

TC3/NTC3 Talk Q&A Archive

For the Electric TC3

1/2002 - 3/2003

From the Team Associated web site

<http://www.teamassociated.com>

I own a TC3 rtr but I want to get it to go faster so I was wondering what kind of motor I can get so it will go faster

To go faster: switch to a modified motor (such as the Reedy Ti motor), switch to a zapped battery pack, get tires better suited to your track, go to a smaller spur gear, switch bushings to bearings, clean out the dirt often, and lastly and most importantly, drive slower.

For a tc3 what number of turn motor should I use for a modified motor

Use the suggestion at the back of your manual. Please read the rest of the maintenance suggestions before you run your car!

Has the front and rear A-Arms been updated? I have an original set of graphite A-Arms that do not have droop screws. I see in the new updated manual that I downloaded off the net that they have a step for adjusting them. Is this a new improvement on current kits or is it a "hop-up"? What is the part number?

The new arms are a running change to all TC3 kits. They have the same part number as the old ones because we replaced the old ones.

Hi ! I got to this web site while looking for info on Ackerman steering info. Can anyone tell me how to lay out the geometry for ackerman steering, even for a simple cart or wagon. Thanks. Monte

You will need to get the book, "Tune to Win" by Pete Carol.

Is the diff on the electric tc3 supposed to be loose when you spin the wheels by hand? If i spin the wheels the only turn about 3/4 of a turn is this right?

There should be a bit of resistance when you have them adjusted properly. The wheels will not free spin unless you have the motor pinion disengaged from the spur.

Here's a couple of questions I'll bet you have never gotten before. In the 2002 Team Associated calendar, they show an RC10TC3 for January and I assume it's team drivers at Nationals. Why don't I see any body mount posts sticking out of the body? Also, how do they darken the windows and are those "drivers" in the cars actual dolls or are they painted on the window?

We cut off the body posts (or don't put them on at all) for our box shots. They look better that way. The Tamiya R/C plastic driver figure's arms were cut out and tilted suitably for the curve in the track. The curb was just Styrofoam painted with fake 'train layout' grass sprinkled on top. The race crowd, of course, came from shooting a real race venue and placed in back. Mike Ogle is good at this sort of thing!

I'm on my second set of outrives in just a few months and was wondering if my problem(?) is normal. The CVD bones were causing what I thought were rather deep indentations where the 2 posts met with the outrives. These indentations would be on the side of the outrives where the posts contact it during

acceleration. This has led to what I thought was a lot of play with the bones and ultimately the wheels and tires. Is this normal and if it isn't, what could I be doing wrong to cause it!
Thanks!

That is normal wear. As time goes on the pin in the CVD will cause an indentation into the out drives. Once you start seeing that indent, it's time to replace the outdrives. That is probably what causing your problem with breaking CVD's.

I am very intersted in purchasing the TC3 setup e-Book, but since I have a Nitro TC3 on order, I am curious, does the TC3 setup e-Book cover the Nitro TC3 as well as the electric?

The cars are completely different; the book will not cross over.

i have a tc3 with every hop up i run rubber and cant get it to handle the way i would like i would like to know what springs pistons tires etc that would make my car stick to the track

Please read and follow the suggestions in the back of the manual. It's not the hopups but the tuning.

I have the tc3 team kit for about three months now and have just recently began to experience a swerve to the right when I let off the trottle. It also seems to pull to one side or the other when I accelerate. Any suggestions you have are more than welcome. Thanks

Check the tweak and balance of the car. Also check all your suspension to make sure that nothing is bent or sticking. Be sure to check the hinge pins. If you have a bent one it will really make the car a handfull.

I keep having problems with rocks getting in my steering mechanism. Is there an inner body that fits the TC3, or any other way to prevent rocks from getting inside my car? I run on blacktop that is slightly dusty, and has patches of small, loose gravel. I try to stay away from the gravel, but it never works!!

CML a distributor in England has them; you can either contact them from the link on our site or call them.

GPM makes a one way that is used by replacing the input shaft that the spur goes on. I noticed that someone was wanting a one way but keep the diff.

Hey, will you guys make an inner body for the TC3 rally?

No. You will need to Contact CML in England. They have them available.

I am getting the factory team tc3 in march and I just wanted to know what other hop ups can i put on it to both look good and go fast?

After the Factory Team TC3, the best thing is hours of practice at the track of your choice. Practice is better than any other hop up and should be pursued first.

What is the largest pinion that will fit with a 72T spur on the TC3?

33 tooth 48 pitch.

I have just got a TC3, its very jerky and clicks just turning over by hand. Is this normal? How do I get it to run smoothly, do I need to strip it to find out where the resistance is?

It is not normal. Check all drive components for something that might be hitting, causing the clicking noise, make sure you check the CVD's also.

1. Some of the manufactures use gear differentials and represent them as an advantage. I would think a ball differential would be lighter and easier to adjust. Can someone please explain the pros and cons of ball and gear differentials?

2. Are there any thoughts for a rear sway bar similar to the front? It looks like there is enough room at the rear of the car and they are much easier to adjust.

1. You gave the best explanation. They are lighter and easier and externally adjustable without having to separate the trans cases, removing the messy oil that ends up getting over everything, and then using a thicker oil to create a different reaction effect.

2. No, we found the car did not require a blade style sway bar for the rear. If a sway bar is needed the one that is available is sufficient to do the job.

Can you tell me the difference in shock oil between pistons? Like what's the same static dampening for 80 wt oil with a #3 piston would that be like 90 wt oil with a #2 piston? Thanks.

They would not be the same. Going from any of the pistons, 1 to 2, 2 to 3, there is a 1/2 weight change. So if you had 30 weight with a #2 and then went to a #3 it would give you the feel of a 35 weight oil. Now if you went from a #1 to a #3 with 30 weight it would feel like a 40 weight oil and vice-versa. If you went from #3 to #1 with 30 it would feel like a 20 weight oil.

Will the tc3 e-book tuning guide be available later in print? A printed version would better to use at the track.

I agree, but the poll we conducted showed a preference for the e-Book version by far (next preference was a CD-ROM version). If the demand for a printed version becomes large enough, we'll consider making one. As it is, you can print out the portions you need (or the whole thing), bind it, and take that to the track.

Why does my TC3 rear outrives melts. Is it because of overtightened the diffs

We would think the melting is from having them set too loose. That allows the diffs to spin and that starts heating up the diff rings and that heat is transferred into the outrives and they melt.

I just bought a lrp v7.1 and i just wanted to know if it was possible to replace the wires if needed?

Yes, we offer that service. Go to LRP's section of the web site and click on Servicing.

I have the Factory team tc3 and I've put the 4* castor blocks with red springs in the front and silvers in the rear w/ 40wt oil all around and running 4wd. My car still has a little on power push coming out of a turn, any remedies? I have the rear 3+2+2 and I forgot the front.

Check the setups posted on the web site from the team drivers to see if there is something that they do in their setups that can assist you.

Im just getting back into the hobby and Im going to buy the TC3 should I but the RTR TC3 or should I buy it in kit form.

Here are this webmaster's thoughts: Buy the kit if you have the tools and like assembling it, and wish to choose your own electronics. Get the RTR if you want to have fun right away and upgrade to competition electronics later.

whats better on the tc3 for a smooth track with lesss grip:

0° kickup and 2°caster or

2° kickup and 0°caster.

and whats should have more grip under acceleration?!

thx chris

Refer to the manual page 23 were it refers to Kick up.

i wanted to know what effect would putting the rear shock in the most inner position on the shock tower would the car have more rear traction off power, on power, entering a sweeper or powering out coming out of a sweeper, etc. thanks.

Outside hole – decreases traction and increases dampening

Inside hole – increases traction and decreases dampening

hi i have a lrp 7.1 speed controller just got bck from tech people, i put it back in the car and tried to set it up to run , i get power i pushed the setup button it, suppose to turn green after 3 sec and it does"nt what i need to do please help thxs bigreg

If the speedo goes through the setup mode and functions, I would not worry about the color of the lights.

Is it ok to replace the lightweight diff bushings with ball bearings?

Yes its ok to put bearings into the diff, the part number is 3916, retail for \$11.00 a pair.

Hello again, I recently got Factory Team Hex Driver Set. Its great to handle much better than allen wrench. Problem solved! Also I got #6136 Team Associated Camaro Body but it is not included with screws for spoiler and window masks. I dont know if you had put those in body bag. How can I get window masks for camaro and screws for spoiler? Thanks.

The Camaro body does not come with window mask or the screws to mount the spoiler. You will have to use masking tape.

How many grams does the lightweight main driveshaft weigh, and are the graphite hex adapters lighter than the aluminum ones.

Drive shaft .012

Hex composite pack of 4 - .014

Hex FT pack of 4 - .017

hi! the right side of my oneway diff stopped locking up.it moves both ways freely! whats goin on? cheers.

Sounds like the bearing has worn out.

I have a question for the Reedy guys: what brushes/springs do they use on the MVP stock motor in a race? I'm using the standard brushes and standard springs (the dyno tuned one) on a short and twisty track. What is the difference between brush #766 and #767?

To luvrc: I also drive on carpet on a short and twisty track. I have 72/21 installed in my tc3. My friend who has also a 2pk2 runs 72/23.

Why not trying Reedy MVP? It is the best on the market at this moment (we have compared it with four other brands, incl p2k2pro).

The 766 give a more even power run through the entire brush

The 767 gives a bit more power but you would change them about every 6 to 7 runs.

Hello, I have new Reedy Quasar Pro charger. I dont understand what trickle is, and what cycling do? I only know about charging and discharging. I did followed the setup for charging, discharging, and cycling in manual book but trickle do not show in the manual book. Please show me your whole of setup to have best performance for for my Reedy P3000 Nimh W.C. battery. Thanks.

The Quasar Pro does not have a trickle mode, that is why you will not find it in the manual. As for cycling, that is where you can set the parameters to charge and then discharge a pack. The benefits are, if the battery has been setting for a while and they run soft or short on time, you can simulate them being used to recondition the pack. The next plus would be you can see how your packs run, how much charge they take, what the average voltage of the pack is during the discharge. What that info helps you with is finding out what are your best batteries, by run time and voltage. The higher the run time the longer the pack will run, and the higher the voltage, the more power you will have coming off the corners.

are the light weight diff's ok to used with a mod motor; moreover, it is better to use the bushings or replace them with bearings ??

The diffs work fine for stock or mod. You don't have to have the bearings but if you want, then upgrade.

My question now is, can i order the transmission case from you guys? Because all my local hobby store, like hobby people and ultimate hobbies are always out..

You can always order direct from us. The parts will be at full retail plus shipping.

Hi, i found out that you have tc3 200mm conversion kit. how does this improve the stock tc3 thanks for your attention.

The greater width means more stability.

I have two different motors and I want to know what gearing I should be using. The first is a Trinity P2k2 Pro and the second is a Reedy Ti Mod 12 turn double. As i said what gearing should I be using for the pinion and spur gears. any help would be great.

See the back of your manual for gearing 12T motors, thanks.

What are the weight of the graphite chassis and the weight of the kit composite chassis?

The difference is about 1.2 grams.

Will the NTC3 foam bumper fit on the TC3?

It's not made to be a direct replacement, but you might be able to make it fit-- the word here is MIGHT!

I just wanted to know if the Reedy Quazar Pro charger can break in motors?

It does not have any setting for motors.

will the rally conversion kit for the TC3 also work for the nitro version? and if not, are there any plans to make a nitro conversion kit??

thanks!

It does not. The chassis are completely different and there are no plans to make a rally kit for the NTC3.

Hello, I just recently purchased the front one ways and sold axle rear for my Nitro TC3. Is there anything on the setup side that I need to adjust to get optimal performance. What if any advantage will I have with this upgrade. p.s. I'm using Foam tires. Thanks John.

I asked Barry, and he said that the rear solid axle requires very high traction. For the Front One way, most likely will require a front sway bar.

What can I do to stop loosing the wheel nuts. They always work themselves loose in particular the rear left one. Why is this? I noticed another ntc3 at the track also having this problem. Plz help.

Change over to the 3438 shallow nuts. That will get more threads through the nut.

Hello. I was wondering if you guys sold a screw assortment kit of some kind. I'm not talking about the lightweight screws, but just regular standard screws. I'd love to have this instead of going thru my manuals to figure out what I need. Thanks.

Yes we have variety pack #6912, that is a 4-40 screw set, retail cost \$8.00,
#6296 for the 8-32 nut set, retail cost \$3.00, and
#6295 for the 4-40 nut set retail cost \$2.00.

Just finished rebuilding my 2 FT TC3's for the upcoming season.

My question is that I'm finally going to use the One-way Diff that I purchased last season for my Mod car (much larger track this year) and the front gears are hanging up (gritty feeling and will not free spool).

I tried with grease and without, looked for burrs and replaced the input shaft gear. Still the same, it does not do this the diff in place. Am I missing something or is it possible that the diff gear can be out of square.

It sounds like you should move the shims for the input shaft to move the gear back a thousandth of an inch. By moving the shims you can gain or increase the tolerances between the gears.

where in the manual does it tell me how to use the fancy little gauge to check my track width, or just how do i do it?

Page 14 step 5 in your manual.

I tried to do a search...unable to find the answer... I'm sure this has been asked before. Can I replace the bushings on the lightweight diffs with bearings?

Yes the part number is 3916 and they retail for \$11.00 per pair.

Could you please provide me with the part/order number for the small Kimbrough servo saver that fits in the TC3, as I could not find it on their website.

#131 for Hitec servo

#114 for Futaba servo

#113 for Airtronics/JR

Those are part numbers from Kimbrough Products, not Associated part numbers!

Do you have any setups for indoor track on concrete?

Please check the setups online. They are all we have.

just finished my new FT TC3! pure class! but i noticed that there is a bit of binding in the gear boxes when they're turned. i have took the whole thing apart and rebuilt it but the problem is still there. If you have any ideas about it, it would be a great help, cause its a shame to have such a free moving drive train only to find a tight spot! but none of my other tc3's had this problem. Great car and always will be! ashman

As the materials cool after they are made you will find some difference in sizing. Run a couple of packs; that will allow the gears to seat and they will smooth out.

I just got my QUASAR PRO charger, charge all my new and old cells with no problem, no false peak. In other words, i'm really satisfied w/ the product. question can you use it to discharge nitro receiver packs, if yes how many amps? my receiver pack is 1000mah. THANK YOU.....

Glad to hear you like it. For the receiver pack if it's Nicad then about 2-amp discharge. If it's NiMH you will not have to-- they do not have internal memory.

When the rear wheels on the TC3 are spun in the same direction at the same time, should the pinion and motor turn over or should the diff slip.

If the magnets are strong in your motor the motor and pinion will probably not turn and your diff will.

Will removing the Alligator clips and replacing them with Deans plugs cause any problems for the Reedy Quasar chargers?

No, just make sure that you have the both positive and negative wires soldered on the correct poles of the deans connector.

Just finished my new FT TC3. Got me in the B final first time out! But i have a majour problem with my diffs slipping when power is applied. i have rebuilt them and checked all the parts but i cannot find anything wrong. And if i tighten them up they just bcome stiffer but they still slip when power is applied. Any advice you can offer would be a great help! if i sort this out it should a A-finalist every time!

When you built them did you use the Tranny Diff Lube, or the clear grease that is provided? If by chance you used the grease it can slip. Clean them and replace it with the tranny Diff Lube, but don't overdo it. A small drop for each diff ball and some on the out drives is plenty.

I am running an TC3 in stock class, with a 540 Tamiya motor and was wanting some help with gear ratio's. The allowable ratio's are unlimited, but we can only run tamiya 540 motors. I am currently using 63/31 gears and seem to be getting blown away by the TA04's.

By blown away do you mean on top speed? If so, gear up a tooth or two on the pinion and see if that helps.

The Servo horns do not fit JR servos. I was trying to use a 4131 and a 8411 Jr and none of the horns were even close. I've used these servos in other kits with no problems. Was there something wrong with the kits horns or are the dedicated "car" jr servos different.

No, nothing was wrong, it's just that the splines on some of the servos have changed since those adaptors were made. You can use one of the ones that came with your servo; however, you might have to trim them down to size a bit here and there.

Also, is there a reason that A.E. has never made molded graphite gearboxes?

Because the material shrinks differently and the tolerances are so critical, we stayed with the one material.

can you tell me how to make my TC3 Electric go 70mph? What is the setup and ESC that can handle the voltage require. Thanks

That information was carried in an R/C magazine. It was a specially modified car run on a closed track. We don't recommend attempting it on the street. Sorry, no other details will be given on this web site.

I am excited to have bought my very first and my very own R10 TC3 RTR! I ran it and was surprised on the speed and handling of the kit. I want to upgrade to make my car accelerate alot faster while still getting a higher top speed. What do i need to upgrade to achieve this? What battery pack do i need (3000mAh Ni-Mh)? What motor do you suggest (Reddy Ti Modified)? Do i need to upgrade anything else like Gears? I am a Speed Freak and can't wait to upgrade! Any suggestions? Thanks!

The speed control that comes with the kit will work with motors down to a 18 turn modified. If you are just looking to go faster you can change the gear on the motor from a 24 tooth up to a 30 tooth, that will increase your overall top speed. If you want to change motors, you cannot go below an 18 turn with the

present speed control. 3000 NiMh batteries will give you excellent run time. Make sure that the charger that you purchased is capable of charging them.

Where can I get a TC3 gas conversion kit. Should I just get a Nitro TC3 kit. Which one works out better. I have another question, does the NTC3 ki come with a blue anodized chassis.

We suggest you get the NTC3 kits, which already are gas and contain the blue chassis.

I have RTR TC3. I need to know what size is Pinion & Spur Gear that came with the car? What is the lowest turns can I go with the gears that came with the car?

The pinion and spur is a 24/72, the lowest motor that the Runner speed control can go is to an 18 turn modified.

Im looking into buying a TC3 Electric RTR. I want to try not to make any upgrades after I buy it but I would like a decent speed. About how fast does the Electric TC3 RTR go right out of the box.

Somewhere in the neighborhood of 25 to 30, of course that is an estimate. An electric kit's speed depends on many variables. Some are:

Track surface--with poor traction, the vehicle will go slower. With long straights, it has more time to get up to speed. With many turns, it won't have the chance to get up to top speed. If your track is straight and has high traction for many yards, then you'll get your fastest speed. But that's not much fun unless you're into drag racing.

Gearing of spur and pinion--More teeth on the pinion equals more top speed, but your batteries will quit ("dump") faster too (meaning less run time).

Motor--Choose your modified motor by turns and winds. With fewer turns you'll get more rpm, more top speed, but your batteries will dump faster too.

Shocks/springs--If your car has wrong shock oil or springs, it may bounce too much, meaning that poor traction will cause less speed and handling, especially with off road cars.

Practice--with insufficient practice, a vehicle that wanders over the track wastes time.

Tires--Tires which do not hook your car to the track well will waste performance.

i have a question about a battery for a tc3 electric car. Radio shack has that 3000 battery in a radio shack brand. would that work on the tc3 electric car.

It should work. Check with them on the type of connector and make sure that your charger is capable of charging a 3000 NiMH pack.

What are the spring weights on all of the spings in the team sping kit.I think there is 9 pair in it

All our spring rates are listed on the site. See the link, "Kit Tips & Help."

I have a question. i am interested in opening my own hobby shop. is there anyway i can buy your products in whole sale to sell in my plce.

Please send this letter through the Help Form with all address info so we can answer you fully.

how good is the tc3 R2R is it good as the rest? I also had a qestion about the body. Could i put a 190mm body on it or should i put a 200mm body on it, i need to know

We think it's overall performance and handling and parts availability is the best in the world. It will use 190mm bodies.

The tc3 parts Picture and Manual (assembly portion) sites the part no. #6274 for the very small 4-40 nylon shock nut(the one that attaches to the top of the shock tower after the Shock Bushing). But in the parts list and prices, also at your distributors the no.#6274 comes up "Ball Cups, molded". So what's the right number?

You are correct on the 627,4 they are ball cups, but you have the number wrong for the nut, it is 6472!

I would just like to know if you guys are going to be making a 2-speed transmission for the ELECTRIC TC3. I really want one. I'd do anything to get one. If you aren't going to make one, why aren't you going to?

Sorry, we are not making a 2-speed for the TC3. A 2-speed in electric cars only work as long as you have maximum battery power. Once the power starts to drop off the shifting becomes inconsistent and then stops working altogether. Not to mention that when it shifts, the voltage spike that hits the comm of the motor gets burned and requires frequent truing and cleaning.

I was wondering if the body mounting holes on the TC3 are the same as on the Nitro TC3? The reason why I am asking, is because I want to use the same bodies on the Nitro TC3.

No, they are not the same.

Well, my question would be, are there any conversion kit, from electric to nitro TC3?

We have no conversion kits for any of our kits from electric to nitro or vice versa.

How do you find out the rpm of your motor, if it doesn't say on the motor/the box it came with. I have a 10t Triple

10 turn motors generally run about 36 to 43 thousand RPM. Without a dyno it would be hard to tell you exactly what any motor has for RPM.

How can i convert te tc3 to an offroad 4wd buggy?

please tell me the parts u used (scmacher Suspension/tc3 chassis)..thank u very much!

See this link for one racer's conversion.

http://www.teamassociated.com/racerhub/racerspotlight/dan_burnham.htm

And here:

<http://durango.rc10.de/>

I am racing a Factory Team TC3 in the asphalt parking lot at work. It is a very low traction condition which is making the car very unstable to drive. I am running a 13 turn motor and I am having problems with traction. I have tried slicks and treaded tires, several setups, I have gone through the Complete Tuning Guide several times. I am unable to get the car to push. As soon as I turn (even slightly) the back end comes around. This even happens when I accelerate to top speed, the let off on the throttle. Please advise.

If you add a sway bar to the front it will take away some steering. You can also stiffen up the front springs; that could help.

my TC3 keeps spinning out. when i turn left the car's rear swings around. this only happens when i turn left and not right. i've tried moving battery placement back, more downforce on the back, changing the springs to softer ones, changing the rear Differential, and even taking on and off the anti-roll bars. it seems that once i get to a certain point, on turning the wheel, the car will spin out. it's like no matter what i do the car will keep spinning. i've tried so many things, and i need some major help!!!

Sounds like the balance or tweak is off. Get or borrow a tweak station and get the balance on the car with batteries and all.

I bought a TC3 about 6 months ago and i have made alot of upgrades to it .At the moment it has the anodised threaded shocks that i got second hand but i did them up to tight and now i cant get the cap off without scratching them and so i was thinking of buyiny another set , so i was wondering what came with the whole set that costs £61.95 or do you now a way that i can get the cap of without scratching them more. The TC3 is a great car and i have had no problems with it.

When you have the caps on so tightly that they are hard to get off, use the composite wrench that fits the shock body nut, put it on, then grab around the wrench with a pair of pliers, then you can stick an Allen wrench in the hole in the cap to help get it loose.

I'm interested in converting my TC3 into a 4WD dragger.What conversion and hop-up parts would you suggest that I try and what motor and number of cells should I try

Well, I've had good luck running my TC3 with foam tires, a Reedy 7-turn "Ti" motor, and seven cells. I ran it at Rialto on a 165-foot strip last year and it clocked a 74 mph speed. You don't really need to go above 7 cells, as it really unbalances the weight distribution badly.

Mike Ogle

I recently purchased new unassembled batteries for my TC3. When I solder the battery bars on, they continuously come unsoldered. What is the best way to keep them soldered together?

First use a light grade of sandpaper and roughen the top and bottom of the cells.

Then apply solder to them, then add the bar and with the soldering iron touch the top of the bar 'til the solder starts to flow.

Take the iron away and let it cool.

Go on to the next cell.

Make sure you are using solder that as rosin core solder that will help the sold to attach to the cells and bars.

What do you recommend for a TC3 with a 9 Turn Motor? I couldn't find the page with the recommendations on it, if you know what it is, can you give it to me? I know it's on this site. Thanks

A steady hand, TI motor, Reedy "WC" 3000 NiMh batteries. Oh yea, if you meant gearing, start with a 72/19, that should get you moving pretty good.

Hi, I have one of the earlier version of TC3 which does not come with droop screw arms. Is it just a simple case of swapping the old arms for the new or do I need to replace the chassis too to have this function?

Thank you.

Simply switch the arms to the newer ones.

Hi AE,

I am a beginner, according to the TC3 handbook, wheelbase section, longer wheelbase will increase steer, why?

The theory is that with the rear tires moved farther away, the weight of the batteries is no longer bearing down as hard on the rear, but on the front, where the steering takes place.

I JUST BOUGHT THE TC3 RTR KIT.IT'S A GREAT CAR, AT LEAST THAT'S MY OPINION AS A NEW R/C PERSON. MY QUESTION IS, WHAT OTHER MOTORS CAN I PUT IN TO GO ALONG WITH THE ELECTRONICS THAT CAME WITH THE RTR KIT? IF THIS QUESTION HAS BEEN ANSWERED A MILLION TIMES SORRY!!!!

Any of the stock motors, but if you are going to run a modified do not go less than 18 turns. There is the Reedy Spec 19 turn or a variety of 19 turn motors out now that are fast.

I will soon be buying a TC3 (racer kit) what should i buy for it (I already have: A radio, speed control duster 2, battery and charger, 16 18 20 21, pinion gears and an x-star motor)?

Paint for the body and glue for the tires.

How do you adjust the gear mesh on a tc3

By loosening the motor clamp #393. Refer to page 18 steps 3-item number 7.

The motor is attached to a cam #3930 (same page), and when you rotate the motor towards the center the gear mesh gets closer. When you move it towards the right side it will increase the spacing between the gears.

Thanks for your opinion on my questions.. And now i have new question. Can u tell me about new MVP motor and how fast that motor can go by the way in (mph and kmh). I've hear about new battery 3000 NimH, how long can this battery can make TC3 run. Thanks.

Unfortunately, there are too many things that will determine speed to give you such a precise answer.

Can you give me a chart for spring color and tell me what color is softer and what color is harder

That chart is already online.

1 Click on "Contact Associated" at left.

2 Click on the button for online help.

3 Scroll down to the Spring Rate chart link.

The car is good, it's very fast but I'm finding it a little too radical coming out of corners. The diffs are magnificent but I'd like more resistance in the front diff, not so much less slip, just a slower diff action. Any help here would be gratefully recieved.

It is an adjustable diff; tighten it if you are looking for less slip.

it's impossible for me to go straight ahead with my tc3, after setting the steering exactly!! Even from one battery pack to an other the car behaves like crazy. So please tell what to do, to get the fun back on the track.

Check for any binding in the suspension. Also look for bent hinge pins.

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What are the internal ratios on the electric tc3?

The trans ratio on the TC3 and NTC3 is 2.5.

Will 30mm tyres fit in the rear? As it is with 26mm wheels, they are very close to the shocks. Or is the preferred setup with foams 26mm all around?

They will be too wide! Stay with the 24 or 26mm tires.

how can i make my tc3 go faster and less noisy

Clean the drive train and make it so there is very little rolling resistance.

1. What is the effect if i change a bigger spur gear, example a 78 spur on my TC3? The original spur which I'm using now is 72 teeth.

2. When would i need to change to a bigger spur gear vice versa ?

You change to a bigger spur gear if you want to make more minor changes than changing a pinion gear would make. Otherwise, change the pinion gear for more speed (more teeth on pinion gear) or more run time (fewer teeth).

Ive been racing at my local club today and one of my friends showed me how to set up my diffs properly. I then had a race and found it to be alot faster but my motor and speedo have got very hot and im worried i am going to damage them, i have a heatsink and my com has no black on it and my brushes are fine how do i cool it down?

Check your overall gear ratio. You might be geared too low and that is causing the motor and speedo to heat up.

Please inform about how the TC3 will handle with one one-way at both ends? or just one at the rear axle?

If you put a one way in both the front and rear the car will have no brakes.

While running my new TC3, a rear wheel came off. I assumed that I had not put it on tight enough, but it looks like the threads do not bite into the nylon because the shaft is not long enough. I spoke with another TC3 owner, who said this happens a lot, and recommended switching to a thinner nut. Have you heard of this?

There is a thinner lock nut available, #3438.

where do i get the carbon fiber IRS chassis?

Contact IRS @ 609-476-2371 or your local hobby shop.

I know your factory guys ran TC3 Durangos. Any information you could give me on where I can get the conversion kit would be greatly appreciated.

<http://durango.rc10.de>

Does the Electric Factory Team TC3 come with a spur gear?

All our kits come with spur gears.

Hi, I have some questions about electric motors. I am new to the electric hobby, I have had a Nitro Rustler, then I got rid of it, and I am looking into a TC3. I don't know anything about the electric motors though, I hear people talking about replacing brushes and comms and stuff, and I have no idea what they are talking about. Are there motors where you dont have to replace brushes and true the comms, because comm truers are \$120!! and brushes I don't know how often you want to replace them. I will be just driving around on the road, but I want to be able to go pretty fast when I want. Do you have any suggestions on starter motors until I get used to the electrics? Thanks a lot for your help, Ryan

At this time the only motors for electric cars are ones with brushes and comms. There are no preset rules to changing brushes in motors. In racing it can be done every 3 to 5, or 7 to 10 races. Generally they don't get changed-- people drive their cars 'til the motor won't run. Then they find out the brushes are worn and have to be replaced. It's not the best for the motors but that's what happens. It's best to cut the comm when installing new brushes-- that brings the motor back to like-new status, which helps the power and performance and can help give you longer and more efficient run times.

Can you please tell me why Barry Baker used the rear shock tower in the front for the Reedy Race????? Do you need the new 2 hole arms too do this.

No, it doesn't require the 2-hole arms to use that tower. By using the rear shock tower in the front and standing the shocks more upright, it makes them feel softer, giving you the feeling of more grip.

I am wondering what is the length of the shock shafts included with the TC3 Rally Conversion (Part #3020)? I need to know so I can purchase shock shafts of the same length in your unobtainium coating for further durability.

The Rally shock shaft is .56" in length.

How do i put on the rear wing thingy? do i have to drill? and how do i put on the body pegs if i already painted? i drill right?

One way to mount a painted body is to center the body on the chassis and with a bright light shining from underneath you will see a shadow of the body post. Then you can mark the body. Or you can take the old body, if the same style, put it inside, and use the holes as a guide. You can use either a hobby knife or body reamer to make the holes for either the wing or the body.

The shock tower #2250 keeps coming loose from the diff cover #2368 during the race. I'm using thread locker with no luck. The big problem is that when it comes loose, control goes away, and you guessed, I wreck. The impact usually pulls the screws up through the diff case and strips the threads. Other racers have similar experiences. The common thread is foam tires and standard foam setup. The surface is a asphalt parking lot which is abrasive and a tad bumpy. Do you have any suggestions?

The electric TC3's run rubber tires and seem to run smoother on the surface...is the answer right before my eyes?!?!?!?!?

Here is something to try. On the shock tower there are 3 screws. 1 is on the gear side of the case and one is in the middle of the shock tower in the back. Remove those 2 screws and replace them with 4-40x1/2 #6925 screws, that will give you more bite into the diff case, but only on the two spots that I just stated. The ones that come in the kit are 4-40 x 3/8.

can i buy a car off of your site.

The order form is clear: We sell kits only to distributors. Please support your local hobby shop.

what rc car should i start out with? i have never had one of these cars but i know all about them.

This link will help you get started:

<http://www.rc10.com/basicshub/whichkit/whichkit.htm>

Thank you for the answer... Here is another question. When should i change my pinion and spur gears. Would you please tell me when should i change my pinion and spur gears and why? Thank you.^^

The Complete Tuning Guide: TC3 says:

- The larger the number of teeth, the greater the speed, but it results in less run time and too many teeth (overgearing) could harm your electrics.
- The smaller the number of teeth, the more run time, but you will attain less top-end speed. ("Top-end speed" refers to the fastest speed you could attain.)
- Consider changing your gearing according to track length. For larger tracks, top end would be more important, so try a pinion tooth larger than the chart following. For smaller, twisting tracks, try a pinion tooth smaller than the chart.

I have a question about cleaning bearings. I have an rpm bearing blaster that works good on metal sheilded bearings, but does not work good on the rubber sheilded ones that came with my tc3, and i wanted know if the rubber sheild came off some how or mabye you have a better way to clean them.

You can remove the rubber shield with a hobby knife. Just try not to bend or damage the shields if you want to reinstall them.

Does running the rear shock tower in the front also change the tie rod locations compared to the original tower?

No, it really doesn't effect their positioning.

when should i use the ti single or double? because of thinking to take the double for fast tracks, but the reedy/AE guys took the single for the fast tracks and the new "triple" for very thigt tracks! please can you explain this to me?!

All the motors can be used for each of the type of tracks that you mentioned. The single will have the most torque, then the double, then triple.

I've got a problem with the rear end of the car always gettin loose in the turns. I'm using the standard foam setup, with the addition of a front one-way. I just haven't upped the shock oil to 60w in the front. I'm using Ellegi front and rear foams. Maybe more or less toe in or out. The track is a parking lot that is mostly smooth. What ever help you guys can offer would help.

Because you are running a one way in the front you have no front brakes. So when you use the brakes the rears lock up and that causes the car to spin. Lighten up on your brakes so that the car slows but doesn't lock up.

What size should my pinion gear be on my tc3 that has a 72T spur gear and Speed gems 17turn motor?

Start with either a 26 or 27 tooth pinion.

i was wondering, the suspension on my tc3 has followed your manual and the height has been adjusted just as described, i notice that on turns my bottom chasis gets scraped pretty bad from the turns on the left side (where the chasis extends out father). I tried to increase the clearance height to such that the springs are at the fullest height possible. I'm still getting scraps from the turns. Is my engine pushing too hard to the point the body will just have to start looking like brushed metal?

If the surface that you are running on is bumpy, raise the droop and ride height to keep the chassis from dragging.

i think that the car is grate but a little to low to the ground. It is kinda a gas gosaler

Adjust the carb so you are not running so rich and you will not use so much fuel. If the surface that you are running on is bumpy, raise the droop and ride height to keep the chassis from dragging.

when i looked at my diff outdrives they are plastic but i have looked at other peoples and they are metal.is this a difference between the earlier and later tc3's. my diff out drives are #3908 and i have noticed that there is #3912 which are also outdrives and are these the metal ones.

The first TC3 kits came with metal outdrives for the diffs. We did a running change and now all the TC3 kits have the liteweight outdrives. The performance difference is the liteweight will accelerate faster because of less rotating mass.

I have the RTR TC3 version. I want to know - what is the different between Teflon & Rubber Seal bearing (that came with RTR TC3)? What is the advantage? How can I make my wheel spin freely? Can I just change the bearing at the wheels area? or do I have to upgrade all bearing>

The Teflon (PTFE) has a higher ABEK rating on the roundness of the ball part of the bearing-- that is what makes them more expensive. The rubber sealed is a lot easier to clean and you can replace the seal if you want.

I was looking over a few racer's setup sheets and noticed they were using a rear shock tower in the front. Why on earth would you do that?

It stands the shock more upright and gives the feeling of a softer front shock.

i cant get ball cups on to turnbuckles

Use a long nose pliers to clamp them on.

when adjusting the height of my TC3, the droop settings will only allow you to adjust to a certain ride height. Does adjusting the ride height mean you also have to adjust the droop settings?

No, the ride height and the droop are two different adjustments. When the car is built to our specs in the manual you should have plenty of ride height. Generally you will want between 4-5mm of ride height.

Will the TC3 rally conversion kit work on the NTC3 pull start kit?

It will not without some kind of conversion work.

When I installed a front one way ,I noticed that my front cvd bone bends every time I tag a board it never bends with a front diff, I noticed that there is less clearance on the cvd bone and the outdrive of the one way than the front diff outdrive ,is there something I can do to prevent my cvd bone from bending? Is there a steel cvd bone that I think is Stronger?

You will experience bent bones with a one-way because the one-way does not have the ability to slip. So when you are hitting the wall there is no slip, so you end up with a bent bone.

I've noticed that the tc3 turns more to one way then the other, I've also noticed that it is because the two steering blocks are the same and it gives one side more room to turn then the other, is there a way to resolve this? I know that if one steering block was opposite that it would be fine.

You are correct there-- if you turn the steering all the way to the right, the rack runs all the way to the end. But to the left it's short by about an 1/8". If you have to go lock to lock, your setup is off and you need to work on it. Unless you are just playing in the street there is really no need for complete lock to lock. That is the way the car was designed.

Well I was just wondering if the two speed transmission for the electric TC3 is still going to be made available????????

There was never a 2 speed being made for the TC3.

how come the tc3 rtr doesnt come with decals?

i bought mine a few days ago brand new and everything and it didnt come with decals. all of the pictures have decals in them.are the kits spose to have them or where can i get them at?

The images you see on our kit boxes are bodies that have been hand painted, very few decals were used. As for decals in general, we have a variety of them available. See the "Parts Catalogs" link.

I have a problem with the combination of the gear-diffs to the other gear. Its very noisy (the gears are new). Hope you understand my problem...

You can move the shims to move the gears closer or further away to set the gear mesh and limit the noise. You could also add just a small amount of lube in 4 spots on the gear to limit the noise.

the shocks towers use 3 x 3/8" screws to hold them to the diff cases... you need 2 5/8" screws for each case... use those on the thick parts of the case.. but on the thin part, use the stock screw, otherwise it'll go thru and hit the outdrive... so you need 4 5/8" screws to replace 2 on each case.

We actually found that using a 1/2 in screw would be better. You run less risk of poking through the case.

is their anyway hop up parts out to drop the drivetrain ratio down from the factory 2.5 ratio?

Not that we are aware of!

what is the lowest possible final drive ratio using the current available clutchbells and spur gears with the 2.5 drivetrain ratio?

The lowest is 6.25 with a 50/20.

Firstly I think the TC3 is a kick-ass car as per usual Associated gets it right.

I recently broke a main shaft and still don't know how, (was coming second at the time...rats).

Can you offer any ideas how this happened. I was only running a stock motor so torque can't be a factor.

Does AE offer an aluminium option?

We do not offer a aluminum or steel drive shaft, however IRS and Hardcore do offer ones. There is no real insight that we can give to why this happens with out seeing the damaged shaft.

is there a centre one way for the tc3?

We do not offer one. There may be other manufacturers that might offer it.

do you think that a 31 tooth spur is wrong for a stock motor in tc3 with standard spur?

the track its for has a long sweeper, a few short straights and some tight hairpins. the stock motor is a peak spitfire.

There have been times when we have run up to a 35 with the stock 72 spur gear.

for the rtr tc3 is there a better motor i can get for it to go faster and the factory team hop ups will fit on the rtr. what motor and parts will give me better performance.

You can go with any stock or mild modified motors down to a 18 turn. Personally I like the Spec 19 motors that Reedy has, it's not a stock or a outrageous modified that uses up all the battery in a couple of minutes. The one hop up I would make first is the threaded shock bodies to allow me to micro adjust the setup on my chassis, then I would look into the motor clamp, radial clip and motor cam, to help dissipate the heat better from the motors.

how fast does the electric TC3 go?

How fast can it go? An electric kit's speed depends on many variables. Some are:

Track surface--with poor traction, the vehicle will go slower. With long straights, it has more time to get up to speed. With many turns, it won't have the chance to get up to top speed. If your track is straight and has high traction for many yards, then you'll get your fastest speed. But that's not much fun unless you're into drag racing.

Gearing of spur and pinion--More teeth on the pinion equals more top speed, but your batteries will quit ("dump") faster too (meaning less run time).

Motor--Choose your modified motor by turns and winds. With fewer turns you'll get more rpm, more top speed, but your batteries will dump faster too.

Shocks/springs--If your car has wrong shock oil or springs, it may bounce too much, meaning that poor traction will cause less speed and handling, especially with off road cars.

Practice--with insufficient practice, a vehicle that wanders over the track wastes time.

Tires--Tires which do not hook your car to the track well will waste performance.

The list goes on.

Generally, the kits can go around 20-35 mph. These variables and more make it difficult to judge accurately your personal performance.

i just bought a used tc2 about a week ago and am new tho rc racing, and i was messing around with the motor and know i cant get the gears to run properly and i dont know how to adjust them. for the short time i have had my tc3 i have had a great time and am learning more about my car and having a great time.

Loosen the screws on both sides of the motor clamp, and rotate the motor towards the middle of the chassis to make the gear mesh closer, or towards the left edge to widen. It's best to place a strip of paper between both gears, then rotate the motor till the gears come together. Then tighten the clamp and rotate the spur gear to remove the paper.

Hello!!! my tranny diff lube that comes with the kit is gone and i need to buy a new one but do not know what to buy. when i was at my LHS i saw that they did`nt have any tranny diff lube only something else (silicone lube) is this the same as tranny diff lube? or is something better than tranny diff lube to the diffs...?

Look again at your manual, where you are shown to lube the diff. You'll find the part number for the tranny diff there. It's number 6591. Don't substitute any other lube.

I'm having a nagging problem with my TC3 I keep getting beat by my friend and his Losi TripleXs. Mostly because I can not get the power to the ground coming out of the corners. We race on concrete with seams has pretty good traction in most cases. What my real question is is there any way other than tire size to under drive my rear diff. My friend has his Losi underdriven and he can put all the power down off of the corners. I curenly run a Paradox 27 turn stock motor and he runs a P2K2 I can accelerate as hard as him but have trouble when accelerating off of corners. If you could help with this matter it would be very helpful I am tired of getting beat by my friend. I almost forgot I run HPI X patern tires with medium inserts, also have same problem with Proline Roadhogs. Thank you for taking time to read this.

I just talked with one of the team drivers and he said the best way would be to run different size tires front to rear to get the same effect as under driving the car.

I've noticed that my TC3 is much noisier than the belt drive cars that I race against. My car is just as fast. Is it just the nature of the shaft drive to be a loud?

There will have a bit more sound to them. Take the diff covers off and in four spots on the diff gear teeth, add a small drop of lube, then run the car. That will help quiet it.

This is regarding Robert's problem finding wheels to fit correctly. Robert, I have been using the ofna dish wheels and the yokomo dish wheels on my tc3 and what I have to do is slightly ream the hole for the axle out on each wheel to get them to fit easily on the axle. To fix the problem with the wheel nuts tightening completely down without the wrench hitting the wheel what I did was take the wheel off, thread the wheel nut on the axle so that the nylon locking portion of the nut was threaded completely on the axle. Then remove the wheel nut, put your wheel back on and now thread the wheel nut on upside down (nylon

locking portion first). Now you might have to turn the nut counterclockwise until you get it to drop in the threads you cut on the previous step, but now you should be able to use your wrench to tighten the nut completely without hitting the wrench on the wheel. It also seems to eliminate a wheel nut coming off during a race. I am also using the thin wheel nuts. Hope this helps.

Is there any company, which produces a carbon chassis plate and a upper deck for the TC3?

Yes IRS makes that setup. Give them a call at 609-476-2371!

every time my car barely touches our padding, the wheel pops out of the bottom ball joint. Anything i can do to stop this, as i have not finished a single race since i bought the car, even though it is the fastest one on the track.

If the arm has been damaged from the first hit, and you have just been just reinstalling the pivot ball, then you should replace the arm.

Sorry guys, let me know when you've got the car reliable enough and I might reconsider. I'm going back to my voner.

How many more races do we have to TQ and win before it is reliable enough?

The decals included are all in black and white. How is everyone making the "Nitrotc3" sticker showup in different colors.

We have only the decal sheet in black and white, so they must be creating their own logos by hand.

How tight should the Diffs be in the TC3?

i have heard that the right tightness was to tighten it all the way and loosen it an 1/8 of a turn. Is this correct?

That is the correct way.

what set of gear can I use for highest speed possible?

48/50 spurs with 27/23 pinions would give you the lowest gear ratio and highest possible speed.

what is the most recommended hop up for the tc3 team kit?

Either the radial clip for the motor to dissipate the heat and or the threaded shock bodies so you can fine tune in the chassis.

I've been driving my TC3 for about two years on and off, and have just recently started back up. Now, my car pulls to the right when accelerating, but when I let off the power it seems to go straight. Any idea of what could be causing it? I tightened up my front diffs and it seemed to worked until I had a run in with the wall. Thanks for helping.

Go through the suspension and look for a bent hinge pin. Make sure all your shocks have fresh oil and they rebound the same. Check to make sure you have the car balanced properly.

I NOTICED THAT MOST OF YOUR TEAM DRIVER USE 64 PITCH SPUR AND PINION, WHY? I WANT TO TRY THE 64, CAN YOU GIVE ME A GOOD STARTING POINT GEARING FOR A STOCK MOTOR, THANK YOU AND CONGRATS ON YOUR WINNING LAST SUNDAY AT REVELATION RACEWAY 7/14/02 I WAS THERE.

64 pitch gears have a cleaner mesh and the ratios are tighter. By going up one tooth on the pinion you would change the ratio slightly, that way you can fine tune your gear ratio to suit the track. For example:

100 ÷ 35 = 2.85, 100 ÷ 36 = 2.77 those are 64 pitch spurs (100tooth) as a starting point go with a 100/33 for a stock motor and then fine tune the gearing from there.

I am trying to find out if there is any way other than tires to under drive my TC3. I run a Paradox Pro with 72/28 gears and HPI X pattern tires with medium inserts. We race on brushed concrete with medium to good traction. My car is loose on exit I tried bigger front tires and it help a great deal but I am looking to see if you make a different ring and pinion to under drive the rear diff. Thank you for your time.

No, you have to change tires sizes.

Could you please tell us what foam tire width (28, 30 or 32 mm) the team drivers are using for the NTC3 and why in terms of duration vs adherence and handling? Is wider generally always better? The setup sheets don't mention this detail. Thanks.

The width and compound of the foam will depend on your personal preference. Obviously harder foam = less traction, longer wear. Softer foam = more grip, increase in wear.

I read at some setup sheets that you're using a locked front drive. What does it exactly mean? Is it a heavy working diff for example stiffened with heavy Grease or is it 100% locked? When you use greas what type of it?

If I understand you, they are referring to a one way diff in the front-- that gives you more on power steering.

I started with the factory stock foam tire setup. The track is a large, "old" asphalt "low grip" sugar water treated, I use fast tires #42 in frt, #40 in back, with a gtp body and the car has very little forward and side bite. I also went to 60 wt oil in the front which seemed to give it a little push, any ideas i should try? maybe a wing mounted to the chassis?? 3 deg rear toe??

Barry said that any time you run a GTP type body you will get more front end bite and will lose some forward bite. Add the 3 degrees of toe to the rear to help with the problem.

Well first off is it true that the bodies on these thing make a difference and which ones are the best, from what ive heard the stratus was the best. Thanks for your help!

Yes the bodies do play a part in how the cars handle. Aerodynamic down force can provide stability, steering or balance. The most neutral is the Stratus from Protoform. Its even balance gives you all the effects above. Now if you ran a Honda Accord, the way its designed gives you more front end bite, so more steering. The Alfa adds even more front end steering the car. If you go racing you will find the majority of racers running the Stratus, because it works so well on all types of tracks with only slight changes to the chassis.

Are the Alluminium wishbones, hub carriers & steering blocks any stronger than the graphite ones? Are they worth having?

They are stronger, but they may add more weight where you don't want it. It's a personal choice if you want to run them.

does the power 19 motor need 3 external capacitors for the runner esc or just one from + to - lead?

2 will be sufficient, but you can add a 3rd if you like.

how long of run time do you think a 7 turn double reedy ti, with 6 2400 matched cells will i get?

Depending on how it's geared, 4 to 7 minutes.

i'm a bit confused regarding sway bars.does it give you less or more traction on the tc3/ntc3,which ever you put it front or rear? because i use to run the mr4tc yok.....i put sway bar in the rear gives me less traction.for the tc3/ntc3 it seems like, it has a different effect. thank you

For the TC3 and NTC3:

Anti-roll bars are used to stabilize a car from excessive chassis roll (which occurs when your car leans through the turns by centrifugal force). Anti-roll bars are generally used on smooth, high traction track conditions. If the conditions are very bumpy, then anti-roll bars are probably not necessary. If you are driving on high traction surface and your car wants to over steer, then use the optional anti-roll bar kit on the front only. This will decrease front chassis roll and decrease steering throughout the corner. This has the feeling of increasing rear traction. If you car is under steering, then try they anti-roll bar kit on the rear only. The rear anti-roll bar will decrease rear chassis roll and decrease rear traction (this has the feeling of increasing steering).

I used many associated cars (RC10TC, B2, B3,RC10L2...) and I were very happy with. This year I have bought a TC3 F.T. I have just a little problem when I am setting the tweak of the car. First I am setting the ride height. Second I am setting the tweak with a tweak station. When I am doing like that I find 2 things that I would like that you explain me.

1 When I am setting the tweak I am changing the ride height setting (before 5 of ride height on all wheels, after 5 one wheel, 5.5 other wheel or 6 other wheel)
Do you think it is right? (Perhaps I don't take the right way)

Yes you use the shock collars to set the tweak after you have set the ride height.

2 After this two settings, I have always the right side springs more compressed than the left side. I can see the same thing on the TC3 of my friends.
Do you think it is normal? (weight repartition, the chassis is not really plate ...)

It can happen depending on what your electronics weigh opposed to what the batteries weigh.

Could you please give the right way in order to setting the tweak of my TC3 ?

Set the droop, then the ride height and then tweak, in that order.

I have a serpent impulse and i have been thinking of selling it for a tc3. The hobby store told me that it is lighter because of the drive shaft and it will beat the serpent on the track. Should I sell my serpent?

That will have to be a personal call. Are you winning any races with your Serpent? A lighter kit will not make you a better driver.

I just built a TC3 Racer last night and I had some constructive criticism. I have already built a Nitro TC3 and I have to say that it is one awesome car. It is well designed the manual is an A+. I've also built many original RC10's and a couple 10L's years back. I wanted to point out some things I found in the TC3 kit.

Bag A contained all the end balls for the kit. It wasn't mentioned in the manual that you have extra parts and you would need to hold on to them for later. In manual it says Bag E and Bag H should have these parts in them but they don't - of corse they're back in bag A.

See page 3 of the manual, "Before Building."

Bag F contained all the turnbuckles and cups for the kit. The manual says there are some in Bag K but there, aren't - they're back in Bag F - no mention of this in the manual. You really can't take it for granted people are going to figure this out.

See page 3 of the manual, "Before Building."

What size body does the tc3 take? i plan on getting the new dodge stratus and i dont know weither to get the 190mm one or 200mm

For the electric TC3, 190mm for the Nitro TC3, 200mm.

i want to no how good the tc3 rally goes in dirt like sandy beach dirt or real packed stuff

We don't recommend any of our kits be run in sand. The TC3 Rally is for rally style of racing, not off road jumps and bumps.

I purchased the threaded shock kit and I built them per instructions but, for some reason I keep losing shock oil, can someone help me out

Was the oil coming out of top or bottom of the shock? If it's from the cap area, make sure you have O-ring at the base of the threads and you have the cap tightened all the way. If from the bottom, make sure the seal assembly is installed all the way into the bottom of the shock. The bobbin is a tight fit, and you might not have it set all the way, or you have nicked on of the O-rings when installing them and it's allowing oil to pass.

First off thank you guys for making a great car. As i said in an earlier post i started racign the tc3 for a month now. Well my track had there trophy races this weekend and i placed 2nd in the c-main to my surprise. I only had to make one adjustment to the car all weekend, which was moving the battery postion to the back. Well im wonder what things can you do to the car to make this thing go faster. The only thing i have done is pulled my power pulse esc from my truck, which will go down to a 13 turn motor. I mostly race in the stock motor classes. Any way what things can i do to make this thign faster. Again thanks for a great car!

You should order the Tuning Guide off the web site. It will help you set up changes that can improve your overall speed.

does the tc3 rally work good in the dirt it is just as good as on road

It works on the dirt differently than it does on prepared on road surfaces. You'll have to learn to drive it a little differently because of different challenges the dirt offers.

What sort of performance upgrades would you highly recommend for a low budget racer? I have a racer version with graphite front arms (my LHC gave me them by accident to replace some broken ones) and the long clip-on heat sink.

The first change would be convert to the Factory Team shocks. That will allow you to make micro adjustments to your setup.

Can I put tc3 rear suspension on my ntc3. not having good luck with ball ends.

No, the parts will not cross over.

I live in Trinidad W.I. I bought a TC3 factory team electric car. The problem is this, everytime i try to go around a corner the back of the car spins out. Any suggestions?

First thing to check is the balance or tweak of the chassis. If your car is not balanced it could spin out quite easily.

I've had major problems with debris lodging in the steering rack lately. The TC3 parts catalog lists a "new" part - #3857 Steering rack cover. Searching for this number finds Short Special Ball Ends. Is the cover a valid part, and any ideas where I can get it?

The steering rack cover was never put into production. Therefore it does not exist.

I want to replace my front/rear suspension mounts but the ones I'm looking at are listed by degrees (1,2,3,4,5,7)..Which one should I select if I'm trying to keep the car to it's original spec..

The front of the car has 2 degrees of kick up when built to the owner's manual. Also the rear of the car has 2 degrees of anti-squat when built to the instruction manual.

I have a TC3 and I am curious about tire wear. My front right and left rear quickly wear the inner part of the tire, but not the corner or sidewall. These tires end up with a circumferential groove about 2mm out from the inner edge of the tire. The groove is about 2mm wide. The other 2 tires wear even and in the center of the tire, but not nearly as quickly as the other 2. Generally I turn left more on a porous asphalt track and the car has a bit more weight on the battery side. Is this a normal wear pattern for overdriving the car, i.e., wheelspin exiting corners? What could be wrong with the setup?

I need to know what kind of tires you are running. You may want to check your camber on the car.

I noticed that the bearings from the old ball diffs are rated at the same size as the bushings in the molded outrives. Does this mean that the bearings can be installed into the molded ones, and if it does, will it make much difference?

You will not see any difference in the way the diff operates. In fact, the diff will last longer with the bushings installed.

my question is,will the lrp quantum competition speed control,can handle the new brushless motors,like the novak or orion brushless motor?and are you guys or mike reedy planning to make a brushless motor?thank you...

You'll have to ask the brushless motor folks about this question, sorry. As far as I know, the brushless motors require a special speed control designed for it.

I have the older kit without the droop screws. Is there an easy way of converting the droop screw settings in the set up sheets into number of shock limiters to fit?

Just get the arms with the droop screw holes. They will work on the early style chassis as well.

i put a one-way in the front of my car, it works great. shortly after this i noticed my car pulling hard to the right under acceleration. when i checked i found i broke a cvd. it broke right next to the outdrive. i didn't crash or hit anything but i did spin-out at full speed before entering a corner. could this spin-out and rolling backwards cause a broken cvd?

Yes it can. The down side to a one way is that if you get the front wheels off the ground and you are at power, when your tires contact the ground they are instantly engaged. There is no slippage like with a diff.

I crashed my car and lost the front spacers located on the front steering blocks, the ones that the ball ends go through. I need to relpace them if you can give me the part number or something.

3874 are the spacers that are inside the front block carrier.

i have a tc3 for some time now. it lately developed a tork steer while accelrating what could be the problem?

Check the tweak of the chassis and make sure it's balanced on all four corners.

I'm chewing up spur gears! Is there a cover designed of this problem? The spurs are 48 pitch. I'm racing on really clean black top. It's just a few tiny stones that are messing things up!

No, there is cover for the gear. Use some tape or lexan to cover the bottom of the chassis. Remember to leave a small opening for the stones to escape if they do get in.

i would like to know what gear ratio would i use to make my tc3 faster? i already have a 5port rb-12 on it..want to squeeze out some more top speed..thanks...

Look into your manual, and go to the bigger clutch bell gears and smaller spurs, that will increase the top end speed of your car.

when my car turns hard right the shaft rubs against the ball cup and makes marks. is there a way i can stop this? and the steering rack does not touch the left stopping screw when i turn left. is this normal? Thanks

Turn down the EPA on your radio to the right. If you have to have maximum throw left and right to get your car to turn, then your setup is way off.

Is the composite CVD shaft just as good as the aluminum one. I am just curious because the composite is cheaper.

Do not use the composite CVD shafts on the nitro car, they are for the electric car only.

I was wondering what would be better for overall speed. I have a TI 9x2, LRP F1 pro, 2400 6 cell, 69T spur gear, and a 20T pinion. Is there a better set up for more speed. Or would 64P be better?

By increasing the size of the pinion you will increase the over all top speed.

This is my first year with the whole RC world. I have friends that roped me into it. Thousands of dollars later I am finally getting the hang of it. I am in the top 5 in points of the group I race with every other sunday. I am taking my car apart to clean everything and replace any worn parts. When I started I bought the Factory Team TC3. I dismantled my car and found some of the bearings to be pretty hammered. I wanted to upgrade "If there is such an animal" the bearings in my TC3. Can you recomend a type and/or a company that I look into. I will spend the money for top of the line. Thanks in advance for your help.

You could get Teflon (PTFE) sealed bearings, which have a bit higher rating. #6906 for the rear hub carriers and the front steering blocks. Be sure to clean and lube your bearings frequently. That will extend their life.

I was just wondering, i tweaked my chassis and was looking for an aftermarket one. ive seen hardcore Racing and Golden horizon. do you know of anyone else that makes an aftermarket chassis for the NTC3. P.S. it was my own fault the chassis bent i used someone elses radio and didn't adjust the trim.

Not at this time, I have only heard of the both you have listed.

Firstly congrats on a great car, i am racing in Newcastle, Australia at the moment, with 3 port collari motor, my question is, how can i get more traction to the rear wheels, is there something that i can do set up wise as i am using the softest rubber i can get and the club will not allow me to run foams, any advise would be greatly appreciated

Soften the rear and stiffen the front. Also try a sway or blade on the front-- that will give the feeling of more rear bite.

how do you change the toe in on the rear wheels of a tc3

See the manual, page 32.

whats the top sped of the rtr tc3

Out of the box it is not geared very fast approximately 27 mph. But you can change the pinion on the motor and get it to go faster.

Hi i have a TC3 Factory Team... anybody could help me about the pinion i have to use with a 100t(64dp) and a 94t(64dp) spur gear. i need it for 9x2, 11x2, 12x3, 17x2

For the 9x2 starting ratio at 9.4
For the 11x2 starting ratio at 8.57
For the 12x2 starting ratio at 8.18
For the 17x2 starting ratio at 6.92

To figure gear ratio's:

Spur divided by Pinion x Trans Ratio (2.5) = Final Drive

what is the easiest way to make a tc3 front wheel drive?,, would this also work to make it rear wheel drive????

For FWD, remove the axles from the rear. RWD, remove the front axles. For no motion, remove all axles.
:)

What is the difference between the front oneway for the TC3 and the NTC3?? Is only the outdrive lengths?

Wonder because if that is the only difference i was thinking of getting a unit and simply buying the outdrives for the other car. I run nitro only in the summer and electric in the winter so i dont need 2 units.
Thanks for the help

They are separate items and do not work in either cars. You will need one for both!

Also, what, if any ,are the advantages and disadvantages between the standard chassis parts, and the factory team carbon items.

The factory chassis carbon parts are stiffer as well as a little lighter.

I just bought the RTR Dodge Stratus. When I turn right the tires lock into place. I have to manually straighten the tires out. i can turn slightly right but on hard rights the rack locks in place and doughnuts is all it will do. Please help, newbie in R/C-ing. Thanks. Brian

Please turn down your steering dual rate on your radio. That way the servo will not turn as far and will not lock up.

How wide is the body on the RTR TC3. I wanna get an HPI body for it and i wanna know if it is 190 mm or 200 mm.

The TC3 accepts 190mm bodies. 200mm will fit, they'll just be 5mm wider on the sides.

i bought the new arms for the tc3 and i put it on,one problem it rubs on the caster block,i'm using 2 deg.should i use 4 deg.?

You may want to file some of the material away so the arm moves freely.

What is the fastest available motor out there?

Do your research from this: the fewer the motor's turns, the faster your top end speed. The larger your pinion, the faster your top end speed.

I just purchased a TC3 RTR. I'm having a heck of a time getting it started and keeping it running. I went through the set up steps and I still ended up with a blister on my middle finger from trying to get it running. Once I finally got it running it would shut down with the least amount of gas applied. I had the High Speed actually out 3 1/2 turns just to get it cranked. The low speed and idle speed i had set up per the instructions.

Is there any special tricks I need to know ?

No special tricks here. The high speed needle should actually be set at 2 3/4 out for break in. If you are having a problem getting fuel to the engine you can prime the engine by holding your finger over the exhaust tip for a few pulls of the pull start.

I would like to share my thought about a future TC4 design. ...

According to our legal notice, we have deleted this submission. "IN ORDER TO AVOID POTENTIAL MISUNDERSTANDINGS OR DISPUTES, PLEASE DO NOT SEND UNSOLICITED IDEAS, INCLUDING IDEAS FOR NEW ADVERTISING CAMPAIGNS AND NEW PRODUCTS."

I just purchased the nitro TC3 RTR and i was wondering what the white spacer (limiter) in the carburetor was in there for and wont i make more power if i remove it? My second question is how much power is the .12 engine that came with the kit making (with or without the spacer)? THANX

The spacer if removed will give you an increase in horsepower. You will have to richen your engine a little. We do not have any horsepower figures for our engine because we do not label them as high performance engines. It is a RTR engine that performs extremely well.

would it do any harm if i used a spray can to change the color of my r/c's parts?

No harm.

i have tried both the middle and the outer hole on the shock tower and with iather position i can not get the ride hight below 5.5

Changing the shock position does not effect the ride height. That is done by adding or removing tension on the springs by either removing or adding ride height clips-- or in the case of the threaded shock bodies, by tightening or loosening the spring collar.

What size pinions should I have in my "arsenal"? I replaced my stock spur with a 100 tooth 64 pitch gear. I also plan to run mostly stock and maybe an occasional 19 turn. I mostly run in Hot-rod hobbies in Saugus.

Usually we would have from a 29 to 37 in 64 pitch that way you are able to gear for what ever the lay out would be. For Saugus, I would have 30 to possibly 34 for their layouts.

when i turn my wheels they wont go back to staying straight??? something wrong with my servo? or do i have to loosen something?

Check for any binding in the steering assembly.

i was wondering if anyone has put the one way diferensials in front and rear . i wanted to know how much of an improvement is this . i have the factory team nitro tc3 with front and rear stabilizers and a Micheal salvin turbo 12 our local track has improved alot and know it isn't just an oval it has 5 smooth but sharp turns and i want ot be able to power slide better around these turns so i can accelerate through the turns.. also i am interested in putting foams but tring to find some wide ones for the rear a little firm so they won't

wear so fast.. someone told me that the reason my foams are wearing was because of the limited slip differentials.. he said if i got the front and rear one way's this would fix it .. he has a mugen avante that has one way diferentials with wide foams and he has raced the foams for 3 months 1 a week and they are still intacked but the mounting is different they won't work on tc3..help i need to here from somone with the answers

The differentials are not wearing out your foams. Your foams are wearing out because they are foam and that is what they do. Foams tend to wear out quickly. One ways are not used in the rear of a car, only in the front.

I am learning to race RC cars. The setups on the website for the TC3 disclose what gearing your racers use for 8, 9, 10, etc. wind motors. What about for stock (26 wind), 19 and 14 wind motors ? I plan to race in several local classes (stock, 19 and greater than 13 wind).

The track is high speed, clean (minor dust), smooth asphalt, and I'll be using rubber (S3) tires.

Gearing will be between 24-28 pinions, depending on what motor you are using.

i want to use foams but wider ones like the serpents and mugens use and would i need to put one way differentials like those have? we have a nice track and i don't power slide like them please help someone

There are several companies out there that make foam tires that will fit on our car. Also you do not need to run a one way but you can if you want.

i have a TC3 that runs like a carm and i was wondering why it is that there isn't a 2-speed version of it? the reason that i ask is because it would improve the performance to the point that it could rival some nitro cars if set correctly.

One, there is no two speed because it is illegal for racing. Two, the shift point constantly changes as the battery is being discharged. Also the shift point would change depending on the battery being used, as different batteries have different voltages. A correctly set up modified motore TC3 already beats the nitro cars on a track.

I have the tc3 and the ntc3 non-pull start, both are awesome,easy to work on,and in the case when you do break something, most LHS have the parts on the wall to fix them. You can't say that about some of the other brands out there!!Also for the guy with the question about the tc3 running with his other cars?Yes,it will, if all the cars are set up and ran under the same condition(driving style,tire compound,spring compound),they should all be pretty close.Mostly it is just preference!Hope this helps!

Come on you guys, there are enough posts asking what is the best setup for top speed. There really is no 'best' setup, so stop asking. If you want speed, put in more cells (if your speedo can handle it), put in a hotter mod, and use a gear ratio that is lower than the 'starting point' that associated recommends. The AE guys are probably fed up with all these identical posts, so read old ones before you ask. The answer (or lack of) is probably already there. Keep up the good work AE.

what is the best pinion/spur gear for speed? Just race for fun. i konw the recommened, but is there a better one. I have a ti9x2

The fewer the turns of the motor, the higher the top end. "Best" will depend on your track or racing surface. A twisty track will have a different "best" speed recommendation than a large, sweeping track.

This is about the transponder mount again. I finally got a transponder mount. I know that you mount it on top of your servo for clearance but I mounted mine on top of the battery brace facing out and I have 2 times more clearance. I think you guys should try it and see.

Thanks for the tip!

I know this question has been asked before but it's not in the forum any more. What is the part number of the stiffer spring to replace the #3929 spring in the servo saver?
Thanks

Part #6587.

I was wondering if using a 7 cell battery makes my tc3 faster than using 6 cells. I have a 6 turn motor and lrp pro esc and im using a 16 tooth pinion, will i see a difference in speed? And if i switch to deans connectors will that help also?

7 cell will give you a little more speed. With 7 cells I also recommend going to a quality connector like the Deans.

I bought a tc3 rtr in Decof 2001. I just found out the the inner and outer wheel bearings are bad (all 8 of them). I run my car on a asphalt track. Is this a normal wear an tear. or are the bearings defective? im using a 3000pack, novak esc,17x2.

Let me ask you, what type of maintenance schedule do you follow?

My TC3 always wants to swap ends when I accelerate coming out of a left turn. It doesn't show this trait though, on right turns. The rear end of my car is currently setup with 2 degrees toein, 2 degrees anti-squat, negative 1 camber, 30 wt oil using #2 pistons with silver springs on the shocks mounted on the middle shocktower hole.

Check your droop settings as well as your shock lengths to make sure they are all equal.

I have a question about the Worlds Kit for the LRP ESCs. If I get this kit what will I benefit from it if I have a F1 Pro Reverse?

It will give you a little more punch off the corners.

My question is this, I think the RTR pre-painted body is great looking and wish to buy another, is it available and if not you should tell the Mktg. Dept to sell it. If it is available what is the part #? Thanks for making nitro easy!

Click on the Parts Catalogs link at left and scroll down to Bodies.

Keep losing CVD crosspins. Have tightened them down as suggested but keep losing them. Two questions: Is there a packet of just pins I can get for replacements, and any other ways to secure them other tightening. Afraid to break something with over tightening. Also, will it hurt the car to run it without all wheels driving?

Thanks

Use some thread lock for the screws so they will not vibrate loose. As for all the wheels driving it would be better if you ran all 4 wheel drive.

Are the TC3 front arms with two holes for lower shock mount available in composite material?

What is the part number?

I have seen the new arms in the graphite material but would prefer composite.

Yes the #3884 for the front and the #3893 rear.

I need to make my touring car run faster. But what can I do. Lighten it and if so what do I lighten

The TC3 Tuning Guide has 13 tips on what to look for to go faster. Lightening the car is not one of them. It is light enough as it is (unless you use a ton of aftermarket aluminum stuff.)

I have seen that some pro racers reverse their shock towers as a set up. Why would they do this and what are the benefits?

It stands the shock in a more upright position. Therefore as the shock is compressed it is more of a linear compression. Just enhances the steering.

What is the diferent in the solid and one way AXEL, in the diff system.

The one-way will give you an increase in off throttle steering but you cannot use brakes. The solid diff gives you better on throttle steering while allowing you to brake.

Hi. why is it that ever since I installed a front 1way on my TC3 RTR kit, I keep breaking dogbones? No matter which one I put on, sooner or later, it will snap or warp or something. When I put the ball diffs back on, my dog bones seem to stay safe. Is there a way to keep my 1way and not loose my dogbones? thanks for your help

To be honest, we have found that breaking drive shafts with a one-way installed are related to crashes. When you install a one-way and you hit something there is now no give in the drive train as with a standard diff. Therefore if the hit is hard enough something has to give, and a lot of times it is the dog bone.

Are the hard anodized black and natural chassis thicker than the one that comes with the kit (blue)? Also, are there any aftermarket (third party) chassis you would recommend.

No they are the same thickness as the standard chassis.

Hi i was wondering, will using 8 cell battery be faster than using standard 6 cell. If so how do i keep the battery in place? Iam using a 6 turn motor and LRP pro sport esc, how much faster will 8 cells make this car?

It will be noticeably faster. You will have to use strapping tape for the cells.

What is bump steer?

It's when the suspension compresses and the toe-in/out changes during that compression.

Would associated produce a pillow ball conversion for the TC3 if there is enough support?

That, I don't know. We try never to say "Never. "

If your shocks are more upright do you get more turning or if they are more flat? I won't the most steering out of my TC3.

Laying the shock down will give you an increase in grip at that end of the car.

What would be the best gearing for a 2 speed, to get the fastest 0-30 MPH. I am trying to keep up with an electric for a quarter mile drag race.

The gearing you have is fine for speeds over 40mph. You will never beat an electric off the line so don't try.

I am a new owner of a tc3 and would like to know the best tires to drive with when racing.

Good question! Every track is different. You'll have to try different tires for each track you visit. It is best to ask the regulars what works best for them. They've already cut down on what doesn't work.

how can i tell the difference between a composite chassis and a graphite one?

The graphite chassis is usually a little lighter in color.

How could you benefit from bump steer then?

We don't benefit from it. We try to eliminate it. To change the bump steer, pop off the steering turnbuckle. Remove the ball end and add a 1/32" spacer. Then replace the ball end and turnbuckle. (This information was copied from the #3847 Complete Tuning Guide: TC3 e-book, \$3.95.)

If you add in a washer to change the bump steer will thos eliminate it?

Yes, that is the idea.

Who makes the 1/32 spacer you mentioned to get rid of bumpsteer?

We make a bag of those. #6466, \$1.50 retail. They are the same washers you use as shock downstops.

why dont you sell the 6145b prepainted like it is in the picture.

The design is too difficult to reproduce as prepainted and still be reasonably priced.

Hi, I'm kyle and I'm new to electric touring car racing and I was wondering if the TC3 RTR is a good car for a beginner, if you could tell me your opinion on the subject I'd be happy. Thanks for your time.

It's a great car for a beginner!

I noticed that in a post you stated that if you lay down the shocks, you get more grip.

You will tend to get more grip by laying the shocks down.

Too all TC3 owners. This is an old one but the best hop-up or upgrade you can get for the TC3 is a Buds front bumper and front shiny CVDS. For racing you must finish to win.

HOW much wieght savings is there for a RACERKIT if you replace parts with the GRAPHITE upgrade kit? Thanks..... The racer is so far over our 1500grm limit

As for the graphite kit will save you some weight but you will also want to consider what electronics you have in your car.

What setup can I use in a short circuit with low traction

You will want to soften up the suspension a little to gain traction.

I consistently have problems with the screw that holds the front steering knuckle in place. It is the screw that goes in through the bottom of the C-Hub. It seems to strip easily and fall out. Do you have any suggestions to solve this? I have tried thread lock, but that just made the plastic melt.

You are tightening the screw down too much. The screw just needs to be tightened to the point you just start to feel resistance.

Hey! I currently own a RC10B3. I am very interested in purchasing an on-road vehicle. I have given serious thought to your RC10TC3. I am new to this hobby and need a little guidance. I would like to enter races and be able to compete at a high level. I would like to know which kit I should buy. If I wanted to race at a higher level would i have to purchase the factory team kit? Or is the much variation between the kits? Also, I would like to know recomedations for batteries, speed controls, and motors.

The FT version is the highest level we have, but you will be very competitive with the Team Kit versions too. We recommend Reedy batteries and motors, and LRP speed controls. See web site for more info.

I TIGHTENED THE FRONT DIFF FOR BETTER HANDLING, WAS MUCH BETTER, AFTER 3.5 MINUTES STRIPPED DIFF RING GEAR [2329] AND INPUT SHAFT PINION [3903]. CAR WAS VERY GOOD BUT DID NOT LAST, HOW CAN I MAKE IT LAST RUNNING THE SAME.

We have found out that the gears strip from impact with barriers. There is no give in the drive train-- therefore the force being generated is forced upon the weakest link in the drive train. Try loosening your diff a little bit.

I'M READY TO PURCHASE A SPEED CONTROL BUT I'M A LITTLE CONFUSE ON WHICH ONE TO BUY, EITHER THE QUANTUM COMPETITION OR V 7.1. CAN YOU TELL THE DIFFERENCE BETWEEN THOSE TWO, I KNOW ABOUT THE SIZE AND THE WIRING ADVANTAGE. I NEED TO THE PERFORMANCE, I READ THE SPECS BUT I STILL NEED MORE INFO, THANK YOU. PLS REPLY.....

The 7.1 is designed mainly for a modified motor. It is designed to be super smooth. Also the 7.1's are just about bullet proof. The Quantum can be set to optimize a modified motor or a stock.

I noticed somebody commenting on the body clip used on the rear of the battery hold down brace and how it can get caught in the spur. Here is what I have done to eliminate a body clip all together. I take a 4-40 3/4" socket head screw and thread a 4-40 standard locknut on to it backwards (nylon part first). Then I took two 4-40 mini nuts and thread them on all the way and tighten them. Then thread the screw into the hole on the chassis all the way until it stops. Slot one of the holes in the battery brace until it will slide on the 4-40 mini nuts. The locknut will prevent the brace from coming off. The 4-40 mini nuts keep the brace tight on the screw. I have been using this for a long time and have had no problems with it.

Thanks for the tip!

if i upgrade my car to graphite, will it increase speed or acceleration?

Neither in any noticeable amount.

Can WIDE tires (like those used on the RC10L3 be used/retrofitted to the TC3 and/or NTC# (I have both and am GREEDY for traction !

If "yes" which ones (part#s) and how to retrofit (if necessary)?

No, they can not.

Any help for a chronic problem? The motor in my TC3 always shifts causing gear failure. Happens if right side of car gets bumped, no matter how hard. I have the factory team kit.

Tighten down the motor mount.

I just dialed out the tweak in my car using Niftech's tweak board. However, my chassis's ride height is not the same at all four corners now. Is this going to cause me handling problems?

If that is true then yes it will, the chassis is still tweaked.

I just purchase a TC3 FT kit and found some problem with diff. I follow the instuction in the manual and found that it is quite easy to do it. However I really have no idea to feel when "The spring is fully compressed". Would you pls. help give some feel on how to feel it. Is it mean when it cannot tighten any more in the screw or what? If I tighten the screw to a way that it cannot tighten any more and then release 1/2 turn, it seems that the diff is too heavy! So what should I going to feel with? Thanks!

When you feel the spring is resisting your screwing it in, then stop.

What does "overgeared" mean

Too many teeth on the pinion.

I found Elligi tyres work well on dirty parking lots. Use EV33 front and rear. They have 4 different compounds, A and C give more grip, B and D give more life (by about a race, which is nothing as I have used the same full set for half a year every second weekend). I recommend C for the rear and D for the front for fast tracks, and C all round for windy tracks. There is little difference between A/B (synthetic) and C/D (natural) performance wise, but the natural ones seem to last longer.

Thanks for the info.

I can't seem to get my drive train to run free. It's a brand new kit (never ran) and I built it per the instructions. I can feel a "notch" when I roll the car with the engine out. Also my two speed clutch shoes don't sit in the bell housing all the way. They are sticking out about 1/16". The shoes should be flush right?

Run the car a couple of times. It will free up.

I need the TC3 instruction manual for i can get in the DIFF. without reeking it if you can email me it i will appreciate it thank you .

The manual is online. Please click on the "Manuals" link.

I have seen adds for a solid differential for the TC3. What driving characteristics would that give my car?

It will give you an increase in on power steering.

Can WIDE tires (like those used on the RC10L3 be used/retrofitted to the TC3 and/or NTC3 (I have both and am GREEDY for traction !

If "yes" which ones (part #s) and how to retrofit (if necessary)?

There is a part made by TEAM COBRA and the part number is 3012. "ON ROAD WHEEL ADAPTORS" that are made so that the tires from pan cars can be used on touring cars. Phone number for company is: (801) 975-7724 or can go to www.teamcobra.com

On a TC3 with a 13 turn modified motor and 23T pinion (stock spur, what kind of speed increase (rpm rough estimate / percentage increase etc.) can you get just by increasing the cells in the battery? If I upgrade to 7,8,9 etc. is the improvement linear (same percentage increase per added cell) or is there only a certain advantage to a point? Also, most esc's say they are good for 7-8 cells. Does using more necessarily ruin them, or does it just void warranty? I figure my Novak Cyclone could probably handle 8 cells, but it says it is just good for 7. Thanks in advance, and keep up the great work!

You will get small increases in performance. If you use too many cells it will fry the esc.

What is the difference between RC10.com and Teamassociated.com ?

TeamAssociated.com had a little more Flash animation where rc10.com has static images. They are separate servers. If one goes down, just turn to the other one. The content should be the same

i race on indoor carpet track. is there a benifit to change to a oneway thanks

There will be an increase in off throttle steering.

For my TC3 I have two complete sets of bearings: rubber sealed (Racer KIT) and teflon sealed (Factory KIT).

I need to understand the correct cleaning procedure.

I was told to remove the bearing shield, clean the grease with motor cleaner, add a couple drops of shock oil and repeat the process after each race.

You should spray them out after every race and re-oil them. Use a lightweight high quality bearing oil.

hey on my tc3 is there away i can stop my servo gears from getting ripped because i have had to get new gears every week im am really getting anoyed with it i might even get a hpi there alot beter

We have found that gears in servos tend to fail from repeated impacts with objects. Try not to hit things and you will find out that the servos will last a lot longer.

I JUST READ THIS MONTH'S ISSUE OF CARACTION AND BARRY'S TC3 WAS FEATURED AS I WAS READING IT THEY SAID THAT HE USE LOSI TRIPLE X'S FRONT HUB CARRIER.MY QUESTION IS WHAT IS THE ADVANTAGE AND CAN YOU STILL USE THE SAME BEARING AND CVD OR DO YOU HAVE TO CHANGE IT? GOING TO TRY THAT MODIFICATION PLS REPLY,THANK YOU.....

He uses it to get more steering throw out of the car. Read the article-- it will explain.

My car is running great but the wheels are wobbly. They are tight on the hub but they arnt going on straight. If I get them straight and touch the barrier on the track they start wobbling again. The rims are perfect as are the tires (they are kit tires and rims) Ant suggestions??

Check to see if an axle is bent. Maybe the wheel nuts are coming loose.

in reply to darren with stripped servo gears.... i had the same problem when first using tc3 also the obvious answer is dont hit stuff but sometimes stuff hits you..best cure i found was to clamp the steering rack spring right down leave it over night then loosen back off and apply a little black grease to the v shaped part of rack makes servo saver a bit softer and easier on servo...

Thanks for the tip!

WHASSSUP RACERS!!! I ASKED BEFORE WHATS THE BEST TIRES FOR PARKING LOT RACING...ANY SUGGESTIONS???

If you plan on running slicks try Sorex or Yokomo slick tires.

i just got a new motor and i put it on my tc3 and when i go foward i see sparks in the motor, and when i brake there are bigger sparks! I dont know what the problem is. Is it because its a new motor or is the gearing wrong? please help me man! The motor is a 13 double with a 24 tooth pinion, and my spur gear is stock, please answer? Thank you very much you guys are really help full, I really appreciate it.

The sparks that you see in the motor are normal. No cause for alarm.

I NOTICE THAT THERE ARE MANY SUGESTIONS, COMMENTS, PROBLEMS AND IDEAS. DO YOU ACTUALLY TAKE THEM SERIOUSLY AND TALK TO YOUR ENGINEERS. OR DO YOU JUST ANSWER THE QUESTIONS AND GO TO THE NEXT ONE?

We take them seriously. They have given us advance notice when something has gone wrong.

ALSO, WHEN YOU HAVE A PRODUCT(PART) THAT IS FOUND DEFECTIVE, DO YOU REPLACE THEM WITH THE REVISE PART? OR DO YOU JUST ADD THEM TO THE NEXT BATCH?

We replace them with a non-faulty part, of course!

hi I race on polished wooden floor, what would be the best suspension setup?

Check the UK distributor's site http://www.cmldistribution.co.uk/cml_setup.htm and go to Craig Drescher's polished wood setup dated Februari 2000. It's a quite interesting set-up, one that makes sense. Good luck with "tuning" your ride!

I notice most of your team drivers use 64 pitch gears what manufacturer for spur gears do they use?

I honestly do not know what they all use but a good portion of guys use gears from Kimbrough and Robinson Racing.

Hey wazzup? Im a beginer and i just want to know, on my motor there is adjustable timing, and i know the more added the faster it will go, but on my motor the number can go up both ways, i want to know witch way to turn it left or right, thanks

I would not recommend altering the timing on your motor. All you are going to do is use up more of your battery energy and shorten the life of your motor.

what are transponders and what are they used for in racing?

Transponders are attached to the car and allow for automatic lap counting.

I have an electric RC10 tc3 and i was wondering what type of chassis was lighter & better for my car, a titanium, aluminum, or graphite.

Lighter would be graphite. Better would depend on what problem you are trying to solve. We think the stock chassis is better than titanium or aluminum.

Off topic a little. Would AE ever consider designing and building an all new 8th scale offroad buggy??? I think Cliff and others have what it takes to do it. AN American made 8th scale would sell faster then you could ever imagine!!!! Is there any consideration on this subject???

It's not about ability, but the distributors do not think the sales are worth it. If you really want a 1:8 from Associated, you'll need to drum up support at the distributor level.

Response to tc3 racer:

The TC2 ESC's electronics are optimized for on road racing. The C2's are optimized for off road.

These are only REALLY needed for low wind motors (less than 11 or 12). If you are a Novak lover, a Novak Rooster or Dually, rated for 12 or more winds work very well (IF you motor has 12 or more winds) AND you save \$30 to \$50.

Otherwise, LRP also makes fine, equivalent ESCs

Thanks for your advice, but it seems you got it backwards ! The Cobra adaptors permit on road wheels to be used on buggies.

I want to use the W I D E foam tires (like on the Associate Oval and L3 cars on my on the NTC3 (drag & parking lot racing).

Any suggestions out there ???

Look to Pro-Line or Yokomo for foam tires.

If you put more timing on your motor I know that it takes more batteries and shortens the life on my motor, but i just want to know which you turn it, and does it make it go faster.

You will turn it clockwise when looking at the end bell. Once again, we do not recommend changing your timing.

When I start the car the engine revs up and the tires spin on their own

You will need to lower the idle adjustment on your engine.

my tc3 is a little low I'd like to know if I could put it higher. Will the rally conversion kit make it higher off the ground?

Yes the Rally kit will.

Hi! For all the people that have a problem with their shock towers always coming loose and ruining diff cases. If you go on E-bay there is a place that has something called the fix. I have one because they are 10 minutes from my house. It comes with 2 long screw that reach from the bottom of the chassis and screw into 2 other screws that are big at the top and don't fall through the holes. You can actually remove the screws that keep stripping because this sill never come loose because it is a screw into another. Trust me I have one and no more problems ever. You can also put one in the back.

Thanks for the tip.

I would like you to send me a catalogs or a list of all the hop up for the tc3 like wheels tires and bodys or give me a list of all the wheels that will fit on the tc3

Click on the "Factory Team" link at left for hopup parts and "Parts Catalogs" for other TC3 parts. Please print out a copy for your use.

when do AE plan on making a off road tc3 buggy. there are about 10 of use at the track waiting to here news of one. or possibly a conversion kit??

There will be no 4-wheel drive buggy from Associated in the near future TC3 based or otherwise.

Why does some drivers use Losi xxx-s rear hub on the TC-3??

Personal preference. The switch allows you to alter the camber rise during suspension compression.

I run in a little racetrack, what do you recommend for rear normal diff or solid?

Stick with the normal diff. It will allow for easier driving.

My car is slightly oversteer and spins out to the left under hard braking. I have rebuild the shocks, set the droop, ride height and balance the car on the Hudy and a tweak station, but the problem is still there. then i rebuild the dif and i found that one of 6 thrust ball [no:6574] in the front is missing. is that the cause of the problem? what is the fuction of those thrust balls?

It is possible you will want to replace that ball as soon as possible.

I've completed building the kit and found that with the length of the steering rods specified in the manual, the front tires seem to be toeing out - one more than the other. I have adjusted it and when I took the rods off when cleaning the kit, I found that one is longer than the other. Is this normal?

Did you compare the rods against the drawings in the manual?

I WONDER ON SLICK TIRES WHAT DOES THE TEMPERATURE RATING MEAN?

You will need to check with the manufacturer of the tire to see how they rate their tires.

On the Tc3 Racer kit, what size are the stock rims or wheels 24mm or 26mm?

They are 26mm.

I am running Foam tire on a very smooth Asphalt track. But the car handling is very bad and it keeps spinning out when it turns. I was wondering if anything to do with front/rear diff setting. (I set it based on the manual 1/4 for front and 1/2 for rear when i build the car) or Do i need to install Front blade roll bar kit and rear roll bar kit? What does Front blade roll bar and rear roll bar kit for ?

You can try the blade roll bar up front. That will take away a little of your steering and make the car more controllable.

what is the rally conversion kit good for?

1. Good if you want to convert the TC3 (not NTC3) car to a rally version to race in the rally class.
2. It is also good for raising the ground clearance.
3. Good to get if you want a wider (200mm) wheelbase.

Tried the locked front diff w/ losi front hubs. How did you rid the front end vibrations when the front wheels are turned either left or right? I can't pin point it, but I suspect it's from the cvd's. It doesn't do this when I use a one-way. I also know my diff. is properly shimmed. So I'm stumped. Please help.

Get an IRS locked front end-- much easier and less hassle.

at slow speeds my car is fine and goes straight but at full speed my car veers to the right. what would be the cause of this problem

While the car is running it veers to the right? Try adjusting your steering trim.

I think the general public would love to see AE make an 8th scale buggy. I'm know they would support it. Maybe they (distributors) hold exclusives to other companies and don't want another compant (AE) to get in the way of sale from the other company!!!! If you did however decide to build a 8th scale buggy, it would sell like hotcakes if you spread the word.

The distributors can see by the slow sales of available 1:8 buggies that the public prefers the other classes of cars.

I've got a LRP ESC question - Is it possible to charge your battery with it hardwired to the esc? Will that damage the ESC? I've heard mixed opinions at the tracks. I've got a v7.1 and will be getting the a quantum competition soon.

Also, regarding the quantum world's capacitor kit - will the capacitors work on v7.1 esc?? Thanks.

I do not recommend it. Also the capacitors will work on the 7.1.

I need a list of tools you would need to maintain my nitro tc3 non pull.

That list is in the manual.

I have been racing my TC3 in the Stock class at the local carpet races. The car is fast but the rear wheels tend to hop in a sharp low speed corner. The track layout gets changed every week, and I have a hard time putting the power to the road on a short choppy track. What can I do to get the rear wheels to stop bouncing??

You may try to go to a lighter oil.

I've heard that the diffs can/should be filled with Silicone oil.

Is this true for the TC3 and Nitro TC3 ?

If so, what benefit does it convey (performance/ durability) ?

If so, what weight oil for the front and rear ?
If so, what is the best way to fill and seal the diffs (with auto-type gasket sealer ?) ?

We do not recommend putting oil in the diffs. They are ball diffs, not gear diffs. A small amount of silicone grease is fine.

my friend just bought a new factory tc3 and it came with the new aluminum main shaft (blue),what is the new part number so i can get it thank you.....

The number is #3937

I'm trying to adjust my shift point. I can't get the clutch to rotate to adjust the screws. Did I do something wrong during build?

Hold the gear and roll your car forward a little until the holes line up.

I have a tc3 and I am confused with my radio. I have a SANWA blazer which has 29MHz on it. I want to get a second reciever to put in another car, but I can only find 27MHz ones (including the AIRTRONICS blazer set). I was told that 27MHz and 29MHz will not work together for proper racing as all the other cars cause interference. Why the difference? Can you help?

You can only use 27 MHz or 75 MHz here in the USA. Use of any other band not approved by the FCC is against the law. If you do have a 29 MHz radio then you will have to use 29 MHz crystals and receivers.

Where did you get your radio? If from another country you are out of luck.

Do you know any websites that can tell me how fast my car can go buy typing in my gear ratio or any thing like that, because i cant find anything on your website that tells my exactly that?

Too many variables to make this idea feasible.

Hey I have a TC3 fully hop up by HG but my car does horrible at the track slower than the stock and I have a 6t

Go back to stock and make one change at a time, testing each one before adding another "hopup."

I NEED A LIST OF HOP UPS FOR THE TC3 LIKE
WHEELS AND TIRE CHRO WHEEL AND BODIES

See the "Factory Team" and the "Parts Catalogs" links at left.

When adjusting ride height, do you have to adjust the droop as well? When I set the ride height at the recommended 5.5mm, I noticed that the springs are loose on the shock when the arms are fully extended and the droop is set to factory specs. Is this normal?

You should adjust both.

I just got a pair of sorex 28r slicks and i accidently got tire glue on them, do you know how i can get it off, becuase it makes my tires slippery?

Just run them and in time the glue will wear off.

what is the effect on the car if you put the shock at the outside hole of the shock tower,do you get more traction or less?

You will get less traction.

I was wondering what's your opinion of solid diffs and where can I purchase one.

Solid axles will give you more on power steering (more pull out of the corners). Irgang Racing has a solid diff. You can check availability with them.

What kind of result is to expect from the using of the second hole (inside hole) at the new rear arms?

An overall softer suspension.

It appears that the CVD's are the same for both the electric and nitro cars. If that is the case, are the MIP TC3 Shiny CVD's going to work in the NTC3? Also, could you use the 200mm bones on the NTC3, the standard CVD's come very close to the outside of the diff outdrives. One last question, would the composite bones for the TC3 hold up on the nitro cars?

You are correct; the CVD's for the Nitro kit are the same as the TC3. The outdrives on the NTC3 are longer so you can use the 190mm dog bones, so they should fit.

I bought an elect RTR TC3 2 weeks ago and I enjoyed running the car. It was fast. A few days ago after I charge my 2400mah battery, the car won't accelerate anymore, top speed was gone and it goes very slow. When I turn the steering, the car could hardly move to the right or to the left. When you look at the car it looks like that battery is running out but I'm running it not more 5 mins. The funny thing is that I used a wall type charger (for Nikko toy rc) to charge my 2400mah. I suspected that the charger can't fully charge my 2400, but the first days the car was running ok (really fast) but suddenly the car goes very slow. I ask an electrician to check my battery and to my surprised the reading in his tester is 7.2v according to him its fully charged. What could be the possibility? I hope you can help me figure out. Is it ESC? Motor? I live in the Phils and I bought the car from USA.

The charger that you are using is not made for doing 2400's. It slow charges batteries at a very low rate. That could cause the effect you are describing. If you know someone with a charger that is made for RC type batteries, discharge the pack you have completely and then see if they can charge your pack for you and then try it again. If the problem still exists then it's possible that your speed control is the culprit.

you guys have a tc3 that can push 70mph. and it has ten 2000mah cells, i just want to know if ten 3000 cells would work? can the speed control handle it or it doesnt have to do with? I dont really know

Yes 3000 cells will work, but you need to find a speed control that will handle 10 or more cells.

I am pretty new to all the ins and outs of chasis setup, so, here goes. I have a TC3 Team Factory that is set up to defaults for the most part, with the exception of camber which is set to 1.5. I am running Jaco pink/pink in rear and purple/purple in front. While running at the local carpet track today I noticed some tail sliding issues and also had the car flip on turn a couple of times (this is a first). I tried several setup changes while at the track and got most of the tail slide issue resolved, but still ended up with a couple flips on high speed turns. Is this (the flipping) something I can resolve with setup? Someone at track said they thought I needed a radio with end point adjustment options. Any thoughts?

If you have built the car to the specs in the manual, then I would lower the car from the manual specified 6.3 mm to between 4-5 mm.

i have the electric tc3. I'm going to use a 1700 battery pack that i already have. Will this give me much shorter run times than the 2400 or 3000?

MUCH much shorter run times.

i own a tc3 racer kit and the steering rack that moves right and left from the servo doesn't seem to go all the way to the right. do you know what is wrong and how to treat it?

Yes simply by looking at the rack you will notice it does not go all the way to one side. That is because the hub carriers limit the throw to the one side. It is designed like that, so don't worry.

should i go with tc3 factory or should i go with your competitor's model?

Here are several reasons why you should stock up on the NTC3:

Parts availability--we support our kits long after they've moved to the next version. Other companies discontinue parts availability for earlier kits soon after a new kit is released. (We still have many parts for the original RC10 in stock!)

Our reputation for helping our customers--do other company web sites have several options to contact them as you could with this page, and get a quick answer?

Huge installed hop-ups base--Many manufacturers build competition parts for our line of kits because the profitability is built in; our kits have a proven track record for longevity and competition-mindedness.

Distributorships--Associated has around 50 distributors worldwide. Some companies have only one. Make sure your distributor stocks the kits and parts you need and can afford.

to whom it may concern, when adjusting the rear toe-in I get a rub, when I adjust the toe-in to 2 degrees both rear shock springs rub against the hub carriers, if I adjust it to 3 or 3.5 degrees it barely clears it. I like the feel on my lhs track with the 2 deg, I mounted it tower middle hole, camber link inner hole, arm outer hole. thanks

Yes I understand the clearance is real close in the rear. What most people do who run less toe-in is simply remove a little of the material from the rear hub carrier.

what does have softer or harder suspension do? can you have too hard or too soft suspension?

Hard and soft suspension is achieved by changing your springs. See your manual under "Shock Springs" or the TuningGuide. If you have too soft a suspension setup, you may not get enough traction, which slows your car down.

what does the wheelbase adjustment do i know it depends on the track but what does it do?

It shifts the weight of car forward or back, affecting the front and rear driving or traction.

My drivetrain spins great until i tighten the front wheel nuts up and then it doesn't spin? If i leave it a little loose then the wheels fall off?

Check to make sure you have the front axles shimmed according to the manual page 12 steps 1 & 2 and that you have the bearing spacers installed between the bearings in the hub carriers. Also make sure to check the rims. If you bought some recently, they could be the problem, depending on the offset or design.

yeah hi i just brought a tc3 factory team and i got the alloy shaft that goes down the middle on it. all my friends at swindon model car club say it makes it harder to turn because its not as light as the normal one

They are incorrect; there is a very slight increase in weight only.

The composite drive shaft weight is .21oz

The blue aluminum drive shaft weight is .34oz

That is only a .13 of an oz gain, and it will not have any adverse effects on the car.

We are having a problem with the screw on the bottom of the steering block stripping out it happens at least once a night and we are using graphite steering blocks. Is there a way to prevent this from happening, or is

this a usual problem. We all race tc3s and it happens to at least one of us each time we race there is about four of us who race together.

The problem was that the screw was tightened down too hard in the first place. Try a new block or try some shoe goo.

is AE going to make a new chasis in thicker gauge or 7075 material for NTC3 ? I found the original one comes with the kit seems too weak....

No.

what does a one-way do and how much are they?

The one way will give you an increase in off throttle steering. As for price check your local hobby store for the best price.

I noticed that after running your car, tiny rocks gets inside the teeth of the pinion gears. At times, it will create a different sound when the car accelerates. This may damage the gears and may result to early replacement. Is there a way to prevent this? Is it possible to cover it for protection?

This is a problem with just about every car on the market. Try and look for a cleaner place to run, if possible.

I have a new electric tc3. When i took it out of the box i noticed that the driver side rear tire is rubbing against the body. The other side is fine. I have tried to adjust the camber both ways but no luck. Everything else looks good. Is this a common prob. I bought the rtr tc3. Can the holes in the body be off?

Thanks, Ken Parlato

You can trim a little of the body so the body will not rub.

Problem that I'm having is under acceleration the rear-end kicks to the left

What I have done is to put the red springs in the rear w/#3 valve with 50wt oil

The front I installed yellow springs #3 shock valves with 40wt oil

The only thing that I haven't done is to tighten up the rear dif a 1/4 turn would that help?

Yes try tightening the diff.

I want to upgrade my stock rtr tc3 to make it more faster. Please give me a good set-up.

To go faster, read what your manual says about gearing.

I have a TC3 factory team, and I would like to understand. what's the rollout and how it work's.

Rollout has to do with the fact that your tires wear throughout the racing and it will affect the gear ratio. For full info on this, please click on the link at left, "Customer Service," then click on the GO button for online help. Then scroll down to "Understanding Gear Ratios."

I've seen that you have the main drive shaft of aluminium

Is it better than the original one?

It's a cool look upgrade we were able to include without raising the price. It is not functionally better.

I have just strated running a TC3 and am still getting used to driving it. I have not run with the body yet because I am trying to get it running straight and don't want the inconvenience of getting the body off and back on every time I make an adjustment. I notice some drift in high speed straights and I seem to go from

drifting one way then the other, I can never find the middle ground. Will running with the body on have much effect on handling and stability?

The body makes a BIG difference. Please put it on and use it before making any adjustments.

Will AE be releasing a FT milled chassis?
Or will it become a running change?

There is no milled chassis in the works.

I'll be buying a RTR NTC3 this month. I just want to know in advance the basics on how should I maintain the car. Is there something I should watch on? Any important tips so as not to result to early part replacements?

The best thing you can do is read the maintenance steps in the back of the manual. It is all spelled out there.

I wanted to switch to the composite diffs for my TC3. I wanted to do this mainly for speed reasons, My question is are these diffs strong? can they handle low turn motors? Thanks, Jeff

Yes they are very strong. Have been running as low as 8 turns with no problem.

I have a TC3 27mhz frequency. I ordered a RTR NTC3 with 26.99mhz frequency, will there be a radio interference?

If your two frequencies fall into two separate colors of the following, you will not have interference.

#1 Brown, 26.995

#2 Red, 27.045

#3 Orange, 27.095

#4 Yellow, 27.145

#5 Green, 27.195

#6 Blue, 27.255

How long run time to service the ball diff.?

When it does not turn smoothly as when it was first seated.

What set up can I use in my TC3 when the track is wet?

Don't run your car in the water!

i have a FT TC3 and it has stripped 2 servos in 2 weeks :- (is this a common problem or is my servo saver too tight ???????

we have found that the cause of servo failure is a hard hit against solid object. In that case a servo saver will not always save your servo. You can loosen the servo saver slightly.

My TC3 spins when cornering at high speed. The set-up is stock, no hop-ups yet. Any recommendation? Our track here is a little bumpy.

It could be a lot of things. Try different tires. Check what the fast guys are running.

Hi, I got TC3 RTR and installed new set of Sorex 28R slicks and HPI medium inserts. Suspension spring in front is Copper and in the rear is Silver. Also, i installed anti-roll bars in the rear. the rest of the car set up was left untouched. Heres my question: The car tends to become nervous in chicanes during transistion from left to right then left, the back end comes loose abit tending to oversteer if pushed harder, I need more

traction in the rear, what can you recommend I do with the set up. The 28R slicks are the ones recommended to be used in our indoor track. Thanks :)

Add a front roll bar or take the rear one off.

I have a hard time adjusting my steering of my RTR TC3. It won't get straight, sometimes it turns a little left sometimes a little right. The sliding steering adjustment in my radio (HITEC) seems difficult to manage. Or is there something to do with wheel alignment? camber?. Need your help please.

Disconnect the servo from the linkage and make sure everything is moving freely.

Hi ae ive seemed to have stripped screw no. 6920 into the input shaft no. 2286 is there anything i can do to get it out?

You will probably have to drill it out. With a Dremel, slice a notch in the screw head then work it out with a small flat blade screwdriver.

How do I lessen understeer coming out of a corner? My TC3 is very good coming in but tends to understeer going out of fast and slow corners. Does this have something to do with the Rear Toe in and Squat? Btw, my car is setup according to the factory specs. Thank you very much for your help.

You can try less rear toe in and/or less caster.

I heard that a tc3 was pushed to around 70mph. And it used 10 cells. What type of ESC did you use?

The speed control was a 7.1 LRP, although it is not rated for 10 cells. So if you plan on duplicating the test you understand that you will void the warranty.

I have heard that AE does not want to make a 4wd kit because of an agreement with Yokomo or that AE does not want to spend the money in such a small class of vehicles. If it is because of an agreement with Yokomo, then I can understand their decision not to make one, but if it because of the size of the 4wd class then I don't understand why AE would make a conversion for the TC3 to a rally car but not to a 4wd. The 4wd class has been around much longer than the rally class but as soon as the rally class seemed to be taking off, AE had a conversion kit made for the TC3. On just about every forum I have seen there is a long list people asking AE to make a 4wd conversion or kit.

At the present time I have six AE kits from a gold tub RC10 to the TC3 and plan on getting the B4 and T4 when they come out, but AE's constant refusal even to make a 4wd conversion kit for the TC3 is making me wonder if I should start looking elsewhere for purchases in the future. Not a threat to take my business elsewhere but if I have to buy a Losi to run 4wd then why have to different sets of vehicles?

It is an old, old, baseless rumor that we have an agreement with Yokomo not to make a 4WD version. We have not been able to stop the spread of this falsehood. As for a 4WD kit or conversion kit, remember that we sell to distributors, not to individuals. Bring your pressure to bear on the distributors.

Also, someone is already making a conversion kit to convert the TC3 to off road buggy:

<http://durango.rc10.de/>

the tc3 is great, it always wins in races against all my friends, the only draw back is the graphite parts they break too fast

Many people believe graphite is stronger than the molded composite parts. This is not true. Graphite is stiffer to increase responsiveness. The molded composite parts are more flexible and resistant to breakage.

Please give the formula to convert mph to kph. We are using kph here.

1 mile = 1.609344 km

how should i set up my diff for a high traction carpet track?

There is no perfect setting for the diffs but for carpet they will tend to be on the tight side.

How can running a RTR driveshaft benefit you, than running the kit MIP driveshaft as Barry did in Hong Kong? thank you

CVD's transfer power to the ground more efficiently.

can you guys teach me about the tc3? i just got my car 2 weeks ago and already go to practise, but not quite good though. Now i just have one thing that is my car, all other tools for assemble the car. I got nothing can you just tell me what's tools that i have to use what kind of motor what brand for charger and what was the price. Can you just tell me all of that? I already send to you guys once that shown HI HELLOZ please answer this back cause i am stupid about this thing i want to know.

Tools: We recomend our Allen driver set, #6990.

Motors: We recommend Reedy MVP motor for stock racing and Reedy Ti ro Fury motors for modified racing.

ESC: We recommend LRP ESCs, such as the LRP Quantum series and LRP v7.1 and LRP IPC-SR (for stock racing).

Charger: We recommend a Reedy Quasar charger.

Click on the Reedy and LRP links for details. Contact your local dealers for street pricing.

what is the diferance between a one-way and a straight axel?

Both the one-way and the solid axle will both pull better from mid corner out than the standard differential. The main difference comes from that under deceleration if your car has a one-way differential only the rear wheels do the breaking instead of all four wheels as with the solid axle. With a one-way your braking will be less effective which could lead you to spinning out. The solid axle is just the opposite very stable under braking.

How can I keep sand out of my gears? I tried making shields that fit over the top of the gears, but if I run in sandy conditions the wheels kick sand into the gears within a few seconds. I also get gravel in my steering but i made a plastic shield that works most of the time

The TC3 was not designed for sand tracks. No shield made has been effective at keeping out sand.

Hi, I have been trying to locate a dummy battery cell for my TC3 like the one Barry Baker uses. I would greatly appreciate any help. Thanks.

It's from Dragon RC. Contact MHOR racing in Aurora, Colorado. Phone number, 303-343-0151.

I just recently bought a factory team tc3. I currently have jaco foam tires with white and purple springs for carpet racing. I also have the stock 40wt shock oil. I have a question about when my car gets in the turns it chatters. Is there anything I can do to fix this??

Your shock oil is too light. What we recommend is 60wt in the rear and 80wt in the front with #3 pistons all the way around. That, my friend, should stop your chattering.

I just bought a factory team tc3, and i just finished the assembly. The car does not drive in a straight line when accelerating. I set toe and camber with a gauge .i have a dodge Stratus body. any info would be great.

Once you run the car you will need to recheck the differential because the parts will mate together better after a run or two. When that happens, the diff will be too loose, so you need to retighten it.

I just got a New TC3 racer kit and i want to put more aluminum Parts and other parts like Front-oneway ...
hmm so can you help me out on what parts are useful to my new car ?

The good: Aluminum parts really make the car look cool. The bad: If you were to hit something and bend the aluminum it will not bend back in place. It will be ruined with no chance of repair except buying another \$30.00 aluminum part. That is why I would keep the aluminum to a minimum. So which parts are helpful? All of them are when it comes to strength, but stay away from suspension components made of aluminum.

Do i have to put spacers on my futaba 9402 (throttle) because it doesnt say on the manual?And also do i have to put rubber grommets on both my steering and throttle servo?thnx

Go ahead and try it without spacers. If the servo touches the bottom chassis then go ahead and put in the spacers. Do not worry about the rubber grommets. You do not need them.

Hi, Im planning to purchase the new arms with the new mounting holes for the shocks. I am curious, what is the effect of each hole with respect to the car's hadling? I hope you can shed some tech info on the matter. Thank you very much for your time.

Information from the TC3 Tuning Guide v3 (to be released in January 2003):

Front arms: "Mounting the shock on the new outer hole makes the front suspension stiffer. You can put the rear shock tower on the front. This changes the shock mounting position. With the shocks in the new outer hole, the front shocks stand up straighter, which gives a stiffer front suspension, and the car would be more stable."

Rear arms: "Moving the rear shock to the new inside hole softens the rear. "

Is there a way to protect the blue under chassis? U can't really avoid scratching the thing but I heard you can put a protector to it. Does AE has this part? Please tell me about it.

#6312, Chassis Protective Sheet, \$8.50 retail, is what you are looking for.

Is the One Way Assembly the same as the stock just without the diff. balls the diff. ball rings and the screw holes? Or is there more to it.

There is more to it than that. The one-way and the diff do not share any parts at all.

I was going to try a one-way diff in the front and a solid diff in the back. Is this recommended? What about Solid diffs all around what would that do? Racing on a short length track in the summer. Thanks

We generally do not run solid diffs on small tracks, as they will not give you the steering that you need. The one-way diff will be better as steering off throttle will increase. The downfall is that your braking will become very unstable.

I just completed the installation of both the front and the rear diffs (including, of course, all the prior steps). When I turn the shaft with my fingers, however, I hear a mild grinding sound (mostly from the front diff). What's this about?

Go ahead and run the car. The slight grinding are the gears, which will wear in as you run the car. You can also lessen the grinding by adjusting the spacing of the gears with the shims.

how do i ajust my car to go stright

Use your steering trim knob on your transmitter to set your wheels straight ahead.

I've been reading this forum about using the rear shock tower in the front, and how using the original arms will not allow you to get a low ride height. Since I run foams, getting the ride height low is not a problem, however I came up with a solution to this while still using the original arms.

First, ditch the existing shock ball end and replace it with an RPM ball end. You will need to make it about 14 mm long end to end. You will also need to round off the outside of the RPM ballcup so it can rotate around the spring cup - it should fit nicely after a little work.

Second, you will need to grind away some of the threads on the shock shaft - you will need to end up with about 5 mm of shock end (where the shaft starts turning into thread).

Third - using a rotary tool shave the tiny bottom lip of the shock spring cup so it can sit lower on the modified ball end - make it flush with the now flat bottom of the spring cup. This lip is not really functional and so it can be removed.

Last, thread an Associated steel ball end where the screw used to go - you may need to shorten some of the threads for it to fit properly. Then put a foam donut to keep dust away and there you have it! Lots more space for the spring to move so ride height should not be a problem.

Hope this helps some people who want to experiment but not wanting to buy the new arms quite yet. This modification really gives the spring more space to travel to allow you to better play with ride height.

Thanks for the info. You can also cut 1-2mm off the ball cup at the end of the shock shaft.

I recently got an electric tc3 and everything was great until I changed the motor and esc. I changed the esc to an LRP f1 super reverse and the motor to a Trinity "Monster of touring" 13x2. The car really hauled but then the transmission started making some racket. I have checked for stripped gears and other things of that nature, my only other idea is some tranny diff lube.

Check the gears i.e. pinion and spur gear to see how those teeth are.

I wanted to know what is the function of the droop and know when I have to change it and how.
Thank you

One of its effects is to reduce chassis roll. For bumpy tracks, use a lower number on the droop gauge. use higher numbers on the gauge for high traction smooth tracks and for more steering.

I love your touring cars to start out with. I recently got a tc3 racer kit. I had no problems with putting it together. I put a Speed Gem Pro Cryptonite 9t in it and a IPC Pro sport ESC. The problem I am having right now is that I keep throwing my back right CVD cross pin out of its hole. What is a way to fix this.

You have to make sure that the pin is centered then make sure you use thread lock to lock the set screw into place securely so the pin will not come out.

Hi I have bought a TC3 Team Kit and I have a question about the shocks. In the manual on page 26 under "Standard Settings" it says that Shock Limiters should be 4 in the front and 2 in the rear. But in the section for shock assembly or anywhere else in the manual can I not find any information or explanation at all about Shock Limiters. According to the manual all four shocks are built in the same way, no difference between front and rear, except the pre-load spacers. Please explain what Shock Limiters are and where I can read more about this. Thanks

Little is said about shock limiters nowadays because the droop feature eliminates the need for putting shock travel limiters in the shocks. If you still want to know more, click here:

http://www.rc10.com/pdf/tc3_shock_limiters.pdf

What are the size of the #6581 diff balls used in the TC3 diff?

The size for the balls are 3/32.

I need to know how to stop the upper and lower screw that hold the steering blocks in from coming loose after and during a race it is beginning to annoy me

According to what we have seen and experienced that comes from the screws being tightened too much when inserted for the first time.

name: bgarrisi

kit: TC3

Date: Sunday, January 12, 2003

Time: 07:42:32 PM

My question is , what would happen if you use the tc3 front strait axel in the rear of the car instead of the front,thank you

My guess would be that the car would be very responsive and very unstable on corner exit.

What would you suggest to achieve more side bite on cornering? The car is very free yet very driveable, I just cant seem to get the needed side bite at the middle of the corner/exiting the corner (??forward bite??)

Thanks, Jim

You may try softer oil and/or springs would be the simplest change.

One of my friends recommended the TC3 as being the best out there. While I was looking it up, I noticed there was a nitro version, as honestly as possible can you tell me which can be the faster car? (My friend is sure that the electric is better)

Generally, nitro engines are faster than electric motors. The RTR NTC3 will go faster than the RTR TC3.

I have rallied my TC3 and noticed that if I jump even the smallest bumps my differentials really take a beating. I noticed in a review in RCCA on the NTC3 that the differentials have a composite ring that rubs the diff rings, are the NTC3 diffs the same dimensions of a electric TC3's? I would like to put them in mine to save those diff rings and balls. Also, I would like to thank you for producing easy to build, superbly performing cars.

The rally conversion converts the TC3 to a rally car, not an off road car. Rally courses do not have jumps as off road buggy and truck courses do.

I would like to know what the difference is between the different weights in shock oil does to the cars handling and etc.

Also what the spacers do when you put more spacing or less spacing on the shocks.

Thanks and hope you can help me out.

The spacers on the shocks determine ride height, the distance between the chassis and the ground. The oil viscosity determines how quickly your car regains ride height after going over the bumps. For more info on car settings, I urge you to get the Tuning Guide To be sure, your competitors will! See the link for Tuning Guides.

I've looked on the web site and I can't find any bodies for the TC3 rally (electric). Can you tell me where to look? Also, will bodies from other manufacturers (i.e. HPI) fit without any modification to my TC3?

Thank-you

We do not have rally bodies available, you should look at the HPI bodies, or possibly Protoform bodies.

I'm new to r/c and am thinking about buying a TC3 Factory Team Kit. I really don't want start with the basic RTR Kit and then have to bring it up to the factory team kit. Is there a comprehensive list of suggests premium parts to turn it into an upscale RTR? Motor, ESC, servos, bumper, wheels, additional hop-ups, etc. My budget is in the \$800-1,000 range.

If you think I should start with the RTR, feel free to do so, but please include some reasons why this would be a better approach to take.

What is most important to you: already built, or kit form? Ready to run with preselected components, or kit form where you select the components you want? If your budget is up to \$1000, then go with the Factory Team kit. With the money left over, get those product suited to the racing you'll do.

my tc3 got much more steer to the left then to the right. How i can saulve this problem?

Make sure that your front camber is the same as well as the rear. Make sure that all your shock lengths are equal.

I have the TC3 RTR Electric Kit. It came with a LRP speed controller. If I take the car and run it in reverse for an extended period of time, the car will stop running in reverse. In fact, it won't run in reverse again until I first throttle forward for a second before putting it back into reverse. Is this normal?

The reverse works only for a limited time. It was designed that way.

I plan to race my TC3 indoors on an asphalt track with a 10-turn modified motor. What are the best tires for this application? Proline V-Rage or Fury? Compound S2 or S3? I dont care about tire wear, just want best traction and handling. Your help appreciated.

Your questions can only be answered by experimentation.

this is in regard to a post about TRC tires. In order for the new tires to fit on the TC3, you have to open the hole in the rims a little with a reamer. once done, the will fit without any problems.

Thanks for the info.

hya.just bought a tc3.for some reason it has got a mind of its own.when i pull hard lef the motor starts to go and i end up chasing it down the car park. has this happend before and what could be wrong with it ,would like some help,thanks

Sounds like a radio problem. Make sure the steering servo is plugged into the number 1 channel on the receiver, and the throttle into the number two channel on the receiver.

Will the steering rack off the NTC3 fit on the TC3. And will I need any extra parts to make it work. Thanks for any info!

Sure the rack will work. Will you need any additional parts? You may; we have not really tried it here.

Is it possible to use the top plate of the front bumper from the NTC3 on the TC3? (Assuming you have the new gear case with the appropriate screw hole). If not, would it be possible if you make one as the current bumper needs one to support the foam bumper and for extra strength. Thanks in advance.

The bumper is not interchangeable, if you are resourceful you could probably figure a way to adapt it.

both differential ring gear and shaft assembly pinion gear pairs in my kit spin with some dificulty and with a fair amount of noise.

Make sure that when you assemble them that you have the spacing set properly; you can move the shims to free up the driveline even more. After you run the car a couple of tanks you might find that things are seated and spin more freely.

About how long do you change the balls in the ball diff, or how do you know they are due for replacement? I seem to have lost tunability with my diffs, I cannot have the front and rear have the same diff actions as I ave them when they were new. Is there a diff using bevel gears instead of the ball diffs, that I can use on my ntc3?

Once the diff starts to feel gritty you will want to change the rings and the thrust bearing assembly in your diffs.

Who's the man behind the mask answering all these questions?

Steve Husting, webmaster, and Donn and Bill of Customer Support.

Looks like 4wd electric is going to be a big class at my local track (Toys for Boys, Kennesaw, GA) And everyone is getting the Losi.

I was stunned to find out there was no 4wd buggy based on the TC3 (which I wanted to buy, sight unseen :). Locals tell me "Associated won't do one" but don't know why.

We sell primarily to distributors. Distributors tell us that the sales do not justify the time and expense.

I just purchased the reedy spec 19 turn motor. Does this motor need to be "broken-in".

As with all motors they should be broken in for as few minutes at about 4.8 volts.

I have a reedy motor. I need to clean it but i hear mixed things about spraying out the inside of the motor with the motor cleaner. Do you recommend this or can it damage the internals?

Yes you can spray the inside of the motor. All it takes is a little bit, though.

Barry Baker got his dragon rc dummy battery spacer from Mile High offroad racing, I'll bet. Go to Roar website, look at region 10 and click the link to MHOR RC. They have them.

Thanks for the info.

How go you remove the hinge pin? i broke mt shock tower and wanted to know how to remove it

You can push the pin out by using a small Allen wrench through the opposite side where the pin entered.

How can i remove the tires from the wheel so i can reuse the tire again?

You really can't. Once they are glued, you will have to buy new rims and tires.

is 1728 or 3978 the right number for the new heavy duty one way for the electric tc3 ? has the ntc3 the same oneway?

The electric is #3978 and the nitro is #1728

What are the maximum size Spur gear and Pinion gear can i put into my TC3? and is it possible to put 64pitch gears on the car?

You can use 64 pitch gears in TC3 with out a problem.
I asked one of the drivers here and he gave me the following info:
48 pitch gears – spur gear possibly up to a 81 and pinion up to 28
64 pitch gears – spur gear possibly up to 104 and pinion up to 40
Understand you will have to try the fit personally.

WHAT IS THE DIFFERENCE BETWEEN USING DROOP SCREWS AND/OR USING LIMITERS IN THE SHOCKS AND DOES EACH HAVE IT'S OWN AFFECT ON THE CARS HANDLING?

Droop screws are done externally on the arms and chassis, and the limiters you have to remove and rebuild the shock every time you want to change them.

To get your tires off your rims, just boil them for awhile. Make sure you boil them outside on a hot plate and don't use your mom or wife's pots. After boiling them, just peel away the old tire and scrape off any remaining bits on the rim. Sand or scruff up the goove with a dremel tool and you're set for a new set of rubbers.

I ran out of AE tranny Lube. I plan to use some other brand of diff grease that is more viscous than the AE tranny lube. Will it affect my diff's performance? If so, how will my diffs react to a more viscous grease compound?

Question 2: My molded out drives just seized up and melted on my TC3. I plan to install NTC3 Steel outdrives and diffs. The only difference that I see with the TC3 Diffs and NTC3 are the friction discs inside each tranny case. Will this work if I transplant it to my TC3?

The tranny diff lube has a gripping agent in it to help the diffs grab, if you use another type of grease it could cause slippage.

The diffs from the NTC3 will not work in the TC3, if you want steel outdrives get part number 3918 retail \$37.95 per diff assembly.

What is difference between 'Normal' and 'ATD' diff ?

Associated Traction Drive or ATD, allows you to adjust the tightness of the differential action, were with a normal gear diff is only adjustable by changing the weight of the silicone oil, which is dirty and messy to say the least.

Is it possible to install the one-way diff in the rear (switching the orientation of the bearings of course). If it is possible, what sort of handling tendencies can you expect/predict? Any racers tried this?

We do not recommend that you put the one-way in the rear of the car.

Can you tell me what difference there is between using a small spur and a big spur i know you can make small changes to ratio but are you better to use a small spur so you can then also use a small pinion reducing the wieght in the transmission or does it make the motor have to work harder to spin up? I run a stock motor trinity p2k currently on 27/68

The bigger the spur the more torque the smaller the spur the faster the motor spools up.

what are the wings that get screwed on to the side of your chasis in front of the rear tyers?

Marcus

Those are nerf wings to help protect against damage from impacts.

just wondering if the oneway unit for NTC3 will fit TC3 and vica versa?

No the out drive cups are different.

Can you tell me why the rear a arms break so frequently on my team factory tc3?

It's a common misconception that carbon parts are stronger than the molded composite parts. Actually, the composite parts will have more give while the carbon parts will be more rigid. One will break more easily than the other. Get composite parts until you keep off the boards.

Hi, I have a couple questions.

- 1: I was wondering what shore foams you would recommend for a bumpy, very high traction, asphalt track(front and rear)?
- 2: what is a front one-way for, how does it affect the car?
- 3: what's the difference between not cut, or cut clutch shoes?

- 1 Most racers generally run a purple compound, or roughly a 35-45 compound.
- 2 One-way will have more off throttle steering and pull better coming off a corner.
- 3 Cutting the shoes affect how fast the clutch engages. Cut shoes take longer to engage, or require the engine to spin up to a higher rpm before engaging.

I was wondering why my front and rear diff is melting..I have changed all the parts but it still is a problem.. got any clue why this is happening??

and what about changing the origianale ball cups on the TC3 , with B3 cups..these are longer and dosnt wide out so much...

If melting, I would think is caused from having your diffs too loose. As for the ball cups, they might work in some areas, but make sure if you do install them they do not rub anywhere.

what effect does 2 sway bars do? in the manual all it says is one in the front to increase rear traction or one in the rear to increase steering, what does 2 sway bars do?

Two sway bars will keep the car from rolling excessively in the corners.

Does a battery pack, there are preasssembled when you buy it, does it fit into a Associated TC3? There are 3 batteries in the length and 2 batteries in the width in my batteripack.

Yes, a preassembled stick pack will fit. Just use the flat side of the battery hold down instead of the ridged side.

I just picked up a Factory Team TC3. In the process of building it, I noticed that the kit did not include bearings in the differential. The kit has everything in it, why not ball bearings for the diffs?

Exactly why? The bearings in the differential do nothing so we use bushings because they are cheaper and will last longer.

What are the differences between the carbon and graphite materials out of which you make Factory Team parts for the TC3? I notice that the I notice that the Factory Team TC3 page no longer has the TC3 graphite front and rear suspension arm parts listed. Only the TC3 carbon arms are listed. Does this mean that the Factory Team TC3 kits will now come with carbon and not graphite suspension arms? Thanks for your time and for the great products.

The pieces themselves have not changed, but how we describe them did. We have made a finer distinction between the two and it is shown in the newer descriptions. We use "graphite" for the flat woven graphite pieces, such as for some shock towers and other parts that were cut rather than molded. We use "carbon" for the molded carbon composite pieces that do not feature the typical graphite weave pattern.