All photos were shot in late 2008 of cars in the possession of Gene Husting, with his gracious permission.

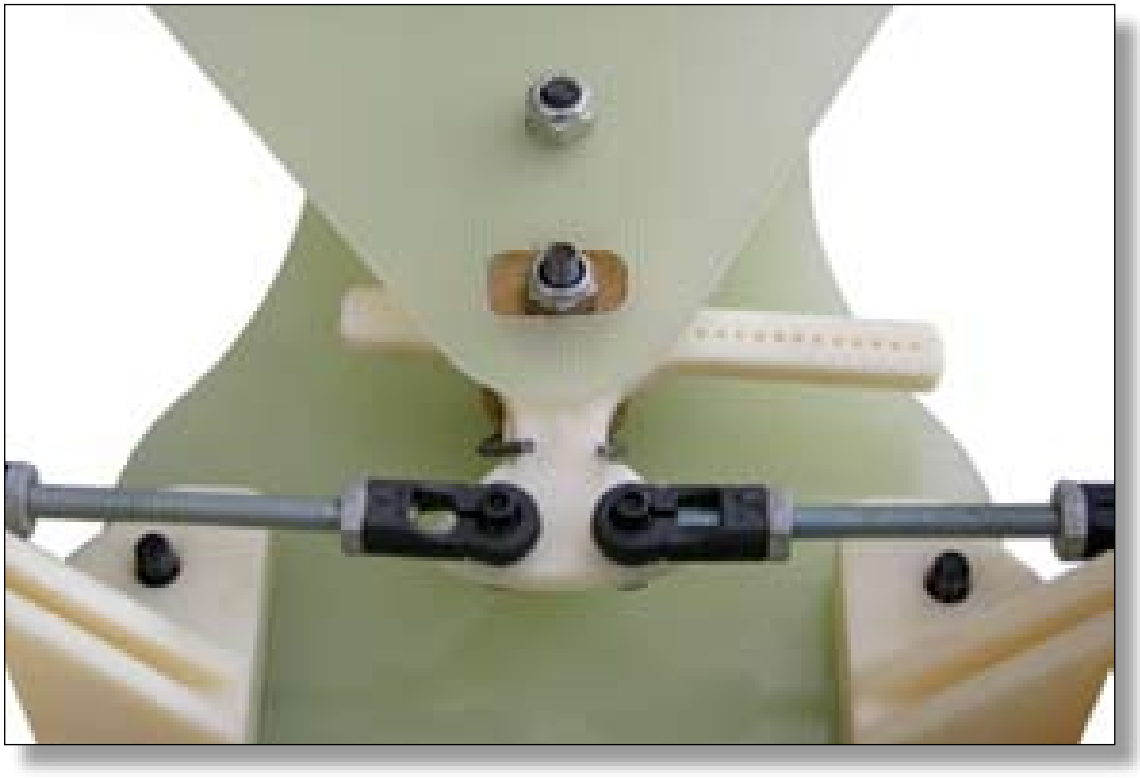
http://stores.lulu.com/vintage_rc10

RC300

FRONT END


RC300

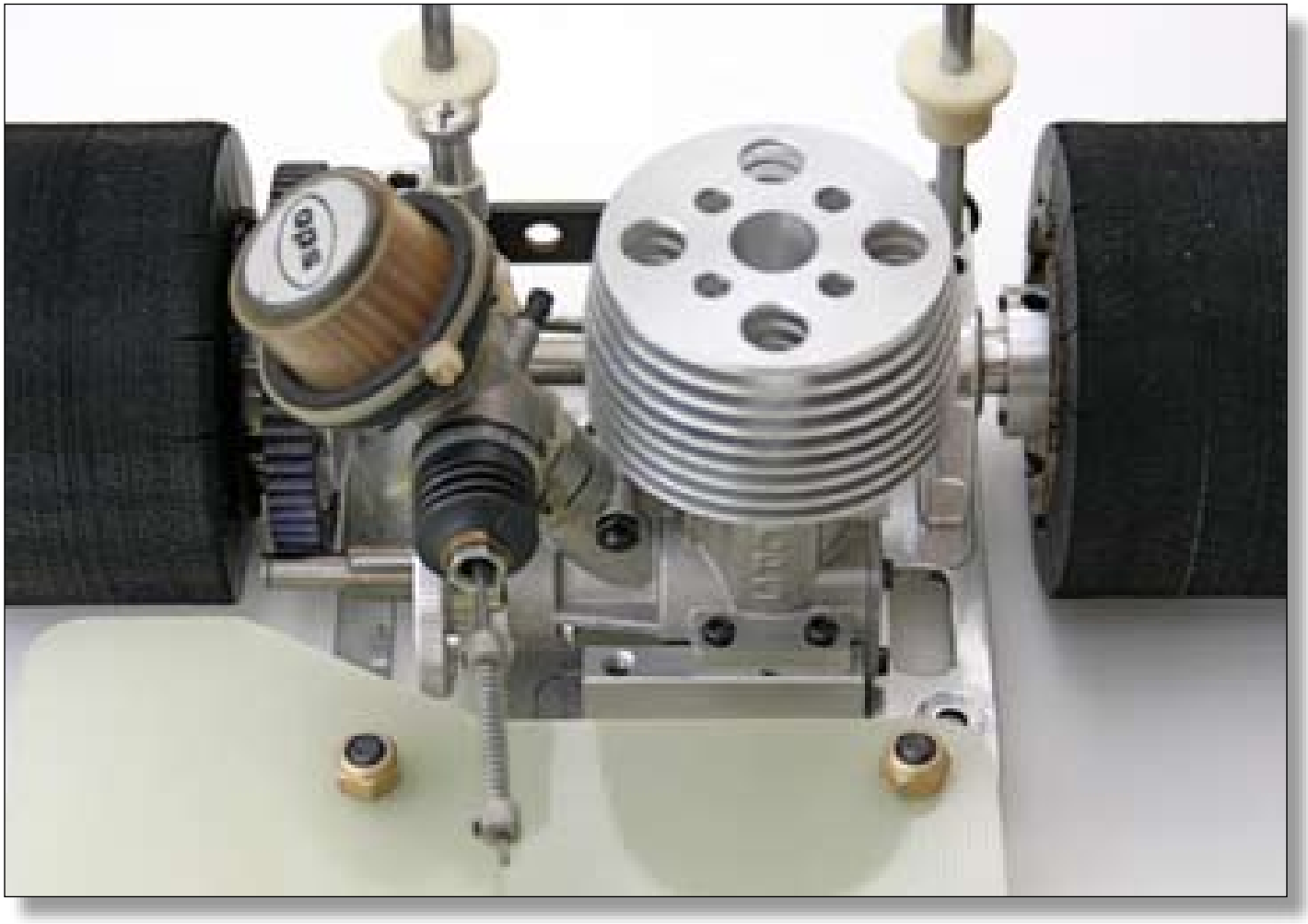

RC300

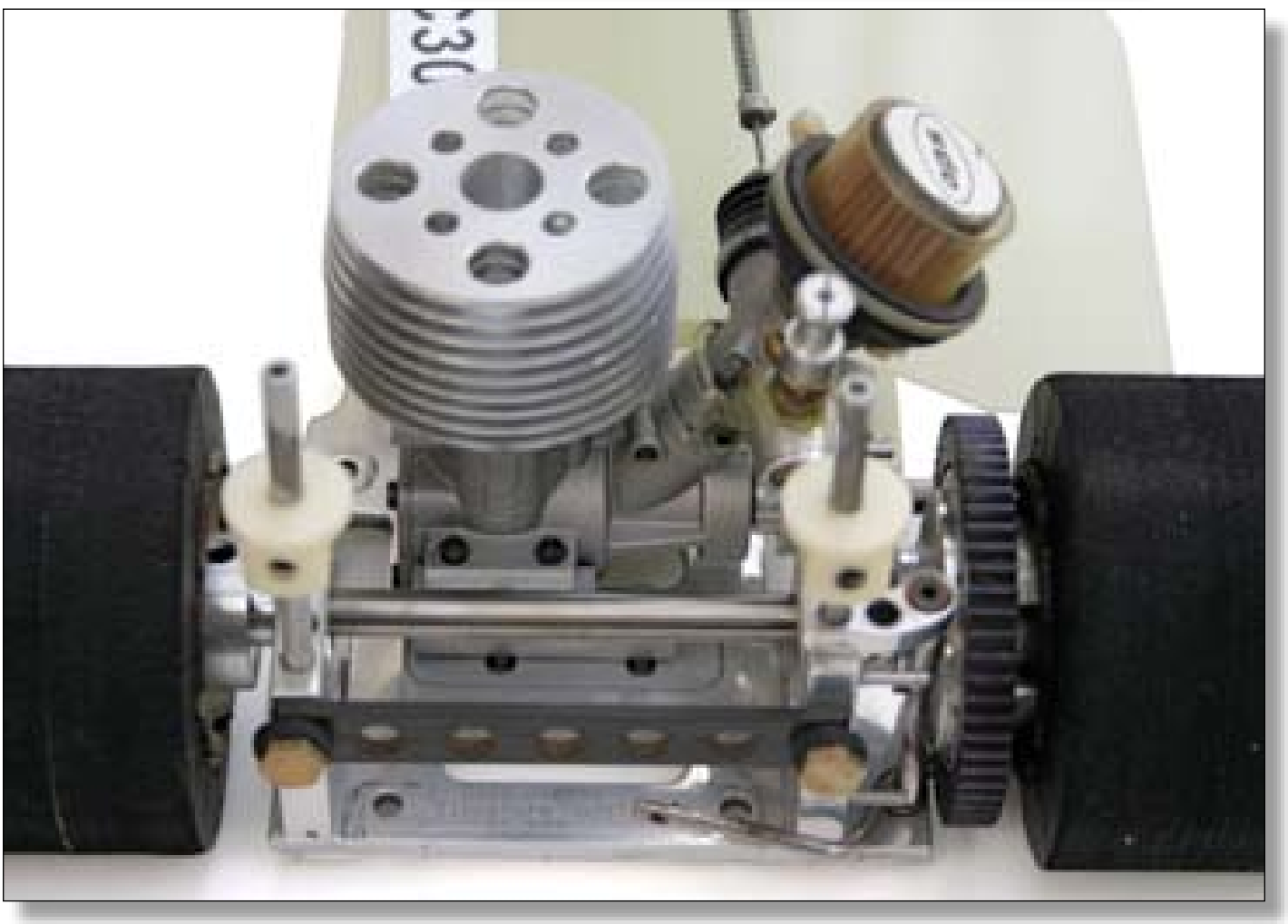


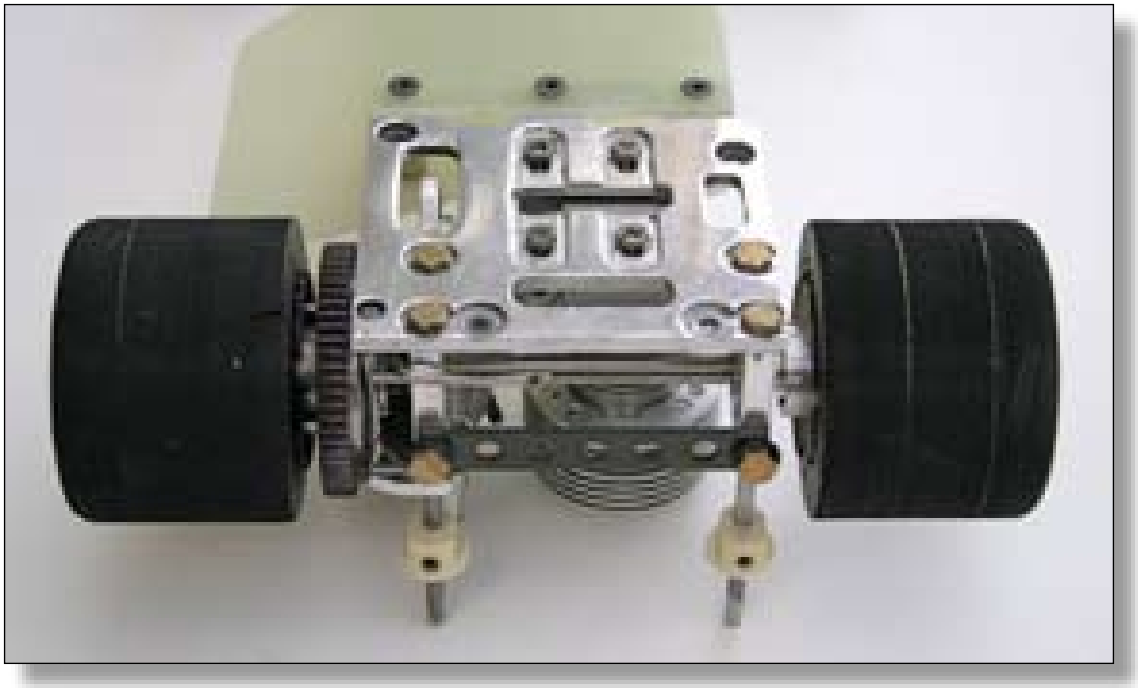
RC300

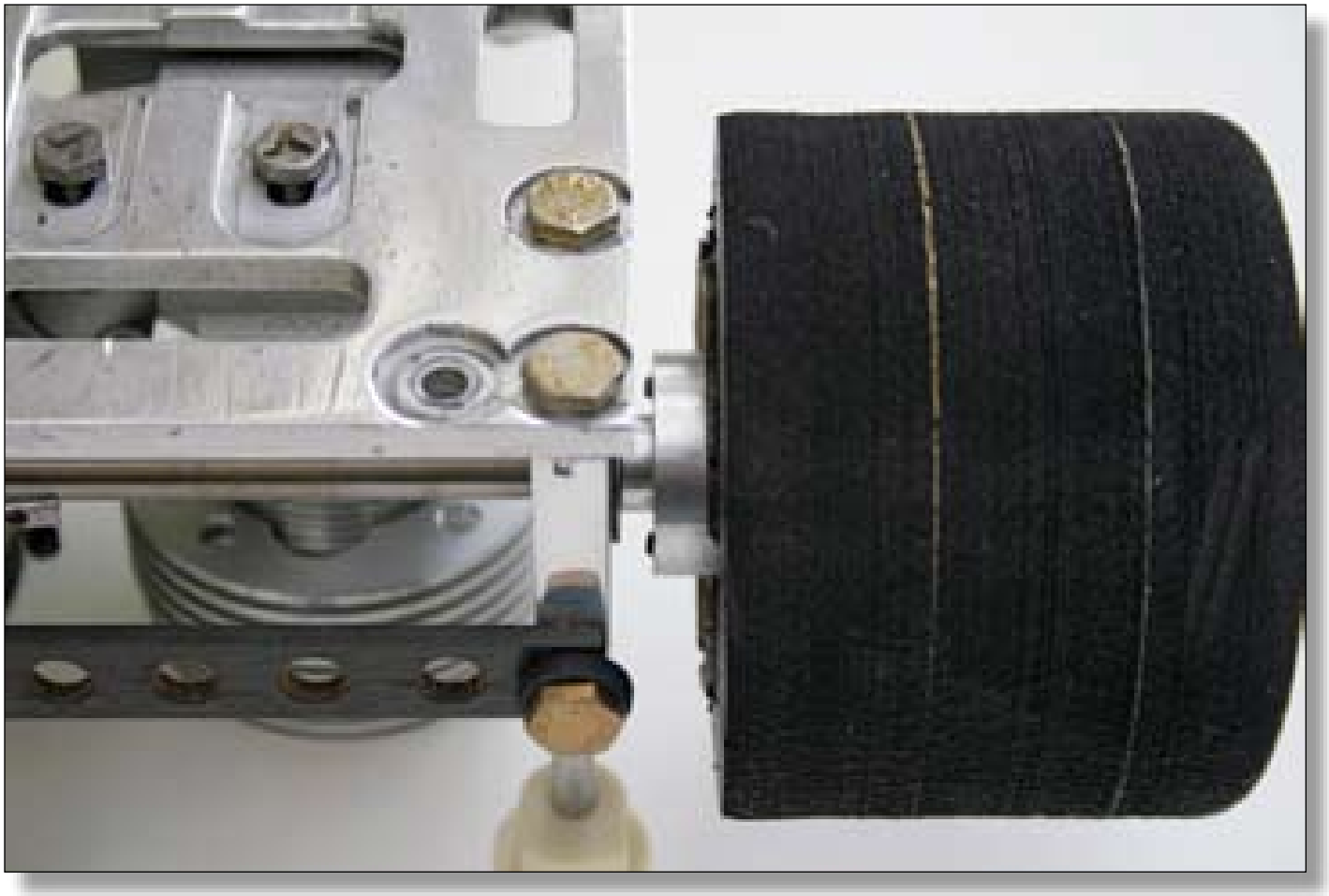
Rear End


RC-300

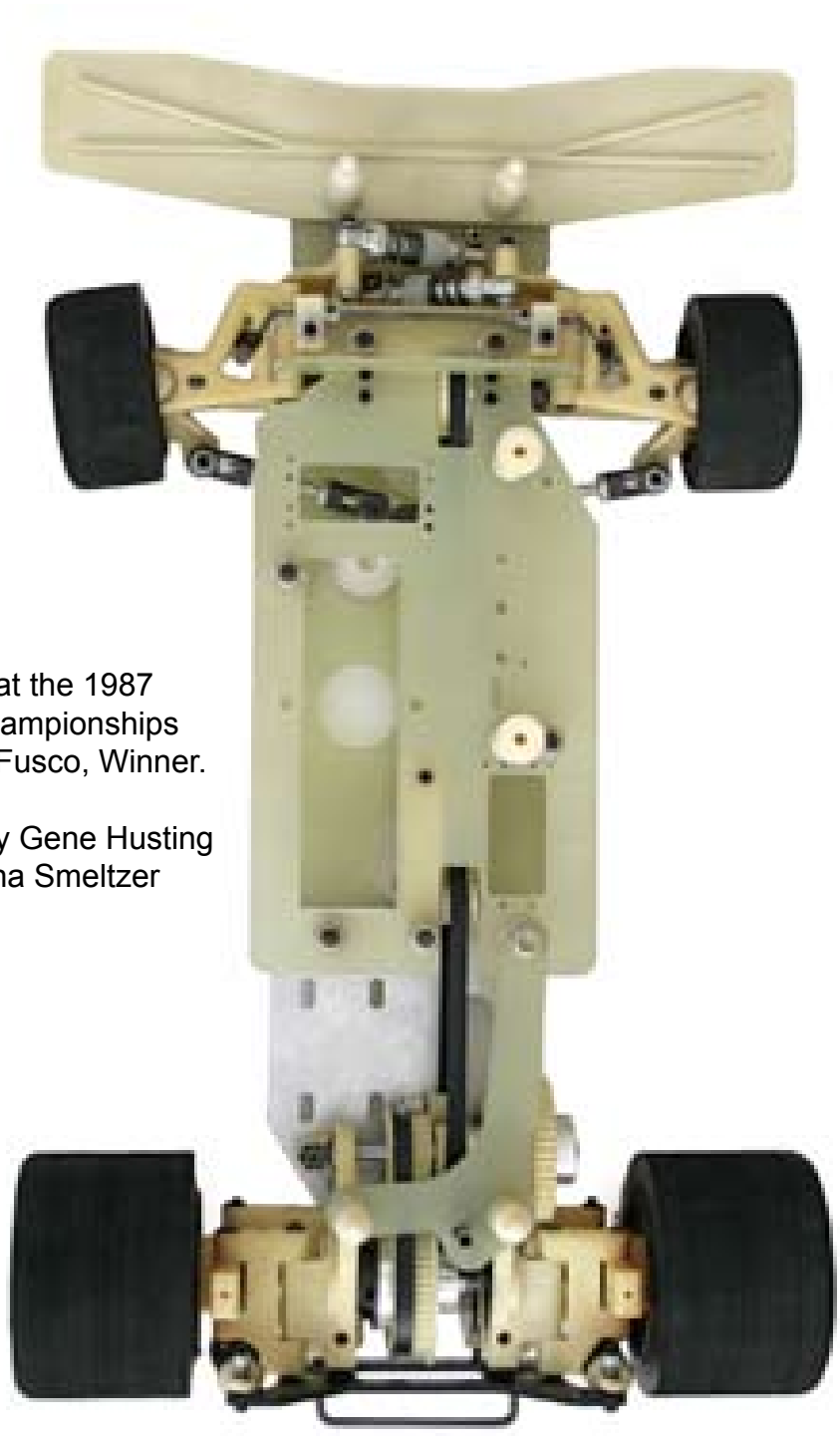






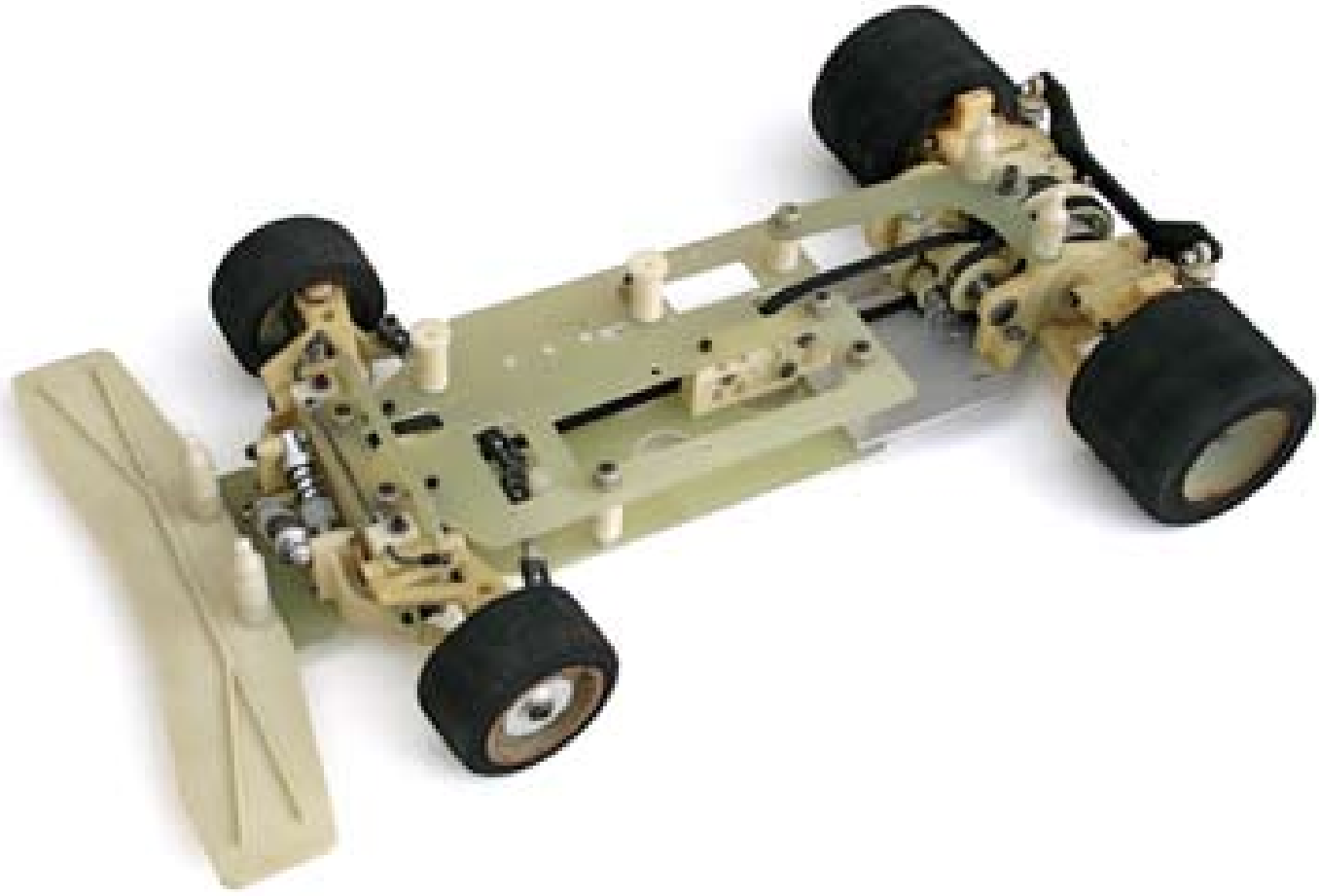


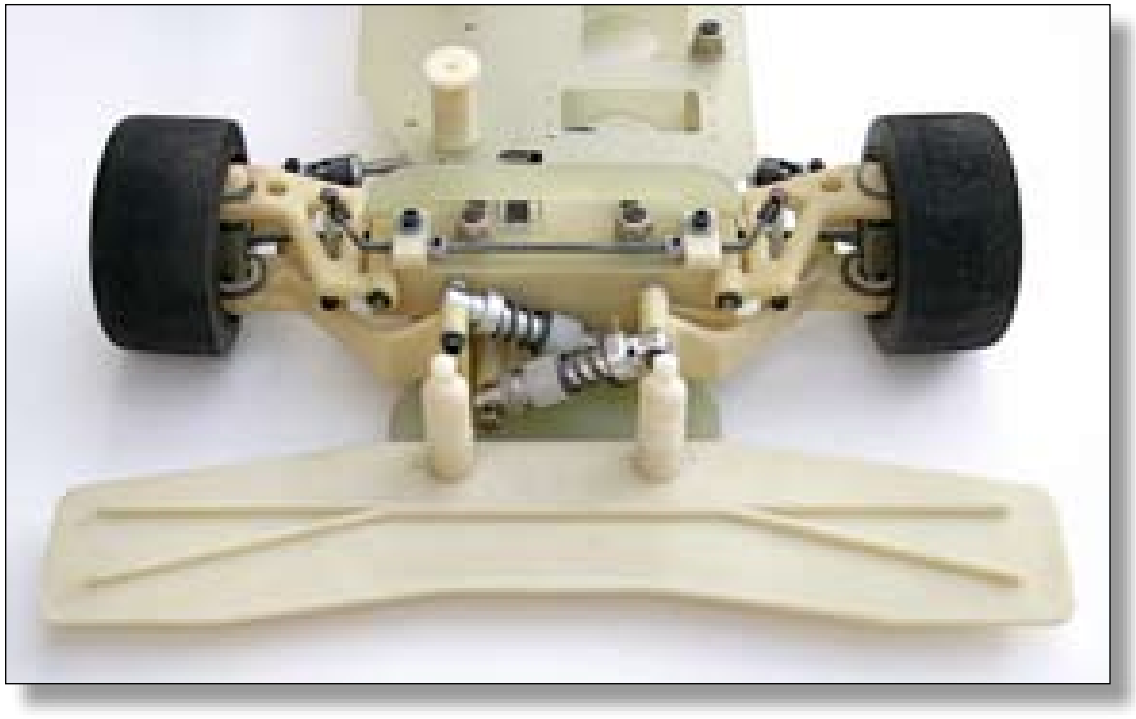
1987 RC500 4WD
Front End



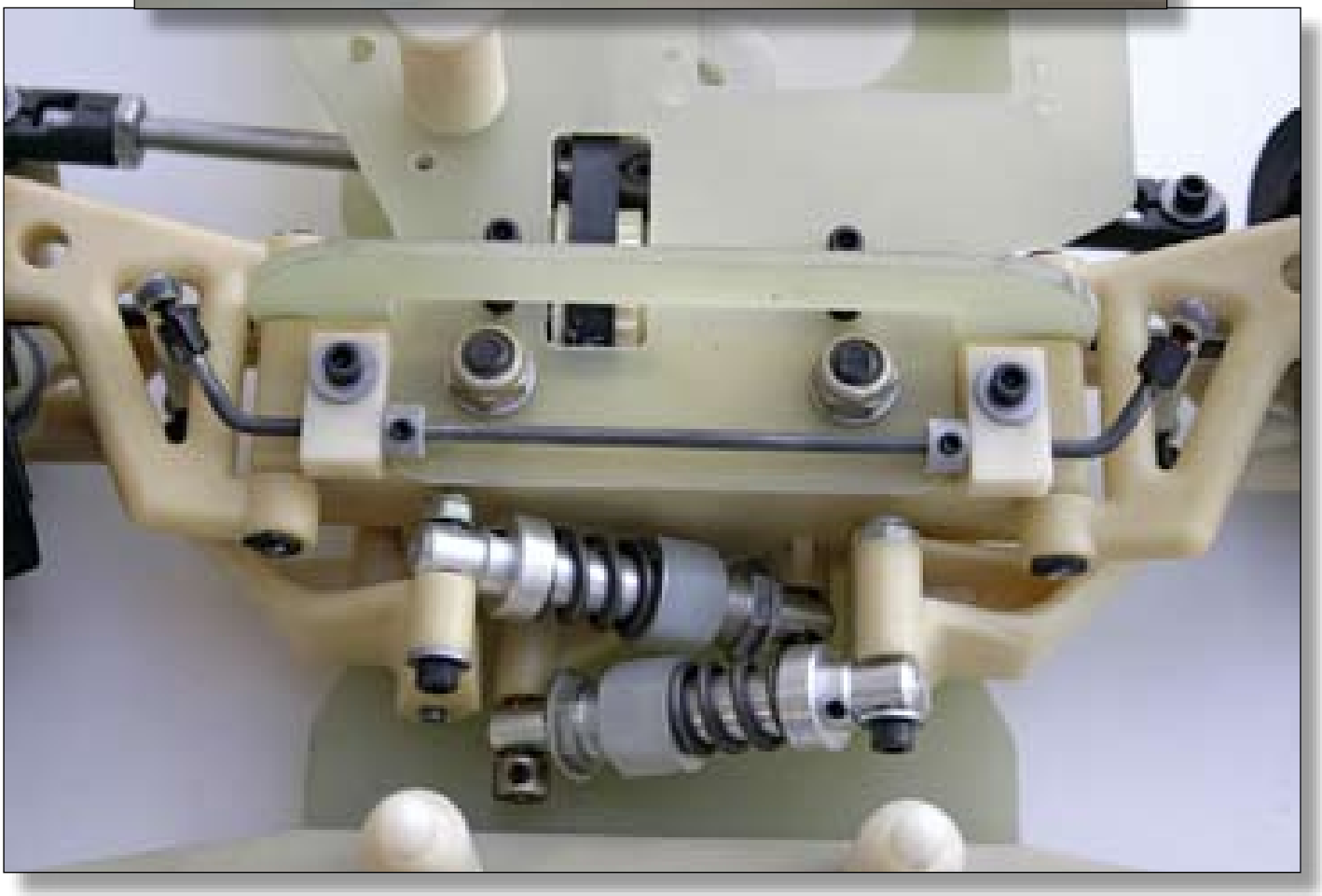
Driven at the 1987
World Championships
by Repete Fusco, Winner.

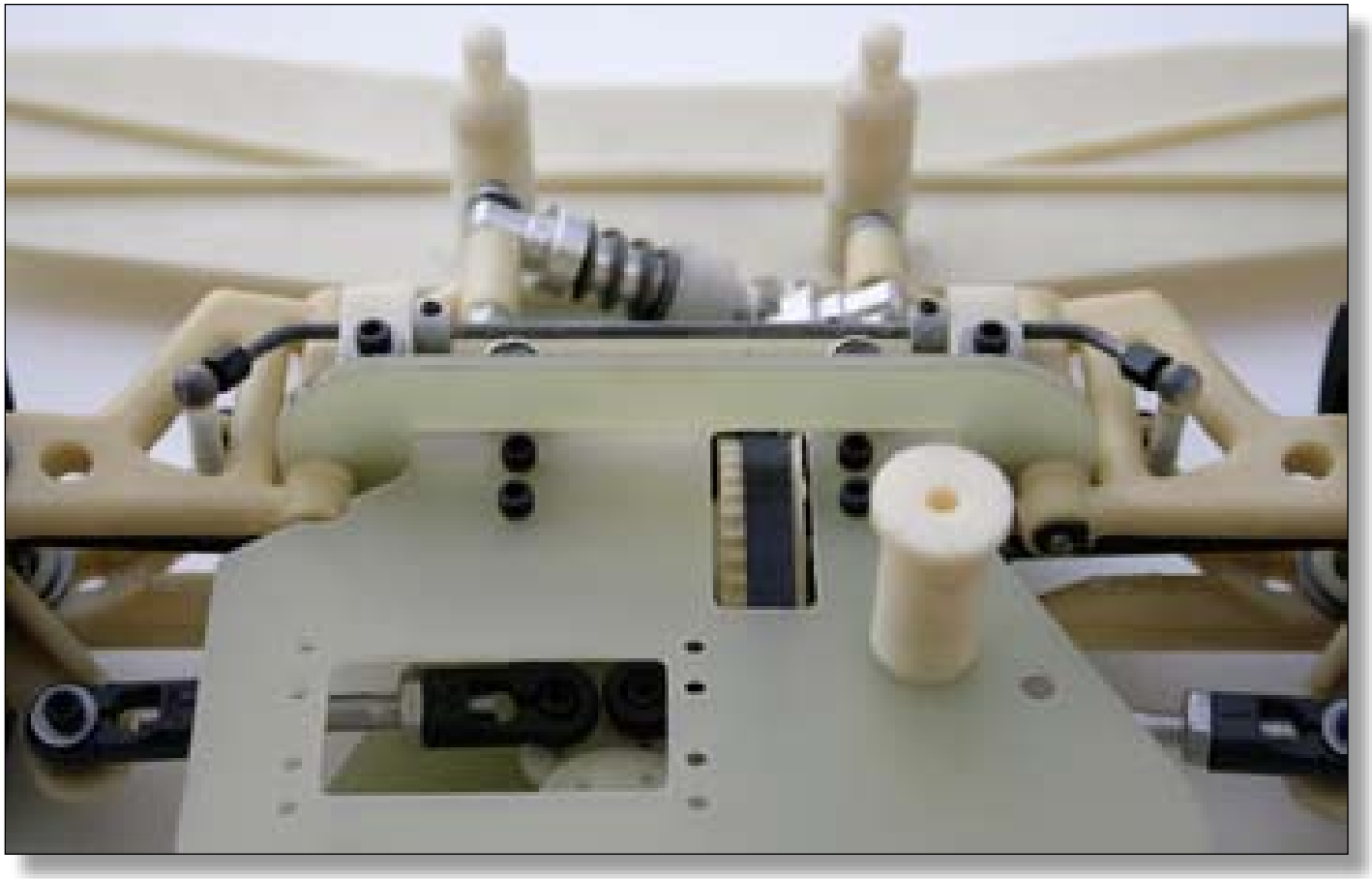
Designed by Gene Husting
and Dana Smeltzer

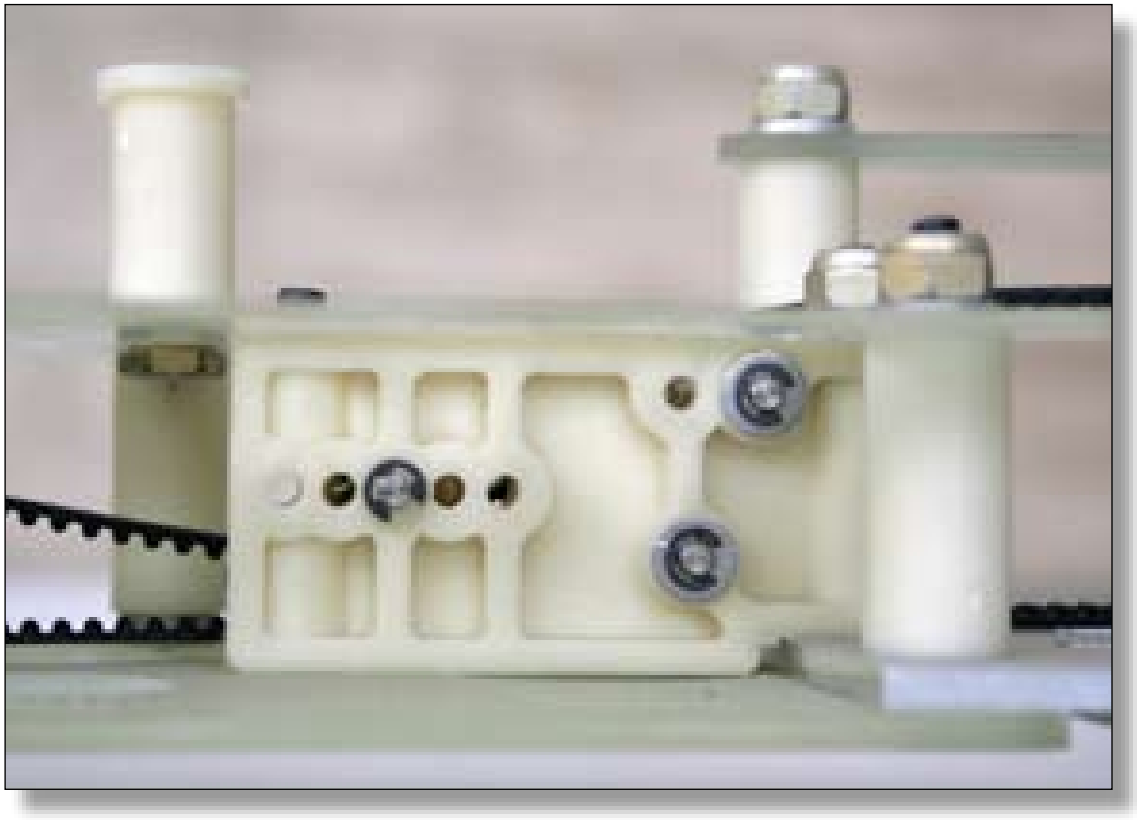


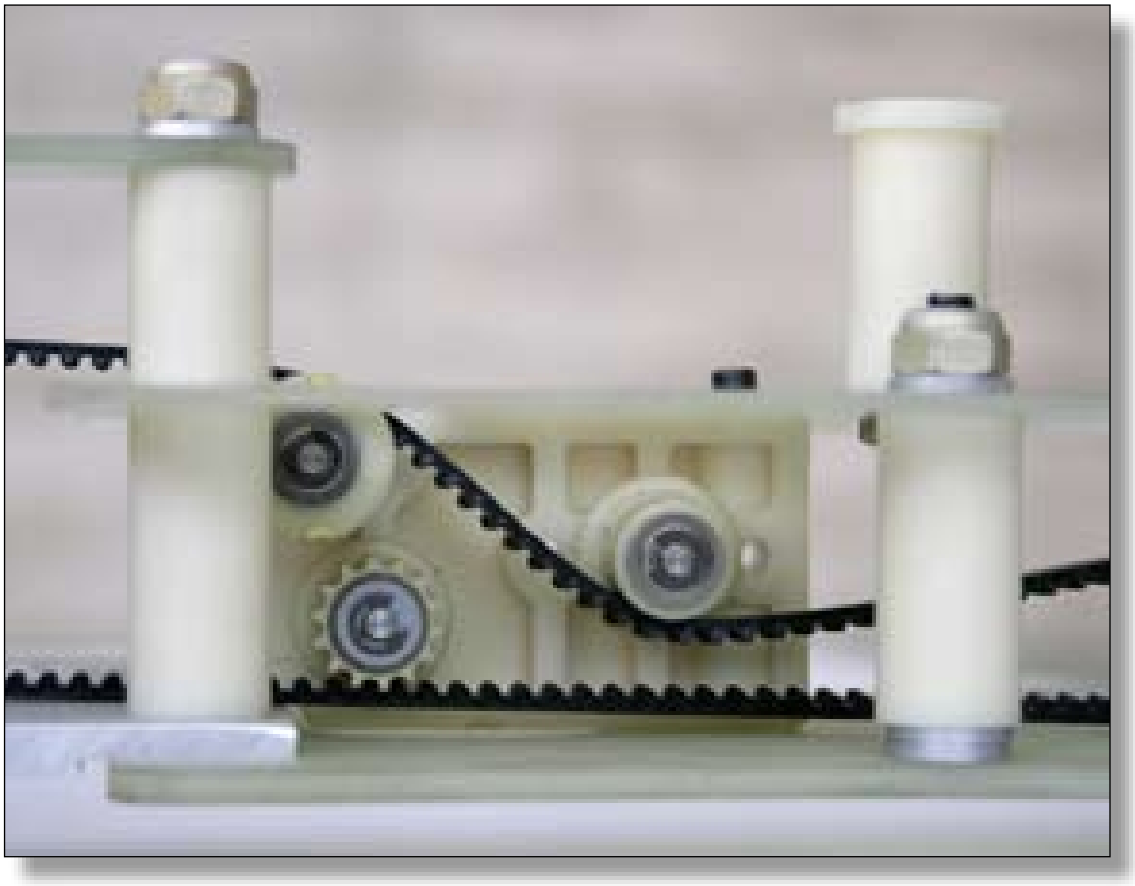


[1987 RC500]

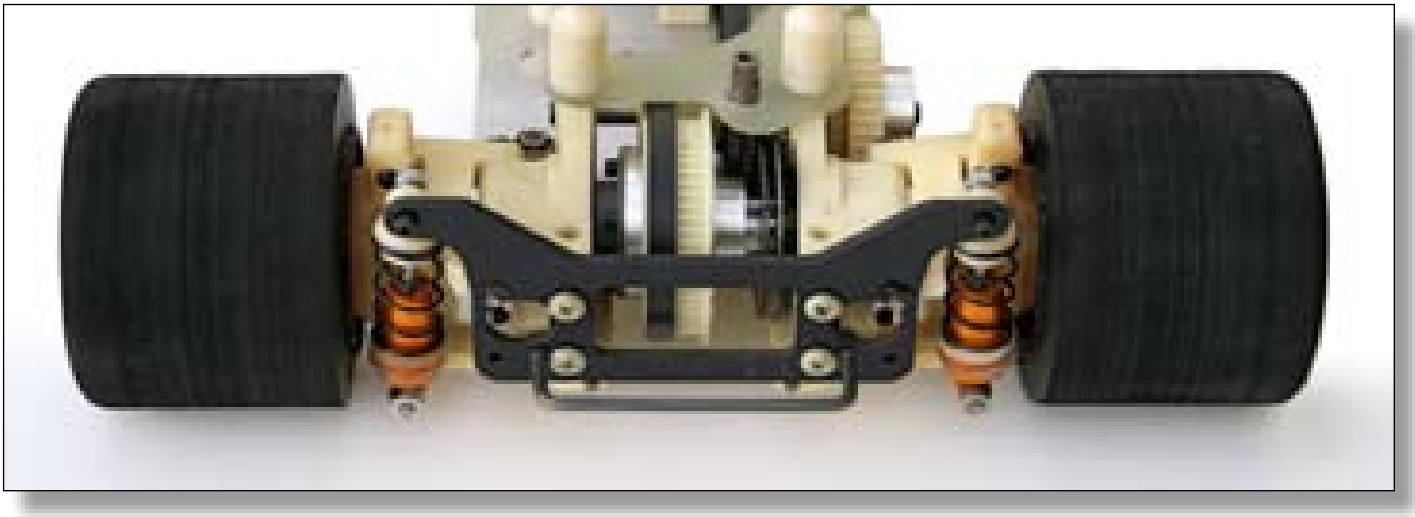


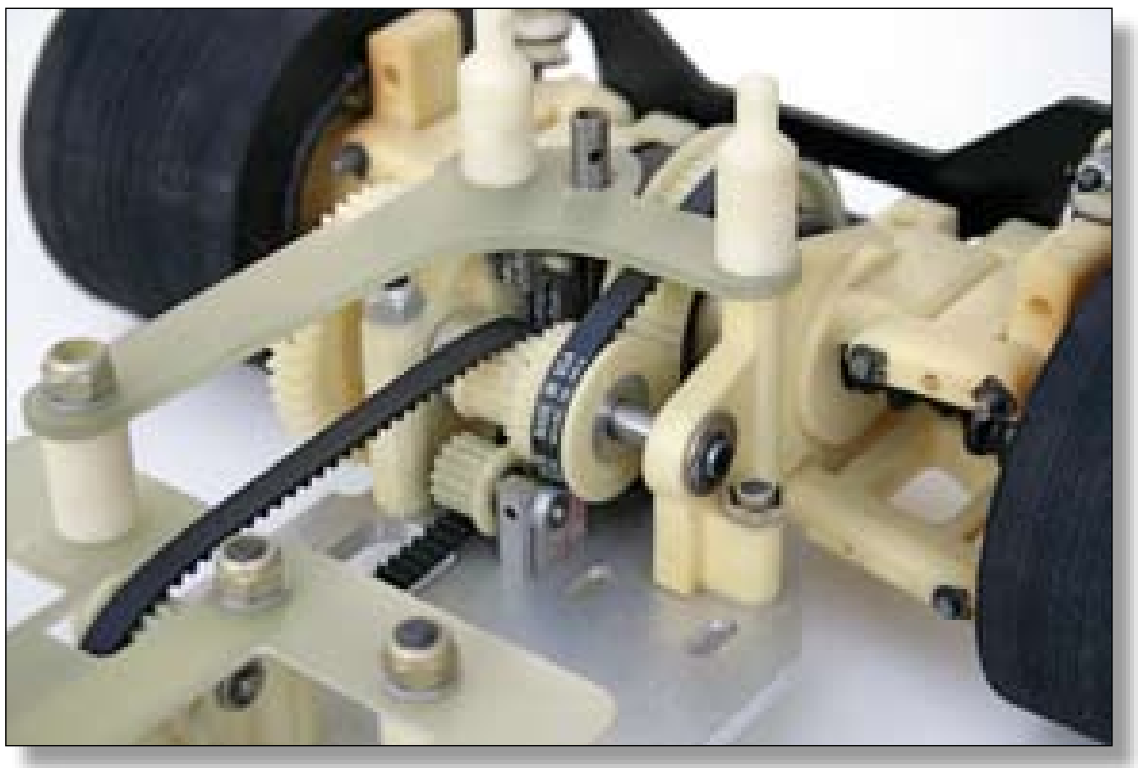


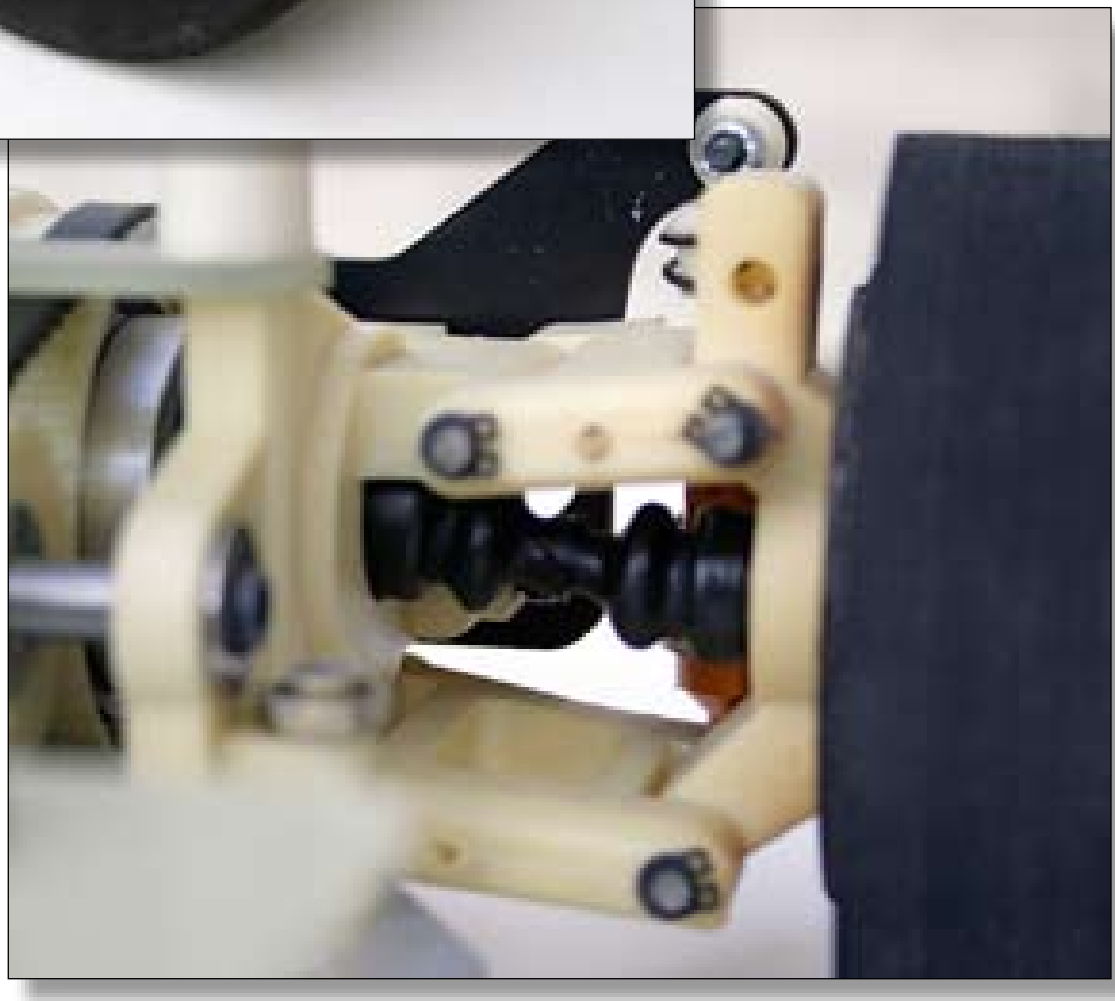


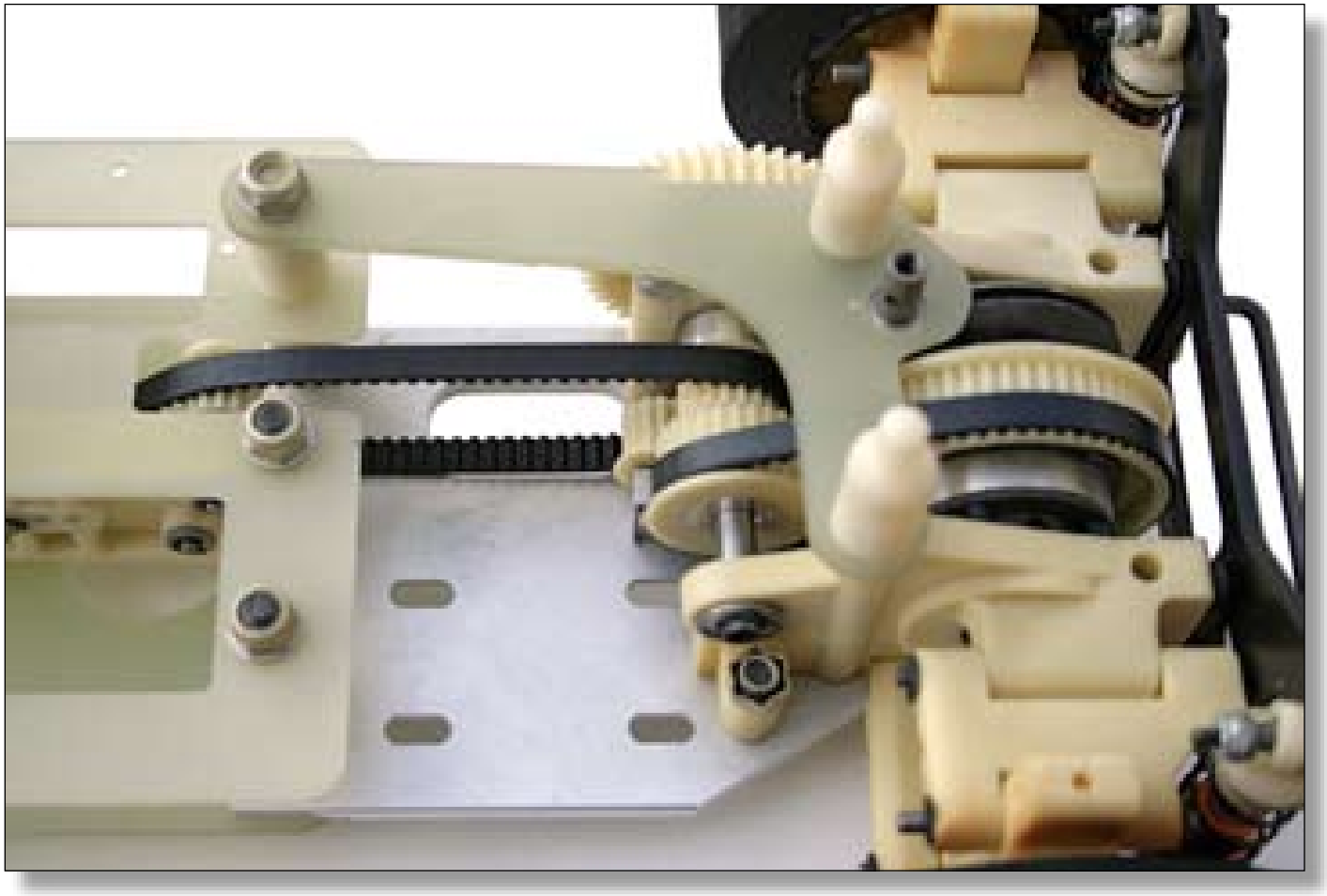


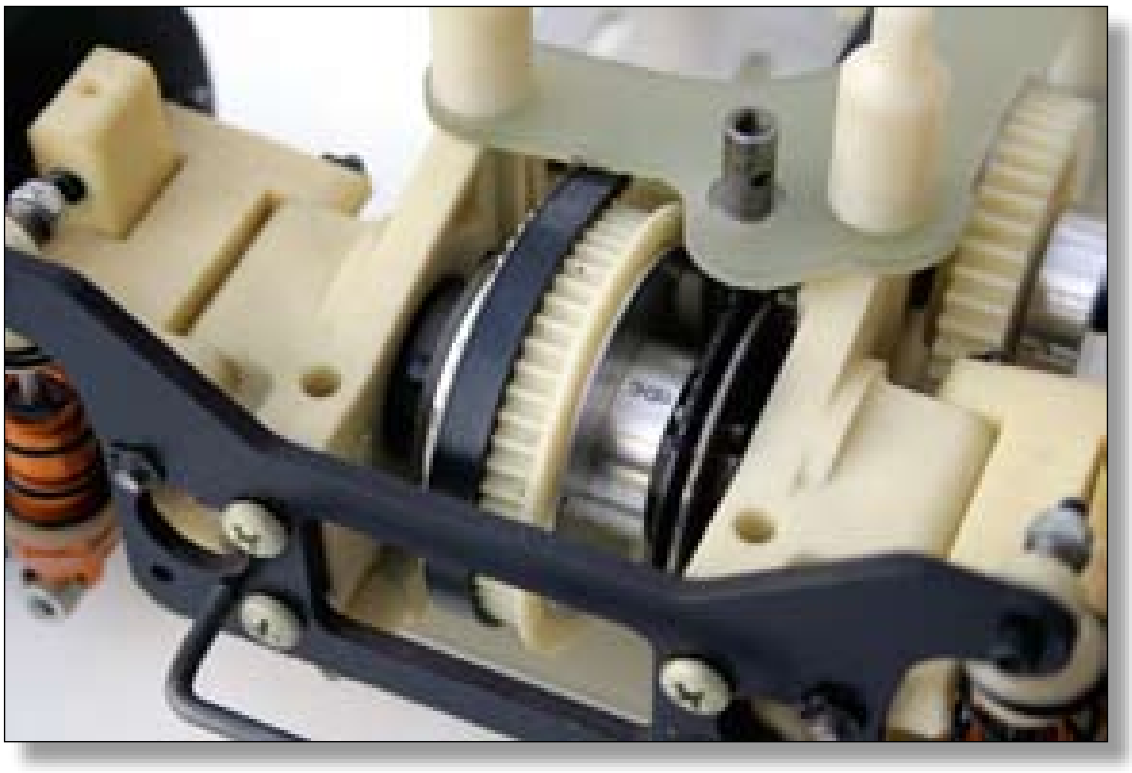
1987 RC500 4WD
Rear End





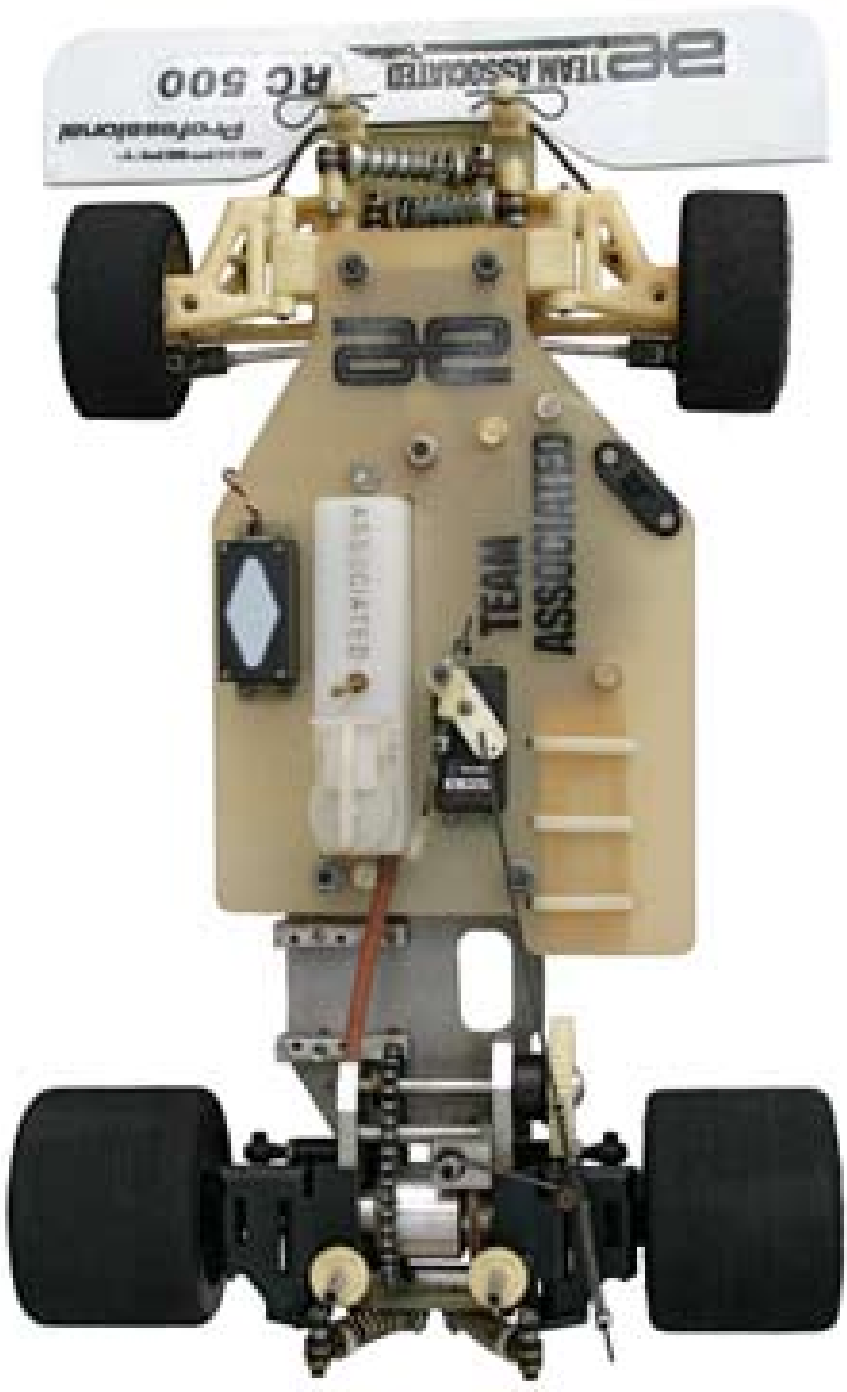


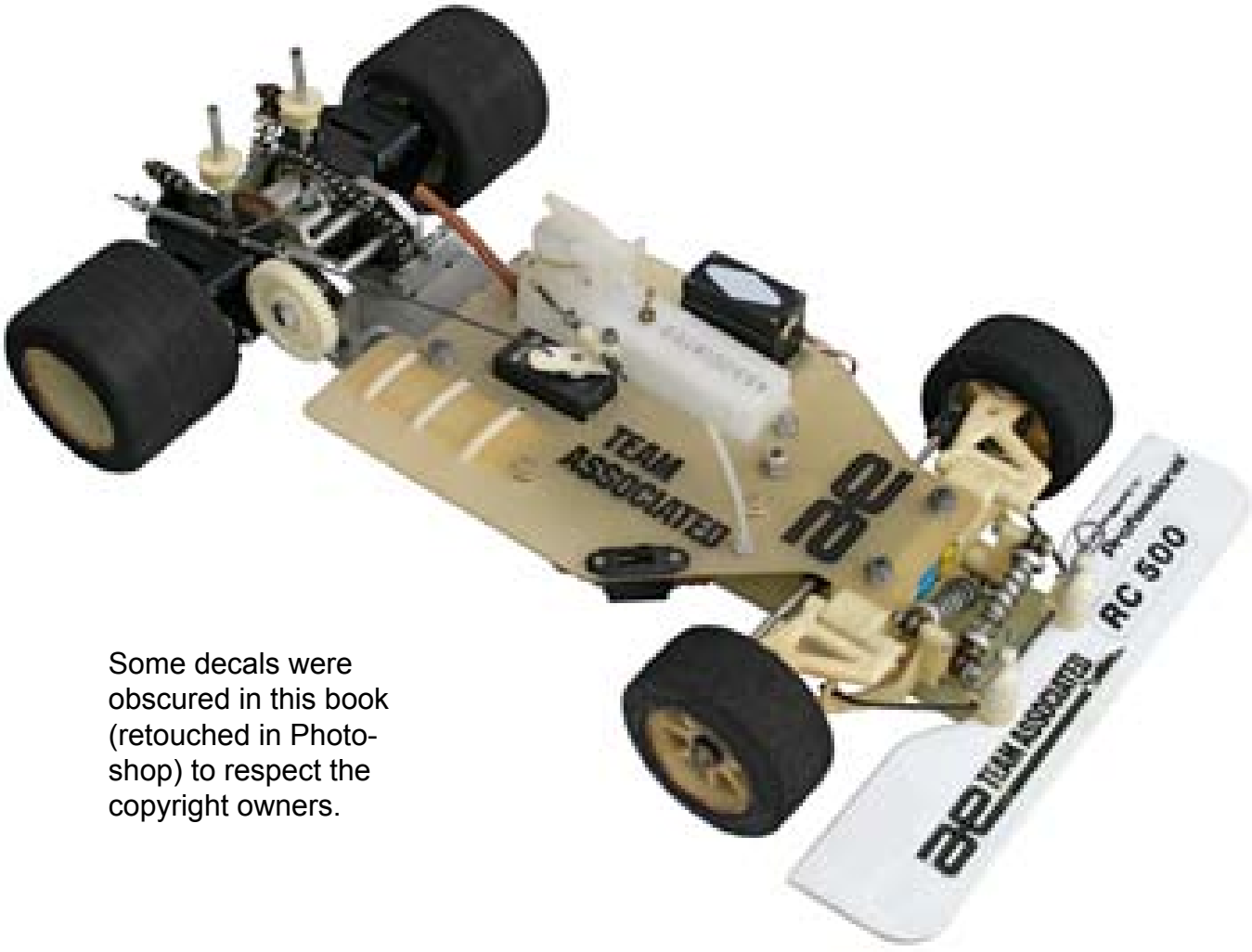




RC500

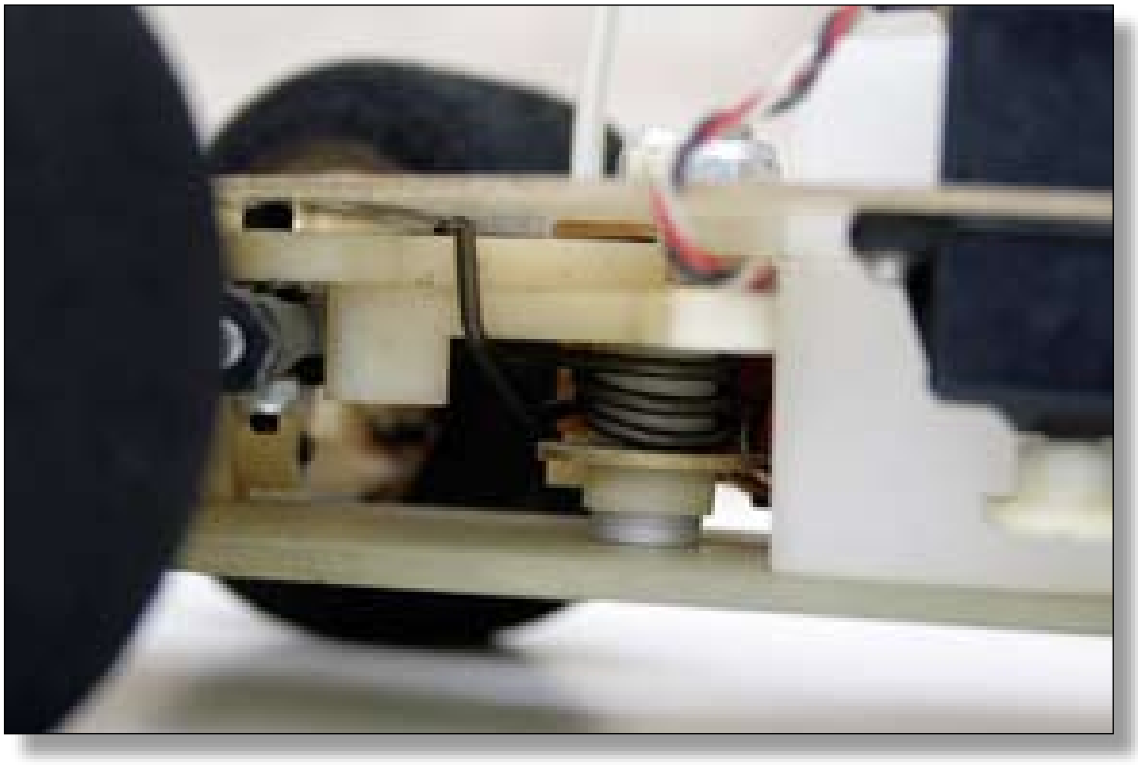
FRONT END

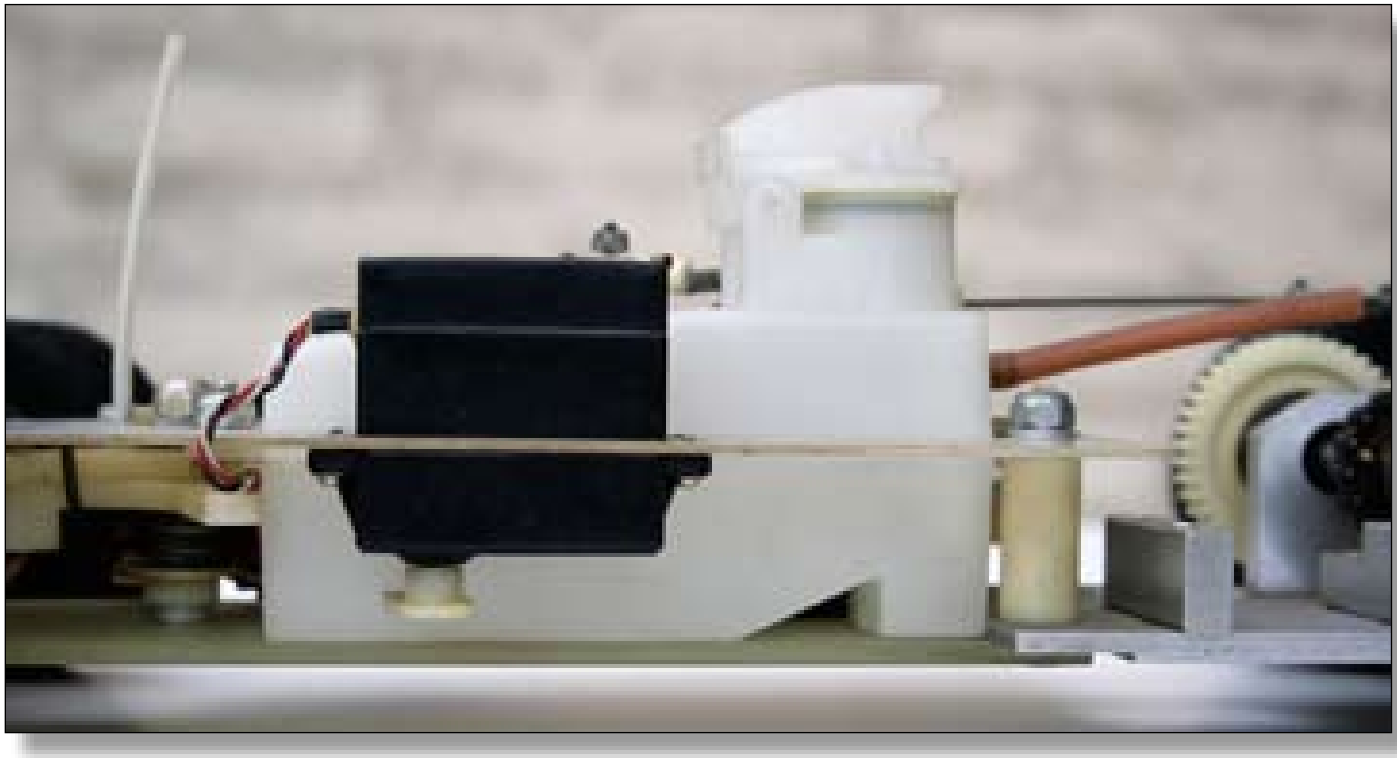


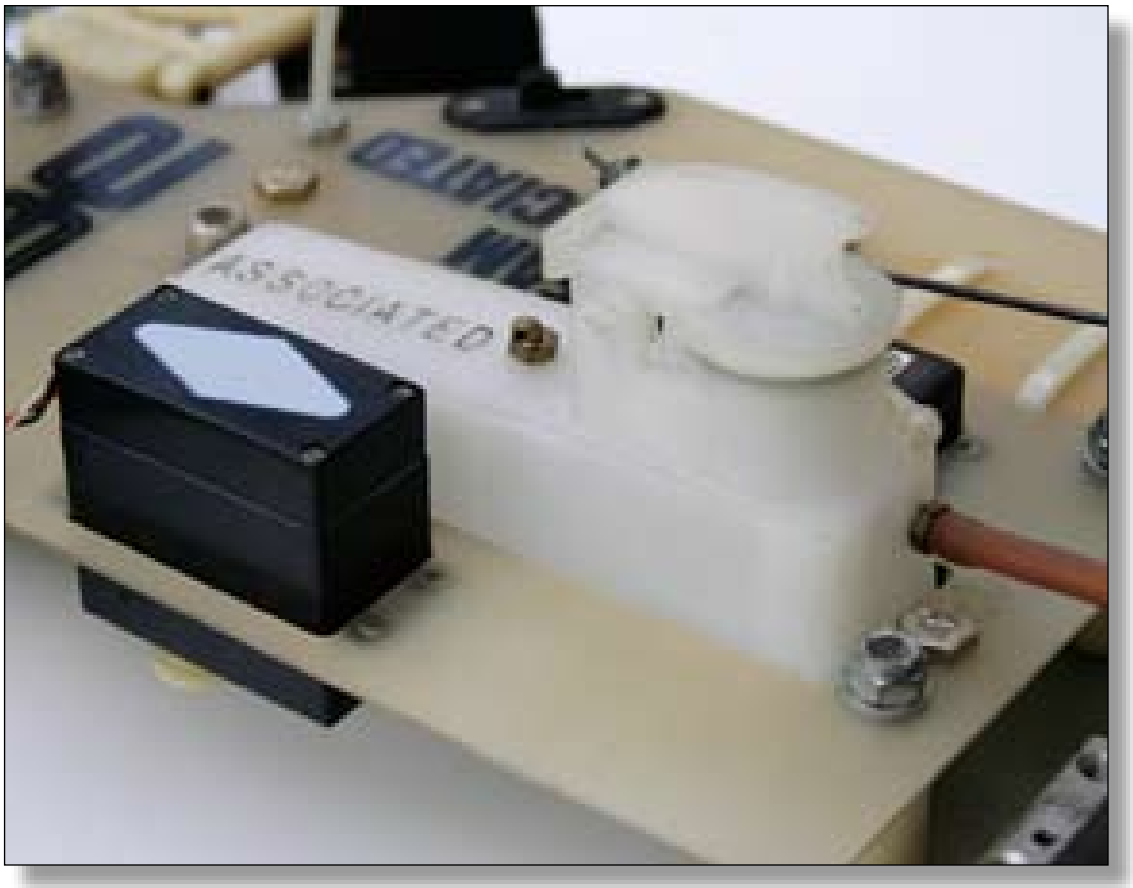


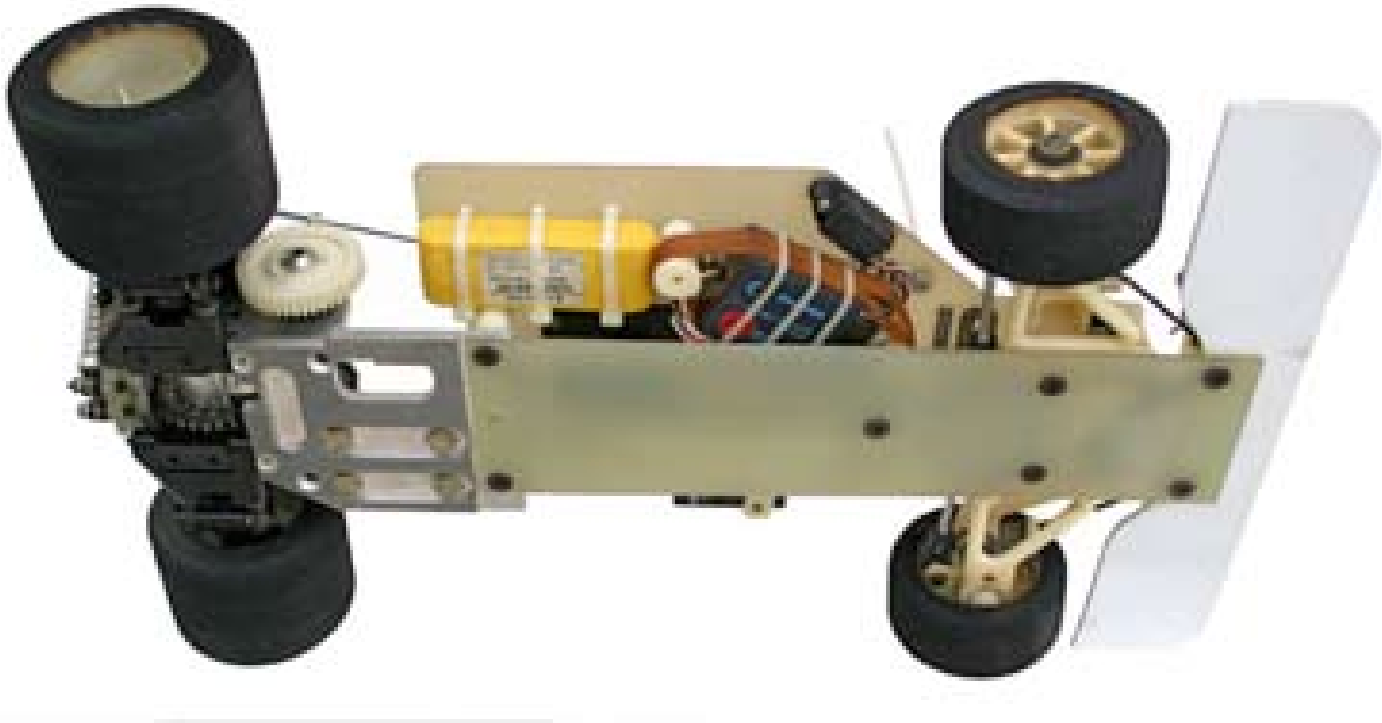
Some decals were obscured in this book (retouched in Photo-shop) to respect the copyright owners.


XPERT



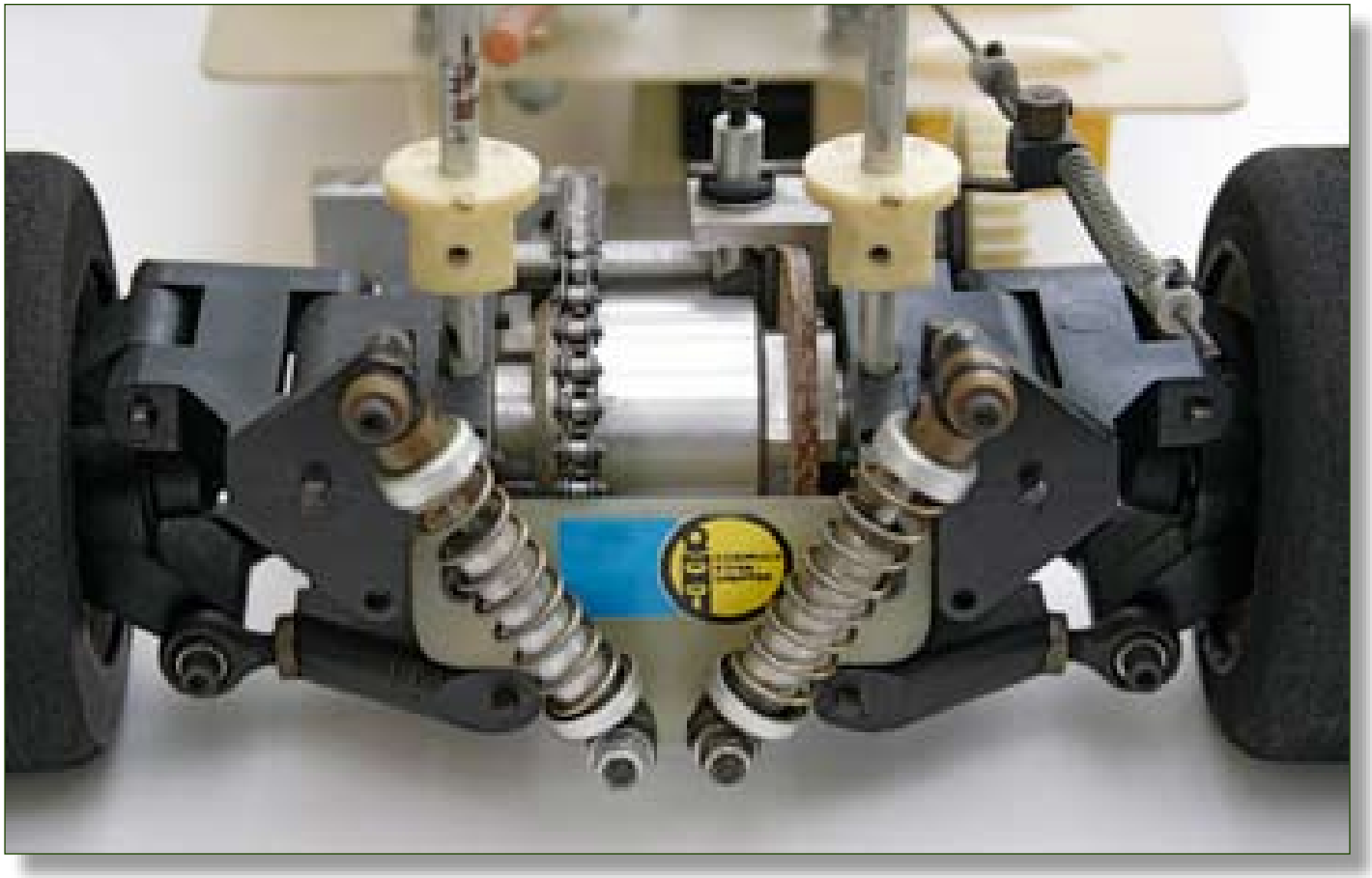


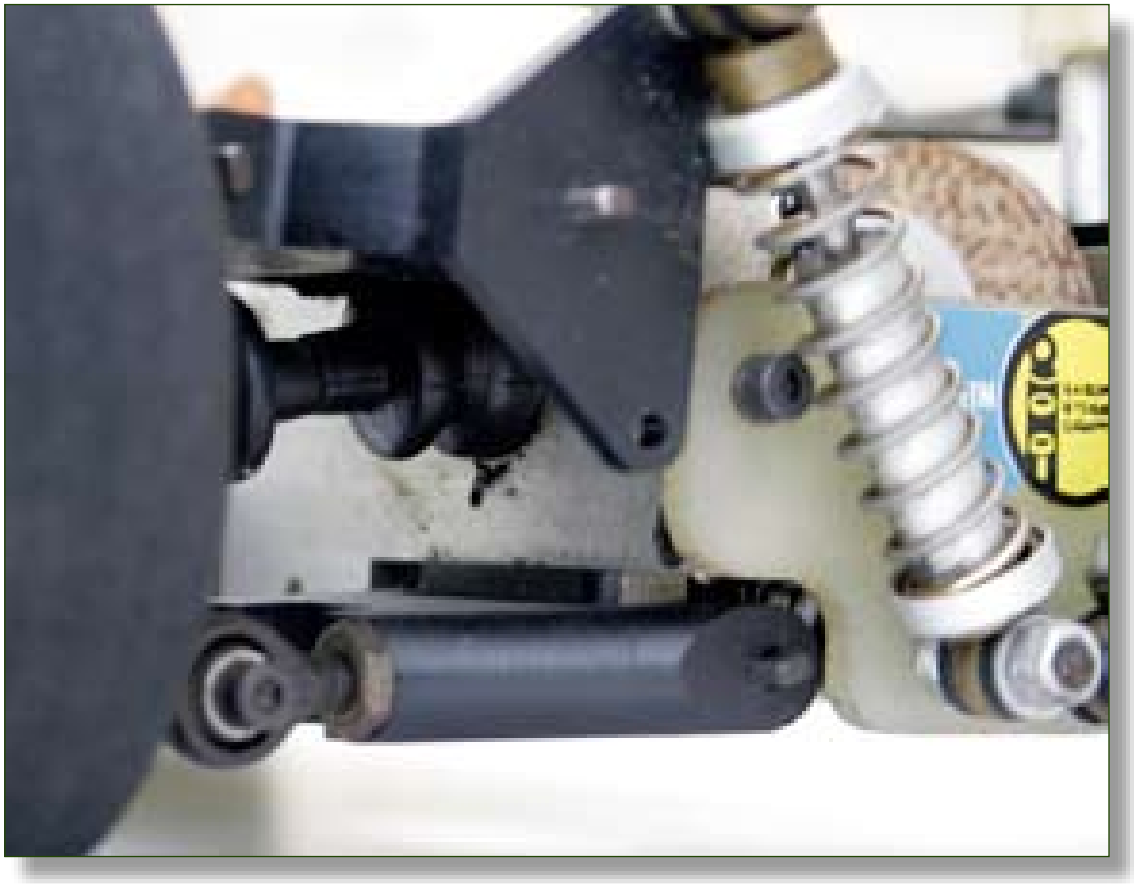

ASSOCIATED

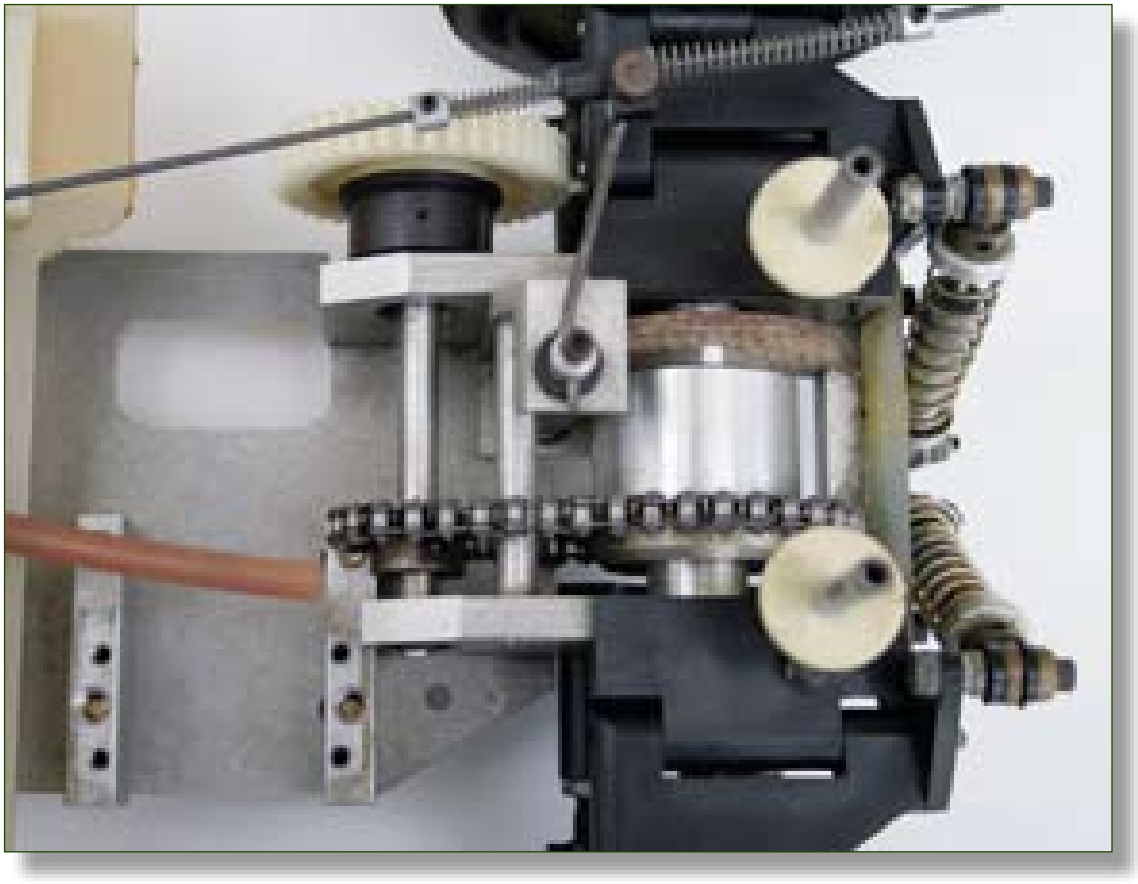


RC500

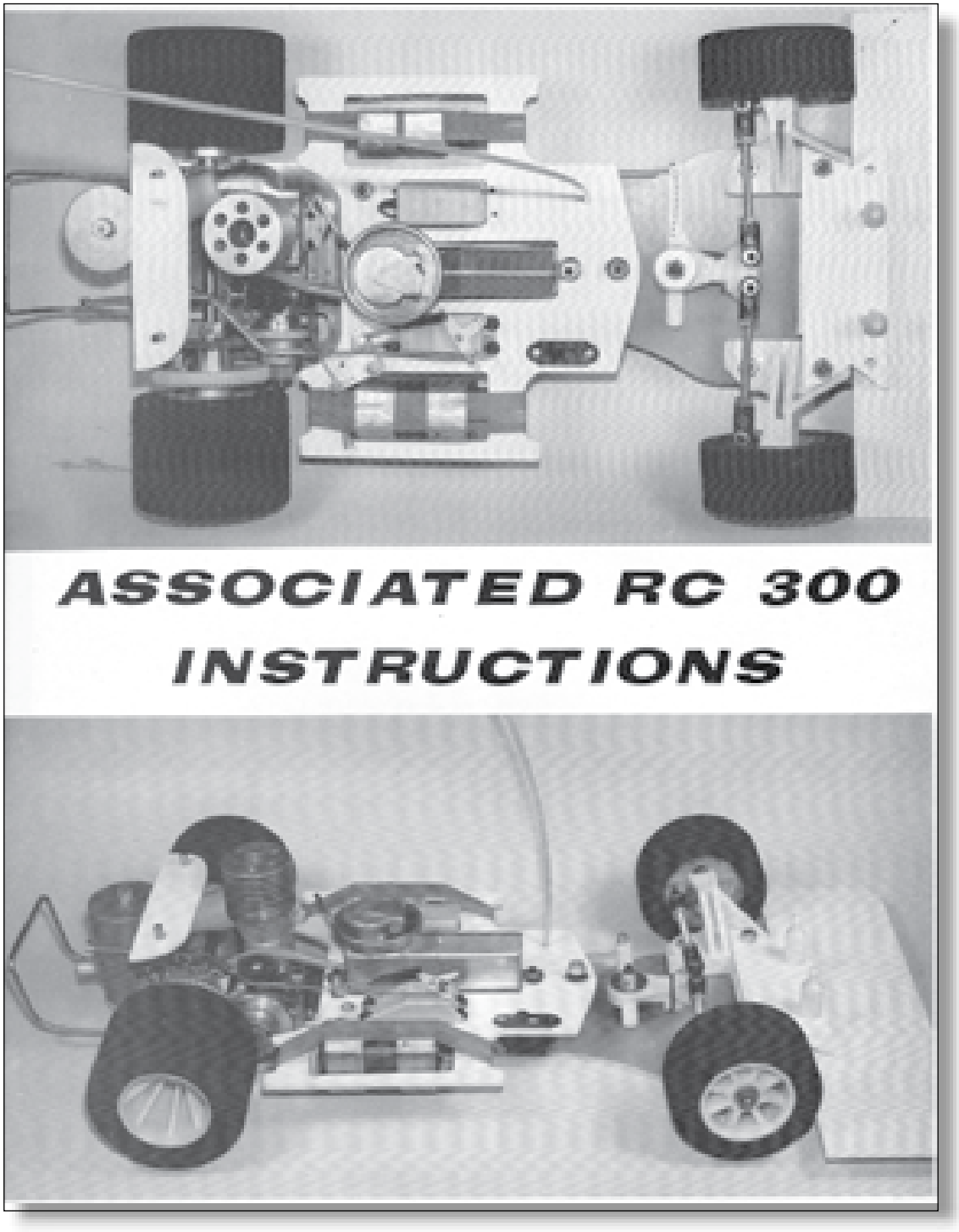
Rear End







Instruction Sheets



The manuals for the RC300 and RC500 were each made in two parts. One part contained typewritten instructions with line drawings and a few photos on plain paper. These instructions were stapled together. The second part contained numbered photos on semi-glossy paper. The typewritten notes refered to the photos by number.

ASSOCIATED RC300 INSTRUCTIONS

Your ASSOCIATED RC300 1/8 scale gas powered radio controlled race car, is the best car available anywhere, and will give you race winning performance and a very precise handling car which is fun to drive. Part of your enjoyment with the car will be in assembling the kit. Please take your time, follow the instructions and do the very best job you can in assembling the car. The job you do assembling the car will greatly influence the reliability of the car and how easy it will be to drive. IMPORTANT - the parts and hardware are all packaged for easy, orderly assembly. DO NOT mix parts from one bag with another. Keep parts in their proper bags until you need them.

We'll start by assembling the rear end of the car. Refer to photo #3 & 5. Take the R.H. rear axle bearing block #2627, lay it down flat on something solid and lightly tap the two 3/32" pins #2616 into the block. Be careful and make sure they go in straight. If you're running a rear mounted muffler, take the L.H. bearing block #2628 and file the forward corner as shown in photo #3.

Install the 2 rear axle ball bearings into the 2 rear axle bearing blocks. These go in from the outside of the block. You should be able to push these in with your fingers. You can coat the outer diameter of the bearings with Loctite #271 or contact cement, before pushing in the bearings, which will keep the outer diameter of the bearings from turning in the bearing blocks and eventually becoming loose in the hole.

Install the 2 bearing blocks with the 4 10/32 hex head bolts to the rear chassis pod plate. Refer to photo #3. Slip the rear axle into the R.H. bearing, and over to, but NOT into the L.H. bearing. GENTLY move the L.H. end of the axle forward and then towards the rear of the car noting the position of the end of the axle in relation to the center hole in the L.H. bearing. If the end of the axle moves as far foward as to the rear of the bearing hole, then the R.H. bearing block is centered. But if, for instance, the end of the axle moves farther towards the front than the rear, then the 2 bolts holding the R.H. bearing

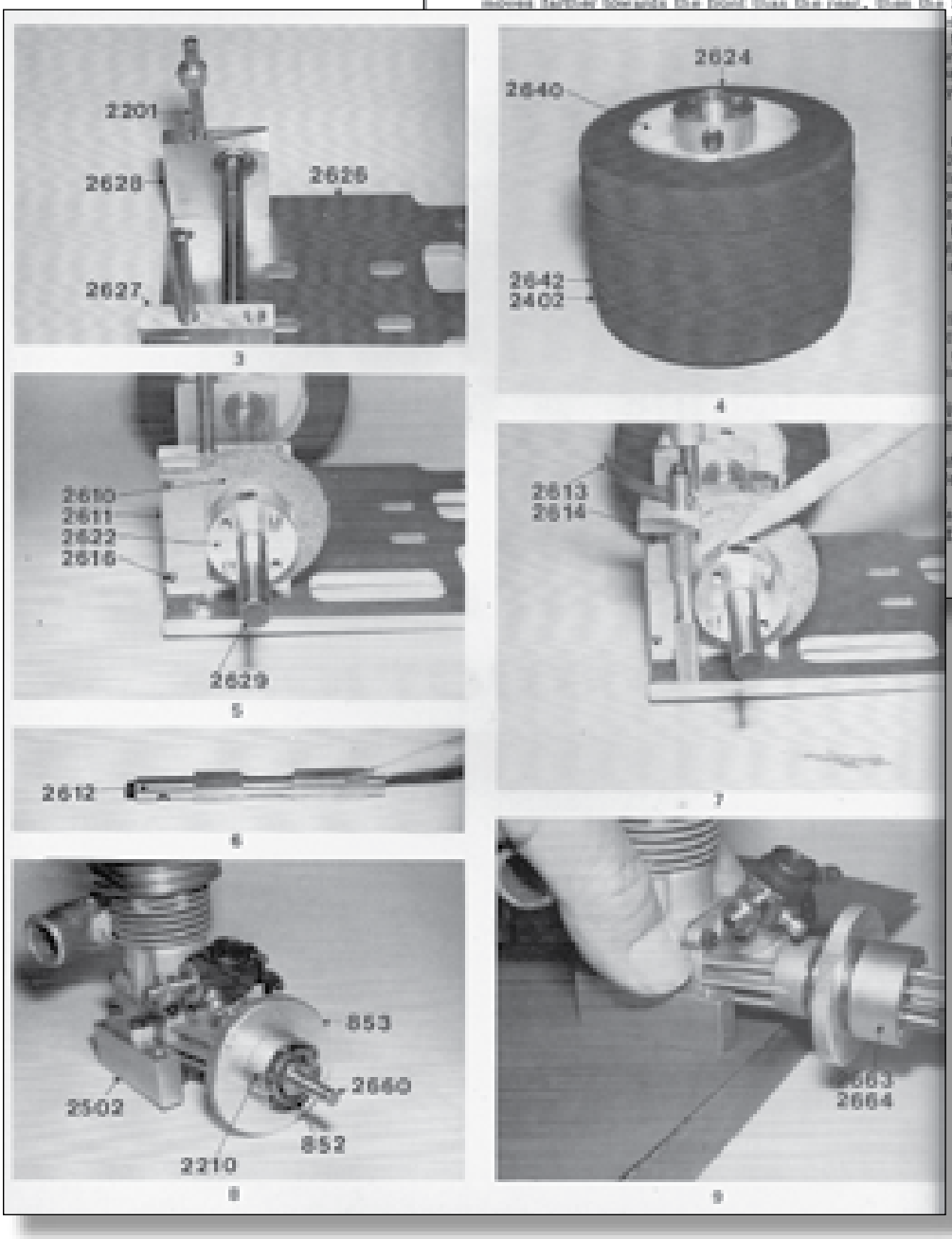
...old in place with your hand and the 2 ...the R.H. block is centered, repeat ...e centered correctly, the axle will ...ar pod sideways, the axle should fall ...you a very free running axle with no

...the engine. The RC300 kit is normally ...5 (.21 cu. in.) engine. Refer to ...mmend sanding the bottom of the ...ew installation of the engine in a ...and reliability. Use 240 or 360 grit ...the engine mounts and in a circular ...n. The sandpaper must be laid flat ...a table top, etc. Clean off all sand-

...instructions will be on a separate ...ch bell is installed with 2 flanged ...slip easily over the clutch shoes. ...ed a little more with a pliers.

...gear hub #2622 and tap in the 2 1/8" ...of the hub as shown.

...tall them on the 2 rear wheels. Do ...er to photo #4. Slip the L.H. wheel ... Slip the wheel on far enough so the ...ge 1/8 - 20 set screw and then the ...EN the 4 screws. They only have to



RC300, RC300BD CLUTCH INSTRUCTIONS

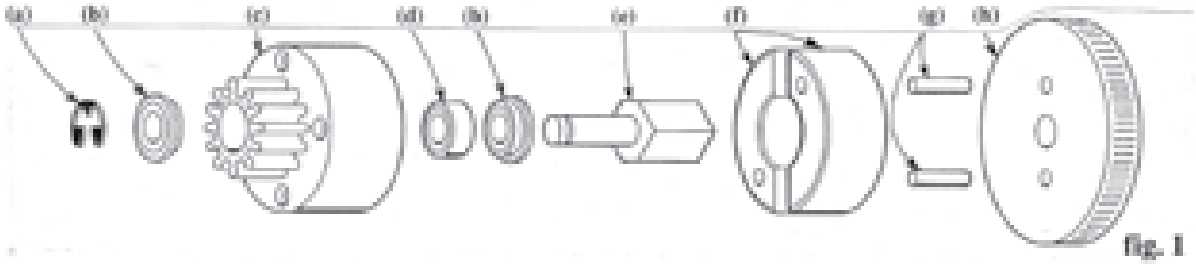
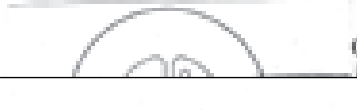


fig. 1

STEP 1 Tap the two dowel pins (g) into the two small holes of your flywheel (h) or press them in with a bench vise. The pins will go in very tight, so as soon as it seems the pins will not go in any farther, stop driving them in.

small "v" indentations inside your clutch shoes where they touch the edges of the hex portion of the clutch nut (fig. 2).



STEP 2 Now cut off the pins with your Dremel so the
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STEP 3
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STEP 4
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STEP 5
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RC500 CLUTCH INSTRUCTIONS

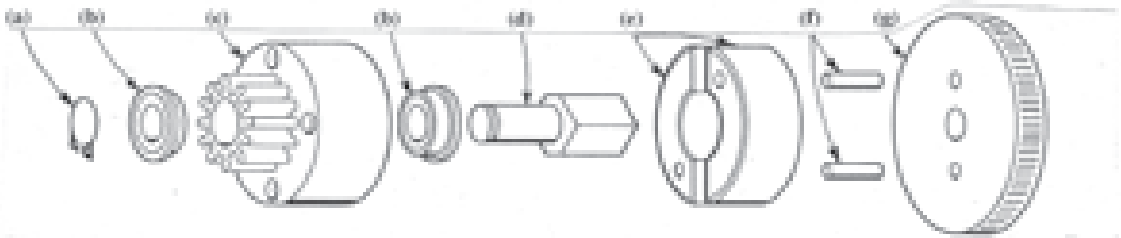


fig. 1

STEP 1 Tap the two dowel pins (f) into the two small holes of your flywheel (g) or press them in with a bench vise. The pins will go in very tight, so as soon as it seems the pins will not go in any farther, stop driving them in.

Trim them properly by just cutting small "v" indentations inside your clutch shoes where they touch the edges of the hex portion of the clutch nut (fig. 2).

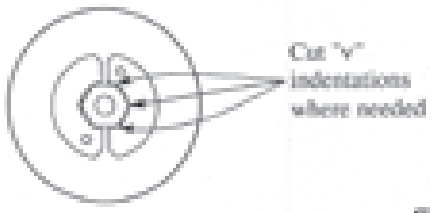


fig. 2

STEP 2 Now cut off the pins with your Dremel so they stick out .430." This is the same dimension as the hex portion of the clutch nut (d).

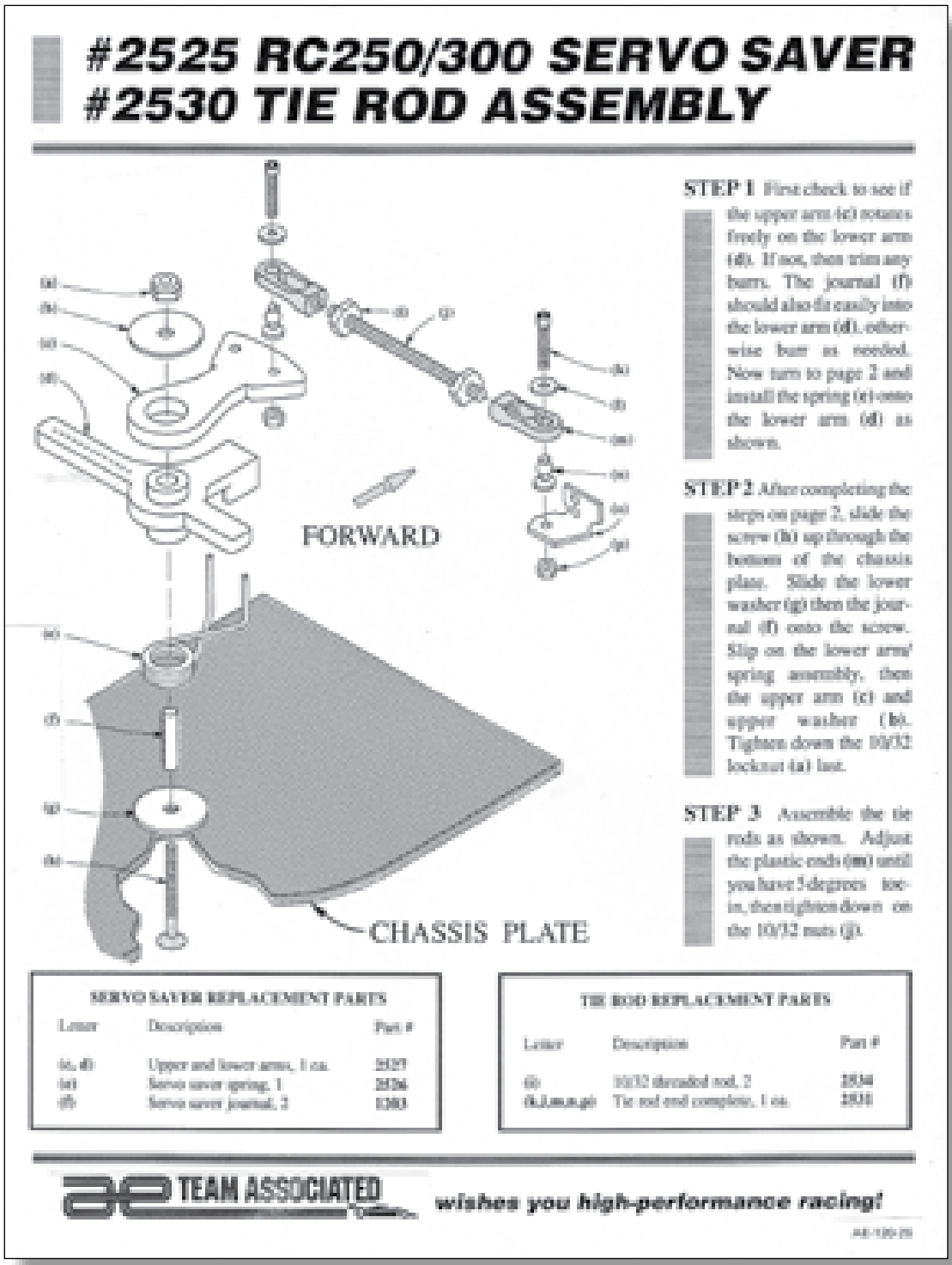
STEP 3 Install the flywheel (g) on your engine according to the instructions in your flywheel package. Tighten the clutch nut (d) securely.

STEP 4 Slip the two clutch shoes (e) onto the pins in the direction shown (fig. 1, fig. 2).

STEP 6 When the bell spins freely, you can then slip the clutch clip (a) into the groove of the clutch nut (d) to hold the bell in place.

REPLACEMENT PARTS		
Letter	Description	Part #

These early drawings were created by hand with Steve Husting's drafting skills. After Steve took drafting classes at Golden West College (in Huntington Beach, California), Gene found his skills useful and hired him to start upgrading the instuction sheets. The text and gray bars were designed on the computer. We didn't have a color printer in those days. Also, it was easy to see the gray dots on the output. Steve added dotted, sticky acetate to the drawings to get the gray tone, and cut along the edges to place the shading where he wanted it.



#5290 REAR SHOCK MOUNT KIT

TOP VIEW

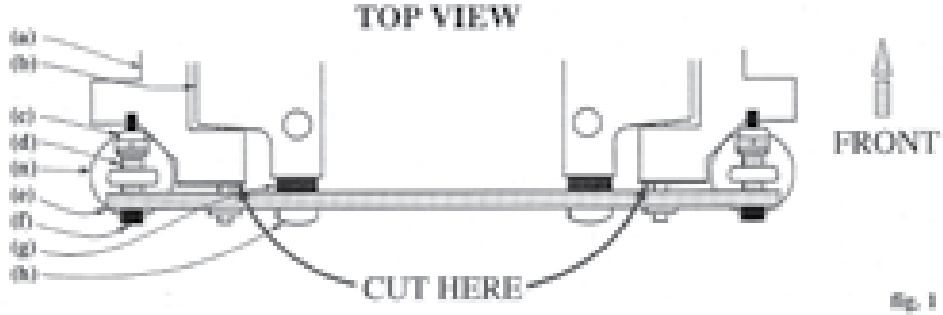


Fig. 1

STEP 1 Remove the rear shocks from your car.

STEP 2 If you have not already done so, cut off the left and right "A" arms (a) with a saw or Dremel where shown at the bold line in fig. 1.

STEP 3 Now we can install the shock mount plate (e) as follows. Two long black fiberglass spacers (g) are included in the kit. They are used to space the shock mount plate (e) 1/8" farther to the rear of the car. Using the four aluminum screws (h), mount the shock mount plate (e) to each rear bulkhead (b) with the spacers in between.

BOTTOM VIEW

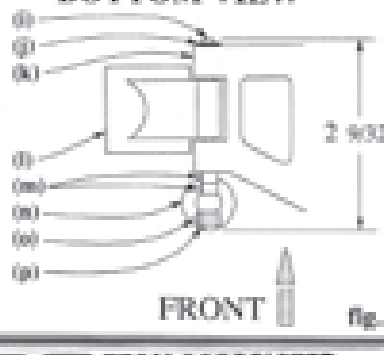


Fig. 2

TEAM ASSOCIATED

STEP 4 We suggest at this point that you change the oil to 30 wt. (#5414) and the springs to 1" x .045 springs (#5468) for this configuration. With your tie rod steel ball joints (d) on your shocks (m), mount the shocks onto the forward side of the

#5292 REAR WHEEL QUICK CHANGE KIT (continued)

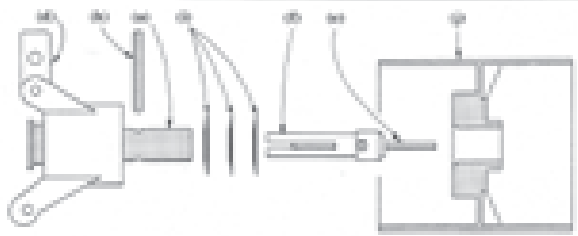


Fig. 4

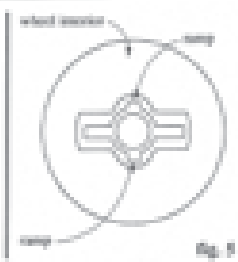


Fig. 5

STEP 5 When you have the locking pins moving freely, slip the insert (f) back into the axle (a), again aligning the 1/8" holes in the axle, insert and spring. Now slip as many of the spring washers (i) on the axle as you can (fig. 4) and still be able to install the dowel pin (h). It will probably accept one or two washers. Make sure the spring washers (i) go on in the direction shown, with the small side of the washer touching the bearing (d). Then, very carefully tap the dowel pin through the 1/8" hole of the axle, insert and spring.

STEP 6 Push the wheel (j) onto the axle. Make sure the locking pin pops back up (noted at point B, fig. 6) when the wheel is pushed on. If it doesn't pop up, pull the wheel back off and trim a small amount of the hub where it contacts the pin and try it again. Fig. 5 shows the built-in ramps in the wheel hub, one of which which helps force down the locking pin whenever you slide on a wheel. Just align a ramp with the locking pin and push the wheel on.

STEP 7 Before the wheel is on and locked in place, bend the end of the wire (n) with a pliers, as shown in fig. 6, so it will be easier on your thumb when you push down on the spring. Pushing the spring down also lowers the locking pin, allowing the wheel to be pulled off easily. The slanting portion of the locking pin enables the wheel to be slid on quickly and easily too when aligned with a ramp within the hub.

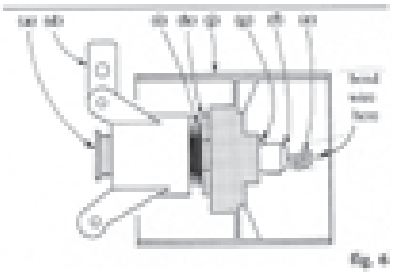


Fig. 6

REPLACEMENT PARTS

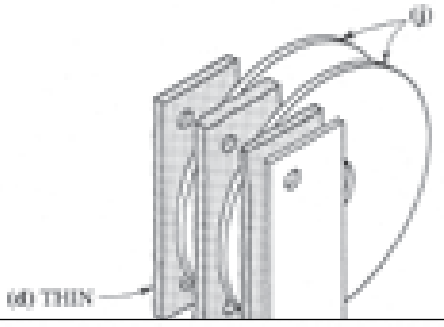
Letter	Description	Part #
(a)	Shaft axle, rear	5294
(c),(g)	Spring, insert, locking pin,	
	Rear wheel axle	5295

TEAM ASSOCIATED wishes you high-performance racing!

Notice the early style AE logo at the bottom left corner of these sheets. They were designed by Roger Curtis. As much as possible, Steve tried to keep the design elements among instuction sheets consistent.

#2710 #2711 DUAL DISK BRAKE KIT

STEP 1 First remove the existing brakes from your car and clean the area if necessary. Then, as shown at point "A" in fig. 1, glue one of the thin brake linings (**b**) to the steel shoe (**a**) using contact cement, such as 3M #8001. Do not make the glue joint too thick.



STEP 4 Now slide the two steel brake rotors (**j**) between the brake shoes from the forward side (figs. 1 and 3). When the rotors are between the linings, they should be free to turn, NOT TIGHT. If the rotors are tight in the lining, your glue joint may be too thick. Simply remove the linings and sand the two thin linings (**b, d**) to make them a little thinner. DO NOT sand the thick lining. Then recheck the rotors to see if they're free.

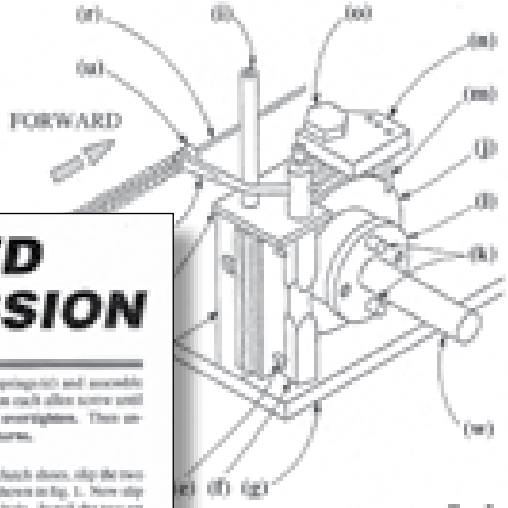


fig. 3

...the brake cam (**f**) and file or grind the ...INSIDE corner round, as shown in ...length from top to bottom for clear... the cam (**f**) and steel brake shoe (**a**). ...the flat, non-rounded side of the cam ...le the entire LEFT SIDE CORNER ... This is necessary because otherwise ...moves the cam arm (**q**) to its release ...ill again apply the brakes.

(continued on next page)

#5500 2 SPEED TRANSMISSION

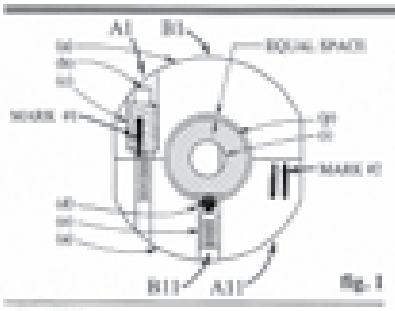


fig. 1

This 2 speed automatic transmission will give your car more acceleration off the corners and starting line, and then will give your car a higher top speed on the straightaway. The car starts off with a 6.31 low gear and then automatically shifts to a 3.31 high gear. This additional power works very good on high traction tracks. On low traction tracks it might be necessary to use a curb restrictor, which will still give you all the power you need. The curb restrictor and 2 speed combination will give you exceptional horsepower and fuel mileage.

The performance you get from your 2 speed will be determined by how well you assemble the unit and how precise you make the adjustments. These steps are not difficult to do, but they must be done carefully for its best performance.

STEP 1 Take the two clutch shoe hubs (**n**) and lightly re-bore the three outside holes in each shoe with an Exacto knife. Now hold the two clutch shoes together, as in fig. 1, and take the two long allen screws (**h**) and springs (**n**) and assemble the clutch shoes. Tighten down on each allen screw until the springs bottom out—**do not overtighten.** Then unscrew each screw exactly 3 1/2 turns.

STEP 2 From the center hole of the clutch shoes, slip the two steel balls (**d**) into these holes, as shown in fig. 1. Now slip the center hub (**p**) over the center hole. Install the two set screws (**n**) as they close down on the balls. **Do not overtighten.** The adjustment of these balls is very important and determines whether you will have a good, strong shift or a missed shift. Screw the set screws in until they barely start to push the balls against the two grooves in the center hub.

The balls must be adjusted so the center hub is exactly centered with an equal space around the center hub and between the clutch shoes, as shown in fig. 1.

The set screws should be adjusted so the center hub can be rotated in the clutch shoes the smallest amount—about two degrees. If the set screws are too loose, the center hub will rotate too far and the clutch will not have a positive shift. If the set screws are too tight, they will expand the clutch shoes, and then the clutch shoes will not close for the clutch shift.

The clutch spring adjustments determines at what RPM the transmission shifts, and the **clutch bell** adjustment determines how positive the shift will be.

STEP 3 Now slip the dust cover (**q**) over the center hub (**p**) as shown in fig. 1. Align the hole in the dust cover to match the hole in the hub and start the allen set screw in the hole. It is important to put a number 1 mark **on the dust cover** where shown in fig. 1. The number 1 should be marked exactly where the spring is, as shown. Now put a #1 mark on the cover where the second spring is.

STEP 4 First take an Exacto knife and clean all the burrs off the #2 touch gear (**m**) where it has been machined. Slide

fig. 2

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