

RC8B FACTORY Team

1:8 Scale Nitro 4WD Offroad Buggy Kit
80902



1:8 Scale Nitro 4WD Offroad Buggy Kit Manual

TEAM ASSOCIATED



:: Introduction:

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new RC8B Factory Team, 1/8 scale racing buggy. Please take a moment to read through it and familiarize yourself with these steps as they will help you to understand each component's function and show you some tips for getting the most out of your RC8B Factory Team build experience.

:: RC8B FT Features:

- 16mm Big Bore Threaded Shocks
 - Hard anodized, threaded, bladder cap shocks
 - Heavy duty 4 mm TiN coated stainless steel shafts
- 5 mm 7075 Blue Aluminum Shock Towers
 - RC8B towers allow the driver to stand the shock angle up for a more aggressive suspension.
 - New Front tower camber link bushings allow for easy setup adjustments and vehicle maintenance
 - New camber link positions for more tuning options
- 7075 blue CNC aluminum suspension mounts front and rear
 - Molded bushings allow for easy adjustment of rear toe-in, rear anti-squat, and front kick-up.
- Updated steering geometry for reduced bump-steer
- Updated wing mount with additional clearance for 16mm shocks
- New forward placement battery box capable of holding 2100mAh LiPo battery
- Molded composite Front and Rear chassis braces
- Heavy duty shock bushings for improved durability
- Includes full set of white Factory Team 83mm "big" wheels
- Light weight engine mounts
- Blue Aluminum 1-Piece top plate
- Race proven/winning setup
- Light-weight 3mm Hard Anodized chassis
- New pin style shock mounting on arms for improved durability
- Improved Steering knuckles for durability
- Updated suspension rod ends and upper arms for improved durability
- Now uses RC8T style droop screws easily adjustable from top or bottom
- Updated fuel tank features for improved durability

:: Additional:

Your RC8B FT kits comes with the latest components used by our factory race team to win races. However there are some things that are necessary to complete the build.

- .21 class rear exhaust engine
- 2 channel radio/transmitter set with switch – FM/PCM/2.4GHz recommended
- 4.8-7.4v receiver battery pack
 - either flat (#613) or hump (#612) style NiMh battery
 - either 1600mAh (#630) or 2100mAh (#631) LiPo battery (recommended)
- Transmitter batteries
- Muffler, joining pack, or manifold spring (#89173 recommended)
- Model car fuel (30% nitro recommended)
- Fuel bottle (#1748 recommended)
- Glow igniter (#1738 recommended)
- Starter box (#1750 recommended)
- 1/8th scale buggy tires
- Polycarbonate specific spray paint or paint and airbrush
- Needle nose pliers • Hobby knife • Reamer/hole punch

:: RC8 Platform Features

- 4.30:1 ratio gearboxes
 - 43T diff ring and 10T pinion for increased punch and durability over conventional buggy ratio gearboxes
- Brakes
 - Heatsink brake discs included
 - Brake cam stops ensure brakes aren't dragging while on throttle.
 - Blue adjustable brake thumb wheels
- 2 piece Center diff housing split vertically for easy diff removal and maintenance
- Caster blocks adjust 14, 16, or 18 degrees with molded inserts
- Low profile elliptical 2-stage air filter
- High Torque capacity 3-shoe aluminum clutch
 - PTFE clutch shim and easy to build design
 - Adjustable with 0.9mm, 1.0 mm, and 1.1 mm springs (not included)
- Fuel tank
 - Easily removeable fuel tank only 2 body clips for easy cleaning
- 3.5mm light CVA drivetrain
 - Front and rear hubs use large 15 mm x 24 mm bearing on the inside
 - 14 other 8mm x 16 mm rubber sealed bearings
 - Rear molded CVA boots to keep dirt and mud out of rear joints
- Blue Aluminum hexes and nylon locking wheel nuts

:: Optional Components

Optional components and accessories to help you get the most out of your RC8B FT kit.

- CA (Cyanoacrylic) glue (#1597)
- Silicone shock fluid for tuning
- Thread locking compound (#1596 recommended)
- Hex wrenches (#1541 recommended)
- Nut drivers (#1561 recommended)
- Ride height gauge (#1449 recommended)
- Curved body scissors (#1737 recommended)



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

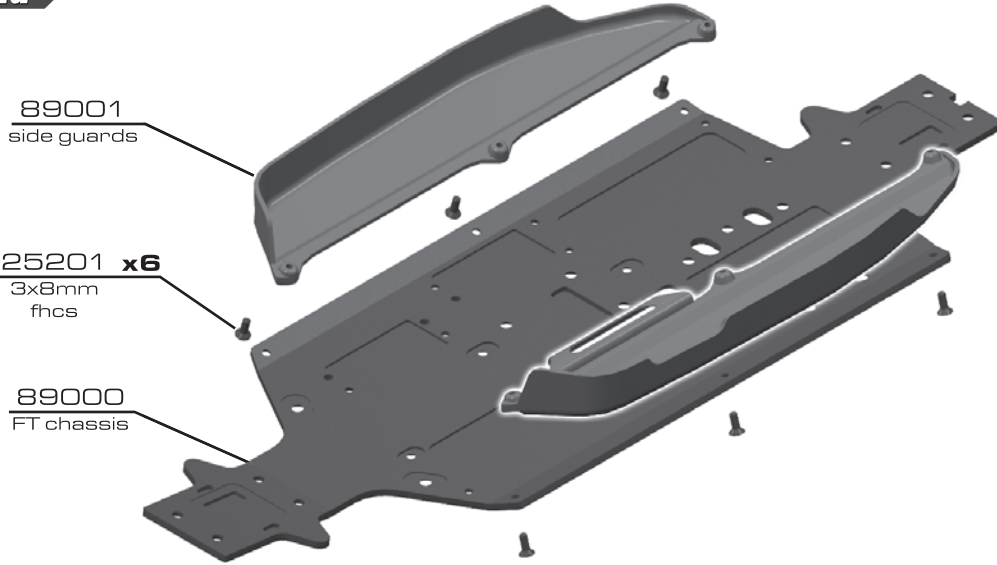


<http://www.TeamAssociated.com> • <http://www.RC10.com>

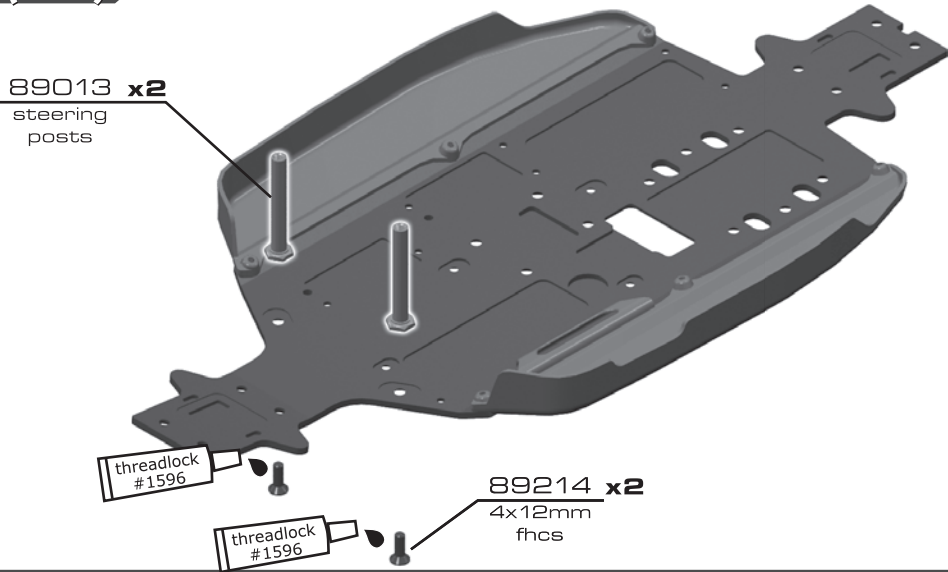
Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

:: Chassis Build

BAG A

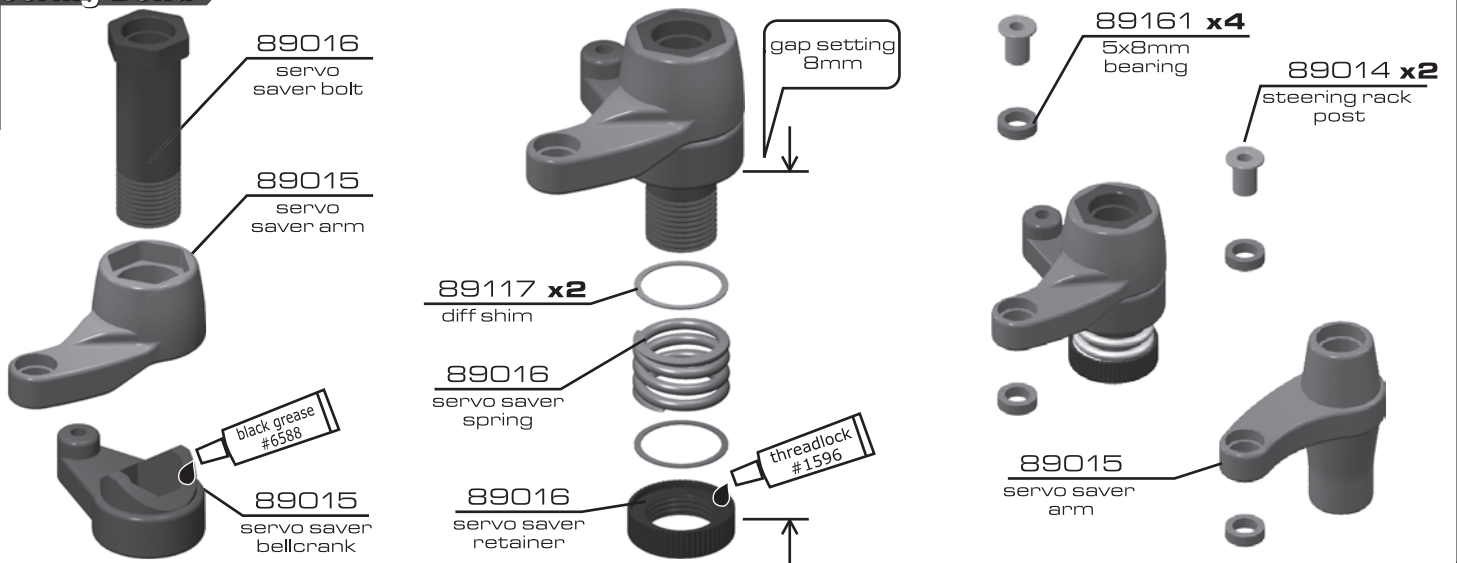


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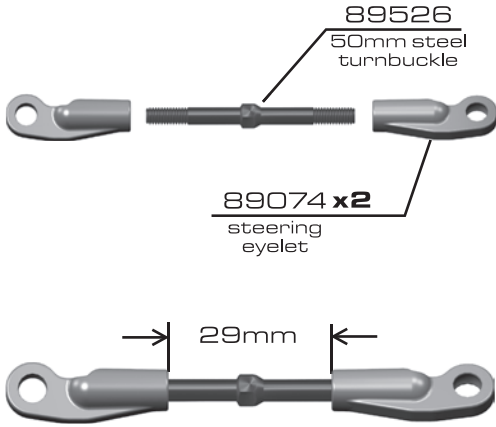


:: Steering Build

BAG B



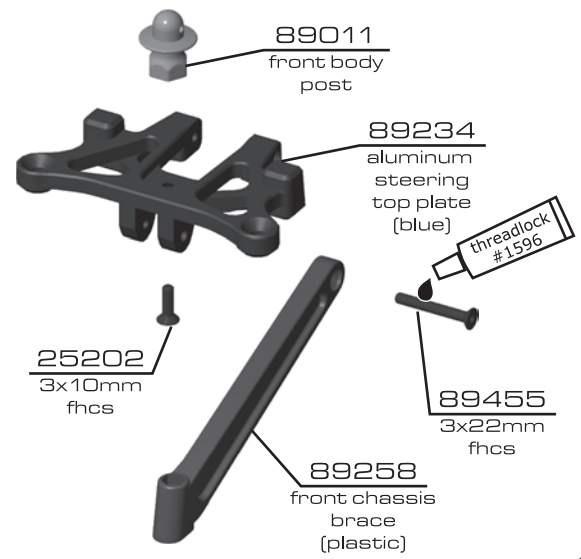
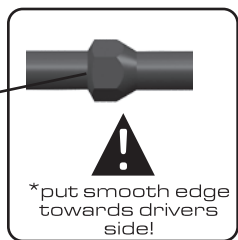
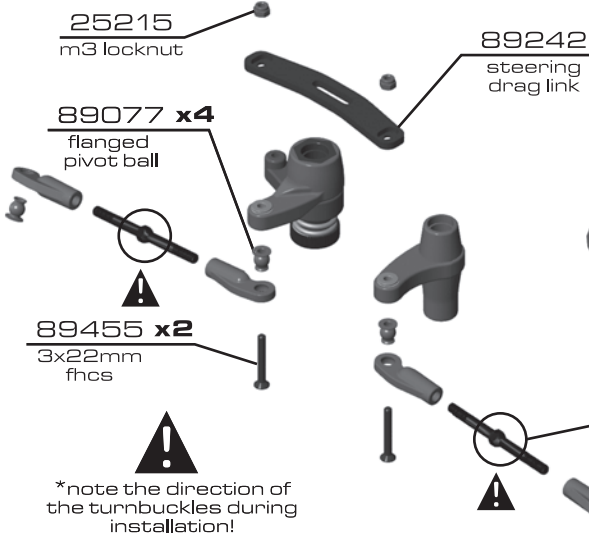
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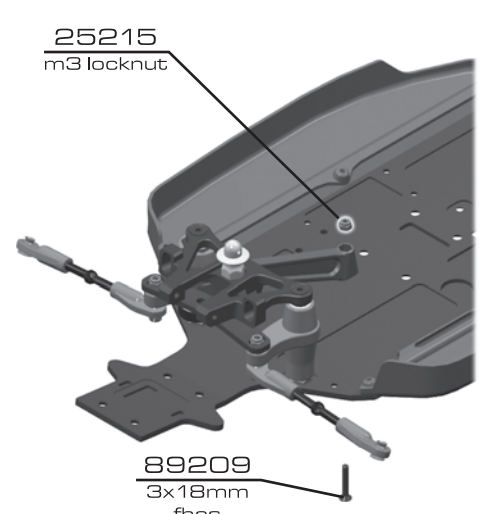
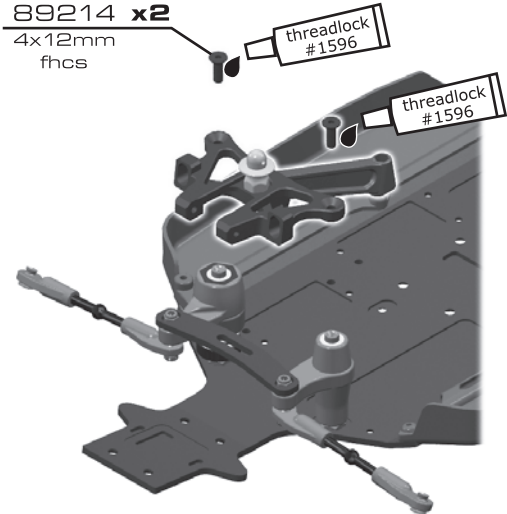
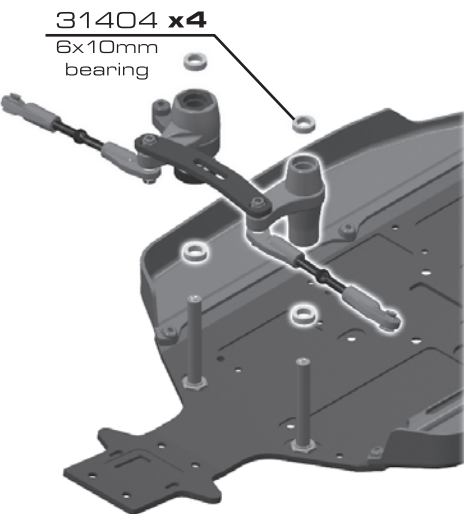
▲ Passengers side



:: Steering Build (cont.)

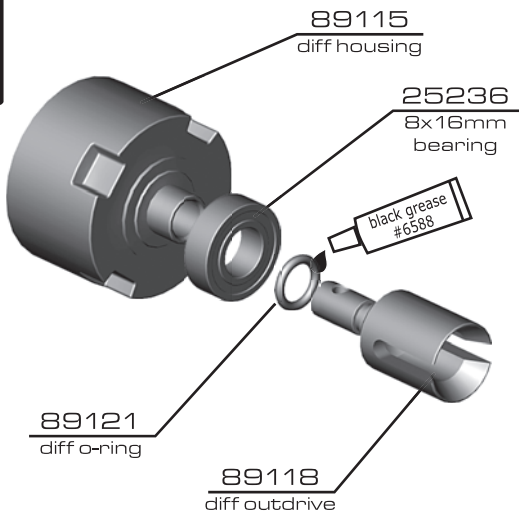


:: Steering Build (cont.)



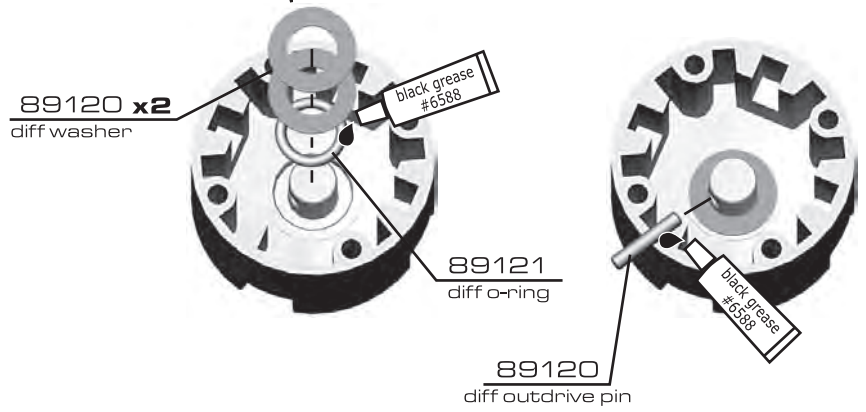
:: Front and Rear Differentials

BAG C

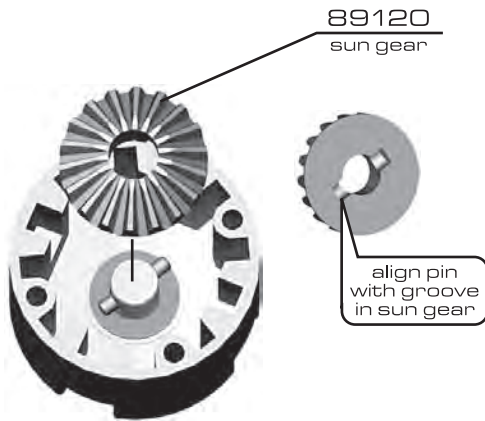


note:
two shims

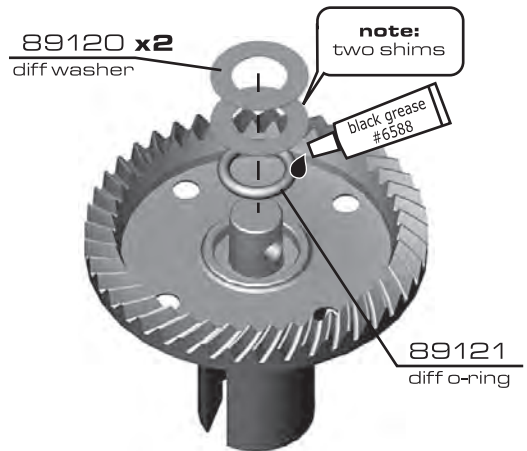
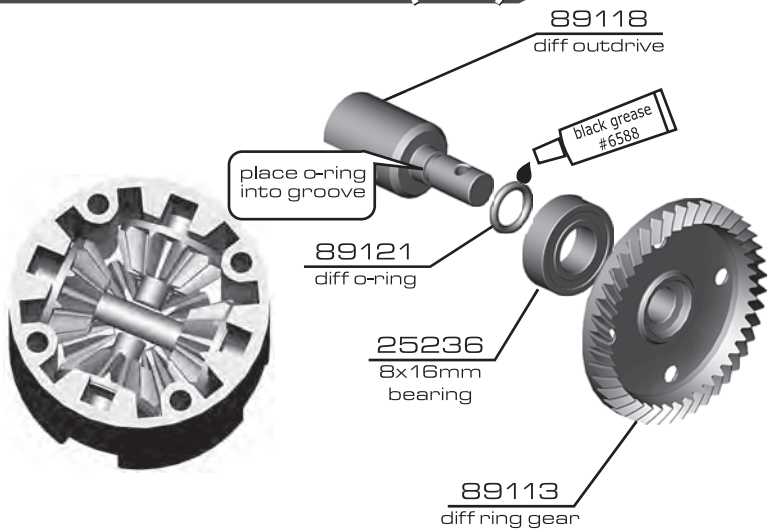
!
*diffs are pre-assembled!
add diff fluids on next page!



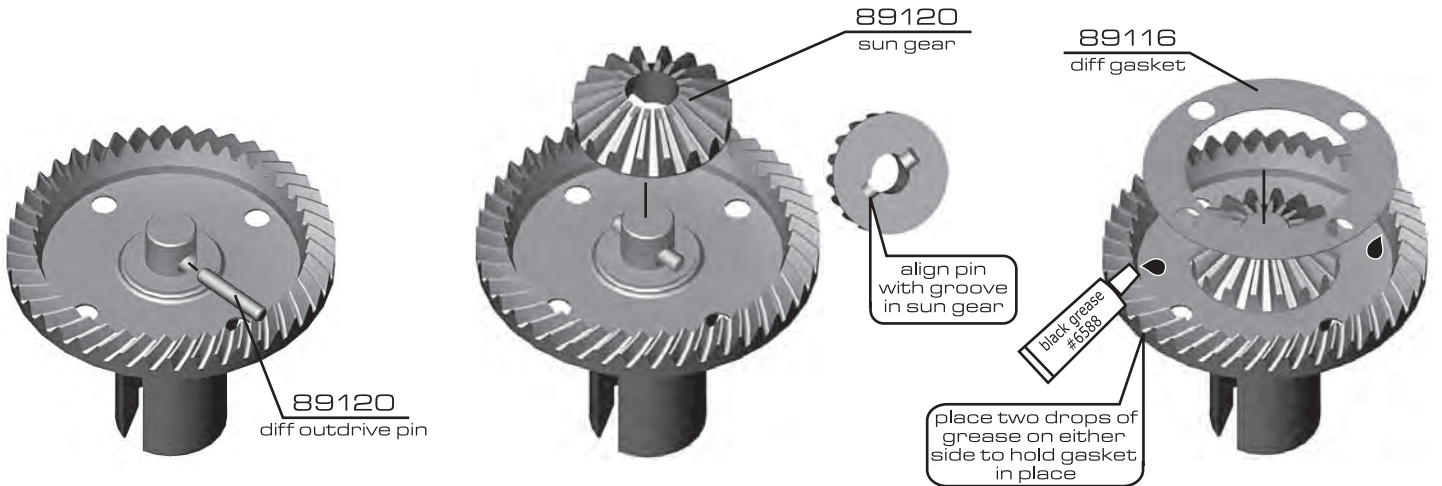
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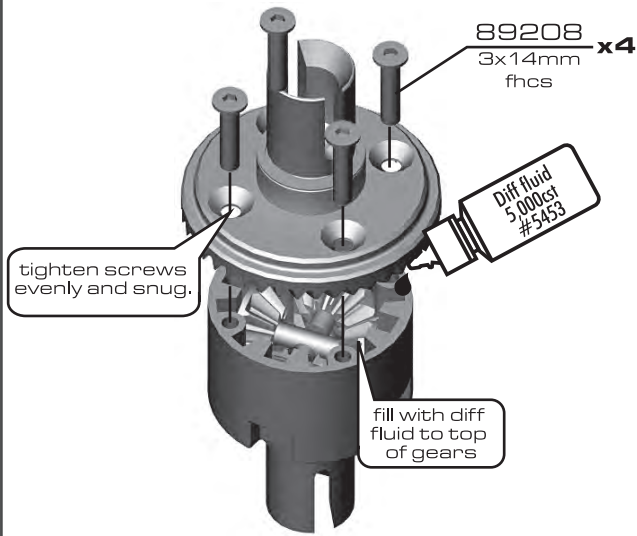
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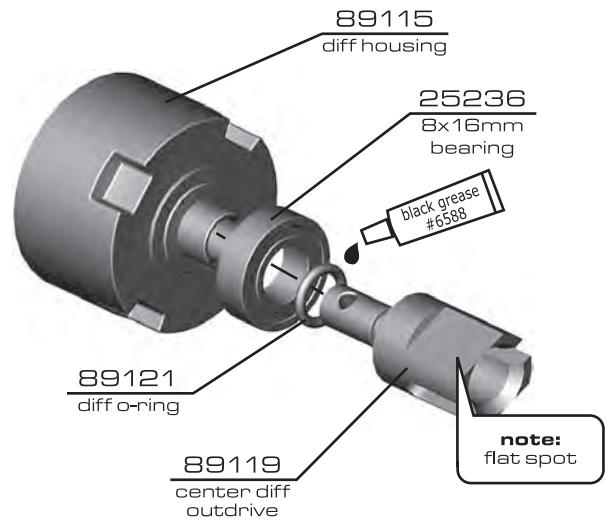
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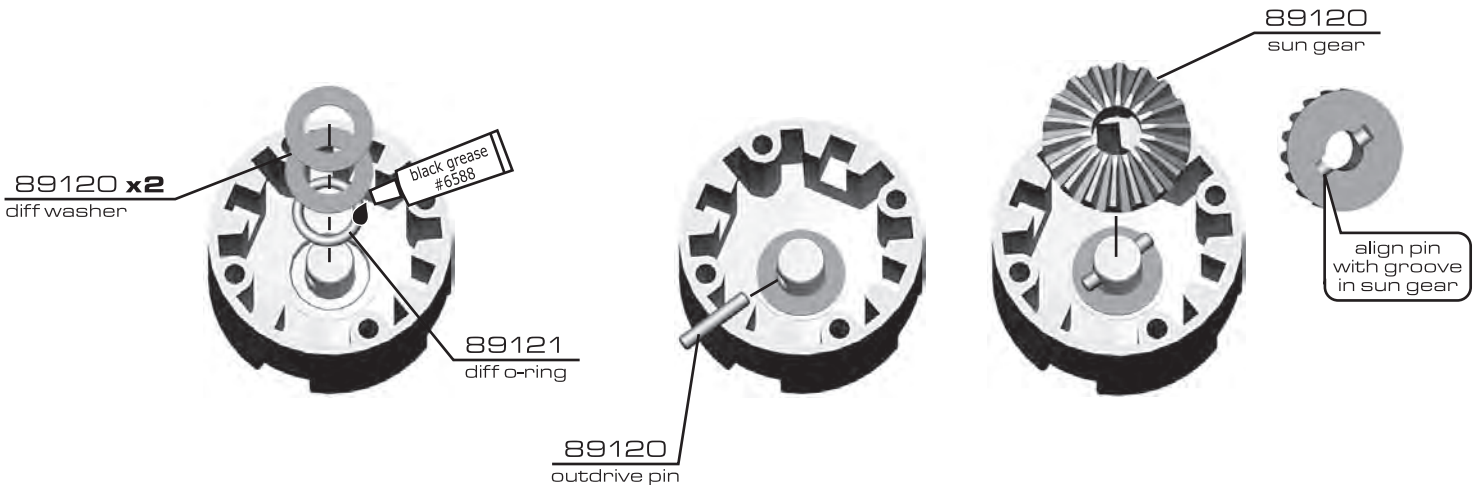
:: Front and Rear Differentials (cont.)



:: Center Differential



:: Center Differential (cont.)



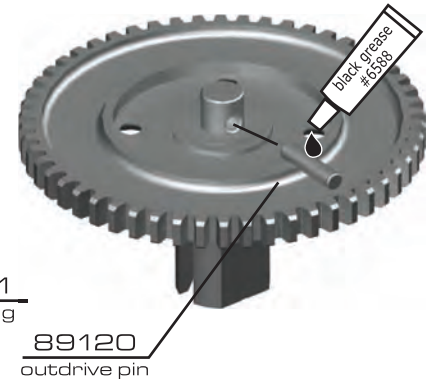
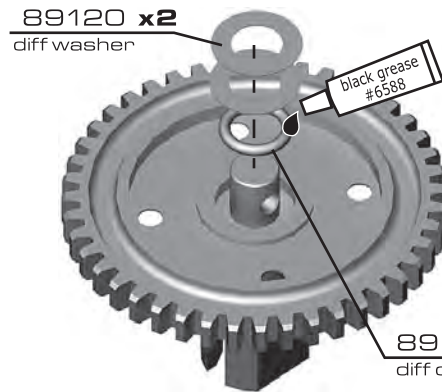
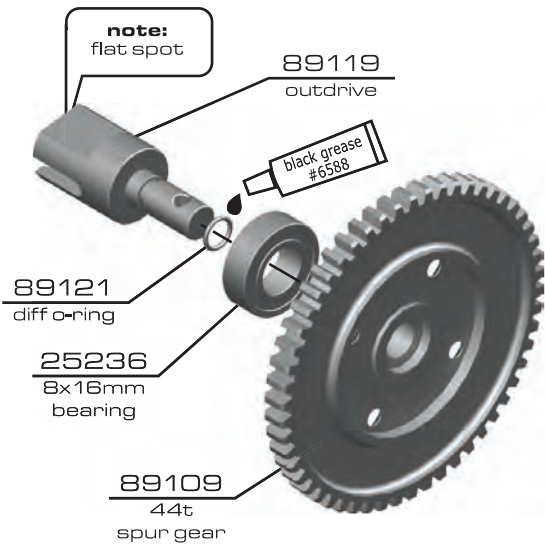
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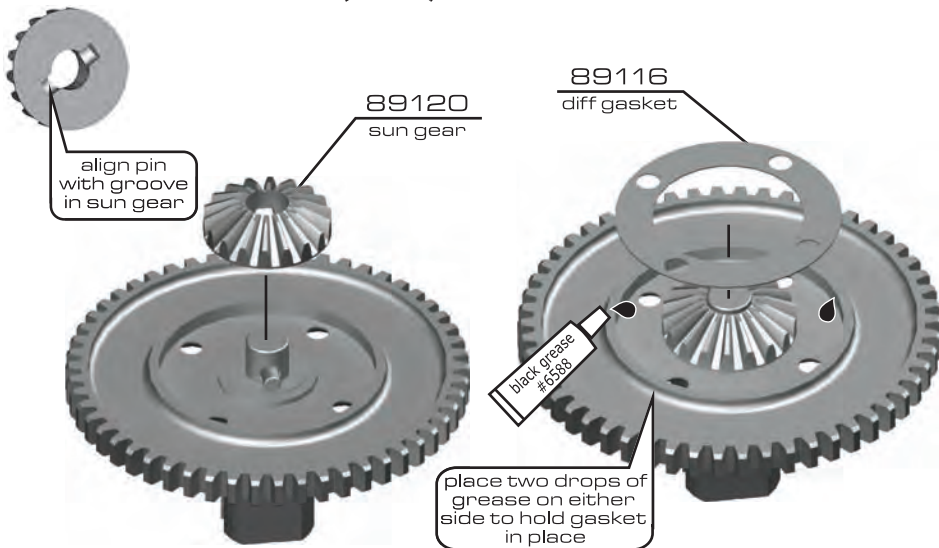
89120 spider gear assembly



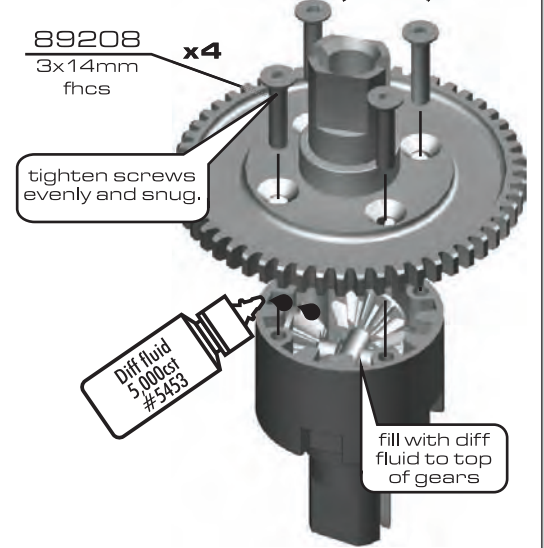
:: Center Differential (cont.)



:: Center Differential (cont.)

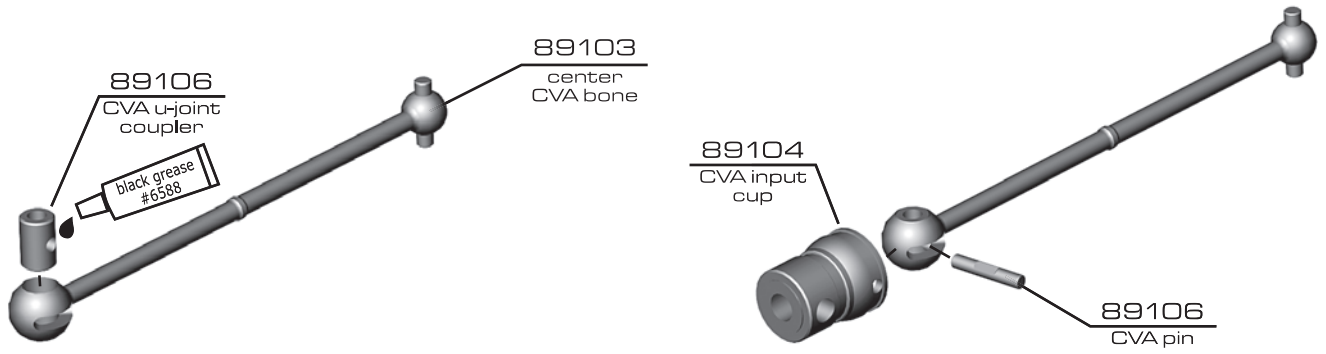


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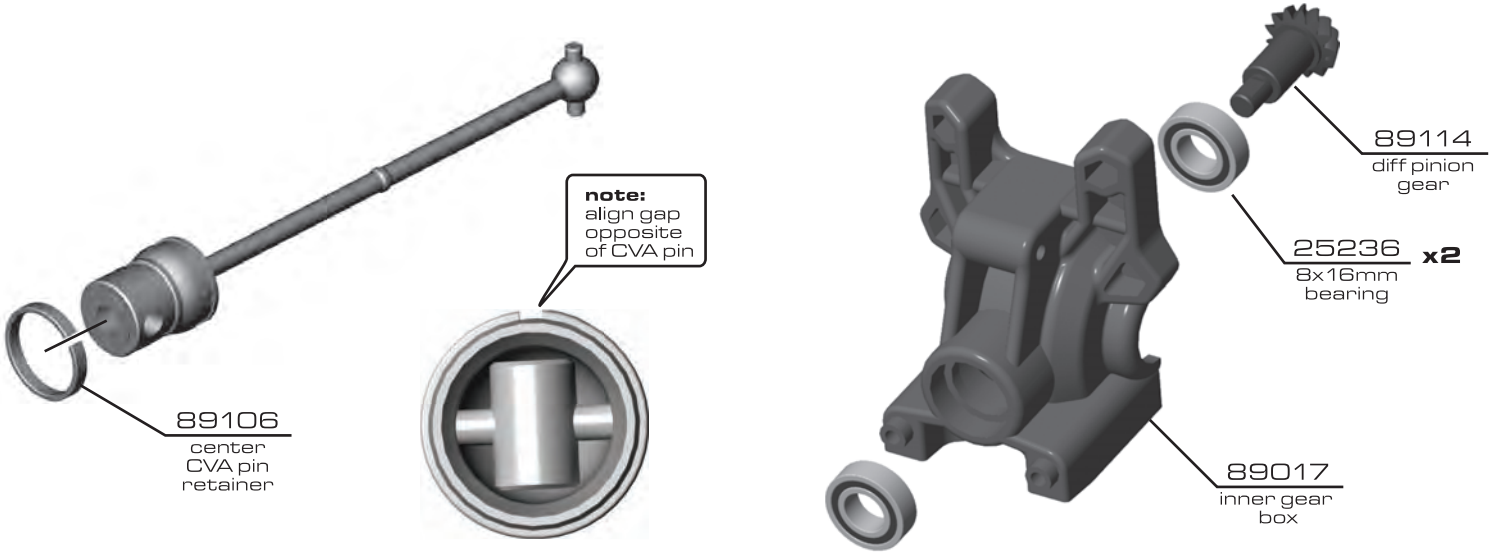


:: Front Bulkhead Build

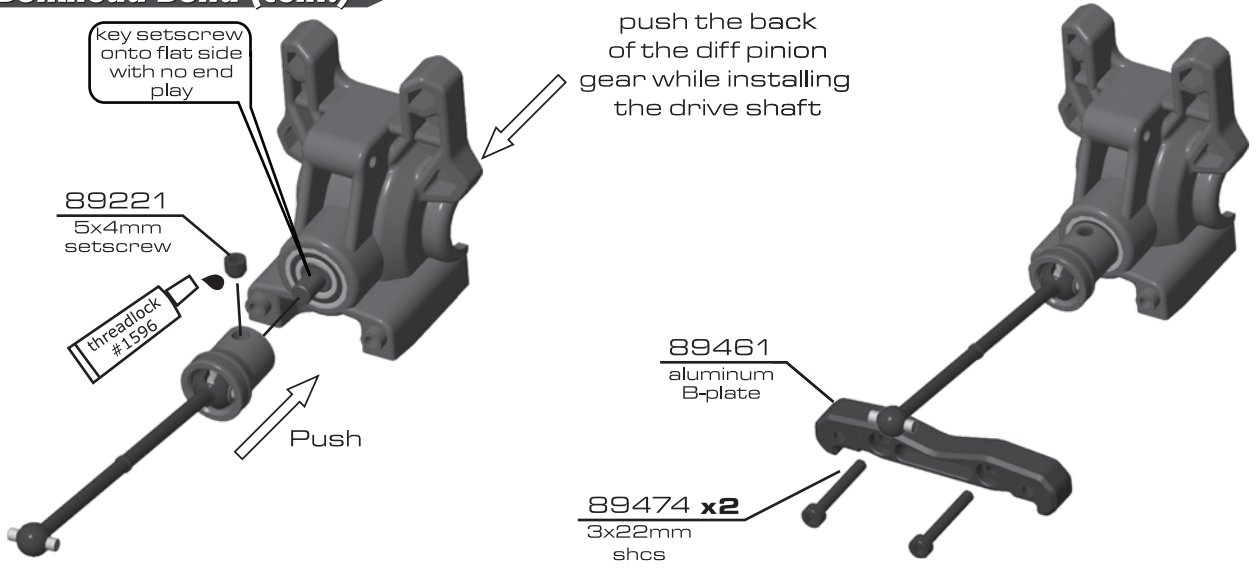
BAG D



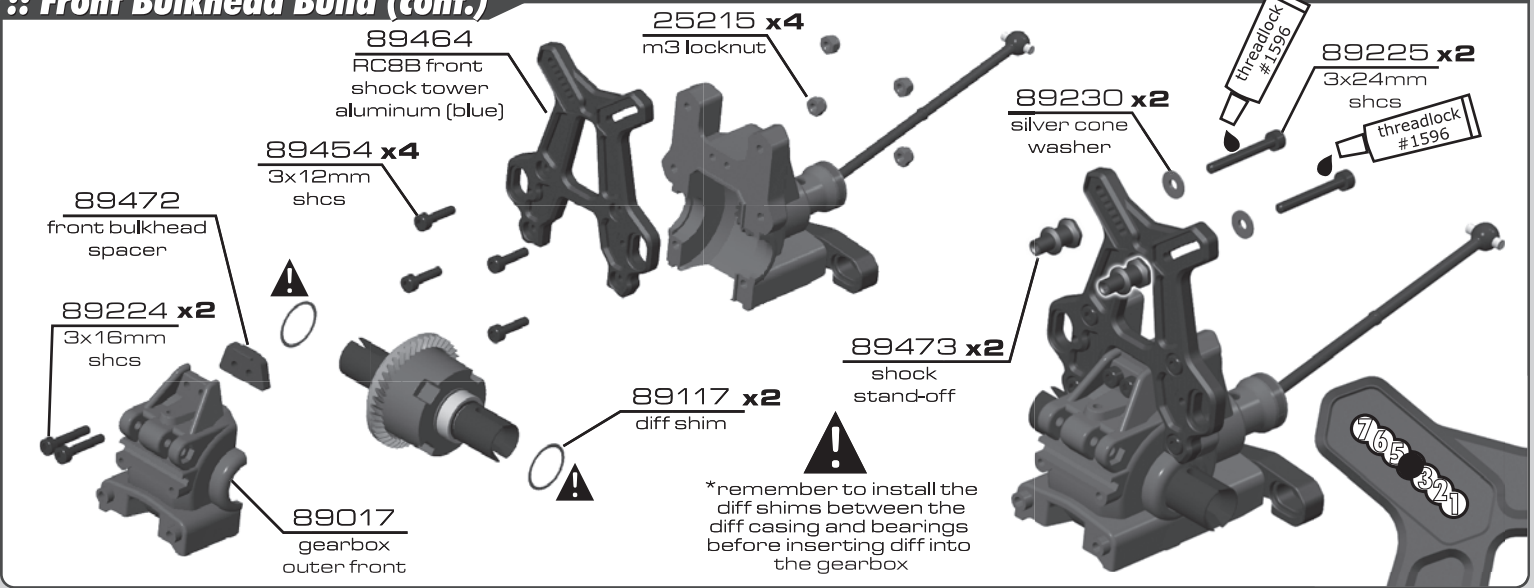
:: Front Bulkhead Build (cont.)



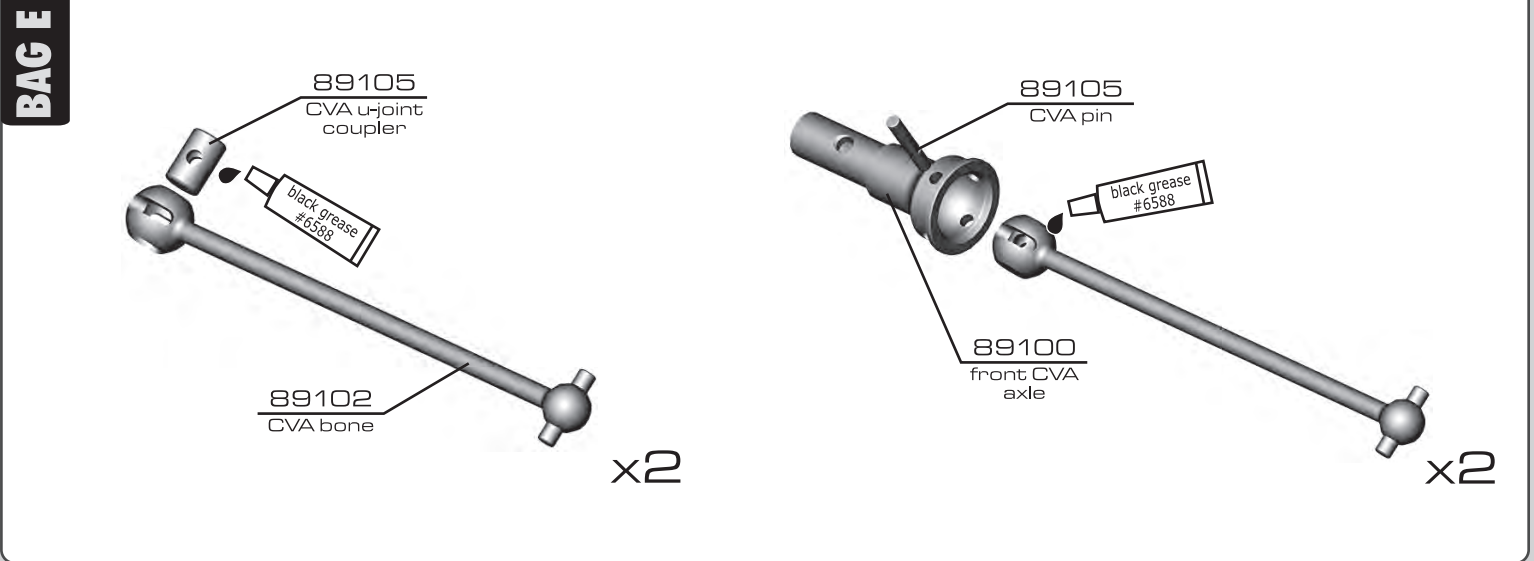
:: Front Bulkhead Build (cont.)



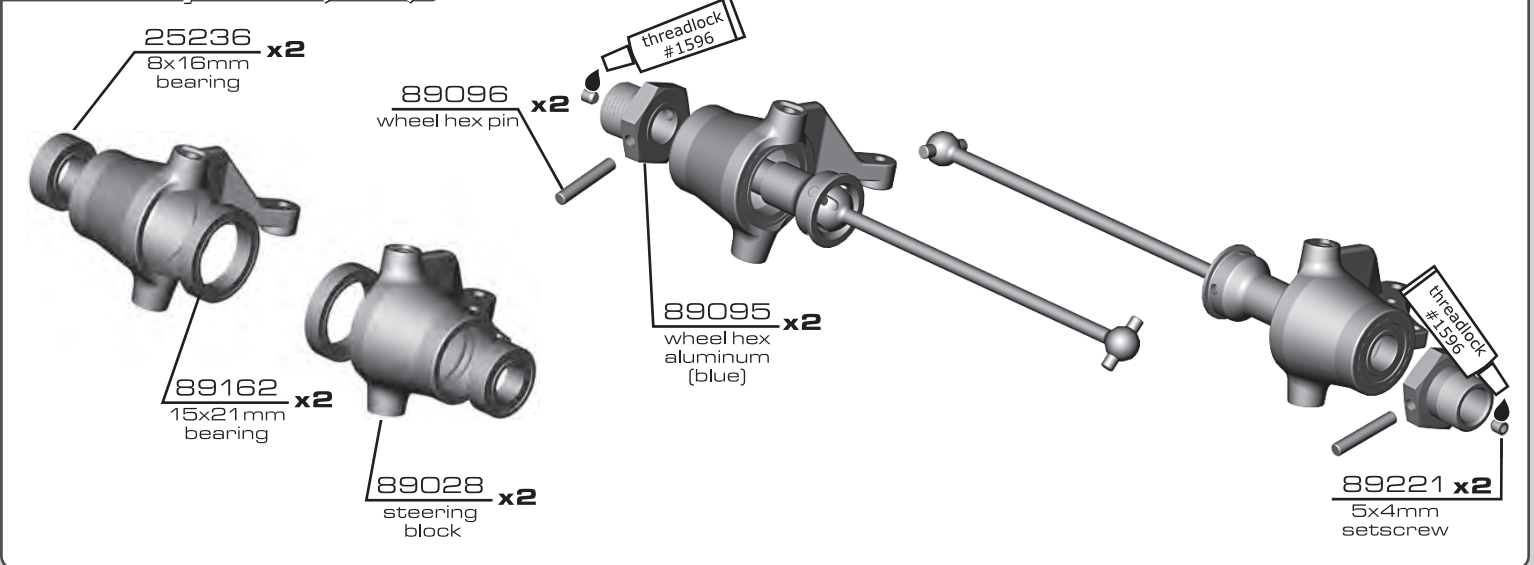
:: Front Bulkhead Build (cont.)



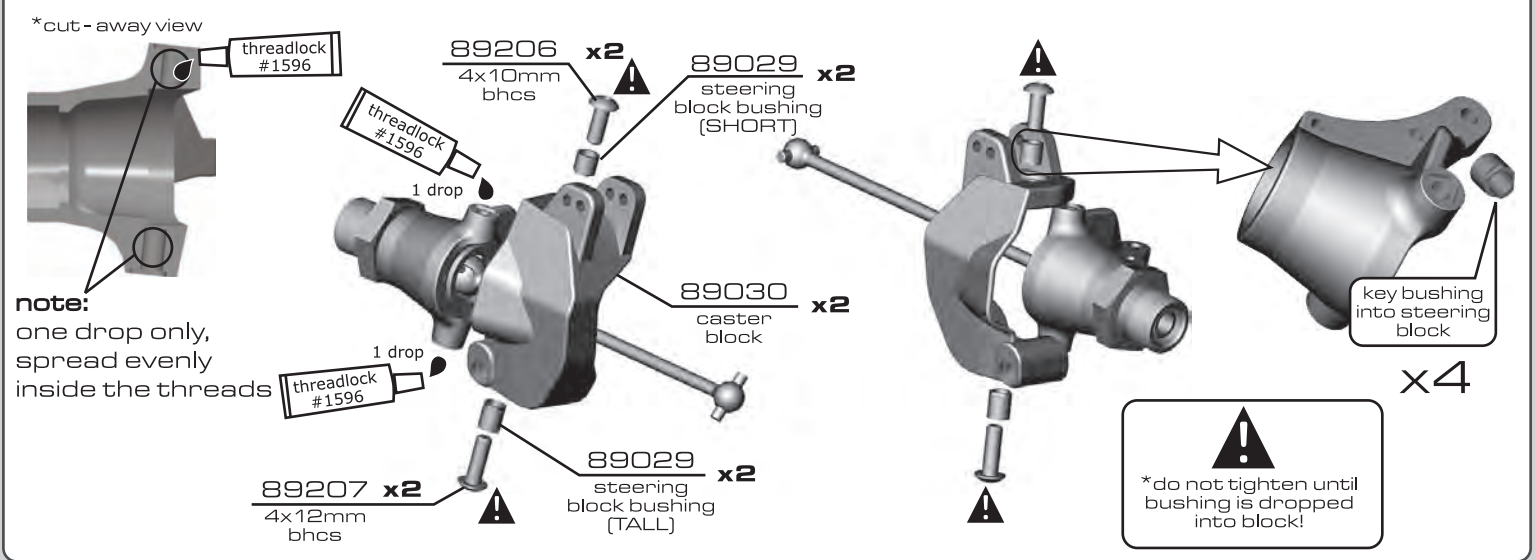
:: Front Suspension



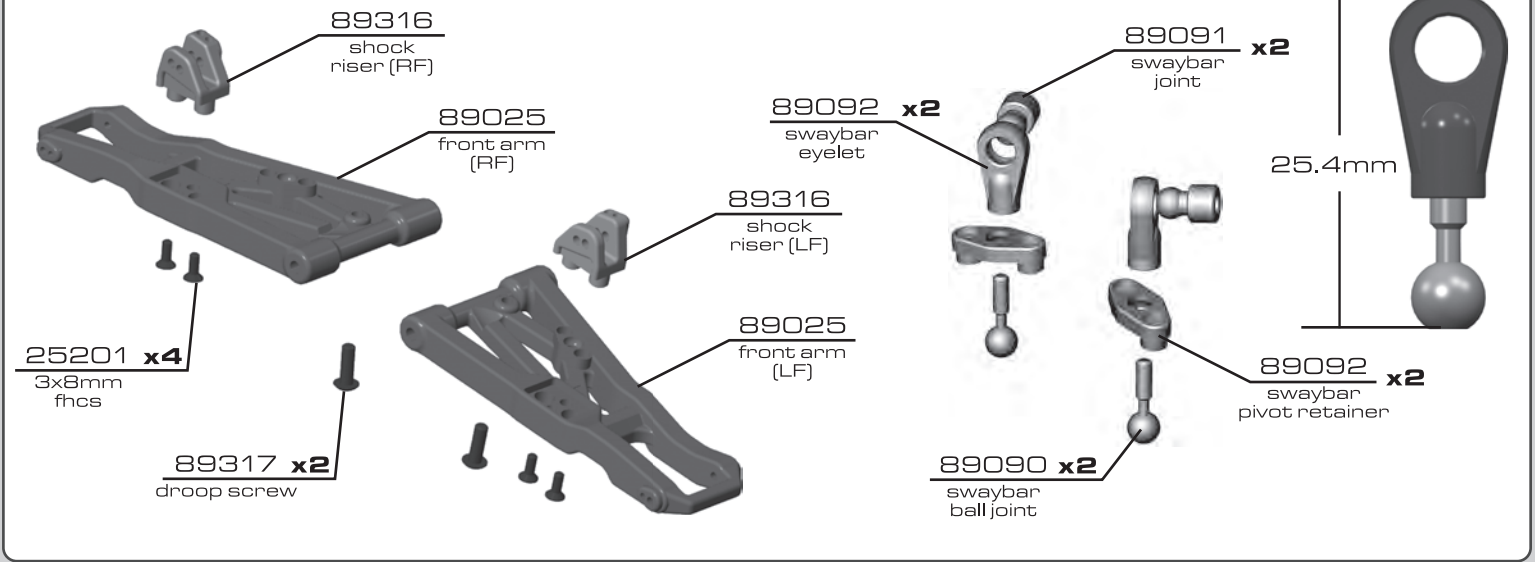
:: Front Suspension (cont.)



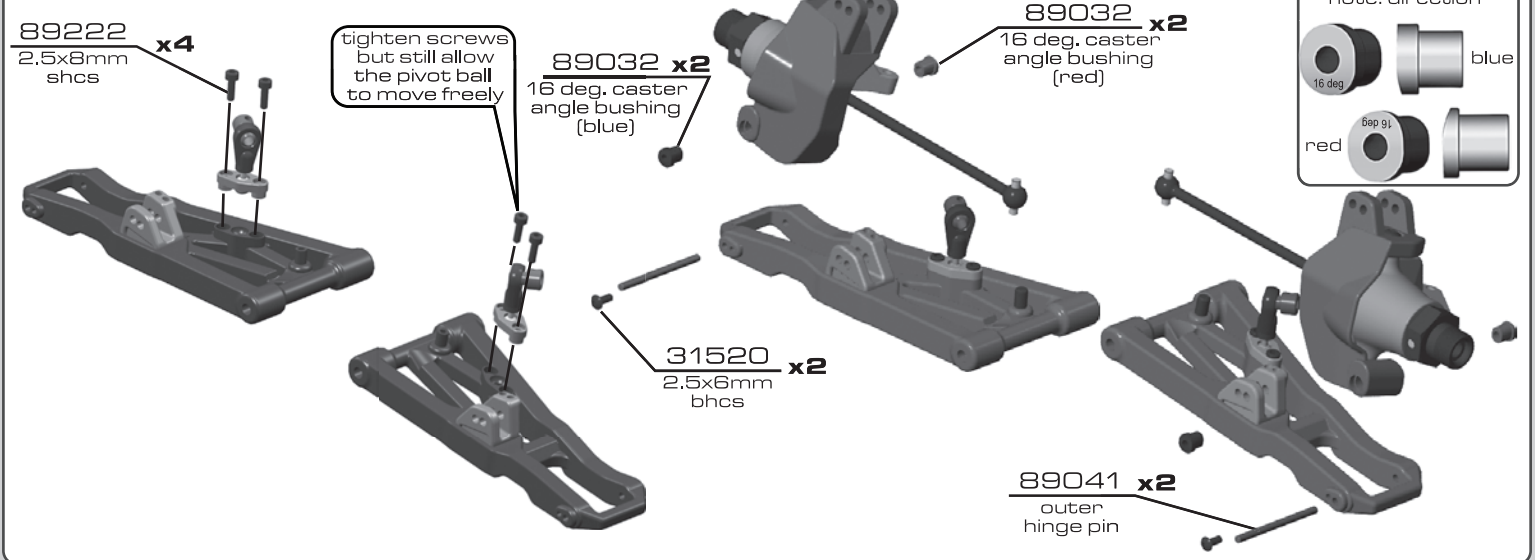
:: Front Suspension (cont.)



:: Front Suspension (cont.)



:: Front Suspension (cont.)



:: Front Suspension (cont.)

89076 x2
ball joint

25215 x2
m3 locknut

89225 x2
3x24mm shcs

89230 x4
silver cone washer

89076
suspension eyelet

89025
upper arm (R)

89025
upper arm (L)

89269 x2
38mm turnbuckle

*note the direction of the turnbuckles during installation!

*put smooth edge towards drivers side!

6mm

side view

:: Front Suspension (cont.)

hinge pin bushings
2 dot up

hinge pin bushings
1 dot

89460
aluminum A plate

89230 x2
silver cone washer

89279 x2
3x45mm shcs

89466 x2
inner hinge pin

89039 x2
hinge pin bushing (two dot)

89039 x2
hinge pin bushing (one dot)

:: Front Suspension (cont.)

89219 x2
3x5mm setscrew

31531 x2
3x6mm bhcs

89017
swaybar mount

89088
swaybar (silver)

25225 x2
3x3mm setscrew

89226
3x26mm shcs

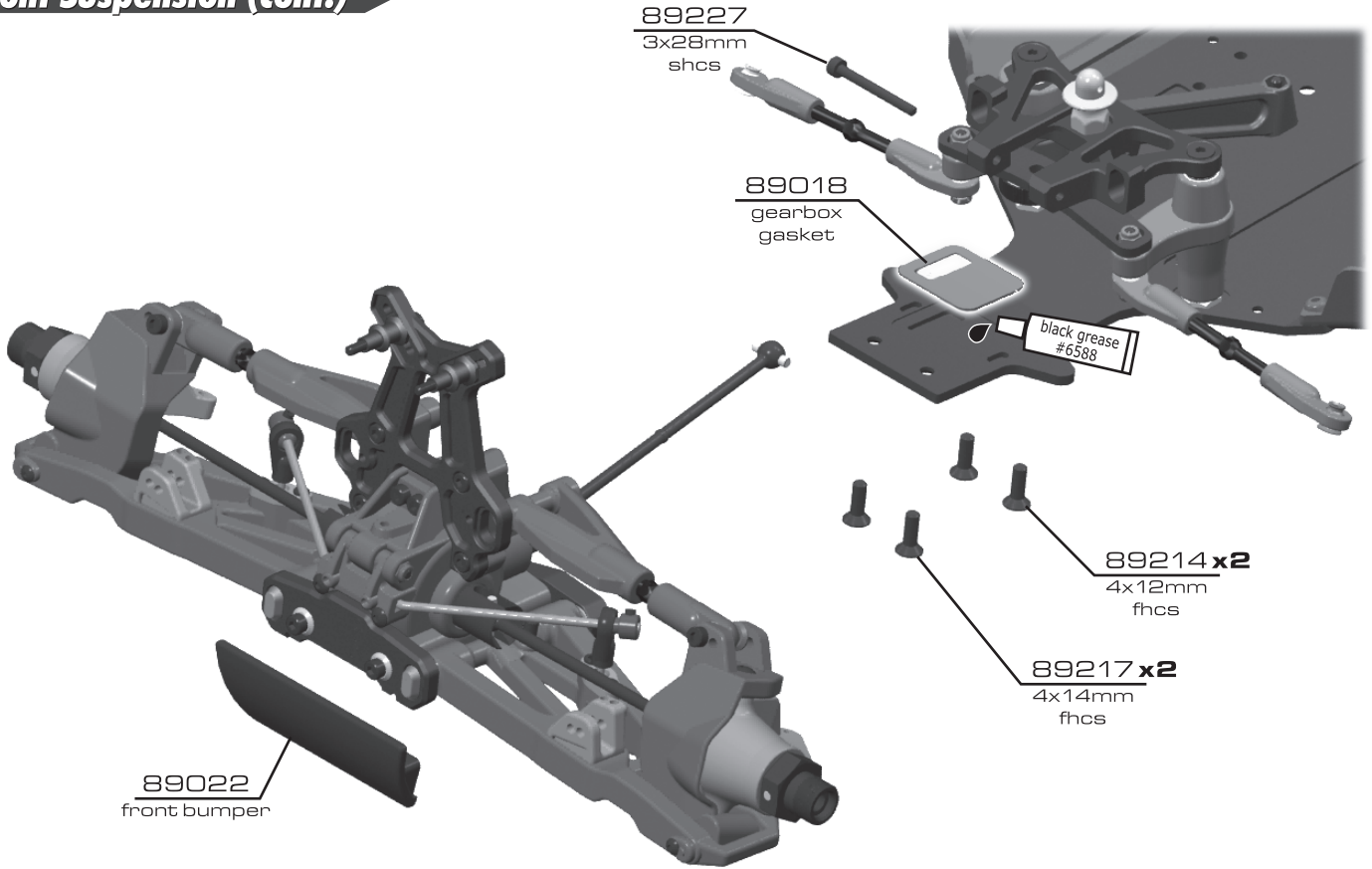
25215
m3 locknut

threadlock #1596

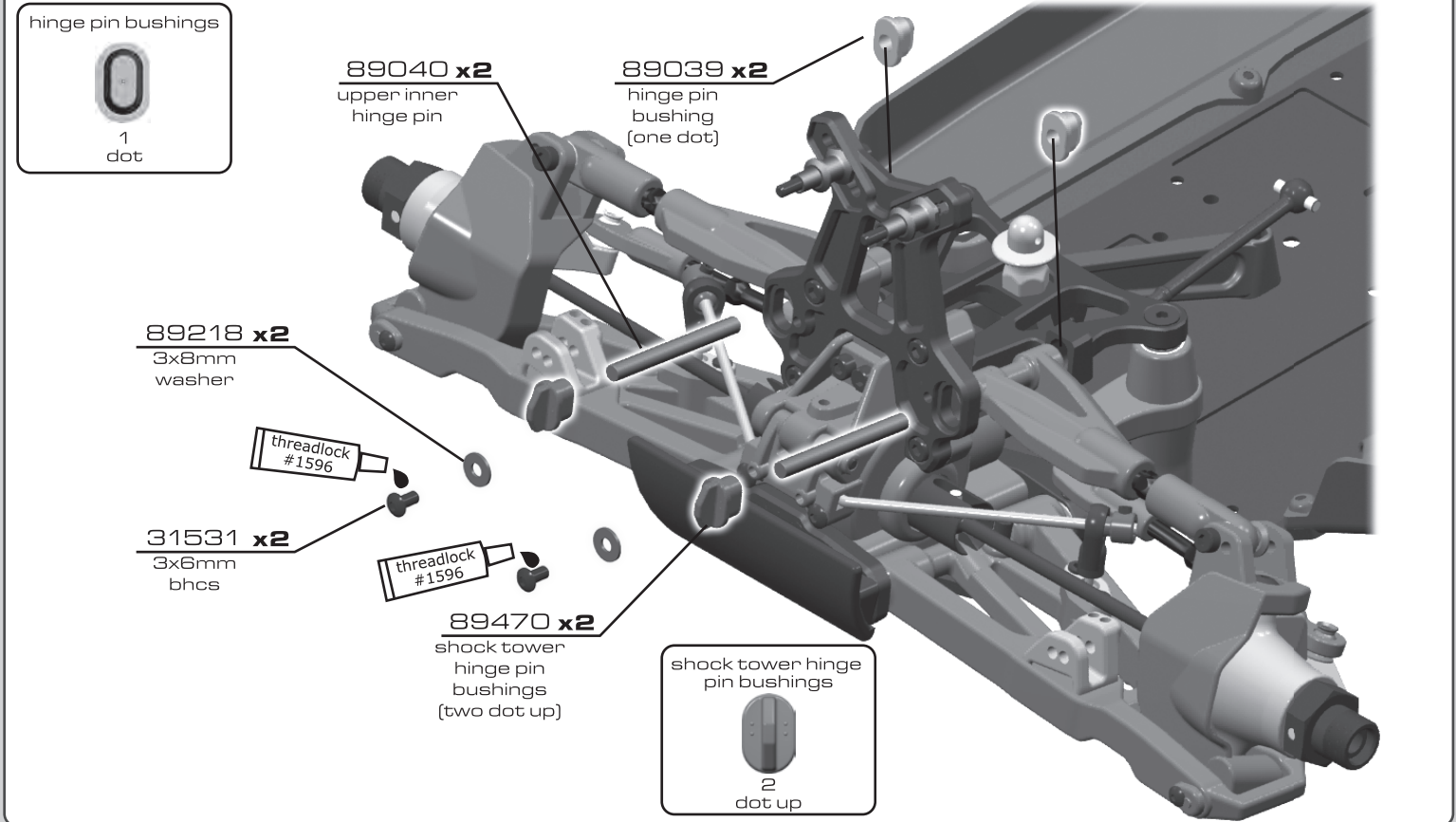
threadlock #1596

*tighten setscrews to remove slop, but allow free movement of bar!

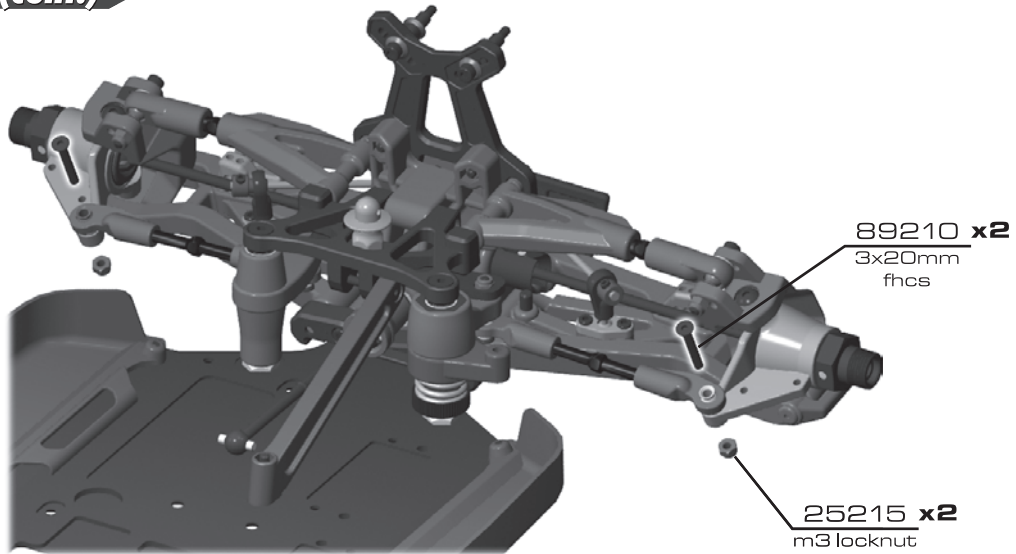
:: Front Suspension (cont.)



:: Front Suspension (cont.)

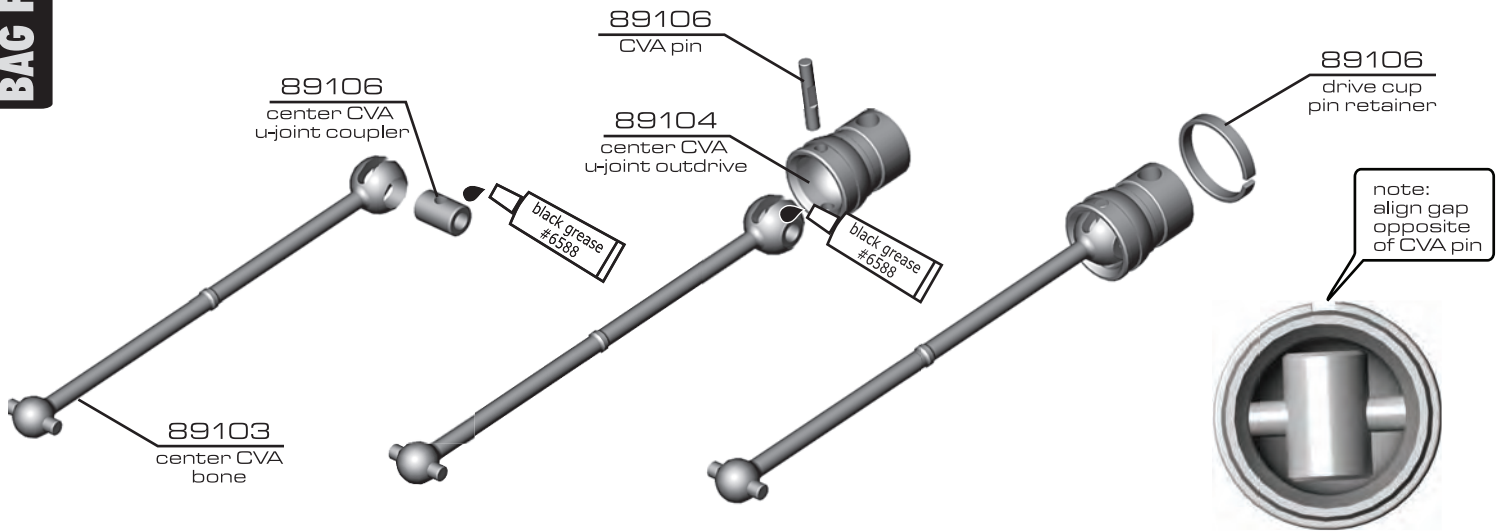


:: Front Suspension (cont.)

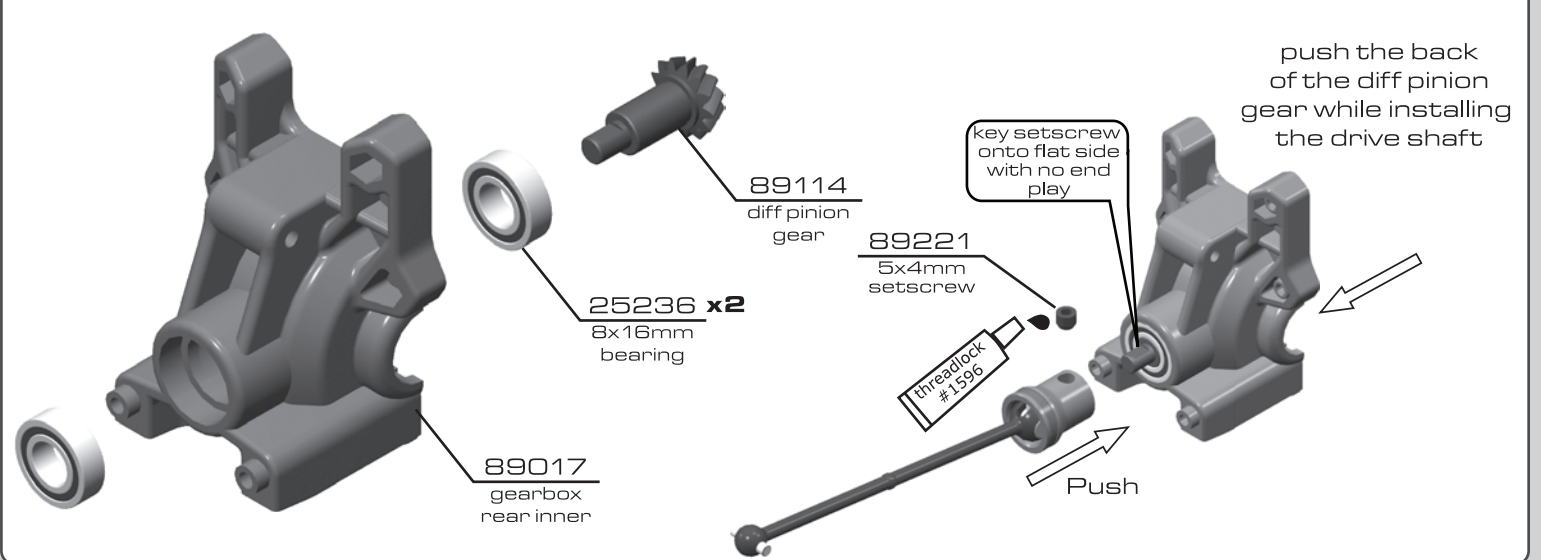


:: Rear Bulkhead Build

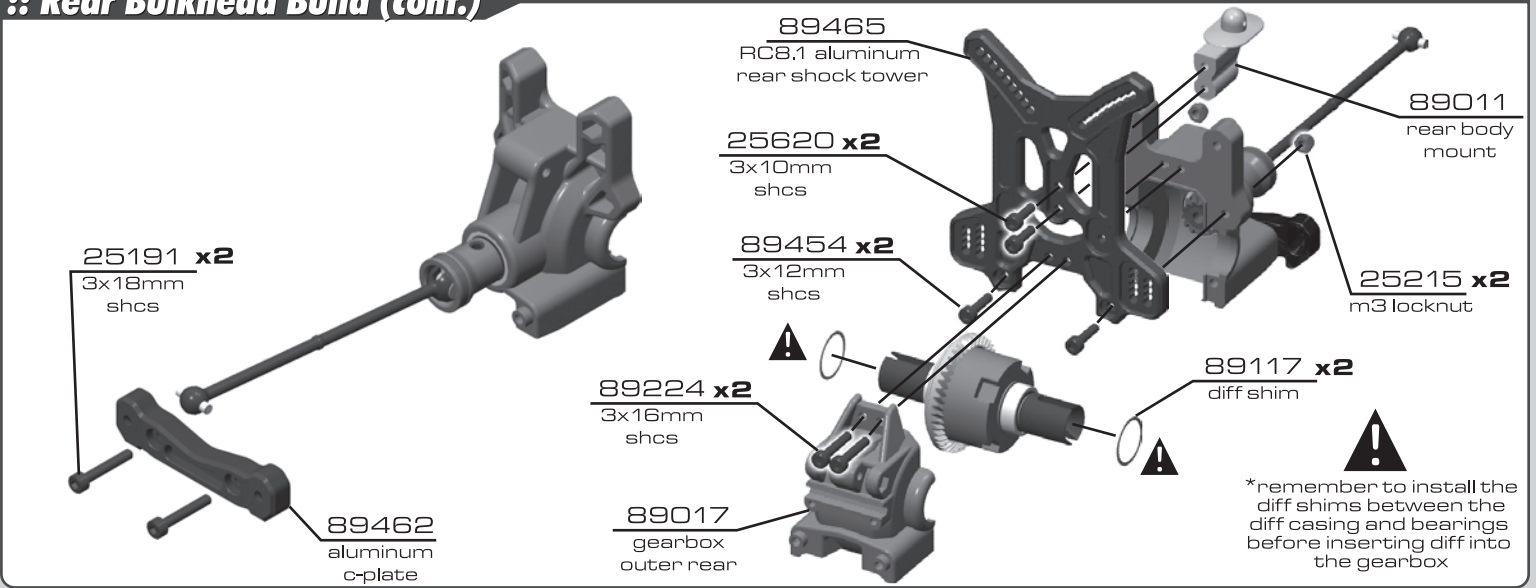
BAG F



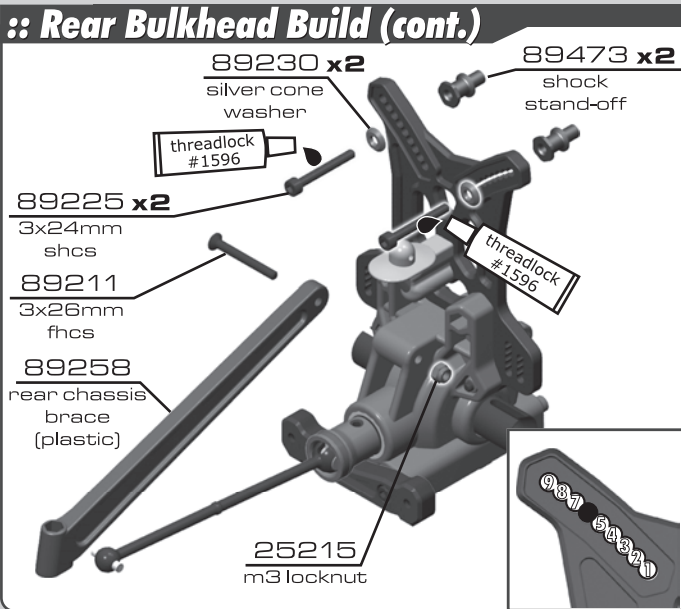
:: Rear Bulkhead Build (cont.)



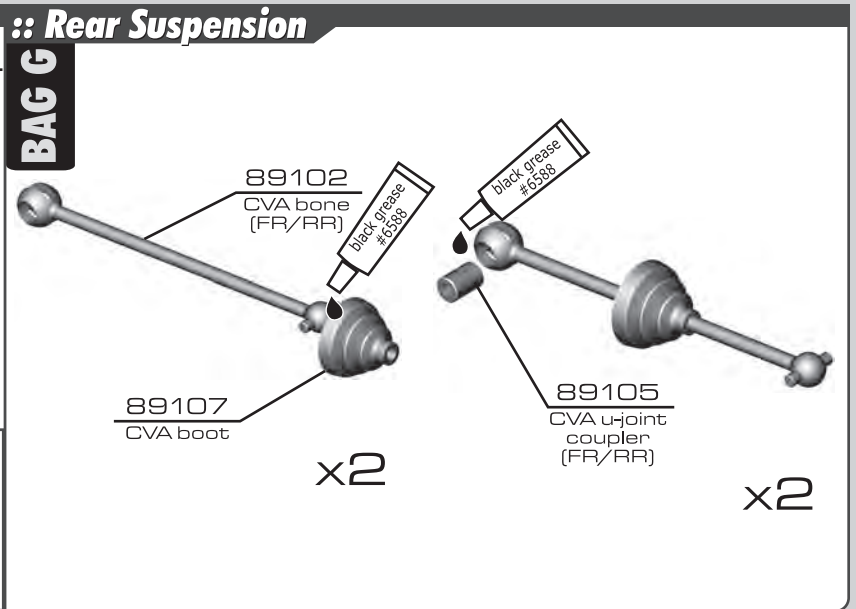
:: Rear Bulkhead Build (cont.)



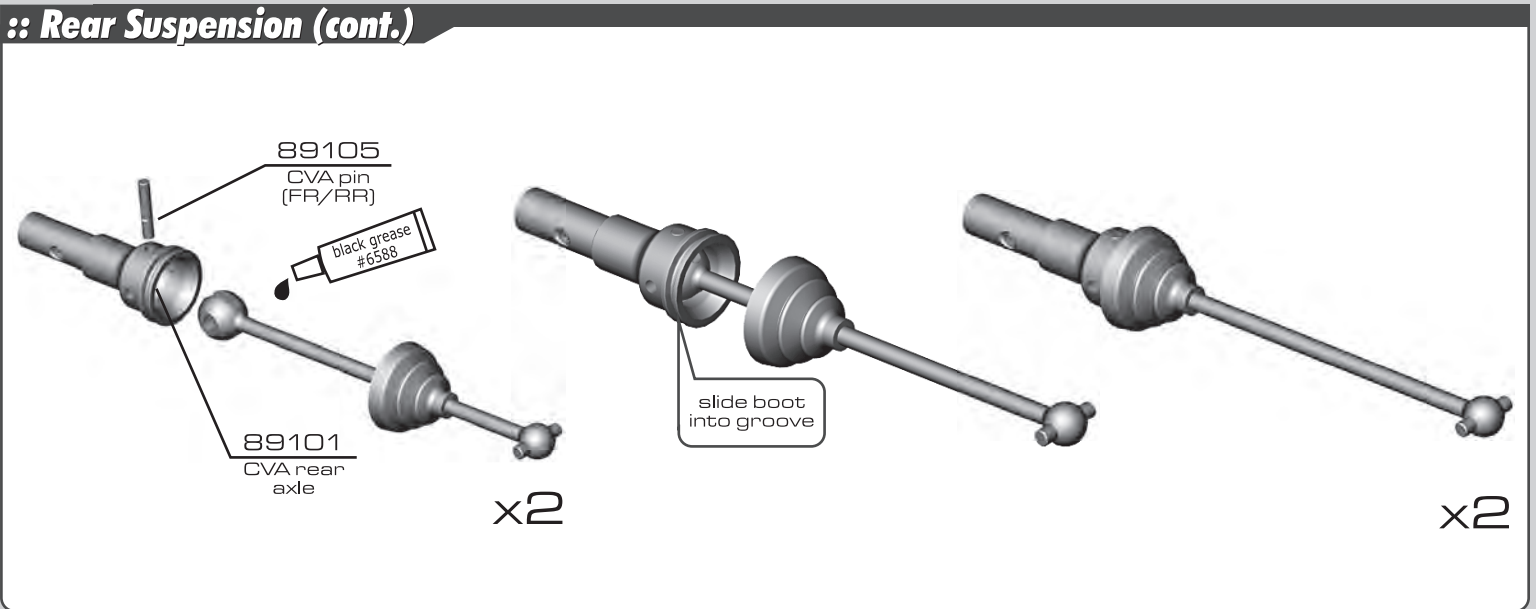
:: Rear Bulkhead Build (cont.)



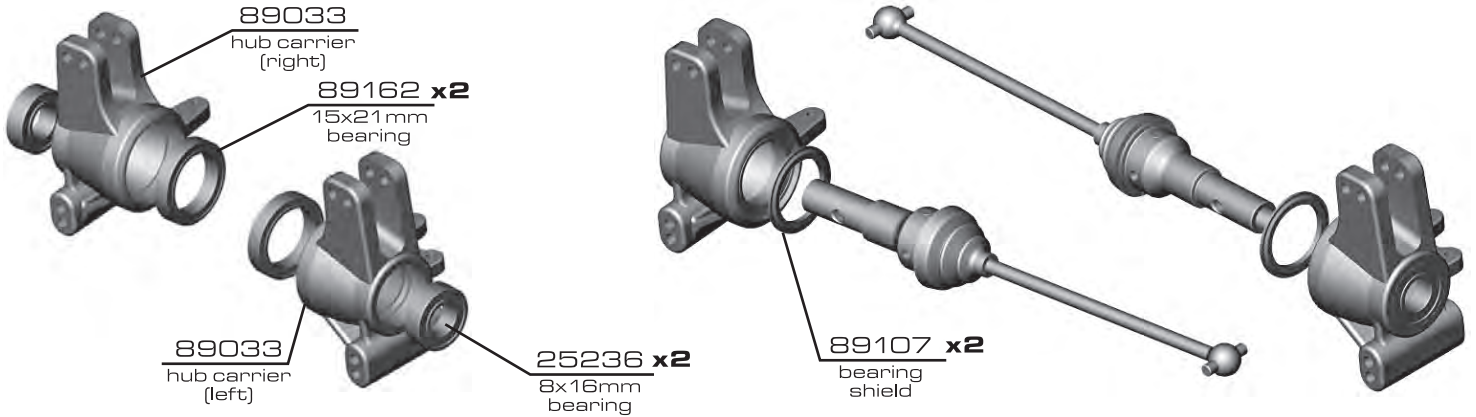
:: Rear Suspension



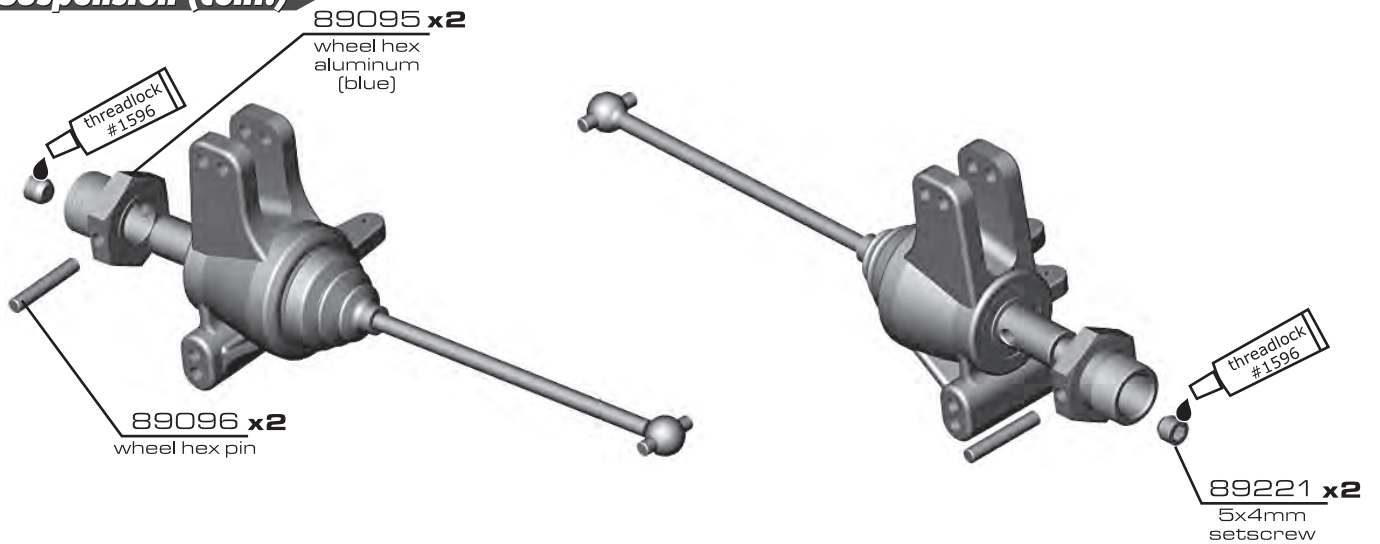
:: Rear Suspension (cont.)



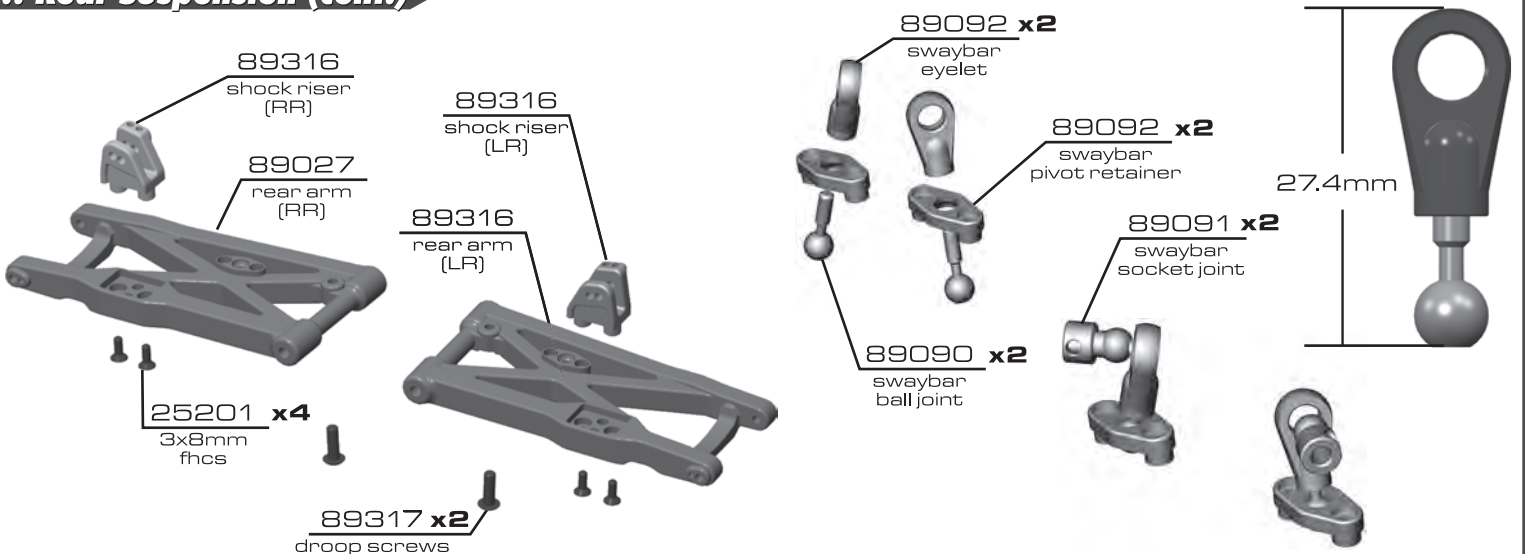
:: Rear Suspension (cont.)



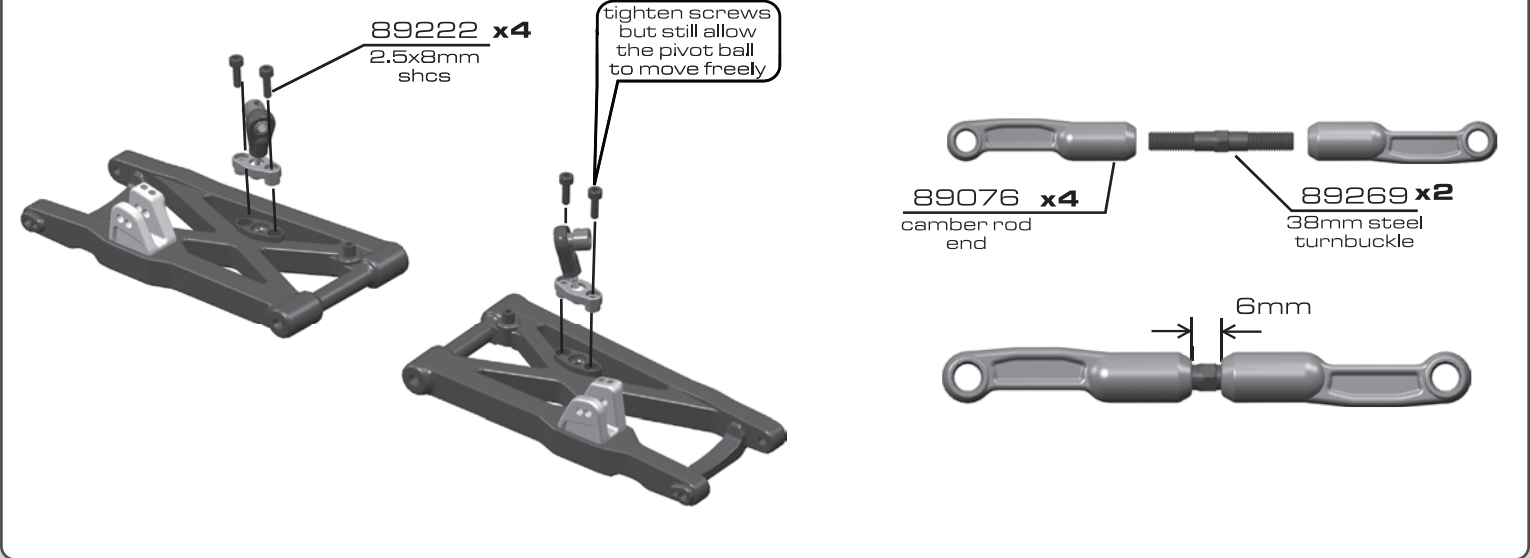
:: Rear Suspension (cont.)



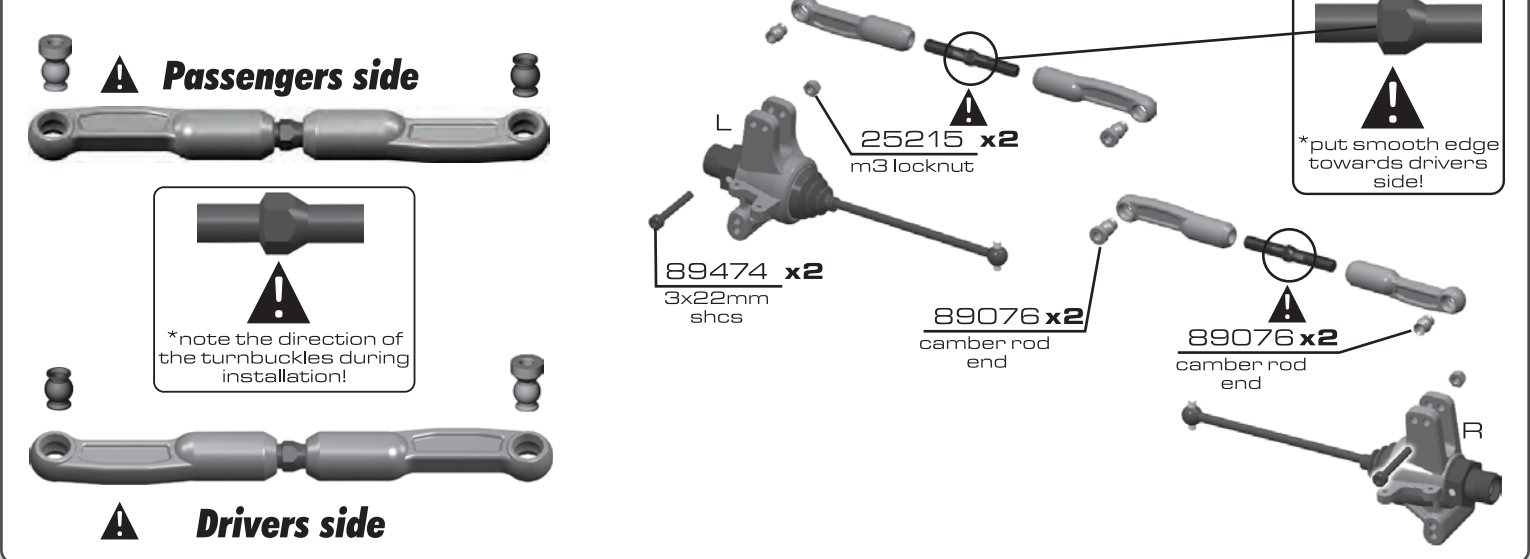
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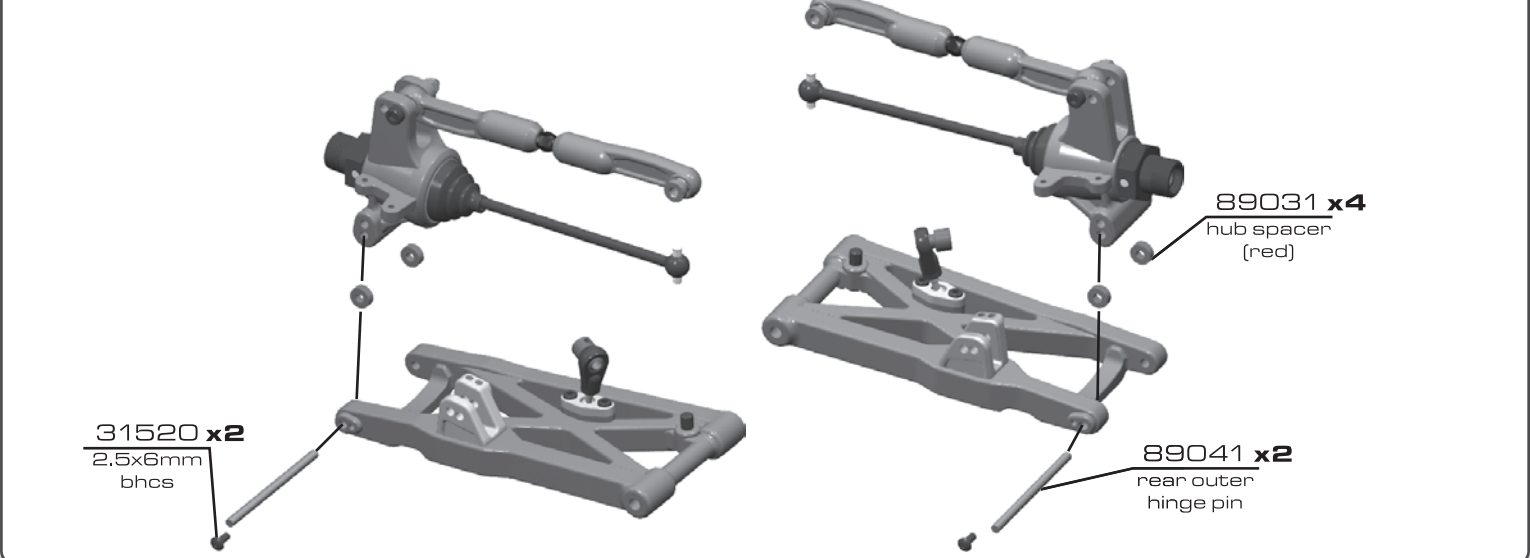
:: Rear Suspension (cont.)



:: Rear Suspension (cont.)




:: Rear Suspension (cont.)




:: Rear Suspension (cont.)

hinge pin bushings

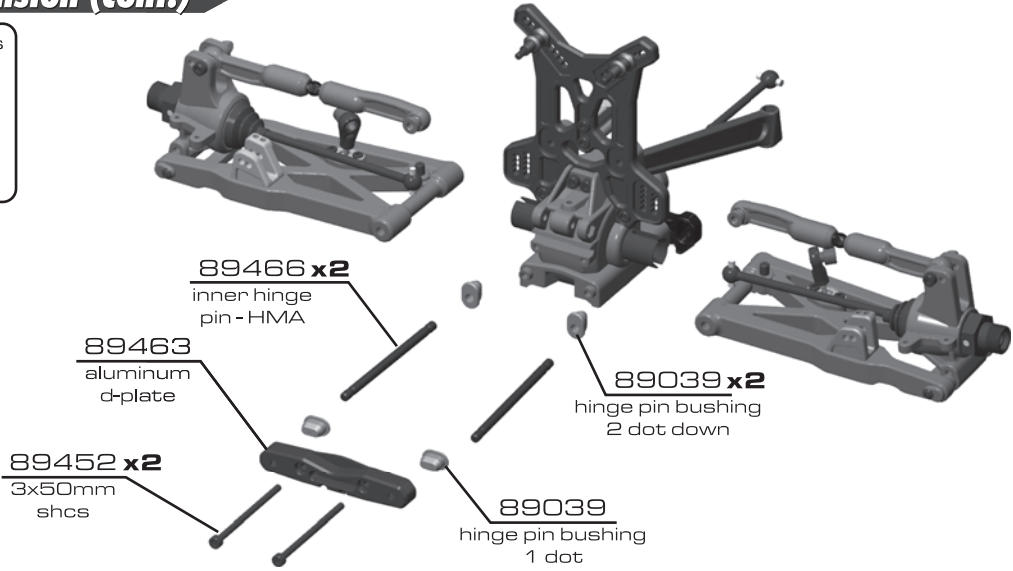


2
dot down

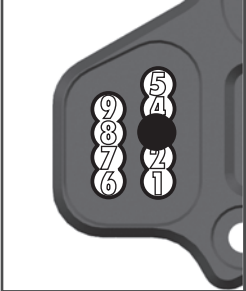
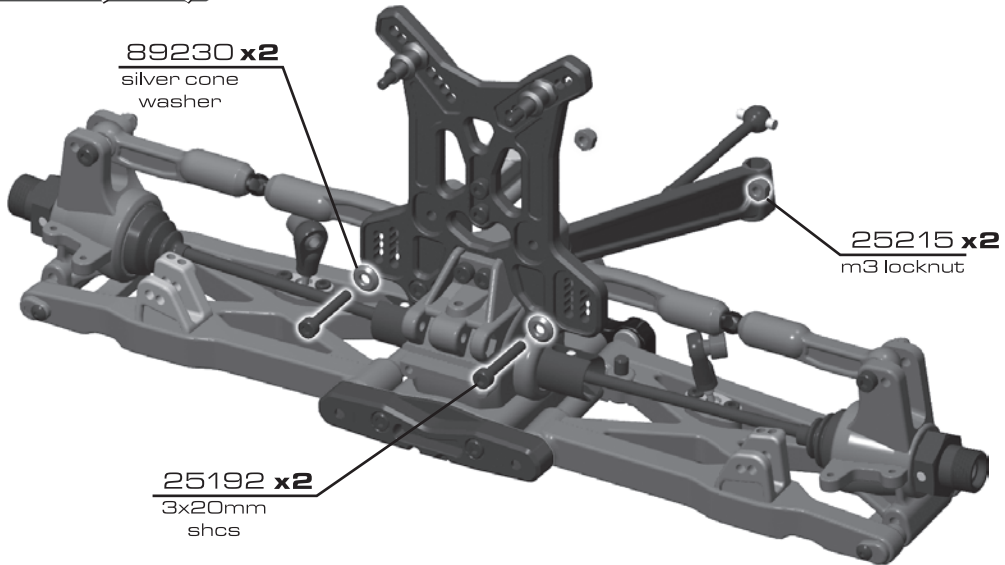
hinge pin bushings



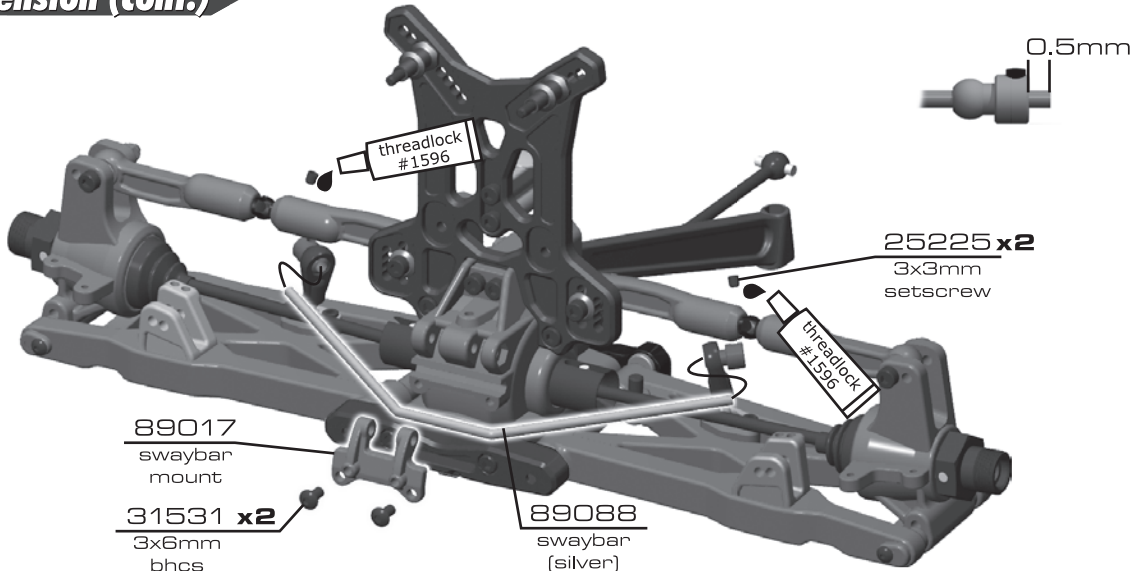
1
dot



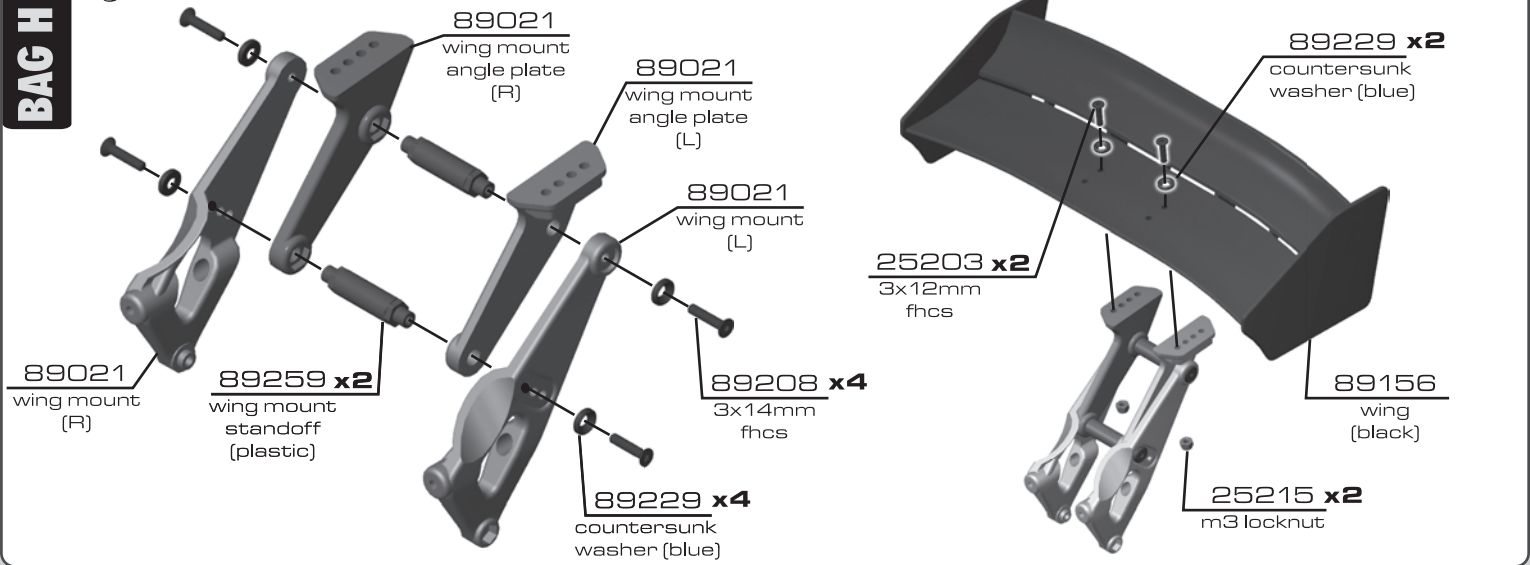
:: Rear Suspension (cont.)



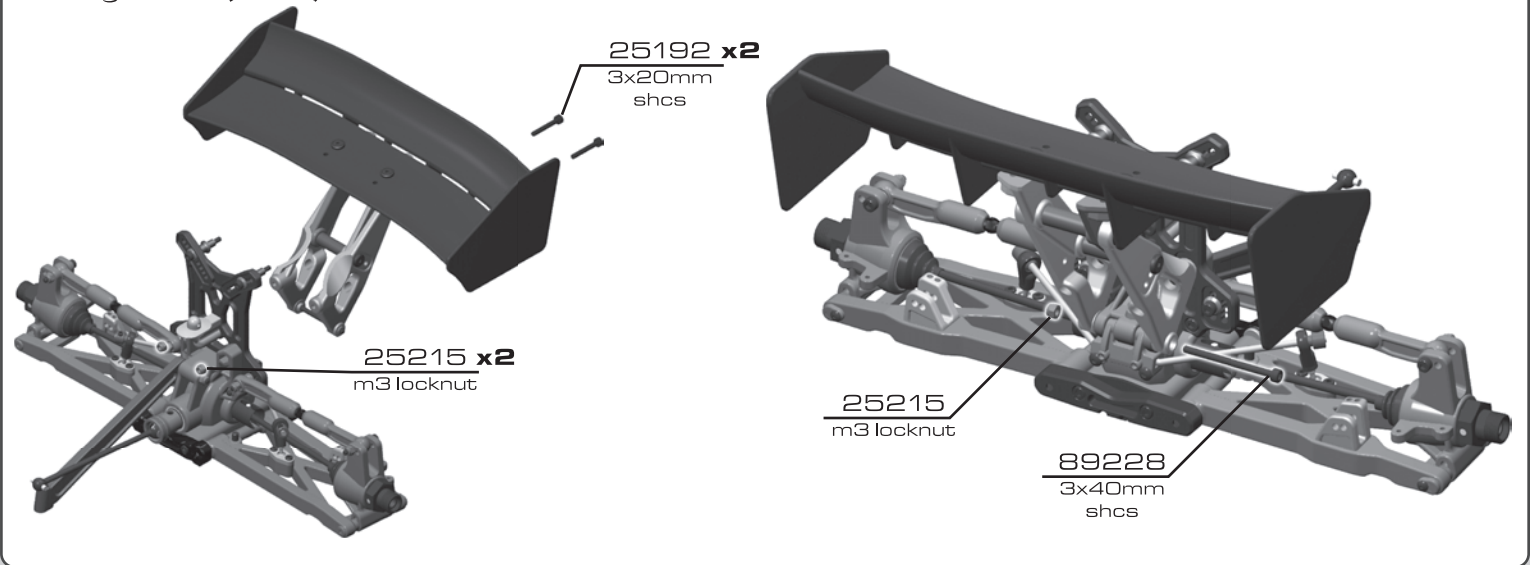
:: Rear Suspension (cont.)



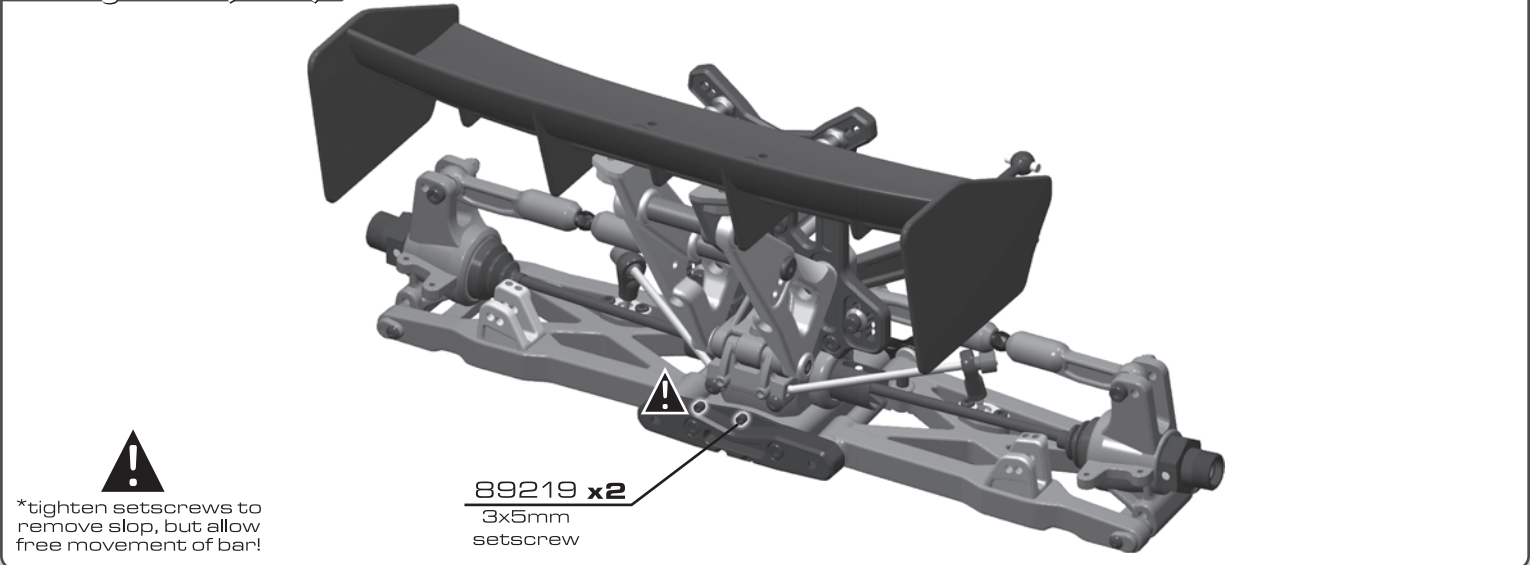
:: Wing Build



:: Wing Build (cont.)

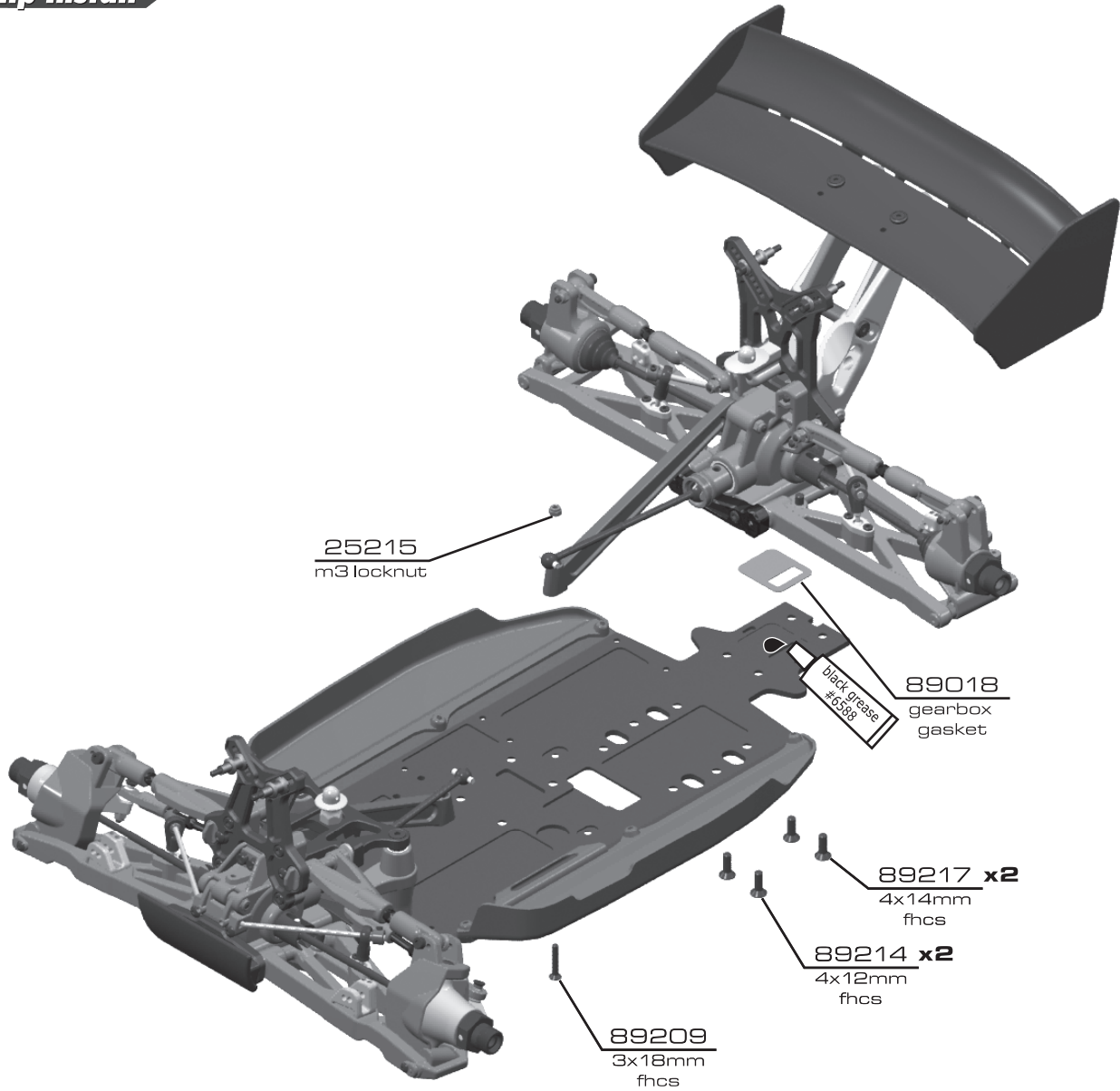


:: Wing Build (cont.)



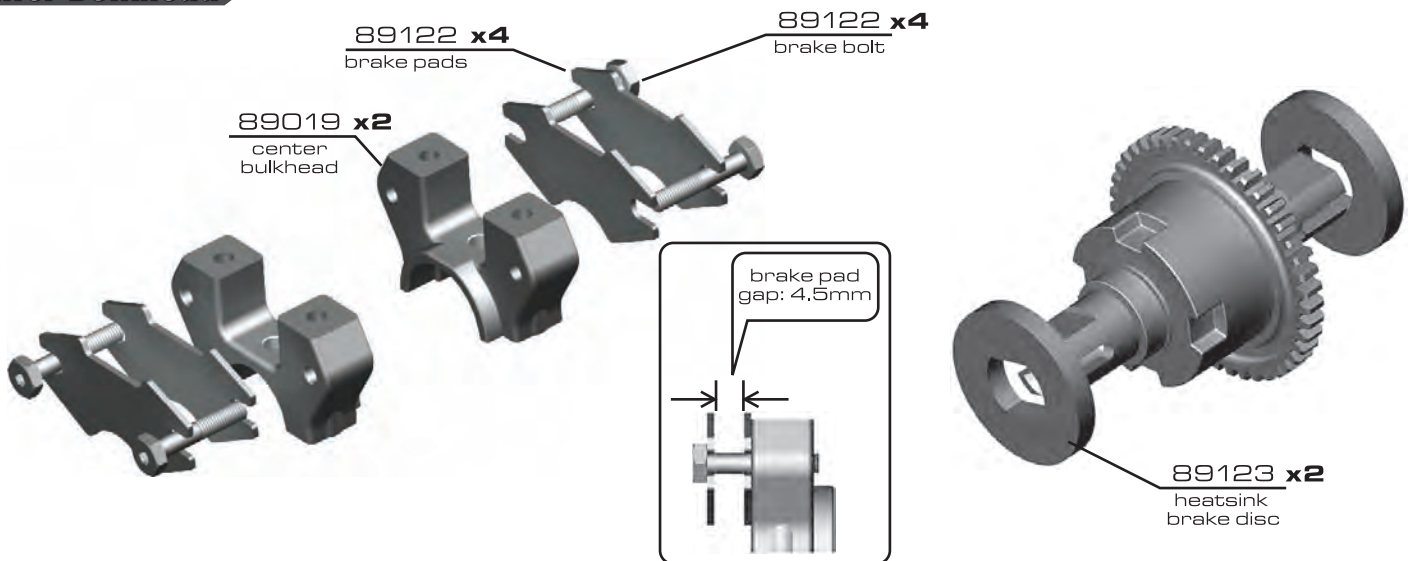
*tighten setscrews to remove slop, but allow free movement of bar!

:: Rear Clip Install

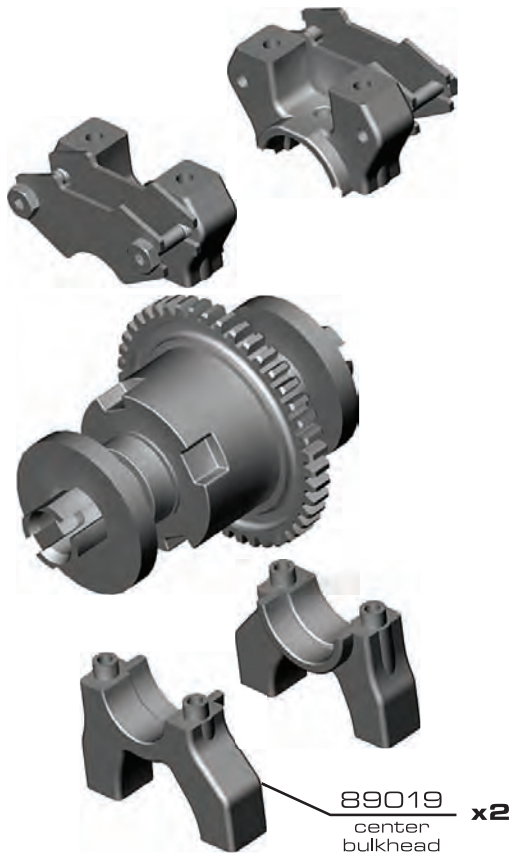


:: Center Bulkhead

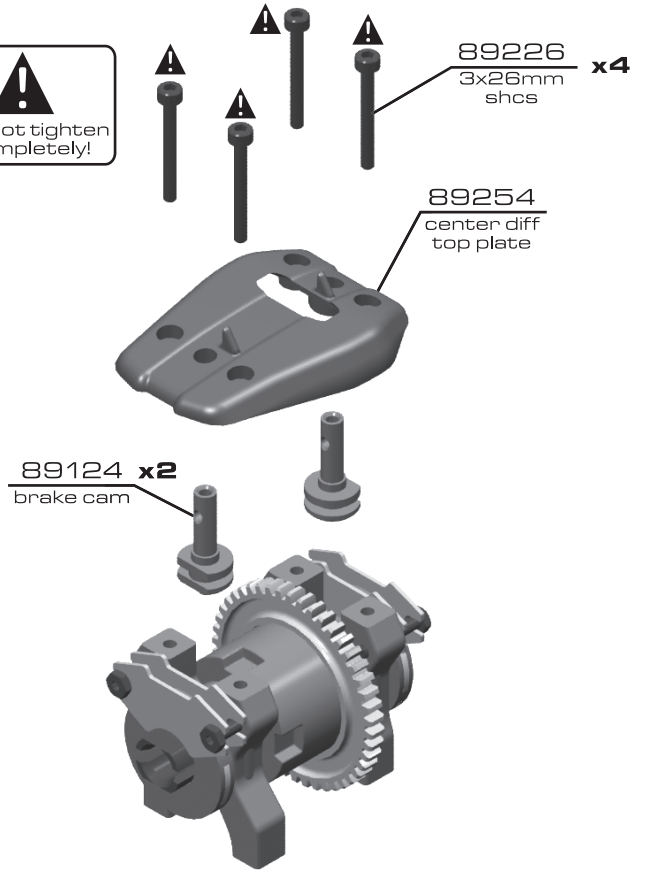
BAG 1



:: Center Bulkhead (cont.)

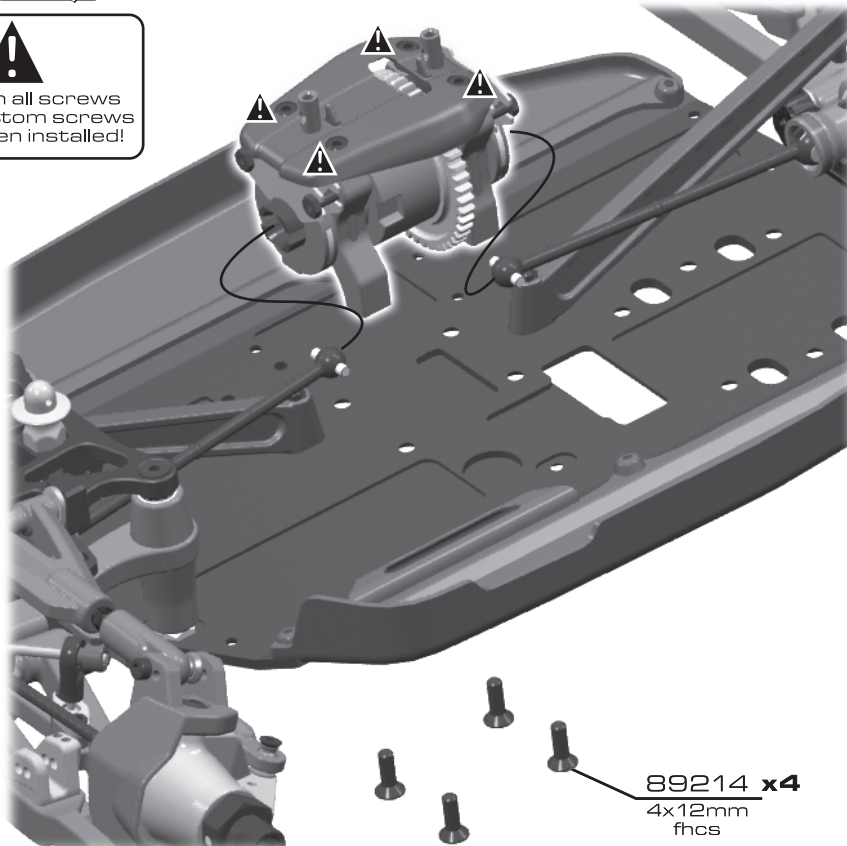



*do not tighten completely!

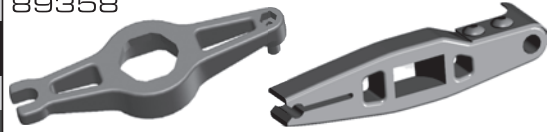


:: Center Bulkhead (cont.)


*tighten all screws after bottom screws have been installed!



89358



lower

Use included shock tools in following steps

upper

:: Shocks

BAG J

89291 x2
16x29mm FT shock body front

89344 x2
16x38mm FT shock body rear

89278 x8
2.5mm piston washer

89353
shock piston set (1,3, blank)

89215 x4
piston locknut

1,3mm piston

89352 x4
spacer

89066 x2
shock o-rings

89352 x4
o-ring

89352 x4
bottom nut

89467 x2
HD shock shaft 29mm (front)

89468 x2
HD shock shaft 38mm (rear)

*use the lower shock tools locknut holder to thread the piston locknut onto the shock shafts

*use the lower shock tool to load the two o-rings and spacer for easy lubing and installation into the shock body

:: Shocks (cont.)

shock fluid

1 drop on threads

fit boot into groove

fill to top with shock oil
front: 25wt #5428
rear: 25wt #5428

tighten eyelet to line on shaft

89356 x2
shock boot front

89357 x2
shock boot rear

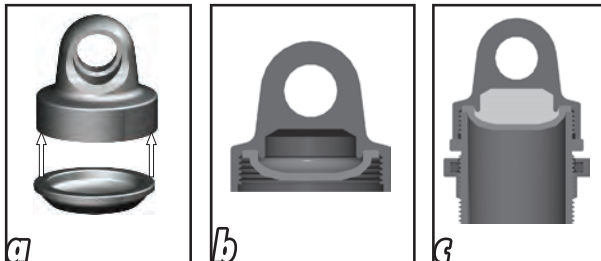
89352 x4
shock boot washer

89469 x4
HD shock ends

89469 x4
shock rod end ball

:: Shocks (cont.)

Bladder installation



As you install the cap with bladder, it will force out any extra oil. If you install the cap with the shaft fully extended, you are running FULL REBOUND.

To run less rebound, unthread the cap 1-2 turns and compress the shaft to the desired position and re-tighten the cap.

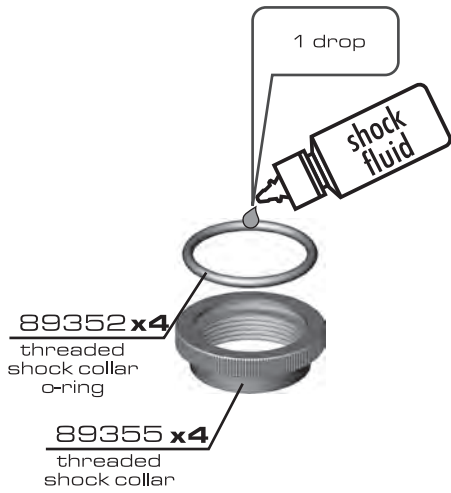
89335 x4
shock cap

89351 x4
shock bladder

*some residual oil may appear for your first few runs around the shock cap as a result of bleeding.



:: Shocks (cont.)



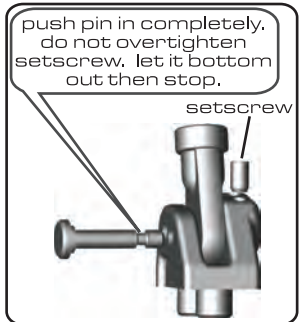
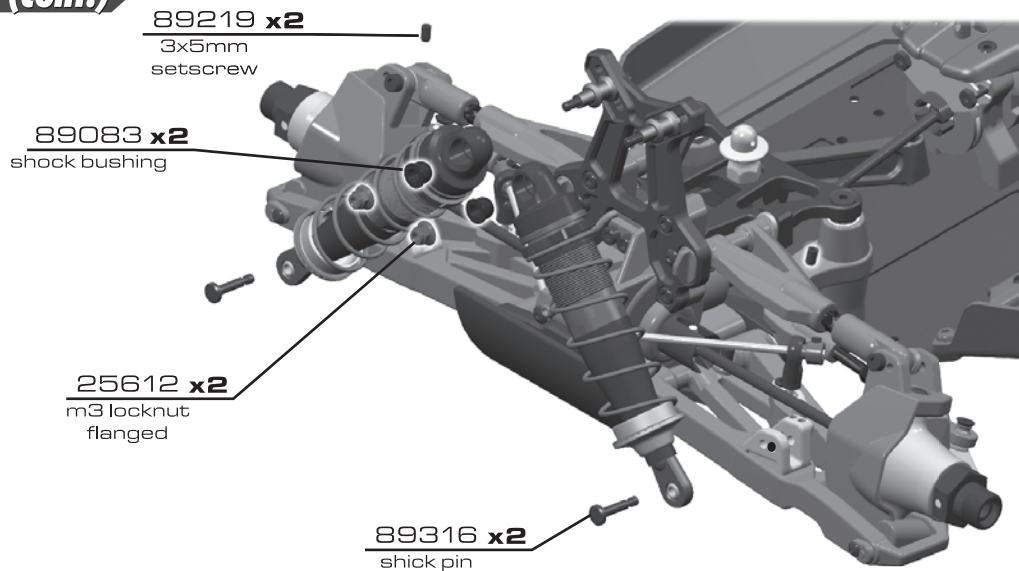
89294 x2 shock spring front bronze (4.7 lbs)

89347 x2 shock spring rear black (2.7 lbs)

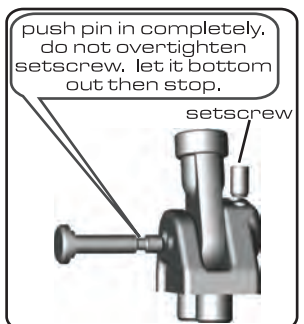
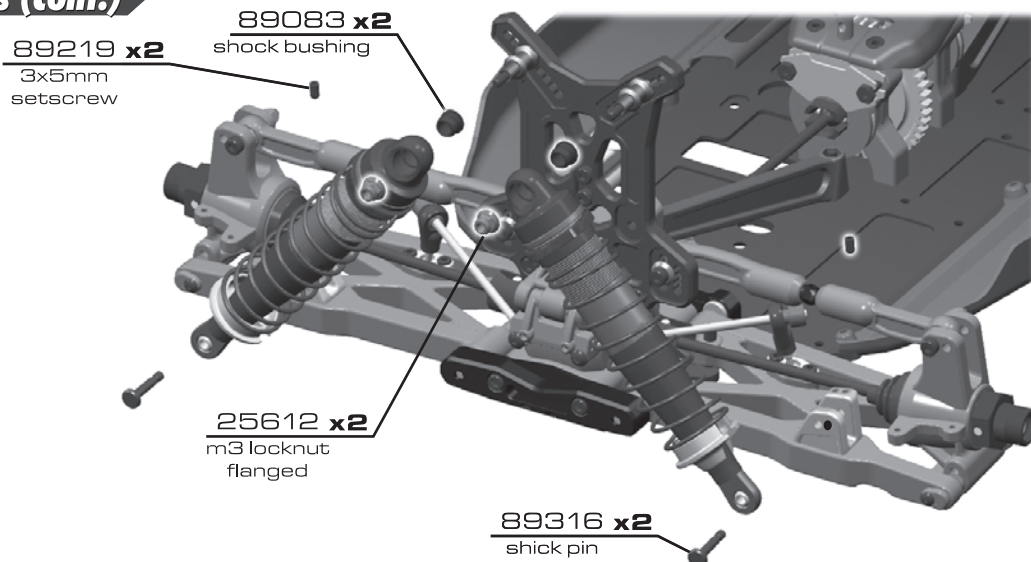


89354 x4 spring cup

:: Shocks (cont.)

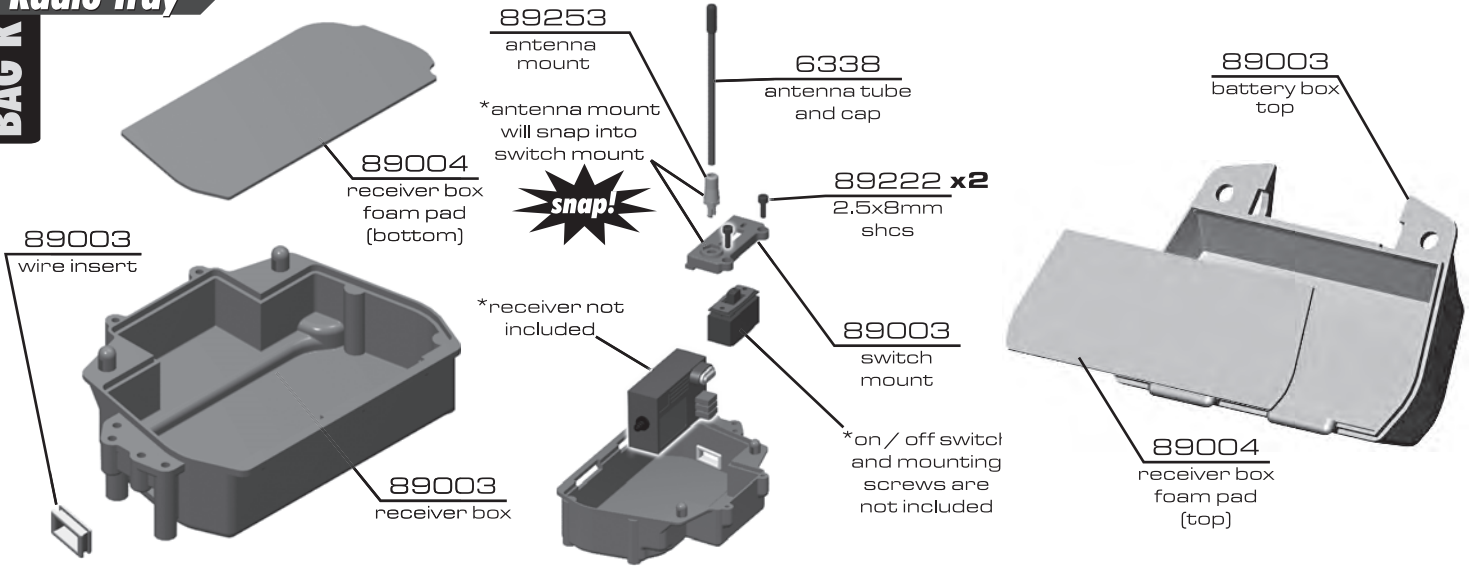


:: Shocks (cont.)



:: Radio Tray

BAG K

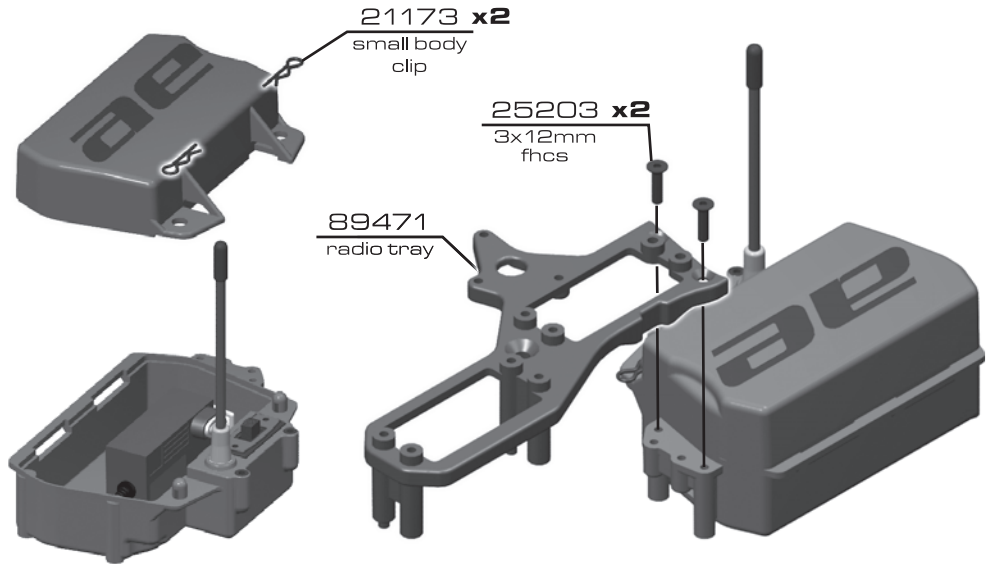


:: Radio Tray (cont.)

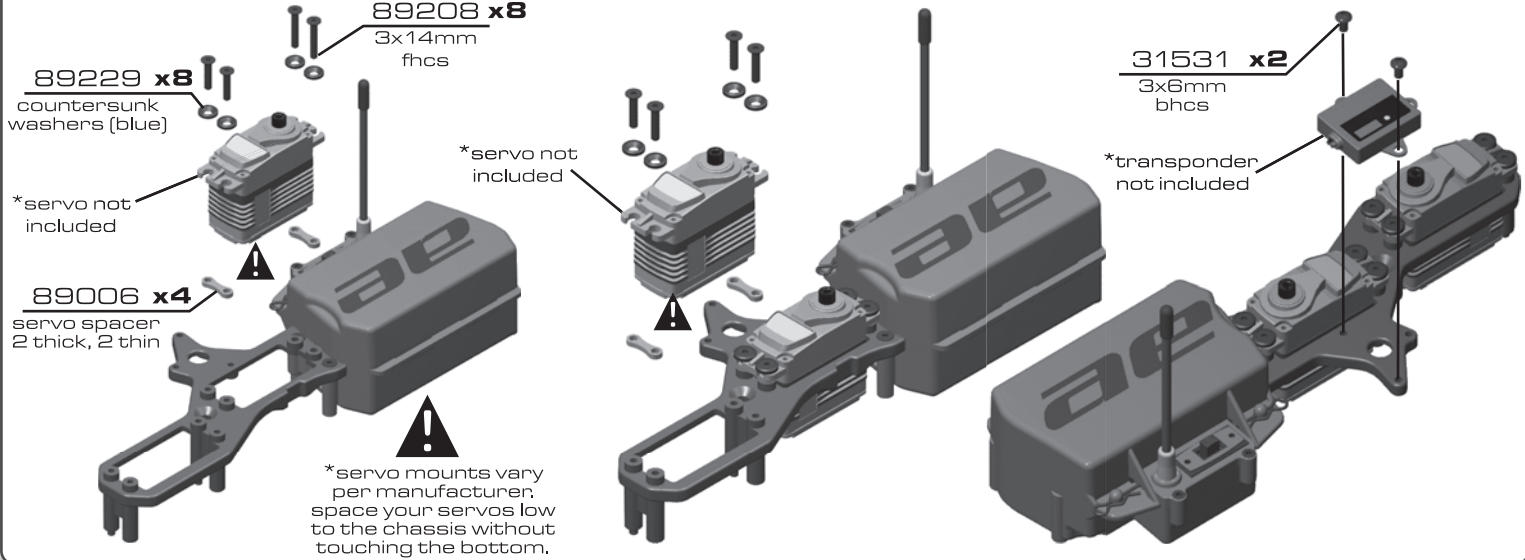
5 cell inline pack configuration. For hump pack or lipo packs, use forward battery box on page 23.



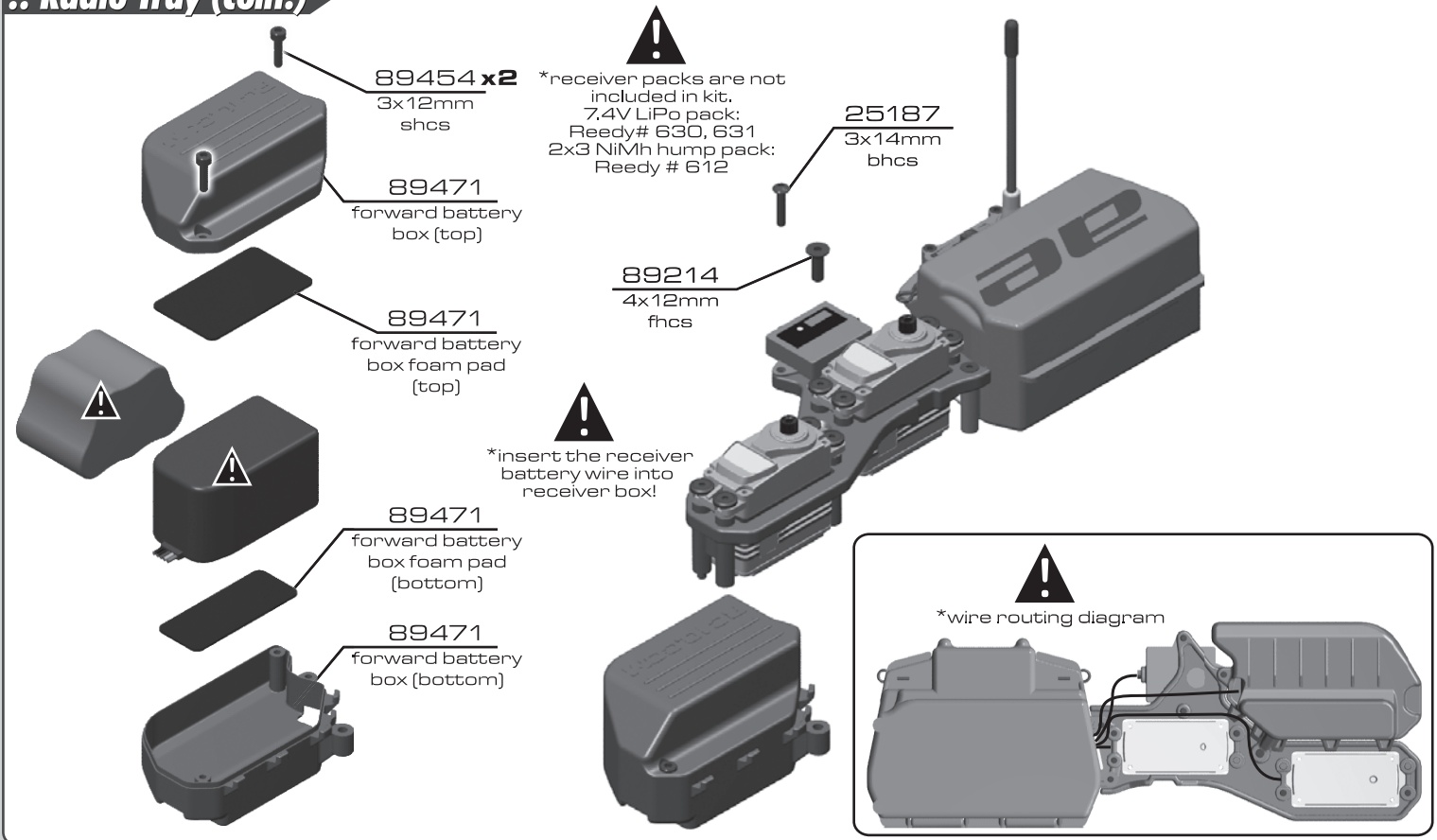
5 cell inline pack



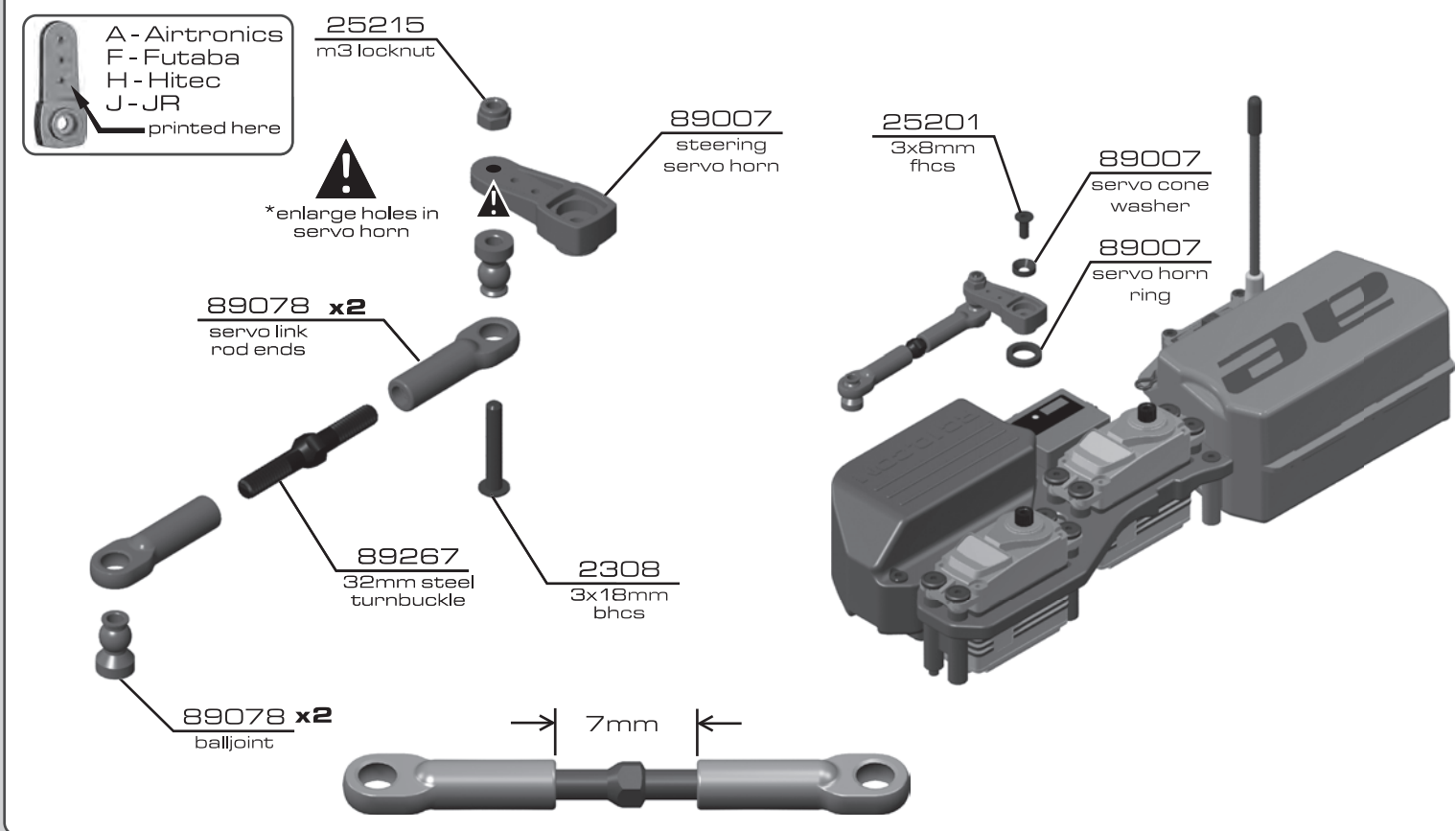
:: Radio Tray (cont.)



:: Radio Tray (cont.)

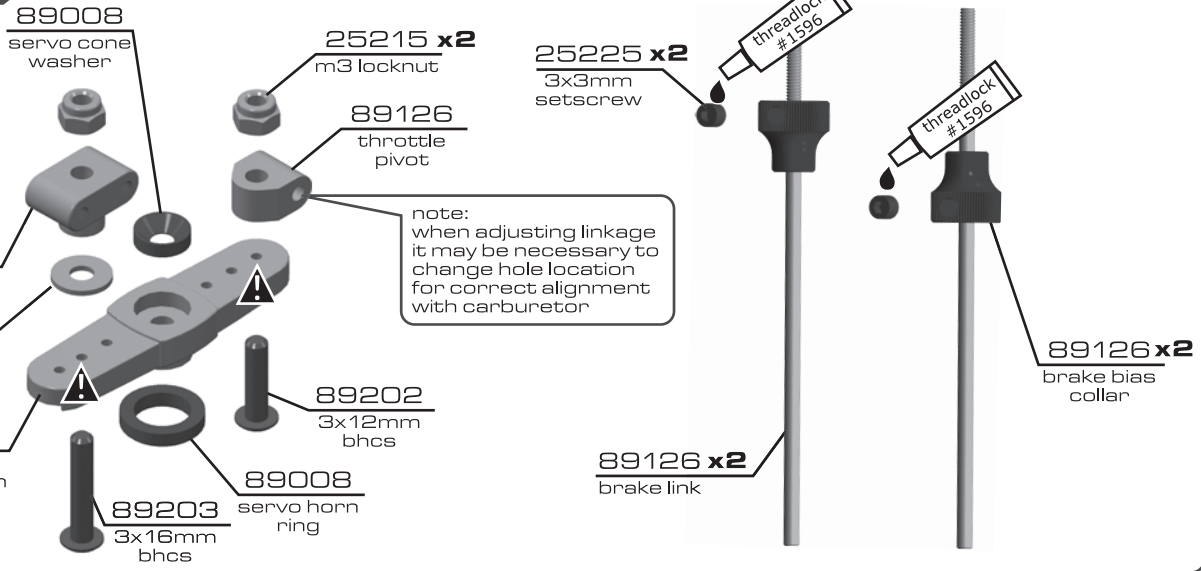


:: Radio Tray (cont.)



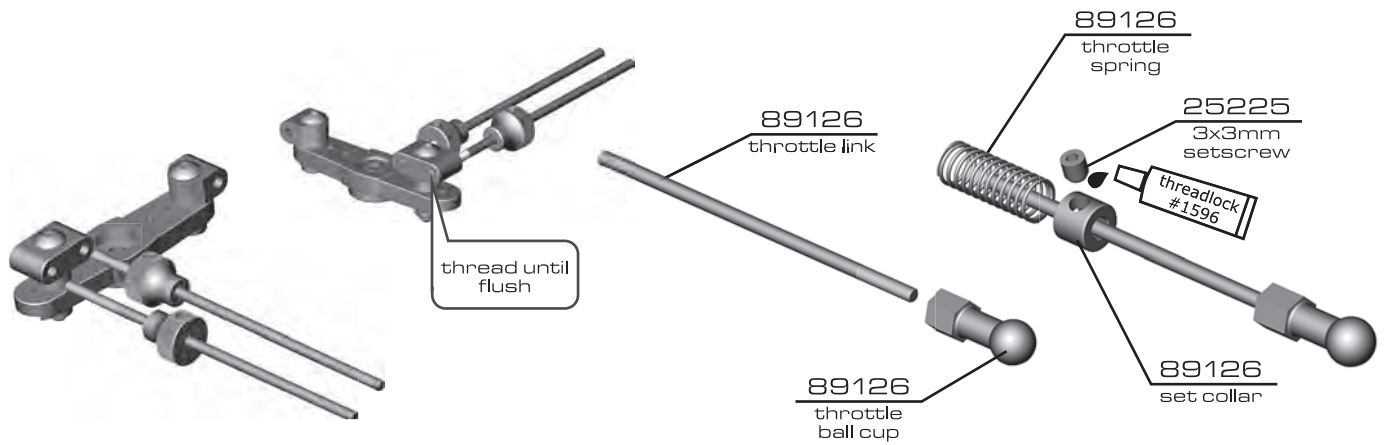
:: Radio Tray (cont.)

printed here
 A - Airtronics
 F - Futaba
 H - Hitec
 J - JR

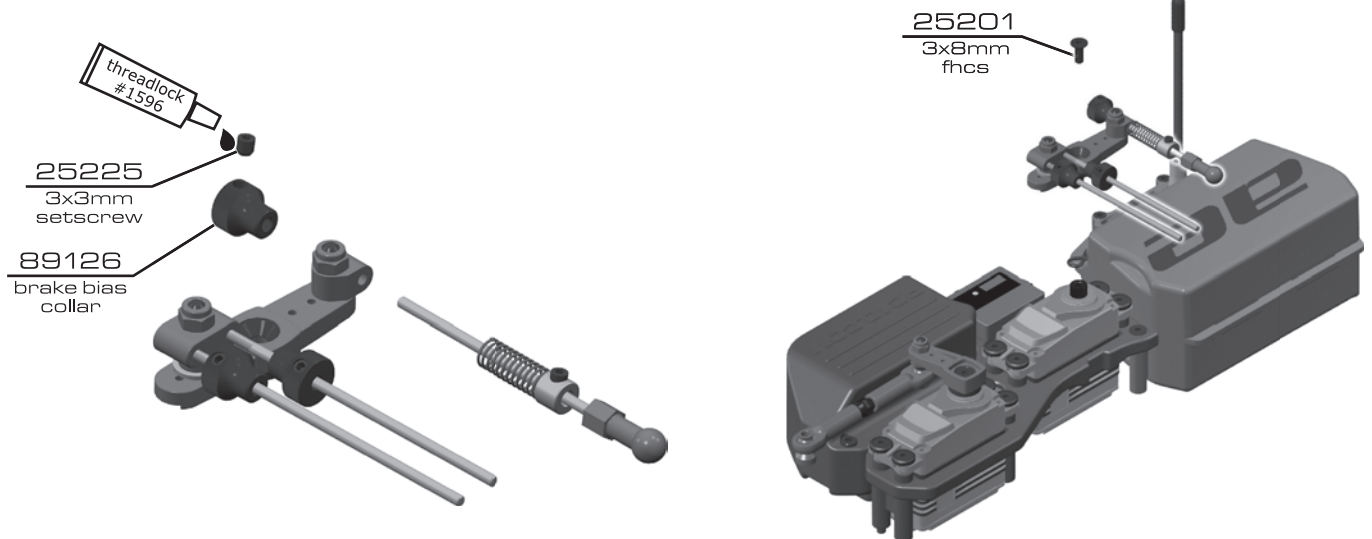


! *enlarge holes in servo horn

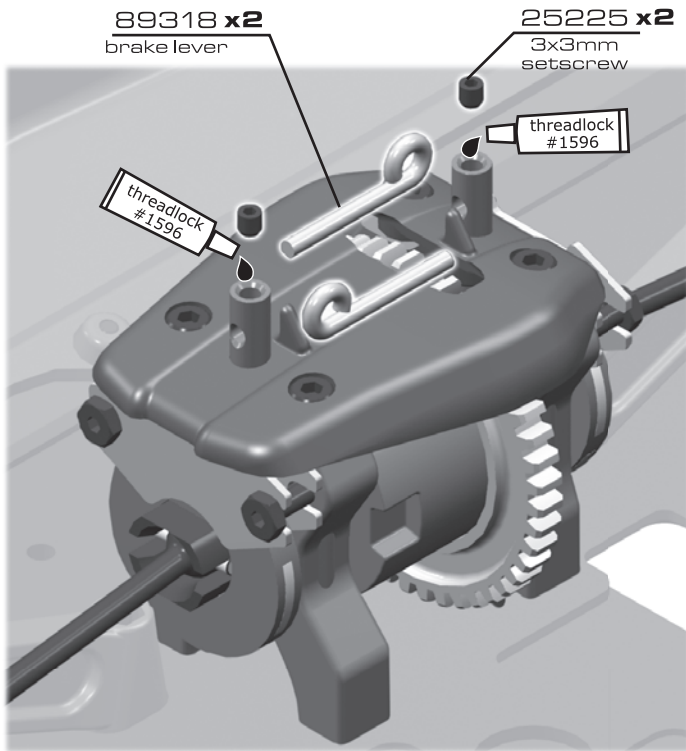
:: Radio Tray (cont.)



:: Radio Tray (cont.)

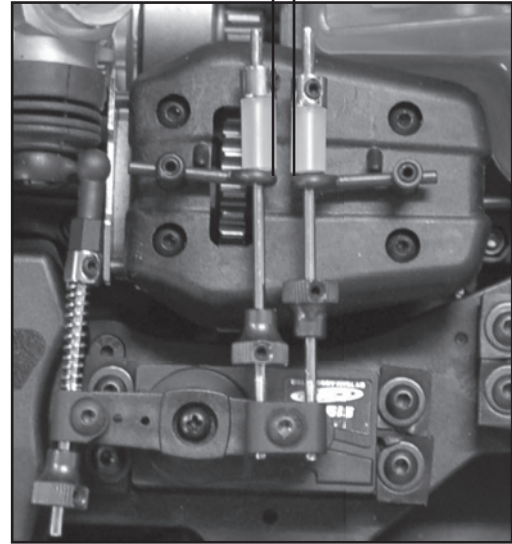


:: Radio Tray (cont.)

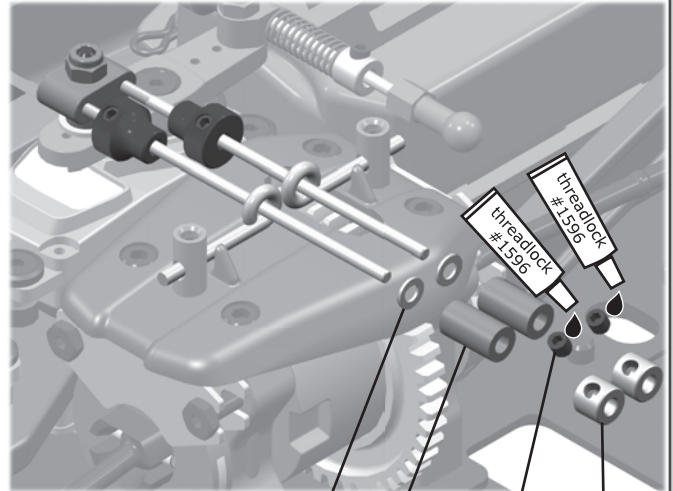
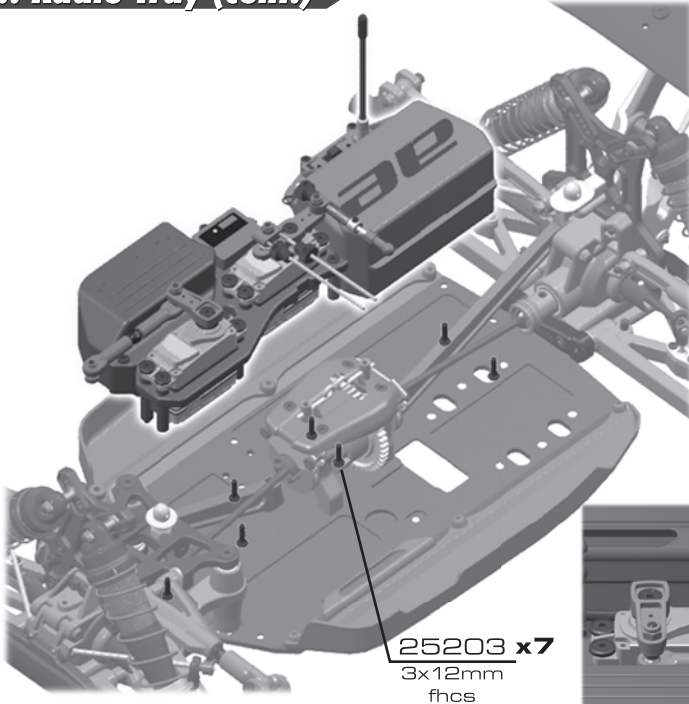


* after installation,
leave a 0.5mm gap
between the two
brake levers

0.5mm



:: Radio Tray (cont.)

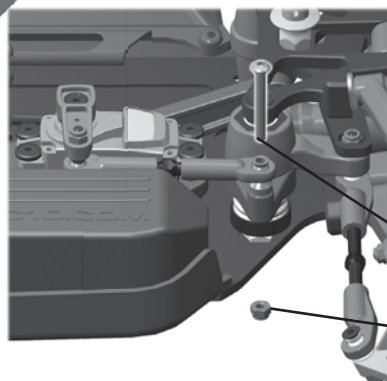


89126 x2
brake washer

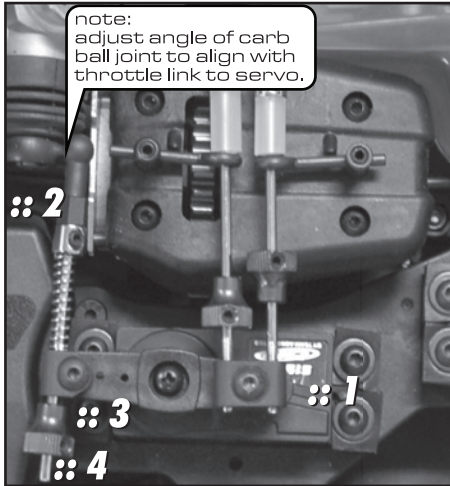
89126 x2
brake spring
(silicone)

25225 x2
3x3mm
setscrew

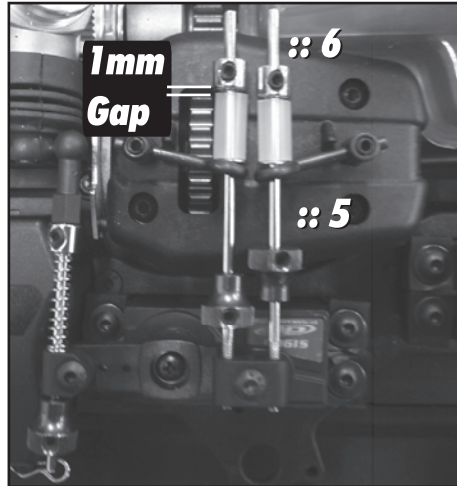
89126 x2
set collar



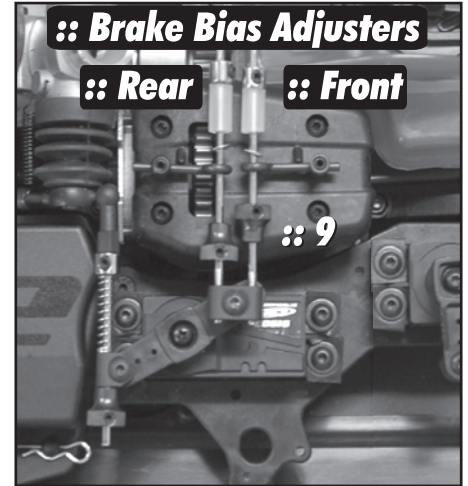
:: Linkage Adjustment



- 1: turn on transmitter and buggy. adjust servo horn until position is parallel with centerline at neutral.
- 2: set pre-load on spring so that throttle will close.
- 3: set .05mm gap on throttle collar.
- 4: trim off excess rod.



- 5: pull cams to engage brakes. set collar (with brakes engaged) to have 1 mm gap between tubing and collar. remember: transmitter is still on during this step.
- 6: trim off excess brake link wire.

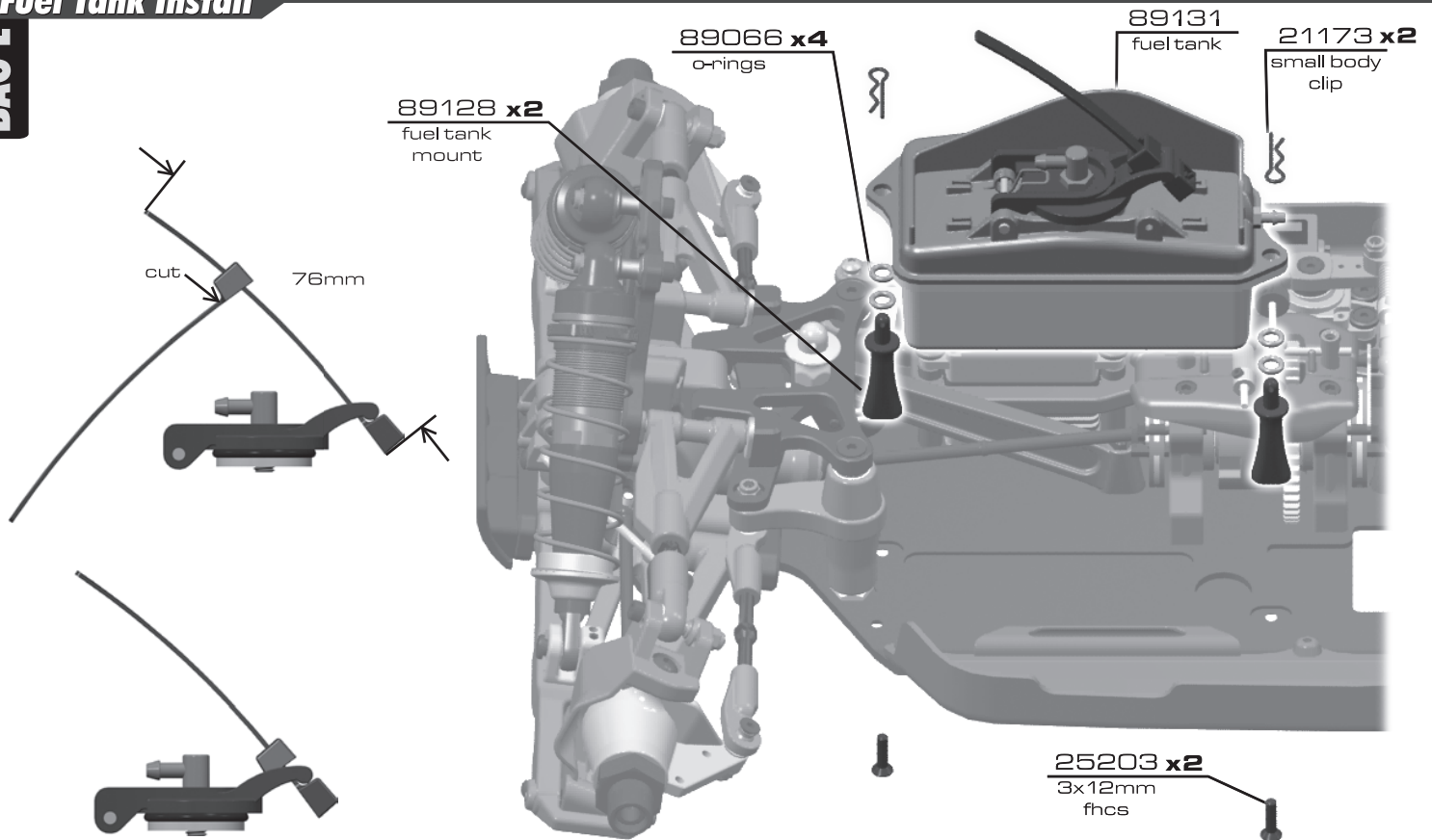


- 7: set throttle EPA max. apply full throttle on transmitter and set EPA so that the carb is full open. be careful not to over-extend the carb.
- 8: set max brake EPA at 30% as a starting point.
- 9: brake bias adjusters: thread the adjuster into the mount to achieve stronger brakes on that end of the buggy.

!DO NOT START ENGINE FOR THIS STEP!

:: Fuel Tank Install

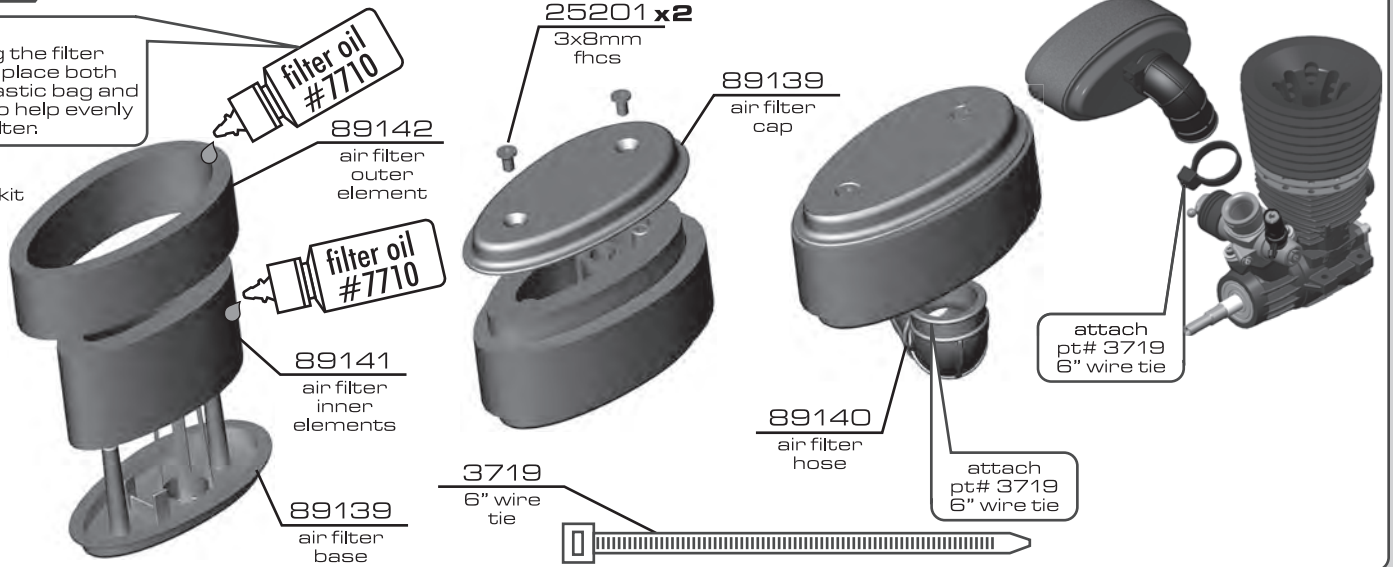
BAG L



:: Air Filter

note:
when oiling the filter
elements, place both
inside a plastic bag and
squeeze to help evenly
coat the filter.

*filter oil
included in kit



:: Engine

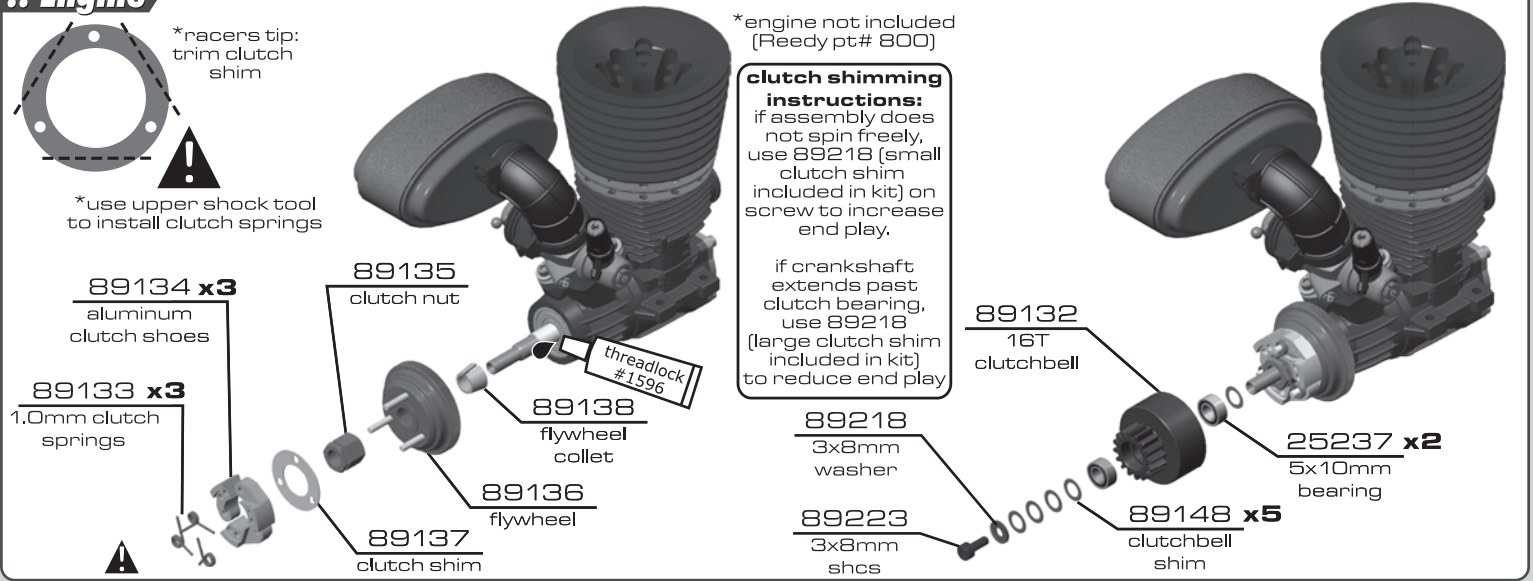
*racers tip:
trim clutch
shim

*use upper shock tool
to install clutch springs

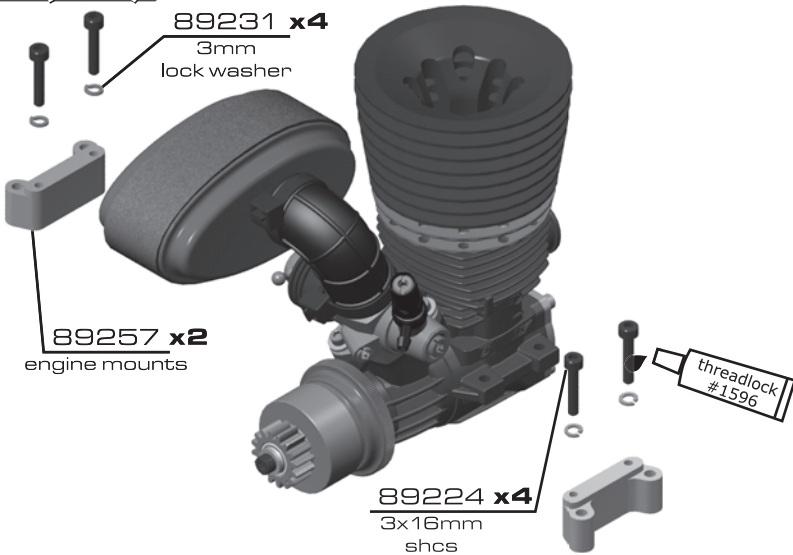
*engine not included
(Reedy pt# 800)

**clutch shimming
instructions:**
if assembly does
not spin freely,
use 89218 (small
clutch shim
included in kit) on
screw to increase
end play.

if crankshaft
extends past
clutch bearing,
use 89218
(large clutch shim
included in kit)
to reduce end play

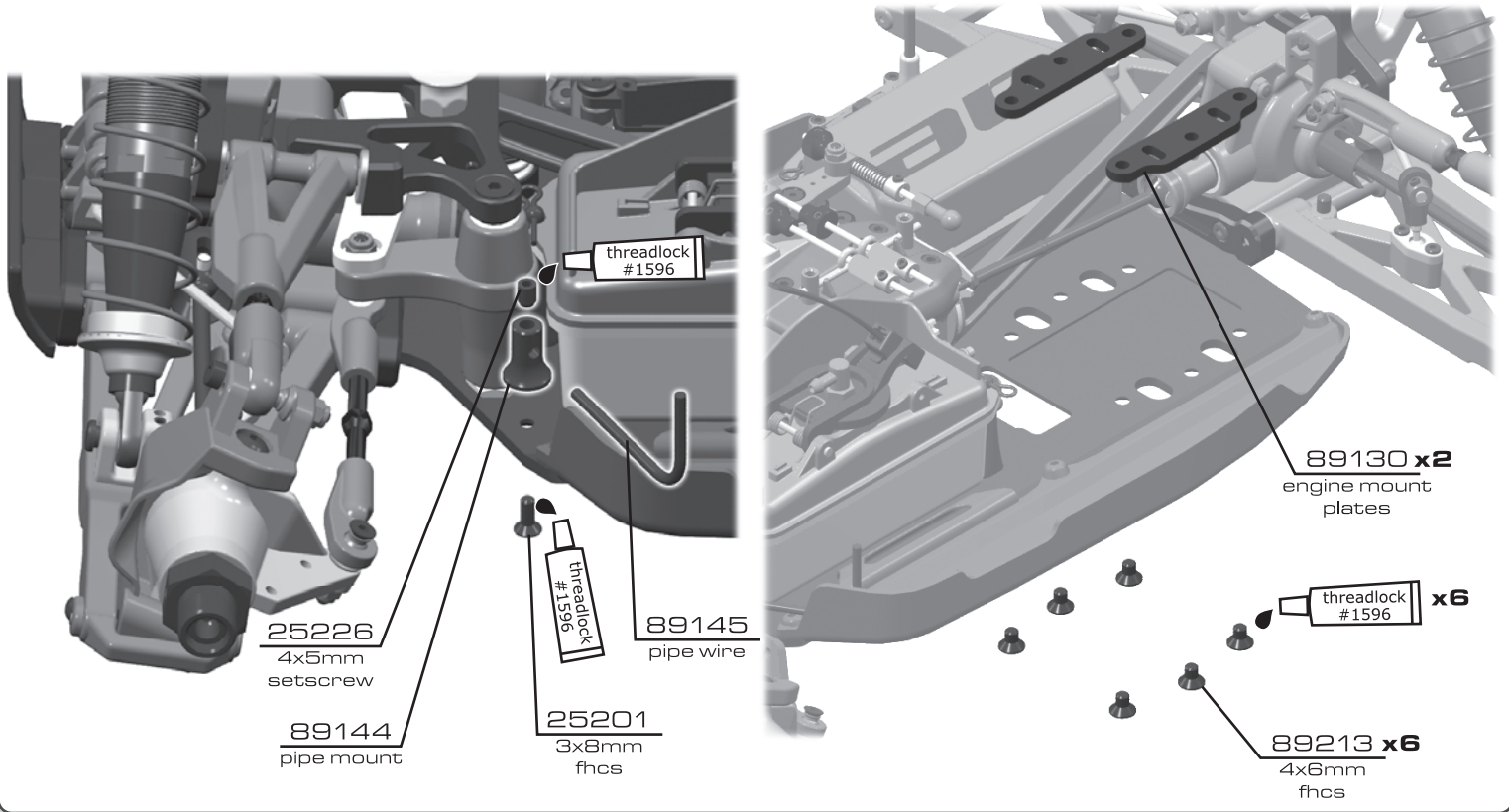


:: Engine (cont.)

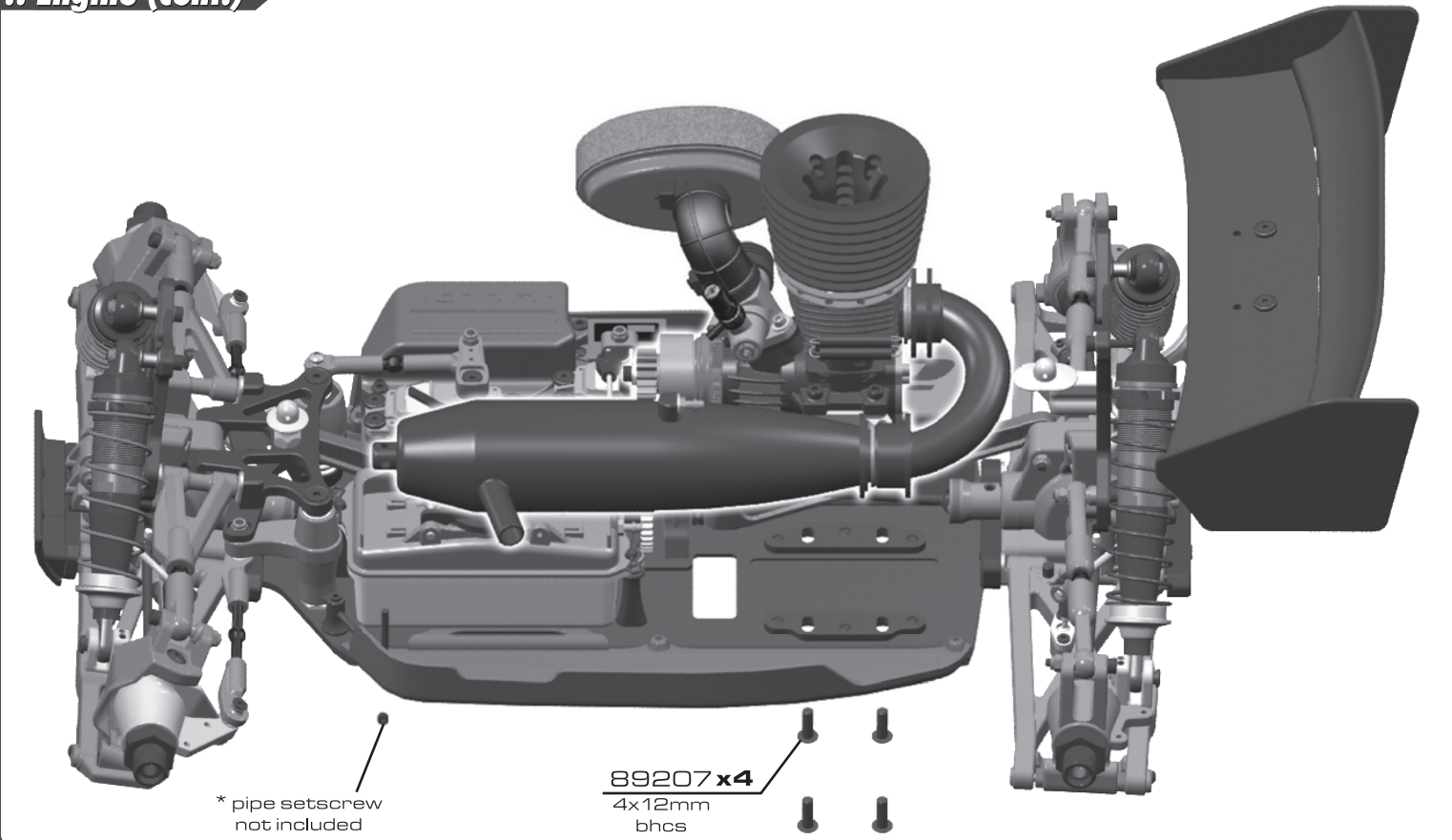


*FT muffler not included
(AE pt# 89175)

:: Engine (cont.)



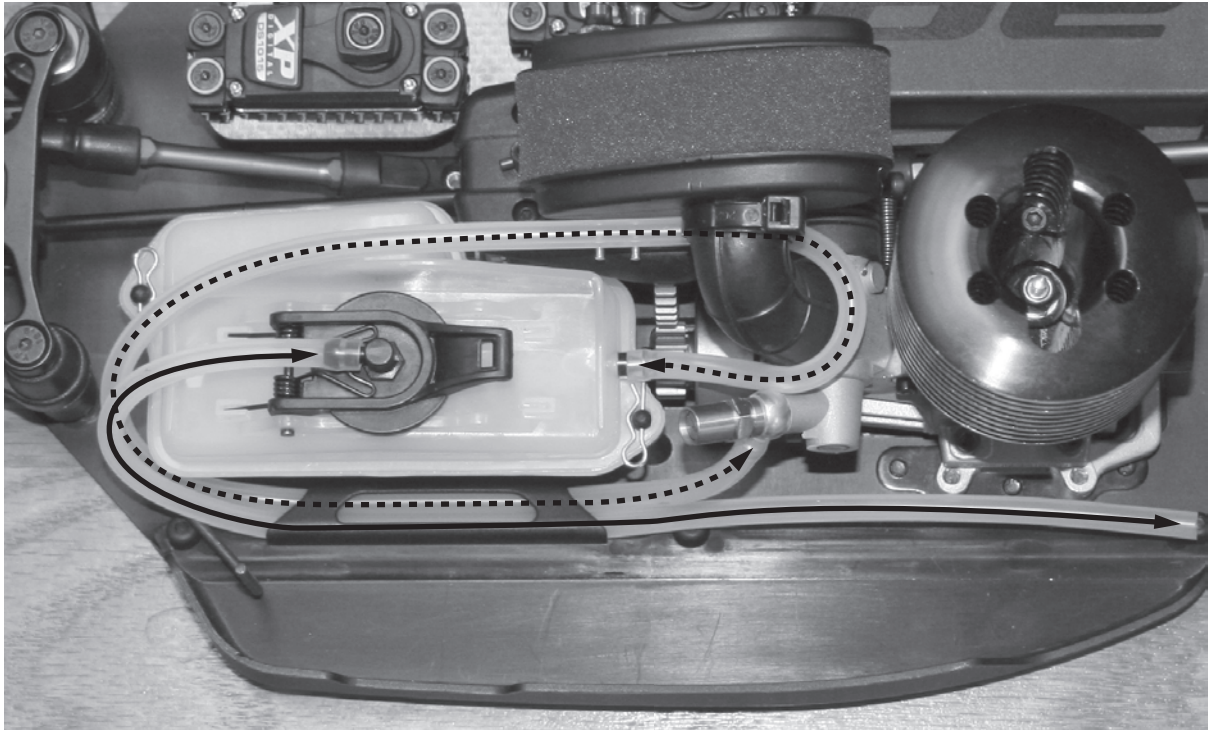
:: Engine (cont.)



:: Engine (cont.)

—————
pressure line
from fuel tank lid to
exhaust pipe nipple

.....
fuel line
from fuel tank to
carburetor

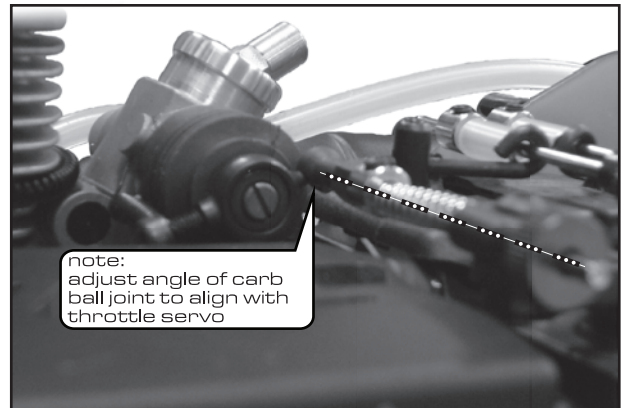
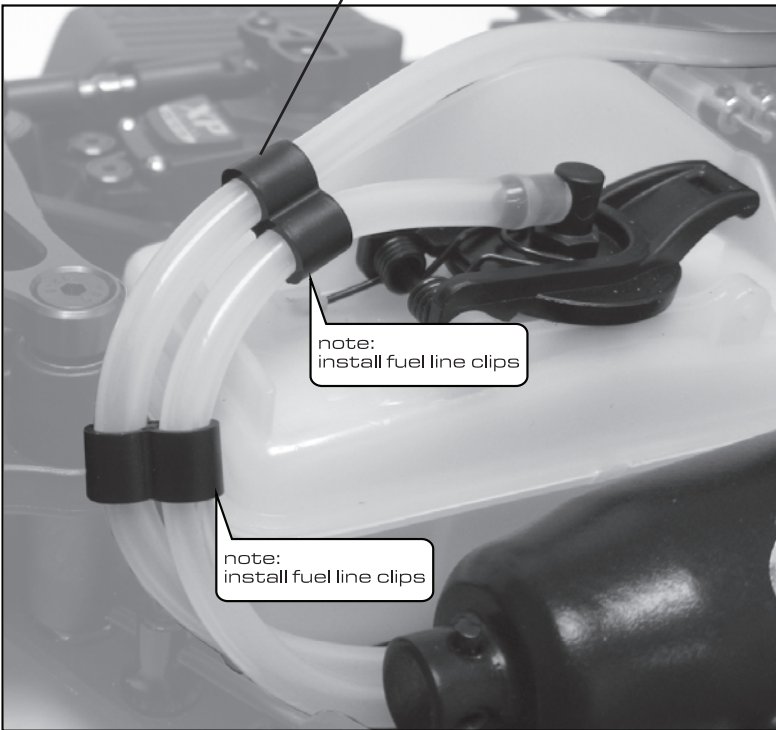


:: Engine (cont.)

89325 x2
fuel clips

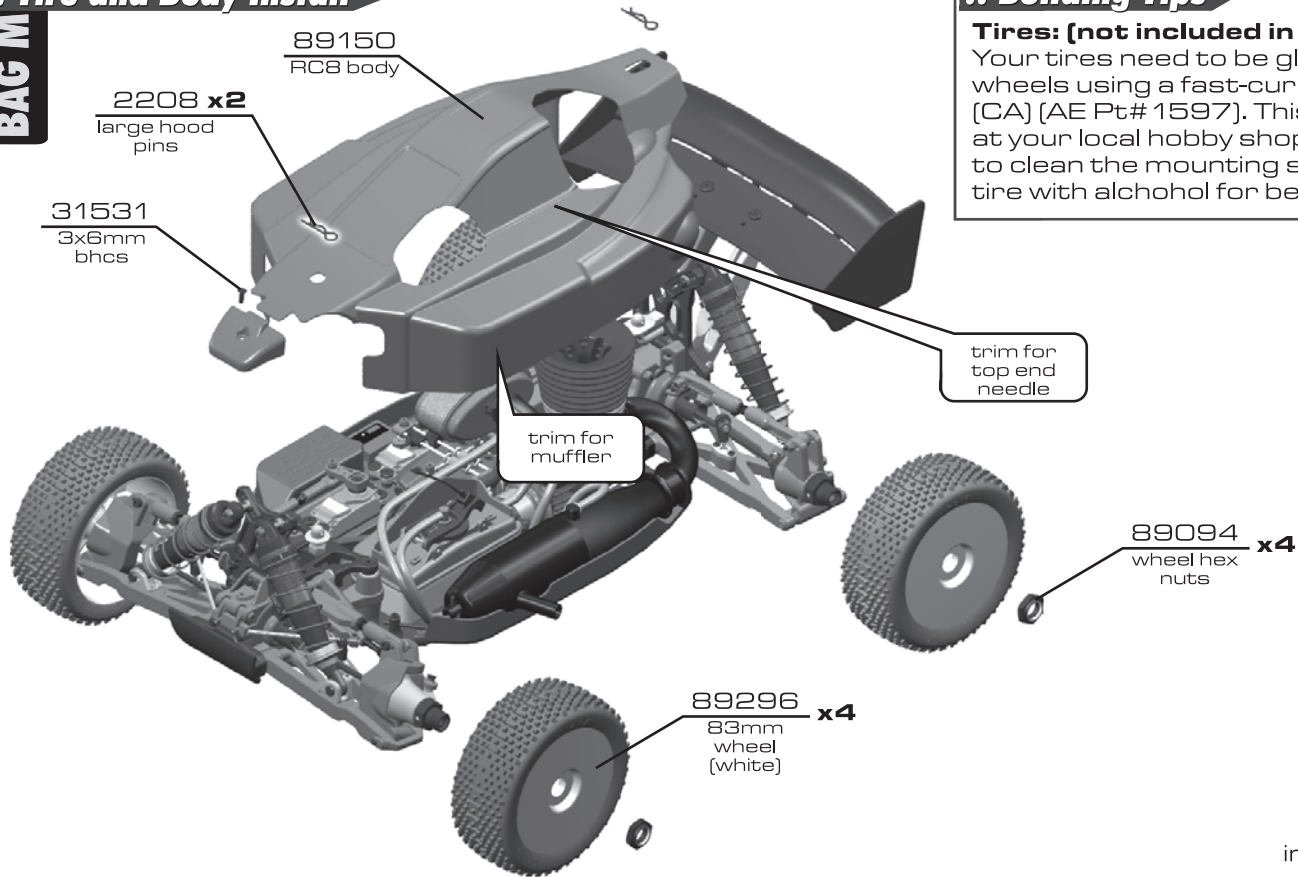
note:
install fuel line clips

note:
install fuel line clips



:: Tire and Body Install

BAG M



:: Building Tips

Tires: (not included in kit)

Your tires need to be glued to the wheels using a fast-curing Tire glue (CA) [AE Pt# 1597]. This is available at your local hobby shop. Make sure to clean the mounting surface of the tire with alcohol for best adhesion.

*Tires not included in kit.

:: Building Tips

Tires:

The tires need to be glued to the wheels using any fast-curing FT Tire glue (CA) [AE Pt# 1597]. This is available at your local hobby shop. Make sure to clean the mounting surface of the tire with alcohol for best adhesion.

Gear Mesh:

To correctly set your gear mesh, follow the steps below:

1. Loosen engine mount screws so you can slide your engine and mount.
2. Slide engine and mount until the clutchbell gear comes in contact with the spur gear. Tighten engine mount screws. Hold the spur gear in place and 'rock' the clutchbell gear. There should be a little 'free-play' between the gears.
3. If you have a small amount of 'free-play', continue building your RC8B. If not, go back to Step 1.

Receiver Pack:

Your RC8B does not come with a receiver pack. It is recommended that you use a 5-cell 1000mah pack (minimum) in either stick [AE Pt #612] or hump [AE Pt#613] pack configuration (your RC8B will accept either). Charge your pack per the battery manufacturer's instructions. This will need to be done before you can setup up your RC8B.

Engine Tuning:

Follow the manufacturers instructions to correctly tune your engine. You will need to adjust the fuel mixture according to altitude, weather, etc.

Body:

Your RC8B comes with a clear polycarbonate body. You will need to prep the body before you can paint it. Wash the inside thoroughly with warm water and liquid detergent. Dry using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the **INSIDE** (RC cars get painted from the inside). Using high quality tape, apply to create a design to the inside of the body. Spray (either can or airbrush) the paint to the inside of the body (**NOTE: use ONLY paint that is recommended for use with [polycarbonate] plastics. If you don't, you will destroy the plastic body!!!!**).

After painting, cut the body along the trim lines. Make sure to cut holes for the engine head, body mounts, antenna, fuel tank lid, top end adjustment needle and muffler outlet.

:: Chassis

Gearing:

Recommended gearing: 16:44. This is a good starting point for most tracks. Follow your engine manufacturer's recommendations for gearing options. Typically on larger, more open track layouts a 17T clutch bell is used.

Gear Mesh:

To correctly set your gear mesh, follow the steps below:

1. Loosen the engine mount screws so you can slide your engine from side to side freely.
2. Slide the engine until the clutch bell comes in contact with the spur gear. Tighten the engine mount screws. Now "rock" the spur gear. There should be a little "free play" between the gears.
3. If you have a small amount of 'free-play', continue building your RC8B. If not, go back to Step 1. Be sure to check for "free-play" through a full rotation of the spur gear.

WARNING! Caution when setting / checking gear mesh after running your vehicle, the clutch bell WILL be HOT!

Differential Fluid:

Team Associated includes a complete bottle of 5,000cst diff oil. You can also provide your own oil and try one of the optional setups.

Standard differential fluid setup: Front = 5,000cst; Center = 5,000cst; Rear = 5,000cst.

Optional diff setup 1 (high grip track): Front = 5,000cst; Center = 10,000cst; Rear = 5,000cst.

Center Differential:

Use the standard setup for most cases. Some racers will try thicker oil (7,000-10,000cst) when greater acceleration is needed. This is typically done on very smooth tracks since thicker fluid can reduce handling in bumpy conditions.

:: Front End:

Front Differential:

Use the standard setup for most cases. Try 7,000cst to 10,000cst to get less low speed steering and better acceleration out of turns.

Kickup Bushing:

Generally more kick-up will provide better handling in the bumps and have better straight line acceleration. Less kick-up will provide more all around steering and have a more aggressive feel.

Caster:

The standard caster block insert setup is for 16 degrees. The standard inboard kick-up is 9 degrees (2-dot up insert in A-plate). You can reduce the caster using 14 degree inserts (also move both upper cone washers in front of the ball joint) for smoother steering. Changing to 18 degree inserts (also move both upper cone washers behind the ball joint) will typically provide more steering on power but reduce handling in bumpy conditions.

Front Upper Pivot Insert:

The standard setup is to use 2-dot up in the tower and 1-dot in the top plate. It is recommended to maintain a 1 dot gap (1 mm per dot) front to rear when using 2-dot up in the A-Plate. Reducing the A-Plate insert to 1-dot allows the use of same dot number insert in both tower and top plate. Going up to 3-dot up in the tower will give more turn in, but less steering on power/exit. Going down (1-dot, 2-dot down) will reduce turn in, but give more steering on exit.

Front Camber Link-Outer:

The standard short location will work the best for most tracks. going to the long front link will give you more steering, but can make the car less predictable in bumps and exiting turns.

Front Camber Angle:

A good starting camber setting is -2 degrees. Positive camber, where the top of the tire is leaning out, is typically not recommended.

Front Toe-In:

Zero degree toe-in (tires pointing straight forward) is a good starting setting. You can increase turn in by adding 1-2 degrees of toe-out (front of tires point slightly out). Front toe - in is not a typical tuning adjustment used by the Team.

:: Front End (cont.):

Front Ride Height:

The front ride height setting you should use most often is with 29mm of gap between the chassis bottom and the ground. Check the ride height with the FT Ride Height Gauge (# 1449) by lifting up the entire vehicle about 8-12 inches off the bench and drop it. After the suspension "settles" into place, then raise or lower the adjustment collars as necessary and recheck.

Front Arm Shock Location:

Inside on the arm will give a more responsive front end. Outside on the arm will be less responsive steering, but will be more predictable through bumps.

:: Rear End:

Rear Differential: Start with the standard setup. For expert drivers, the most popular setting for buggy is 3,000 cst. the thicker 5,000cst kit oil will rotate less in the turns and accelerate straight on power. The thinner oil (2,000 or 3,000cst) will give more low speed traction.

Anti-squat:

Anti-squat denotes the angle of the rear inner hinge pin relative to the ground. This setting is adjusted by changing the insert bushing in the C-Plate. The kit setting is 2 degrees (2-dot down) but you change to 1 degree (3-dot down). Typically less anti-squat lets the suspension work more over the bumps, but it will sacrifice the ability to square up on power.

Rear Camber Link Length & Vertical Adjustment:

You can change the length of the camber link on the hub or tower as well as adjust the vertical location on the tower. A longer link will give the feeling of the most grip, but it will not be as responsive to square up on throttle, and might get loose if driven hard. This can easily be corrected by running the shorter link on the hub, but it will sacrifice some forward grip.

Changing to a higher location on the tower will be a smaller adjustment than changing the length of the upper link. Going up on the tower location has a similar effect as a longer camber link, but not as drastic. For example, if you change to the short rear link on the hub and you need to gain more forward grip, try raising the link up on the tower. New additional lower holes should be used when running the optional hinge pin hole in the rear hub carrier.

Rear Hub Hinge Pin Height:

The upper hole gives more rear grip on turn in, and good forward traction, but it might have difficulty squaring up out of turns. The lower hinge pin hole in the hub will be more responsive on throttle, and give more side grip in the turns.

Rear Hub Spacing:

You have 3 options for rear hub spacing, FWD, MIDDLE, & BACK. The kit setting provides a good balance of rear traction and steering, and will be used most often. Moving the hubs FWD will give more rear traction for low grip tracks. You can use the hubs BACK on high grip tracks for more on-power steering. Also, you can replace the included shims to get intermediate settings.

Rear Camber:

A good starting camber setting is -2 degrees. 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.

Rear Ride Height:

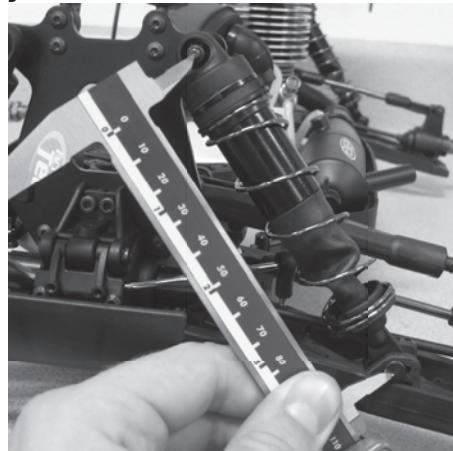
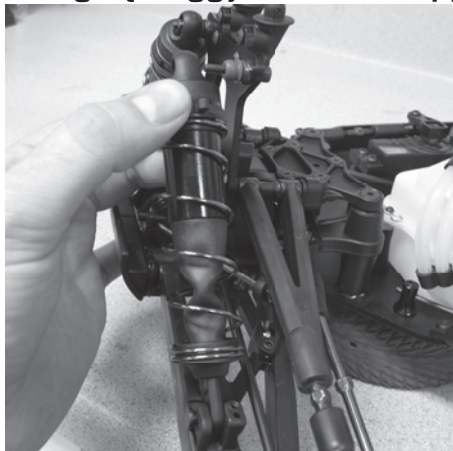
The rear ride height setting you should use most often is 29mm of gap between the chassis bottom and ground. Check the ride height with the FT Ride Height Gauge (# 1449) by lifting up the entire vehicle about 8-12 inches off the bench and drop it. After the suspension "settles" into place, then raise or lower the adjustment collars as necessary and recheck.

Rear Arm Shock Location:

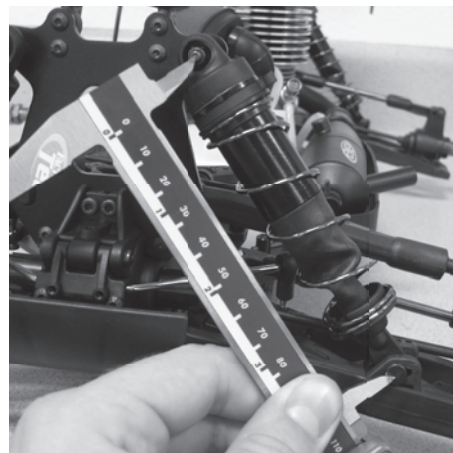
Inside on the arm will give less entry steering, accelerates better straightline through bumps, but may lack side bite. Outside on the arm will be less grip, more steering, but will be more predictable when it breaks traction.

:: Droop Settings:

Droop Settings: (Truggy shown but applicable for all vehicles)



Step 1: With only the bottom of the shocks attached, the droop screws raised all the way, and the chassis above your working surface so the arms are at full extension, you should be able to easily slide the top of your shock over the standoff screw, while leaving the shock at full extension. If the mounting hole of the shock cap is above or below the standoff screw, adjust the droop screw accordingly. Repeat for all corners of your vehicle. Measure from the center of the standoff screw to the center of the shock riser button to get your FULL DROOP setting. The front shocks should be 109mm, while the rear shocks should be 127.5mm.



Step 2: Finish installing the shock to the standoff. Set your vehicle to your desired droop setting. To increase your droop turn the droop screw (from the top) counter-clockwise (loosen), turn the droop screw (from the top) clockwise (tighten) to decrease your droop. Remember, never back the screw out beyond full droop or you could risk damage to your vehicle.

Step 3: Measure from the center of the shock standoff screw to the center of the shock riser button to get your final droop setting. The front shocks should both be set at the same length, as should the rear shocks. * The normal droop setting is between 0-5mm from the FULL DROOP measurement.

Front Droop: Increasing front droop (loosen droop screws) will increase off-throttle steering. It also allows the front end to lift more, giving more rear grip and less front grip on-power. Remember to never loosen the screws beyond the FULL DROOP setting. Decreasing front droop (tighten droop screws) yields more on-power steering and quicker response at the expense of some stability in bumpy sections. It will also give less off-throttle steering.

Rear Droop: Increasing rear droop (loosen droop screws) will increase traction in bumpy sections, but will reduce high-speed stability. Remember to never loosen the screws beyond the FULL DROOP setting. Decreasing rear droop (tighten droop screws) will increase stability in high speed sections, but will reduce stability in bumpy sections.

Setup Sheets:

Most often the best way to get your car handling right is to go to our website www.rc10.com and click on the "racing" link, then the "Setups" link, then search for your vehicle. Our team of professional drivers help develop these setups at National events. Also, most drivers have a "base" setup that they use as a starting point for every event. Try running some of our 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 at <http://www.rc10.com/rc/tuning>.

:: Driver: Team Associated **:: Date:** _____
:: Track: Standard RC8B FT Setup
:: Event: _____

Setup Sheet for Team Associated's RC8B

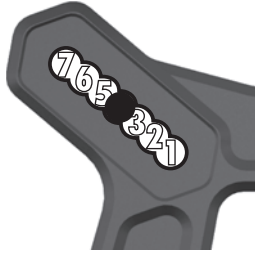
Rev. 1

:: Front Suspension

- anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

bump-steer washers:
0
 out

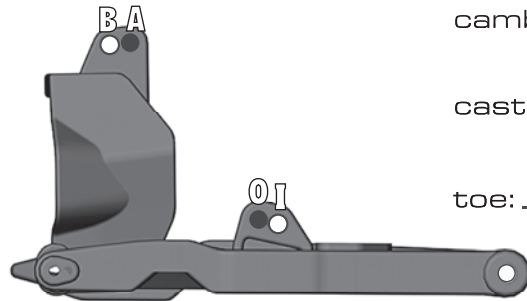
upper hinge pin bushing
 front # 2 rear # 1
 up down up down



camber: 2 °

caster: 16 °

toe: 0 °



ride height: 29mm

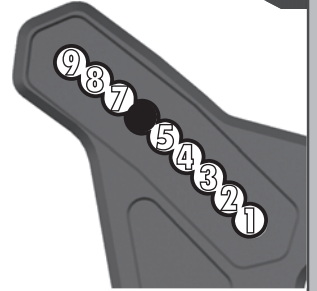
kickup bushing
 # 2
 up down

:: Rear Suspension

- anti-roll bar: wheelbase:
 2.2 - black long
 2.5 - silver medium
 2.8 - gold short

camber: 2 °

toe bushing d-plate:
 # 1
 in out



hub: upper lower
 ride height: 30mm

BAC



squat bushing c-plate:
 # 2
 up down

:: Front Shocks

spring: bronze piston: 6x1.3mm
 shock fluid: 25wt. length: 109mm
 shock cap: aluminum rebound: full

:: Rear Shocks

spring: black piston: 6x1.3mm
 shock fluid: 25wt. length: 26mm
 shock cap: aluminum rebound: full

:: Chassis Braces / Wheel Hex

- chassis braces:
 pivot molded aluminum
 wheel hex:
 standard narrow

:: Steering Blocks

- steering blocks:
 standard
 cnc FT knuckles

:: Rear Hubs

- rear hubs:
 standard
 cnc FT hubs

:: Differentials

front fluid: 5R
 center fluid: 5R
 rear fluid: 5R

:: Wing

location: forward back
 angle: low med. high
 type: al gap: _____

:: Gearing/Clutch

gearing: 16 / 44
 clutch shoes: aluminum
 clutch spring: .9mm 1.0mm 1.1mm

:: Engine

engine: _____ restrictor: _____
 muffler: _____ temp: _____
 glow plug: _____
 fuel: _____

:: Tires

tire (F/R): _____ / _____
 compound (F/R): _____ / _____
 insert: _____ wheel: FT 83mm
 traction additive: _____

:: 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: _____




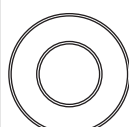
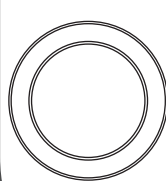
:: Hardware - 1:1

flat head (fhcs)

METRIC

	3x8mm (25201)
	3x10mm (25202)
	3x12mm (25203)
	3x14mm (89208)
	3x18mm (89209)
	3x20mm (89210)
	3x22mm (89455)
	3x26mm (89211)
	4x6mm (89213)
	4x12mm (89214)
	4x14mm (89217)















ball bearings

	steering bearing (89161)
	5x10mm (25237)
	6x10mm (31404)
	8x16mm (25236)
	15x21mm (89162)








Notes:

cap head (shcs)

METRIC














	2.5x8mm (89222)
	3x8mm (89223)
	3x10mm (25620)
	3x12mm (89454)
	3x16mm (89224)
	3x18mm (25191)
	3x20mm (25192)
	3x22mm (89474)
	3x24mm (89225)
	3x26mm (89226)
	3x28mm (89227)
	3x40mm (89228)
	3x45mm (89279)
	3x50mm (89452)

shims & washers

	3mm lock washer (89231)
	2.5mm washer (89278)
	blue countersunk washer (89229)
	silver cone washer (89230)
	3x8mm thin washer (89218)
	diff washer (89120)
	diff shim (89117)

button head (bhcs)

METRIC

	2.5x3mm (89201)
	2.5x6mm (31520)
	3x6mm (31531)
	3x10mm (25211)
	3x12mm (89202)
	3x14mm (25187)
	3x16mm (89203)
	3x18mm (2308)
	3x20mm (25188)
	3x24mm (89204)
	3x26mm (89205)
	4x10mm (89206)
	4x12mm (89207)

setscrews

METRIC

	3x3mm (25225)
	3x5mm (89219)
	4x5mm (25226)
	4x12mm (89220)
	5x4mm (89221)

Setup Sheet for Team Associated's RC8B

:: Front Suspension

anti-roll bar:

- 2.2 - black
- 2.5 - silver
- 2.8 - gold

bump-steer washers:

 out

upper hinge pin bushing

front # _____ rear # _____

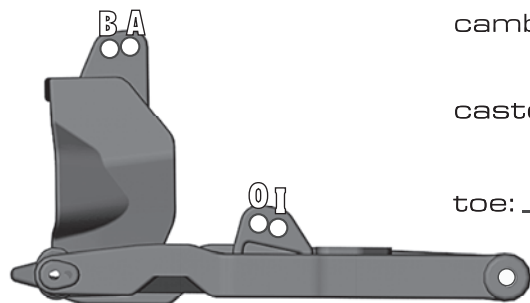
- up down up down



camber: _____ °

caster: _____ °

toe: _____ °



kickup bushing

- up down

ride height: _____

:: Rear Suspension

anti-roll bar:

- 2.2 - black
- 2.5 - silver
- 2.8 - gold

wheelbase:

- long
- medium
- short

camber: _____ °

toe bushing d-plate:

- in out

hub:
 upper
 lower

ride height: _____

BAC



squat bushing c-plate:

- up down

:: Front Shocks

spring: _____ piston: _____
 shock fluid: _____ length: _____
 shock cap: _____ rebound: _____

:: Rear Shocks

spring: _____ piston: _____
 shock fluid: _____ length: _____
 shock cap: _____ rebound: _____

:: Chassis Braces / Wheel Hex

chassis braces:
 pivot molded aluminum
 wheel hex:
 standard narrow

:: Steering Blocks

steering blocks:
 standard
 cnc FT knuckles

:: Rear Hubs

rear hubs:
 standard
 cnc FT hubs

:: Differentials

front fluid: _____
 center fluid: _____
 rear fluid: _____

:: Wing

location: forward back
 angle: low med. high
 type: _____ gap: _____

:: Gearing/Clutch

gearing: _____
 clutch shoes: _____
 clutch spring: .9mm 1.0mm 1.1mm

:: Engine

engine: _____ restrictor: _____
 muffler: _____ temp: _____
 glow plug: _____
 fuel: _____

:: Tires

tire (F/R): _____ / _____
 compound (F/R): _____ / _____
 insert: _____ wheel: _____
 traction additive: _____

:: 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: _____

