

# RC8T FACTORY Team

CHAMPIONSHIP EDITION

1:8 Scale Nitro 4WD Off Road  
Competition Truggy Kit

# 80912



1:8 Scale Nitro 4WD Off Road Truggy 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 RC8T Championship Edition, 1/8 scale racing truggy. 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 RC8T Championship Edition build experience.

## :: RC8T CE Features:

- 16mm Big Bore Threaded Shocks
  - Hard anodized, threaded, bladder cap shocks
  - Heavy-duty 4 mm TiN coated stainless steel shock shafts
- 5 mm 7075 Blue Aluminum Shock Towers
  - Rear tower allows for new optional lower body mount location to accommodate the championship winning JConcepts Punisher body.
  - New Front tower camber link bushings allow for easy setup adjustments and vehicle maintenance
  - New camber link positions for more tuning options
- 7075 blue aluminum suspension mounts front and rear
  - Molded bushings allow for easy adjustment of rear toe-in, rear anti-squat, and front kick-up.
  - All 4 suspension mounts lock into the chassis for maximum durability.
- Updated steering geometry for reduced bump-steer
  - Aluminum center drag link
- Molded composite radio tray
  - Includes new optional forward placement battery box capable of holding 2100mAh LiPo battery
- Blue Aluminum Narrow hex adapters with pin retainer clips
- JConcepts Illuzion wing pre-drilled for RC8T
- JConcepts Punisher body
  - Low profile design made of 1.5mm thickness polycarbonate
  - Allows easy access to engine for starting and tank for re-fueling with fuel gun
- JConcepts tires and foam inserts
- Molded composite Front and Rear chassis braces
- Light weight engine mounts
- Blue Aluminum 1-Piece top plate
- Race proven/winning setup
- Light-weight 3mm Hard Anodized chassis
- Full set of 1.0mm and 1.1mm clutch springs included

## :: Options

Your RC8T CE 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 (#800 Reedy 121VR)
- Muffler, Joining Pack or Manifold & Spring (#28045, 28046, and 28047 recommended)
- Model Car Fuel (30% Nitro recommended)
- Fuel Bottle (AE Part #1749)
- Glow Starter (AE Part #1738)
- 2 Channel Radio Set - FM/PCM/2.4GHz recommended.
- AA-Size Batteries for Transmitter x8 (AE Part#302, 303)
- 4.8v-7.4v Receiver Battery Pack
  - either flat (#613) or hump (#612) style NiMh battery
  - either 1600mAh (#630) or 2100mAh (#631) LiPo battery (recommended)

## :: Options Continued

- Starter Box (AE Part #1750)
- Thread Lock Compound (AE Part#1596) • Tire Glue
- Lexan Specific Spray Paint • FT Body Scissors (AE Part#1737)
- Reamer/Hole Punch • Hobby Knife • Wire Cutters
- FT Hex Driver Set (AE Part #1541) • Needle Nose Pliers

## :: RC8T Platform Features

- 4.30:1 ratio gearboxes
  - 43 T diff ring and 10T pinion for increased punch and durability over conventional buggy ratio gearboxes
- 3mm Center chassis stiffener
  - 3mm thick brace joins the front and rear chassis braces for a rigid chassis in bending. Won't flex at the traditional flex points around the clutchbell.
- 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
- Droop screws with a rounded button head that won't dig into the chassis.
- High Torque capacity 3-shoe clutch
  - PTFE clutch shim and easy to build design
- Fuel tank
  - Remove with only 2 body clips for easy cleaning
  - Fuel line clips included
- 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
- 12 mm thick arms
- Lightweight LPR size dish wheels

## :: Additional

Your RC8T CE Truggy comes with pre-built Diffs, Turnbuckles, and Shocks. The manual goes through the complete build of the kit for your future reference and maintenance. **Out of the box, you will need to fill the front and rear differentials with 7000cst diff fluid. You will then proceed to fill the center Diff with 7000cst diff fluid. You will only need to refer to the steps to fill your pre-assembled shock with shock oil,** then you can continue on to build the rest of your new Team Associated Truggy kit!

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

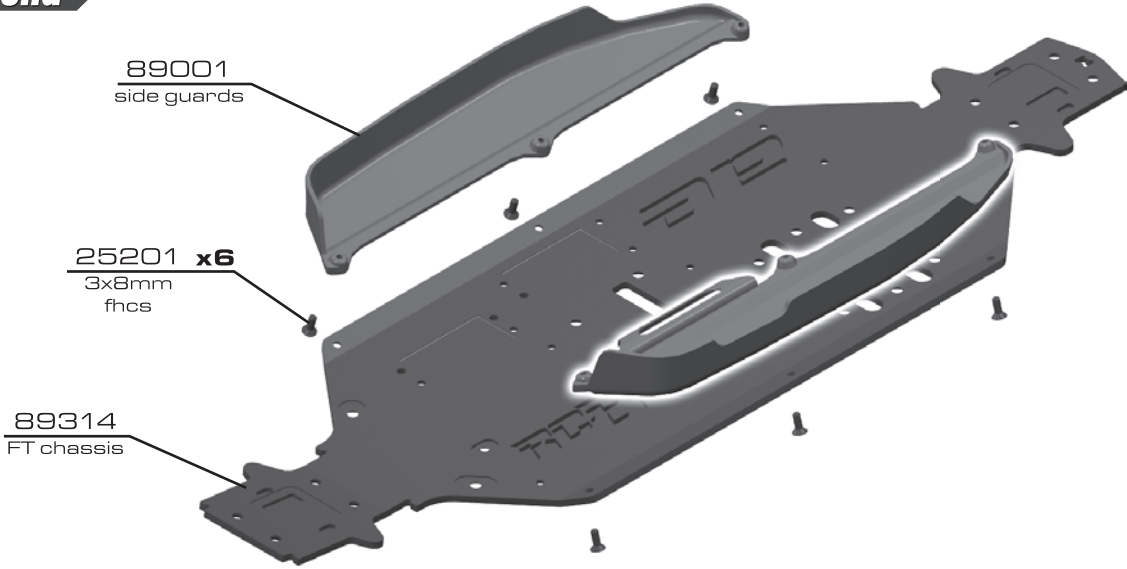


<http://www.TeamAssociated.com> • <http://www.RC10.com>

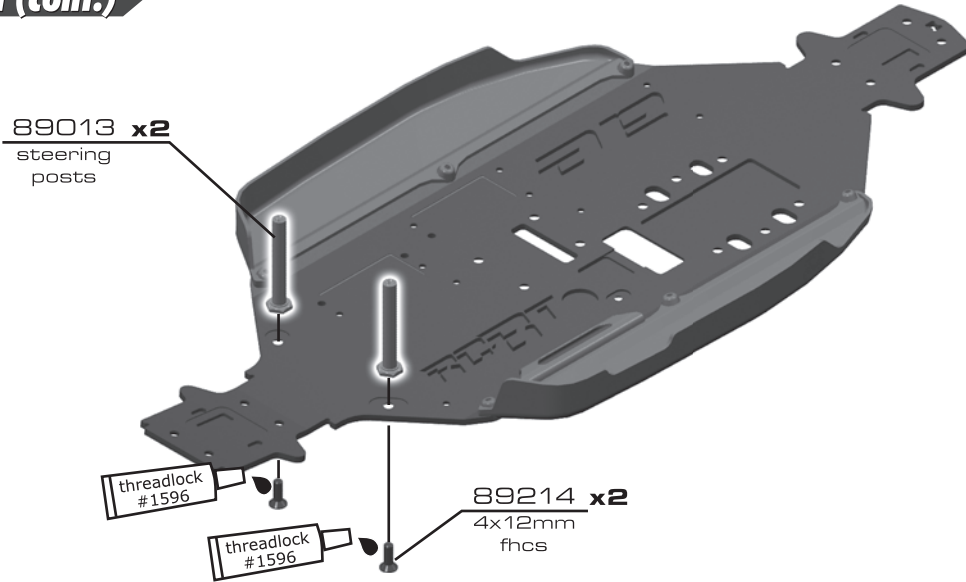
Customer Service  
Tel: 949.544.7500  
Fax: 949.544.7501

**:: Chassis Build**

**BAG A**

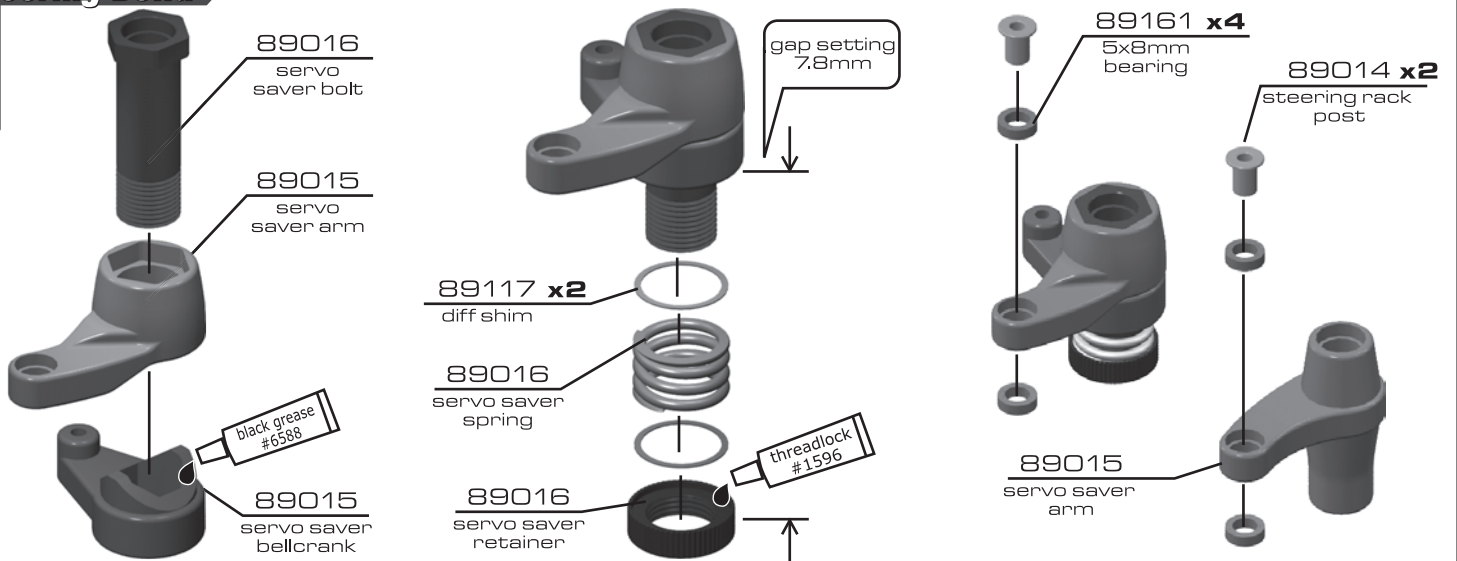


**:: Chassis Build (cont.)**

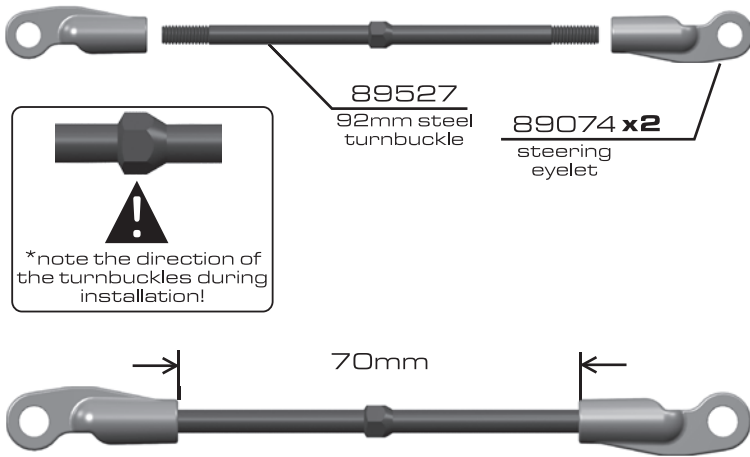


**:: Steering Build**

**BAG B**

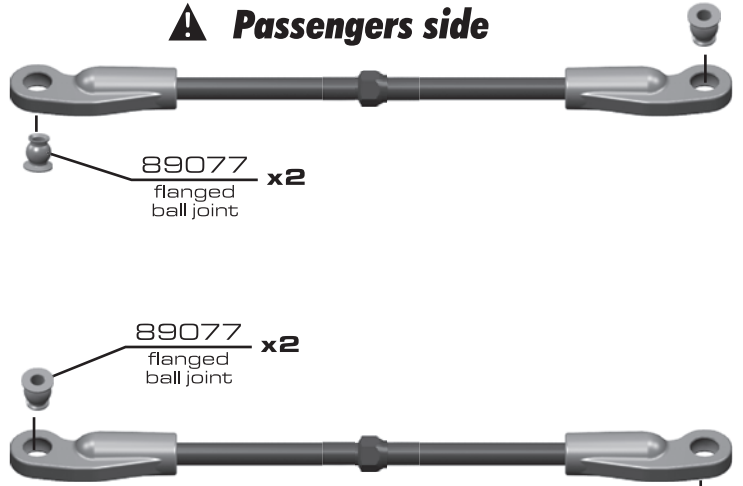


**:: Steering Build (cont.)**



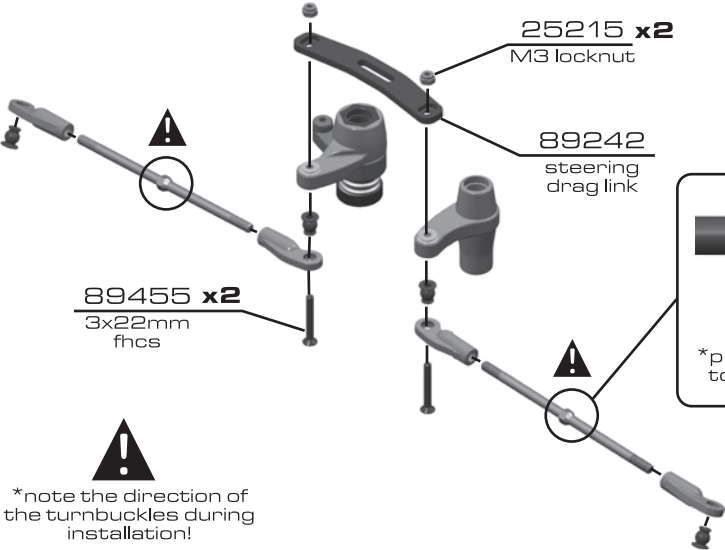
**Builds X2**

**▲ Passengers side**

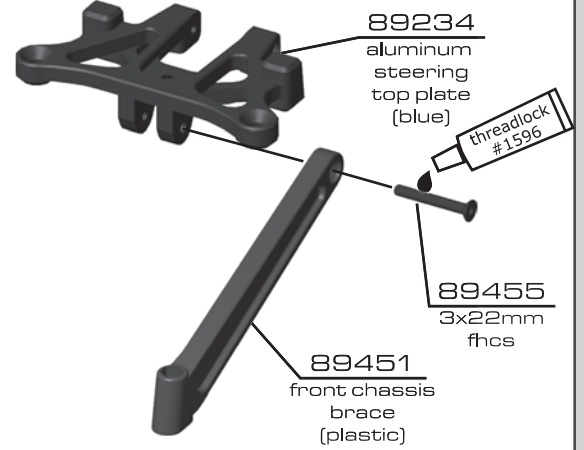


**▲ Drivers side**

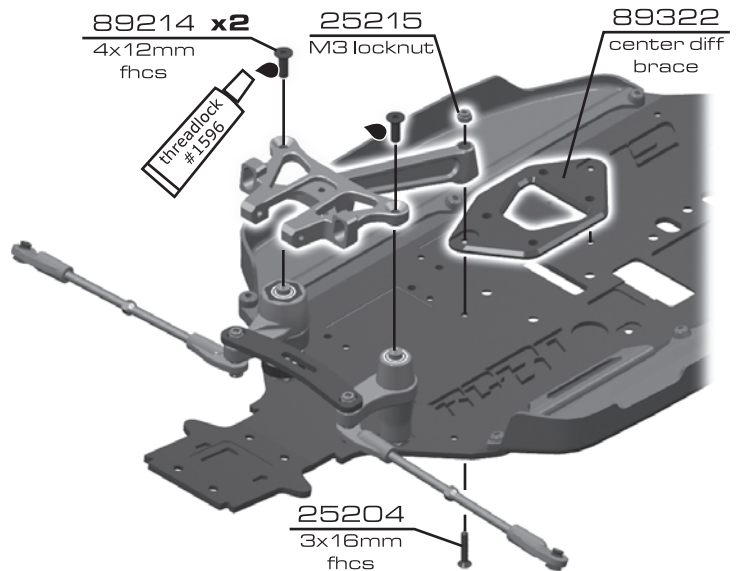
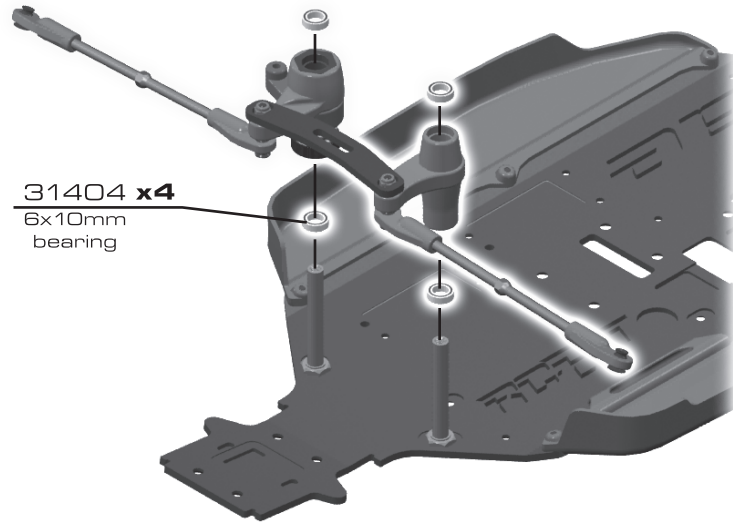
**:: Steering Build (cont.)**



\*note the direction of the turnbuckles during installation!

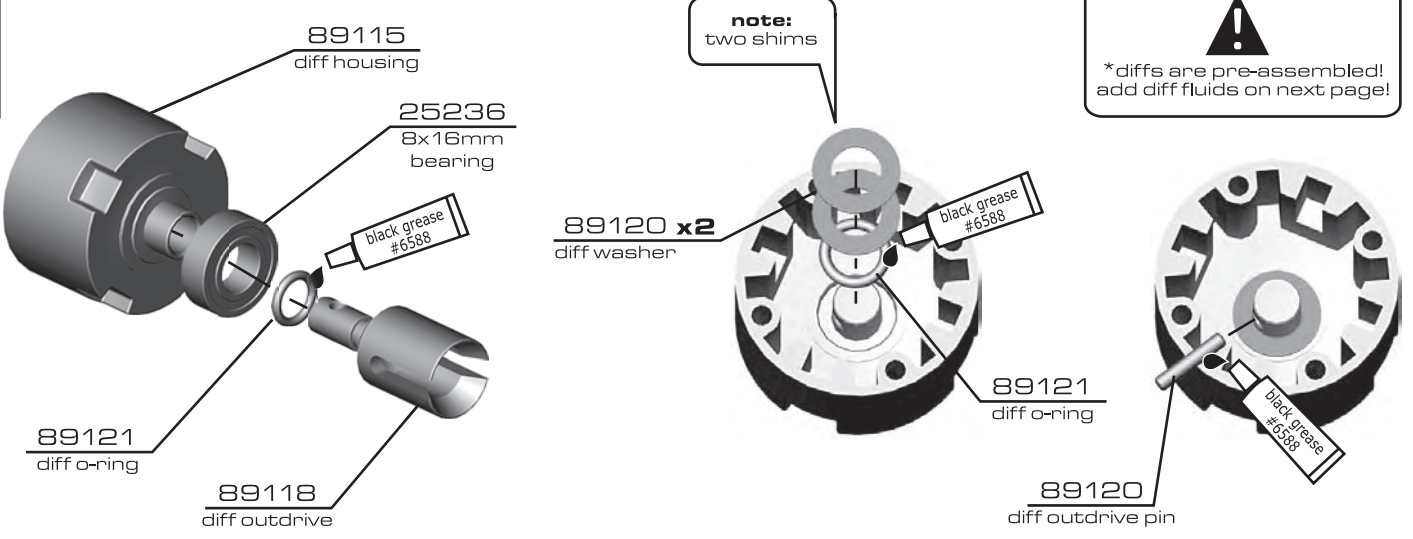


**:: Steering Build (cont.)**

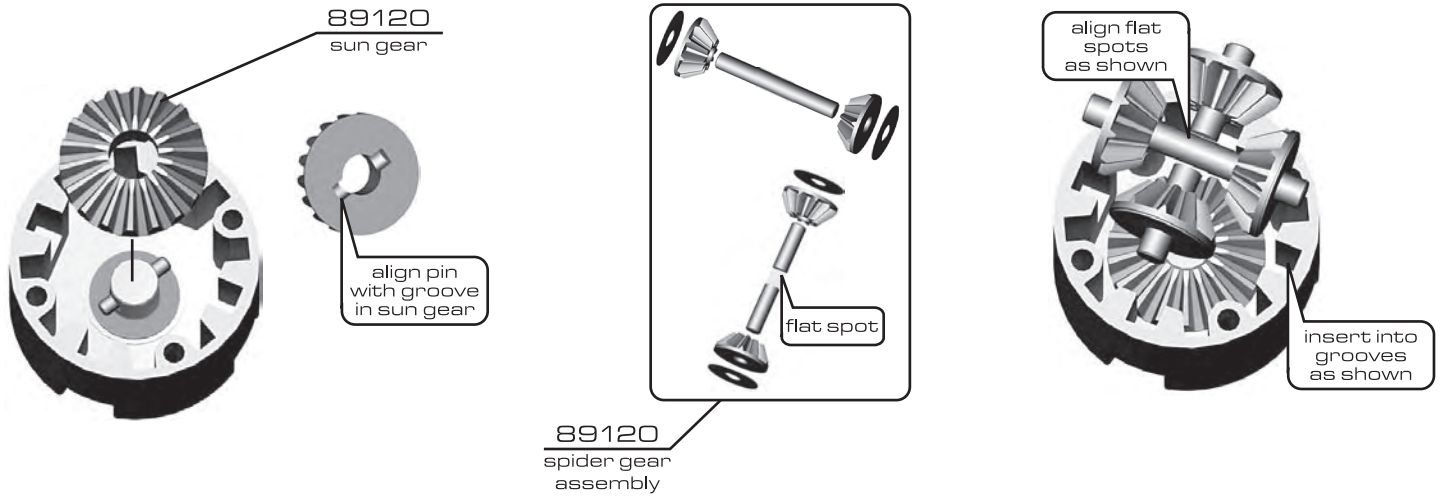


**:: Front and Rear Differentials**

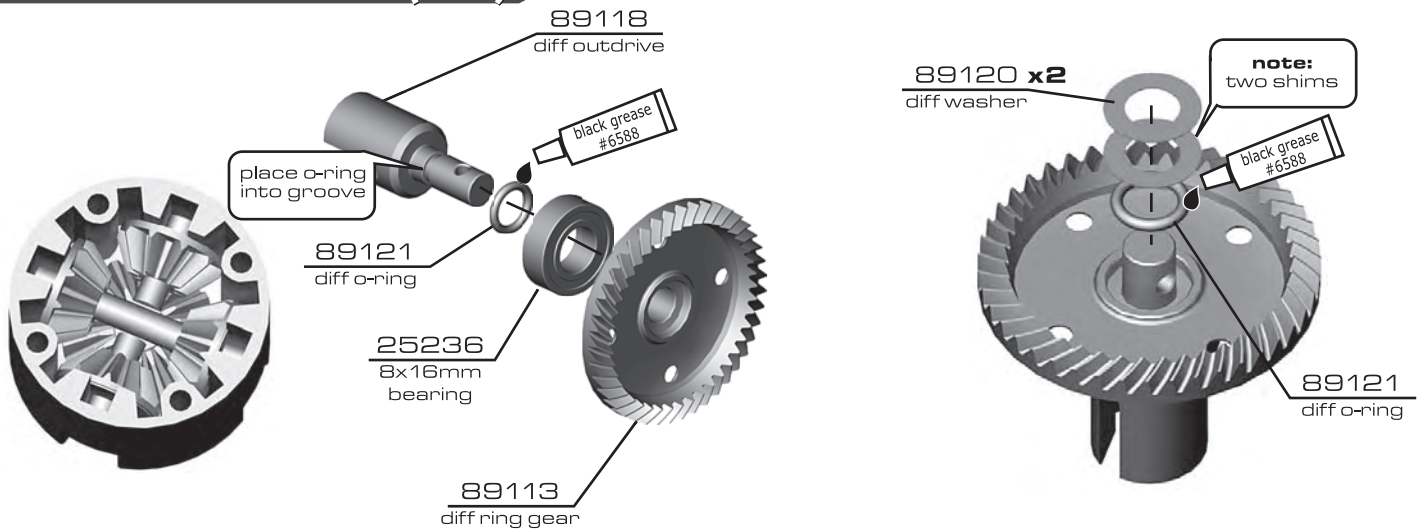
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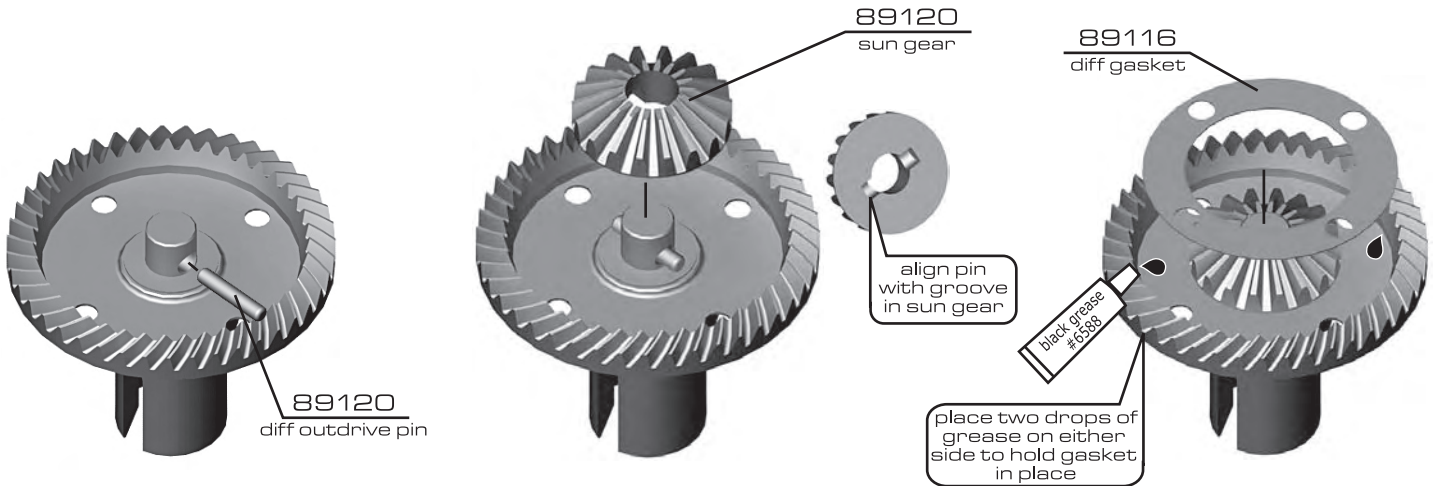
**:: Front and Rear Differentials (cont.)**



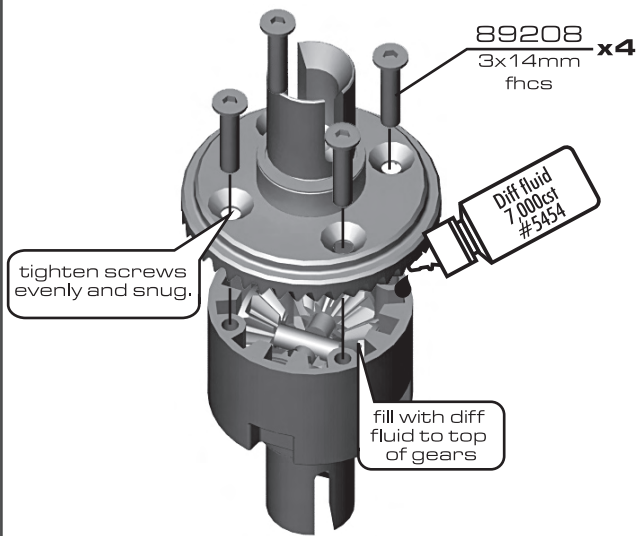
**:: Front and Rear Differentials (cont.)**



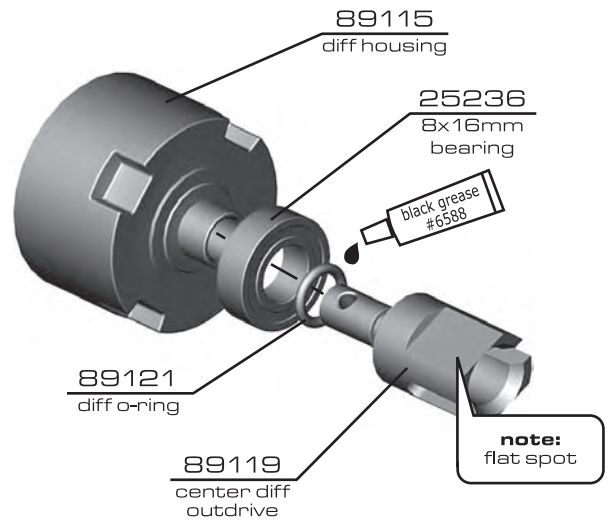
**:: Front and Rear Differentials (cont.)**



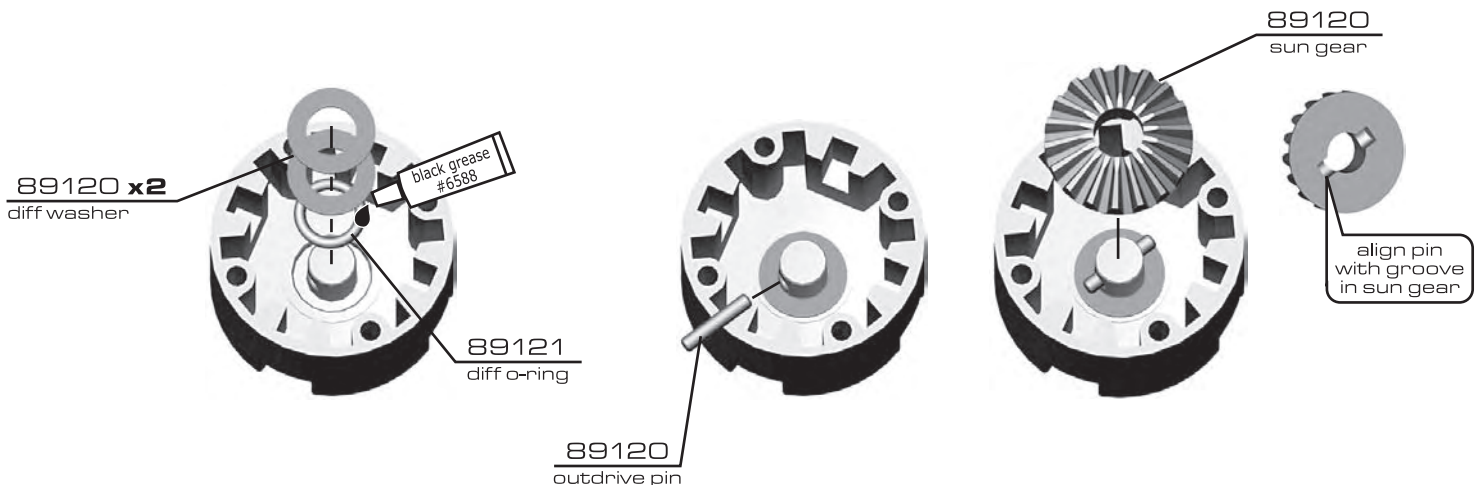
**:: Front and Rear Differentials (cont.)**



**:: Center Differential**



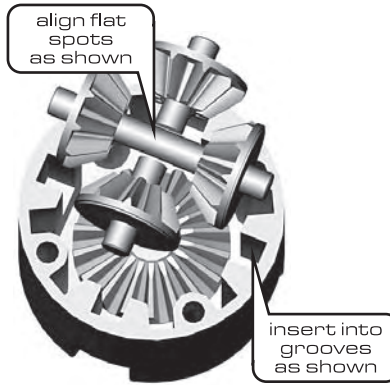
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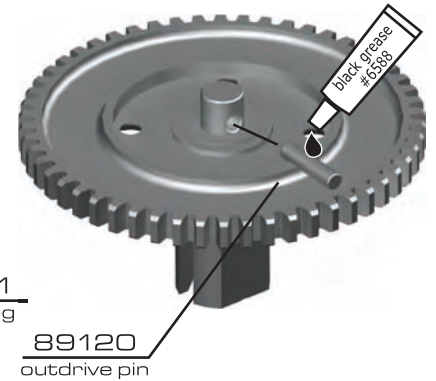
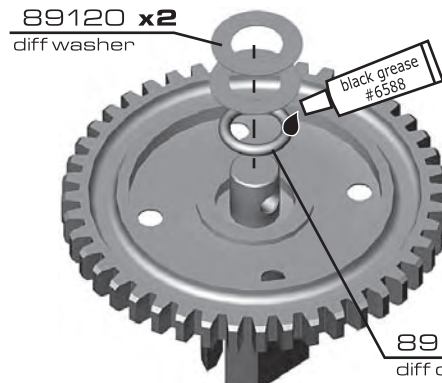
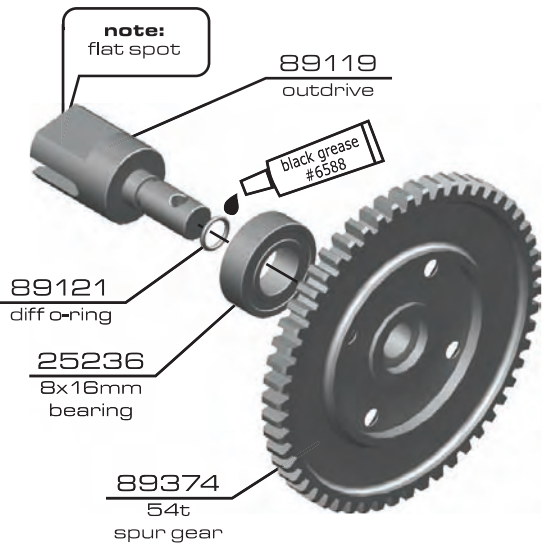
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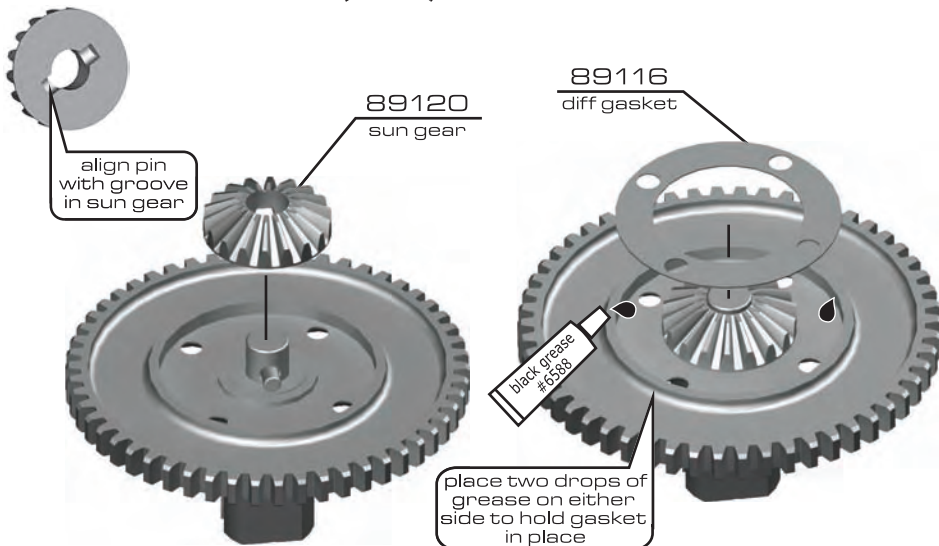
89120 spider gear assembly



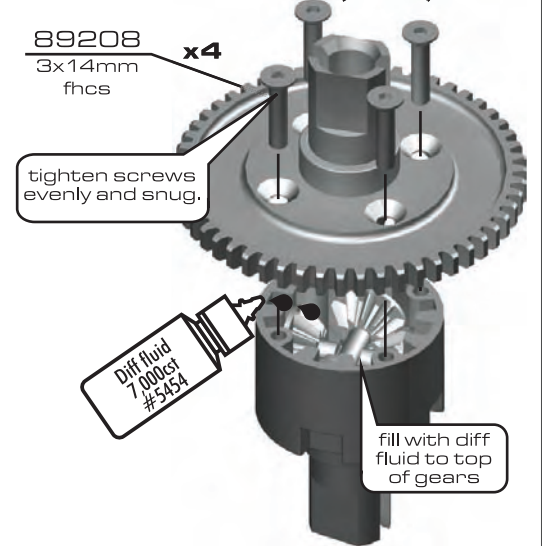
**:: Center Differential (cont.)**



**:: Center Differential (cont.)**

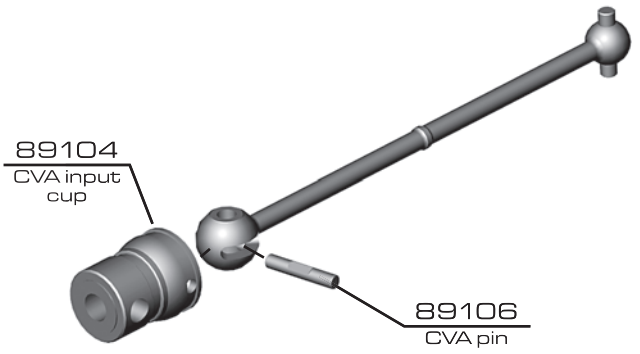
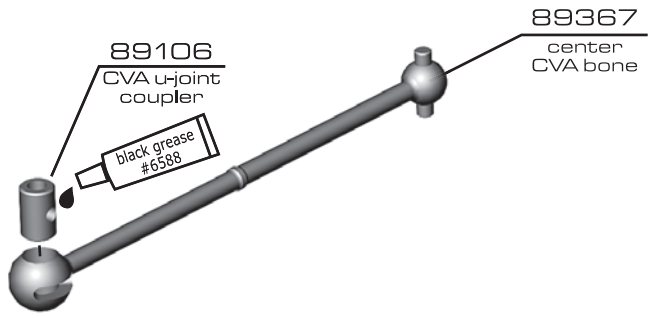


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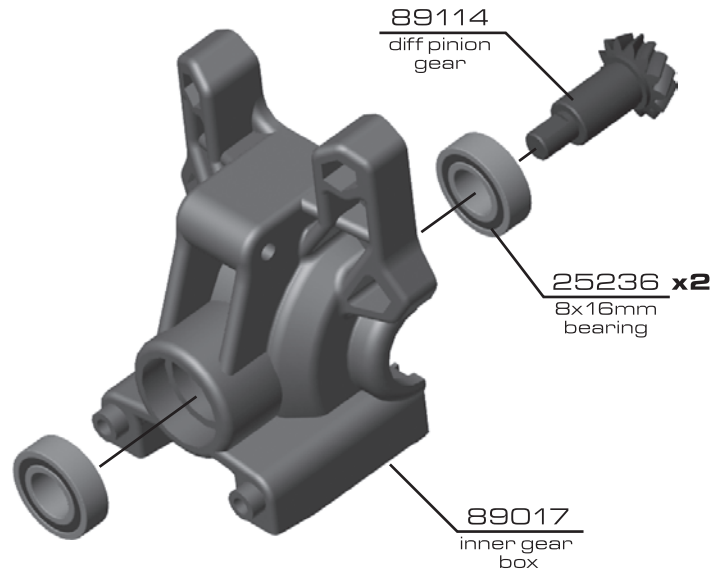
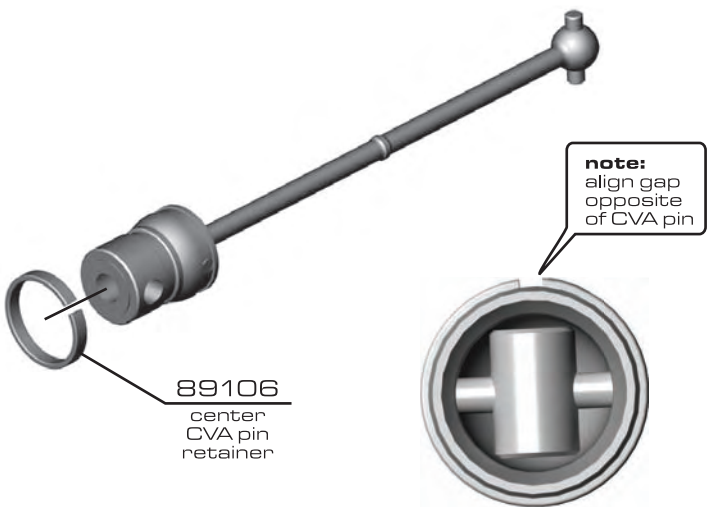


### :: Front Bulkhead Build

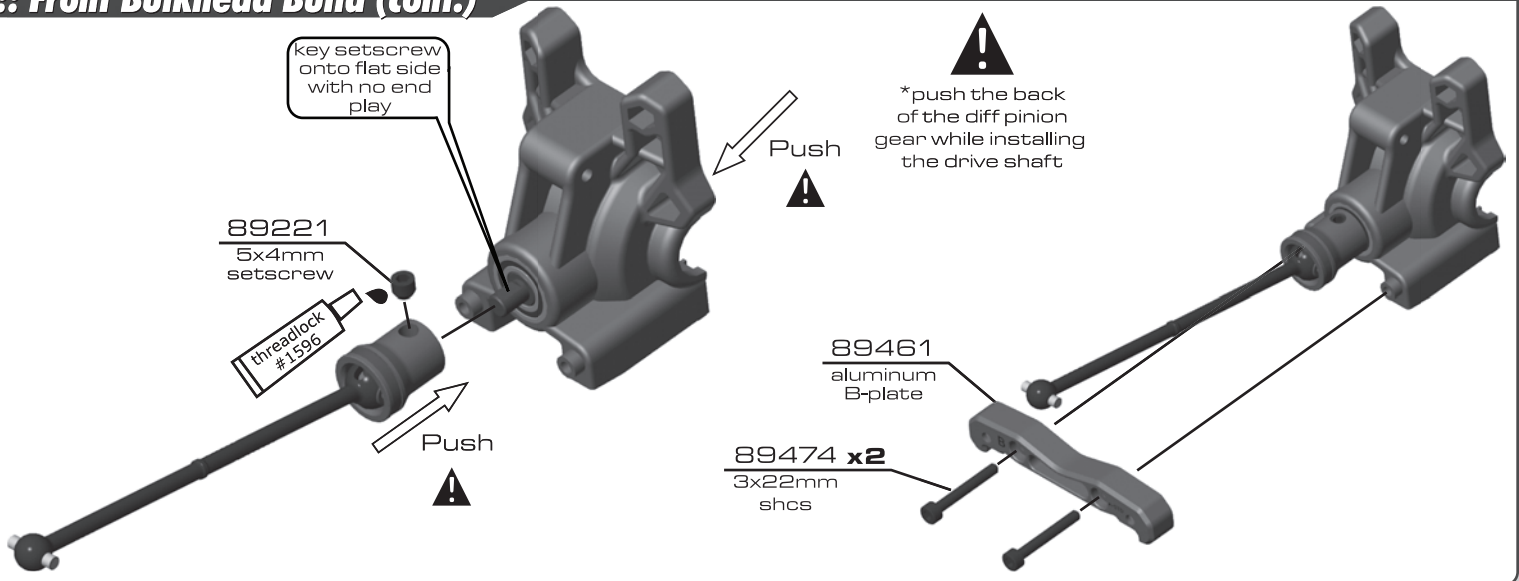
**BAG D**



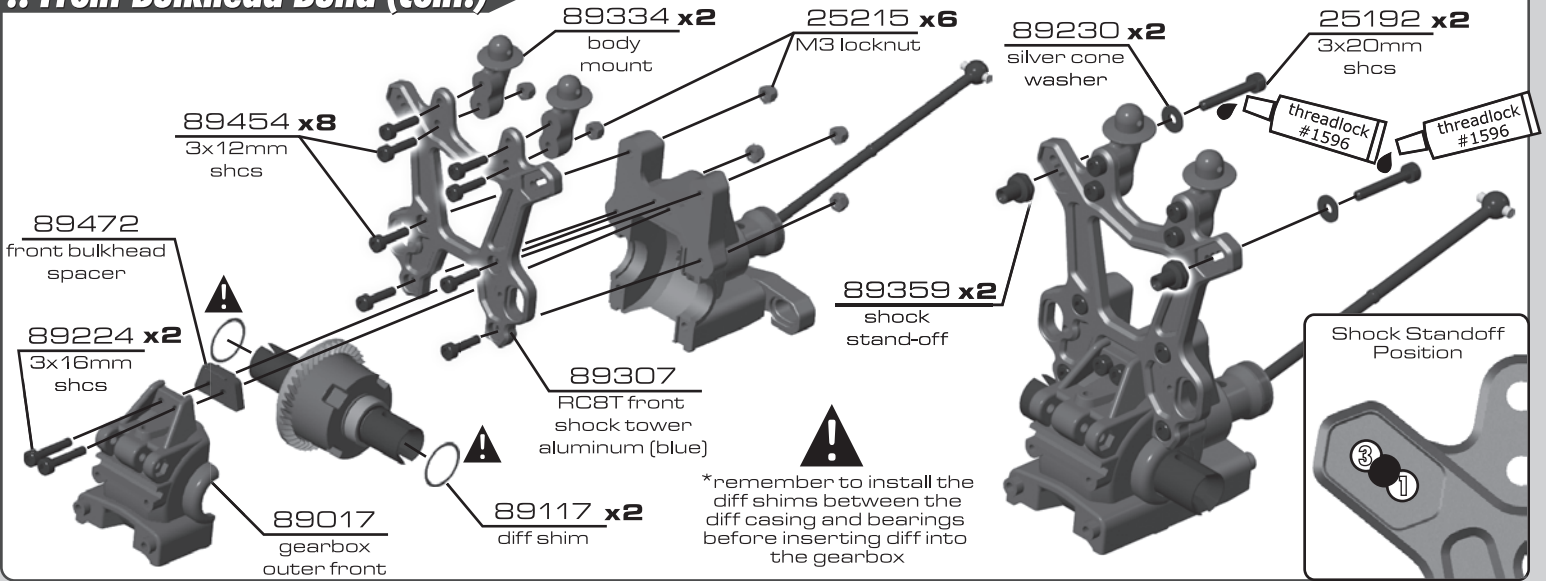
### :: Front Bulkhead Build (cont.)



### :: Front Bulkhead Build (cont.)

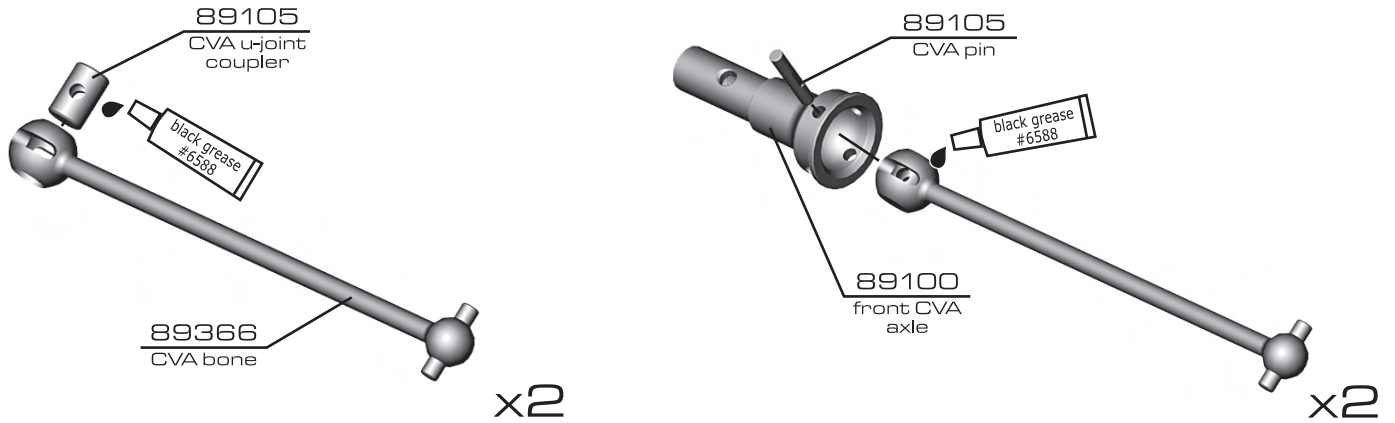


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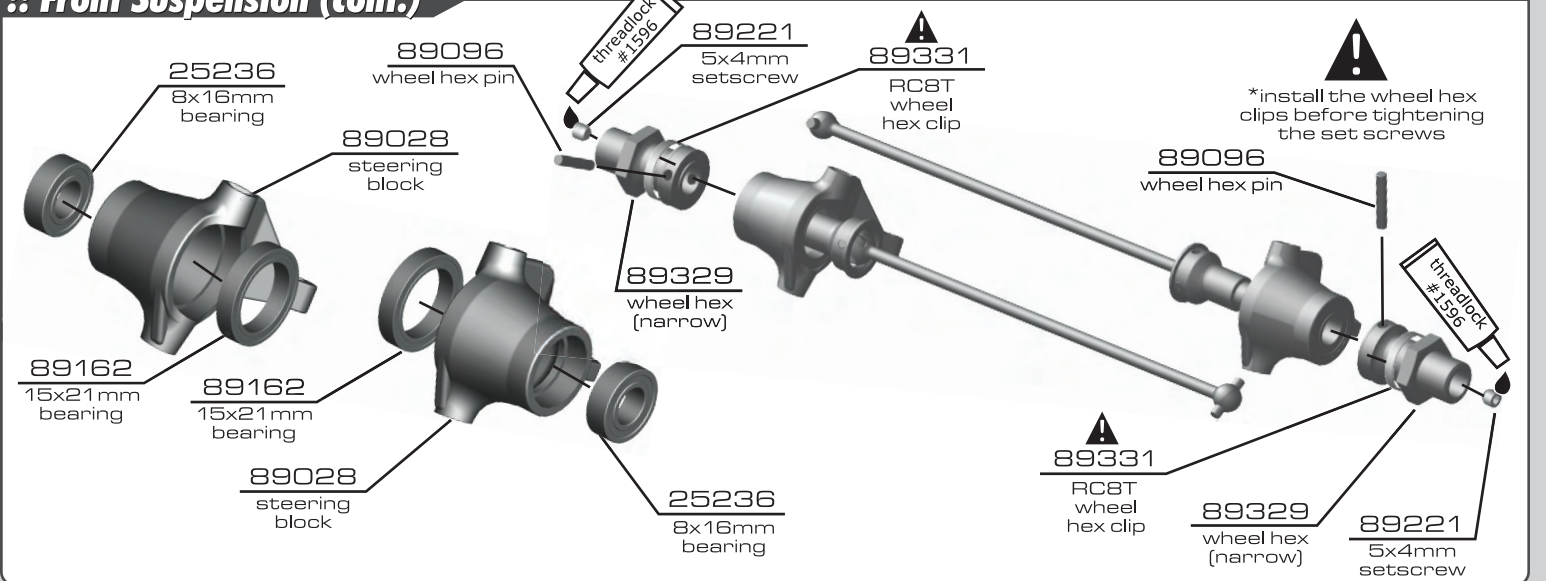


**:: Front Suspension**

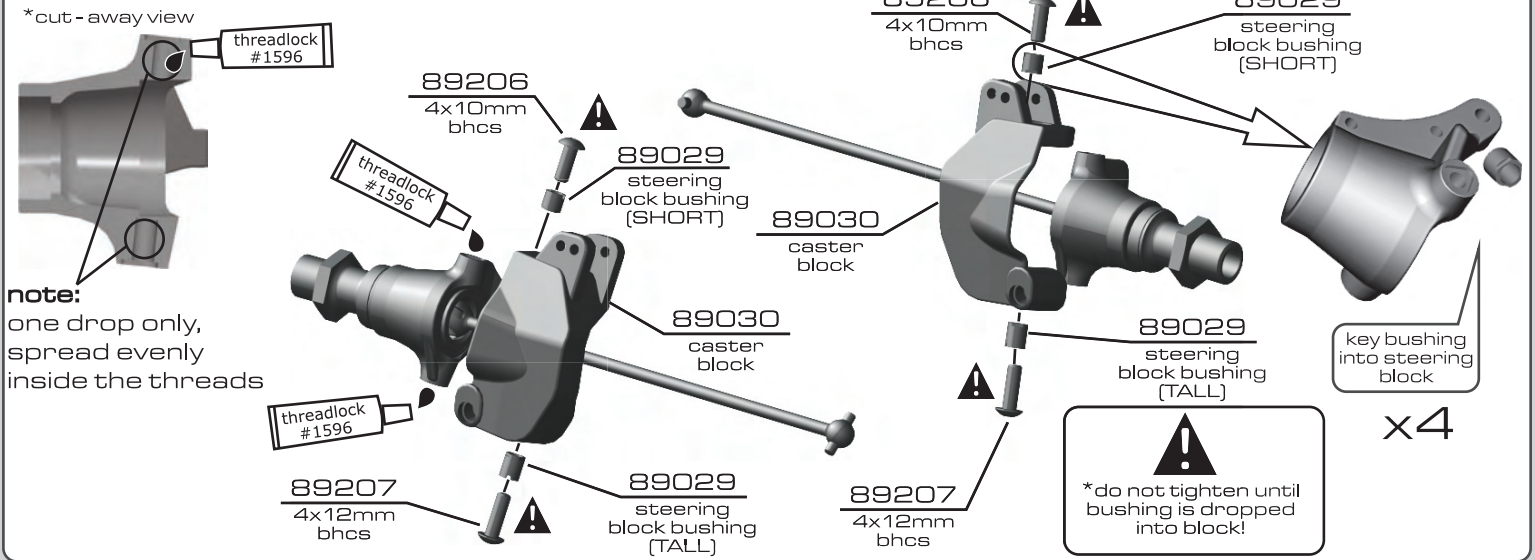
**BAG E**



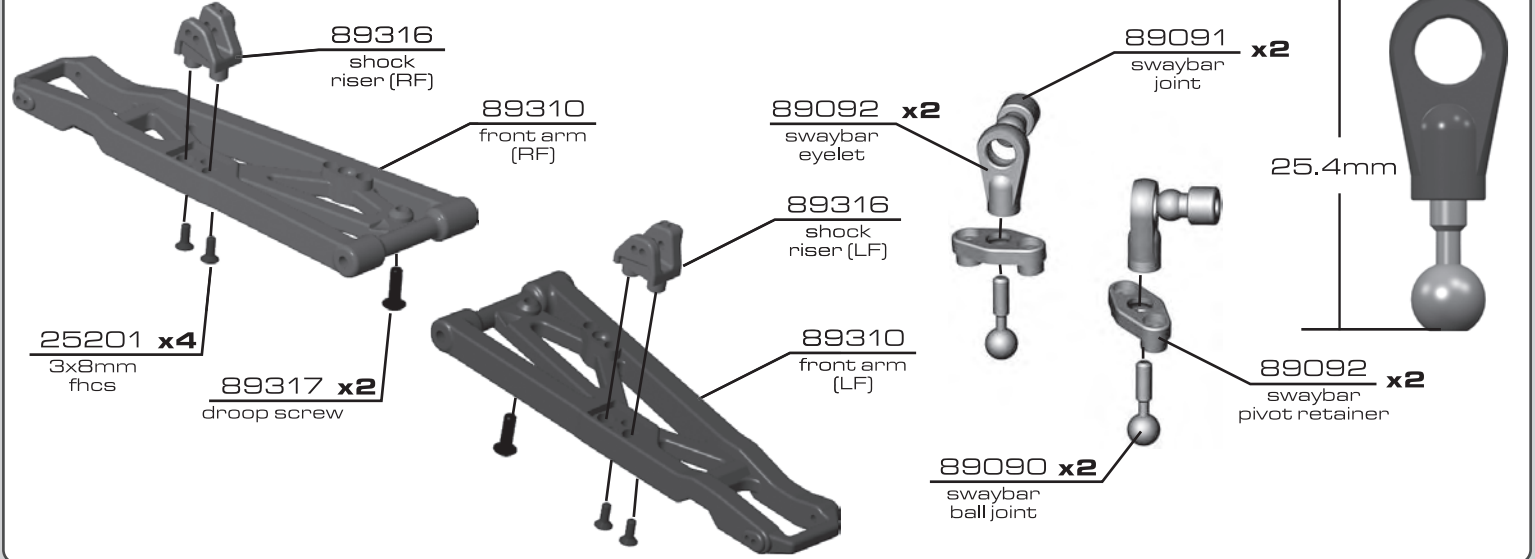
**:: Front Suspension (cont.)**



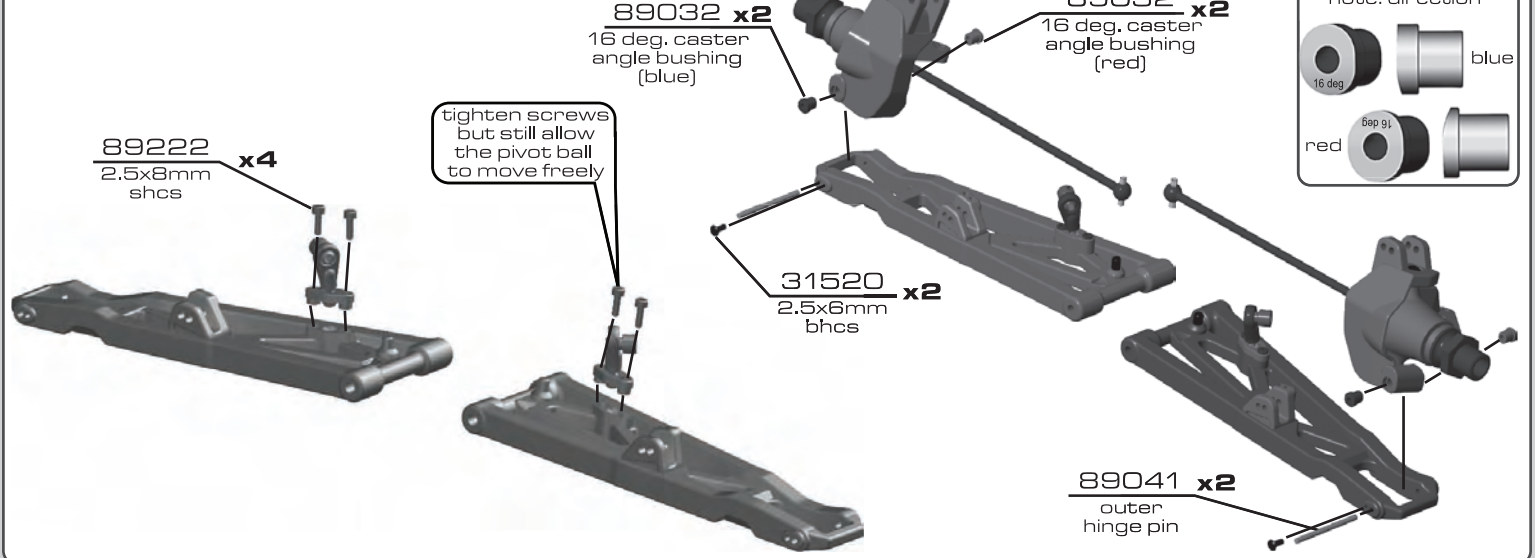
**:: Front Suspension (cont.)**



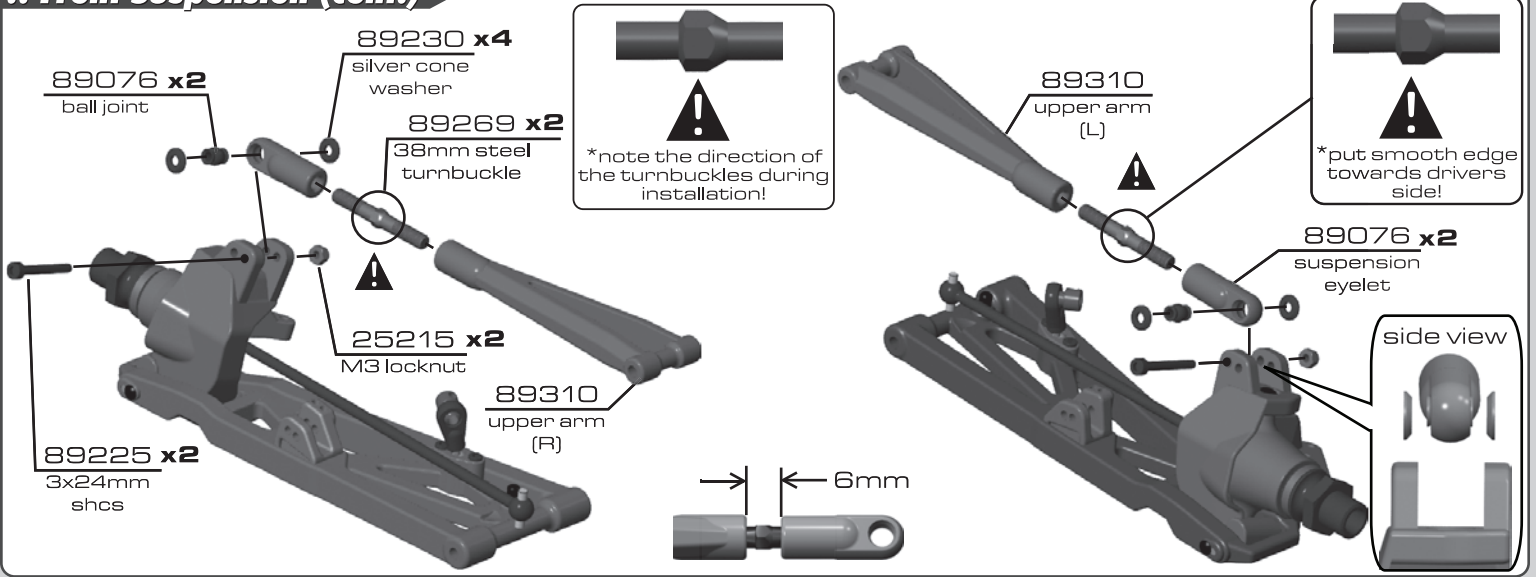
**:: Front Suspension (cont.)**



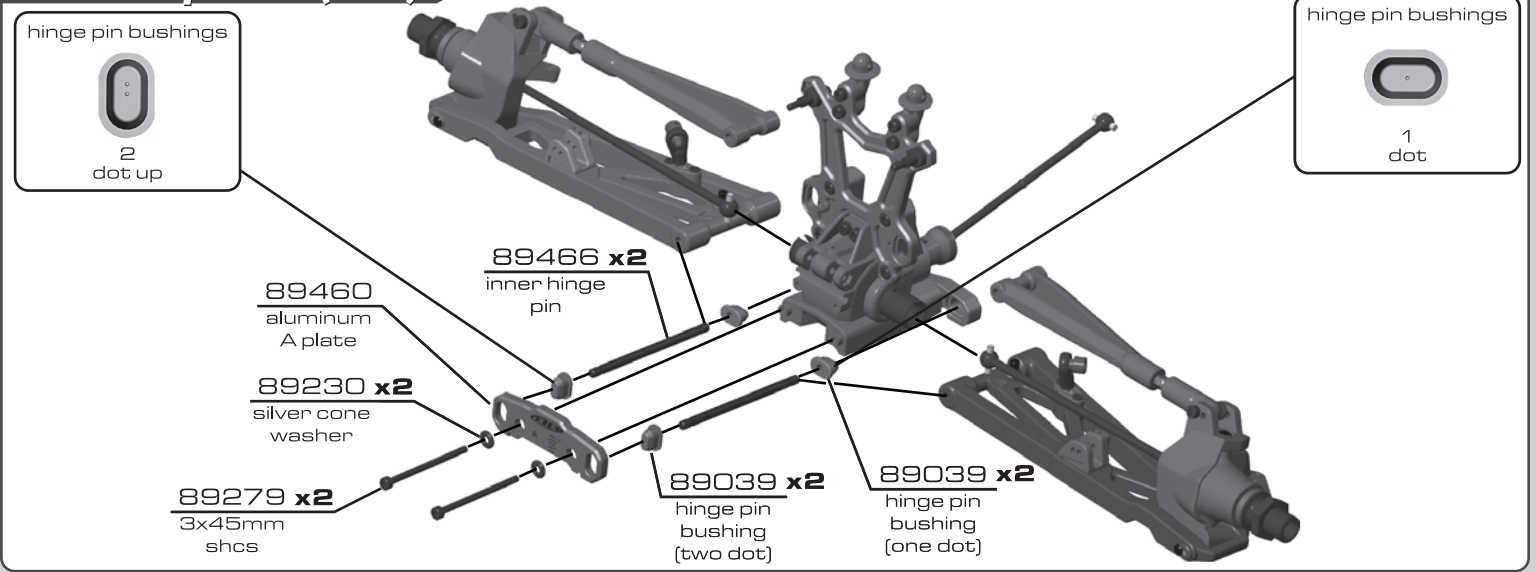
**:: Front Suspension (cont.)**



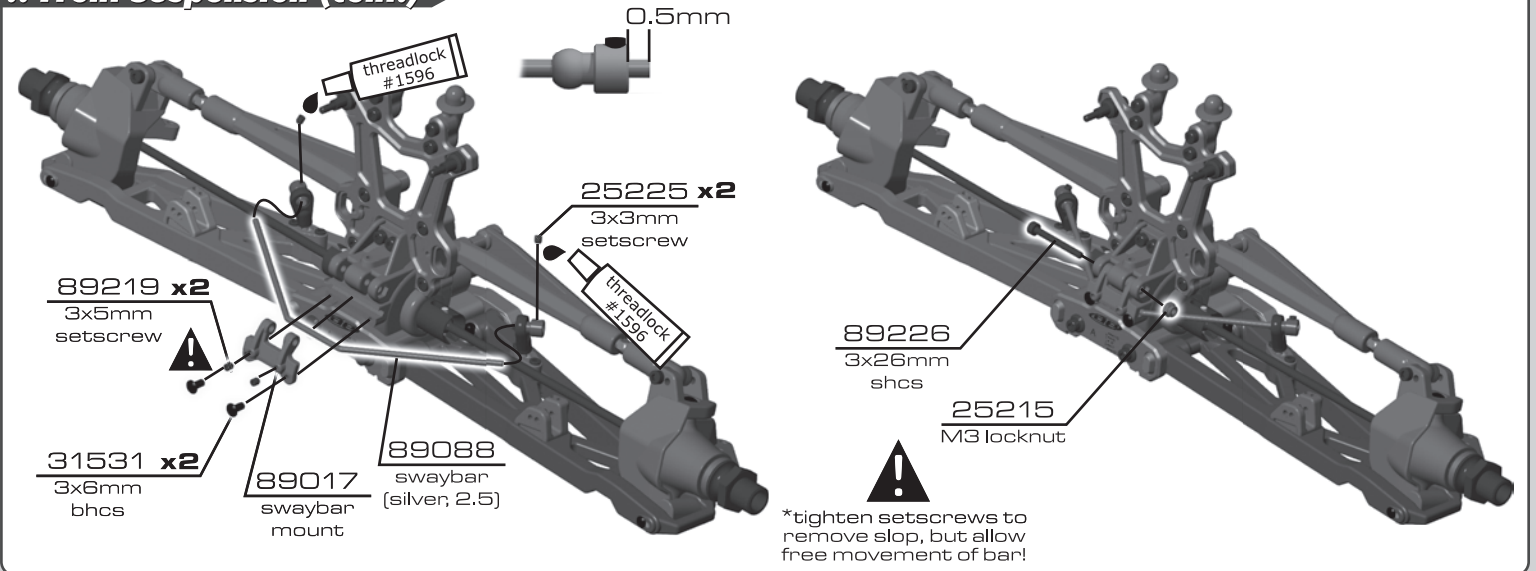
**:: Front Suspension (cont.)**



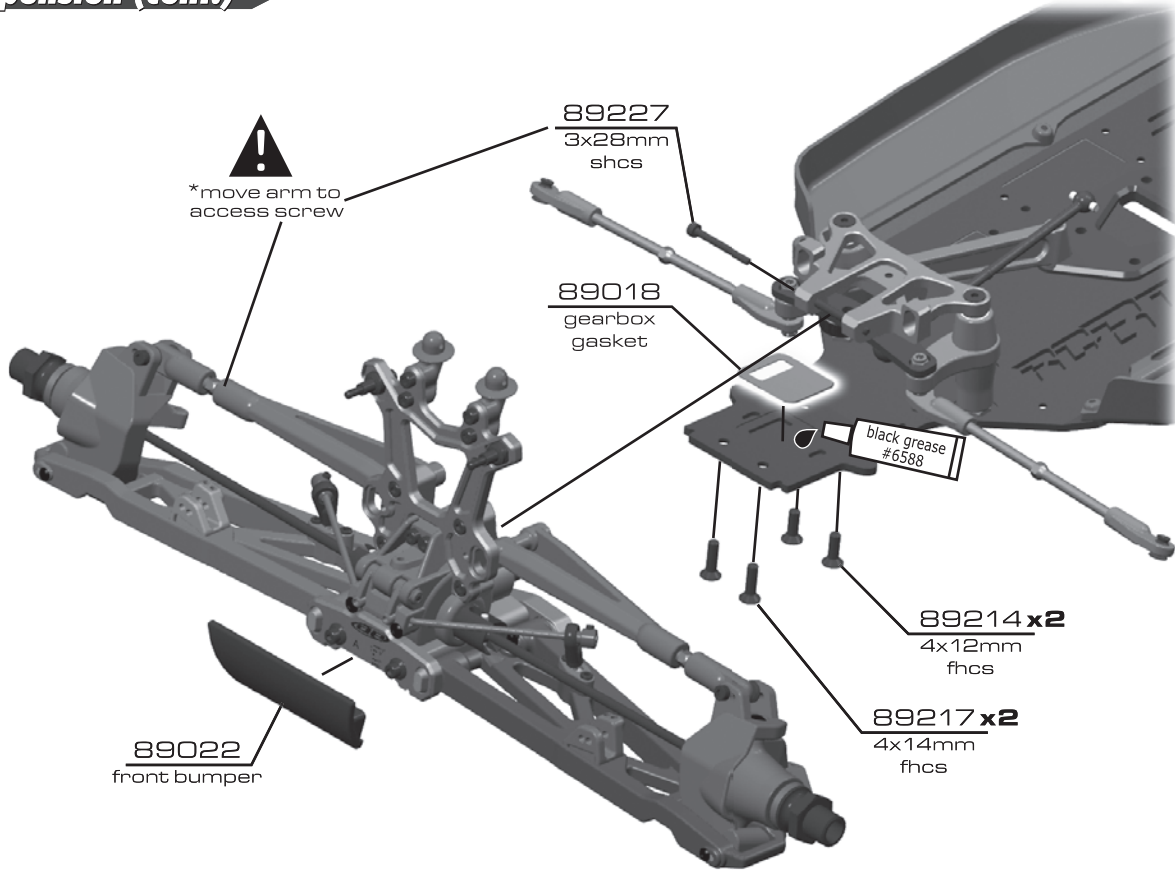
**:: Front Suspension (cont.)**



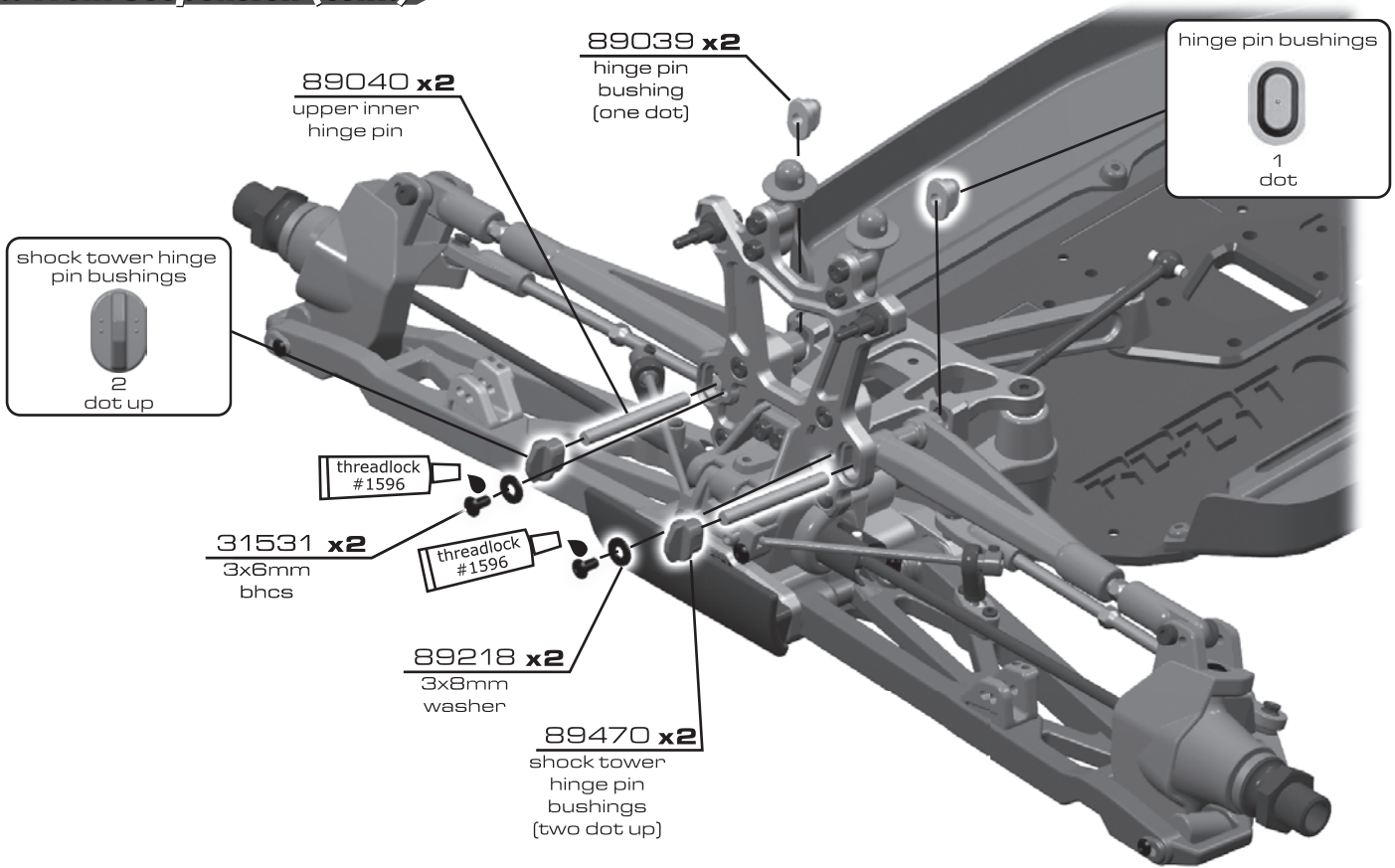
**:: Front Suspension (cont.)**



:: Front Suspension (cont.)

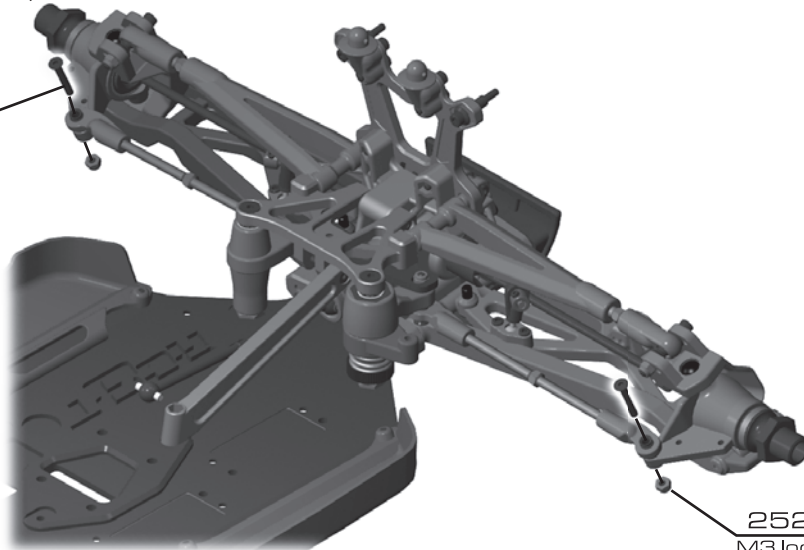


:: Front Suspension (cont.)



**:: Front Suspension (cont.)**

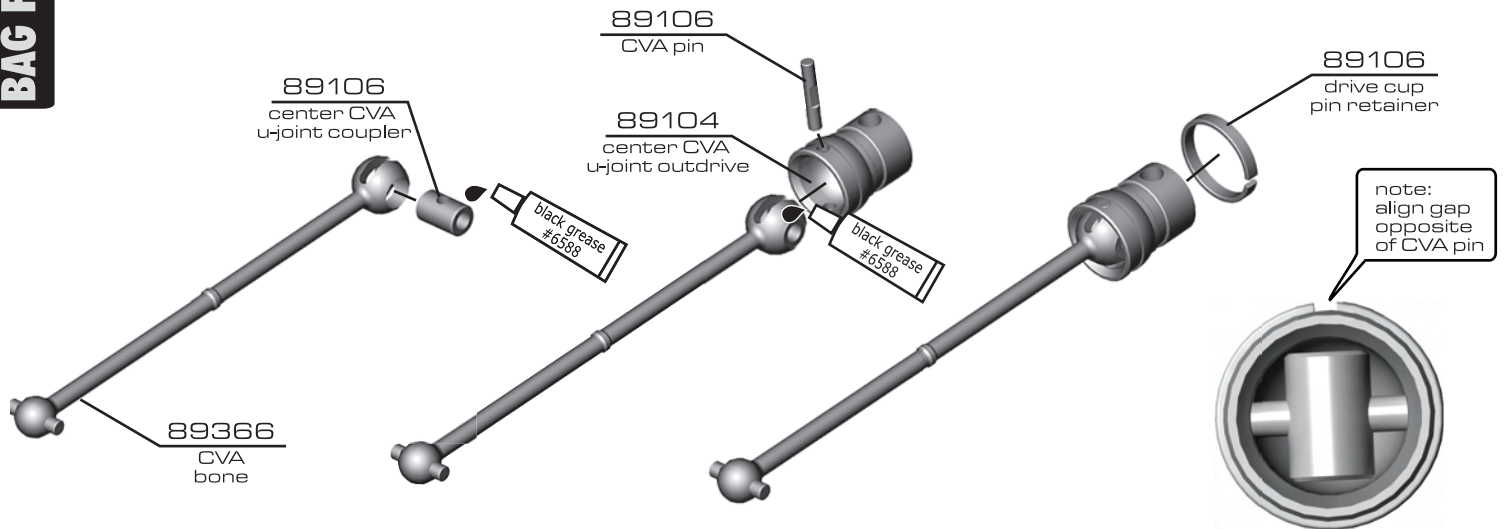
89210 x2  
3x20mm  
fnbs



25215 x2  
M3 locknut

**:: Rear Bulkhead Build**

**BAG F**



89106  
center CVA  
u-joint coupler

89106  
CVA pin

89104  
center CVA  
u-joint outdrive

89106  
drive cup  
pin retainer

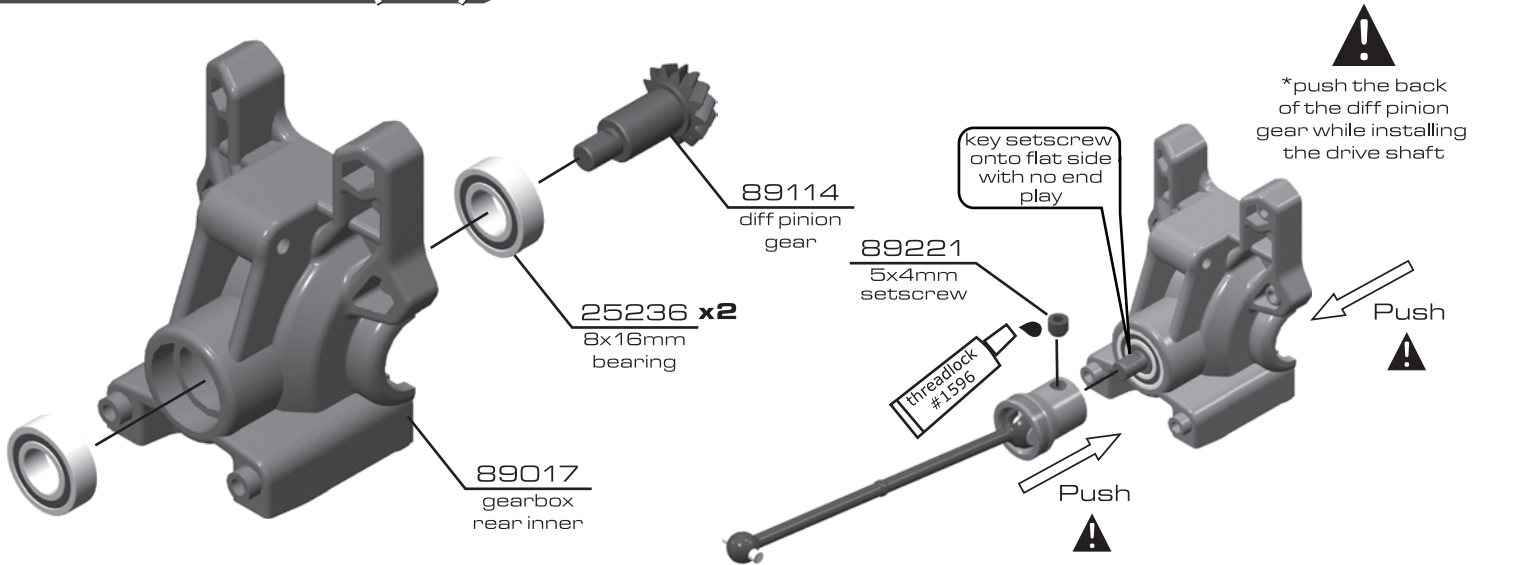
black grease  
#6588

black grease  
#6588

note:  
align gap  
opposite of  
CVA pin

89366  
CVA  
bone

**:: Rear Bulkhead Build (cont.)**



89114  
diff pinion  
gear

25236 x2  
8x16mm  
bearing

89017  
gearbox  
rear inner

89221  
5x4mm  
setscrew

threadlock  
#1596

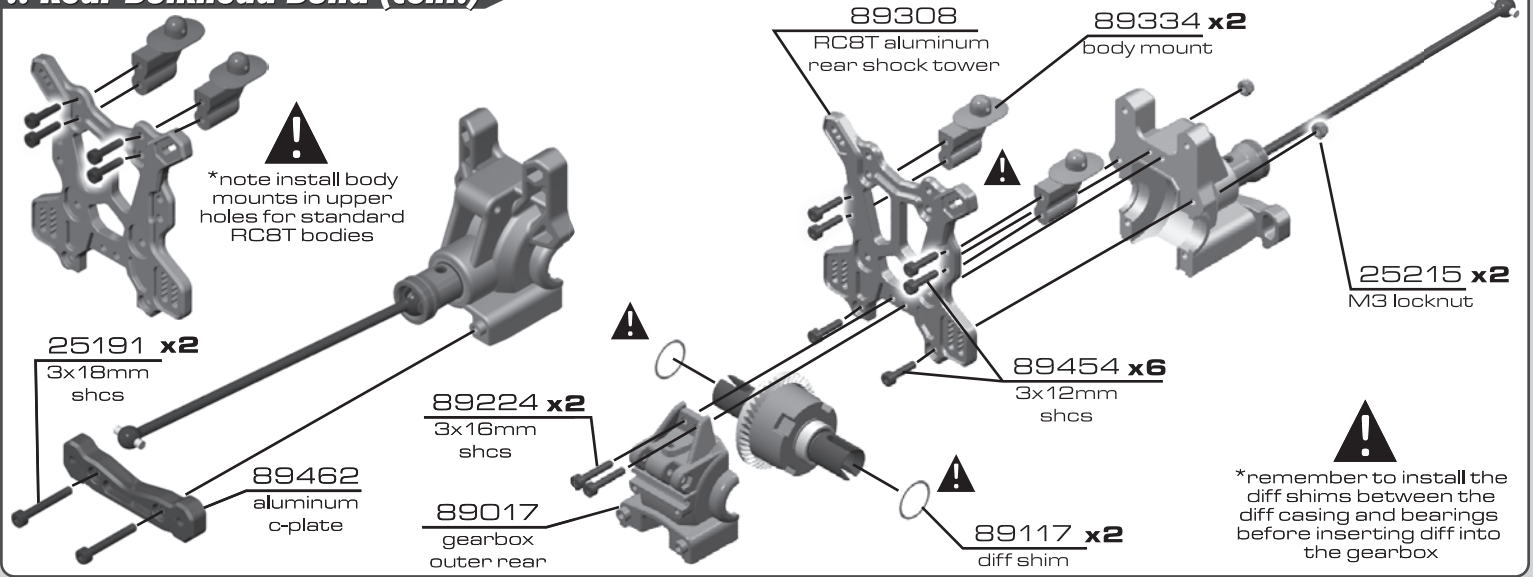
**!**  
\*push the back  
of the diff pinion  
gear while installing  
the drive shaft

Push

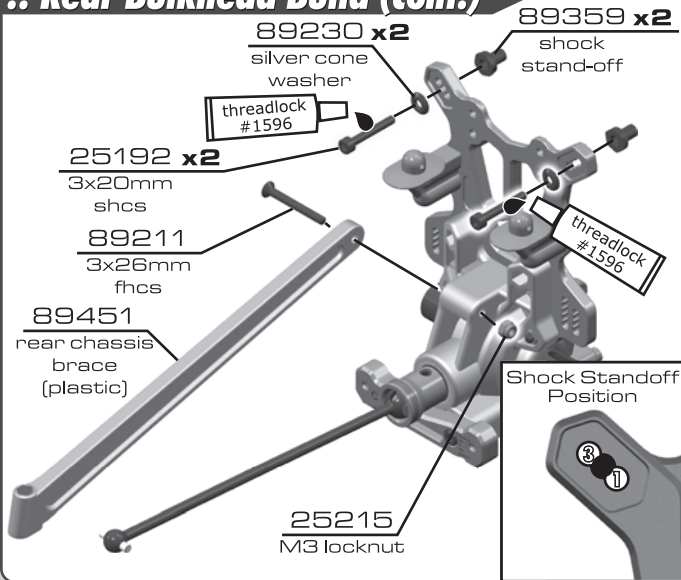
Push



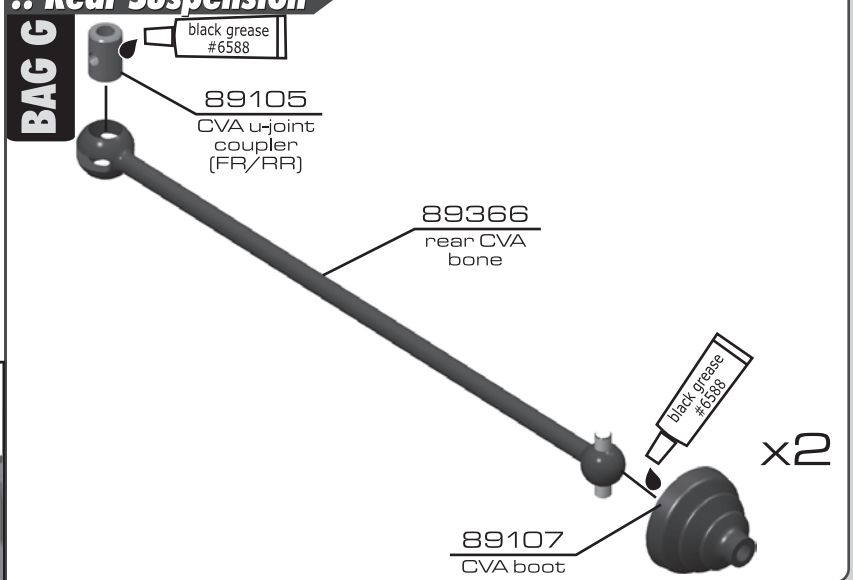
**:: Rear Bulkhead Build (cont.)**



**:: Rear Bulkhead Build (cont.)**



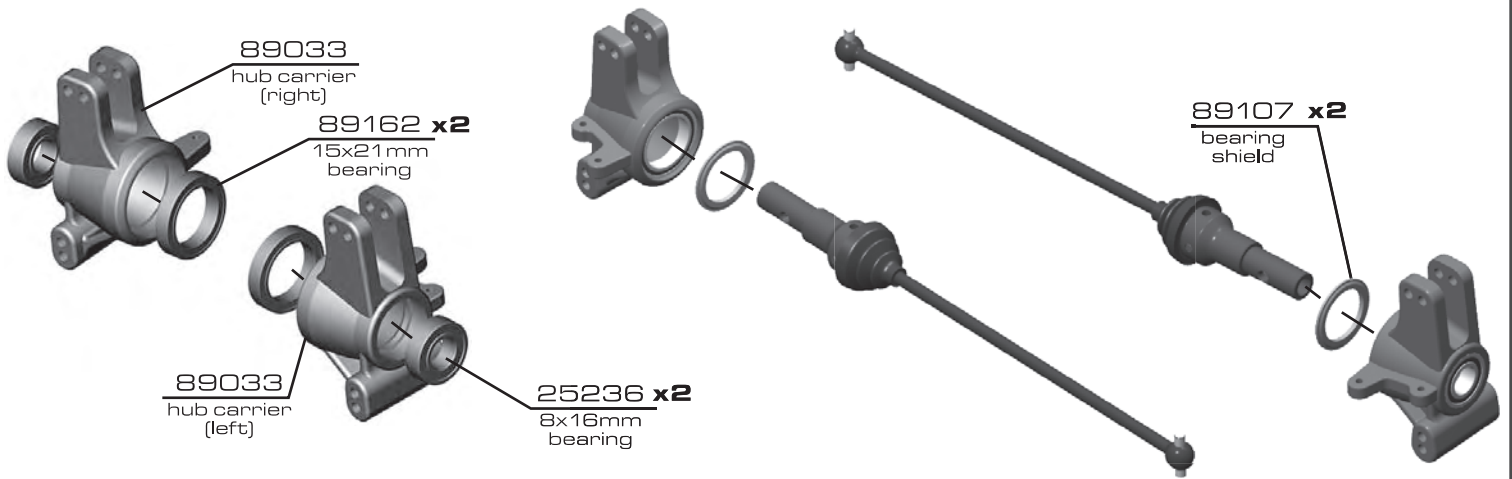
**:: Rear Suspension**



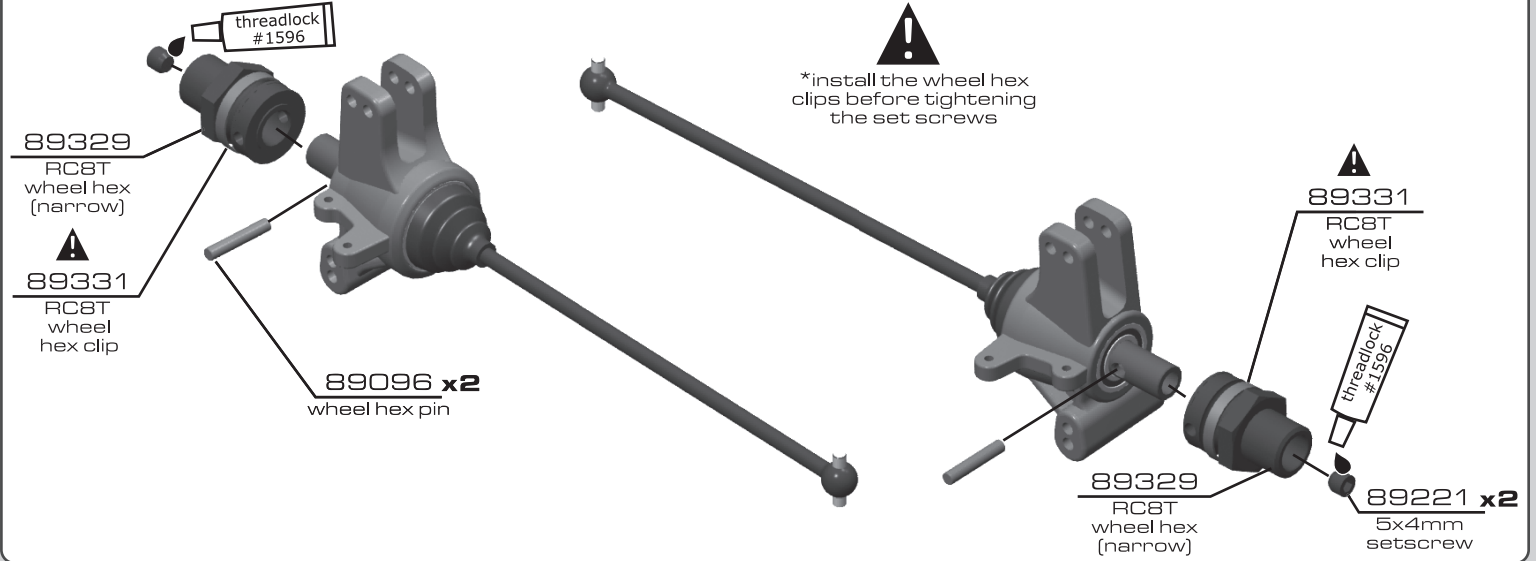
**:: Rear Suspension (cont.)**



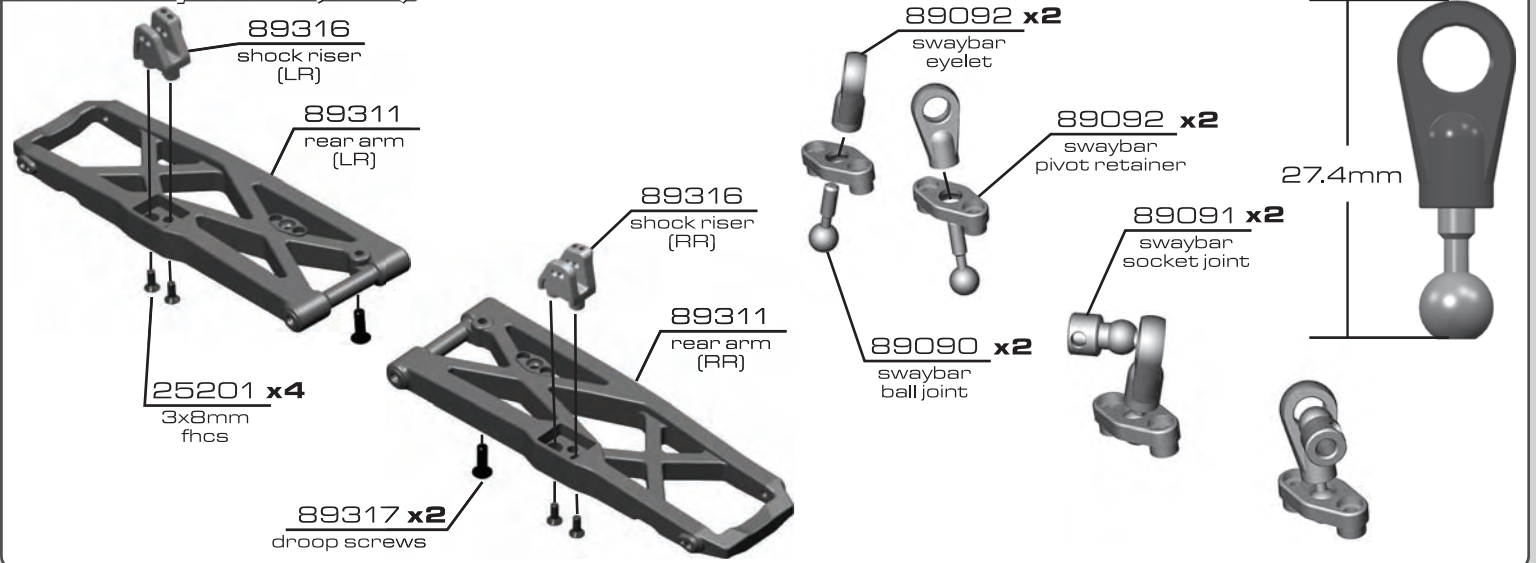
**:: Rear Suspension (cont.)**



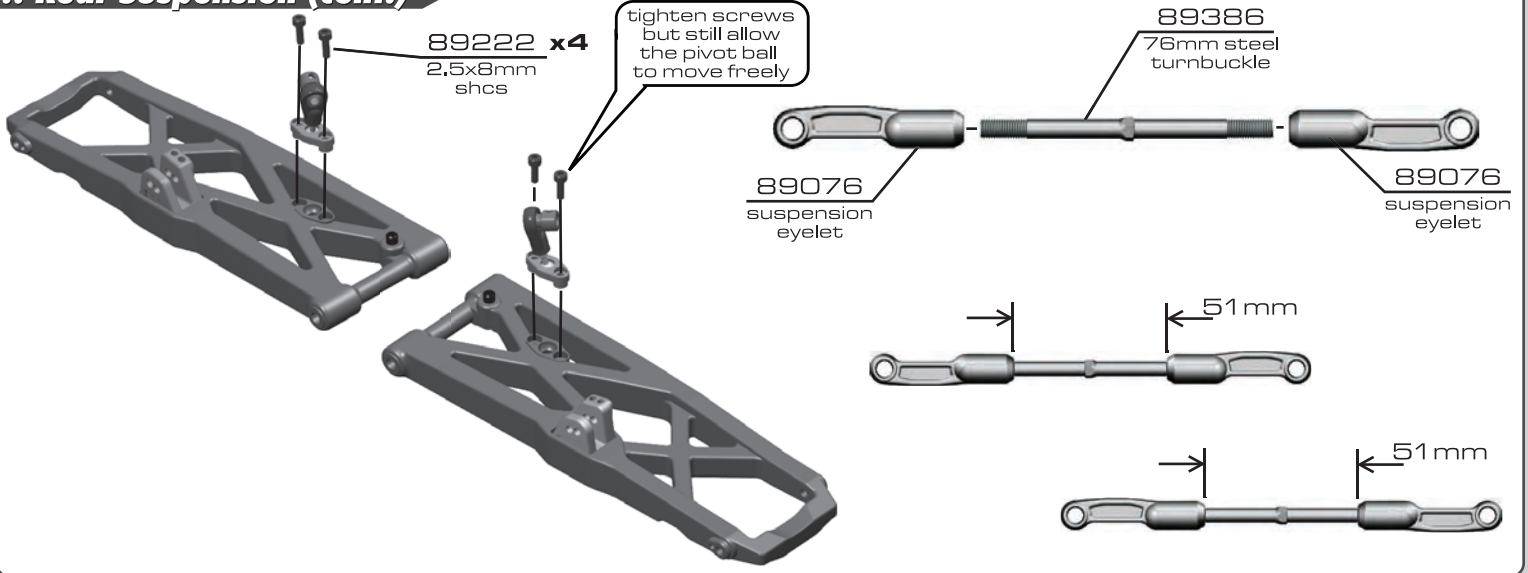
**:: Rear Suspension (cont.)**



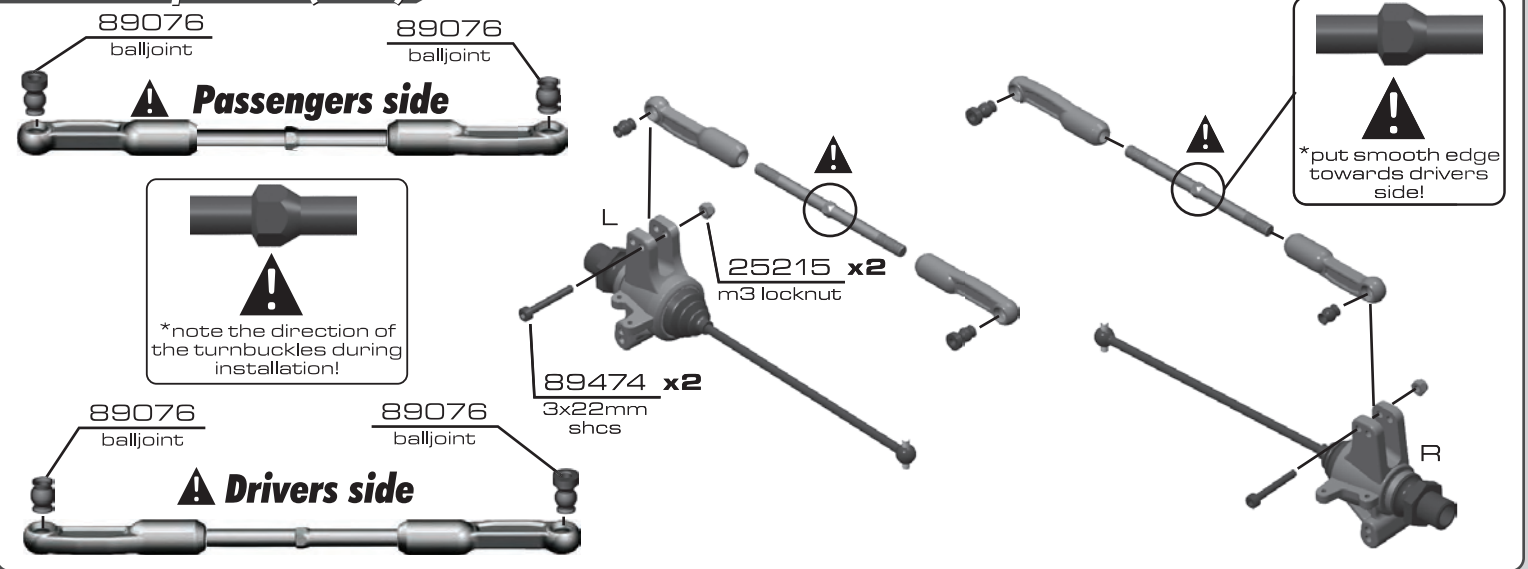
**:: Rear Suspension (cont.)**



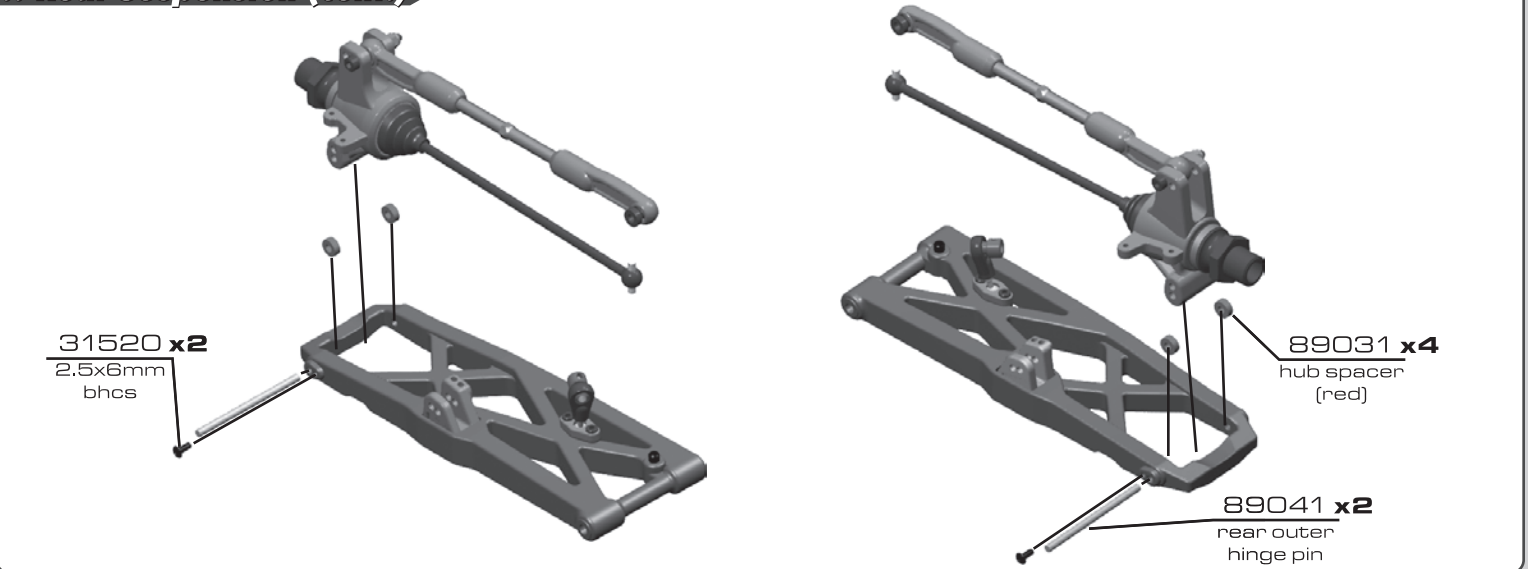
**:: Rear Suspension (cont.)**



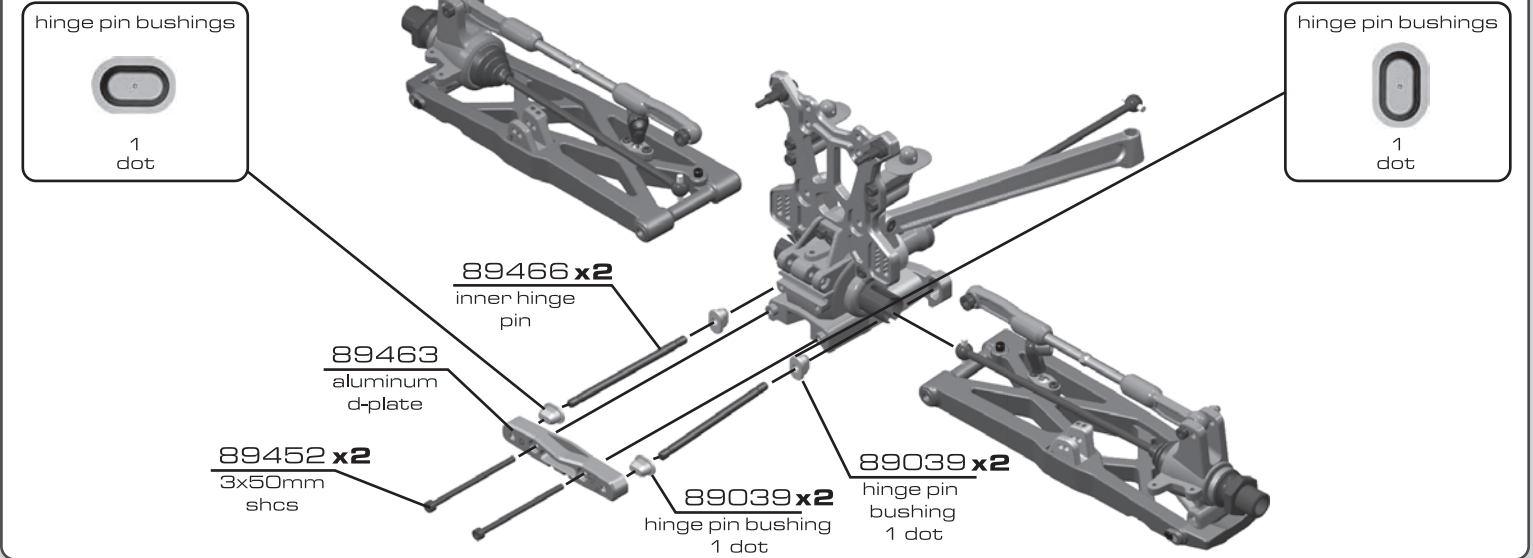
**:: Rear Suspension (cont.)**



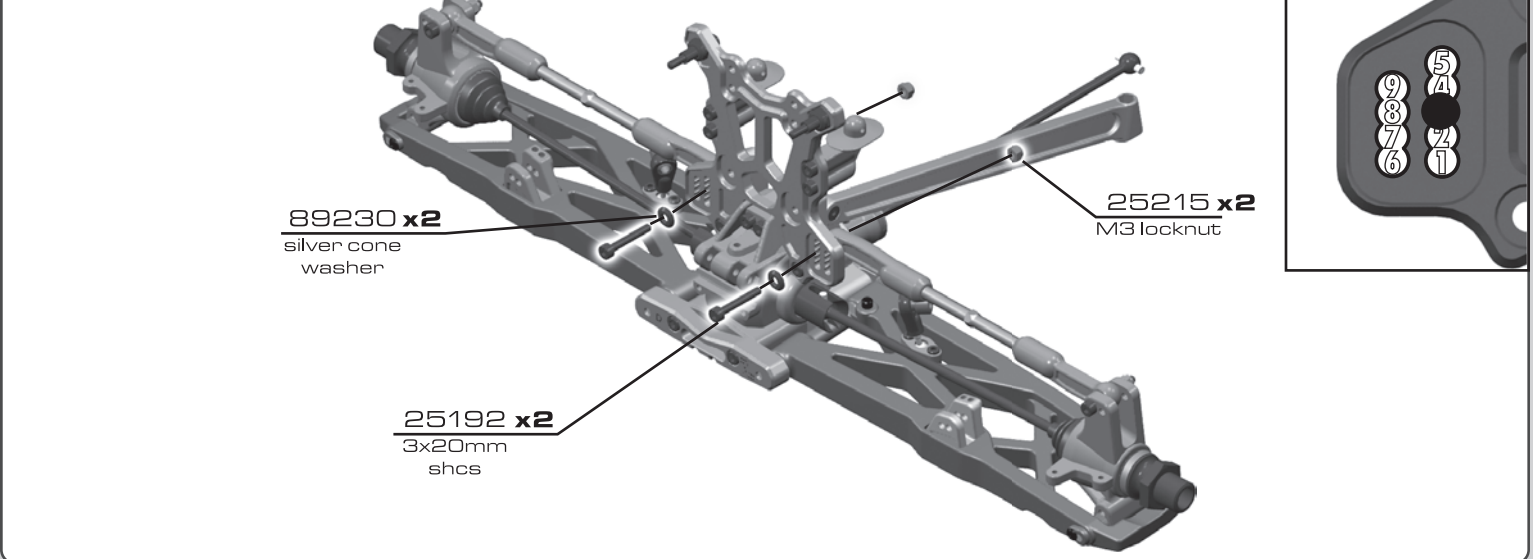
**:: Rear Suspension (cont.)**



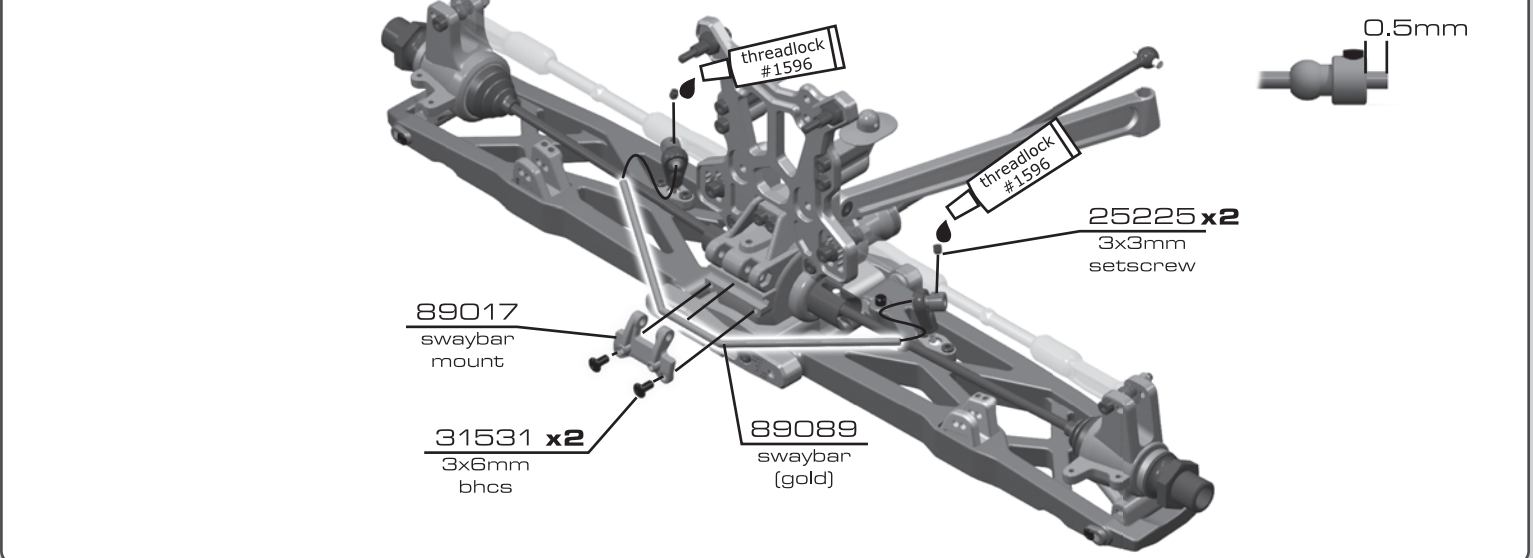
**:: Rear Suspension (cont.)**



**:: Rear Suspension (cont.)**

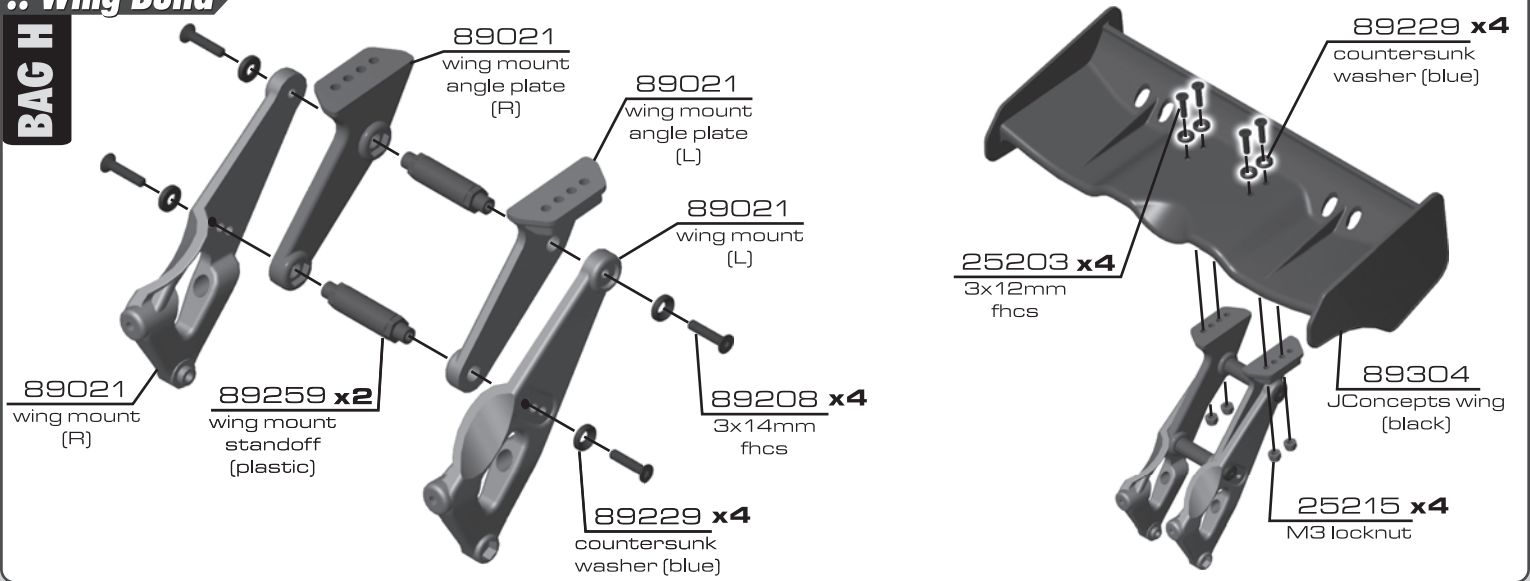


**:: Rear Suspension (cont.)**

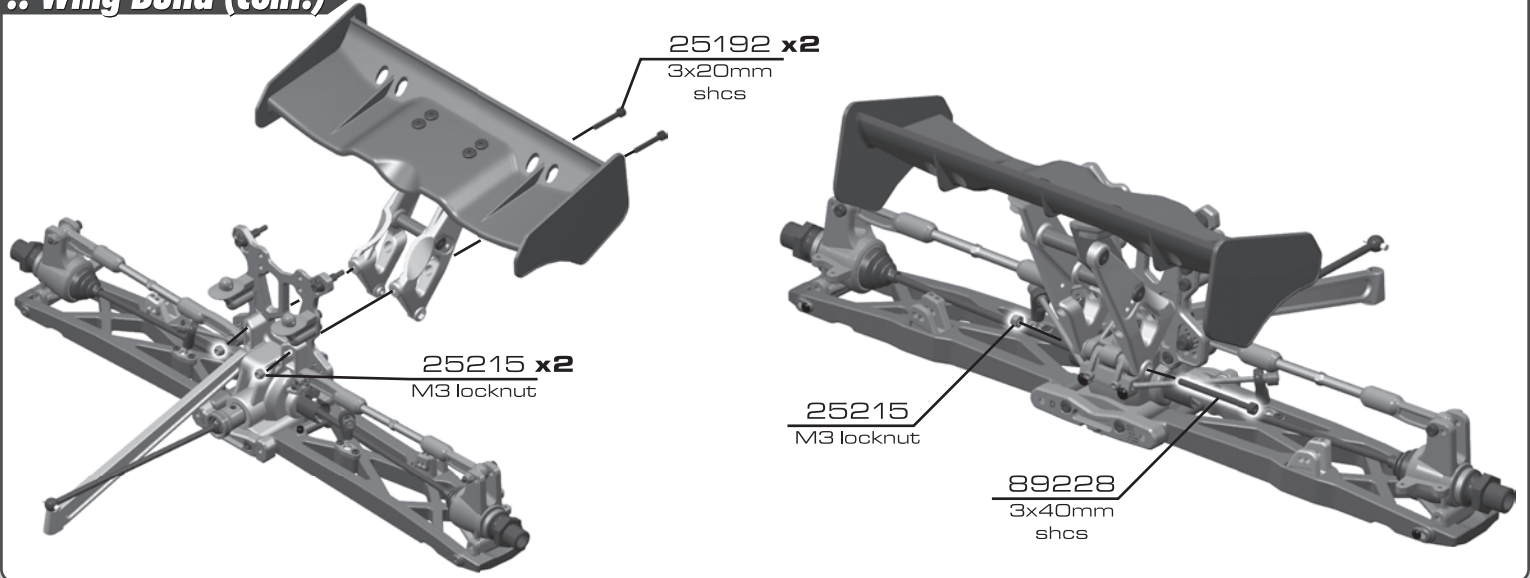


**:: Wing Build**

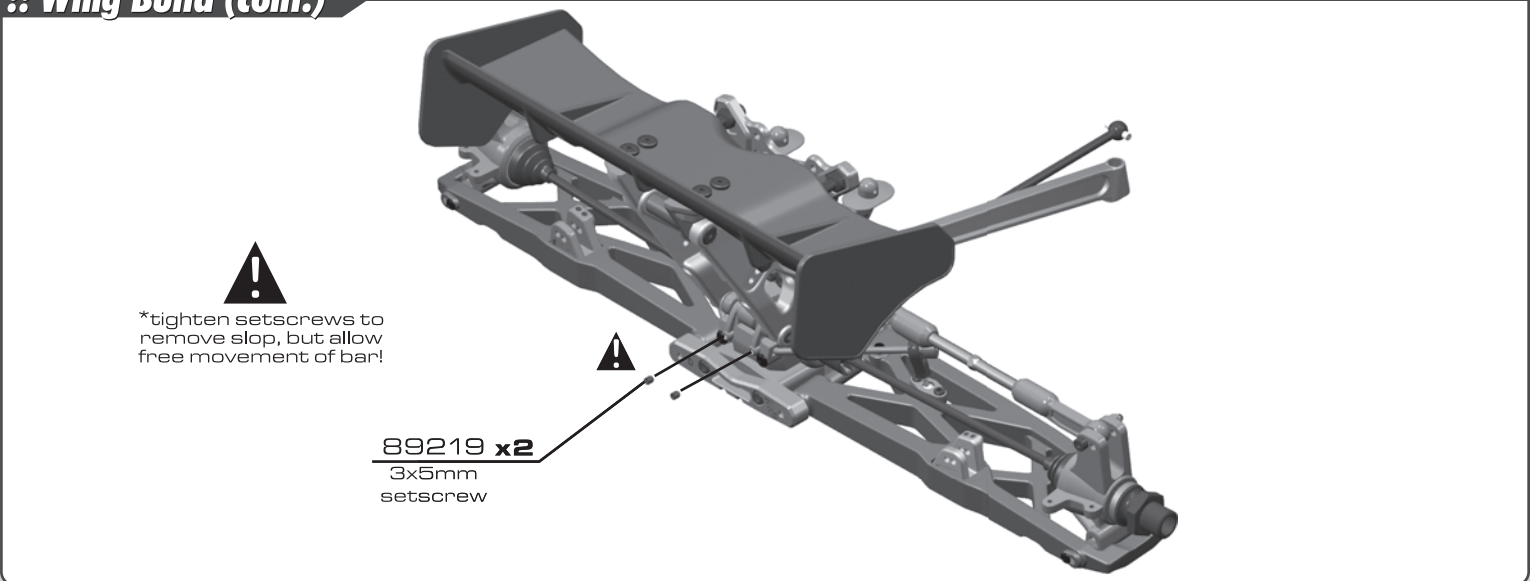
**BAG H**



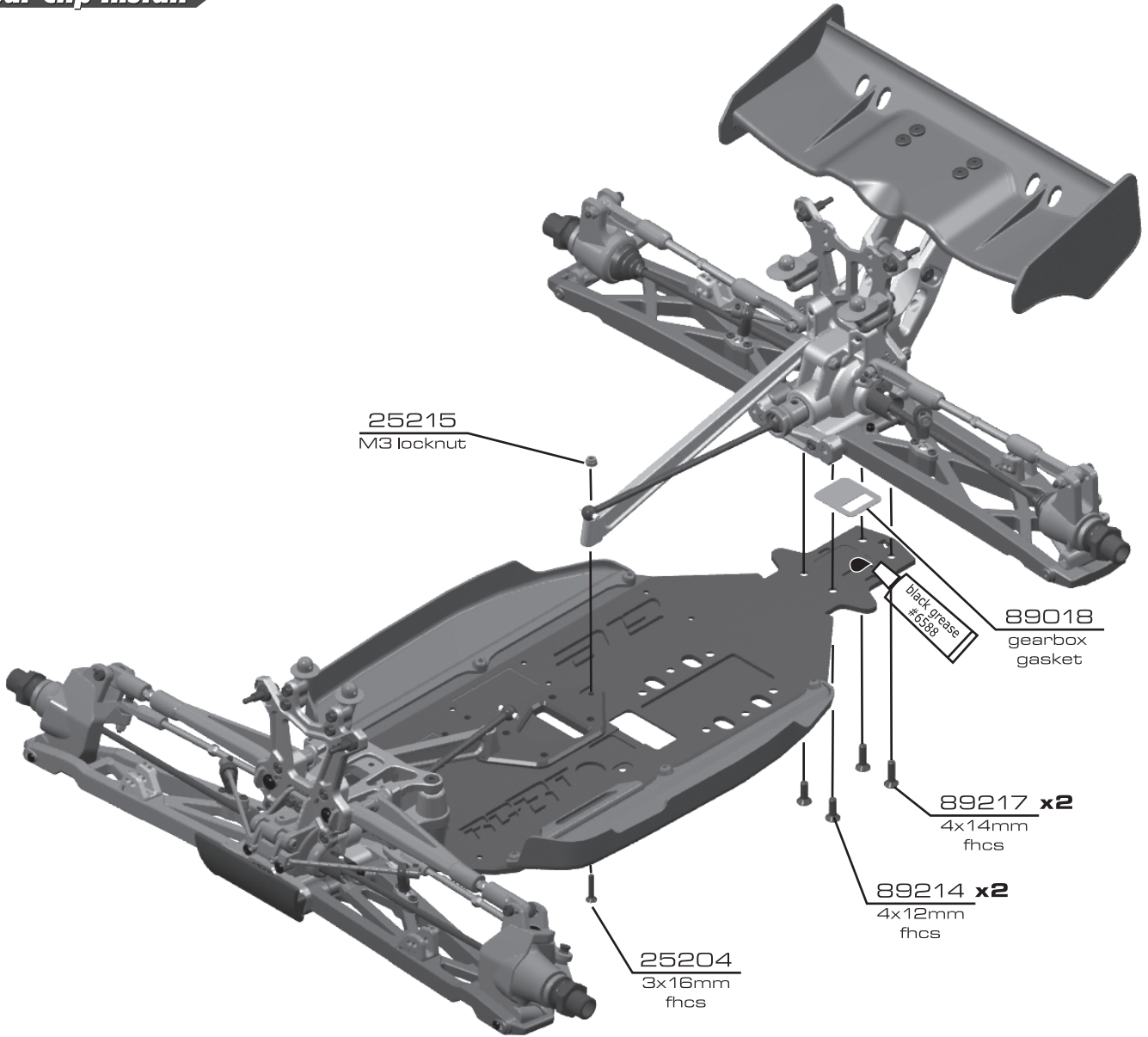
**:: Wing Build (cont.)**



**:: Wing Build (cont.)**

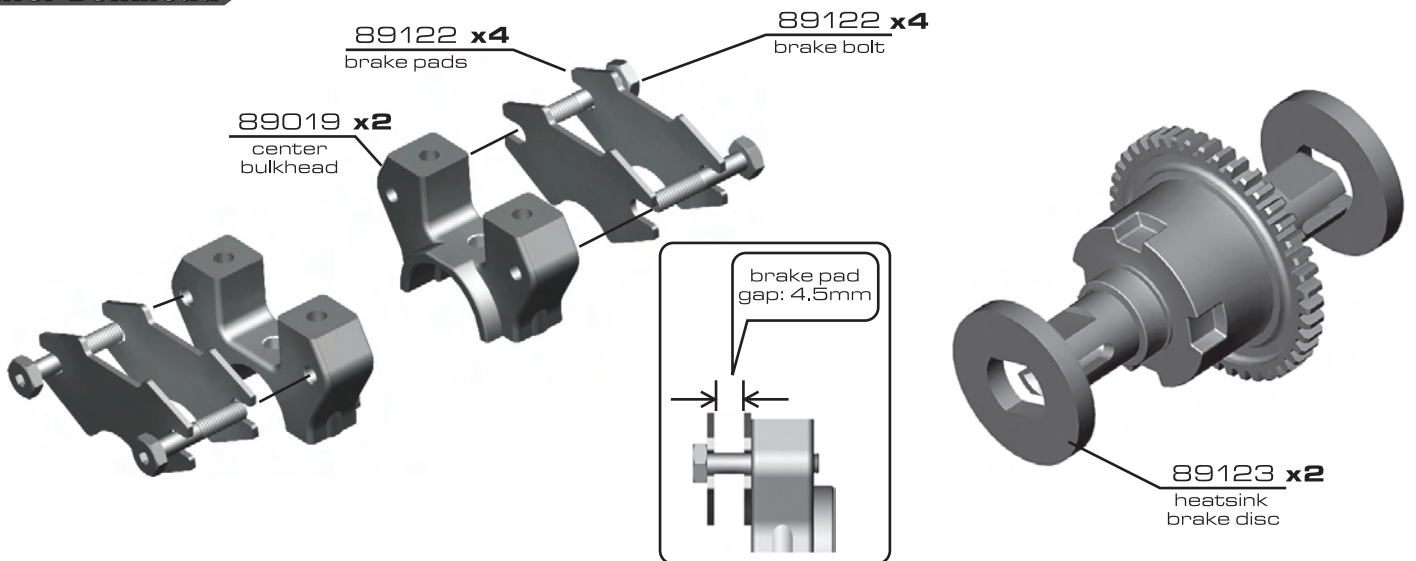


**:: Rear Clip Install**

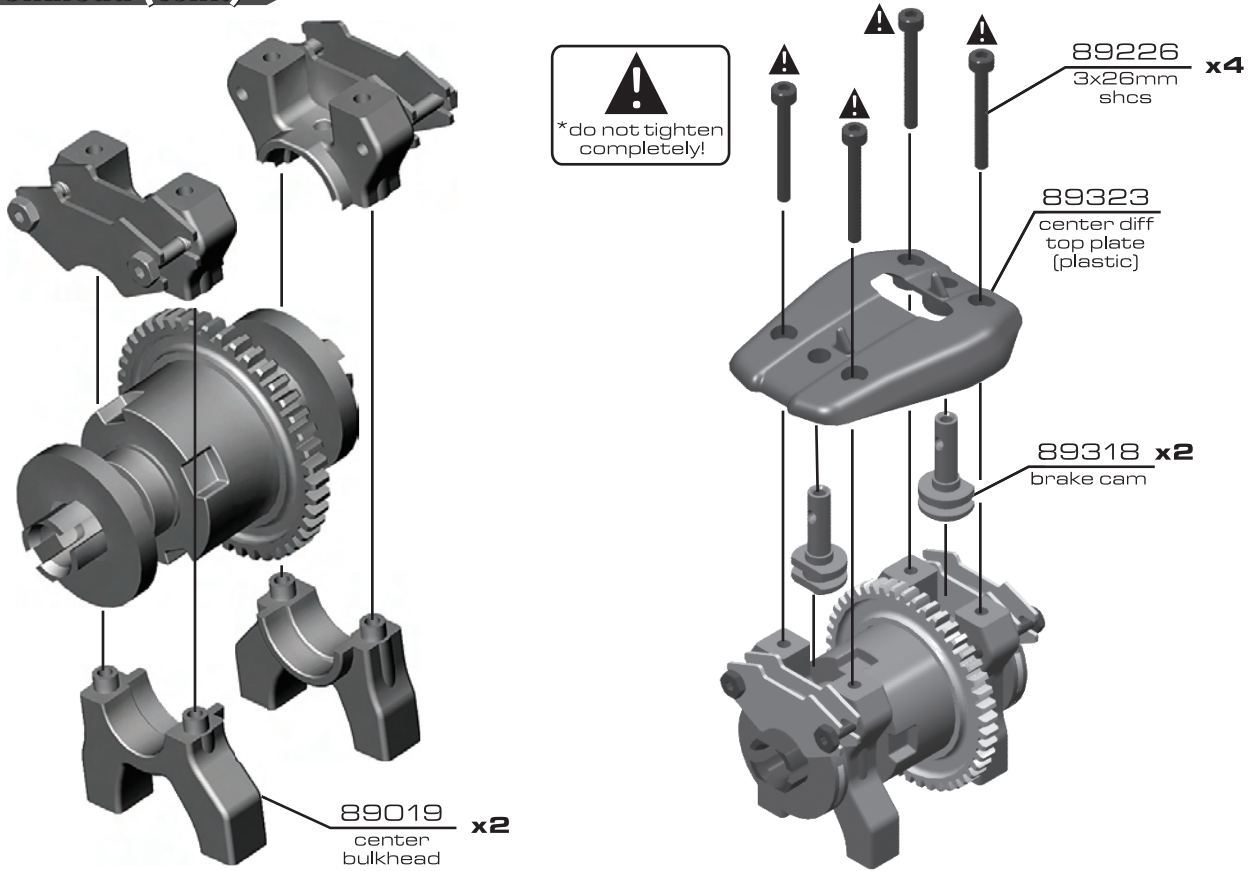


**:: Center Bulkhead**

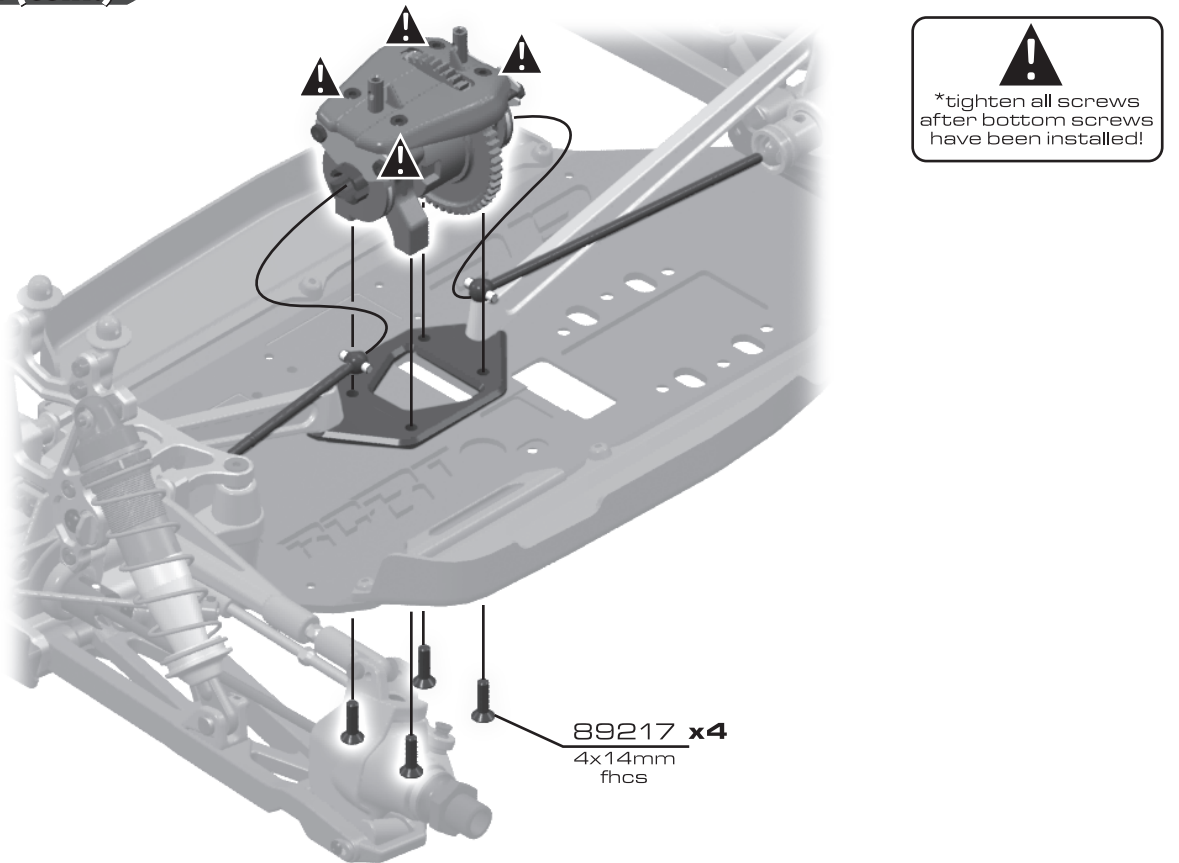
**BAG 1**



:: Center Bulkhead (cont.)



:: Center Bulkhead (cont.)



**:: Shocks**

**BAG J**



89336 x2  
16x32mm FT shock body front

89344 x2  
16x38mm FT shock body rear

shock fluid

89352 x4  
spacer

89066 x2  
shock o-rings

89352 x4  
o-ring

89352 x4  
bottom nut

89278 x8  
2.5mm piston washer

89353  
shock piston set (1,3, blank)

89215 x4  
piston locknut

1,3mm piston

89343 x2  
HD shock shaft 32mm (front)

89468 x2  
HD shock shaft 38mm (rear)

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

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

**:: Shocks (cont.)**

shock fluid

1 drop on threads

fit boot into groove

fill to top with shock oil  
front: 35wt #5429  
rear: 35wt #5429

tighten eyelet to line on shaft

89356 x2  
shock boot front

89357 x2  
shock boot rear

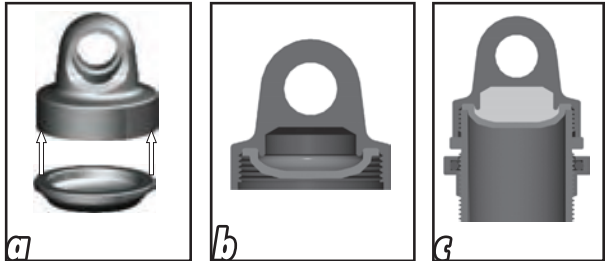
89352 x4  
shock boot washer

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

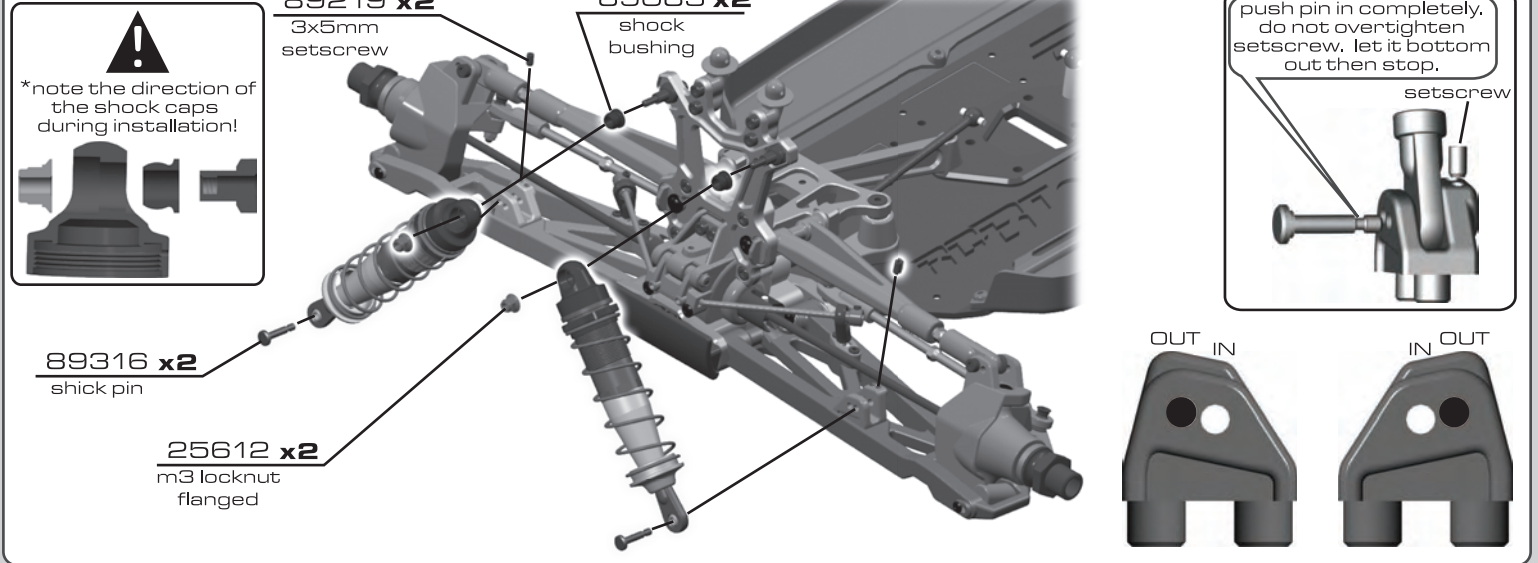
89351 x4  
shock bladder

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

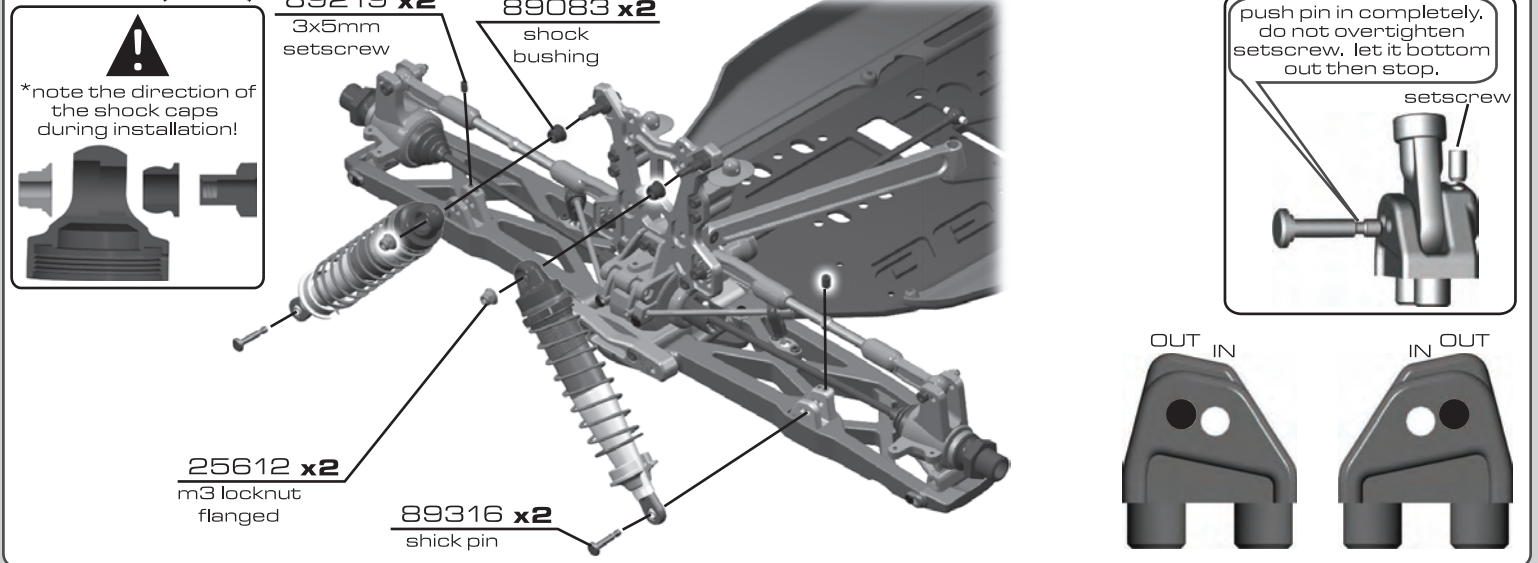
**:: Shocks (cont.)**



**:: Shocks (cont.)**

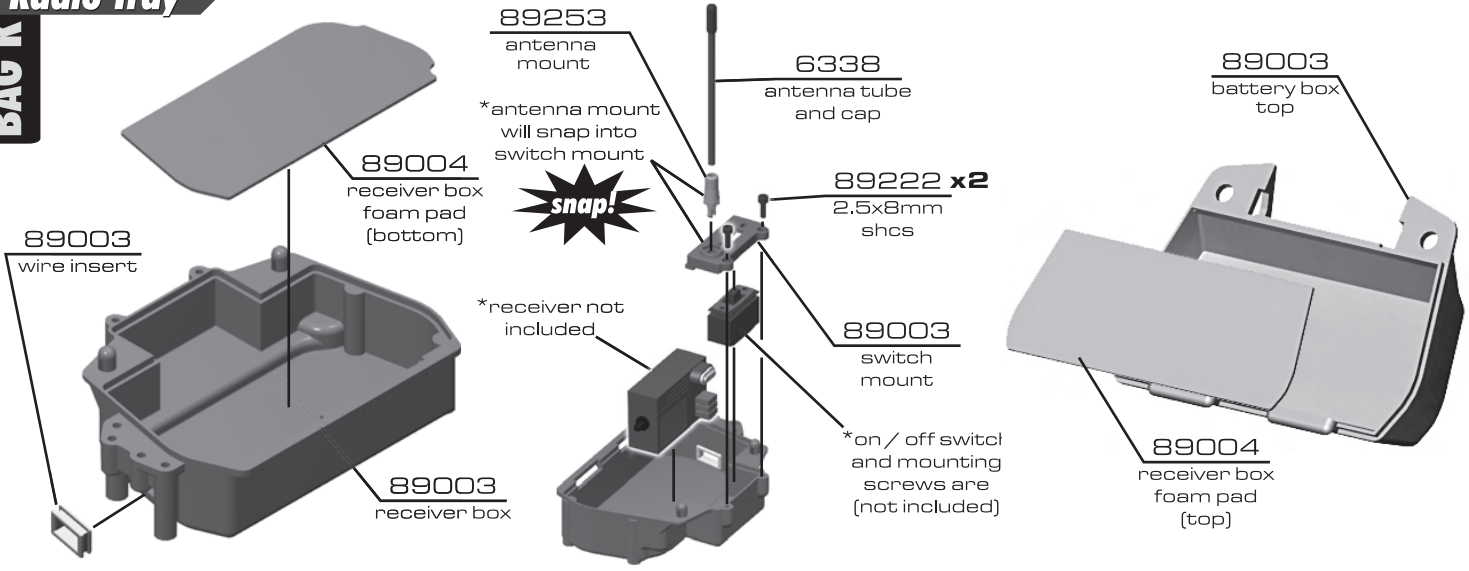


**:: Shocks (cont.)**



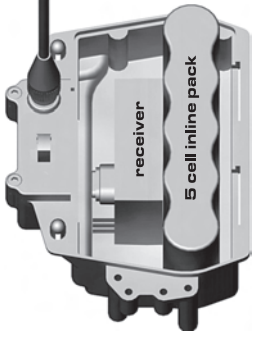
**:: Radio Tray**

**BAG K**

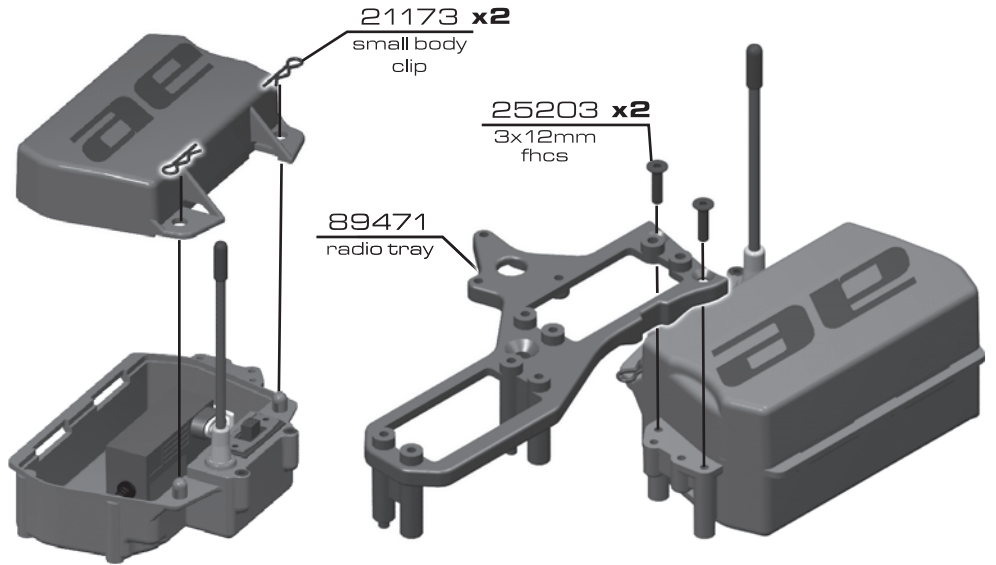


**:: Radio Tray (cont.)**

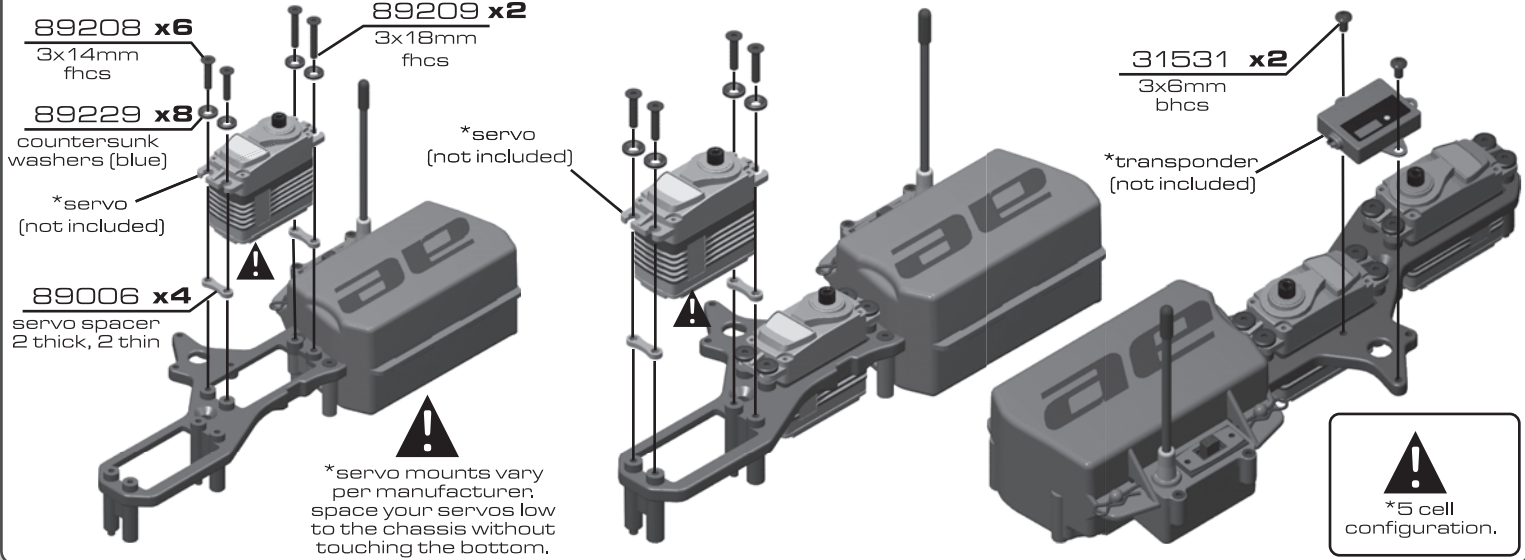
5 cell inline pack configuration. For hump pack or lipo packs, use forward battery box on page 24.



5 cell inline pack



**:: Radio Tray (cont.)**



**:: Radio Tray (cont.)**

**89454 x2**  
3x12mm shcs

**89471**  
forward battery box (top)

**89471**  
forward battery box foam pad (top)

**89471**  
forward battery box foam pad (bottom)

**89471**  
forward battery box (bottom)

**25187**  
3x14mm bhcs

**89214**  
4x12mm fhcs

**\*receiver packs are not included in kit.  
7.4V LiPo pack:  
Reedy# 630, 631  
2x3 NiMH hump pack:  
Reedy # 612**

**\*insert the receiver battery wire into receiver box!**

**\*LiPo or hump pack configuration.**

**\*wire routing diagram**

**:: Radio Tray (cont.)**

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

**25215**  
M3 locknut

**89007**  
steering servo horn

**25201**  
3x8mm fhcs

**89007**  
servo cone washer

**89007**  
servo horn ring

**\*slightly enlarge holes in servo horn**

**89078 x2**  
servo link rod ends

**2308**  
3x18mm bhcs

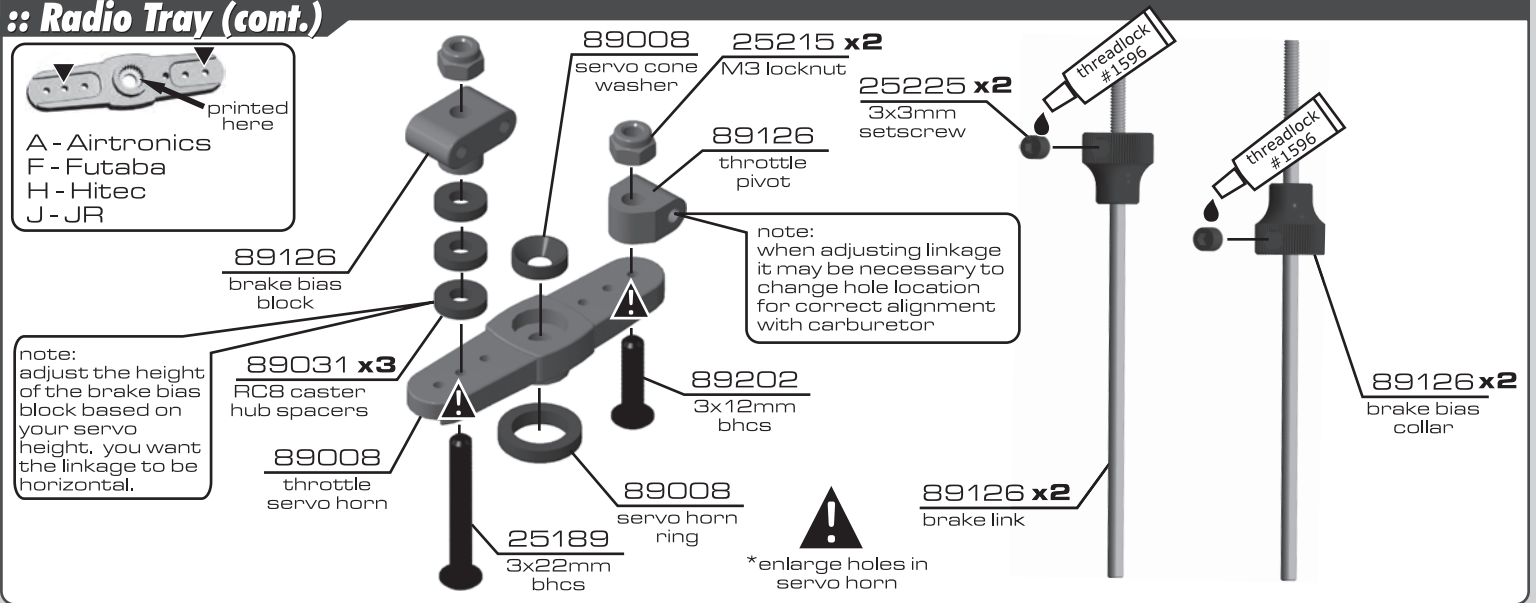
**89268**  
42mm steel turnbuckle

**89078 x2**  
balljoint

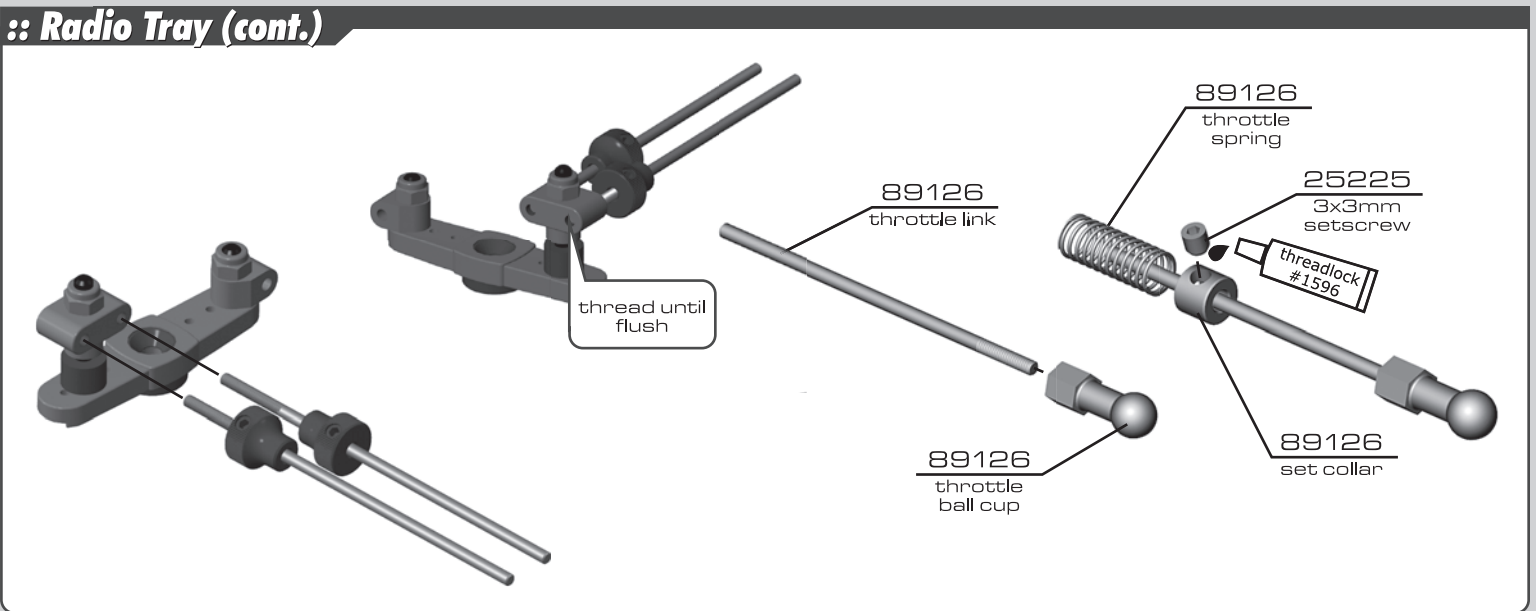
**19mm**

**\*LiPo or hump pack configuration.**

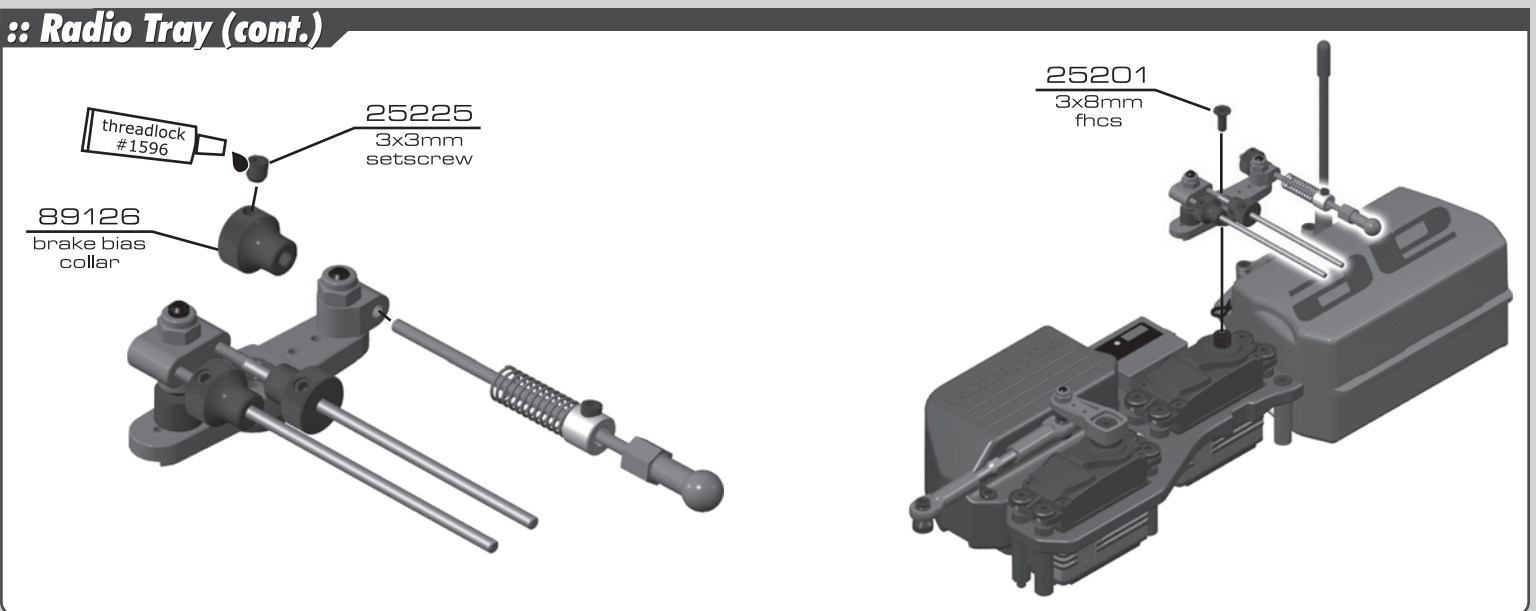
:: Radio Tray (cont.)



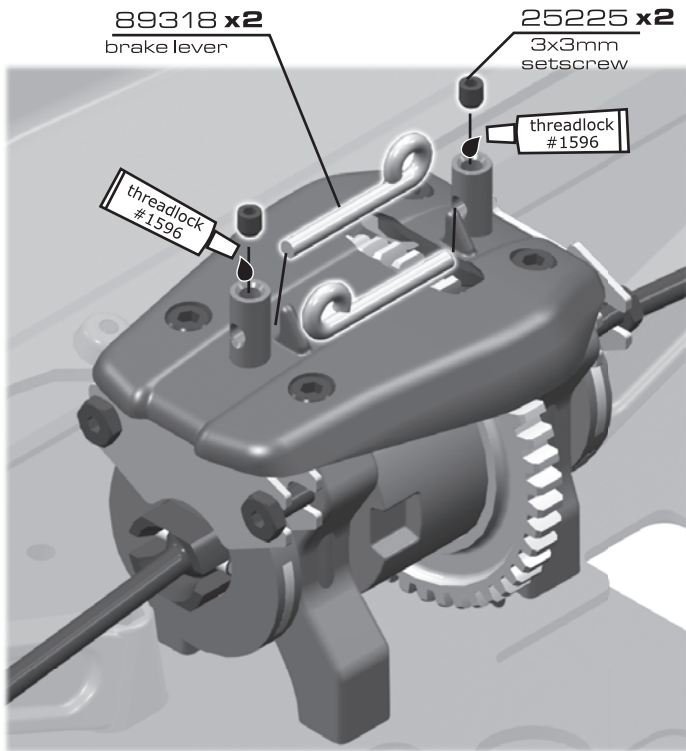
:: Radio Tray (cont.)



:: Radio Tray (cont.)

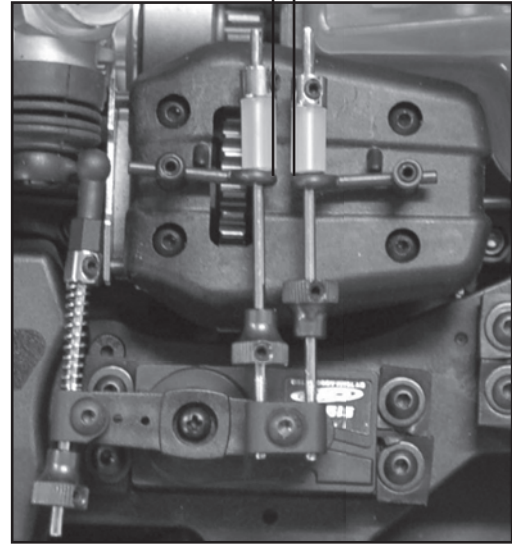


**:: Radio Tray (cont.)**

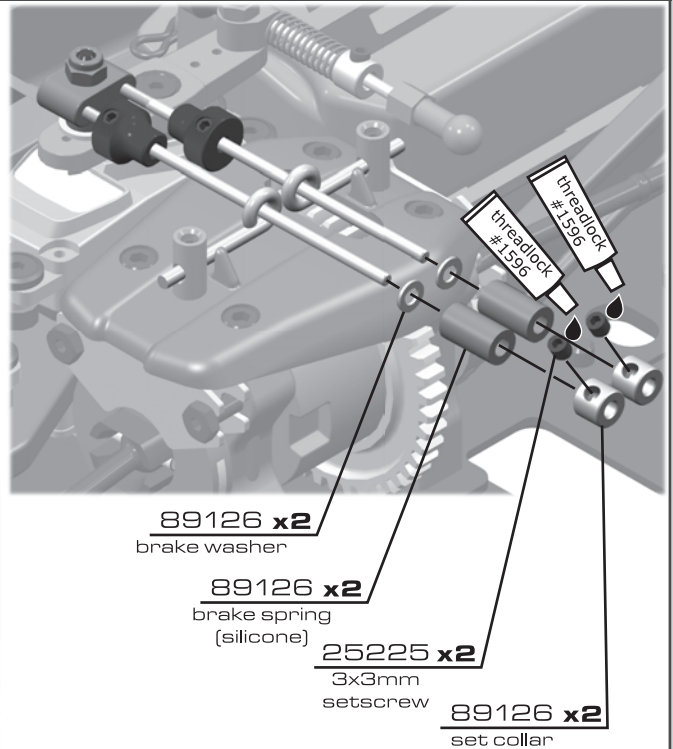
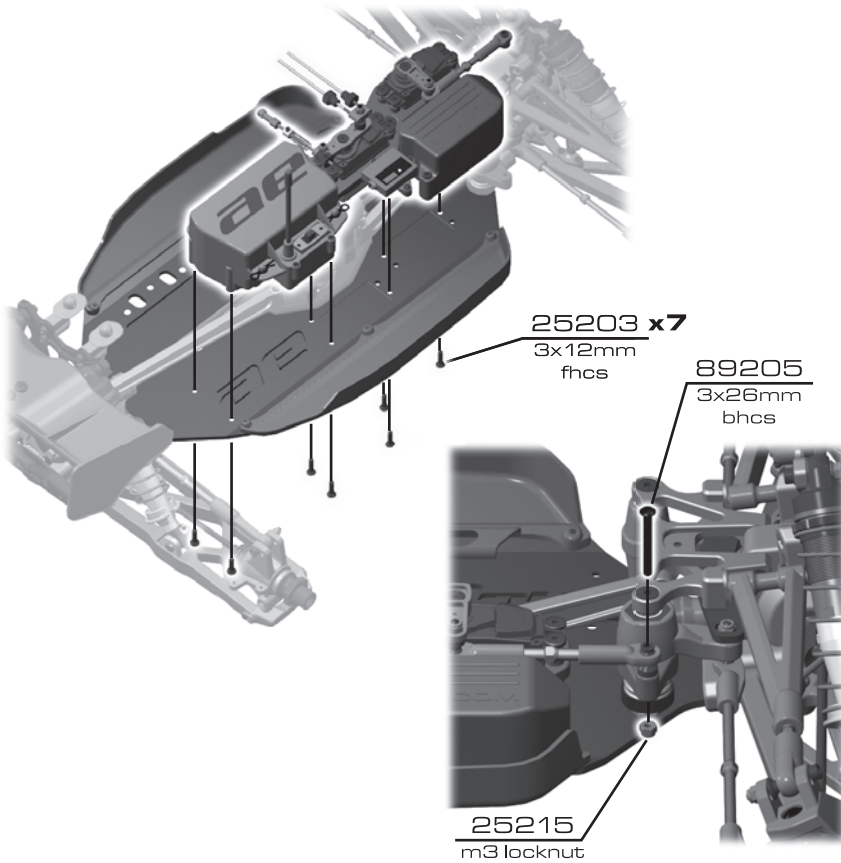


\* after installation,  
leave a 0.5mm gap  
between the two  
brake levers

0.5mm



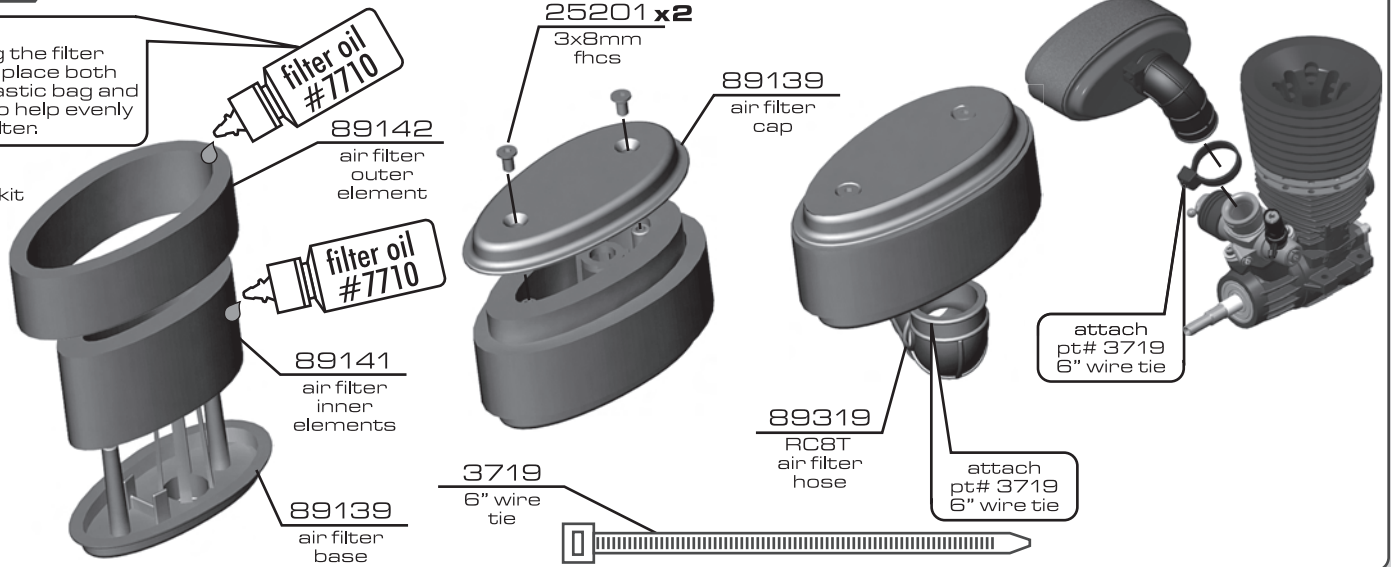
**:: Radio Tray (cont.)**



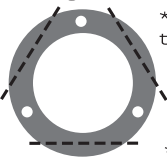
**:: Air Filter**

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

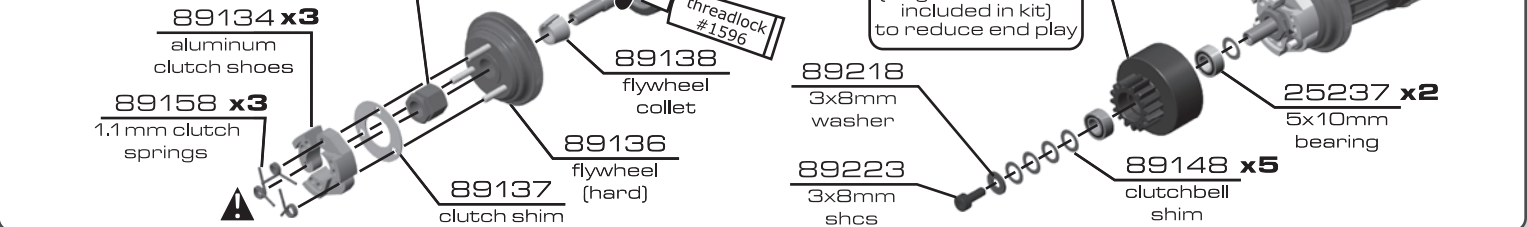
\*use upper shock tool to install clutch springs

\*1.0mm clutch springs are included in the kit also for use with hard clutch shoes (AE Pt# 89146)

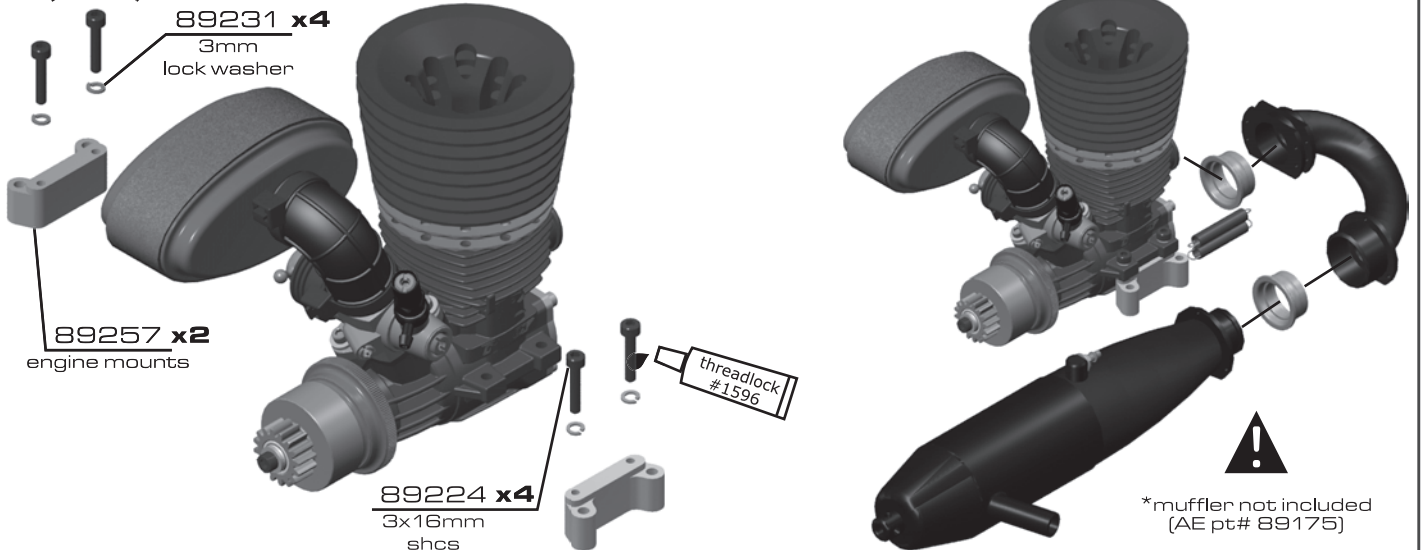
\*engine not included (Reedy pt# 800)

**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



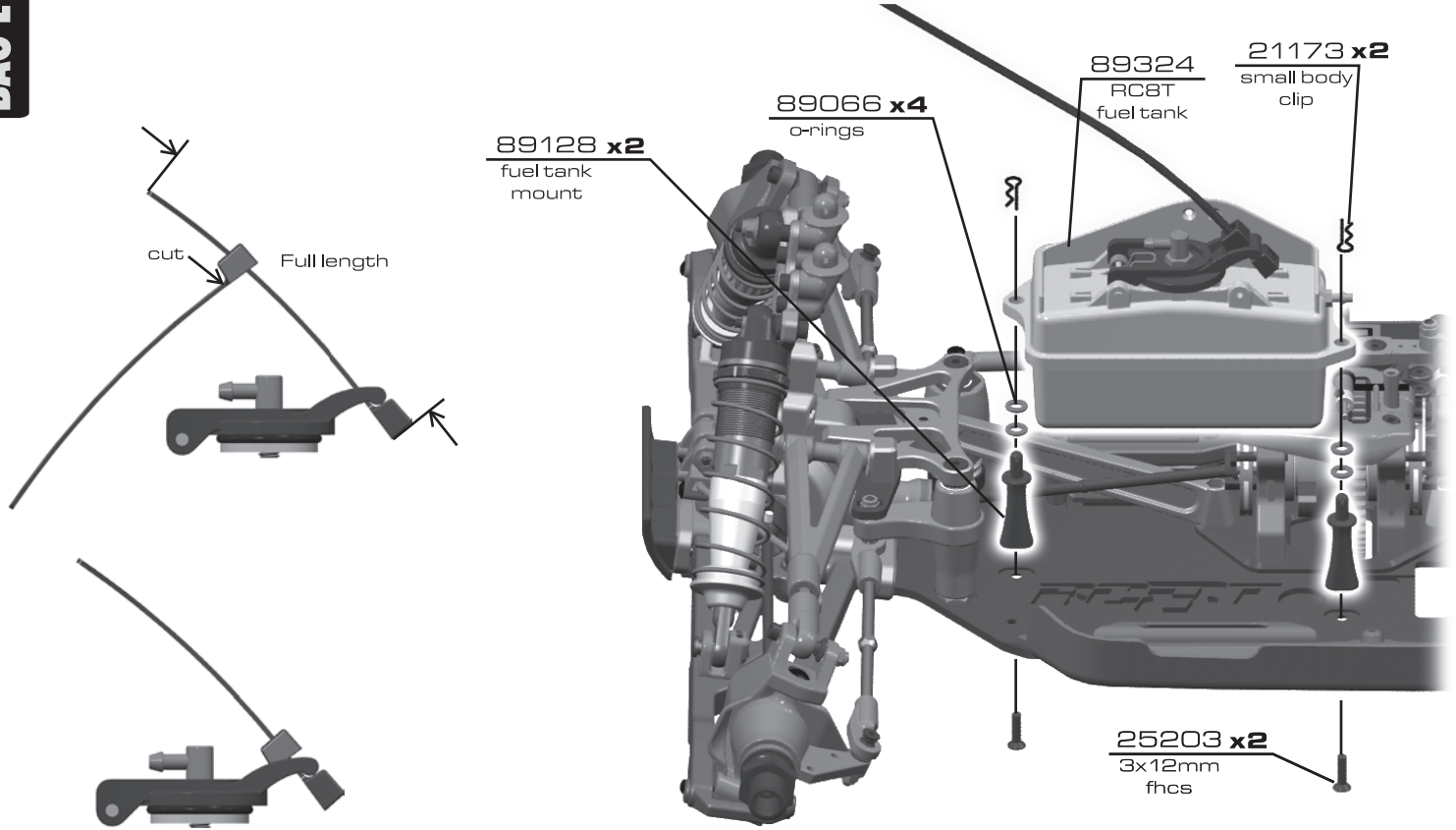
**:: Engine (cont.)**



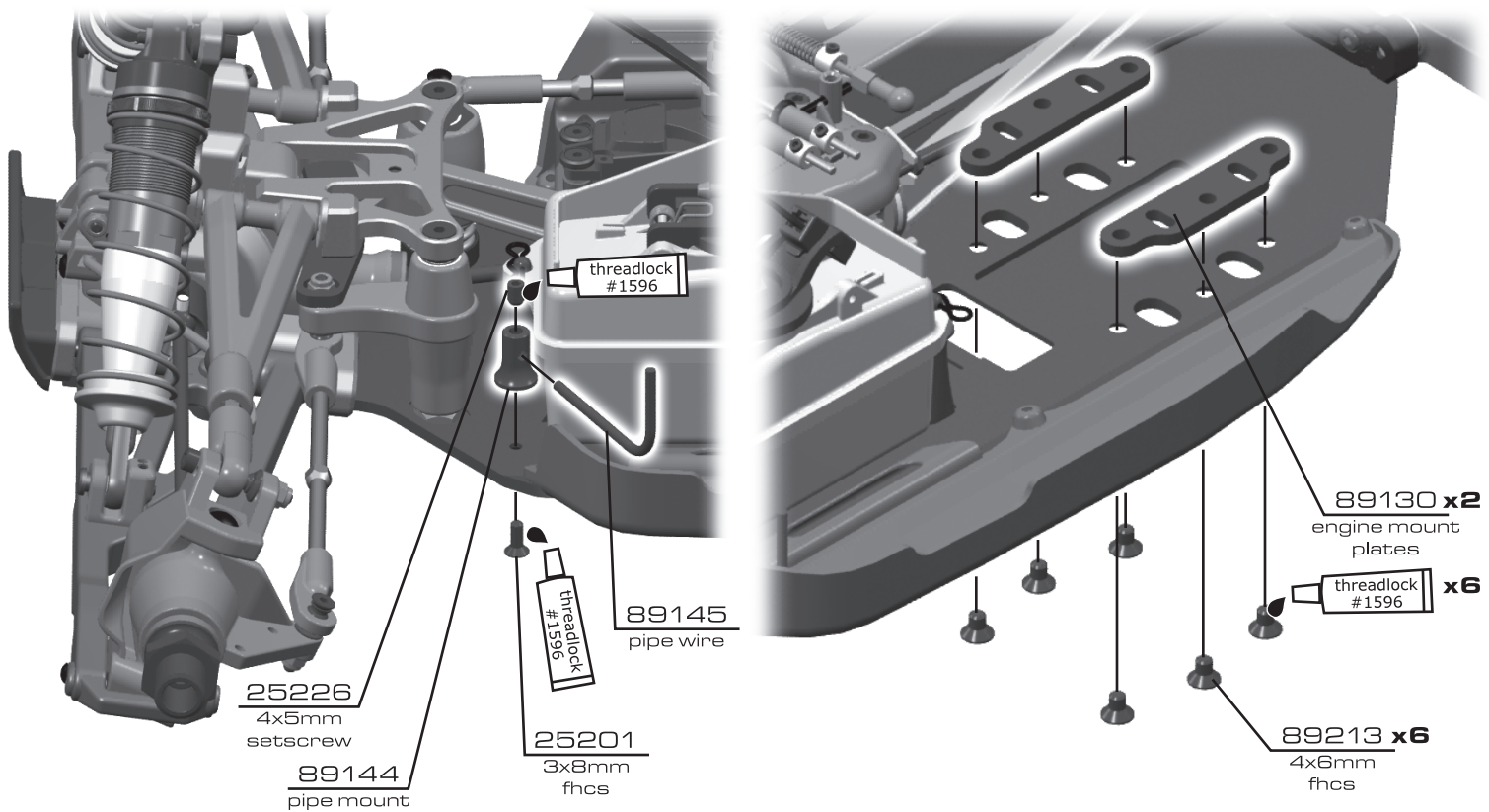
\*muffler not included (AE pt# 89175)

**:: Fuel Tank Install**

**BAG L**



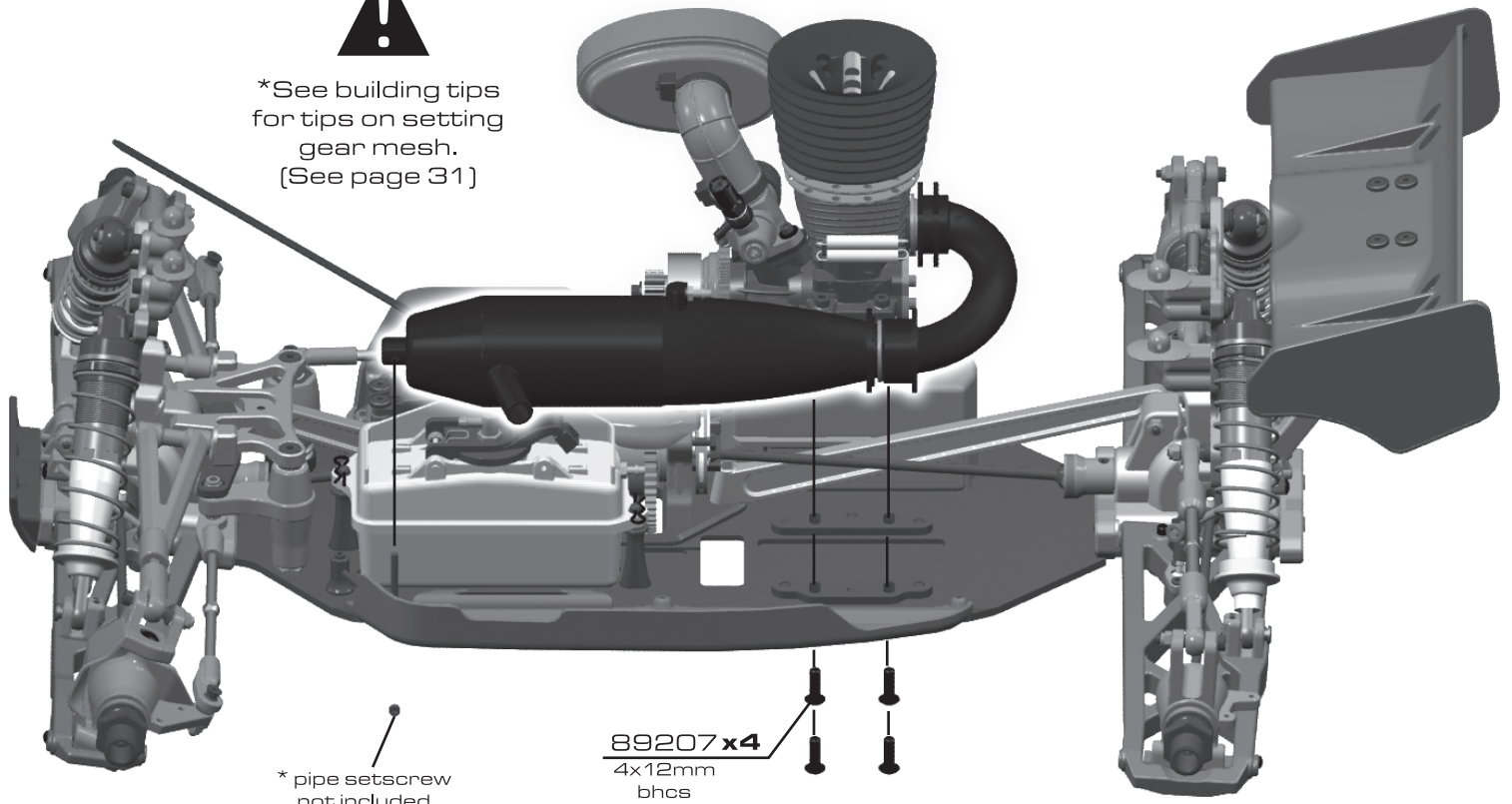
**:: Engine Install**



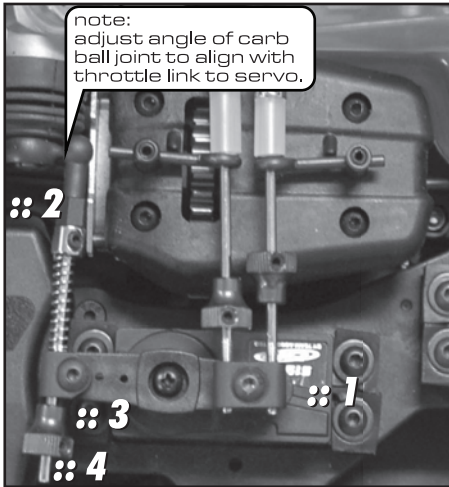
**:: Engine (cont.)**



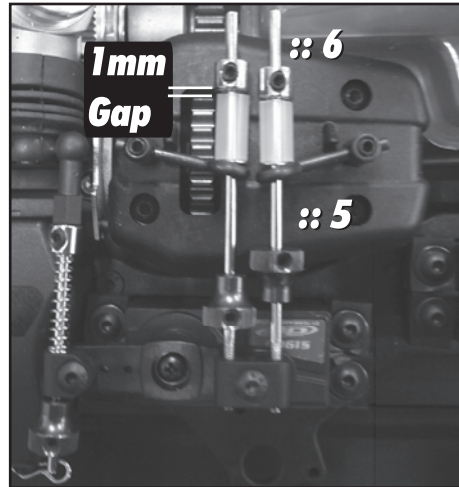
\*See building tips for tips on setting gear mesh. (See page 31)



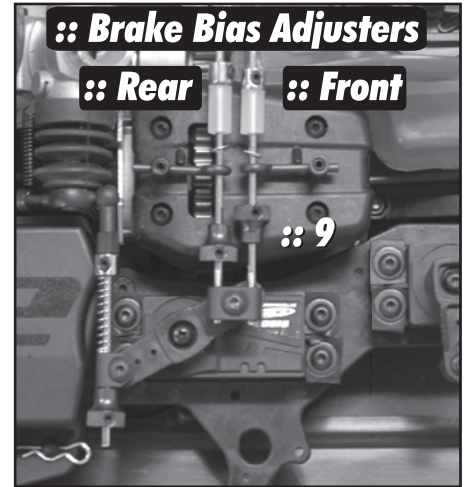
**:: Linkage Adjustment**



- 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.



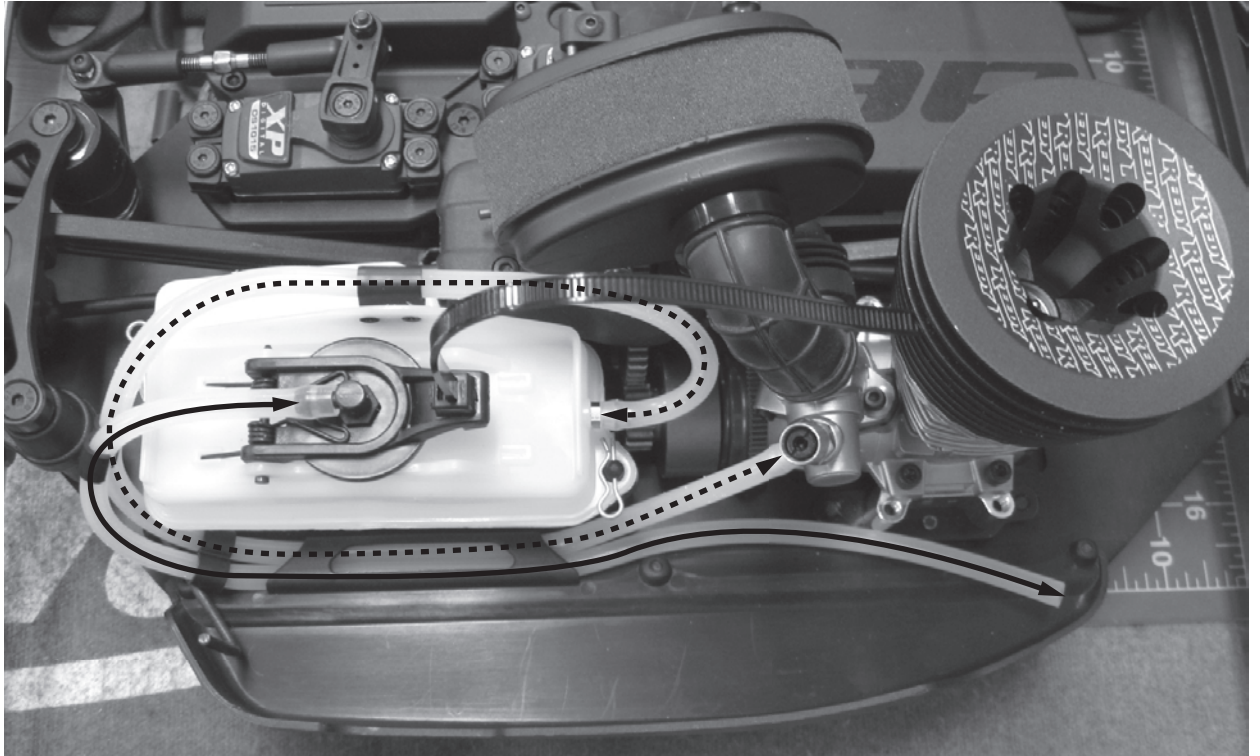
- 7: set throttle EPA max. apply full throttle on transmitter and set EPA so that the carb is full open. be careful not to over-extend the carb.
- 8: set max brake EPA at 30% as a starting point.
- 9: brake bias adjusters: thread the adjuster into the mount to achieve stronger brakes on that end of the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

**!DO NOT START ENGINE FOR THIS STEP!**

:: Engine (cont.)

pressure line  
from fuel tank lid to  
exhaust pipe nipple

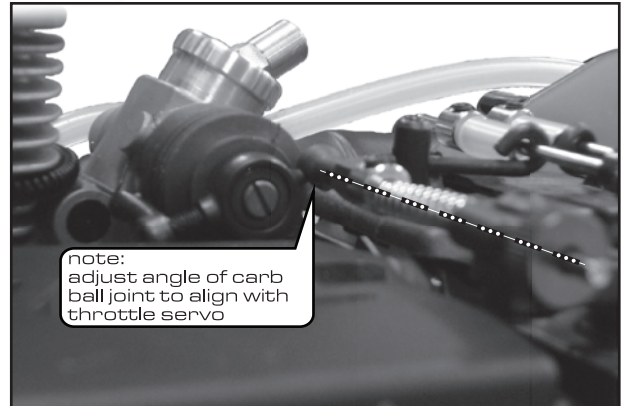
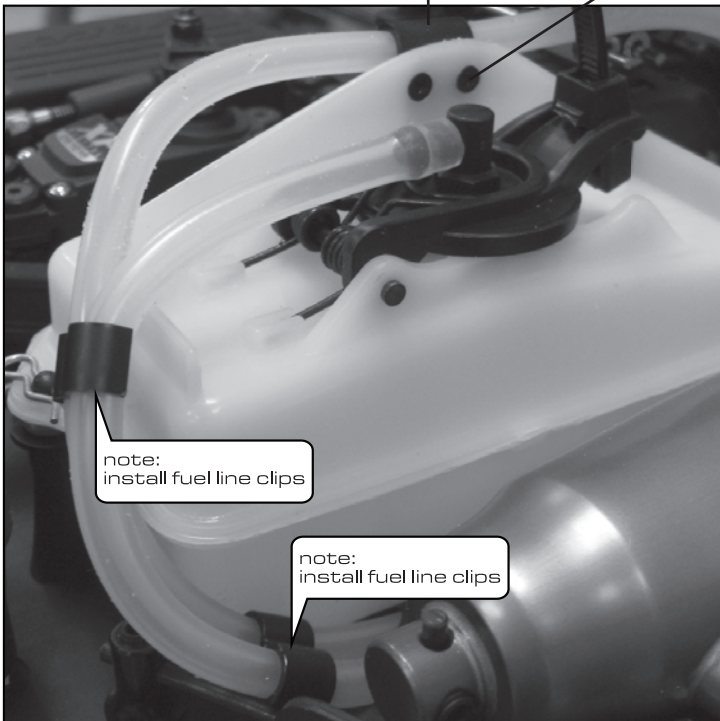
fuel line  
from fuel tank to  
carburetor



:: Engine (cont.)

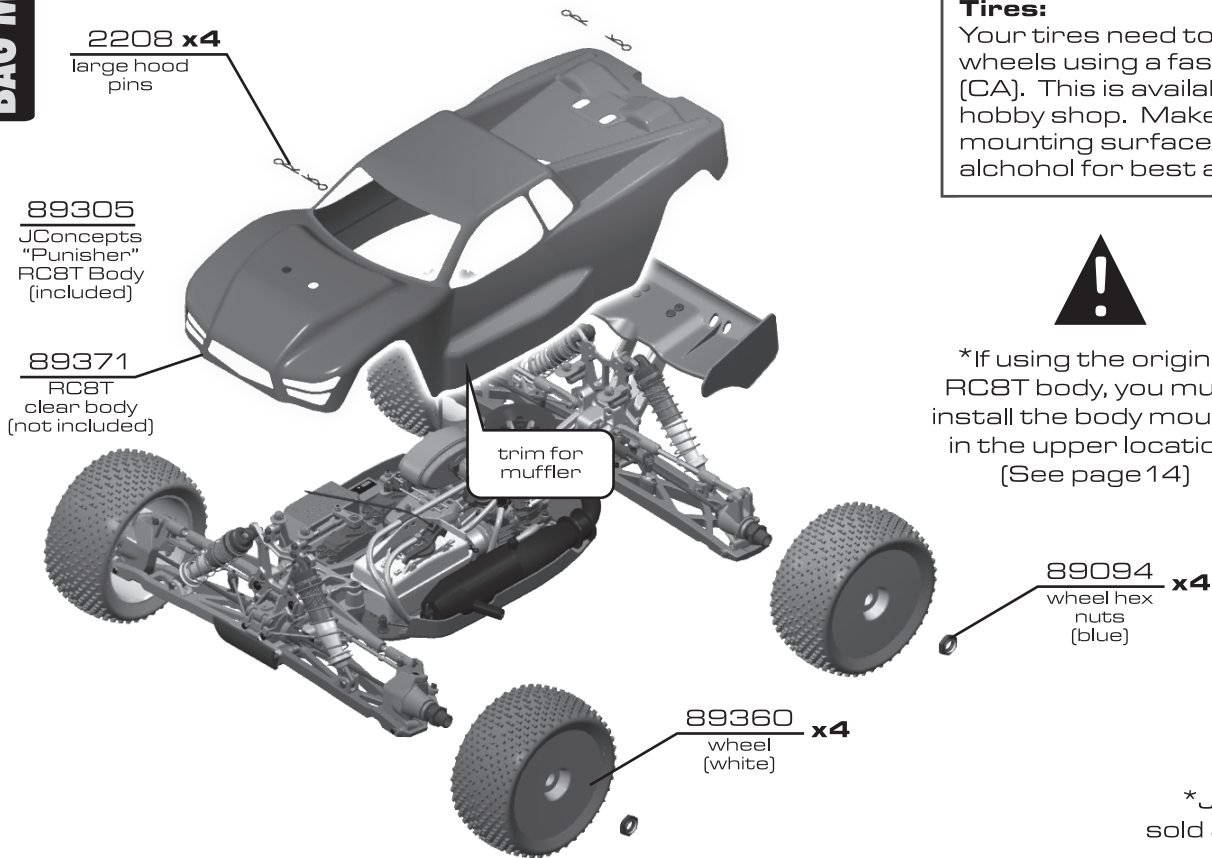
89325 x3  
fuel clips

89326 x2  
2x4mm  
fhps



## :: Tire and Body Install

**BAG M**



## :: Building Tips

### Tires:

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



\*If using the original RC8T body, you must install the body mounts in the upper location. (See page 14)



\*JConcepts tires sold at JConcepts.net.

## :: Building Tips

### Tires:

The tires need to be glued to the wheels using any fast-curing FT Tire glue (CA). 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 RC8T. If not, go back to Step 1.

### Receiver Pack:

Your RC8T does not come with a receiver pack. It is recommended that you use a 5-cell in either stick (AE Pt #612) or hump (AE Pt#613) pack configuration, or LiPo Rx (AE Pt # 630 or 631) (your RC8T will accept either). Charge your pack per the battery manufacturer's instructions. This will need to be done before you can setup up your RC8T.

### 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 RC8T 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

**:: Tuning****Gearing:**

Recommended Gearing: 14-54      This is a good starting point for most tracks.

When using a .28 size engine, the Team will typically change the spur gear to a 50 tooth. Other optional gearing for .21 on a smaller track will be 13-52 or 13-54.

**Differential Fluid:**

Team Associated includes a complete bottle of 7,000cst diff oil. You can also provide your own oil and try one of the optional setups.

Standard differential fluid setup: Front = 7,000cst; Center = 7,000cst; Rear = 7,000cst.  
Optional diff setup 1 (bumpy outdoor track):

Front = 7,000cst; Center = 10,000cst; Rear = 3,000cst.

Optional diff setup 2 (high grip track):

Front = 10,000cst; Center = 15,000cst; Rear = 3,000cst.

**Front Differential:**

Use the standard setup for most cases. Try 10,000cst to 15,000cst to get less low speed steering and better acceleration out of turns.

**Center Differential:**

Use the standard setup for most cases. Many racers will try thicker oil (10,000 or 15,000cst) for harder acceleration out of turns.

**Rear Differential:** Start with the standard setup. For expert drivers, the most popular setting for truggy is 3,000 cst. the thicker 7,000cst 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.

**Caster:**

The supplied caster block inserts are 16 degrees. Standard kickup is 9 degrees (2 dot - up insert). You can reduce caster to 14 degrees for smoother steering (also adjust upper caster spacing with both shims in front of the ball joint) and up to 18 degrees for more steering (also adjust upper caster spacing with both shims behind the ball joint).

**Front Upper Pivot Insert:**

The standard insert is 2 dot - down. Going up (2 up, 3 up - 1 mm each) will give more turn in, but less steering on exit. going down (2 down, 3 down) will reduce turn in, but give more steering on exit.

**Front Caster Block Location:**

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

**Steering Rack Location:**

The standard middle location will work the best for most tracks. Going to the back hole will give the car more aggressive steering, especially off-power at low speed. Going to the front hole will give more steering, especially noticeable on power through faster sweeping turns.

**Front Camber:**

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.

**:: Tuning (cont.)****Front Ride Height:**

The front ride height setting you should use most often is with 37mm of gap between the chassis bottom and the ground. Check the ride height with the Off Road Ride Height Gauge (# 1449) by lifting up the entire car 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.

**Front Arm Hole Shockmount:**

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.

**Anti-squat:**

Anti-squat denotes the angle of the rear arms relative to the ground. The kit setting is 2 degrees, and you can also run 1 degree by changing to 3 DOWN insert in front of the rear gearbox. Run the 1 dot insert to get 3 degrees of anti-squat. Less antisquat 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:**

On the RC8T you can change the length of the camber link on the hub, or adjust the inboard location on the tower. The 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 the truggy is 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 the longer 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.

**Rear Hub Hinge Pin Height:**

The kit setting of the upper hole gives more rear grip on turn in, and good forward traction, but it might have difficulty squaring up out of turns. Changing to the lower hinge pin hole in the hub is one of the best adjustments to make to the rear end, more responsive on throttle, and to 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. 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:**

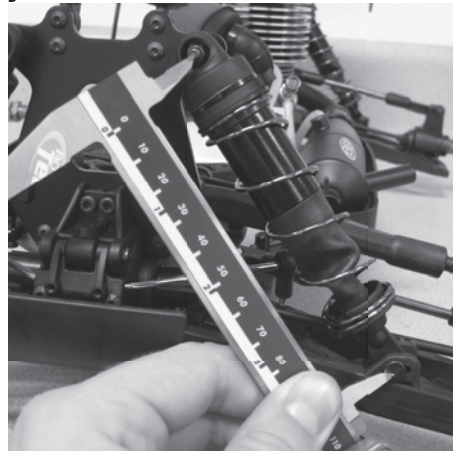
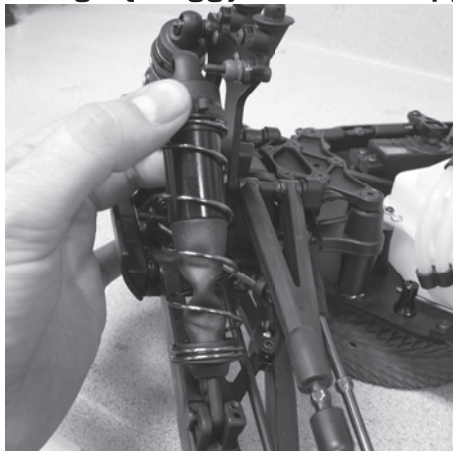
The rear ride height setting you should use most often is with 42mm of gap between the chassis bottom and ground. Check the ride height with the Off Road Ride Height Gauge (# 1449) by lifting up the entire truck about 8-12 inches off the bench and drop it. After the suspension "settles" into place, then raise or lower the adjustment collars as necessary.

**Rear Arm Hole Shockmount:**

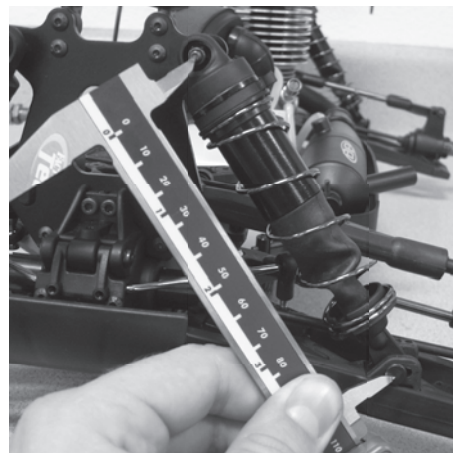
Inside on the arm will give less entry steering, accelerates better straightline through bumps, but may lack side bite. Outside on the arm will be less grip, more steering, but will be more predictable when it breaks traction.

## :: 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 115mm, while the rear shocks should be 126mm.



**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](http://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:** Ryan Mayfield **:: Date:** 7/19/09  
**:: Track:** Leisure Hours Raceway - Joliet, IL  
**:: Event:** ROAR 1/8th Fuel Offroad Nationals

## Setup Sheet for Team Associated's RC8T

**Rev. 1**

### :: Front Suspension

anti-roll bar:

- 2.2 - black   
 2.5 - silver   
 2.8 - gold

bump-steer washers:  
 \_\_\_\_\_  
 out

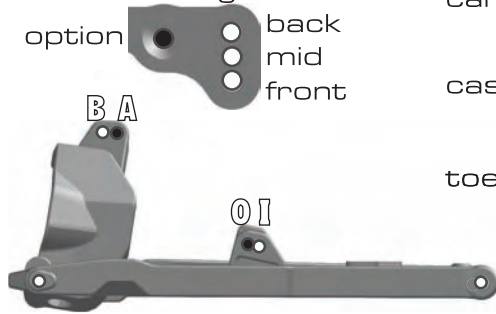
upper hinge pin bushing

front # 2 rear # 1

up  down  up  down

steering rack:

- option  back   
 mid   
 front



camber: -2 °

caster: 16 °

toe: -1 °

kickup bushing

# 1  
 up  down

ride height: 38mm

### :: Rear Suspension

anti-roll bar:

- 2.2 - black   
 2.5 - silver   
 2.8 - gold

wheelbase:

- long   
 medium   
 short

camber: -2 °

toe bushing d-plate:

# 1  
 in  out

hub:  
 upper   
 lower

ride height: 44mm

squat bushing c-plate:

# 1  
 up  down

### :: Front Shocks

spring: Silver piston: 1.3 x 6 Stock  
 shock fluid: 35 wt length: 113mm  
 shock cap: 16mm rebound: \_\_\_\_\_

### :: Rear Shocks

spring: Silver piston: 1.3 x 6 Stock  
 shock fluid: 35 wt length: 125mm  
 shock cap: 16mm 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

### :: Battery Position

position:  
 forward   
 rear

### :: Differentials

front fluid: 7000 wt  
 center fluid: 7000 wt  
 rear fluid: 7000 wt

### :: Wing

location: forward  back   
 angle: low  med.  high   
 type: JConcepts gap: 21mm

### :: Gearing/Clutch

gearing: 14/54  
 clutch shoes: aluminum  
 clutch spring:  .9mm  1.0mm  1.1mm

### :: Engine

engine: Reedy 121 VR restrictor: 8mm  
 muffler: Reedy Exhaust Sys. temp: 250  
 glow plug: Reedy head clearance: \_\_\_\_\_  
 fuel: Sidewinder 30% notes: \_\_\_\_\_

### :: Tires

tire (F/R): JConcepts Crosshair / JConcepts Crosshair  
 compound (F/R): Yellow / Yellow  
 insert: JConcepts yellow wheel: AE LPR  
 traction additive: \_\_\_\_\_

### :: Race and Vehicle Comments

qualify: 1 main: A finish: 1 tq:   
 comments: Based on setup that TQ'ed all four rounds  
of qualifying and won the National Championship!














### :: 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)
	3x16mm (25204)
	3x18mm (89209)
	3x20mm (89210)
	3x22mm (89455)
	3x26mm (89211)
	3x30mm (89212)
	4x6mm (89213)
	4x12mm (89214)
	4x14mm (89217)















**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)

**button head (bhcs)**

METRIC




	2.5x3mm (89201)
	2.5x6mm (31520)
	3x6mm (31531)
	3x10mm (25211)
	3x12mm (89202)
	3x14mm (25187)
	3x16mm (89203)
	3x18mm (2308)
	3x20mm (25188)
	3x22mm (25189)
	3x24mm (89204)
	3x26mm (89205)
	4x10mm (89206)
	4x12mm (89207)

**ball bearings**

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

**setscrews**









METRIC

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

**nuts (lock/plain)**

	m3 locknut (25215)
	flanged m3 locknut (25612)
	m4 locknut (89216)

**shims & washers**

	3mm lock washer (89231)
	2.5mm washer (89278)
	clutch bell shims (89148)
	blue countersunk washer (89229)
	silver cone washer (89230)
	3x8mm thin washer (89218)
	diff washer (89120)
	diff shim (89117)

Notes:

**:: Driver:** \_\_\_\_\_ **:: Date:** \_\_\_\_\_  
**:: Track:** \_\_\_\_\_  
**:: Event:** \_\_\_\_\_

## Setup Sheet for Team Associated's RC8T

**Rev. 1**

### :: 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

steering rack:  
 option back  
 mid  
 front

camber: \_\_\_\_\_ °  
 caster: \_\_\_\_\_ °  
 toe: \_\_\_\_\_ °

kickup bushing  
 # \_\_\_\_\_  
 up  down

ride height: \_\_\_\_\_

### :: Rear Suspension

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

camber: \_\_\_\_\_ °

toe bushing d-plate:  
 # \_\_\_\_\_  
 in  out

hub: upper  
 lower

ride height: \_\_\_\_\_

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

### :: Battery Position

position:  
 forward   
 rear

### :: 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  1.1 mm

### :: Engine

engine: \_\_\_\_\_ restrictor: \_\_\_\_\_  
 muffler: \_\_\_\_\_ temp: \_\_\_\_\_  
 glow plug: \_\_\_\_\_ head clearance: \_\_\_\_\_  
 fuel: \_\_\_\_\_ notes: \_\_\_\_\_

### :: 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: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



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**October 2009**