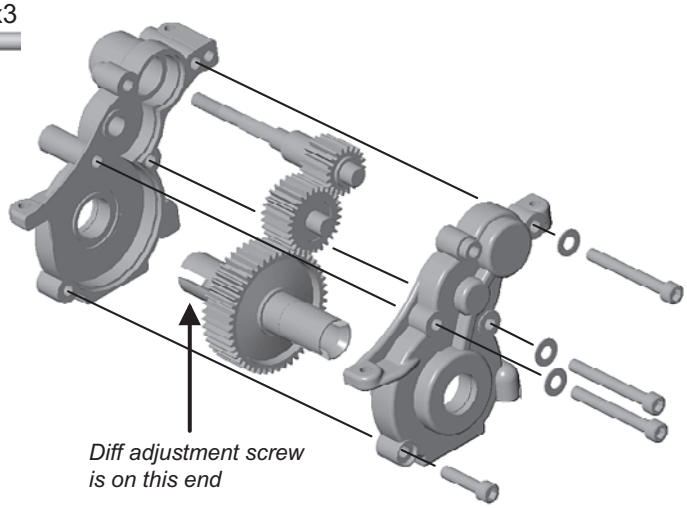


14

6928
S.H. Screw
4-40 x 1

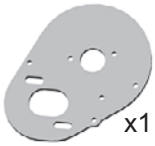
6925
S.H. Screw
4-40 x 1/2

7337
washer

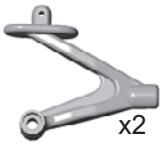


Diff adjustment screw is on this end

15



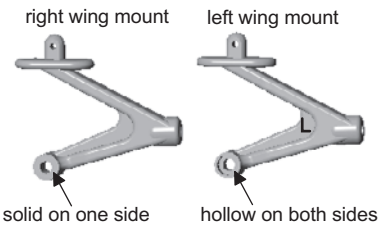
9600
Motor Plate

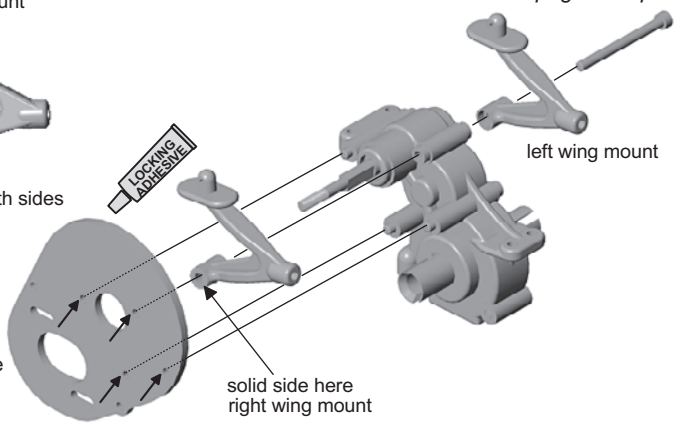


9587
Wing Mount,
left & right

3929
S.H. Screw
4-40 x 1.25

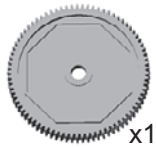
Do not tighten this screw until page 9 step D8.





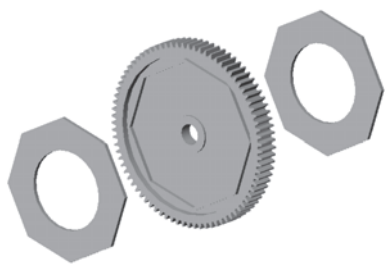
Racer's Tip:
Apply a small amount of locking adhesive to these holes to prevent screws from loosening.

16



9651
Spur Gear,
81T

9603
Slipper Pad

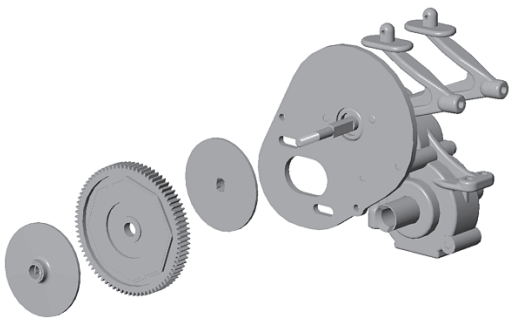


Press pads into spur gear.

BAG C

x2

9604
Slipper Hub



17

◀1:1▶

x1

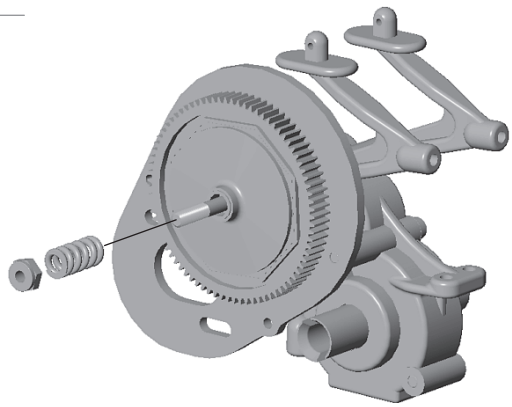
9605
Slipper Spring

x1

6629
Locknut, 5-40

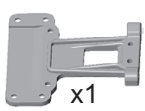
Install locknut until even with end of shaft. Then tighten 4 turns for kit slipper setting.

Compress spring first.



18

BAG D



x1

9570
Rear Chassis Plate

x1 x1

9582
Rear A-arms,
left and right

◀1:1▶

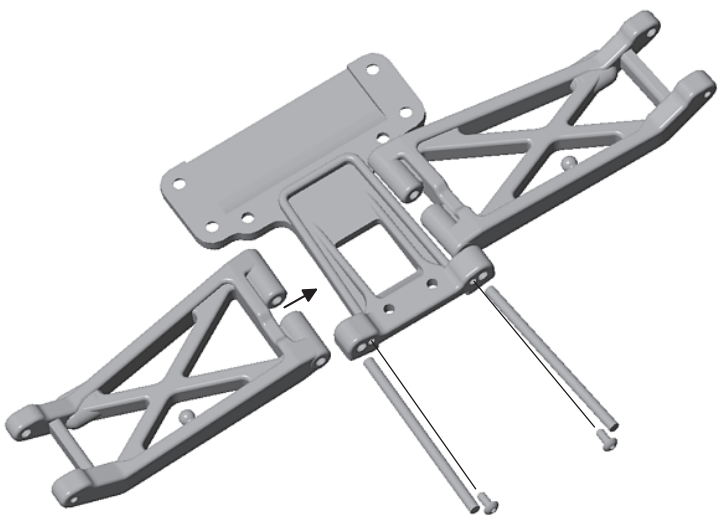
x2

2242
Hinge Pin,
rear inner

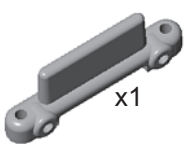
◀1:1▶

x2

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



1



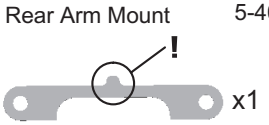
x1

9571
Rear Arm Mount

◀1:1▶

x2

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

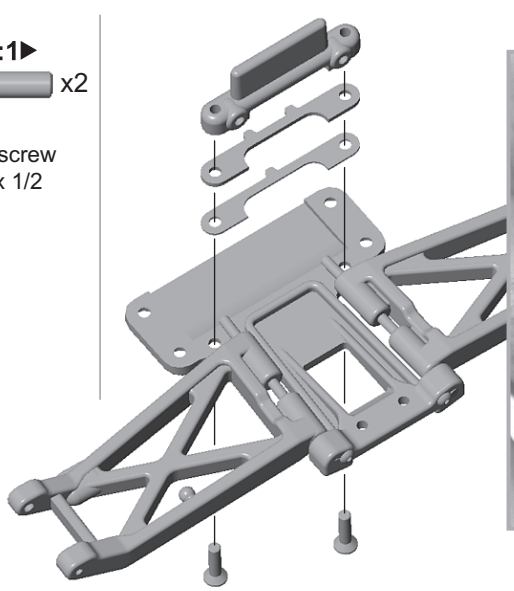


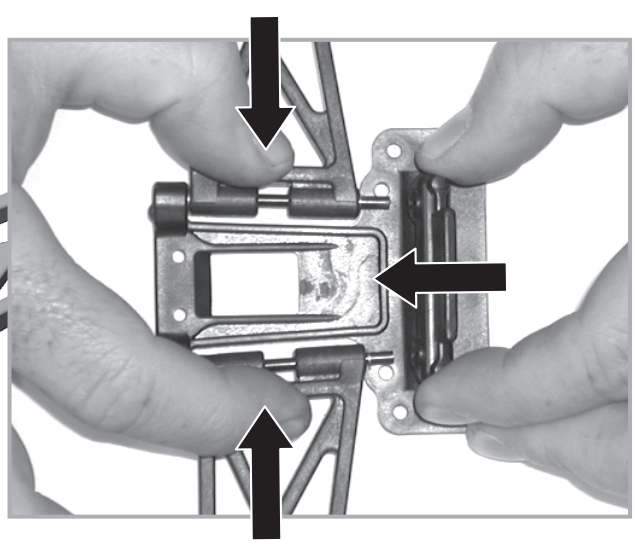
x1

9571
Anti-squat Shim, 1 deg.

x1

9571
Anti-squat Shim, 2 deg.





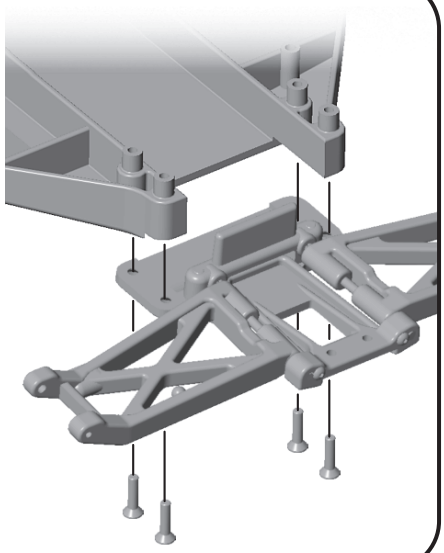
2

BAG D

3

◀1:1▶ x4

9269
S. H. screw,
5-40 x 1/2



4

◀1:1▶ x2

6272
Dust Cover,
foam

◀1:1▶ x2

6273
Ball End,
long

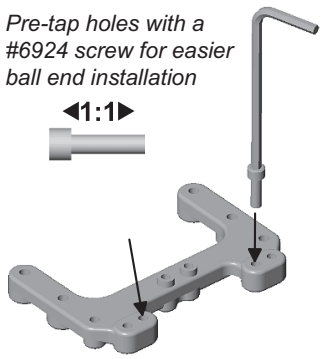
◀1:1▶ x4

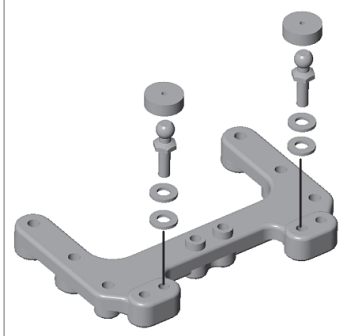
9630
washer

9564
Brace x1

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

◀1:1▶

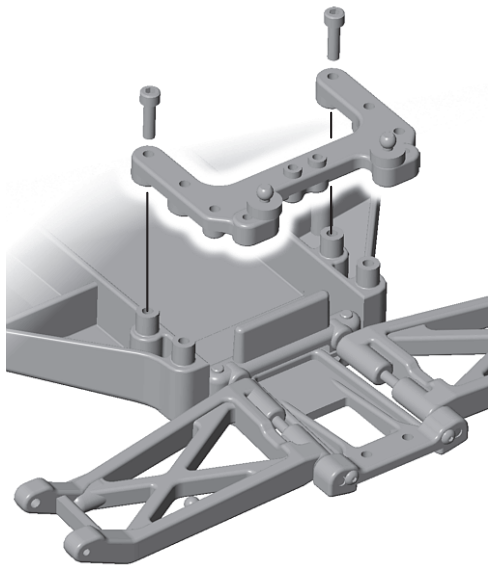




5

◀1:1▶ x2

9643
S. H. Screw
5-40 x 7/16



6

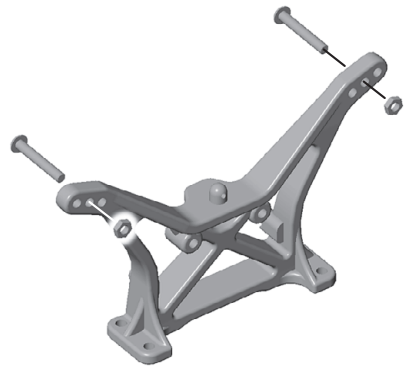
◀1:1▶ x2

7413
B. H. screw,
4-40 x 3/4

◀1:1▶ x2

7260
4-40 nut

9572
Rear Shock Tower x1



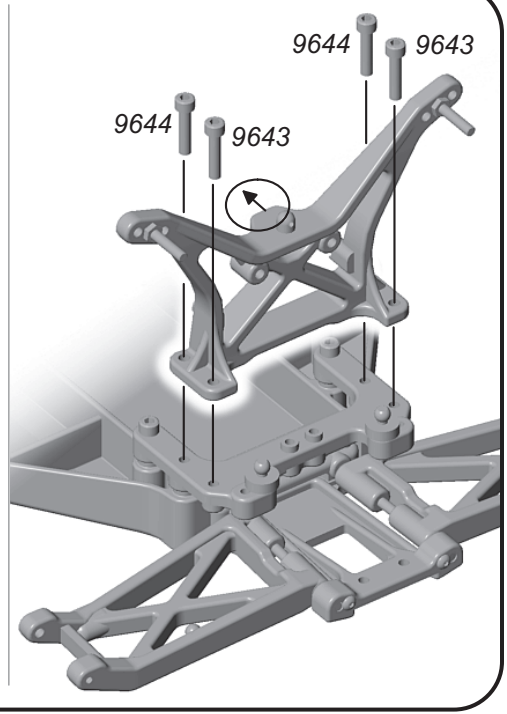
7

◀1:1▶ x2

9644
S. H. screw,
5-40 x 9/16

◀1:1▶ x2

9643
S. H. screw,
5-40 x 7/16



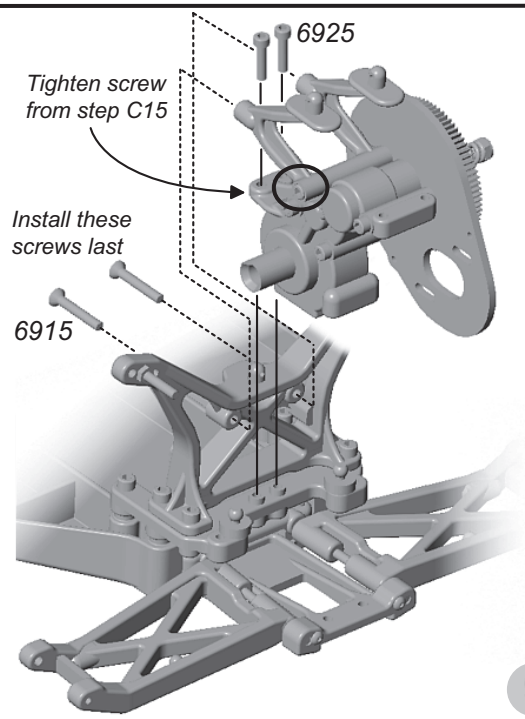
8

◀1:1▶ x2

6925
S. H. screw,
4-40 x 1/2

◀1:1▶ x2

6915
F. H. screw,
4-40 x 5/8

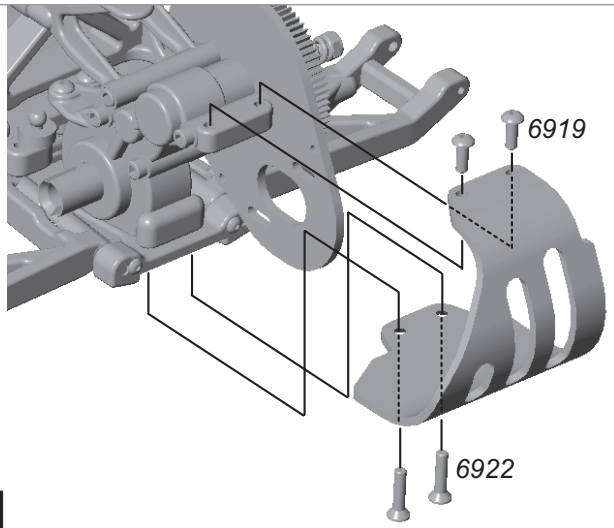


BAG D

◀1:1▶ x2
6919
B. H. screw,
4-40 x 5/16

◀1:1▶ x2
6922
F. H. screw,
4-40 x 1/2

x1
9575
Motor Guard

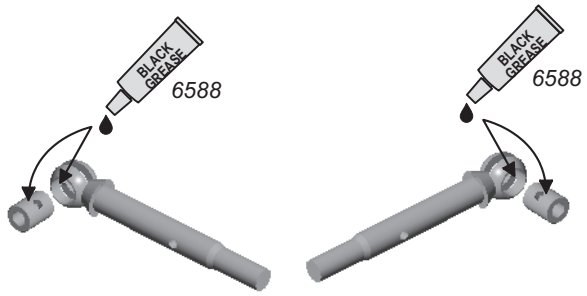


9

BAG E

x2
9598
MIP CVD Axle

x2
7381
CVD Coupling

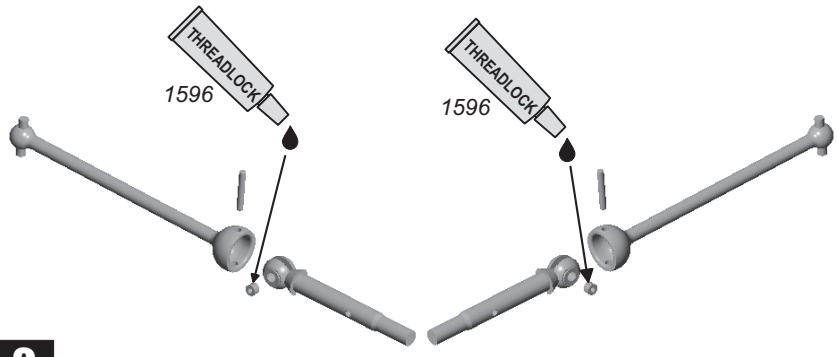


1

x2
9597
CVD Bone

◀1:1▶ x2
7381
CVD Cross Pin

◀1:1▶ x2
7381
Set Screw



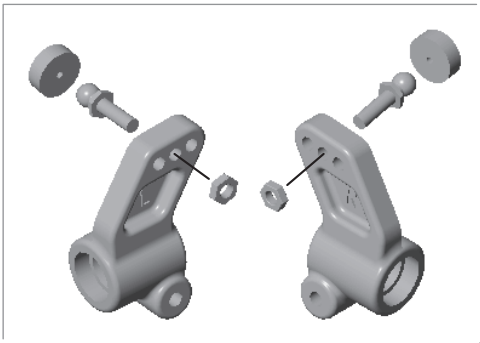
2

◀1:1▶ x2
6272
Dust Cover,
foam

◀1:1▶ x2
3858
Ball End,
black

x1 x1
9584
Rear Hub Carriers,
left and right

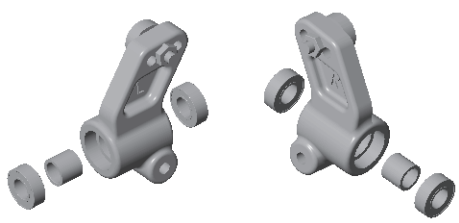
◀1:1▶ x2
7260
Plain Nut



3

◀1:1▶ x2
7377
Bearing Spacer

◀1:1▶ x4
3977
Ball Bearing,
3/16 x 3/8

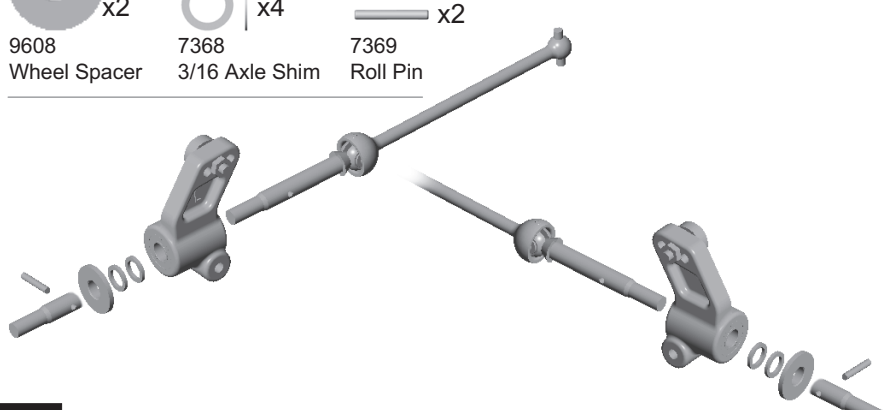


4

◀1:1▶ x2
9608
Wheel Spacer

◀1:1▶ x4
7368
3/16 Axle Shim

◀1:1▶ x2
7369
Roll Pin



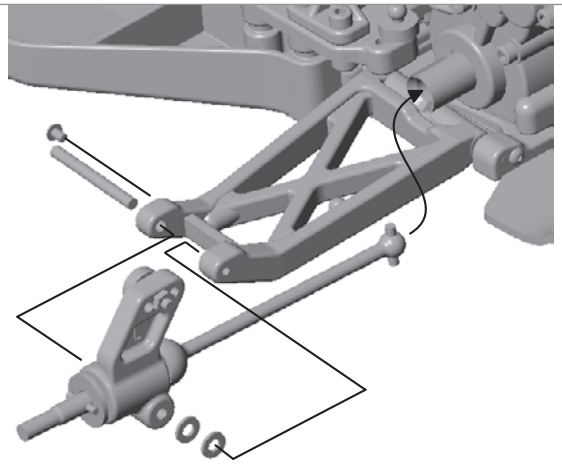
5

BAG E x2

◀1:1▶ x1
9622
Hinge Pin,
rear outer

◀1:1▶ x1
9645
B.H. Screw
2-56 x 1/8

◀1:1▶ x2
4187
Spacer

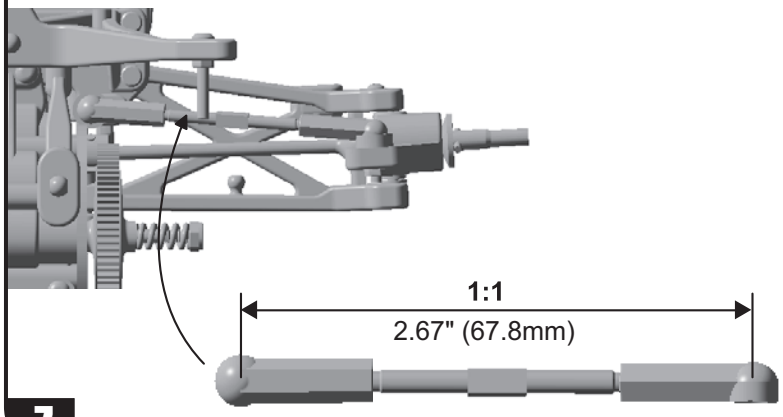


6

x2

◀1:1▶ x1
6263
Turnbuckle, 2.06"

x2
7230
Ball Cup



7

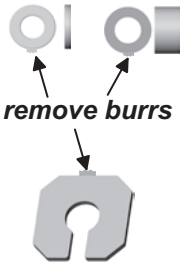
BAG F Front x2

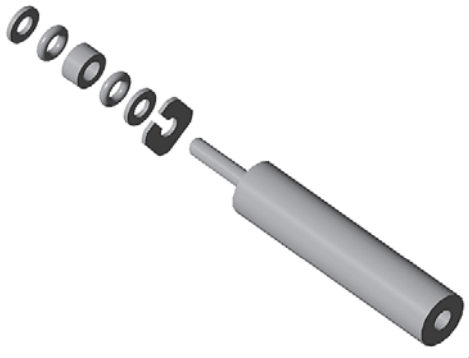
x1
6440
Clamp

◀1:1▶ x1
6440
Thick Washer

◀1:1▶ x2
6440
Thin Washer

◀1:1▶ x2
5407
Red O-ring



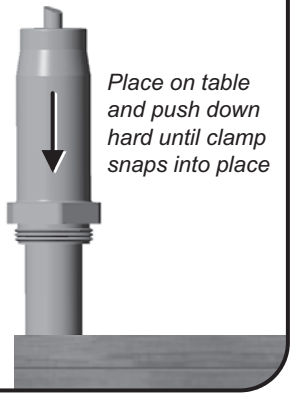


1

Front x2

◀1:1▶ x1
9310
Front Shock Body
hard anodized

5422
Racer's Tip:
Use Green Slime #1105 shock lube instead of oil.

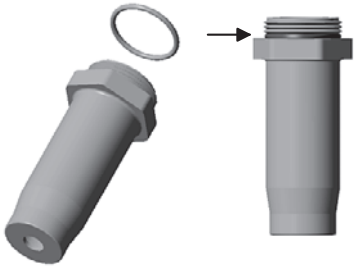


Place on table and push down hard until clamp snaps into place

2

Front x2

◀1:1▶ x1
6469
Shock Cap O-ring



3

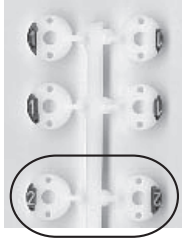
Front x2

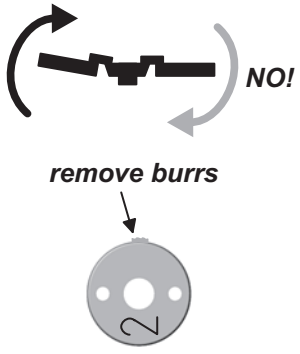
◀1:1▶ x2
6299
E-clip

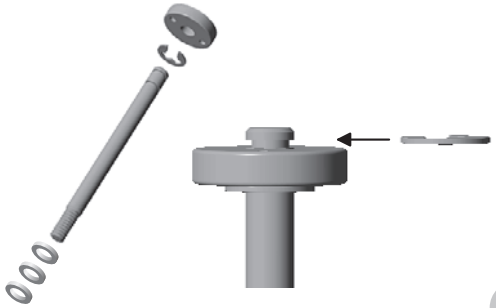
! ◀1:1▶ x1
6465
Shock Piston #2

◀1:1▶ x1
6460
Shock Shaft, .71 stroke

◀1:1▶ x3
6466
Shock Downstop (Limiter), 1/32







4

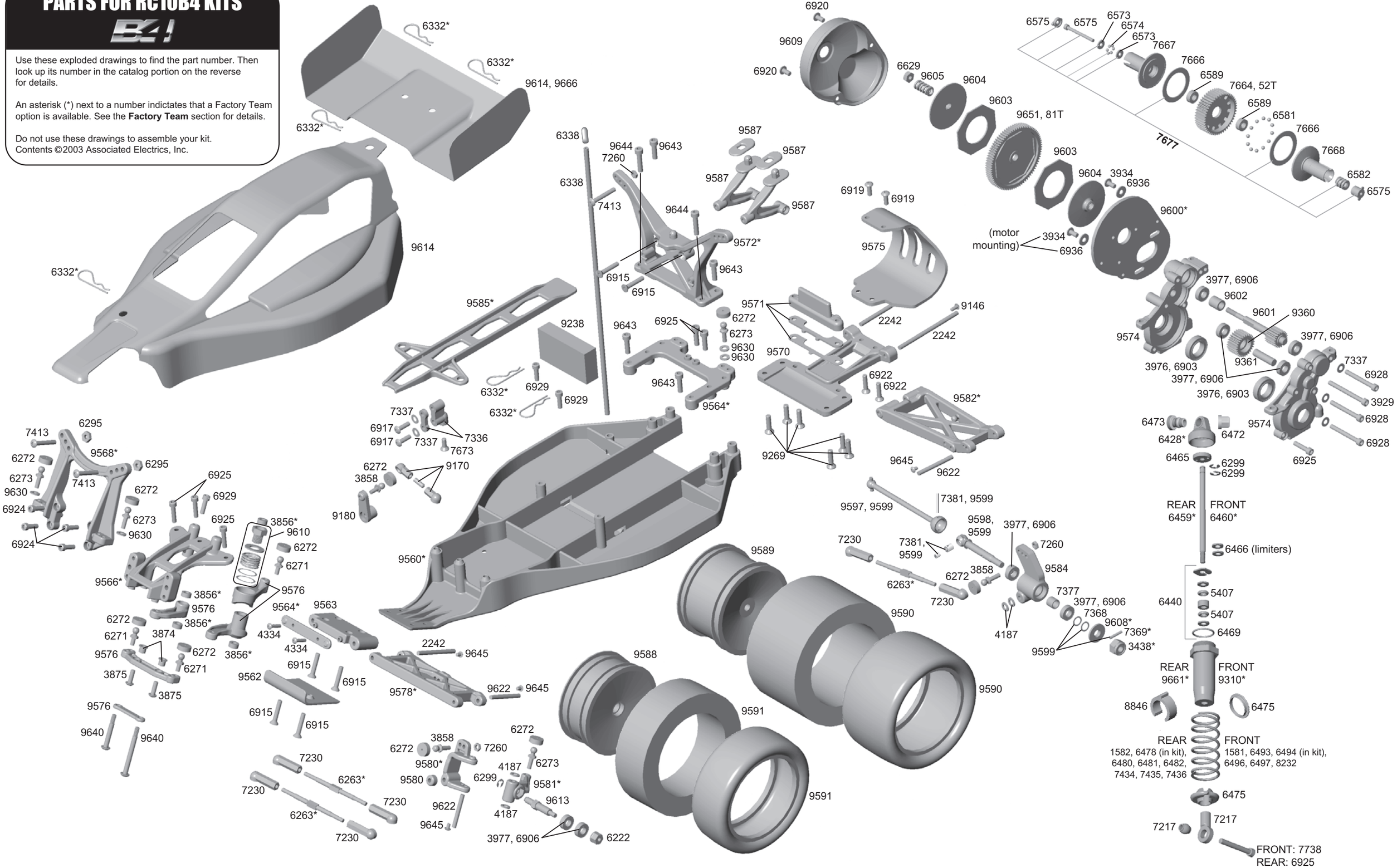
PARTS FOR RC10B4 KITS

B4!

Use these exploded drawings to find the part number. Then look up its number in the catalog portion on the reverse for details.

An asterisk (*) next to a number indictates that a Factory Team option is available. See the **Factory Team** section for details.

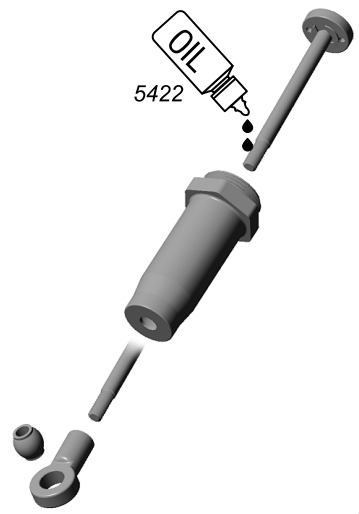
Do not use these drawings to assemble your kit.



BAG F — Front x2

x1
7217
Pivot Ball

x1
7217
Eyelet



5

REAR SHOCKS

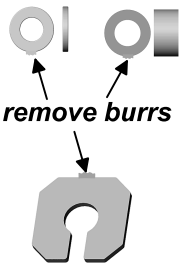
BAG F — Rear x2

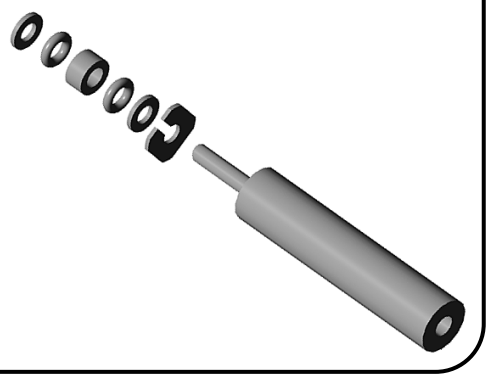

x1
6440
Clamp

x1
6440
Thick Washer

x2
6440
Thin Washer

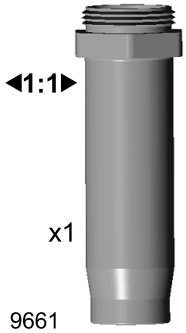
x2
5407
Red O-ring



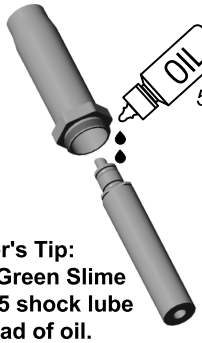


6

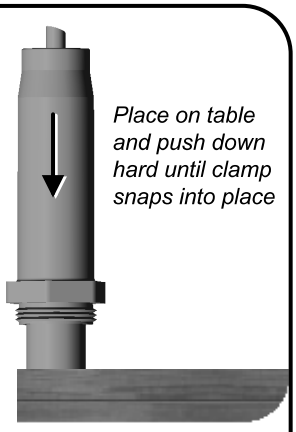
BAG F — Rear x2



x1
9661
Rear Shock Body
hard anodized



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



7

Rear x2

x1
6469
Shock Cap O-ring

8

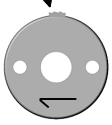
Rear x2

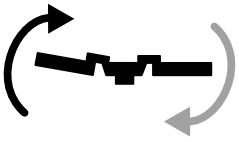
x2
6299
E-clip

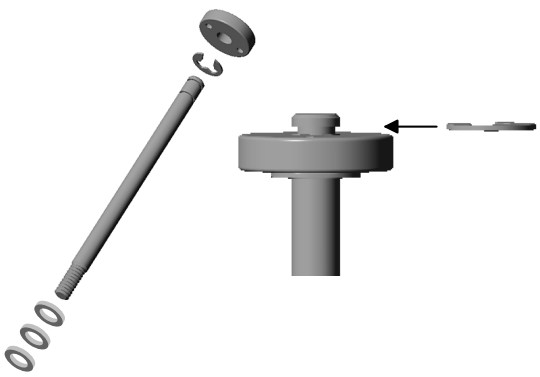
x1
6465
Shock Piston #1

x1
6459
Shock Shaft, 1.02 stroke

x3
6466
Shock Downstop
(Limiter), 1/32





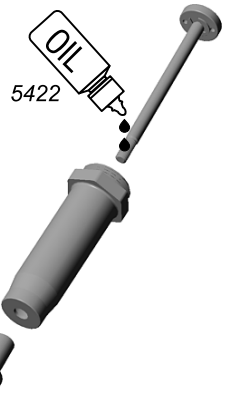


9

Rear x2

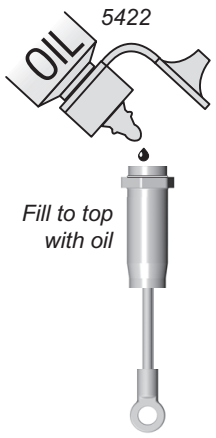
x1
7217
Pivot Ball

x1
7217
Eyelet



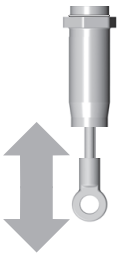
10

BAG F

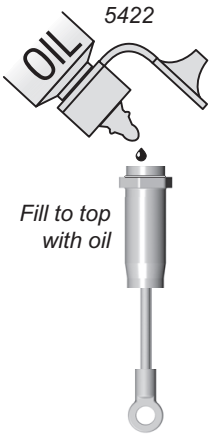


11

Move shaft up and down to remove air bubbles

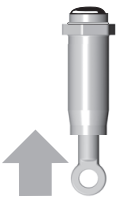


12



13

Push the shaft in



14

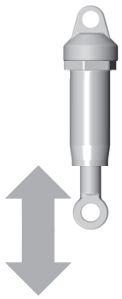
x4
6428
Shock Cap, molded

❶ Fill cap with oil

❷ Retain oil as you screw cap on

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

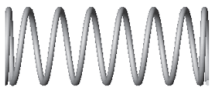
A

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

B

Front x2

x1
6475
Spring Collar

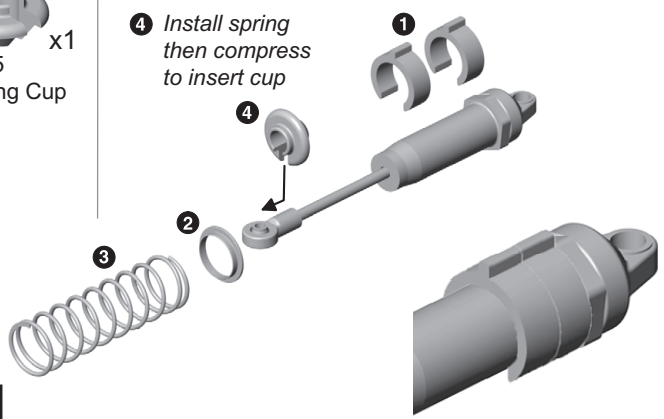


x1
6494
Spring, green

x2
8846
Preload Spacer, 1/4"

x1
6475
Spring Cup

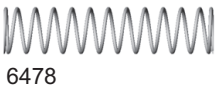
❹ Install spring then compress to insert cup



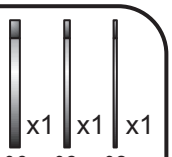
18

Rear x2

x1
6475
Spring Collar



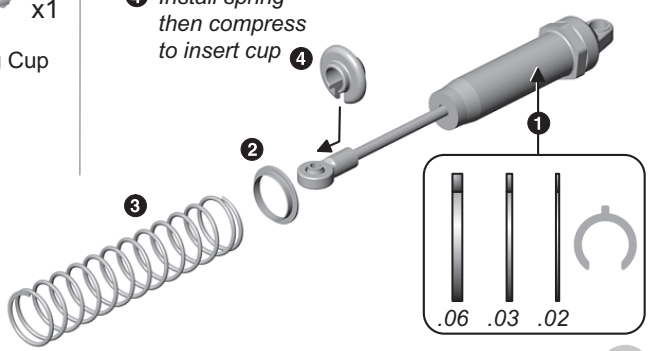
x1
6478
Spring, silver



x1 x1 x1
8846
Preload Spacer,
1 each of .02, .03, .06

x1
6475
Spring Cup

❹ Install spring then compress to insert cup



19

BAG F

Front x2

◀1:1▶ x1

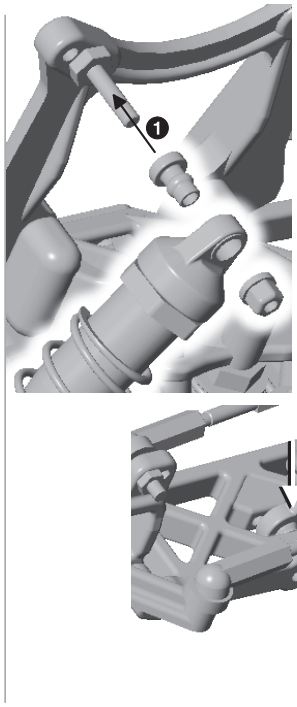
6472
4-40/5-40 Plastic Nut

x1

6473
Shock Bushing

◀1:1▶ x1

7738
S.H. Screw
4-40 x 7/8



20

Rear x2

◀1:1▶ x1

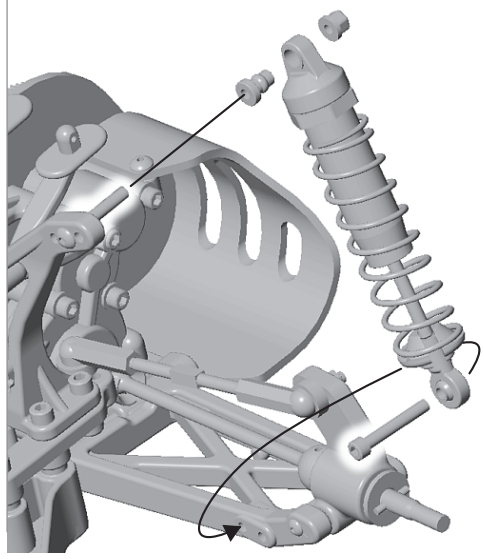
6472
4-40/5-40 Plastic Nut

x1

6473
Shock Bushing

◀1:1▶ x1

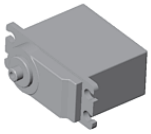
6925
S.H. Screw
4-40 x 1/2



21

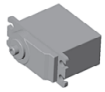
BAG G

❶ **FIND YOUR SERVO TYPE**



❷ **SELECT YOUR SPACER(S)**

❸ **SELECT YOUR SERVO HORN**

❶ STEERING SERVO TYPE *(Steering servo is sold separately)* 	❷  #7337 SPACER	❸ #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

◀1:1▶ x1

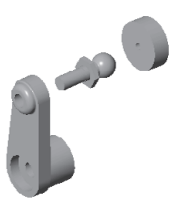
6272
Ball End Dust Cover

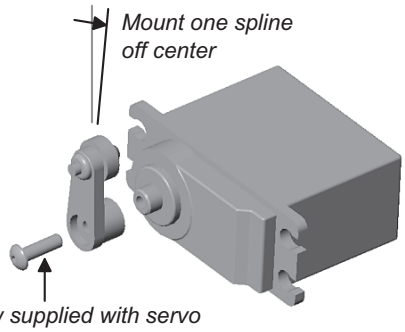
x1

9180
Servo Horn

◀1:1▶ x1

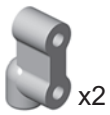
3858
Ball End, black





2

BAG G



x2

7336
Servo Mount

x0 or x2

7336
Servo Spacer

◀1:1▶

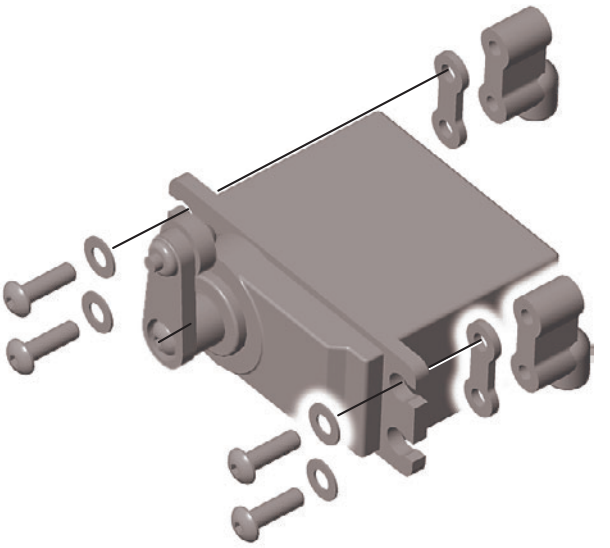
x4

6917
4/40-3/8 B.H Screw

◀1:1▶

x4

7337
Spacer



3

◀1:1▶

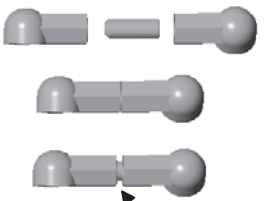
x2

9170
Servo Link Cup

◀1:1▶

x1

9170
Servo Link



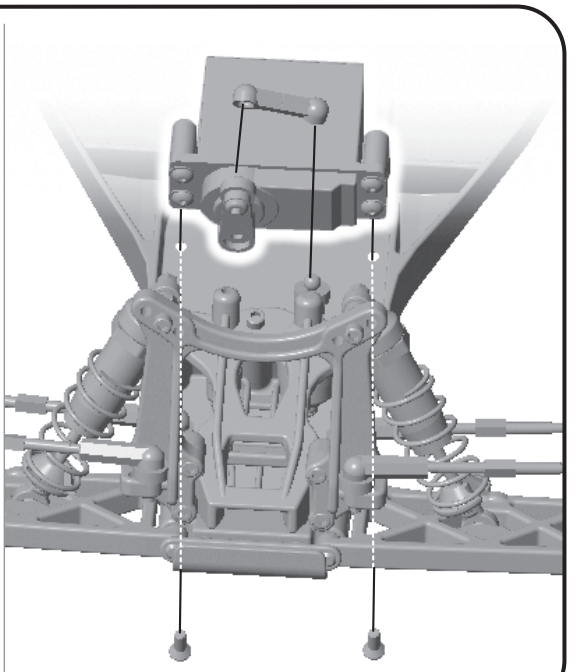
NO!

4

◀1:1▶

x2

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



5

◀1:1▶

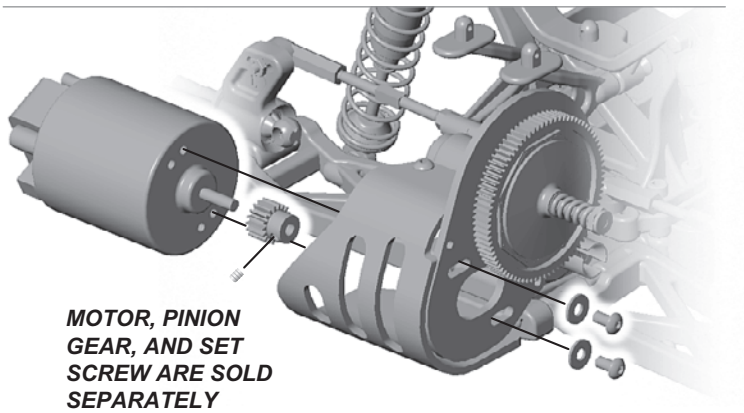
x2

3934
B.H. screw
3mm

◀1:1▶

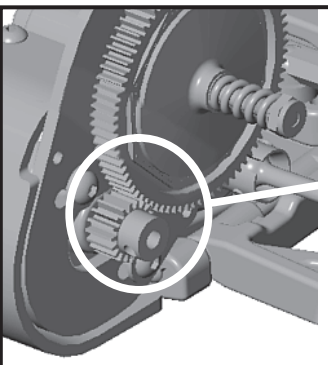
x2

6936
Washer



MOTOR, PINION GEAR, AND SET SCREW ARE SOLD SEPARATELY

6



SET THE GEAR MESH

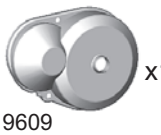
You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear is tight, then loosen the #3934 screws and move the motor away, then try again. A gear mesh that is too tight or too loose will reduce power and damage the gear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

7

◀1:1▶

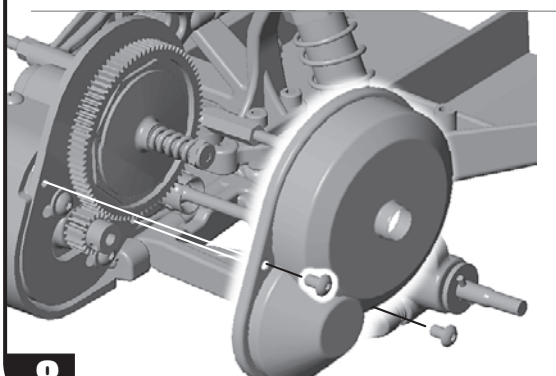
x2

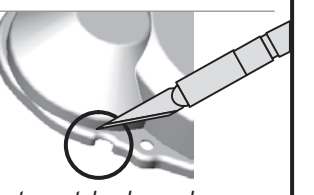
6920
B.H. screw
4-40 x 3/16



x1

9609
Gear Cover

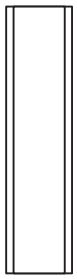




cut a notch where shown

8

BAG G



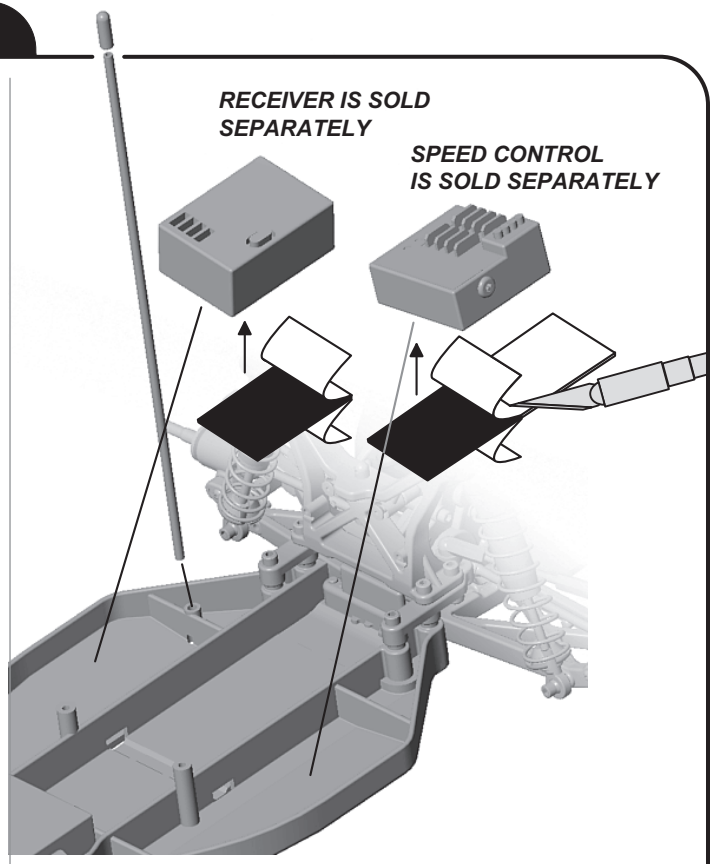
x1

6727
Servo Tape
double-sided

x1

x1

6338
Antenna and
Antenna Cap

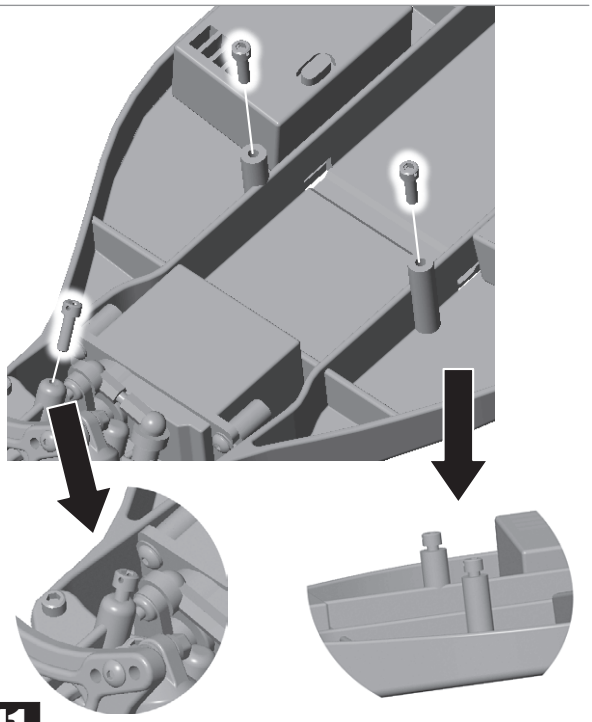


10

◀1:1▶

x3

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



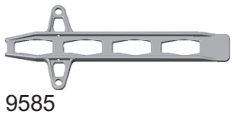
11

x2

6332
Body Clip

x1

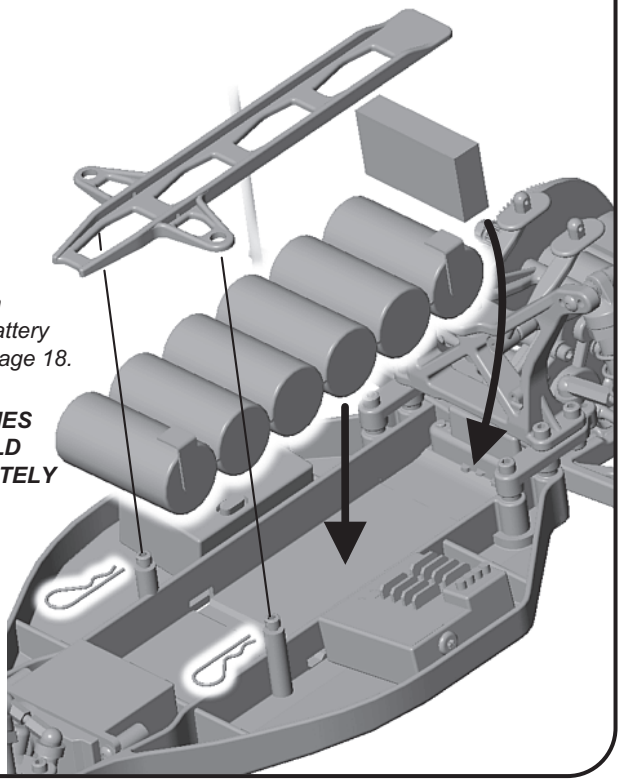
9238
Battery Spacer Block



x1

9585
Battery Holddown Strap

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

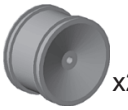


12

BAG H

x2

9588
Front Wheel

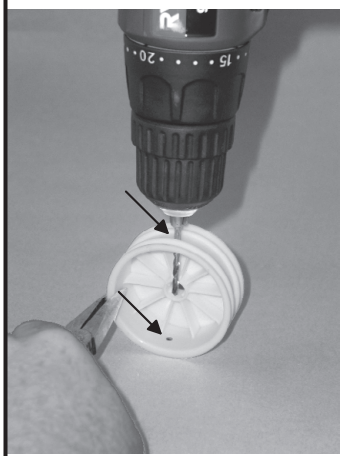


x2

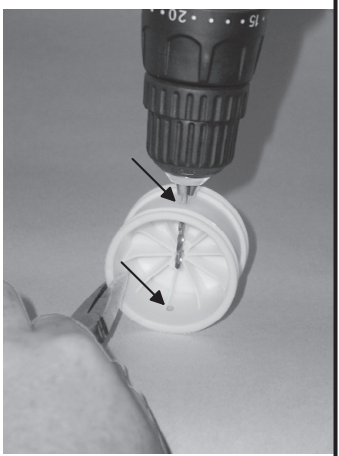
9589
Rear Wheel

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

FRONT



REAR



1

BAG H

Front x2

x1

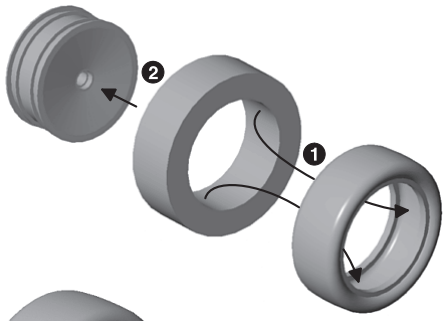
9588
Front Wheel

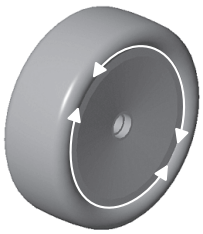
x1

9591
Front Tire

x1

9591
Front Insert

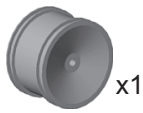




❸ *After assembly, apply CA glue. GLUE SOLD SEPARATELY*

2

Rear x2



x1

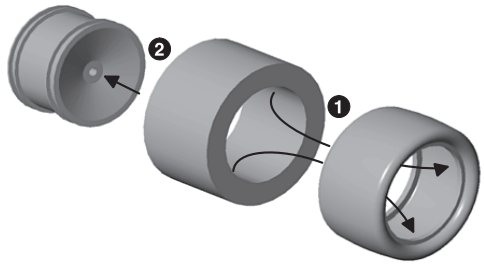
9589
Rear Wheel

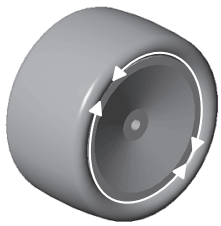
x1

9590
Rear Tire

x1

9590
Rear Insert





❸ *After assembly, apply CA glue. GLUE SOLD SEPARATELY*

3

Front x2

◀1:1▶

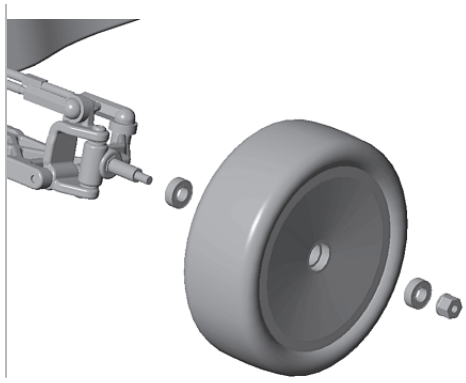
x1

6222
4-40/5-40 locknut

◀1:1▶

x2

3977
3/16 x 3/8 ball bearing



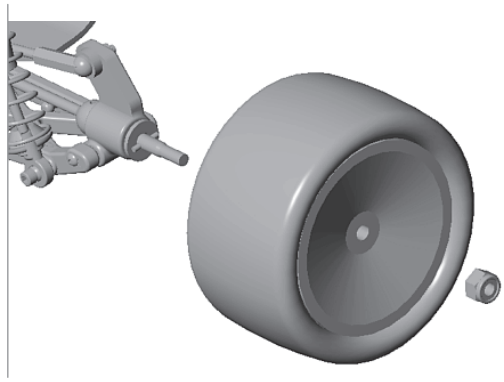
4

Rear x2

◀1:1▶

x1

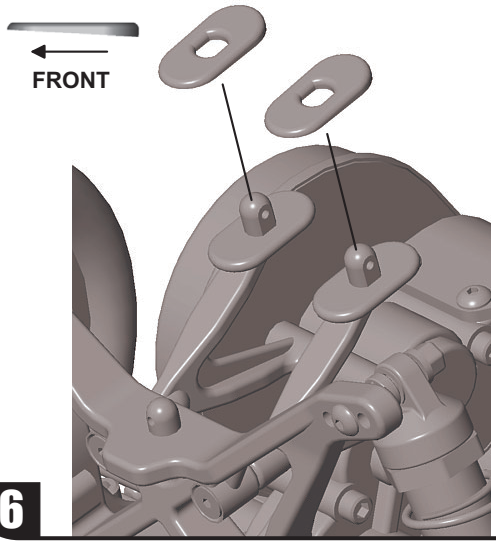
3438
8-32 Alum. Locknut



5

x2

9587
Wing Angle Shim



6

◀1:1▶

x4

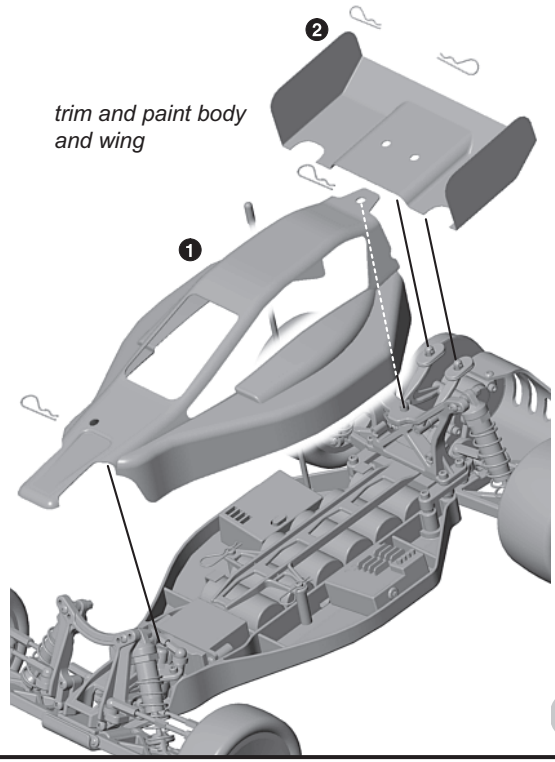
6332
Body Clip

9614
Body & Wing

x1

9666
Wing

trim and paint body and wing



7

FINAL ADJUSTMENTS

Make these adjustments before you drive the buggy

RADIO ADJUSTMENTS

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

1. Turn the transmitter on.

2. Make sure the motor is disconnected.

3. Connect your battery pack and turn the power switch on.

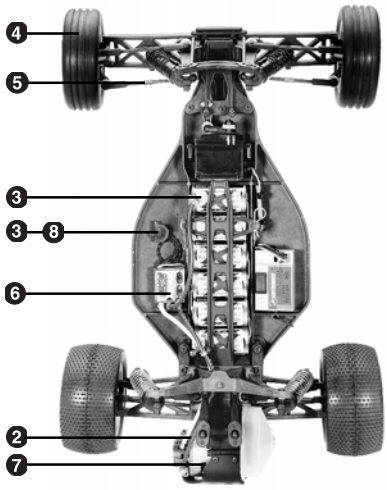
4. Move the steering control on the transmitter to the right and left. Do the wheels move in the correct direction? If not, you must reverse the steering servo direction on your transmitter (see radio manual.)

5. Adjust your steering trim (see radio manual) until the #9576 steering rack is centered under the top plate. Then, using the two steering turnbuckles, adjust the front wheels so they are pointing straight ahead.

6. Adjust the ESC (electronic speed control) according to the speed control manufacturer's instructions. *Some manufacturers have the motor connected during adjustment and some do not.* Now turn the power switch off.

7. Connect the motor. Place your car on a block or car stand so that all four wheels are elevated. Turn the power switch on again. Check the ESC and steering settings you have made and then turn the power switch back off.

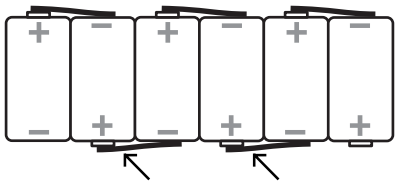
8. Remember this! The transmitter is always the **FIRST TO BE TURNED ON** and **THE LAST TURNED OFF.**



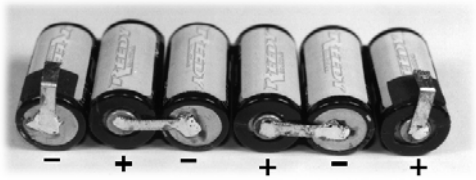
ASSEMBLE BATTERY PACK

If you are not using a stick battery pack, here is how to assemble your battery pack. Solder individual cell connections as shown.

Team racers prefer battery bars for sturdier connections. Insulated wire will not allow the pack to fit in the battery slot.



Solder connections with battery bars (#651)



← *Aim negative lead toward the front*

MOTOR GEARING

To get the most from your motor, proper gearing is important. The gear ratios listed in the chart are recommended starting gear ratios. Ratios can vary from track to track, but you should not change the pinion size more than one tooth from the recommended ratio.

CAUTION! *Increasing the pinion size by more than one tooth can damage your motor from excess heat.*

MOTOR	PINION	SPUR	FINAL DRIVE RATIO
24° stock (torque-based)	24	81	8.78:1
24° stock (RPM-based)	22	81	9.57:1
36° stock	22	81	9.57:1
14 turn modified motor	23	81	9.16:1
13 turn modified motor	22	81	9.57:1
12 turn modified motor	21	81	10.03:1
11 turn modified motor	20	81	10.53:1
10 turn modified motor	19	81	11.08:1

MAINTENANCE

Follow these steps to keep your buggy in shape for racing

CHECK FOR FIT

You should periodically check all the moving parts: front and rear end, suspension arms, steering blocks, steering linkage, shocks, and so on. If any of these should get dirty or bind then your car's performance will suffer.

MOTOR MAINTENANCE

Between runs, inspect the brushes to ensure they are moving freely in the brush holder. This is done by carefully removing the spring and sliding the brush in and out of the holder. If there is any resistance or rough spots, remove the brush and carefully wipe the brush clean. This will clean off any buildup so the brush slides smoothly in the brush holder.

After every 3 to 5 runs, remove the brushes from the holders and inspect the tips for wear and/or burning. If there is a noticeable amount of wear, replace the brush with a new pair. If the tip is a burnt blue color, then the lubricant in the brush has been burned away and new brushes should be installed.

After every other battery charge you should carefully clean the motor. One recommended method is to spray motor cleaner directly on the brush and commutator area. Run the motor for approximately 15 seconds. Disconnect the motor and spray it again, making sure the runoff is clear and clean. If the runoff is still dirty, repeat the spraying action until clean. After completing the cleaning, apply a small amount of lightweight oil to each bushing or bearing for lubrication. Be careful not to apply too much oil, for this will pick up dirt and contaminate the commutator and brushes.

DIFFERENTIAL

Adjust the differential ("diff") as noted on page 6. Adjusting the diff is not meant to be a tuning option. If you can hear the diff making a "barking" or "chirping" sound on jump landings, either your diff is set too loose or your slipper clutch is set too tight. First check your slipper setting, then re-set the diff according to the instructions on step C-9.

SLIPPER CLUTCH

The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. Tighten the nut 4 more turns. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs.

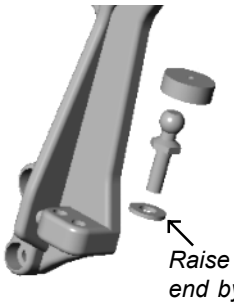
Another popular way to set the clutch is to hold both rear tires firmly in place and apply short bursts of throttle. If the clutch is properly set, the front tires should lift slightly up off the surface.

These steps prepare your buggy for maximum performance

FRONT CAMBER LINKS

Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the tower. Shortening the camber link (or lowering the ball end) will give the front end less roll and quicken steering response. Lengthening the camber link (or raising the ball end) will give the front more roll and slower steering response.

Longer camber links are typically used on high grip tracks and shorter links tend to work better on med-grip loose tracks.



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

STEERING BLOCKS

The included trailing steering blocks (# 9581) should be used in most cases. The Team especially recommends the trailing blocks on high-grip or "blue-groove".

Changing to the optional inline steering blocks (#9577) will give the car an overall aggressive feeling. Steering entering and exiting the corners is increased, but straight line stability is slightly reduced.

CASTER

Caster describes the angle of the kingpin as it leans toward the rear of the vehicle. Positive caster means the kingpin learns rearward at the top.

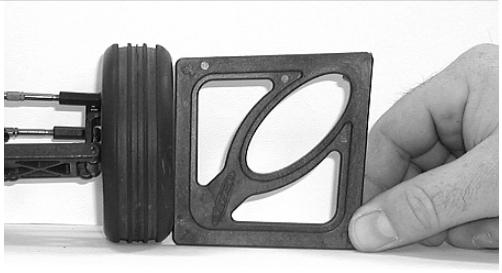
The supplied 25° caster blocks (#9580) are recommended in most cases. For more corner entry steering and less exit steering, try the optional 30° blocks (#9593).

The optional 20° blocks (#9592) will give you more exit steering and less entry steering.

CAMBER

Camber describes the angle at which the tire and wheel rides when looked at from the front. Negative camber means that the tire leans inward at the top.

A good starting camber setting is –1°. Use the included #1719 camber gauge to set your camber as shown. Positive camber, where the top of the tire is leaning out, is not recommended.



Testing camber with the camber gauge

FRONT TOE-IN

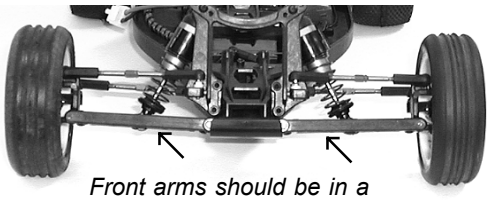
Toe-in describes the angle of the front tires when viewed from the top. With toe-in, the front of the tires point inward.

Zero degree toe-in (tires pointing straight forward) is the setting that should be used in almost all track conditions. Occasionally you can increase turn in by adding a little toe-out (front of tires point slightly out). Front toe-in is not a typical tuning adjustment used by the Team.

FRONT RIDE HEIGHT

Ride height is the distance from the ground to the bottom of the chassis.

The standard front ride height setting is with the front arms level (referred to as "arms level"). Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into place, add or remove pre-load clips so that the left & right arms appear to be flat as seen in the following picture.

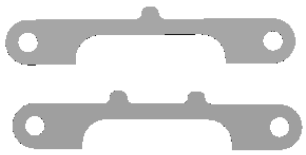


Front arms should be in a straight line when ride height is set as "arms level"

ANTI-SQUAT

Anti-squat denotes the angle of the rear arms relative to the ground. Zero anti-squat means that the rear arms are flat, parallel with the ground. The kit setting is 3°, and can be adjusted by installing or removing the included shims underneath the arm mount.

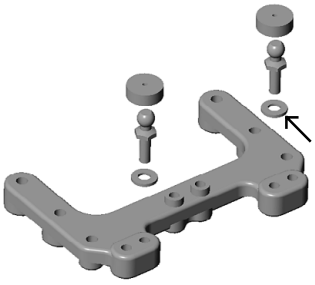
The shim with 2 tabs is for 2° and the shim with 1 tab is for 1°. You can use any combination of shims to get 0, 1, 2, or 3° anti-squat. Adding anti-squat tends to make the car "rotate" more in corners, but doesn't handle as well through the bumps.



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

REAR CAMBER LINK

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



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

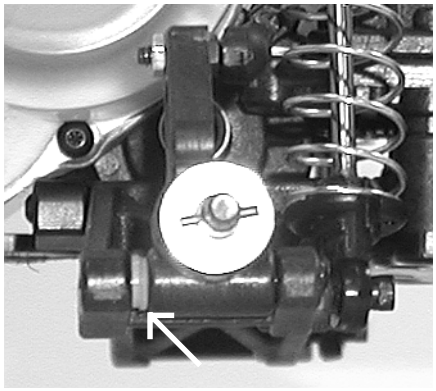
REAR CAMBER

Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top.

A good starting camber setting is –1°. Use the included #1719 camber gauge to set your camber (shown above). Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks.

WHEELBASE ADJUSTMENT

You have three options for rear hub spacing, Forward, Middle, & Back. The kit setting provides the most rear traction, and will be used most often. For improved handling in bumps or rhythm sections, try moving the hubs to the Middle or Back position. This can also make the car handle better in 180° turns.



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

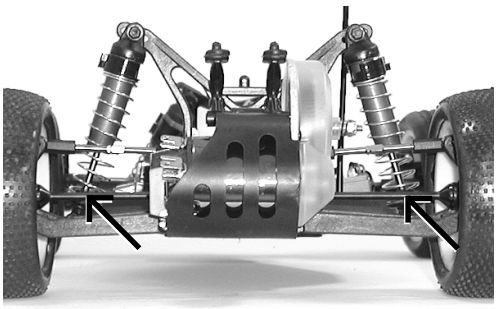
ANTI-ROLL BAR

The optional #9635 B4 rear anti-roll bar kit (also called the "swaybar") allows you to add roll resistance to the rear end with minimal effect on handling over bumps and jumps. It is an especially helpful tuning item on high-grip tracks (try the gold bar). The silver and black anti-roll bars are typically used on medium-grip loose tracks.

REAR RIDE HEIGHT

Ride height is the distance from the ground to the bottom of the chassis.

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

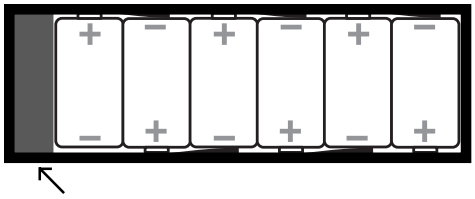


Dogbones should be in a straight line when ride height is set as "dogbones level"

BATTERY PLACEMENT

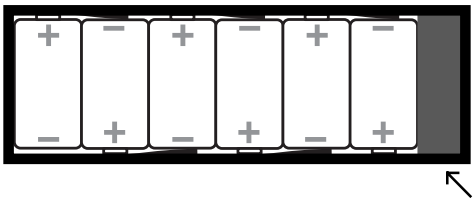
This is one of the best adjustments on the car, and it can have the biggest effect on handling. Most of the time, moving the battery pack back will yield more rear traction and decrease steering. Conversely, moving the battery pack forward will yield less rear traction and increase steering. But in some cases on extremely high grip or extremely low grip tracks, moving the pack forward will make the buggy feel more balanced and actually improve rear grip.

FRONT **REAR**



Spacer to the front will place batteries to the rear

FRONT **REAR**



Spacer to the rear will place batteries to the front

SETUP SHEETS

The best way to get your car handling right is to go to our website, www.rc10.com, and click on the links for setup sheets. Our Team Drivers help develop these setups at National events.

Also, most drivers have a "base" setup that they use as a starting point for every event. Try running some of these base setups or look for track conditions and tires that are similar to your local track and mimic that setup.

Remember, each adjustment has a purpose, so copy everything from the setup sheet and then make adjustments based on the recommendations in here.

For more information on setups, please go online to the Tuning Guide page and order the ***#9656 Complete Tuning Guide: B4.***

TEAM ASSOCIATED ONLINE

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

Tech Help. Answers to racer's questions are posted for all to learn from.

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

Setup Sheets. Where racers find blank and standard setups to download for their kit.

New Products. Learn of new kits and parts before they are announced anywhere else.

Team Associated Insider's Newsletter. Sign up for it if you want the latest Team Associated news delivered right to your e-mail box.

Hobby Shop and Track Directory. Locate shops carrying spare parts and tracks where you may race your kit.

Parts Catalogs. Find the most up-to-date listing of parts for your kit.

Contact Associated. Our expert staff answers your toughest questions about Associated, Reedy, and LRP products.

SETUP SHEET for the Team Associated RC10B4

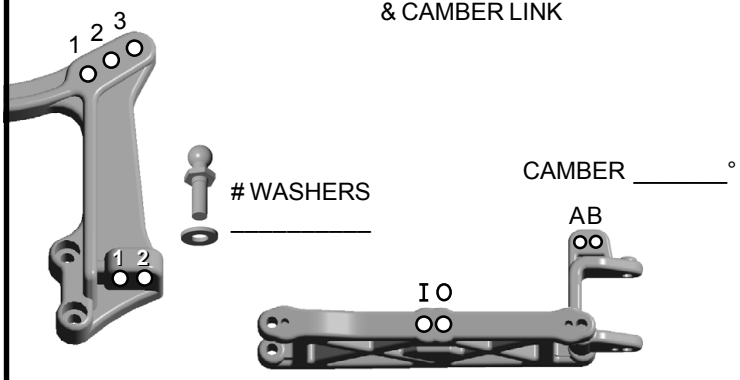
Driver _____

Track / City _____

Event _____ Date _____

FRONT

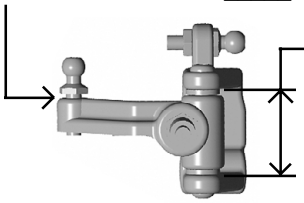
SHOCK MOUNTING & CAMBER LINK



RIDE HEIGHT _____

TOE-IN (+) / OUT (-) ____ °

BUMP STEER SPACER _____



AXLE HEIGHT
- ☐ up
- ☐ middle
- ☐ down

CASTER
- ☐ 20°
- ☐ 25°
- ☐ 30°

STEERING BLOCK ☐ trailing ☐ inline

FRONT SHOCKS

OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT ☐ unobtainium ☐ STD # LIMITERS _____

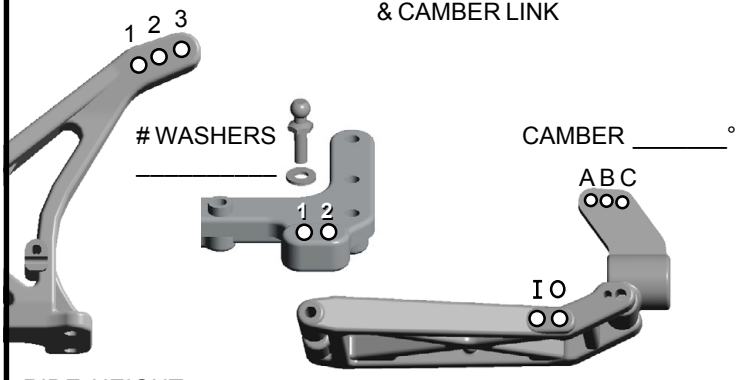
FRONT TIRES & WHEELS

FRONT TIRES _____

INSERTS _____ WHEELS _____

REAR

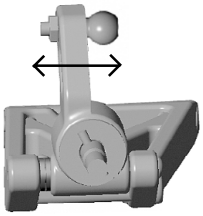
SHOCK MOUNTING & CAMBER LINK



RIDE HEIGHT _____

ANTI-SQUAT
- ☐ 0°
- ☐ 1°
- ☐ 2°
- ☐ 3°

WHEELBASE
- ☐ long
- ☐ medium
- ☐ short



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

REAR SHOCKS

OIL _____ wt

SPRING (color) _____ PISTON # _____

SHAFT ☐ unobtainium ☐ STD # LIMITERS _____

REAR TIRES & WHEELS

REAR TIRES _____

INSERTS _____ WHEELS _____

TRACTION COMPOUND _____

RADIO/BATTERIES

RADIO _____ SERVO _____

ESC _____

DRAG BRAKE _____ INIT BRAKE _____

BATTERY PLACEMENT ☐ front ☐ rear

BATTERIES _____

MOTOR

MOTOR & WIND _____

BRUSHES _____

SPRING _____

PINION / SPUR _____ / _____

OTHER

BODY _____

WING _____

WING ANGLE ☐ 0° ☐ 3° ☐ 6°

CHASSIS _____

CONDITIONS

- ☐ smooth
- ☐ bumpy
- ☐ low traction
- ☐ med traction
- ☐ high traction
- ☐ sandy
- ☐ soft dirt
- ☐ grass
- ☐ blue groove
- ☐ clay
- ☐ wet
- ☐ dry
- ☐ dusty
- ☐ other

COMMENTS

NOTES _____

_____

_____

_____

FOR MORE SETUPS, VISIT www.RC10.com and click on "SETUP SHEETS"

WE RECOMMEND REEDY POWER FOR THE B4!

REEDY MOTOR

KRYPTON Kr MODIFIED

The successor to Reedy's "Ti" modified!

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

REEDY CHARGER

Quasar

A/C DC Chargers for NiCD and NiMH batteries!

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

AC/DC NiCD MH

REEDY BATTERIES

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

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

Assembled 3000 cells in convenient stick pack format!

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

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