TEAM ASSOCIATED RC8B3.2

BUILD SERIES – TIPS AND TRICKS

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Preface

This guide is meant to be used as a supplement to the manual included with the RC8B3.2 kit, not as a replacement. While not every step of the manual is covered in this guide, there are many useful things covered here that may help to enhance your build experience or maintenance of the car down the road.

Table of Contents

General Tips

Hardware

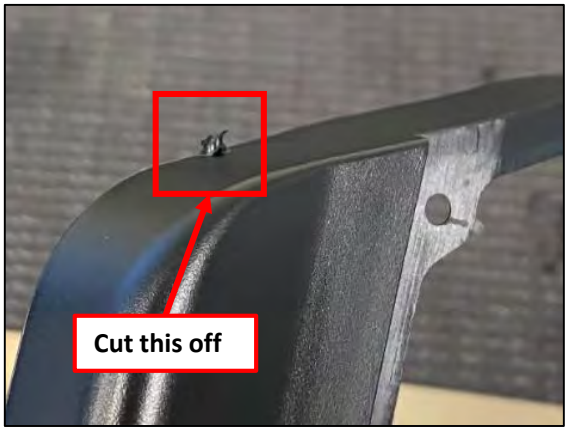
Clean the hardware from each bag with motor spray to remove residual oils.

Check the Bags

Sometimes, parts can get stuck inside of other parts. If you think you may be missing something from a bag, make sure to double check to make sure it's not stuck somewhere. The example below is an outdrive shim stuck inside an outdrive.

Snip the Mold Trees

Molded parts are still attached to the trees with other parts. When the parts are broken off of the tree, there can be leftover material from the mold gate that needs to be trimmed. Carefully cut or file off the remaining material from the mold tree.



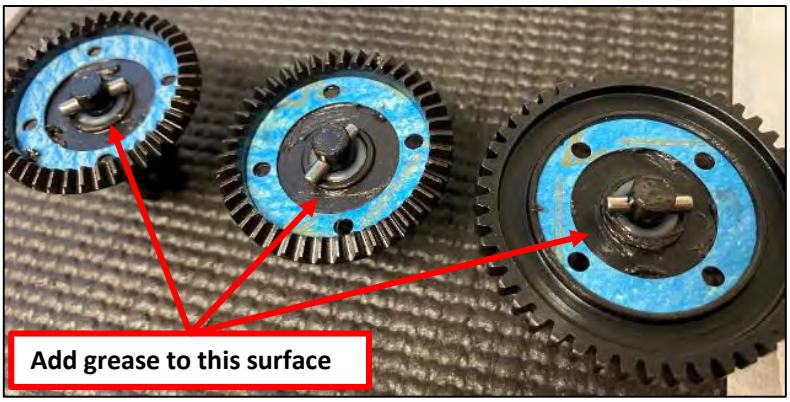
Differentials

Grease the outdrives, ring gears, and diff cases

This will prevent a squeaky drivetrain and help the parts last longer

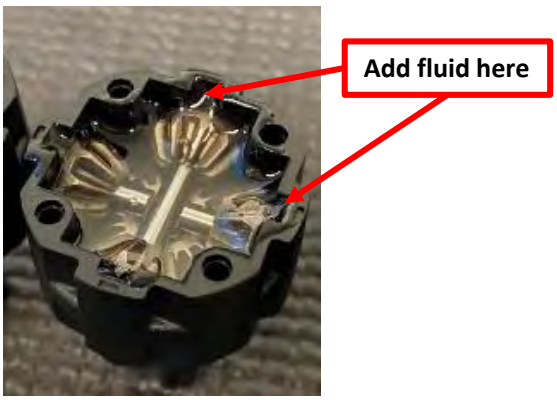
Grease the Gasket

Adding grease will help the gasket stay in place during installation



Fill the Cracks

When filling a diff cases with oil for the first time, make sure to add diff fluid behind the planet gears and in the pocket behind the gear



Shocks

Clean the Pistons

Remove any excess mold tree material from the piston. Burrs will interfere with the shock body and cause binding. Carefully cut or file off the remaining material.

O-Ring Installation Shortcut

Add all of the O-rings and bushings to a hex driver in the order they are loaded into the shock. Apply #1105 FT Green Slime Shock Lube to all parts. Press the assembly into a shock body – two O-rings and two bushings should stay in the shock and the others on the driver shaft. Repeat on all four shock bodies.

1. Orient bushing and O-rings onto shaft

2. Apply #1105 FT Green Slime

3. Insert assembly into shock body

4. Remove and finish the rest of the shocks

Shocks

Shock Cap Inserts

Pay attention to the orientation of the shock cap inserts when installing. Install them in opposing directions so the bleed screw can be oriented in on the same side of the car

Lube the O-ring

Add a drop of shock oil will make installation of the shock collar SO much easier!

Turnbuckles

Grease the Plastic

Add some grease (#6588) or green slime (#1105) to the inside of the turnbuckles to make threading easier. Pay attention to the orientation of the turnbuckle balls!

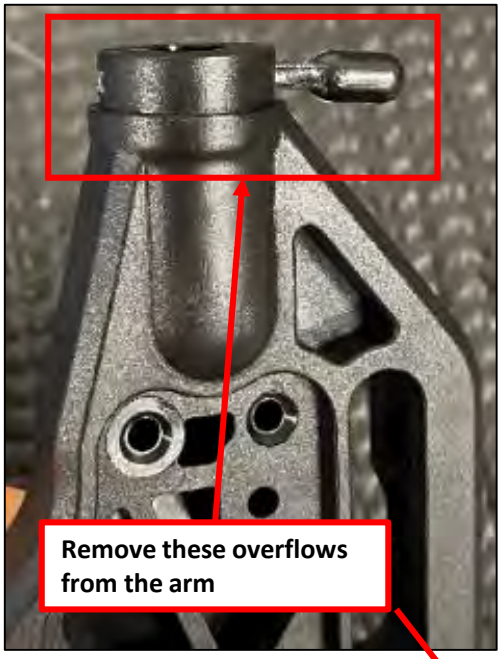
Side Guards

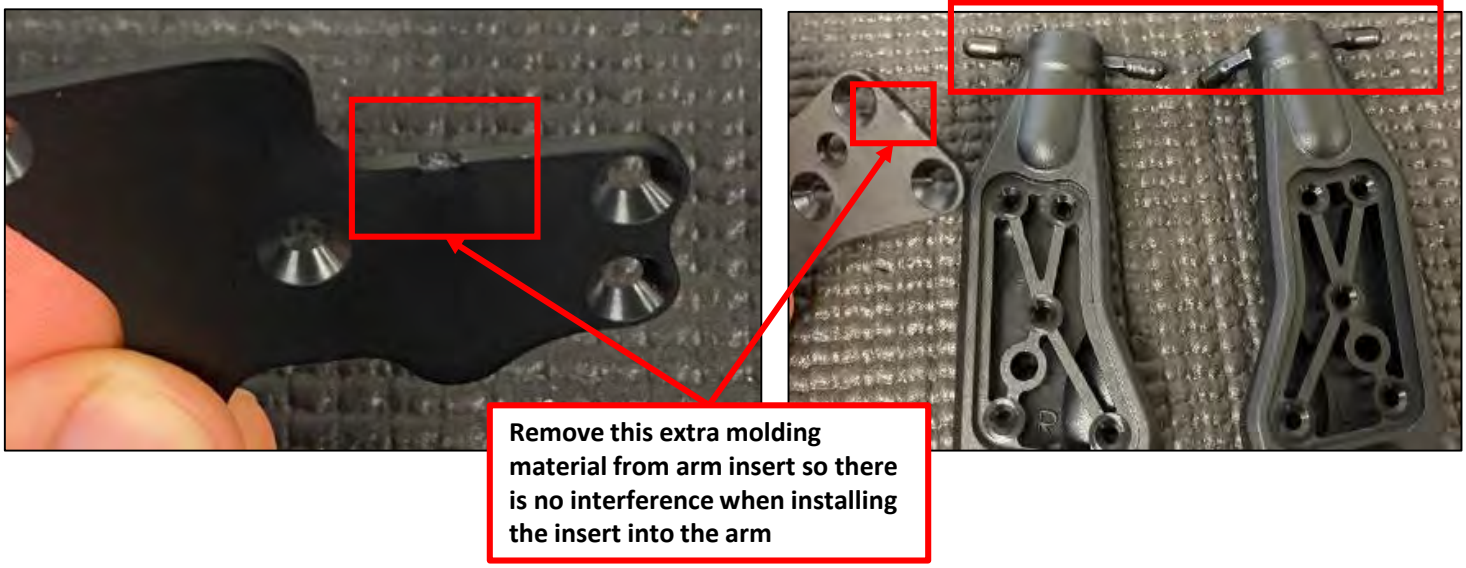
Carefully cut or file off the remaining material from the mold tree.

Front Gearbox

Odds and Ends

Miscellaneous tips during the front gearbox build

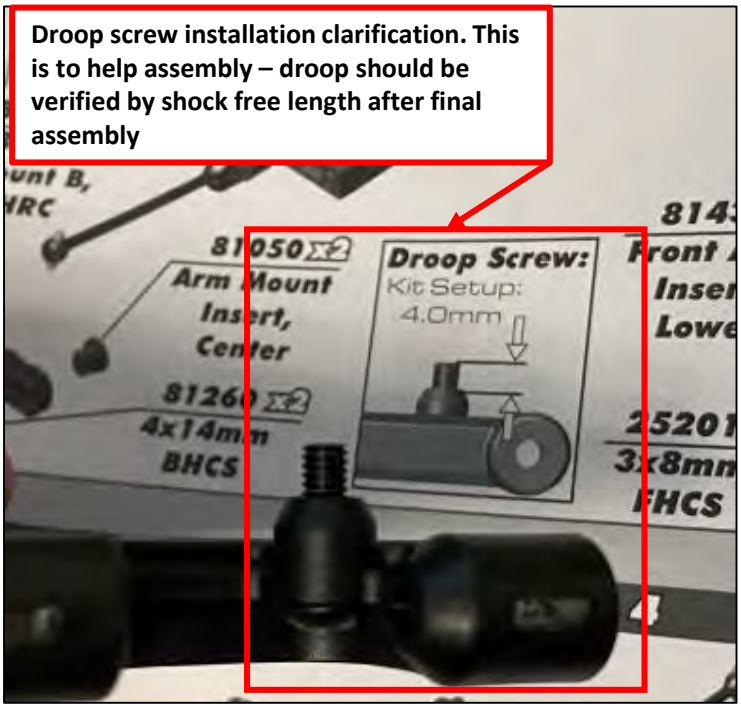




Front Gearbox

Odds and Ends

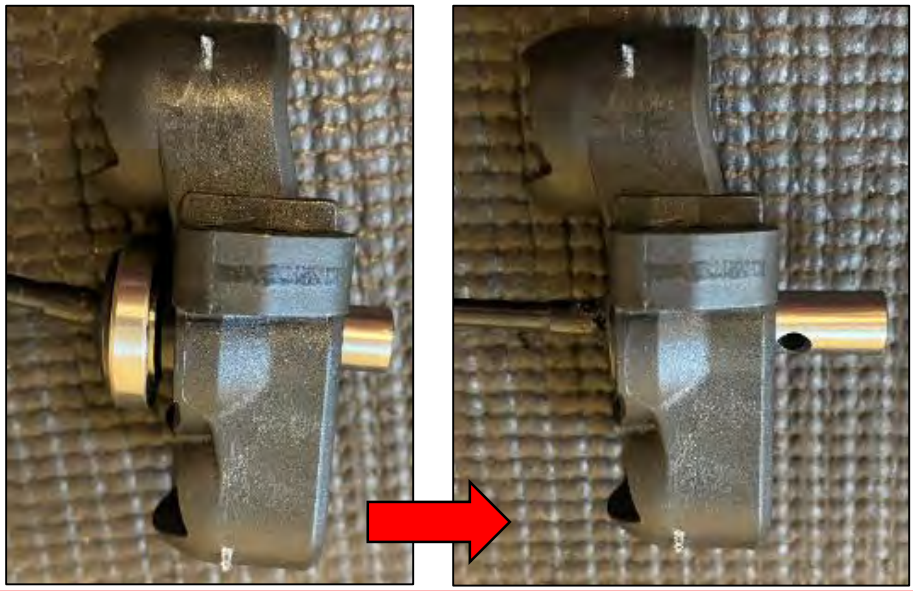
Miscellaneous tips during the front gearbox build



Droop screw installation clarification. This is to help assembly – droop should be verified by shock free length after final assembly

These parts will be leftover for later parts in the build

Grease the inside and outside of the CVA bone before installing the coupler

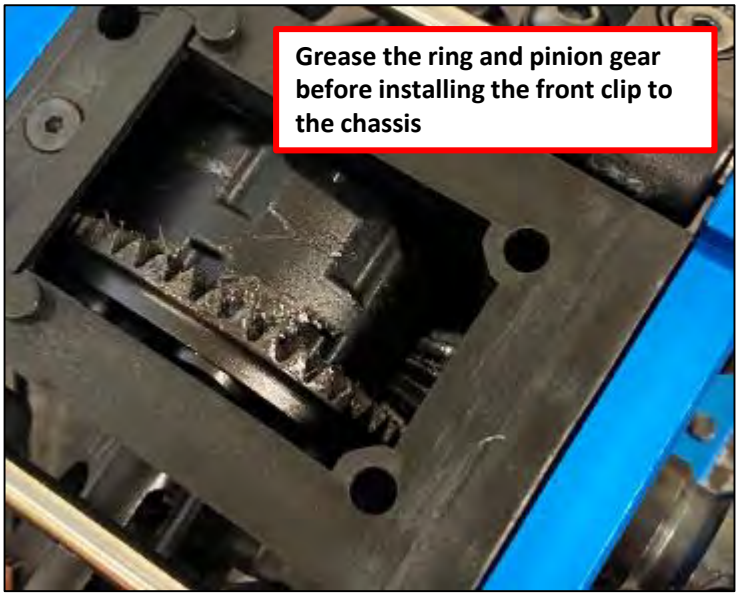


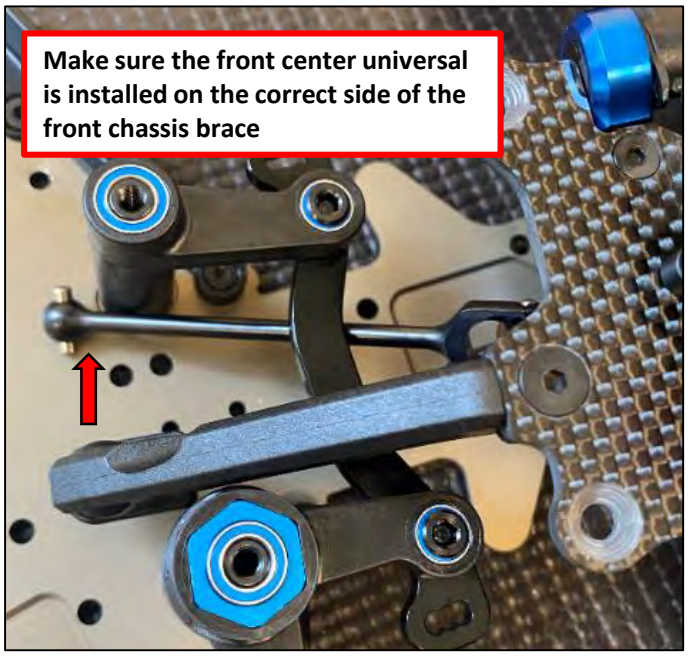
Install the outer 8x16x5 bearing into the steering block first, then install the 15x21x4 bearing onto the axle. Install the axle through the front bearing – this will make aligning the 15x21 bearing into the steering block much easier.

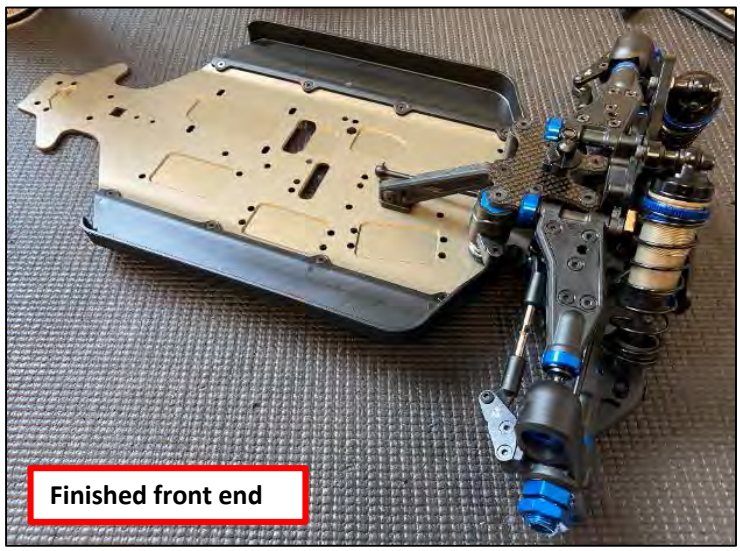
Front Gearbox

Odds and Ends

Miscellaneous tips during the front gearbox build







Rear Gearbox

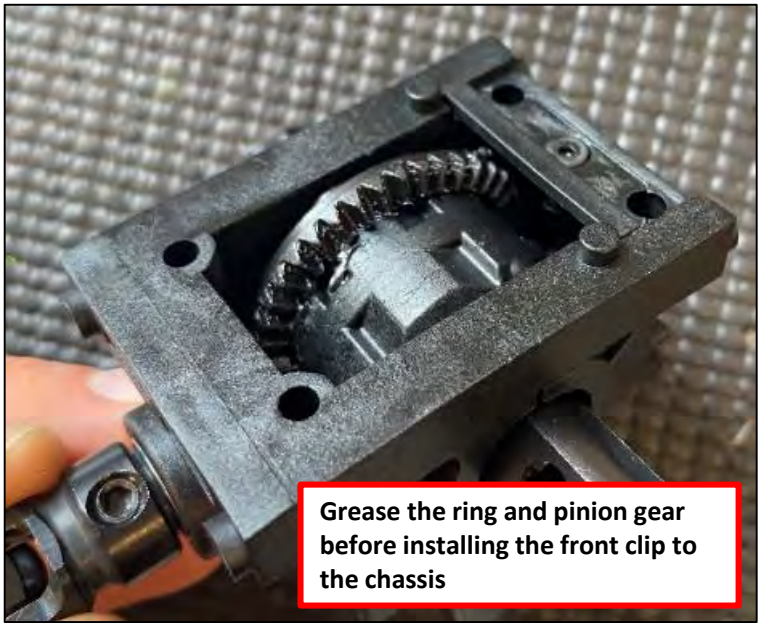
Odds and Ends

Miscellaneous tips during the rear gearbox build

Careful not to overtighten the arm inserts!

Remove this extra molding material from arm insert so there is no interference when installing the insert into the arm

Install the outer 8x16x5 bearing into the steering block first, then install the 15x21x4 bearing onto the axle. Install the axle through the front bearing – this will make aligning the 15x21 bearing into the steering block much easier.



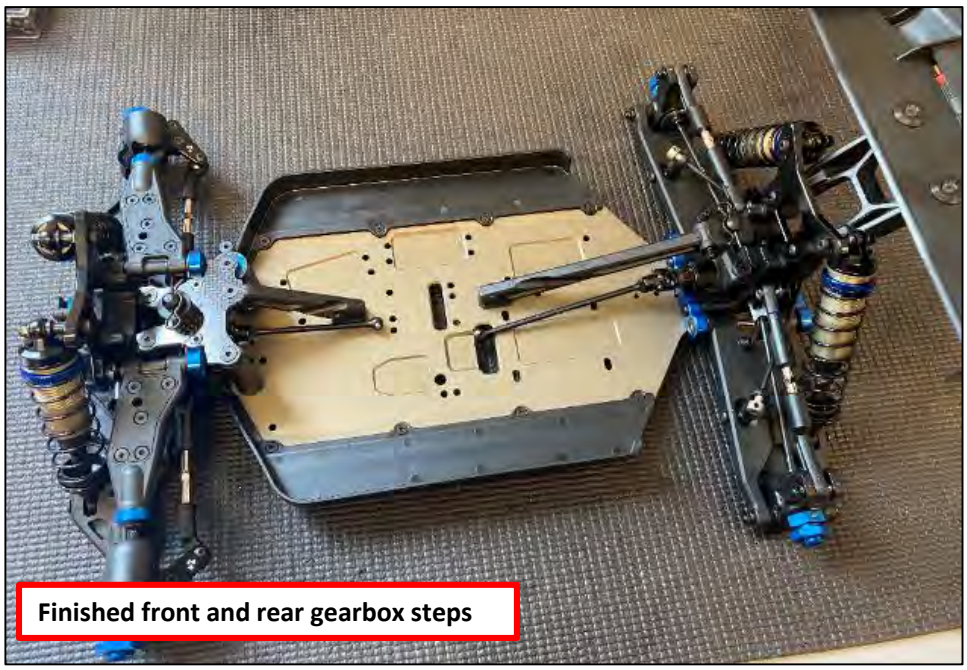
Grease the ring and pinion gear before installing the front clip to the chassis

Rear Gearbox

Odds and Ends

Miscellaneous tips during the rear gearbox build

The screw screws in the arm that hold the anti-roll bar link and shock pins should be flush with the arm after installation



Finished front and rear gearbox steps

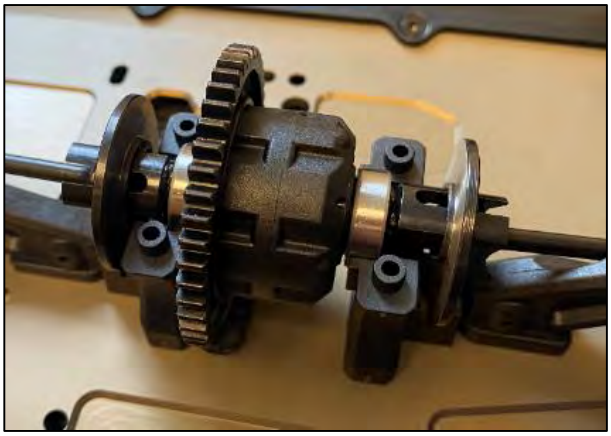
Center Bulkhead

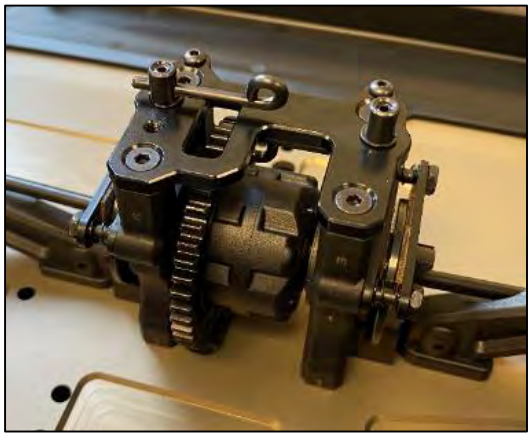
Measure the Brake Gap

Clarification of the brake pad gap. Do this on both halves of the front bulkhead.

Finished Bulkhead

Close up of new splitting center bulkhead



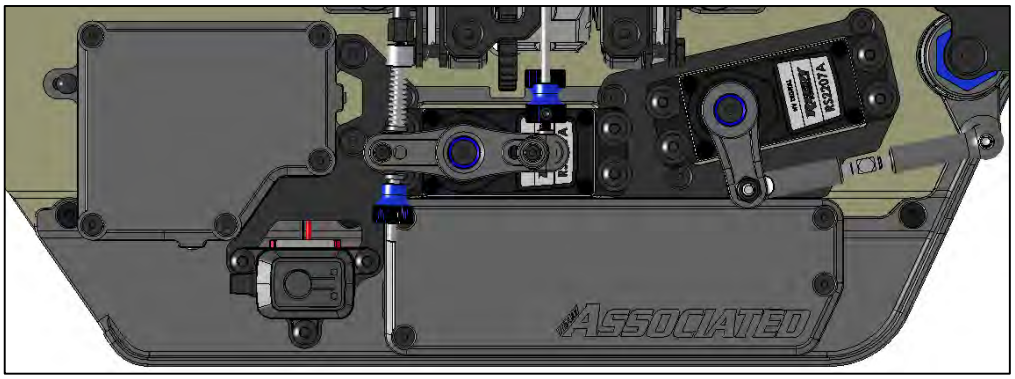


Center Bulkhead

Getting Closer

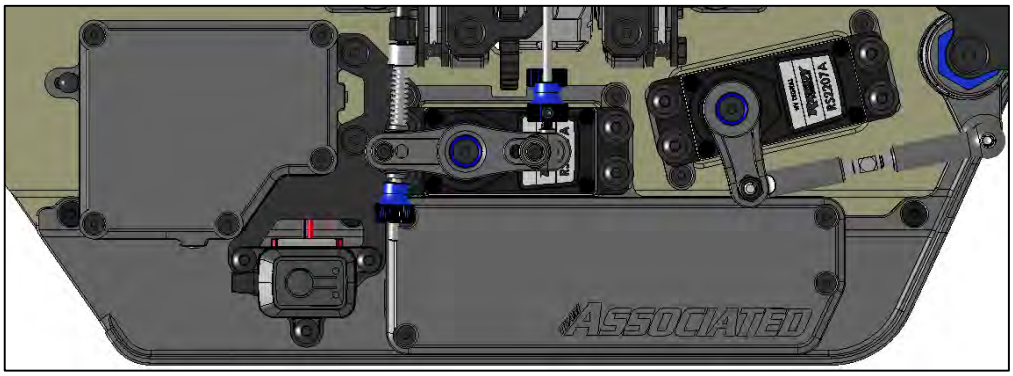
Finished up to bag 10

Radio Tray (Configurations)



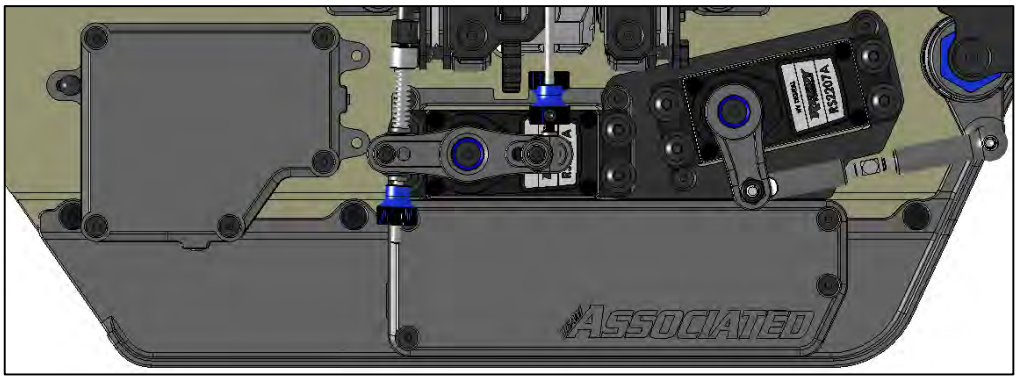
Configuration 1 (Kit Setup)

- Both graphite parts installed.
- Stiffest radio tray option
- Most consistent brake feeling (without a home made top plate brace)



Configuration 2

- Only transponder mount installed
- Increased chassis flex at noted position
- More direct feeling with the front end



Configuration 3

- Only radio tray brace installed
- Increased chassis flex at noted position
- More balanced rear flex as this configuration is in line with the engine mount on the left side

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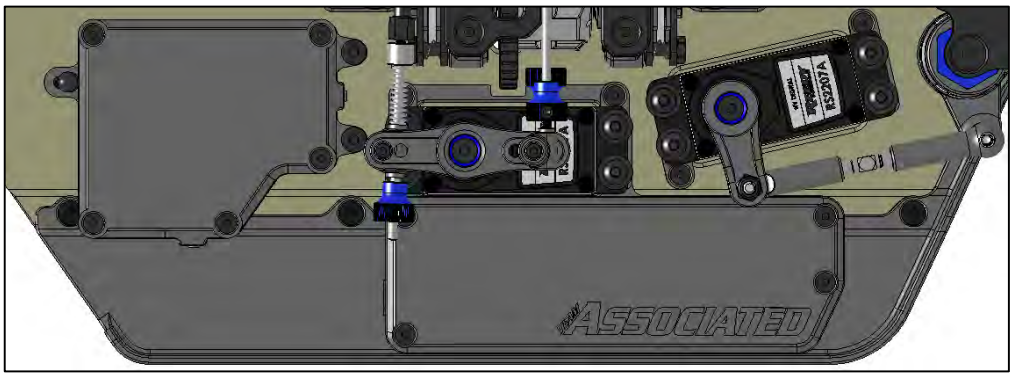


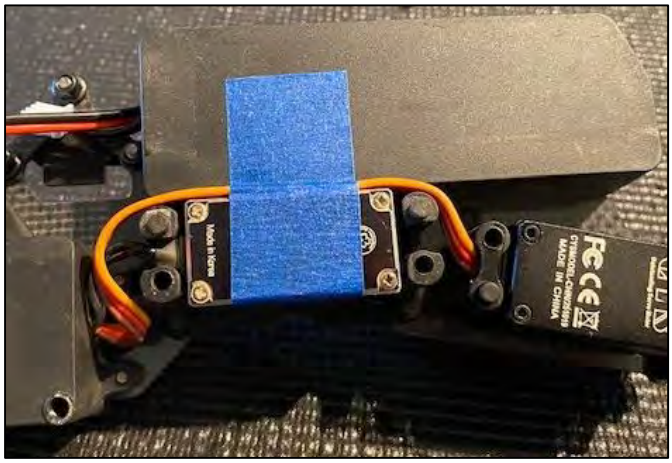
Configuration 4

- No graphite braces installed
- Increased chassis flex at noted positions
- Try on low traction surfaces
- Recommended to run a top plate brace when using this configuration

Radio Tray

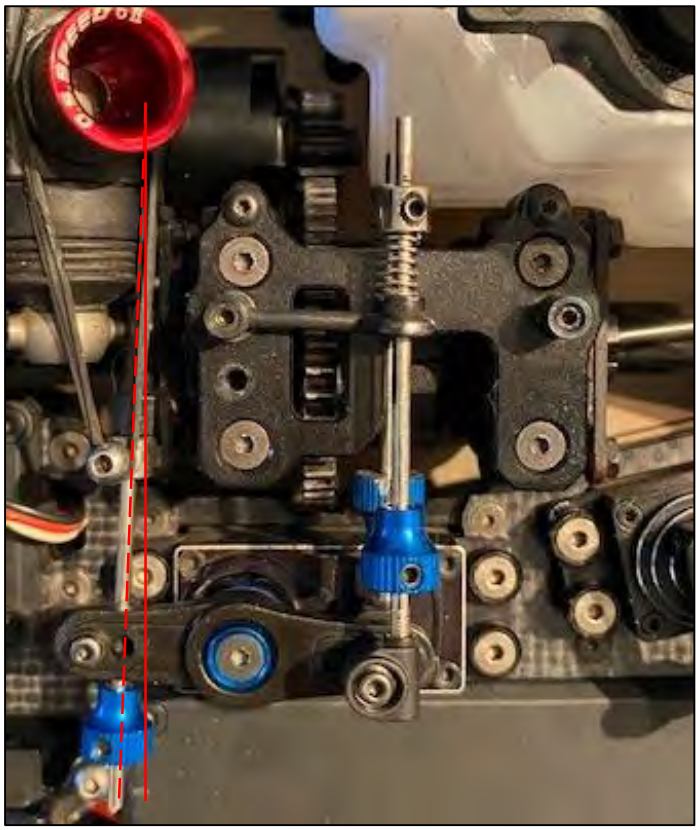
Steering Servo Wire Routing

Route the steering servo wire on the outside of the throttle servo as shown. A piece of tape will help to hold it in place. Do not route the wire directly under the throttle servo as this may cause the wire to be pinched.



Linkage Setup

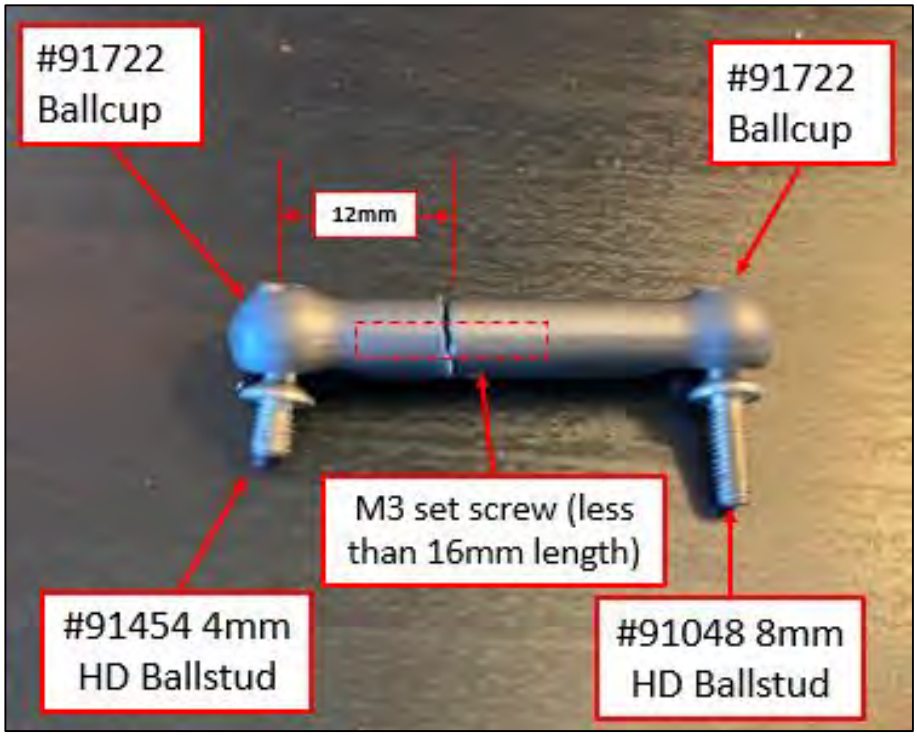
The throttle linkage should be as straight as possible. The setup will depend on what engine you are using. Shown here is an O.S. Speed B2101. The stock position in the manual works for most engine but use the two holes in the servo horn to your advantage to align the linkage.



Radio Tray

Radio Tray Brace Option

Although not included in the kit, a radio tray brace is super simple to build and the center top plate is pre-drilled and threaded to accommodate one.



Radio Tray

Switch or No Switch?

If you want to run an electronic switch, it's easily mountable underneath the transponder location. If not, you can glue an extension to the top of the receiver box lid to make it easy to plug in your battery.