:: Introduction

Thank you for purchasing this Team Associated product. This assembly manual contains instructions and tips for building and maintaining your new vehicle. Please take a moment to read through the manual and familiarize yourself with the 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.
Check www.rc10.com for the latest versions of our instruction manauls.

:: DC10 Classic Kit Features

Since 1964, Team Associated has proven to be the leader in competition racing. And with its roots in on-road racing, it makes sense that our Area 51 engineers would develop the ultimate RC drift car, the DC10. In RC drifting, vehicle balance is key. With the many suspension and chassis tuning options of the DC10, drivers can setup their car with precision. From camber, caster, and kingpin inclination (KPI) to motor and battery position, the Team Associated DC10 1:10 Scale RWD Competition Drift Kit has it all!

- New 2mm gold anodized aluminum flex chassis Included
- Classic white molded (dyeable) plastics throughout
- Gold Anodized aluminum threaded shocks
- Gold anodized motor plate
- All new clear American muscle car body
- Adjustable battery placement
- Fully tunable Ackermann plates
- Easy-to-adjust camber
- High and low motor mounting capabilities
- Adjustable offset wheel hexes
- Adjustable servo mount locations
- Precision rubber-sealed ball bearings throughout
- Rear mounted electronic speed control (ESC) plate
- Adjustable rear anti-squat and toe-in
- Competition, low friction Team Associated drift tires included
- Maximum steering throw for optimal control drifting through turns
- Easy-to-tune caster adjustments can be made without tools
- White Team Associated Drift wheels included
- New Silver adjustable turnbuckles

:: Additional

Your new DC10 Kit comes unassembled and requires the following items for completion (refer to AssociatedElectrics.com for suggestions):

- RC 2-channel surface frequency radio system
- AA-size batteries for transmitter
- Electronic Speed Control (“ESC”)
- Steering servo
- RC electric motor
- Drift gyro
- Pinion gear, size determined by type/turn or kV of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 2-cell LiPo battery pack
- 1:10 Drift Body
- Polycarbonate specific spray paint
- Cyanoacrylate glue (“CA”) (#1697)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears

:: Other Helpful Items

- Silicone Shock Fluid (Refer to AssociatedElectrics.com for complete listings)
- FT Body Scissors (#1737)
- FT Hex/Nut Wrenches (#1519)
- FT Universal Tire Balancer (#1498)
- FT Dual Turnbuckle Wrench (#1114)
- FT Body Reamer (#1499)
- Needle Nose Pliers
- Calipers or a Precision Ruler
- Green Slime shock lube (#1105)
- Shock Pliers (#1681)
- FT Ballcup Wrench (#1579)
- Soldering Iron
- Wire Cutters
- Hobby Knife

Associated Electrics, Inc.
21062 Bake Parkway.
Lake Forest, CA 92630

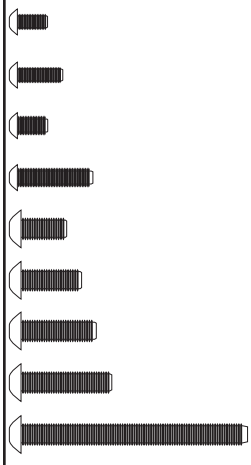
ASSOCIATED ELECTRICS
Since 1984

Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

http://www.AssociatedElectrics.com • http://www.instagram.com/teamassociatedrc/ • http://www.facebook.com/TeamAssociated/

:: Hardware - 1:1 Scale View

Button Head (bhcs)

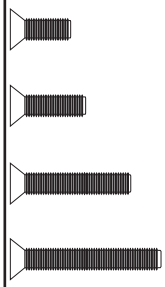


2x4mm (31510)
2x6mm (4672)
2.5x4mm (4673)
2.5x10mm (31522)
3x6mm (31531)
3x8mm (31532)
3x10mm (25211)
3x12mm (89202)
3x30mm (91478)

Cap Head (shcs)

3x45mm (89279)

Flat Head (fhcs)

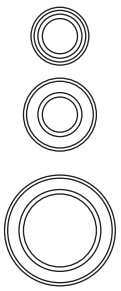


3x8mm (25201)
3x10mm (25202)
3x16mm (25204)
3x20mm (89210)

Set Screws

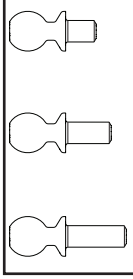
3x8mm (4670)
4x5mm (25226)

Ball Bearings



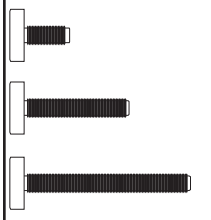
5x8x2.5mm (8680)
5x10x4mm (91560)
10x15x4 (91563)

Ballstuds



HD 4mm (91451)
Ti HD 4mm (91750)
HD 6mm (91047)
Ti HD 6mm (91751)
HD 8mm (91048)
Ti HD 8mm (91752)

LP Socket Head (lp shcs)



3x6mm (41089)
3x10mm (41090)
3x22mm (41095)

Shims and Washers

5.5x0.5mm (31381)
5.5x1.0mm (31382)
5.5x2.0mm (31383)
3x8mm Washer (89218)

Nuts (lock/plain)

M3 Nut (91477)
M3 Alum. Locknut, Blue (31550)
M3 Locknut, Black (25215)

M4 Locknuts:
Serrated Steel LP (91150)
Serrated Steel (Silver) (91826)
FT Aluminum (Blue) (31551)
Serrated Aluminum (Black) (91738)

Notes:

:: Table of Contents

:: Notes

This symbol indicates a special note or instruction in the manual.

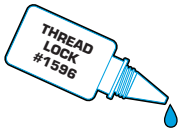
x2 This symbol indicates the number of the same part that is required.

2 This symbol indicates the order within a step to assemble parts.

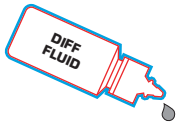
FT FACTORY TEAM This symbol indicates there are optional FT parts available

This symbol indicates a Racers Tip.

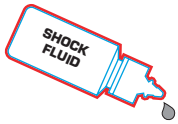
There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size. Each part in the foldout has a number assigned to it for ordering replacement parts.



This symbol indicates where Thread Lock Adhesive should be applied. *not included

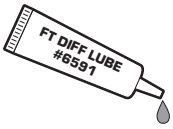


This symbol indicates where Diff Fluid should be applied.



This symbol indicates where Shock Fluid should be applied.

This symbol indicates where FT Silicone Grease should be applied. *not included



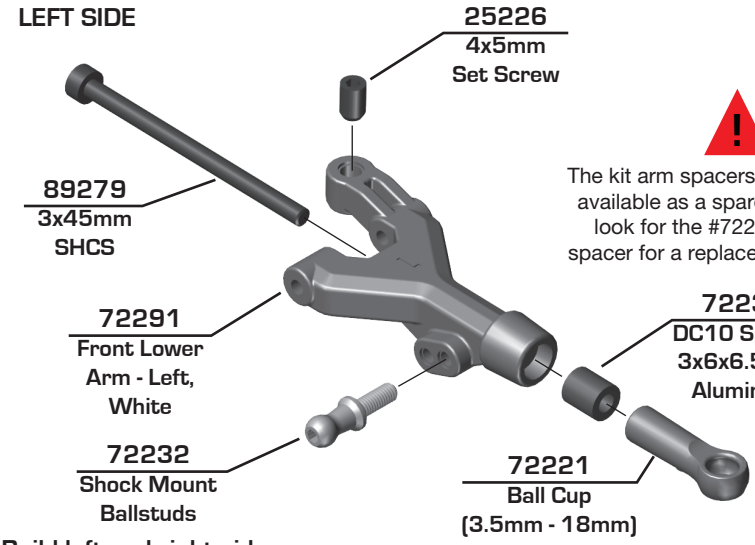
This symbol indicates where FT Diff Lube should be applied. *not included

This symbol indicates where Black Grease should be applied.

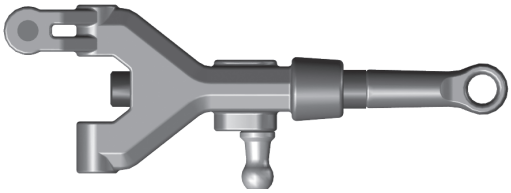
This symbol indicates where Green Slime can be applied. *not included

Bag 1 - Step 1

LEFT SIDE

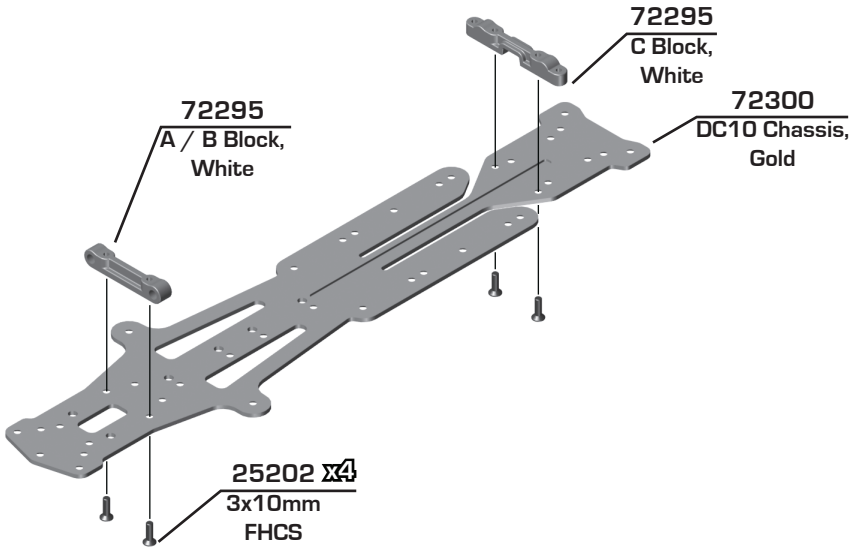


The kit arm spacers in white are not available as a spare part. Instead look for the #72236 Aluminum spacer for a replacement if needed.

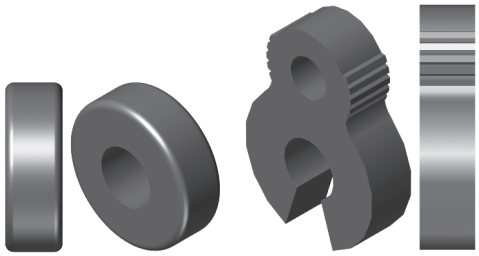


Build left and right sides

Bag 1 - Step 2

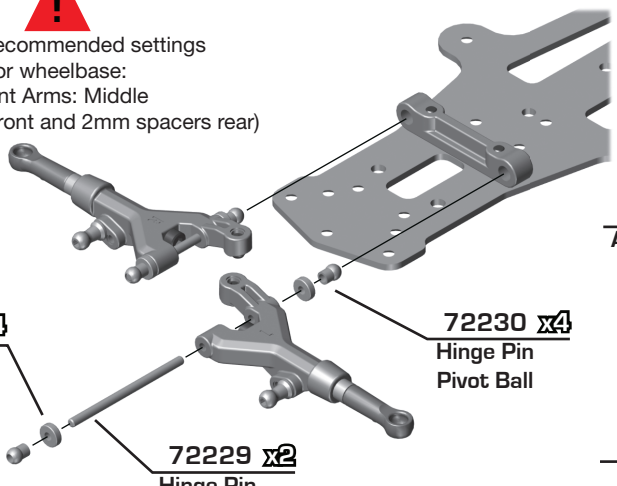


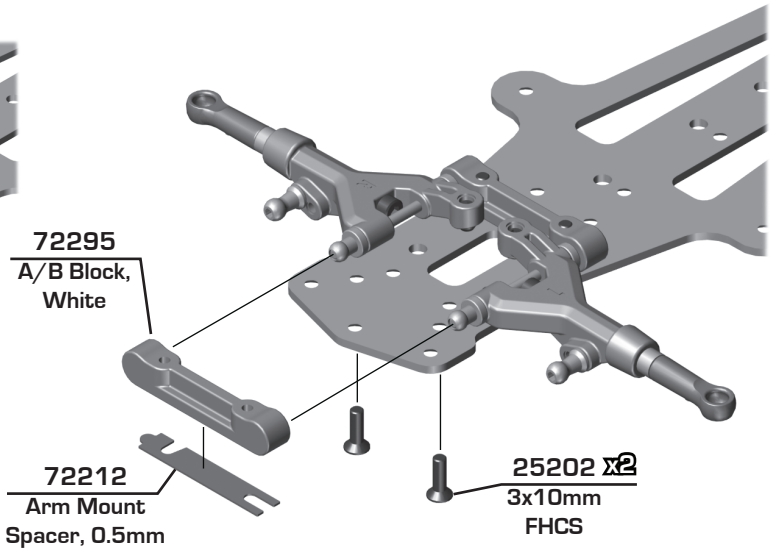
You have the option of using standard 2mm washers or 2mm clips for the inner hinge pins and front / rear arm adjustments



Bag 1 - Step 3

Factory recommended settings for wheelbase:
Front Arms: Middle
(2mm spacersfront and 2mm spacers rear)

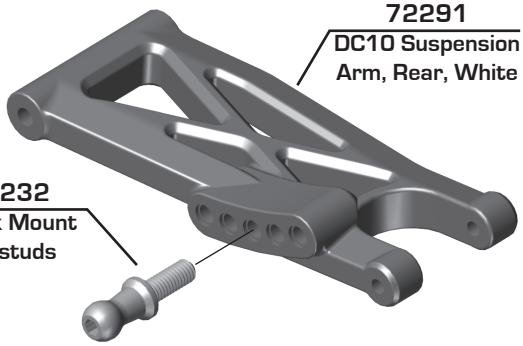




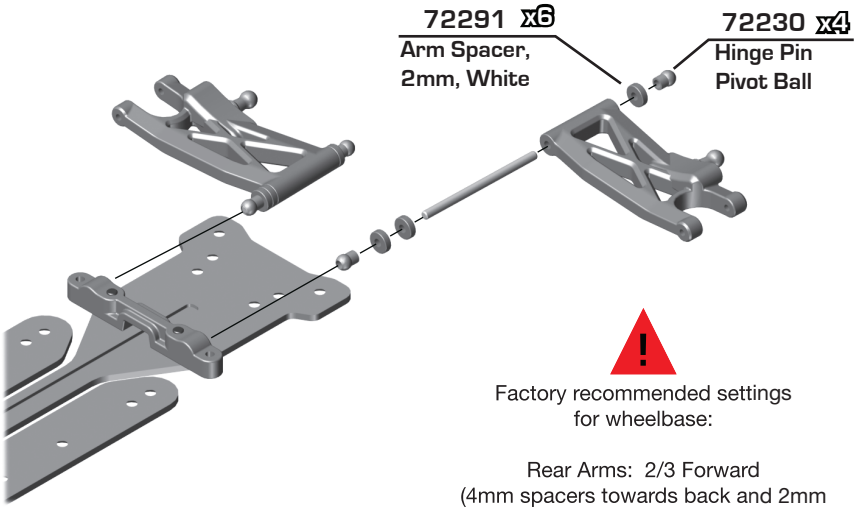
Build left and right sides

Bag 1 - Step 4

LEFT SIDE



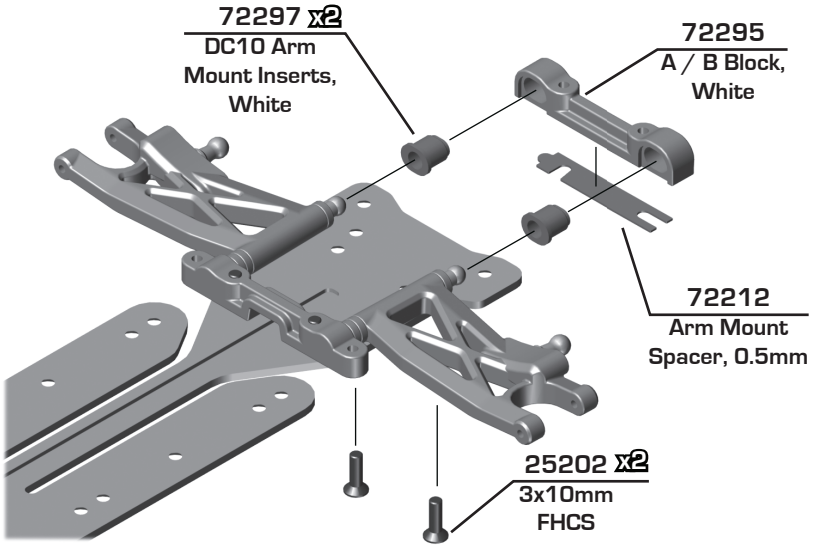
Build left and right sides



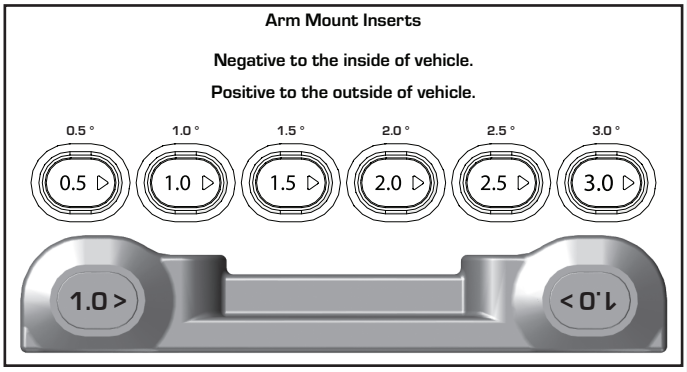
Factory recommended settings for wheelbase:

Rear Arms: 2/3 Forward
(4mm spacers towards back and 2mm spacers towards front)

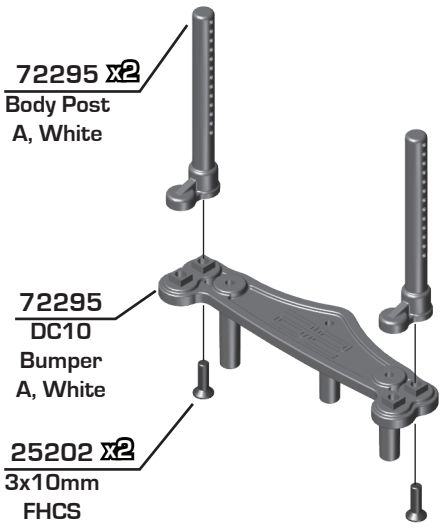
Bag 1 - Step 5

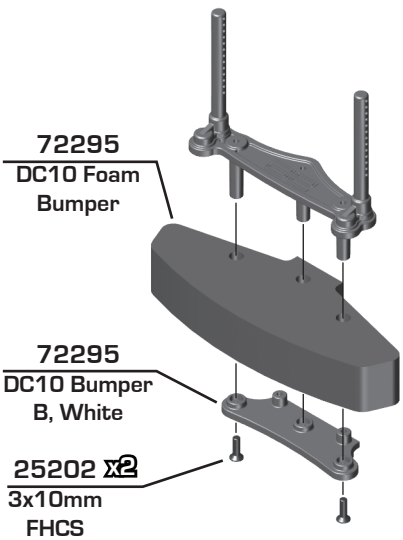


Factory Rear Toe Setting:
1.0 degree - arrow inward.

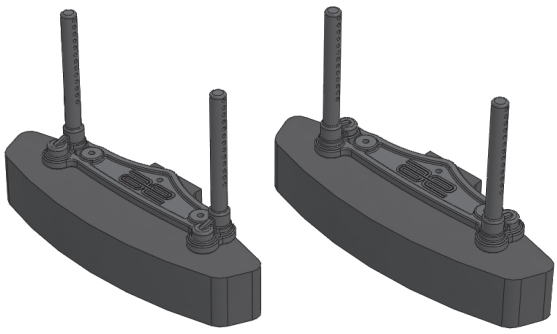


Bag 1 - Step 6

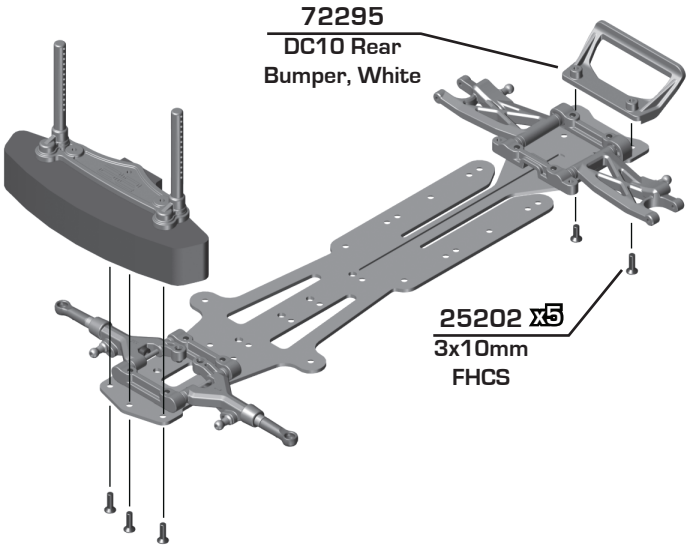




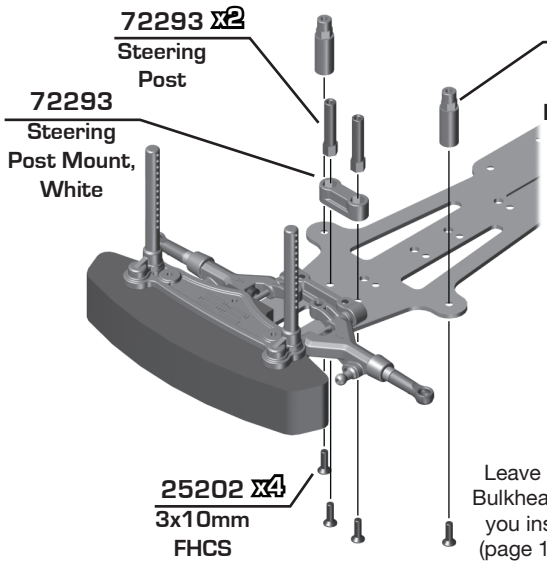
There are two front body post mounting options!



Bag 1 - Step 7

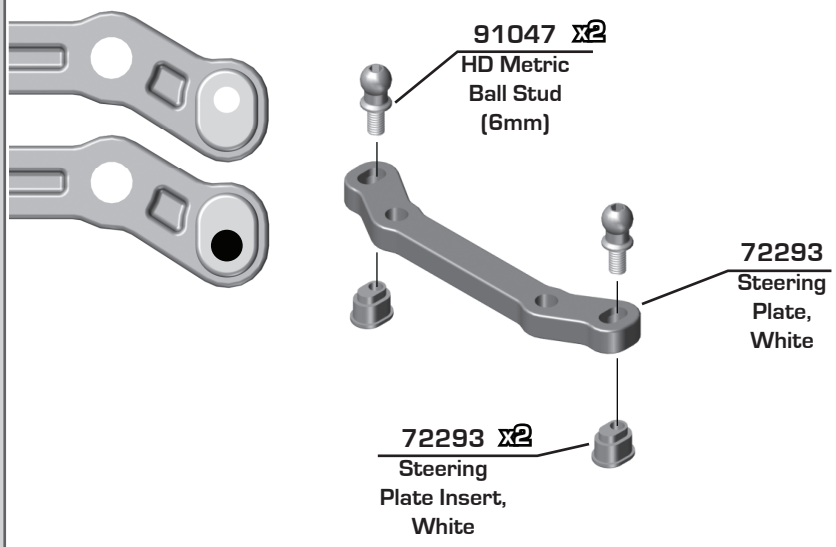


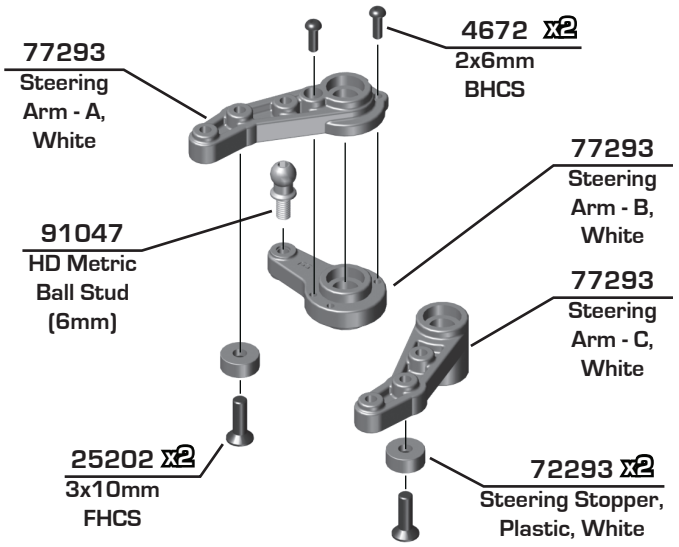
Bag 2 - Step 1



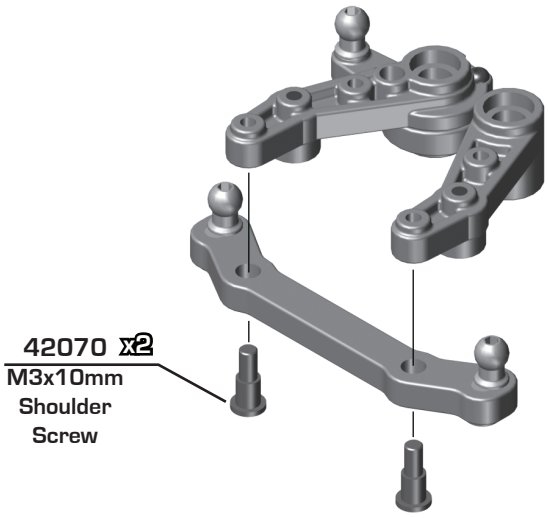
Leave #72207 Top Plate Bulkhead Posts loose until you install the Top Plate (page 10, Bag 2 - Step 8)

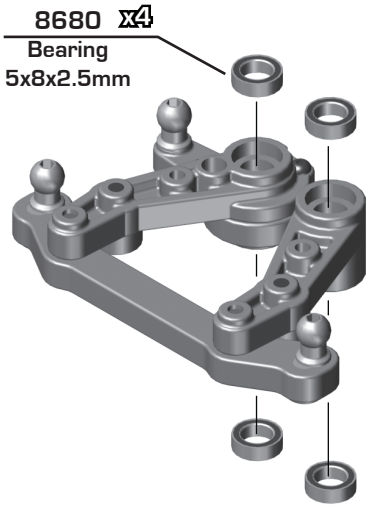
Bag 2 - Step 2



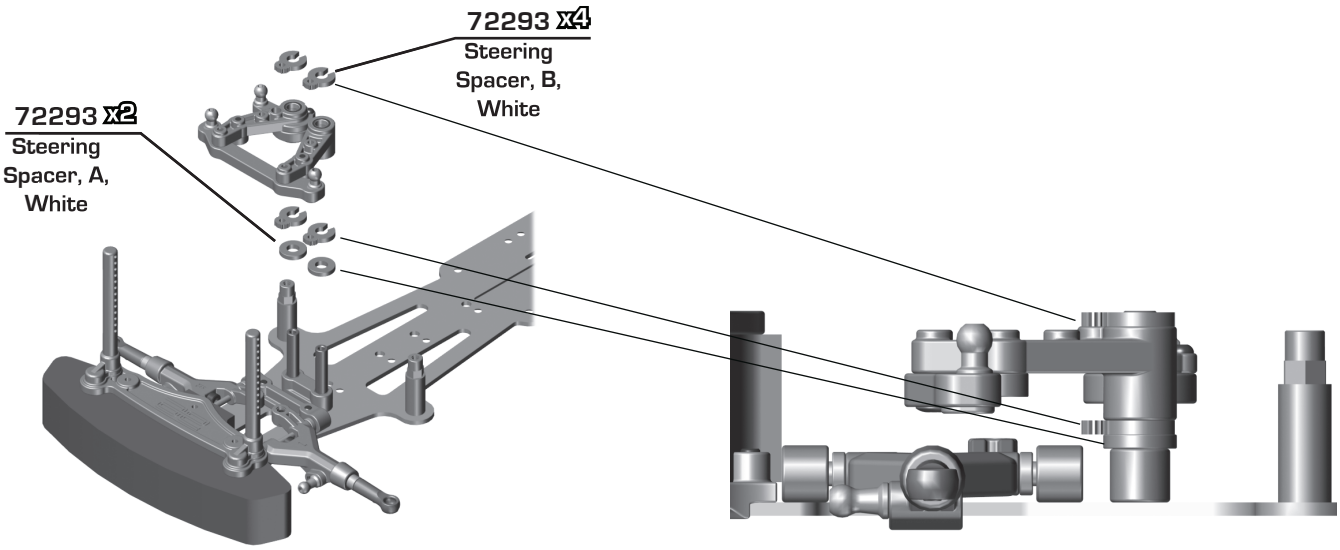


Bag 2 - Step 3

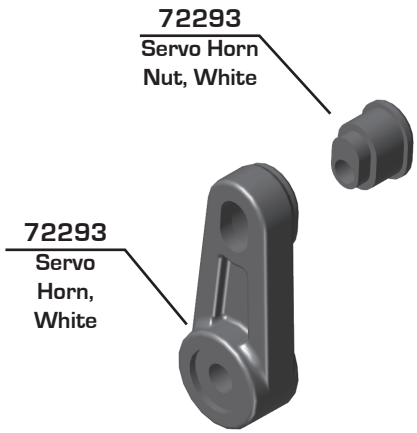


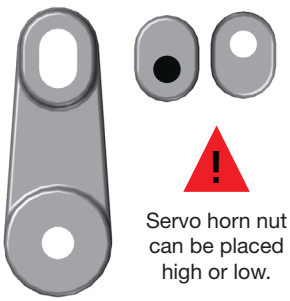


:: Bag 2 - Step 4

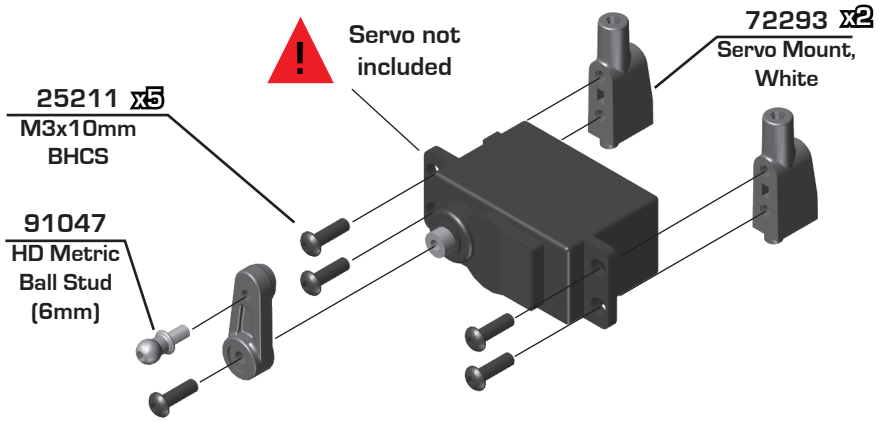


:: Bag 2 - Step 5

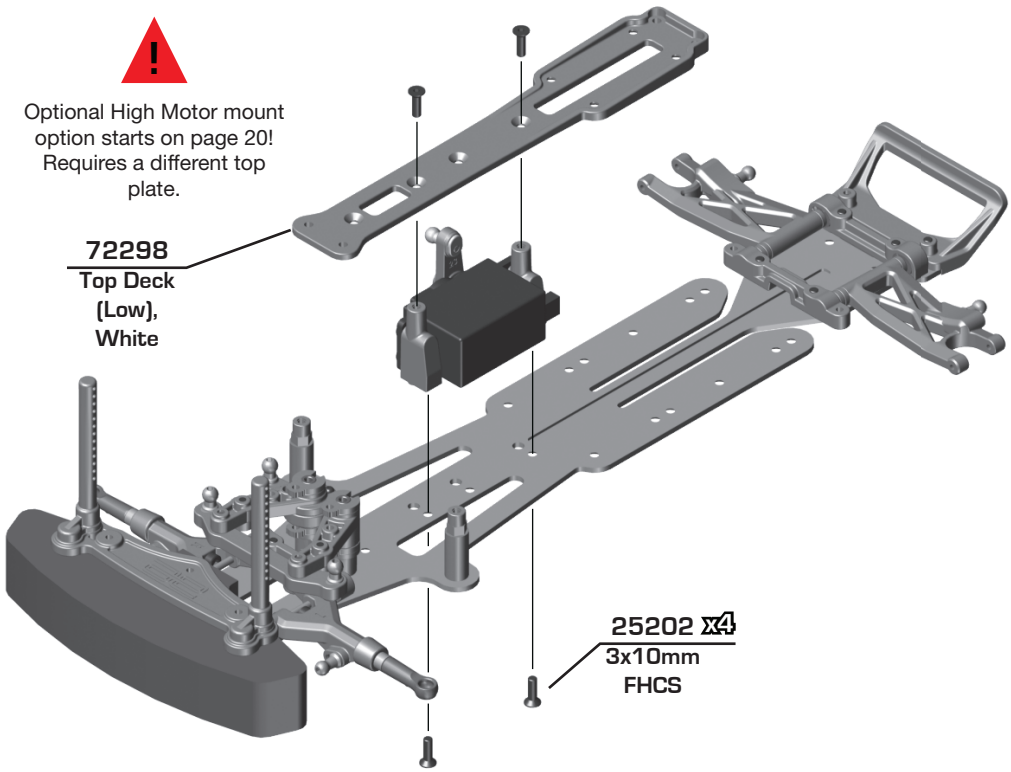




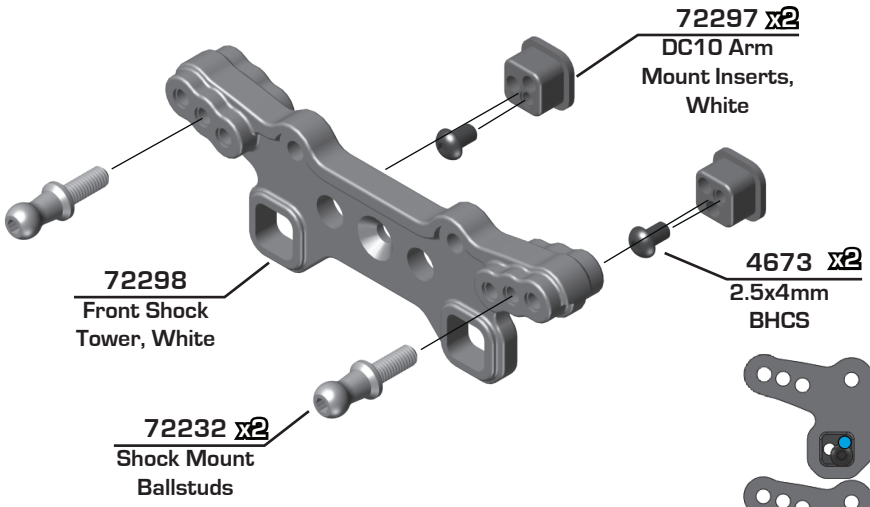
Servo horn nut can be placed high or low.



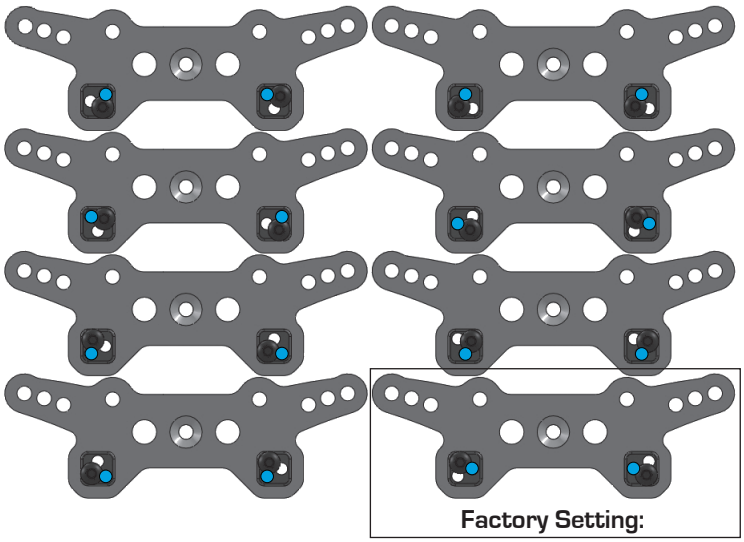
Optional High Motor mount option starts on page 20! Requires a different top plate.



:: Bag 1 and 2 - Step 6



"Blue dot designates upper hinge pin location".

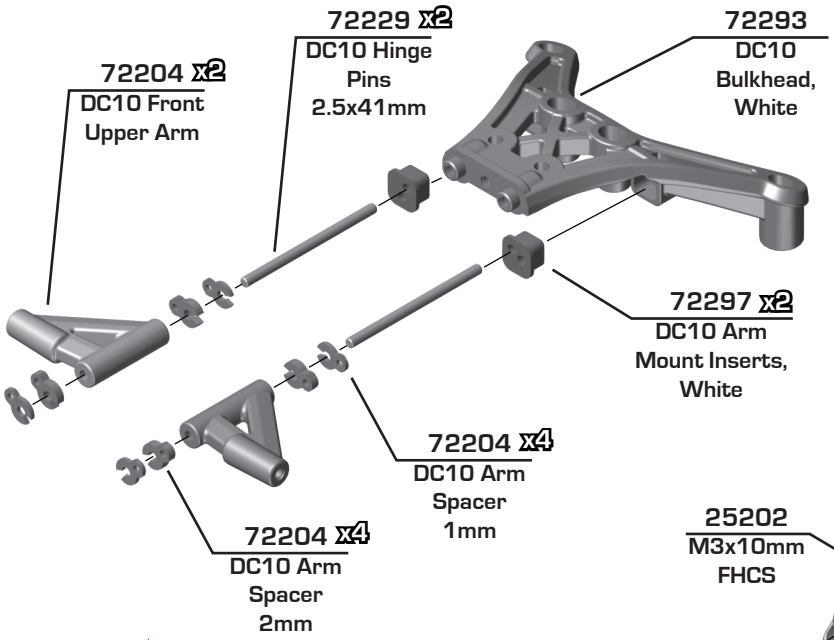


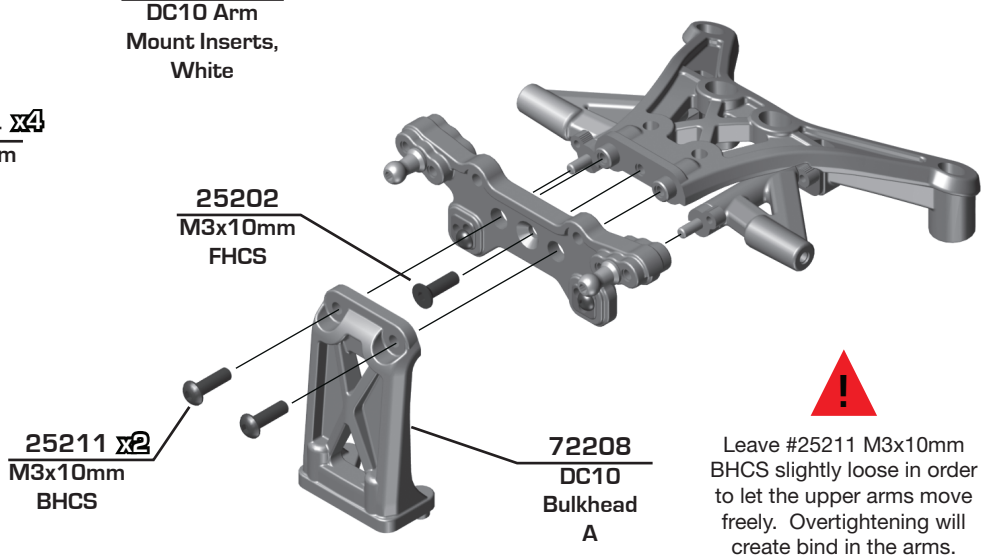
Factory Setting:

Front Upper Arm Roll Center Adjustment:

This is for roll center and track width. The lower the roll center the more stable the car is. The higher the roll center the more reactive the car is. There are no degree settings here, just roll center adjustment.

:: Bag 1 and 2 - Step 7

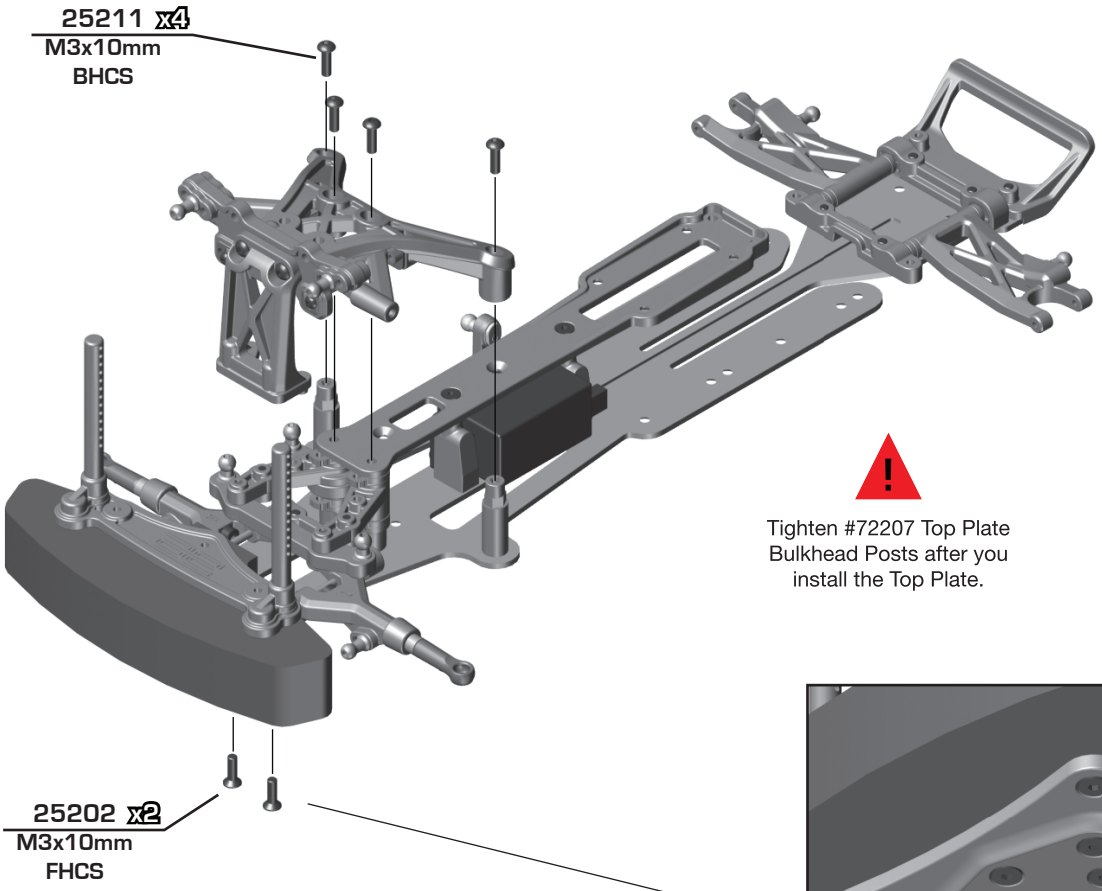




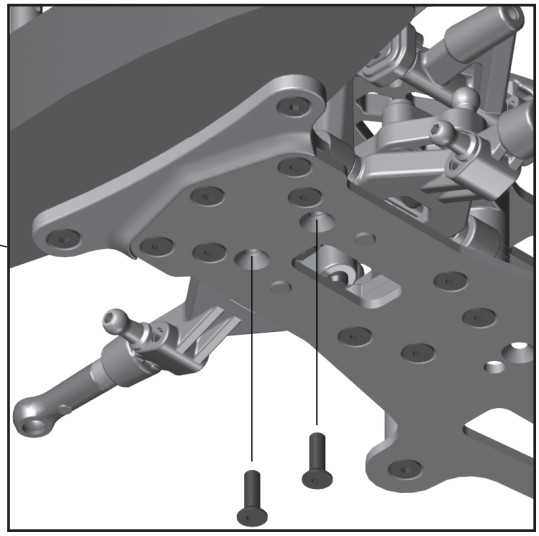
Caster Setting:
6-14 degree.
Factory Recommended Setting:
12 degree Caster
(6mm clips towards front and 1mm clip in back)

Leave #25211 M3x10mm BHCS slightly loose in order to let the upper arms move freely. Overtightening will create bind in the arms.

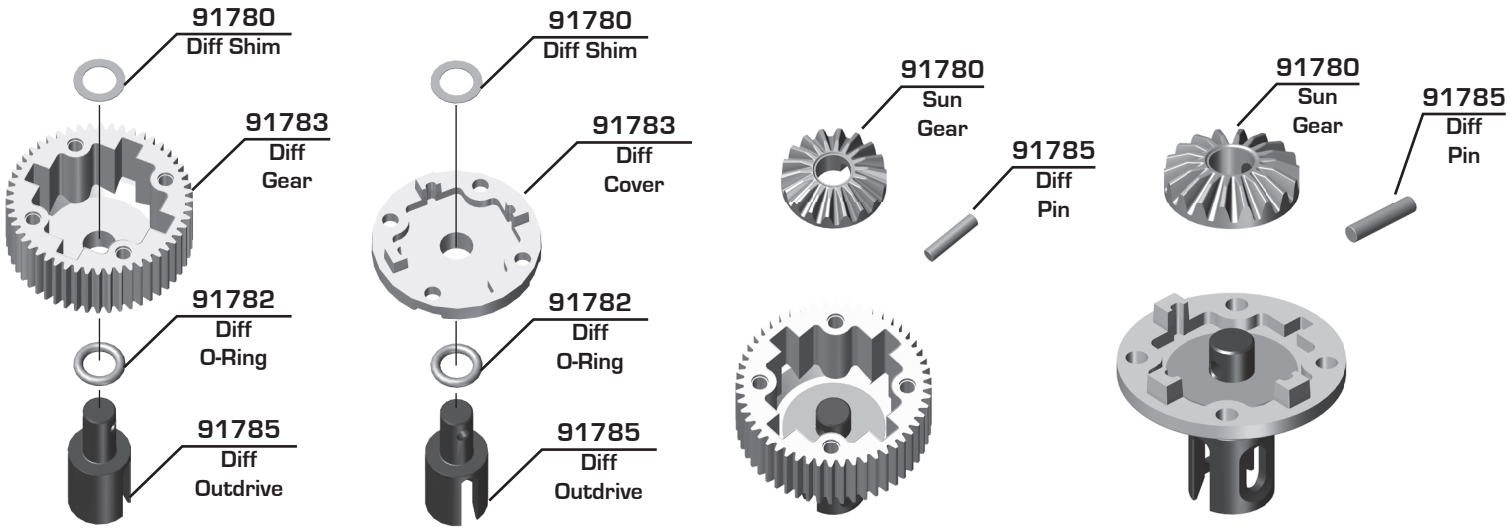
Bag 2 - Step 8



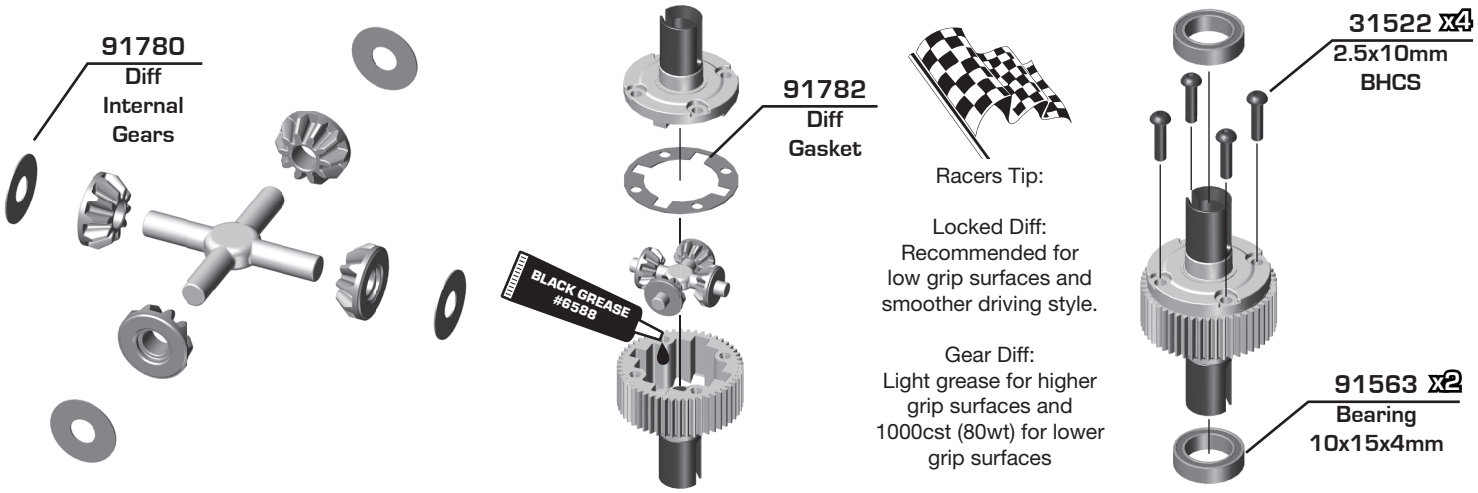
Tighten #72207 Top Plate Bulkhead Posts after you install the Top Plate.



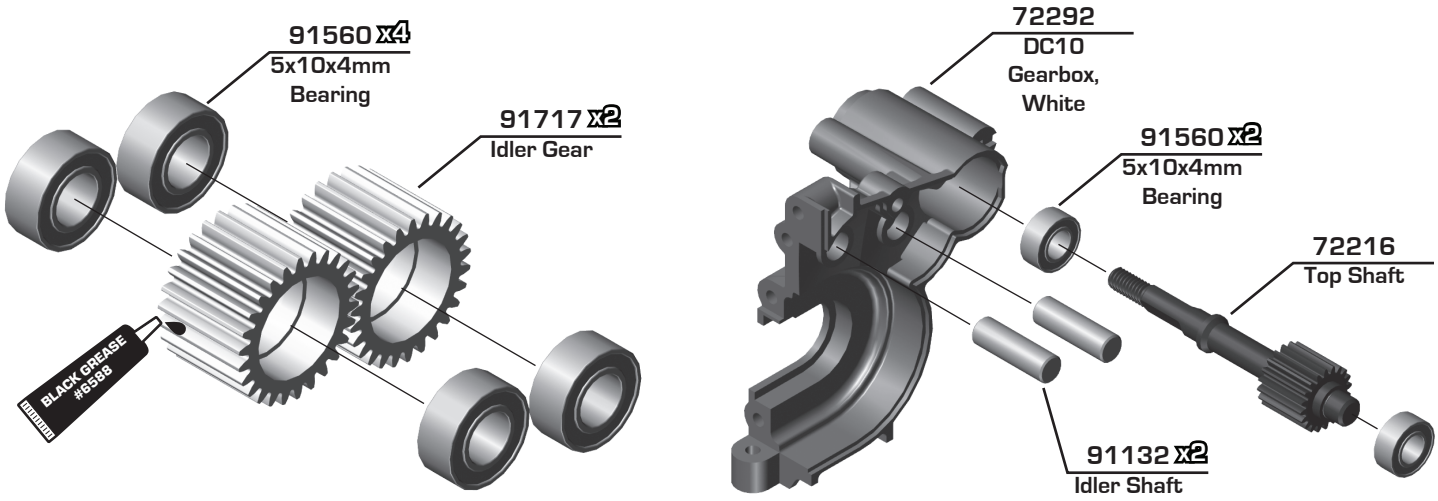
Bag 3 and 9 - Step 1



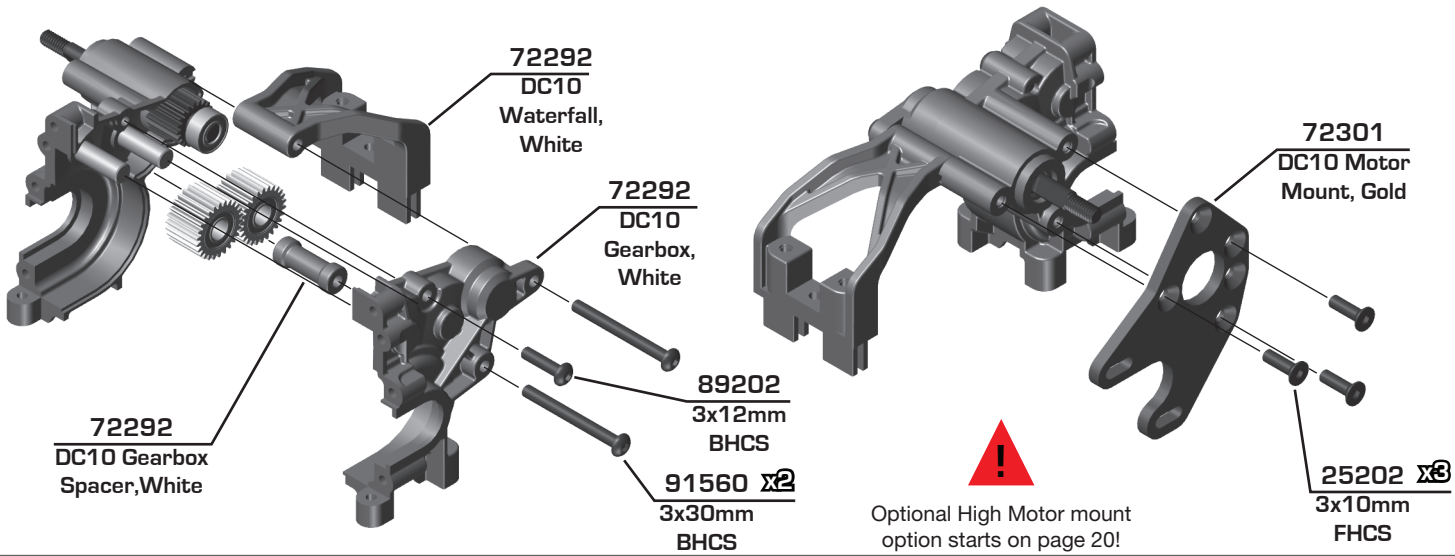
Bag 3 and 9 - Step 2



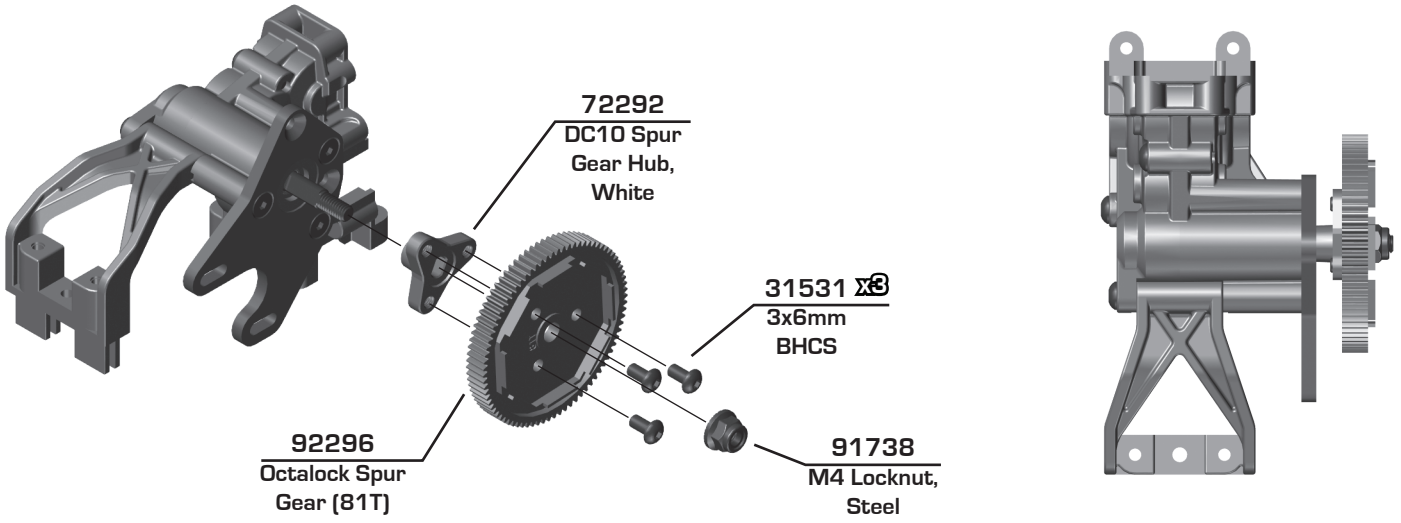
Bag 4 - Step 1



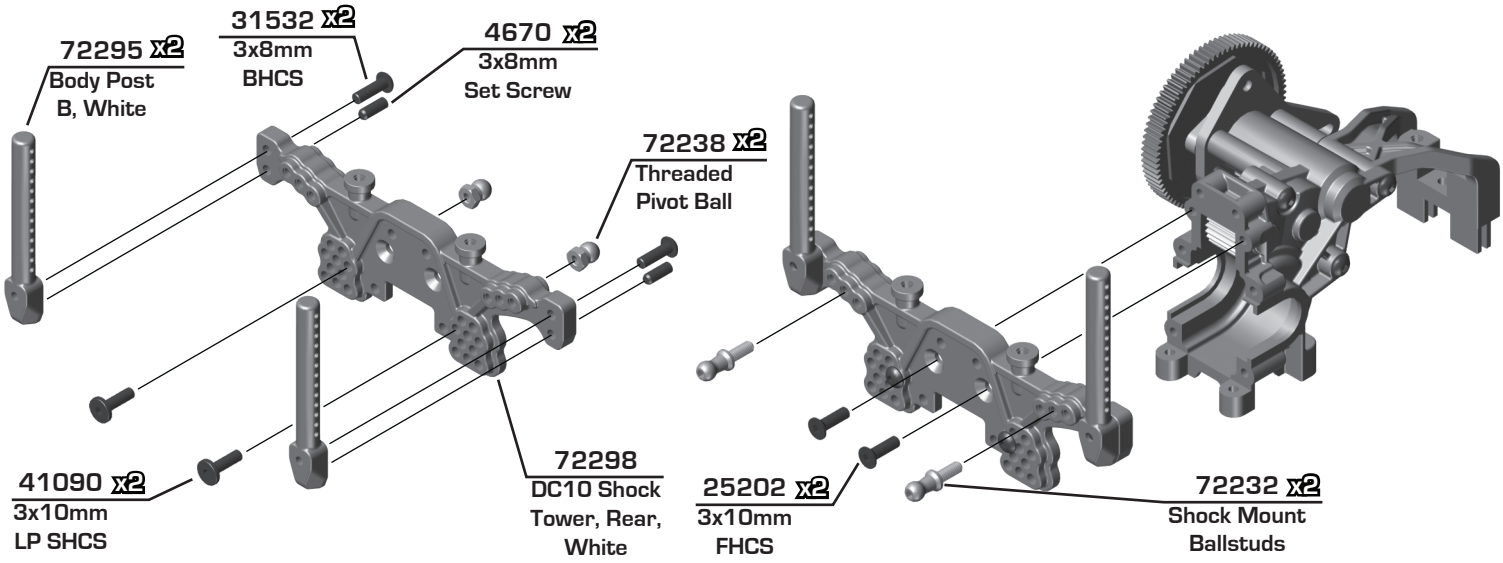
Bag 4 - Step 2



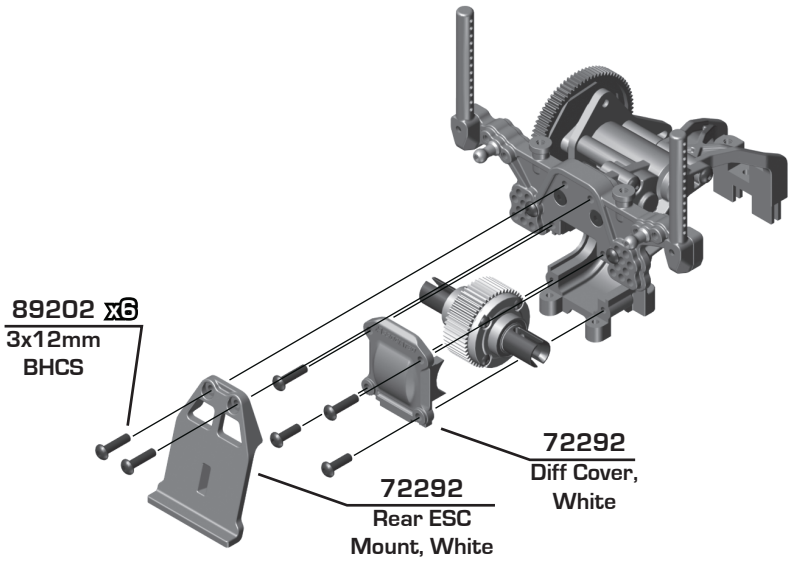
Bag 4 - Step 3



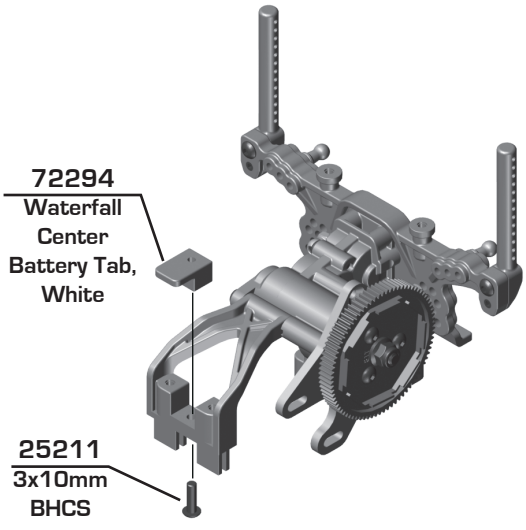
Bag 4 - Step 4



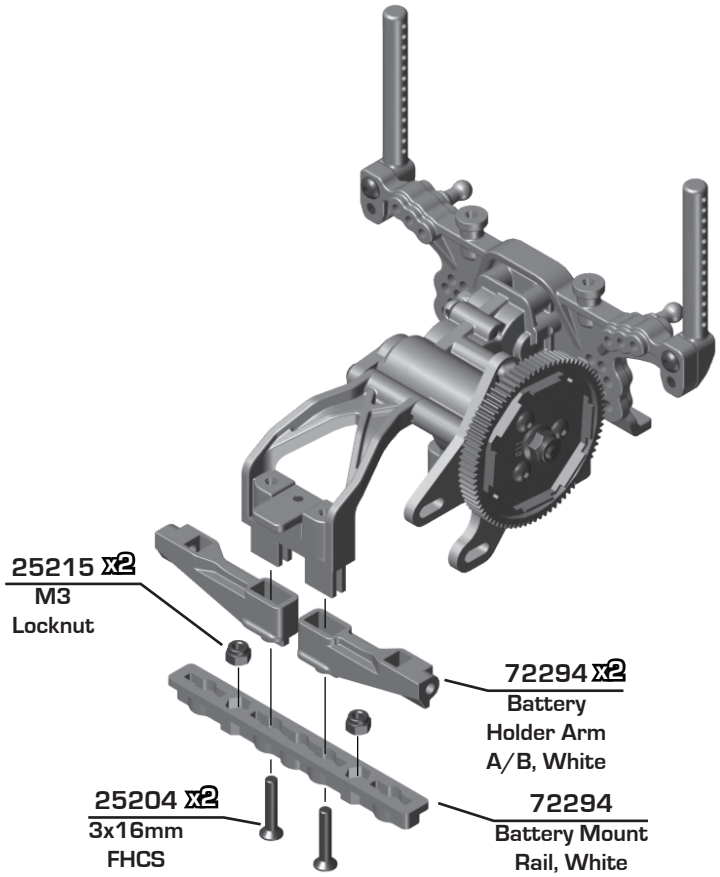
Bag 4 - Step 5



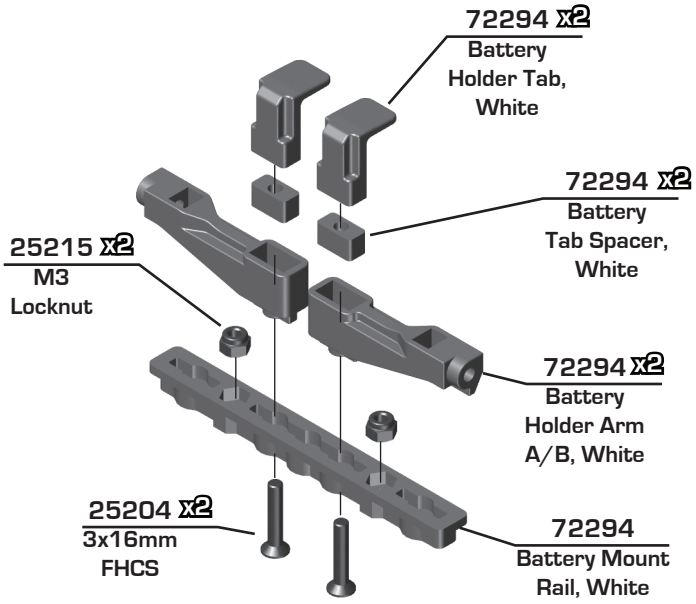
Bag 5 - Step 1



:: Bag 5 - Step 2

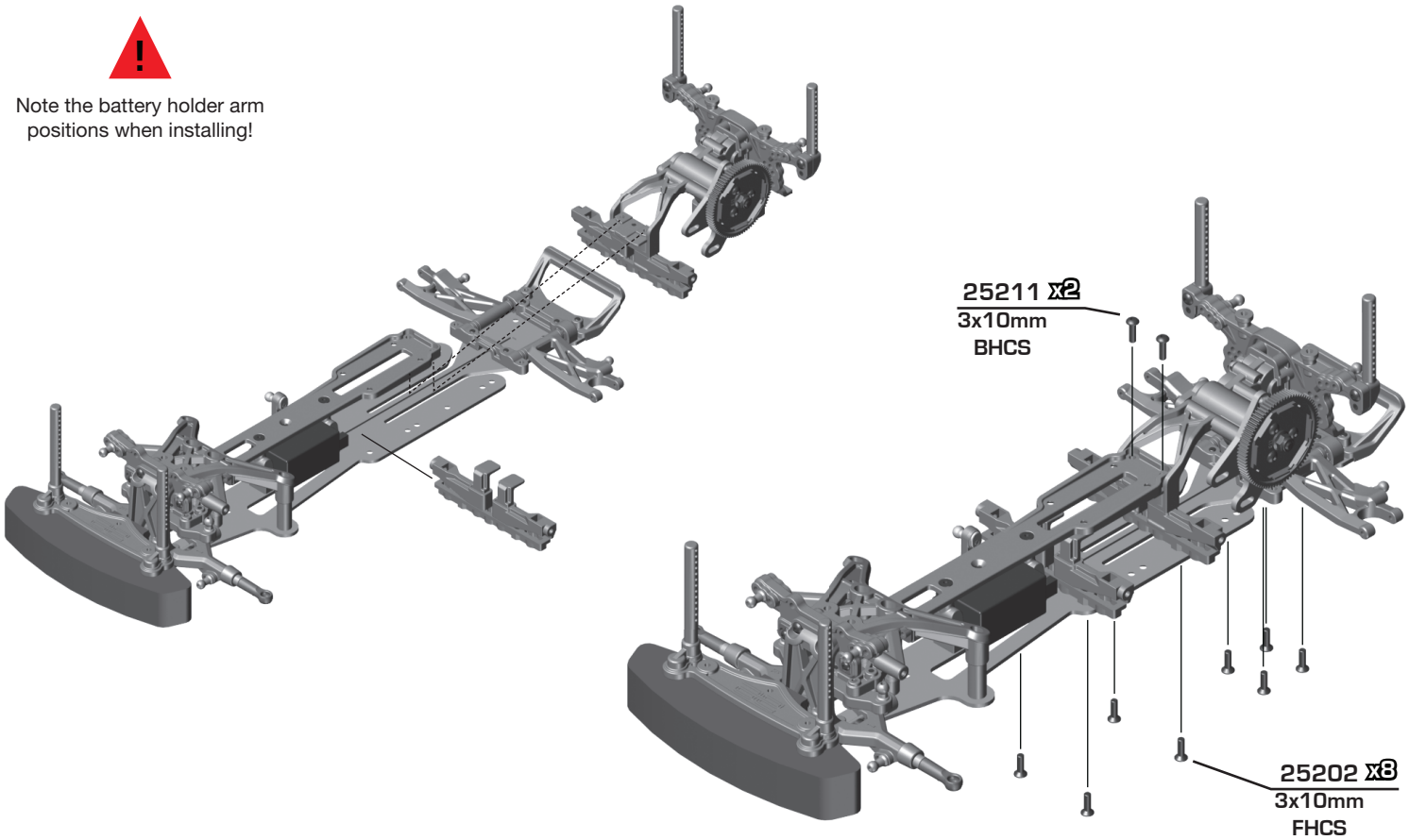


Note the battery holder arm positions when installing!

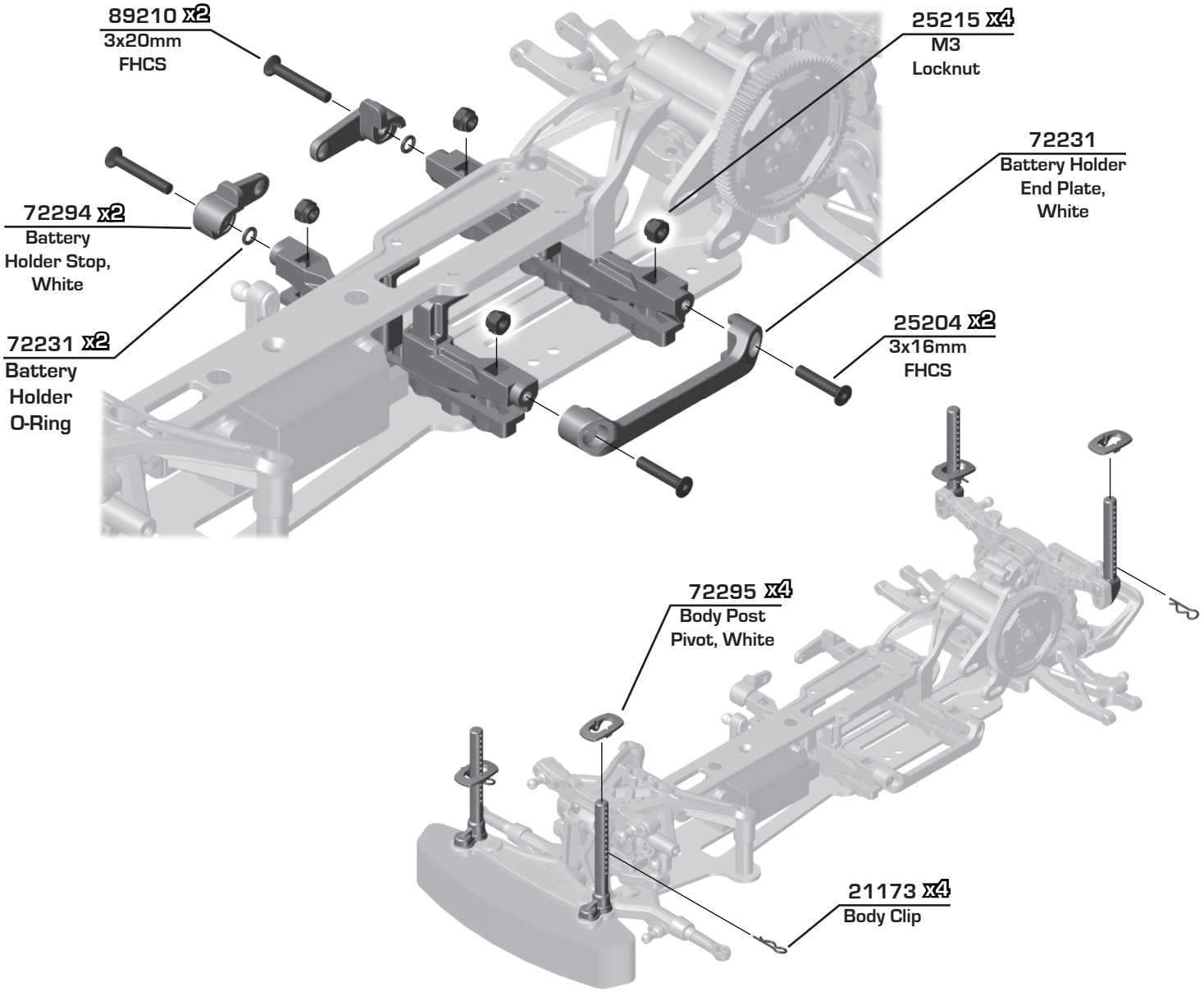


:: Bag 5 - Step 3

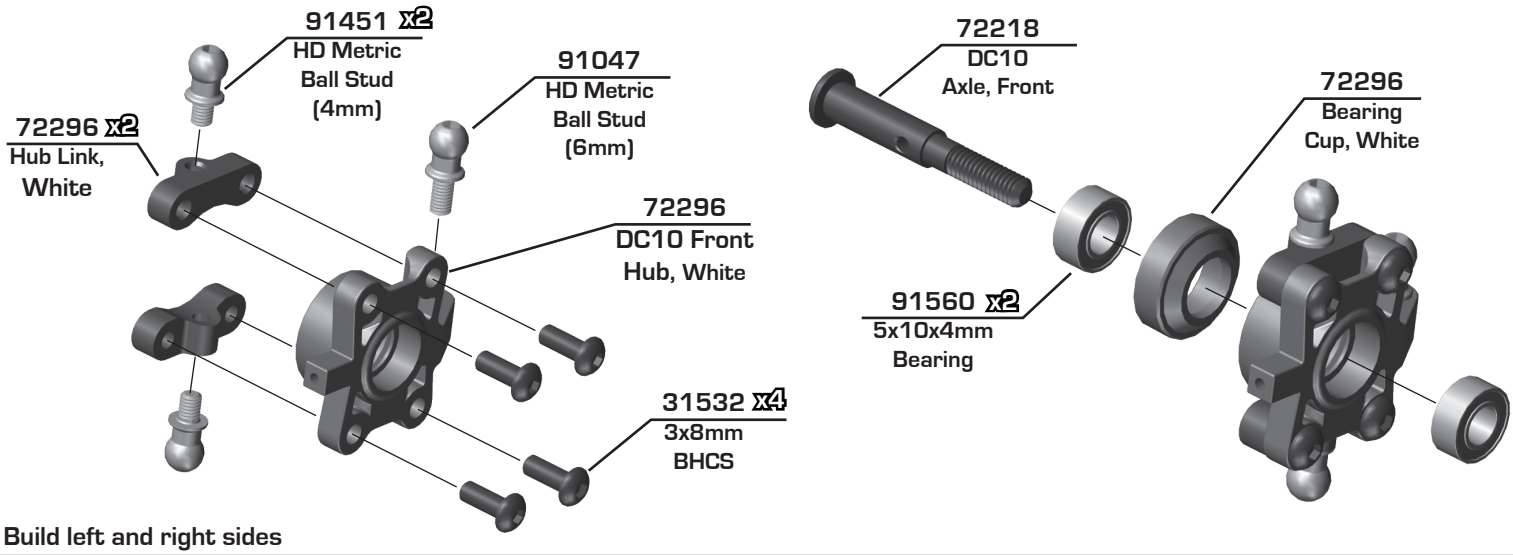
Note the battery holder arm positions when installing!



:: Bag 5 - Step 4

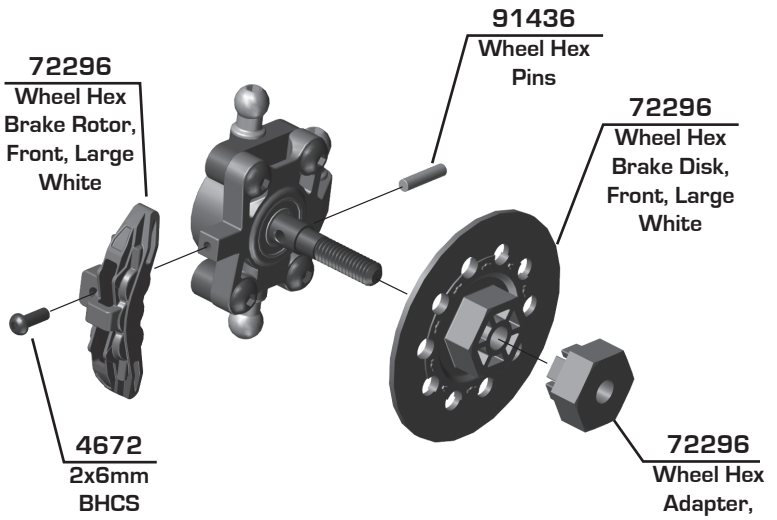


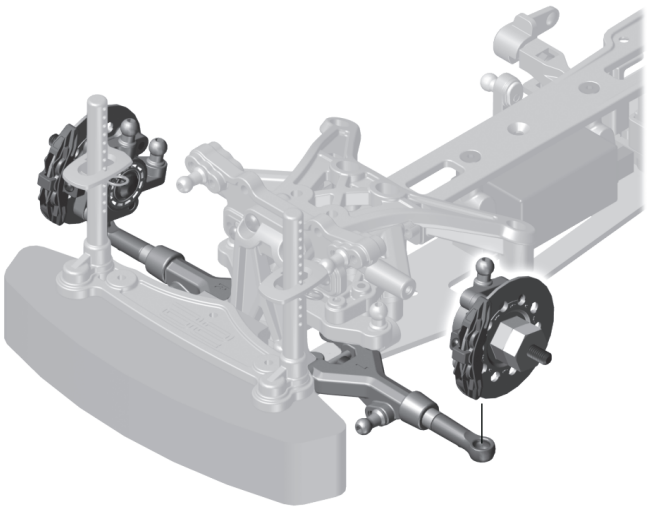
:: Bag 6 - Step 1



Build left and right sides

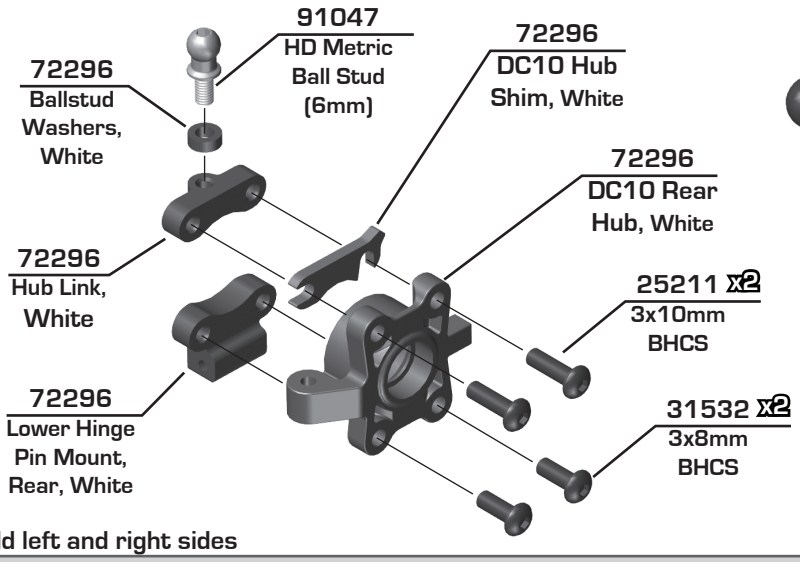
Bag 6 - Step 2

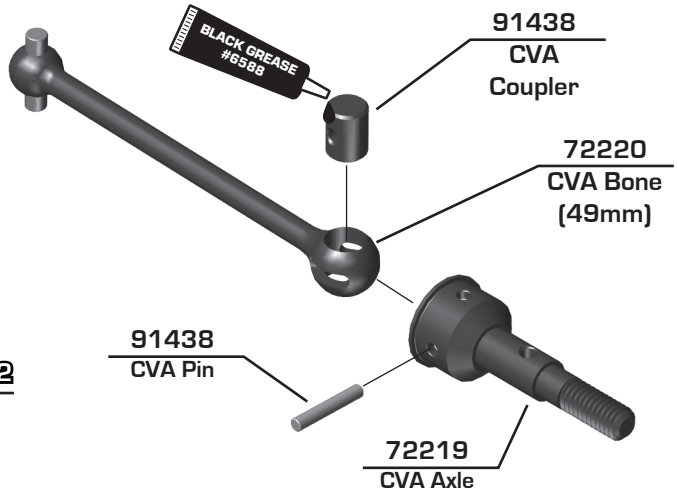




Build left and right sides

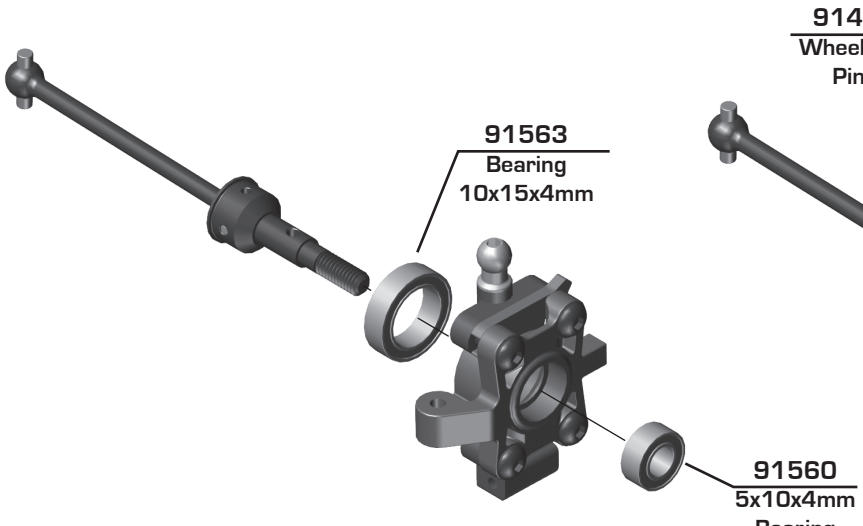
Bag 6 - Step 3

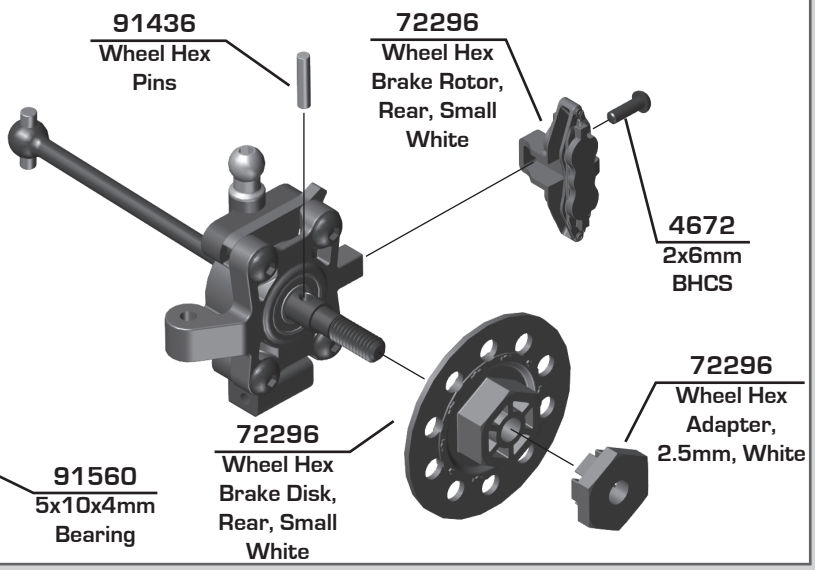




Build left and right sides

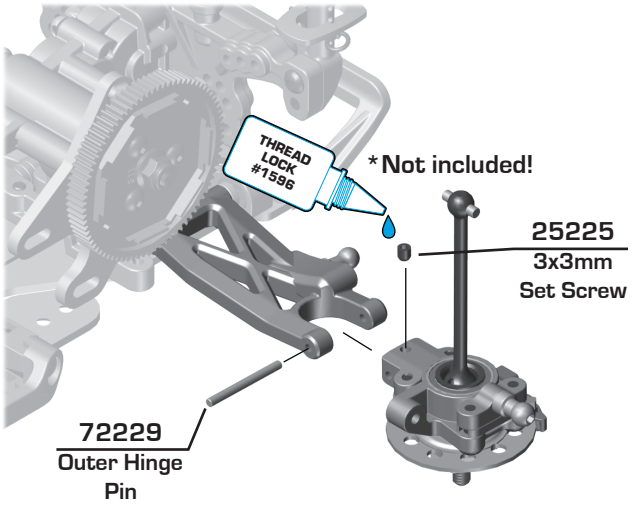
Bag 6 - Step 4



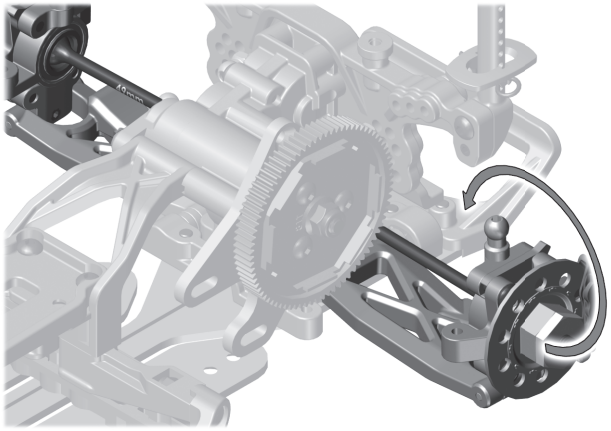


Build left and right sides

Bag 6 - Step 5

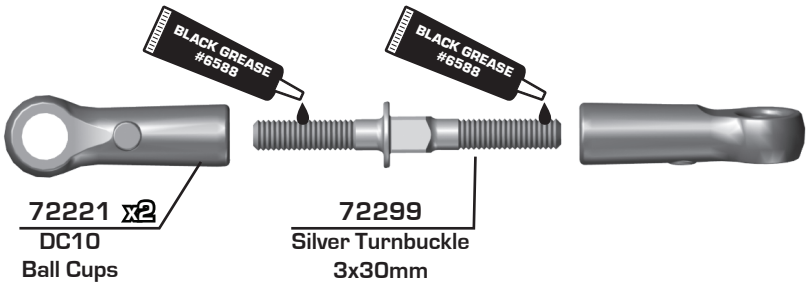


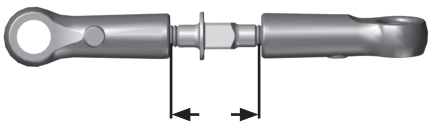
Rotate the rear hub and insert the CVA Bone into the Gear Diff Outdrive.

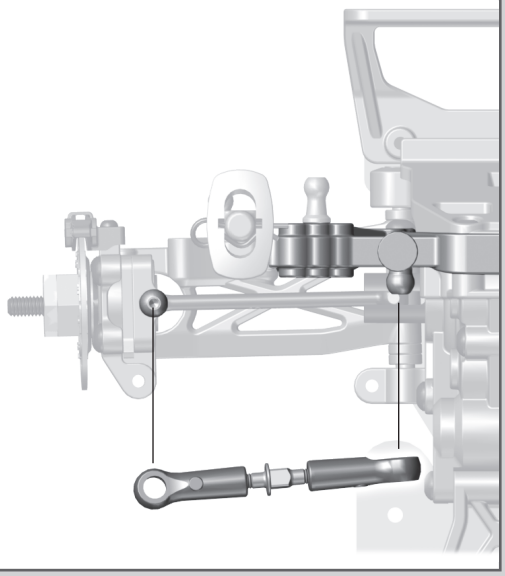


Build left and right sides

Bag 7 - Step 1

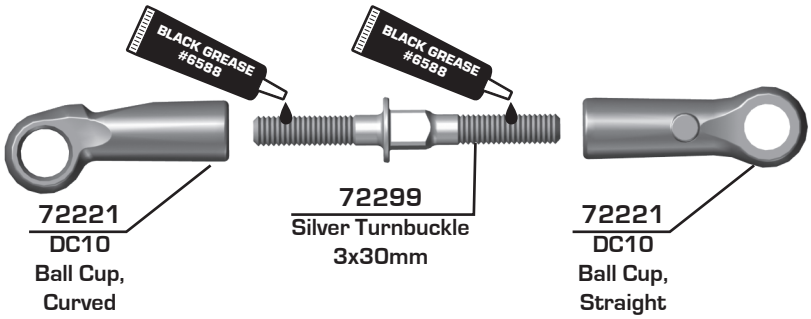


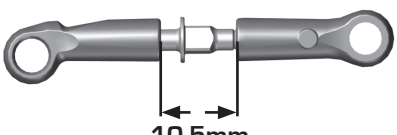


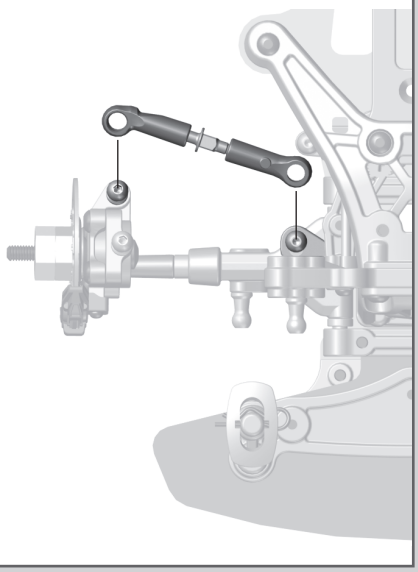


Build left and right sides

Bag 7 - Step 2

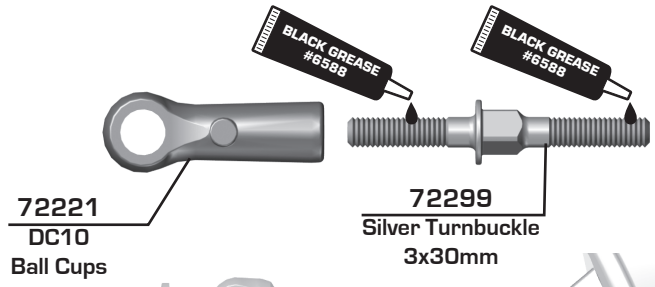


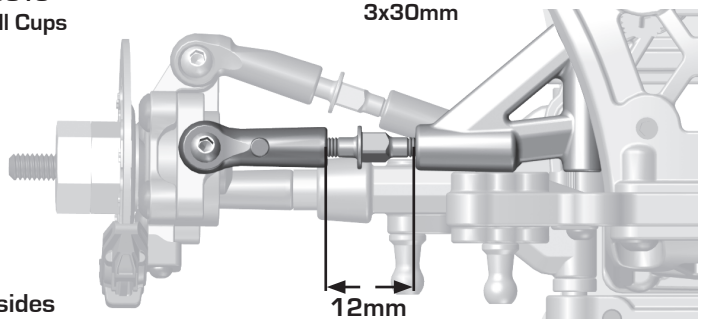


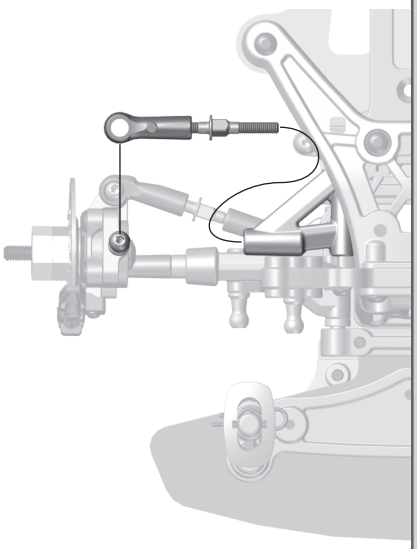


Build left and right sides

Bag 7 - Step 3

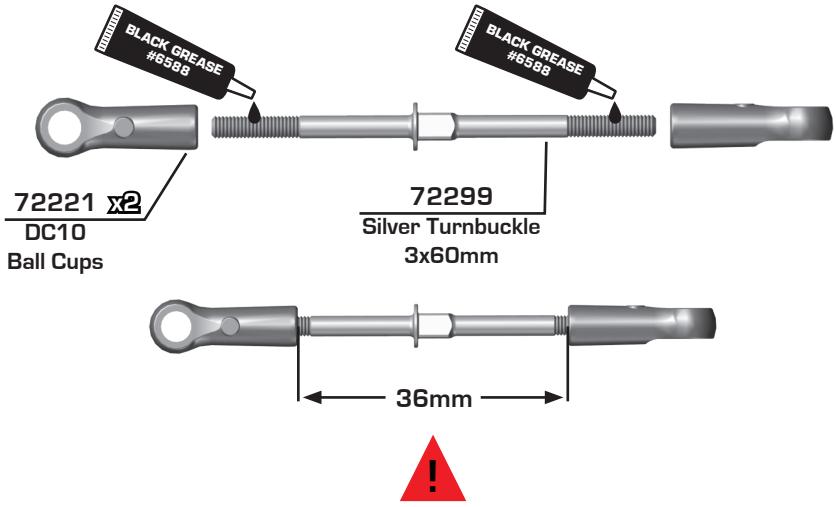


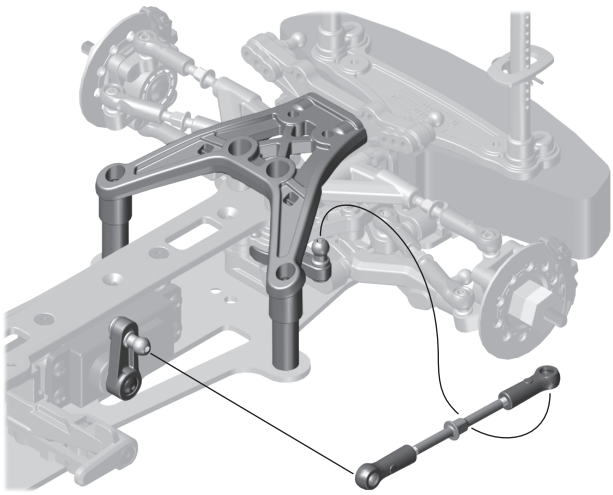




Build left and right sides

Bag 7 - Step 4

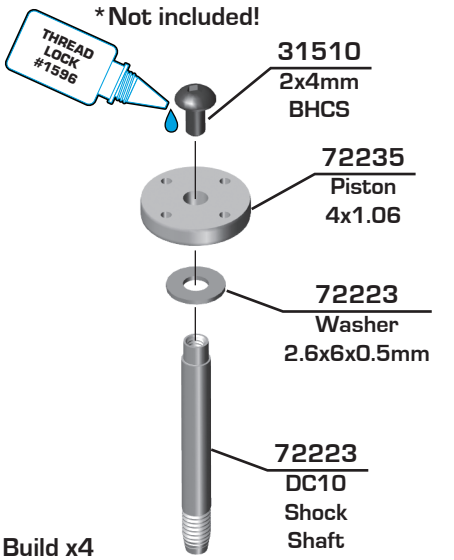




*18mm if servo is flipped

Build left and right sides

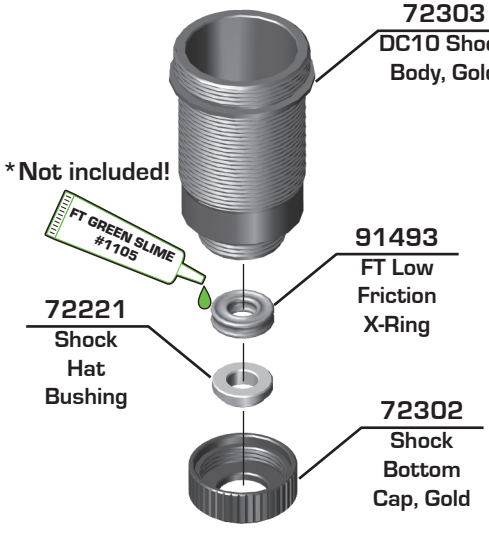
Bag 8 - Step 1

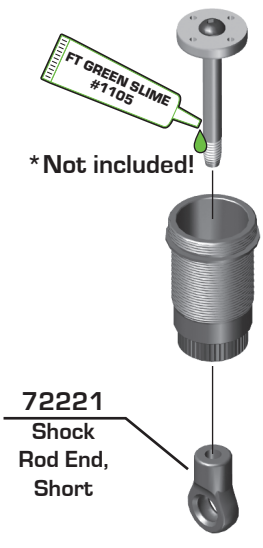


Build x4

Racers Tip:

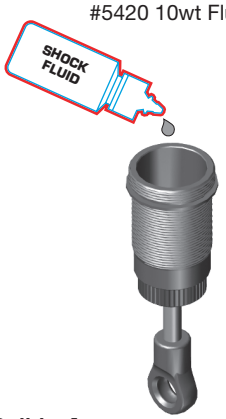
Coating the O-rings with green slime (#1105) helps seal & reduce O-ring swell! Green slime not included in kit!

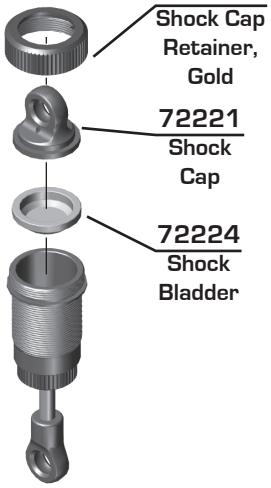




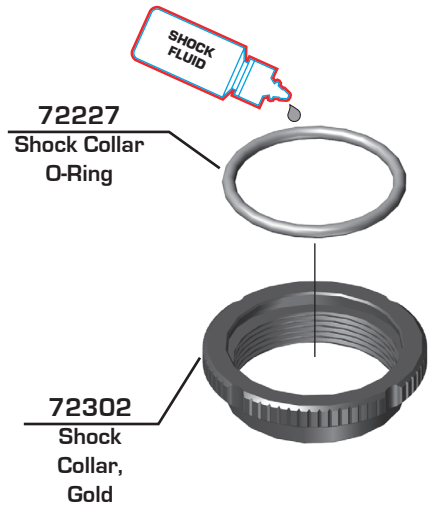
Bag 8 - Step 2

#5420 10wt Fluid





Compress shock shaft fully.
Let shock fluid bleed from cap, then tighten cap.
For more rebound, do not compress shock shaft as far before tightening the shock cap.



Build x4

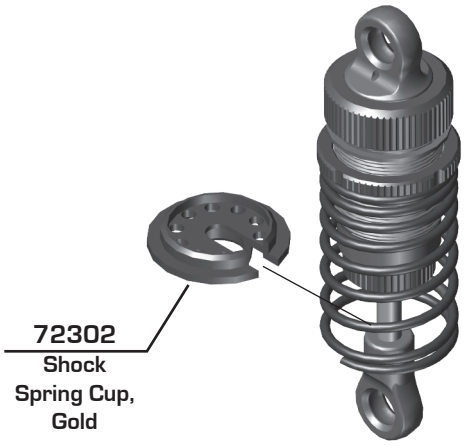
Bag 8 - Step 3

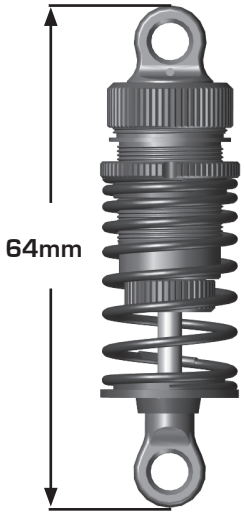
Racers Tip:

Surface and Low or High Motor setup will determine what shock springs you should run.

Factory recomended springs for Low Motor setup:
Front: Hard Yellow Spring
Rear: Medium Soft Blue Spring

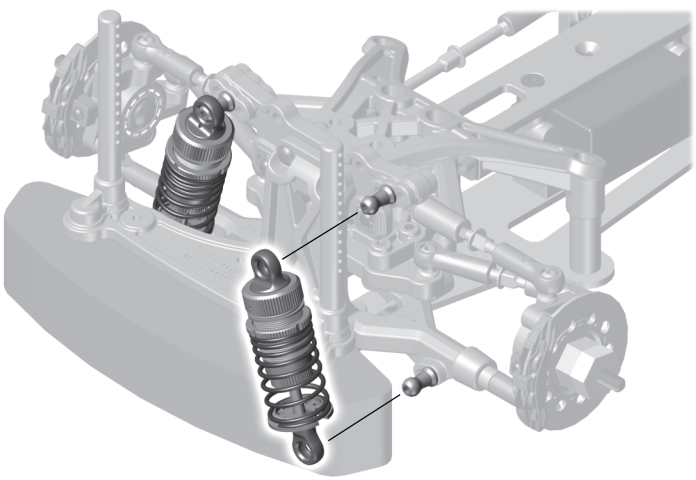
Factory recomended springs for High Motor setup:
Front: Medium Green Spring
Rear: Medium Soft Blue Spring

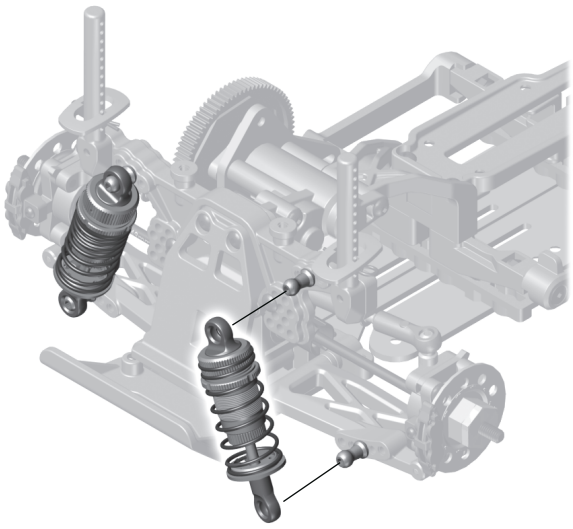




Build x4

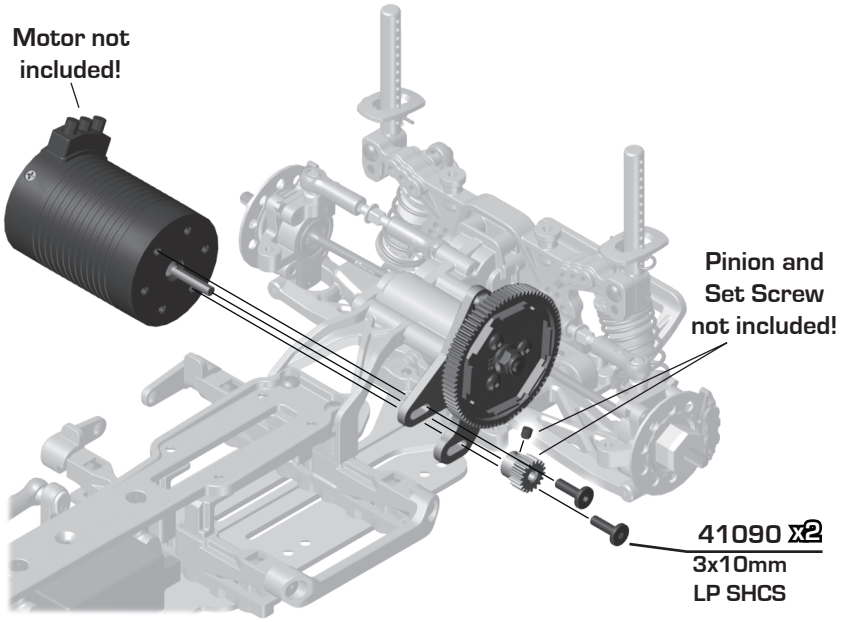
Bag 8 - Step 4





Build left and right sides

Misc - Step 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 #41090 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.

Motor Gearing:

Gearing is dictated by the track surface, layout, motor wind and driver preference. Drifting leans heavily on the motors RPM to gain control.

Higher bite surfaces require a taller gearing for higher RPMs. (More wheel spin)

Recommended Motors for Drifting:

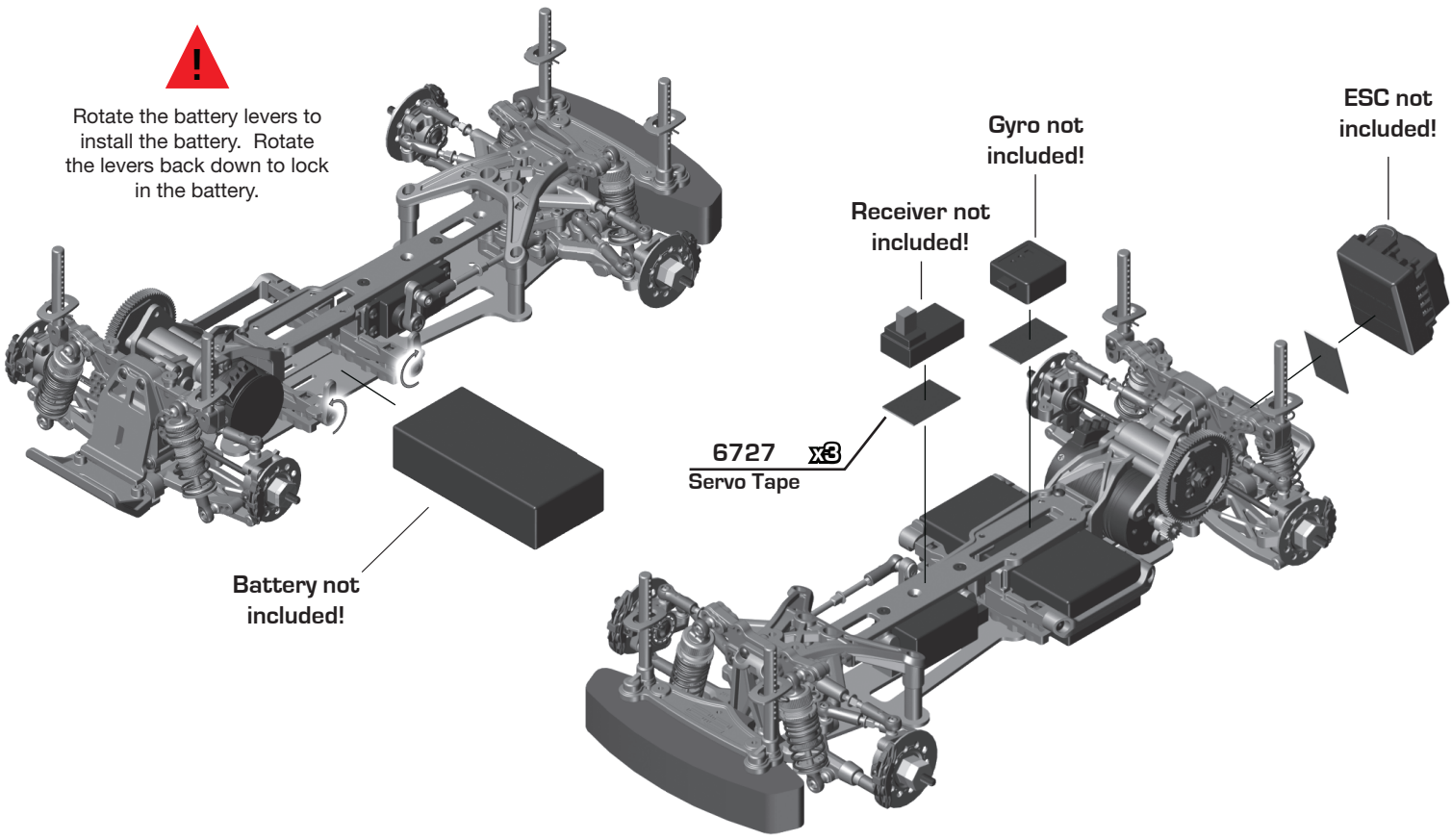
- 17.5: Starting Gearing: 72 spur x 26 pinion
- 17.5 Motors can be tuned to work well for drifting, however they generally have too much torque creating a digital feel at low speeds.

- 13.5: Starting gearing: 78 spur x 24 pinion
- Low torque, higher rpm 13.5 Motors are popular for drifting. This motor wind provides a controllable rpm range for most surfaces.

- 10.5: Starting gearing: 78 spur x 22 pinion
- High RPM 10.5 turn motors are another popular option for drifting. The higher rpms from a 10.5 give a wider tuning window. Usually larger spur gears are used with lower wind motors.

A taller gearing will provide a larger rpm window, warmer motor temps and shorter run times.
Gearing lower provides a smaller rpm window, cooler motor temps and longer run times.

Misc - Step 2



:: Misc - Step 3

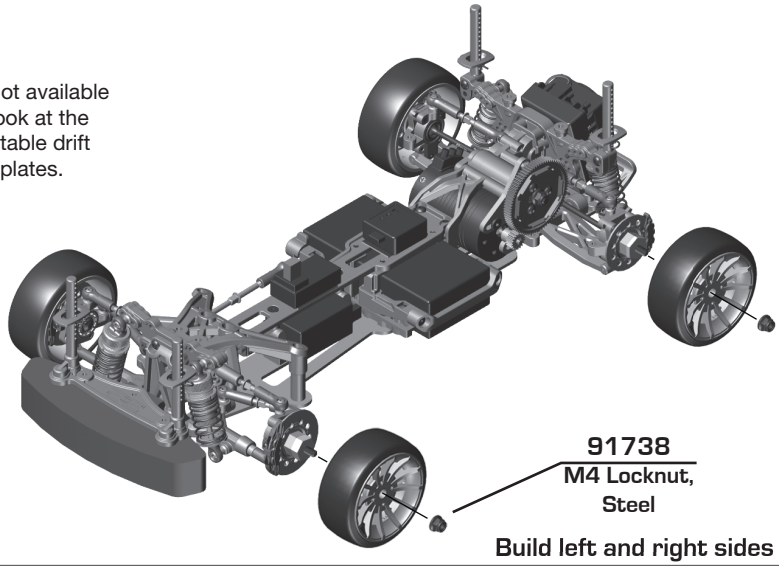
72244
FT Adjustable Wheels, White

The kit wheels in white are not available as a spare part. Instead look at the Factory Team line of adjustable drift wheels and wheel face plates.

72241
DC10 Drift Tire

Use foam tape to secure the tires to the wheels!

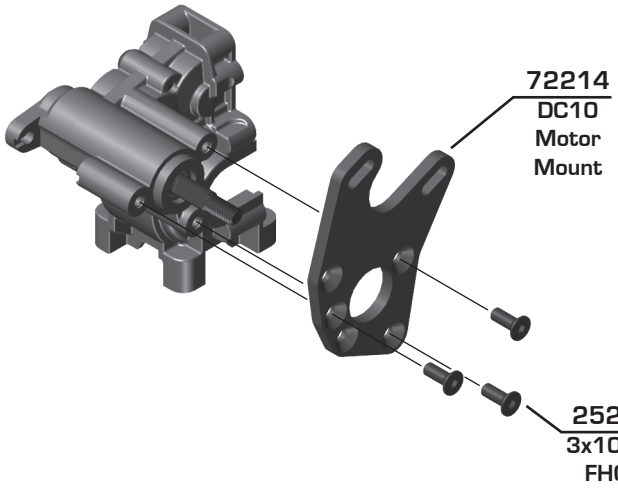
Build four!



91738
M4 Locknut, Steel

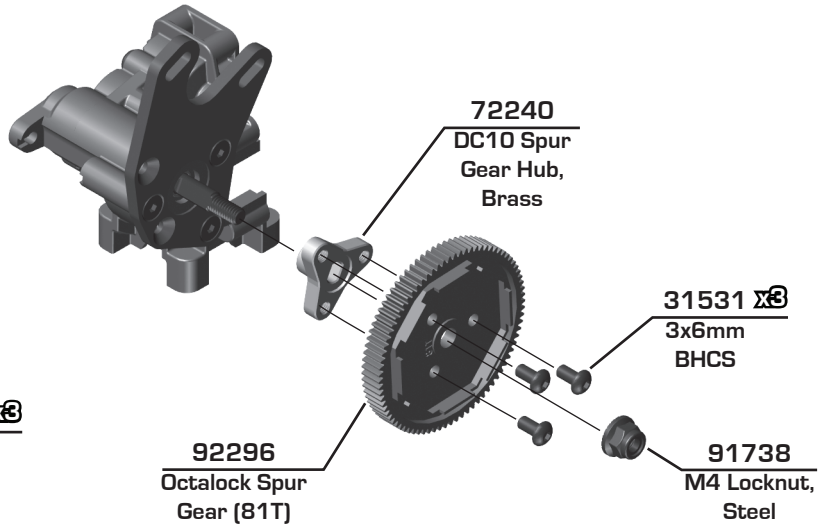
Build left and right sides

:: Optional High Motor Mount - Step 1



72214
DC10 Motor Mount

25202 x3
3x10mm FHCS



72240
DC10 Spur Gear Hub, Brass

31531 x3
3x6mm BHCS

92296
Octalock Spur Gear (81T)

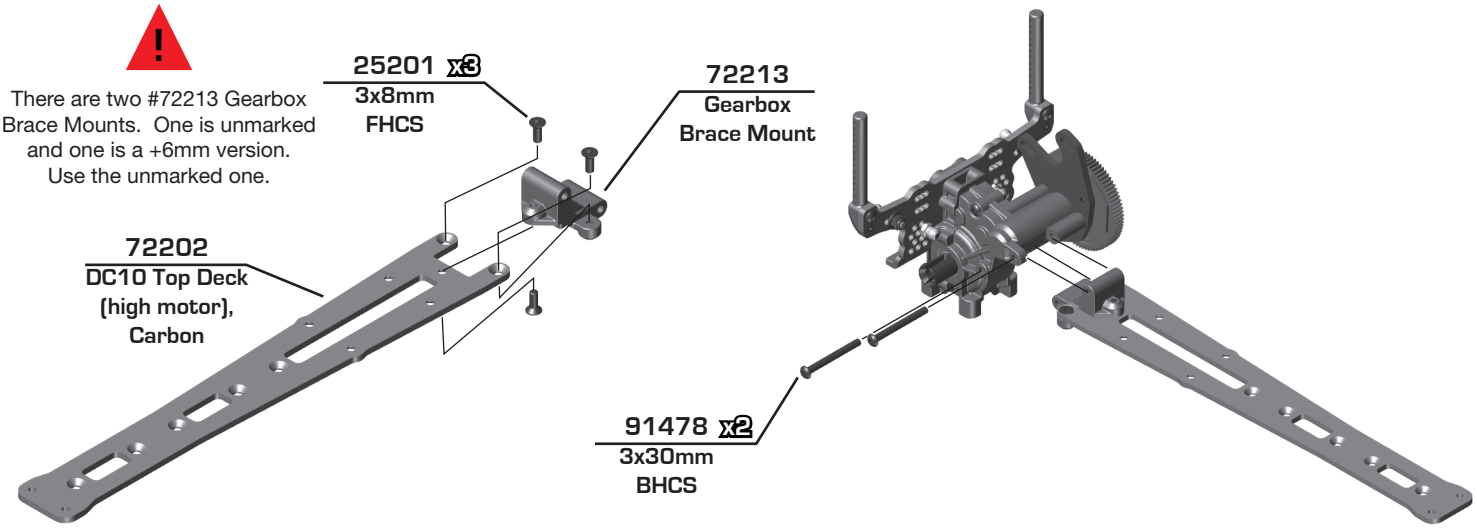
91738
M4 Locknut, Steel

:: Optional High Motor Mount - Step 2

There are two #72213 Gearbox Brace Mounts. One is unmarked and one is a +6mm version. Use the unmarked one.

25201 x3
3x8mm FHCS

72213
Gearbox Brace Mount

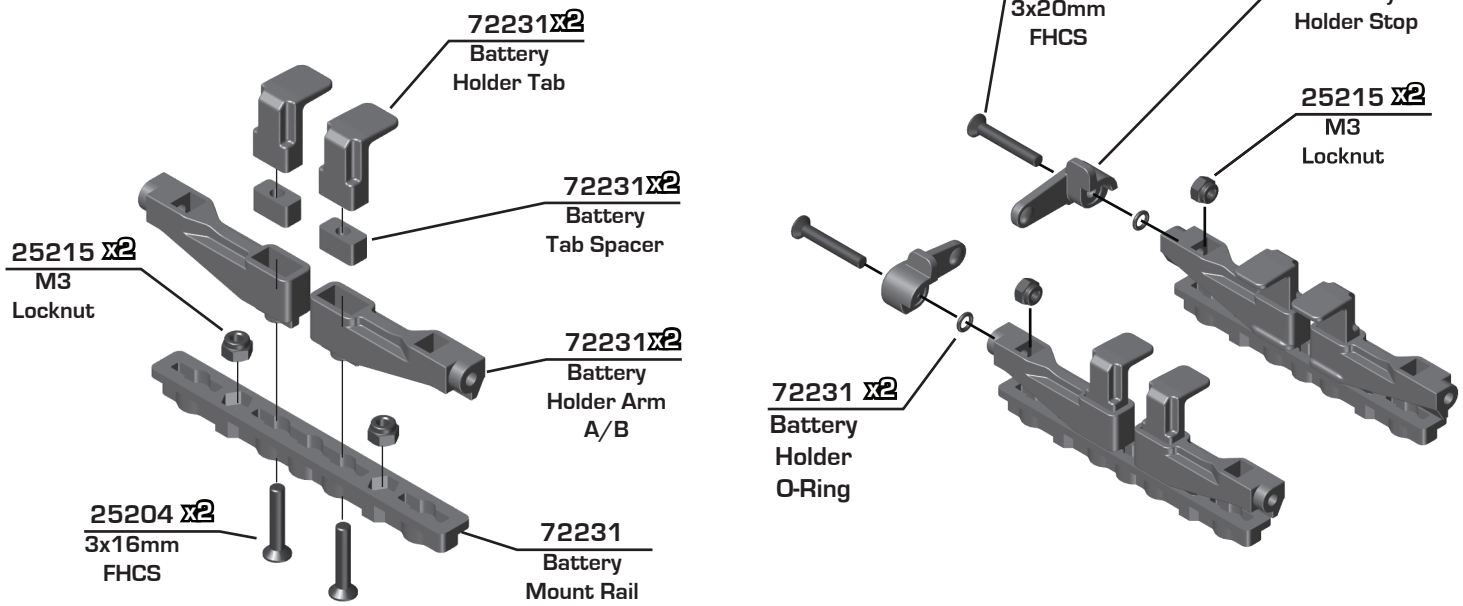


72202
DC10 Top Deck (high motor), Carbon

91478 x2
3x30mm BHCS

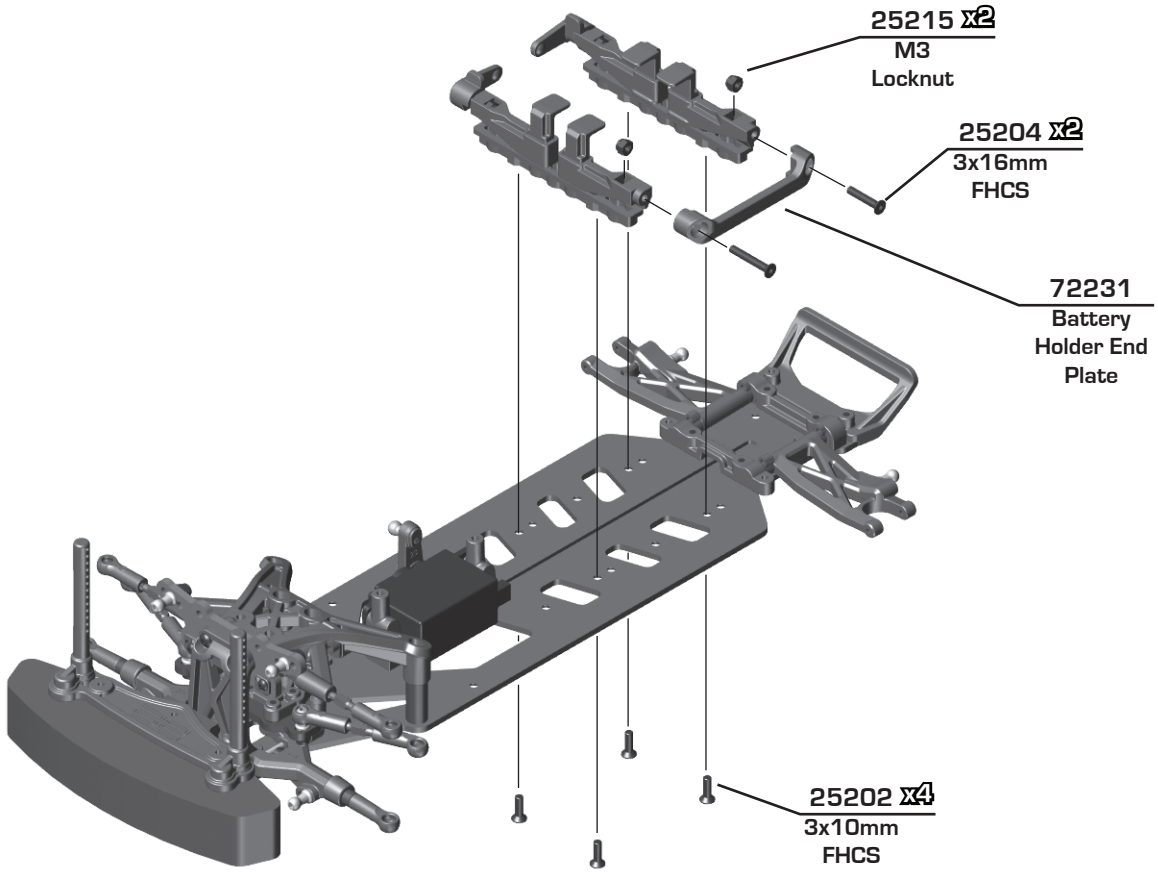
:: Optional High Motor Mount - Step 3

Note the battery holder arm positions when installing!

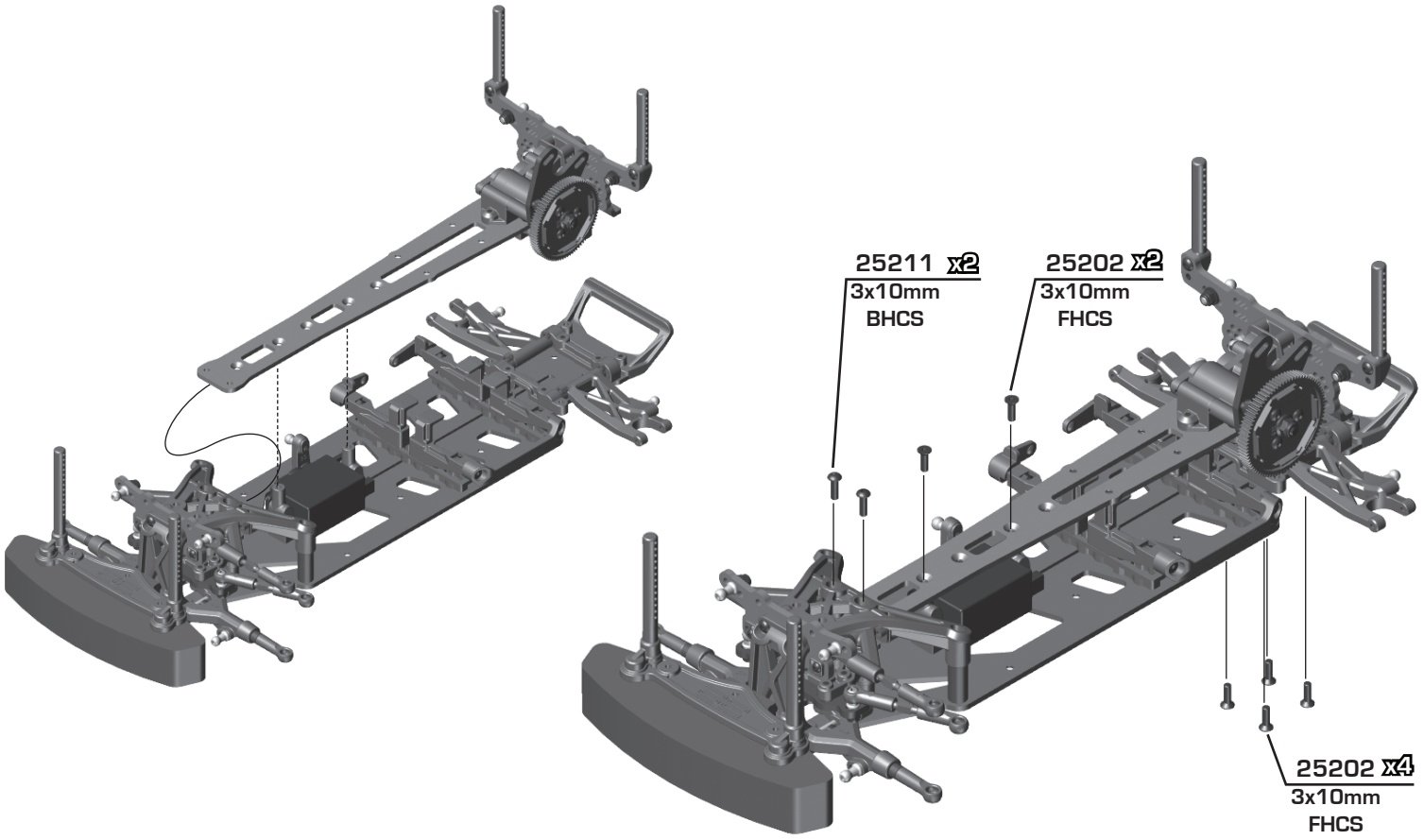


Build x2

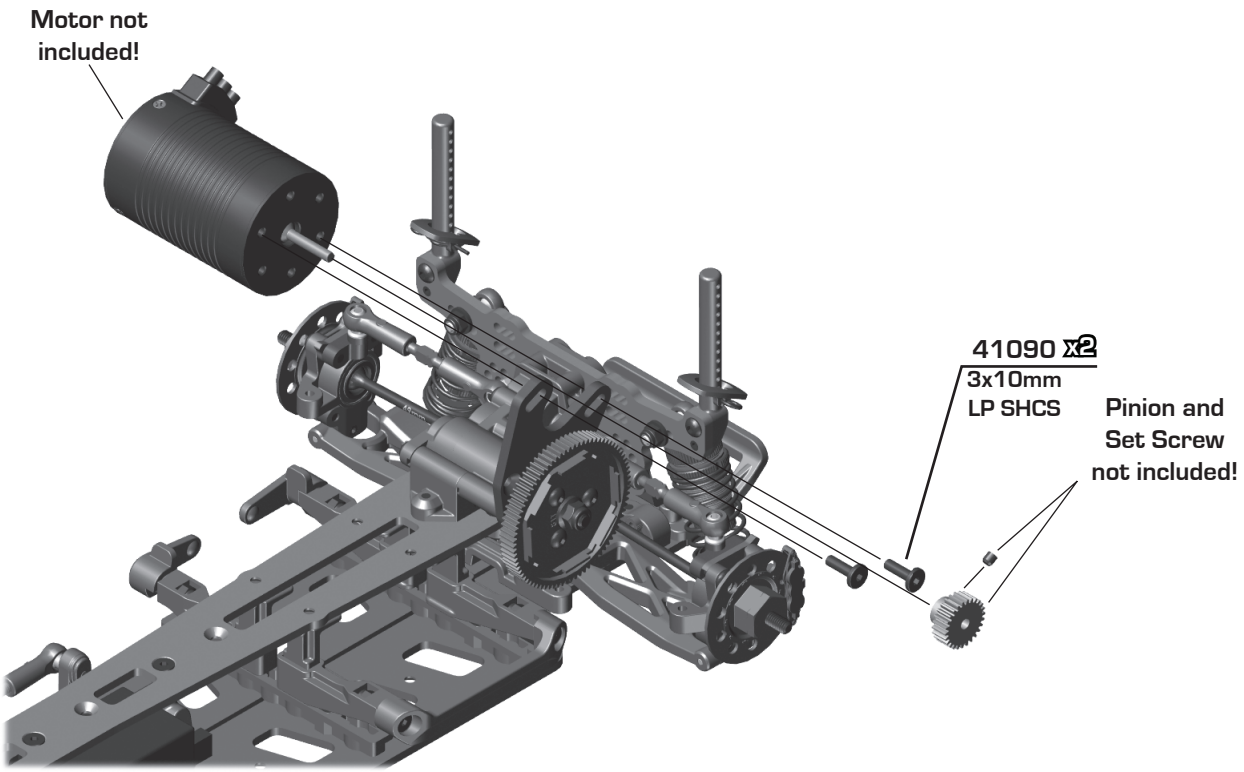
:: Optional High Motor Mount - Step 4



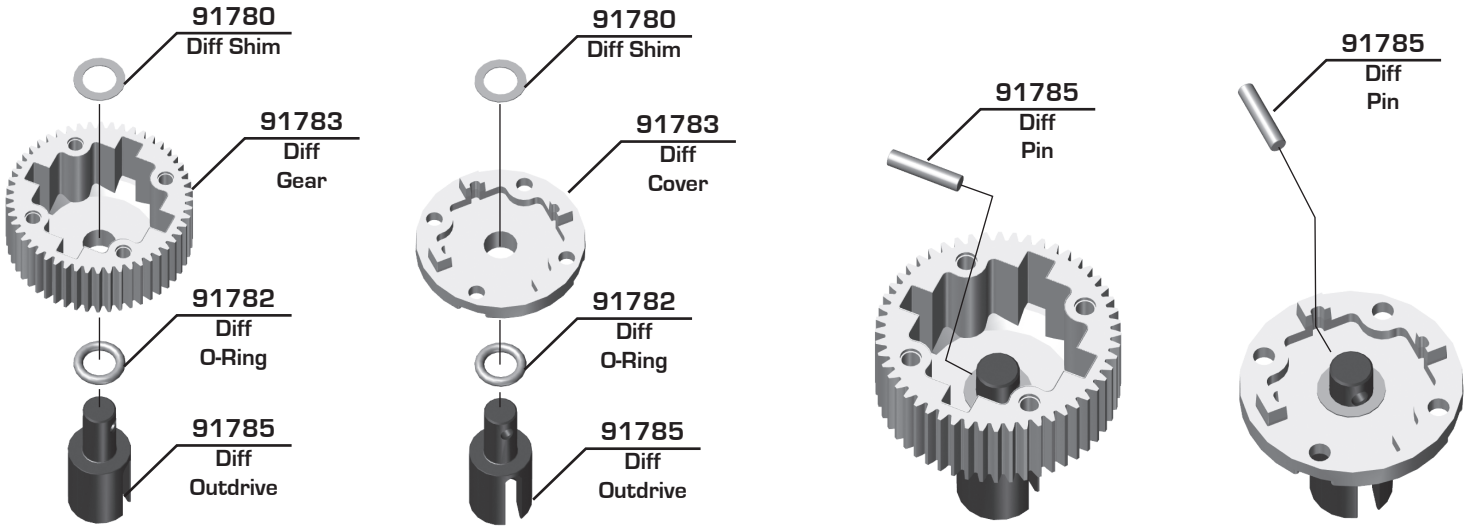
:: Optional High Motor Mount - Step 5



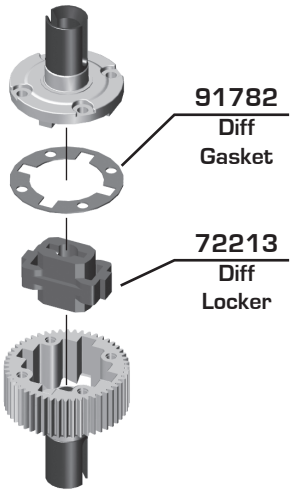
:: Optional High Motor Mount - Step 6

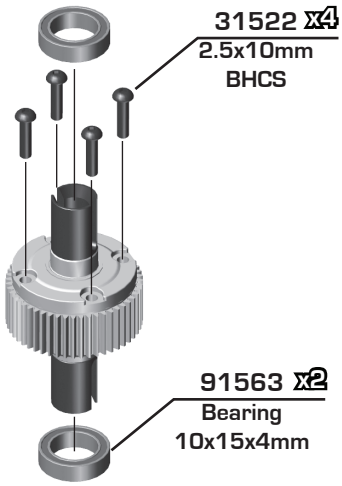


:: Optional Spool Build - Step 1



:: Optional Spool Build - Step 2





Racers Tip:

Locked Diff:
Recommended for low grip surfaces and smoother driving style.

Gear Diff:
Light grease for higher grip surfaces and 1000cst (80wt) for lower grip surfaces

:: Tuning Tips - Painting, Beginners

Painting:

Your Kit 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 (do not use any detergents with scents or added hand lotion ingredients!). 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 bodies get painted on the inside). Using high quality masking tape, apply tape to the inside of the body to create a design. Spray (use either rattle can or airbrush) the paint on the inside of the body (preferably dark colors first, lighter colors last). NOTE: ONLY use paint that is recommended for (polycarbonate) plastics. If you do not, you can destroy the body! After the paint has completely dried (usually after 24 hours), cut the body along the trim lines. Make sure to drill or use a body reamer to make the holes for the antenna if needed! Use hook and loop tape to secure the body to the side rails of the vehicle.

Tips for Beginners:

Before making any changes to the standard setup, make sure you can get around the track without crashing. Changes to your vehicle will not be beneficial if you can't stay on the track. Your goal is consistent laps. Once you can get around the track consistently, start tuning your vehicle. Make only ONE adjustment at a time, testing it before making another change. If the result of your adjustment is a faster lap, mark the change on the included setup sheet (make adddtional copies of the sheet before writing on it). If your adjustment results in a slower lap, revert back to the previous setup and try another change. When you are satisfied with your vehicle, fill in the setup sheet thoroughly and file it away. Use this as a guide for future track days or conditions. Periodically check all moving suspension parts. Suspension components must be kept clean and move freely without binding to prevent poor and/or inconsistent handling.

DC10 1:10 RWD COMPETITION DRIFT KIT

Driver: _____ Event: _____ Track Surface: Kit Setup Qualify: _____

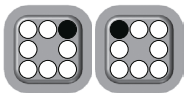
Date: _____ Track: _____ Track Condition: _____ Finish: _____

Front Suspension:

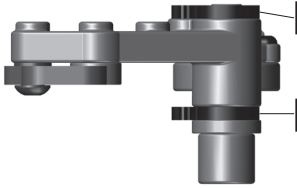
Ride Height:	9-10mm
Camber:	-6 Degrees
Toe:	+2 Degrees toe out
Arm Spacing:	Middle
Tower Type:	Molded
Wheel Hex:	
Steering Block KPI:	0
Caster Block Spacing:	Upper arm, middle

Notes: _____

Upper Arm Insert:

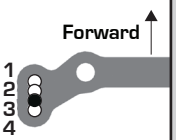


Steering Bellcrank Position:
Up ☐
Down ■



Steering Spacing: 2mm

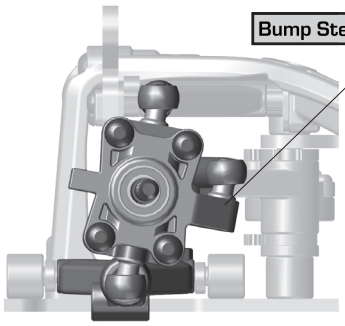
Steering Spacing: 4mm

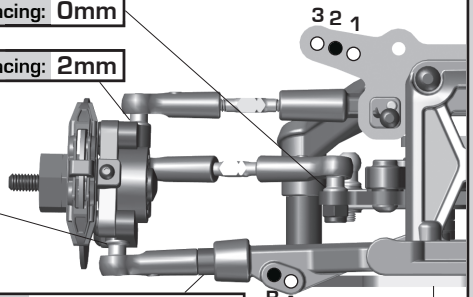


Ball Stud Spacing: 0mm

Bump Steer Spacing: 0mm

Ball Stud Spacing: 2mm





Axle Height:
+3 ☐
+2 ☐
+1 ☐
+0 ■

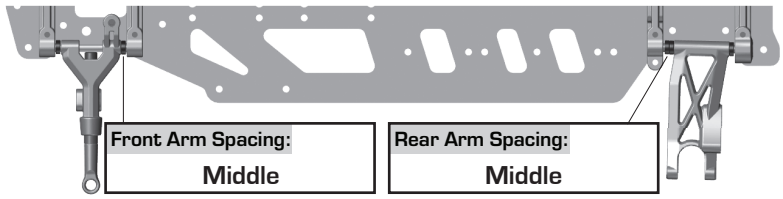
Lower Arm Length: Stock spacer

Front Kickup Shim: FF: None FR: None

Rear Suspension:

Ride Height:	8-9mm
Camber:	-1 Degree
Arm Spacing:	Arms, middle
Tower Type:	Molded
Wheel Hex:	
Hub Spacing:	None

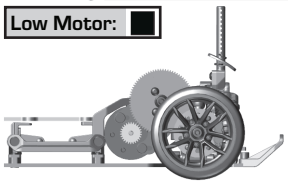
Notes: _____



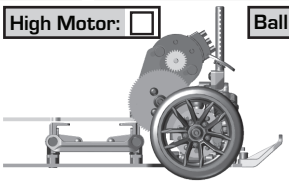
Front Arm Spacing: Middle

Rear Arm Spacing: Middle

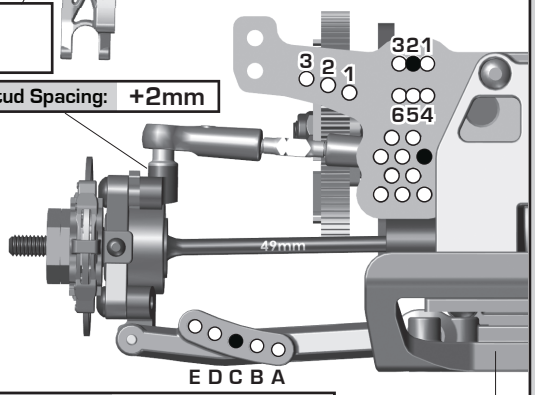
Low Motor: ■



High Motor: ☐



Ball Stud Spacing: +2mm



D Mount:
Aluminum ☐ Plastic ■

Rear Kickup Shim: None

Electronics:

Radio:	
Servo:	Reedy Low Profile High Sped
EPA:	Throttle: 90 % Brake: 40 %
ESC:	Reedy Black Box 610
ESC Settings:	Blinky
Motor / Wind:	Reedy 10.5 Drift
Timing:	
Pinion:	20t
Spur:	84t
Motor Position:	Low Motor
Battery:	Shorty
Weight:	
Battery Position:	Back

Fwd: ☐ Back: ■ High: ☐ Low: ☐ Other: ☐

Notes: _____

Gyro:	FT CS-1 Gyro
Gyro Settings:	
Gyro Mode:	
Limit Gain:	

Notes: _____

Drivetrain:

Differential: Ball Diff: ☐

Gear Diff: ☐ Gear Diff Locked: ■

Diff Setting: _____

Notes: _____

Tires:

Front Tires:	AE Drift Tire
Front Compound:	Comp P-Tile
Rear Tires:	AE Drift Tire
Rear Compound:	Comp P-Tile
Wheel (F/R):	

Notes: _____

Body, Chassis, Weight:

Body:	DC10 Classic Drift Body
Rear Wing:	
Chassis Type:	
Chassis Weights:	
Total Vehicle Weight:	

Shocks:

	Front	Rear
Piston:	Stock	Stock
Thickness:	Stock	Stock
Fluid:	10wt	10wt
Spring:	Blue	Blue
Limiters:	Int: 0 Ext: 0	Int: 0 Ext: 0
Stroke:	12.5mm	12.5mm
Shock Length:	64mm	64mm
Eyelet Length:	0 ■ +3 ☐ +6 ☐	0 ■ +3 ☐ +6 ☐

Alum. Bodies: ■ Chrome Shafts: ■ Machined Spacers: ☐

Notes: _____

Vehicle Comments:

Notes: _____

DC10 1:10 RWD COMPETITION DRIFT KIT

Driver: _____ Event: _____ Track Surface: Racer Setup - P-Tile Qualify: _____

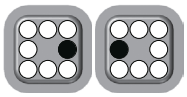
Date: _____ Track: _____ Track Condition: _____ Finish: _____

Front Suspension:

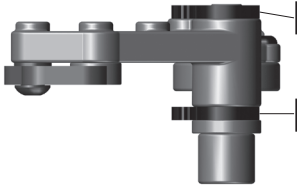
Ride Height:	6mm
Camber:	-8mm
Toe:	4 Degrees toe out
Arm Spacing:	Middle
Tower Type:	Carbon Fiber
Wheel Hex:	FT 7mm
Steering Block KPI:	+2mm lower
Caster Block Spacing:	6mm fr

Notes:

Upper Arm Insert:

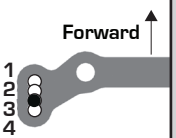


Steering Bellcrank Position:
Up ■
Down □



Steering Spacing: 0mm

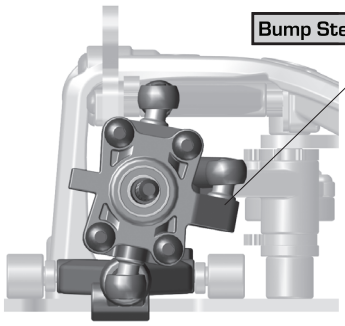
Steering Spacing: 4mm

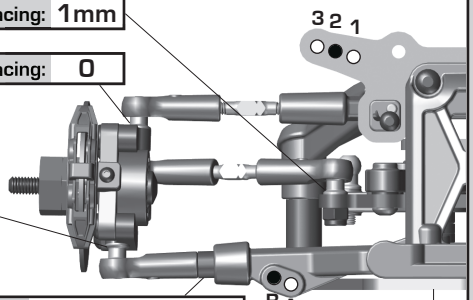


Ball Stud Spacing: 1mm

Bump Steer Spacing: 0

Ball Stud Spacing: 0





Axle Height:
+3 □
+2 □
+1 □
+0 ■

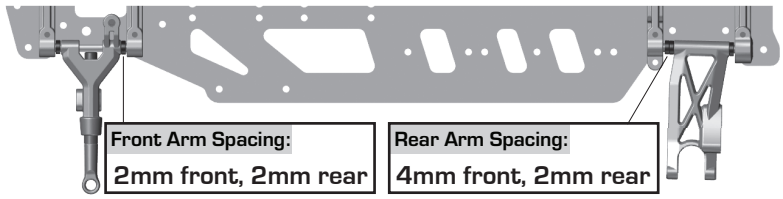
Lower Arm Length: +2mm

Front Kickup Shim: 2mm b block

Rear Suspension:

Ride Height:	6mm
Camber:	2mm
Arm Spacing:	4mm front, 2mm rear
Tower Type:	Carbon Fiber
Wheel Hex:	FT 6.5mm
Hub Spacing:	None

Notes: 1.5 degree toe in

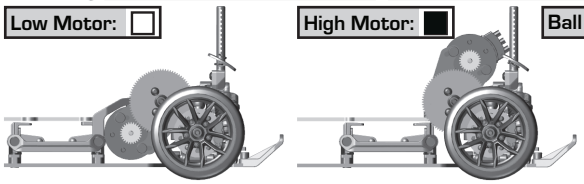


Front Arm Spacing: 2mm front, 2mm rear

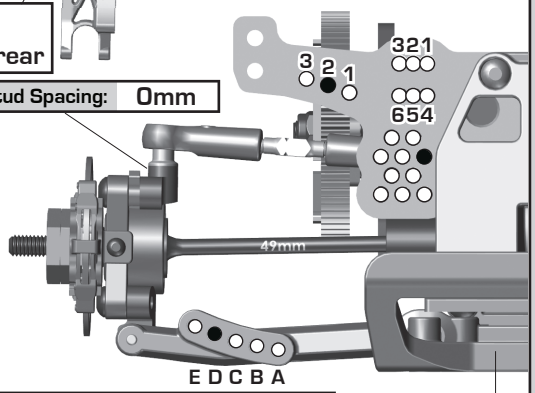
Rear Arm Spacing: 4mm front, 2mm rear

Low Motor: □

High Motor: ■



Ball Stud Spacing: 0mm



D Mount:
Aluminum □ Plastic ■

Rear Kickup Shim: +2mm d block

Electronics:

Radio:	
Servo:	Reedy High Sped
EPA:	Throttle: % Brake: %
ESC:	Reedy Black Box 610
ESC Settings:	40 Boost
Motor / Wind:	10T / 12.0 Rotor
Timing:	
Pinion:	29t
Spur:	81t
Motor Position:	High Motor
Battery:	L.P. 4800
Weight:	Reedy 34g
Battery Position:	Back

Fwd: □ Back: ■ High: □ Low: □ Other: □

Notes:

Gyro:	FT CS-1
Gyro Settings:	
Gyro Mode:	Normal Mode
Limit Gain:	65%

Notes:

Drivetrain:

Differential: Ball Diff: □

Gear Diff: ■ Gear Diff Locked: □

Diff Setting: light grease

FT #6636 Grease

Notes:

Tires:

Front Tires:	Track Control Tire
Front Compound:	
Rear Tires:	Track Control Tire
Rear Compound:	
Wheel (F/R):	+8mm Offset f/r

Notes:

Body, Chassis, Weight:

Body:	
Rear Wing:	
Chassis Type:	Carbon Fiber
Chassis Weights:	20g rear
Total Vehicle Weight:	

Shocks:

	Front	Rear
Piston:	4 hole x 1.06mm	4 hole x 1.06mm
Thickness:	2mm Flat	2mm Flat
Fluid:	10wt	10wt
Spring:	Barell V1	Barell V1
Limiters:	Int: 0 Ext: 0	Int: 0 Ext: 0
Stroke:	12.5mm	12.5mm
Shock Length:	64mm	64mm
Eyelet Length:	0 ■ +3 □ +6 □	0 ■ +3 □ +6 □

Alum. Bodies: ■ Chrome Shafts: ■ Machined Spacers: ■

Notes:

Vehicle Comments:

Notes:

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