



# SC10

SHORT COURSE



- #7040 SC10 RTR Lucas Oil
- #7041 SC10 RTR Speed Technologies
- #7042 SC10 RTR Rockstar
- #7043 SC10 RTR Pro Comp

1:10 Scale Electric 2WD Off Road Race Truck Manual & Catalog

# TEAM ASSOCIATED



Designed in California, USA

## :: Introduction

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new SC10. 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.

## :: SC10 Features

- XP3-SS 2.4 GHz radio system
- '09 Championship Body with decal kit
- Ball Bearing 17 turn Radon motor
- 30 degree caster blocks and gold front springs come standard
- Updated chassis and front suspension arms for increased durability
- Updated rear wheels with more drive pin support
- Built on 6-time National Champion RC10 T4 Platform
- Realistic Short Course Racing Truck 0.040" polycarbonate body
- KMC style wheels front and rear
- Aggressive tread multi-terrain scale tire with re-enforced sidewalls
- Realistic bumpers front and rear for maximum durability
- Rubber AE logo mud flaps
- 2.6:1 Ratio Gearbox equipped with sealed gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Set-screw to secure antenna tube
- Hinged battery hold-down strap fits up to 8 cell battery pack (Reedy #699)
- Durable front and rear body mounts with adjustable height
- Complete set of 14 rubber sealed ball bearings
- Rugged steel turnbuckles
- Fully adjustable caster, camber, and toe-in
- Angled bellcrank "co-planar" steering
- Built in servo saver
- Vertical ball end adjustment, front and rear
- Blue aluminum shock bodies with molded pre-load clips
- Dog bone rear axles

## :: Additional

### :: SC10 RTR

Your new SC10 RTR comes factory assembled including radio gear, motor, and ESC. However, there are some items you will need to complete your kit.

Items needed:

- AA-size batteries for transmitter (x8)
- 6 cell NiMH battery pack or 2S LiPo battery pack
- Peak Detection battery 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

## :: Optional

Optional parts and gear to accessorize and maintain your SC10:

- Green Slime shock lube (AE Part # 1105)
- Cyanoacrylate glue (AE Part # 1597)
- Thread Locking Compound (AE Part # 1596)
- Silicone Shock Fluid (Refer to catalog for complete listings)
- Silicone Diff Fluid (Refer to catalog for complete listings)
- Body Scissors (AE Part # 1737)
- Reamer / Hole Punch
- FT Hex Wrenches (AE Part # 1541)
- Hobby Knife
- Needle Nose Pliers
- Wire Cutters
- Soldering Iron
- Calipers or a Precision Ruler
- FT Nut Driver Set (AE Part # 1561)



\* 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

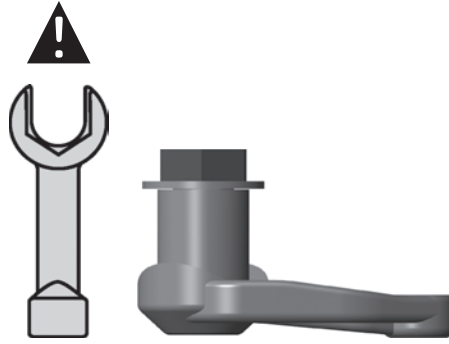
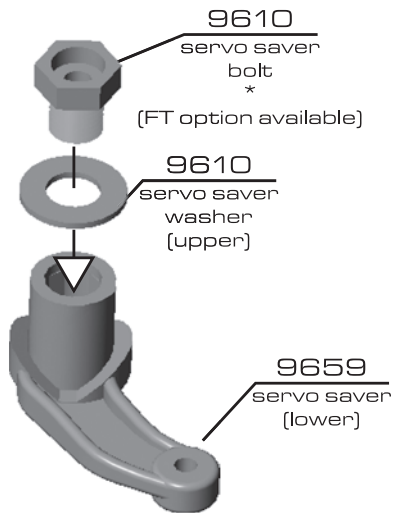


Customer Service  
Tel: 949.544.7500  
Fax: 949.544.7501

## :: Steering Rack Build

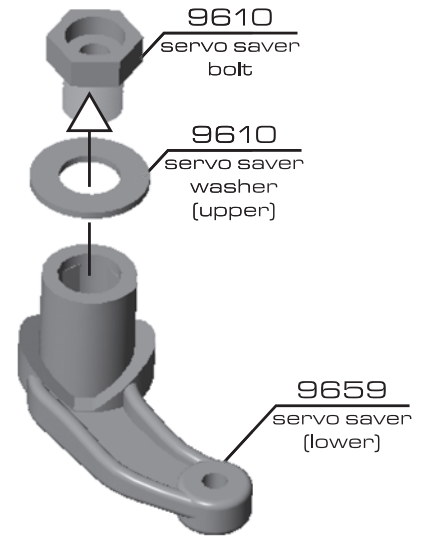
### BAG A

#### A2 STEP 1



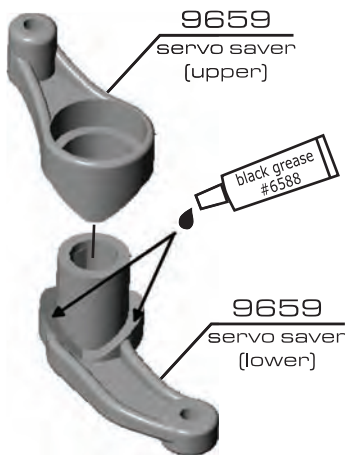
\* With supplied wrench, tighten servo saver bolt completely, **until it hits bottom**. Do not over tighten.

**Remove** bolt and washer, continue assembly per instructions.



## :: Steering Rack Build (cont.)

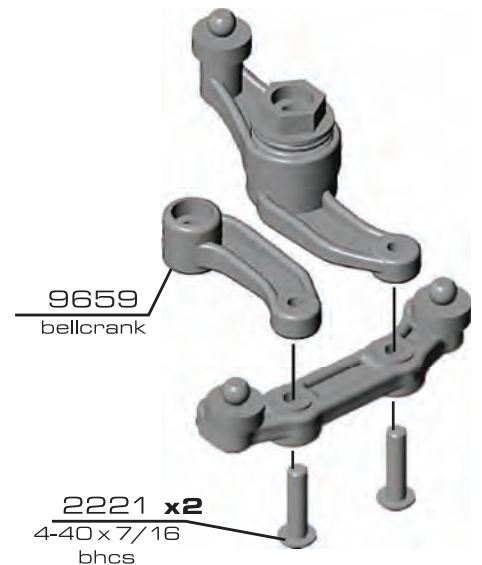
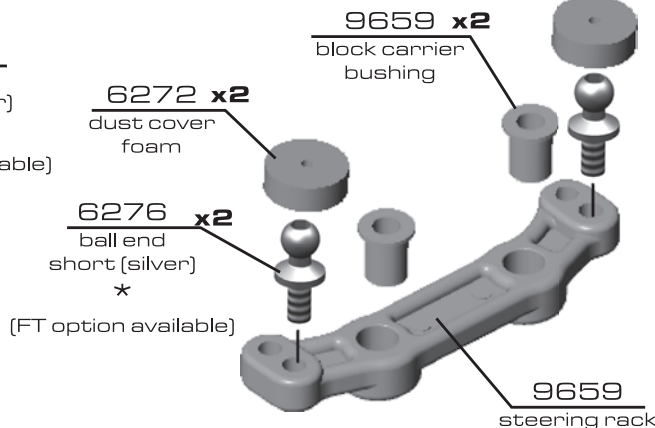
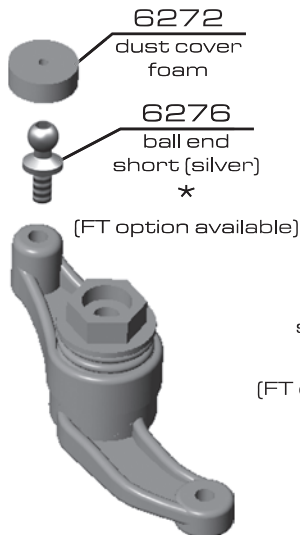
#### A2 STEP 2



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

## :: Steering Rack Build (cont.)

#### A2 / 3 STEP 2

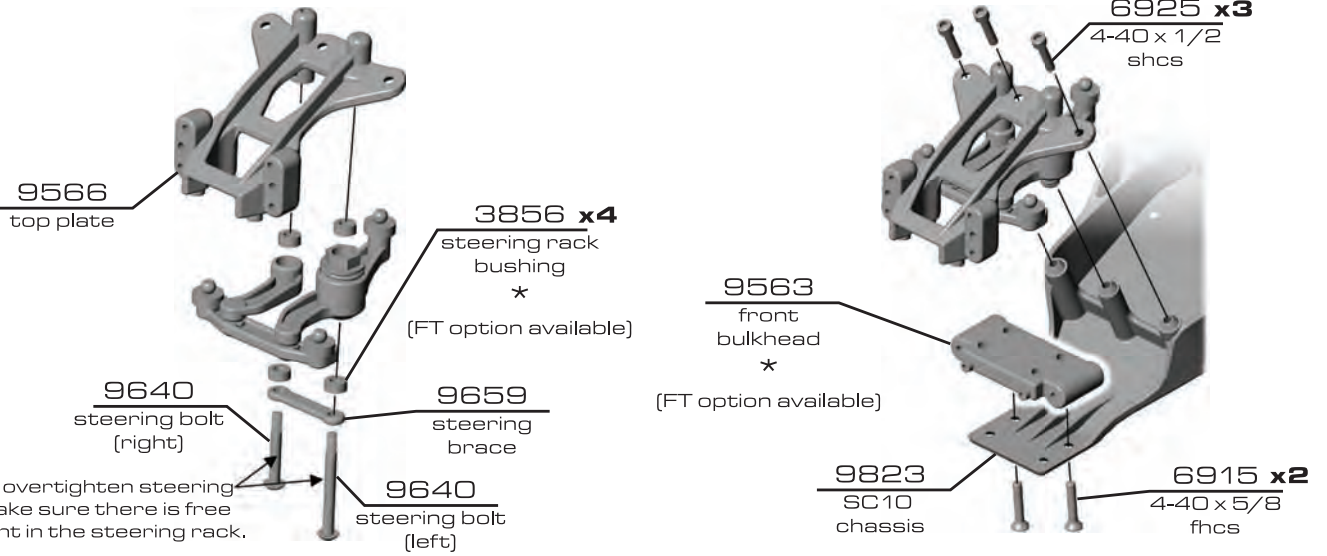


**:: Steering Rack Build (cont.)**

**A 4 / 5**  
STEP 2



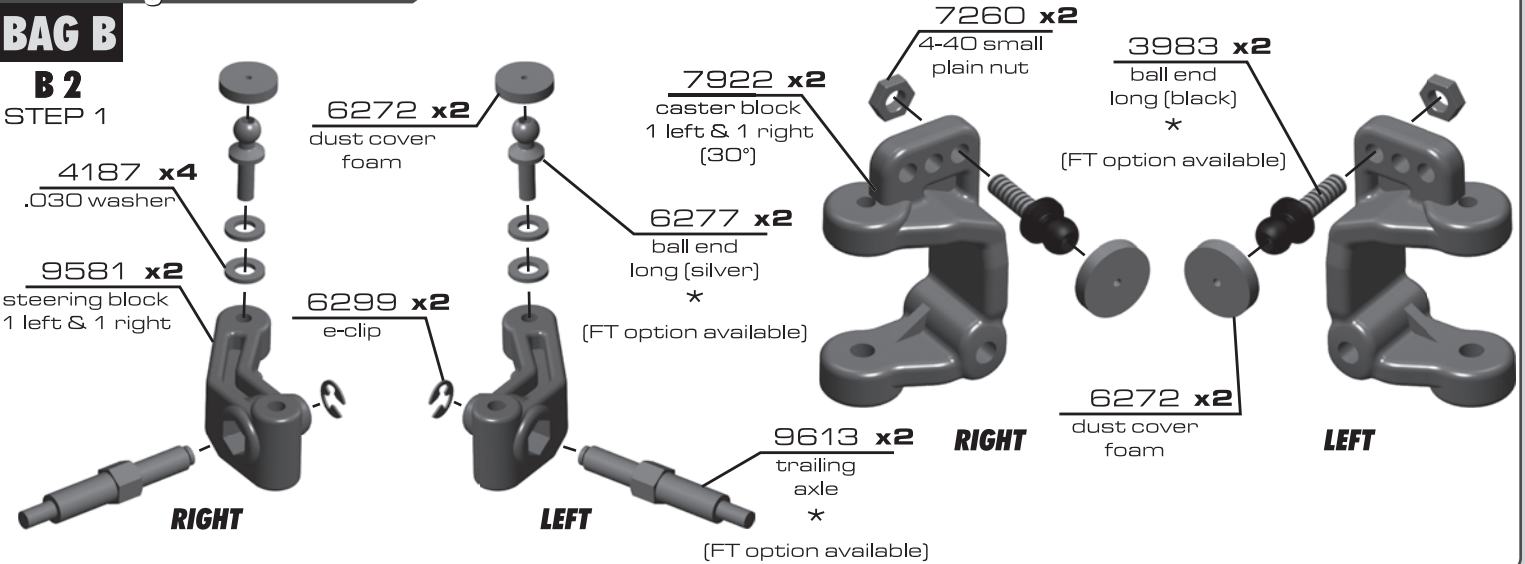
\* Do not overtighten steering bolts. Make sure there is free movement in the steering rack.



**:: Steering Knuckles Build**

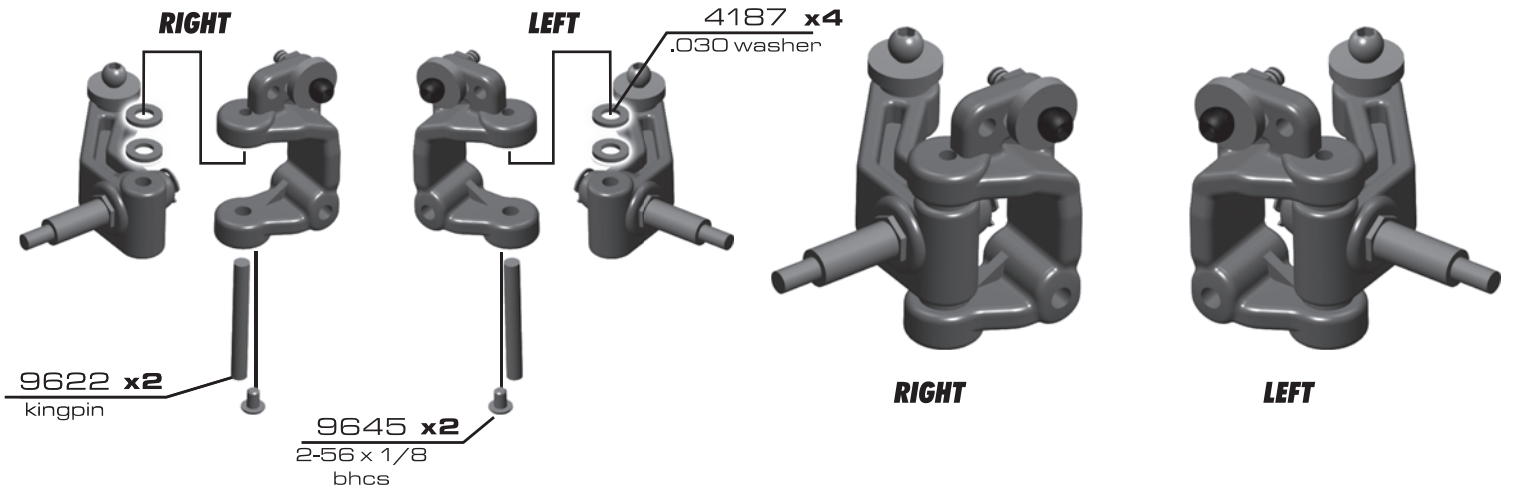
**BAG B**

**B 2**  
STEP 1



**:: Steering Knuckles Build (cont.)**

**B 2**  
STEP 2



**:: Front Arms**

**B 3**

STEP 3

9645 x2  
2-56 x 1/8  
bhcs

9622 x2  
hinge pin  
front outer

9580 x2  
spacer

**LEFT**

7446 x2  
A-arms, front

**RIGHT**

9621 x2  
hinge pin  
front inner

4334 x2  
2-56 x 5/16  
bhcs

9645 x2  
2-56 x 1/8  
bhcs

9564  
front hinge  
pin brace  
\*

(FT option available)

**:: Front Shock Tower**

**B 4**

STEP 4

6277 x2  
ball end  
long (silver)  
\*

(FT option available)

9825  
front shock  
tower

6272 x2  
dust cover  
foam

9630 x2  
washer

9821 x2  
front body  
posts

6924 x2  
4-40 x 3/8  
shcs

9820  
front body  
mount

**:: Front Shock Tower (cont.)**

**B 4**

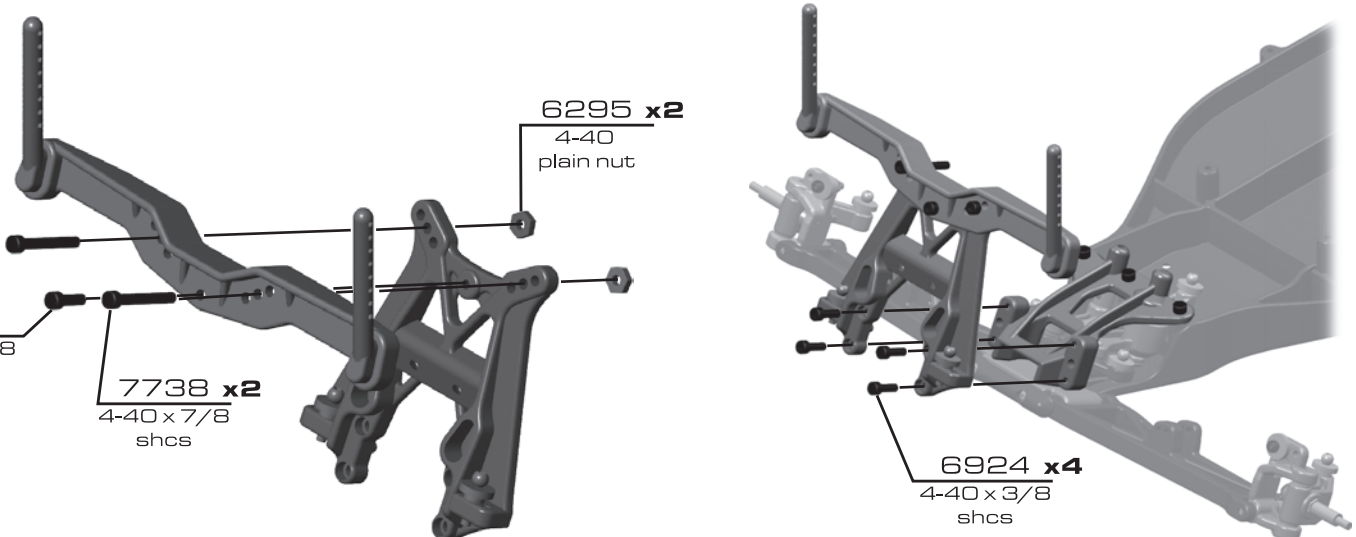
STEP 5

6295 x2  
4-40  
plain nut

6924  
4-40 x 3/8  
shcs

7738 x2  
4-40 x 7/8  
shcs

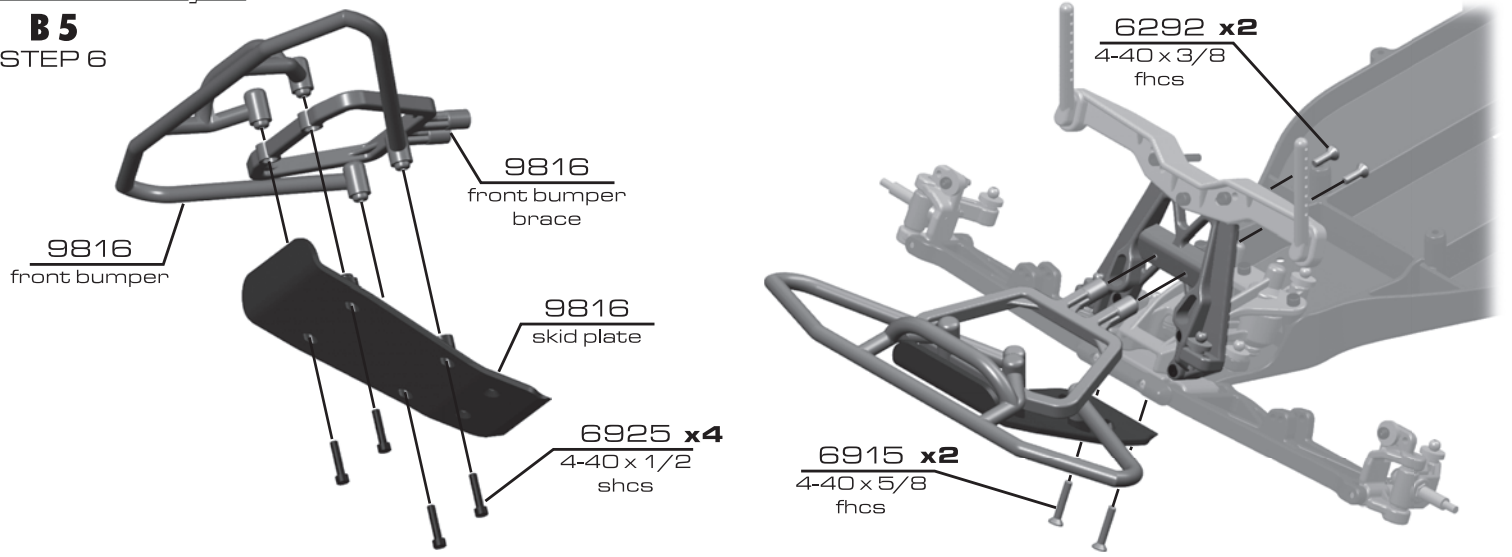
6924 x4  
4-40 x 3/8  
shcs



**:: Front Bumper**

**B 5**

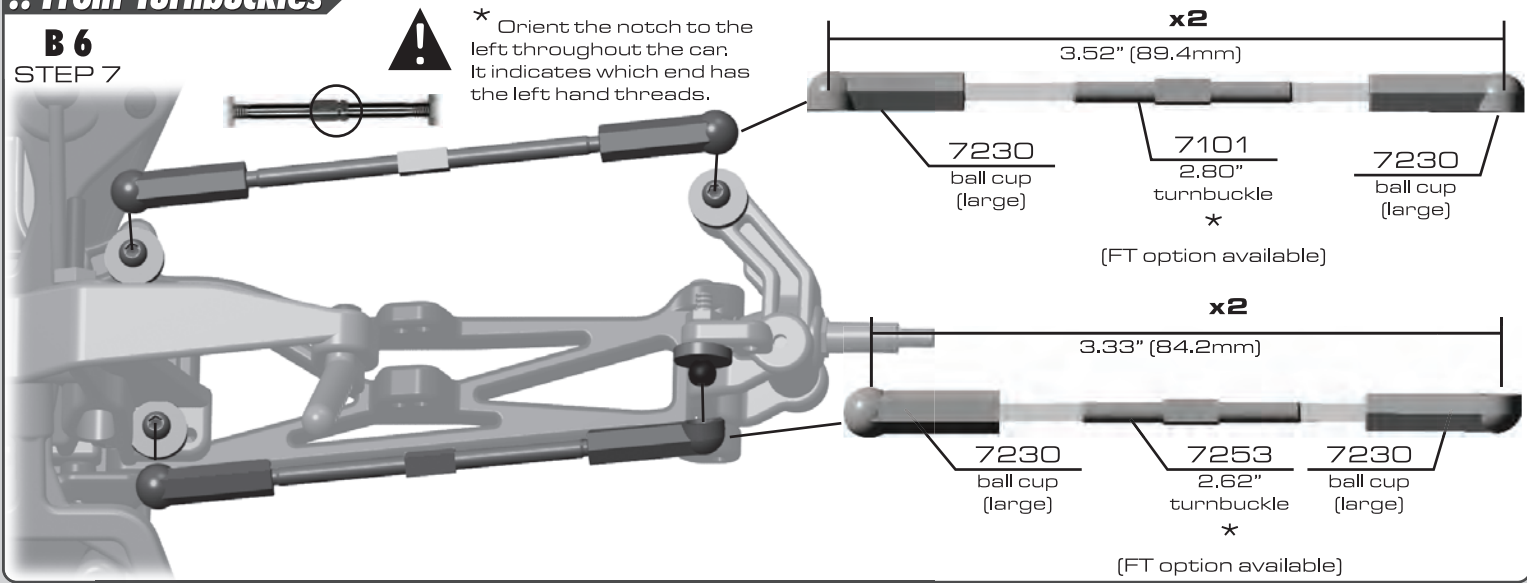
STEP 6



**:: Front Turnbuckles**

**B 6**

STEP 7



**:: Side Nerf Bars**

**B 7**

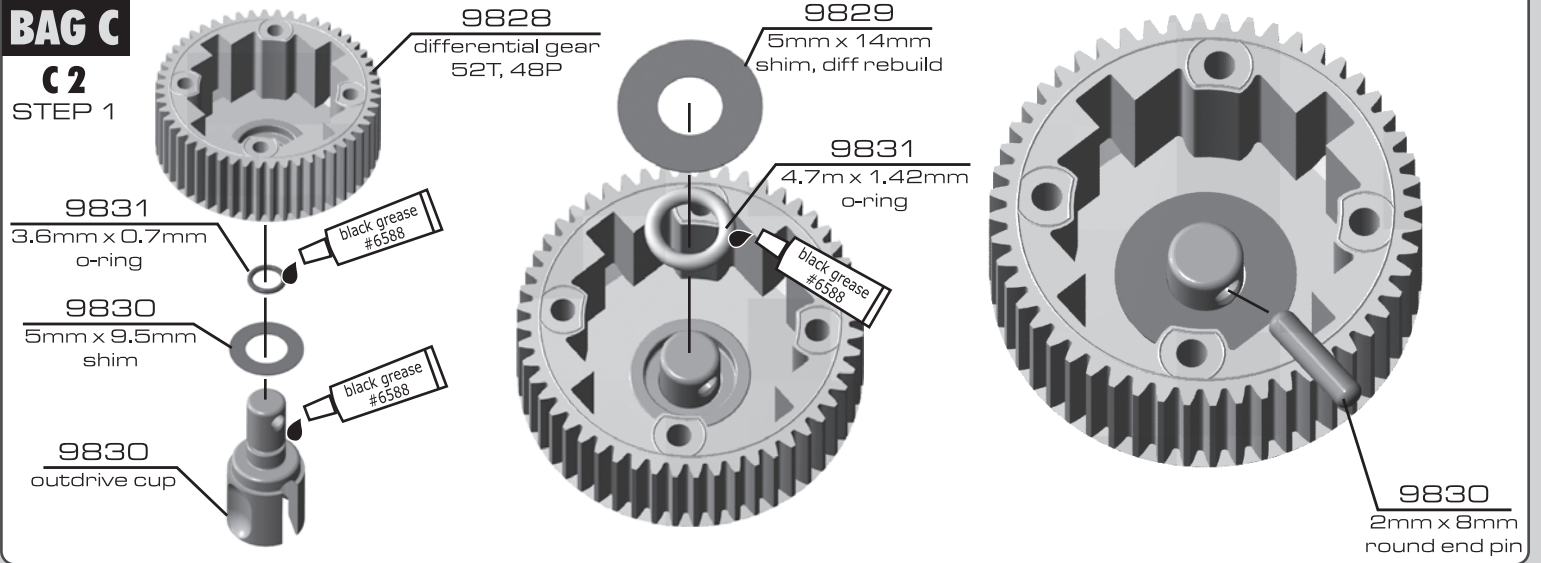
STEP 8



**:: Transmission**

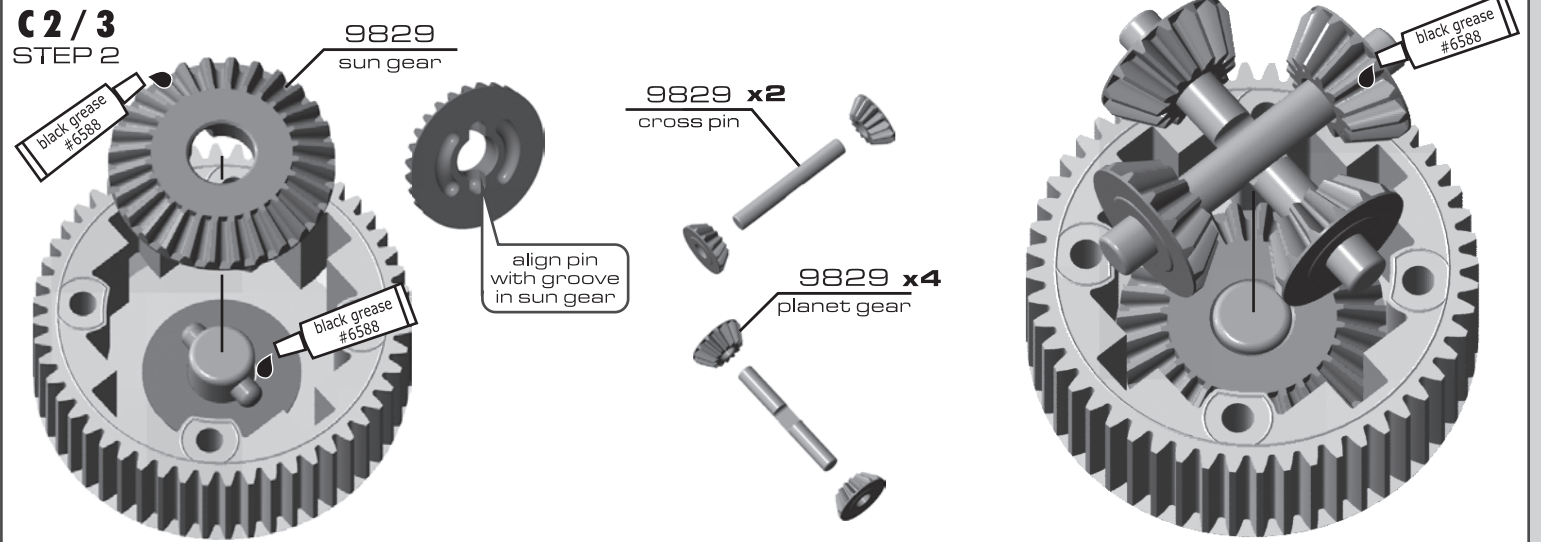
**BAG C**

**C2**  
STEP 1



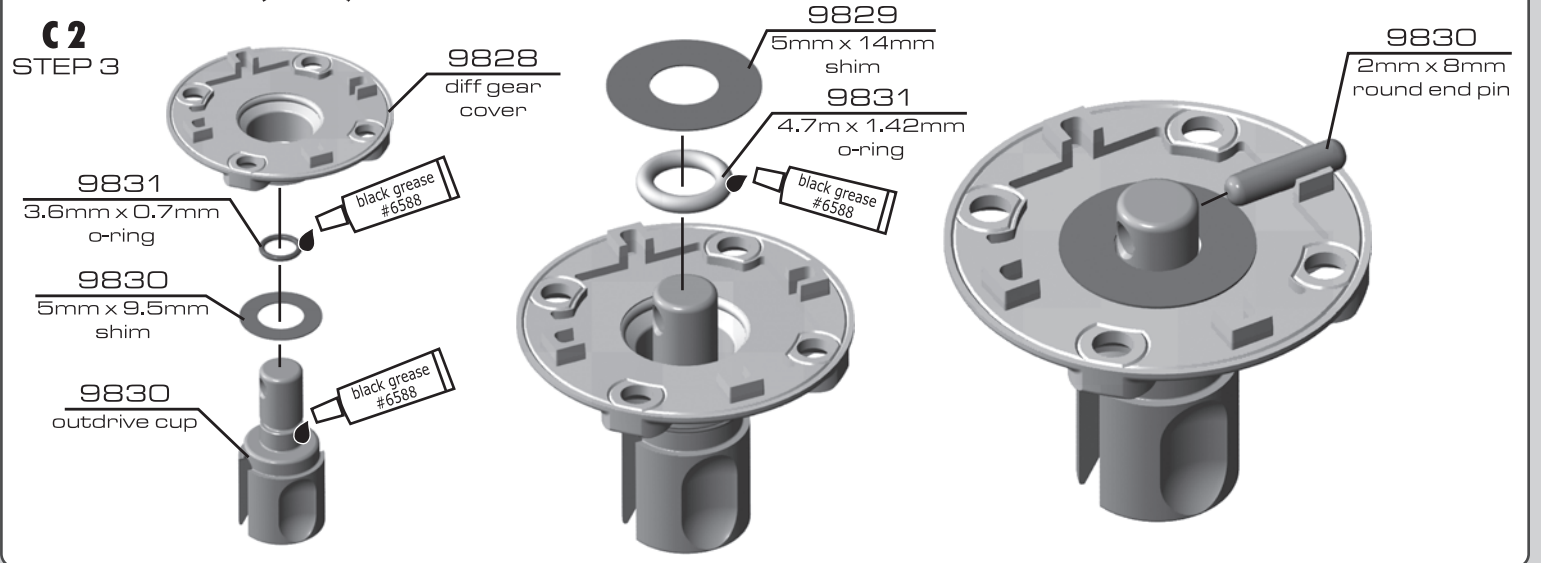
**:: Transmission (cont.)**

**C2 / 3**  
STEP 2



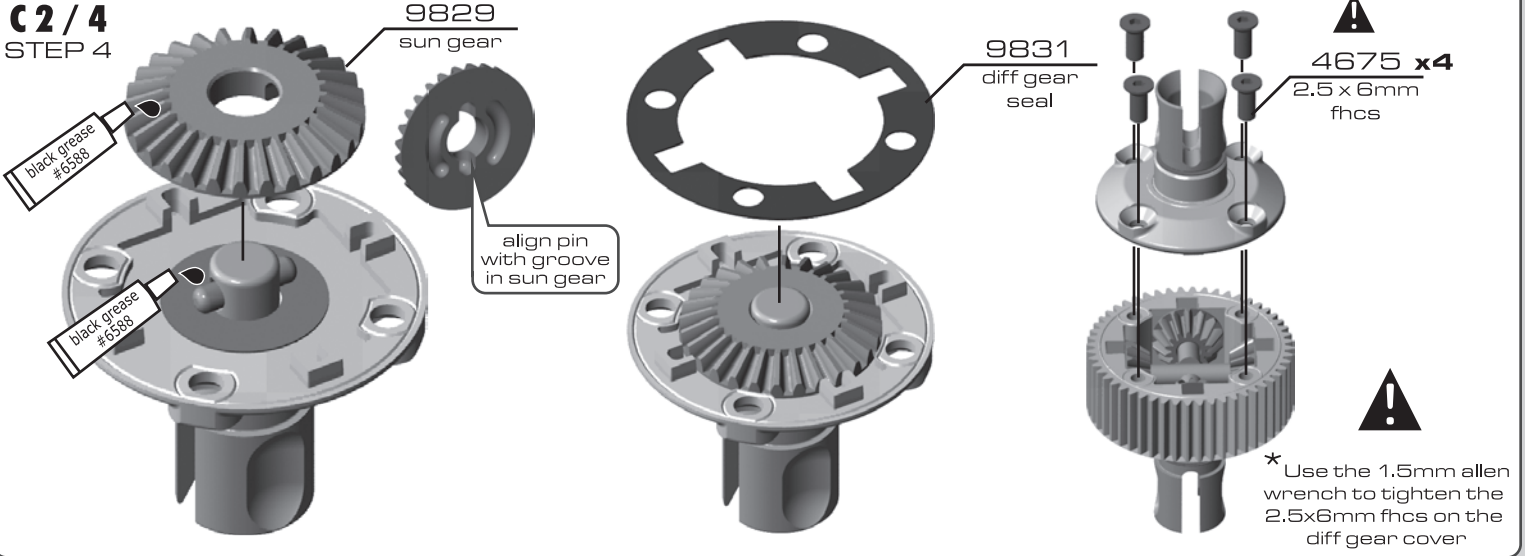
**:: Transmission (cont.)**

**C2**  
STEP 3



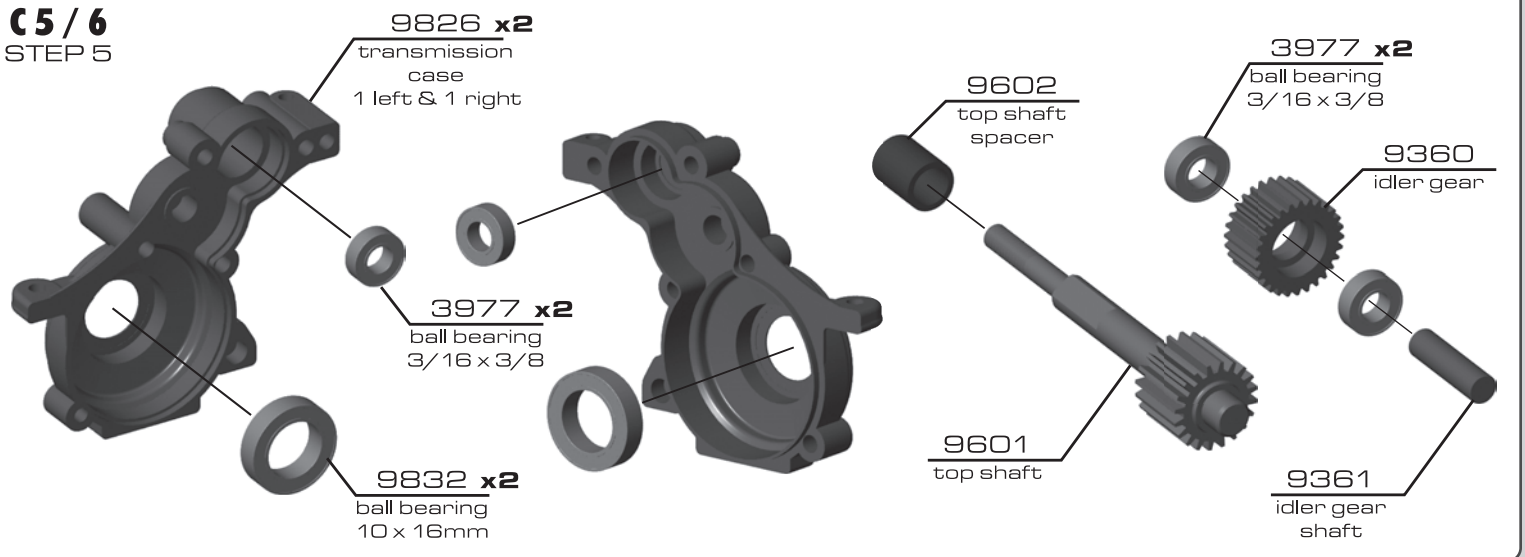
**:: Transmission (cont.)**

**C2 / 4**  
STEP 4



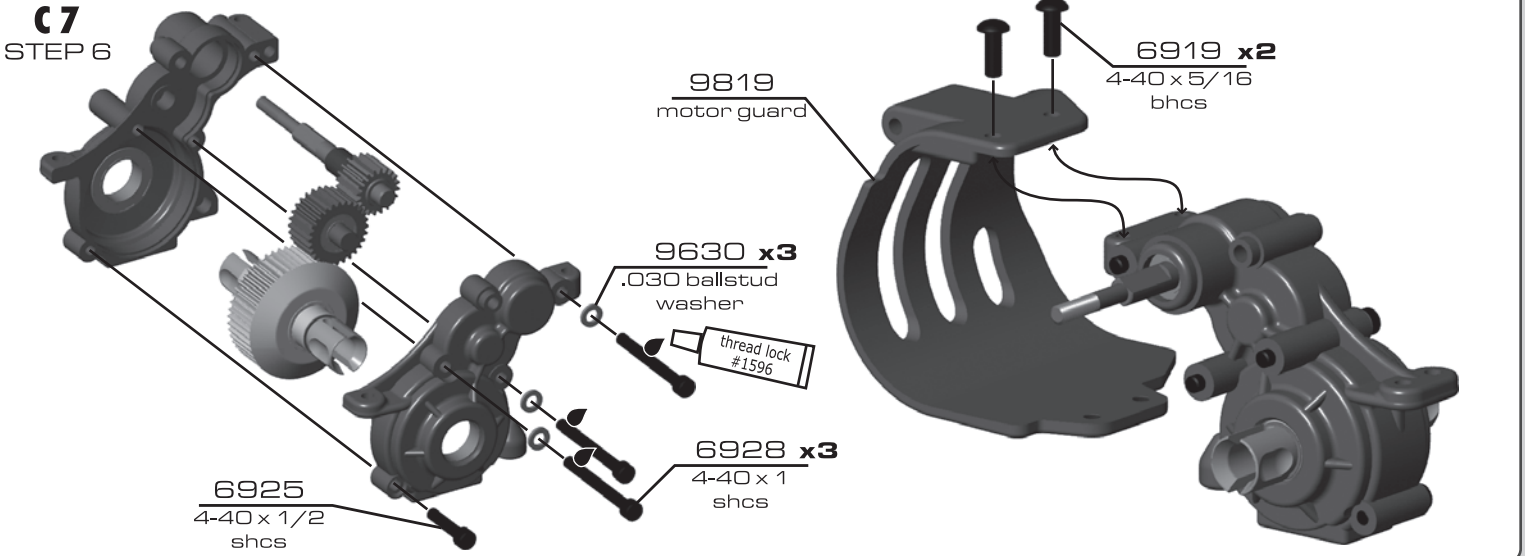
**:: Transmission (cont.)**

**C5 / 6**  
STEP 5



**:: Transmission (cont.)**

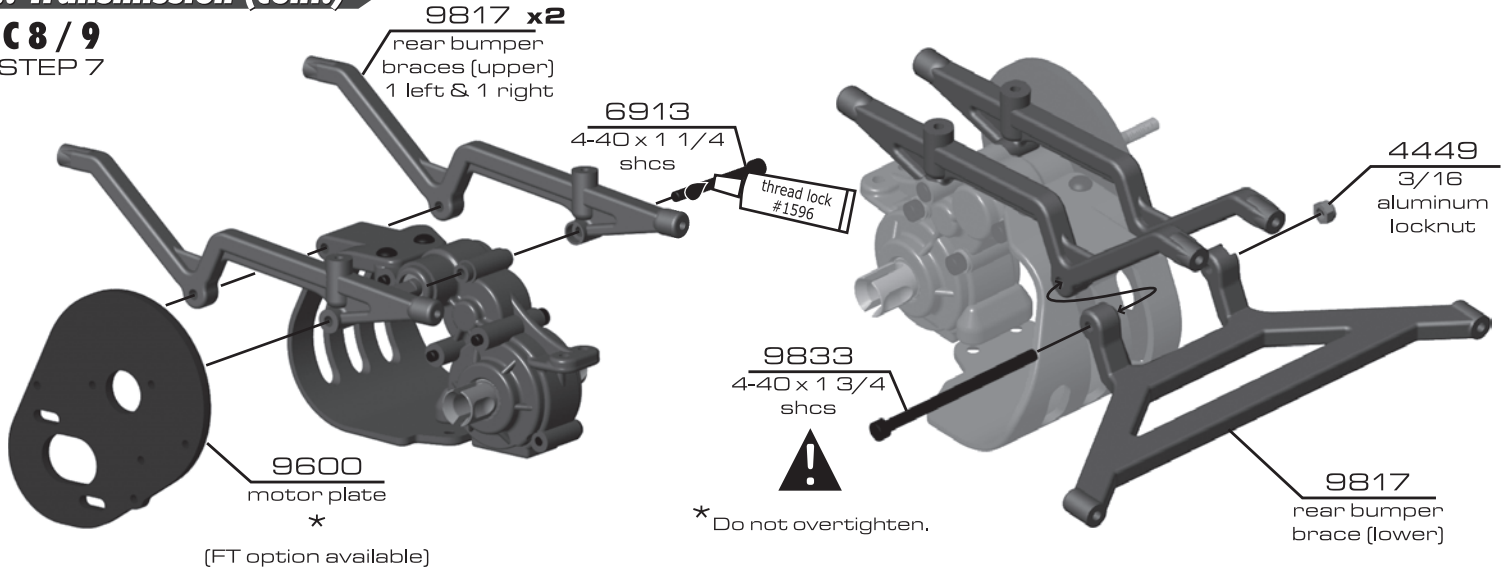
**C7**  
STEP 6





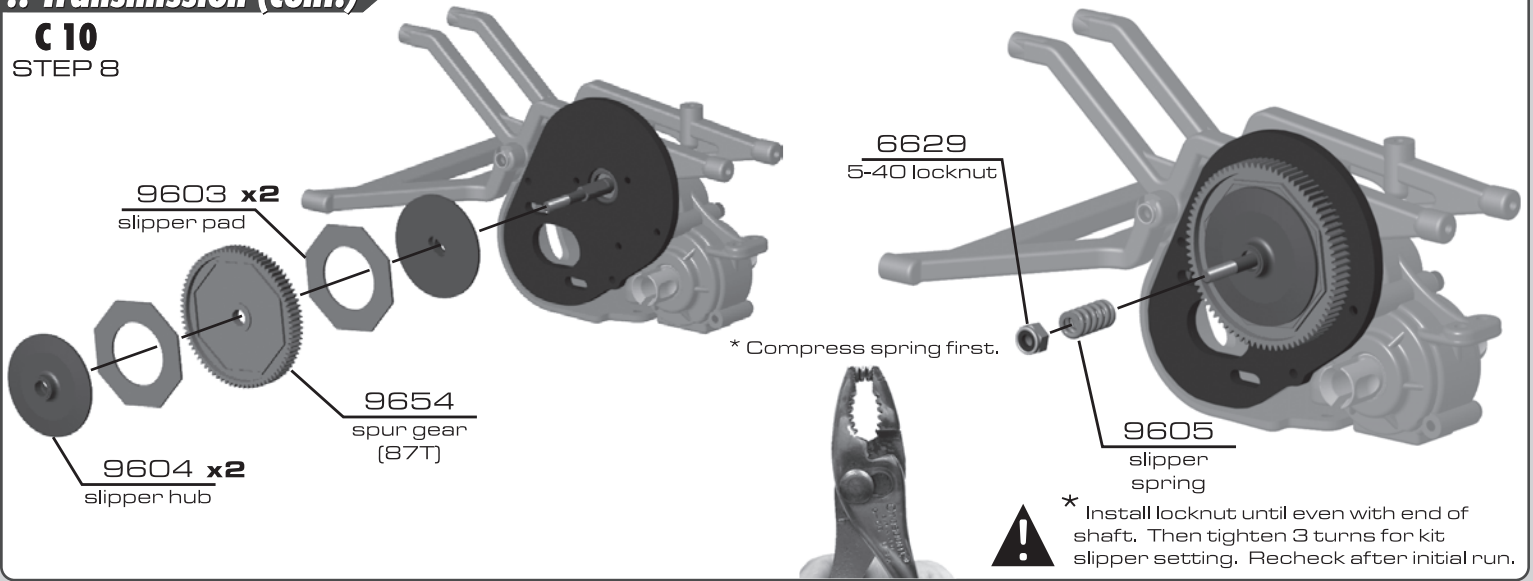
**:: Transmission (cont.)**

**C 8 / 9**  
STEP 7



**:: Transmission (cont.)**

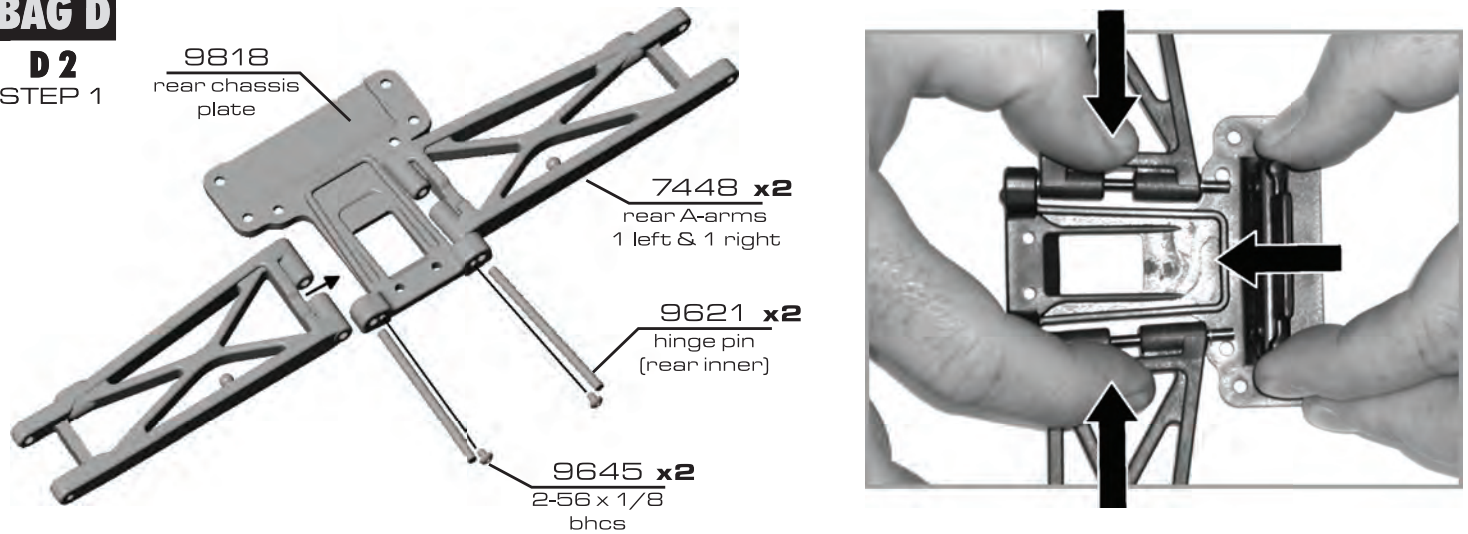
**C 10**  
STEP 8



**:: Rear Arms**

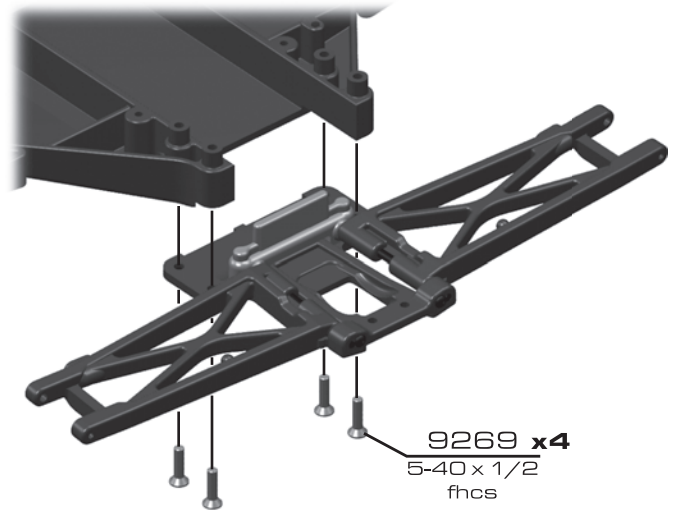
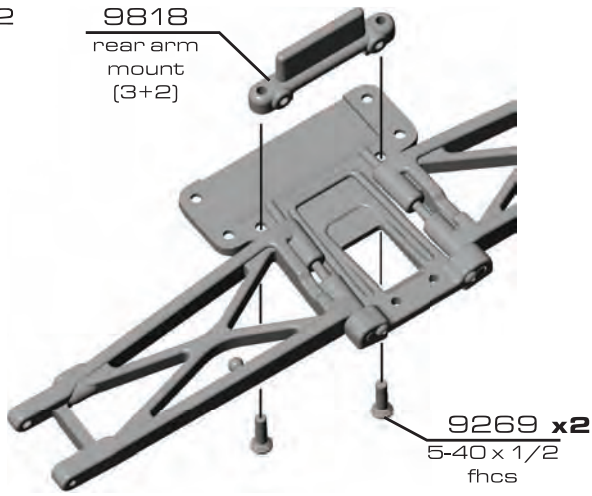
**BAG D**

**D 2**  
STEP 1



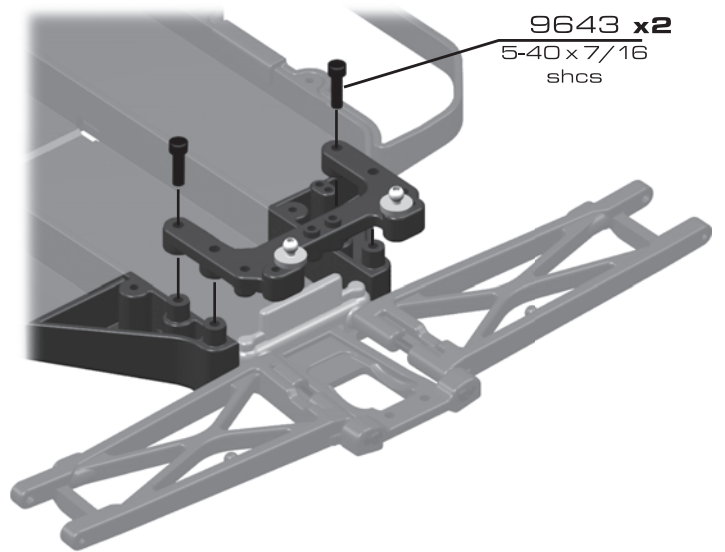
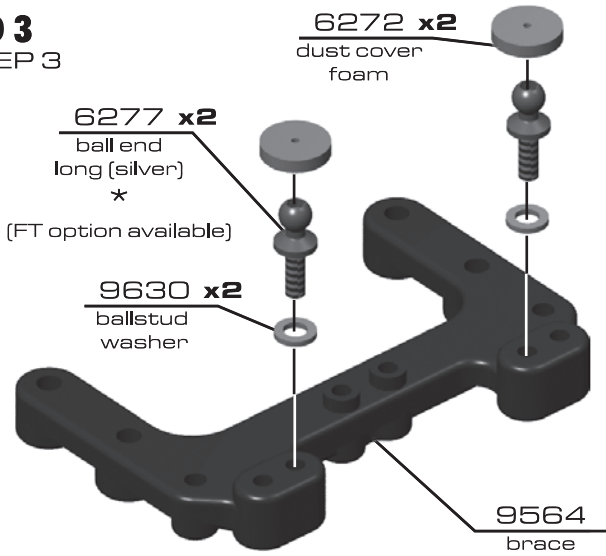
**:: Rear Arms (cont.)**

**D 2**  
STEP 2



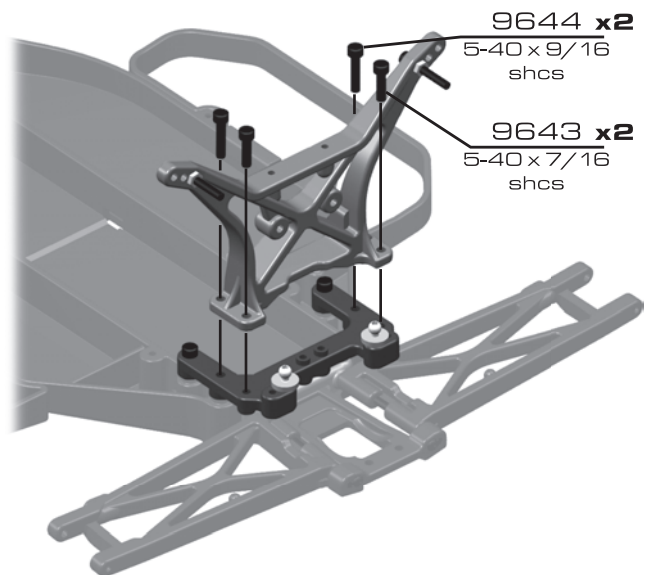
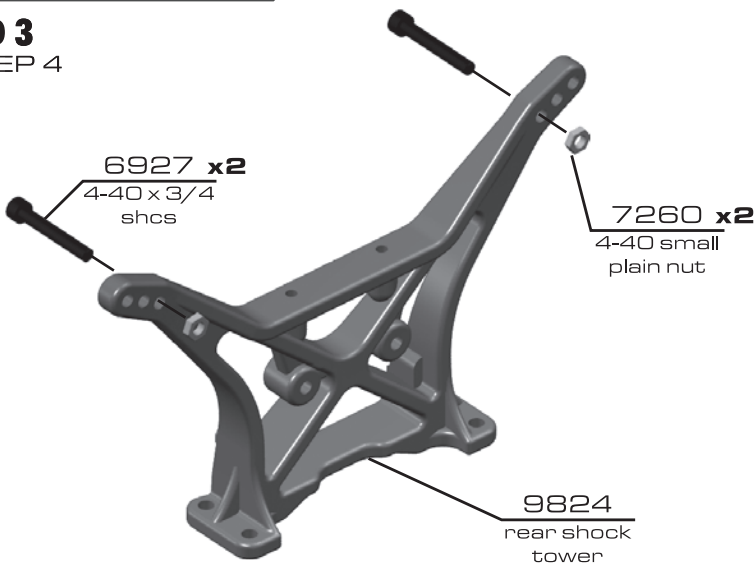
**:: Rear Brace**

**D 3**  
STEP 3



**:: Rear Shock Tower**

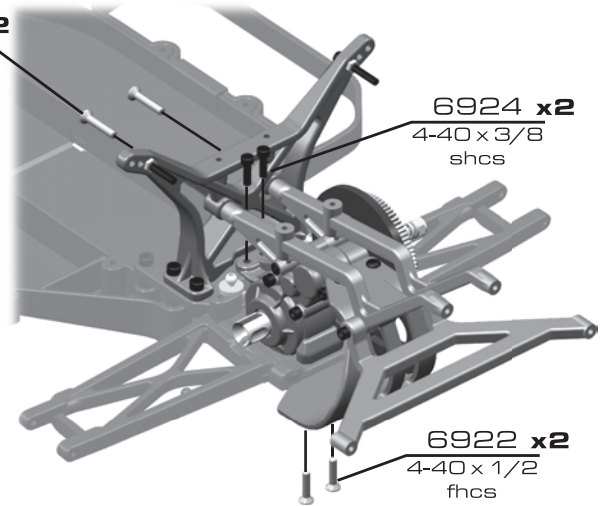
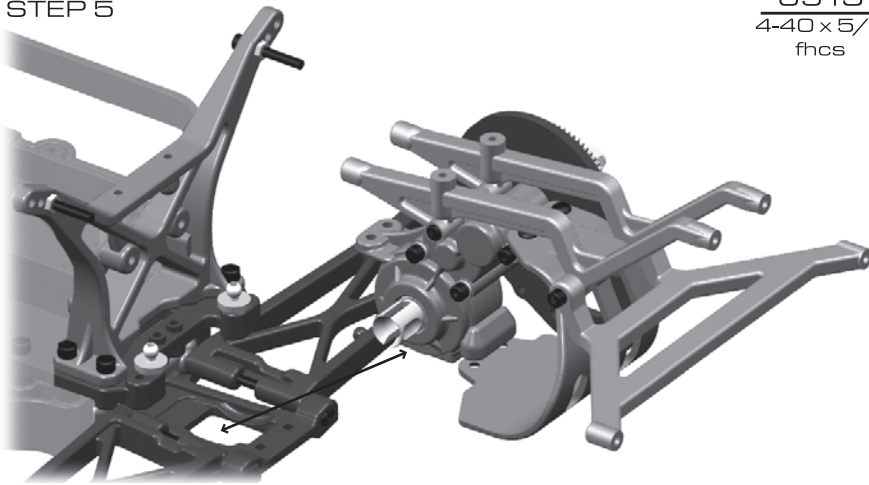
**D 3**  
STEP 4



**:: Transmission Install**

**D 4**

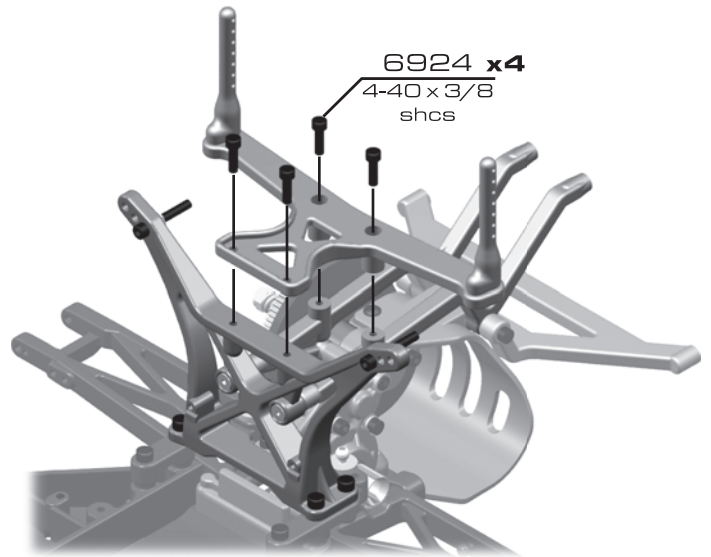
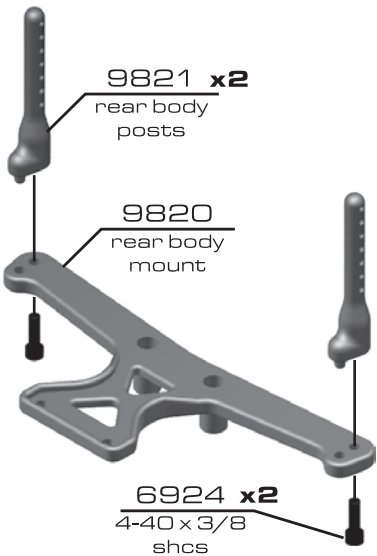
STEP 5



**:: Rear Upper Plate**

**D 5**

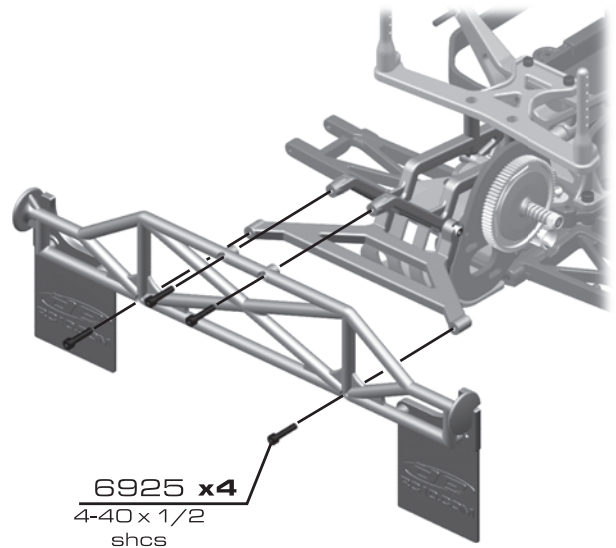
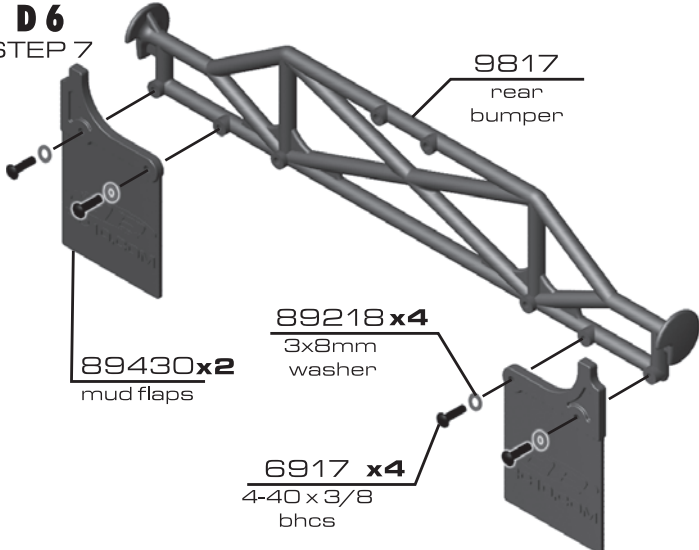
STEP 6



**:: Rear Bumper**

**D 6**

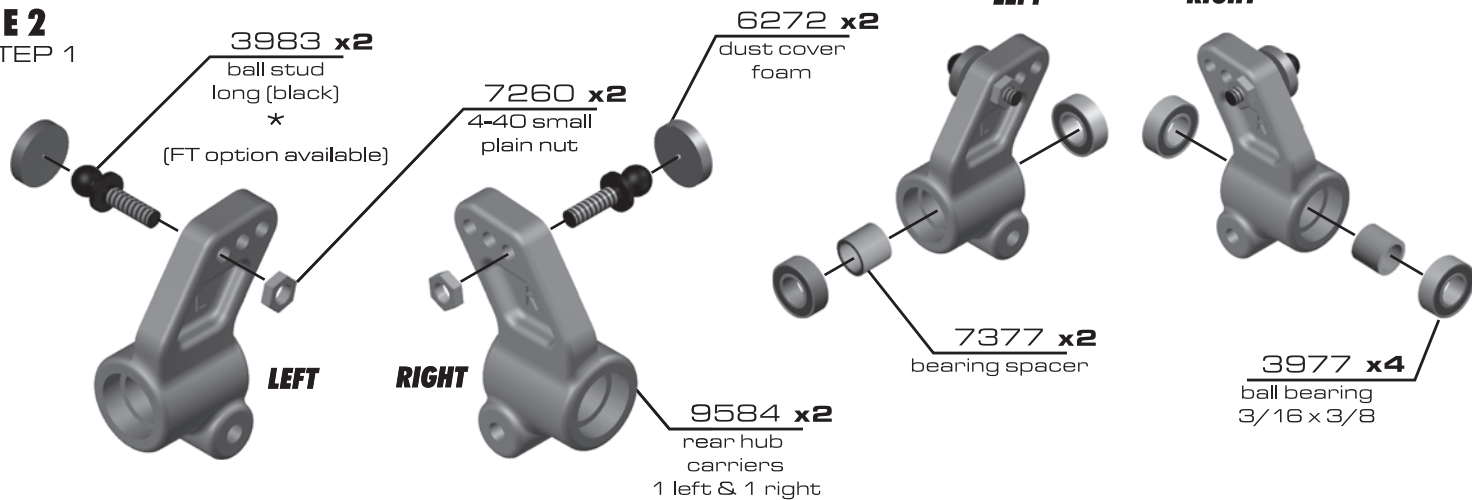
STEP 7



**:: Rear Hubs**

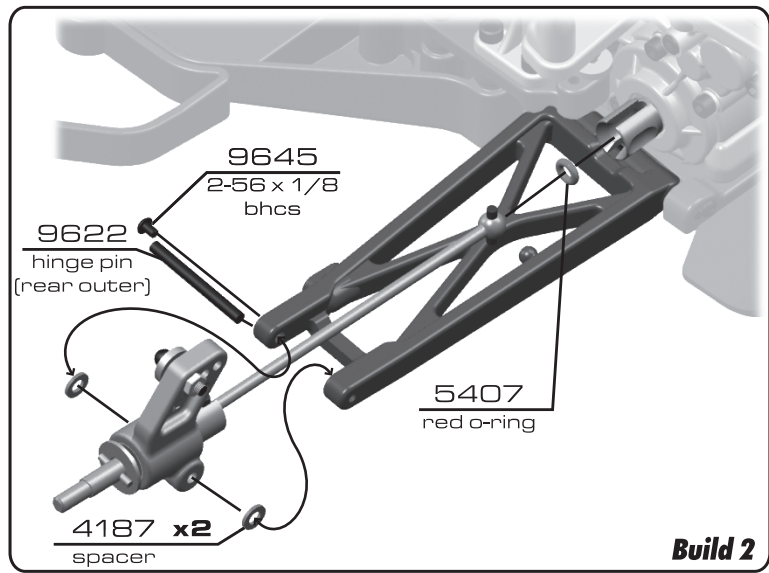
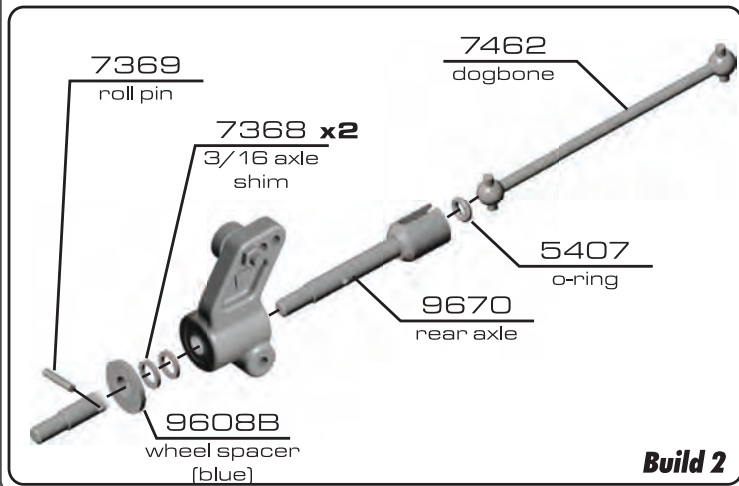
**BAG E**

**E2**  
STEP 1



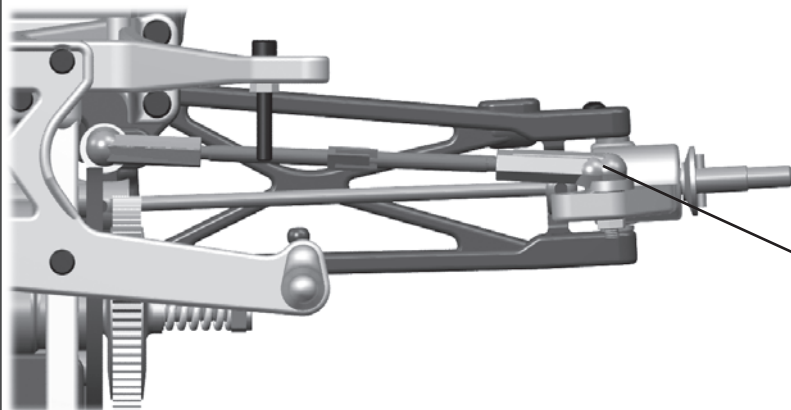
**:: Rear Hubs (cont.)**

**E3 / 4 / 5**  
STEP 2

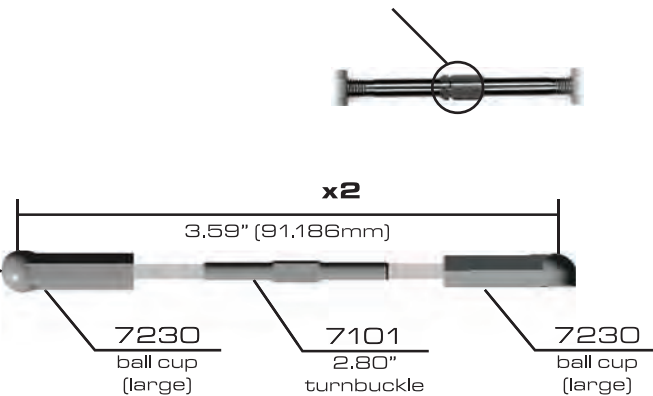


**:: Rear Camber Turnbuckles**

**E6**  
STEP 3



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



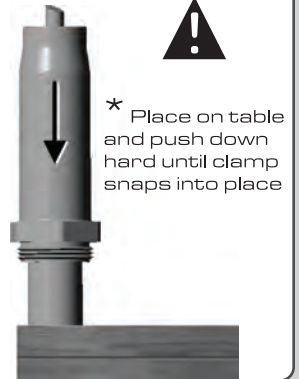
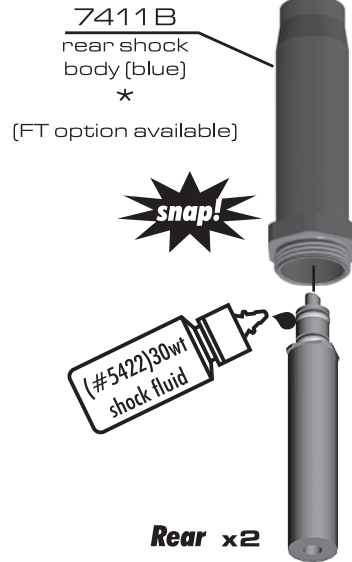
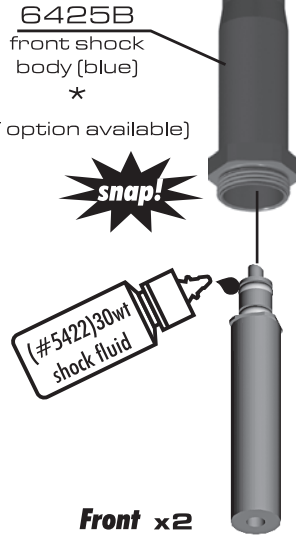
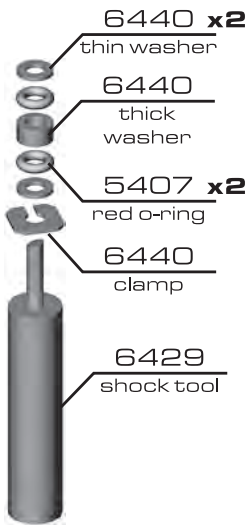
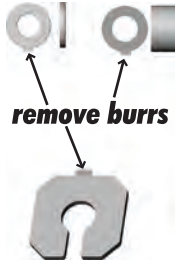
(FT option available)

**:: Shocks**

**BAG F**

**F2**

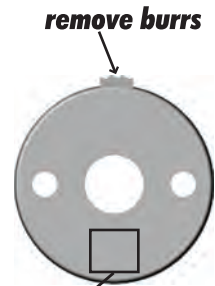
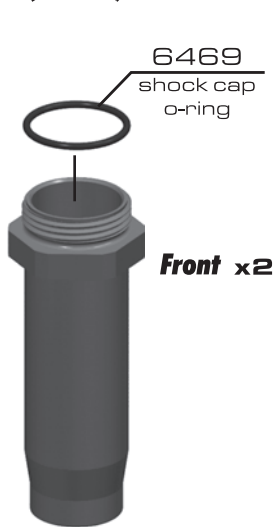
STEP 1



**:: Shocks (cont.)**

**F2 / 3**

STEP 2



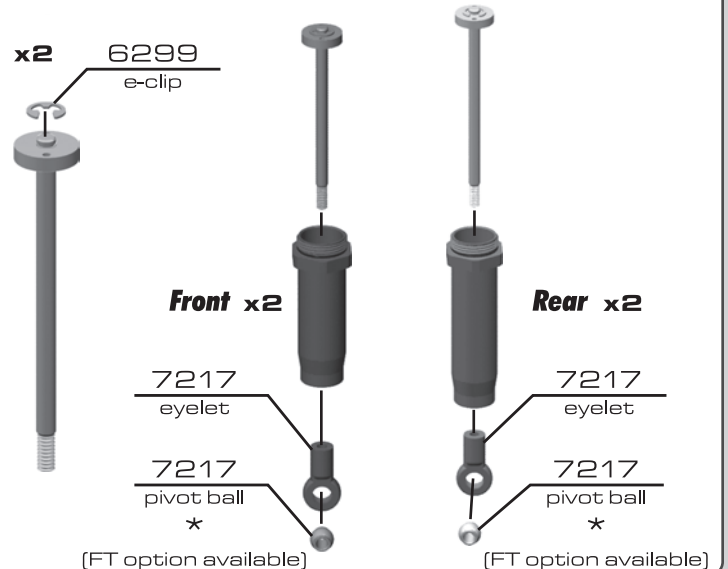
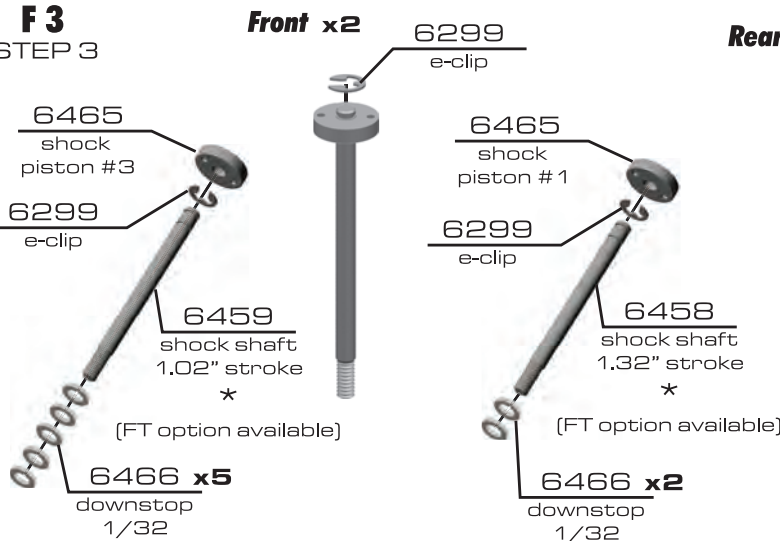
**Piston**

piston number here  
use #3 = front shocks  
use #1 = rear shocks

**:: Shocks (cont.)**

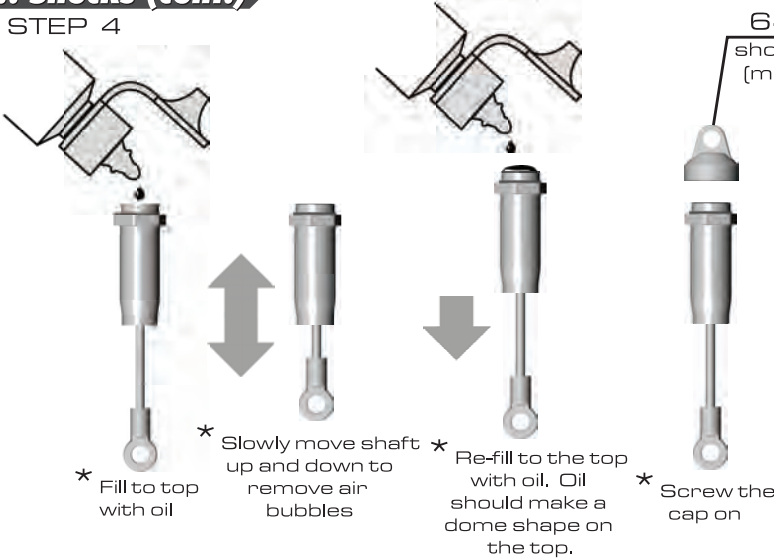
**F3**

STEP 3



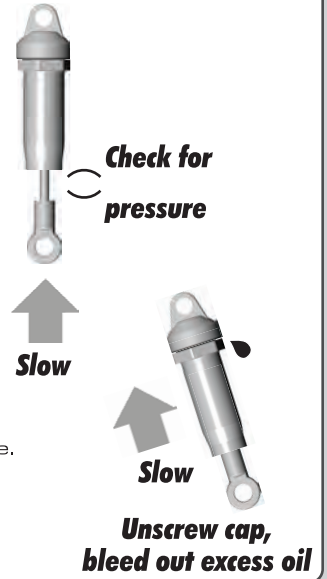
**:: Shocks (cont.)**

STEP 4



**\* Shock Bleeding Steps:**

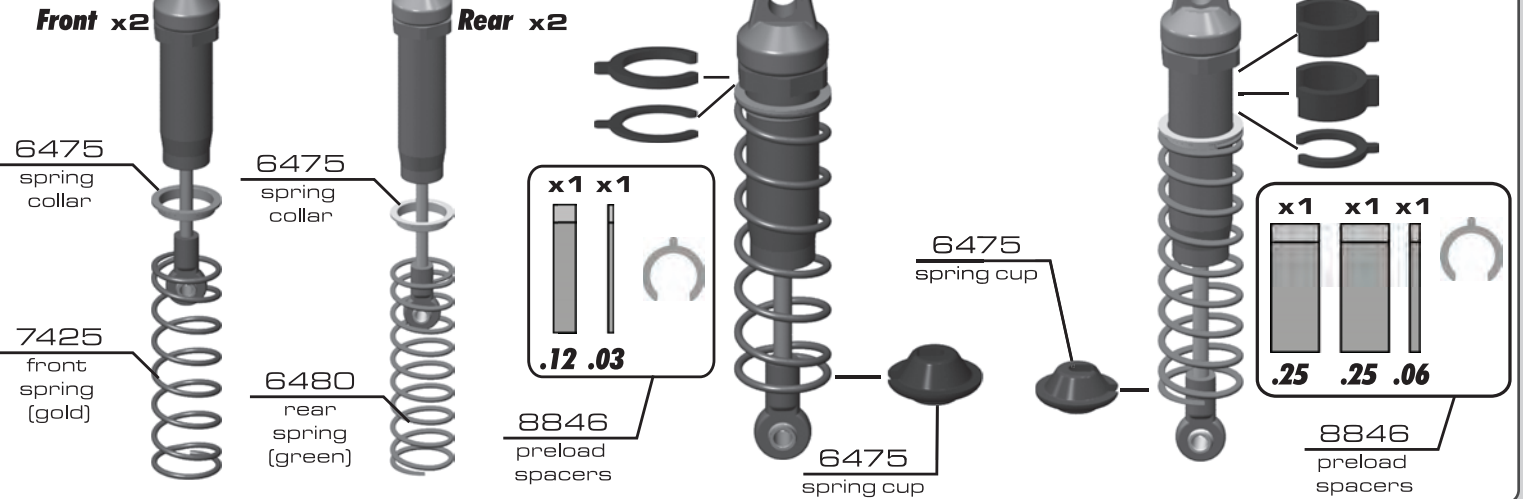
1. Slowly compress the shaft.
2. If there is pressure at the top of the stroke, there is too much oil or air: You must bleed it out.
3. Slowly pull shaft out.
4. Unscrew the cap 3/4 turn and tilt the shock at a slight angle.
5. Slowly compress the shaft to push out excess oil and air: You should see 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.



**:: Shocks (cont.)**

**F4 / 5**

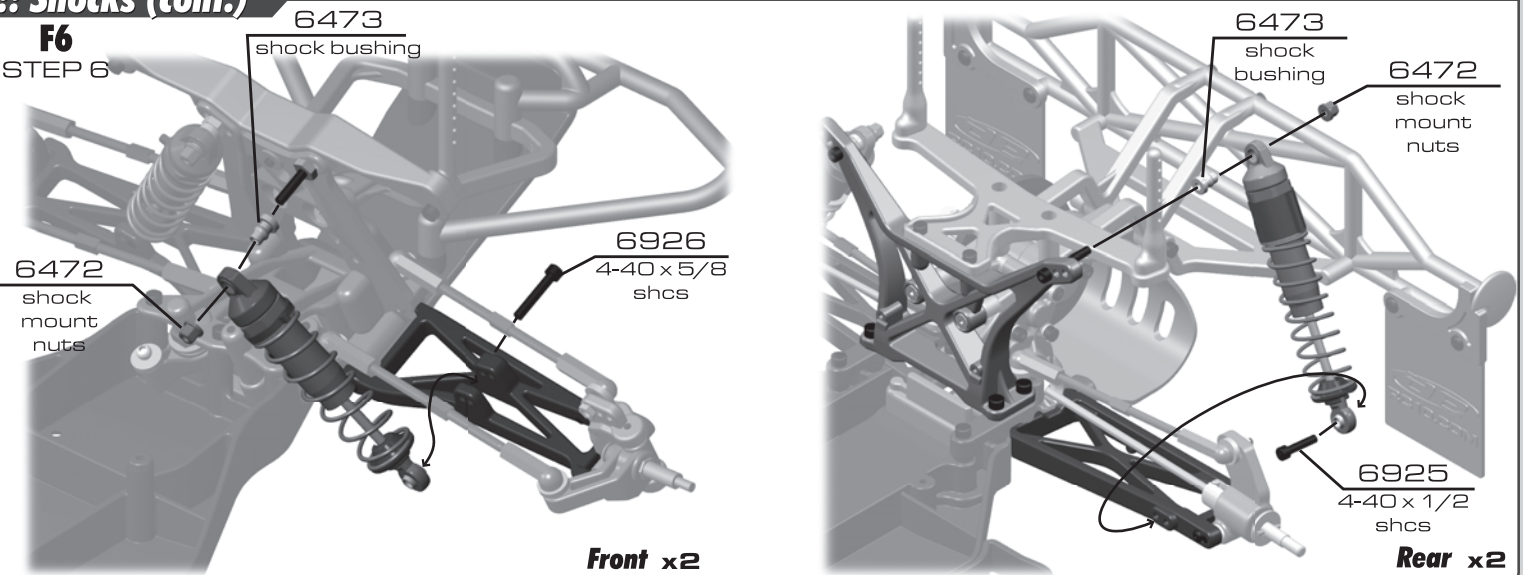
STEP 5



**:: Shocks (cont.)**

**F6**

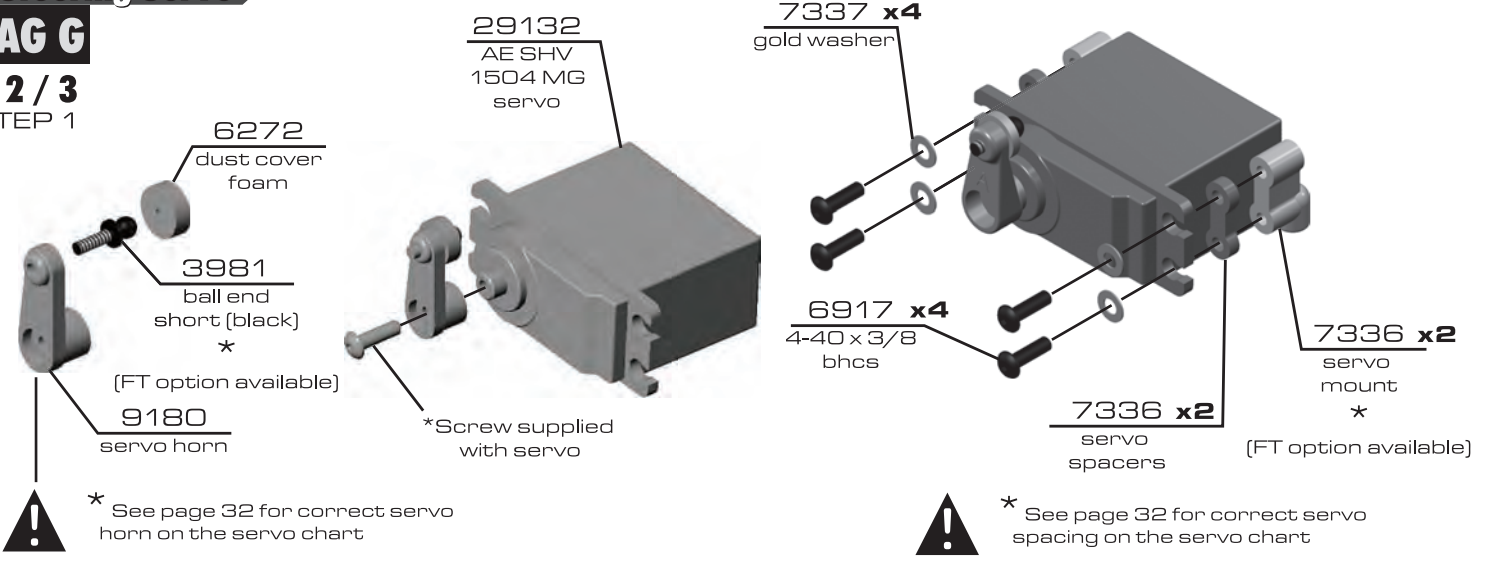
STEP 6



**:: Steering Servo**

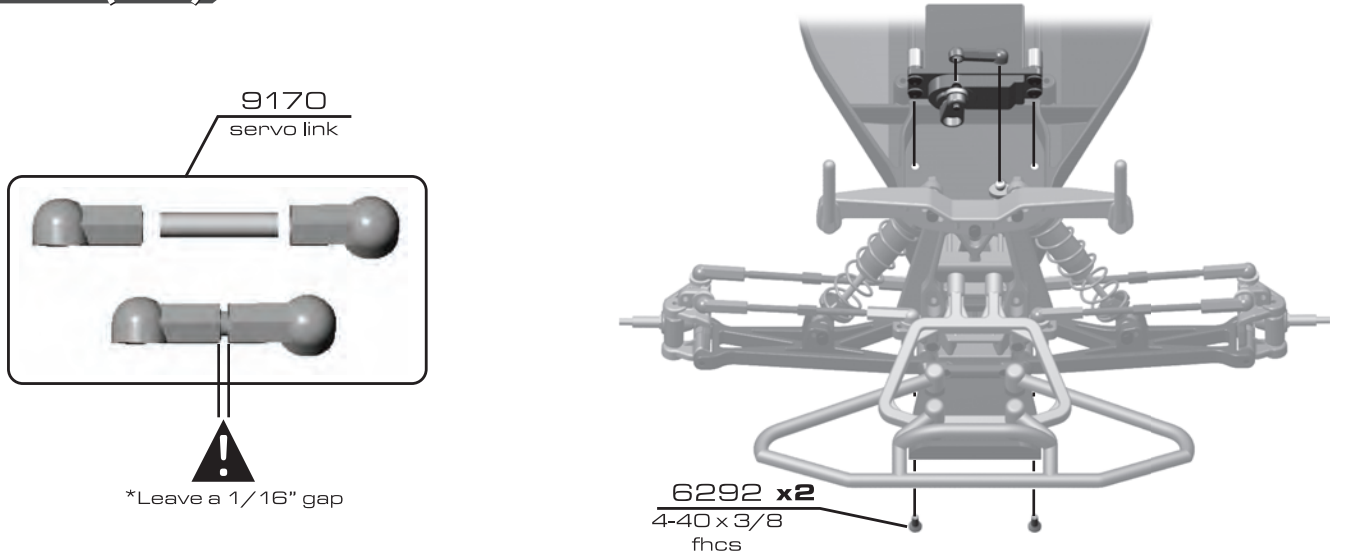
**BAG G**

**G 2 / 3**  
STEP 1



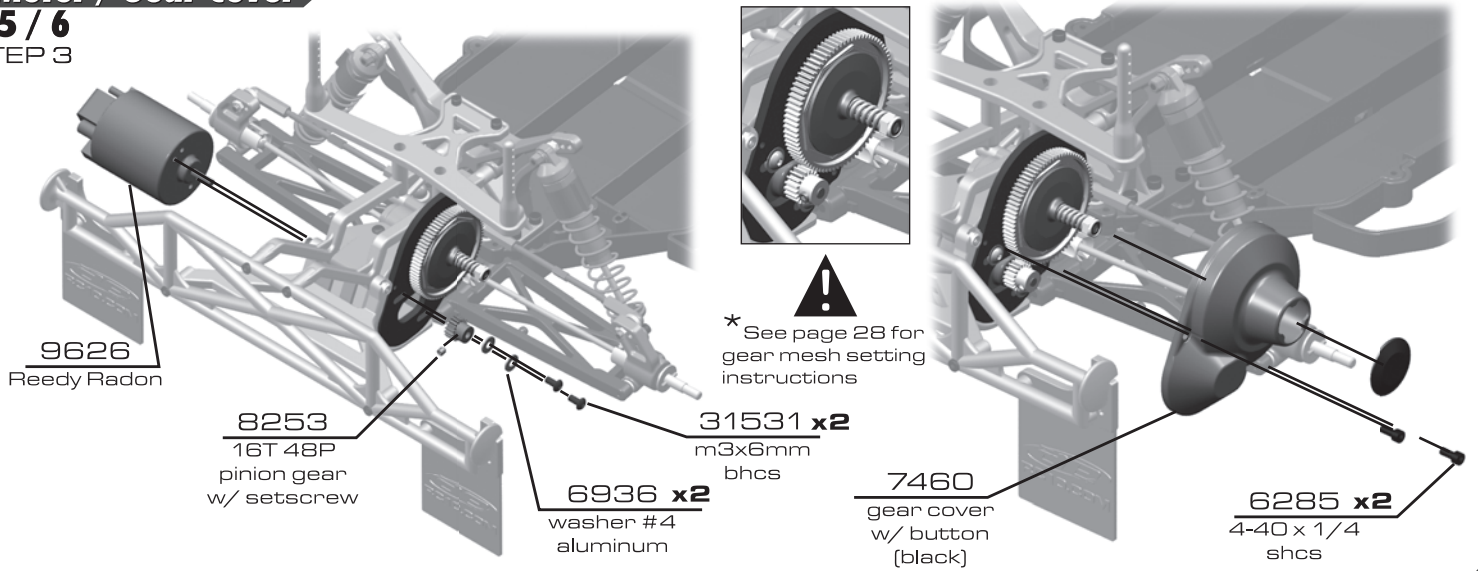
**:: Steering Servo (cont.)**

**G 4**  
STEP 2



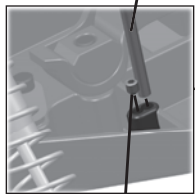
**:: Motor / Gear Cover**

**G 5 / 6**  
STEP 3



**:: Electronics / Battery Strap**

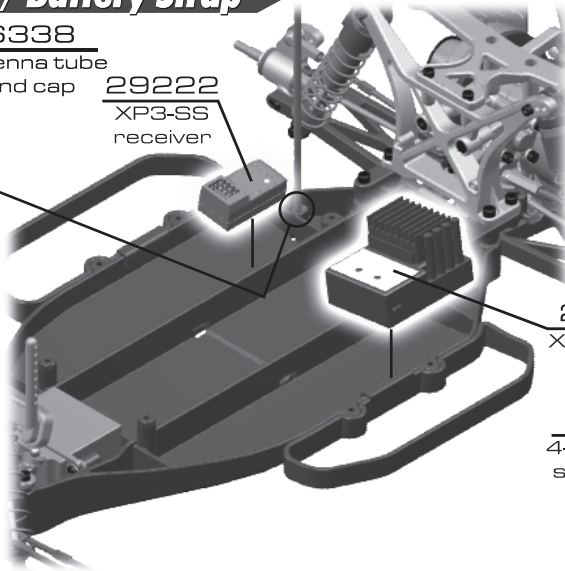
**G 7 / 8**  
STEP 4



**3862**  
5-40 x 1/8  
set screw

**6338**  
antenna tube  
and cap

**29222**  
XP3-SS  
receiver



**29140**  
XP SC200  
esc

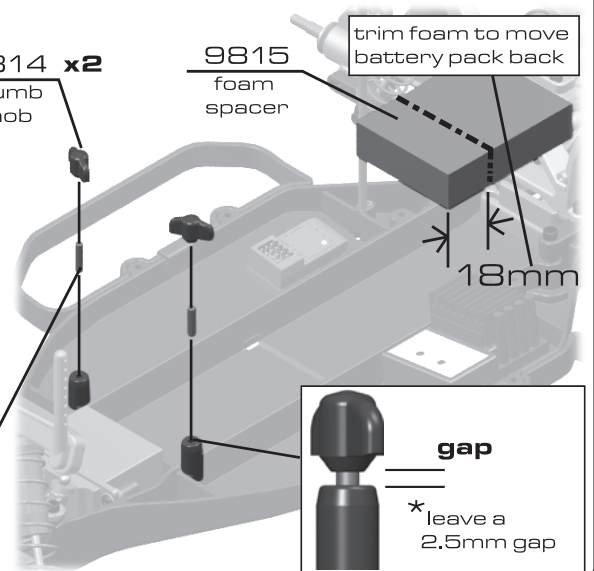
**9814 x2**  
4-40 x 1/2  
set screw

**9814 x2**  
thumb  
knob

**9815**  
foam  
spacer

trim foam to move  
battery pack back

18mm



gap

\* leave a  
2.5mm gap

**:: Battery Strap (cont.)**

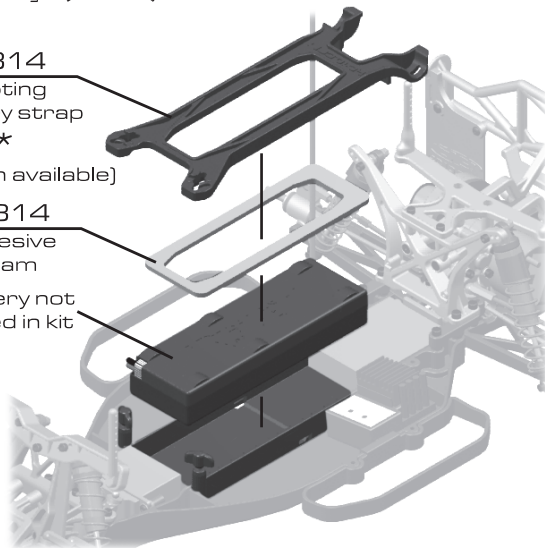
**G 7 / 8**  
STEP 5

**9814**  
pivoting  
battery strap  
\*

(FT option available)

**9814**  
adhesive  
foam

\* battery not  
included in kit



**Unlocked**



**Locked**



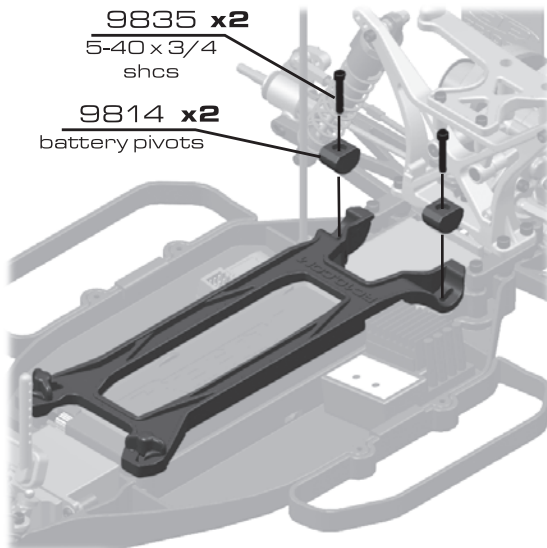
\* Move thumb screws to the unlocked position and lift the battery strap to remove your battery pack. Lock the thumb screws after you install your battery pack.

**:: Battery Strap (cont.)**

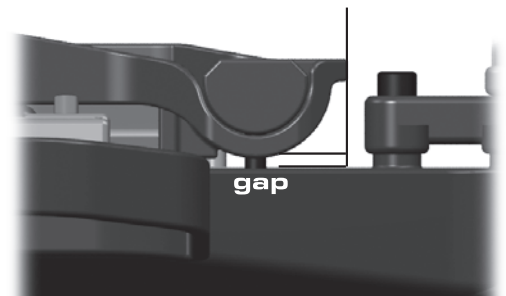
**G 7 / 8**  
STEP 6

**9835 x2**  
5-40 x 3/4  
shcs

**9814 x2**  
battery pivots



\* Leave a 1/16" gap between the battery pivots and the chassis.



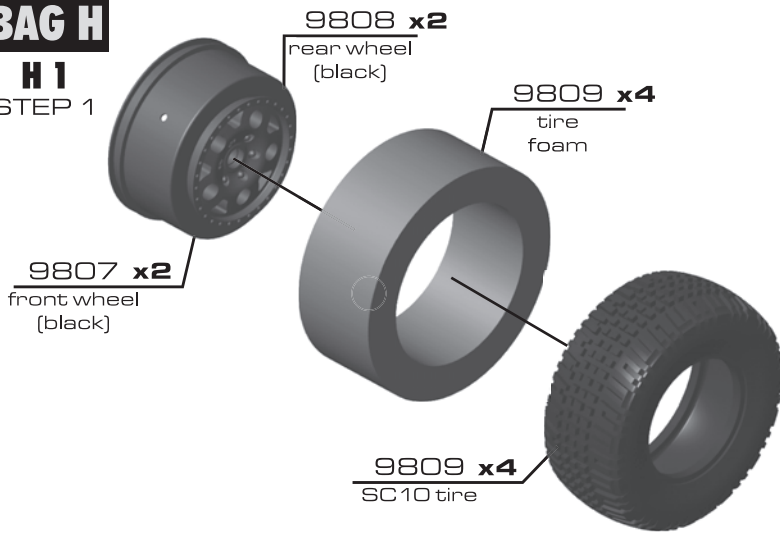
gap



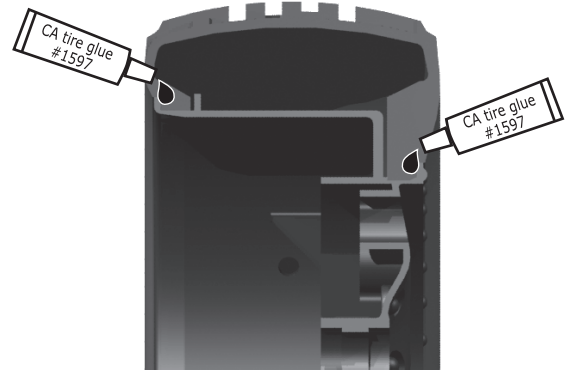
**:: Wheels and Tires**

**BAG H**

**H 1**  
STEP 1

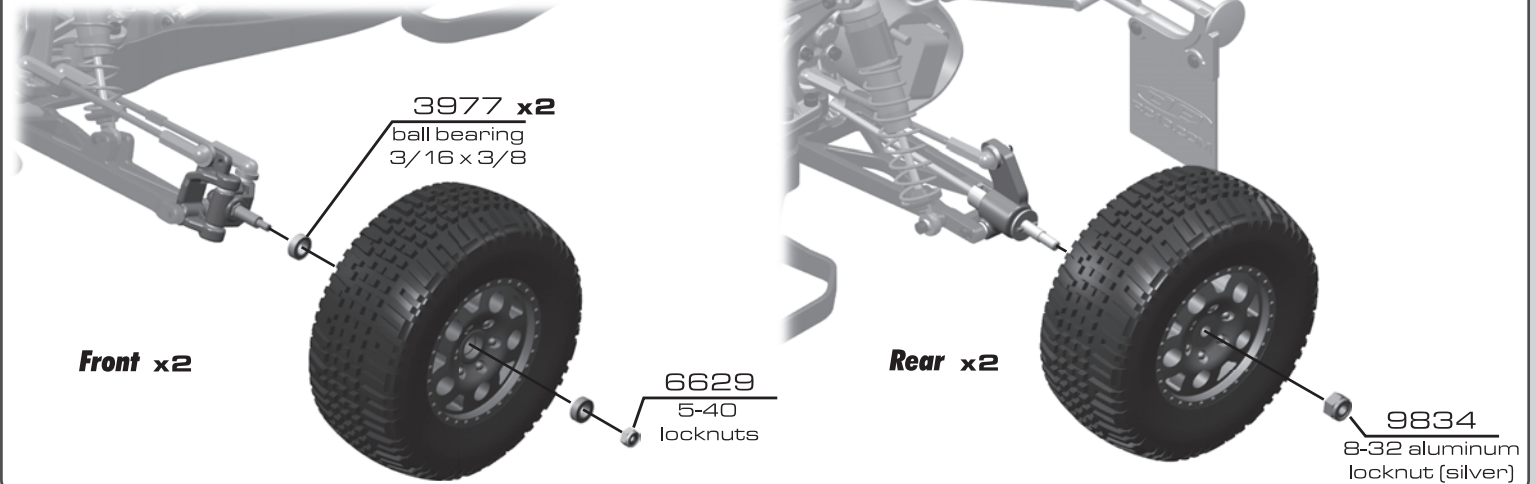


\* Carefully Apply tire adhesive to the tire bead on both sides. Do one side at a time, allow it to dry before gluing the other side.



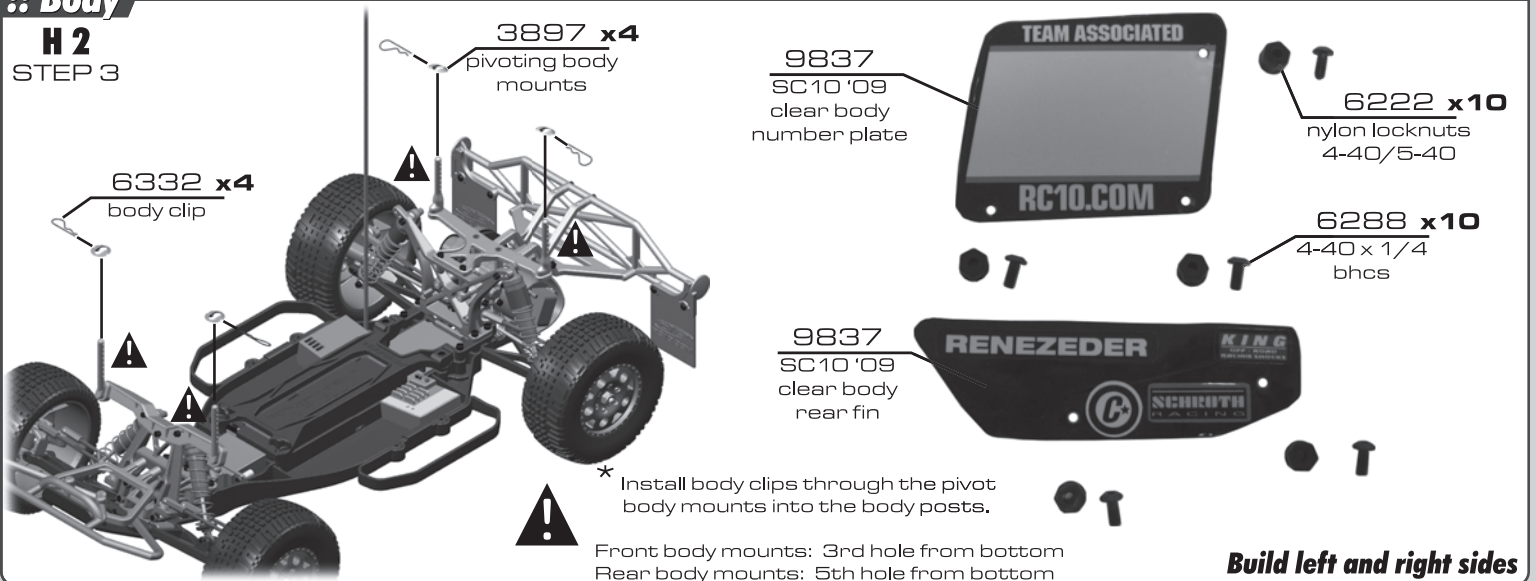
**:: Wheels and Tires (cont.)**

**H 2**  
STEP 2



**:: Body**

**H 2**  
STEP 3

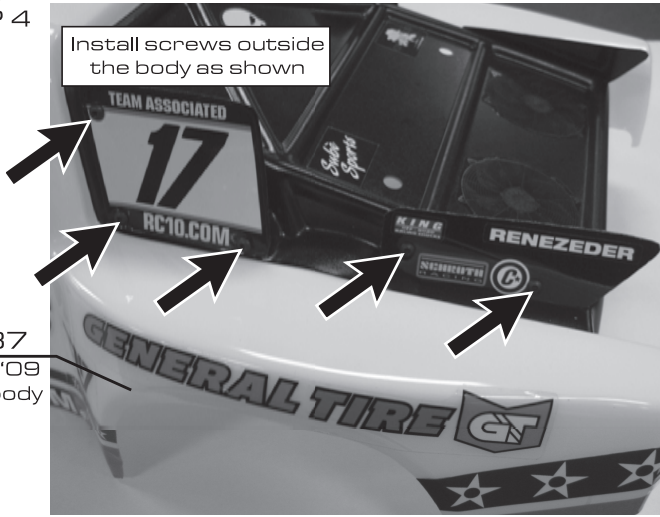


**:: Body (cont.)**

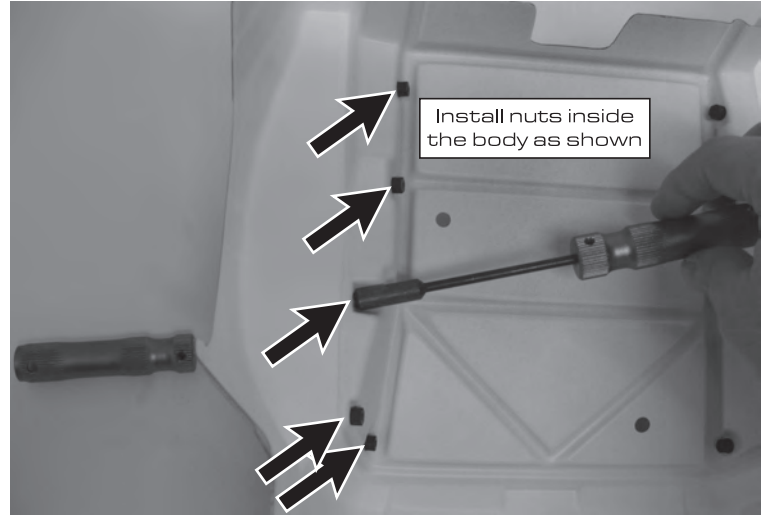
**H 2**

**STEP 4**

Install screws outside the body as shown



9837  
SC10 '09  
clear body



**:: Body (cont.)**

**H 2**

**STEP 5**



6332 x4  
body clip



**:: Final Adjustments**

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.**

