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

PRO-LINE M3 Racing Compound
"Wide Body" front tires on new offset wheels

Pro-Line M3 racing compound
rear tires

Adjustable battery position. New design hold-down strap

Hard anodized aluminum shock bodies

Fully adjustable caster, camber, and toe-in

Angled bellcrank "co-planar" steering

Built-in servo saver

Vertical ball end adjustment, front & rear

Rugged steel turnbuckles

Pro-Link 3B Pro-Set link kit

New Longer MIP CVD dog bones and axles

Lower motor mounting position

Kimbro Spur Gear

Plenty of chassis room to hold most electronics

All-new molded composite low- CG chassis

TOOLS

KIT TOOLS SUPPLIED
1. Allen wrenches #6950 (0.050", 1/16", 3/32", 5/64")
2. Molded tools #6956

EXTRA STUFF NEEDED
1. Phillips screwdriver
2. Needle nose 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.
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

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).
6. *Pinion gear, size to be determined by type and wind of motor you will be using.

*Available from Team Associated. See your catalogs.
**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 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

1. **9576 Servo Saver, lower**
2. **9576 Servo Saver, upper**
3. **9610 Servo Saver washer, lower**
4. **9610 Servo Saver spring**
5. **9610 Servo Saver washer, upper**
6. **9610 Servo Saver bolt**

**Note:**
- **Tighten servo saver bolt completely with supplied wrench.**

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

- **6271 Ball End, short, silver**
- **6272 Dust Cover, foam**

**Note:**
- **3875 B. H. Screw with shoulder, 4-40 x 11/32**
- **9576 Bellcrank**
Do not overtighten steering bolts. Make sure there is free movement in the steering rack.

9566 Top Plate x1
3856 Steering Rack Bushing x4
9576 Steering Brace x1
9640 Steering Bolt, right x1
9640 Steering Bolt, left

9563 Front Bulkhead x1
6925 S. H. Screw 4-40 x 1/2 x3
6915 F. H. Screw 4-40 x 5/8 x2
9560 B4 Chassis x1

1
9581 Steering Block, right x1
9581 Steering Block, left x1
6272 Dust Cover, foam x2
6273 Ball End, long, silver x2
6299 E-clip x2
9613 Front Axle, trailing

2
9580 25° Caster Block, right x1
9580 25° Caster Block, left x1
6272 Dust Cover, foam x2
3858 Ball End, long, black x2
7260 4-40 Nut x2

3
9622 Kingpin x2
4187 Washer x4
9645 B. H. Screw 2-56 x 1/8 x2

4
STEPS 1-3 ASSEMBLED
RIGHT

STEPS 1-3 ASSEMBLED
LEFT
**BAG C**

- **7664** Diff Gear, 52T
- **6581** Carbide Diff Balls 3/32

---

**Apply Stealth lube to rim**

- **1:1**
- x12

---

**Apply Stealth lube to rim**

- **1:1**
- x1

---

**Apply Black Grease to washer to hold balls in place**

- **1:1**
- x2

---

**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.

---

**Compress spring first.**

- **1:1**
- x2

---

**Diff Thrust Spring**

- **x1**

---

**Diff Thrust Bolt**

- **x1**

---

**Diff Ring**

- **x1**

---

**Diff Outdrive Hub, left**

- **x1**

---

**Diff Outdrive Hub, right**

- **x1**

---

**Diff Ring**

- **x1**

---

**Locking T-nut**

- **x1**

---

**Diff Cover**

- **x1**

---

**Ball Bearing, 5/16 x 5/32**

- **6589**
- x2
**Bag C**

1. **3977**
   - Ball Bearing, 3/16 x 3/8

2. **3976**
   - Ball Bearing, 3/8 x 5/8

3. **9574**
   - Transmission Case, right

4. **9601**
   - Top Shaft

5. **9602**
   - Top Shaft Spacer

6. **9360**
   - Idler Gear

7. **9361**
   - Idler Gear Shaft

8. **3977**
   - Ball Bearing, 3/16 x 3/8

9. **6928**
   - S.H. Screw 4-40 x 1

10. **9600**
    - Motor Plate

11. **9587**
    - Wing Mount, left & right

12. **3929**
    - S.H. Screw 4-40 x 1.25

13. **7337**
    - Washer

14. **6925**
    - S.H. Screw 4-40 x 1/2

15. **9651**
    - Spur Gear, 81T

16. **9603**
    - Slipper Pad

---

**Racer’s Tip:**

Apply a small amount of locking adhesive to these holes to prevent screws from loosening.

---

**Press pads into spur gear.**
**BAG C**

- 9604 Slipper Hub  x2

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

Compress spring first.

**BAG D**

- 9570 Rear Chassis Plate  x1
- 9582 Rear A-arms, left and right  x1
- 2242 Hinge Pin, rear inner  x2
- 9269 F. H. screw 5-40 x 1/2
- 9571 Anti-squat Shim, 1 deg.  x1
- 9571 Anti-squat Shim, 2 deg.  x1

- 9605 Slipper Spring  x1
- 6629 Locknut, 5-40  x1
REAR SHOCKS

5

Front x2

7217 Pivot Ball

7217 Eyelet

6

Rear x2

6440 Clamp

6440 Thick Washer

6440 Thin Washer

5407 Red O-ring

remove burrs

7

Rear x2

9661 Rear Shock Body hard anodized

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

8

Rear x2

6469 Shock Cap O-ring

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

9

Rear x2

6299 E-clip

6465 Shock Piston #1

6459 Shock Shaft, 1.02 stroke

6466 Shock Downstop (Limiter), 1/32

remove burrs

NO!

10

Rear x2

7217 Pivot Ball

7217 Eyelet

OIL

5422
**BAG F**

- **11** Fill to top with oil
- **12** Move shaft up and down to remove air bubbles
- **13** Fill to top with oil
- **14** Push the shaft in
- **15** Fill cap with oil
- **16** Retain oil as you screw cap on
- **17** Tightening your shock cap

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

**The shaft should push itself out by the amount shown**

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

**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.**

---

**Front x2**

- **6475 Spring Collar x1**
- **6494 Spring, green x1**
- **8846 Preload Spacer, 1/4" x2**

**Rear x2**

- **6475 Spring Collar x1**
- **6478 Spring, silver x1**
- **8846 Preload Spacer, 1 each of .02, .03, .06 x1**

**4 Install spring then compress to insert cup**

**1 Install spring then compress to insert cup**
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.
After assembly, apply CA glue. GLUE SOLD SEPARATELY

6222 4-40/5-40 locknut
6332 Body Clip
9614 Body & Wing
9666 Wing

trim and paint body and wing
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 sturdy connections. Insulated wire will not allow the pack to fit in the battery slot.

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.

Follow these steps to keep your buggy in shape for racing

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.

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.
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 med-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 (#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.

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 tire 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.

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.

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.

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.

FRONT RIDE HEIGHT

These steps prepare your buggy for maximum performance

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.

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

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.

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 one 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

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  

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

### Comments
- NOTES

### FRONT

- **SHOCK MOUNTING & CAMBER LINK**

### REAR

- **SHOCK MOUNTING & CAMBER LINK**

### Front Shocks
- **OIL**  
- wt
- **SPRING (color)**  
- **SHAFT**  
- unobtainium  
- STD  
- **# LIMITERS**

### Front Tires & Wheels
- **FRONT TIRES**
- **INSERTS**
- **WHEELS**

### Rear Shocks
- **OIL**  
- wt
- **SPRING (color)**  
- **SHAFT**  
- unobtainium  
- STD  
- **# LIMITERS**

### Rear Tires & Wheels
- **REAR TIRES**
- **INSERTS**
- **WHEELS**

### Front Tyres & Wheels
- **FRONT TIRES & WHEELS**

### Radio/Batteries
- **RADIO**  
- **SERVO**
- **ESC**
- **DRAG BRAKE**  
- **INIT BRAKE**
- **BATTERY PLACEMENT**  
- **BATTERIES**

### Motor
- **MOTOR & WIND**
- **BRUSHES**
- **SPRING**
- **PINION / SPUR**  
- **WHEELBASE**  
- **ANTI-SQUAT**
- **ANTI-ROLL BAR**
- **FRONT SHOCKS**
- **REAR SHOCKS**
- **OIL**
- wt
- **SPRING (color)**
- **SHAFT**  
- unobtainium  
- STD  
- **# LIMITERS**

### Radio/Batteries Other
- **MOTOR**
- **OTHER**
- **BODY**
- **WING**
- **WING ANGLE**  
- **CHASSIS**

### Anti-Squat
- 0°  
- 1°  
- 2°  
- 3°

### Anti-Roll Bar
- none  
- black (soft)  
- silver (med)  
- gold (heavy)

### Traction Compound
- **FRONT TIRES & WHEELS**
- **REAR TIRES & WHEELS**

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Anti-Squat
- 0°  
- 1°  
- 2°  
- 3°

### Anti-Roll Bar
- none  
- black (soft)  
- silver (med)  
- gold (heavy)

### Traction Compound
- **FRONT TIRES & WHEELS**
- **REAR TIRES & WHEELS**

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Cornering Force
- 

### Braking Force
- 

### Anti-Squat
- 0°  
- 1°  
- 2°  
- 3°

### Anti-Roll Bar
- none  
- black (soft)  
- silver (med)  
- gold (heavy)

### Traction Compound
- **FRONT TIRES & WHEELS**
- **REAR TIRES & WHEELS**

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

### Toe-In (+) / Out (-)
- °

### Bump Steer Spacer
- 

### Axle Height
- up  
- middle  
- down

### Caster
- 20°  
- 25°  
- 30°

### Steering Block
- trailing  
- inline

## For More Setups, Visit www.RC10.com and Click on “Setup Sheets”
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.

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.

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.