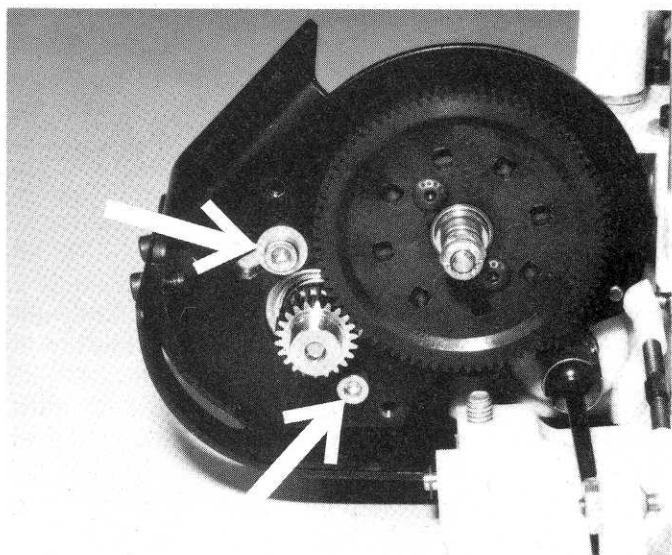




**Fig. 118**

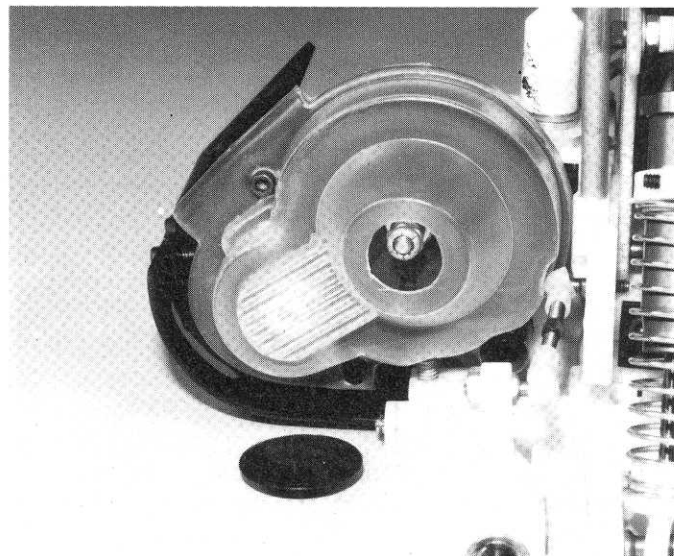
☐ **Fig. 119** Remove the gear cover. In the motor bag are 2 metric motor mounting screws. These screws have finer threads and are ONLY used to mount the motor. Slip the motor in the motor mount and start the bottom screw in first. Do not tighten all the way down yet. On the top screw, put a washer on the screw and screw it in, but not tight. Now we'll set the gear mesh. By moving the upper screw, forward or back, we'll be moving the motor closer to, or away from the plastic spur gear. What we want to do is to get the metal pinion gear as close to the plastic spur gear as we can without binding up the gears. The easy way to check this is to put your finger on the plastic gear and see if you can rock it in the teeth of the metal gear. The 2 gears should be as close as possible, while still being able to very slightly rock the plastic gear. When you have this correct spacing, tighten down on the 2 motor screws and re-check the gear spacing. An incorrect gear mesh can result in a huge power loss, so do it correctly.



**Fig. 119**

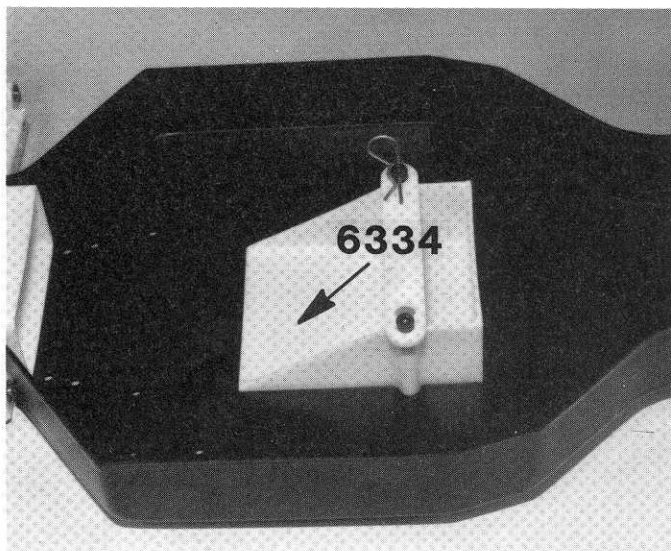
☐ **Fig. 120** Reinstall the dust cover.

**CAUTION:** To remove the motor, you must first remove the dust cover. You will then have 4 screws out that look the same. But if you mix up the dust cover screws with the motor screws, you will strip out the threads. Keep the motor screws with the motor, and the dust cover screws with the dust cover. Also, DO NOT try to use aluminum screws to attach the dust cover because they will break off in this installation.



**Fig. 120**

☐ **Fig. 121** Install the #6334 battery cup with two buttonhead screws through the bottom of the chassis. Install the battery strap with two 4/40 screws and clip, as shown.



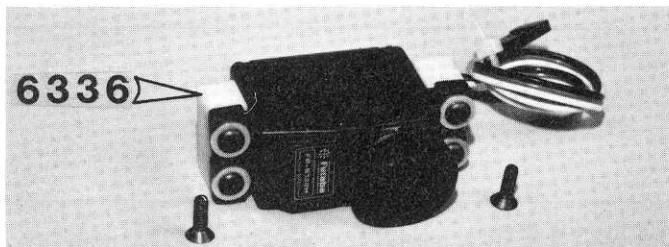
**Fig. 121**

# RADIO INSTALLATION

We're ready to install the radio. If you haven't purchased a radio yet a good choice would be one of the 2-channel steering-wheel systems made by Futaba or Airtronics. However, many other radios, including stick models, can be used in the car. The higher torque medium sized servos are preferred for steering (like the Futaba S31SH, S131SH, S128, S131S, S9101, and Airtronics 94737 and 94151.)

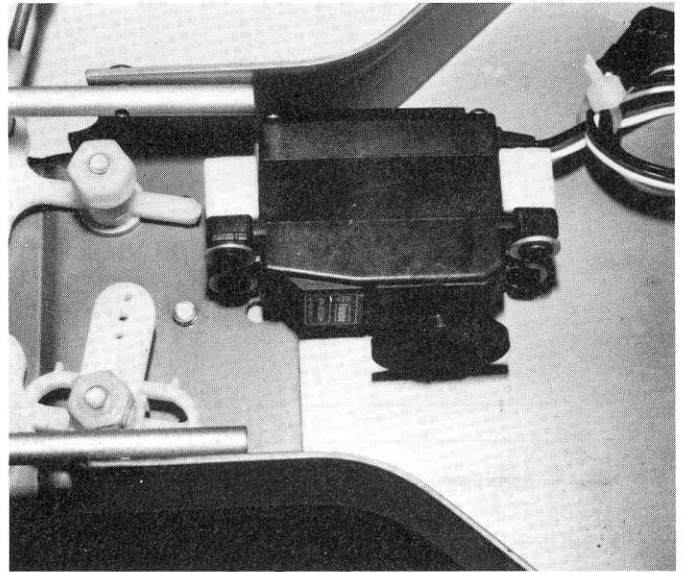
## STEERING SERVO

❑ **Fig. 122** In Bag #6-6, take out 2 of the #6336 plastic servo mounts. You'll have to drill the mounts for your particular servos. If you have S32 servos, line up your servo with the mounts, so that there will be about 1/16" (1.6mm) clearance between the servo and the chassis plate and mark the hole locations on the mounts. Drill two #43 (2.3mm) holes in each mount on the side away from the chassis mounting hole, which will be on the bottom of the mount. You'll notice that the chassis has 2 sets of servo mounting holes. A short set and a long set. With 2 different sets and by rotating the servo mounts 90 deg, you will be able to mount most servos. Put the rubber grommets on the servo and attach the servo to the mounts with 4 button-head Allen screws and washers, as shown.

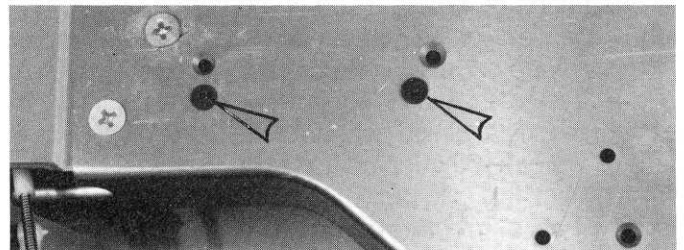


**Fig. 122**

❑ **Figs. 123 & 123a** Install the servo to chassis with the 2 flathead Allen screws shown in fig. 122. You'll have to install 2 washers between the rear mount and chassis for proper alignment. Fig. 123a shows the proper holes to use with small servos.

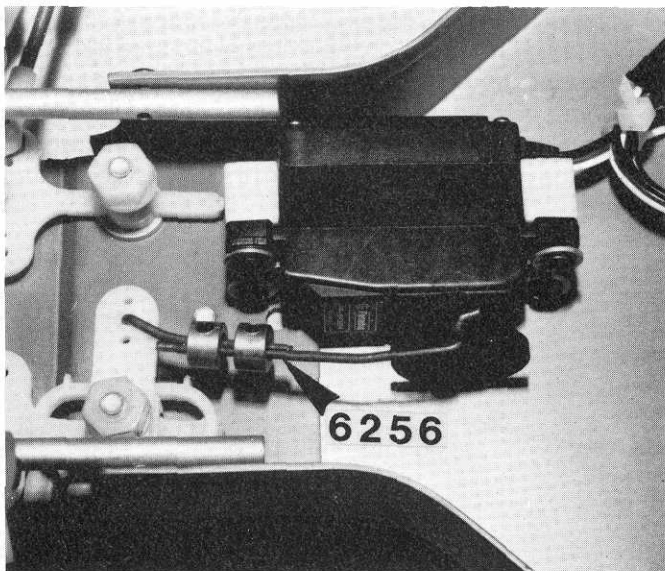


**Fig. 123**



**Fig. 123a**

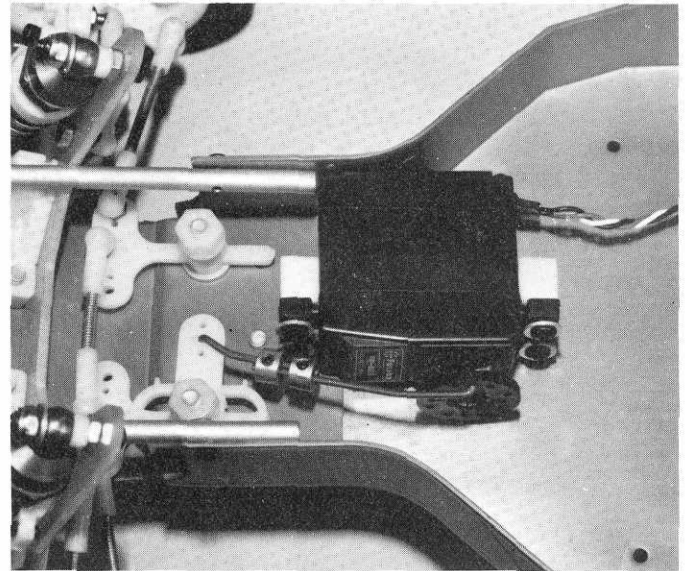
❑ **Fig. 124** Out of Bag #6-2, take the piano wire linkage and set collars. Turn the servo output arm to the left and right stops and then center the arm between these 2 stops. It will not be exact, but it will be close enough for now. We'll center it exactly with the radio later. Slip one of the "Z" bend arms in the servo arm, as shown. The "Z" bend arm will be easier to install in the servo saver arm if you take your X-acto knife and rotate it in the hole to bevel it slightly. The arrow in the photo is pointing to a slight bend that we want to put in this wire to help clear the collars from the servo. Put a slight bend in the arm and then slip it in the center hole, as shown. Center the servo saver and install and tighten both lock collars.



**Fig. 124**

☐ **Fig. 126** Linkage is the same as for small servo but may require slightly more bend.

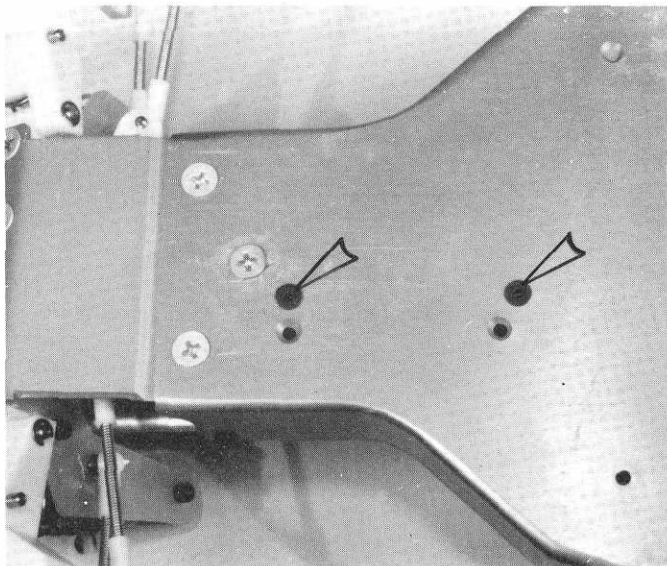
In the last few pages of this instruction manual are diagrams and photos of electrical wiring and radio and speed control installations.



**Fig. 126**

## **SPECIAL INSTRUCTIONS: MEDIUM STEERING SERVO**

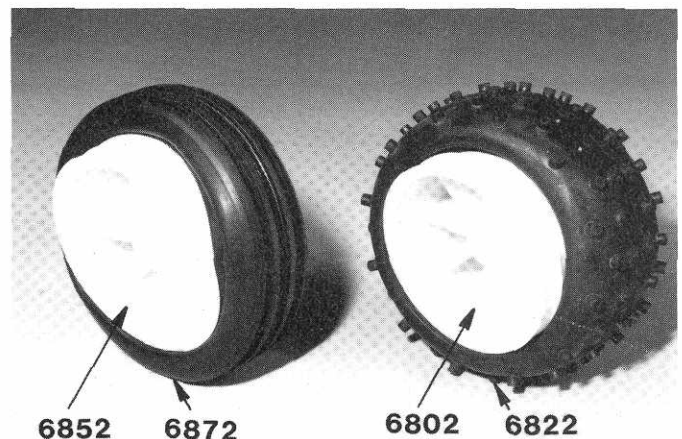
☐ **Fig. 125** Medium sized servos would include Futaba S31, S131, S28; Airtronic 94461; and Novak NES1A. Follow the same procedure as for the small servo but use the wider spaced mounting holes in the chassis.



**Fig. 125**

## **TIRE AND WHEEL ASSEMBLY**

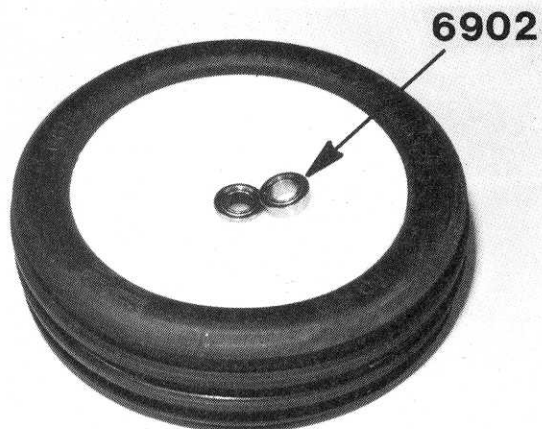
☐ **Fig. 127** Take the front and rear tires and slip them over the wheels, as shown, and then finish mounting the tires. Make sure they're all fully seated so they will run true. Team racers will glue the tires to the wheels with Hot Stuff.



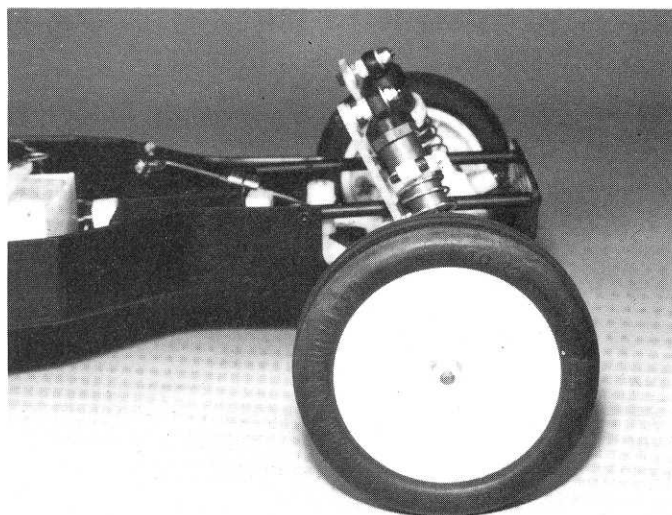
**Fig. 127**



□ **Figs. 128 & 128a** Install two ball bearings in each front wheel, and then slip the wheels on the front axle, then a washer and then the locknut. Tighten the locknut and make sure the wheel spins freely. If it doesn't, back off on the locknut.

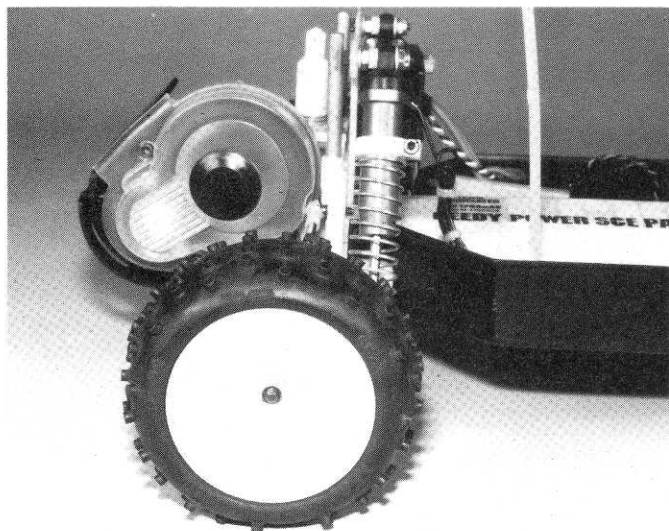


**Fig. 128**



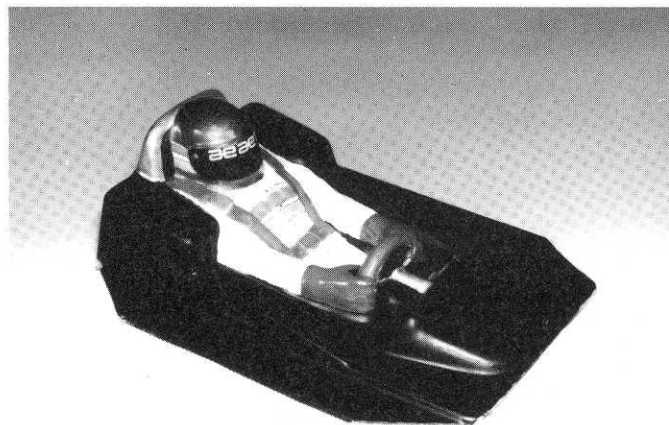
**Fig. 128a**

□ **Fig. 129** Slip the wheels on the rear axles. If they go on tight, screw them on the axle making sure the slot in the wheel aligns with the pin in the axle. Screw the locknut on. Some rear wheels will go on the axles a little tighter than others. When you're ready to remove the wheel, remove the nut, hold the wheel from the backside and tap the end of the axle until the wheel moves a little bit. Then you can simply unscrew it off the axle.



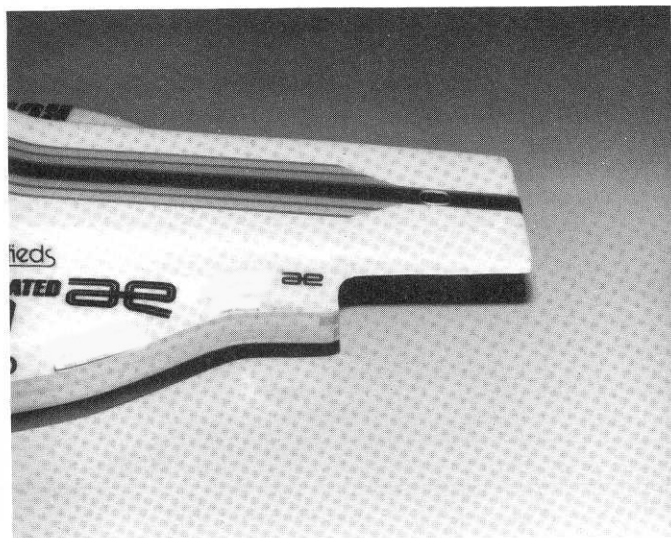
**Fig. 129**

□ **Fig. 130** The driver can be painted to look quite life-like. If you paint the helmet and visor on the inside, they will have a glossy appearance. Then if you paint the rest on the outside, it will be very life-like. You can use the small brush on paint bottles available in hobby stores. The driver should be trimmed as shown, then it will slide up into the body, and 2 pieces of tape will hold it in place.



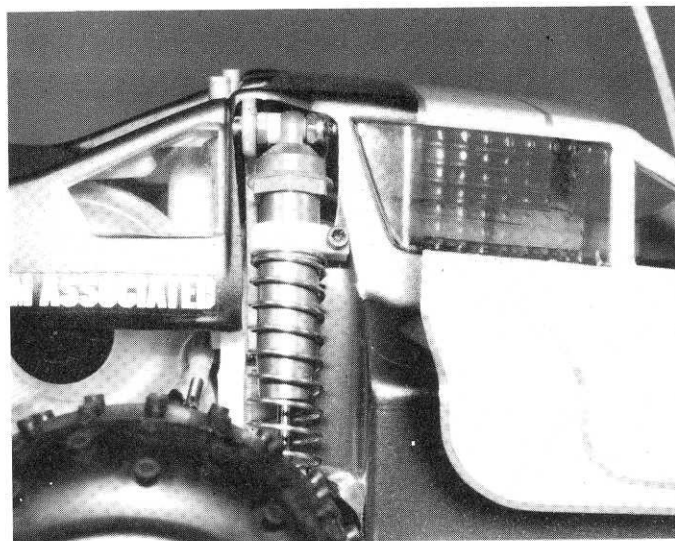
**Fig. 130**

**Fig. 131** The body can be painted before you mount it, however it might be easier for you to mount it while it's clear because it will be easier to locate the holes for the body mounts and wing tubes. This photo shows the trim lines for the front of the body and the front body mount hole.



**Fig. 131**

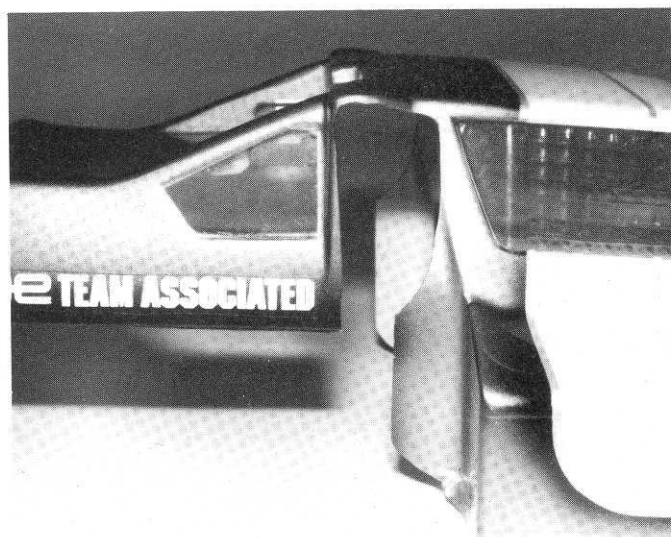
**Fig. 133** Trim a little of the body and slip it on. Keep trimming a little at a time until it clears the shocks. Cut out the body mount hole and the 2 wing tube holes. When you've got the body fitted, it's time to paint the body and wing. The body is painted on the inside and the wing is painted on the underside. There are 2 different ways to paint the body. By either brushing it on or spraying it on. The body is made of Lexan polycarbonate. In hobby shops, you can find special Lexan or polycarbonate paints made for these type bodies, to brush on. Do not use any other type brush-on paints. If you want to spray it on, one of the best type of spray paints for Lexan or polycarbonate is Pactra, available in most hobby shops.



**Fig. 133**

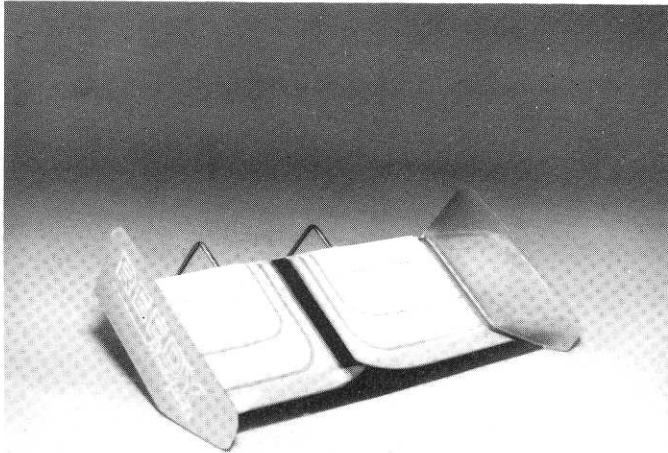
**Fig. 132** The rear of the body must be trimmed like this to clear the shocks.

NOTE: Save the trimmings to use for testing paint.



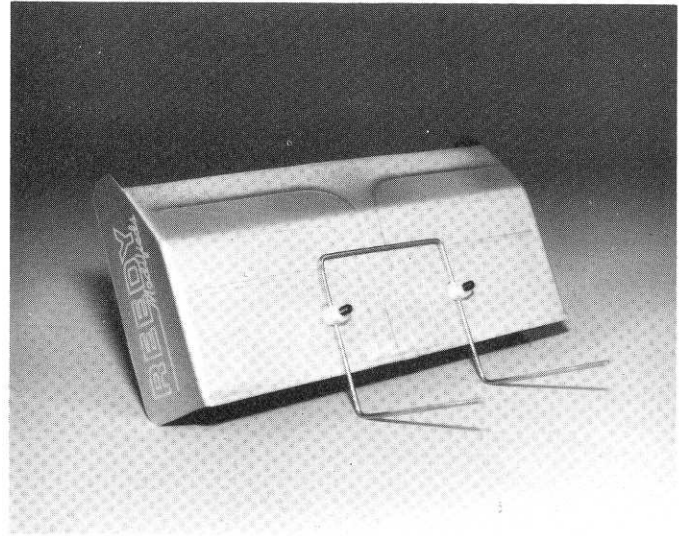
**Fig. 132**

☐ **Fig. 134** Now you'll have to figure out your paint scheme and mask the body off. Use automotive masking tape for best results. You always want to paint the darkest color first, and the lightest color last. So, in the case of this wing, the darkest color, which is towards the top of the photo, would be painted first. This means the first thing you mask off is the section which will be painted white. The next section you mask off is the lightest color next to white and so on. After you've painted the darkest color, you peel off the next layer of masking tape and paint the next lighter color and so on. When you paint the body, put some masking tape on the outside of the body at the body mount holes and wing tube holes and at the shock cutout holes so the excess spray does not get on the outside of the body.



**Fig. 134**

☐ **Fig. 135** Mount the wing as shown in the instructions in the wing bag.



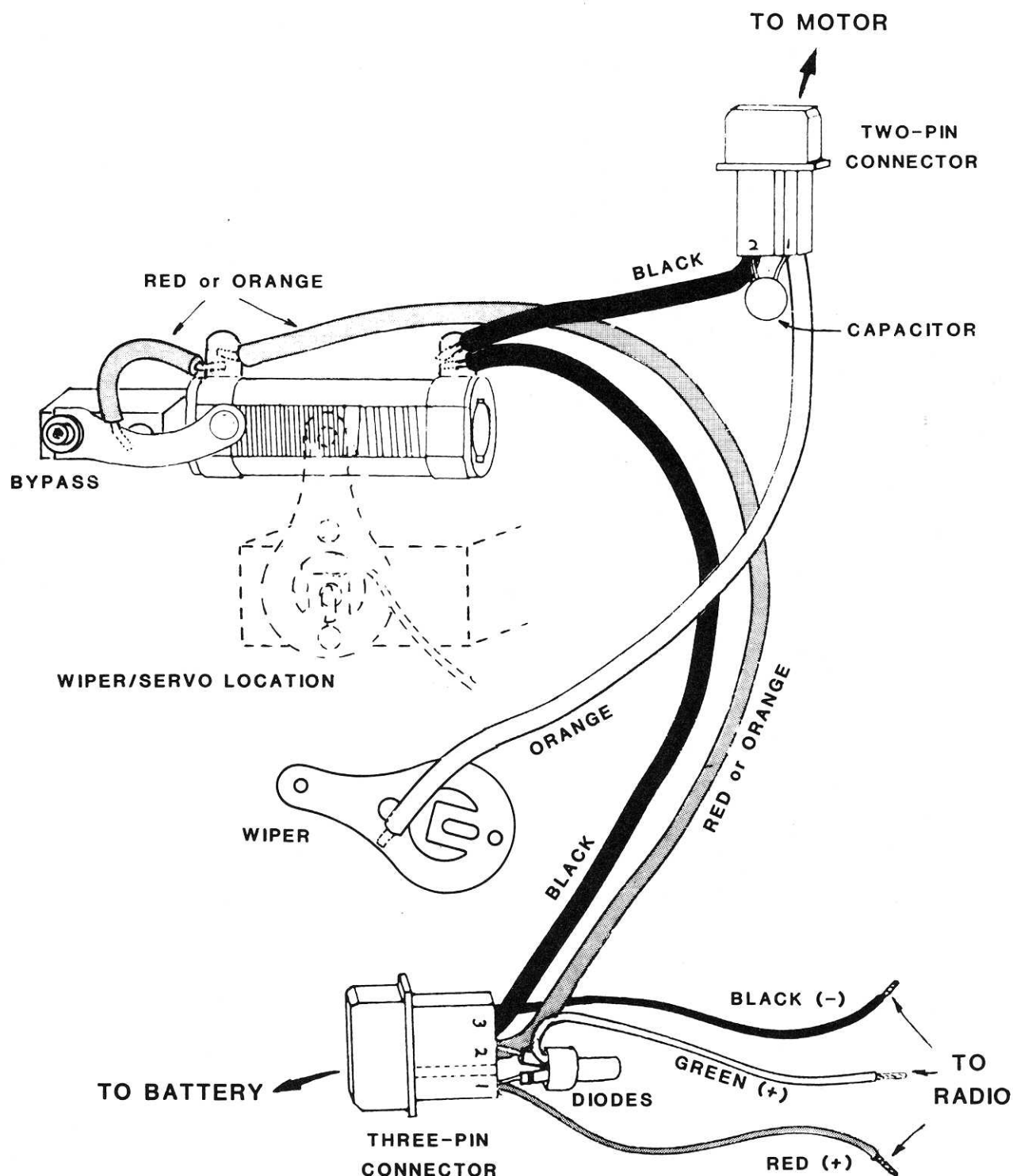
**Fig. 135**

☐ **Fig. 136** Mount the body, with the body clips and wing, on the car, and then pat yourself on the back. YOU DID FANTASTIC!!



**Fig. 136**

# RC10 WIRING DIAGRAM

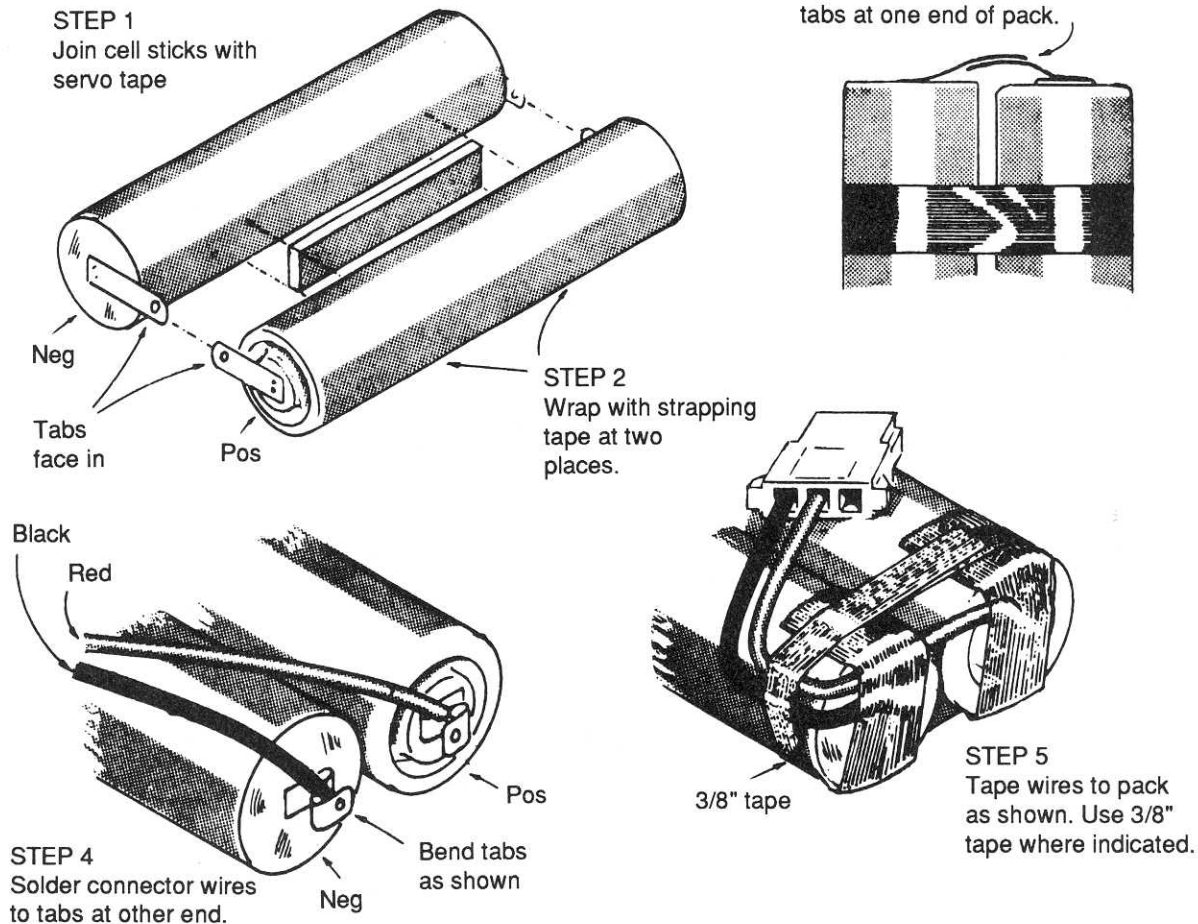


**NOTE:** Use green and black radio leads with 6-cell pack. Use red and black radio leads with 7-cell pack.

**Fig. 208**

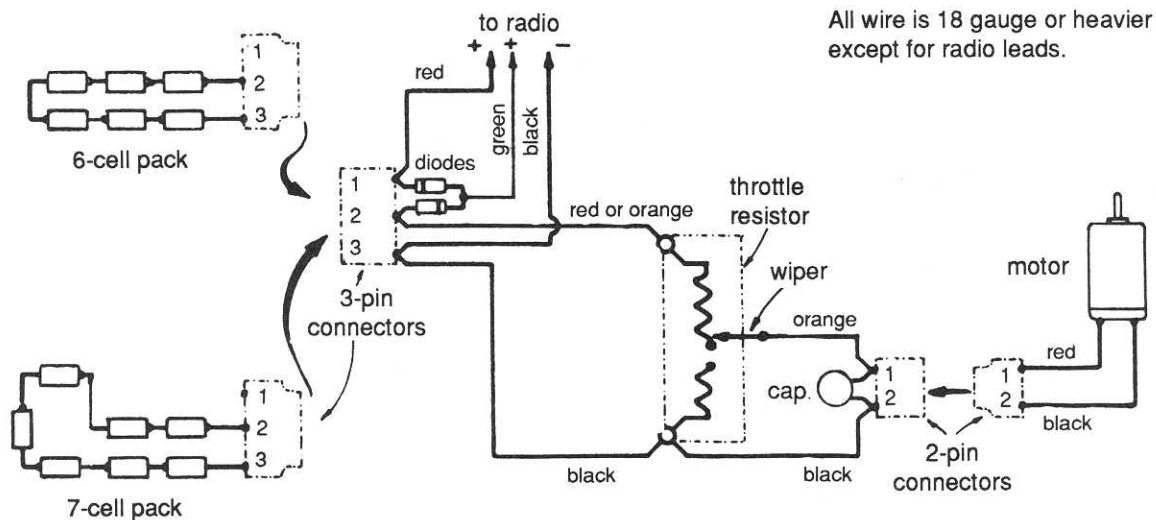


# BATTERY WIRING



**Fig. 209**

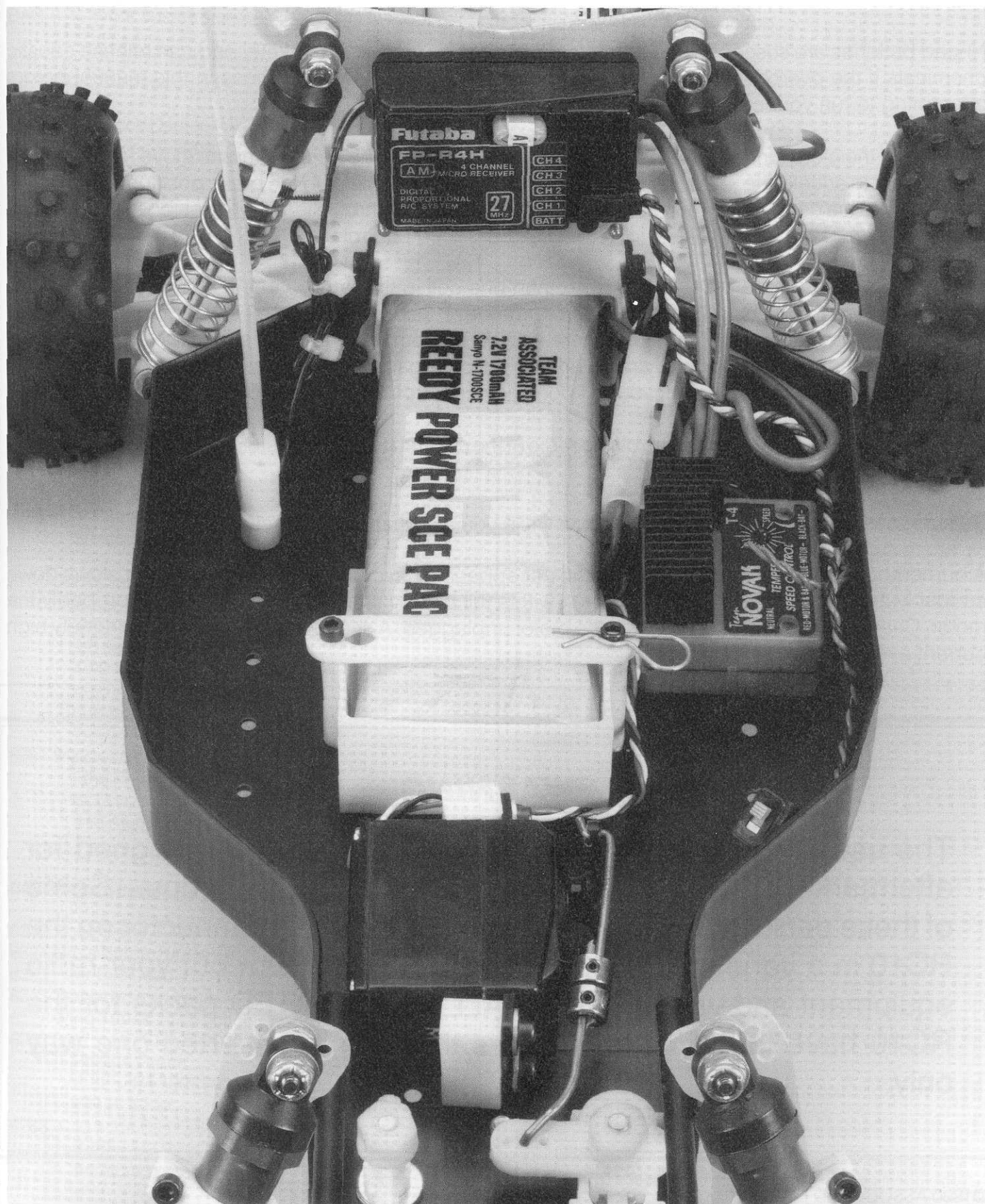
# RC10 CIRCUIT SCHEMATIC



**Fig. 210**



## BATTERY WIRING & RADIO INSTALLATION DETAIL



## **CAUTION**

Ni-cad batteries are susceptible to damage when overcharged at a high rate, and can release caustic chemicals if the overcharge is severe. Read the battery charging instructions in this manual before attempting to run your car.

Do not stall the motor under power. If the car stops suddenly on the track, or fails to move forward when you attempt to accelerate, push the throttle control on your transmitter to the brake position immediately and attend to the car. A small rock can stall the gears, and if the throttle is left in the on position the result can be a burned out motor or resistor (or electronic speed control unit).

If you run your car to the point where more than one cell in the pack is completely discharged, it is possible to lose radio control of the car before the drive motor stops completely. For this reason you should not operate your car in an area where it could be harmed or cause harm, such as near a busy roadway or a pool of water. Usually radio control will be regained as soon as you pick up the car and the motor is allowed to free-run. If you still don't have control, then you should unplug the motor.

When you stop running your car, turn off the radio at the car first (with the resistor in the off position) before turning off the transmitter.

Be sure that the resistor is in the off position while you are charging the battery.

A burned-out or shorted motor can make the car appear to have radio problems. If the car slows down suddenly and the radio acts erratically even with a full battery charge, then the cause is probably the motor. Check the range of the radio with the motor unplugged. A shorted motor will draw extremely high current even under no-load conditions.

## **WARNING**

The use of Ni-cad packs with two-pin connectors, designed for aftermarket or for other brands of cars, can be hazardous. Some of these packs can be plugged into the three-pin connector on the RC10 in a variety of incorrect ways that can burn out your radio equipment and wire harness. **ALL ASSOCIATED** packs for the RC10 have three-pin connectors that can be inserted one way only.

# TEAM CAR KIT CONTENTS

## BAG 6-1 - Front Suspension Bag

6206 Front A arms "wide track"	pr
6207 Front Suspension Mount	pr
6213 Front Block Carrier 15 degpr	
6217 In line Axle Steering Blk	pr
6218 In line Front Axle	pr
6223 King Pin	pr
4-40 shcs special for front shock mounting	pr
6226 Inner Hinge Pin	
6227 Outer Hinge Pin	
6231 Front Shock Strut Wide "A" arms	
4-40 x 1 3/4 Turnbuckle	pr
6242 4-40 Nylon Insert Locknut	pr
3216 #4 Steel Washer	pr
6280 8-32 x 1/2 100 deg Alum Fthd	
Phillips Green	6
4-40 x 1/2 S.H.C.S.	2
6299 E Clips	16

## BAG #6-2 - Servo Saver and Steering Linkage

6255 Servo Saver Plastic Only	
6256 Linkage	
Z Bend 1/16 Piano Wire	2
1/8 set screw Collar	2
4-40 x 1/8 Setscrew	2
4-40 x 2.06 Turnbuckle (Tie Rod)	2
4-40 x 1.00 Turnbuckle	1
6281 8-32 x 7/8 100deg Alum	
Fthd Phillips Green	2
8-32 Nylon Locknut	2
#10 Alum Washer	2

## BAG #6-4 - Chassis Parts

6309 Nose Piece, black	1
6321 Nose Brace Tubes, black	2
6323 Rear Bulkhead	1
6325 Transmission Brace	1
6327 Wing Tubes	
6280 8-32 x 1/2 100° Alum Flathead	
Phillips Green	2
8-32 x 1/4 100° Steel	
F.H.P. Silver	1
6288 4-40 x 1/4 B.H.C.S.	4
4-40 x 1/2 S.H.C.S.	6
#4 Alum Washer	4
6378 Rear Shock Strut	

## BAG #6-5 - Body Mount Kit

6330 Plastic Body Mount Post	2
6332 Hood Pins	4
#10 Alum Washer	4
6280 8-32 x 1/2 100deg Alum	
F.H.P. Green	2
6281 8-32 x 7/8 100deg Alum	
F.H.P. Green	1

## BAG #6-6 - Servo Mount Kit

6336 Servo Mount Plastic	4
6292 4-40 x 3/8 F.H.S.C.	4
4-40 x 5/16 B.H.C.S.	8
#4 Alum Washer	10

## BAG #6-7 - Battery Cup

6334 Battery Cup	pr
6335 Battery Holddown Strap	2
6332 Hood Pins	4
4-40 x 1/2 F.H.S.C.	4
4-40 x 3/8 S.H.C.S. W/hole	2
4-40 x 3/8 S.H.C.S. Pln 2	

## BAG #6-8 - Rear Suspension Kit

6355 Rear A Arms	pr
6360 Rear Suspension Mounts	pr
6366 3deg Rear Hub Carriers	2
6371 U-joint	
6375 Stub Axle Roll Pin	2
6380 Rear Inner Hinge Pins	pr
6381 Rear Outer Hinge Pins	pr
4-40 x 1 3/4 Turnbuckles	2
6387 Bronze Oilite Bushing/w	
Washer	pr
6280 8-32 x 1/2 100 deg Alum	
Flathead	4
4-40 x 5/16 S.H.C.S.	4
6299 E Clip	16
8-32 Nylon Insert Alum	
Locknut	2
6373 Rear axle spacer	10

## BAG #6-9 - Rear Shock Bag

6435 Rear Shock Body .4x132	2
6439 End Cap, black	2
6458 Shock Shaft 1.32 Stroke	2



6464 Piston	2
6430 Rebuild Kit	
Nylon Snap Ring	4
Black "O" Ring	4
Nylon Spacer	2
Small Nylon Washer	2
Silicone "O" Ring	4
E Clips	12
6466 Down Stops	6

#### BAG #6-10 - Front Shock Bag

6473 Shock Body .71 Stroke	2
6439 End Cap, black	2
6460 Shock Shaft .71 Stroke	2
6464 Piston	2
6430 Rebuild Kit (See Bag 6-9)	
6470 Mounting Kit (See Bag 6-9)	
Nylon Spacers	

#### BAG #6-11 - Oil, Springs, Clamps

5414 30 wt Shock Oil	
6478 Spring Rear 2.75 x .042	
Silver	2
6479 Spring Rear 2.75 x .045	
Gold	2
6496 Spring Front 1.3 x .042	
Silver	2
6497 Spring Front 1.3 x .045	
Gold	2
6474 Clamps and Cups includes	
Spring Clamp	4
Spring Cup	4
4-40 x 3/8 S.H.C.S.	4
6480 Spring, Rear 2.75 x .041	
Green	
6494 Spring, Front 1.30 x .041	
Green	

#### BAG #6-12 - Transmission Bag

6560 Stealth Transmission Kit, Complete	1
6563 Complete Ball Bearing Set	9
6565 Transmission Case, Left & Right Sides	set
6566 Felt Gasket	1
6568 Spur Gear Screws	4
6569 Motor Plate Spacers and End Cap	
6570 Idler Shaft and Gear	
6571 Drive Gear/Shaft Assembly with Roll Pin	
6572 Drive Shaft Roll Pins	6
6573 Diff Thrust Washers	2
6575 Diff Thrust Bolt, Thrust Bearing Cover, Dogbone Spacers and Locking T-nut	

6576 Carbide Thrust Diff Balls, small, 5/64"	6
6577 Diff Outdrive Hub, right	1
6578 Diff Outdrive Hub, left	1
6579 Diff Drive Rings	2
6580 Diff Gear	1
6581 Carbide Diff Balls, large, 3/32"	12
6582 Diff Thrust Spring	1
6583 Torque Control Hub, inner	1
6584 Torque Control Hub, outer	1
6585 Clutch Disk	1
6586 Torque Control Thrust Bearing and Thrust Washers	
6587 Torque Control Spring and Locknut	
6588 Black Grease	1
6589 Diff Bearings, 5/32 X 5/16, plain	2
6590 Mounting Hole Drill Guide	1
6591 Stealth Diff Lube	1
6592 Allen Wrench Set, 1/16, 5/64, 3/32	
6607 Motor Mounting Plate	1
6608 Gear Dust Cover	1
6903 Ball Bearings, 3/8 X 5/8	2
6906 Ball Bearings, 3/16 X 3/8	2
6325 Transmission Brace	1

#### BAG #6-14 - Ball End W/Cups

6273 Ball End Long	6
6270 Ball End Short	8
4-40 Plain Hex Nut	8
6274 Plastic Ball Cup	14

#### BAG #6-15 - Gear Bag

6693 81 Tooth 48 Pitch Gear Spur

6955 Turnbuckle Shock Wrench	
6191 Headlights & Knockoffs	
6338 Antenna Mount and Tube	
6950 Allen Wrench Set	
Wire Ties 4"	
3714 Servo Tape	
6301 Black Chassis	
6121 Viper Body	
6182 High Down force Wing Kit	
6180 Clear Driver	

REAR WHEEL

6802 One Piece Glue-on Rear Rims, 2" pr

REAR TIRE

6822 Cut-Down Spikes pr

(Optional tires:

6821 soft, medium

6820 soft, pyramid spikes)

FRONT WHEEL

6852 One Piece Glue-on Front Rims,  
2 1/8" pr

FRONT TIRE

6872 3 Ribbed, Grooved pr

(Optional tires:

6871 soft, medium)

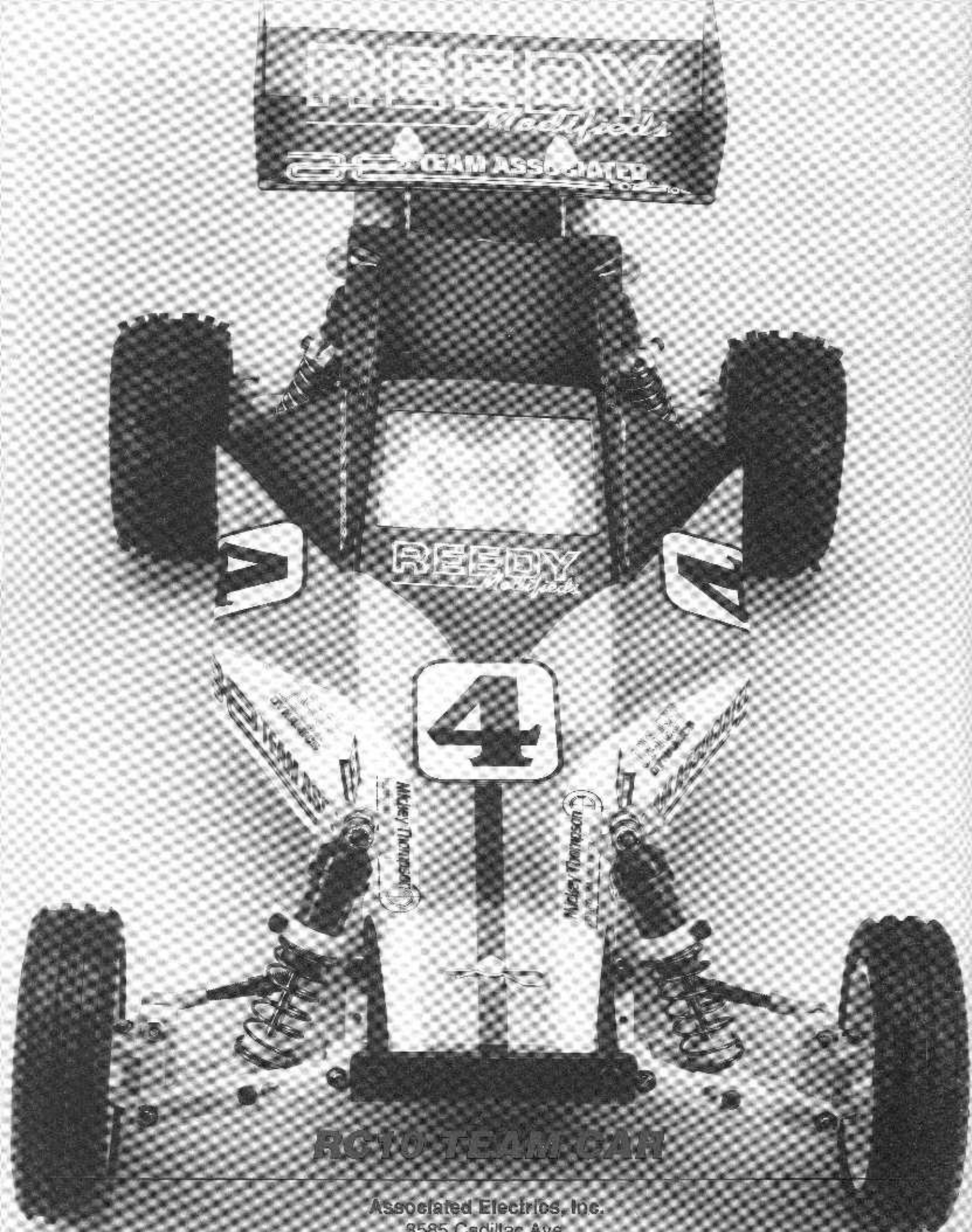
6902 Ball Bearings, 3/16 x 5/16, flanged 2

897 Ball Bearings, 1/4 x 3/8, flanged 2

**SAVE THIS BOOKLET!**

**MORE THAN AN INSTRUCTION  
MANUAL, IT'S ALSO A HANDY,  
PICTORIAL SUPPLEMENT TO  
TEAM ASSOCIATED'S 1/10  
SCALE CATALOG.**

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PART NUMBER AND NAME  
WHEN ORDERING.**



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Costa Mesa, CA 92626 USA