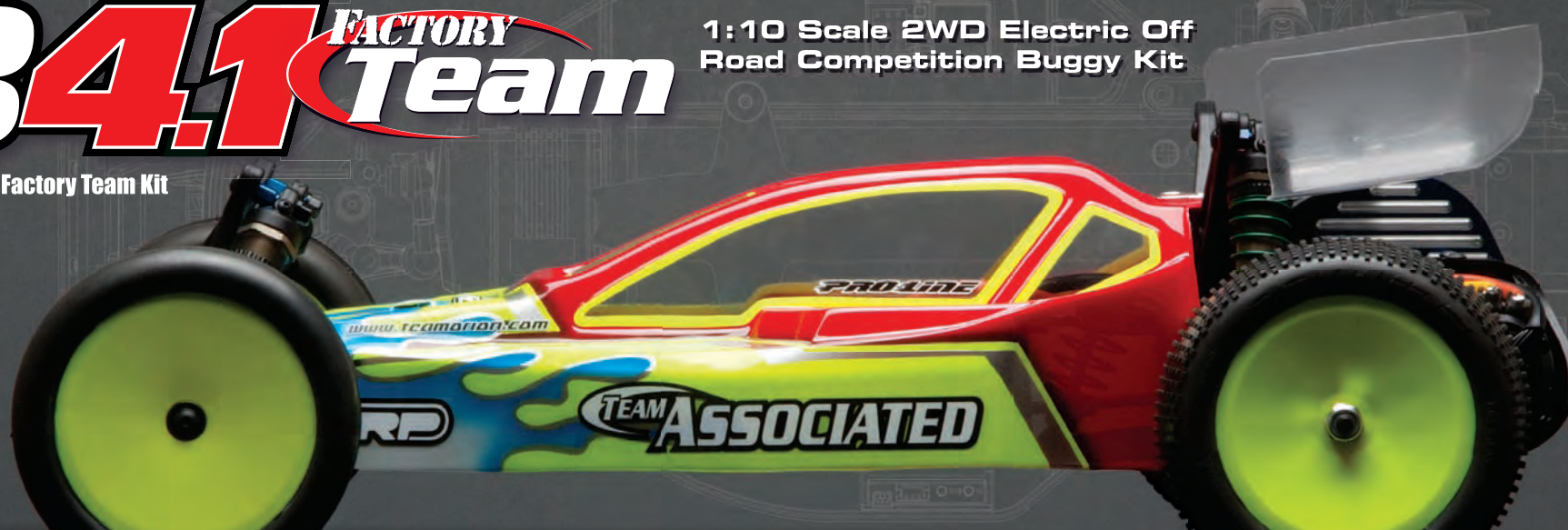


B4.1 FACTORY Team

#9036 RC10B4.1 Factory Team Kit

1:10 Scale 2WD Electric Off Road Competition Buggy Kit



1:10 Scale Ready-To-Run Electric 2WD Off Road Manual & Catalog 6/10

T4.1 FACTORY Team

#7023 RC10T4.1 Factory Team Kit

1:10 Scale 2WD Electric Off Road Competition Truck Kit



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 B4.1 or T4.1. Please take a moment to read through it and familiarize yourself with these steps. We are continually changing and improving our designs; therefore, actual parts may appear slightly different than the illustrations. New parts will be noted on supplementary sheets located in the appropriate parts bags. Check each bag for these sheets before you start to build.

:: B4.1 Factory Team Features

- Built on 4-time World Champion RC10 B4 platform.
- 2.6:1 Ratio Gearbox that fits optional gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Set-screw to secure antenna tube
- 14 rubber sealed ball bearings
- Fully adjustable camber and toe-in
- Angled bell crank "co-planar" steering
- Built in servo saver
- Vertical ball end adjustment front & rear
- Factory Team 0.5 degree aluminum rear hubs with oversize outer bearing.
- Factory Team V2 dual-cap hard anodized shock bodies with threaded collars
- V2 slipper assembly with high-rate spring
- Factory Team Gold slipper pads
- Pro-Line Vortex body and wing
- Pro-Line M3 Holeshot 2.0 rear and M3 4-rib front tires
- B4.1 rear shock tower with revised geometry for LiPo
- Suspension mounts for 4, 3.5, 3, and 2.5 degrees rear toe included
- Ball differential with light-weight outdrives
- Bleed-screw shock caps
- TiN "Gold" shock shafts front and rear
- Carbon fiber battery strap with thumb screws
- CVA joints with pin retainer clips
- Durable steel center-drilled front axles
- Factory Team blue Titanium turnbuckles
- Factory Team blue milled motor plate
- Factory Team blue aluminum servo mounts
- Factory Team blue aluminum wheel spacers
- Factory Team blue aluminum hinge pin brace
- Factory Team blue aluminum shock bushings
- Factory Team blue aluminum shock pivot balls
- 30 degree caster blocks
- Factory Team blue cone washers for top plate
- Ball-bearings for steering bell cranks
- Blue aluminum servo saver nut
- 3/16" mini locking nuts

:: Additional

Your new B4.1 or T4.1 FT kit comes unassembled and requires the following items for completion (refer to catalog section for suggestions):

- R/C two channel surface frequency radio system
- AA-size batteries for transmitter (x8) (#302 alkaline, #303 rechargeable)
- Electronic Speed Control, ESC (#29140, #29141)
- Steering servo (#29166, #29167) • R/C electric motor
- Pinion gear, size determined by type/wind of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 6 cell NiMH battery pack (#700) or a 2 cell LiPo battery pack (#714)

:: T4.1 Factory Team Features

- Built on 7-time National Champion RC10 T4 platform.
- 2.6:1 Ratio Gearbox that fits optional gear differential
- Dual-sided externally adjustable slipper clutch
- Molded composite low-CG chassis
- Set-screw to secure antenna tube
- 14 rubber sealed ball bearings
- Fully adjustable camber, and toe-in
- Angled bell crank "co-planar" steering
- Built in servo saver
- Vertical ball end adjustment front & rear
- Factory Team 0.5 degree aluminum rear hubs with oversize outer bearing.
- Factory Team V2 dual-cap hard anodized shock bodies with threaded collars
- V2 slipper assembly with high-rate spring
- Factory Team Gold slipper pads
- JConcepts Hi-Flow T4 body and spoiler
- JConcepts Double-Dees rear and Carvers front tires
- Suspension mounts for 4, 3.5, 3, and 2.5 degrees rear toe included
- Ball differential with light-weight outdrives
- Bleed-screw shock caps
- TiN "Gold" shock shafts front and rear
- Carbon fiber battery strap with thumb screws
- CVA joints with pin retainer clips
- Factory Team blue Titanium turnbuckles
- Factory Team blue milled motor plate
- Factory Team blue aluminum servo mounts
- Factory Team blue aluminum wheel spacers
- Factory Team blue aluminum hinge pin brace
- Factory Team blue aluminum shock bushings
- Factory Team blue aluminum shock pivot balls
- 30 degree caster blocks
- Factory Team blue cone washers for top plate
- Ball-bearings for steering bell cranks
- Blue aluminum servo saver nut
- 3/16" mini locking nuts

*



These Symbols Indicate a special note or instructions, or a Factory Team replacement part is available.



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



- Calipers or a precision ruler
- Needle nose pliers
- Lexan specific spray paint
- Body Scissors (#1737)
- Reamer / hole punch
- Cyanacrylate glue (#1597)
- Thread locking compound (#1596)

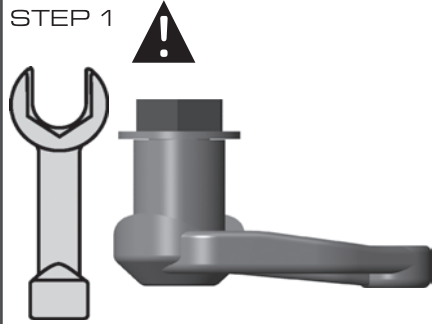
Tools included:

- Allen wrenches #6950 (.050", 1/16", 3/32", 5/64")
- 2.5mm allen wrench (for motor screws)
- Molded tools #6956
- Camber gauge #1719
- Shock building tool #6429

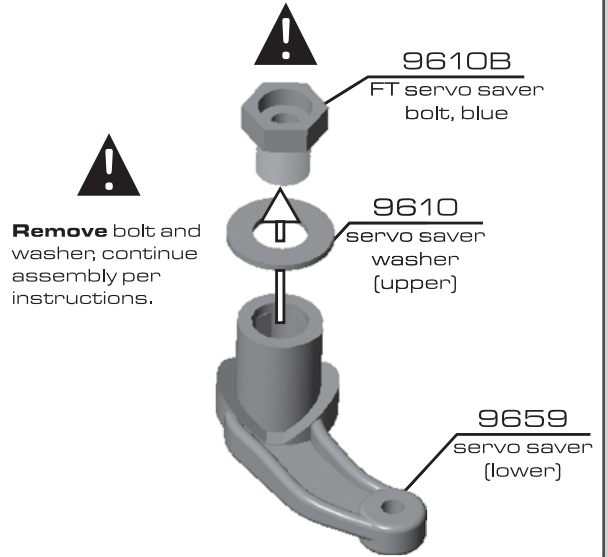
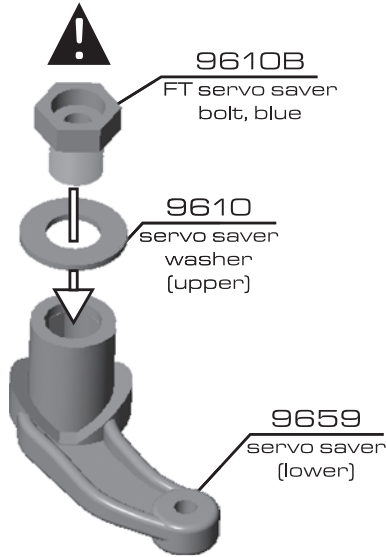
:: Steering Rack Build

BAG A T41 & B41

A2
STEP 1



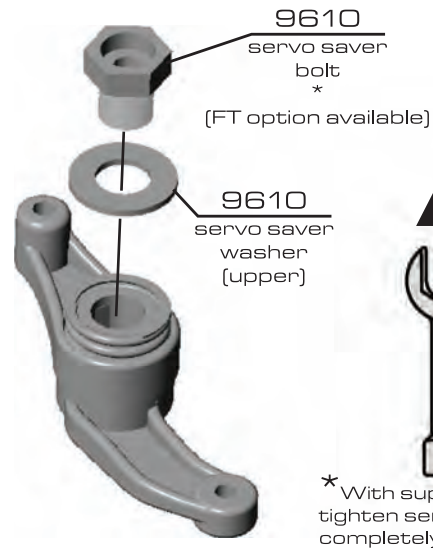
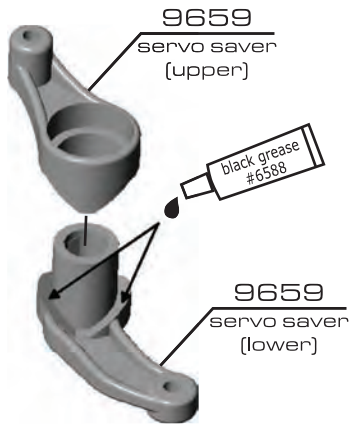
With supplied wrench, tighten servo saver bolt gently, **until it hits bottom**. Do not over tighten.



Remove bolt and washer, continue assembly per instructions.

:: Steering Rack Build (cont.)

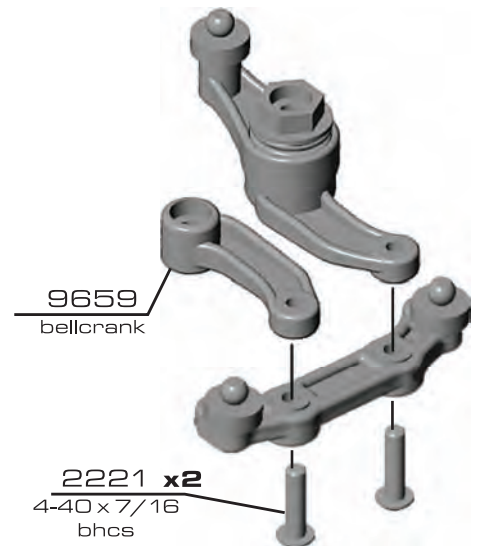
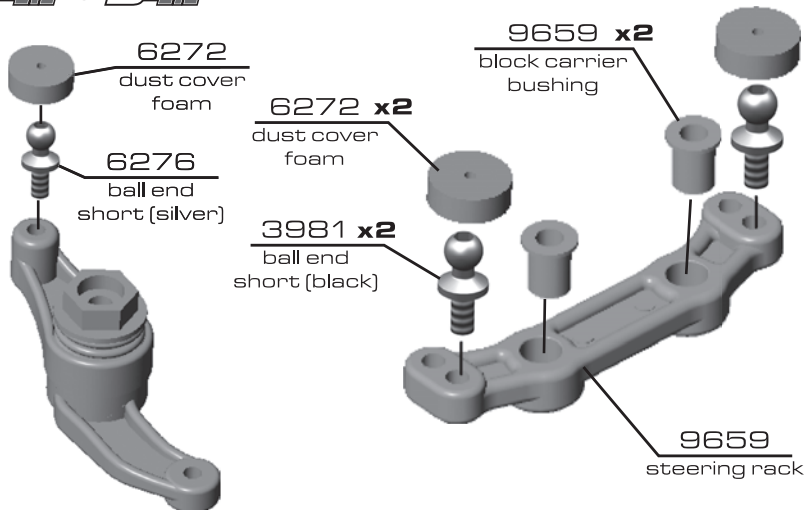
A2
STEP 2 **T41 & B41**



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

:: Steering Rack Build (cont.)

A 2/3
STEP 3 **T41 & B41**



:: Steering Rack Build (cont.)

A 4/5
STEP 4 **T4.1 & B4.1**

9566
top plate

3971 x4
steering rack
bearing

6922 x3
4-40 x 1/2"
fhcs

89229 x3
blue countersunk
washer

9563
front
bulkhead
*

(FT option available)

9560
B4
chassis

7440
T4
chassis

6915 x2
4-40 x 5/8
fhcs



9640
steering bolt
(right)

9659
steering
brace

9640
steering bolt
(left)

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

:: Steering Knuckles Build

BAG B

B 2

STEP 1

9630 x4
ballstud
washer

9581 x2
steering block
1 left & 1 right

7456 x2
front trailing
axle (T4)
*

(FT option available)

Build both a right side and left side for either the B4.1 or the T4.1.

T4.1

B4.1

T4.1 & B4.1

6272 x2
dust cover
foam

6277 x2
ball end
long (silver)
*

(FT option available)

9612 x2
HD steel
front axles
(B4 / SC10)

3983 x2
ball end
long (black)
*

(FT option available)

4449 x2
4-40 x 3/16"
aluminum locknut

6272 x2
dust cover
foam

RIGHT

7922 x2
caster block
1 left & 1 right
(30°)

LEFT

6299 x2
e-clip

RIGHT

6920 x2
4-40 x 3/16
bhcs

LEFT

:: Steering Knuckles Build (cont.)

B 2

STEP 2

T4.1
RIGHT

B4.1
LEFT



Build both a right side and left side for either the B4.1 or the T4.1.

T4.1
RIGHT

B4.1
LEFT

9622 x2
kingpin

4187 x4
.030 washer

9645 x2
2-56 x 1/8
bhcs

:: Front End

B 3

STEP 3



B4 Front A-Arm LEFT

T4 Front A-Arm RIGHT

Build both a right side and left side for either the B4.1 or the T4.1.

9580 x2 spacer

9622 x2 hinge pin front outer

9578 x2 B4 A-arms, front * [FT option available]

9645 x2 2-56 x 1/8 bhcs

7446 x2 A-arms, front * [FT option available]

9645 x2 2-56 x 1/8 bhcs

9580 x2 spacer

9622 x2 hinge pin front outer

:: Front End (cont.)

B 4

STEP 4

T4.1 & B4.1

9621 x2 hinge pin front inner

4334 x2 2-56 x 5/16 bhcs

9665 FT front hinge pin brace [blue]

9621 x2 hinge pin front inner

9562 front bumper

6915 x2 4-40 x 5/8 fhcs

:: Front End (cont.)

B 4

STEP 5

thread lock #1596

7413 x2 4-40 x 3/4 bhcs

9630 x4 washer

9568 B4 front shock tower

1780 x2 FT blue aluminum shock bushings, standard

6272 x2 dust cover foam

6277 x2 ball end long (silver)

7439 x2 front body mount

9825 front shock tower

7413 x2 4-40 x 3/4 bhcs

6277 x2 ball end long (silver)

7439 x2 front body mount

9825 front shock tower

1780 x2 FT blue aluminum shock bushings, standard

6277 x2 ball end long (silver)

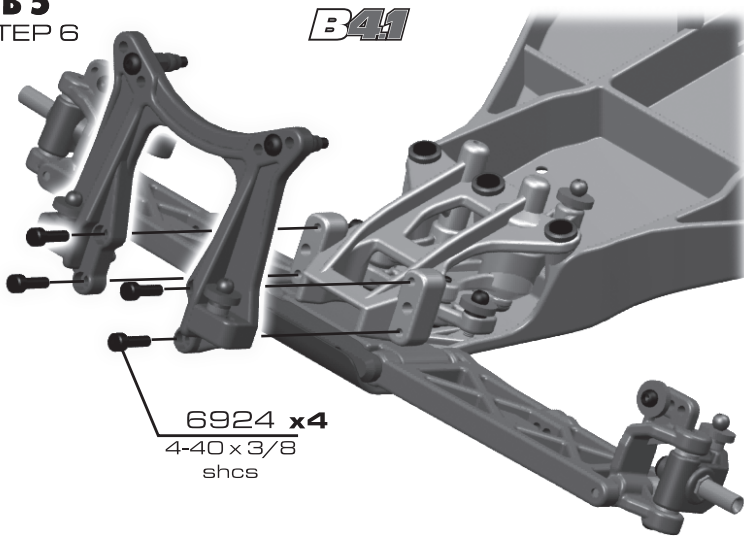
6924 x2 4-40 x 3/8 shcs

6272 x2 dust cover foam

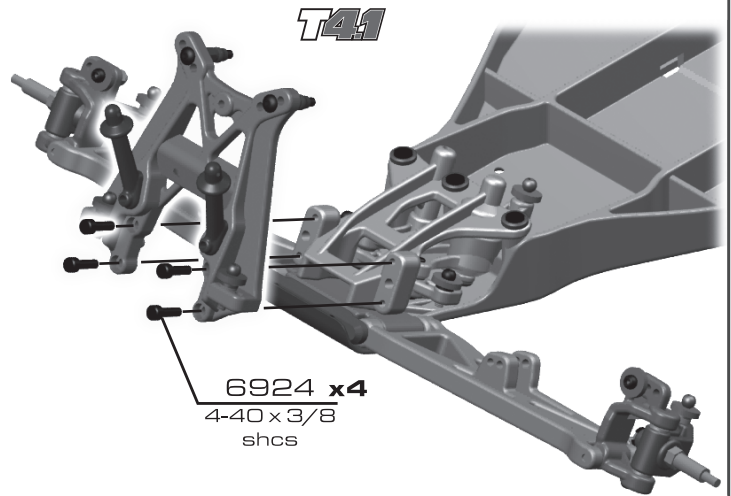
9630 x2 washer

:: Front End (cont.)

B5
STEP 6



B41



T41

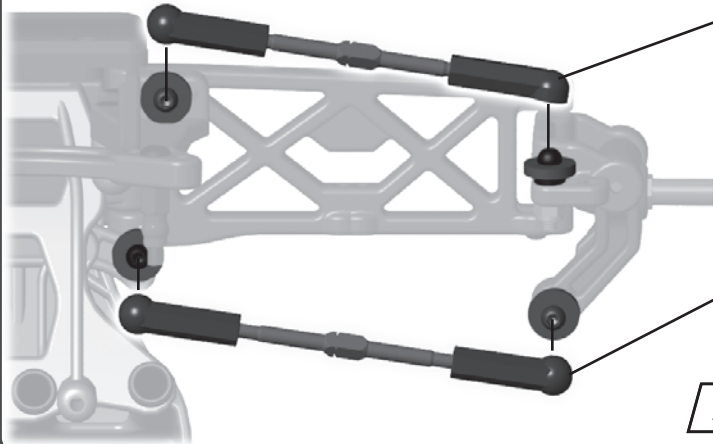
6924 x4
4-40 x 3/8
shcs

:: Front Turnbuckles B4.1

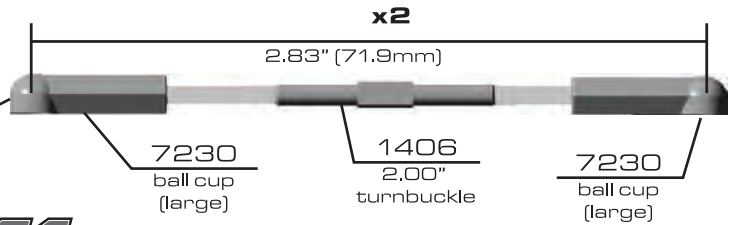
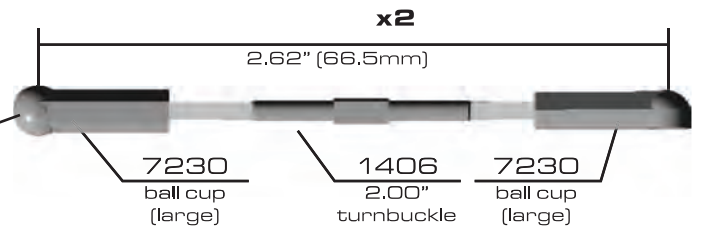
B6
STEP 7



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



B41

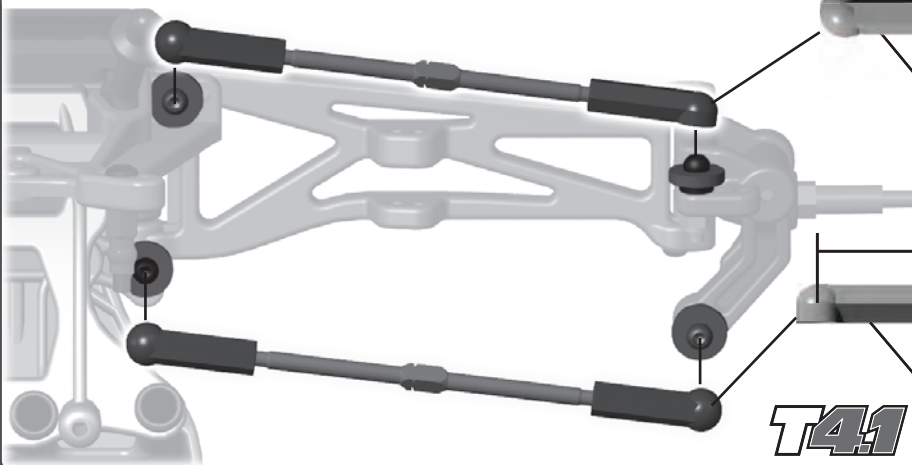


:: Front Turnbuckles T4.1

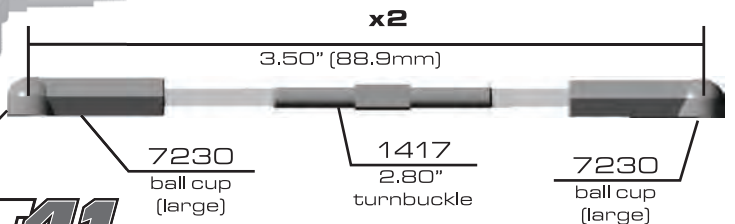
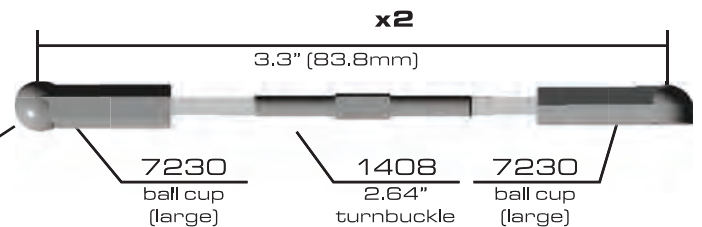
B7
STEP 8



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



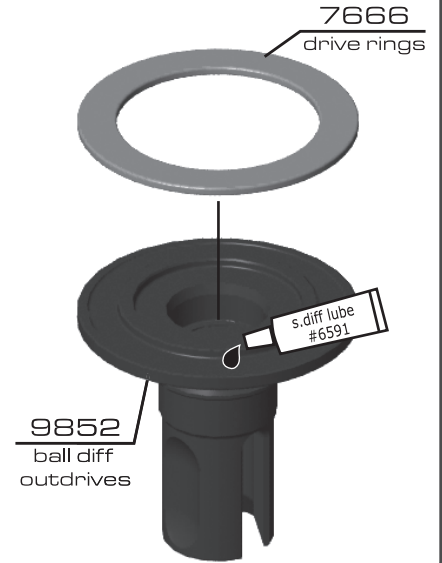
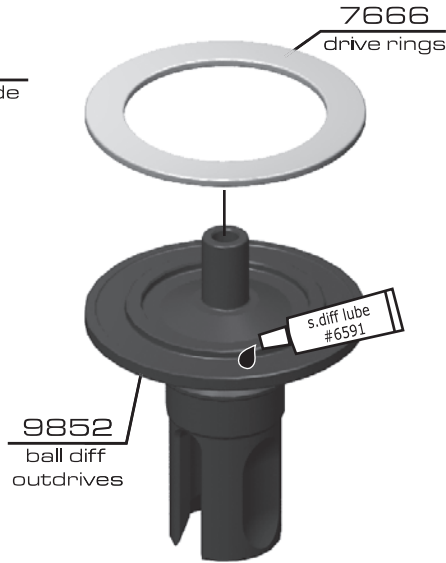
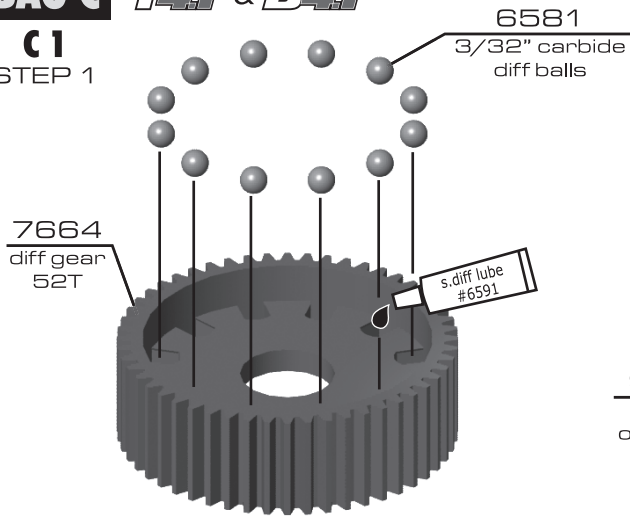
T41



:: Transmission

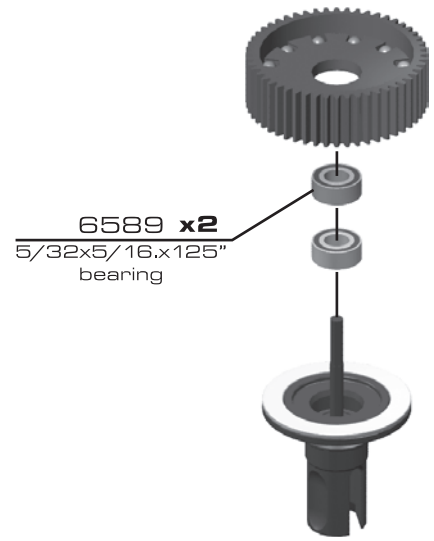
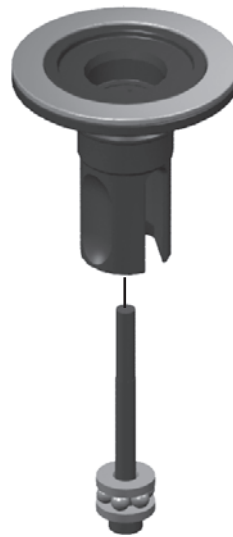
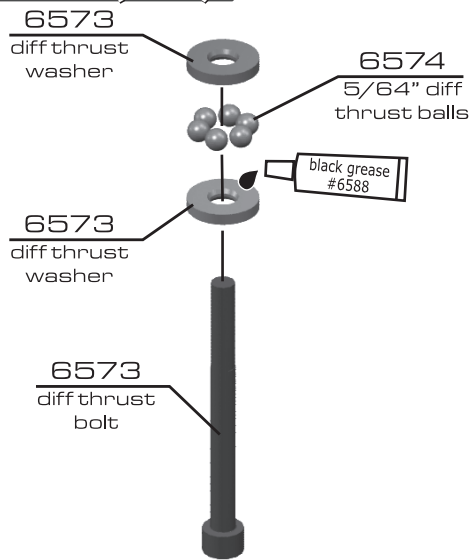
BAG C T41 & B41

C1
STEP 1



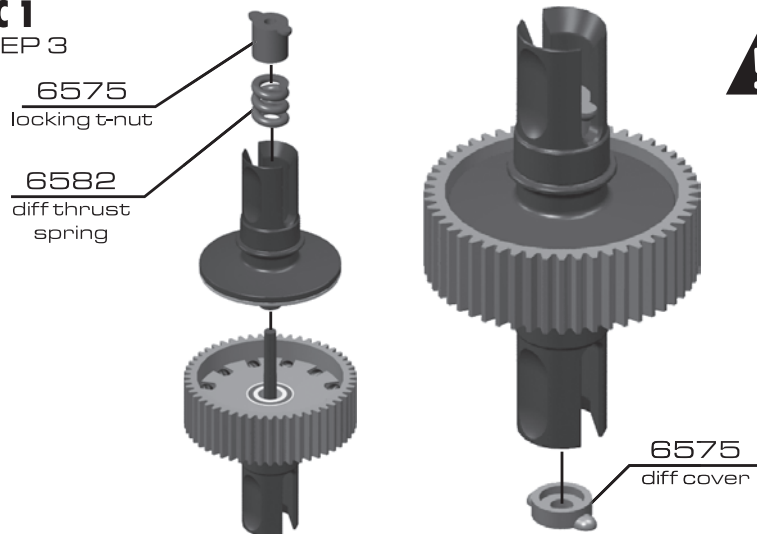
:: Transmission (cont.)

C1
STEP 2



:: Transmission (cont.)

C1
STEP 3



As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely compressed at the same time the T-nut reaches the end of the slot.

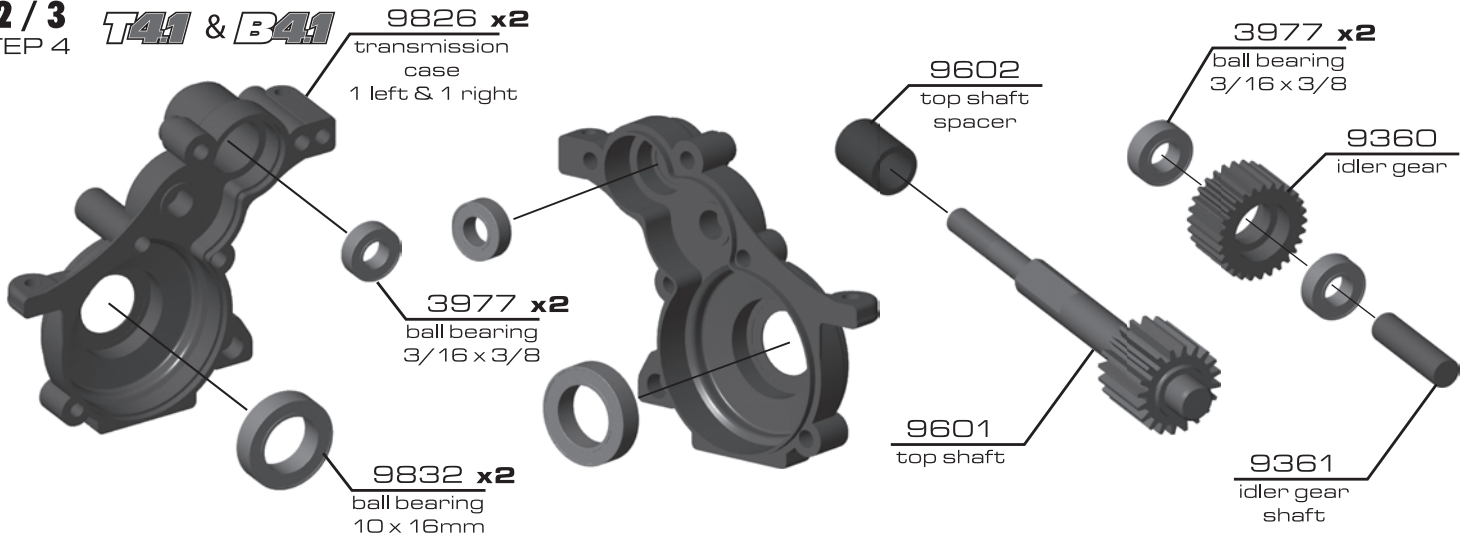
Caution! Pay close attention to the feeling when the spring is completely compressed. Do not overtighten the bolt. When you feel the spring completely compressed, loosen the diff bolt 1/8" of a turn. Your diff should now operate smoothly with resistance as the outdrives move in opposite directions. After you have driven the car once, re-check the diff setting.



:: Transmission (cont.)

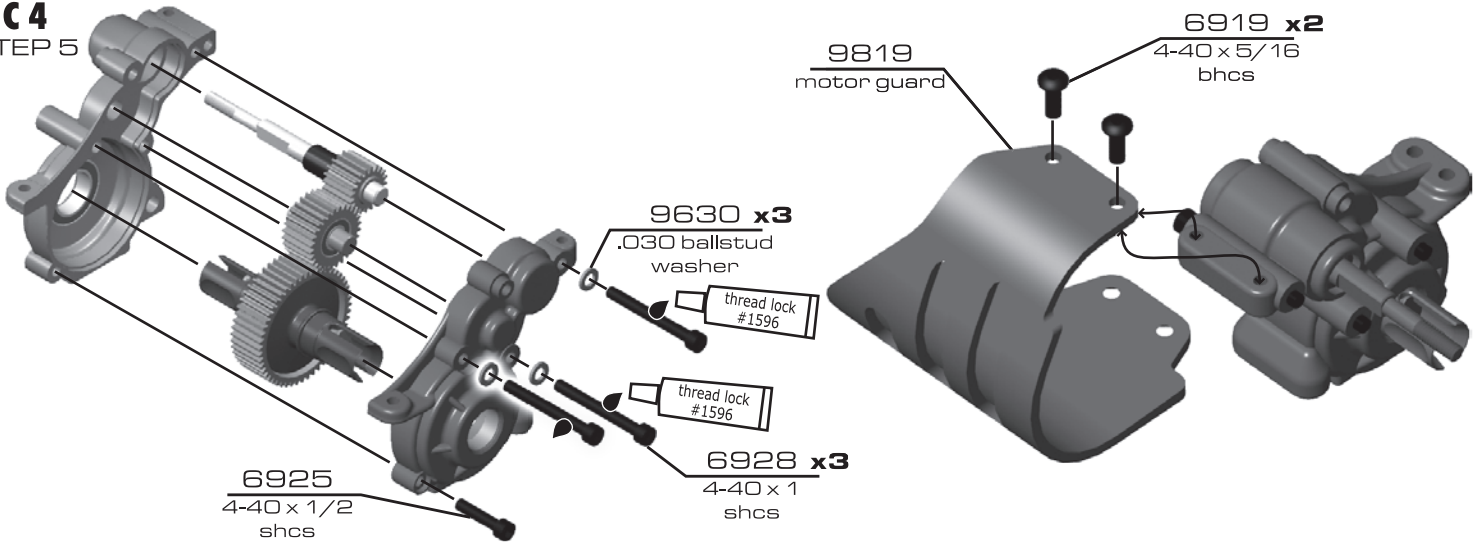
C2/3
STEP 4

T41 & B41



:: Transmission (cont.)

C4
STEP 5



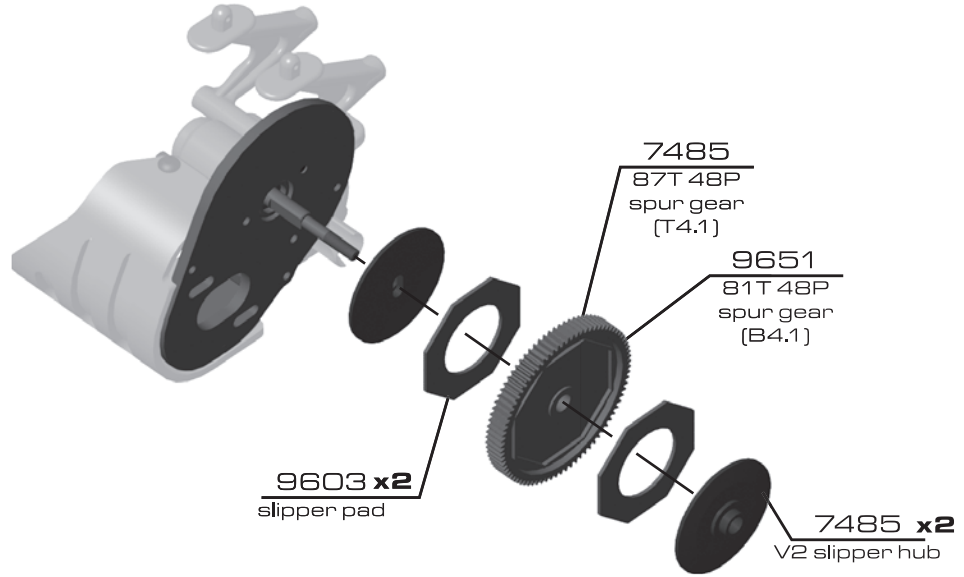
:: Transmission (cont.)

C4
STEP 6



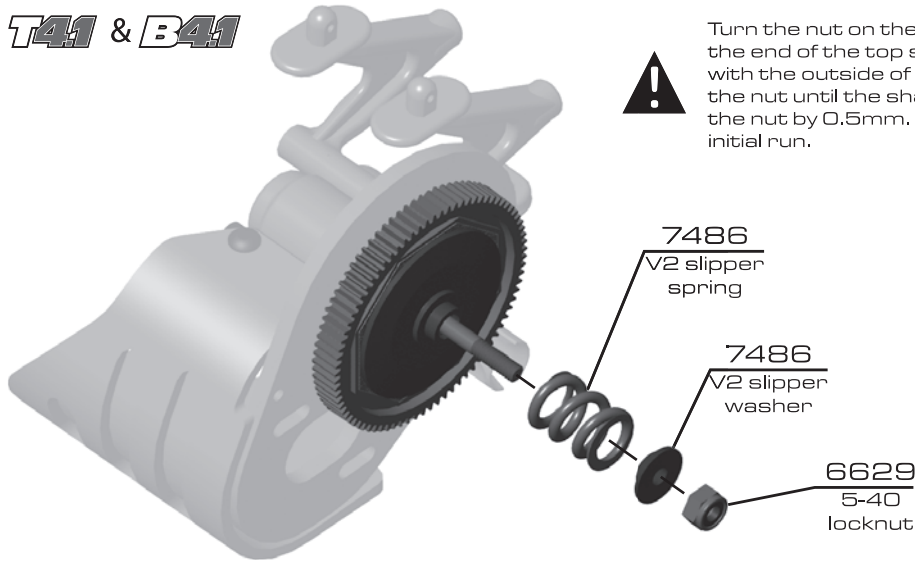
:: Transmission (cont.)

C5
STEP 7 **T4.1** & **B4.1**

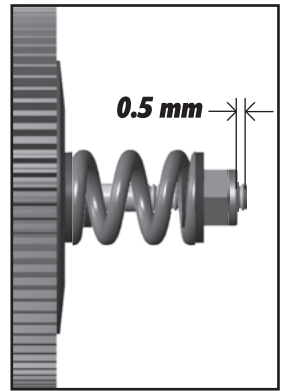


:: Transmission (cont.)

C6
STEP 8 **T4.1** & **B4.1**



Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. Tighten the nut until the shaft extends thru the nut by 0.5mm. Recheck after initial run.



0.5 mm



See page XX for gear mesh, and slipper clutch setting instructions

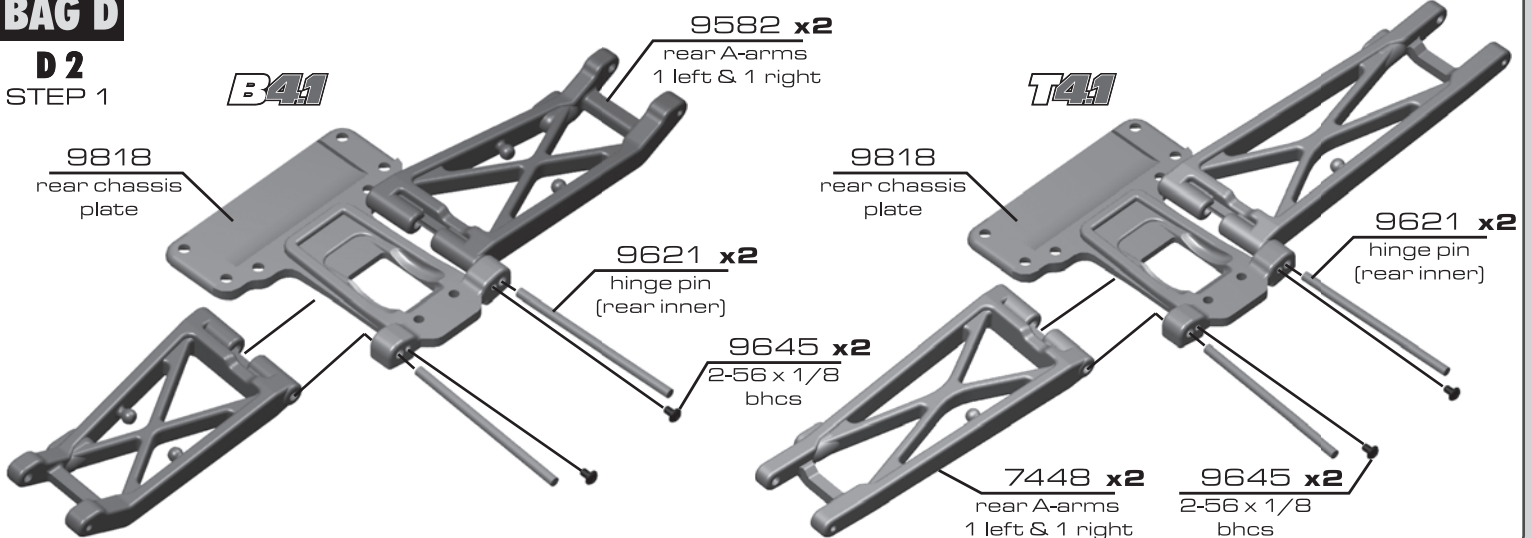
:: Rear End

BAG D

D2
STEP 1

B4.1

T4.1

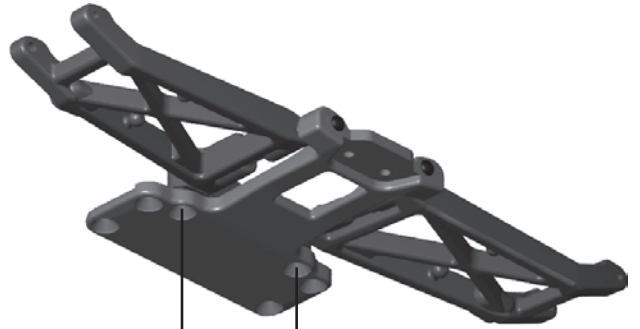
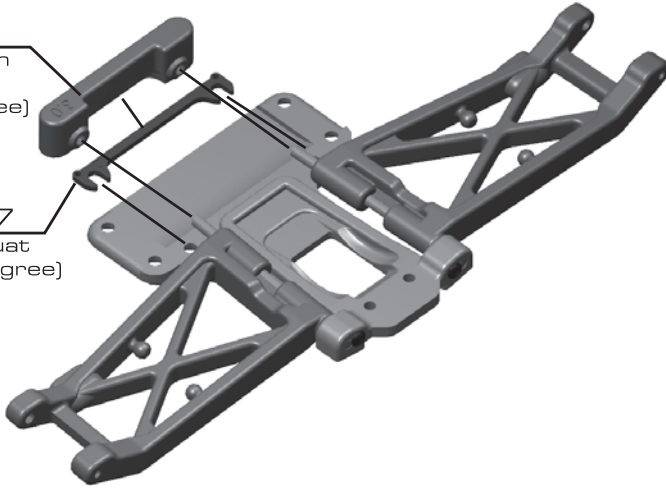


:: Rear End (cont.)

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

7487
rear arm
mount
(3.0 degree)

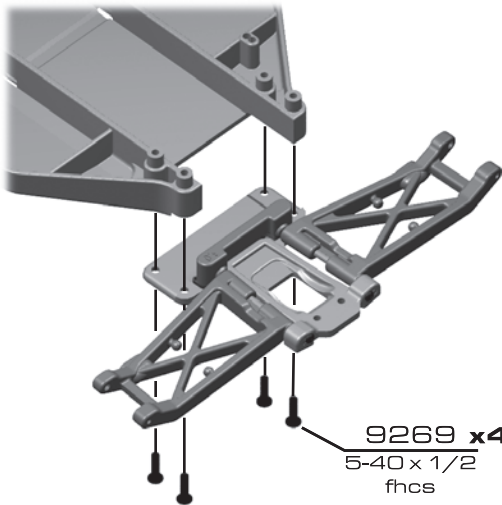
7487
anti squat
shim (2 degree)



9269 x2
5-40 x 1/2
fncs

:: Rear End (cont.)

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

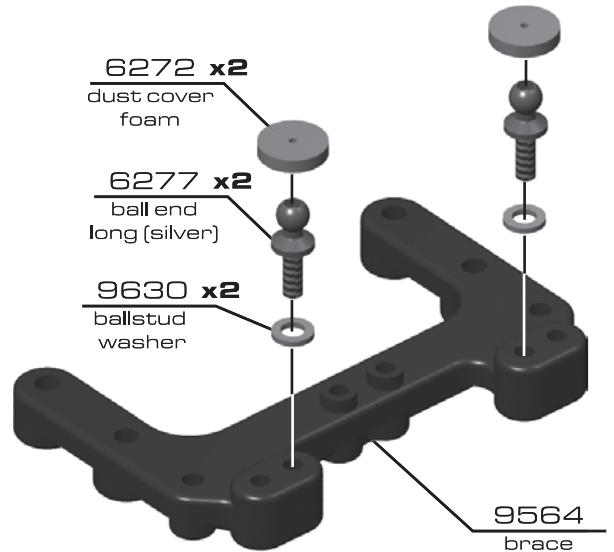


9269 x4
5-40 x 1/2
fncs

6272 x2
dust cover
foam

6277 x2
ball end
long (silver)

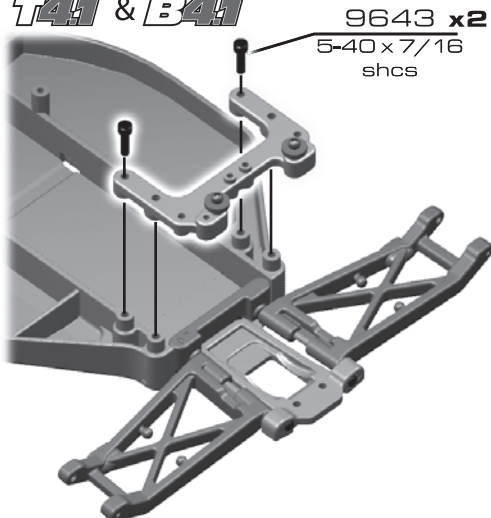
9630 x2
ballstud
washer



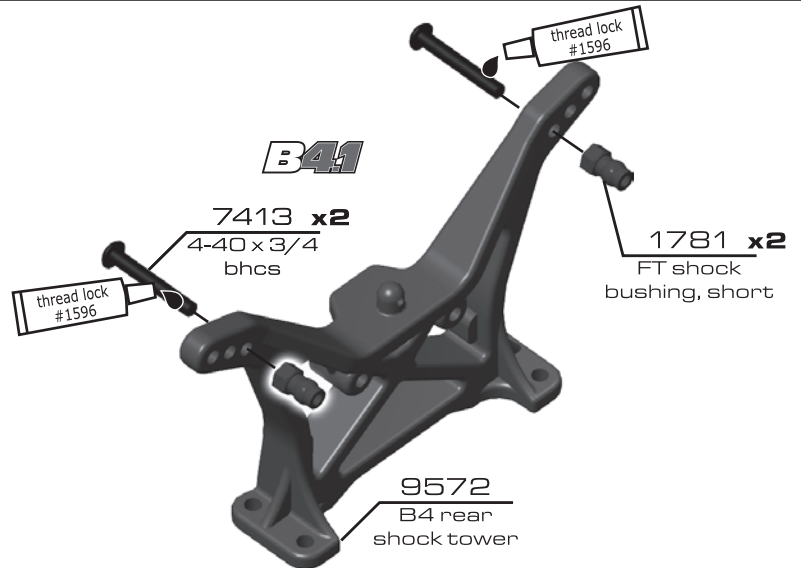
9564
brace

:: Rear End (cont.)

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



9643 x2
5-40 x 7/16
shcs



thread lock
#1596

7413 x2
4-40 x 3/4
bhcs

thread lock
#1596

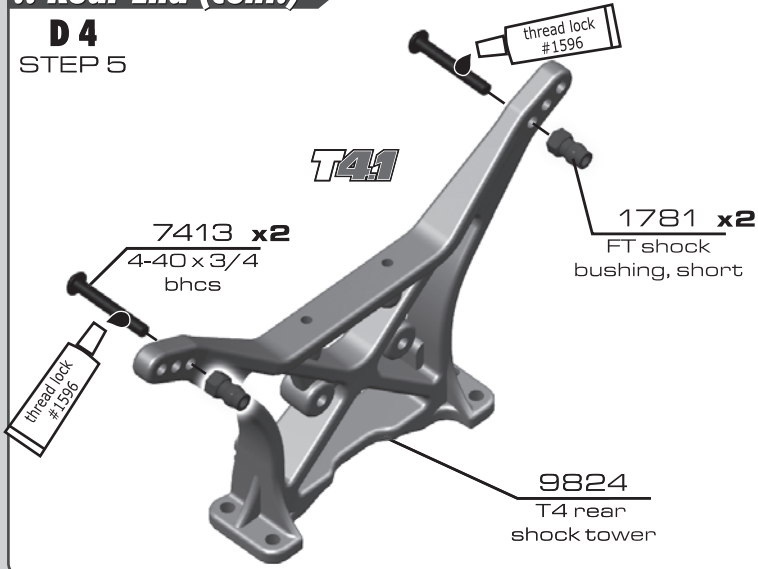
1781 x2
FT shock
bushing, short

9572
B4 rear
shock tower

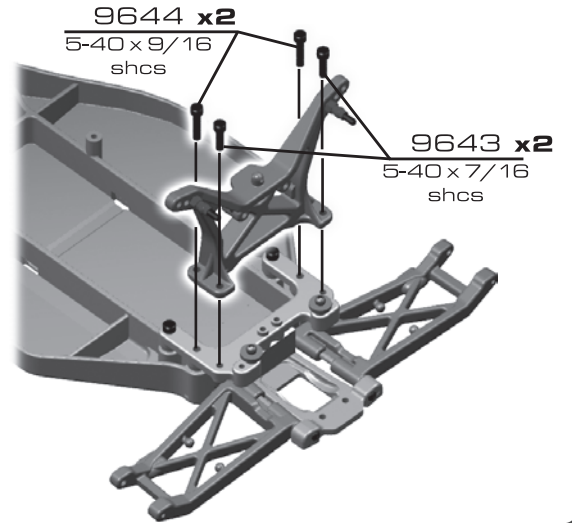
:: Rear End (cont.)

D 4
STEP 5

T41

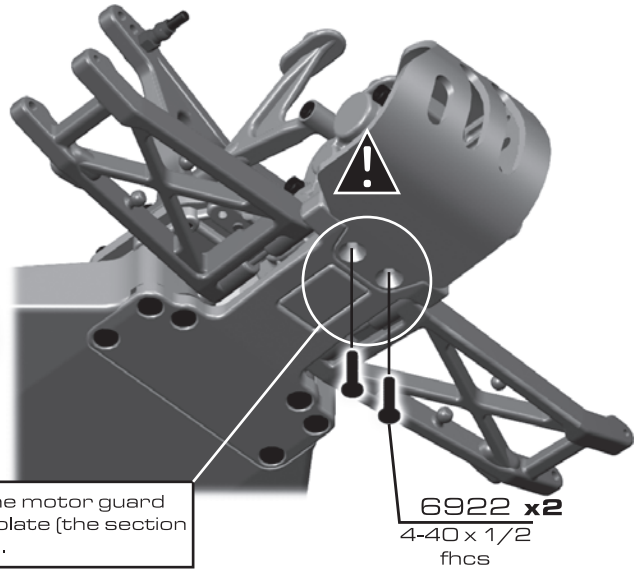
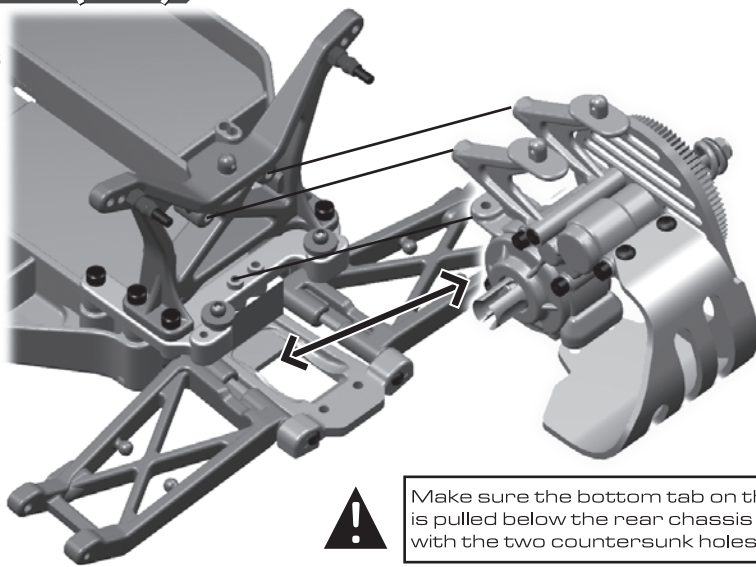


T41 & B41



:: Rear End (cont.)

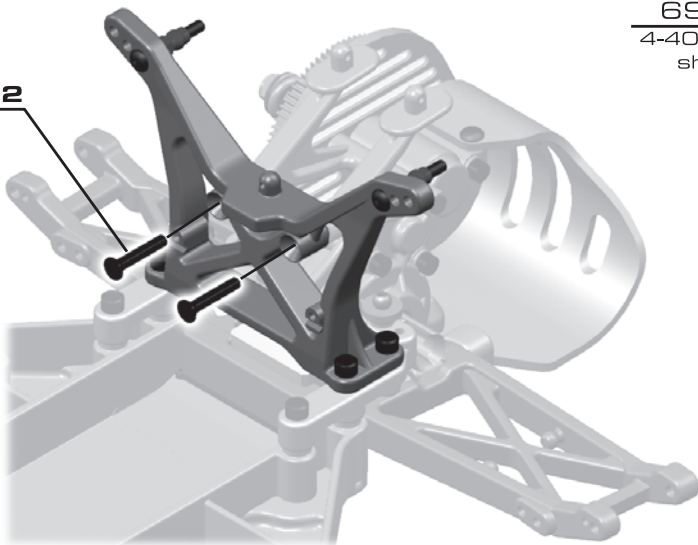
D 5
STEP 6



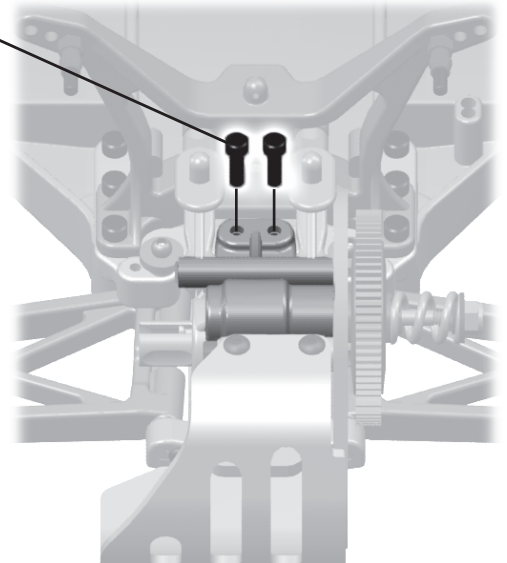
:: Rear End (cont.)

D 5
STEP 7

6915 x2
4-40 x 5/8 fhcs



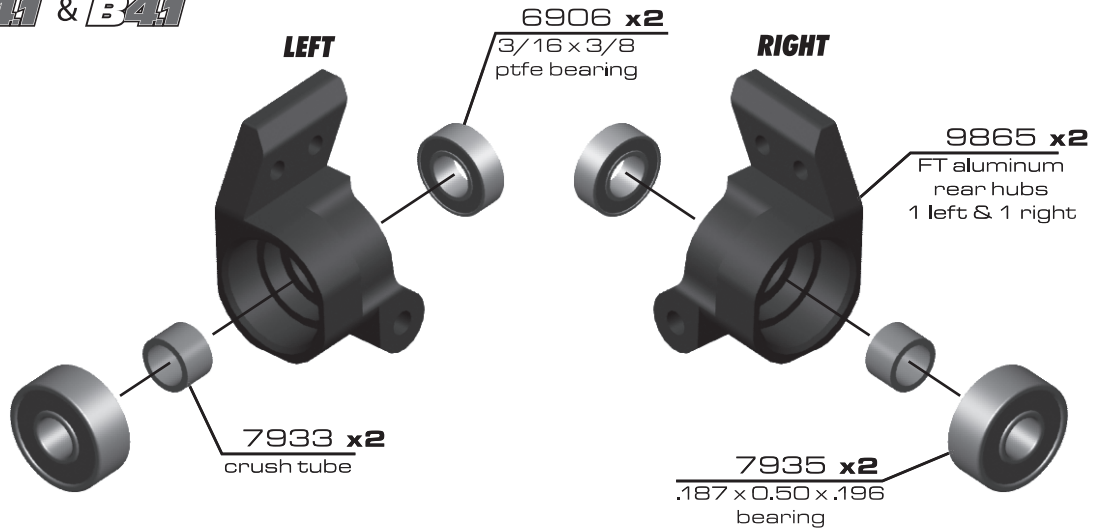
6924 x2
4-40 x 3/8 shcs



:: Rear Hubs

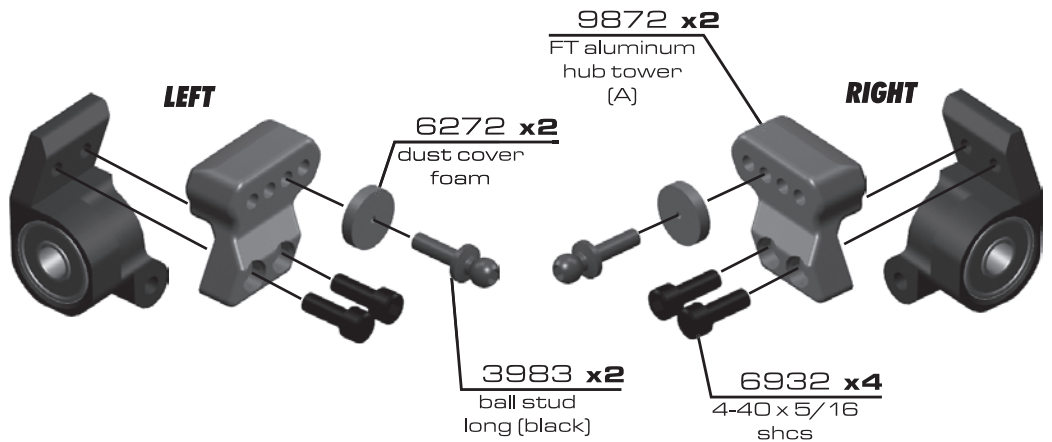
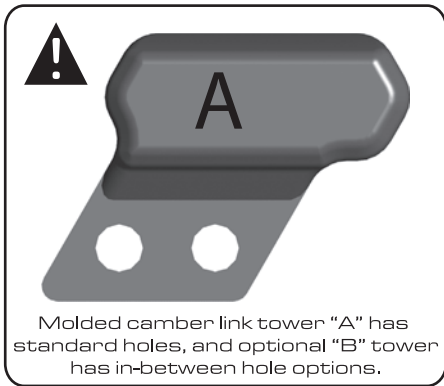
BAG E T41 & B41

E2
STEP 1



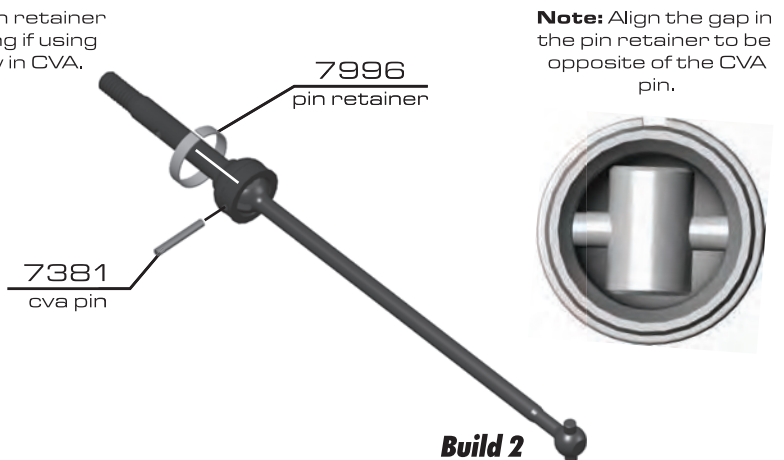
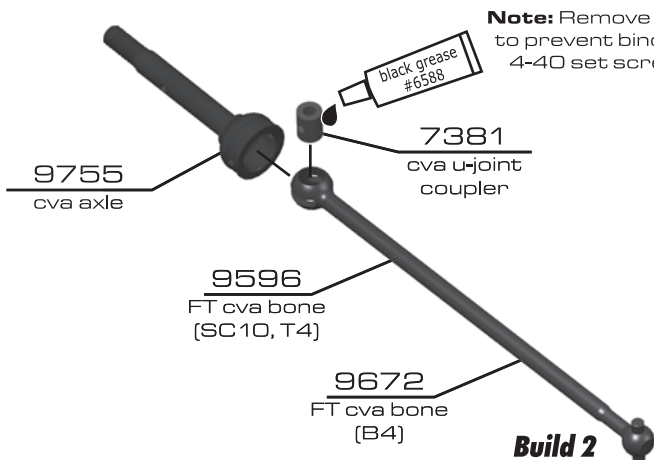
:: Rear Hubs (cont.)

E2
STEP 2 T41 & B41



:: Rear Hubs (cont.)

E3
STEP 3 T41 & B41



:: Rear Hubs (cont.)

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

7369
roll pin

7368 x2
3/16 axle shim

9608B
wheel spacer (blue)

Install the roll pin onto the CVA shaft after you install the two axle shims and the wheel spacer.

Build 2 (1 left, 1 right)

9645
2-56 x 1/8 bhcs

9622
hinge pin (rear outer)

9630
.030" ballstud washer

31286
aluminum ballstud washer (blue)

Build 2

:: Rear Hubs (cont.)

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

7369
roll pin

7368 x2
3/16 axle shim

9608B
wheel spacer (blue)

Install the roll pin onto the CVA shaft after you install the two axle shims and the wheel spacer.

Build 2 (1 left, 1 right)

9645
2-56 x 1/8 bhcs

9622
hinge pin (rear outer)

9630
.030" ballstud washer

31286
aluminum ballstud washer (blue)

Build 2

:: Rear Camber Turnbuckle B4.1

E6 **B4.1**
STEP 6

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

x2

2.65" (67.5mm)

7230
ball cup (large)

1406
2.00" turnbuckle

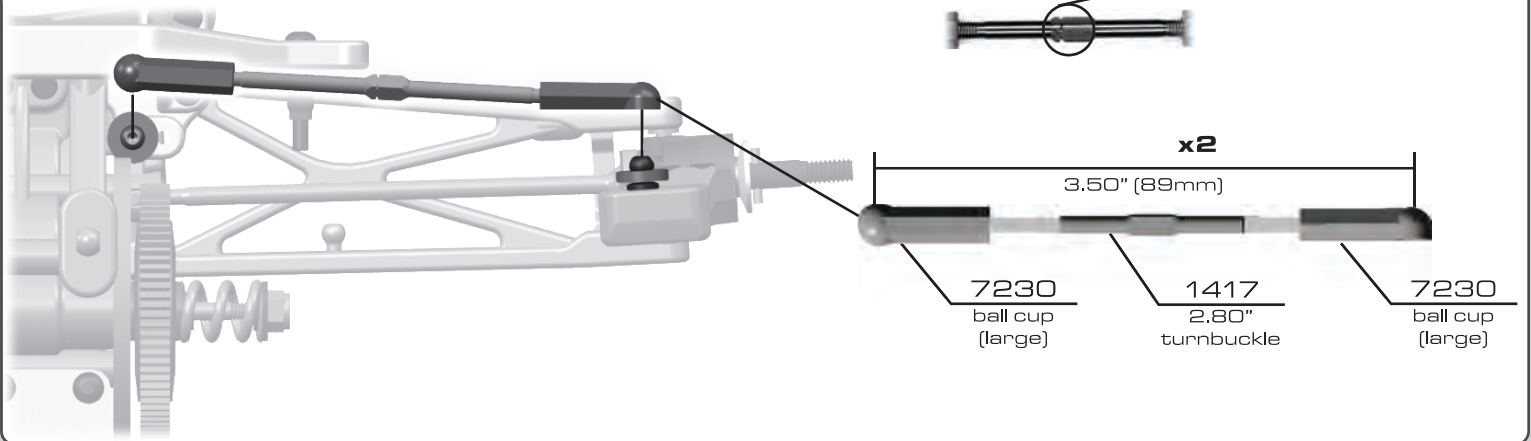
7230
ball cup (large)

:: Rear Camber Turnbuckle T4.1 (cont.)

E 6
STEP 5 **T4.1**



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

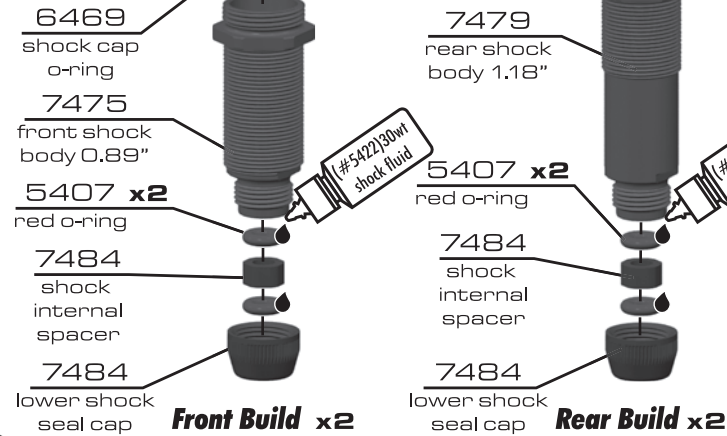


:: Shocks

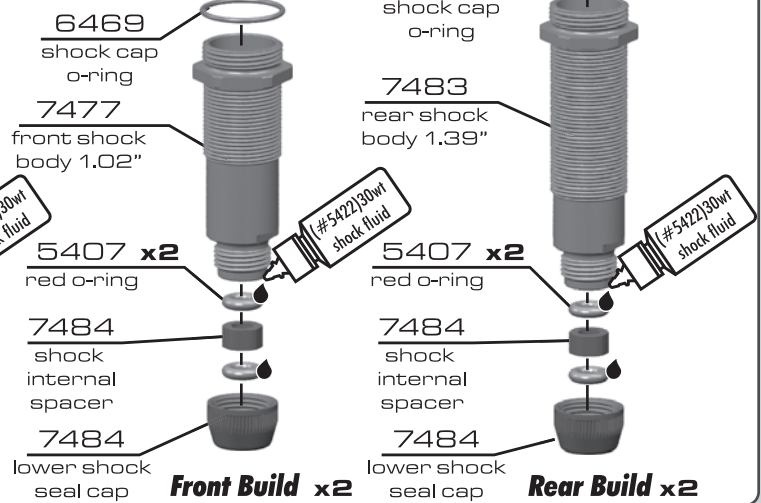
BAG F

B4.1

F1/2
STEP 1



T4.1

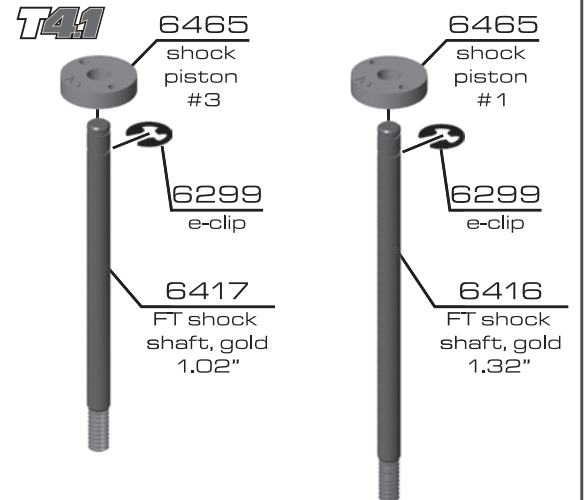
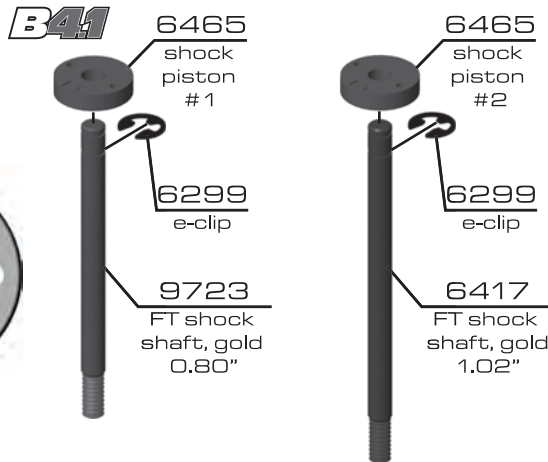
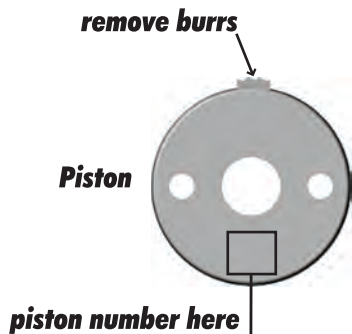


:: Shocks (cont.)

F1/2
STEP 2

B4.1

T4.1



Front Build x2

Rear Build x2

Front Build x2

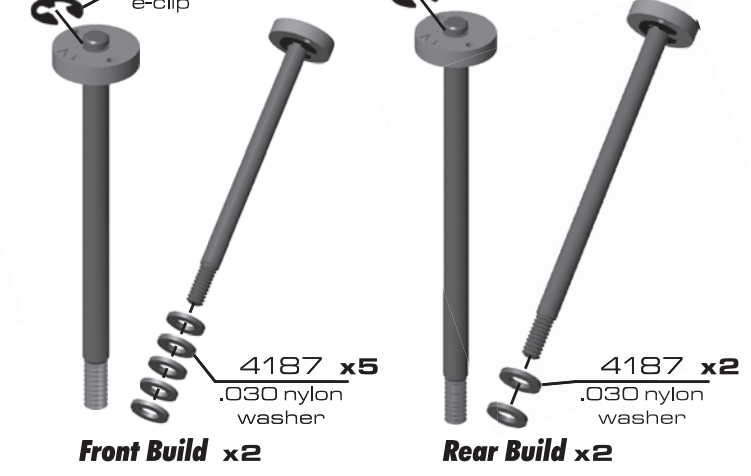
Rear Build x2

:: Shocks (cont.)

F2/3 B4.1
STEP 3

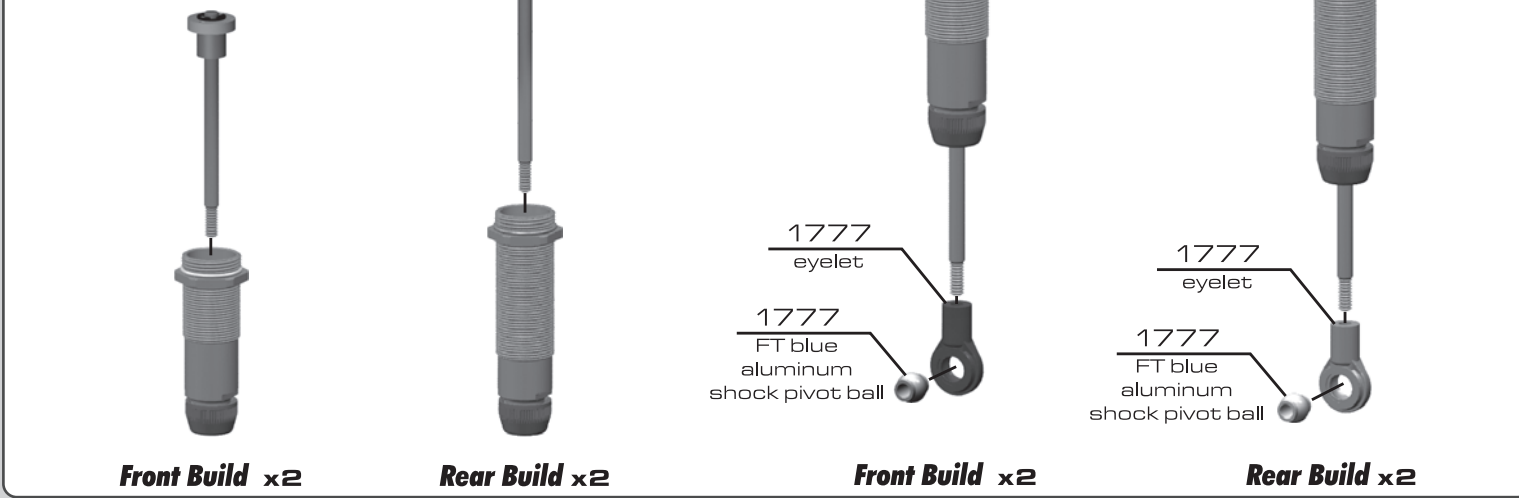


T4.1



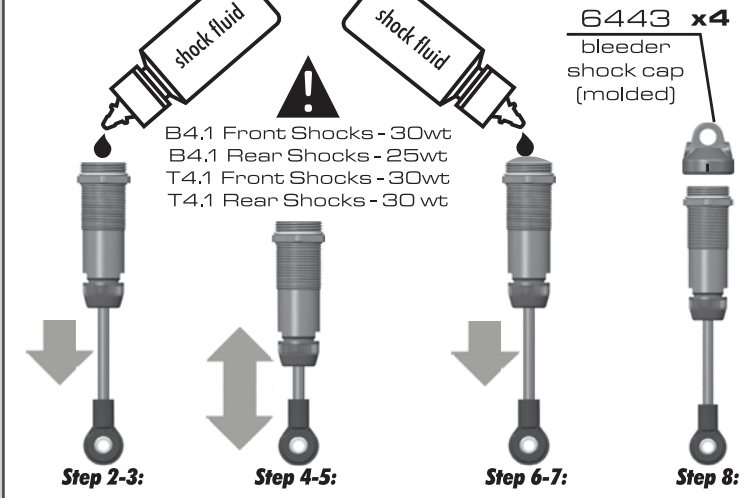
:: Shocks (cont.)

F4 T4.1 & B4.1
STEP 4



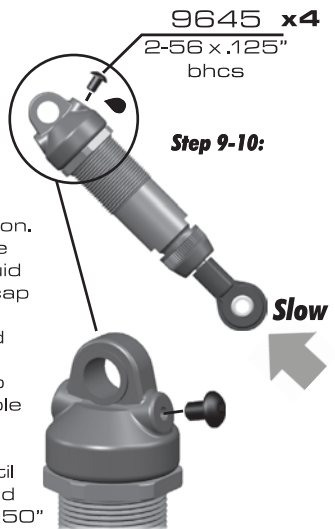
:: Shocks (cont.)

STEP 5



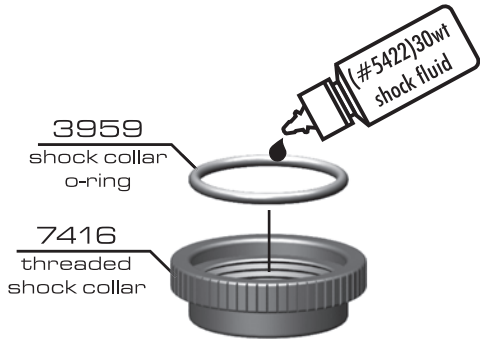
*** Shock Bleeding Steps:**

1. Before assembly, get each bleed screw and thread it 1-2 turns into the shock cap. This will make installation easier when you are bleeding your shocks.
2. Pull shock shaft down.
3. Fill shock body 3/4 full with silicone fluid.
4. Slowly move the shock shaft up and down to remove air from under piston.
5. Wait for bubbles to come to surface.
6. Fill shock body to top with silicone fluid.
7. Place a drop of oil in the cap and on cap threads.
8. Install cap (without bleed screw) and tighten completely.
9. Slowly compress shaft all the way to bleed excess silicone fluid out the hole in the cap (use rag around shock to catch excess fluid).
10. Install 2-56 button head screw until snug while shaft is fully compressed (recommend using a high quality .050" wrench such as Factory Team # 1542).



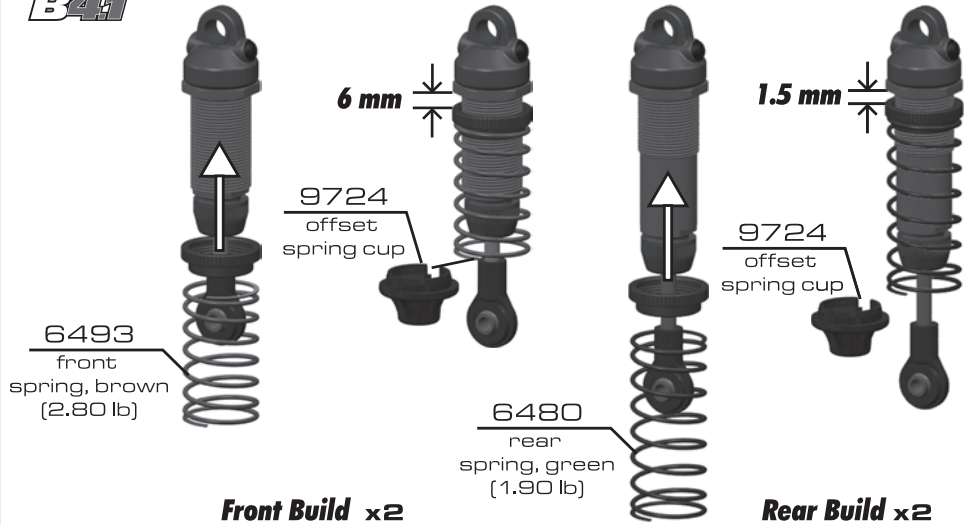
:: Shocks (cont.)

F4/5
STEP 6 **T41** & **B41**



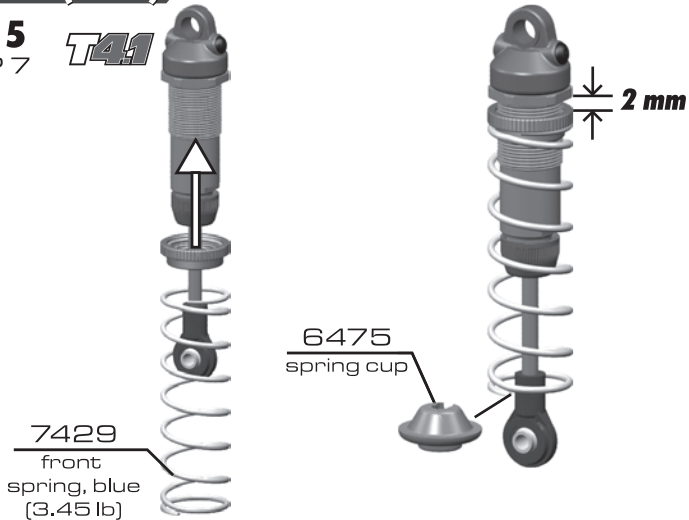
Front / Rear Build x4

B41

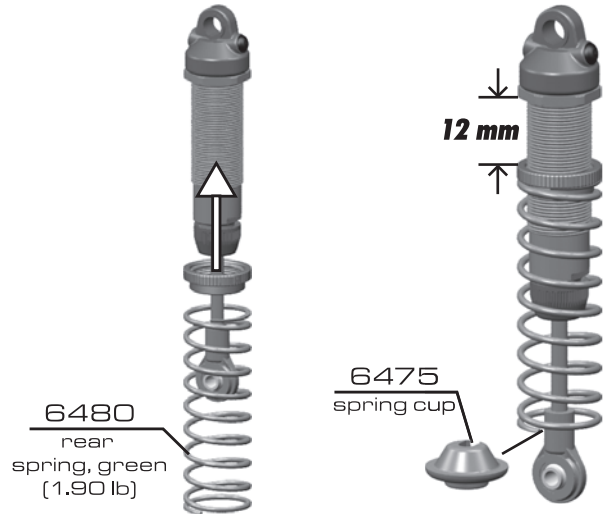


:: Shocks (cont.)

F4/5
STEP 7 **T41**



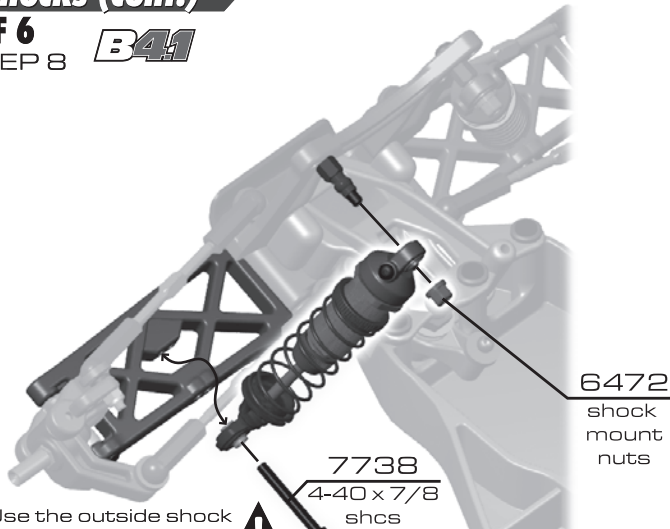
Front Build x2



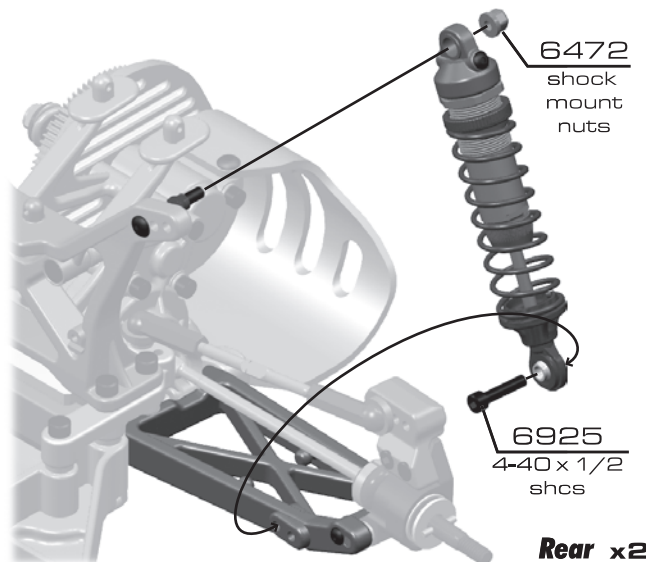
Rear Build x2

:: Shocks (cont.)

F6
STEP 8 **B41**



Front x2

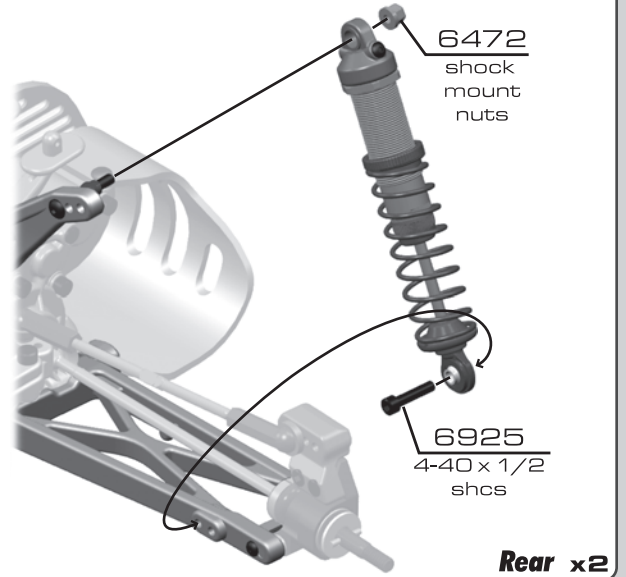
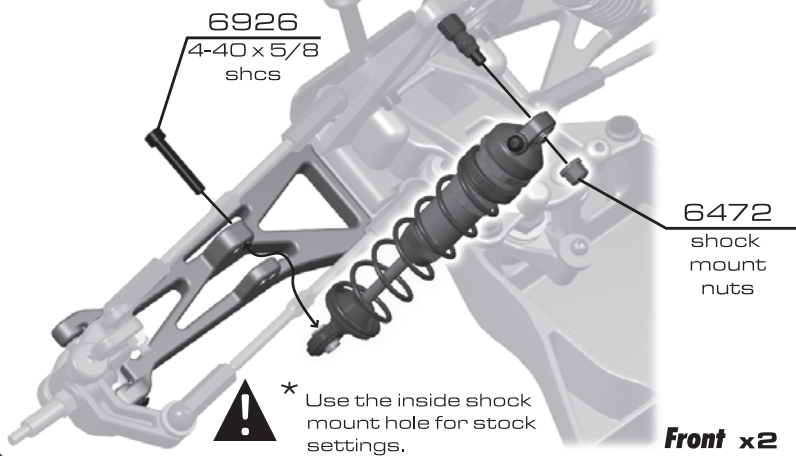


Rear x2

* Use the outside shock mount hole for stock settings.

:: Shocks (cont.)

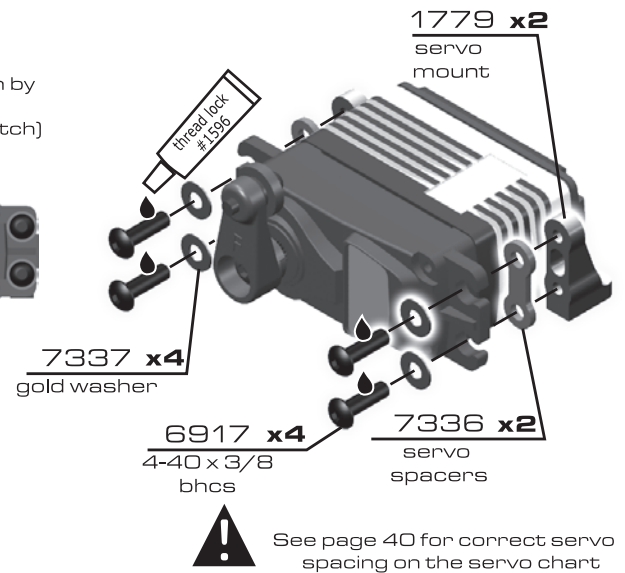
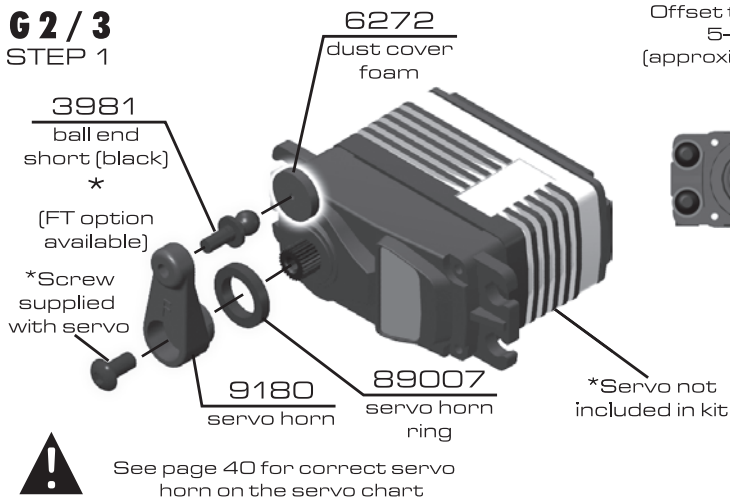
F6
STEP 9 **T41**



:: Steering Servo

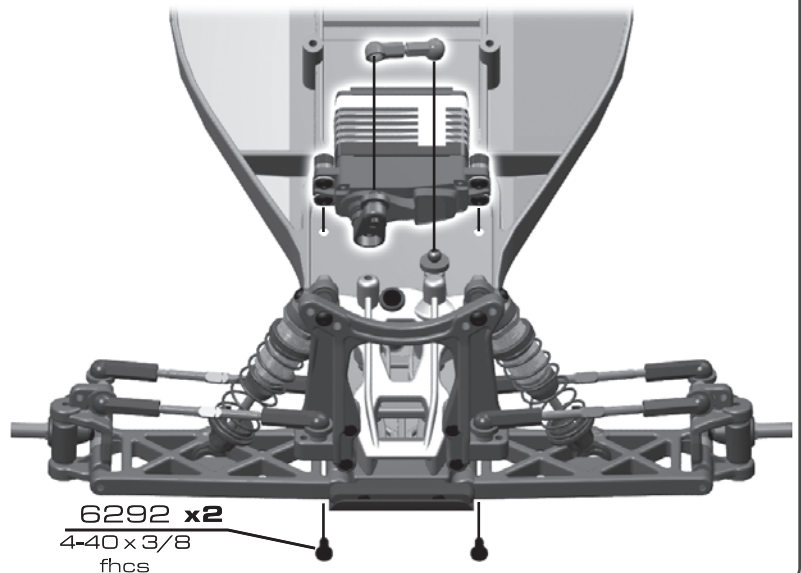
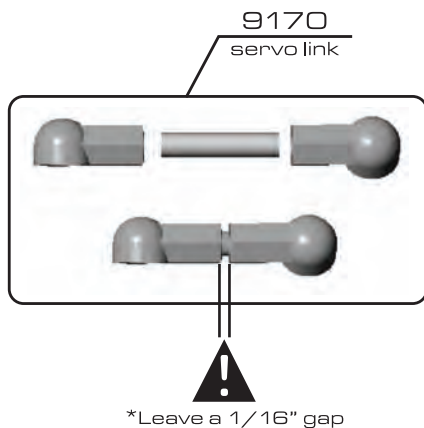
BAG G **T41** & **B41**

G2/3
STEP 1



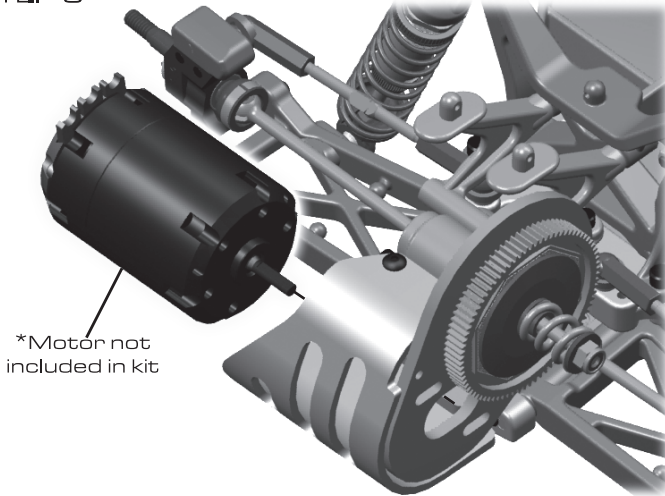
:: Steering Servo (cont.)

G4
STEP 2 **T41** & **B41**

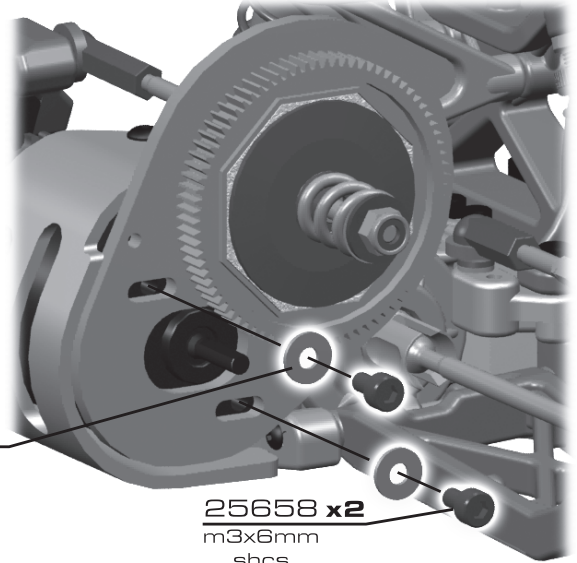


:: Motor / Gear Cover

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



*Motor not included in kit

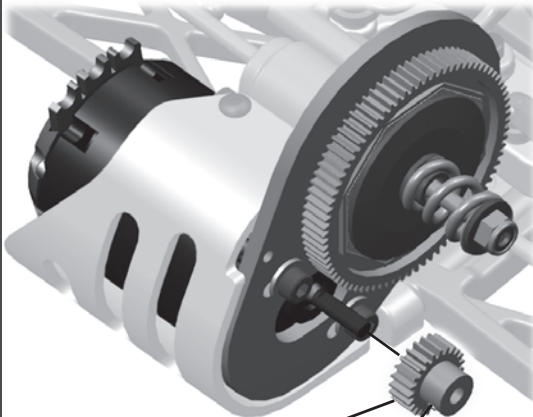


6936 x2
washer #4 aluminum

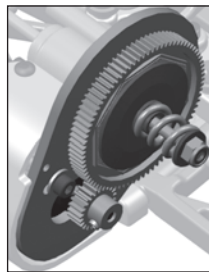
25658 x2
m3x6mm shcs

:: Motor / Gear Cover (cont.)

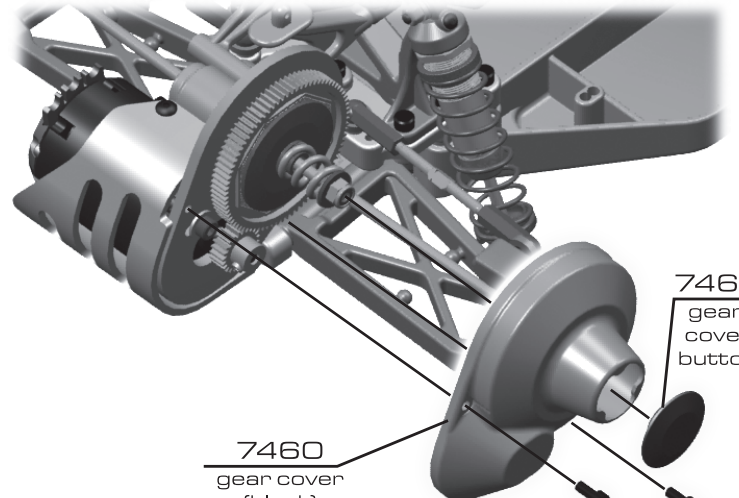
G5 / 6 **T4.1 & B4.1**
STEP 4



*Pinion not included in kit



* See page 34 for gear mesh setting instructions



7460
gear cover button

7460
gear cover (black)

6285 x2
4-40 x 1/4 shcs

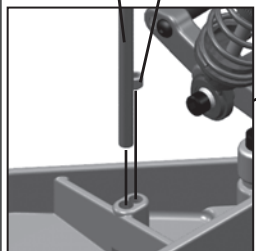
:: Electronics / Battery Strap

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

*Receiver not included in kit

6338
antenna tube and cap

3862
5-40 x 1/8 set screw



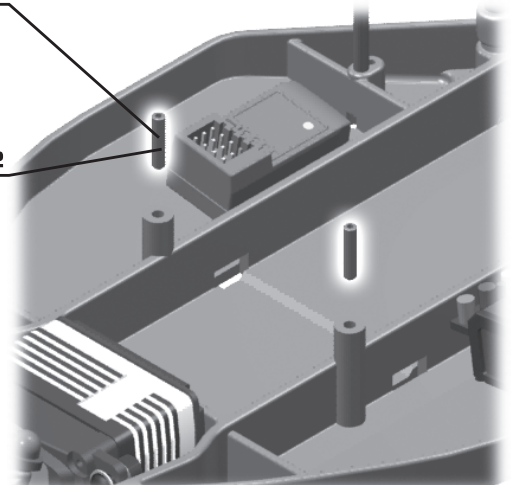
7473 x2
4-40 x 1/2 set screw (T4.1)

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

*ESC not included in kit



* Use servo tape to secure your speed controller and receiver into the chassis

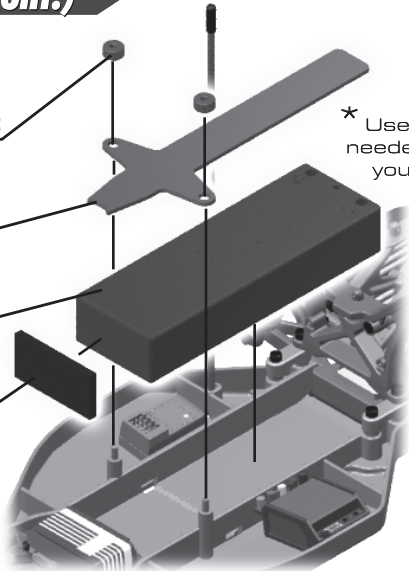


:: Battery Strap (cont.)

G7/8
STEP 5

B4.1

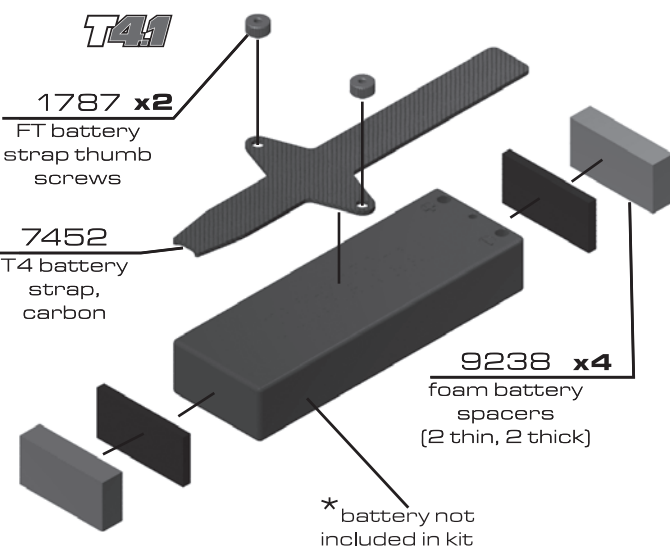
- 1787 x2**
FT battery strap thumb screws
- 9594**
B4 battery strap, carbon
- * battery not included in kit
- 9238**
foam battery spacers



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

T4.1

- 1787 x2**
FT battery strap thumb screws
- 7452**
T4 battery strap, carbon
- 9238 x4**
foam battery spacers (2 thin, 2 thick)
- * battery not included in kit



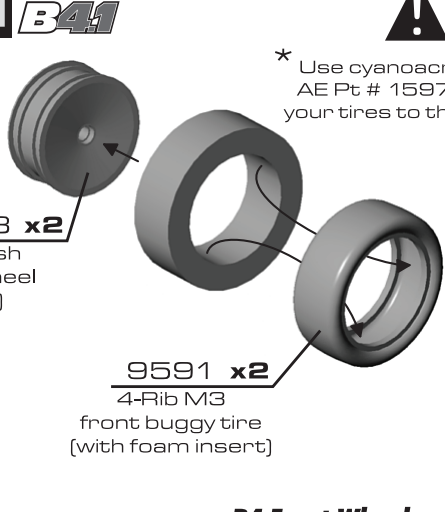
:: Wheels and Tires B4.1

BAG H **B4.1**

H1
STEP 1

- 9588 x2**
front dish buggy wheel (white)
- 9591 x2**
4-Rib M3 front buggy tire (with foam insert)
- * Use cyanoacrylate glue AE Pt # 1597 to glue your tires to the wheels.

B4 Front Wheel



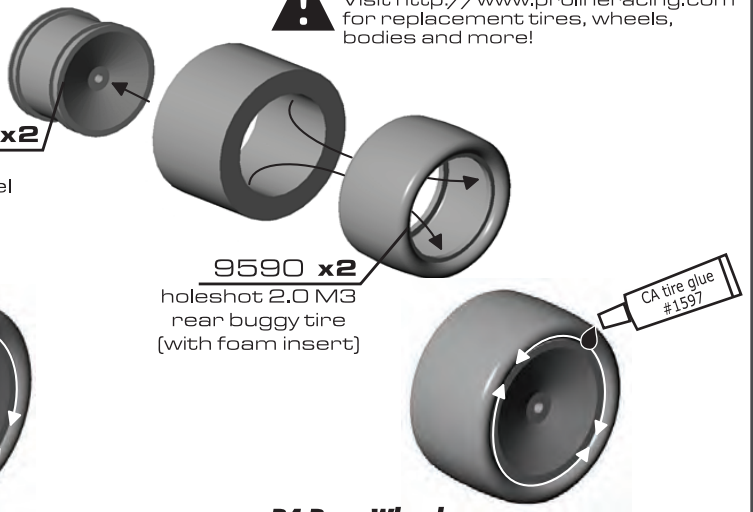
!

Pro Line tires are sold separately. Visit <http://www.prolinerracing.com> for replacement tires, wheels, bodies and more!

- 9589 x2**
rear dish buggy wheel (white)

- 9590 x2**
holeshot 2.0 M3 rear buggy tire (with foam insert)
- CA tire glue #1597

B4 Rear Wheel

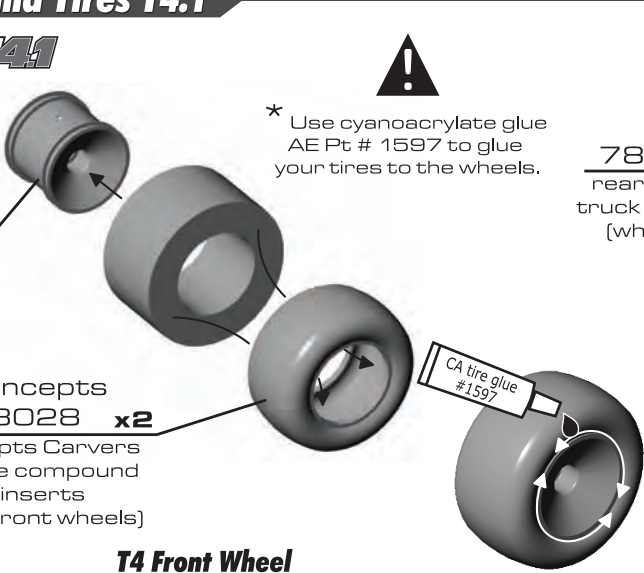


:: Wheels and Tires T4.1

H1 **T4.1**
STEP 1

- 7846 x2**
front dish truck wheel (white)
- JConcepts #3028 x2**
JConcepts Carvers tire, blue compound w/ inserts (use on front wheels)
- * Use cyanoacrylate glue AE Pt # 1597 to glue your tires to the wheels.

T4 Front Wheel



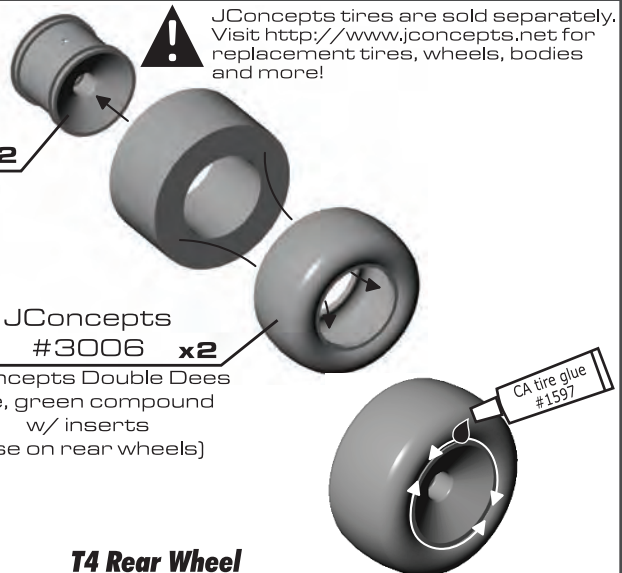
!

JConcepts tires are sold separately. Visit <http://www.jconcepts.net> for replacement tires, wheels, bodies and more!

- 7847 x2**
rear dish truck wheel (white)

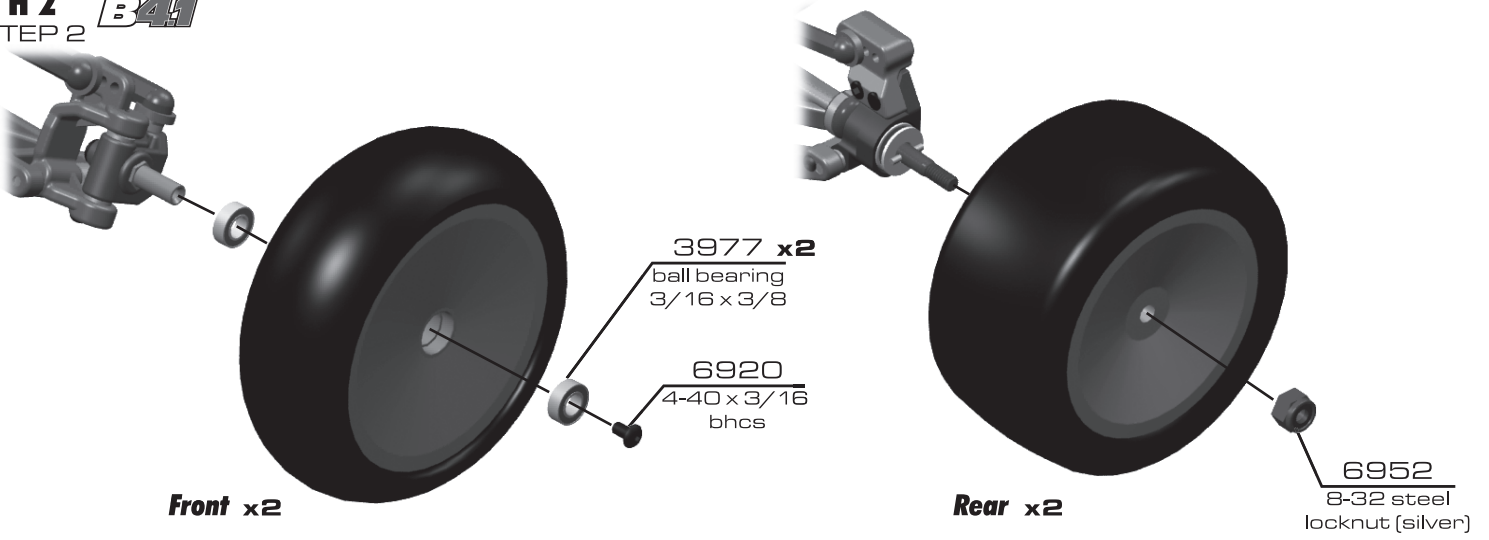
- JConcepts #3006 x2**
JConcepts Double Dees tire, green compound w/ inserts (use on rear wheels)
- CA tire glue #1597

T4 Rear Wheel



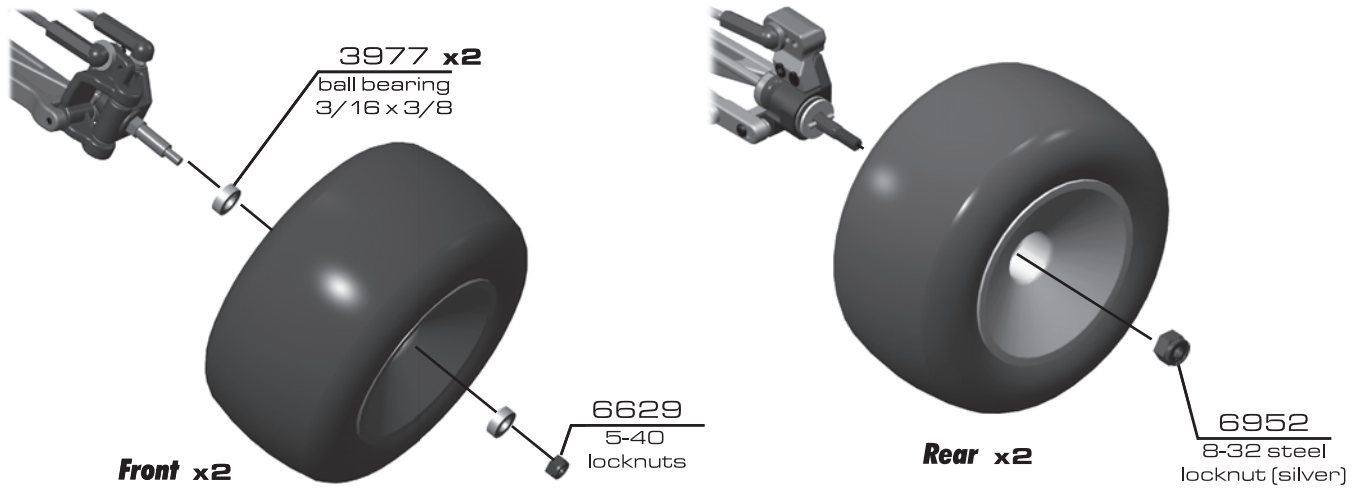
:: Wheels and Tires B4.1 (cont.)

H 2
STEP 2 **B4.1**



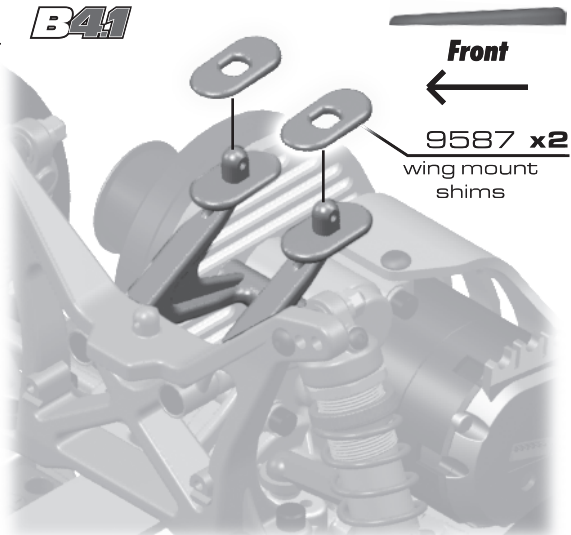
:: Wheels and Tires T4.1 (cont.)

H 2
STEP 3 **T4.1**

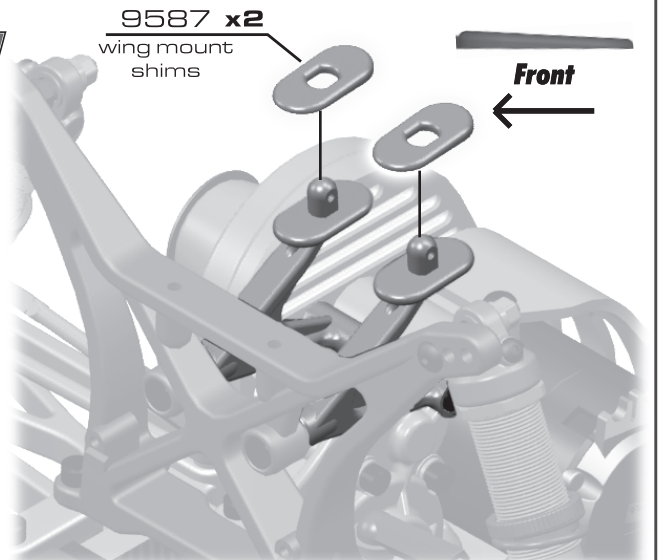


:: Wing Adjustments

H 2
STEP 4 **B4.1**

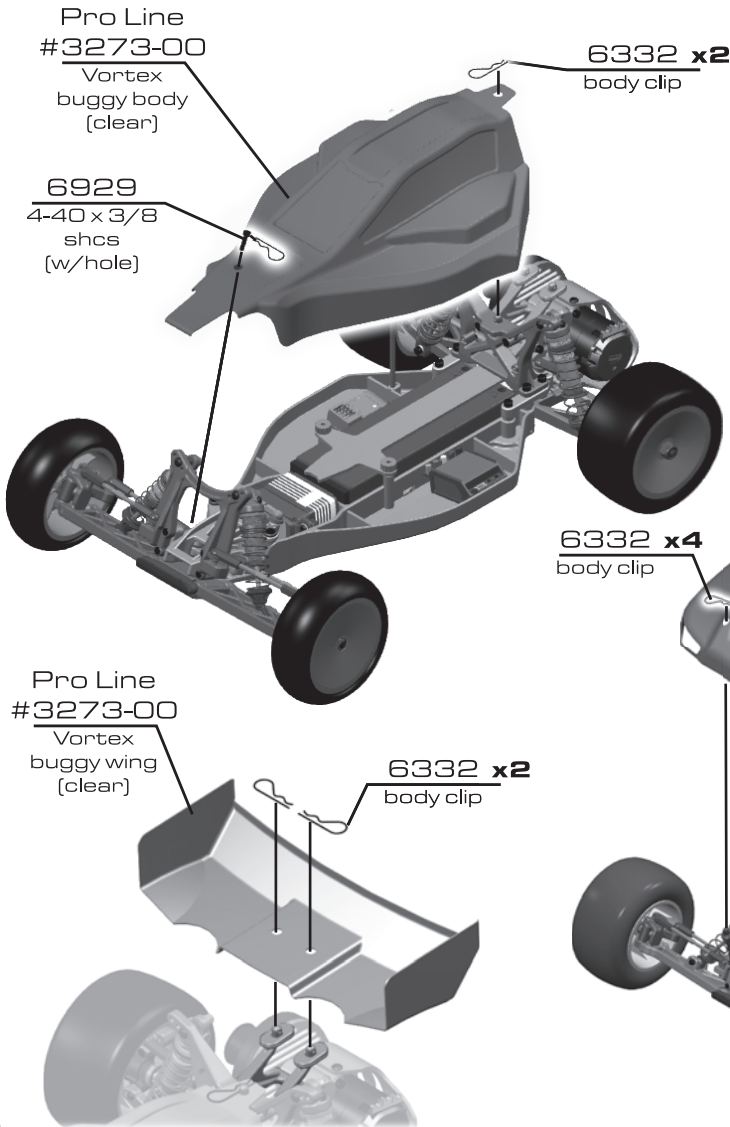


T4.1



:: Bodies and Wings

H 2 STEP 4 T4.1 & B4.1



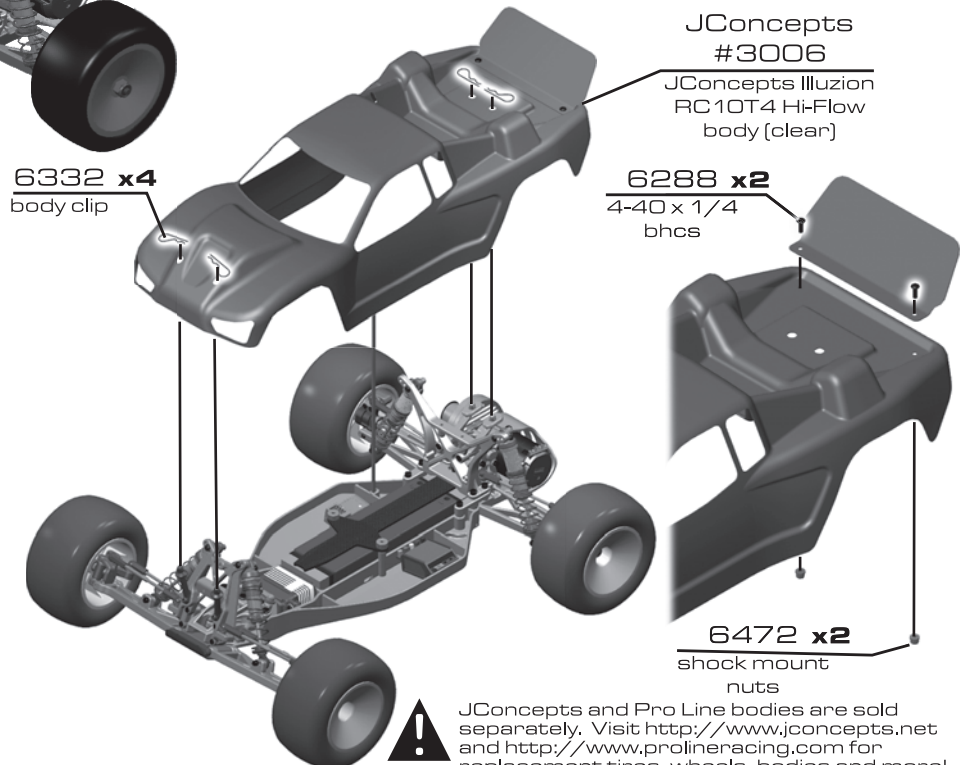
:: Painting Tips

Body :

Your B4.1 / T4.1 FT 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 the body using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the **INSIDE of the body** (RC cars get painted from the inside). Using high quality masking tape, apply tape to the inside of the body to create a design. Spray (either rattle can or airbrush) the paint to the inside of the body (preferably dark colors first, lighter colors last).

NOTE: use ONLY paint that is recommended for use with (polycarbonate) plastics. If you don't, you can destroy the plastic body!!!!).

After painting, cut the body along the trim lines. Make sure to drill or use a body reamer to make the holes for the body mounts, antenna, and number plates.

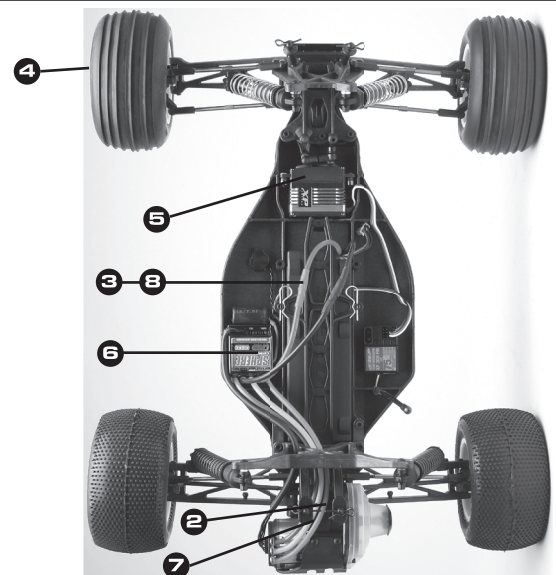


JConcepts and Pro Line bodies are sold separately. Visit <http://www.jconcepts.net> and <http://www.prolinerracing.com> for replacement tires, wheels, bodies and more!

:: Adjustments / Tips

Use the following steps to make the final adjustments on your vehicle.

1. Turn the transmitter on.
2. Make sure the motor is disconnected.
3. Connect your battery pack and turn the power switch on.
4. Move the steering control on the transmitter to the right and left. Do the wheels move in the correct direction? If not, you must reverse the steering servo direction on your transmitter (see transmitter manual).
5. Adjust your steering trim (see radio manual) until the steering rack is centered under the top plate. Then, using the two steering turnbuckles, adjust the front wheels so they are pointing straight ahead.
6. Adjust the ESC (electronic speed control) according to the speed control manufacturer's instructions. **Some manufacturers have the motor connected during adjustment and some do not.** Now turn the power switch off.
7. Connect the motor. Place your car on a block or car stand so that all four wheels are elevated. Turn the power switch on again. Check the throttle, brake, and steering settings you have made and then turn the power switch back off.
8. Remember this! The transmitter is always the **FIRST TO BE TURNED ON** and **THE LAST TO BE TURNED OFF.**



:: Adjustments / Tips

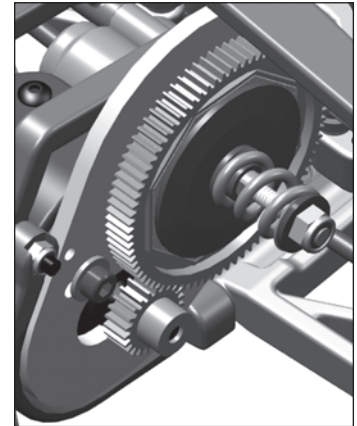
Motor Gearing:

Proper motor gearing will result in maximum performance and run time while reducing the chance of overheating and premature motor failure. The gear ratio chart lists recommended starting gear ratios for the most widely used motor types. Gear ratios will vary depending upon motor brand, wind, and electronic speed control. Consult your motor and electronic speed control manufacturers for more information. Team Associated is not responsible for motor damage due to improper gearing.



* Recommendations for 17.5 and 13.5 motors are for racers using "stock spec" type speed controls, which have advanced timing.

MOTOR	B4.1			T4.1		
	Pinion	Spur	FDR	Pinion	Spur	FDR
27T Stock Motor	23	81	9.16:1	20	87	11.31:1
19T Super Stock Motor	22	81	9.57:1	19	87	11.91:1
Radon 17T Motor	19	81	11.08:1	18	87	12.57:1
17.5 Brushless Motor *	22	81	5.91:1	20	87	6.50:1
13.5 Brushless Motor *	20	81	6.96:1	18	87	7.80:1
10.5 Brushless Motor	24	81	8.42:1	22	87	10.28:1
9.5 Brushless Motor	23	81	8.76:1	21	87	10.77:1
8.5 Brushless Motor	22	81	9.16:1	20	87	11.31:1
7.5 Brushless Motor	21	81	9.57:1	19	87	11.91:1
6.5 Brushless Motor	21	81	10.03:1	18	87	12.57:1
3300kV Brushless Motor	21	81	10.03:1	18	87	12.57:1
3900kV Brushless Motor	21	81	10.03:1	18	87	12.57:1
4900kV Brushless Motor	19	81	11.08:1	17	87	13.31:1
6100kV Brushless Motor	18	81	11.70:1	16	87	14.14:1



Set The Gear Mesh

You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #25658 screws and move the motor away, then try again. A gear mesh that is too tight or too loose will reduce power and damage the gear teeth.

MAINTENANCE

Check For Fit

Periodically check all moving suspension parts. Suspension components must be kept clean and move freely without binding to prevent poor and / or inconsistent handling.

Motor Maintenance

Brushed motors require frequent maintenance to keep performance levels at their maximum. Between runs and after letting the motor cool completely, inspect the brushes to ensure that they are moving freely in their holders. Remove the springs and slide the brushes in and out of their holders checking for any resistance or rough spots. If found, remove the brush and carefully wipe it clean. Removing buildup will allow the brush to slide freely and create maximum contact with the commutator resulting in maximum power output.

After every 3-5 runs, remove the brushes from their holders and inspect the tips for wear or burning. If there is noticeable wear (less than 75% of the brush remaining), it is best to cut the commutator and replace the brushes with a new pair. If the tips become a burned blue color, the lubricant in the brush has been burned away and new brushes should be installed.

Occasionally, the motor should be cleaned with a soft brush to prevent dirt build up around the brush hood area and ball bearings. At this time, it is a good idea to add one drop of bushing / bearing oil to each bushing or ball bearing.

If using a brushless motor, please refer to the motor manufacturer's guidelines for proper maintenance.

Slipper Clutch

The assembly instructions give you a base setting for your clutch. Turn the nut on the shaft so that the end of the top shaft is even with the outside of the nut. Tighten the nut until the shaft extends thru the nut by 0.5mm. At the track, tighten or loosen the nut in 1/8 turn increments until you hear a faint slipping sound for 1-2 feet on takeoffs.

Another popular way to set the clutch is to hold both rear tires firmly in place and apply short bursts of throttle. If the clutch is properly set, the front tires should lift slightly up off the surface.

:: Adjustments / Tips

Front Camber Links

Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the tower. Shortening the camber link (or lowering the ball end) will give the front end less roll and quicken steering response. Lengthening the camber link (or raising the ball end) will give the front more roll and slower steering response.

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

Caster

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

Front Camber

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

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

Rear Camber Link

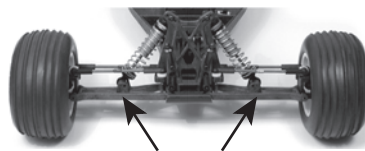
Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the rear chassis brace. Shortening the camber link (or lowering the ball end) will give the rear end less roll and the car will tend to accelerate or "square up" better. Lengthening the camber link (or raising the ball end) will give the rear more roll and more cornering grip. Longer camber links are typically used on high grip tracks, while shorter links tend to work better on med-grip loose tracks. The kit setting is the best compromise of cornering grip and acceleration.

Rear Camber

Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Use the included #1719 camber gauge to set your camber. Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks.

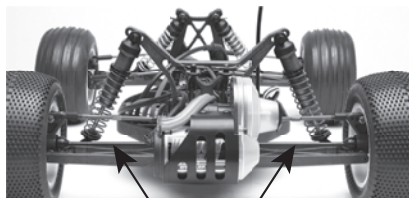
Ride Height

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



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

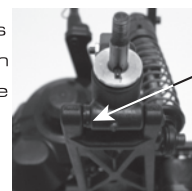
The rear ride height setting you should use most often is with the outdrive, driveshaft, and axles all on the same imaginary horizontal line (referred to as "bones level"). Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into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



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

Wheelbase Adjustment

You have three options for rear hub spacing, Forward, Middle, & Back. The kit setting provides the most rear traction, and will be used most often. For improved handling in bumps or rhythm sections, try moving the hubs to the Middle or Back position. This can also make the car handle better in 180° turns.



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

Anti-Roll bar

The optional #9635 rear anti-roll bar kit (also called the "swaybar") allows you to add roll resistance to the rear end with minimal effect on handling over bumps and jumps. It is an especially helpful tuning item on high-grip tracks (try the gold bar). The silver and black anti-roll bars are typically used on medium-grip loose tracks.



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



* Testing camber with camber gauge



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

:: Notes

A large, empty rectangular area for taking notes, framed by a thin black border.

Setup Sheet for Team Associated's T4.1 FT

Rev. 1

:: Front End

camber: -1

washers: 1

ABC

10

toe: 0 ride height: 30mm

bump steer spacer: 2

axle height

up	<input type="checkbox"/>	20°	<input type="checkbox"/>
middle	<input checked="" type="checkbox"/>	25°	<input type="checkbox"/>
down	<input type="checkbox"/>	30°	<input checked="" type="checkbox"/>

caster

:: Rear End

camber: -1

washers: 1

anti-squat: 2 deg

ABCD

10

rear hub carriers

std	<input type="checkbox"/>
0°	<input type="checkbox"/>
0.5°	<input checked="" type="checkbox"/>
1°	<input type="checkbox"/>
1.5°	<input type="checkbox"/>

ride height: 28mm

wheel base

long	<input type="checkbox"/>
medium	<input checked="" type="checkbox"/>
short	<input type="checkbox"/>

anti-roll bar

none	<input checked="" type="checkbox"/>
black (soft)	<input type="checkbox"/>
silver (med)	<input type="checkbox"/>
gold (hard)	<input type="checkbox"/>

:: Front Shocks

spring: blue piston: #3
 shock oil: 30 wt limiter: 5

:: Rear Shocks

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

:: Electronics

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

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

:: Other

body: Jconcepts Hi-Flow T4
 notes: _____

:: Differential

gear differential fluid: _____
 ball differential

:: Front Tires

tire: Jconcepts Carvers
 compound: blue
 insert: Jconcepts stock
 wheel: stock

:: Rear Tires

tire: Jconcepts Double Dees
 compound: green
 insert: Jconcepts stock
 wheel: stock

:: 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: _____

Setup Sheet for Team Associated's B4.1 FT

Rev. 1

:: Front End

camber: -1

washers: 2

ABC

I0

toe: 0 ride height: 25mm

bump steer spacer: 2

axle height

up	<input type="checkbox"/>	20°	<input type="checkbox"/>
middle	<input checked="" type="checkbox"/>	25°	<input type="checkbox"/>
down	<input type="checkbox"/>	30°	<input checked="" type="checkbox"/>

caster

:: Rear End

camber: -1

washers: 1 anti-squat: 2 deg

ABCD

I0

rear hub carriers

std	<input type="checkbox"/>
0°	<input type="checkbox"/>
0.5°	<input checked="" type="checkbox"/>
1°	<input type="checkbox"/>
1.5°	<input type="checkbox"/>

ride height: 25mm

wheel base

long	<input type="checkbox"/>
medium	<input checked="" type="checkbox"/>
short	<input type="checkbox"/>

anti-roll bar

none	<input checked="" type="checkbox"/>
black (soft)	<input type="checkbox"/>
silver (med)	<input type="checkbox"/>
gold (hard)	<input type="checkbox"/>

:: Front Shocks

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

:: Rear Shocks

spring: green piston: #2
 shock oil: 25 wt limiter: 2

:: Electronics

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

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

:: Other

body: Pro-line Vortex wing: Vortex
 notes: _____

:: Differential

gear differential fluid: _____
 ball differential

:: Front Tires

tire: Pro-line 4-rib
 compound: M3
 insert: Pro-line stock
 wheel: stock

:: Rear Tires

tire: Pro-line Holeshot 2.0
 compound: M3
 insert: Pro-line stock
 wheel: stock

:: 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: _____

Setup Sheet for Team Associated's T4.1 FT

Rev. 1

:: Front End

camber: _____
 washers: _____
 toe: _____
 ride height: _____
 axle height _____
 up 20°
 middle 25°
 down 30°
 caster _____
 bump steer spacer: _____

:: Rear End

camber: _____
 washers: _____
 anti-squat: _____
 rear hub carriers
 std
 0°
 0.5°
 1°
 1.5°
 wheel base _____
 long
 medium
 short
 ride height: _____
 anti-roll bar
 none
 black (soft)
 silver (med)
 gold (hard)

:: Front Shocks

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

:: Rear Shocks

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

:: Electronics

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

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

:: Other

body: _____
 notes: _____

:: Differential

gear differential fluid: _____
 ball differential

:: Front Tires

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

:: Rear Tires

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

:: Race and Vehicle Comments














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

:: Track Info






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

:: Hardware - 1:1







socket head (shcs)

-  4-40 x 1/4 (6285)
-  4-40x5/16" (6932) (4145, aluminum)
-  4-40 x 3/8 (6924) w/hole (6929)
-  4-40 x 1/2 (6925)
-  4-40 x 5/8 (6926)
-  4-40 x 3/4 (6927)
-  4-40 x 7/8 (7738)
-  4-40 x 1 (6928)
-  4-40 x 1 1/4 (6913)
-  4-40 x 1 3/4 (9833)
-  5-40 x 7/16 (9643)
-  5-40 x 9/16 (9644)
-  5-40 X 3/4 (9835)

flat head (fhcs)

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







button head (bhcs)

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



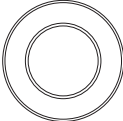
shims & washers

-  ballstud washer (9630)
-  .03 nylon washer (4187)
-  gold washer (7337)
-  3/16 axle shim (7368)
-  #4 aluminum washer (6936)
-  servo saver shim (9610)
-  servo saver hardware (lower)
-  servo saver shim (9610)
-  servo saver hardware (upper)




nuts (lock/plain)

-  4-40 small plain nut (7260)
-  3/16 aluminum locking nut (4449)
-  shock mount nut (6472)
-  4-40 nut (6295)
-  5-40 lock nut (6629)
-  8-32 steel lock nut (6952)

ball bearings




-  3/16 x 3/8 (3977)
-  .187"x.50"x.196" (7935)
-  10 x 16mm (9832)

setscrews

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

ballstuds

-  black .20" (3981)
-  black .30" (3983)
-  silver .20" (6276)
-  silver .30" (6277)
-  silver .40" (6278)

Servo Chart	STEERING SERVO TYPE		#7336 SPACER	#9180 SERVO ARM
1 FIND YOUR SERVO TYPE	1 (Steering servo is sold separately) NOT ALL SERVOS ARE LISTED		2	3
	Associated Electrics / XP AE SHV1504MG, DS1015, DS1313 Airtronics 94102 Airtronics 94738, 94157, 94158, 94257, 94258, 94357, 94358, 94452, 94453, 94751, 94755		thin spacer	F
	Hitec HS-5625MG, HS-5645MG, HS-625MG, HS-645MG Hitec HS-303, HS-300BB, HS-945MG, HS-925MG, HS-5945MG, HS-5925MG, HS-525MG, HS-525BB, HS-425BB, HS-422 JR Z4725, Z4750, Z2750, Z8450, Z8550, NES-4750 JR Z250, Z550		no spacer	H
	Futaba S9204, S9250, S9450, S148 Futaba S3003, S9202, S9101 Futaba S9404 KO PS-401, PS-2001, PS-2004, PS-2015, PS-2173, PS-2174, PS-2123, PS-2143, PS-2144		thin spacer	J

Setup Sheet for Team Associated's B4.1 FT

Rev. 1

:: Front End

camber: _____
 washers: _____
 toe: _____ ride height: _____
 axle height _____
 up 20°
 middle 25°
 down 30°
 bump steer spacer: _____
 ABC
 IO

:: Rear End

camber: _____
 washers: _____ anti-squat: _____
 rear hub carriers
 std
 0°
 0.5°
 1°
 1.5°
 wheel base
 long
 medium
 short
 ride height: _____
 anti-roll bar
 none
 black (soft)
 silver (med)
 gold (hard)
 ABCD
 IO

:: Front Shocks

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

:: Rear Shocks

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

:: Electronics

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

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

:: Other

body: _____ wing: _____
 notes: _____

:: Differential

gear differential fluid: _____
 ball differential

:: Front Tires

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

:: Rear Tires

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

:: Race and Vehicle Comments

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

:: Track Info

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



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***Check out the following web sites for all of our kits,
current products, new releases, setup help, tips, and racing info!***

www.TeamAssociated.com. - www.RC10.com