

RC8 :: *Instruction Manual*

80900: RC8 Factory Built
80905: RC8 Ready-To-Run (RTR)



**:: For RC8 FT Factory Built
start on page 34.**

1/8th Scale Nitro Powered 4WD Racing Buggy

:: Introduction

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new RC8. Please take a moment to read through it and familiarize yourself with these steps. For the Factory Team Factory Built RC8, please start on Page 34.

:: RC8 Features**:: Factory Team**

- Nyloc wheel nuts
- Factory Blue titanium turnbuckles
- True-Lock kingpin system
- Heavy duty CVA's with captured pins
- Factory Team threaded, hard-coated shock bodies with 4mm gold shock shafts and rubber boots
- Factory Team 4mm low-profile woven carbon fiber shock towers
- Woven carbon fiber steering rack
- Woven carbon fiber radio tray
- Sealed radio box
- Thread-through antenna mount
- Durable 10mm thick suspension arms
- Rubber CVA boots
- Fully adjustable pre-drilled screw mounted wing
- Strong anti-wobble wheels
- Anti-foaming fuel tank
- Low-profile, elliptical, high-flow two-stage air filter

:: Ready-To-Run

- Aluminum wheel nuts
- Tough, steel turnbuckles
- True-Lock kingpin system
- Heavy duty CVA's with captured pins
- Hard coated shock bodies with 4mm shock shafts and rubber boots
- Durable, molded radio tray & antenna mount
- Sealed radio box
- 3mm aluminum front/rear shock towers
- Durable 10mm thick suspension arms
- Rubber CVA boots
- Fully adjustable pre-drilled screw mounted wing
- Strong anti-wobble wheels
- Anti-foaming fuel tank
- Low-profile, elliptical, high-flow two-stage air filter

:: Additional**:: Factory Team**

Your RC8 Buggy comes assembled with all the Factory Team hopups installed. However, there are some items you will need to complete your kit:

- .21 Class Rear Exhaust Engine
- 2 Channel Radio Set - FM/PCM recommended.
- 4.8v-6.0v Receiver Battery Pack (RC8 will accept either flat or hump pack, AE Part #614 Flat, 615 Hump)
- Muffler, Joining Pack or Manifold & Spring
- AA-Size Batteries for Transmitter
- Model Car Fuel (30% Nitro recommended)
- Fuel Bottle (AE Part #1749)
- Glow Starter (AE Part #1738)
- Starter Box (AE Part #1750)
- 1/8th Scale Buggy Tires
- Cyanoacrylic glue (AE Part #1597)
- Thread Locking Compound (AE Pt#1596)
- Silicone Shock Fluid (Refer to Parts List)
- Lexan Specific Spray Paint
- Lexan Scissors (AE Pt#1737)
- Reamer/Hole Punch
- Hex Wrenches (AE Part #1541)
- Hobby Knife
- Needle Nose Pliers
- Wire Cutters

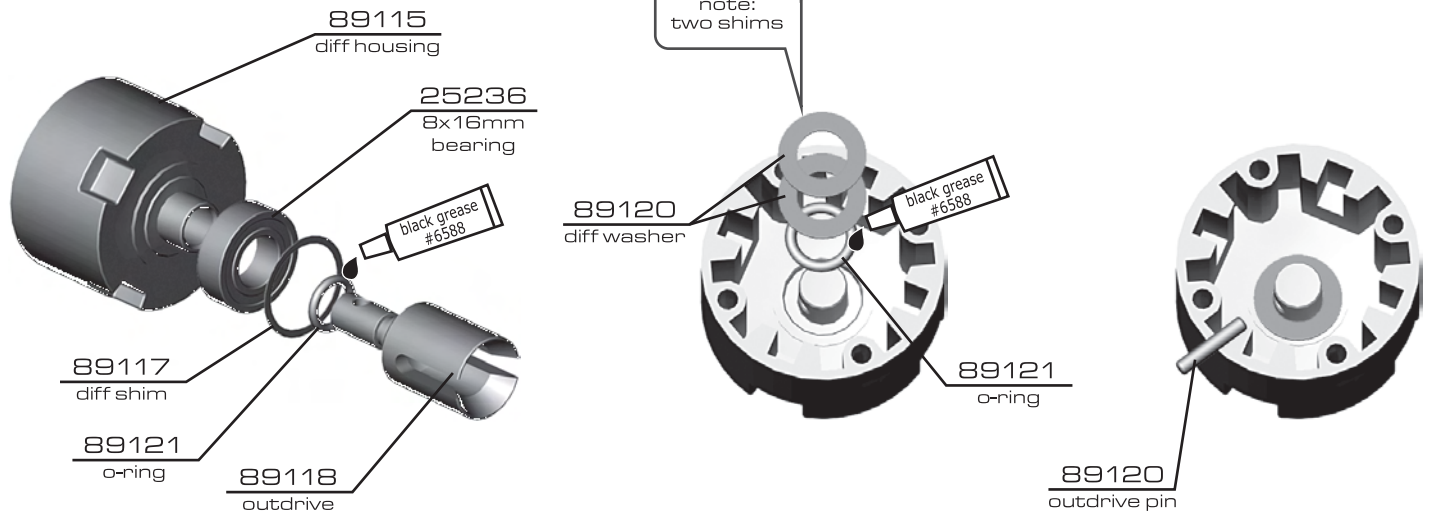
:: Ready-To-Run

Your RC8 RTR Buggy comes factory assembled including radio gear. However, there are some items you will need to complete your kit:

- AA-Size Batteries for Transmitter (x8)
- AA-Size Batteries for the onboard electronics (x4) (or a 4.8v-6.0v Receiver Battery Pack, 3x2 pack recommended, AE Part #614 Flat, 615 Hump)
- D-Size Battery for Glow Starter (x1)
- 6-Cell Sub-C Size Battery Pack for Pro-Start Starting Gun
- Charger for Battery Pack
- Model Car Fuel (20%-30% Nitro recommended)



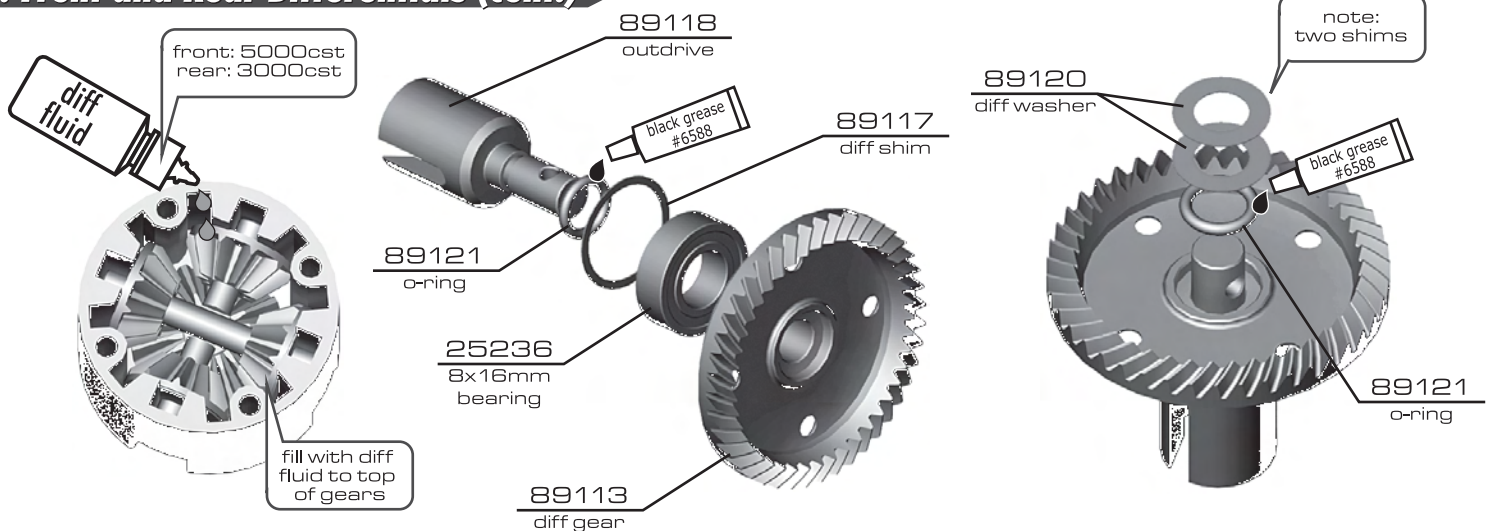
:: Front and Rear Differentials



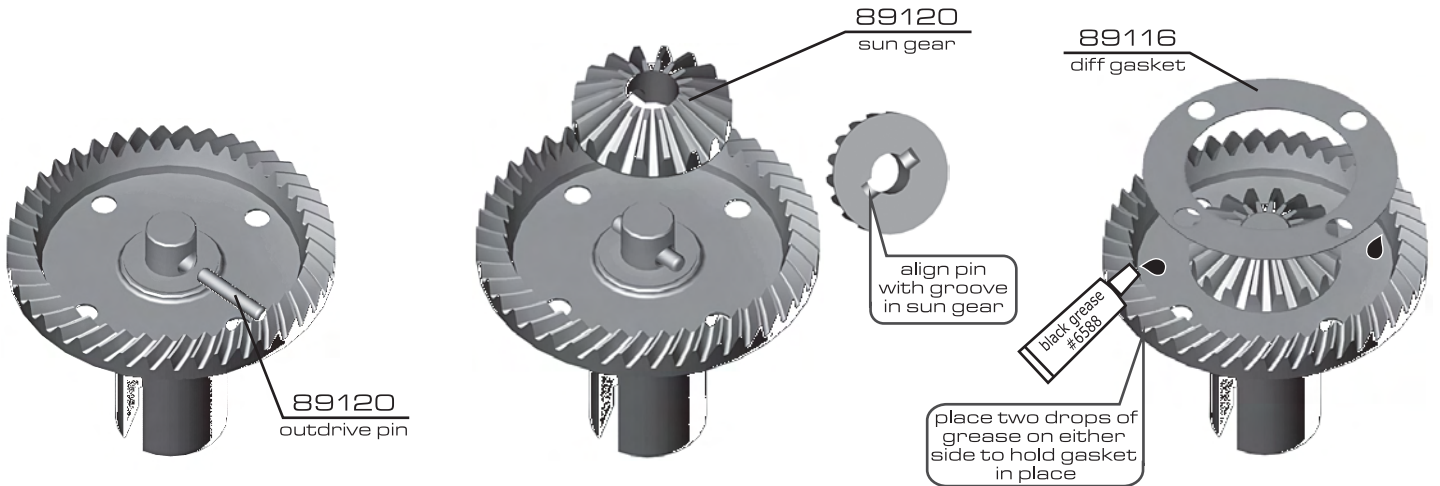
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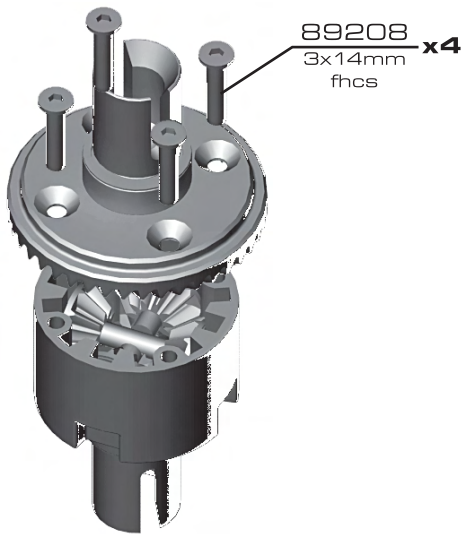
:: Front and Rear Differentials (cont.)



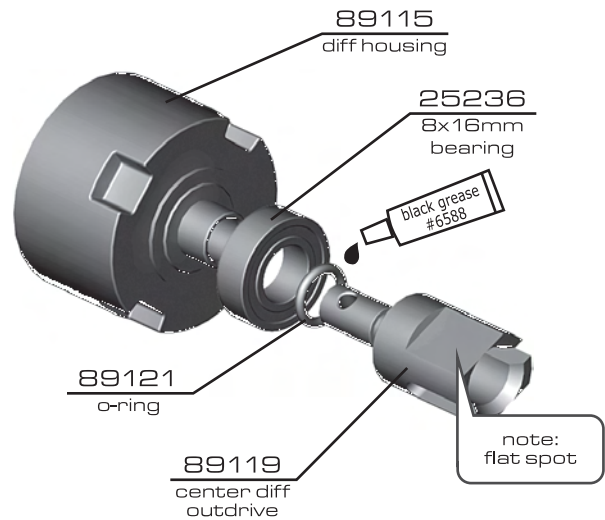
:: Front and Rear Differentials (cont.)



:: Front and Rear Differentials (cont.)



:: Center Differential



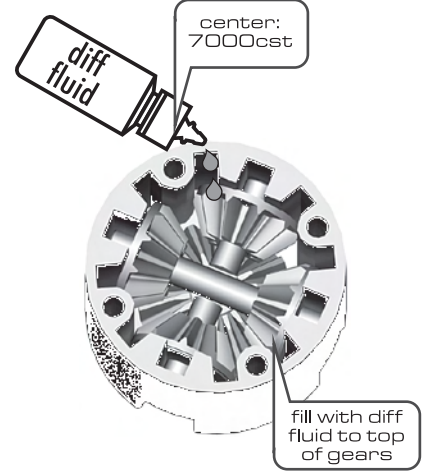
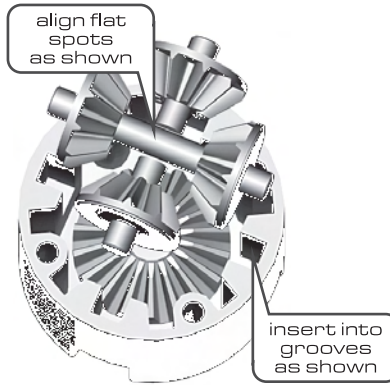
:: Center Differential (cont.)



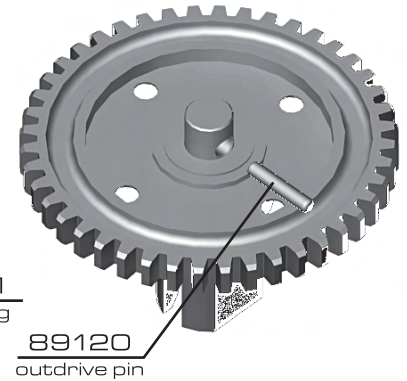
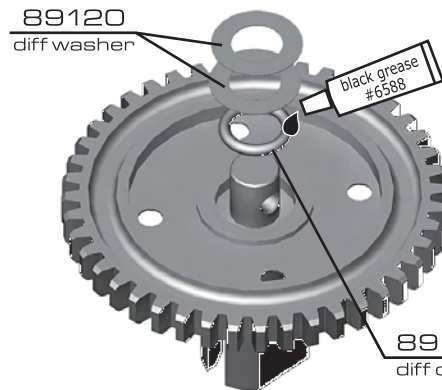
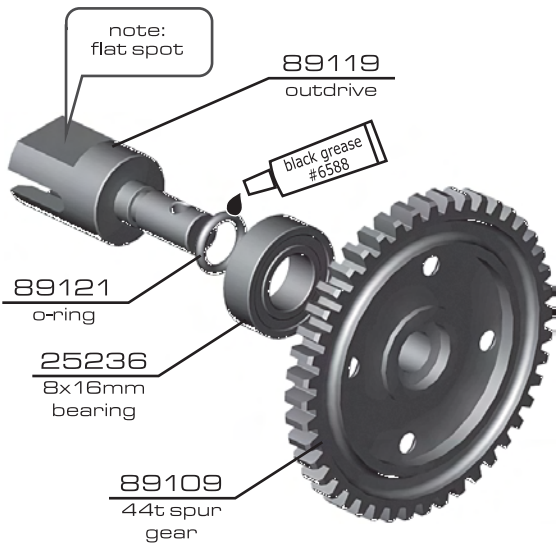
:: Center Differential (cont.)



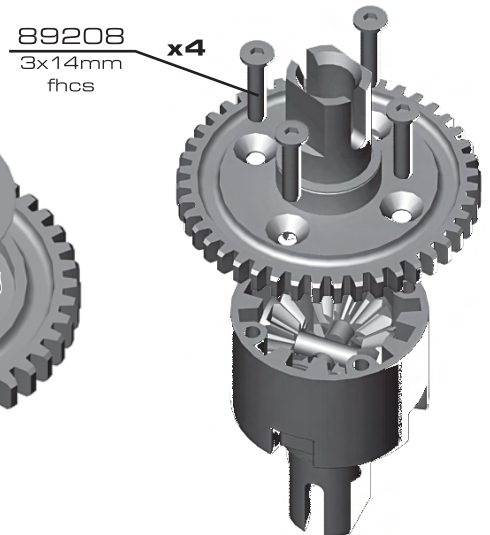
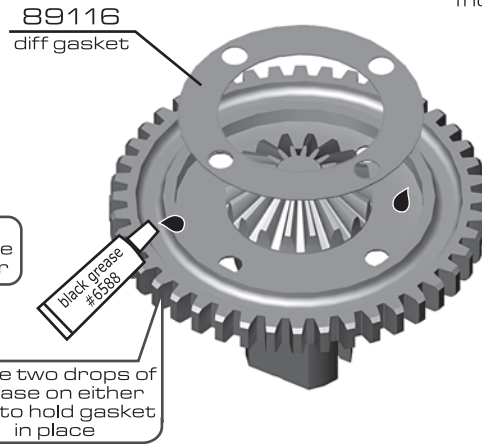
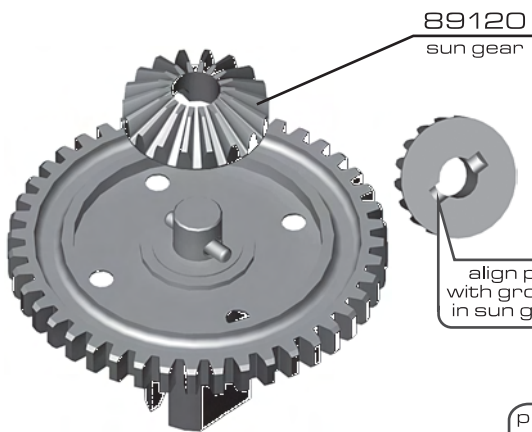
89120 spider gear assembly



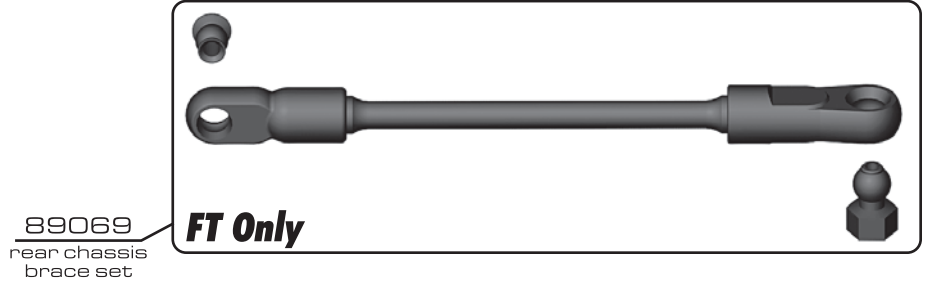
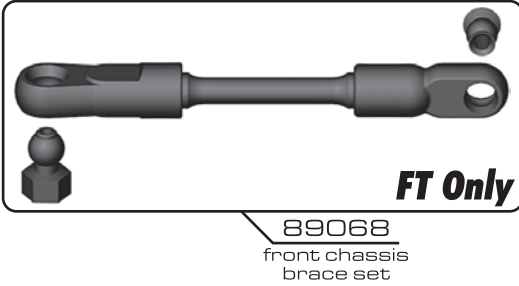
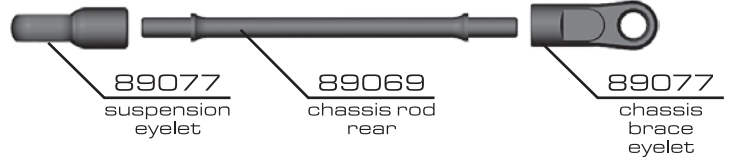
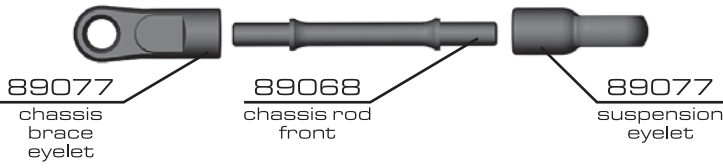
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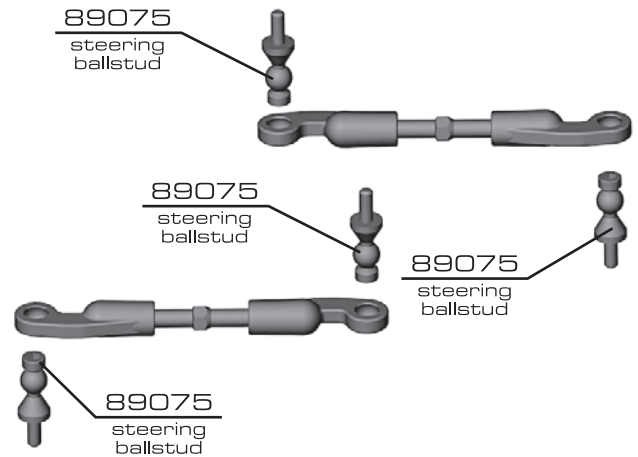
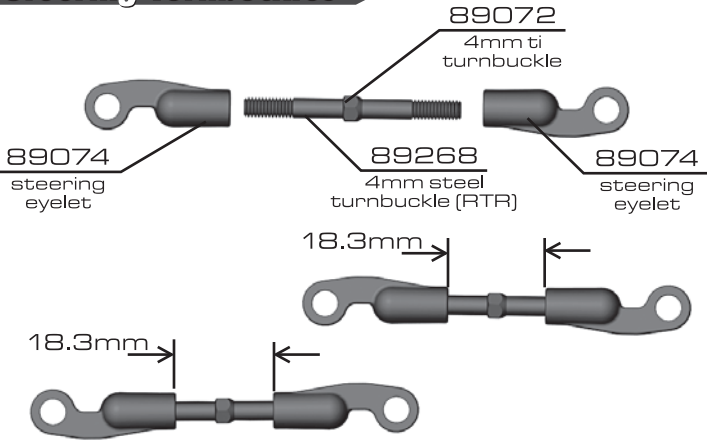
:: Center Differential (cont.)



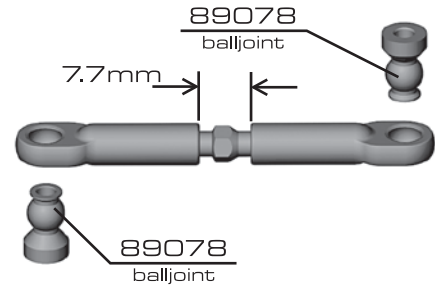
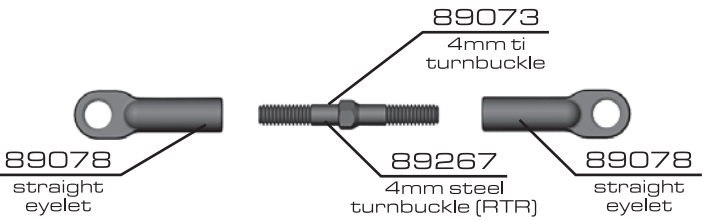
:: Chassis Braces



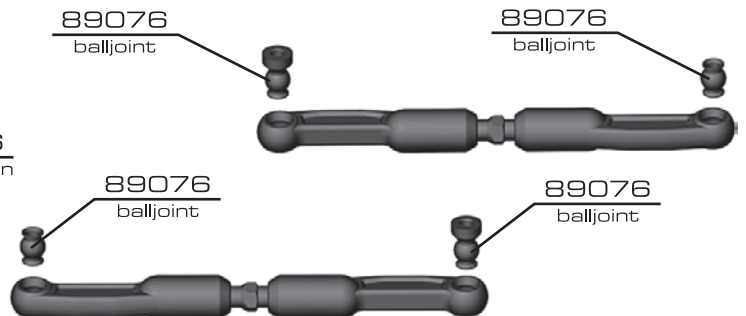
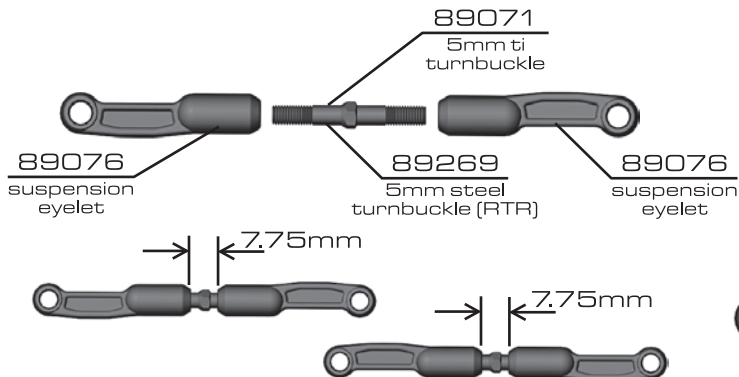
:: Steering Turnbuckles



:: Servo Turnbuckle



:: Camber Turnbuckles



:: Shocks

89215 piston locknut

1.6mm shock piston

89055 shock piston set (1.4, 1.5, 1.6mm)

89053 shock shaft gold, front (FT)

89054 shock shaft gold, rear (FT)

89260 shock shaft front (RTR)

89261 shock shaft rear (RTR)

FT threaded shown

89052 shock body front (FT)

89051 shock body rear (FT)

89263 shock body front (RTR)

89264 shock body rear (RTR)

89066 shock o-rings

89064 shock rebuild kit

shock fluid

1 drop on threads

:: Shocks (cont.)

fit boot into groove

89058 shock boot front

89059 shock boot rear

tighten eyelet to line on shaft

89065 shock rod eyelet

89065 shock rod eyelet ball

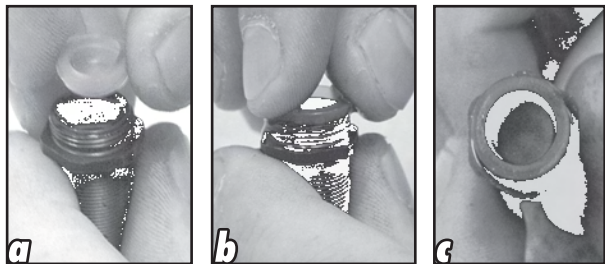
shock fluid

89063 shock bladder

fill to top with shock oil
front: 50wt #5432
rear: 40wt #5423

:: Shocks (cont.)

Bladder installation



With the shaft fully extended, place bladder onto the top of the shock body (a), displacing the extra fluid (b). Make sure there are no air bubbles under the bladder (c). If there are, gently lift one side of the bladder to allow air bubbles to escape.

89061 shock cap retainer

89061 shock cap

RTR

89262 molded shock cap

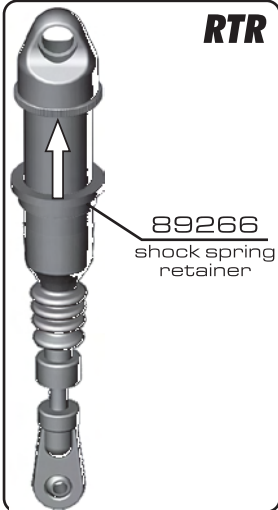
1 drop

shock fluid

89057 threaded shock collar o-ring

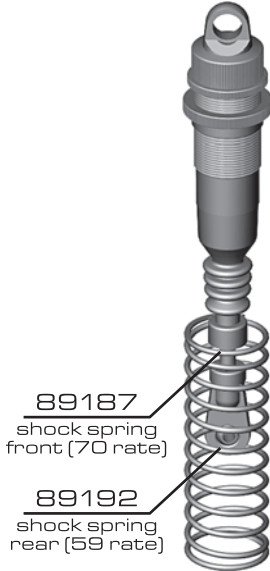
89057 threaded shock collar

:: Shocks (cont.)



RTR

89266
shock spring
retainer



89187
shock spring
front (70 rate)

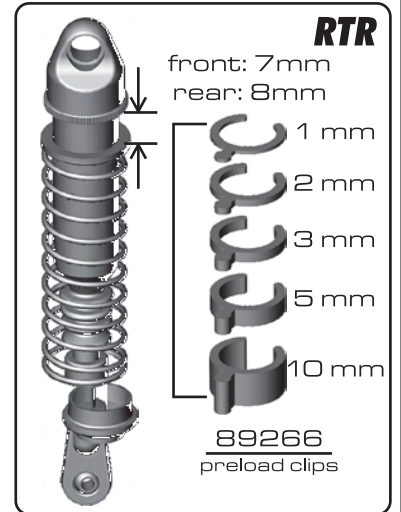
89192
shock spring
rear (59 rate)

front: 5.3mm
rear: 6.4mm

-slide boot over
shock eyelet

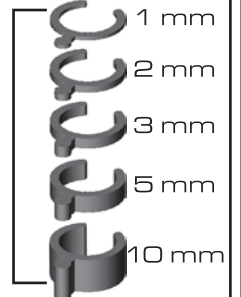
-install spring
cup over boot
and eyelet

89062
spring cup



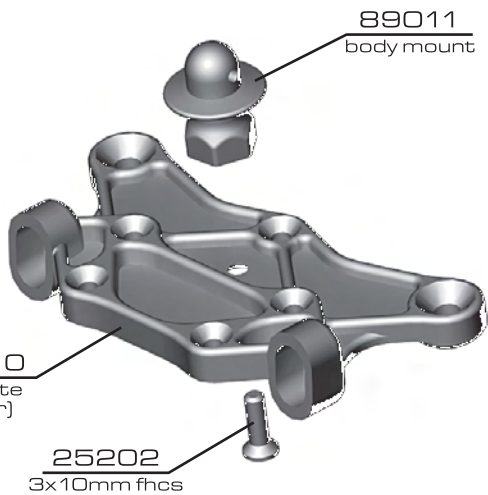
RTR

front: 7mm
rear: 8mm



89266
preload clips

:: Steering

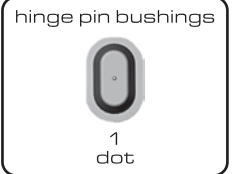


89011
body mount

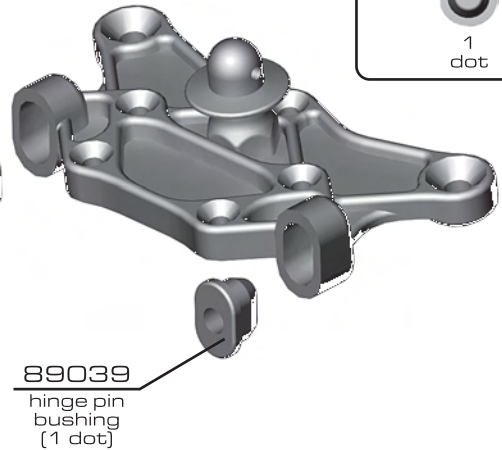
89010
top plate
(upper)

25202
3x10mm fhcs

89039
hinge pin
bushing
(1 dot)

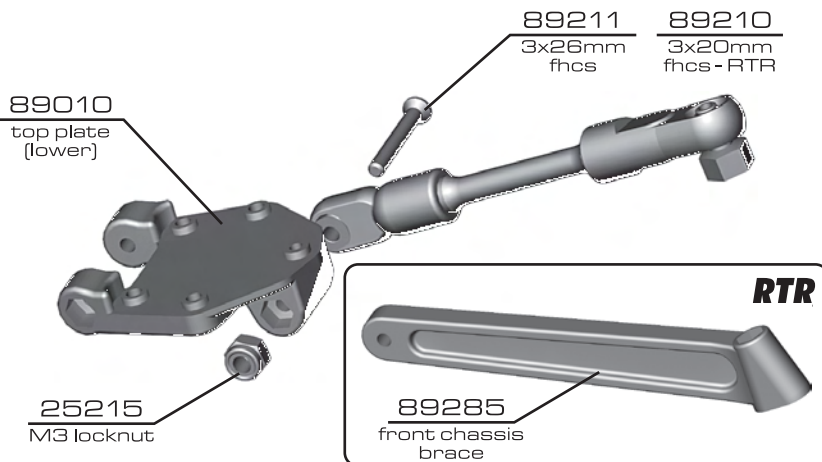


hinge pin bushings
1 dot



89039
hinge pin
bushing
(1 dot)

:: Steering (cont.)



89010
top plate
(lower)

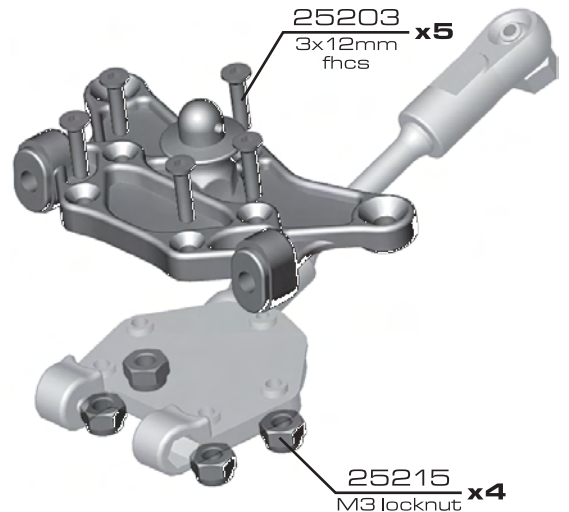
25215
M3 locknut

89211
3x26mm
fhcs

89210
3x20mm
fhcs - RTR

RTR

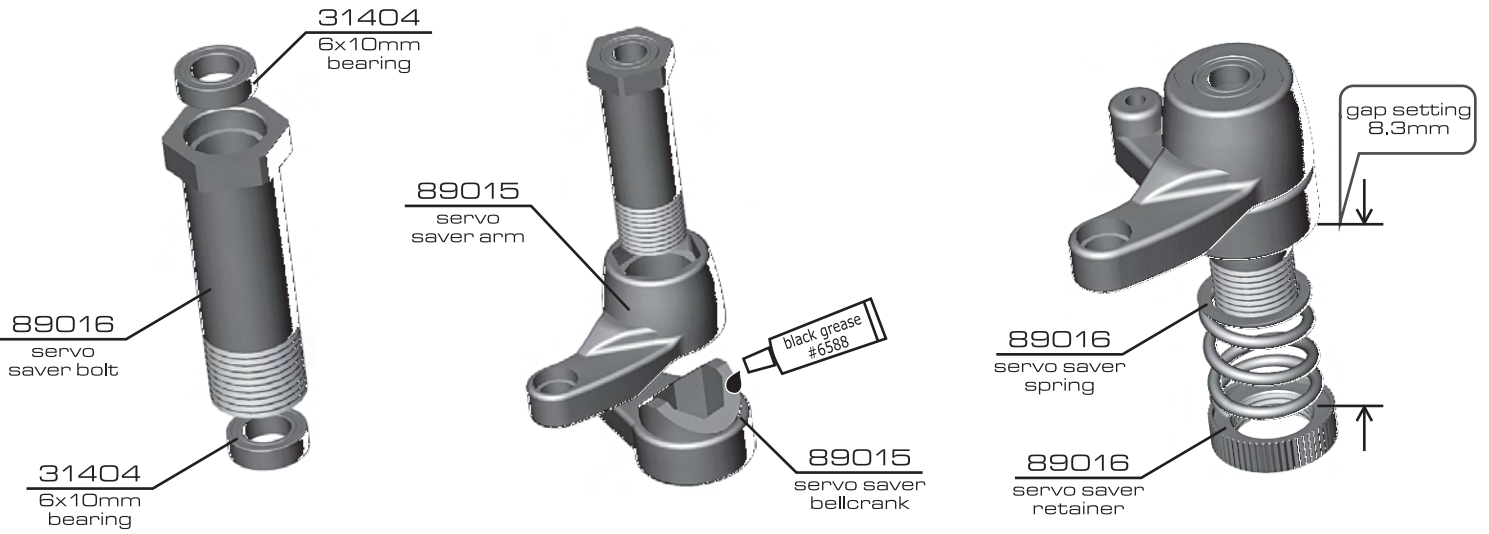
89285
front chassis
brace



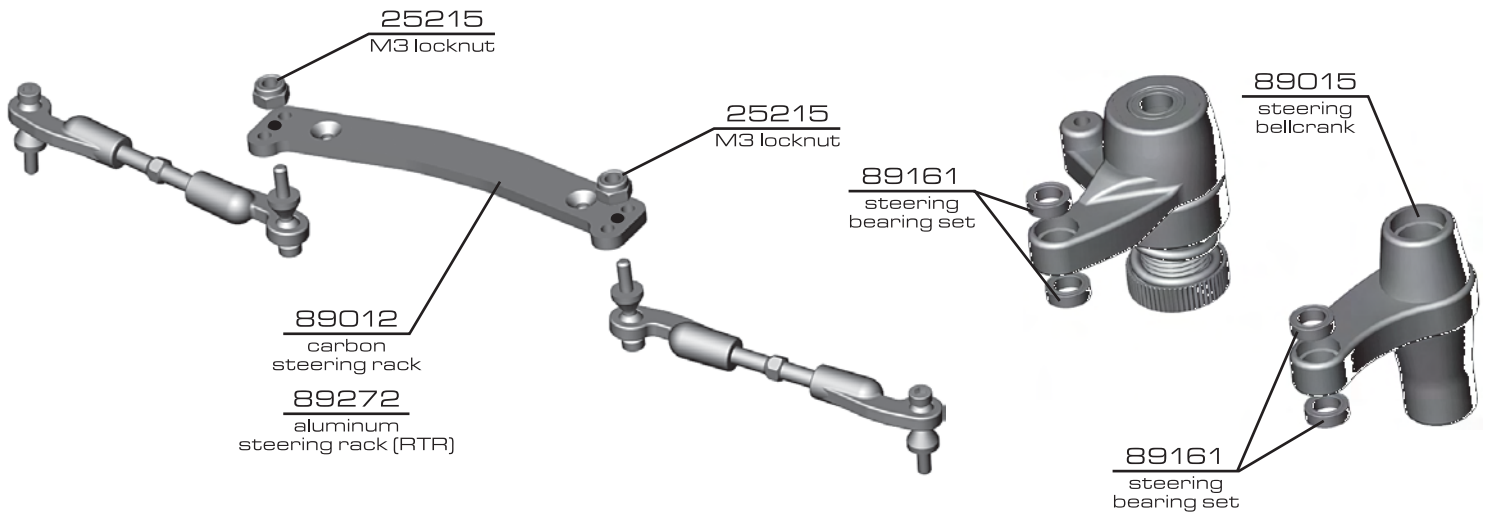
25203
3x12mm
fhcs **x5**

25215
M3 locknut **x4**

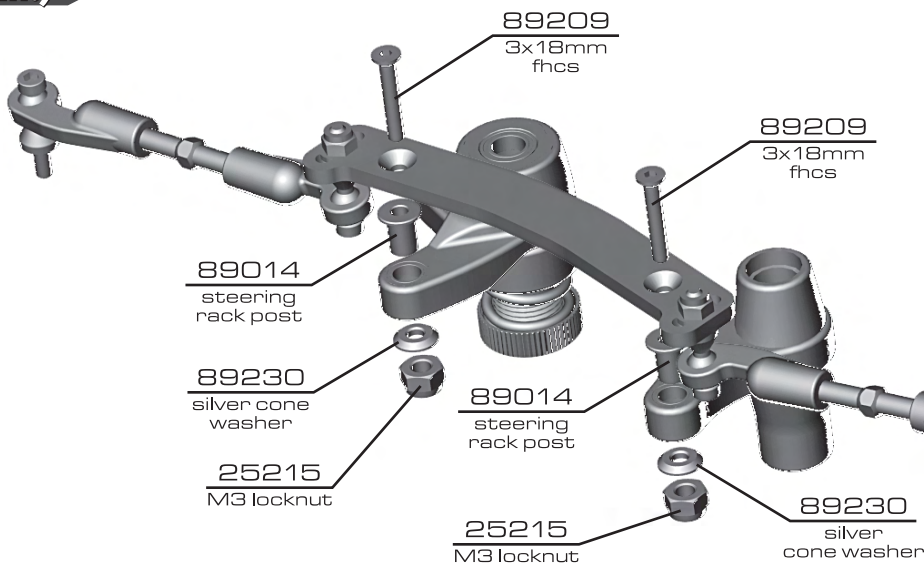
:: Steering (cont.)



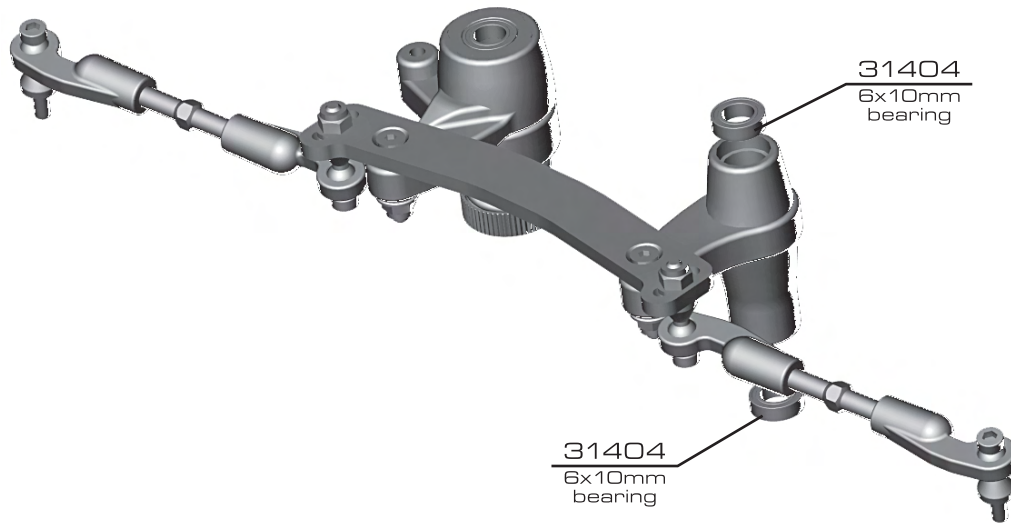
:: Steering (cont.)



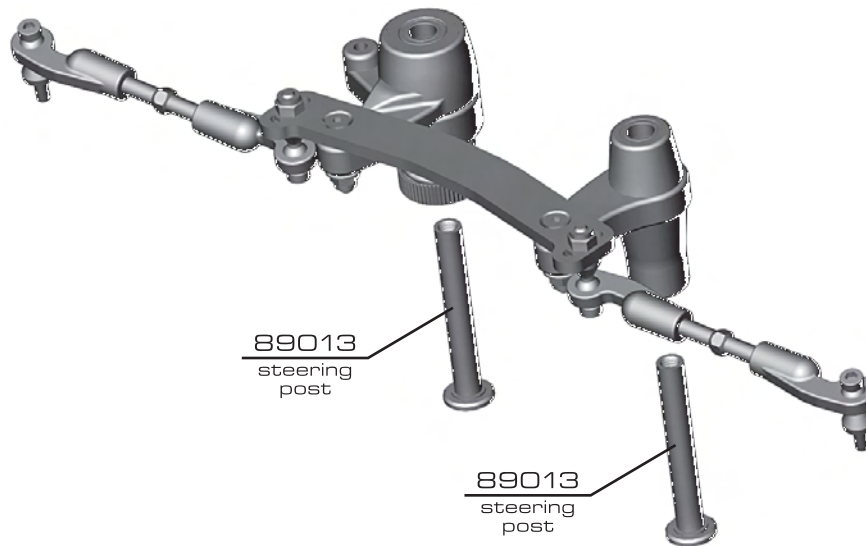
:: Steering (cont.)



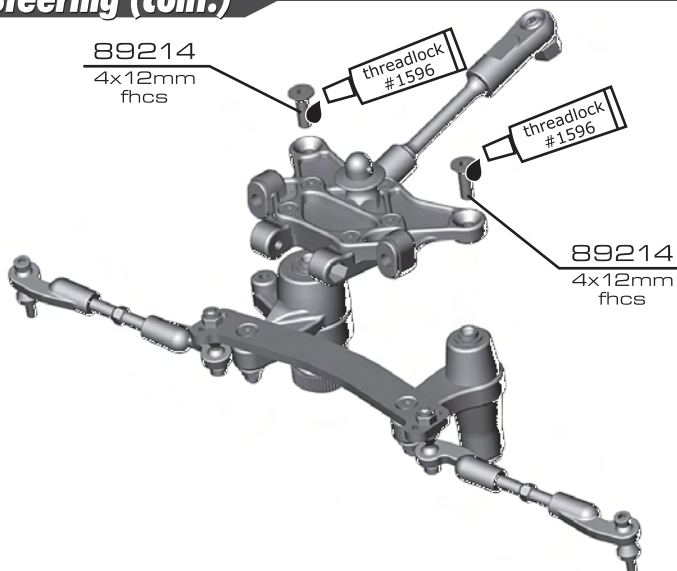
:: Steering (cont.)



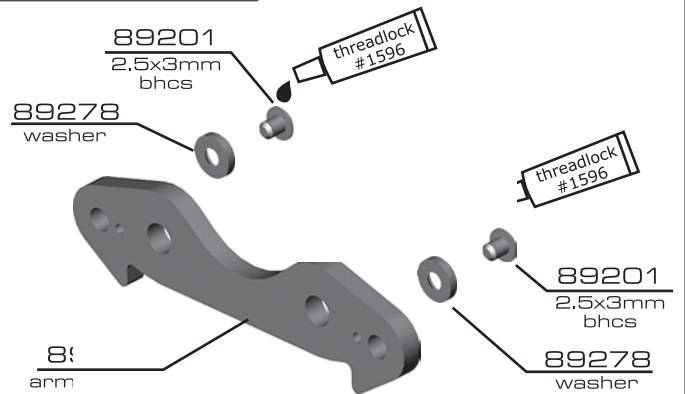
:: Steering (cont.)



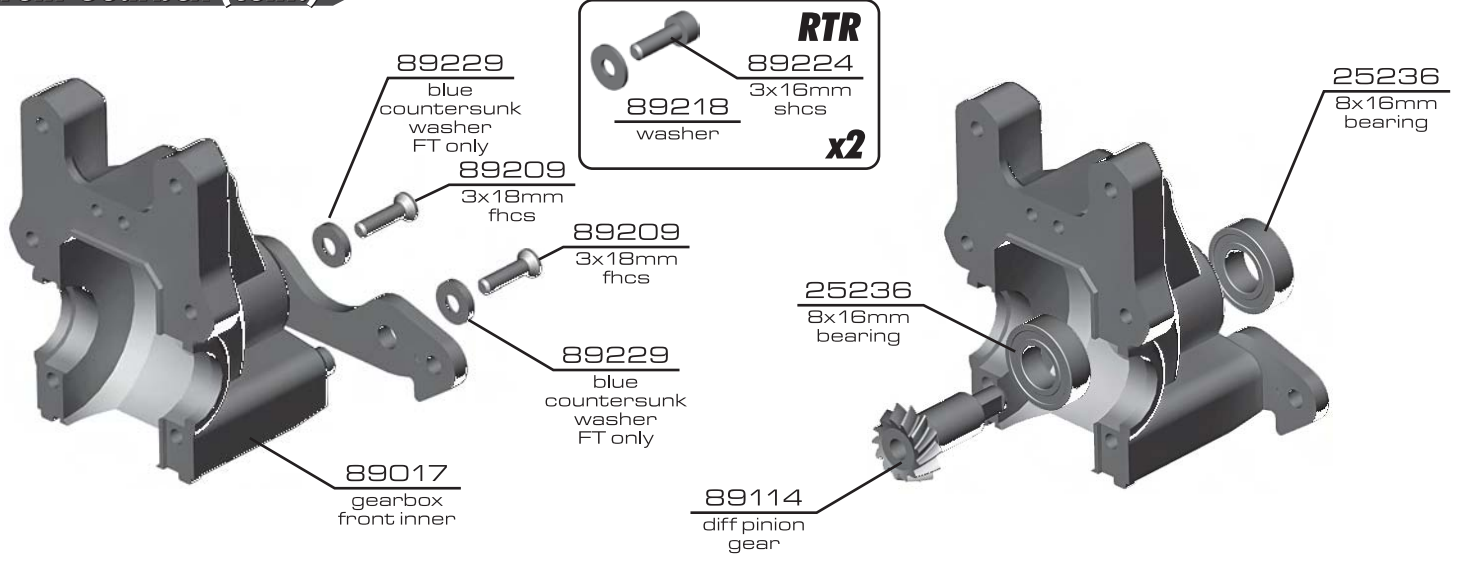
:: Steering (cont.)



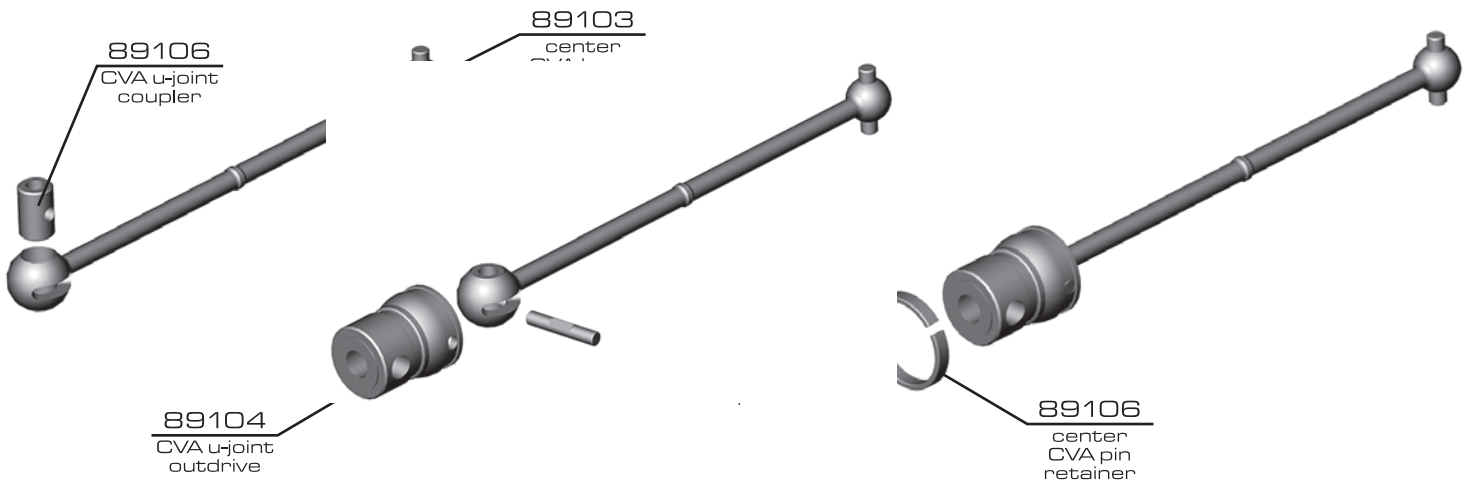
:: Front Gearbox



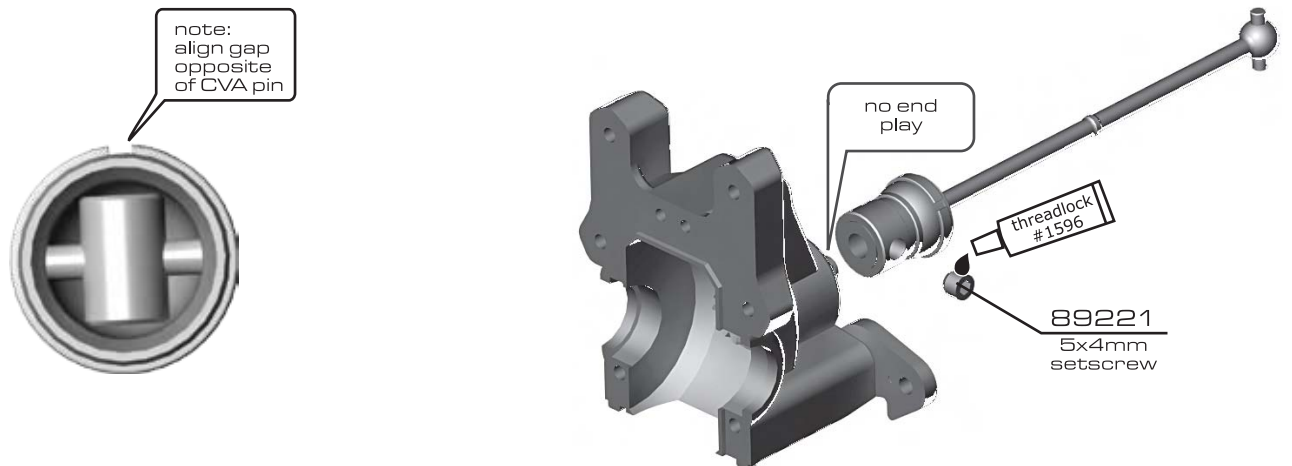
:: Front Gearbox (cont.)



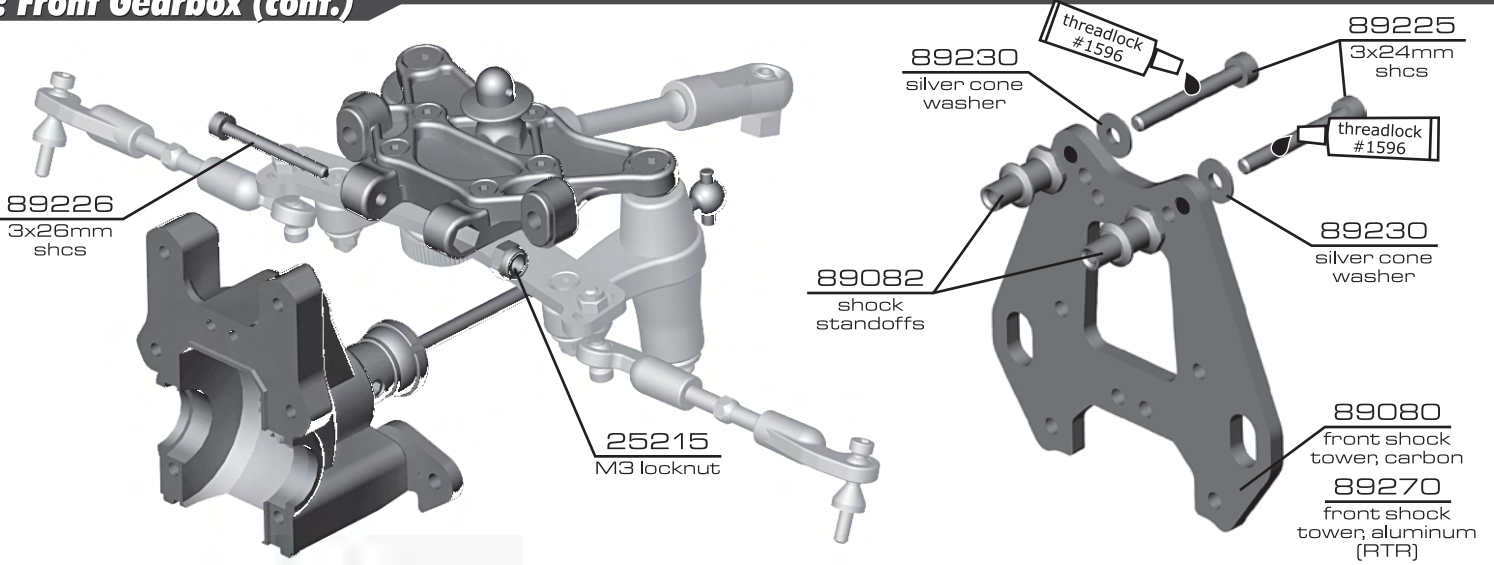
:: Front Gearbox (cont.)



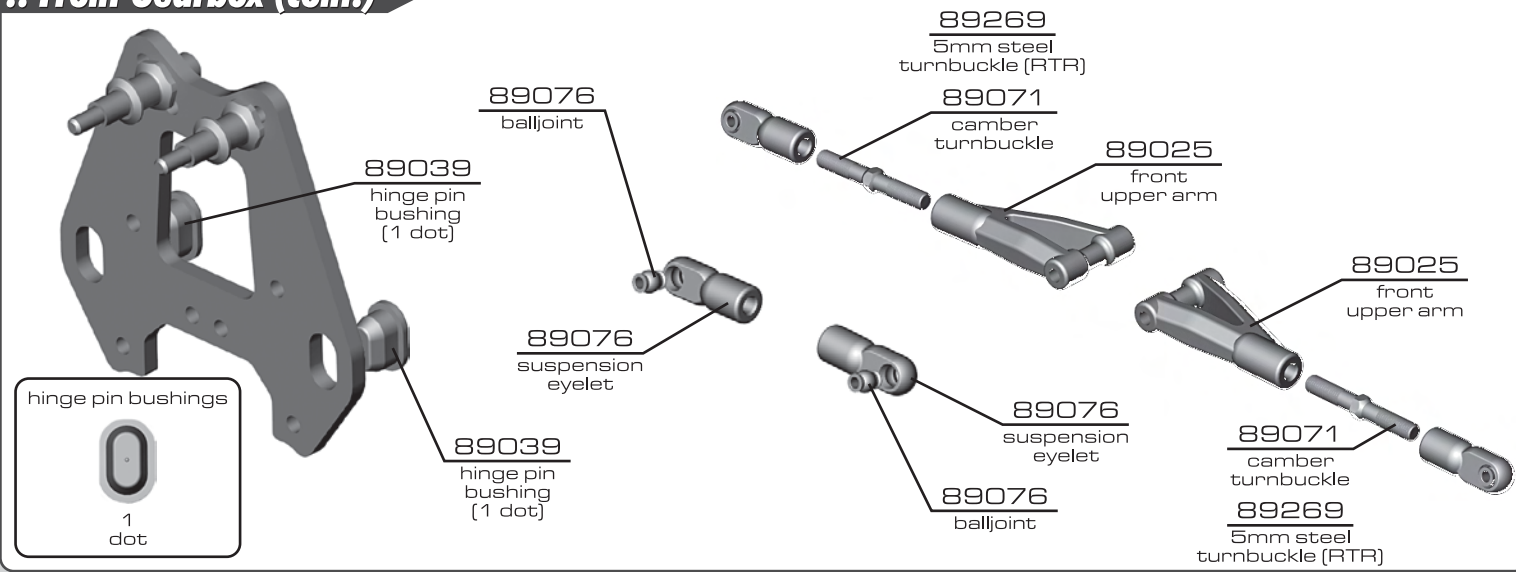
:: Front Gearbox (cont.)



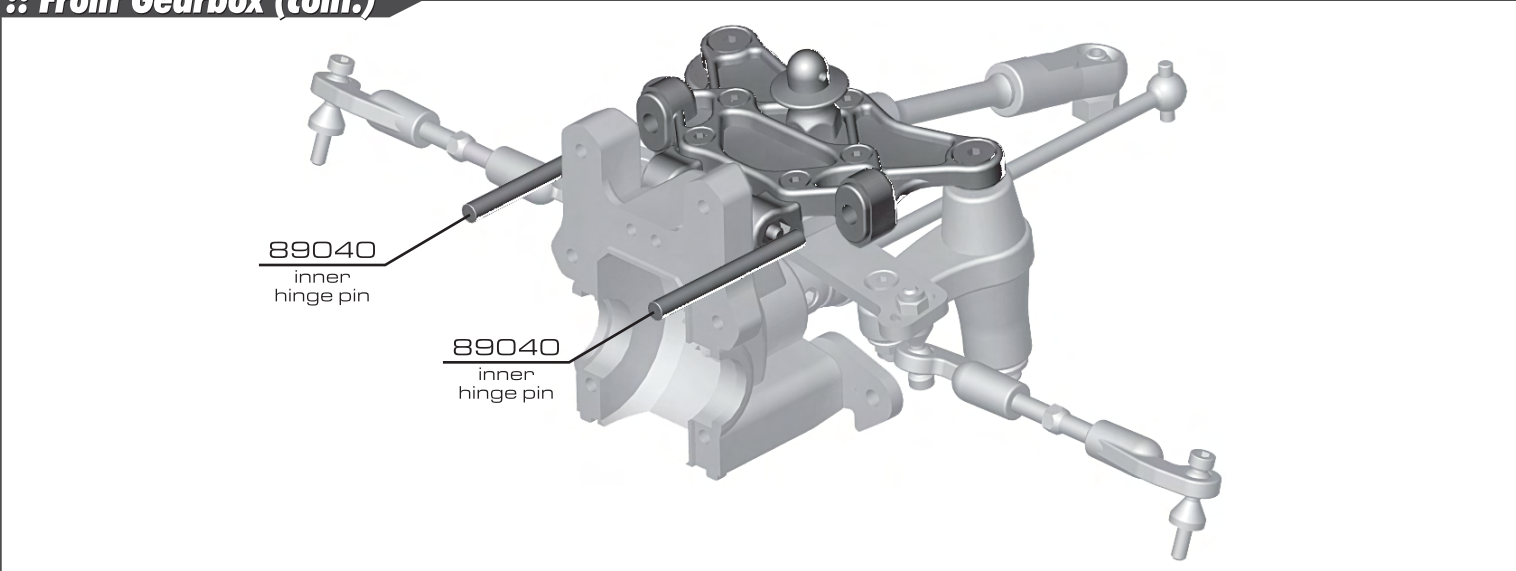
:: Front Gearbox (cont.)



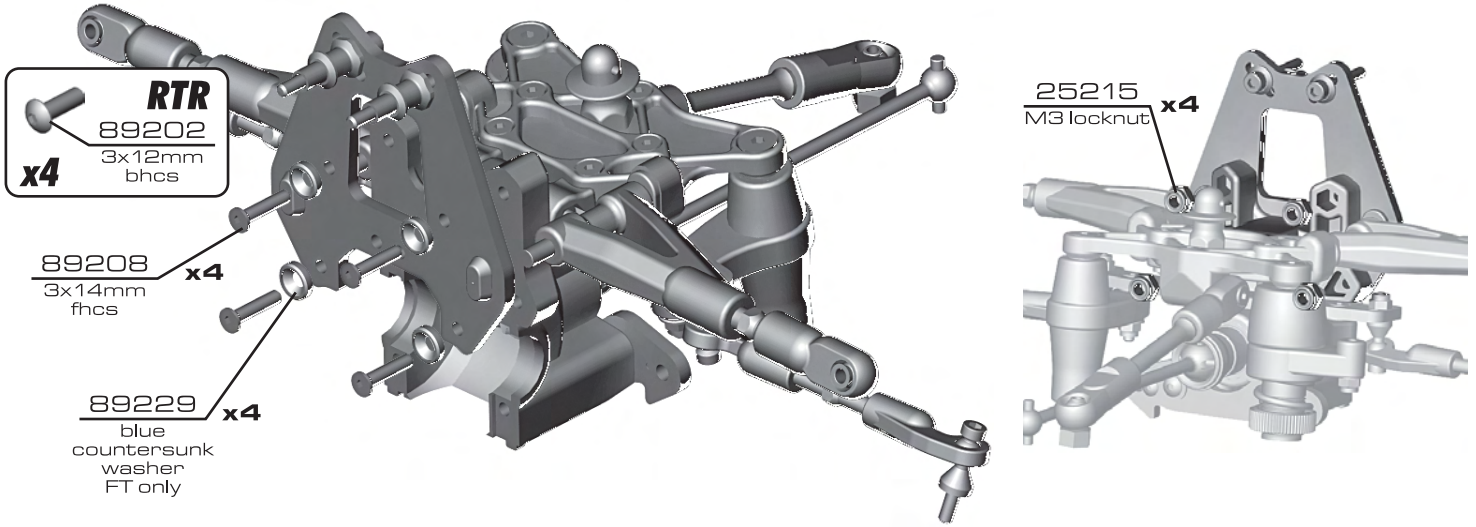
:: Front Gearbox (cont.)



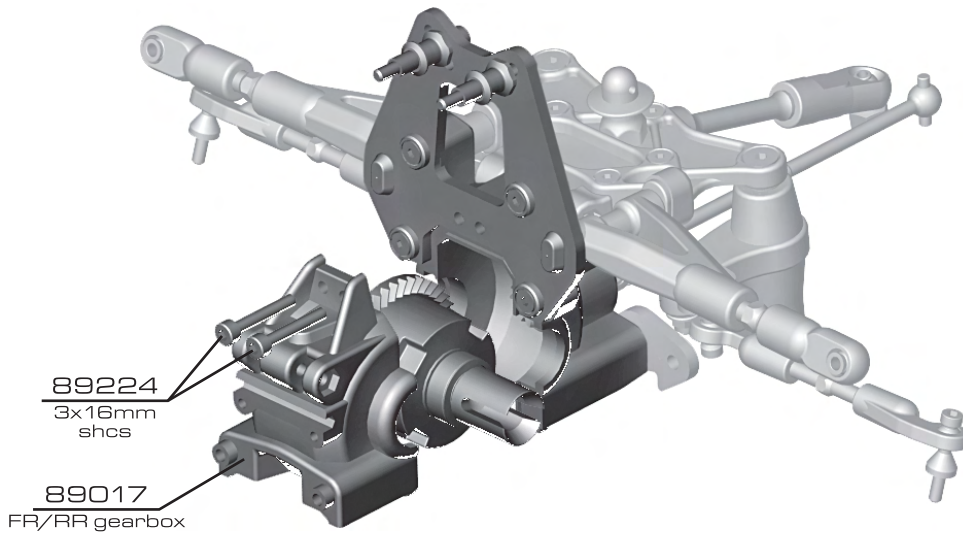
:: Front Gearbox (cont.)



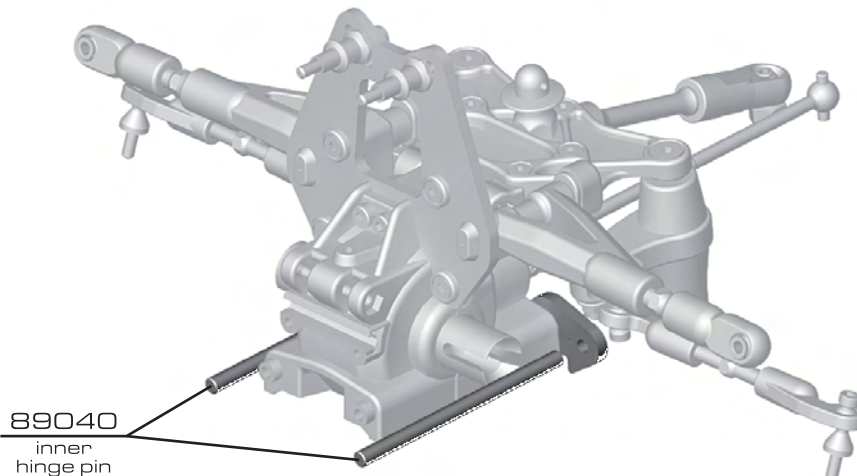
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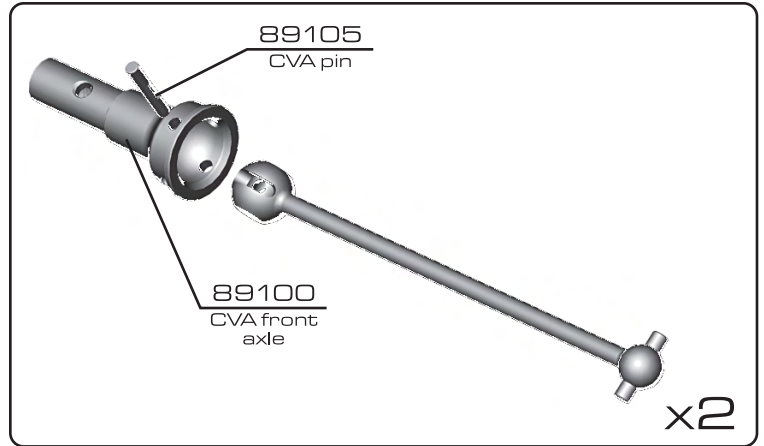
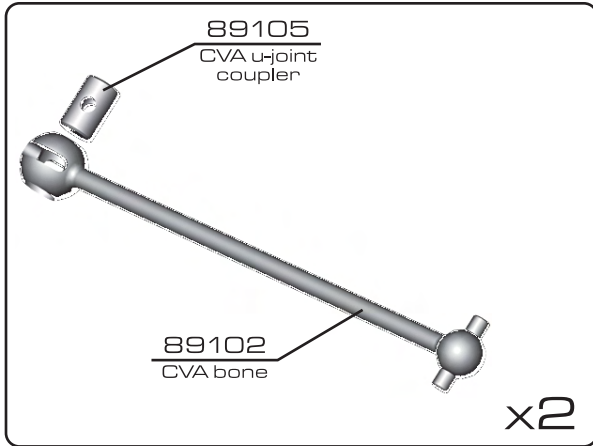
:: Front Gearbox (cont.)



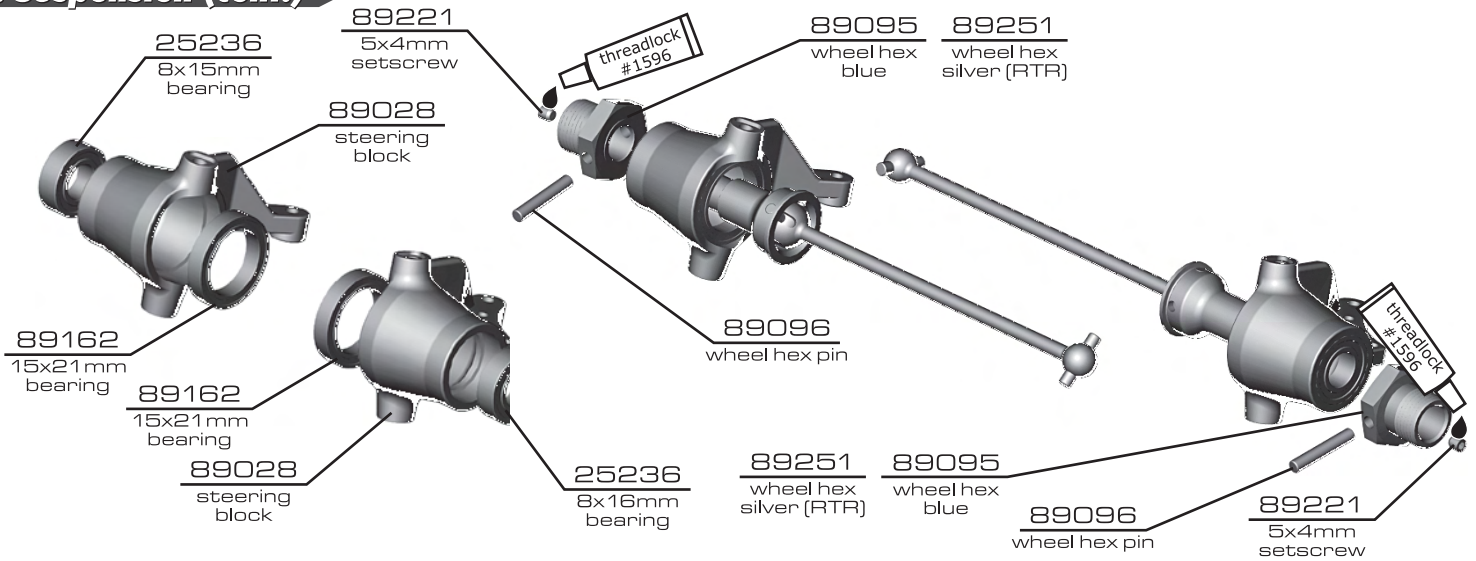
:: Front Gearbox (cont.)



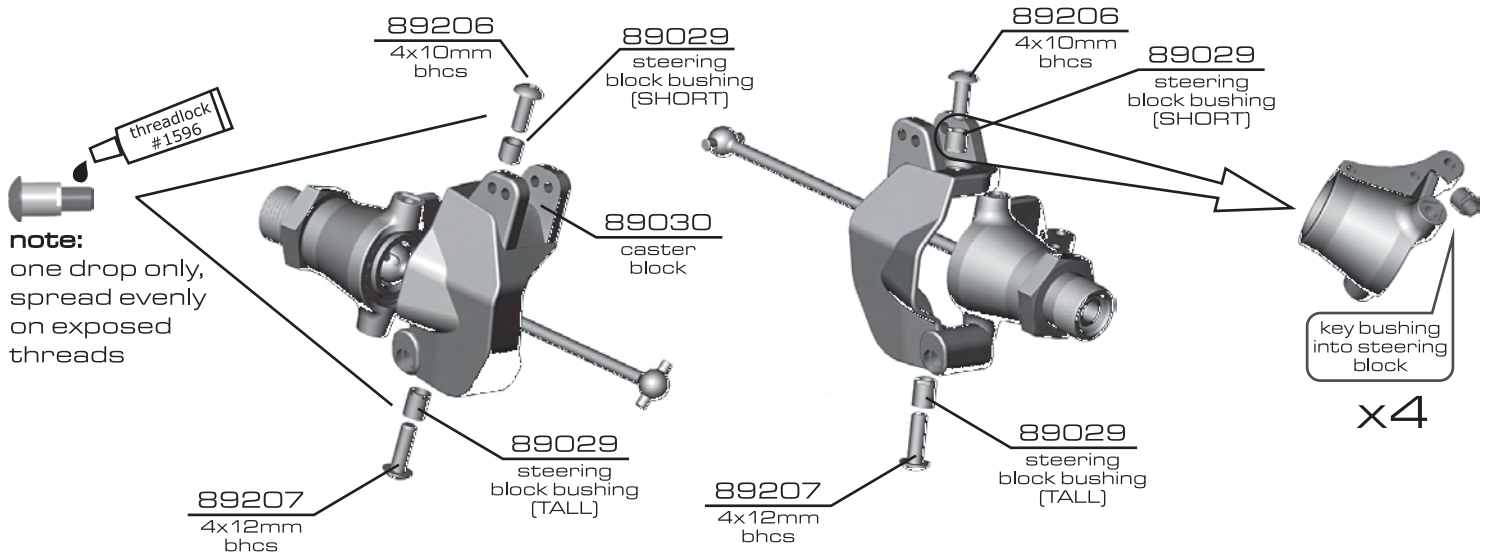
:: Suspension



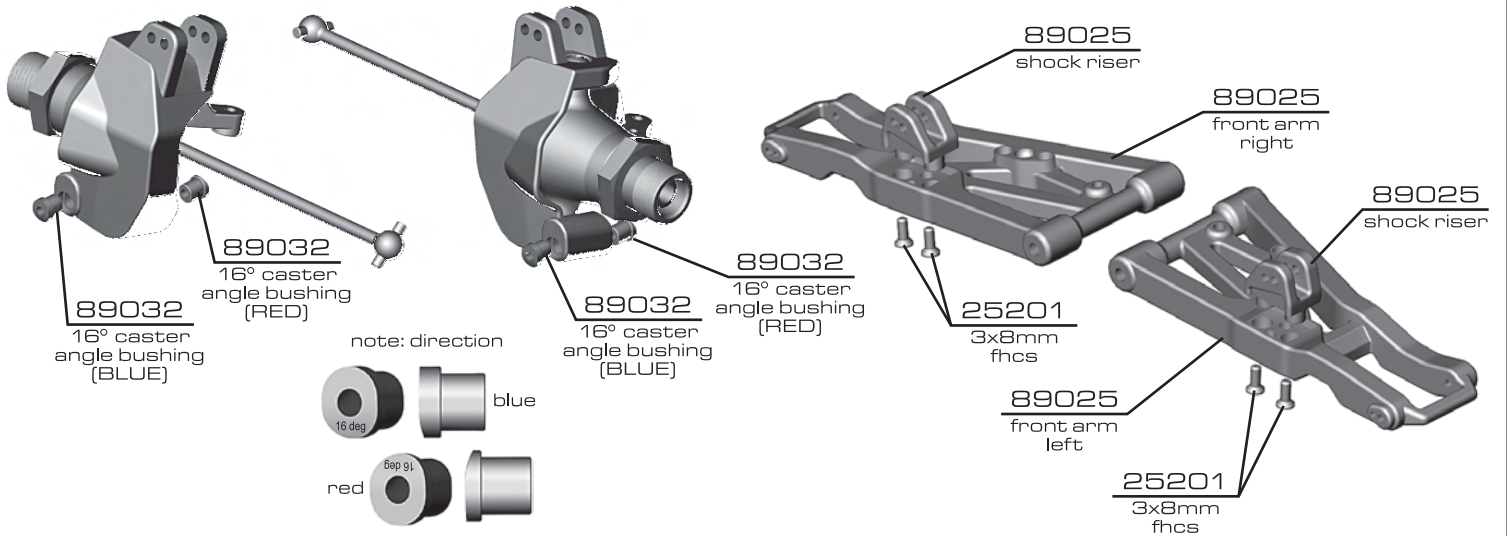
:: Suspension (cont.)



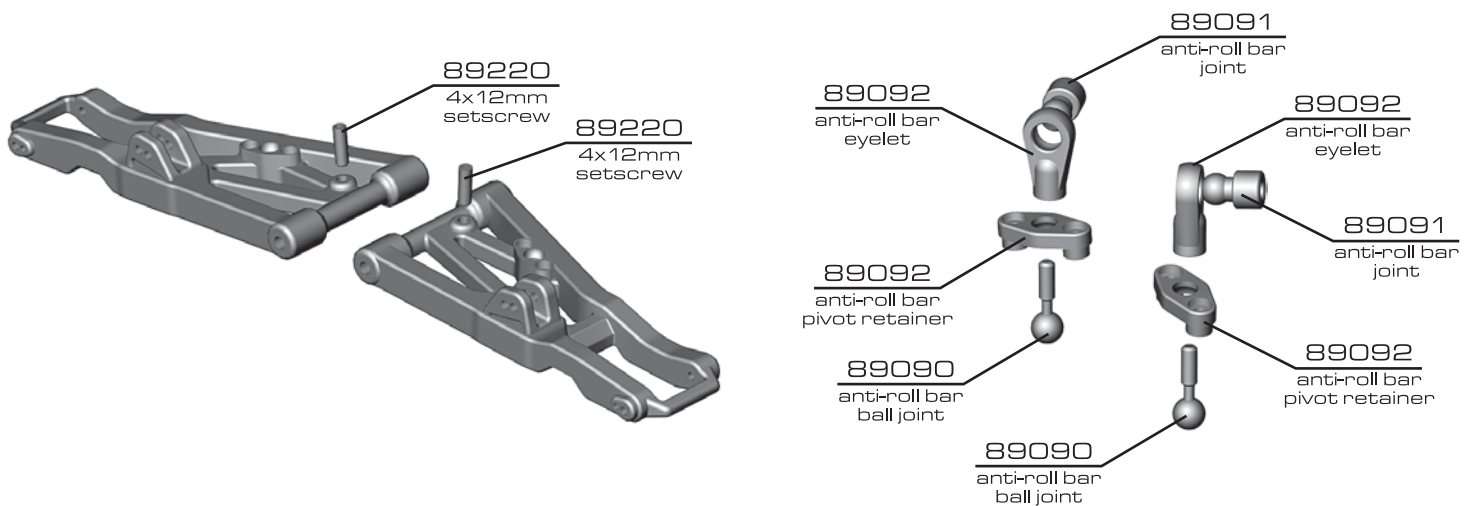
:: Suspension (cont.)



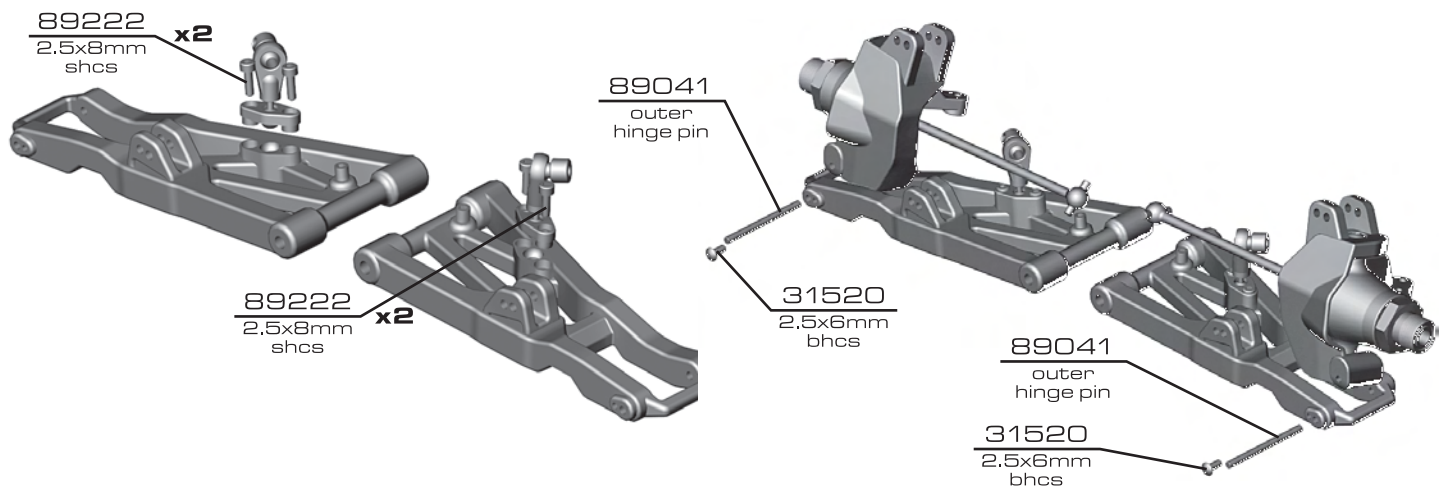
:: Suspension (cont.)



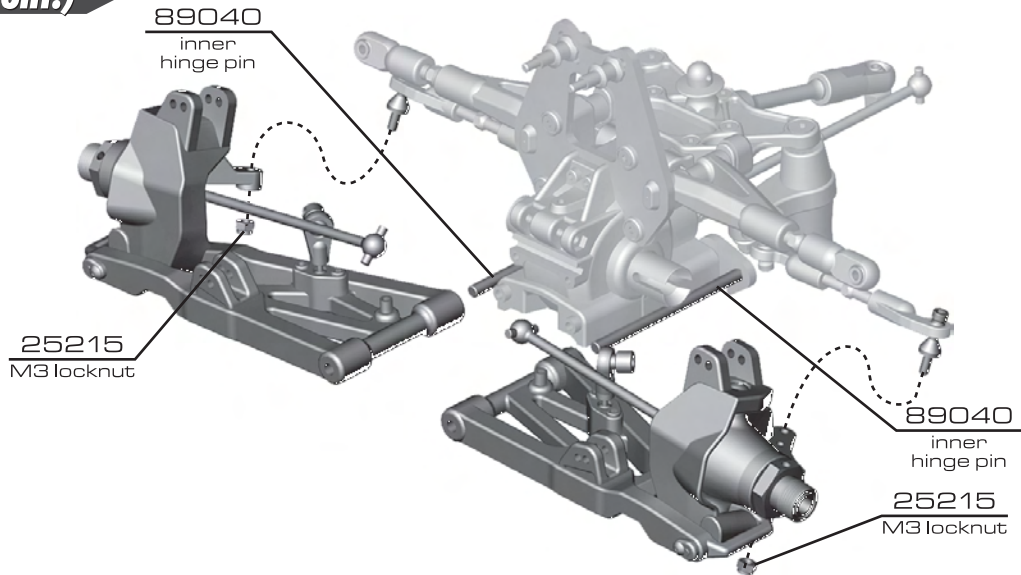
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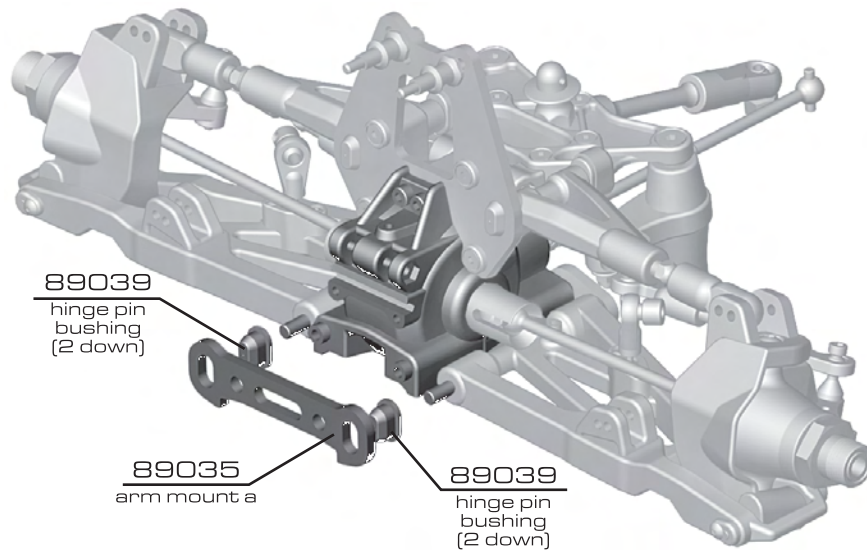
:: Suspension (cont.)



:: Suspension (cont.)



:: Suspension (cont.)

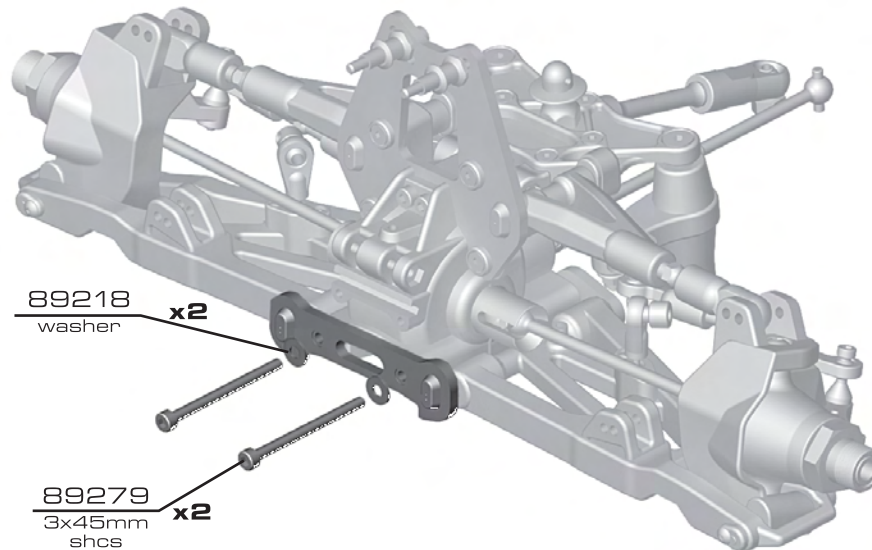


hinge pin bushings

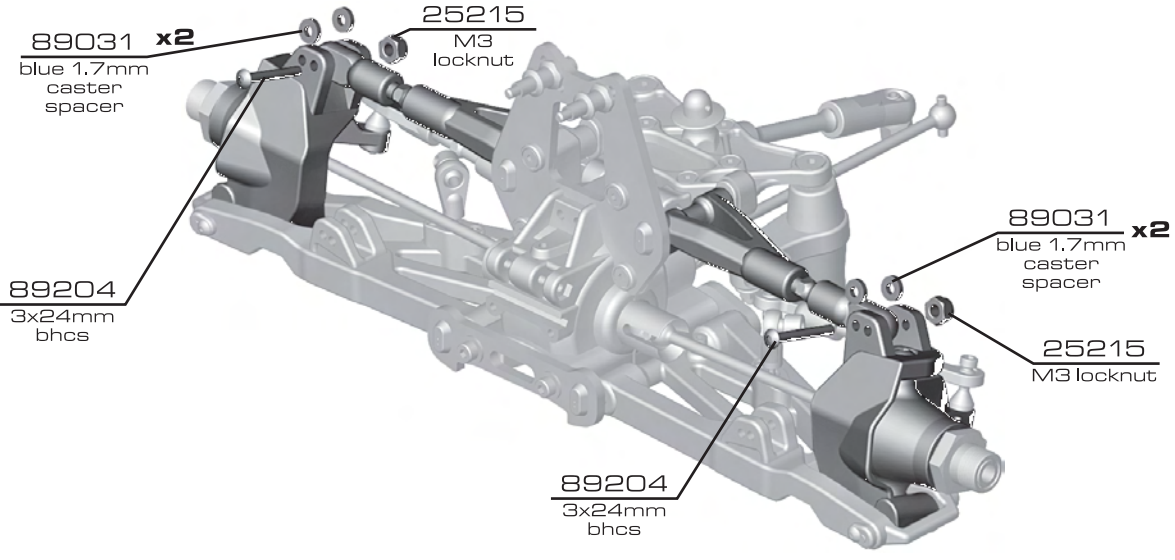


2
down

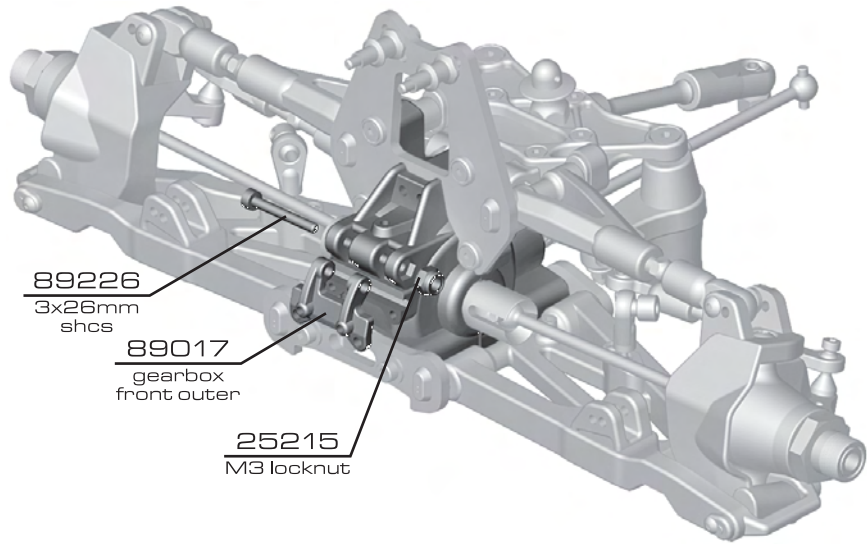
:: Suspension (cont.)



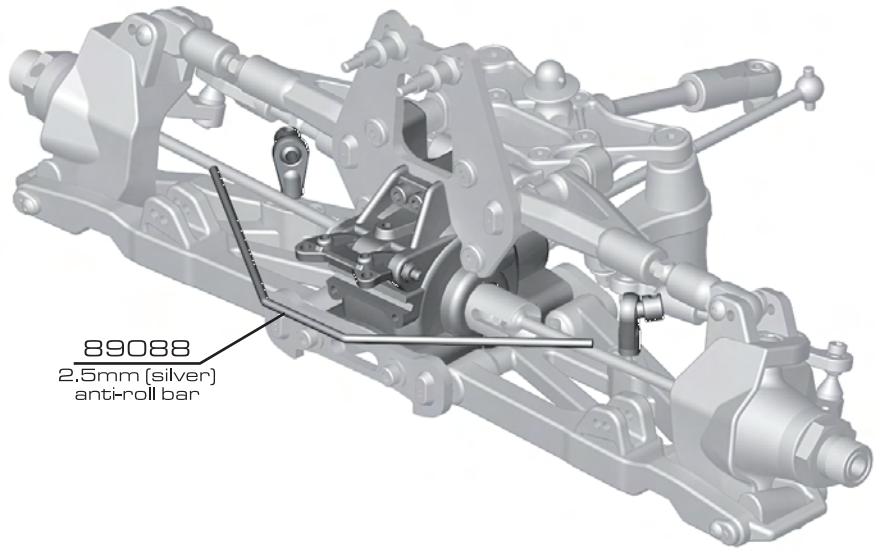
:: Suspension (cont.)



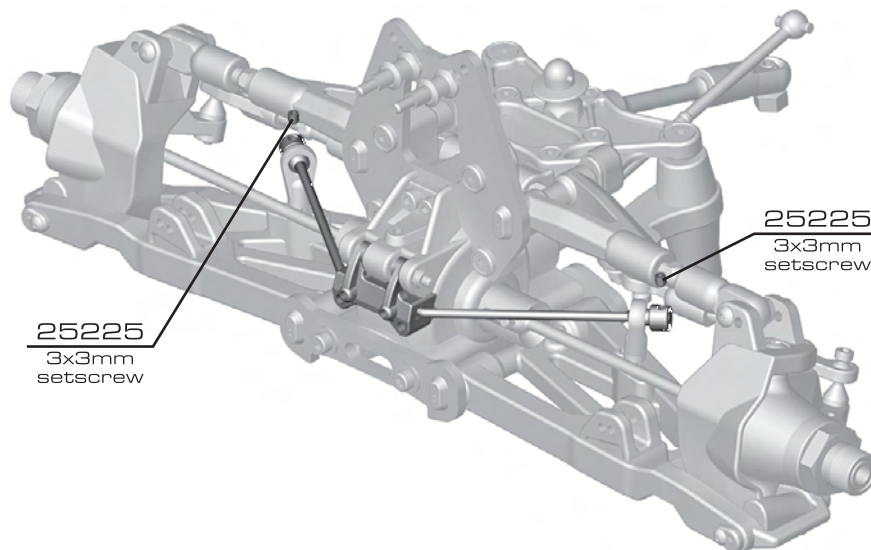
:: Suspension (cont.)



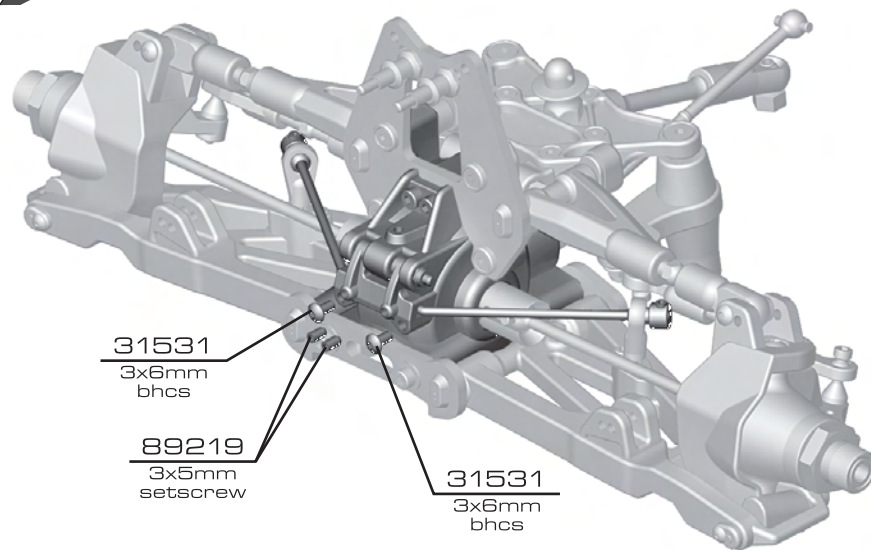
:: Suspension (cont.)



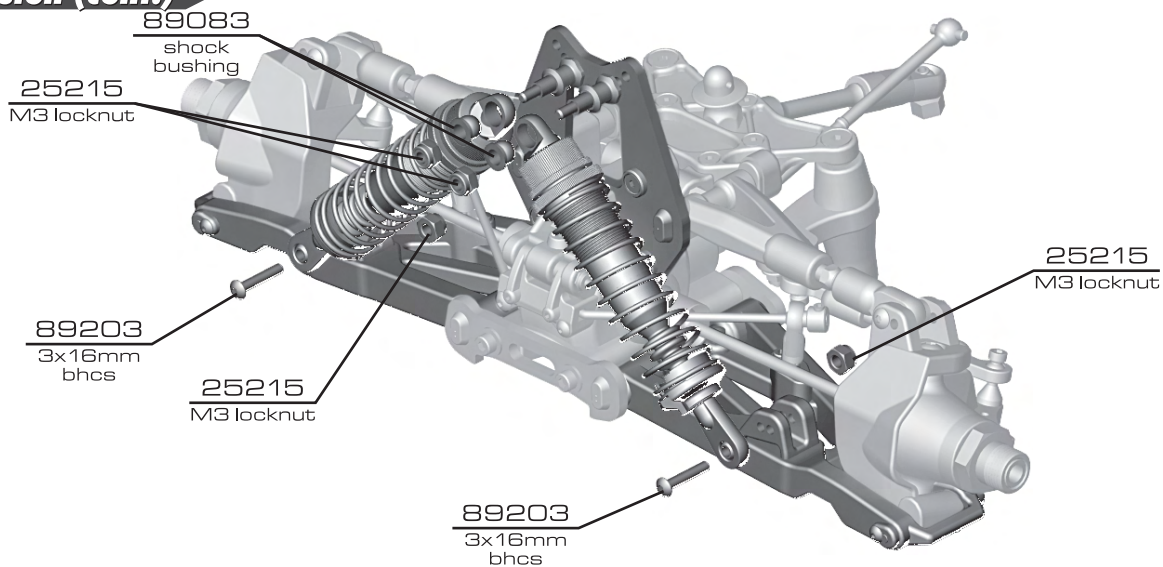
:: Suspension (cont.)



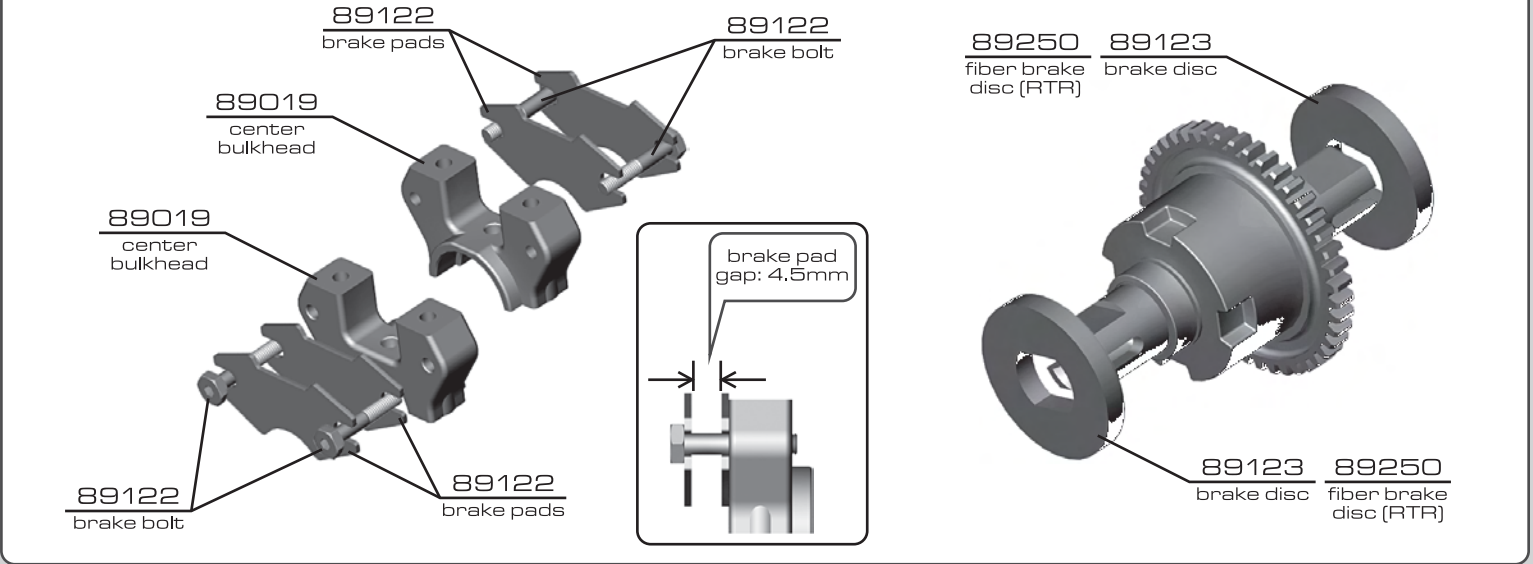
:: Suspension (cont.)



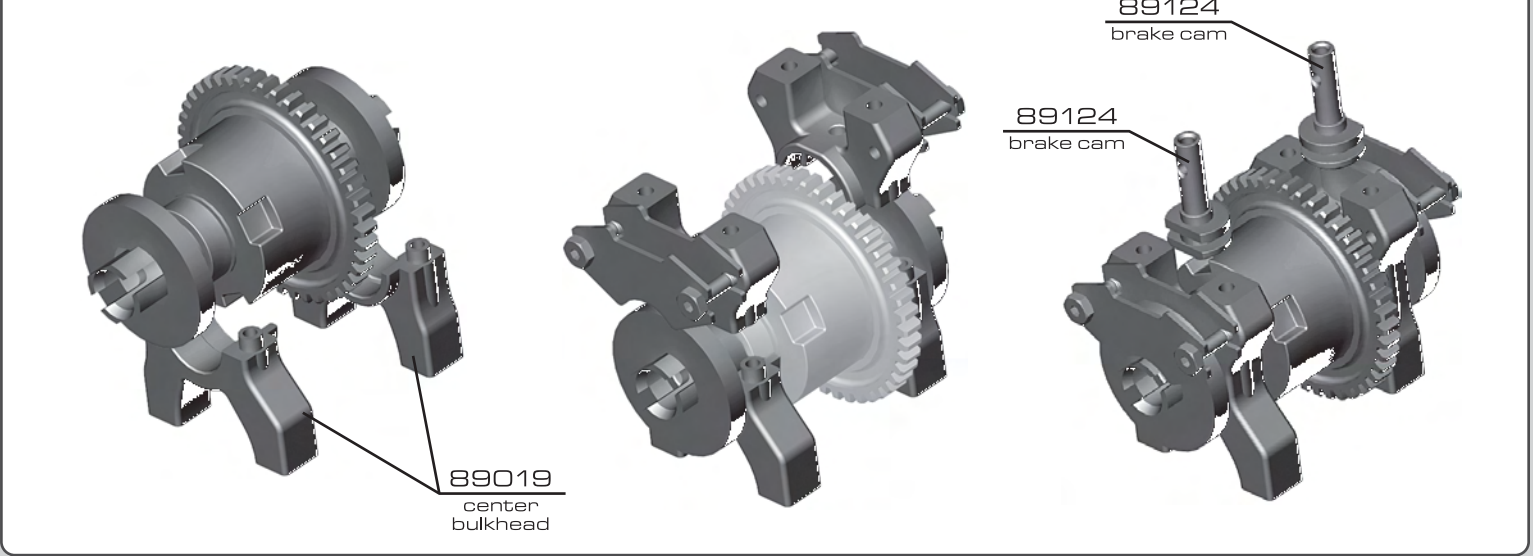
:: Suspension (cont.)



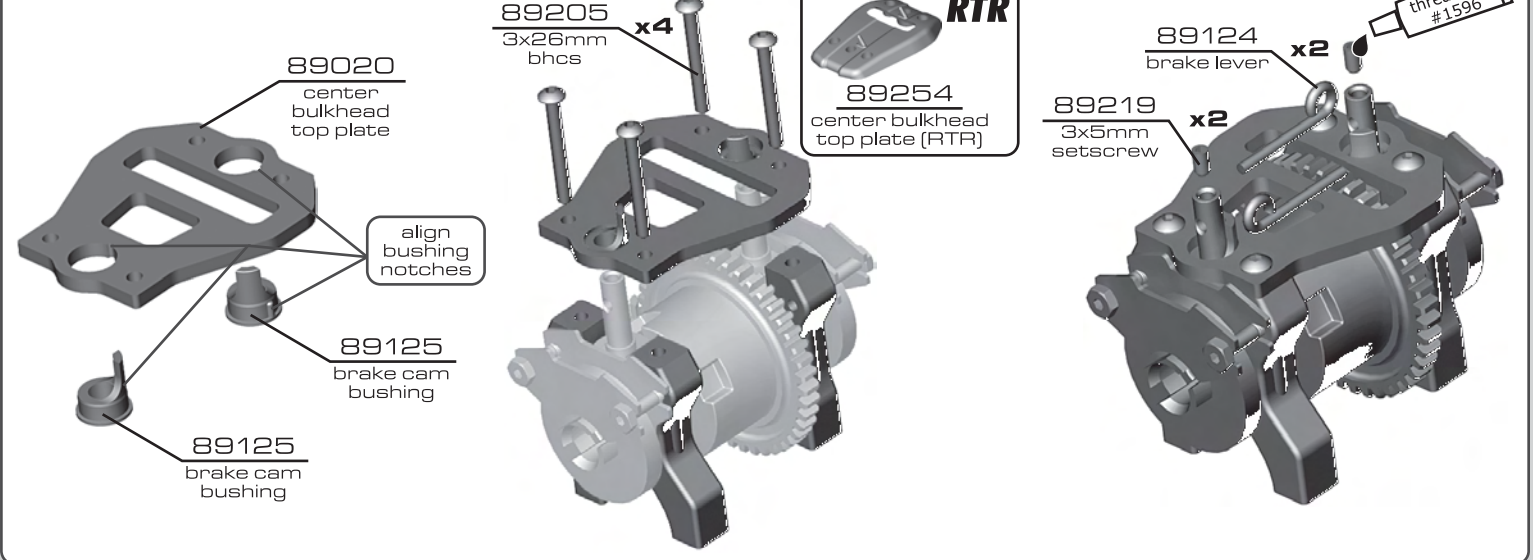
:: Center Diff



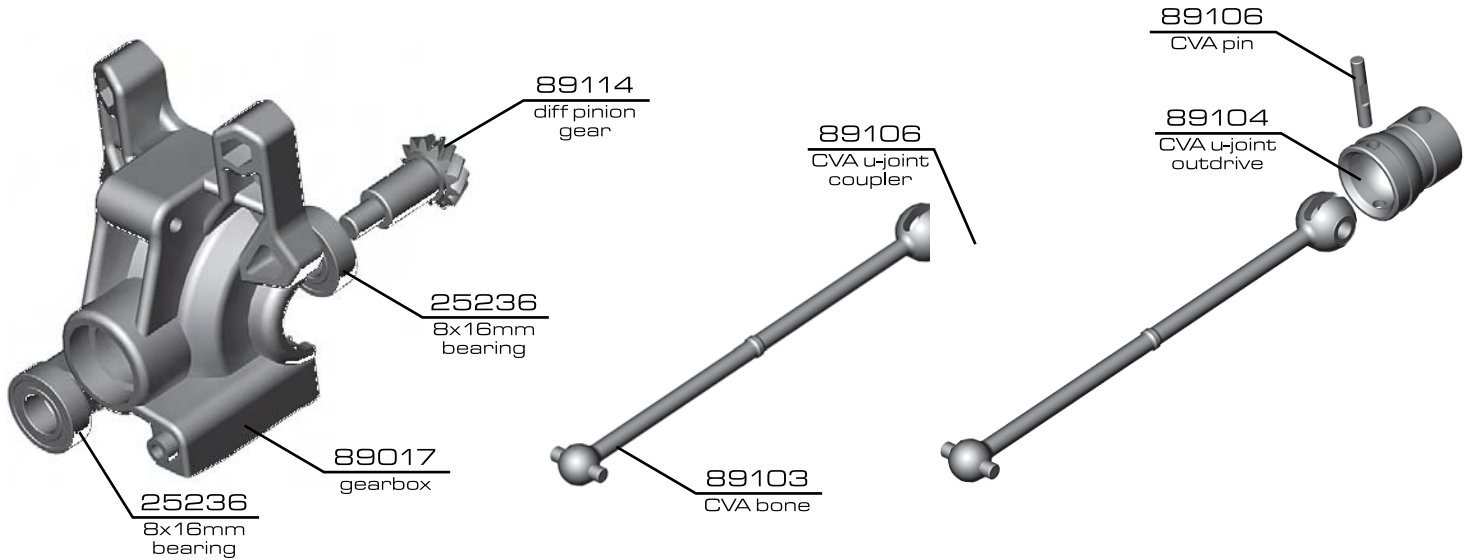
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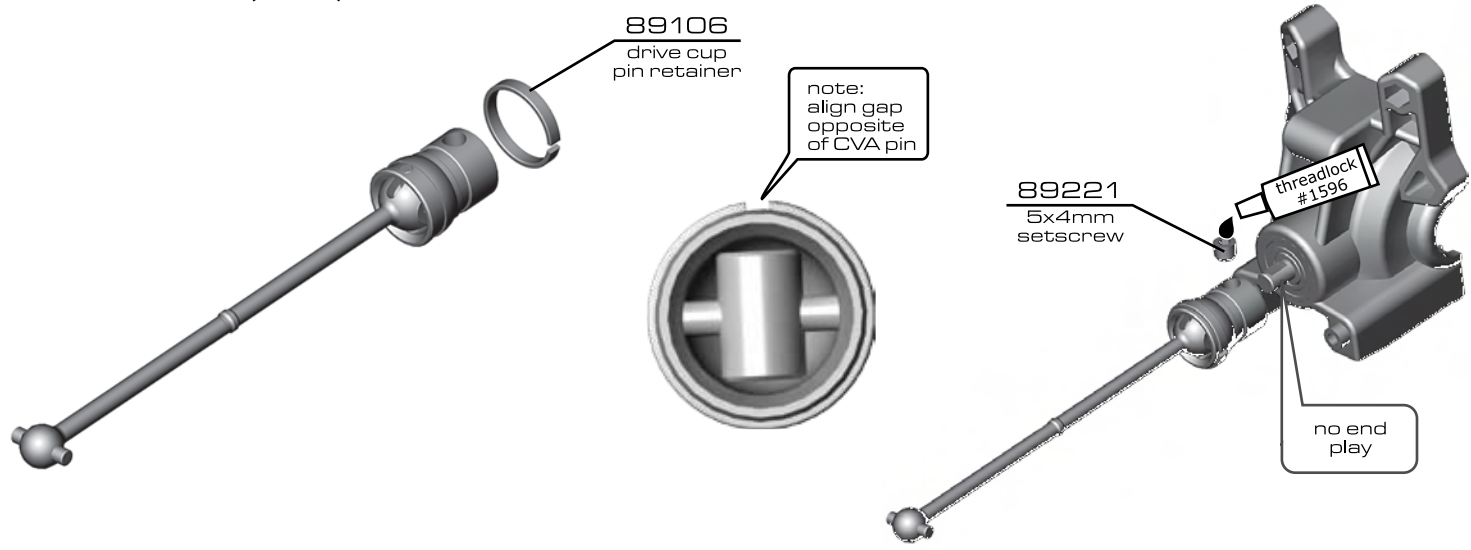
:: Center Diff (cont.)



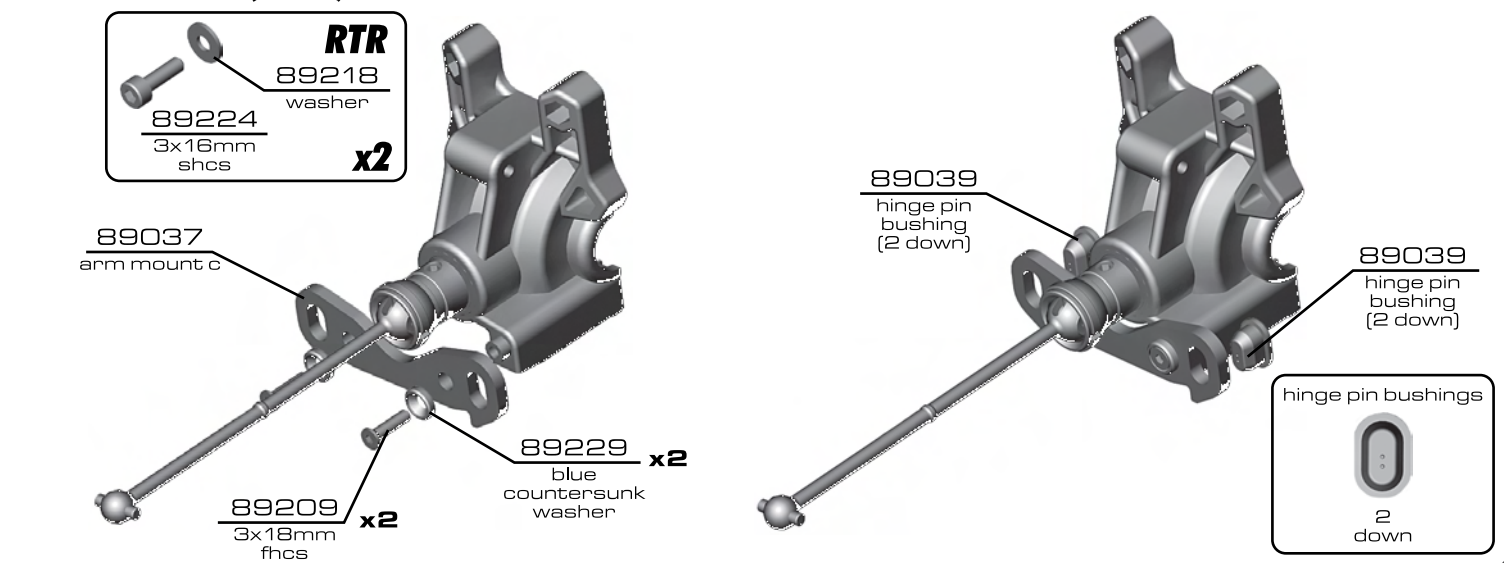
:: Rear Gearbox



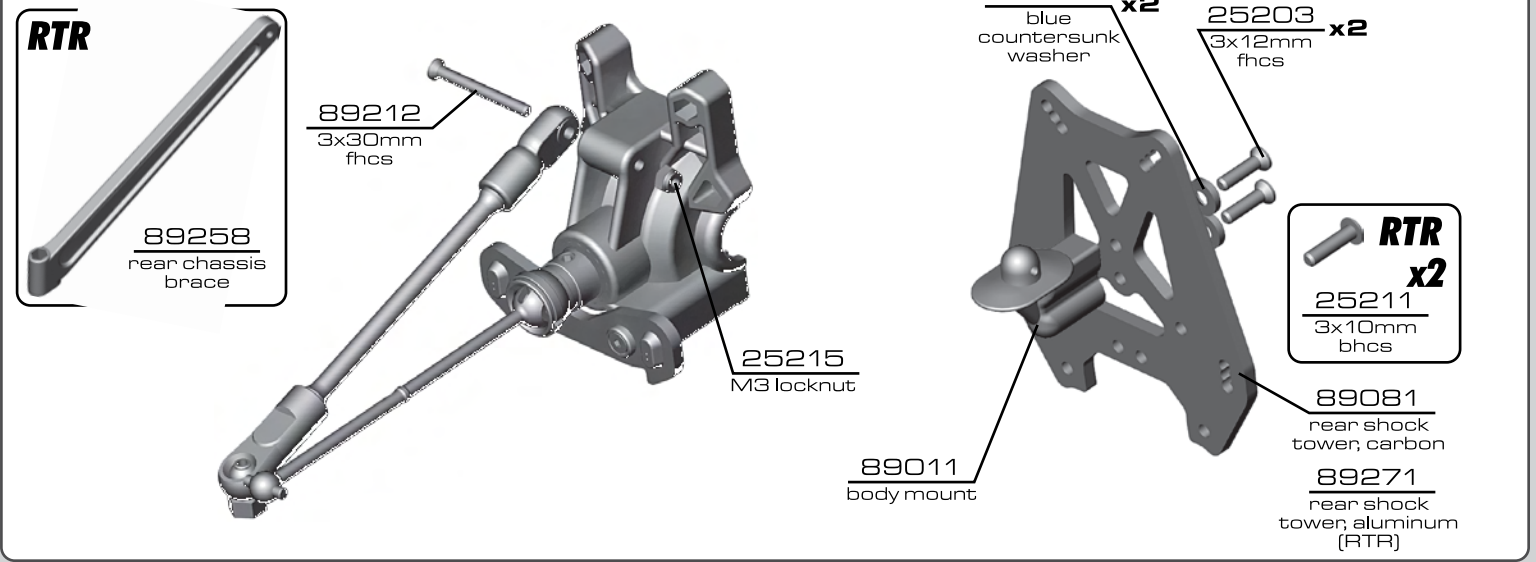
:: Rear Gearbox (cont.)



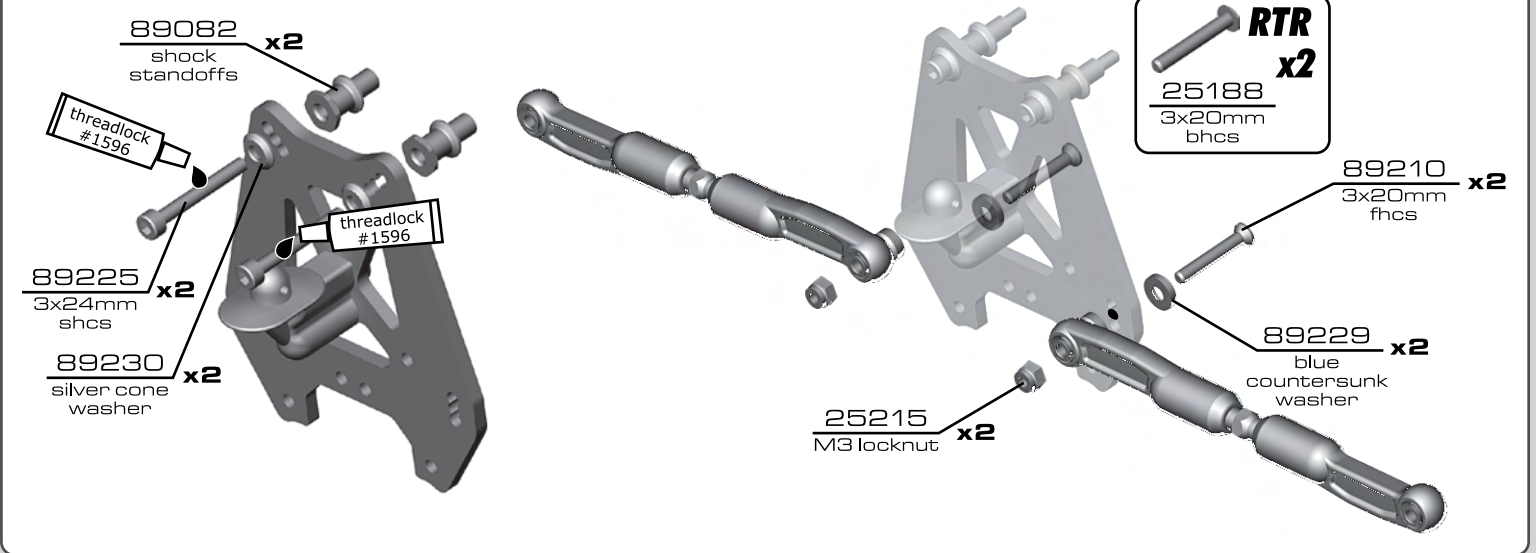
:: Rear Gearbox (cont.)



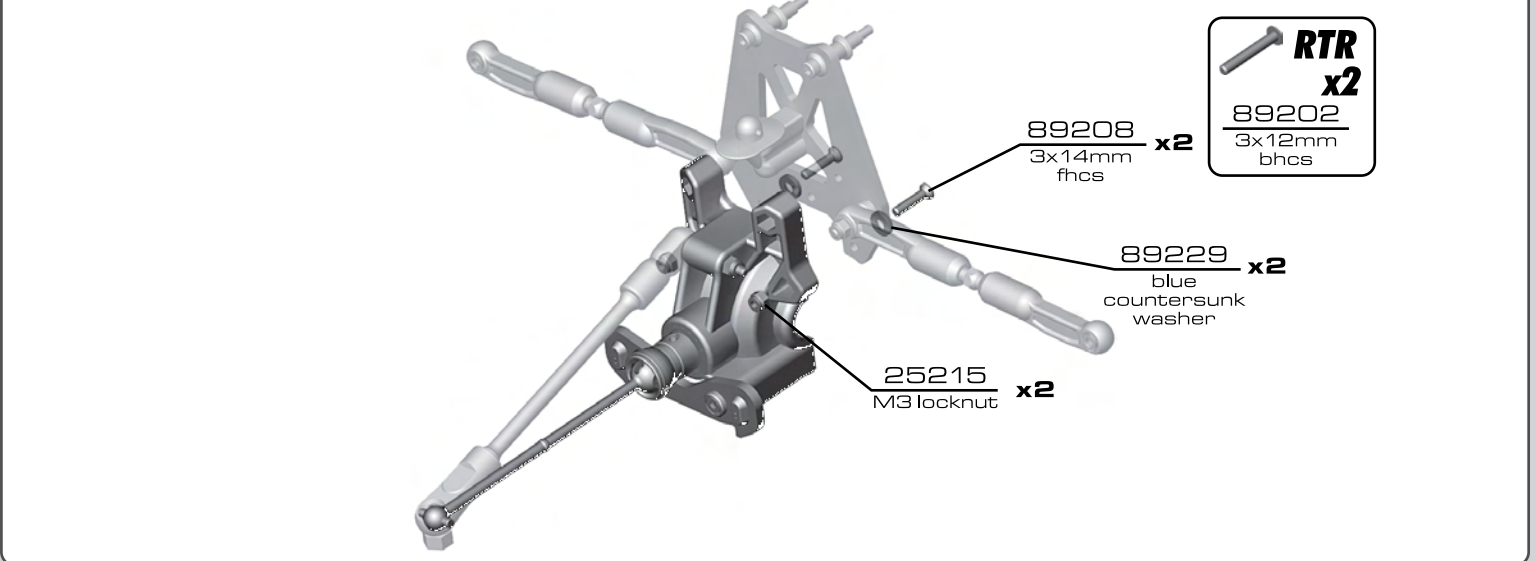
:: Rear Gearbox (cont.)



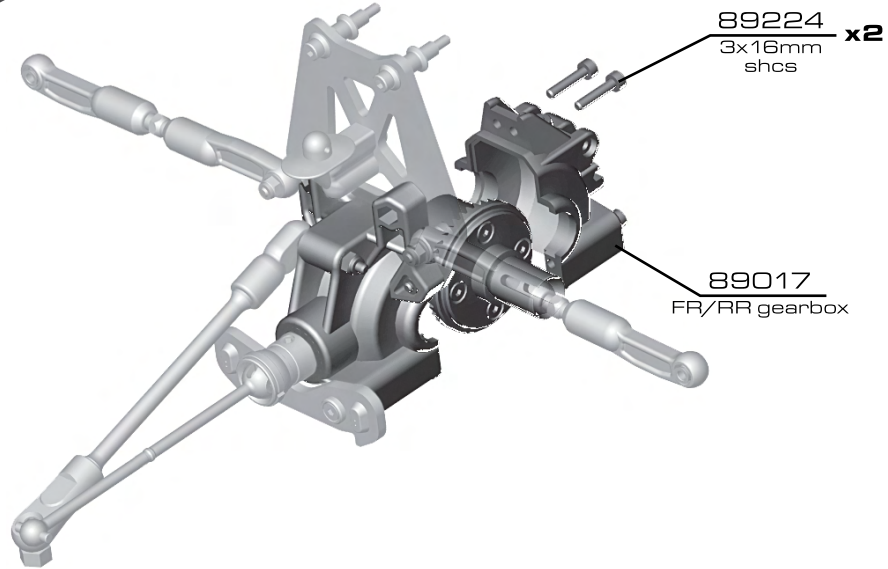
:: Rear Gearbox (cont.)



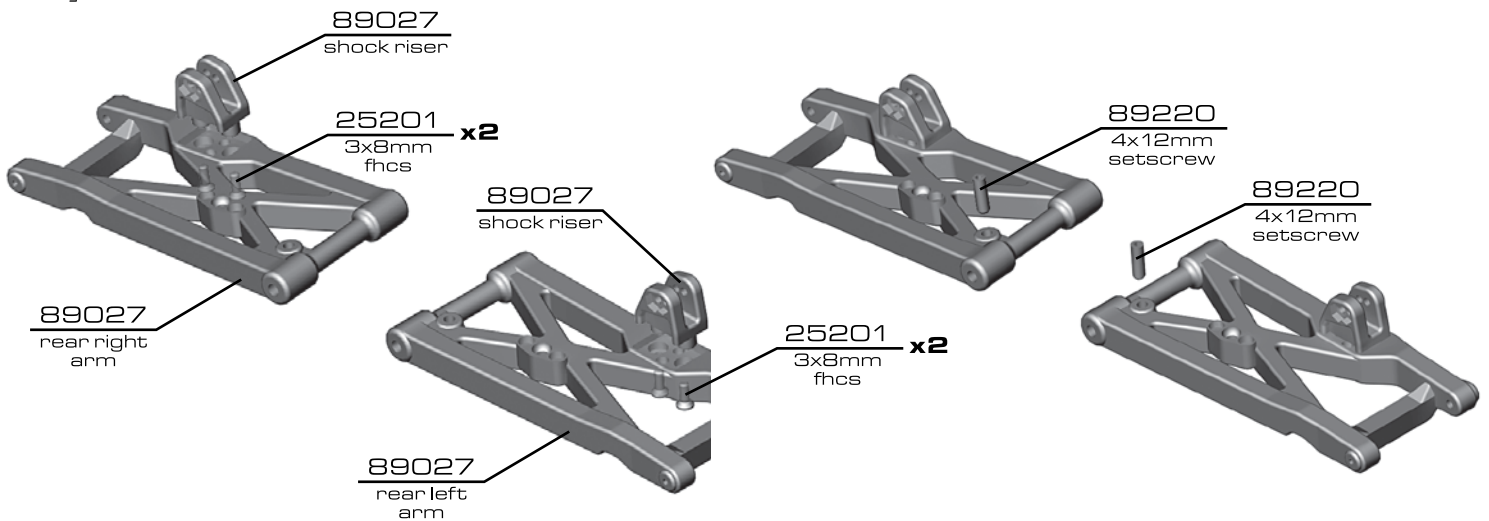
:: Rear Gearbox (cont.)



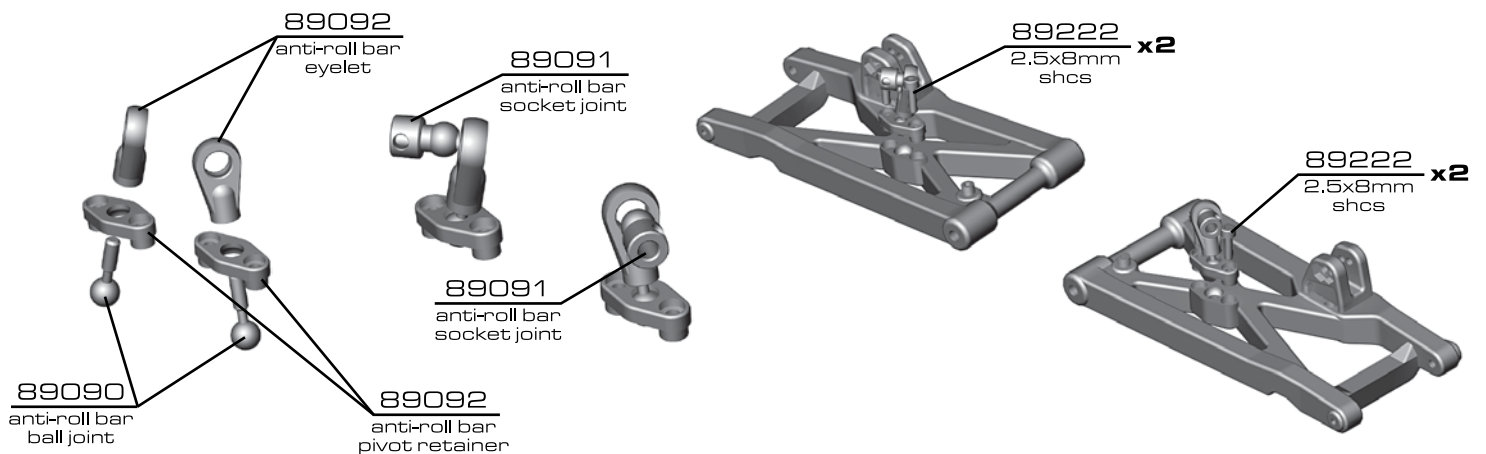
:: Rear Gearbox (cont.)



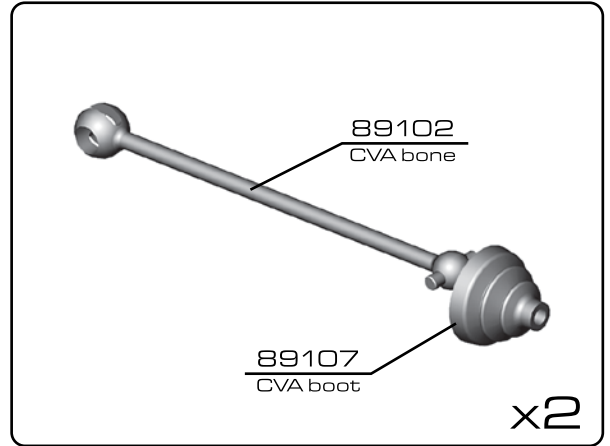
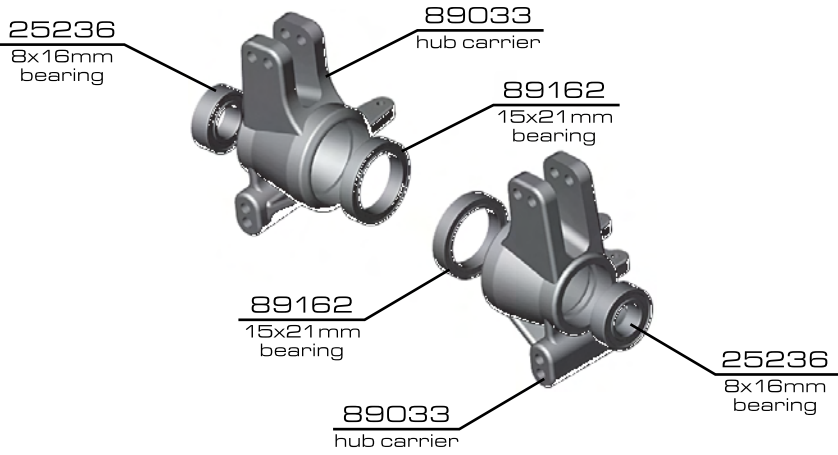
:: Suspension



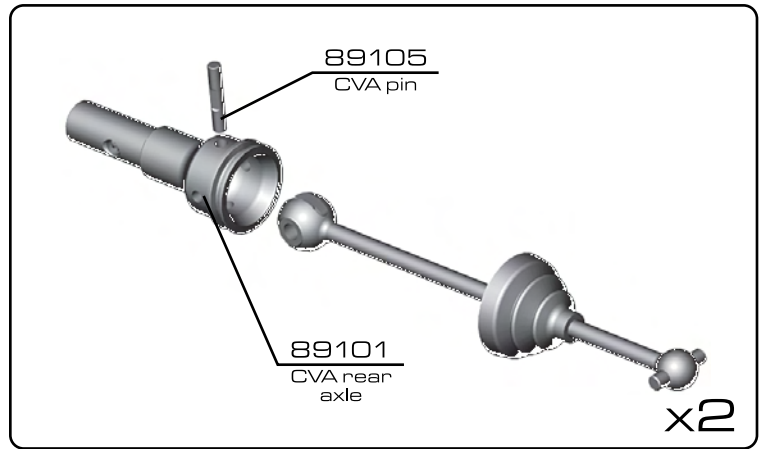
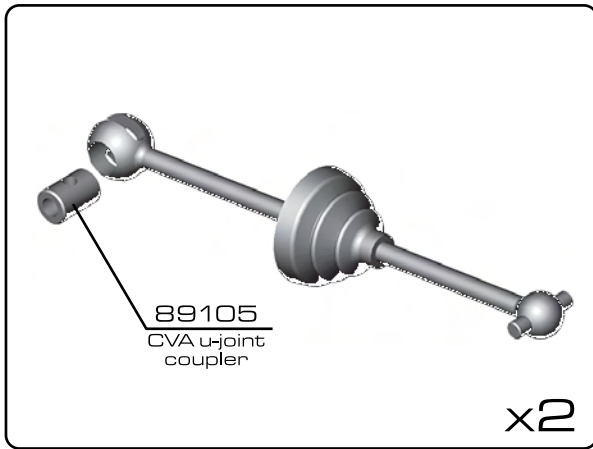
:: Suspension (cont.)



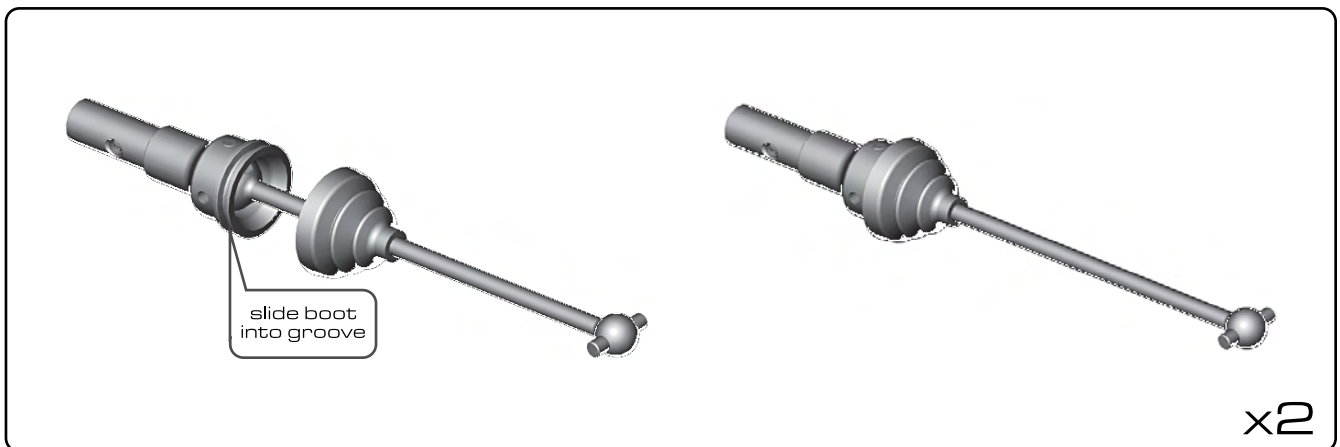
:: Suspension (cont.)



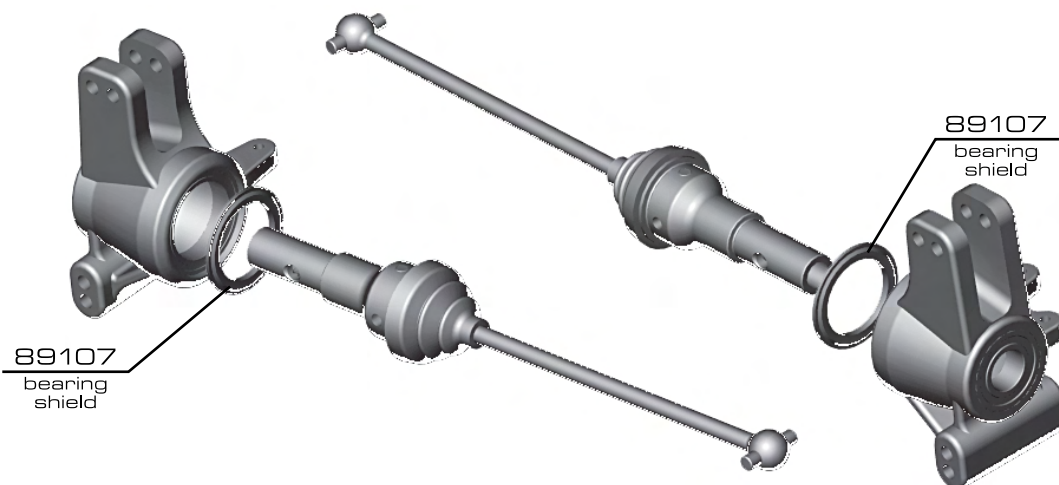
:: Suspension (cont.)



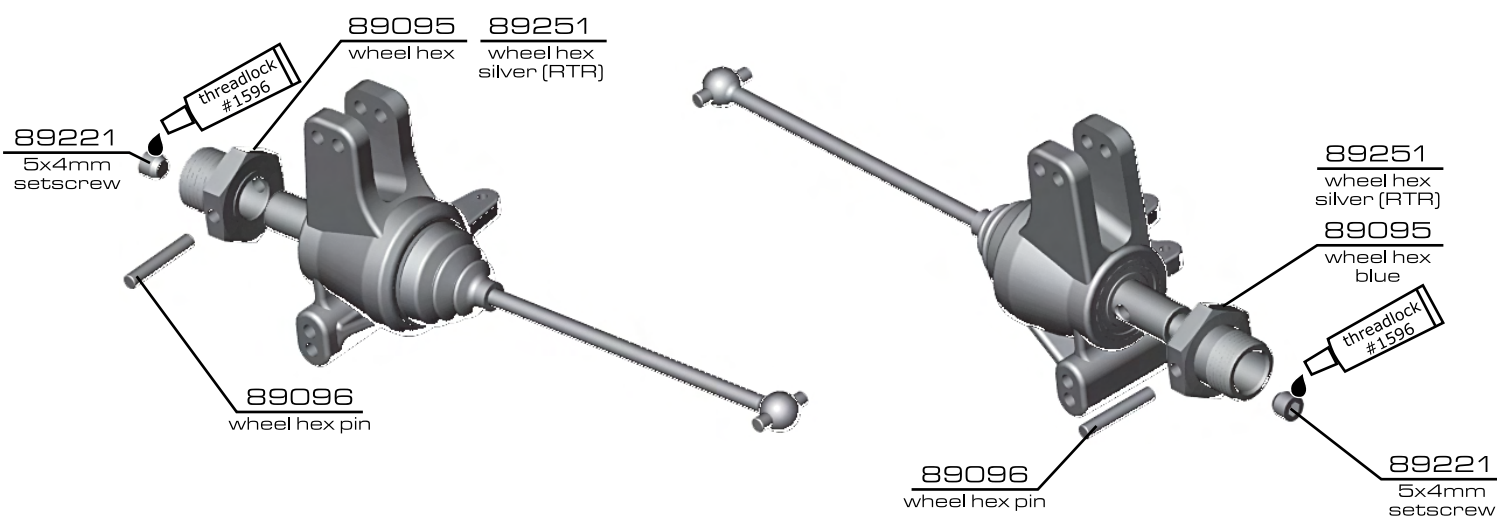
:: Suspension (cont.)



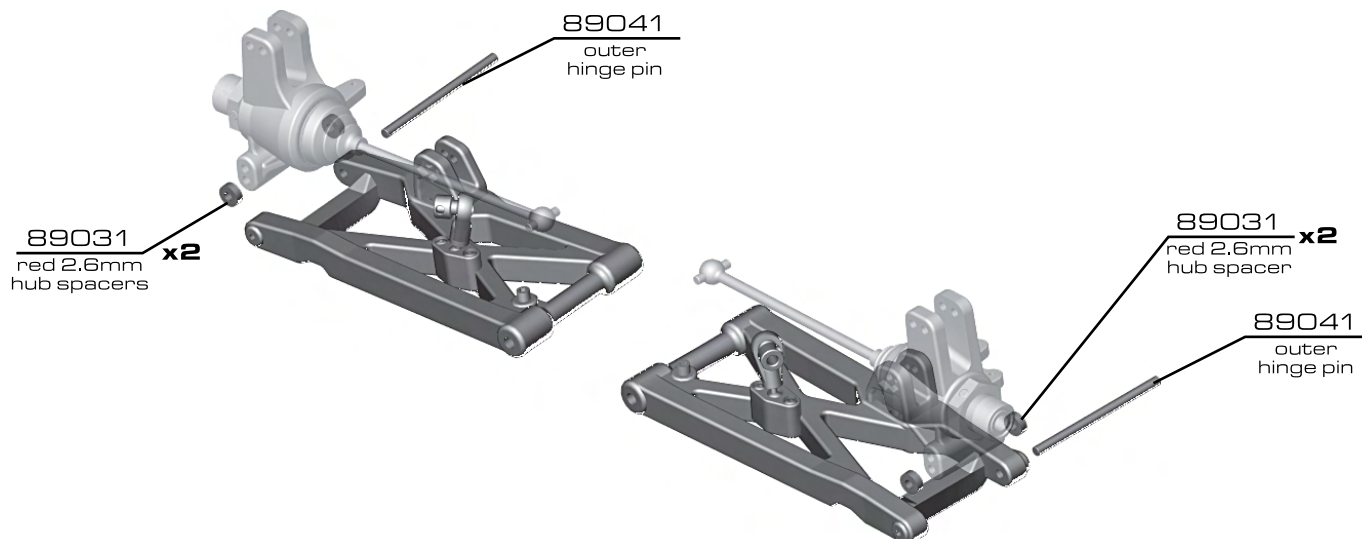
:: Suspension (cont.)



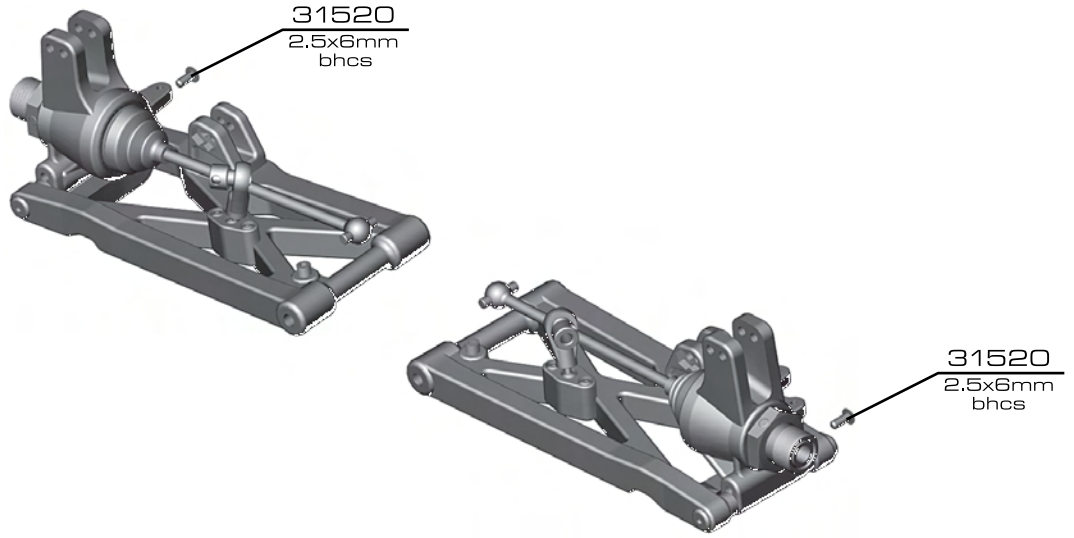
:: Suspension (cont.)



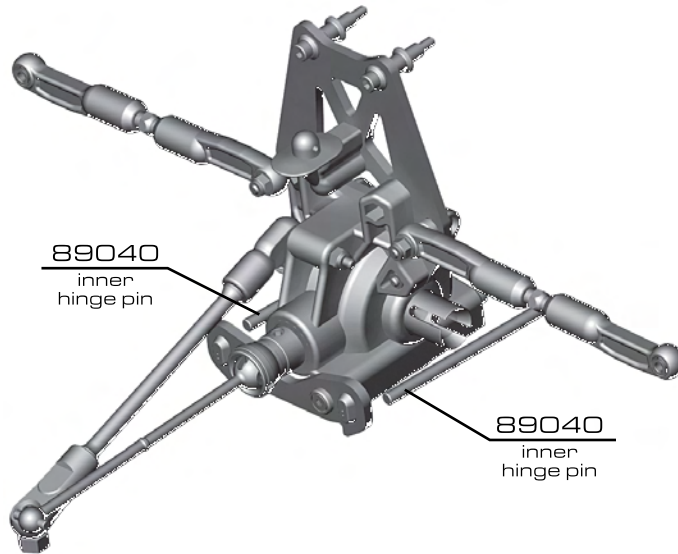
:: Suspension (cont.)



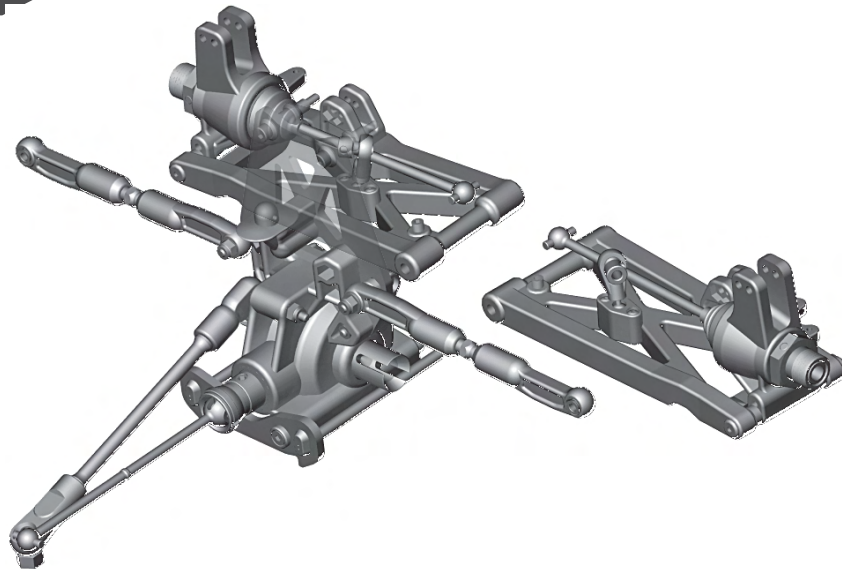
:: Suspension (cont.)



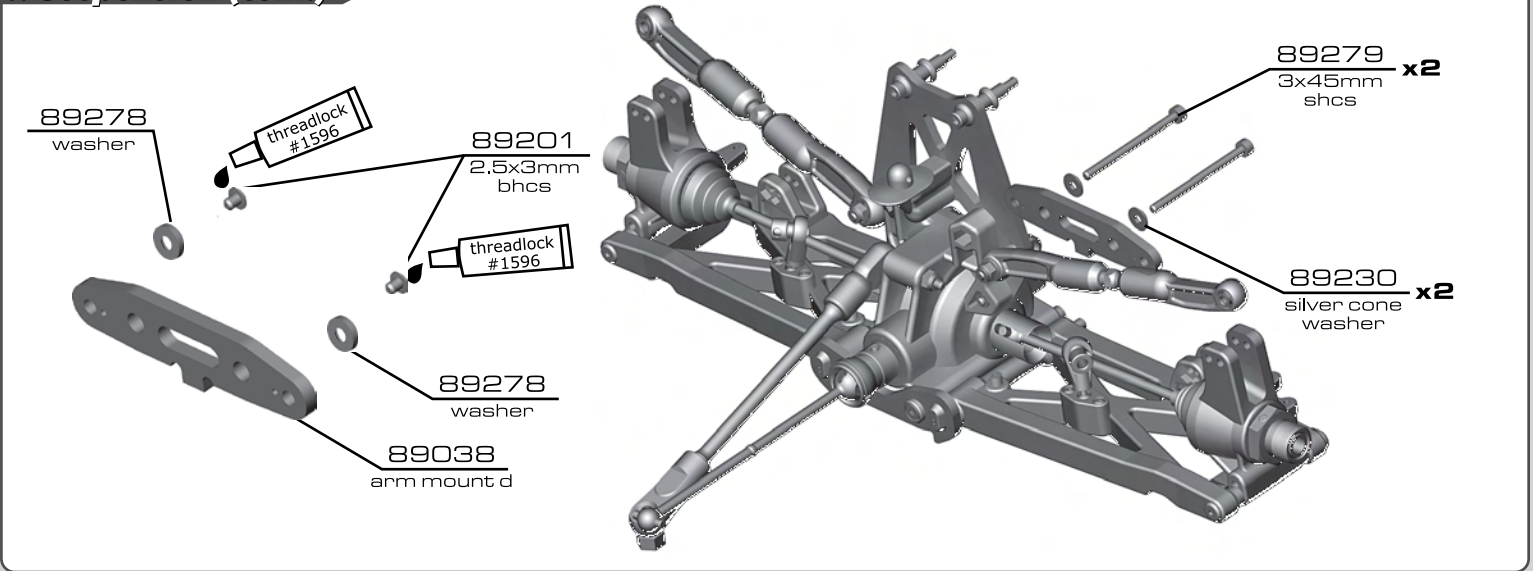
:: Suspension (cont.)



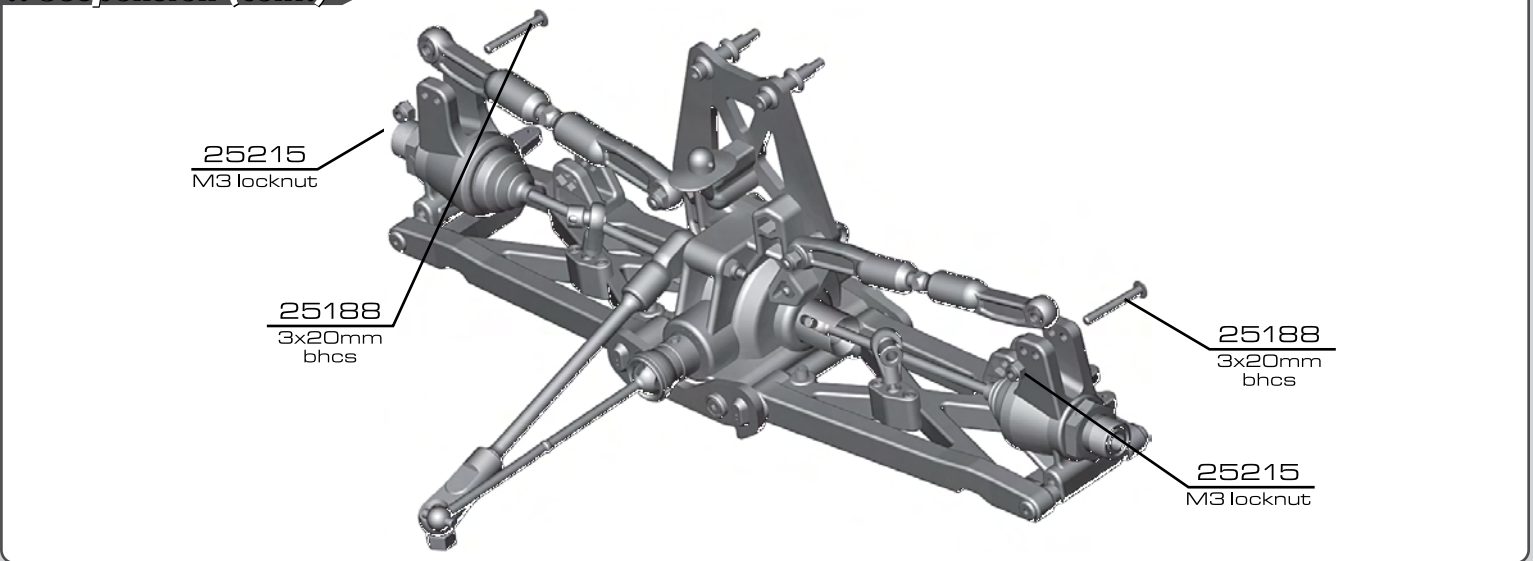
:: Suspension (cont.)



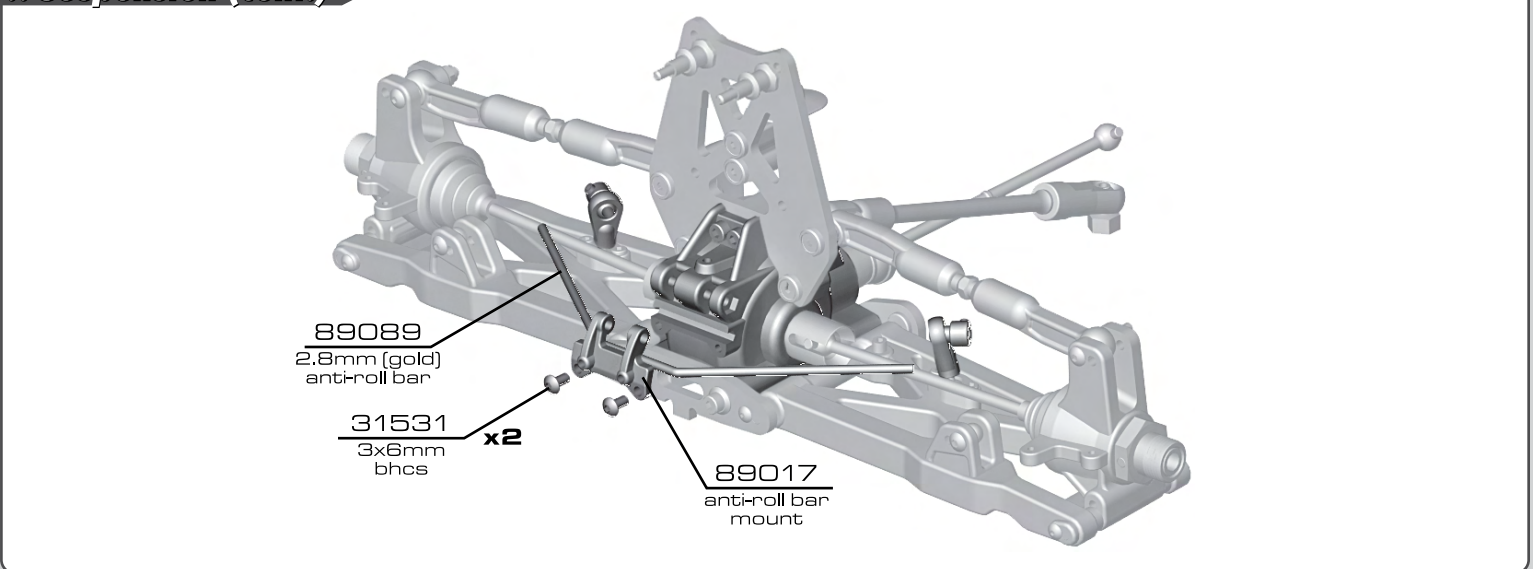
:: Suspension (cont.)



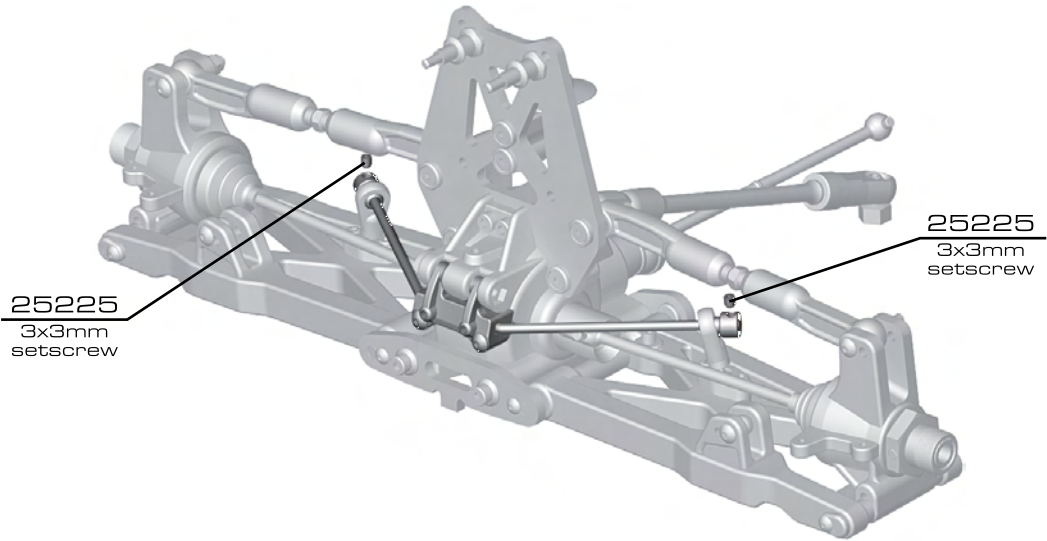
:: Suspension (cont.)



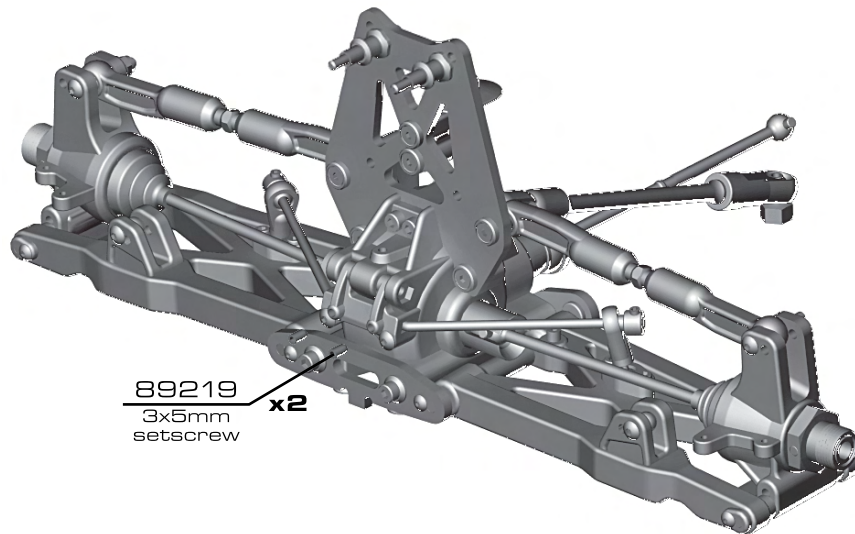
:: Suspension (cont.)



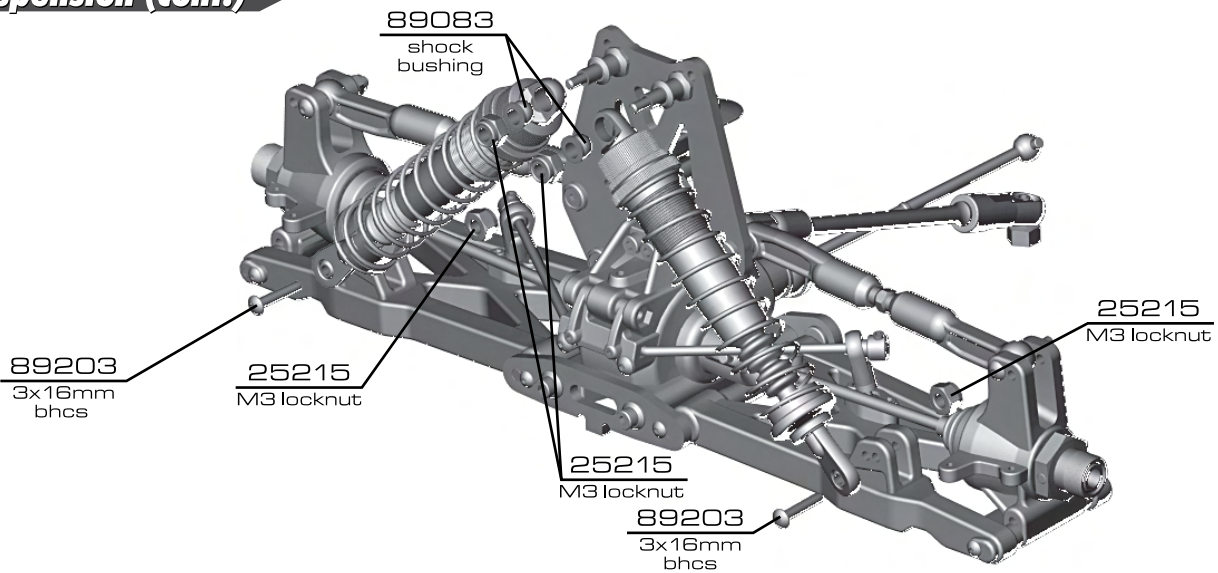
:: Suspension (cont.)



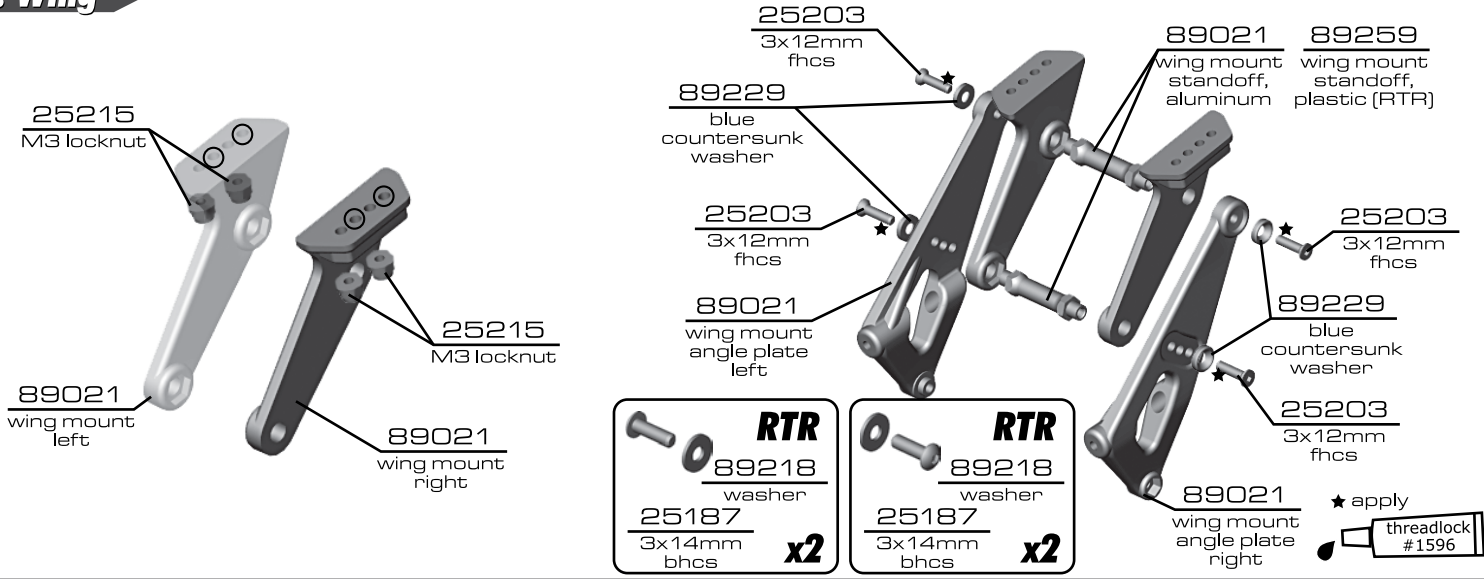
:: Suspension (cont.)



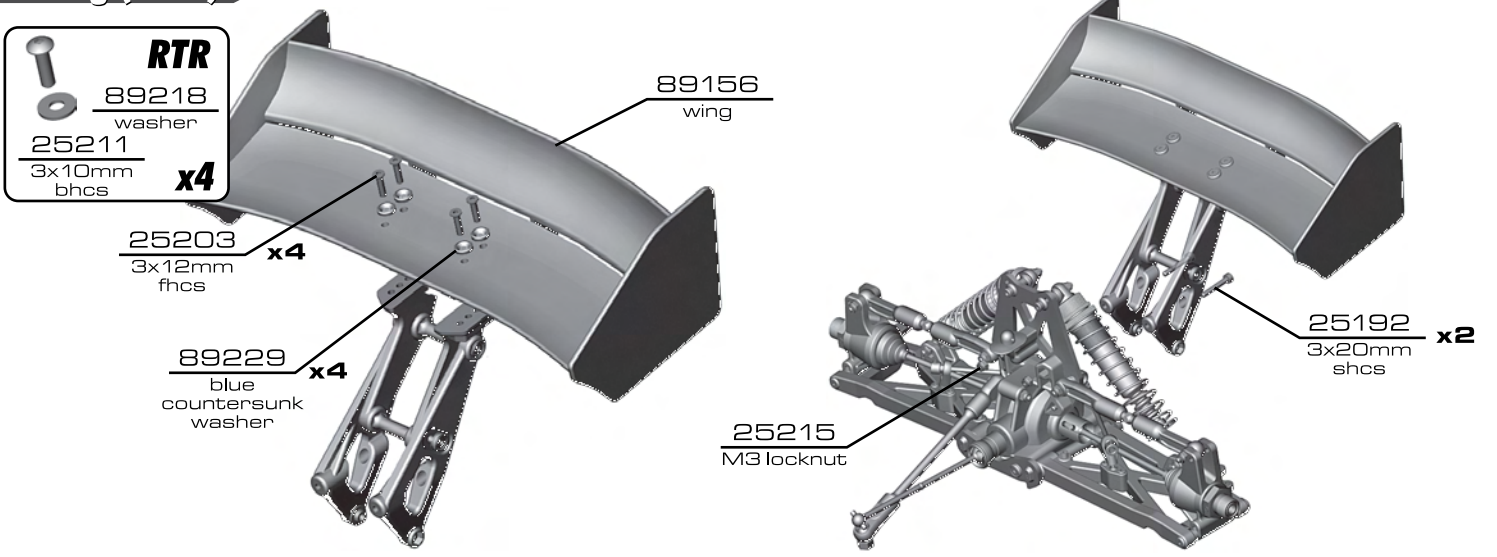
:: Suspension (cont.)



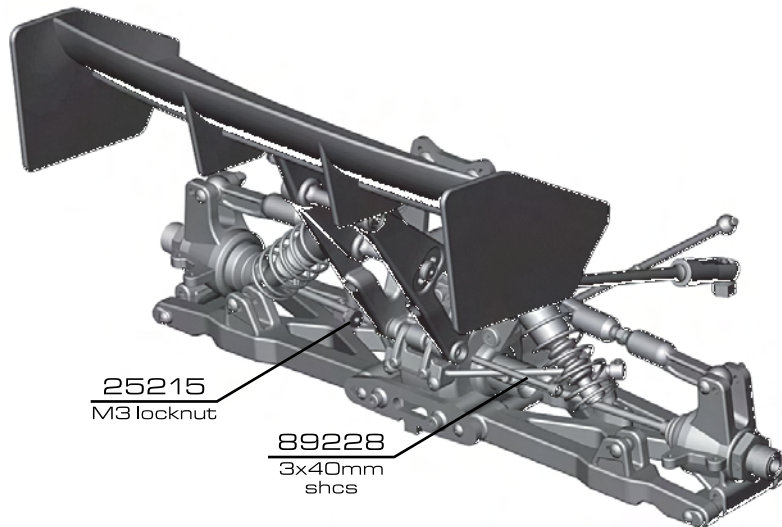
:: Wing



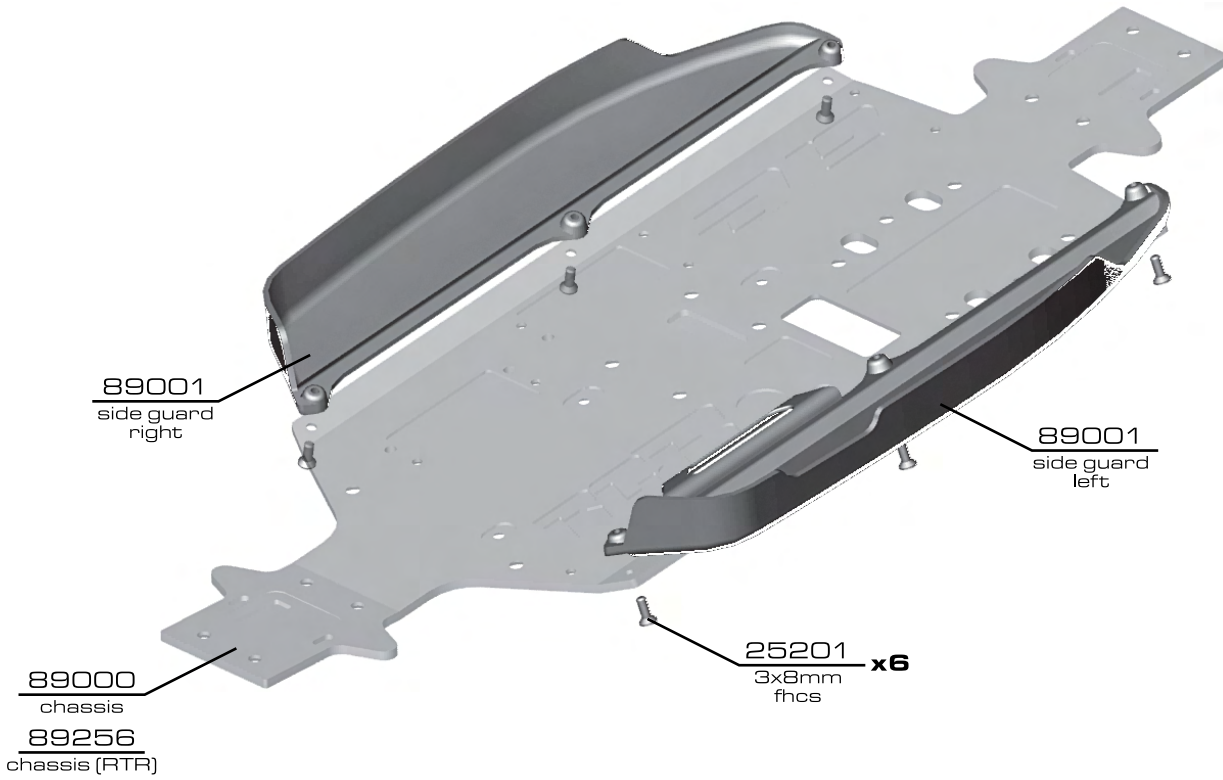
:: Wing (cont.)



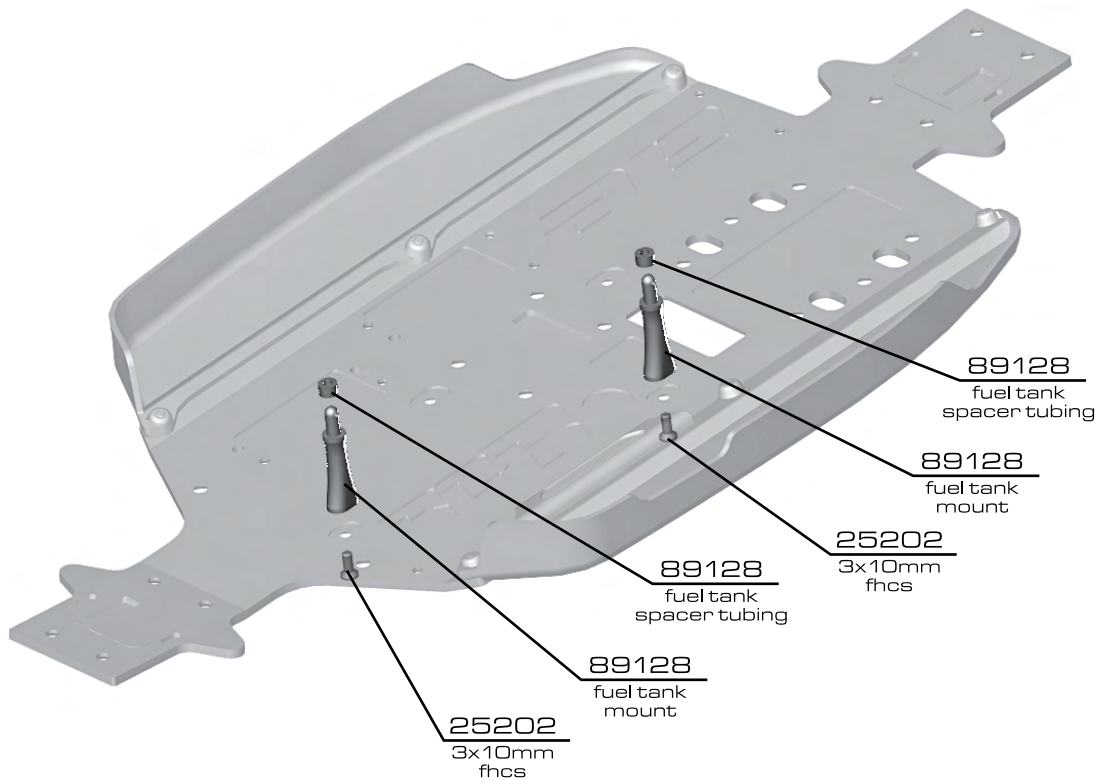
:: Wing (cont.)



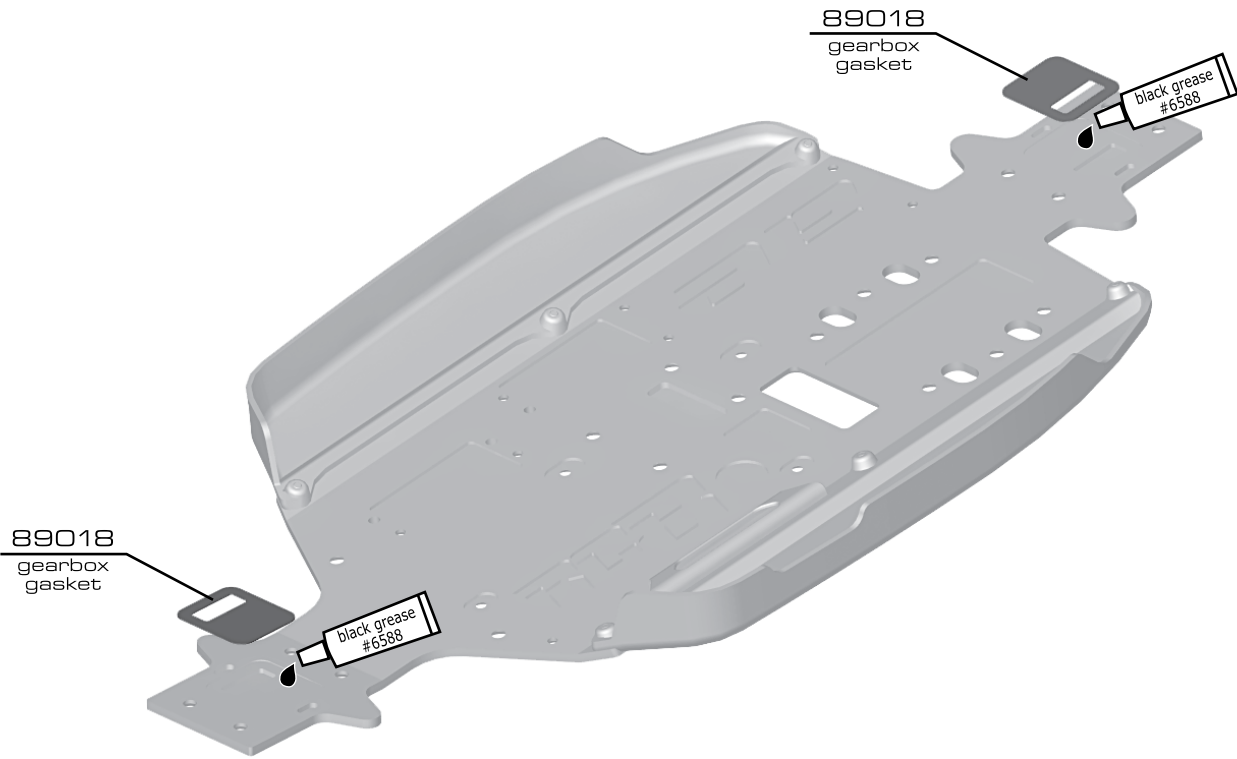
:: Chassis Assembly



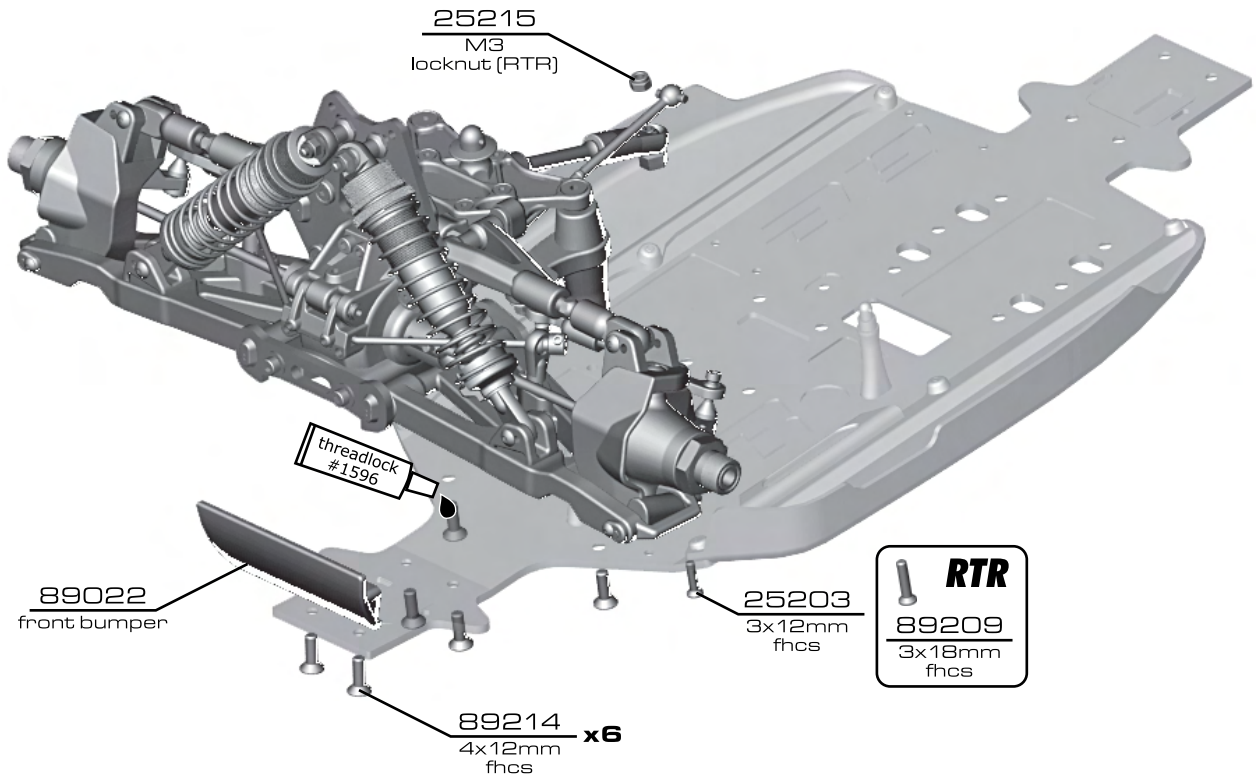
:: Chassis Assembly (cont.)



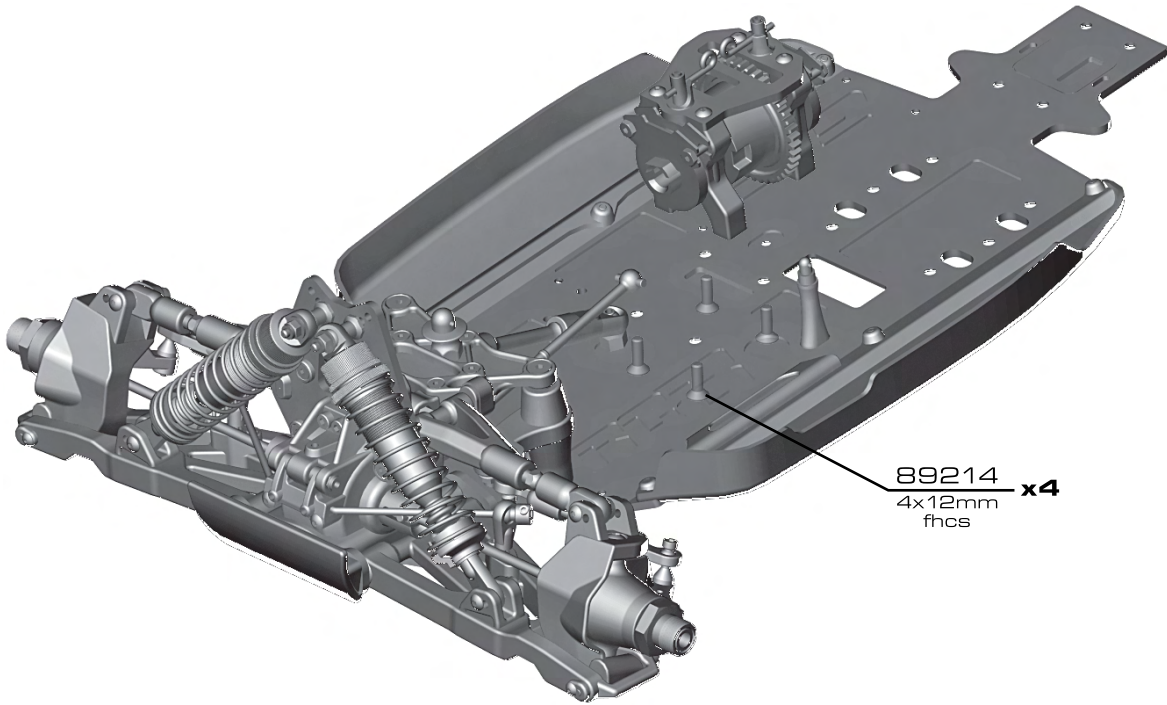
:: Chassis Assembly (cont.)



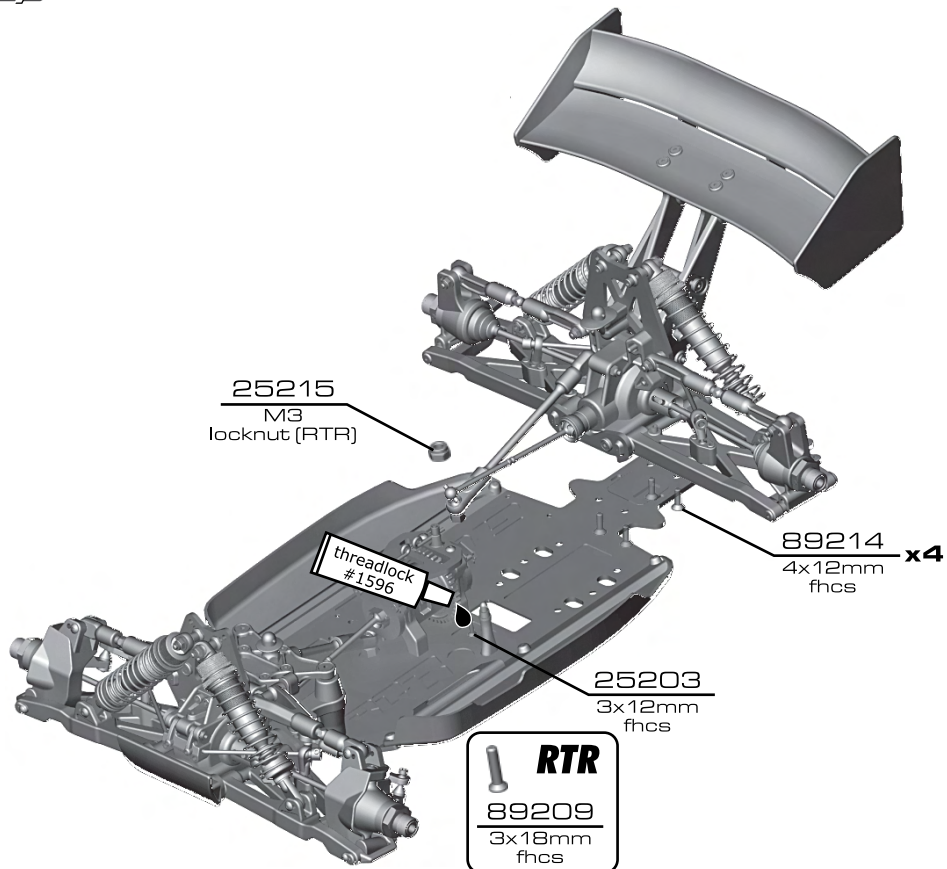
:: Front End Assembly



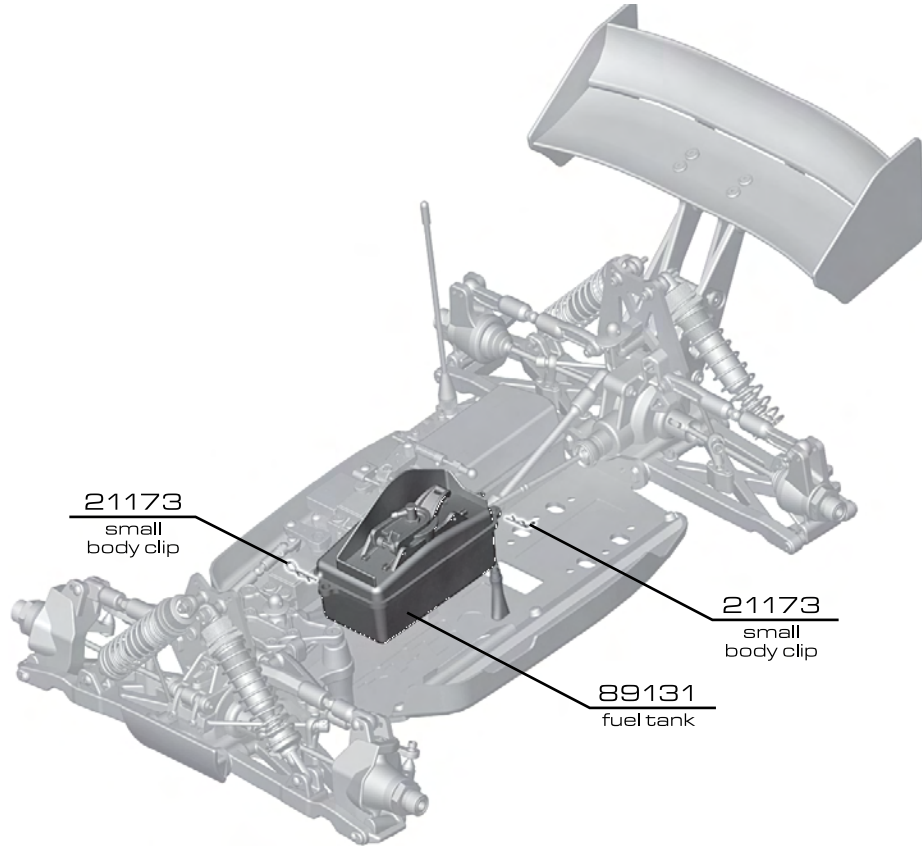
:: Center Diff Assembly



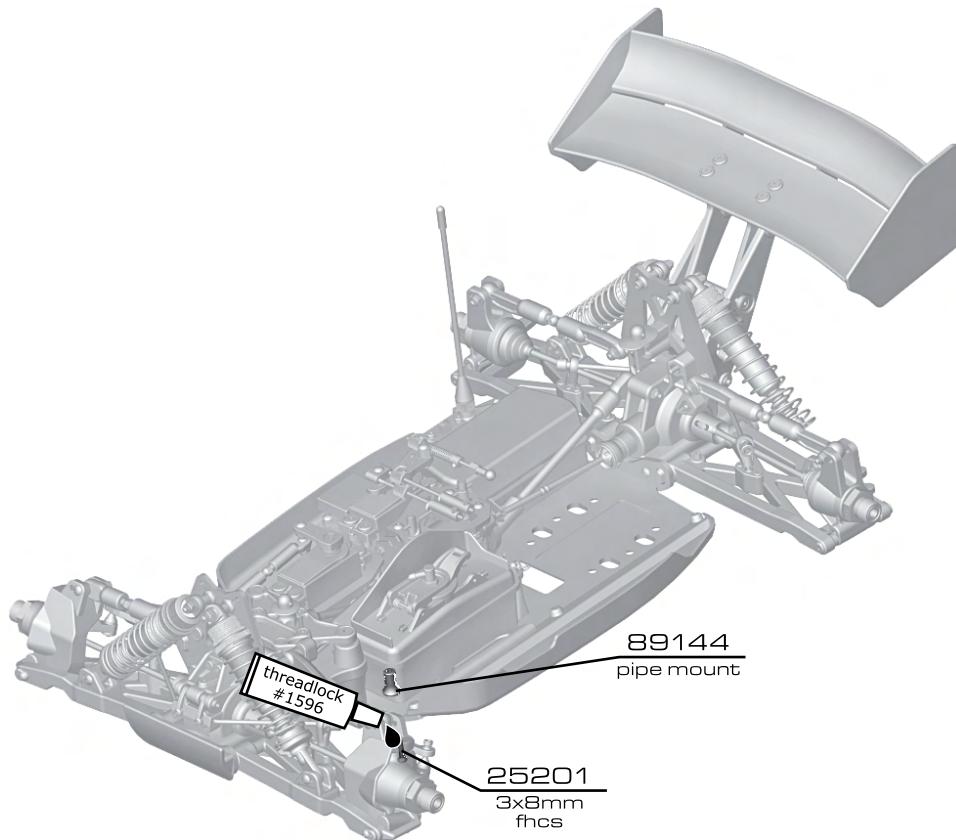
:: Rear End Assembly



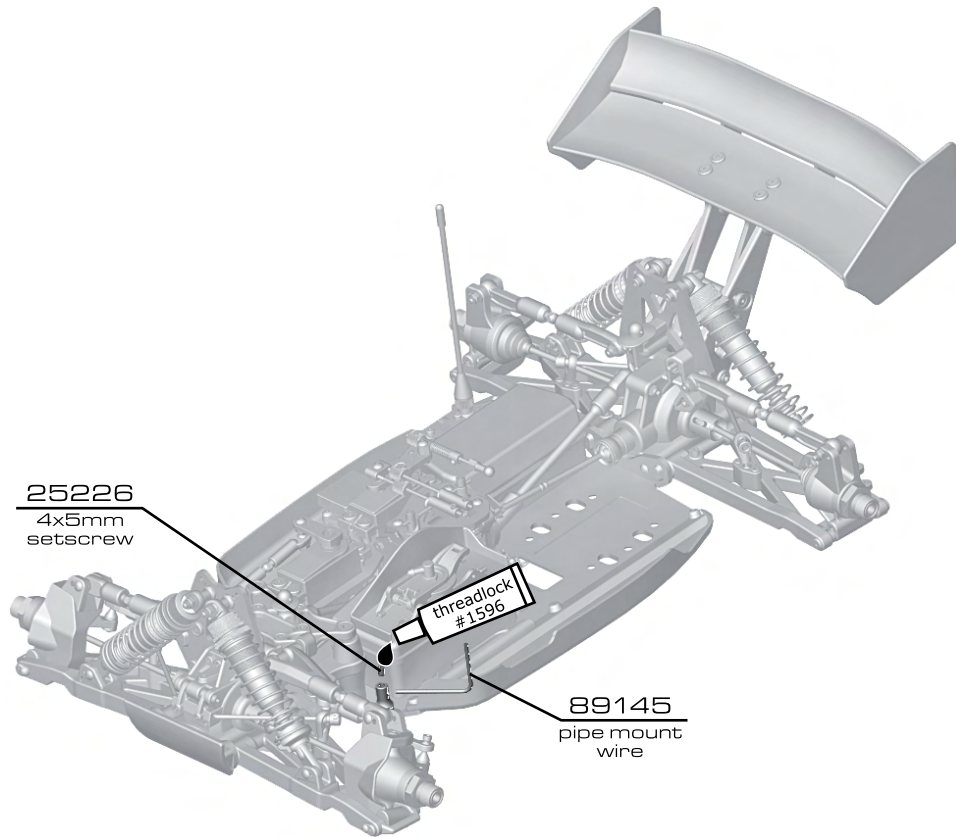
:: Fuel Tank Assembly



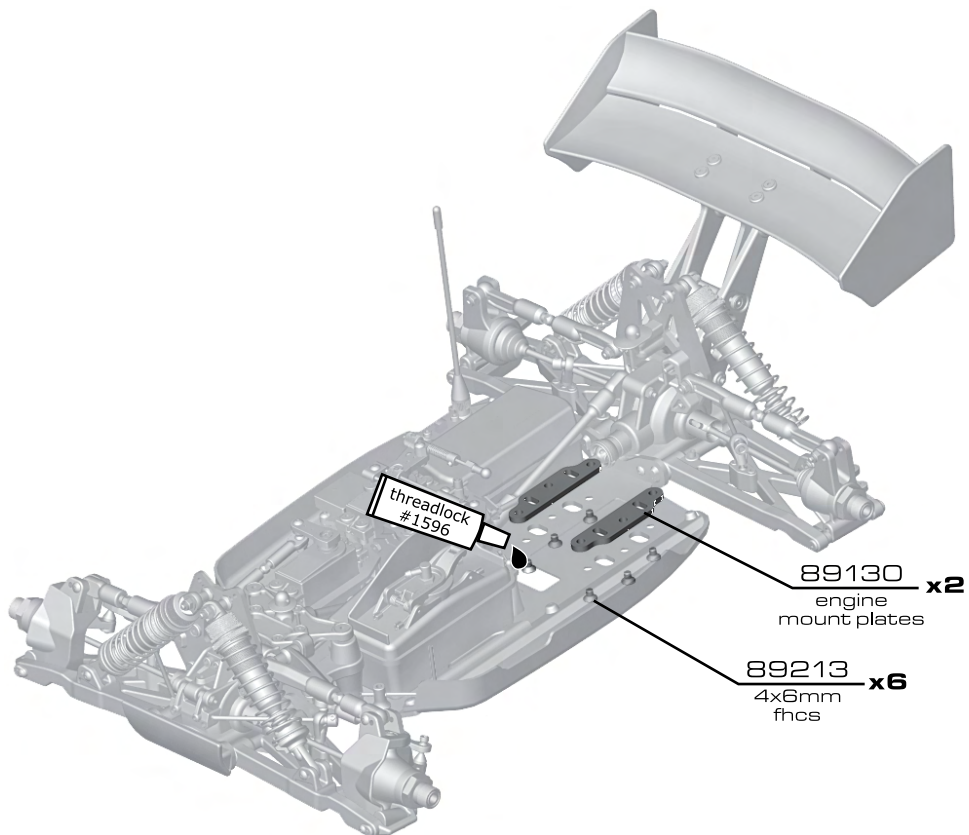
:: Exhaust Pipe Hanger



:: Exhaust Pipe Hanger (cont.)

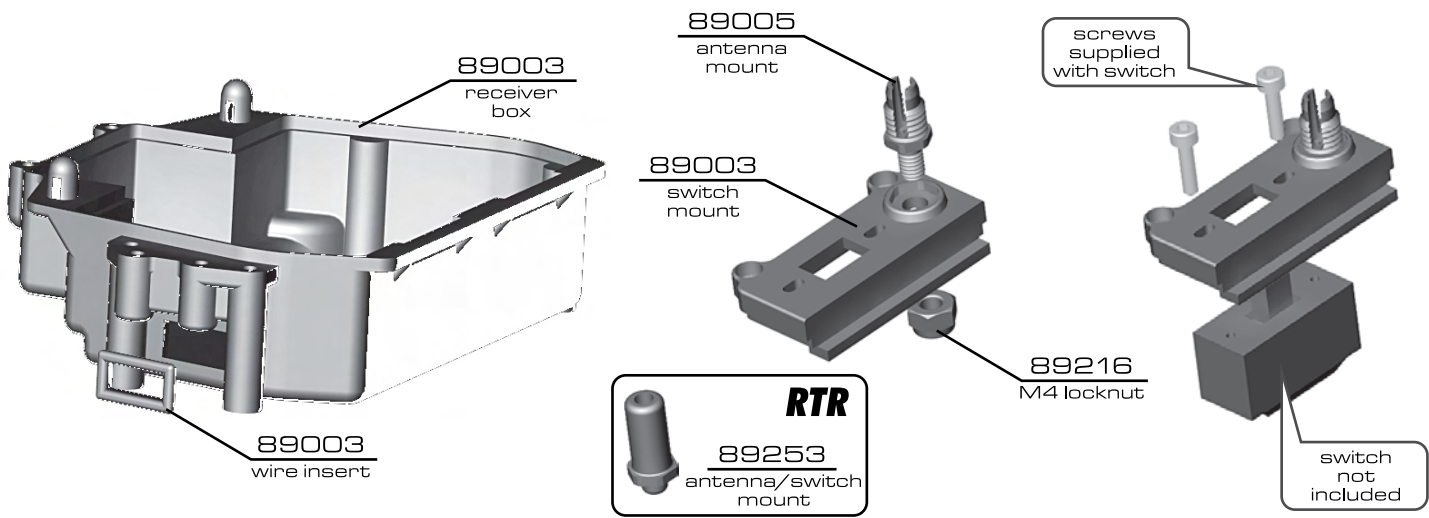


:: Engine Assembly



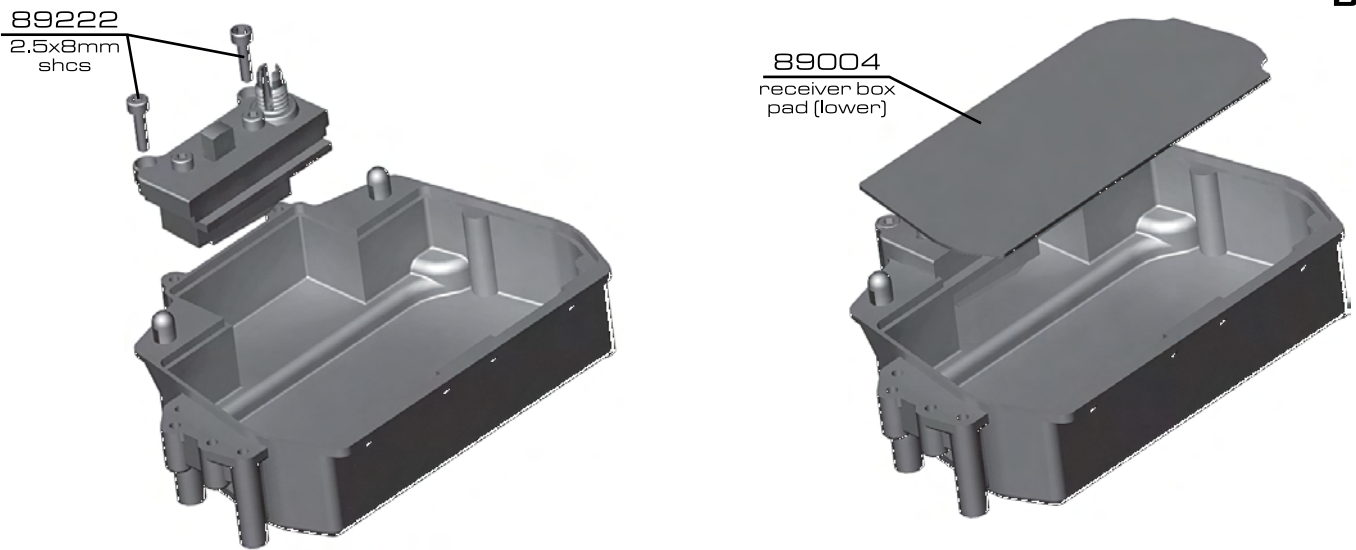
:: Radio Tray

Bag 34-1



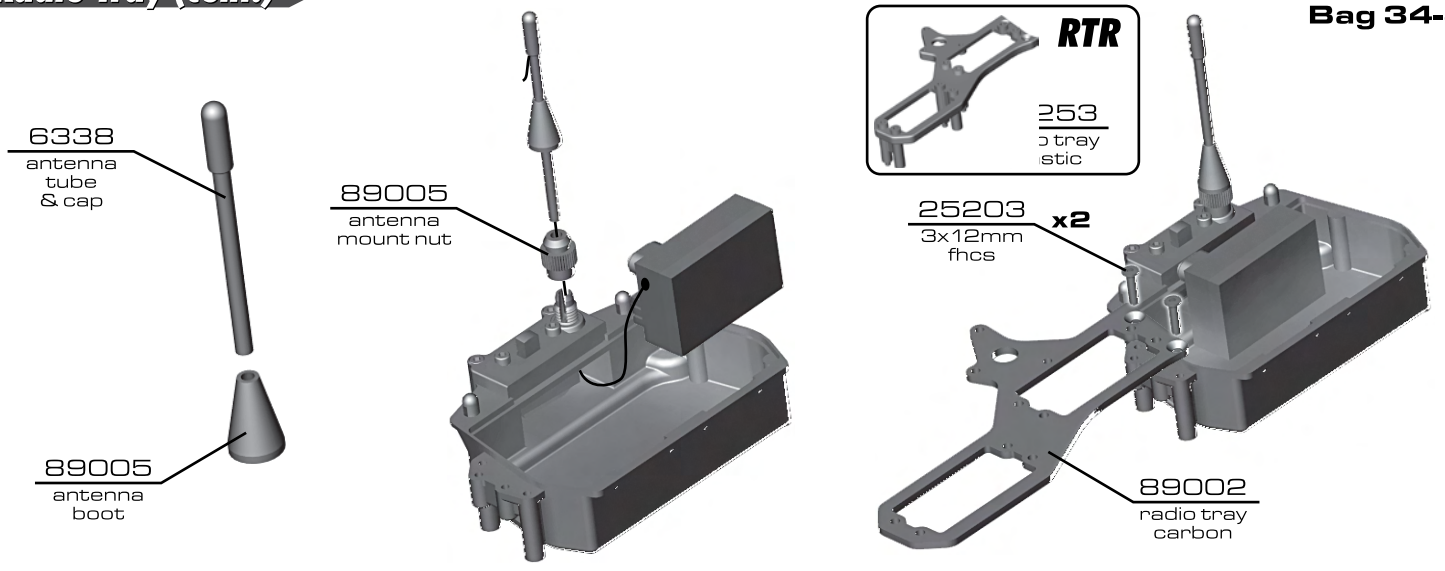
:: Radio Tray (cont.)

Bag 34-2



:: Radio Tray (cont.)

Bag 34-3



:: Radio Tray (cont.)

Bag 35-1

25187 RTR
3x14mm bhcs

89218
washer **x8**

:: Radio Tray (cont.)

Bag 35-2

2308
3x18mm bhcs

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

▲ NOTE:
enlarge holes in servo horn.

:: Radio Tray (cont.)

Bag 35-3

89203*
3x16mm bhcs

89202*
3x12mm bhcs

89126
throttle pivot

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

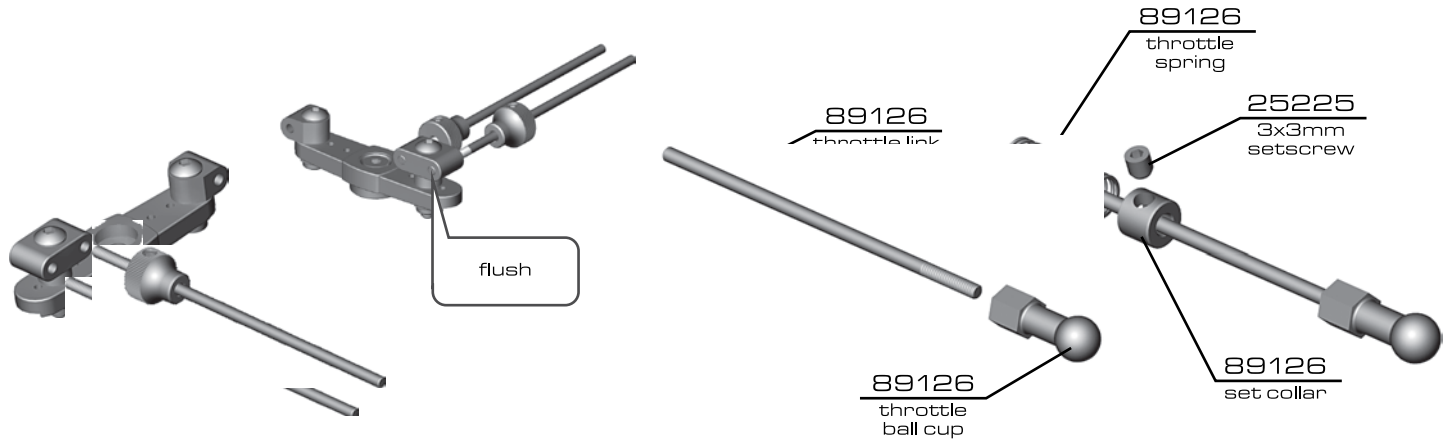
note:
when adjusting linkage
it may be necessary to
change hole location
for correct alignment
with carburetor

▲ NOTE:
enlarge holes in servo horn.

★ NOTE:
do not tighten completely -
must pivot freely.

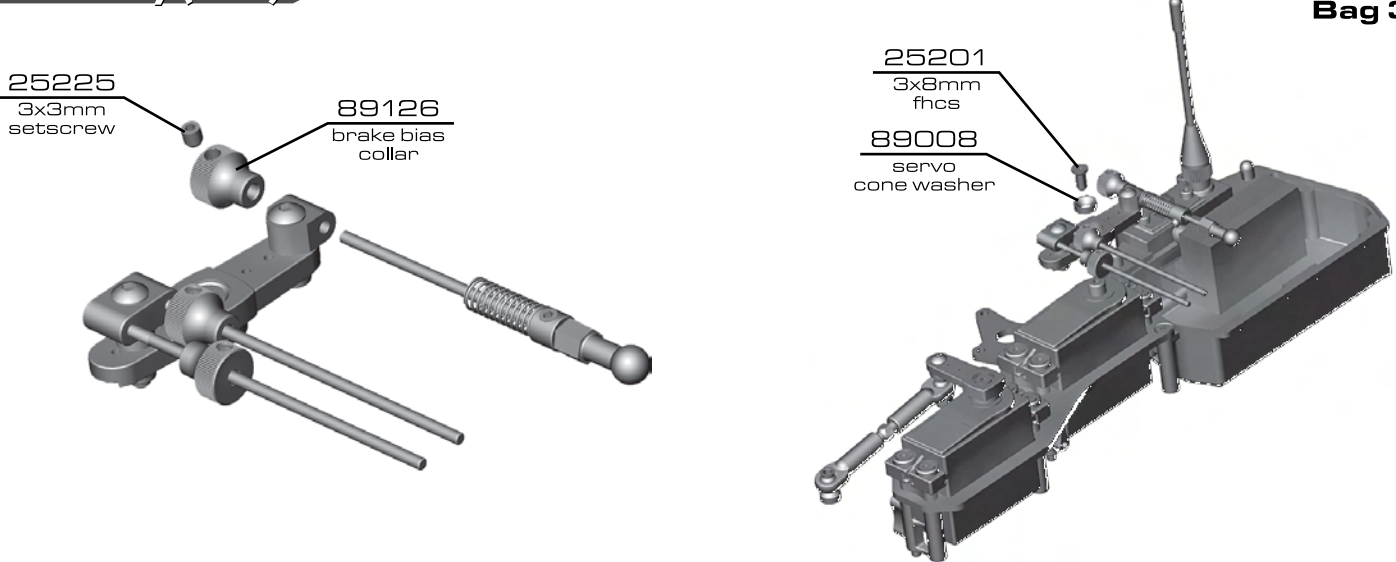
:: Radio Tray (cont.)

Bag 36-1



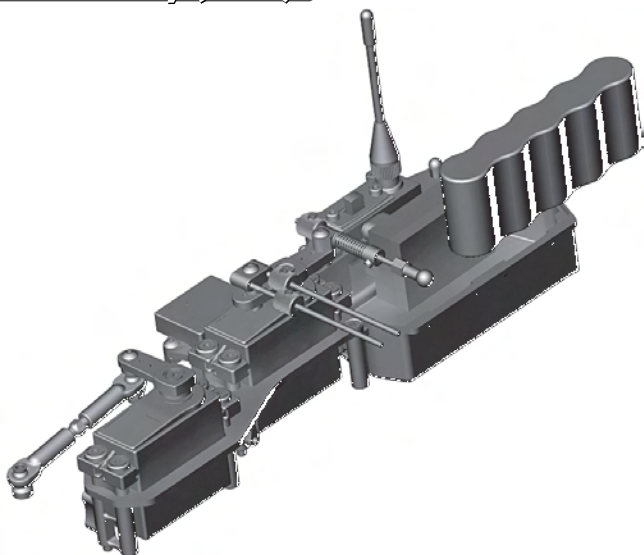
:: Radio Tray (cont.)

Bag 36-2

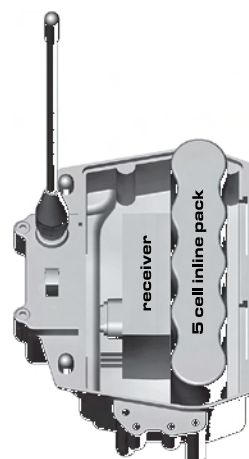


:: Radio Tray (cont.)

receiver pack configurations



4 cell AA pack

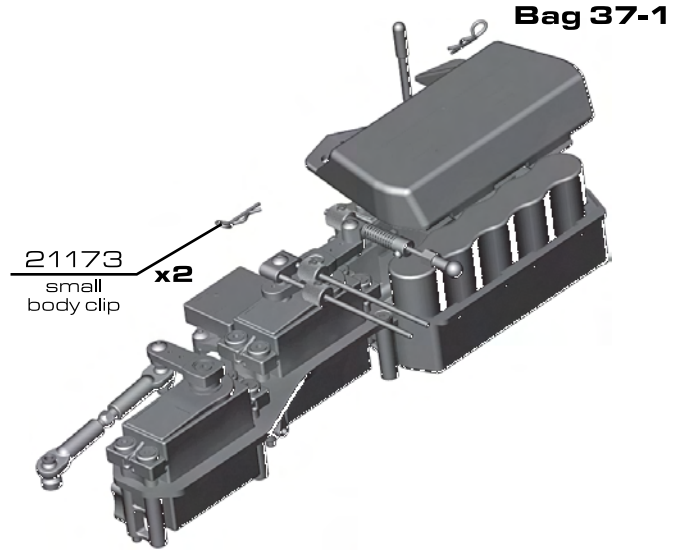
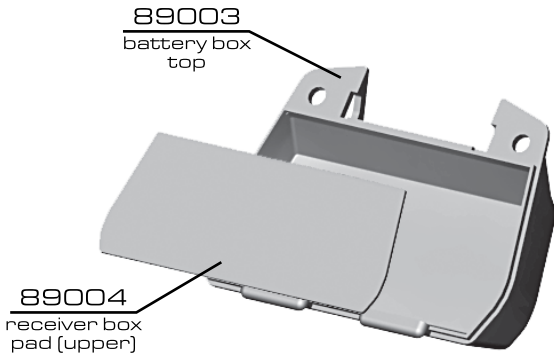


5 cell inline pack

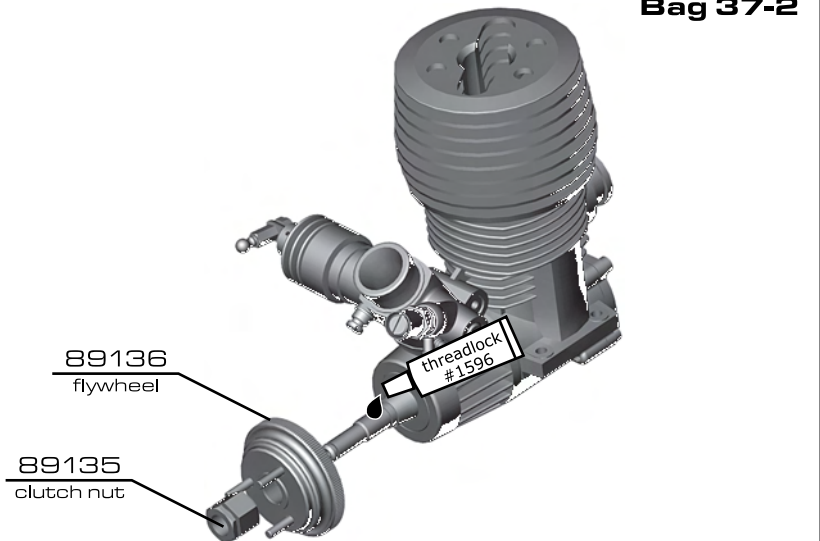
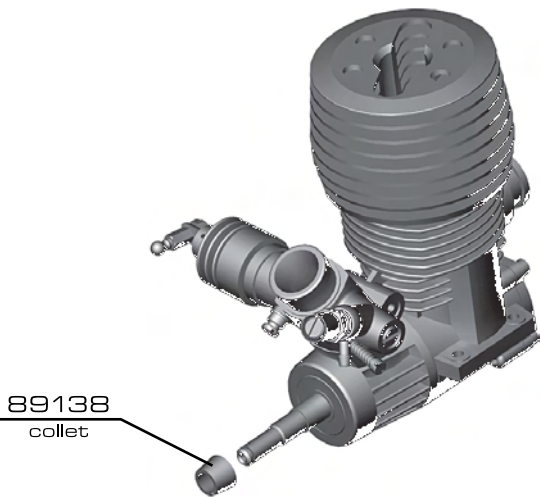


5 cell hump pack

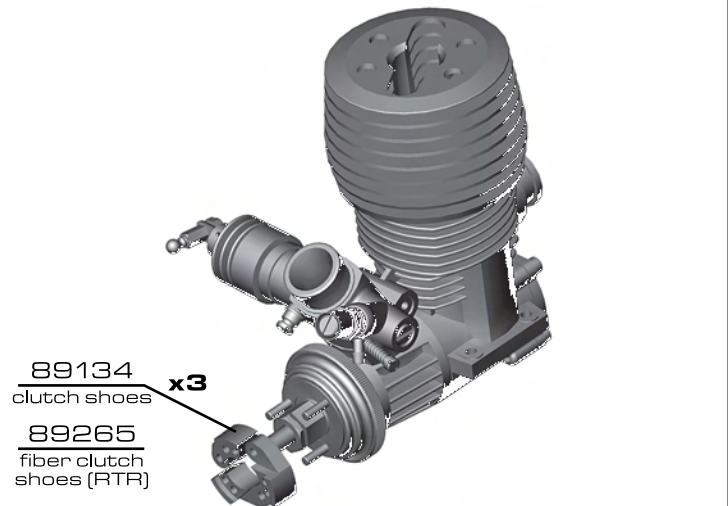
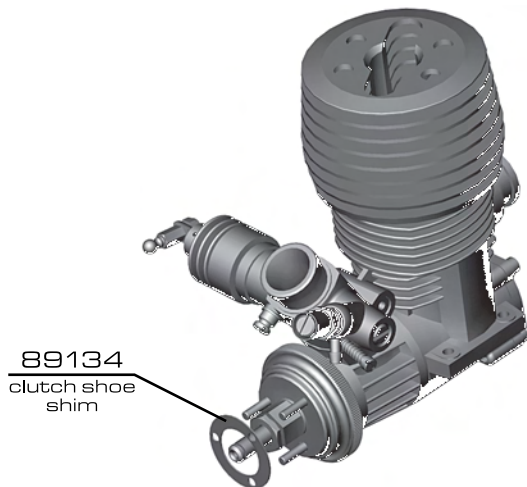
:: Radio Tray (cont.)



:: Engine

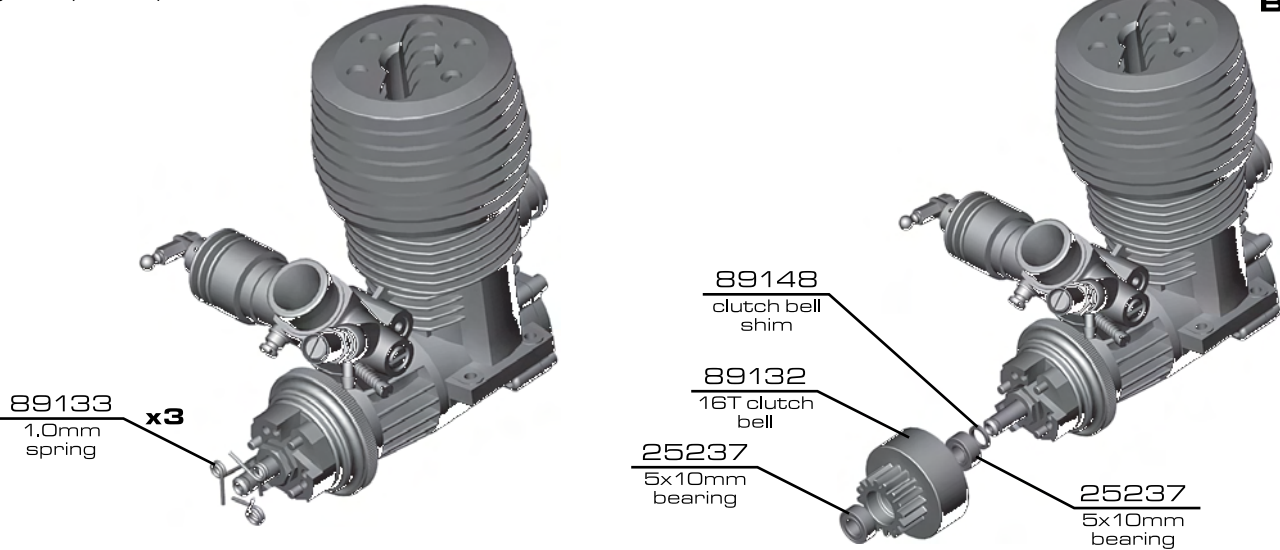


:: Engine (cont.)



:: Engine (cont.)

Bag 38-1



89133
1.0mm
spring x3

89148
clutch bell
shim

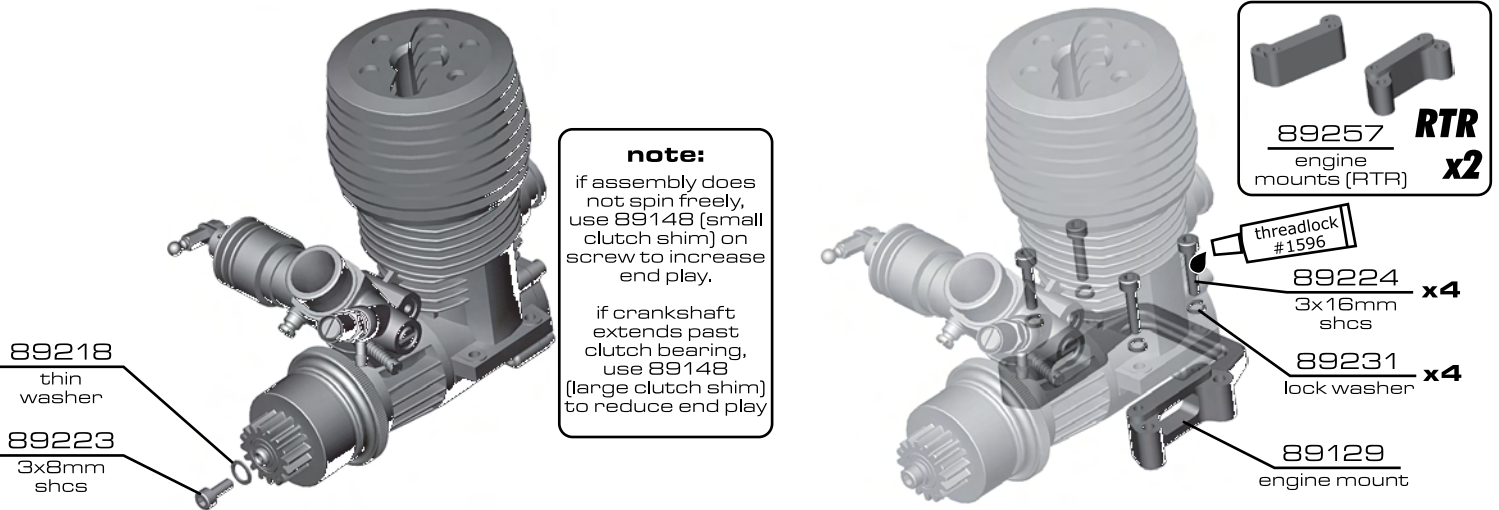
89132
16T clutch
bell

25237
5x10mm
bearing

25237
5x10mm
bearing

:: Engine (cont.)

Bag 38-2



89218
thin
washer

89223
3x8mm
shcs

note:
if assembly does not spin freely, use 89148 (small clutch shim) on screw to increase end play.
if crankshaft extends past clutch bearing, use 89148 (large clutch shim) to reduce end play

89257 **RTR**
engine
mounts (RTR) **x2**

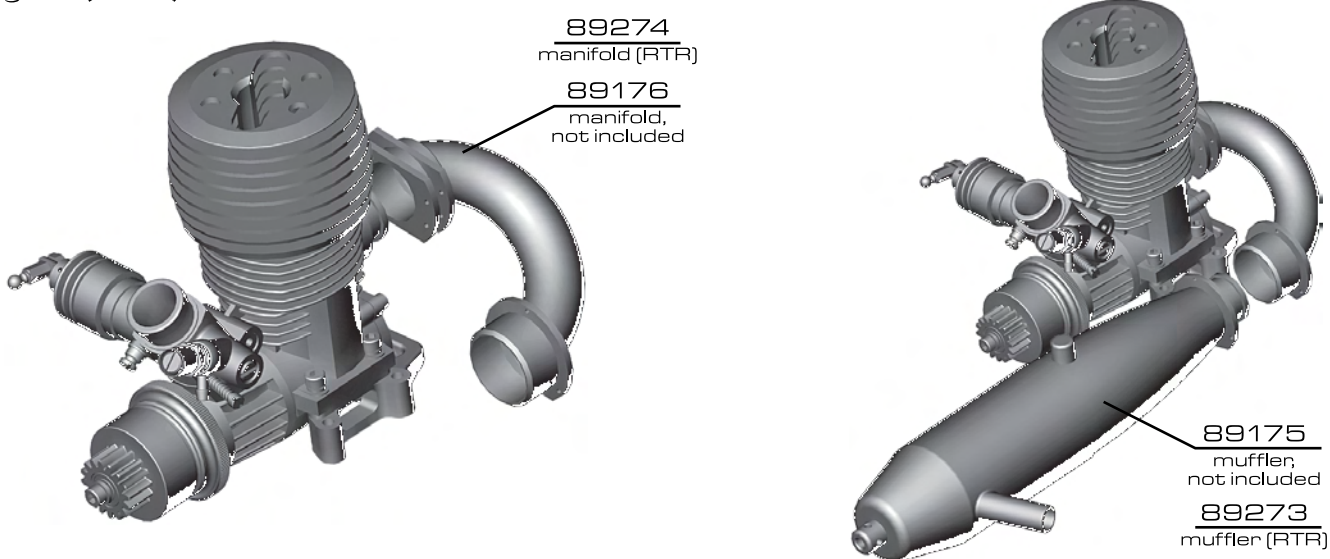
threadlock
#1596

89224
3x16mm
shcs x4

89231
lock washer x4

89129
engine mount

:: Engine (cont.)



89274
manifold (RTR)

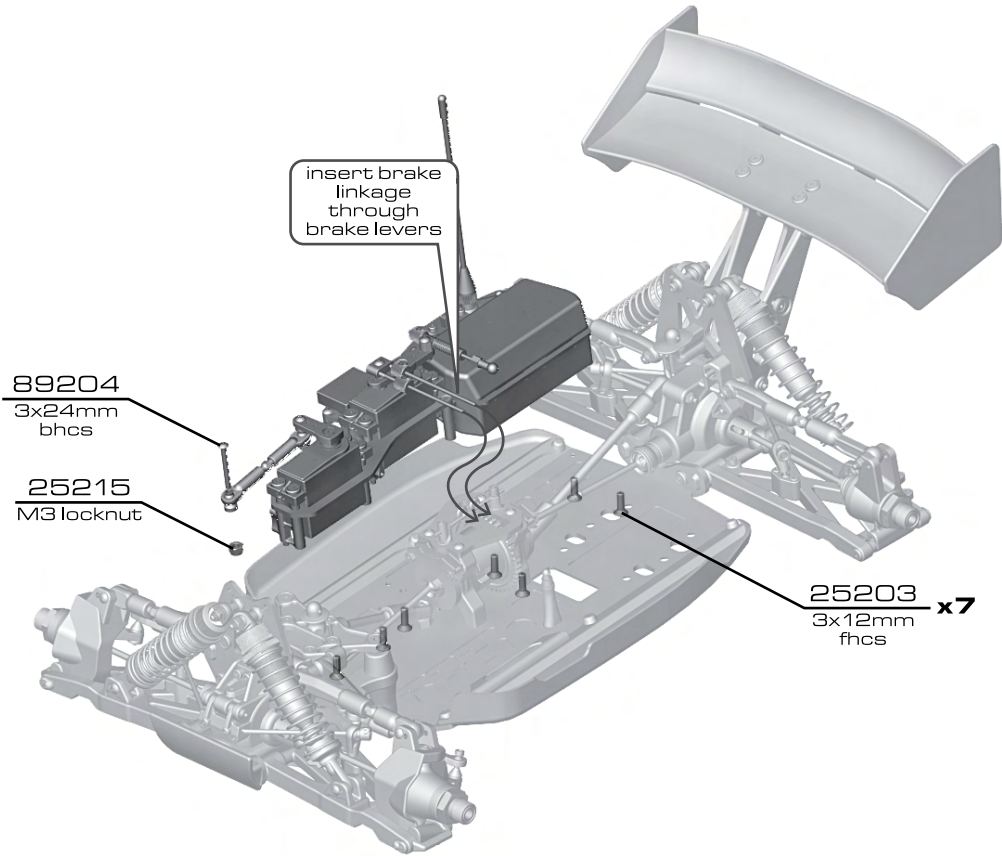
89176
manifold,
not included

89175
muffler,
not included

89273
muffler (RTR)

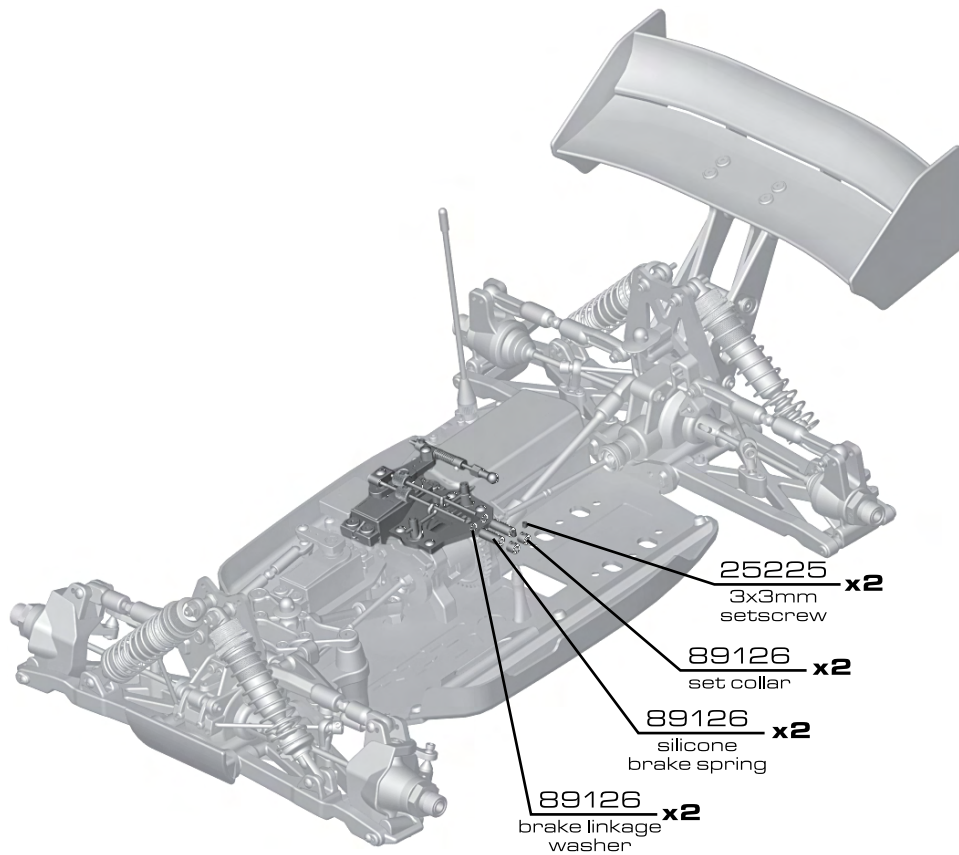
:: Radio Tray Assembly

Bag 39-1



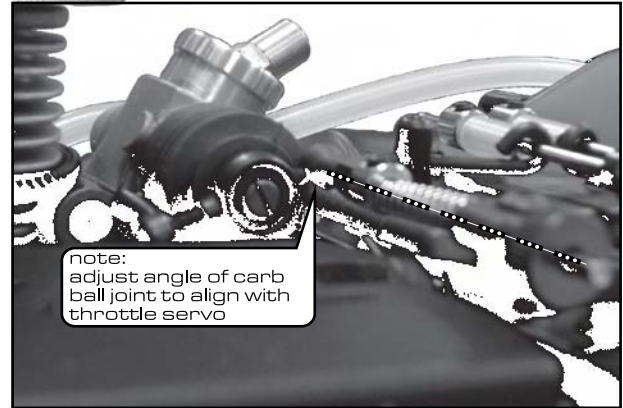
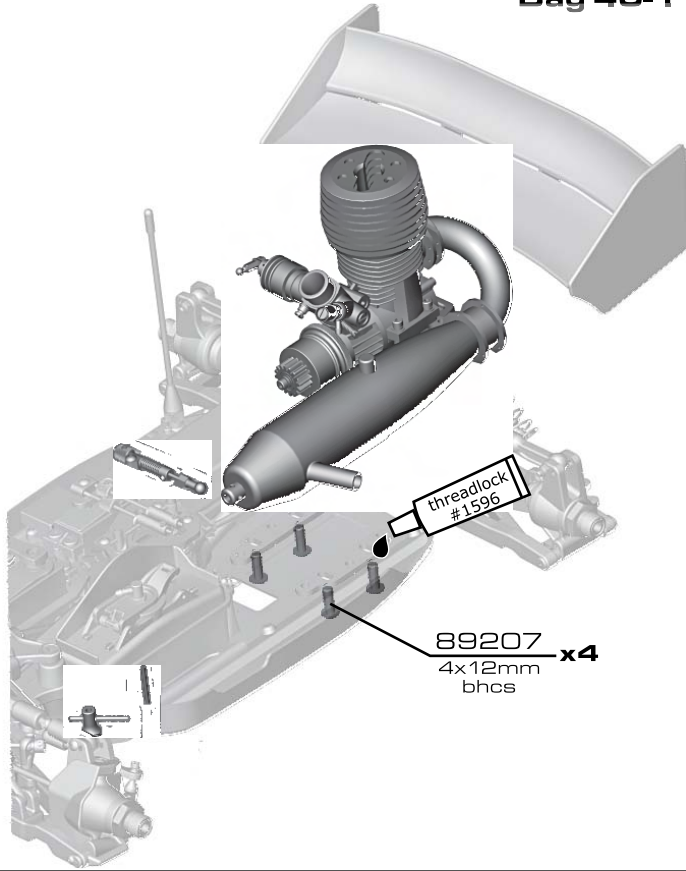
:: Radio Tray Assembly (cont.)

Bag 39-2

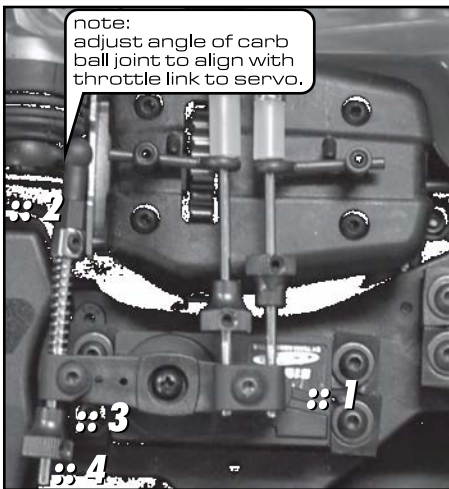


:: Engine Assembly

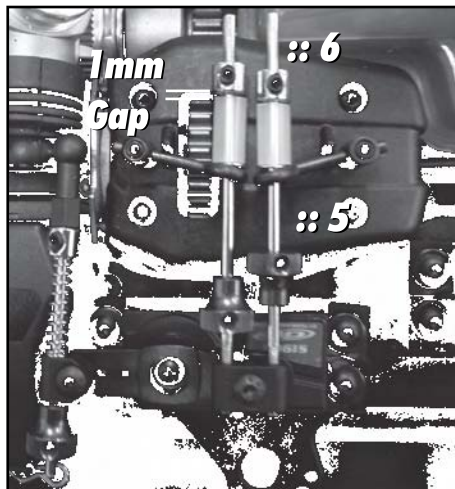
Bag 40-1



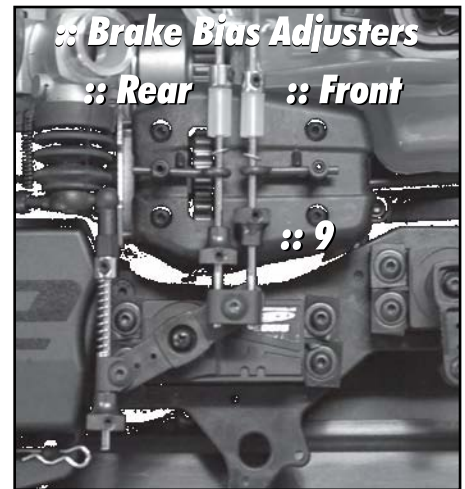
:: Linkage Adjustment



- 1: turn on transmitter and car; 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.

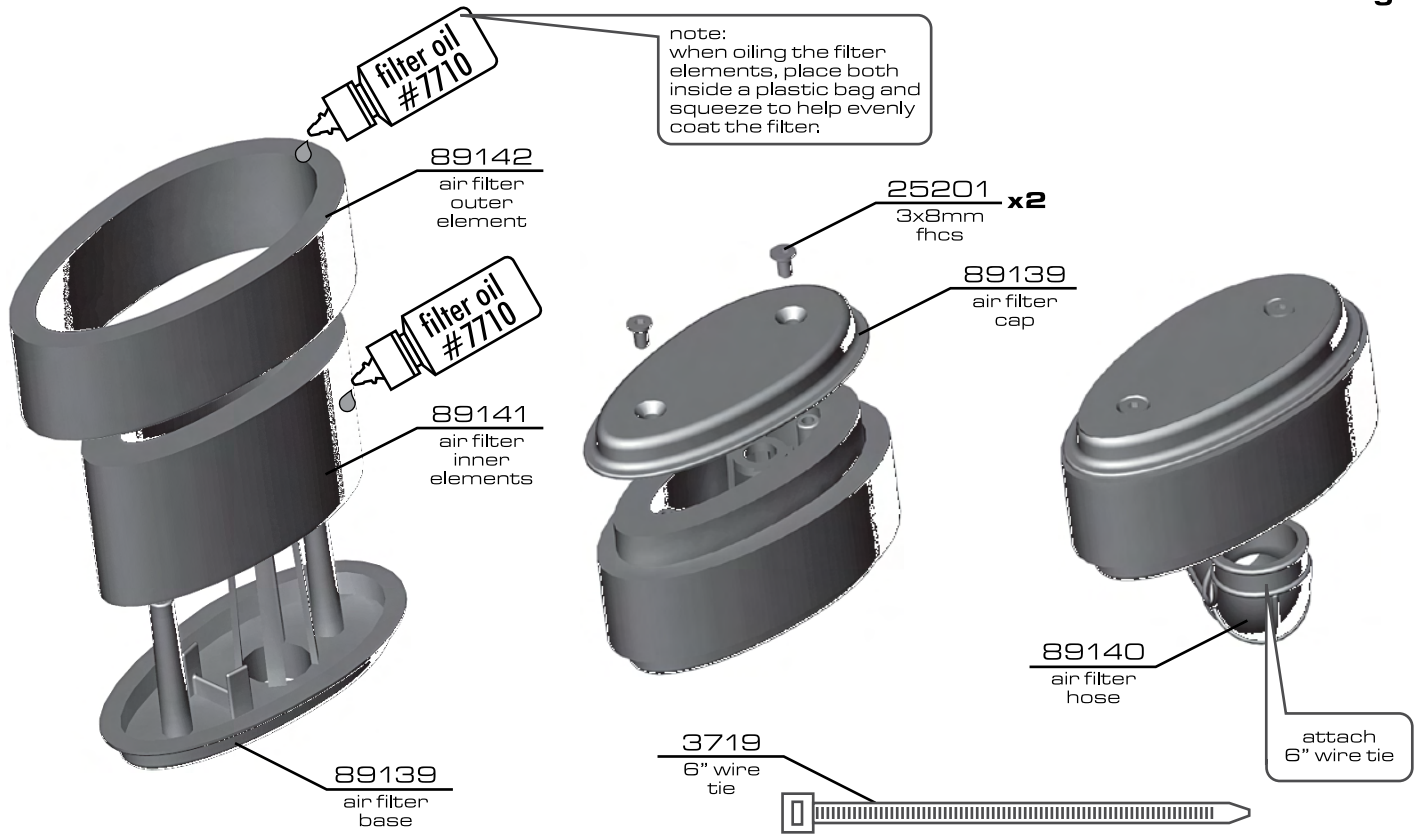


- 7: set throttle EPA max. apply full throttle on transmitter and set EPA so that the carb is full open. be careful not to over-extend the carb.
- 8: set max brake EPA at 30% as a starting point.
- 9: brake bias adjusters: thread the adjuster into the mount to achieve stronger brakes on that end of the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

!DO NOT START ENGINE FOR THIS STEP!

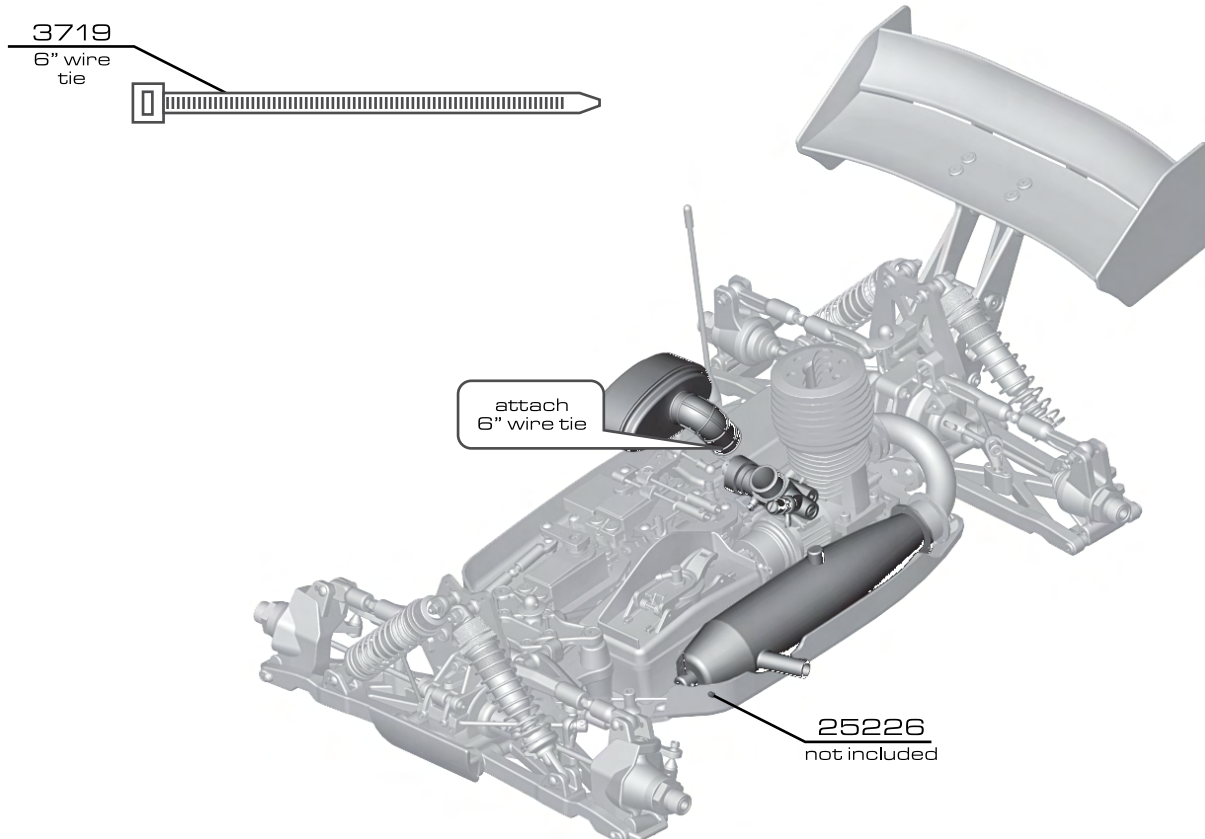
:: Filter Assembly

Bag 41-1



:: Filter Assembly (cont.)

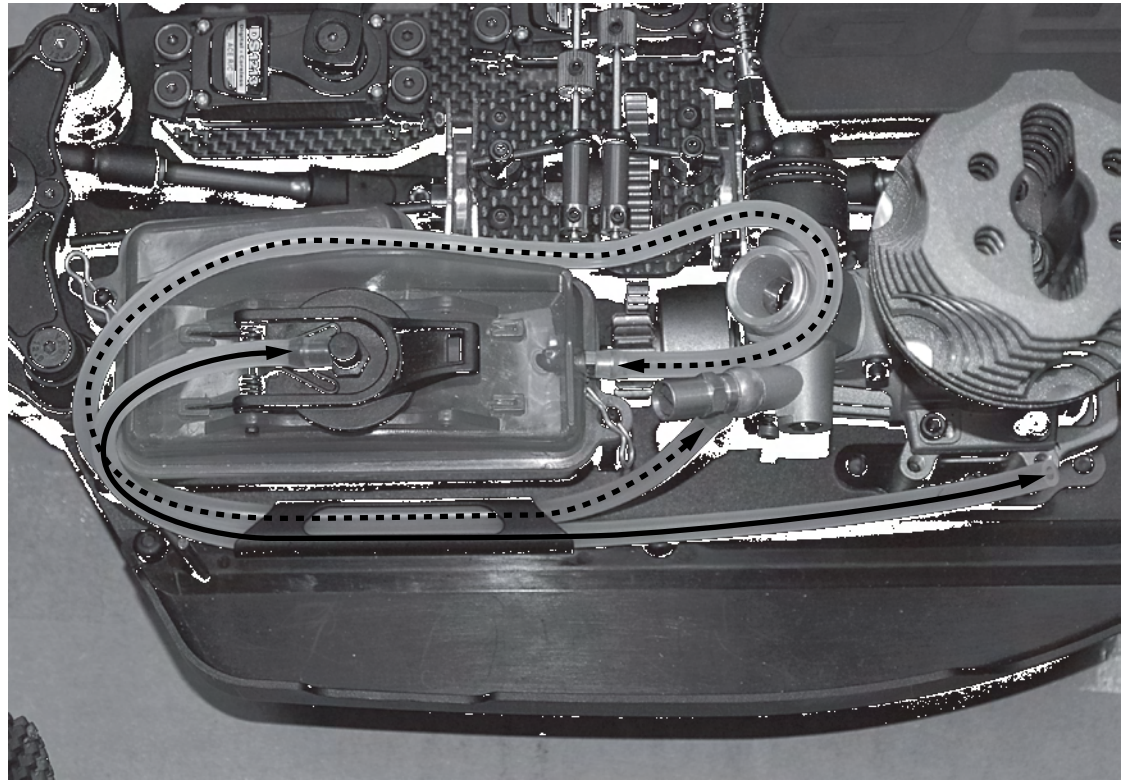
Bag 41-1



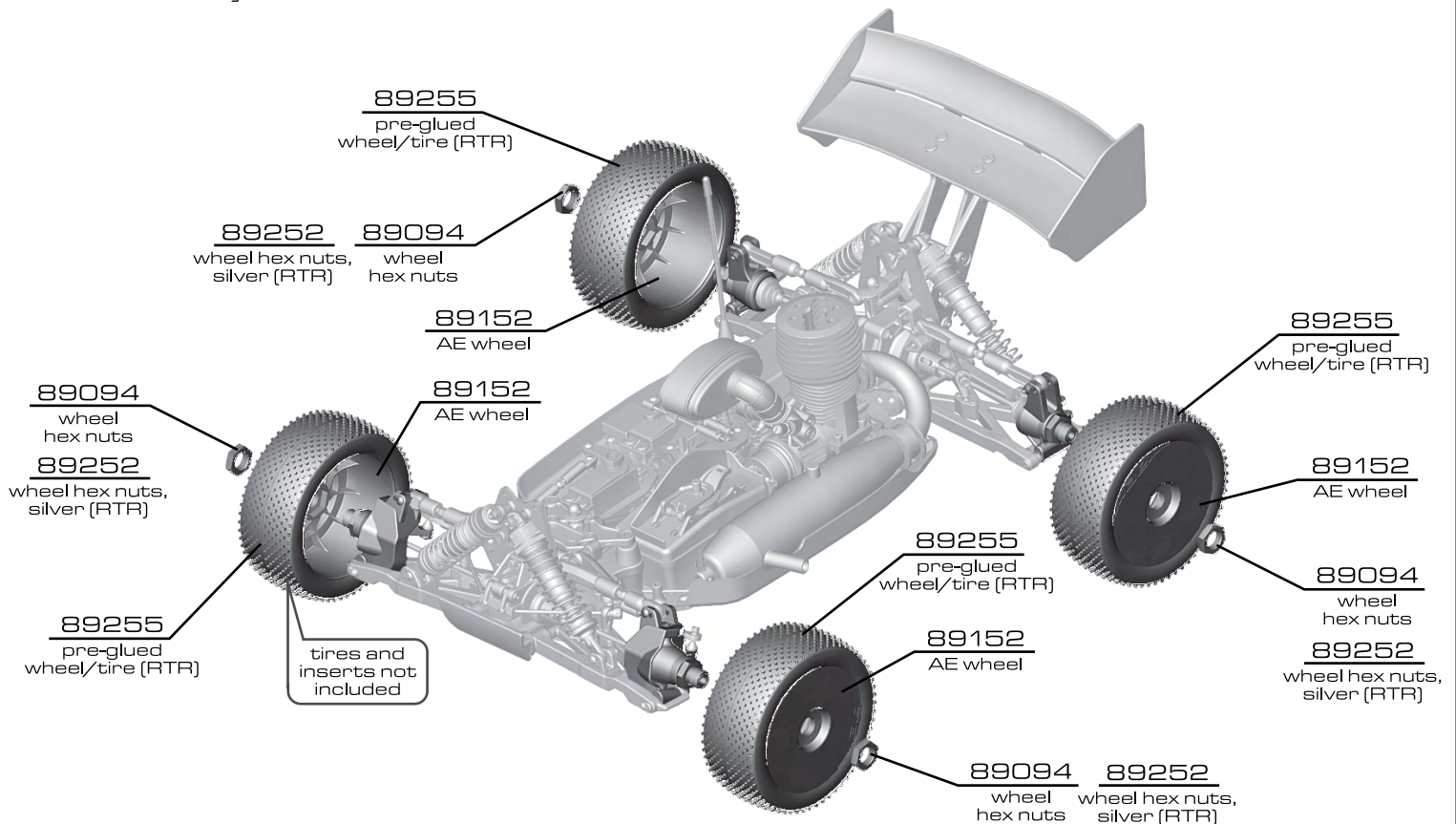
:: Fuel Line

—————
pressure line
from fuel tank lid to
exhaust pipe nipple

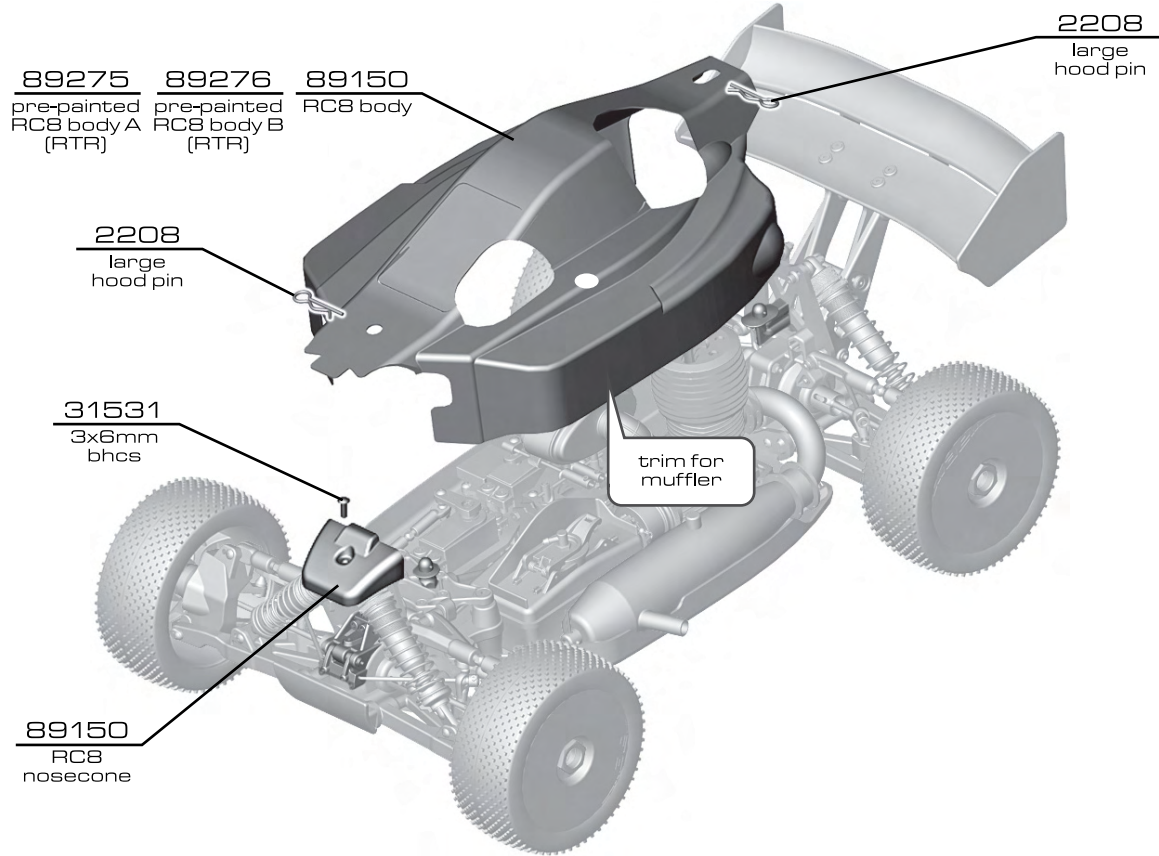
.....
fuel line
from fuel tank to
carburetor



:: Tire Assembly



:: Body Assembly



:: Building Tips

Tires:

The tires need to be glued to the wheels using any fast-curing cyanoacrylate glue (CA) [AE Pt# 1597]. 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 RC8. If not, go back to Step 1.

Receiver Pack:

Your RC8 does not come with a receiver pack. It is recommended that you use a 5-cell 1000mah pack (minimum) in either stick [AE Pt #614] or hump [AE Pt#615] pack configuration (your RC8 will accept either). Charge your pack per the battery manufacturer's instructions. This will need to be done before you can setup up your RC8.

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 (Factory Team only):

Your RC8 comes with a clear lexan 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 lexan (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: 16-44

For larger outdoor tracks the Team will typically go up to a 17 tooth clutchbell.

Differential Fluid:

Standard differential fluid setup: Front= 5,000 CST; Center= 7,000 CST; Rear= 3,000 CST.

Front Differential:

Use the standard setup for most cases, but for higher grip tracks try 7,000 or 10,000 CST for less low speed steering and better acceleration out of turns.

Center Differential:

Use the standard setup for most cases, but for higher grip tracks try thicker oil (7,000 or 10,000 CST) for harder acceleration out of turns. For bumpy or low grip tracks, try lighter oil (5,000 or 3,000 CST). The most popular settings are 5000 and 7000 CST.

Rear Differential: The most popular settings are 3000 and 5000 CST. The thicker oil will rotate less in the turns and accelerate straight on power.

Caster:

The supplied caster block inserts are 16 degrees. Standard kickup is 7 degrees for a total caster of 23 degrees. You can reduce caster to 14 degrees for smoother steering (also adjust upper caster spacing with both shims in front the ball joint) and up to 18 degrees for more steering (also adjust upper caster spacing with both shims behind of the ball joint).

Front Upper Pivot Insert:

The standard insert is the middle location (1 dot). Going up (2 UP, 3UP - 1 mm each) will give more middle and exit steering. Going down (2 DOWN, 3 DOWN) will reduce steering.

Front Caster Block Location:

The standard inner location will work the best for most tracks. Going to the longer link will give more mid to exit steering, but can make the car less stable 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 a little toe-out (front of tires point slightly out). Front toe in is not a typical tuning adjustment used by The Team.

Front Ride Height:

The front ride height setting you should use most often is with 5.3 mm pre-load on the threaded collars (or about 27-29 mm of gap between the chassis bottom and ground). The front arms should look above level and the driveshafts level from the front view. As a starting point, set the front end so that the chassis is level from the side view. Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into place, then raise or lower the adjustment collars as necessary.

:: Tuning (cont.)**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.

Rear Camber Link Length & Vertical Adjustment:

On the RC8 you can change the length of the camber link on the hub, or adjust the inboard location on the tower.

The kit setting is the best compromise of cornering grip and acceleration. From the kit setting, lowering the tower location will square up more and slide more predictably.

Lengthening the camber link on the hub will give the feeling of more rear traction but may be less predictable when it breaks loose.

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 6.4 mm pre-load on the threaded collars (or about 27-29 mm of gap between the chassis bottom and ground). The rear arms should look level or slightly above from the rear view. As a starting point, set the front end so that the chassis is level from the side view. Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into place, then raise or lower the adjustment collars as necessary.

Setup Sheets:

Most often, the best way to get your car handling right is to go to our web site www.rc10.com and click on the links to Setup Sheets, then RC8 setups. 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 and in our online tuning guide at <http://www.rc10.com/rc/tuning>.

Setup Sheet for Team Associated's RC8

Rev. 2

:: Front Suspension

anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

kickup bushing
 # 2
 up down

steering rack:
 back
 mid
 front

hinge pin bushing
 # 1
 up down

camber: -2 °
 caster: 16 °
 toe: 0 °
 ride height: 27 mm

:: Rear Suspension

anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

anti-squat bushing
 # 2
 up down

wheelbase:
 long
 medium
 short

camber: -2 °
 ride height: 27 mm

:: Front Shocks

spring: 70 rate piston: 1.6
 shock fluid: 50 wt. length: full 108mm

:: Rear Shocks

spring: 59 rate piston: 1.6
 shock fluid: 40 wt. length: full 125mm

:: Differentials

front fluid: 5000cst
 center fluid: 7000cst
 rear fluid: 3000cst

:: Wing

location: forward back
 angle: low med. high
 type: standard

:: Notes

:: Engine

engine: _____ restrictor: _____
 muffler: _____ temp: _____
 glow plug: _____
 fuel: 30% recommended

:: Gearing/Clutch

gearing: 16/44
 clutch shoes: standard
 clutch spring: .9mm 1.0mm 1.1mm
 other: _____

:: Front Tires

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

:: Rear Tires

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

:: Race and Vehicle Comments








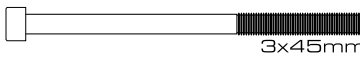
qualify: _____ main: _____ finish: _____ tq:
 comments: _____

:: Track Info








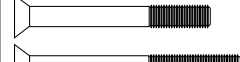

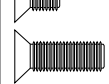
smooth: bumpy: blue groove:
 traction: high med. low
 soft dirt: grass: clay: wet:
 dusty: other: _____

:: Hardware - 1:1














cap head (shcs)

	2.5x8mm (89222)
	3x8mm (89223)
	3x10mm (25620)
	3x16mm (89224)
	3x20mm (25192)
	3x24mm (89225)
	3x26mm (89226)
	3x45mm (89279)


flat head (fhcs)

	3x8mm (25201)
	3x10mm (25202)
	3x12mm (25203)
	3x14mm (89208)
	3x18mm (89209)
	3x20mm (89210)
	3x26mm (89211)
	3x30mm (89212)
	4x6mm (89213)
	4x12mm (89214)




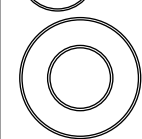
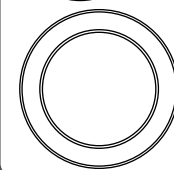
button head (bhcs)

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

setscrews

	3x3mm (25225)
	3x5mm (89219)
	4x3mm (89106)
	4x5mm (25226)
	4x12mm (89220)
	5x4mm (89221)

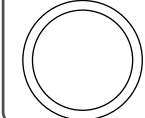
ball bearings

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

nuts (lock/plain)

	m3 locknut (25215)
	m4 locknut (89216)

shims & washers

	thin washer (89218)
	clutch bell shims (89148)
	diff washer (89120)
	diff shim (89117)

notes

:: Driver: _____ **:: Date:** _____
:: Track: _____
:: Event: _____

Setup Sheet for Team Associated's RC8

Rev. 2

:: Front Suspension

anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

kickup bushing
 # _____
 up down

steering rack:
 back
 mid
 front

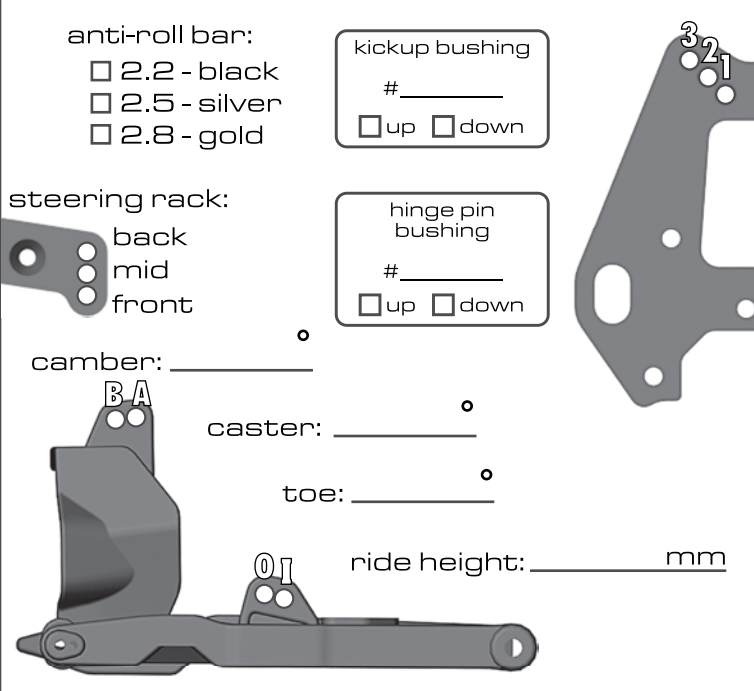
hinge pin bushing
 # _____
 up down

camber: _____
 BA

caster: _____

toe: _____

ride height: _____ mm



:: Rear Suspension

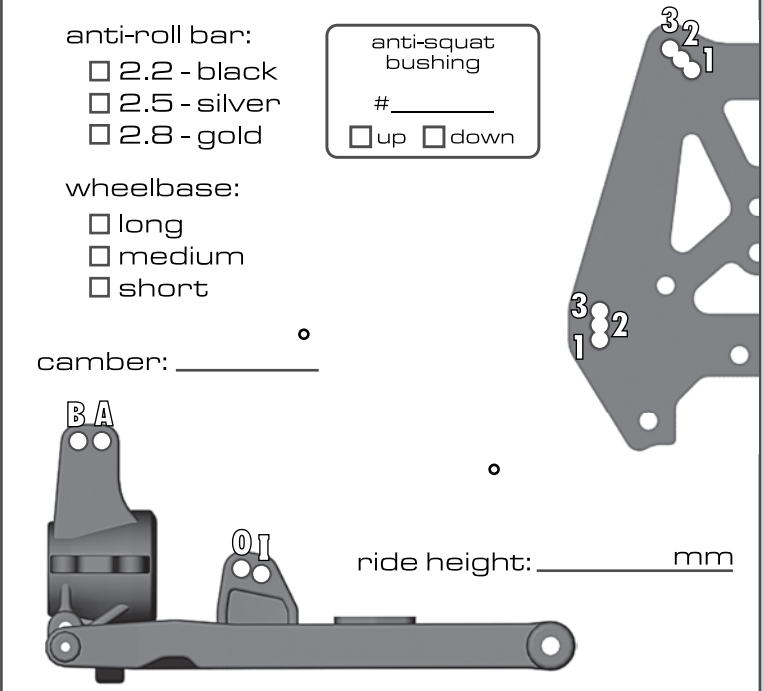
anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

anti-squat bushing
 # _____
 up down

wheelbase:
 long
 medium
 short

camber: _____
 BA

ride height: _____ mm



:: Front Shocks

spring: _____ piston: _____
 shock fluid: _____ length: _____

:: Rear Shocks

spring: _____ piston: _____
 shock fluid: _____ length: _____

:: Differentials

front fluid: _____
 center fluid: _____
 rear fluid: _____

:: Wing

location: forward back
 angle: low med. high
 type: _____

:: Notes

:: Engine

engine: _____ restrictor: _____
 muffler: _____ temp: _____
 glow plug: _____
 fuel: _____

:: Gearing/Clutch

gearing: _____
 clutch shoes: _____
 clutch spring: .9mm 1.0mm 1.1mm
 other: _____

:: Front Tires

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

:: Rear Tires

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

:: Race and Vehicle Comments

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

:: Track Info

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

