

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

11/09

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 / 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

:: 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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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

:: Notes



* These Symbols Indicate a special note or instructions.

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

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



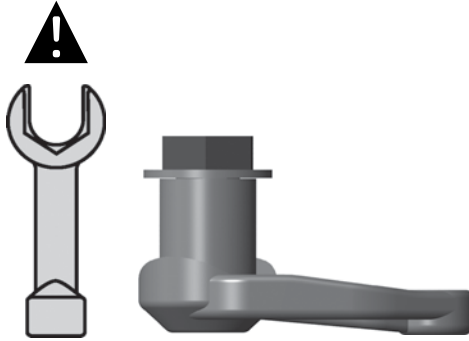
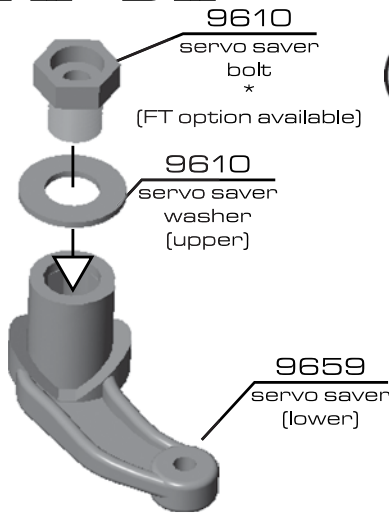
Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

<http://www.TeamAssociated.com> • <http://www.RC10.com> • http://twitter.com/Team_Associated • <http://bit.ly/AEonFacebook>

:: Steering Rack Build

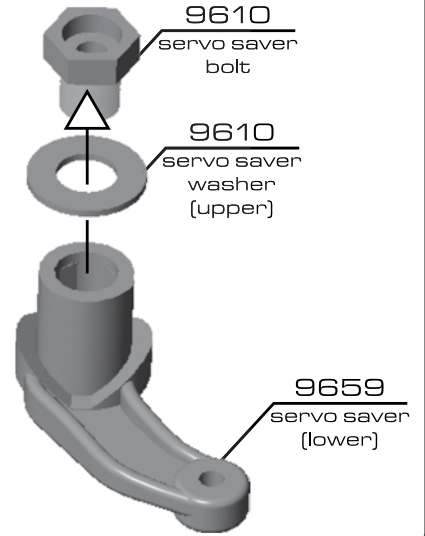
BAG A T41 & B41

A2
STEP 1



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

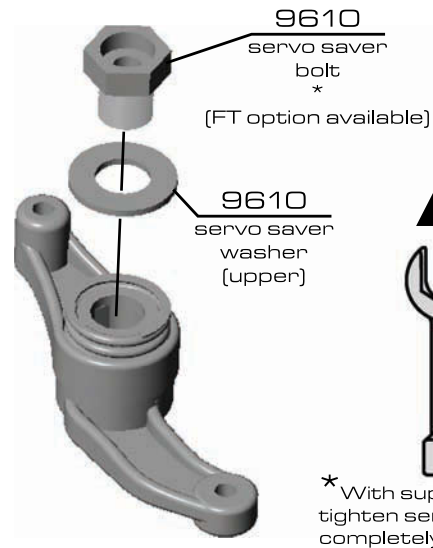
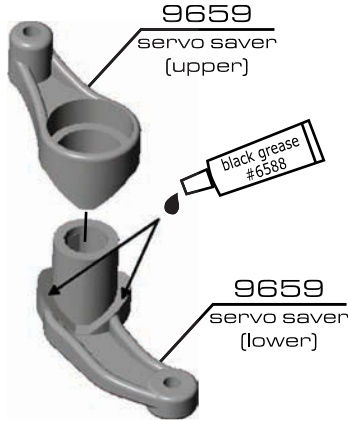
Remove bolt and washer; continue assembly per instructions.



:: Steering Rack Build (cont.)

A2 T41 & B41

STEP 2

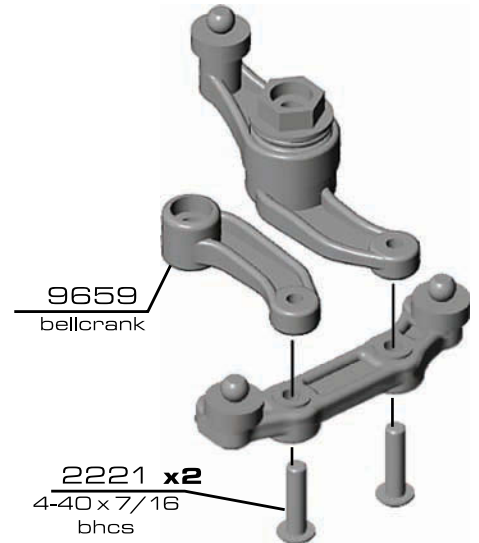
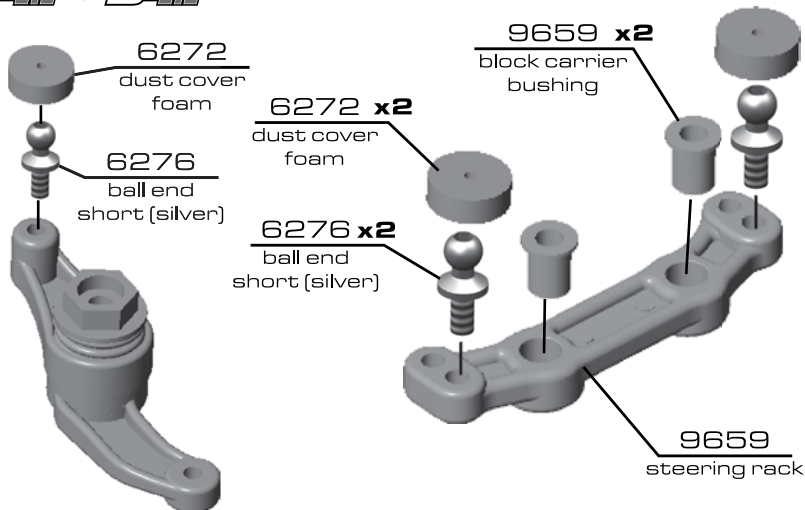


* With supplied wrench, tighten servo saver bolt completely, but take care not to overtighten.

:: Steering Rack Build (cont.)

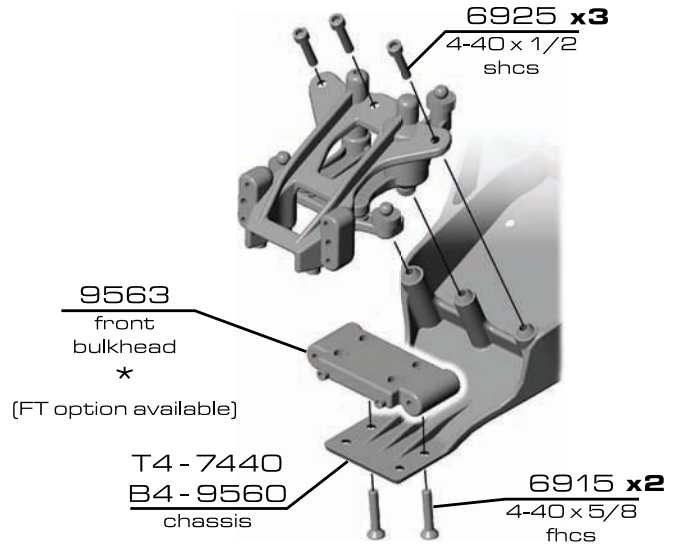
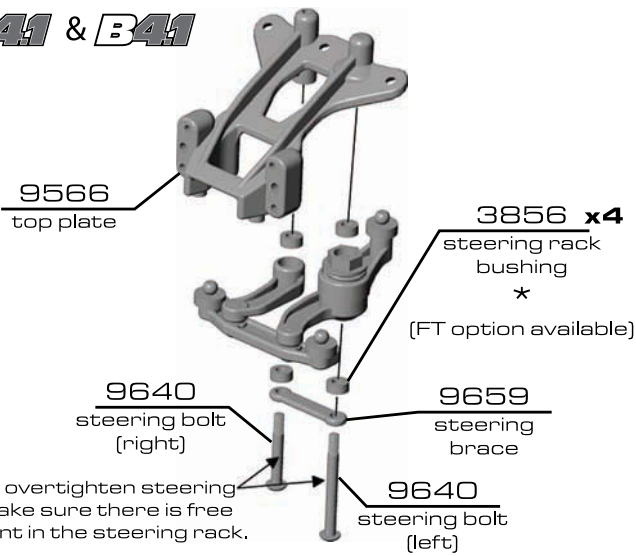
A 2/3 T41 & B41

STEP 3



:: Steering Rack Build (cont.)

A 4/5
STEP 4 **T41 & B41**

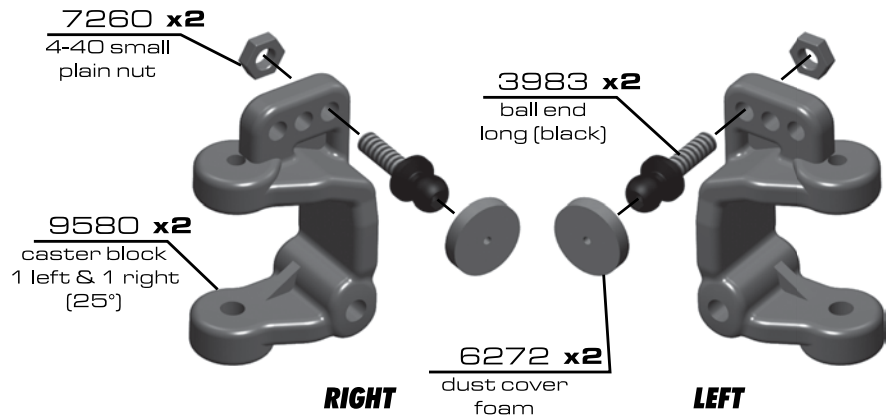
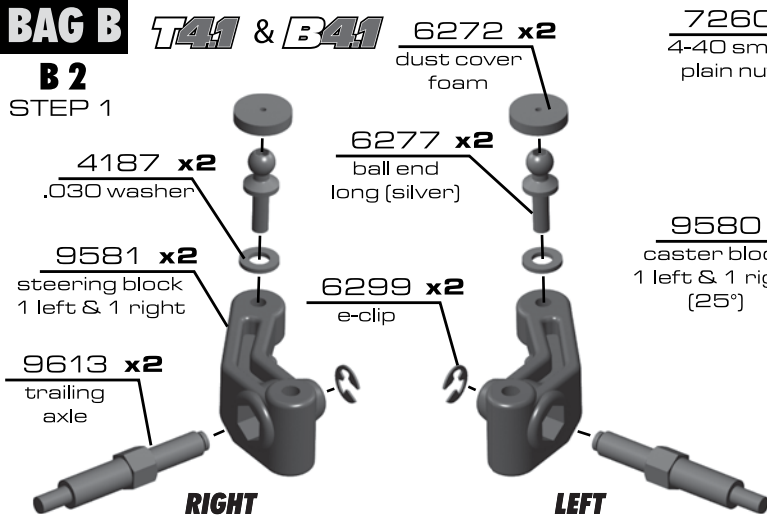


* Do not over-tighten steering bolts. Make sure there is free movement in the steering rack.

:: Steering Knuckles Build

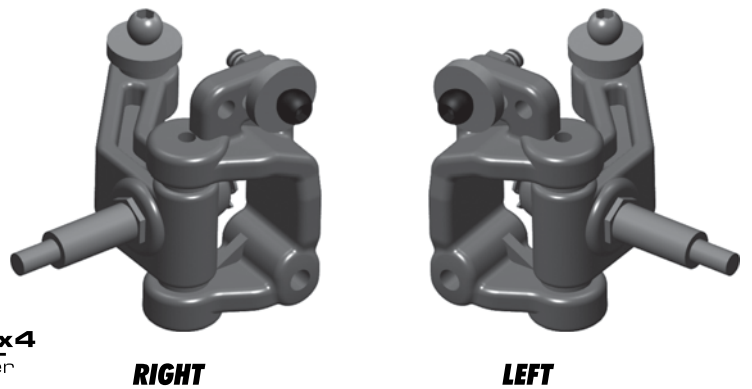
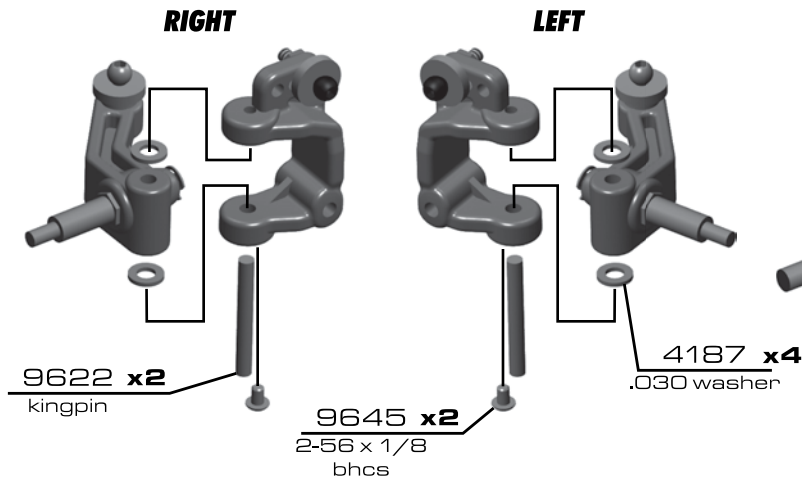
BAG B **T41 & B41**

B 2
STEP 1



:: Steering Knuckles Build (cont.)

B 2
STEP 2 **T41 & B41**



:: Front End

B 3
STEP 3

T41

9645 x2
2-56 x 1/8
bhcs

9622 x2
hinge pin
front outer

9580 x2
spacer

T4 Front A-Arm
LEFT

7446 x2
A-arms, front

T4 Front A-Arm
RIGHT

9580 x2
spacer

9622 x2
hinge pin
front outer

9645 x2
2-56 x 1/8
bhcs

B41

B4 Front A-Arm
RIGHT

B4 Front A-Arm
LEFT

9578 x2
B4 A-arms, front
*
(FT option available)

:: Front End (cont.)

B 4
STEP 4

9621 x2
hinge pin
front inner

4334 x2
2-56 x 5/16
bhcs

9564
front hinge
pin brace
*

T41

9645 x2
2-56 x 1/8
bhcs

B41

6915 x2
4-40 x 5/8
fhcs

9562
front
bumper

T41 & B41

(FT option available)

:: Front End (cont.)

B 4
STEP 5

T41

6927 x2
4-40 x 3/4
shcs

6277 x2
ball end
long (silver)

9630 x2
washer

7439 x2
front body
mount

9825
front shock
tower

6295 x2
4-40
plain nut

6272 x2
dust cover
foam

6924 x2
4-40 x 3/8
shcs

9568
B4 front
shock tower

B41

6927 x2
4-40 x 3/4
shcs

6295 x2
4-40
plain nut

9630 x2
washer

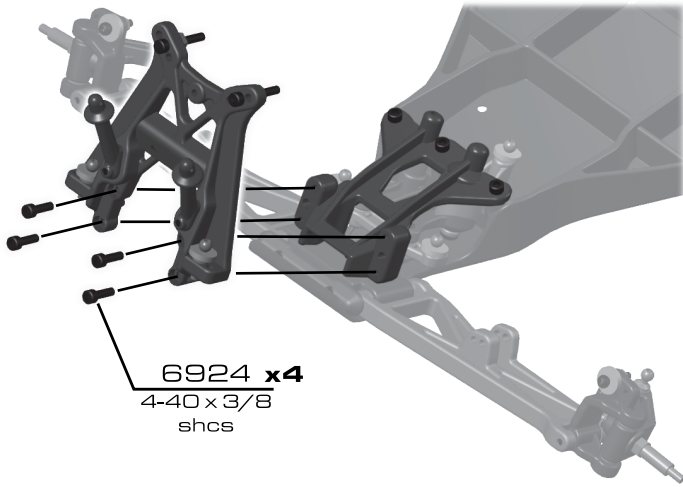
6272 x2
dust cover
foam

6277 x2
ball end
long (silver)

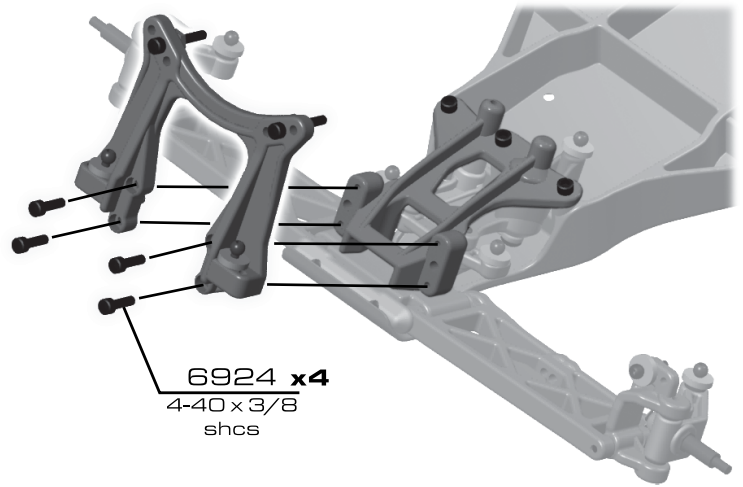
:: Front End (cont.)

B5
STEP 6

T4.1



B4.1

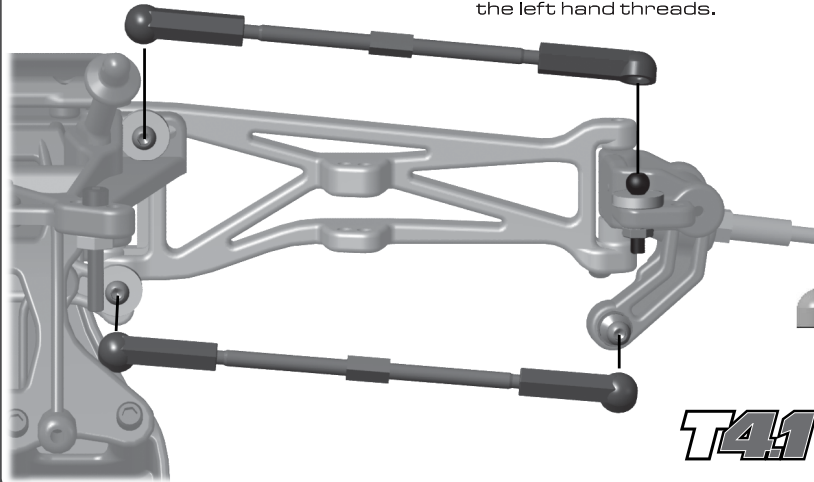


:: Front Turnbuckles T4.1

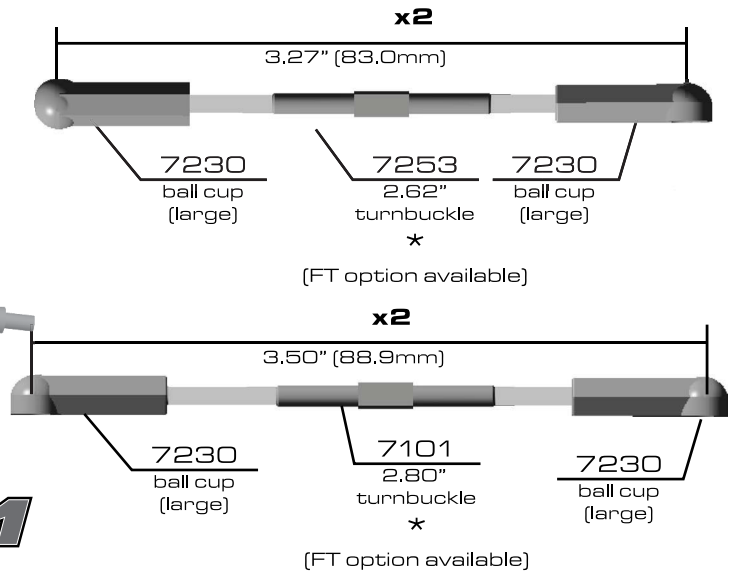
B6
STEP 7



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

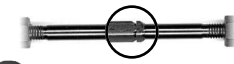


T4.1

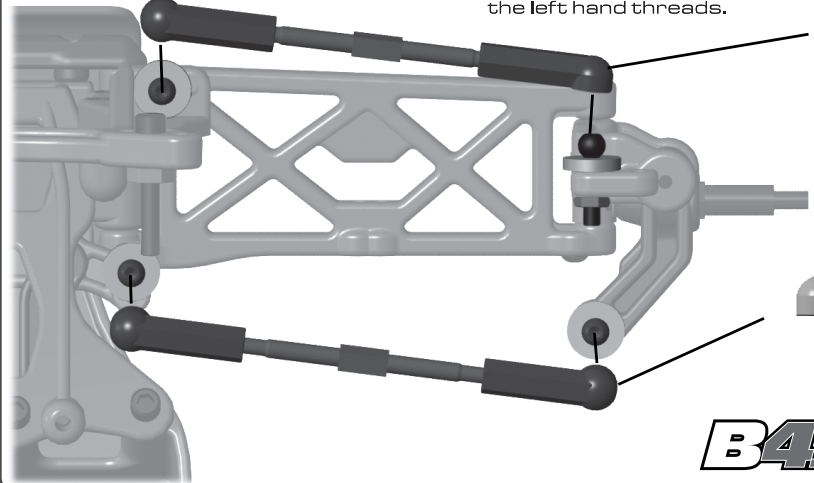


:: Front Turnbuckles B4.1

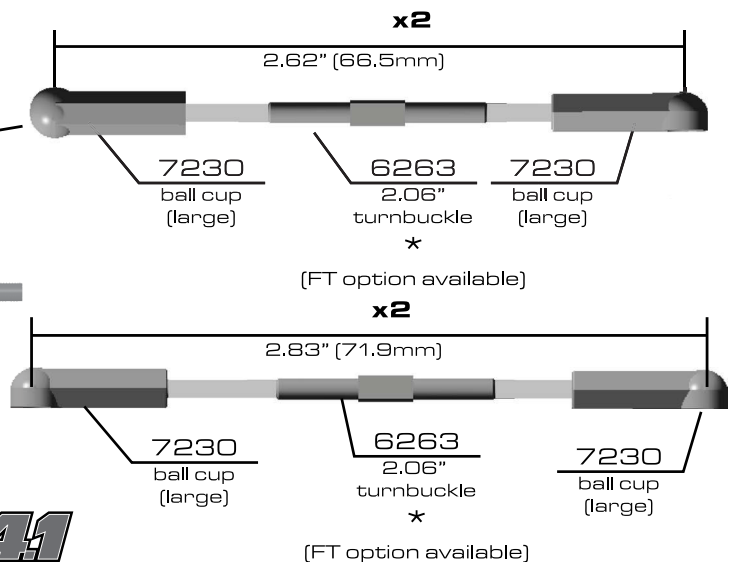
B7
STEP 8



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



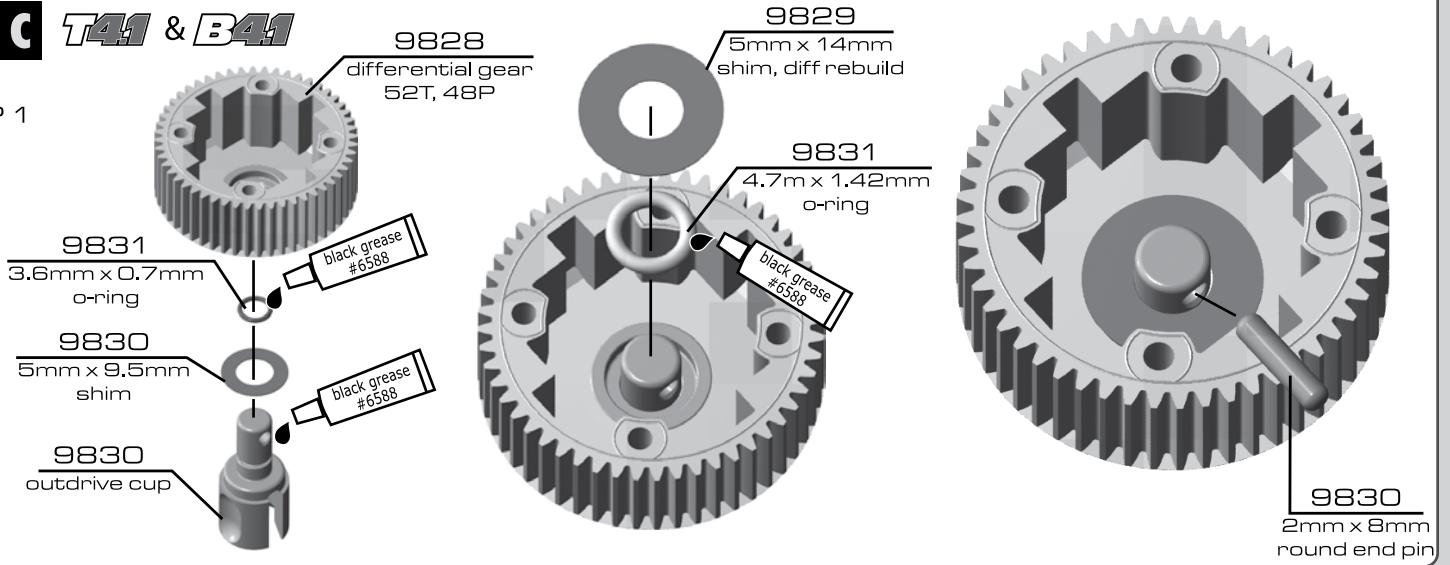
B4.1



:: Transmission

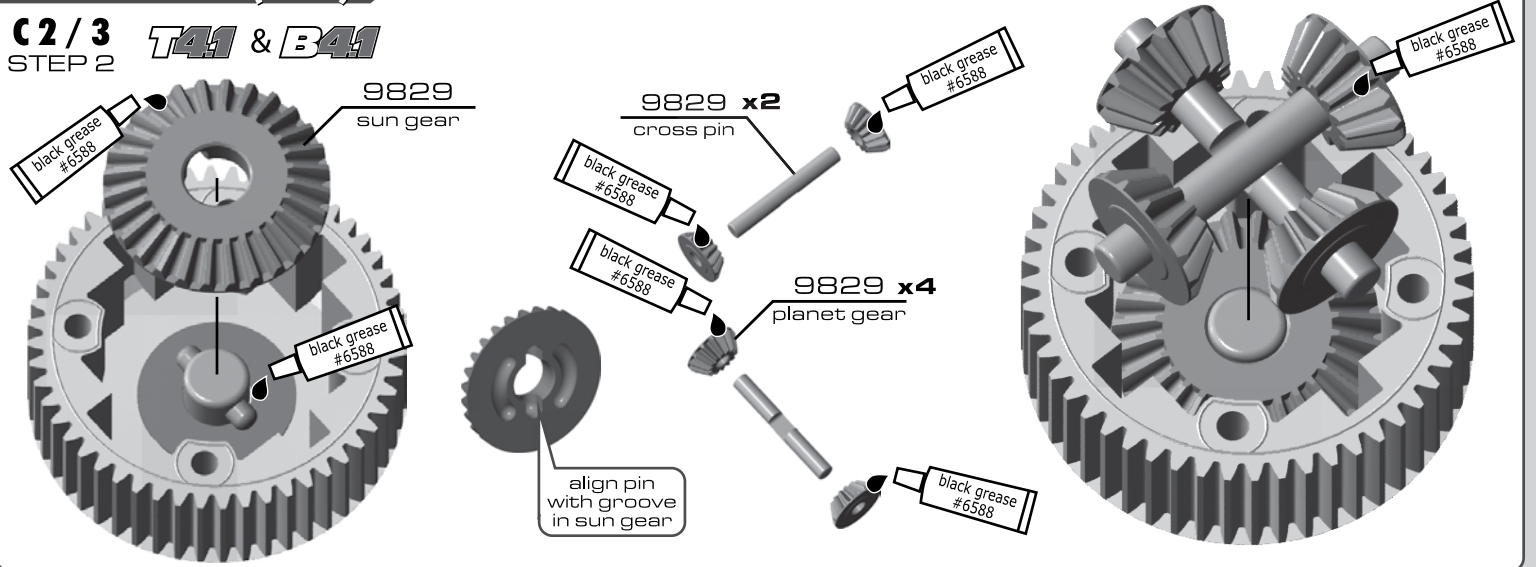
BAG C T41 & B41

C2
STEP 1



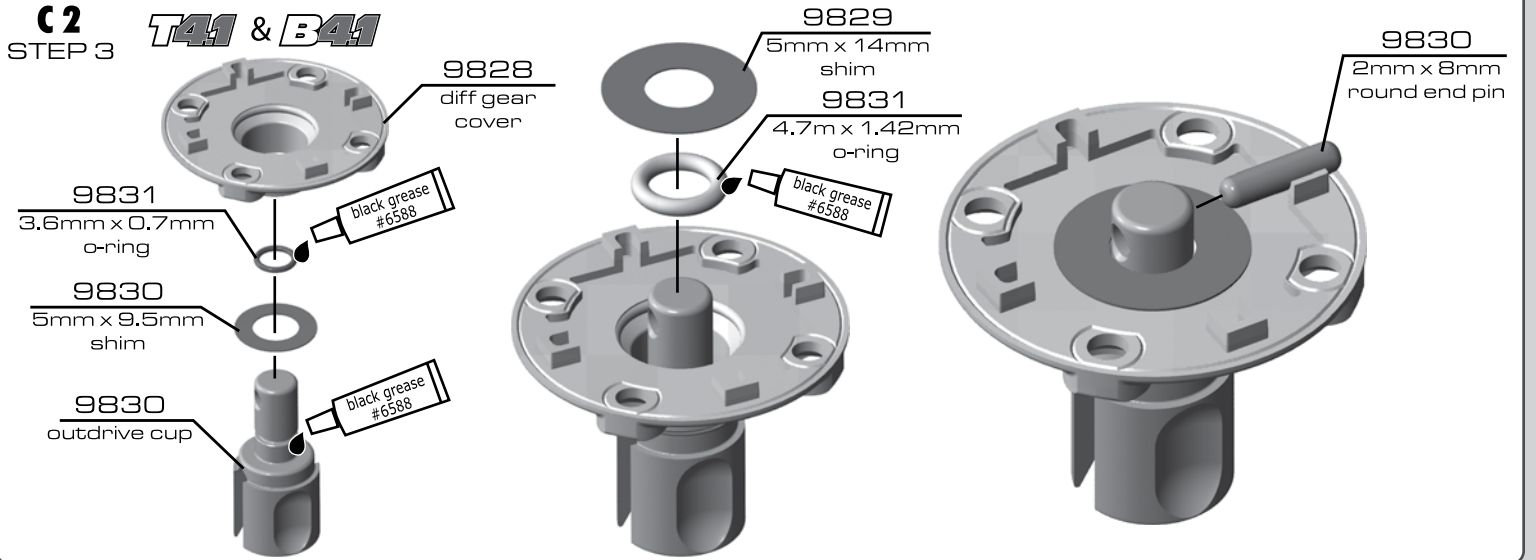
:: Transmission (cont.)

C2/3 T41 & B41
STEP 2



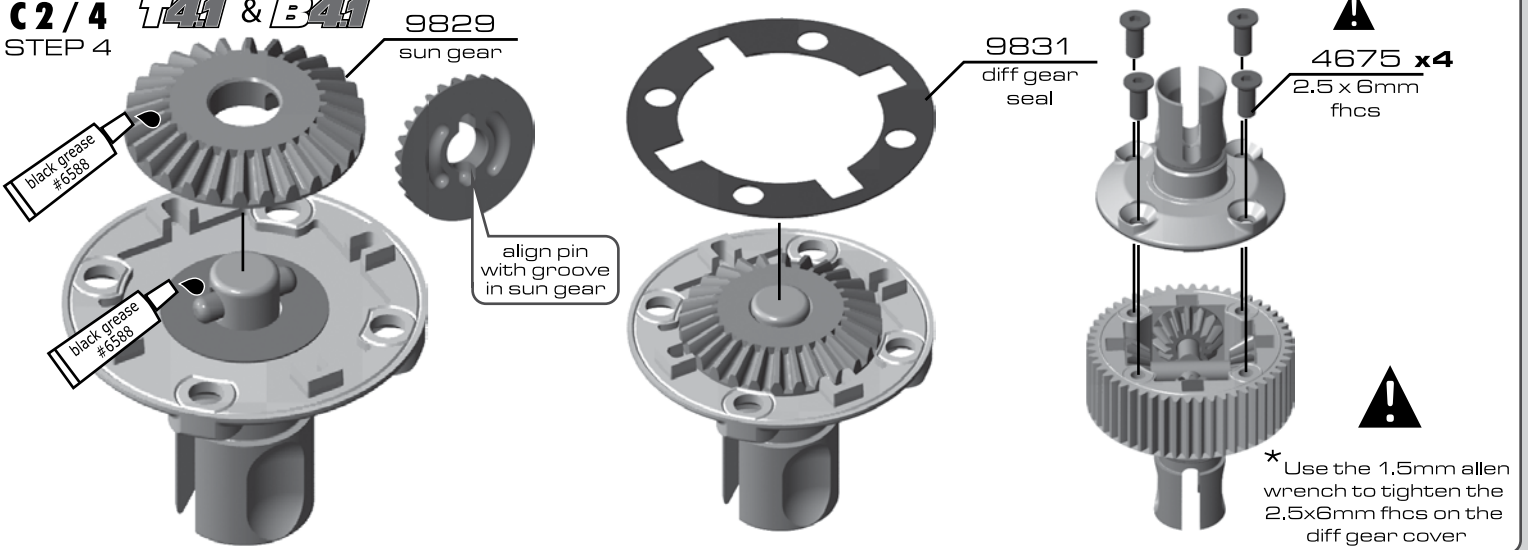
:: Transmission (cont.)

C2 T41 & B41
STEP 3



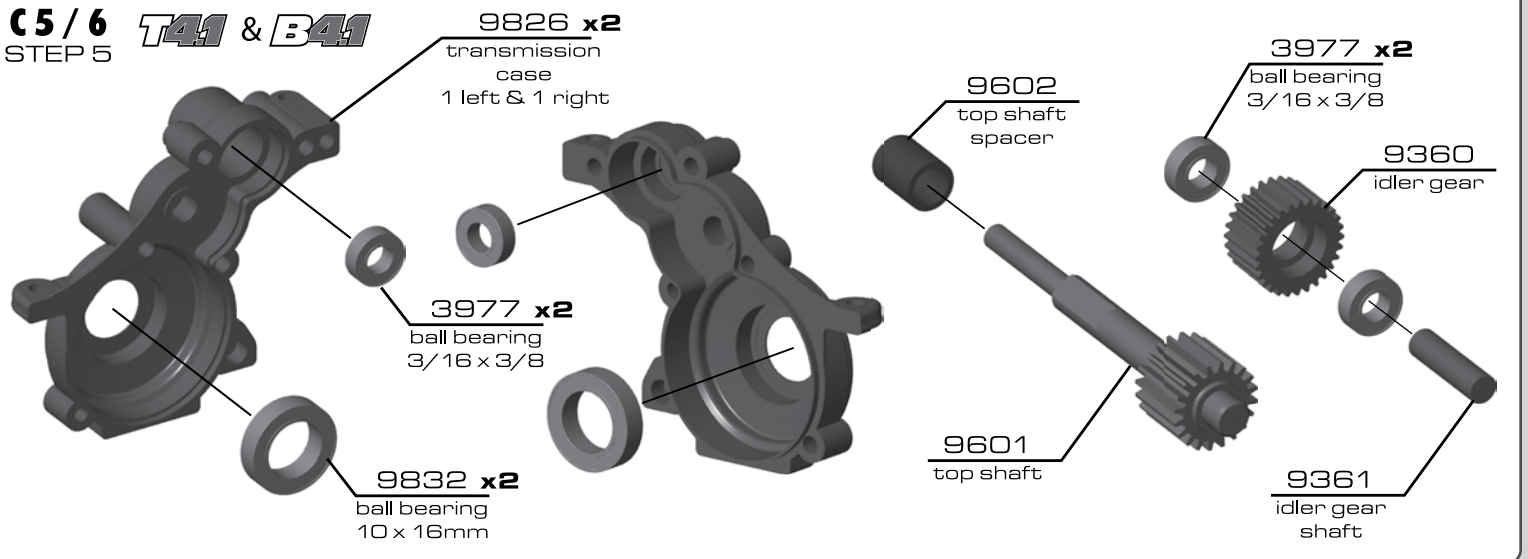
:: Transmission (cont.)

C2 / 4 T41 & B41
STEP 4



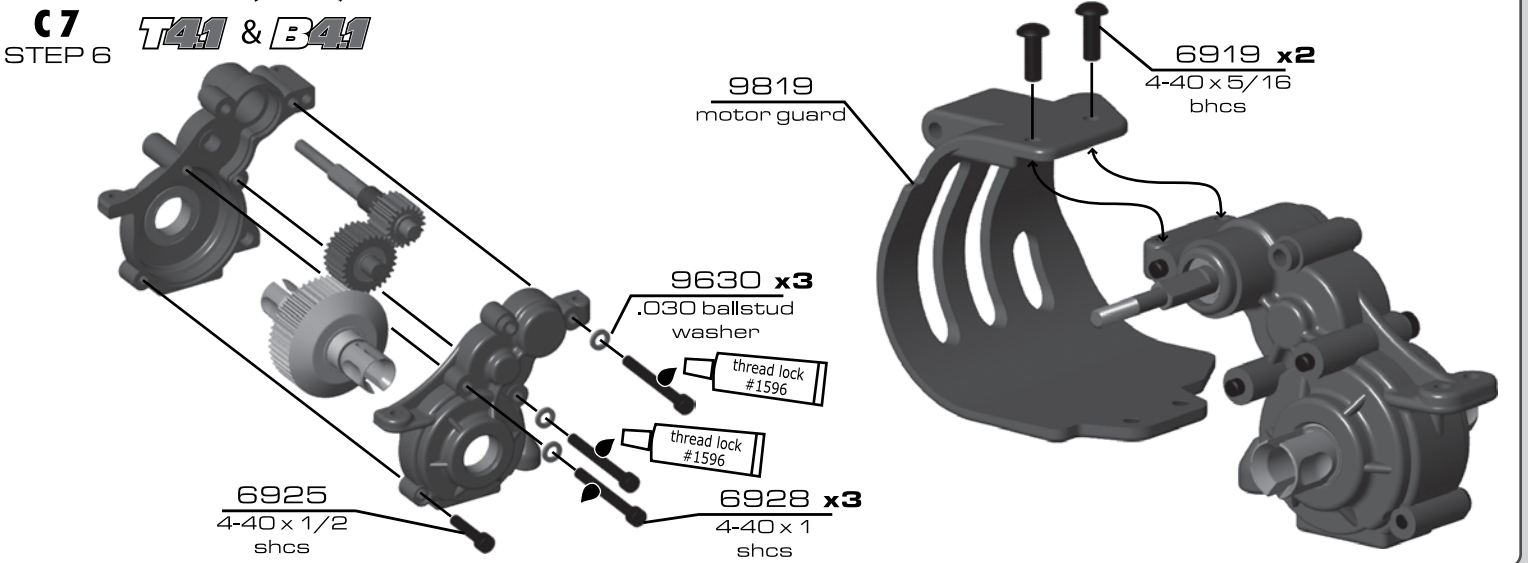
:: Transmission (cont.)

C5 / 6 T41 & B41
STEP 5



:: Transmission (cont.)

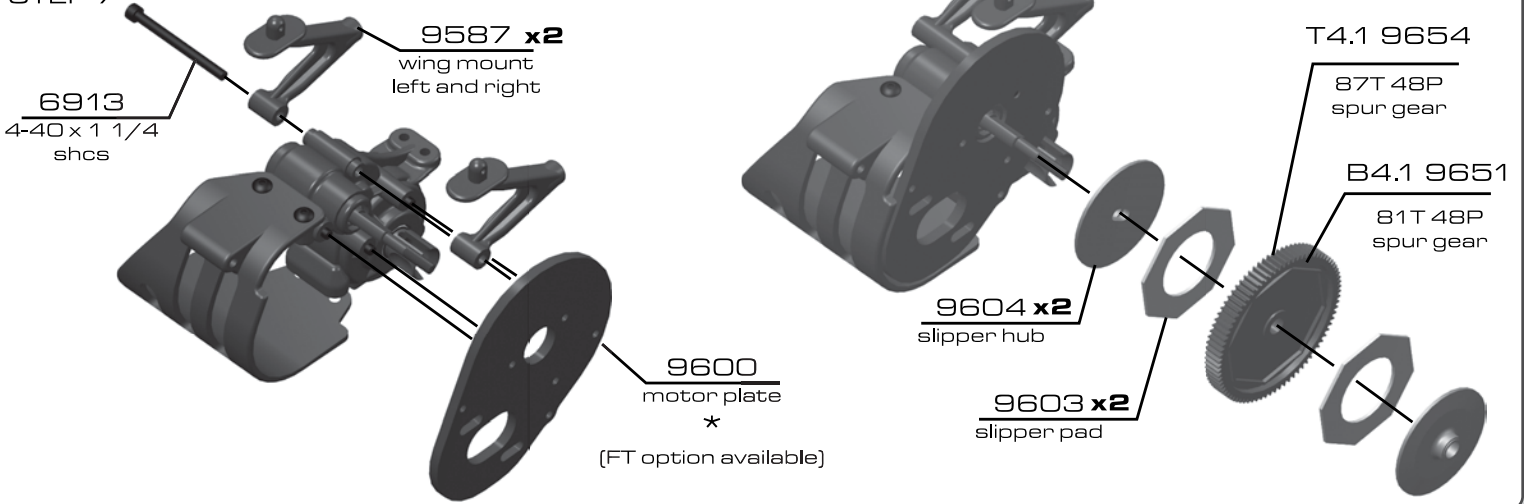
C7 T41 & B41
STEP 6



:: Transmission (cont.)

C8/9 T4.1 & B4.1

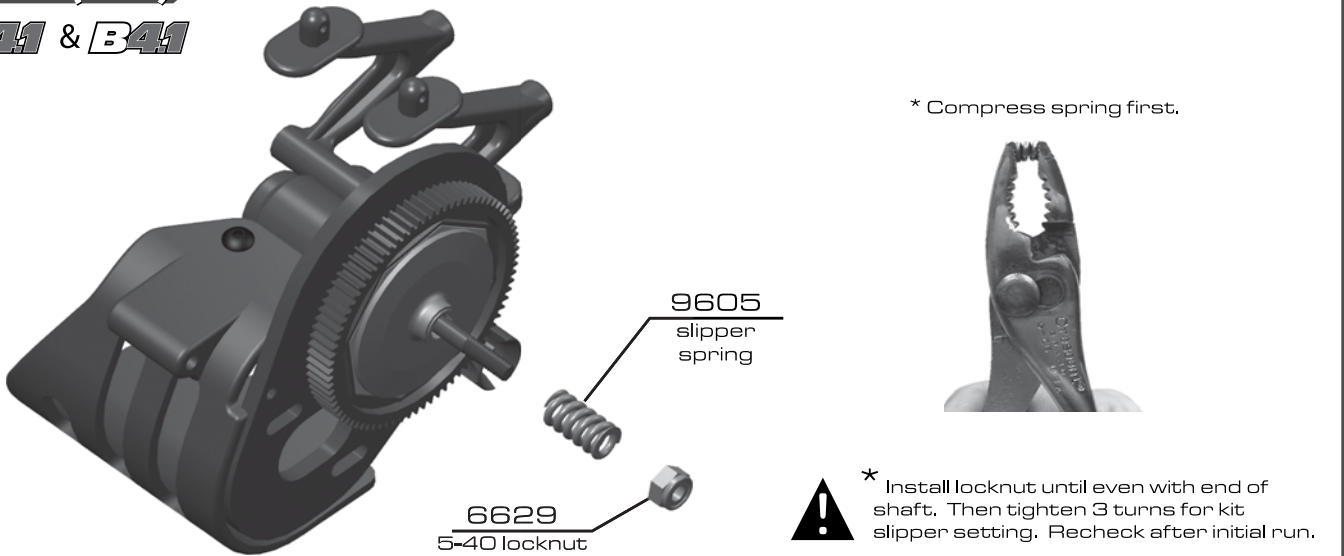
STEP 7



:: Transmission (cont.)

C10 T4.1 & B4.1

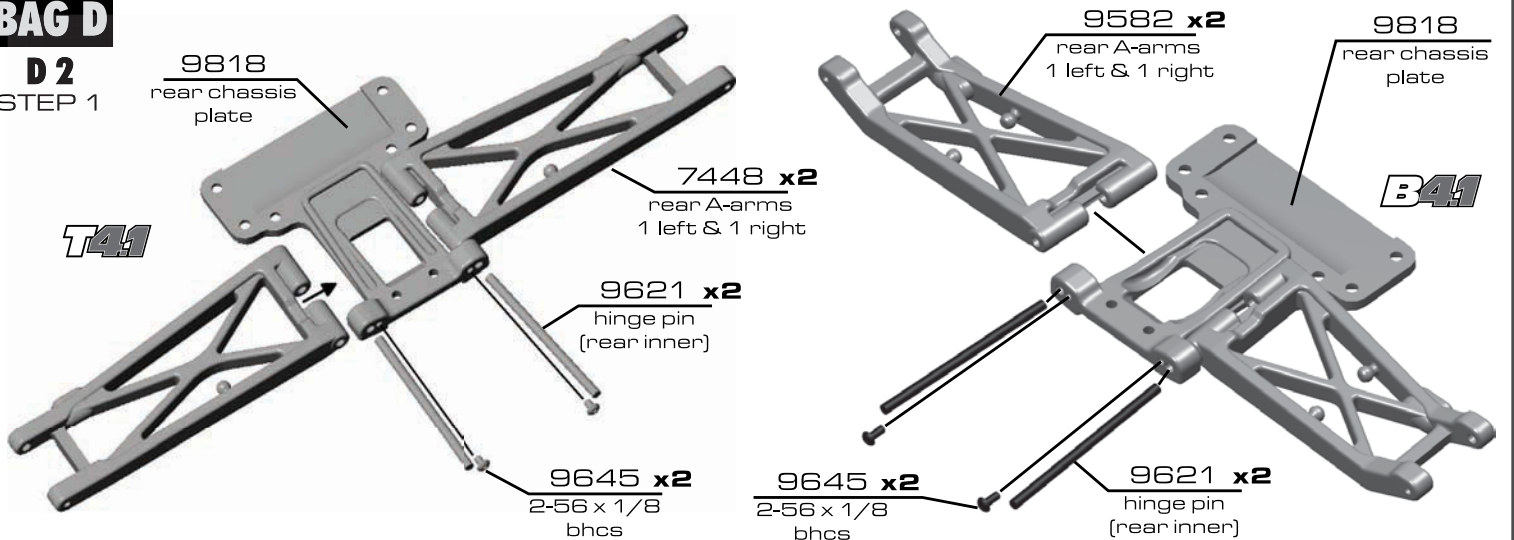
STEP 8



:: Rear End

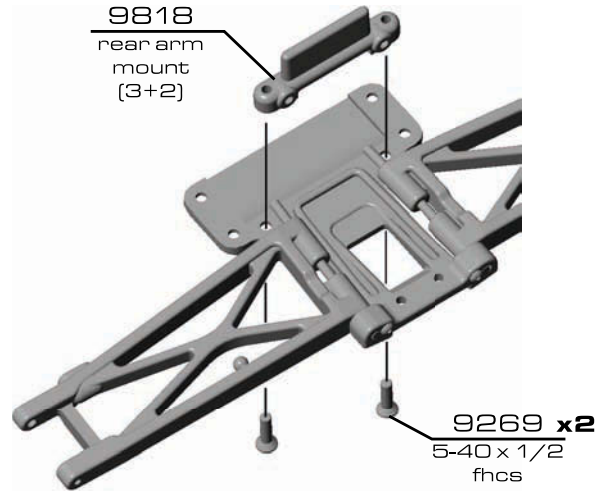
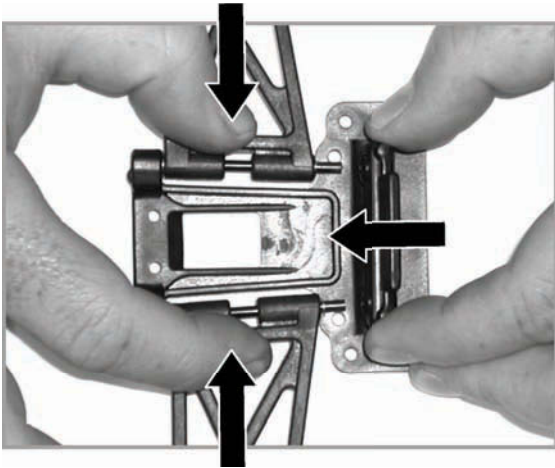
BAG D

D2
STEP 1



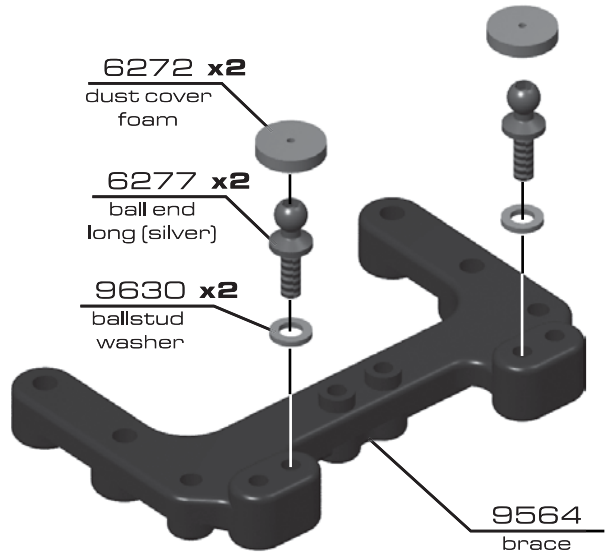
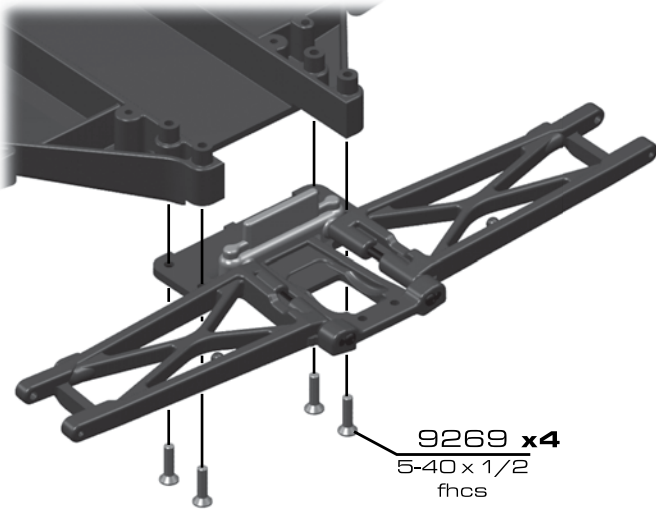
:: Rear End (cont.)

D2
STEP 2 **T41** & **B41**



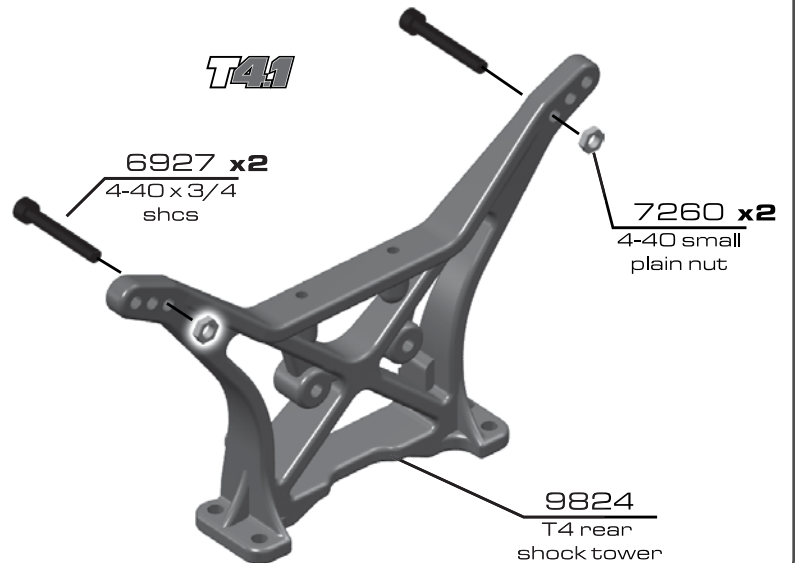
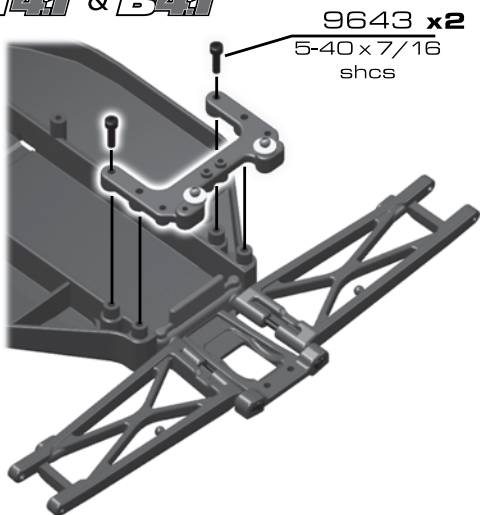
:: Rear End (cont.)

D3
STEP 3 **T41** & **B41**



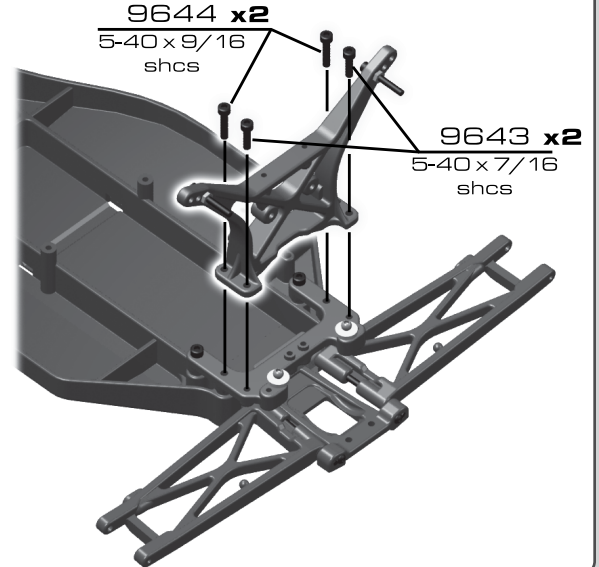
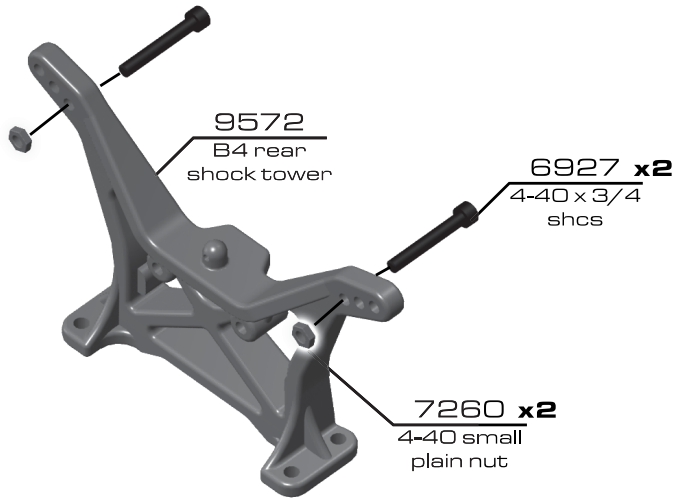
:: Rear End (cont.)

D3
STEP 4 **T41** & **B41**



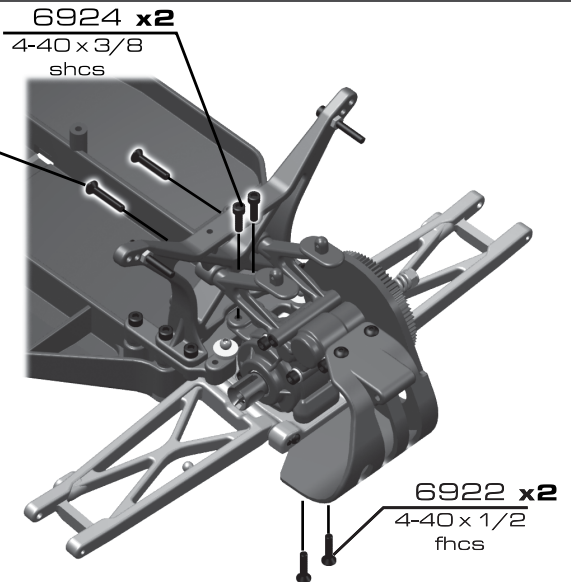
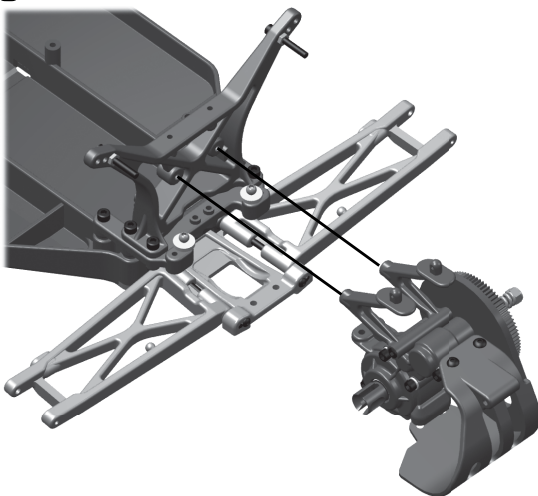
:: Rear End (cont.)

D4
STEP 5 **B41**



:: Rear End (cont.)

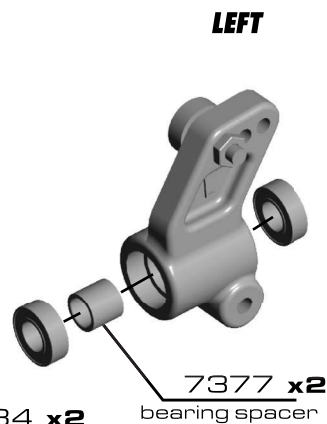
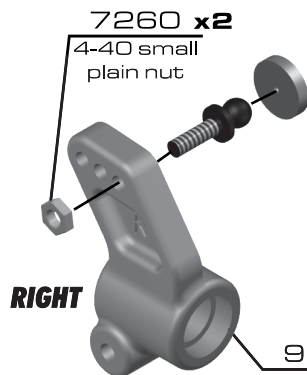
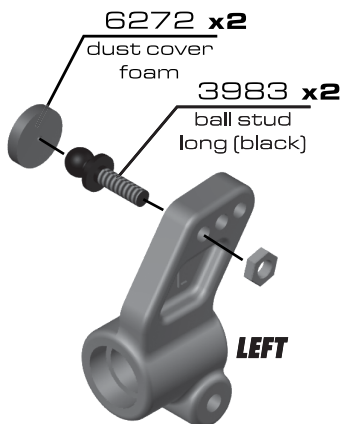
D5
STEP 6 **T41 & B41**



:: Rear Hubs

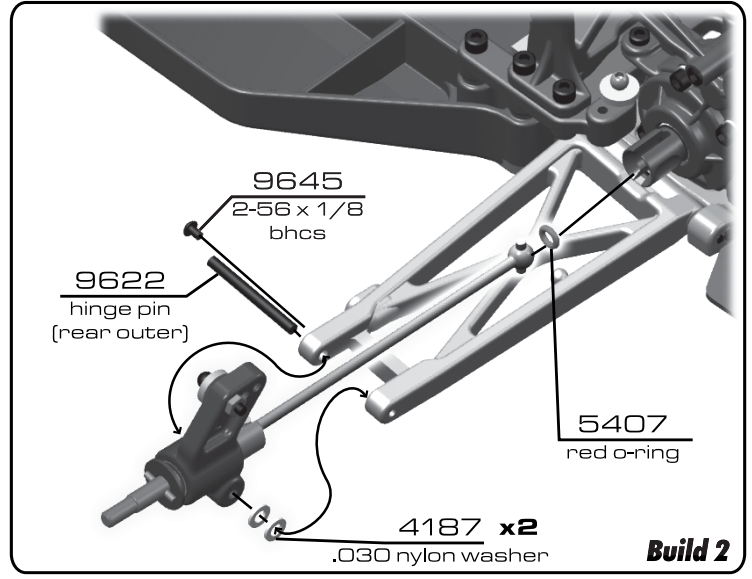
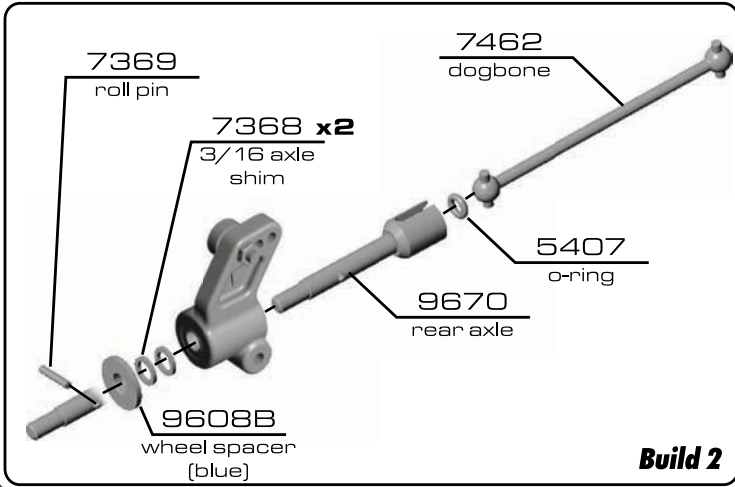
BAG E **T41 & B41**

E2
STEP 1



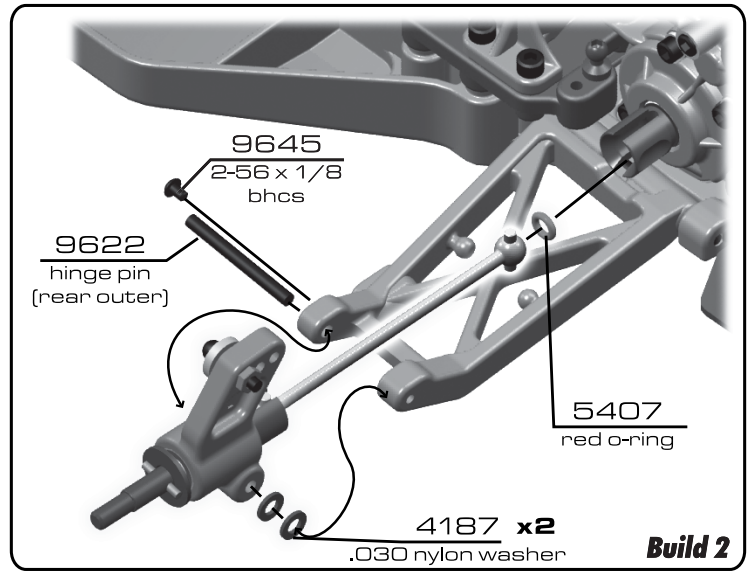
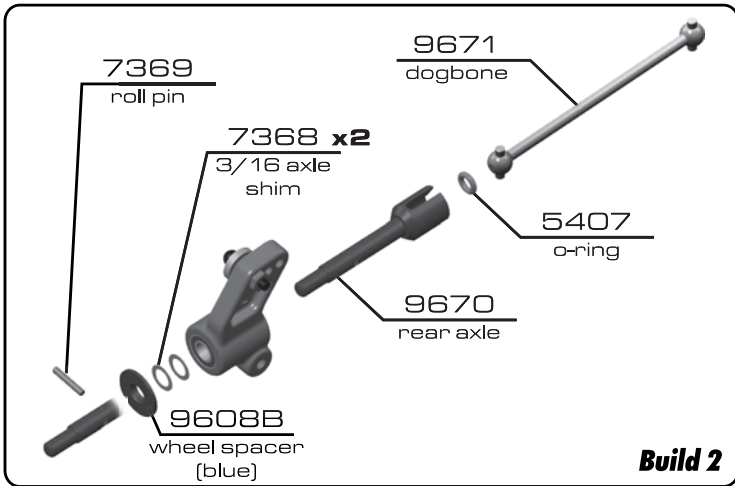
:: Rear Hubs (cont.)

E3/4/5 **T4.1**
STEP 2



:: Rear Hubs (cont.)

E3/4/5 **B4.1**
STEP 3

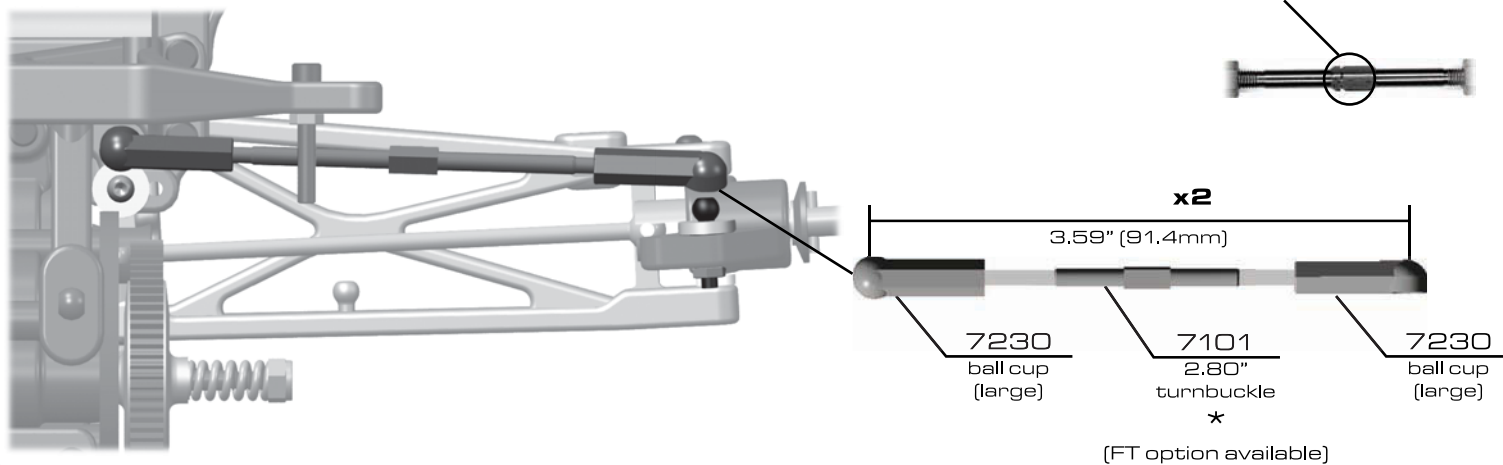


:: Rear Camber Turnbuckle T4.1

E6 **T4.1**
STEP 4

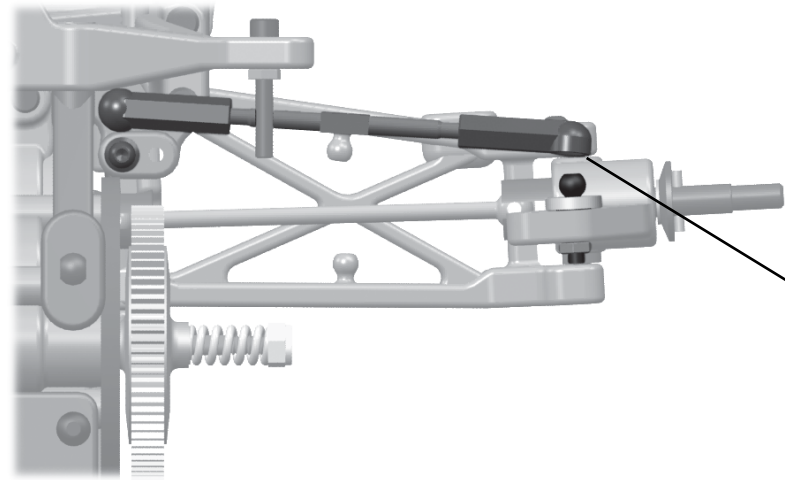


* Orient the notch to the left throughout the car. It indicates which end has the left hand threads.

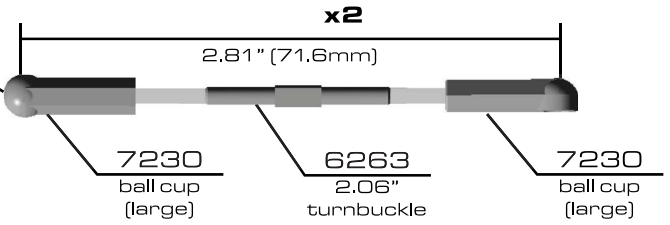
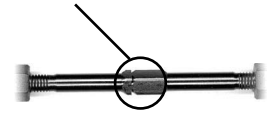


:: Rear Camber Turnbuckle B4.1 (cont.)

E6
STEP 5 **B4.1**



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

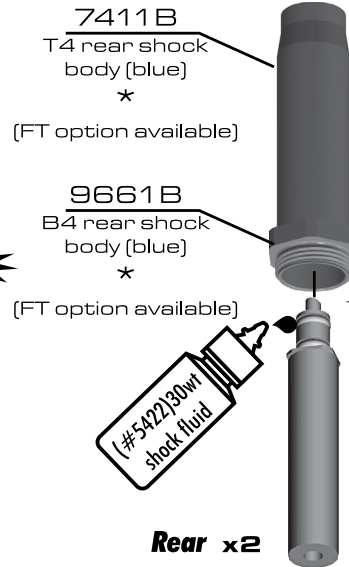
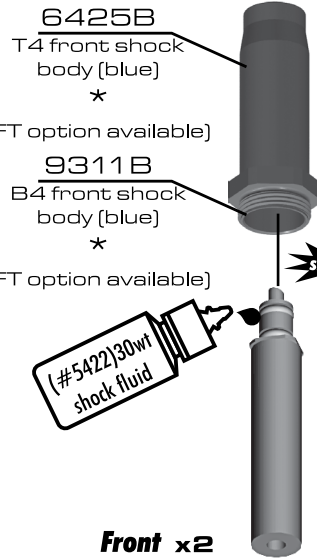
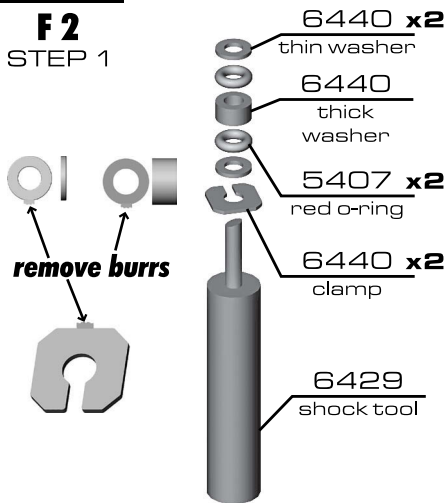


(FT option available)

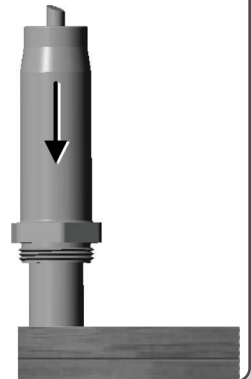
:: Shocks

BAG F **T4.1 & B4.1**

F2
STEP 1

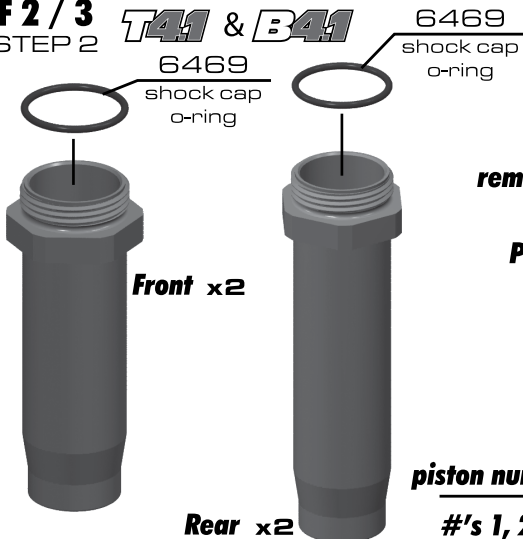


* Place on table and push down hard until clamp snaps into place

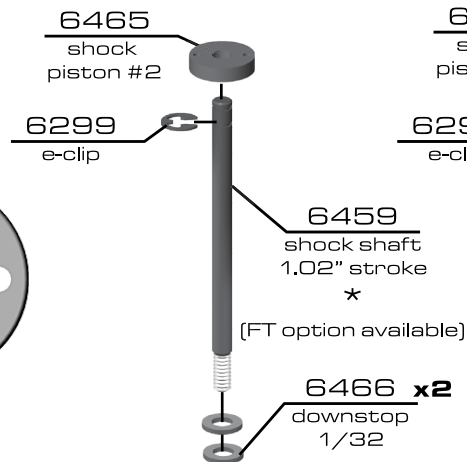


:: Shocks (cont.)

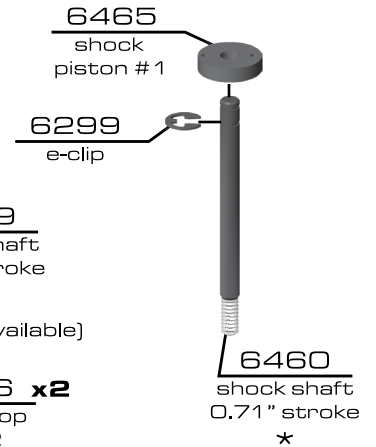
F2 / 3
STEP 2 **T4.1 & B4.1**



T4.1 Front X2



B4.1 Front X2



(FT option available)

:: Shocks (cont.)

F3 STEP 3 **T4.1 & B4.1**

T4.1 Front X2
B4.1 Front X2

6299 e-clip

T4.1 Rear X2

6465 shock piston #1

6458 shock shaft 1.32" stroke *
(FT option available)

6466 x2 downstop 1/32

B4.1 Rear X2

6465 shock piston #1

6459 shock shaft 1.02" stroke *
(FT option available)

6466 downstop 1/32

T4.1 Rear X2
B4.1 Rear X2

6299 e-clip

Front x2

7217 eyelet

7217 pivot ball

Rear x2

7217 eyelet

7217 pivot ball

:: Shocks (cont.)

STEP 4 **T4.1 & B4.1**

6428 x4 shock cap (molded)

Shock 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.

* Fill to top with oil

* Slowly move shaft up and down to remove air bubbles

* Re-fill to the top with oil. Oil should make a dome shape on the top.

* Screw the cap on

Check for pressure

Slow

Slow

:: Shocks (cont.)

F4 / 5 STEP 5 **T4.1 & B4.1**

Front x2

6475 spring collar

7428 front spring (silver)

6493 front spring (brown)

Rear x2

6475 spring collar

6480 rear spring (green)

6481 rear spring (black)

Front x2

B4.1 .03 .06 .12 .24

T4.1 .03 .06 .12

8846 preload spacers

6475 spring cup

Rear x2

B4.1 .03 .12 .24

T4.1 .12 .24 .24

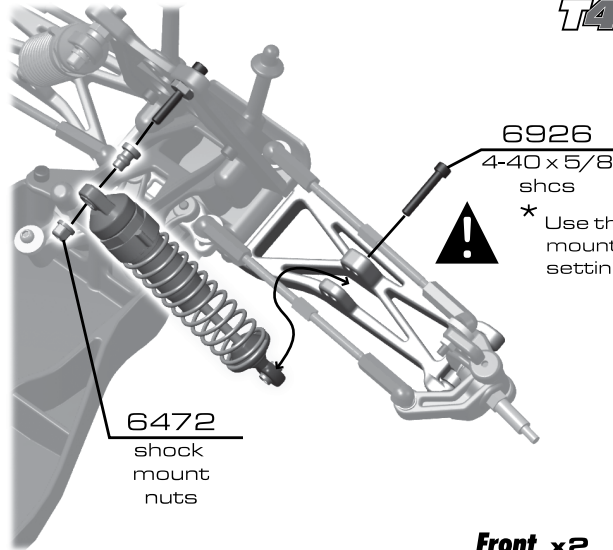
8846 preload spacers

6475 spring cup

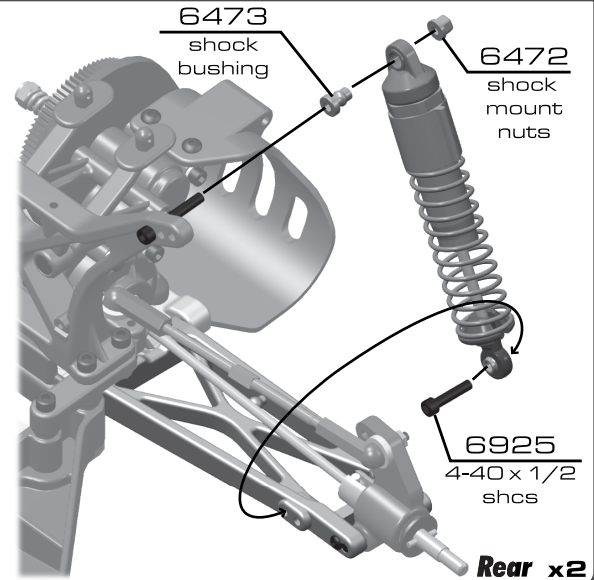
:: Shocks (cont.)

F6
STEP 6

T41



Front x2

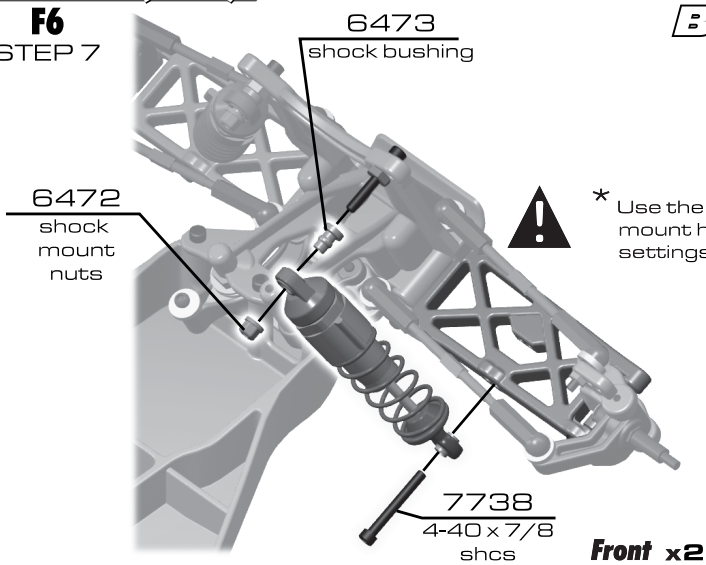


Rear x2

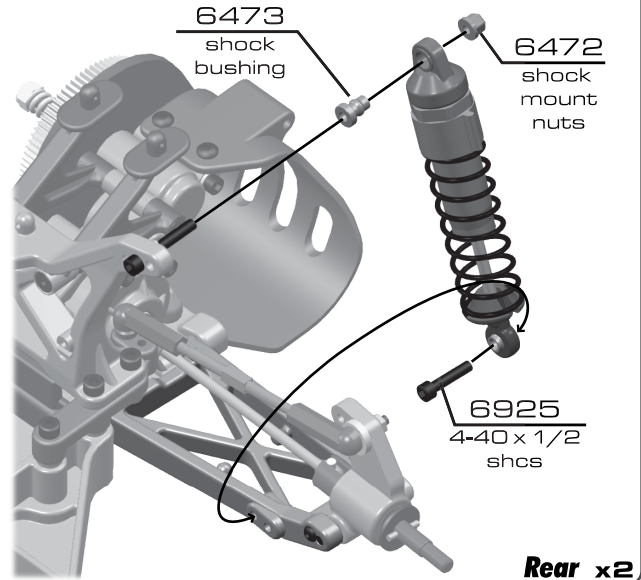
:: Shocks (cont.)

F6
STEP 7

B41



Front x2

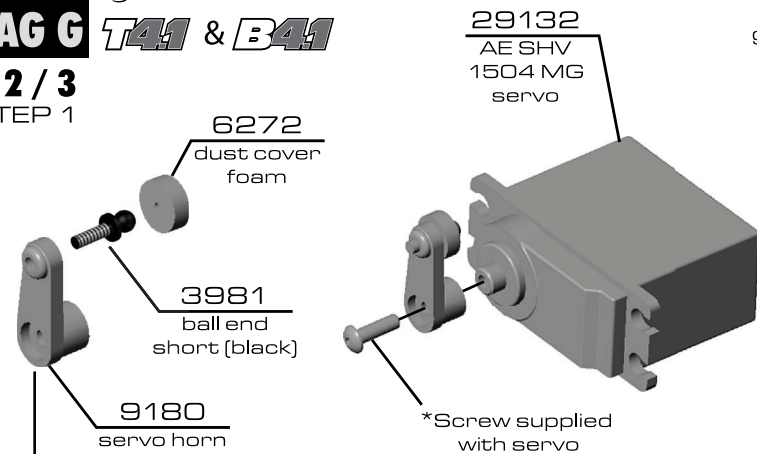


Rear x2

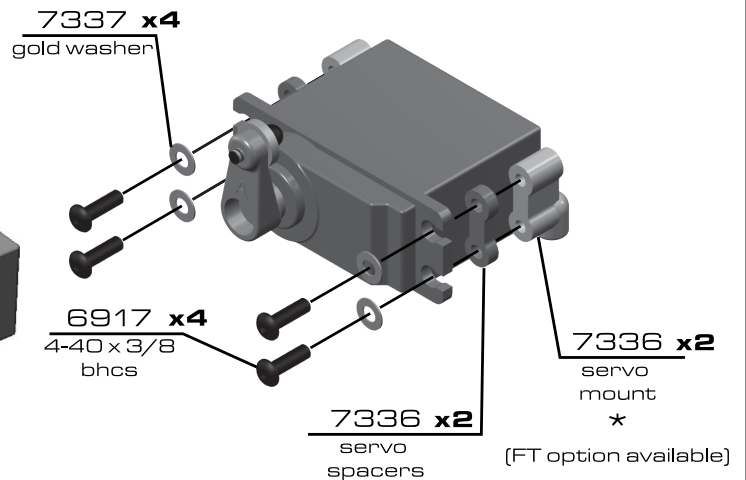
:: Steering Servo

BAG G T41 & B41

G 2 / 3
STEP 1



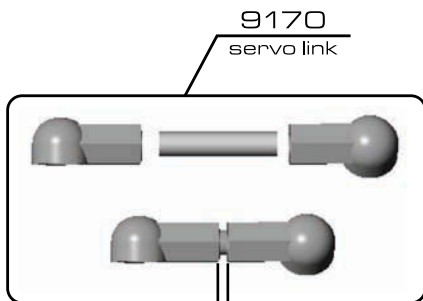
! * See page 24 for correct servo horn on the servo chart



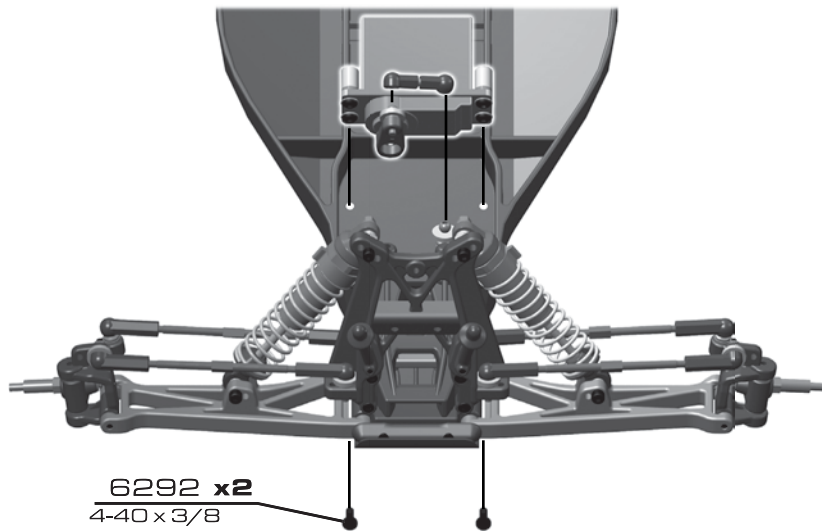
! * See page 24 for correct servo spacing on the servo chart

:: Steering Servo (cont.)

G4
STEP 2 **T4.1 & B4.1**



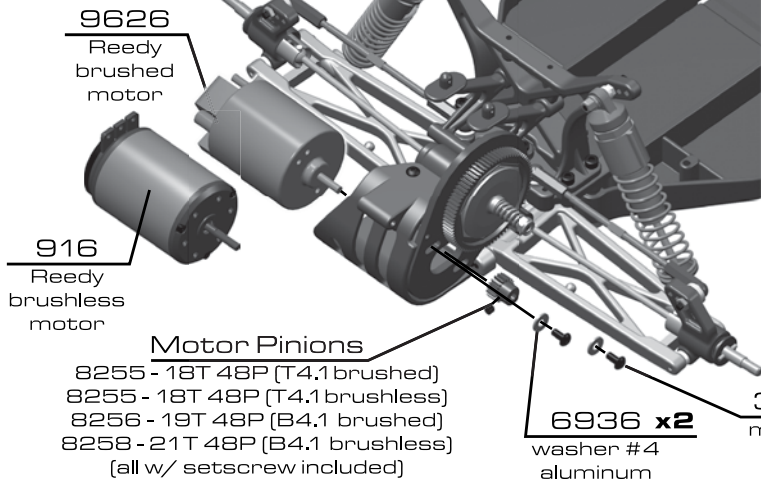
*Leave a 1/16" gap



6292 x2
4-40 x 3/8
fhcs

:: Motor / Gear Cover

G5 / 6
STEP 3 **T4.1 & B4.1**



9626
Reedy
brushed
motor

916
Reedy
brushless
motor

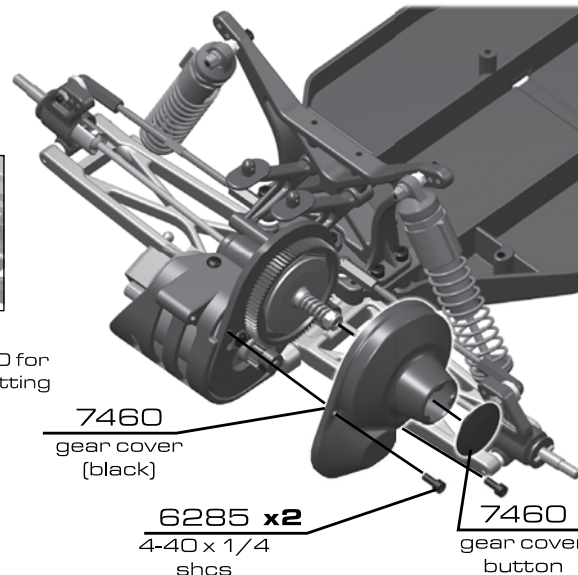
Motor Pinions

- 8255 - 18T 48P (T4.1 brushed)
- 8255 - 18T 48P (T4.1 brushless)
- 8256 - 19T 48P (B4.1 brushed)
- 8258 - 21T 48P (B4.1 brushless)
- (all w/ setscrew included)

6936 x2
washer #4
aluminum

31531 x2
m3x6mm
bhcs

* See page 20 for
gear mesh setting
instructions



7460
gear cover
(black)

6285 x2
4-40 x 1/4
shcs

7460
gear cover
button

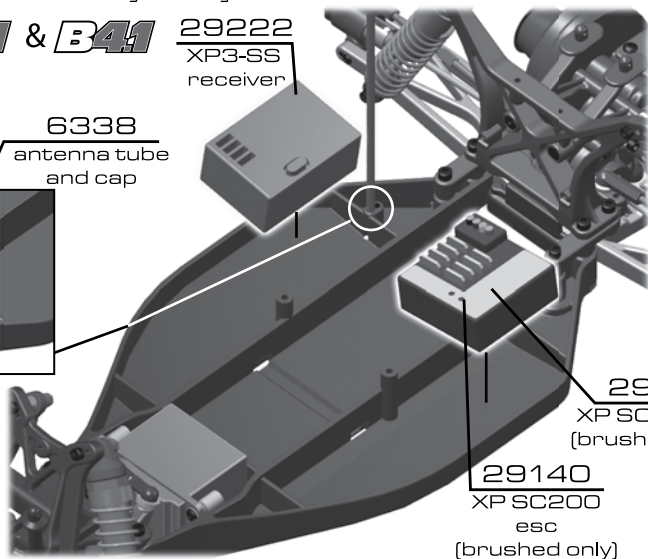
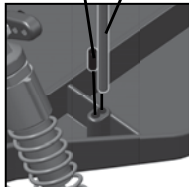
:: Electronics / Battery Strap

G7 / 8
STEP 4 **T4.1 & B4.1**

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
esc
(brushed only)

* 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)

9793 x2
4-40 x 1/2
set screw
(B4.1)

7473 x2
thumb knob
(T4.1)

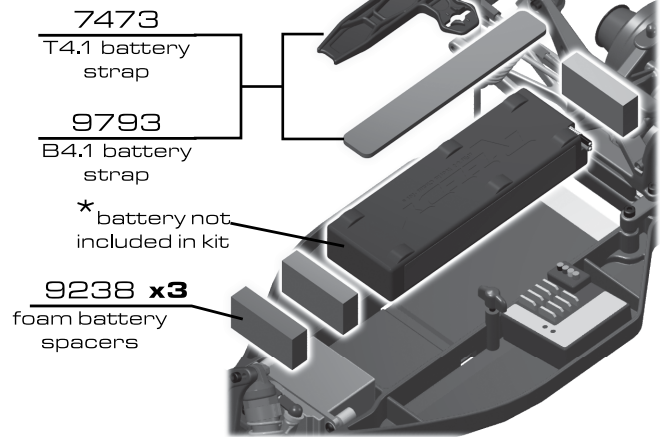


gap

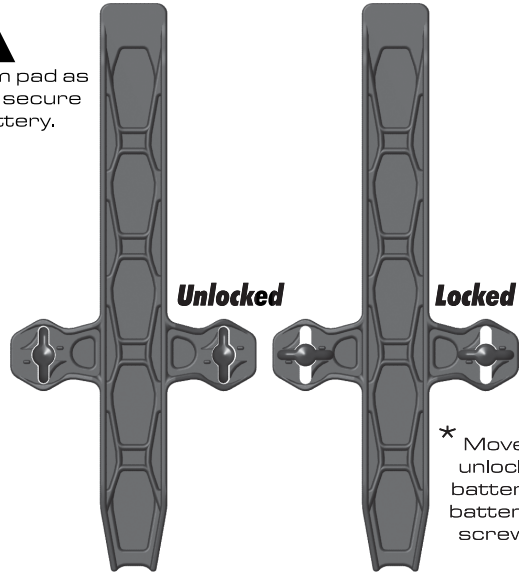
* leave a
2.5mm gap

:: Battery Strap (cont.)

G7/8 T4.1 & B4.1
STEP 5



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



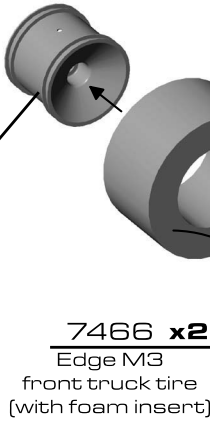
!
* Move thumb screws to the unlocked position and lift the battery strap to remove your battery pack. Lock the thumb screws after you install your battery pack.

:: Wheels and Tires T4.1

BAG H T4.1

H1
STEP 1

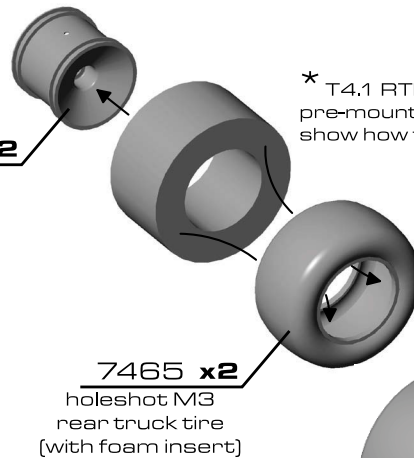
7846 x2
front dish truck wheel (white)



T4 Front Wheel

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

7847 x2
rear dish truck wheel (white)



T4 Rear Wheel

!
* T4.1 RTR tires are pre-mounted. Instructions show how to mount new tires

:: Wheels and Tires B4.1

H1
STEP 1 **B4.1**

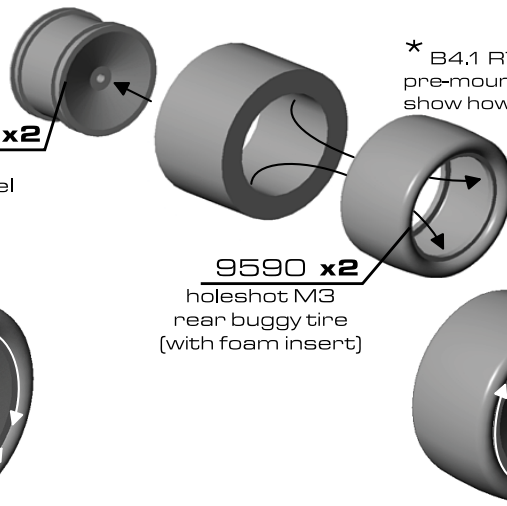
9588 x2
front dish buggy wheel (white)



B4 Front Wheel

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

9589 x2
rear dish buggy wheel (white)

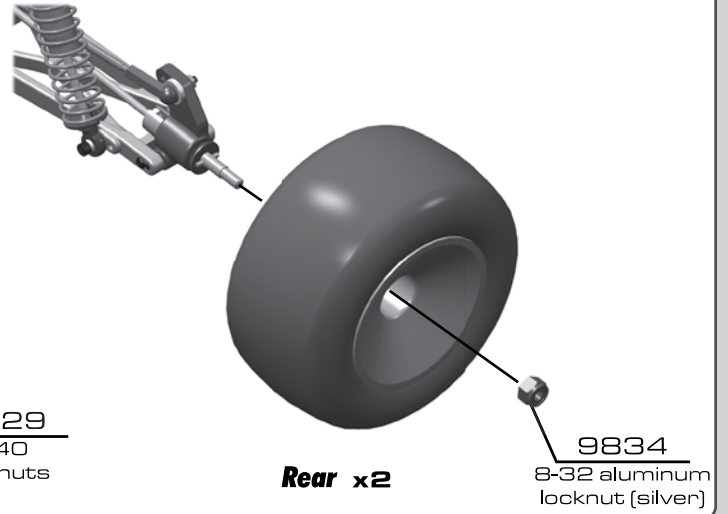
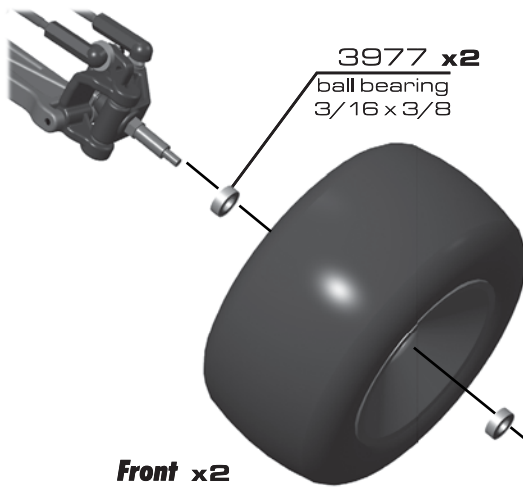


B4 Rear Wheel

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

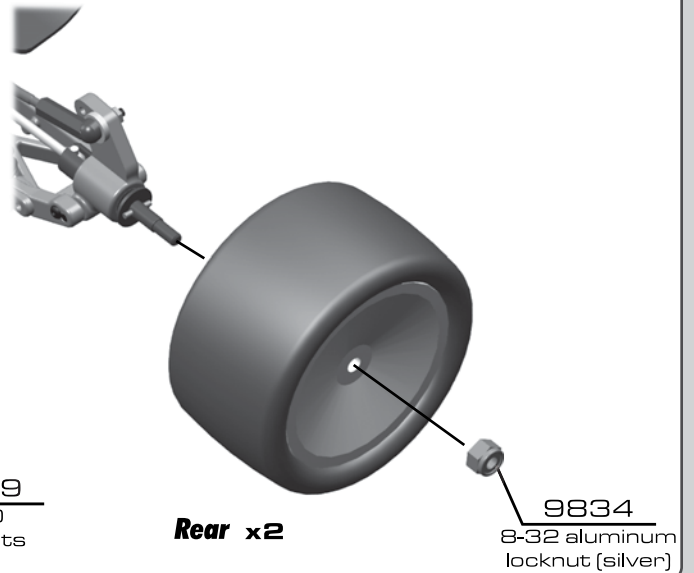
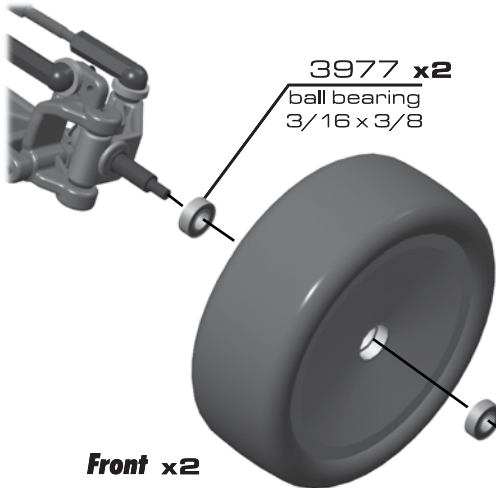
:: Wheels and Tires T4.1 (cont.)

H 2
STEP 2 **T4.1**



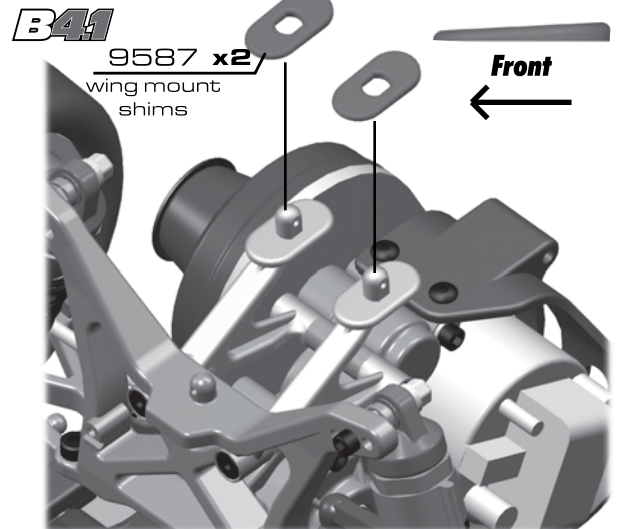
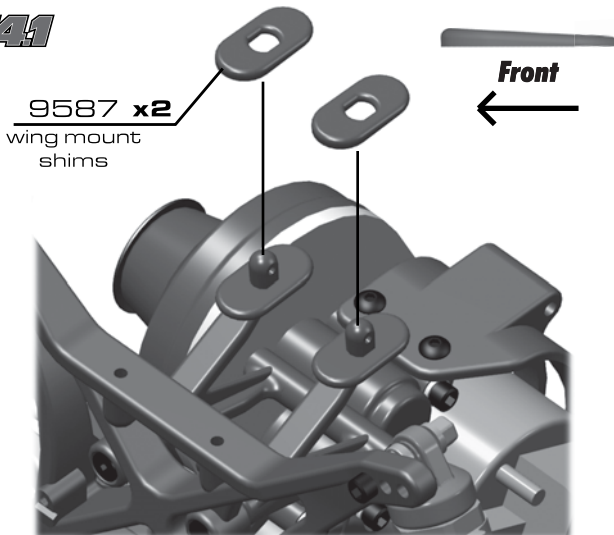
:: Wheels and Tires B4.1 (cont.)

H 2
STEP 3 **B4.1**



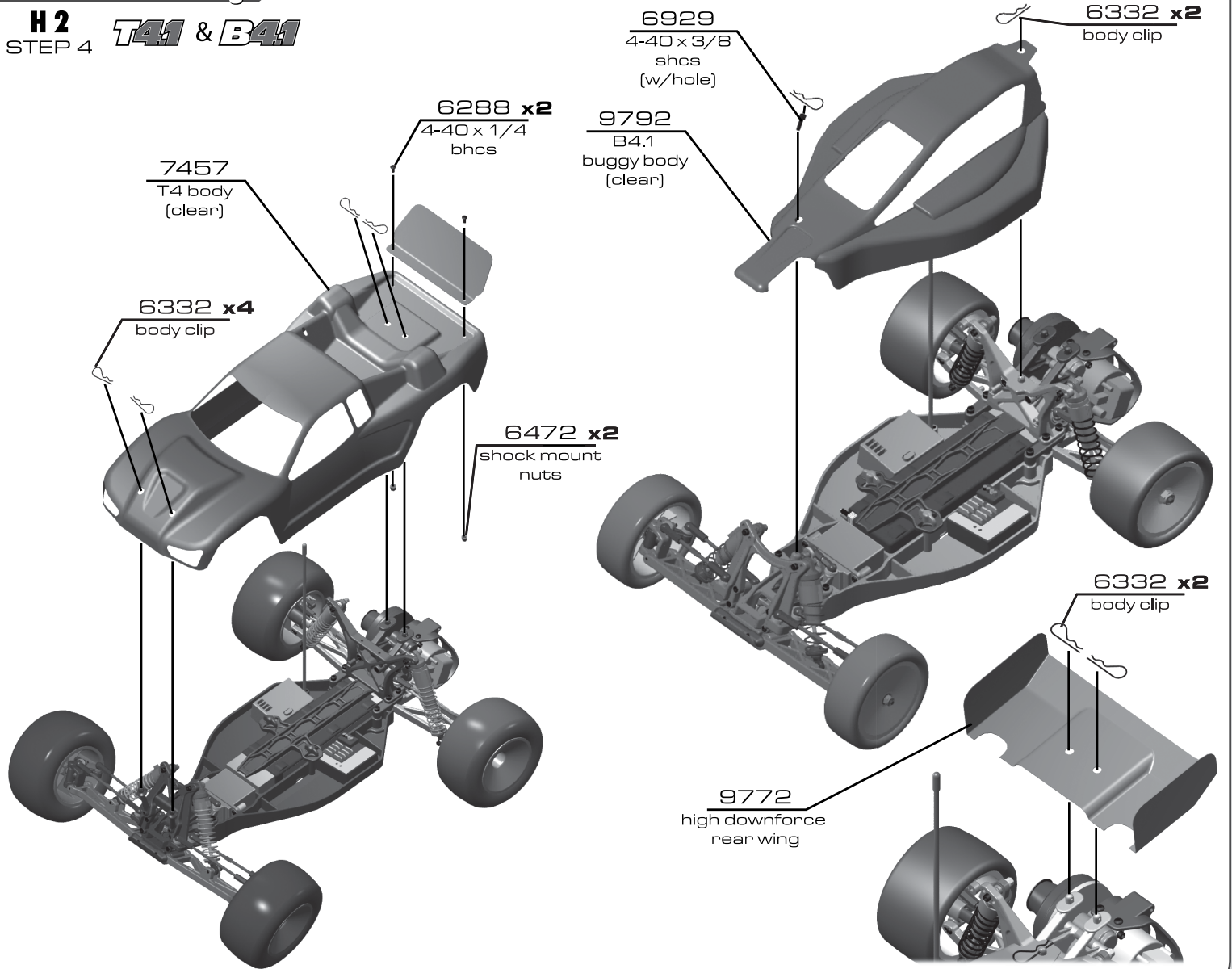
:: Wing Adjustments

H 2
STEP 4 **T4.1**



:: Bodies and Wings

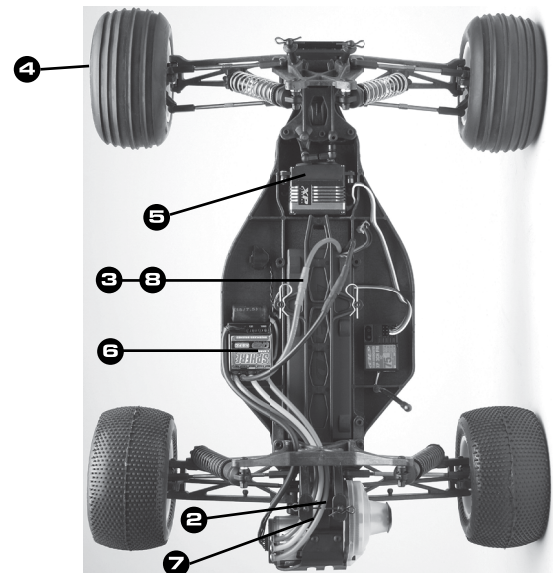
H 2 STEP 4 T41 & B41



:: 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.**



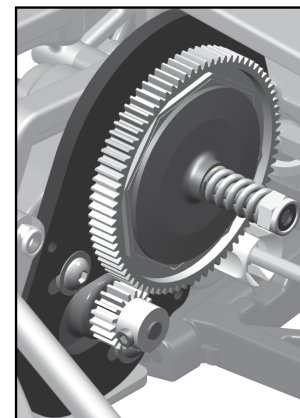
:: Adjustments / Tips

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.

MOTOR	B4.1			T4.1		
	Pinion	Spur	FDR	Pinion	Spur	FDR
27T Stock Motor	23	81	9,16:1	20	87	11,31:1
19T Super Stock Motor	22	81	9,57:1	19	87	11,91:1
Radon 17T Motor	19	81	11,08:1	18	87	12,57:1
17.5 Brushless Motor	33	75	5,91:1	30	75	6,50:1
13.5 Brushless Motor	28	75	6,96:1	26	78	7,80:1
10.5 Brushless Motor	25	81	8,42:1	22	87	10,28:1
9.5 Brushless Motor	24	81	8,76:1	21	87	10,77:1
8.5 Brushless Motor	23	81	9,16:1	20	87	11,31:1
7.5 Brushless Motor	22	81	9,57:1	19	87	11,91:1
6.5 Brushless Motor	21	81	10,03:1	18	87	12,57:1
3300kV Brushless Motor	21	81	10,03:1	18	87	12,57:1
3900kV Brushless Motor	21	81	10,03:1	18	87	12,57:1
4900kV Brushless Motor	19	81	11,08:1	17	87	13,31:1
6100kV Brushless Motor	18	81	11,70:1	16	87	14,14:1



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 hoods 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 quicken steering response. Lengthening the camber link (or raising the ball end) will give the front more roll and slower steering response.

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

Caster

Caster describes the angle of the kingpin as it leans toward the rear of the vehicle. Positive caster means the kingpin leans rearward at the top. The supplied 25° caster blocks (#7919) are recommended in most cases. For more corner entry steering and less exit steering, try the optional 30° blocks (#7922).

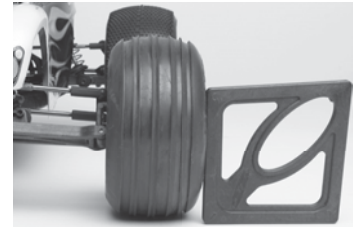
Front Camber

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

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



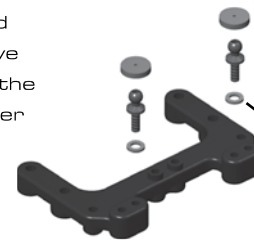
* Raise or lower the ball end by adding or subtracting washers here



* Testing camber with camber gauge

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.



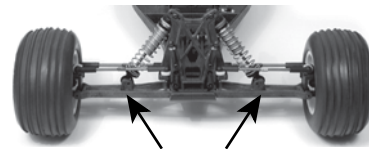
* Raise or lower the ball end by adding or subtracting washers here

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. Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks.

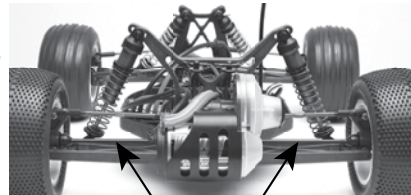
Ride Height

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



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

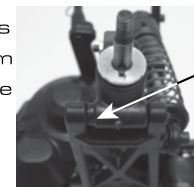
The rear ride height setting you should use most often is with the outdrive, driveshaft, and axles all on the same imaginary horizontal line (referred to as "bones level"). Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into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



* Dogbones should be in a straight line when ride height is set at "dogbones 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.



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

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.

T4.1

:: Driver: Team Associated **:: Date:** _____
:: Track: _____
:: Event: _____

Setup Sheet for Team Associated's T4.1

Rev. 1

:: Front End

camber: -1

washers: 1

ABC

10

toe: 0 ride height: 30mm

axle height

bump steer spacer:

up middle down

caster

20° 25° 30°

:: Rear End

camber: -1

washers: _____

anti-squat

std other

ABC

10

rear hub carriers

std 0° 0.5° 1°

ride height: 29mm

wheel base

long medium short

anti-roll bar

none black (soft) silver (med) gold (hard)

:: Front Shocks

spring: silver piston: #2
shock oil: 30 wt limiter: 2

:: Rear Shocks

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

:: Electronics

motor & wind: _____
pinion: _____
spur gear: _____
batteries: _____
battery placement: _____

radio: _____
throttle / brake epa: _____
throttle / brake expo: _____
esc: _____ throttle profile: _____
initial brake: _____ drag brake: _____
servo: _____ steering expo: _____

:: Other

body: _____
notes: _____

:: Differential

gear differential fluid: black grease
ball differential

:: Front Tires

tire: _____
compound: _____
insert: _____
wheel: _____

:: Rear Tires

tire: _____
compound: _____
insert: _____
wheel: _____

:: Race and Vehicle Comments

qualify: _____ main: _____ finish: _____ tq:
comments: _____

:: Track Info

smooth: bumpy: blue groove:
traction: high: med: low:
soft dirt: grass: clay: wet:
dusty: other: _____

B4.1

:: Driver: Team Associated **:: Date:** _____
:: Track: _____
:: Event: _____

Setup Sheet for Team Associated's B4.1

Rev. 1

:: Front End

camber: -1

washers: 1

ABC

IO

toe: 0 ride height: 25mm

axle height

bump steer spacer: _____

up 20°

middle 25°

down 30°

caster

20°

25°

30°

:: Rear End

camber: -1

washers: 1

anti-squat

std

other ABC

IO

near hub carriers

std

0°

0.5°

1°

ride height: 25mm

wheel base

long

medium

short

anti-roll bar

none

black (soft)

silver (med)

gold (hard)

:: Front Shocks

spring: brown piston: #1

shock oil: 30 wt limiter: 0

:: Rear Shocks

spring: black piston: #1

shock oil: 30 wt limiter: 1

:: Electronics

motor & wind: _____

pinion: _____

spur gear: _____

batteries: _____

battery placement: _____

radio: _____

throttle / brake epa: _____

throttle / brake expo: _____

esc: _____ throttle profile: _____

initial brake: _____ drag brake: _____

servo: _____ steering expo: _____

:: Other

body: _____ wing: _____

notes: _____

:: Differential

gear differential fluid: black grease

ball differential

:: Front Tires

tire: _____

compound: _____

insert: _____

wheel: _____

:: Rear Tires

tire: _____

compound: _____

insert: _____

wheel: _____

:: Race and Vehicle Comments

qualify: _____ main: _____ finish: _____ tq:

comments: _____

:: Track Info

smooth: bumpy: blue groove:

traction: high: med: low:

soft dirt: grass: clay: wet:

dusty: other: _____

:: Hardware - 1:1

socket head (shcs)

	4-40 x 1/4 (6285)
	4-40 x 3/8 (6924) w/hole (6929)
	4-40 x 1/2 (6925)
	4-40 x 5/8 (6926)
	4-40 x 3/4 (6927)
	4-40 x 7/8 (7738)
	4-40 x 1 (6928)
	4-40 x 1 1/4 (6913)
	4-40 x 1 3/4 (9833)
	5-40 x 7/16 (9643)
	5-40 x 9/16 (9644)
	5-40 x 3/4 (9835)

flat head (fhcs)

	2.5x6mm (4675)
	4-40 x 3/8 (6292)
	4-40 x 1/2 (6922)
	4-40 x 5/8 (6915)
	5-40 x 1/2 (9269)

button head (bhcs)

	2-56 x 1/8 (9645)
	2-56 x 5/16 (4334)
	4-40 x 5/16 (6919)
	4-40 x 3/8 (6917)
	4-40 x 7/16 (2221)
	3x6mm (31531)

setscrews

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

ball bearings

	3/16 x 3/8 (3977)
	10 x 16mm (9832)

shims & washers

	ballstud washer (9630)
	.03 nylon washer (4187)
	gold washer (7337)
	3/16 axle shim (7368)
#4 aluminum washer"/>	#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

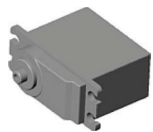
	black .20" (3981)
	black .30" (3983)
	silver .20" (6276)
	silver .30" (6277)

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)

Servo Chart

1 FIND YOUR SERVO TYPE



1 STEERING SERVO TYPE

(Steering servo is sold separately)
NOT ALL SERVOS ARE LISTED



2 #7336 SPACER



3 #9180 SERVO ARM



Associated Electrics / XP
AE SHV1504MG, DS1015, DS1313
Airtronics
94102
Airtronics
94738, 94157, 94158, 94257, 94258, 94357,
94358, 94452, 94453, 94751, 94755

thin spacer

F

Hitec
HS-5625MG, HS-5645MG, HS-625MG, HS-645MG

no spacer

A

Hitec
HS-303, HS-300BB, HS-945MG, HS-925MG, HS-5945MG,
HS-5925MG, HS-525MG, HS-525BB, HS-425BB, HS-422

thick spacer

A

JR
Z4725, Z4750, Z2750, Z8450, Z8550, NES-4750

no spacer

H

JR
Z250, Z550

no spacer

J

thin spacer

J

3 SELECT YOUR SERVO HORN



Futaba
S9204, S9250, S9450, S148

no spacer

H

Futaba
S3003, S9202, S9101

thin spacer

H

Futaba
S9404

no spacer

J

thin spacer

F

KO
PS-401, PS-2001, PS-2004, PS-2015, PS-2173, PS-2174,
PS-2123, PS-2143, PS-2144

no spacer

F

thin spacer

F

thin spacer

F

thin spacer

J

T4.1

:: Driver: _____ **:: Date:** _____
:: Track: _____
:: Event: _____

Setup Sheet for Team Associated's T4.1

Rev. 1

:: Front End

camber: _____

washers: _____

ABC

10

1 2 3

toe: _____ ride height: _____

bump steer spacer: _____

axle height up middle down

caster 20° 25° 30°

:: Rear End

camber: _____

washers: _____

anti-squat std other

ABC

10

1 2 3

rear hub carriers std 0° 0.5° 1°

ride height: _____

wheel base long medium short

anti-roll bar none black (soft) silver (med) gold (hard)

:: Front Shocks

spring: _____ piston: _____
 shock oil: _____ limiter: _____

:: Rear Shocks

spring: _____ piston: _____
 shock oil: _____ limiter: _____

:: Electronics

motor & wind: _____
 pinion: _____
 spur gear: _____
 batteries: _____
 battery placement: _____

radio: _____
 throttle / brake epa: _____
 throttle / brake expo: _____
 esc: _____ throttle profile: _____
 initial brake: _____ drag brake: _____
 servo: _____ steering expo: _____

:: Other

body: _____
 notes: _____

:: Differential

gear differential fluid: _____
 ball differential: _____

:: Front Tires

tire: _____
 compound: _____
 insert: _____
 wheel: _____

:: Rear Tires

tire: _____
 compound: _____
 insert: _____
 wheel: _____

:: Race and Vehicle Comments

qualify: _____ main: _____ finish: _____ tq:

comments: _____

:: Track Info

smooth: bumpy: blue groove:

traction: high: med: low:

soft dirt: grass: clay: wet:

dusty: other: _____

B4.1

:: Driver: _____ **:: Date:** _____
:: Track: _____
:: Event: _____

Setup Sheet for Team Associated's B4.1

Rev. 1

:: Front End

camber: _____

washers: _____

ABC

IO

toe: _____ ride height: _____

axle height

up 20°

middle 25°

down 30°

caster

20°

25°

30°

bump steer spacer: _____

:: Rear End

camber: _____

washers: _____

anti-squat

std

other ABC

IO

rear hub carriers

std

0°

0.5°

1°

ride height: _____

wheel base

long

medium

short

anti-roll bar

none

black (soft)

silver (med)

gold (hard)

:: Front Shocks

spring: _____ piston: _____

shock oil: _____ limiter: _____

:: Rear Shocks

spring: _____ piston: _____

shock oil: _____ limiter: _____

:: Electronics

motor & wind: _____

pinion: _____

spur gear: _____

batteries: _____

battery placement: _____

radio: _____

throttle / brake epa: _____

throttle / brake expo: _____

esc: _____ throttle profile: _____

initial brake: _____ drag brake: _____

servo: _____ steering expo: _____

:: Other

body: _____

notes: _____

:: Differential

gear differential fluid: _____

ball differential: _____

:: Front Tires

tire: _____

compound: _____

insert: _____

wheel: _____

:: Rear Tires

tire: _____

compound: _____

insert: _____

wheel: _____

:: Race and Vehicle Comments

qualify: _____ main: _____ finish: _____ tq:

comments: _____

:: Track Info

smooth: bumpy: blue groove:

traction: high: med: low:

soft dirt: grass: clay: wet:

dusty: other: _____
