

RC8Te

#80911 RC8Te Kit



1:8 Scale 4WD Electric Truggy Kit Manual

TEAM ASSOCIATED



:: Introduction

Thank you for purchasing this Team Associated product. This manual contains instructions and tips for building and maintaining your new RC8Te Kit. Please take a moment to read through it and familiarize yourself with these steps.

:: RC8Te Features

:: RC8Te

- 16mm Big-Bore molded shocks with pre-load clips.
- Upgraded dual bell-crank steering with reduced bump-steer.
- 1.5mm thickness polycarbonate RC8T body.
- Black hard-anodized 7075 aluminum chassis with keyed suspension plates.
- 3mm center chassis stiffener plate.
- Blue aluminum hex adapters with pin retainer clips.
- 3mm aluminum shock towers.
- Alloy steel turnbuckles.
- Caster blocks adjust 14, 16, or 18 degrees with molded inserts.
- 12mm thick arms.
- Molded suspension pivot bushings for adjustable pivot height.
- 4.30:1 ratio gearboxes.
- 3.5mm light CVA drivetrain.
- Rear molded CVA boots to keep dirt and mud out of rear joints.
- Pre-drilled RC8 wing with adjustable wing angle and location.
- Blue aluminum hexes and wheel nuts.
- Lightened nylock wheel nuts included.
- AE LPR lightweight truggy wheels - white (#89360).
- Rigid one-piece motor mount utilizes standard motor screw mounting pattern.
- Large speed control mounting area raised off of chassis to allow for easy screw mounting of common speed controllers.
- Speed control mounting area includes convenient switch-mounting boss.
- Utilizes 3 hook-and-loop straps to secure LiPo batteries into battery tray.
- Molded battery tray supports 7.4-14.8V battery packs with room for foam pads.
- Accepts two ROAR-approved 1:10 scale size 7.4v LiPo battery packs (#703 Reedy LiPo 5000 Pro (2), #704 Reedy LiPo 5000 w/connector (2), #705 Reedy LiPo 3200 w/connector (2), #709 Reedy LiPo 5000 35C (2)).
- New sealed receiver box for proper electronics placement.
- Receiver, servo, and battery tray remove from vehicle in one piece for easy maintenance and cleaning.
- Convenient wire routing keeps critical electronic wires out of drivetrain components and simplifies disassembly.
- Includes pinion gear (16T) and molded spur gear (50T).
- Motor, ESC, transmitter, batteries, and tires are not included.

Alert! The Differentials and Shocks are pre-assembled. They need to be filled with fluid before use.

:: Additional

:: Required Items

Your RC8Te Truggy comes unassembled and requires the following items to complete your kit:

- 1/8 Scale Specific Speed Control and Motor.
- High Torque Steering Servo (AE Part # 29167)
- 2 Channel Radio Set - FM/PCM recommended.
- AA-Size Batteries for Transmitter (x8)
- 1/8th Scale Truggy Tires
- FT Tire Glue (AE Part #1597)
- Thread Lock Compound (AE Part#1596)
- Lexan Specific Spray Paint
- FT Body Scissors (AE Part#1737)
- Reamer/Hole Punch
- FT Hex Driver Set (AE Part #1541)
- Hobby Knife
- Needle Nose Pliers
- Wire Cutters
- Plug Extension (depending on ESC)

:: RC8Te Notes

Your RC8Te Manual has a 1:1 pullout of all the included hardware in the back. Use this to correctly size up your hardware for easy installation and kit building ease!

Also, there is a Team setup sheet and a blank setup sheet for your records. Use the setup sheet to keep track of any changes you make to your vehicle.

The Catalog will have an included supplement page with all the new electric conversion parts, as well as some new 1/8 scale options!

RC8Te

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

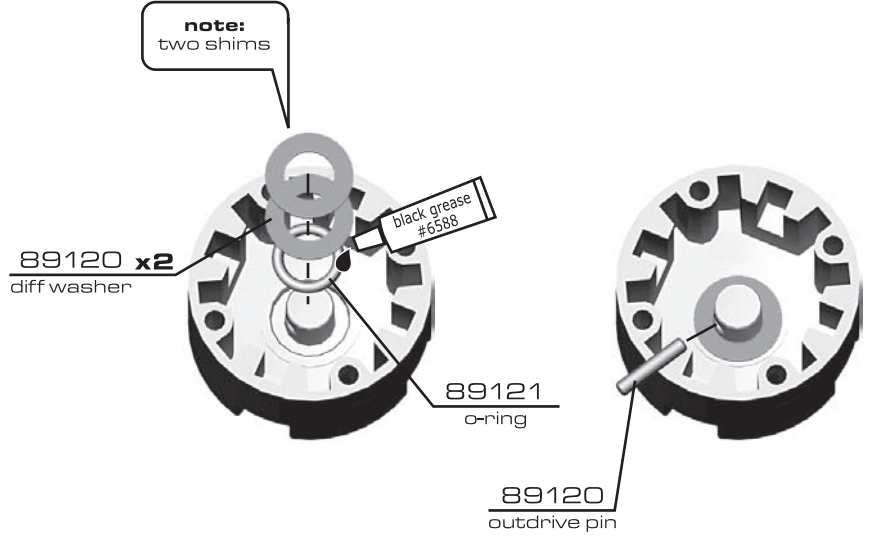
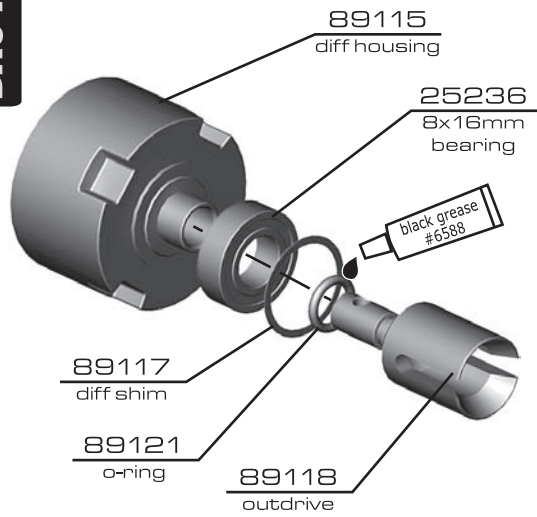


<http://www.TeamAssociated.com> • <http://www.RC10.com>

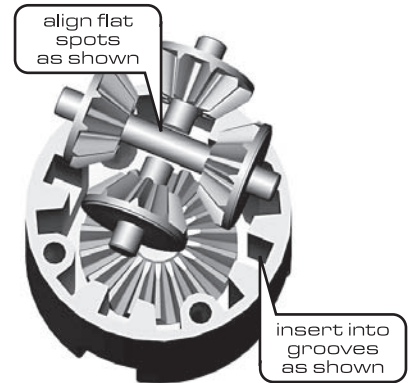
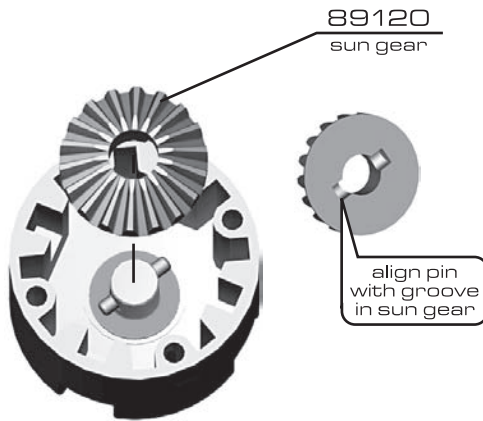
Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

:: Front and Rear Differentials

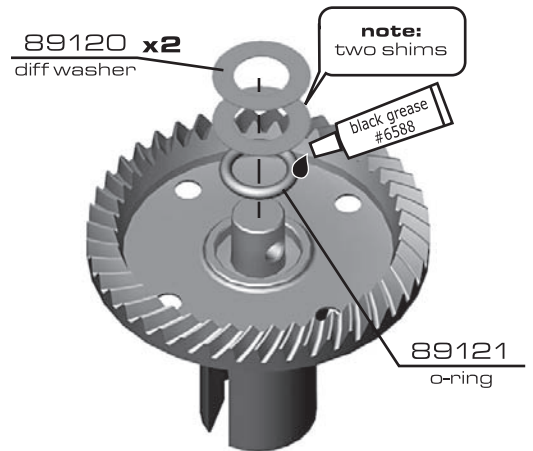
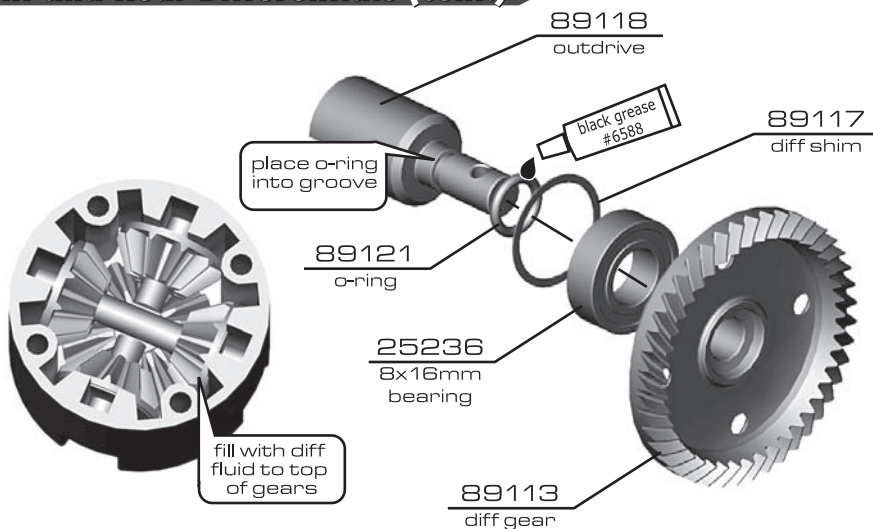
BAG A



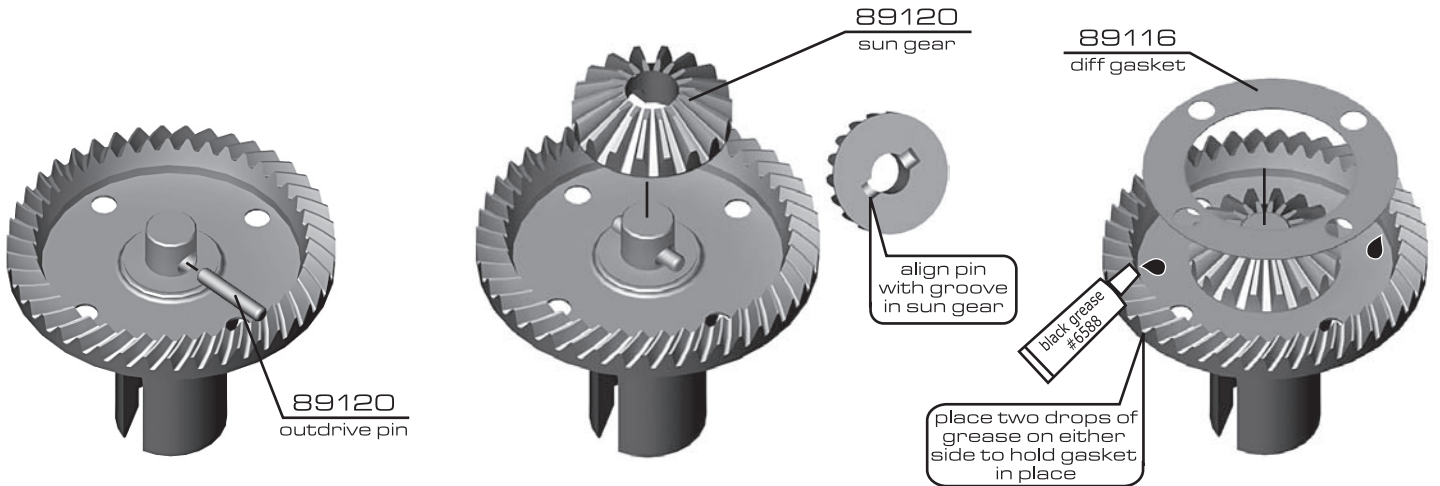
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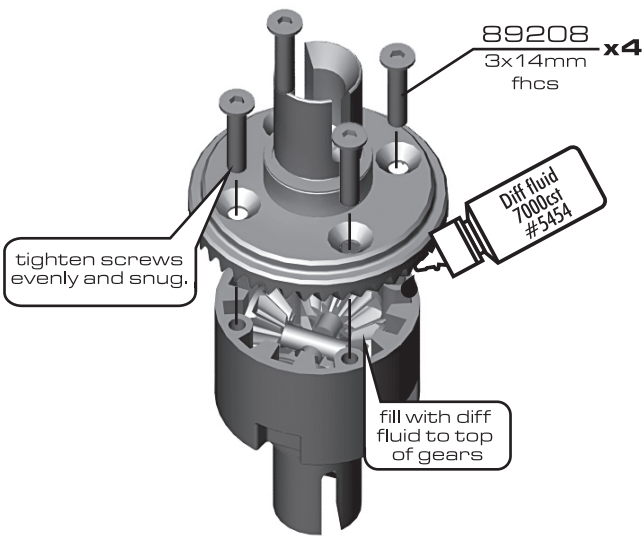
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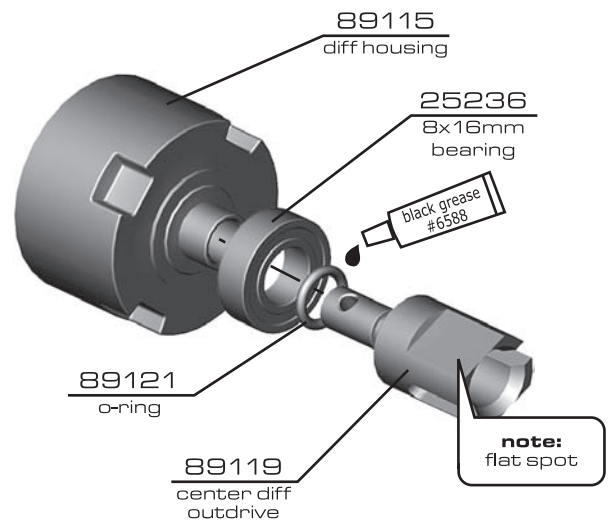
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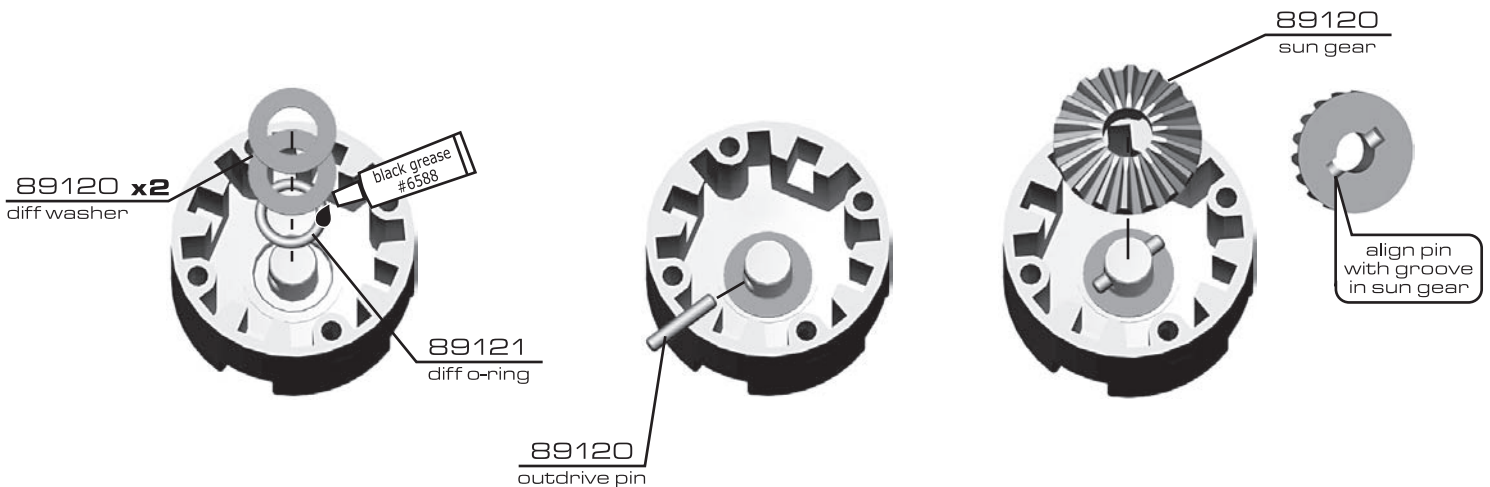
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:: Center Differential



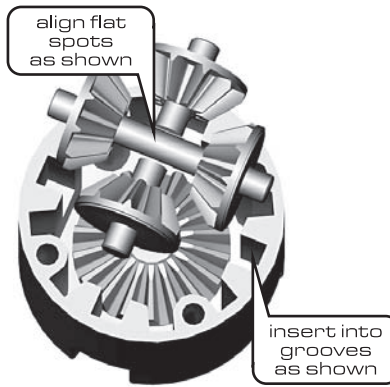
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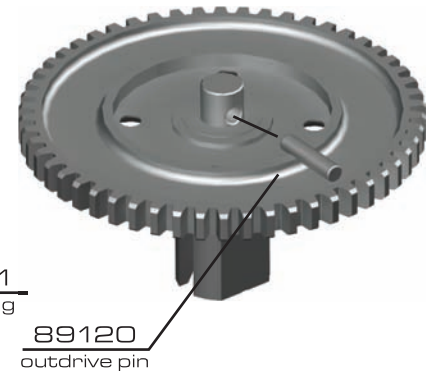
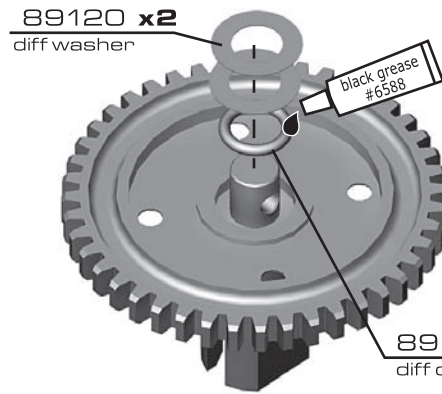
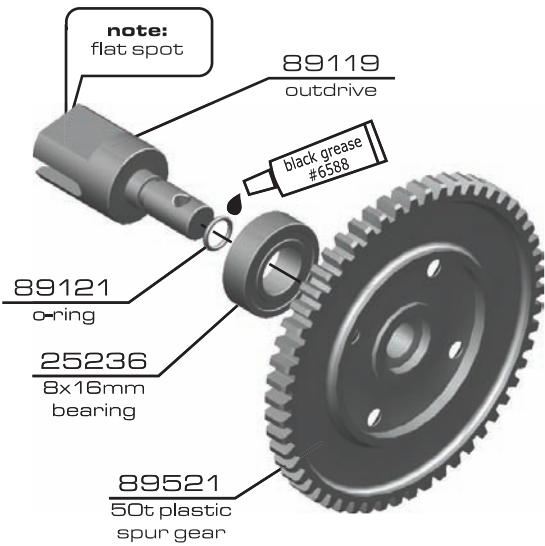
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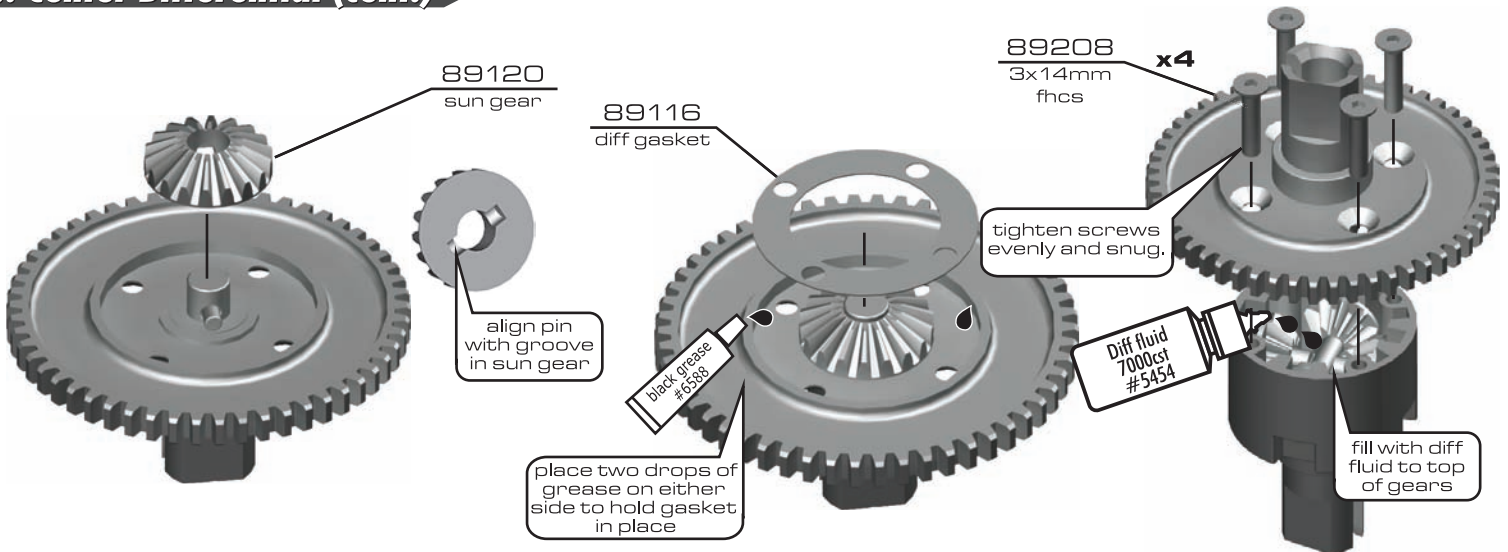
89120 spider gear assembly



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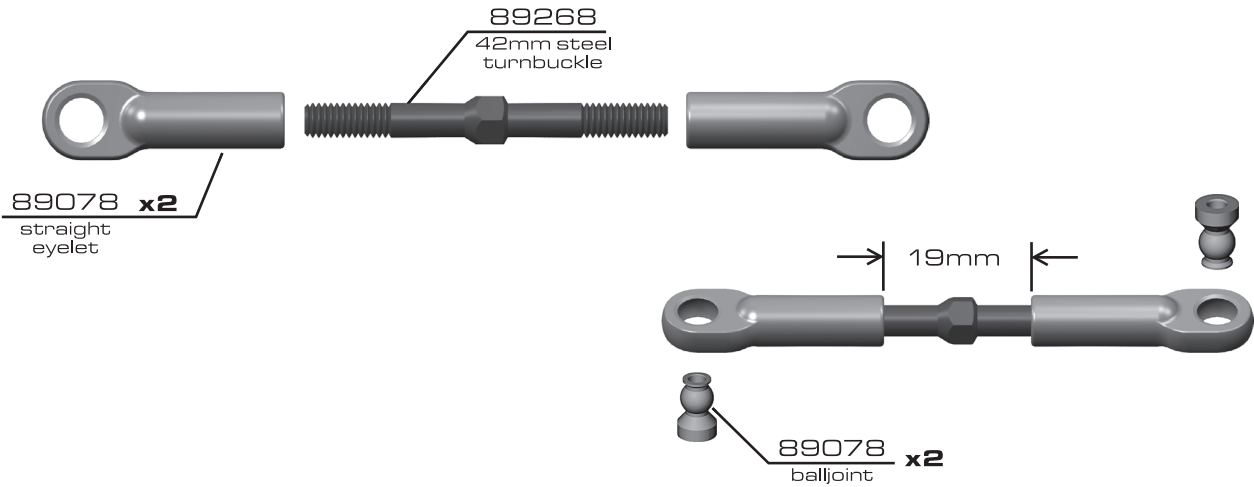


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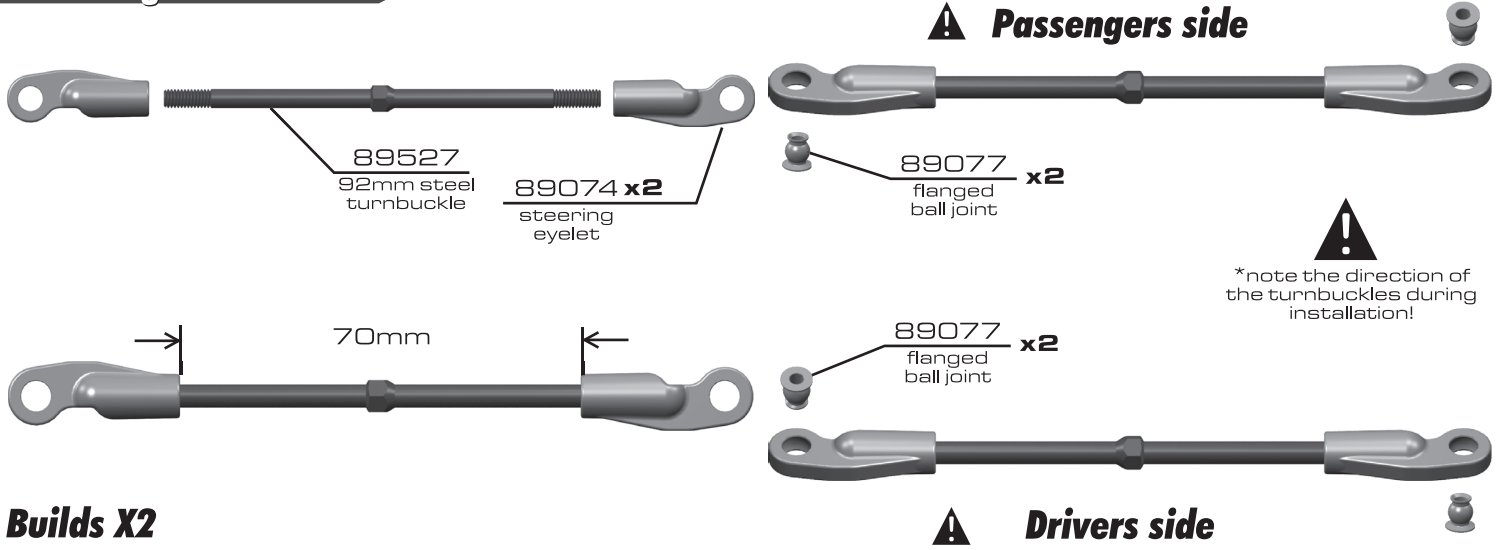


:: Servo Turnbuckle

BAG B

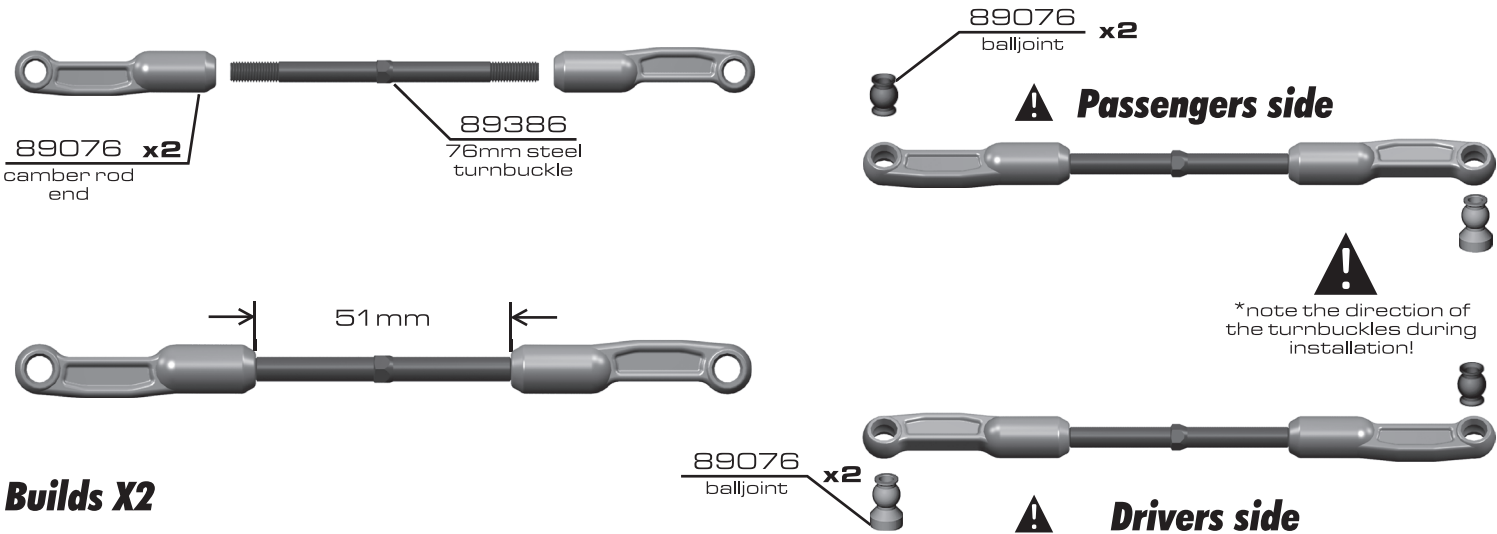


:: Steering Turnbuckles



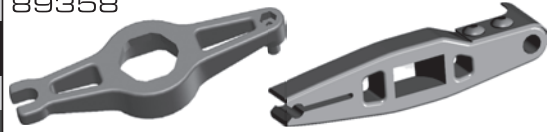
Builds X2

:: Camber Turnbuckles



Builds X2

89358



lower Use included shock tools in following steps upper

:: Shocks

BAG C

89392 16x32mm molded shock body (front)

89393 16x38mm molded shock body (rear)

89215 piston locknut

1.3mm piston

89278 x2 piston washer

89353 shock piston set (1.3, blank)

89384 shock shaft 32mm (front)

89261 shock shaft 38mm (rear)

89352 spacer

89066 x2 shock o-rings

89352 o-ring

89352 bottom nut

shock fluid

!

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

:: Shocks (cont.)

shock fluid

89356 16x32mm shock boot (front)

89357 16x38mm shock boot (rear)

89352 shock boot washer

89065 shock rod eyelet

89065 shock rod eyelet ball

89394 shock cap o-ring

Filling Your Shocks

a) Add a drop or two of shock fluid to the shock cap O-ring and shock body threads. Then slide the O-ring over the threads on the shock body. Press the O-ring all the way down to the bottom of the threads.

:: Shocks (cont.)

shock fluid

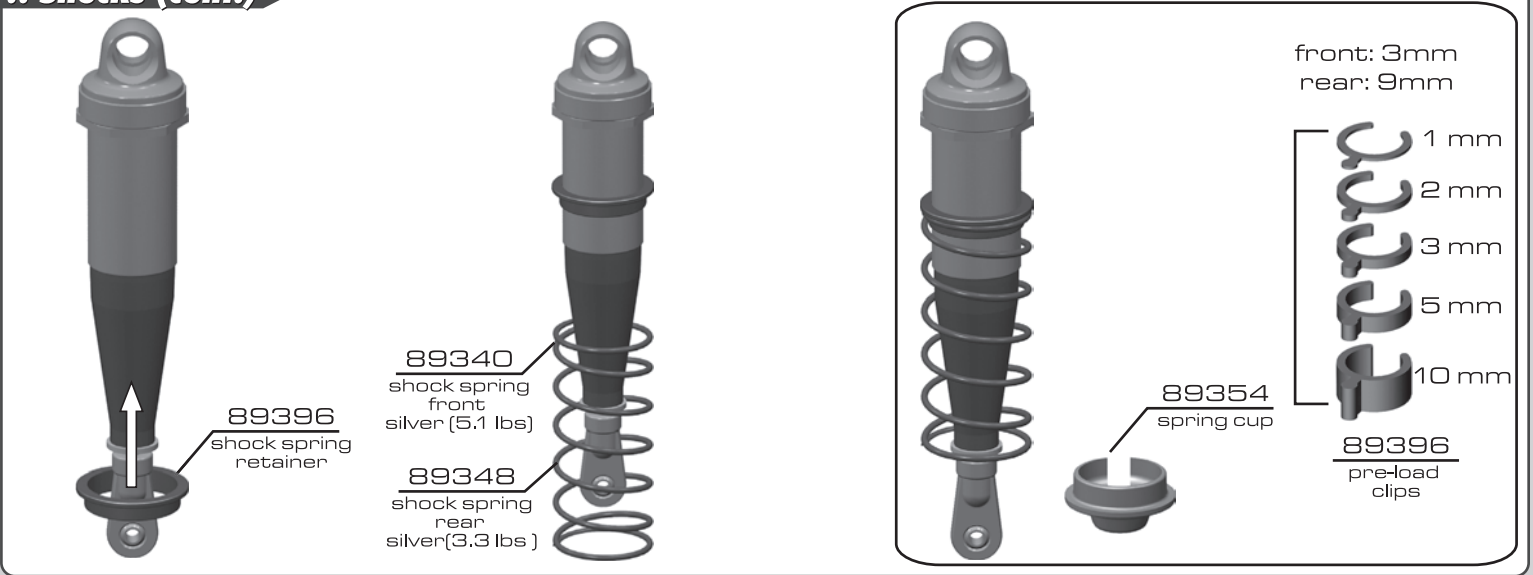
89394 molded shock cap

b) Fill your shocks to the top of the sides with shock fluid. Do not over fill the shock with oil.

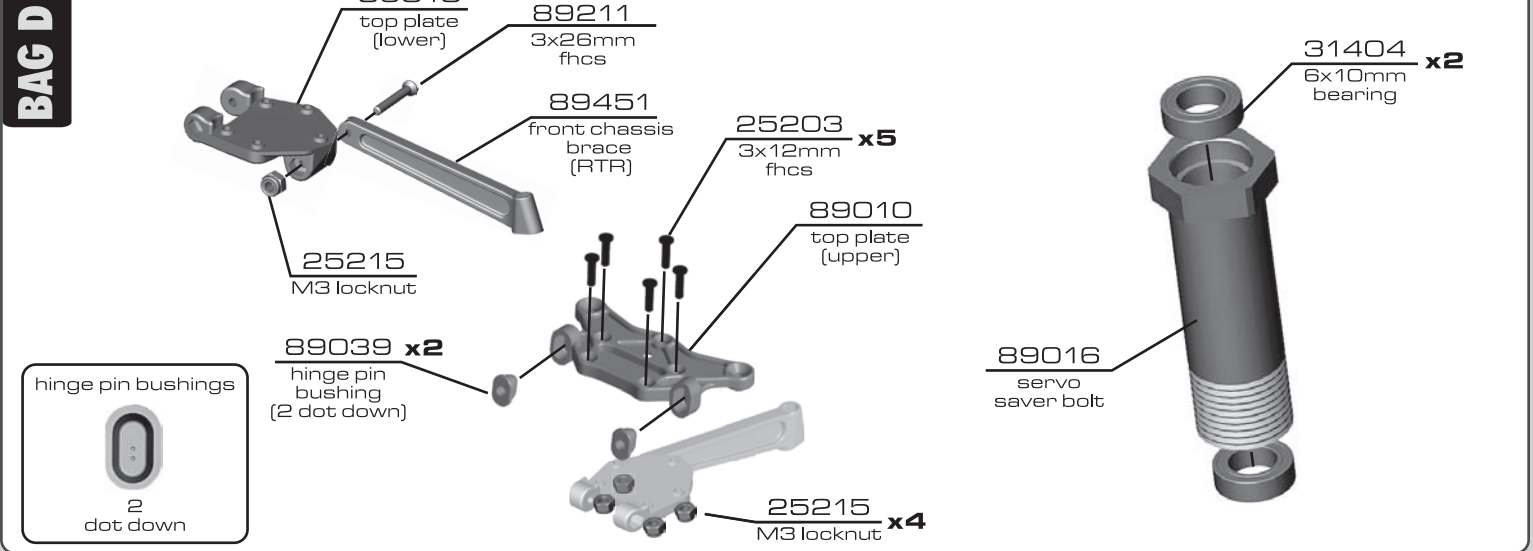
c) Thread the shock cap onto the shock body. These are emulsion style shocks, initially there will be air at the top of the shock.

You should be able to compress the shaft into the shock all the way. If you cannot, you have added too much shock fluid. Unscrew the cap 3/4 turn and tilt the shock at a slight angle. Slowly compress the shaft to push out excess oil and tighten the cap.

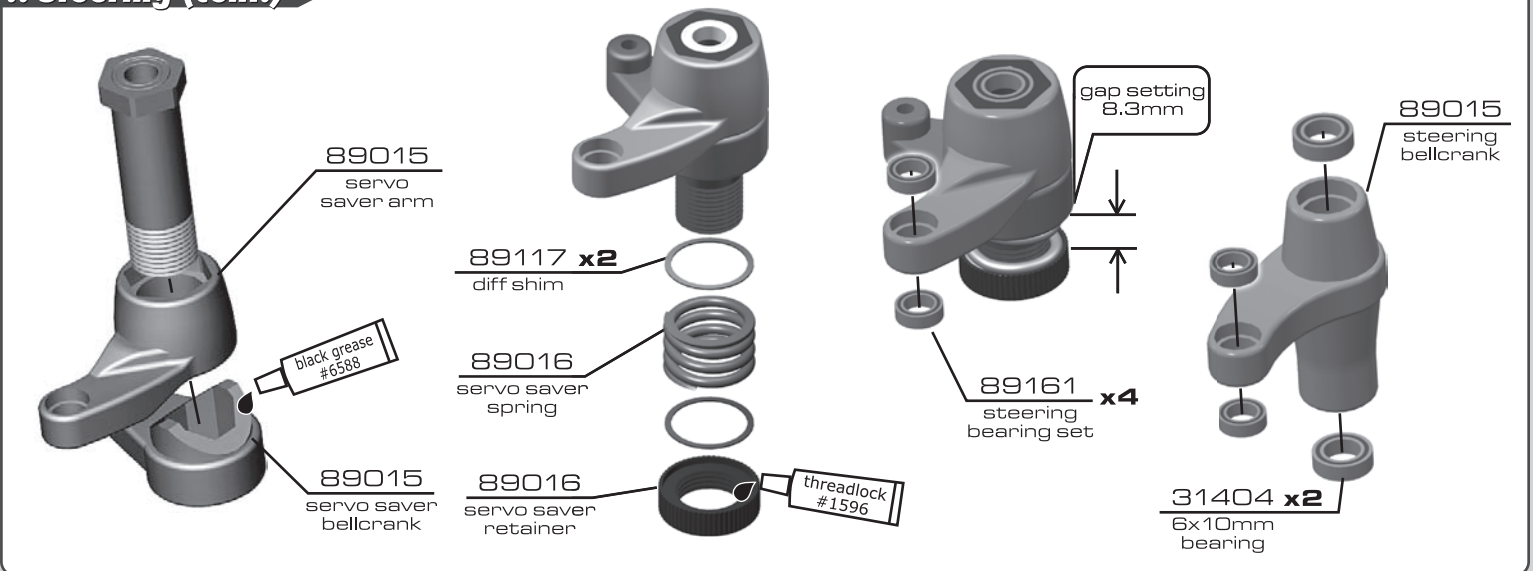
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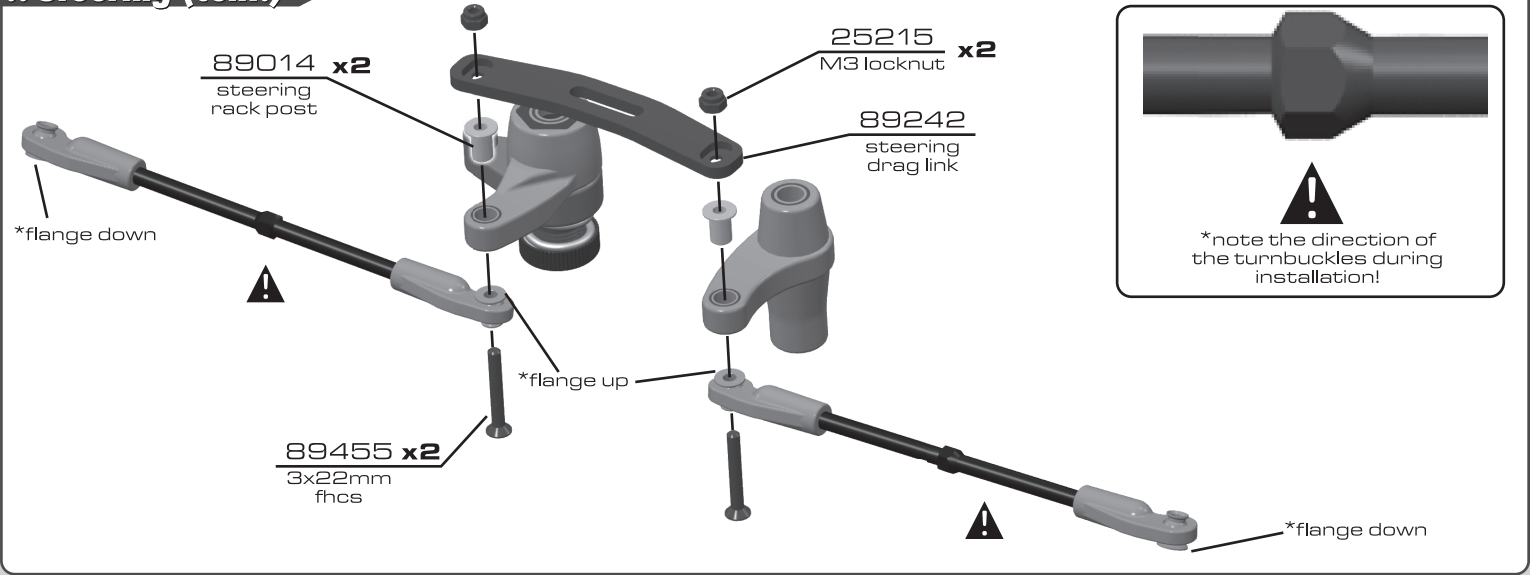
:: Steering



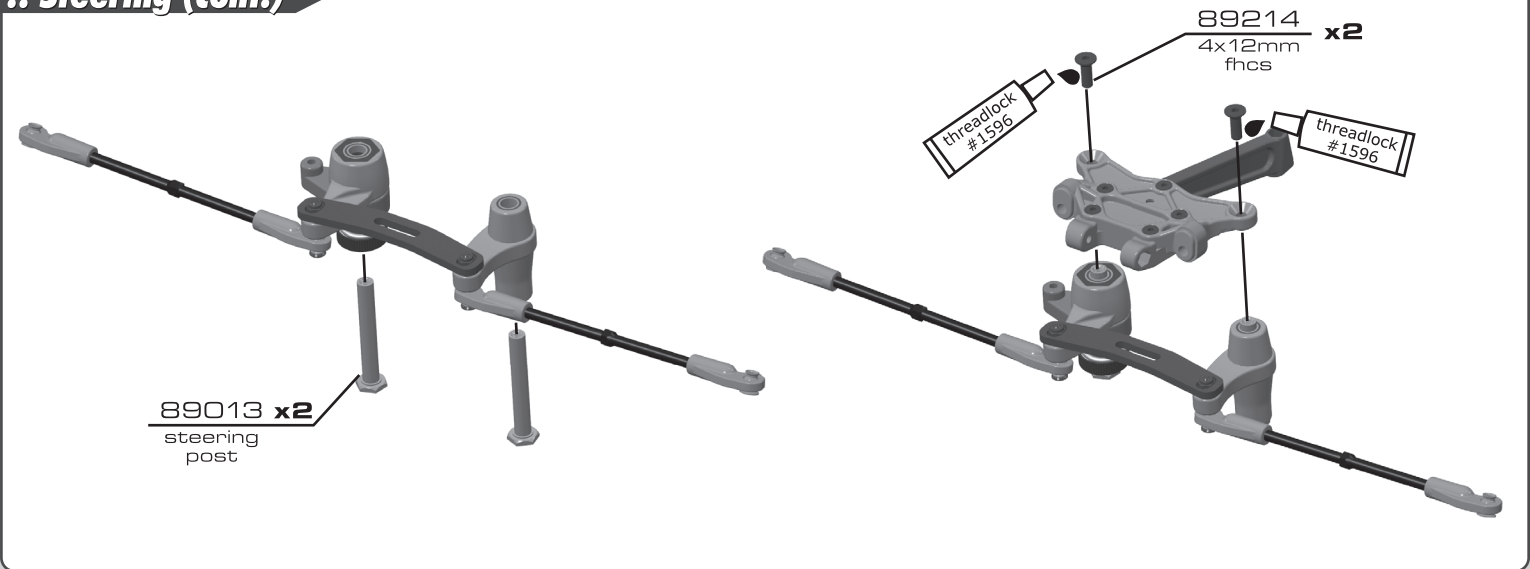
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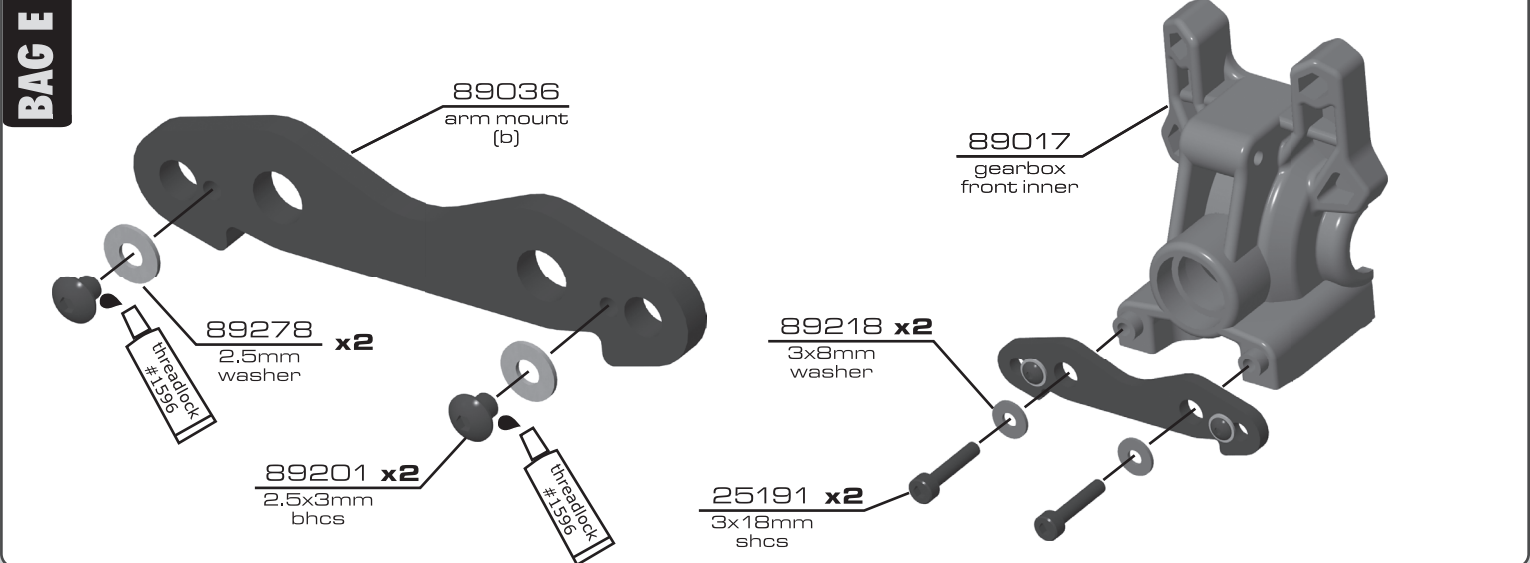
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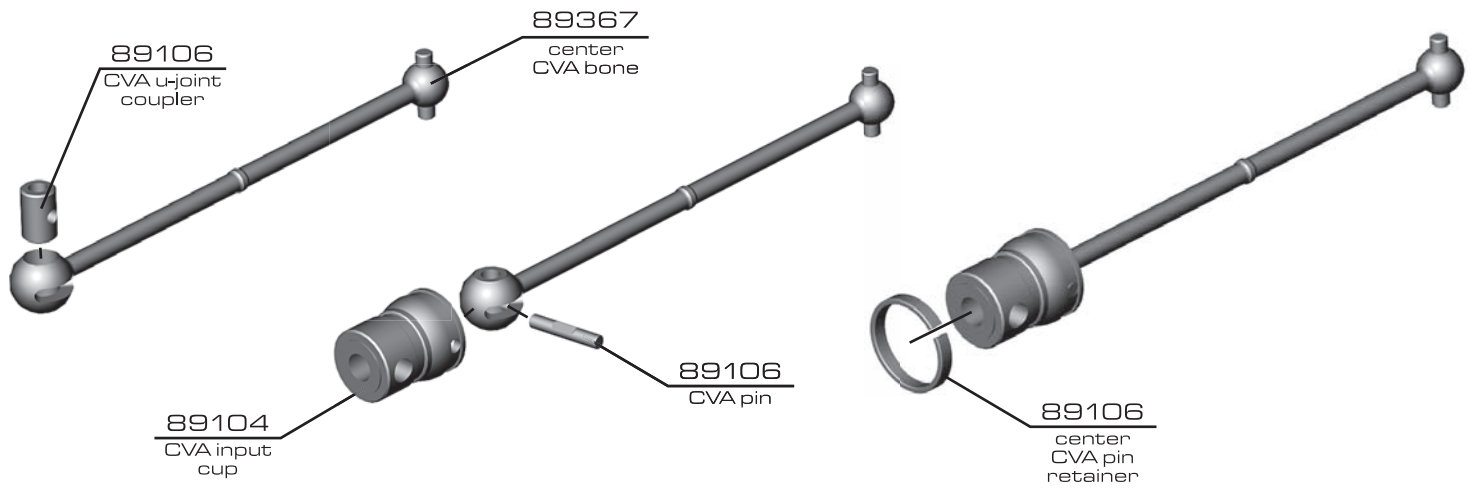
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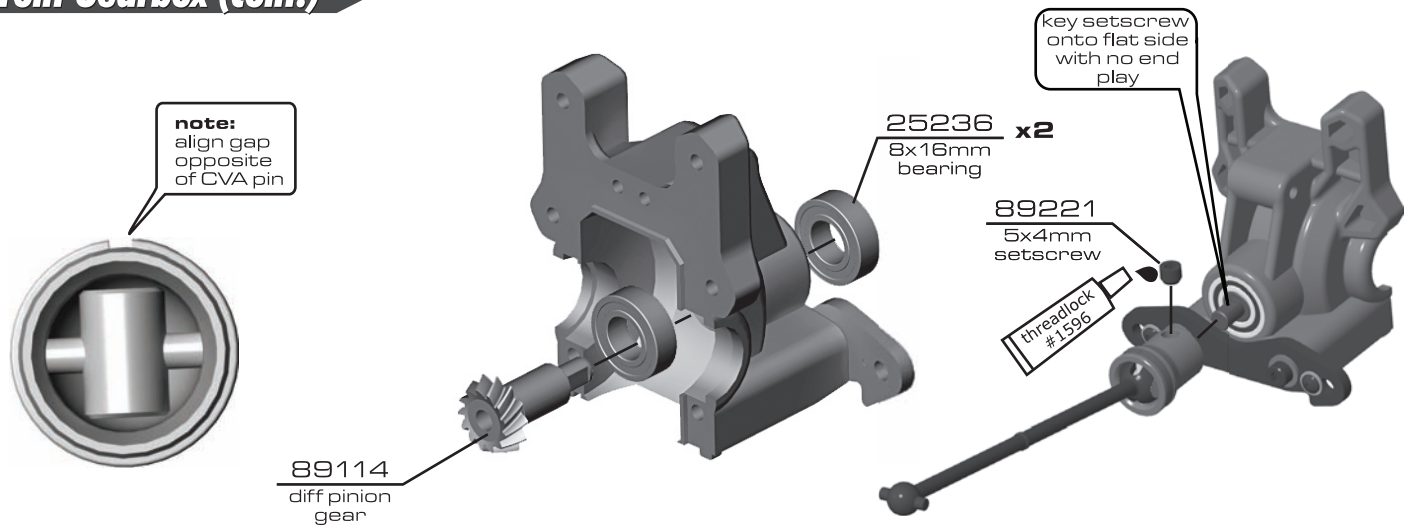
:: Front Gearbox



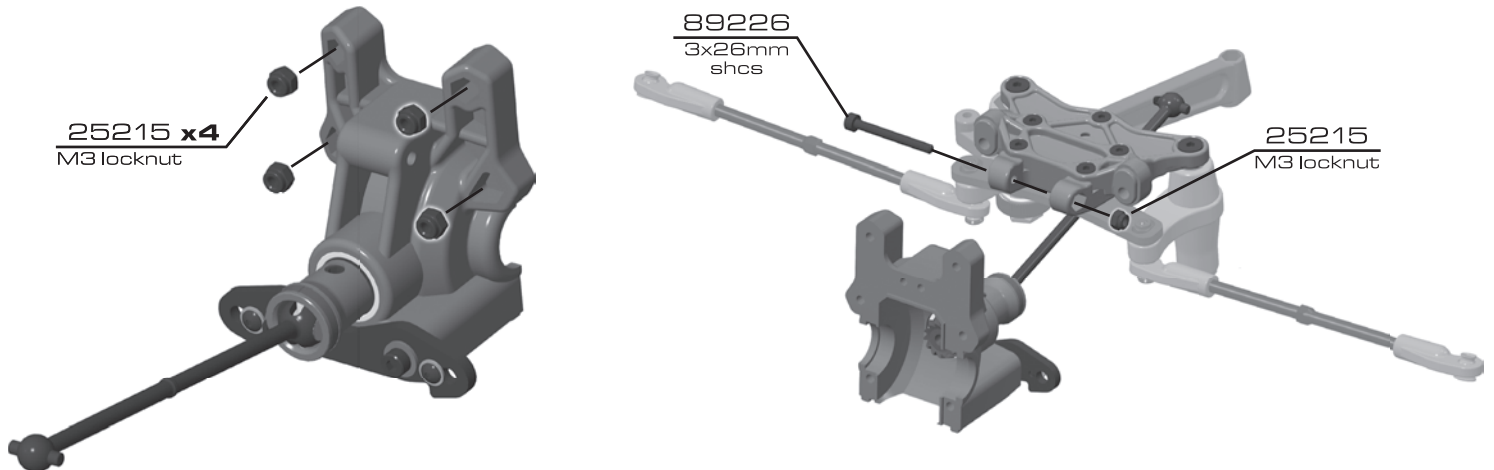
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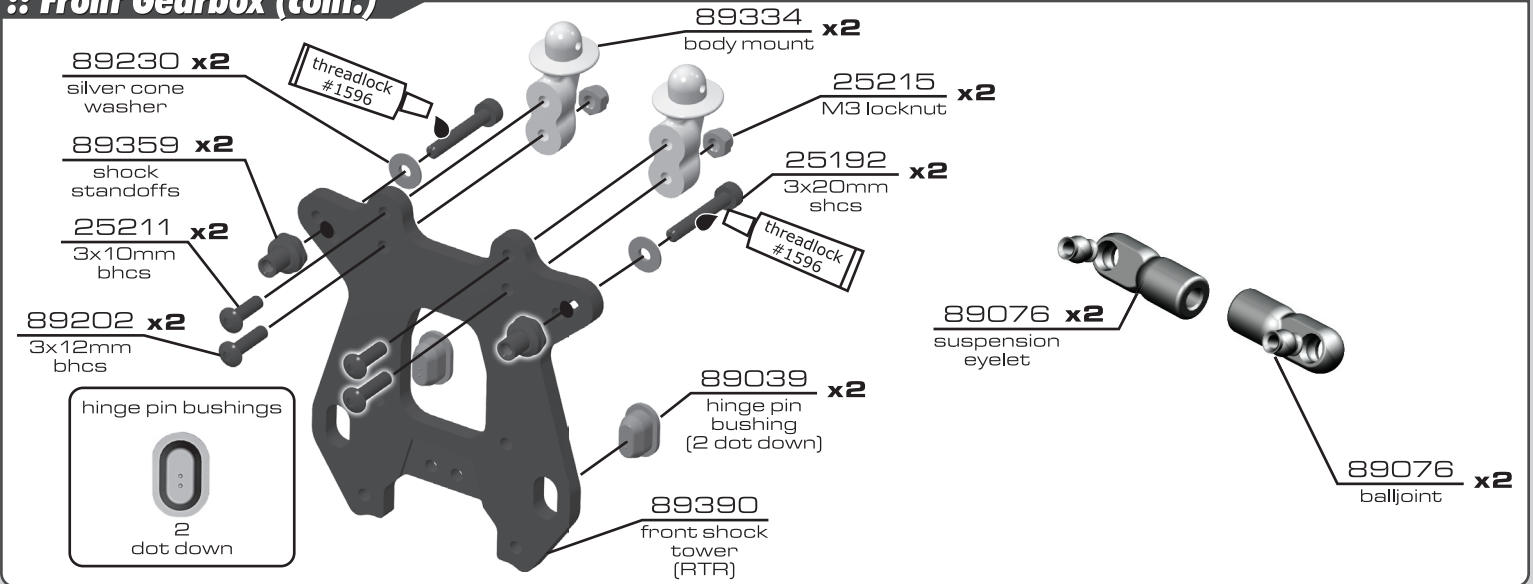
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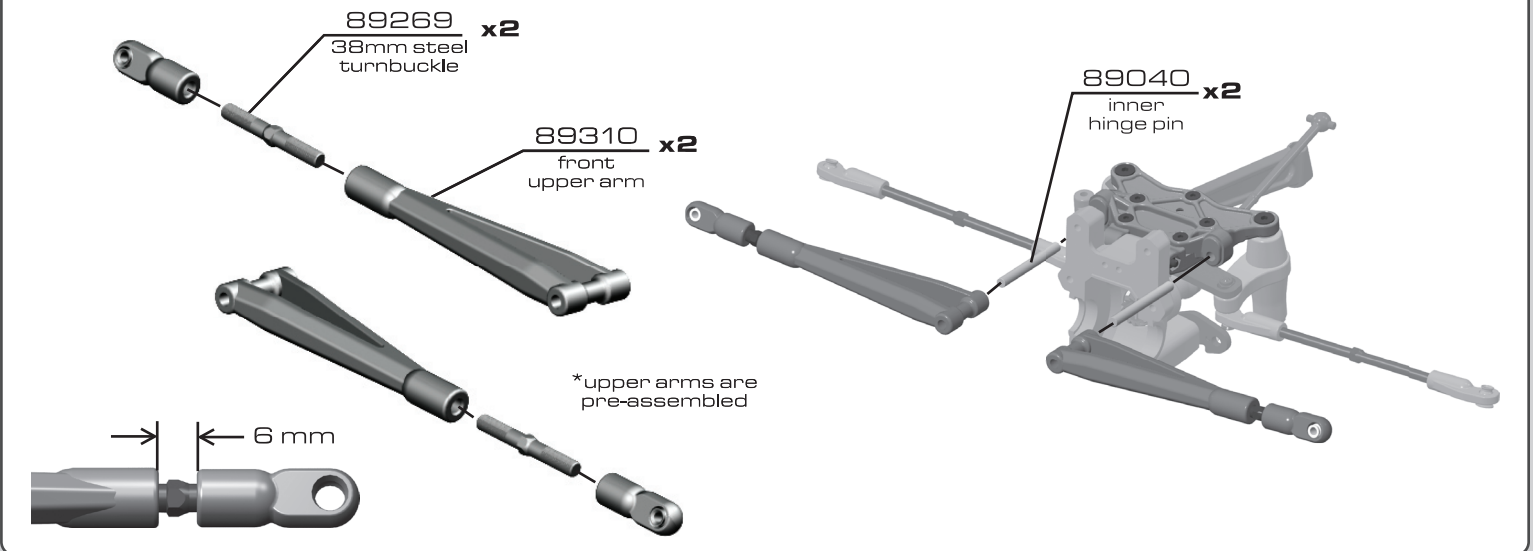
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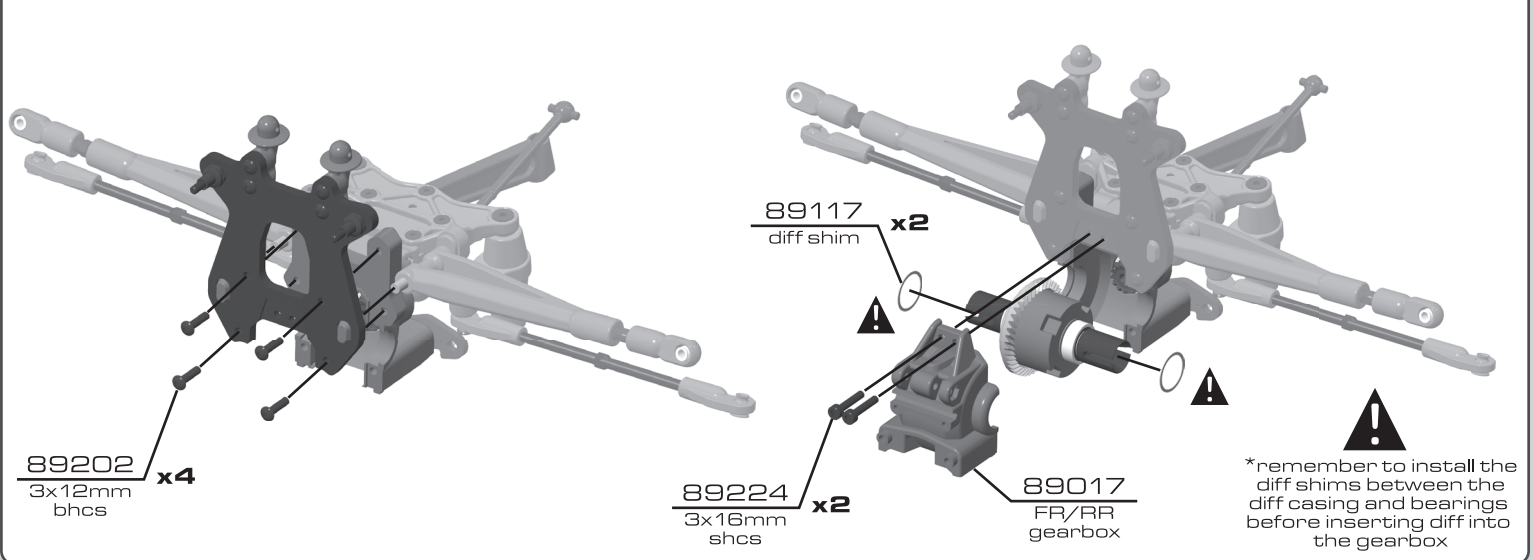
:: Front Gearbox (cont.)



:: Front Gearbox (cont.)

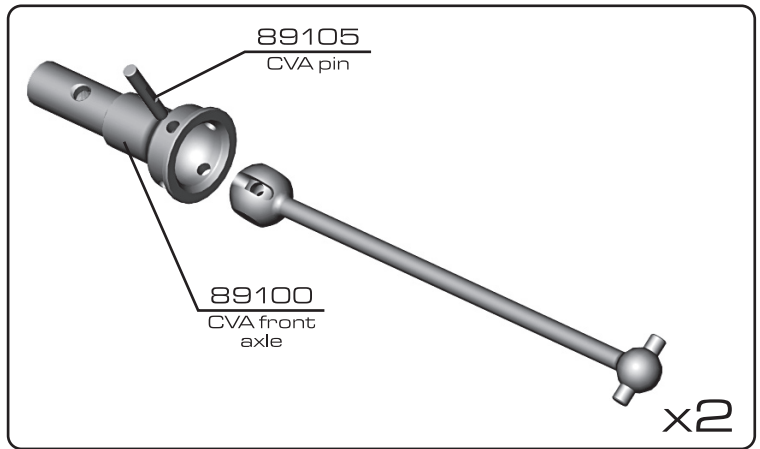
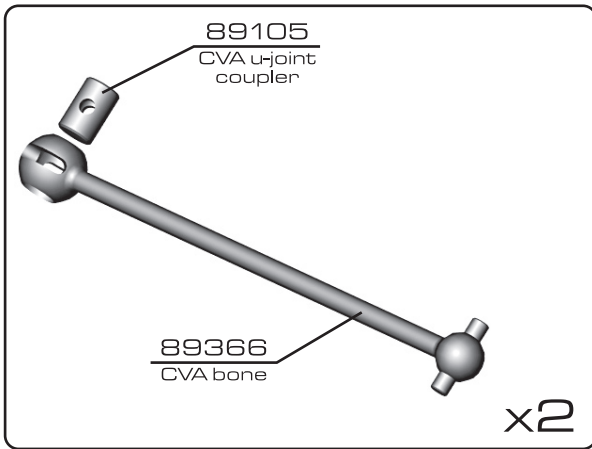


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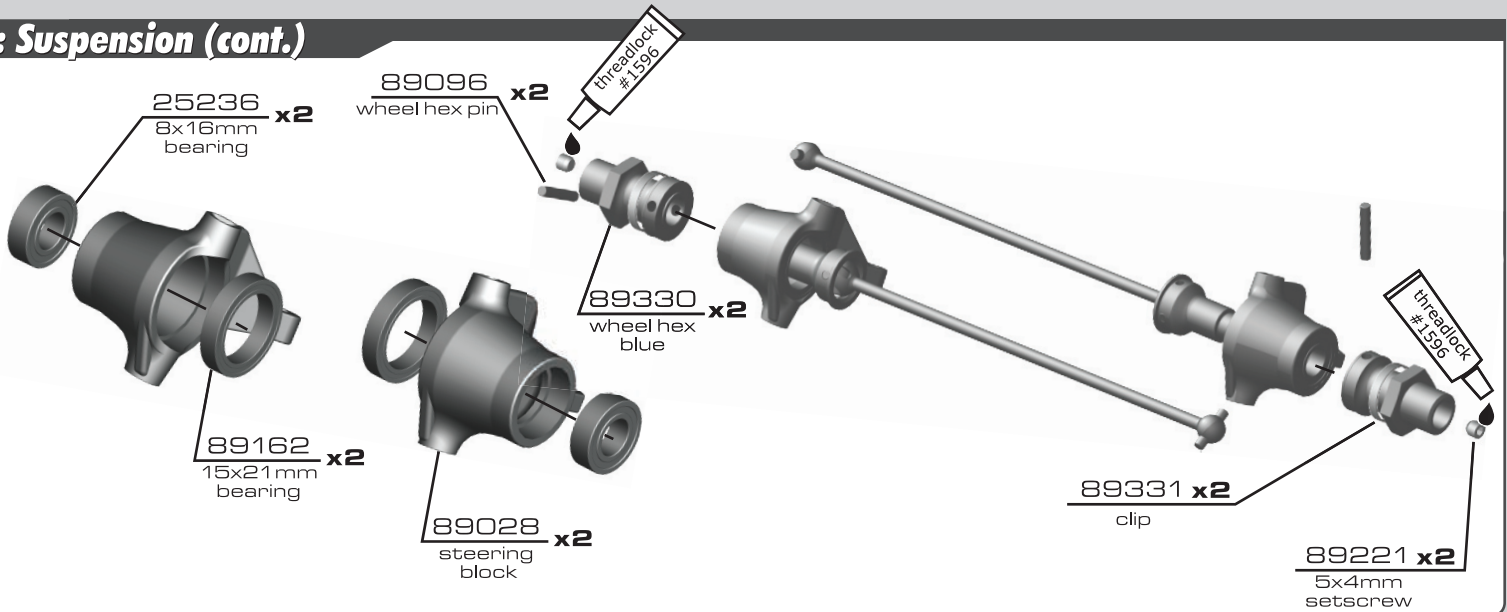


:: Suspension

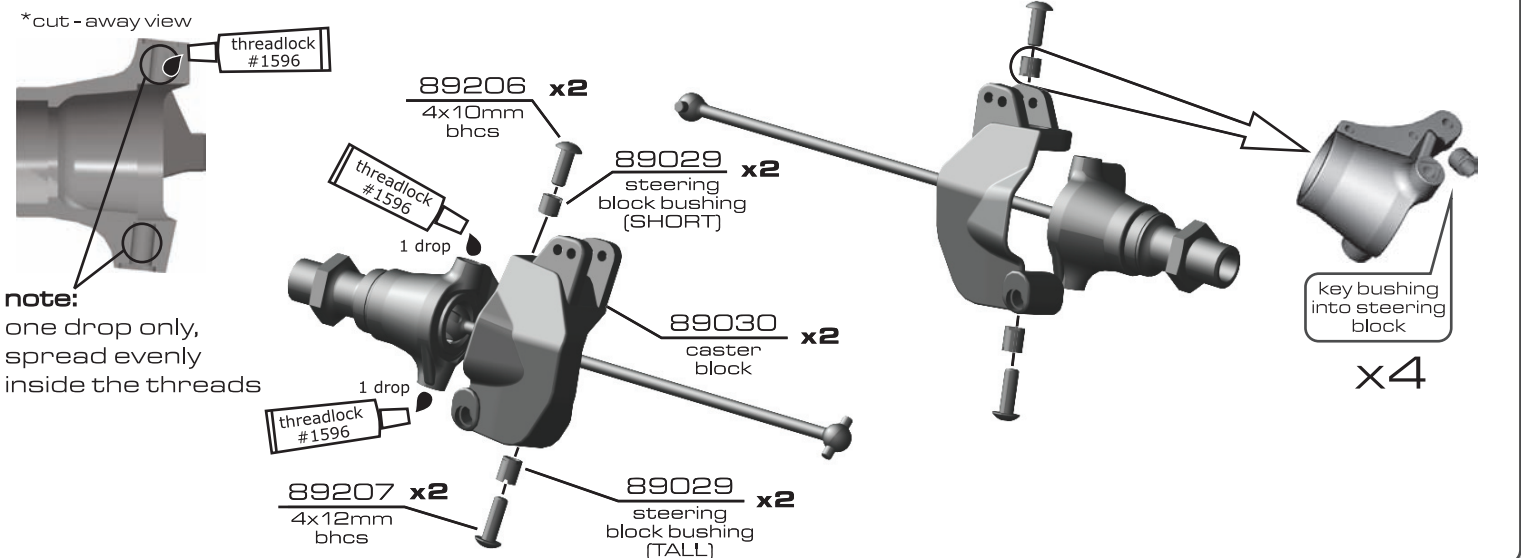
BAG F



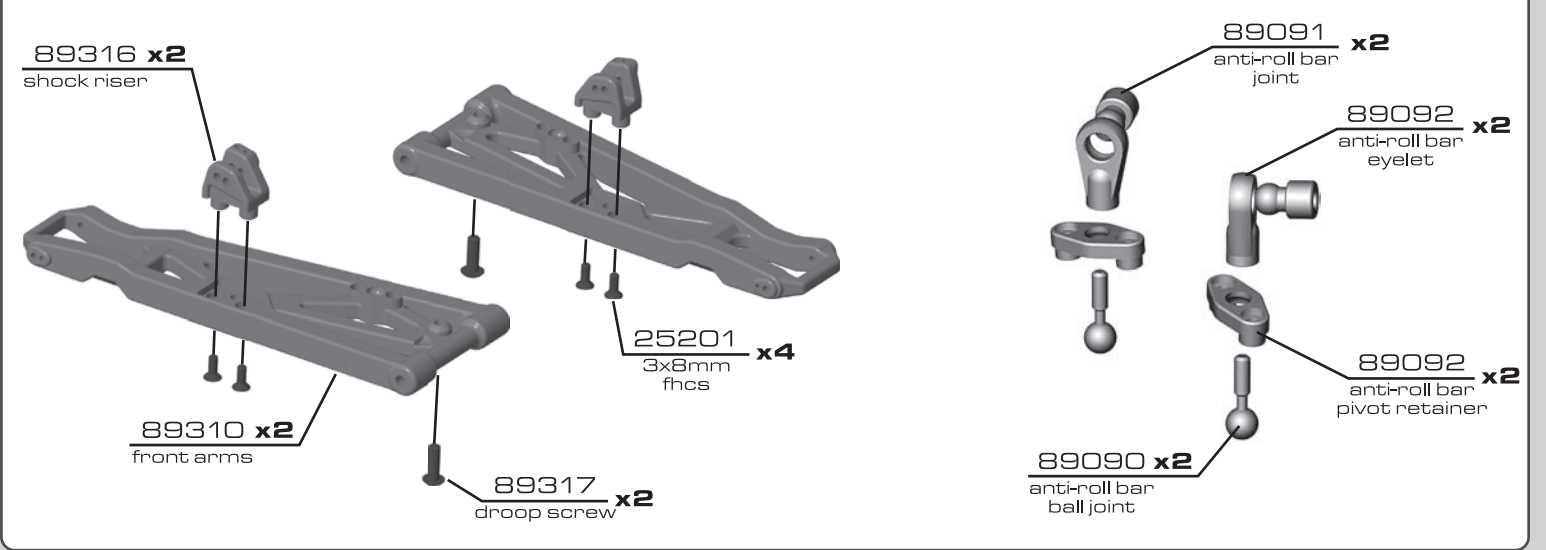
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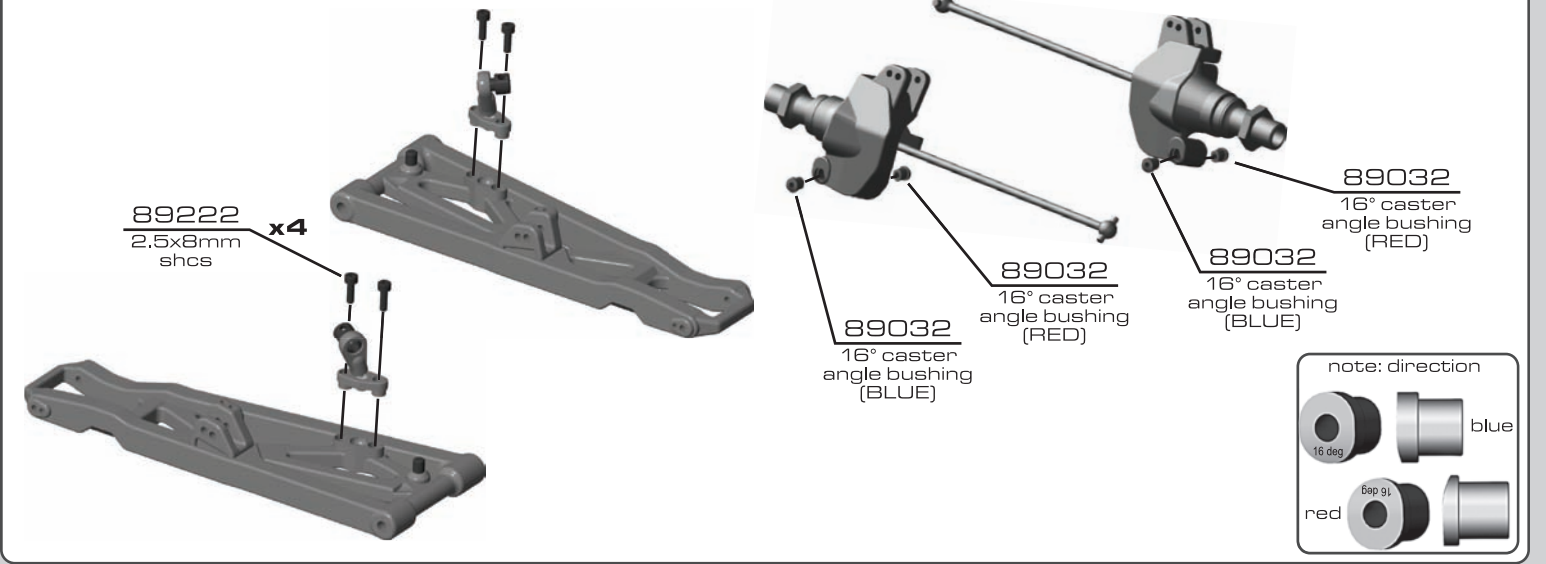
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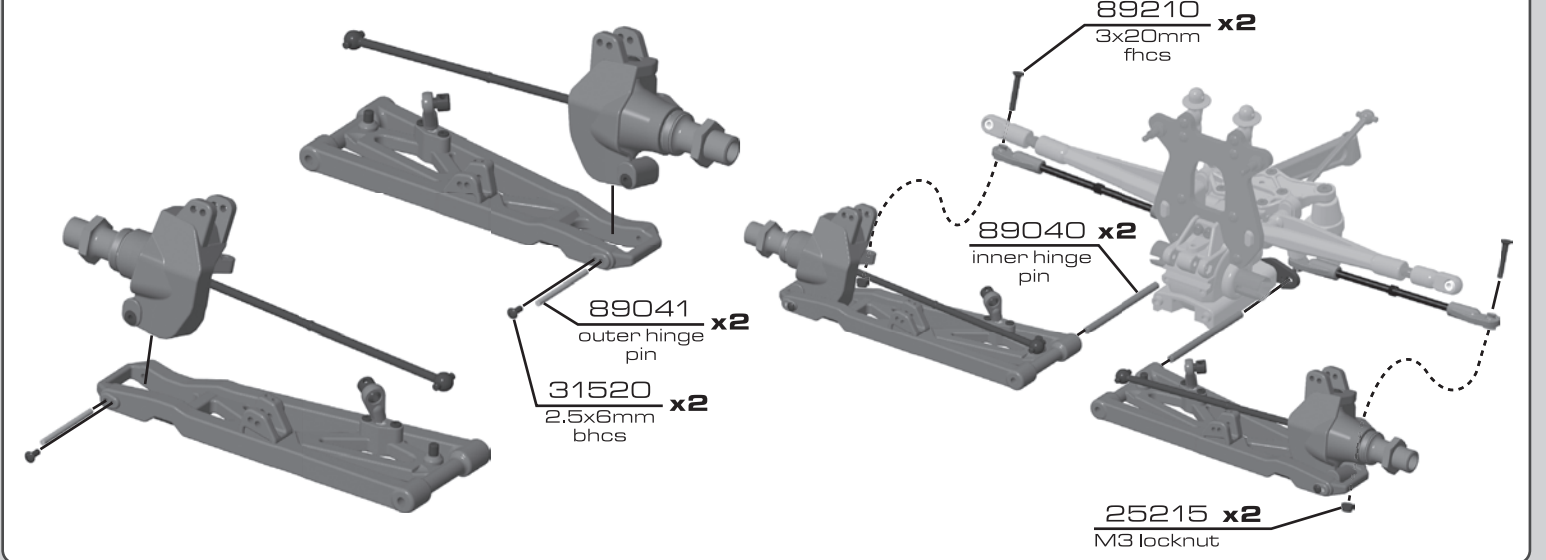
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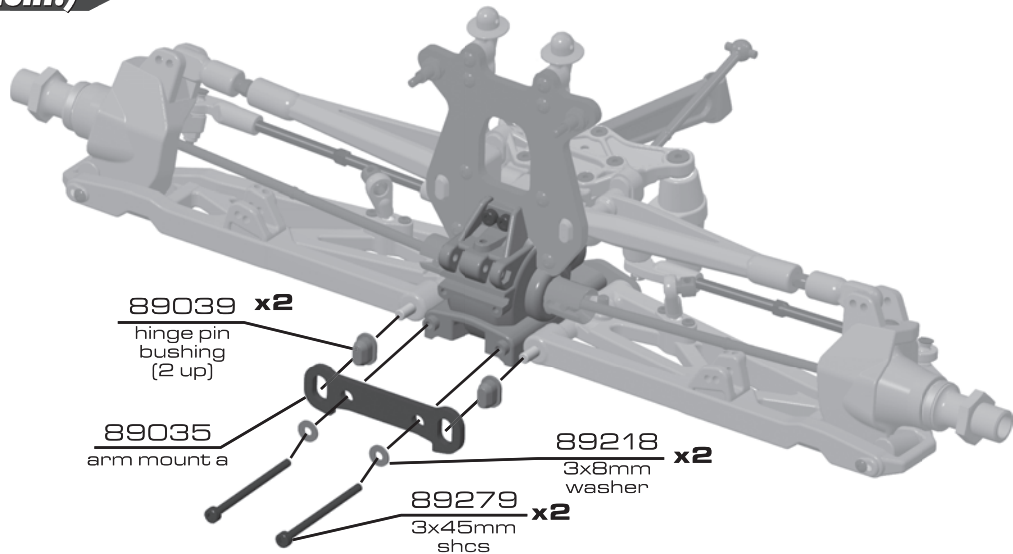
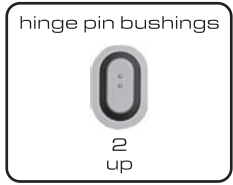
:: Suspension (cont.)



:: Suspension (cont.)

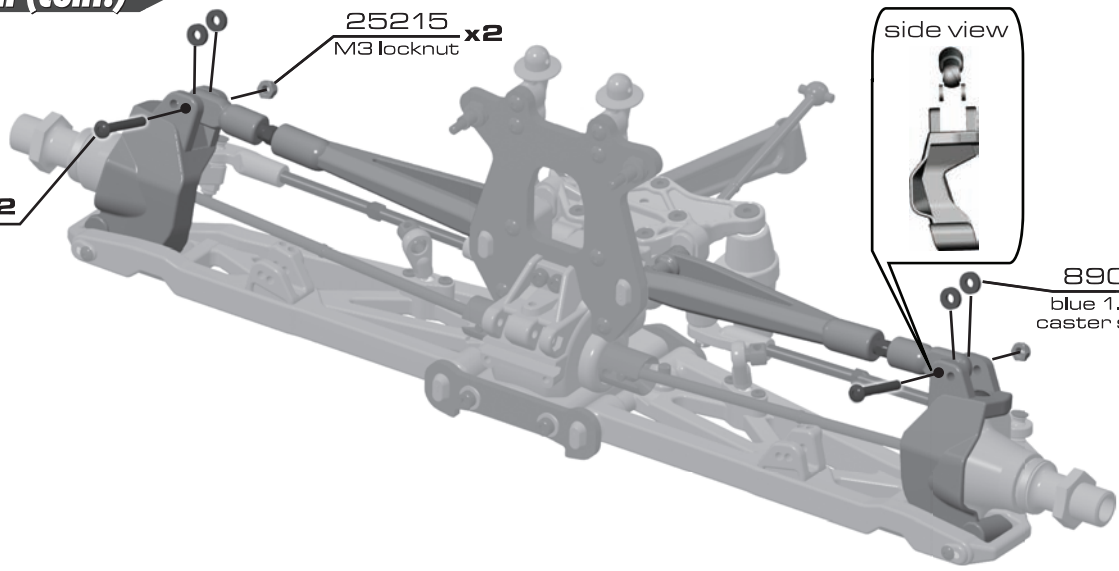


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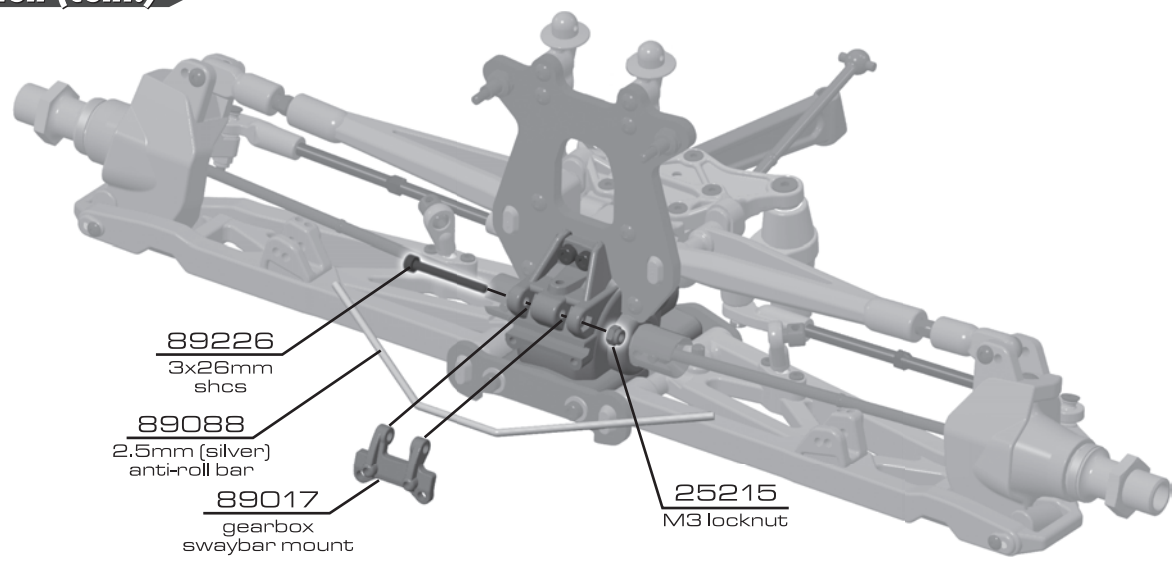


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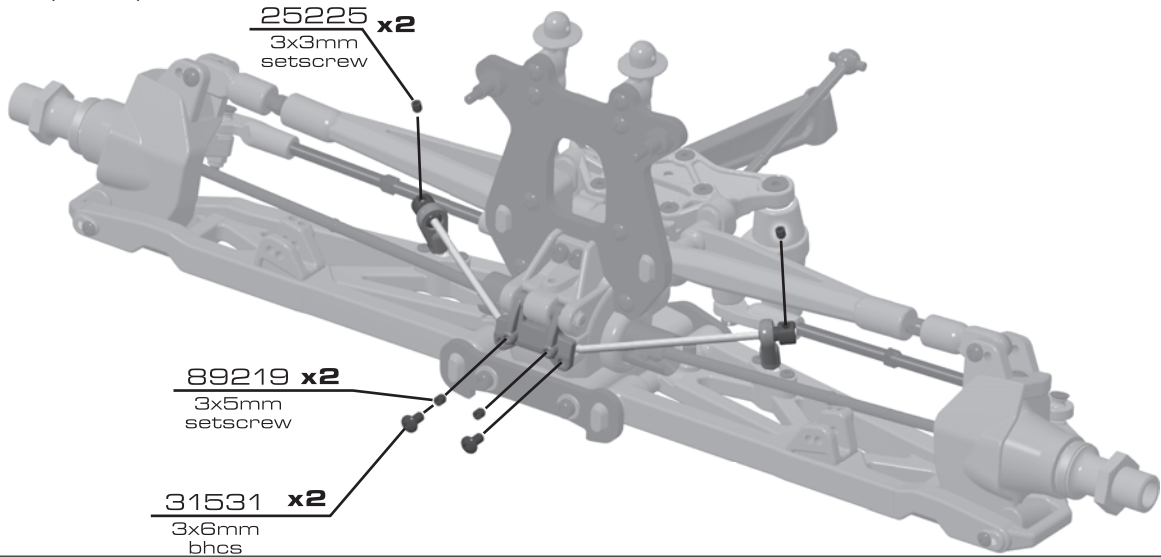
89204 x2
3x24mm bhcs



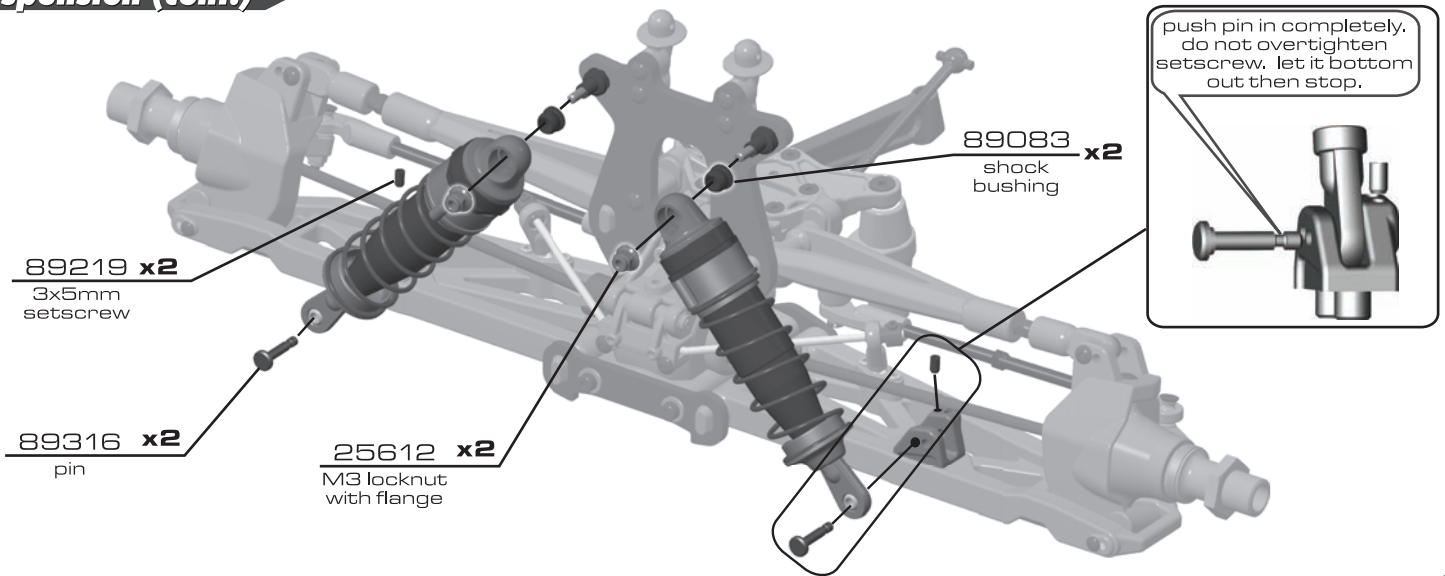
:: Suspension (cont.)



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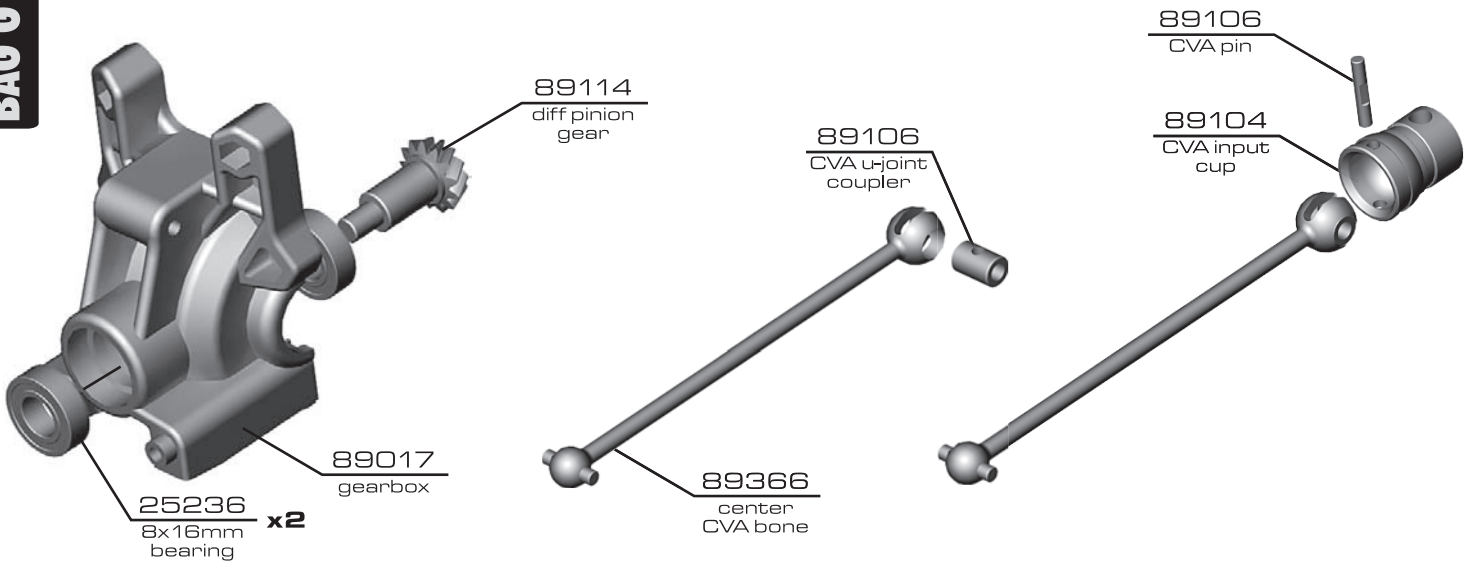


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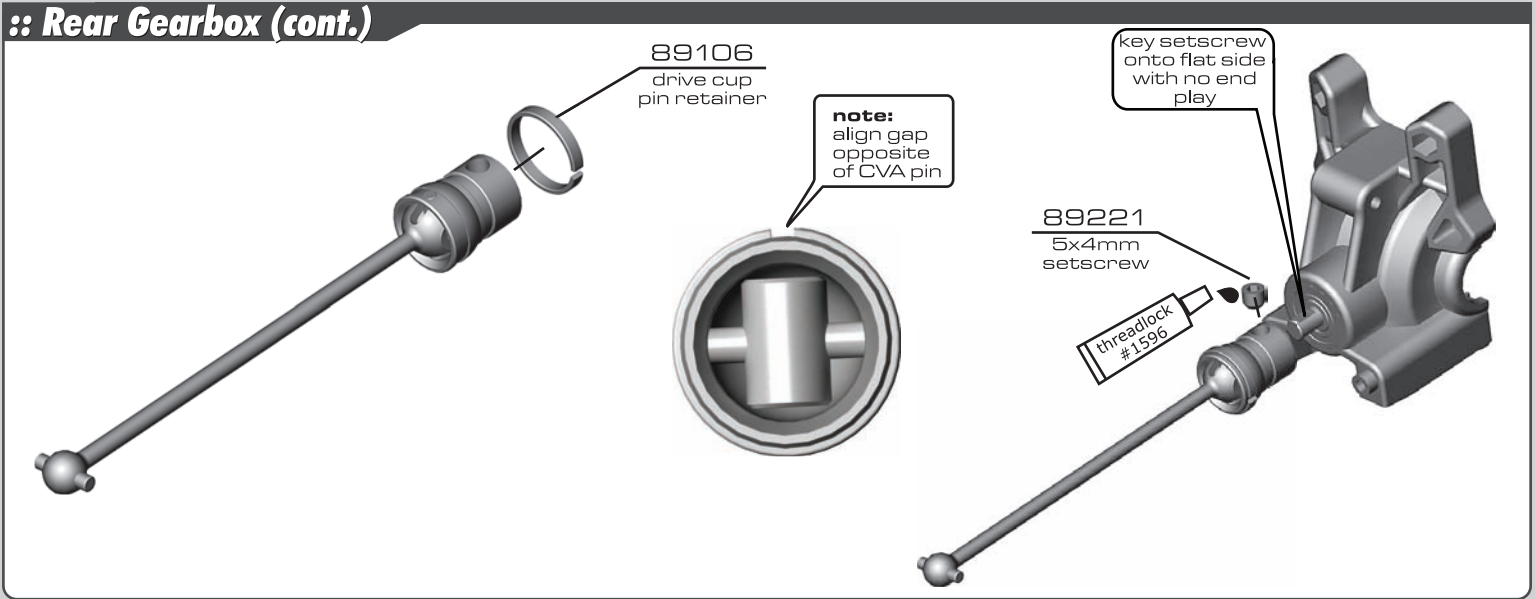


:: Rear Gearbox

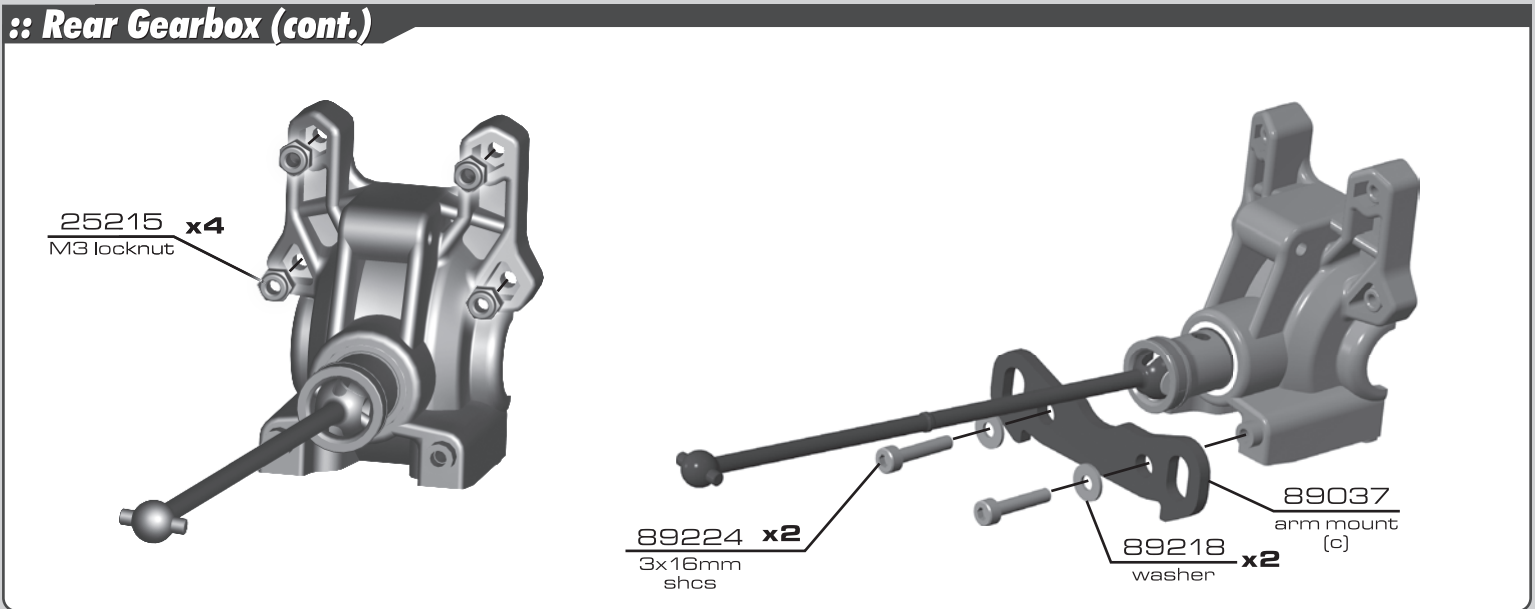
BAG G



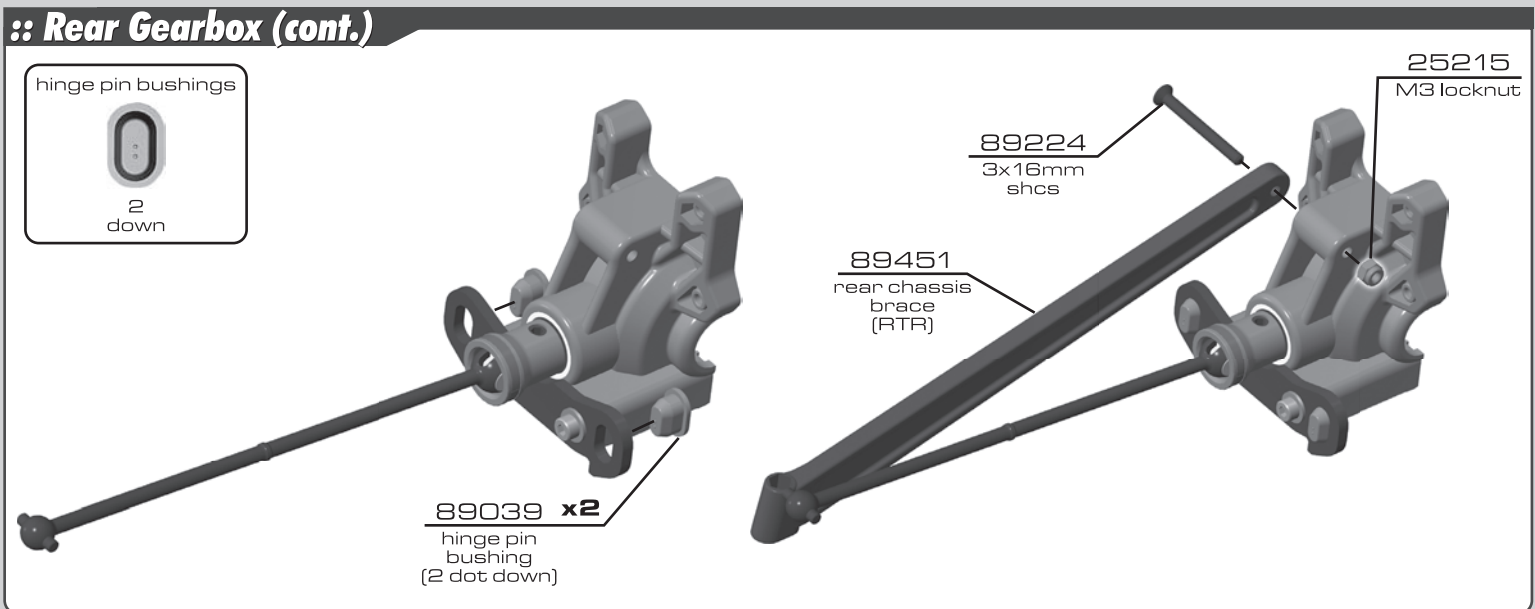
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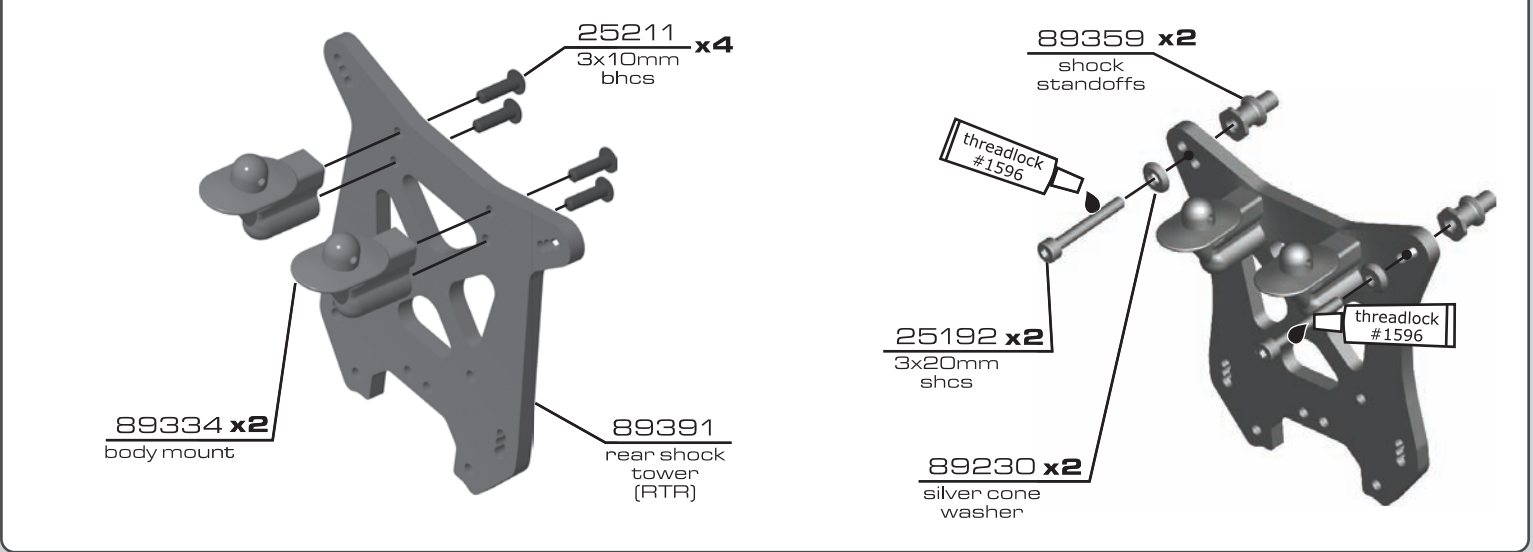
:: Rear Gearbox (cont.)



:: Rear Gearbox (cont.)



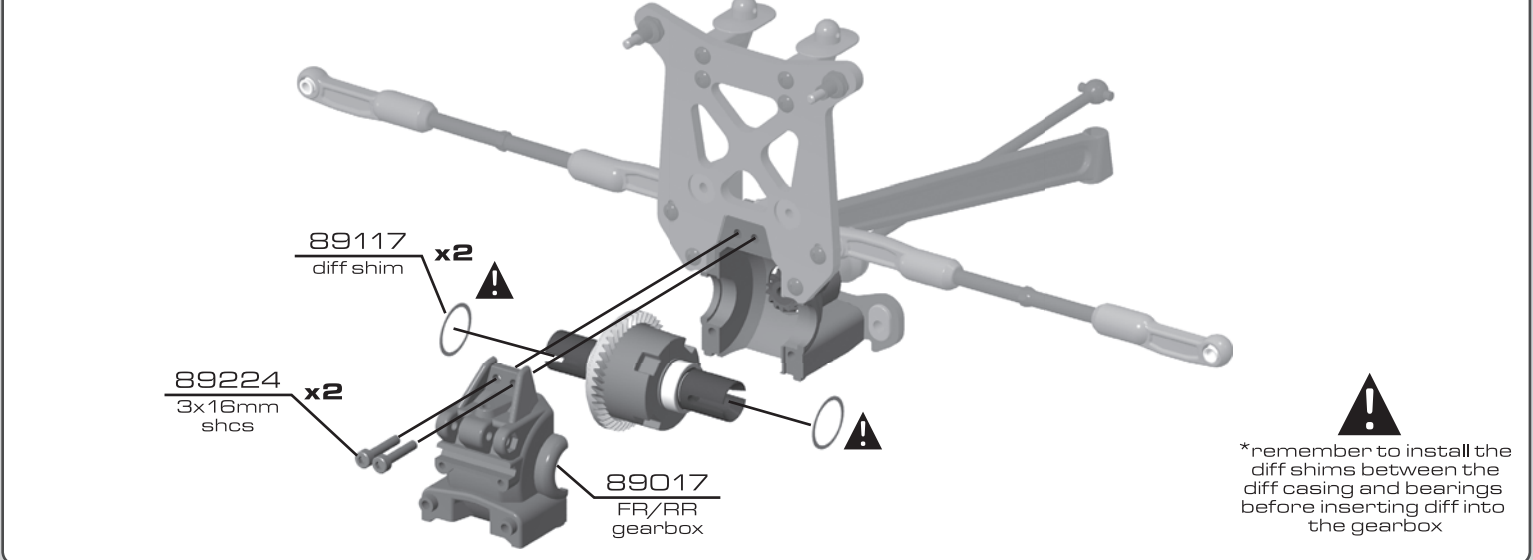
:: Rear Gearbox (cont.)



:: Rear Gearbox (cont.)

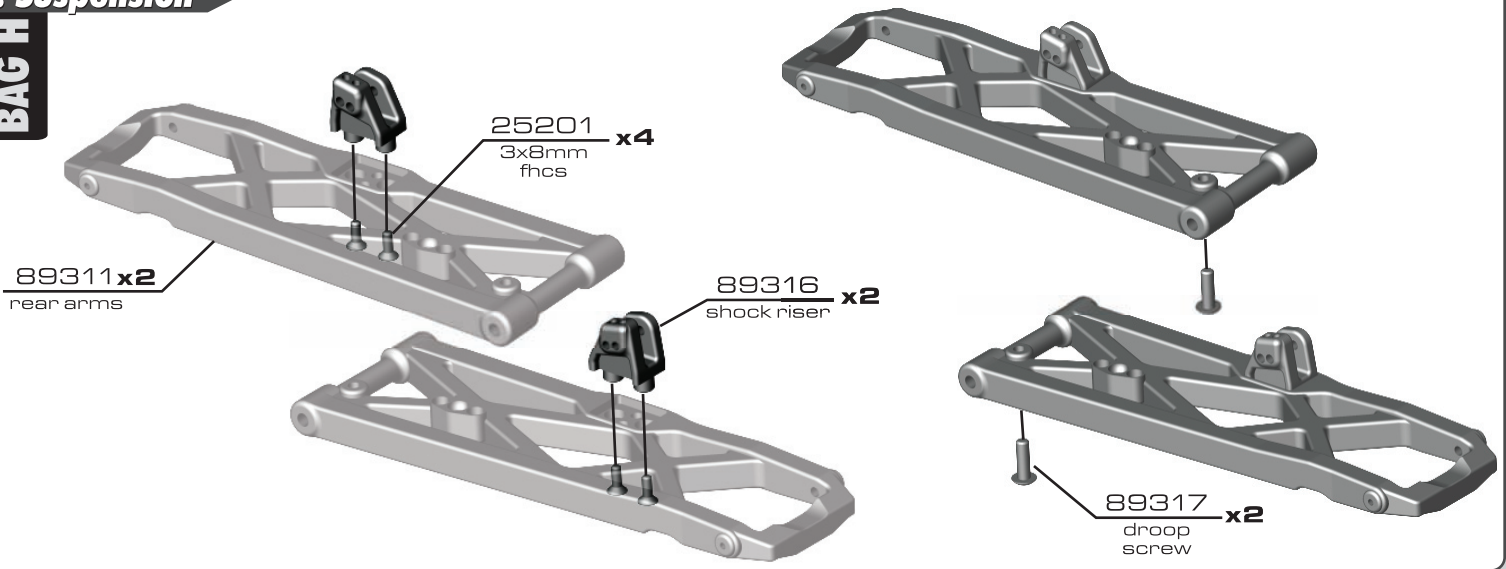


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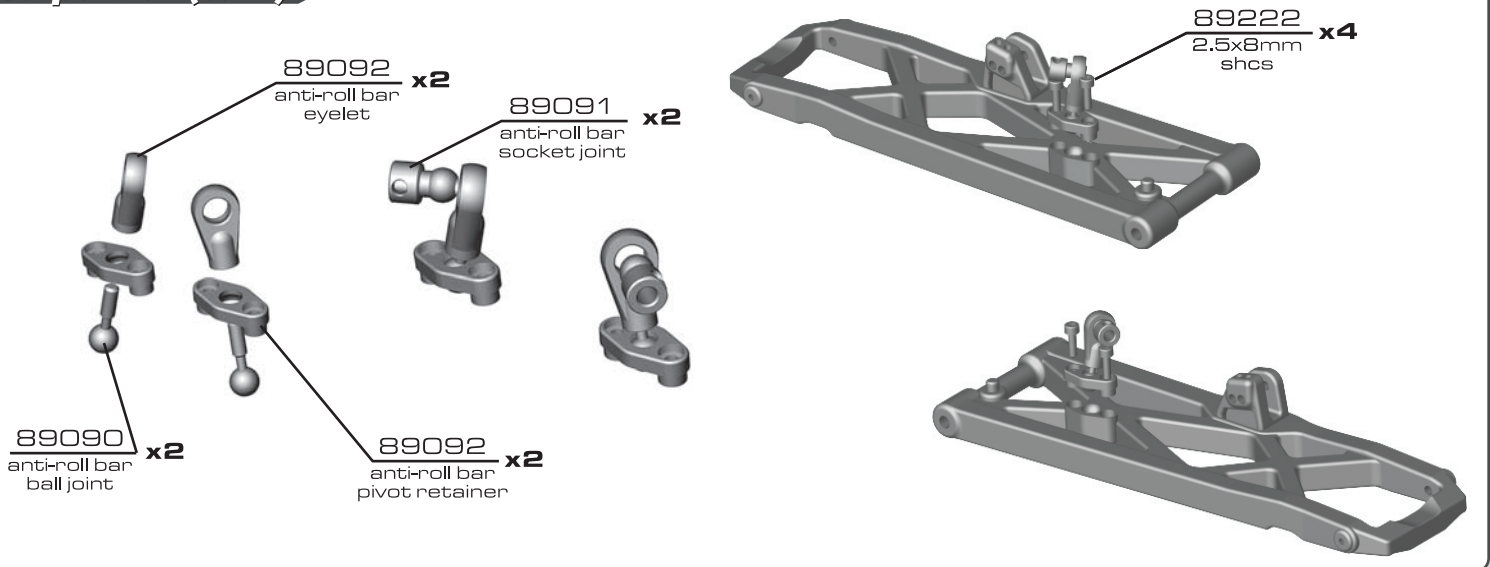


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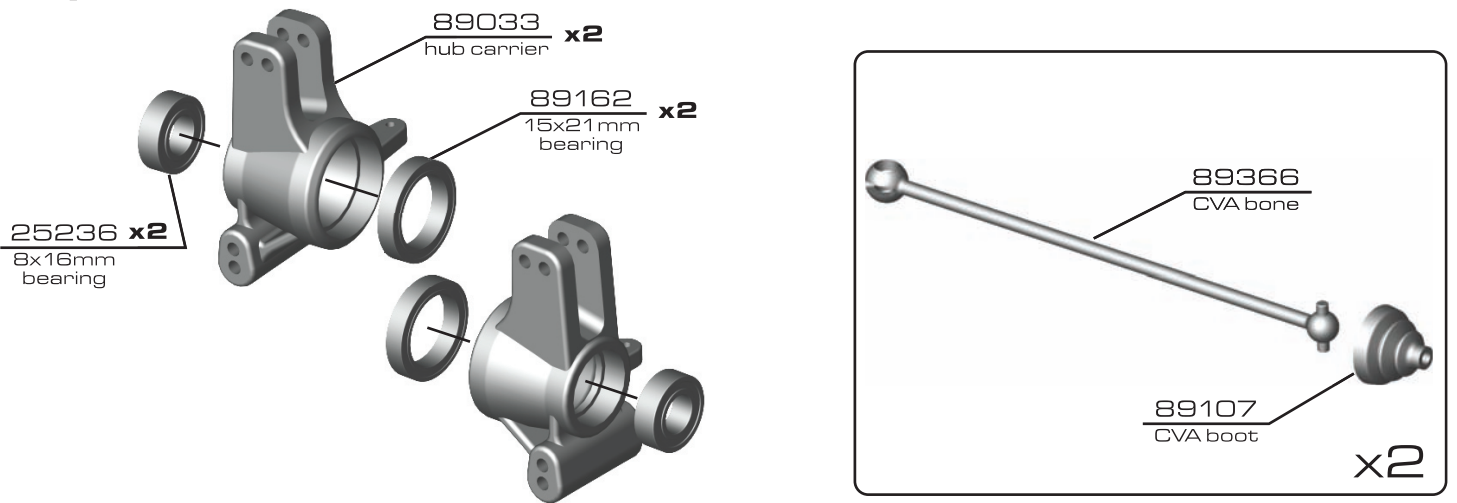
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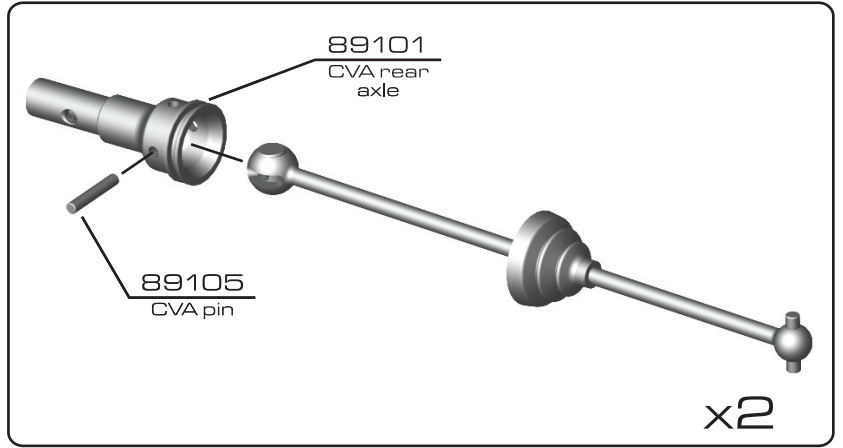
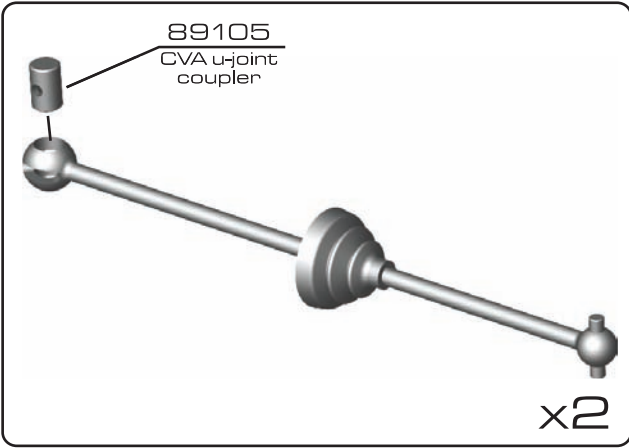
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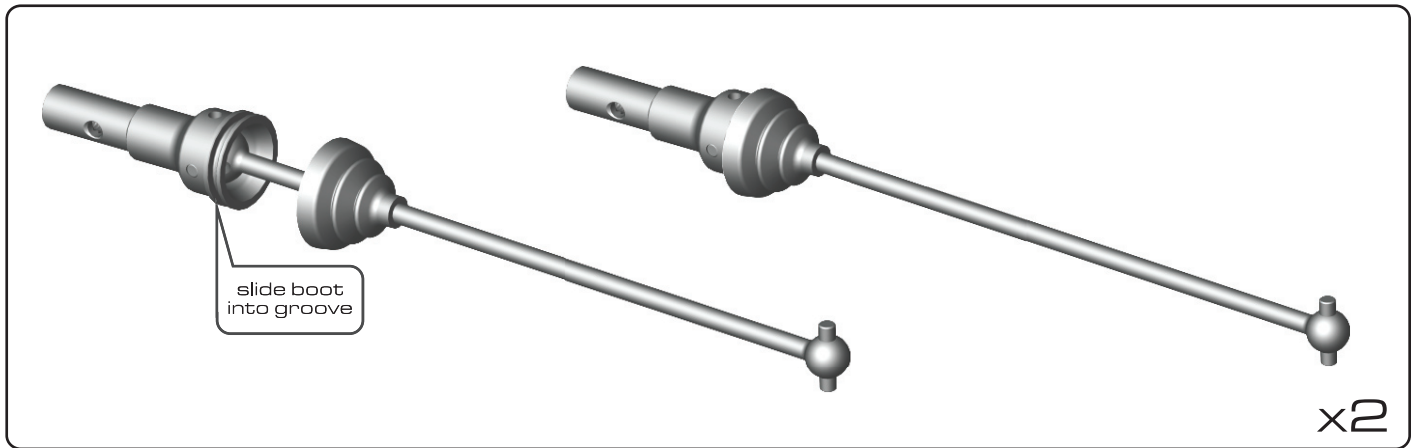
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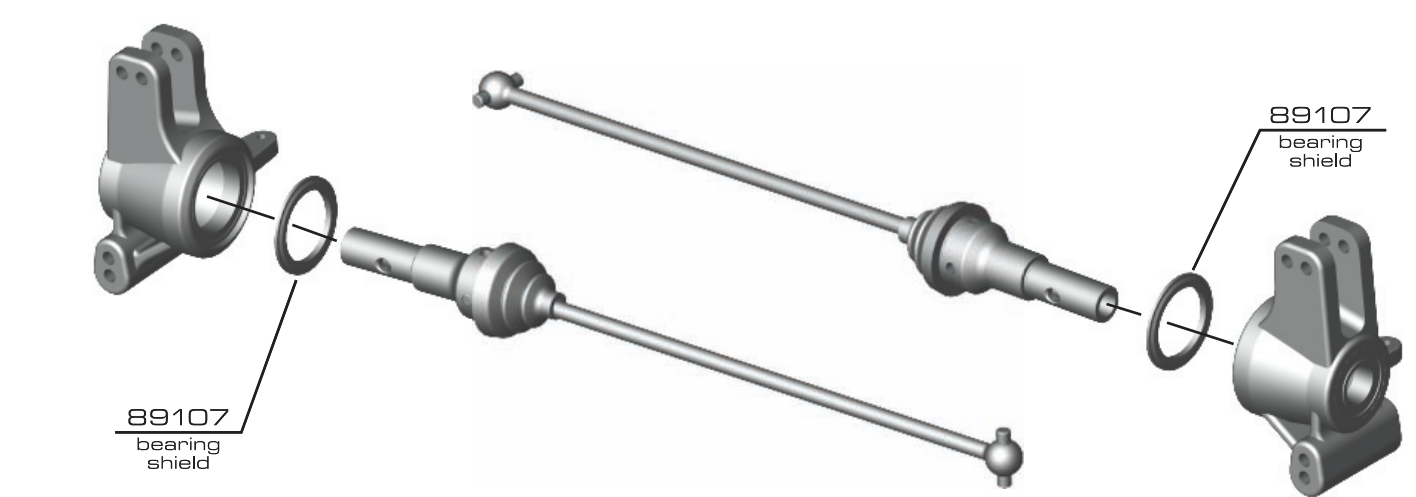
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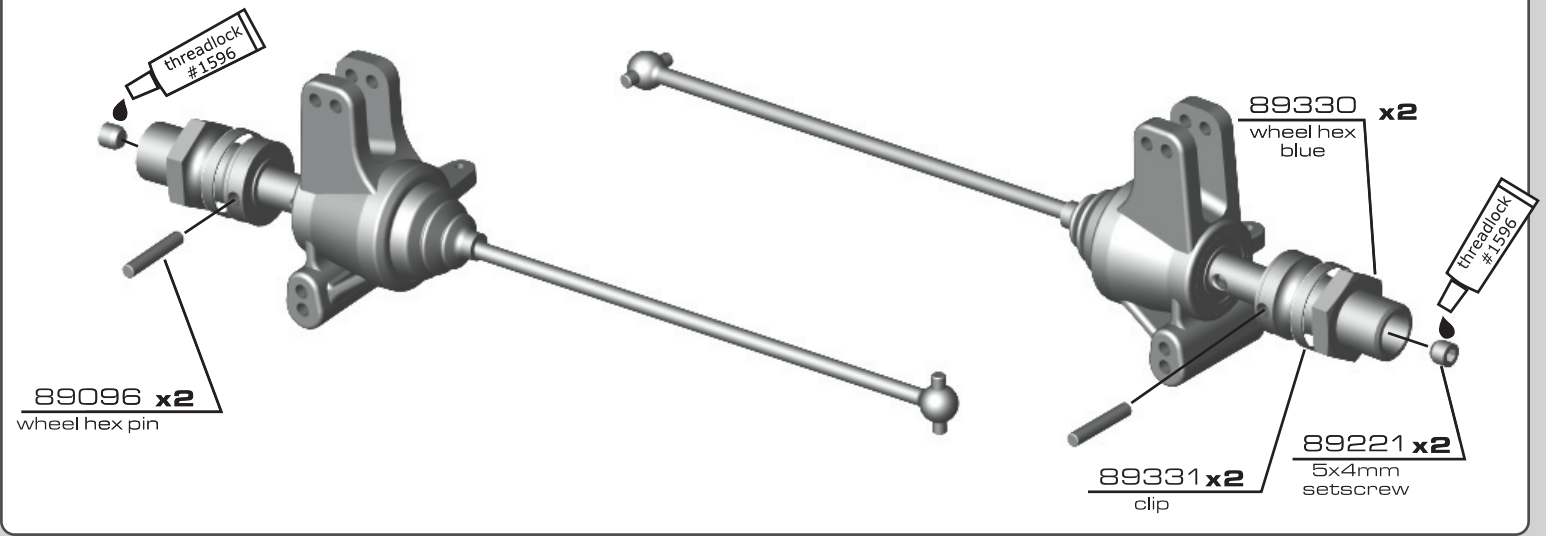
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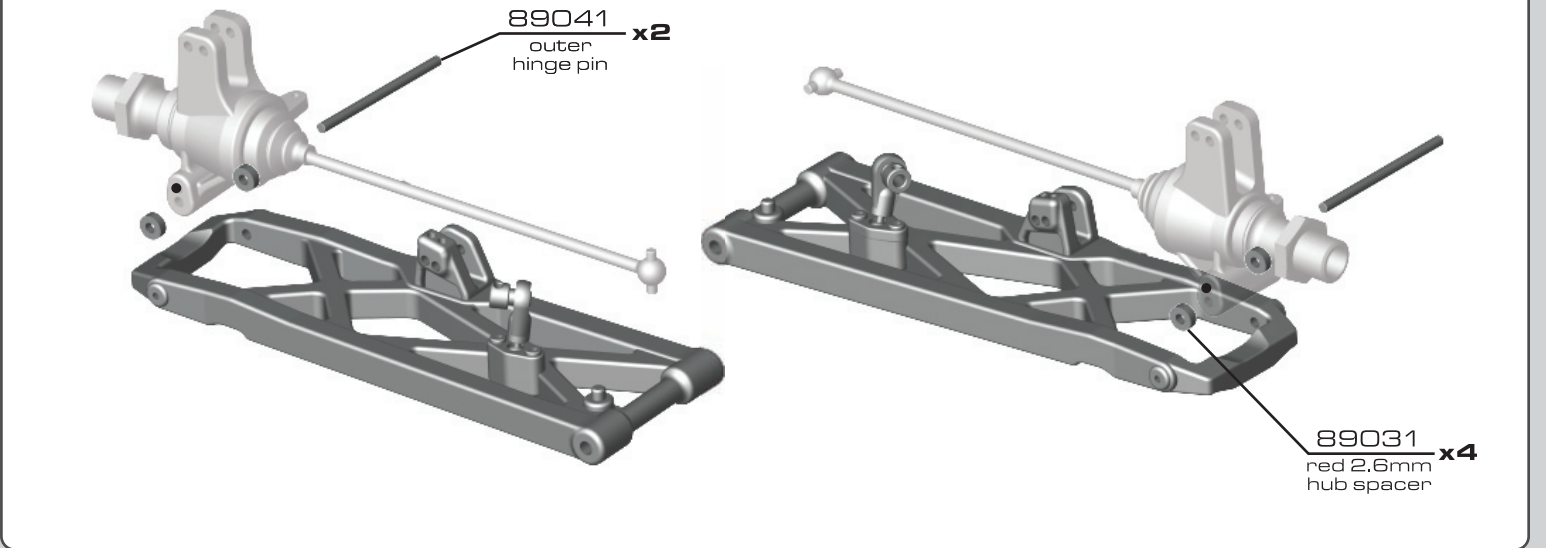
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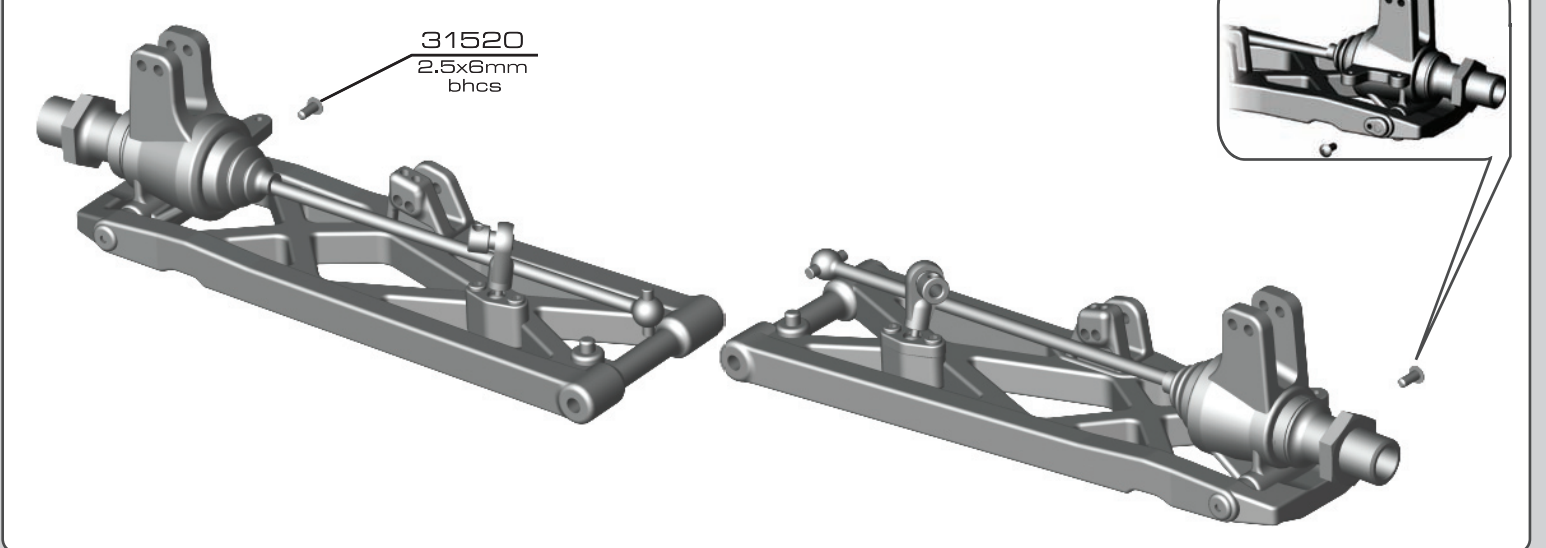
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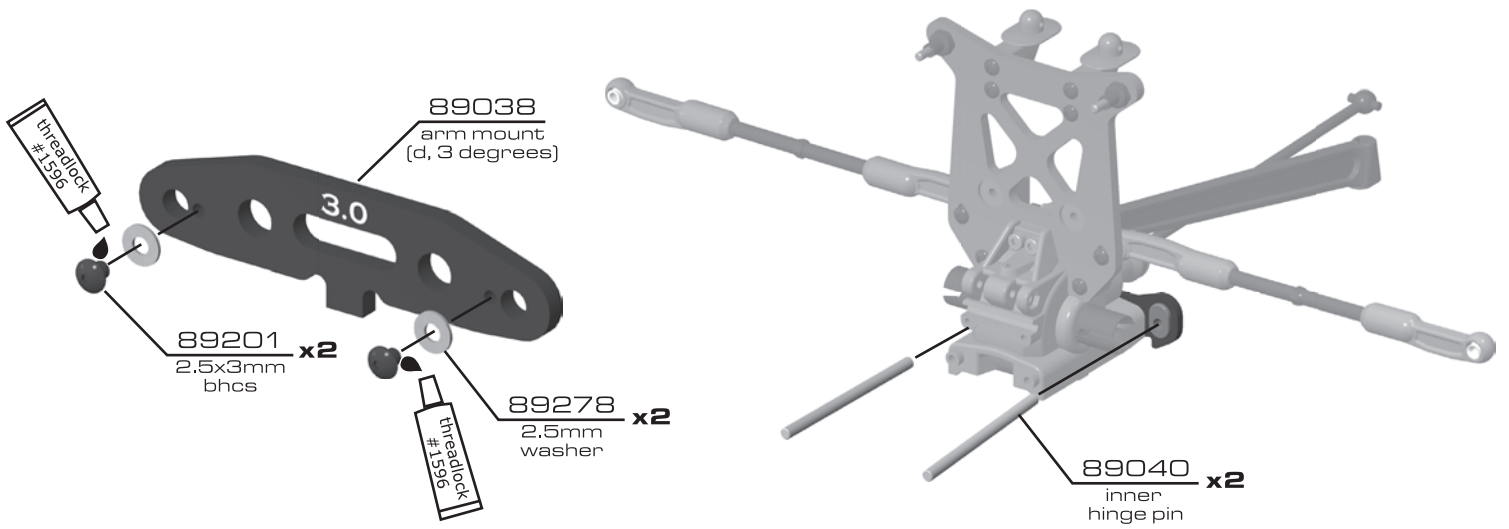
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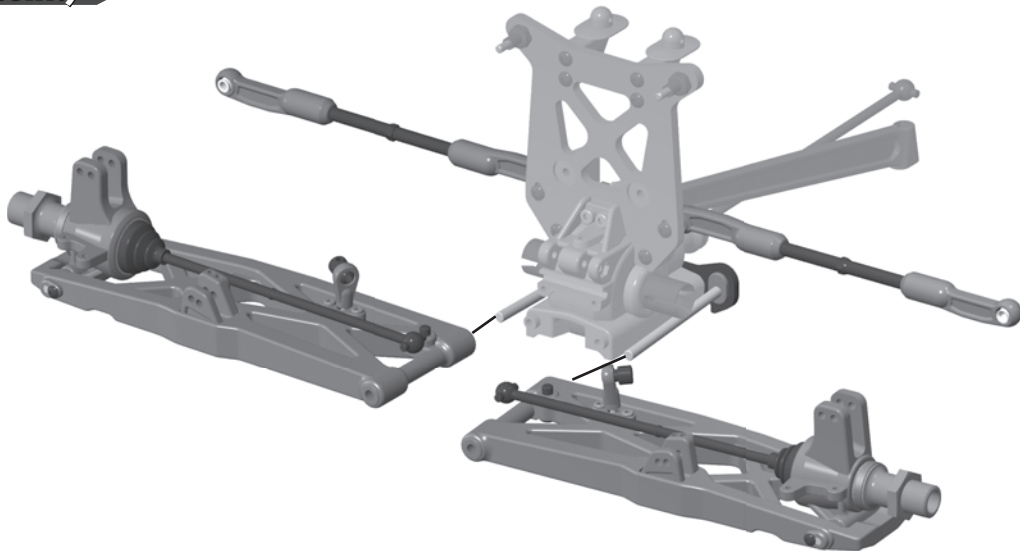
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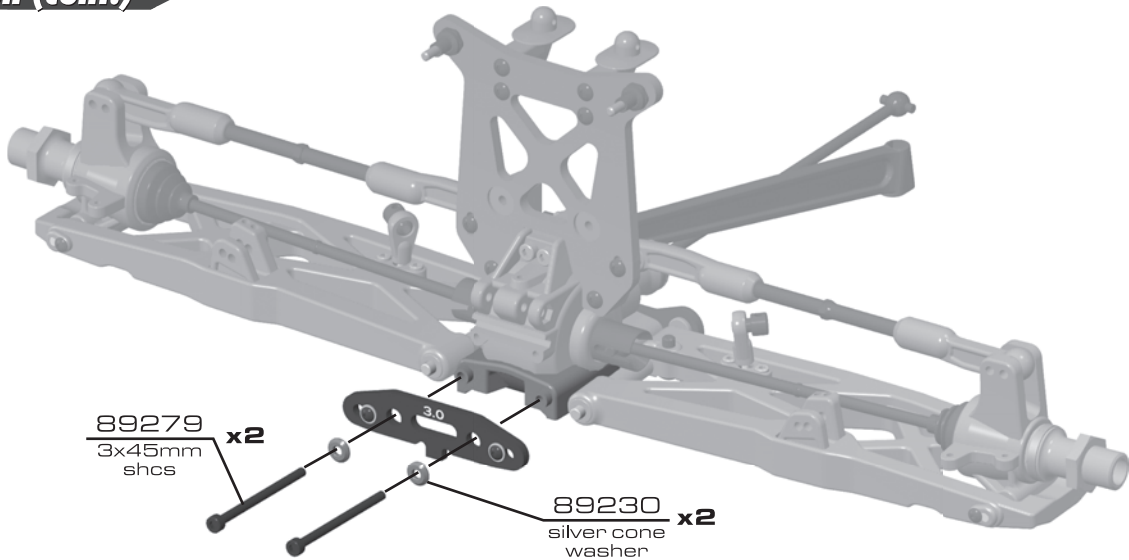
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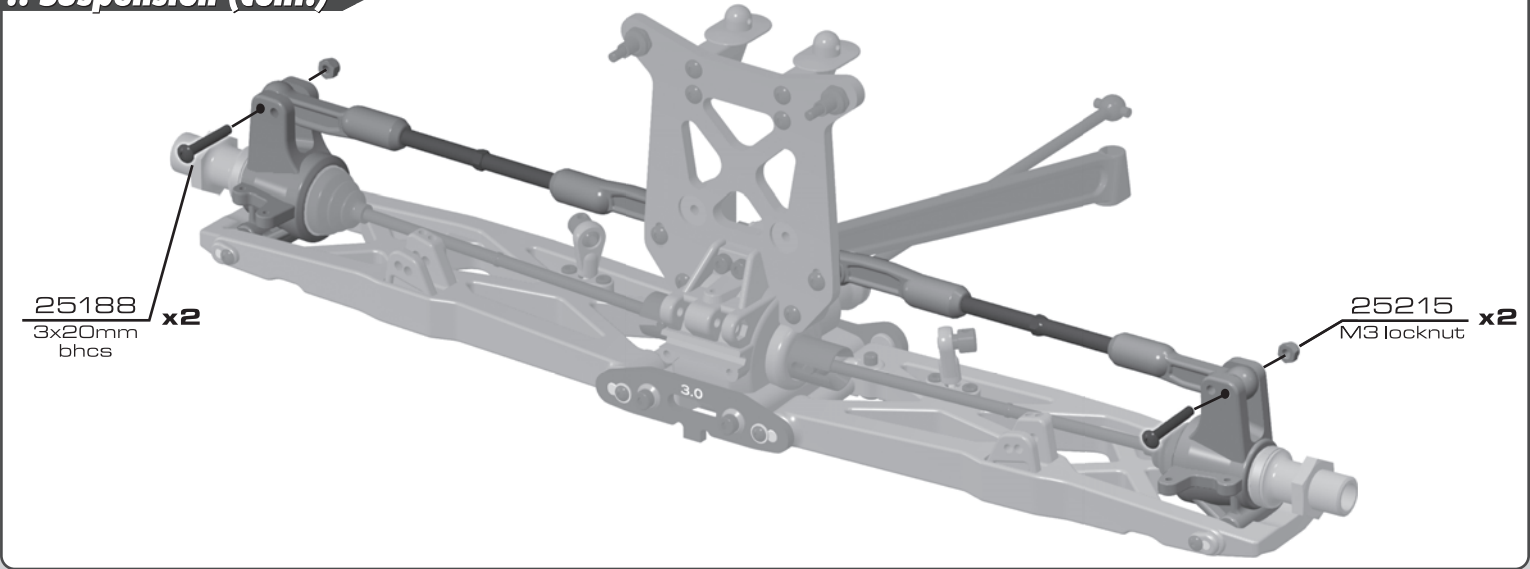
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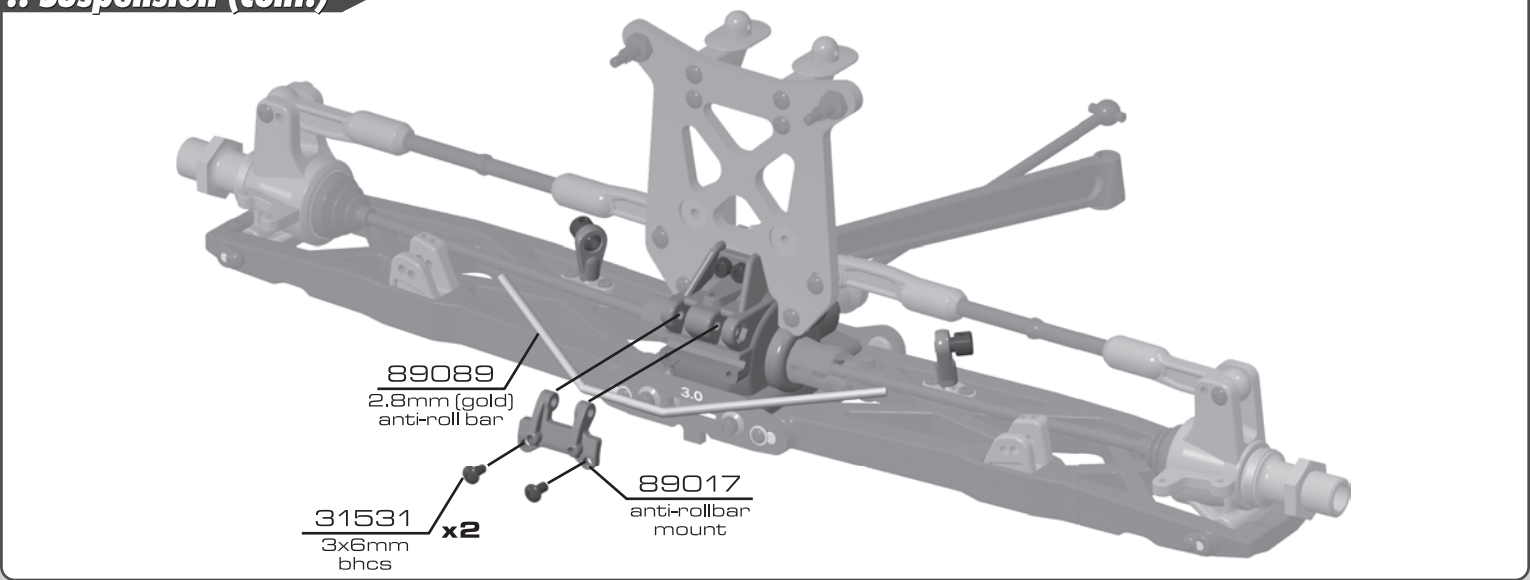
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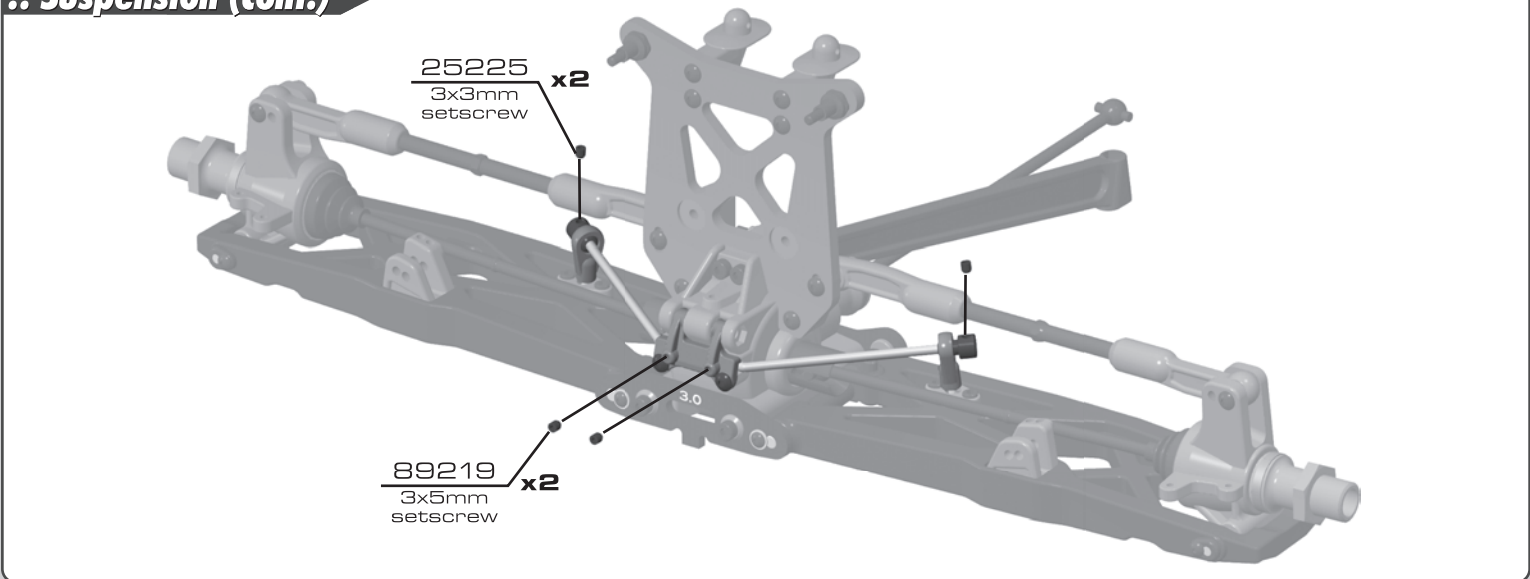
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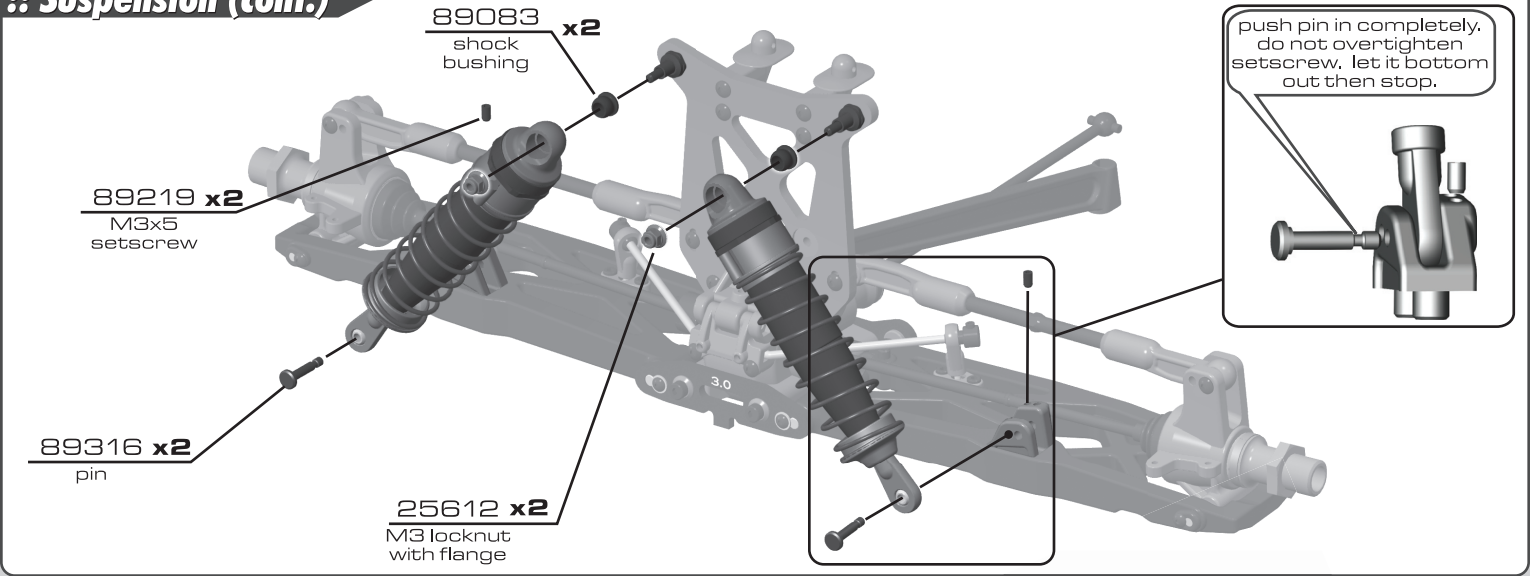
:: Suspension (cont.)



:: Suspension (cont.)

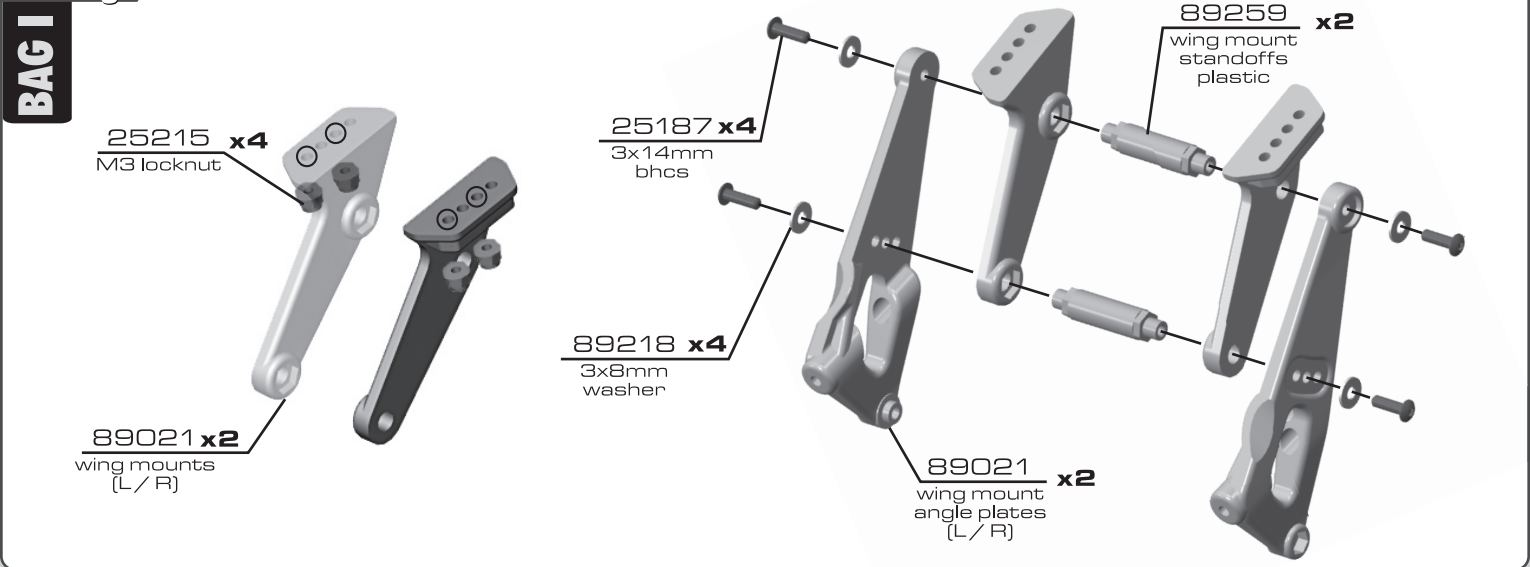


:: Suspension (cont.)

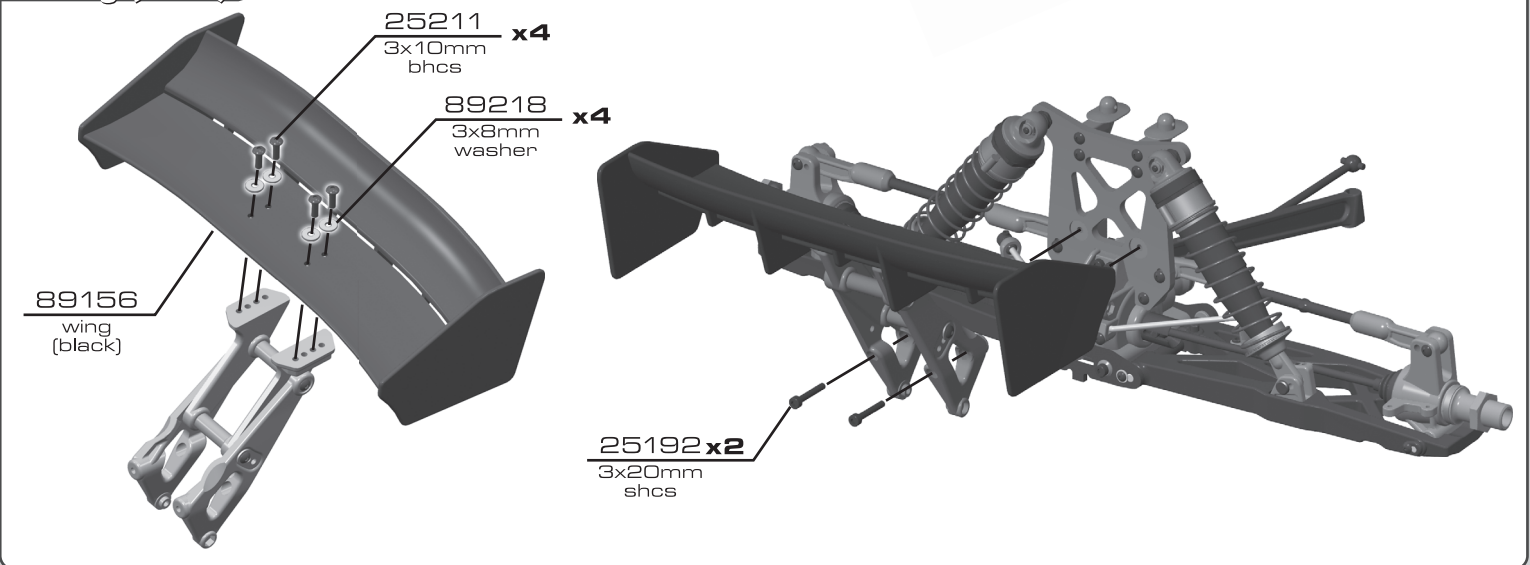


:: Wing

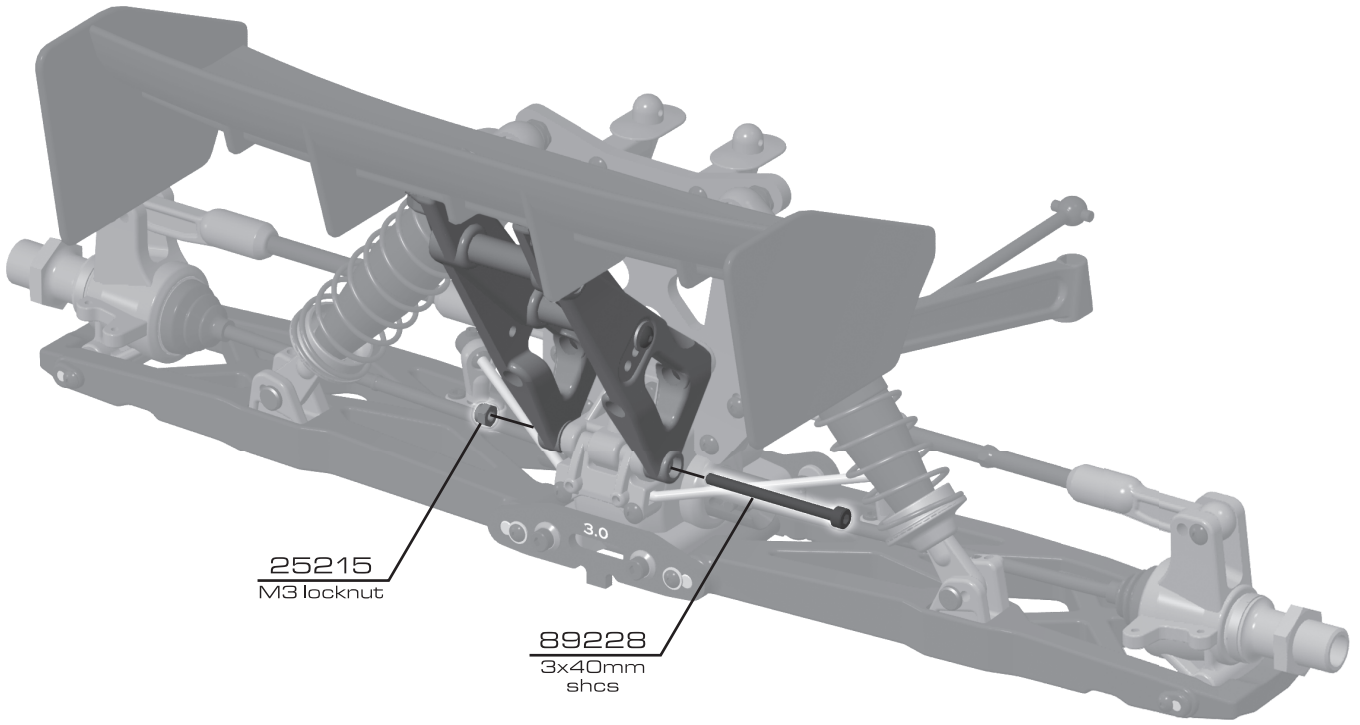
BAG I



:: Wing (cont.)

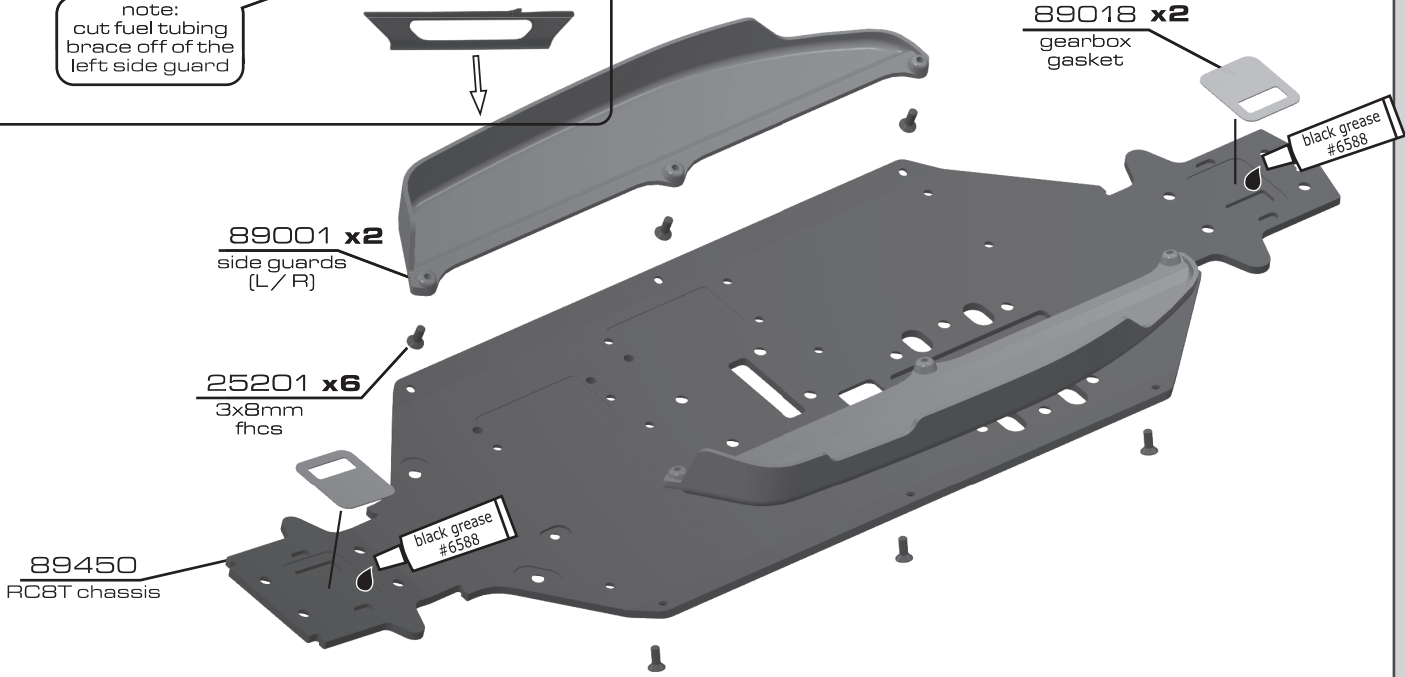
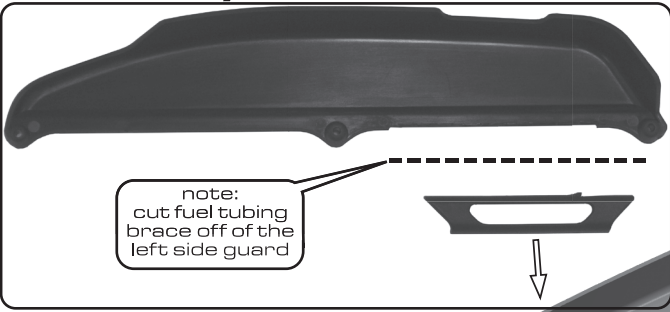


:: Wing (cont.)

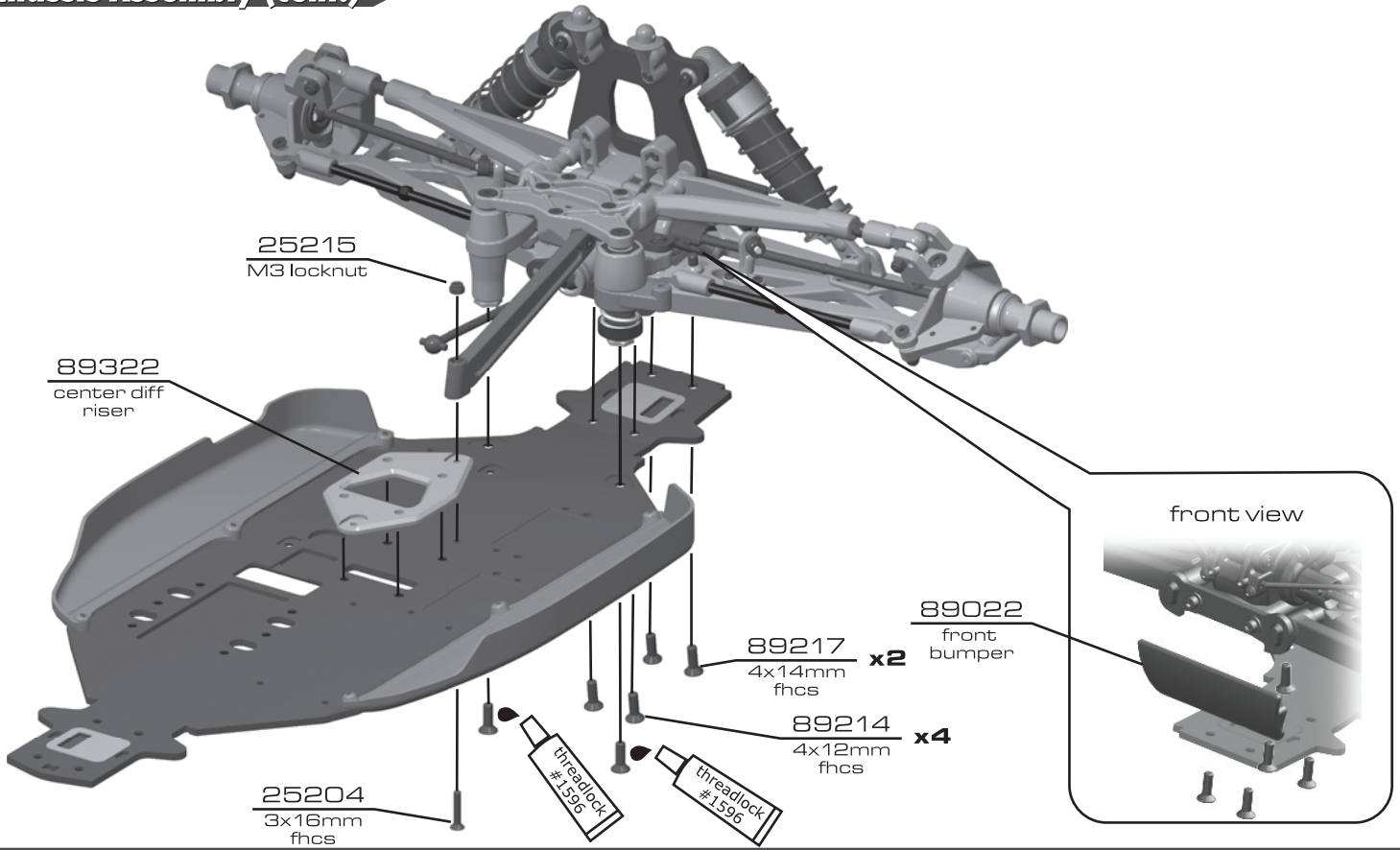


:: Chassis Assembly

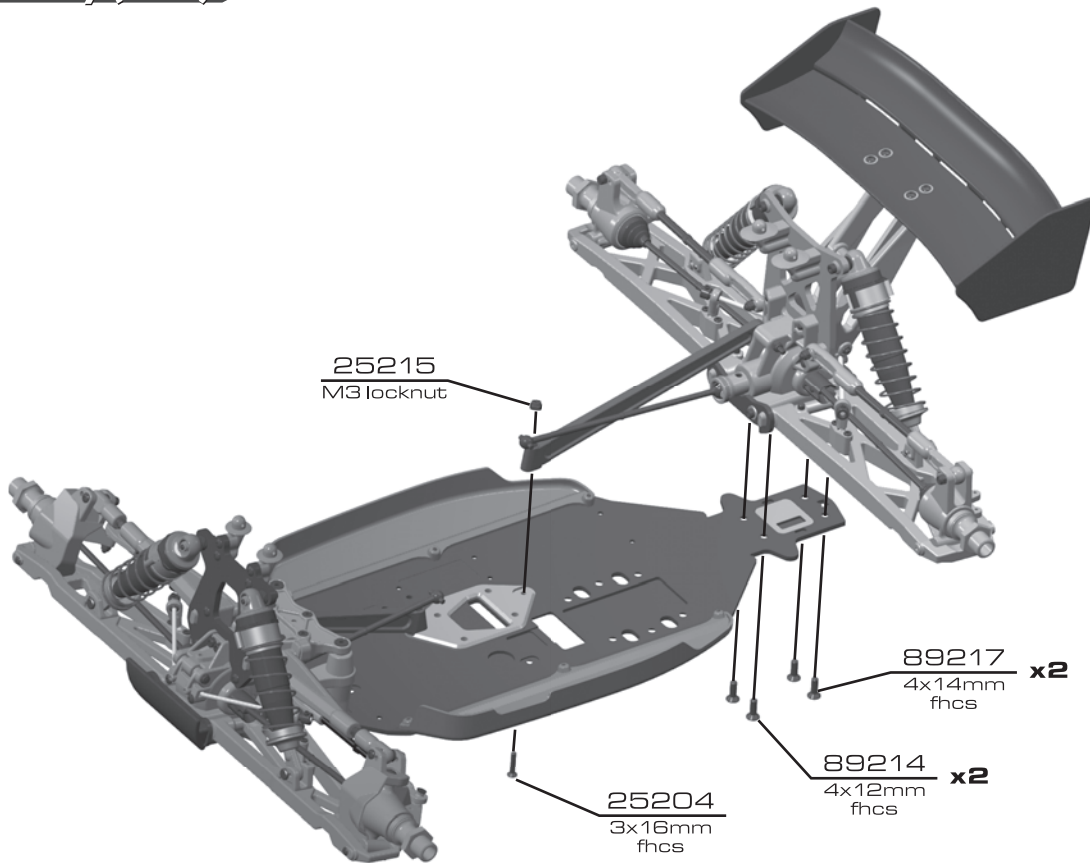
BAG J



:: Chassis Assembly (cont.)

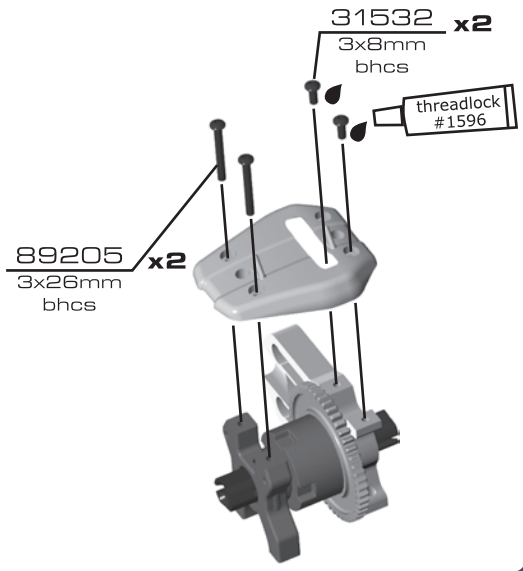
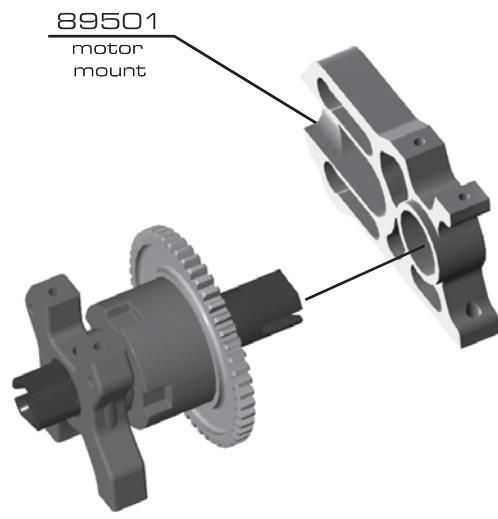
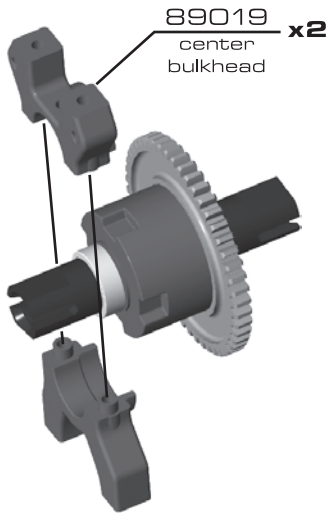


:: Chassis Assembly (cont.)



:: Center Bulkhead

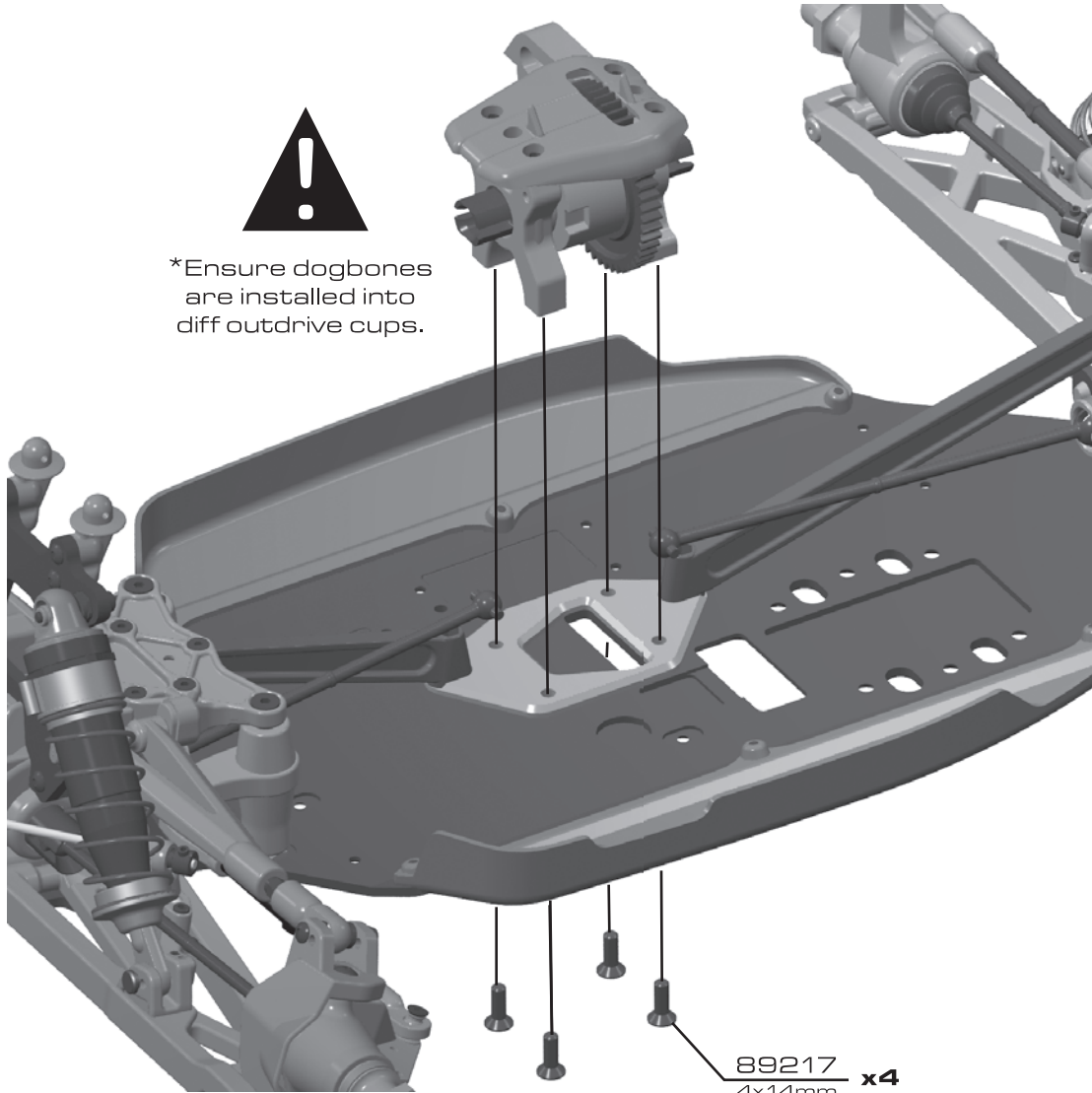
BAG K



:: Center Bulkhead (cont.)

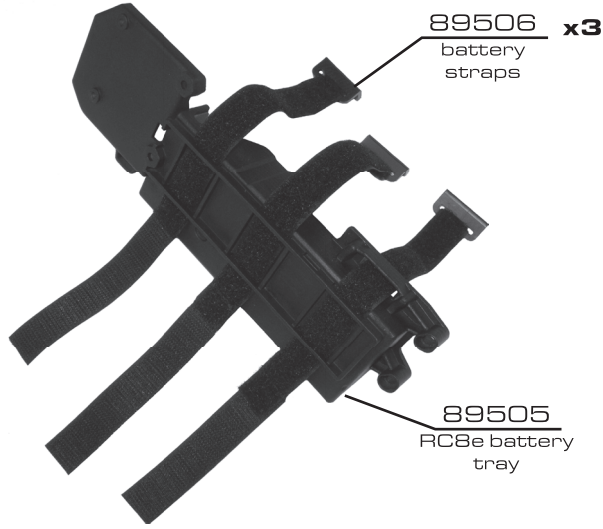


*Ensure dogbones are installed into diff outdrive cups.

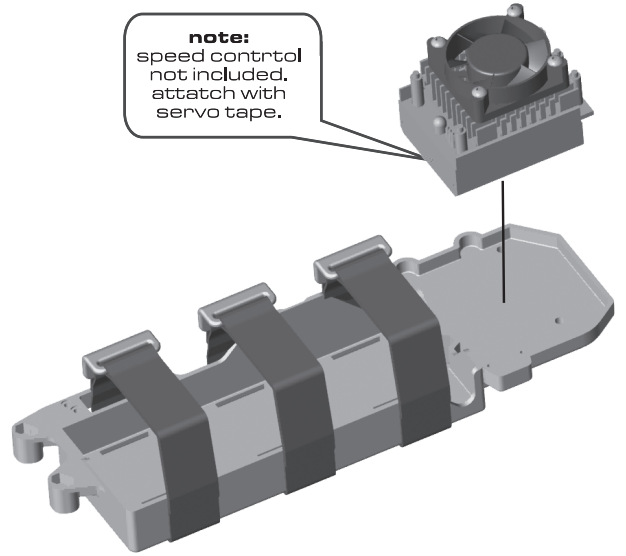


:: Battery / Radio Tray Build

BAG L



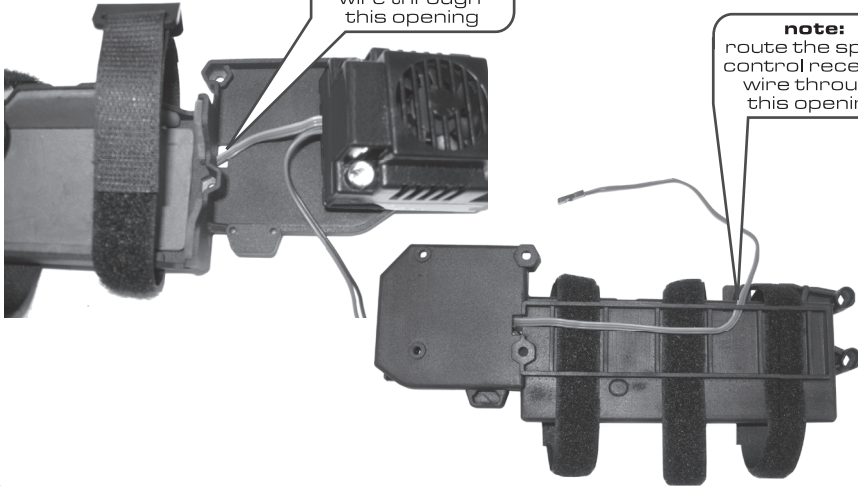
note:
speed control
not included.
attach with
servo tape.



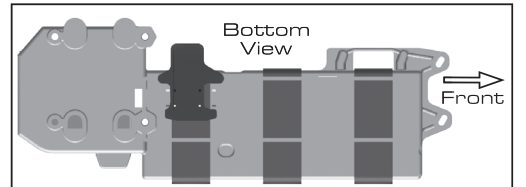
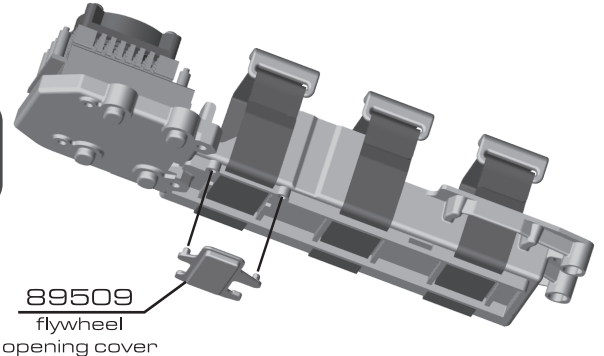
:: Battery / Radio Tray Build (cont.)

note:
route the speed
control receiver
wire through
this opening

note:
route the speed
control receiver
wire through
this opening



89509
flywheel
opening cover



:: Battery / Radio Tray Build (cont.)

89509
battery tray
bridge

89222 x4
2.5x8mm
shcs

note:
the cutout on
the battery tray
bridge is facing
the battery tray!

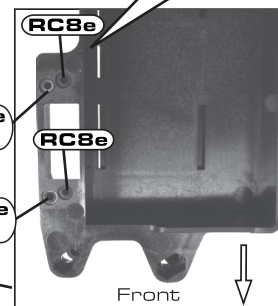
note:
there are two
different positions
for the bridge screws
depending on what
vehicle you have.

89504
radio tray
(bottom)

note:
end battery
strap removed
for picture
clarity only!

RC8e
SC8e

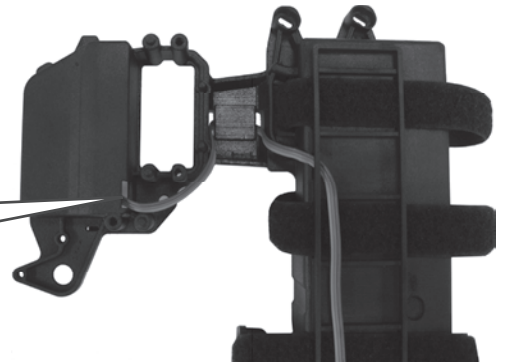
RC8Te
SC8e



:: Battery / Radio Tray Build (cont.)

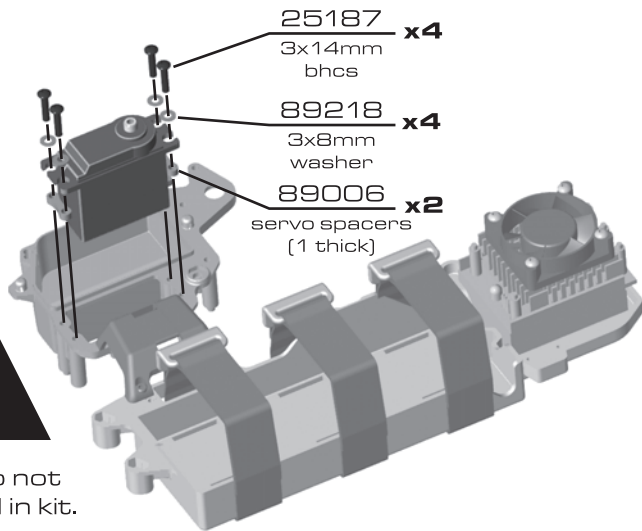


note:
route the speed control receiver wire up and over the bridge



note:
route the speed control receiver wire through the radio box hole

:: Battery / Radio Tray Build (cont.)



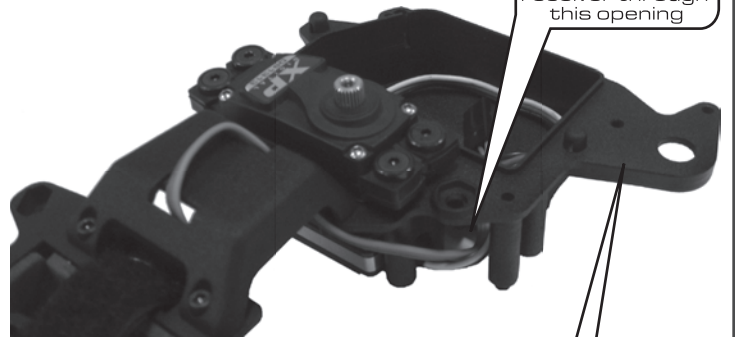
25187 x4
3x14mm bhcs

89218 x4
3x8mm washer

89006 x2
servo spacers (1 thick)



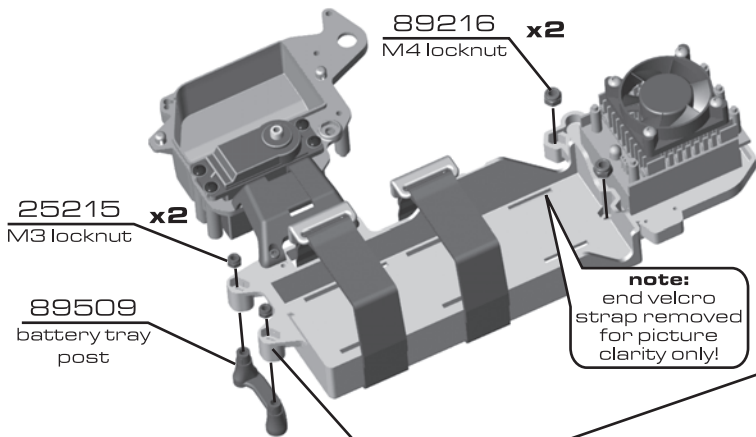
*Servo not included in kit.



note:
route the servo wire to the receiver through this opening

optional transponder mount location

:: Battery / Radio Tray Build (cont.)



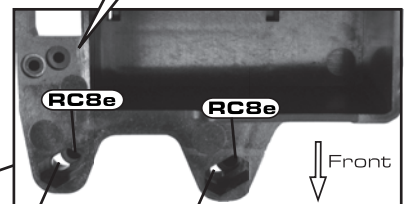
89216 x2
M4 locknut

25215 x2
M3 locknut

89509
battery tray post

note:
end velcro strap removed for picture clarity only!

note:
there are two different positions for the locknuts depending on what vehicle you have.



RC8Te
SC8e

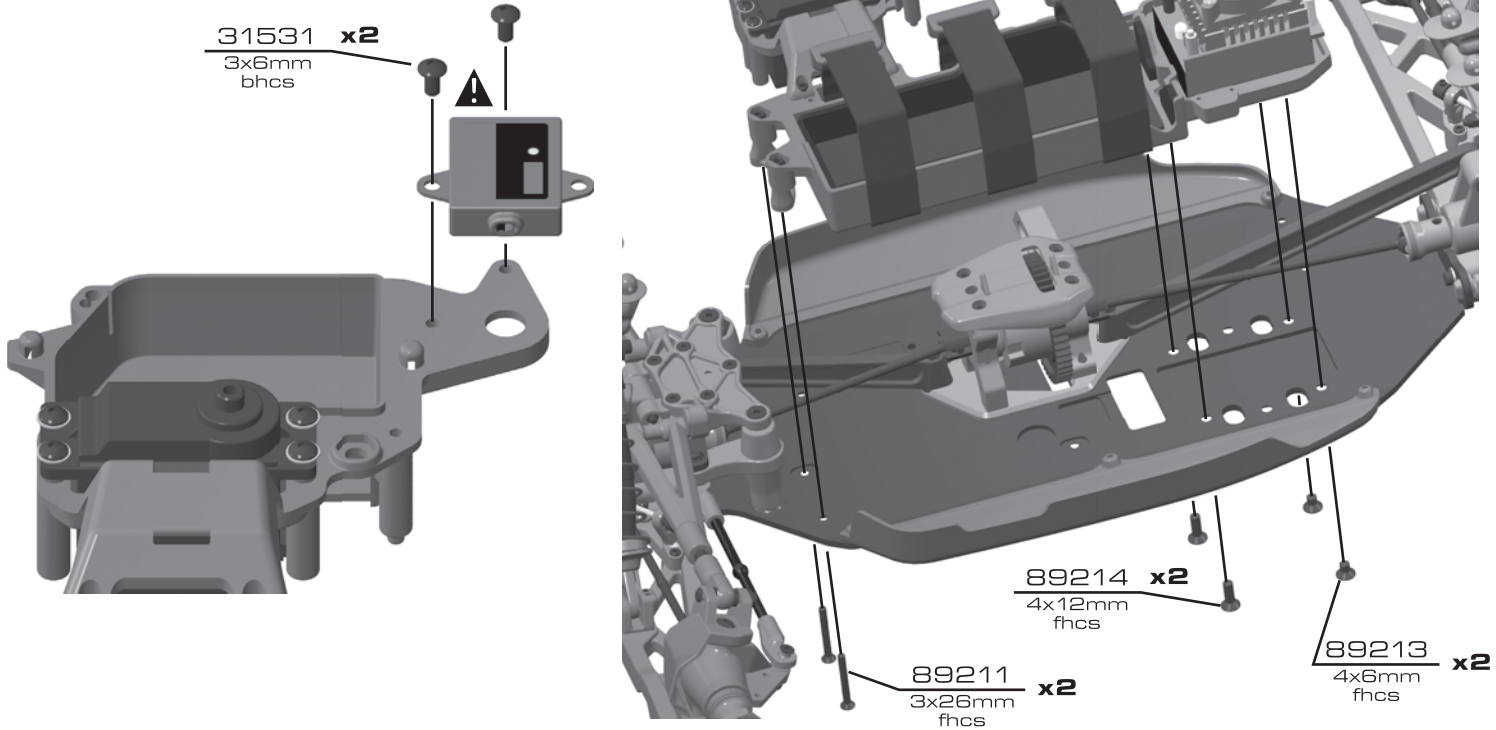
RC8Te
SC8e

Front
↓

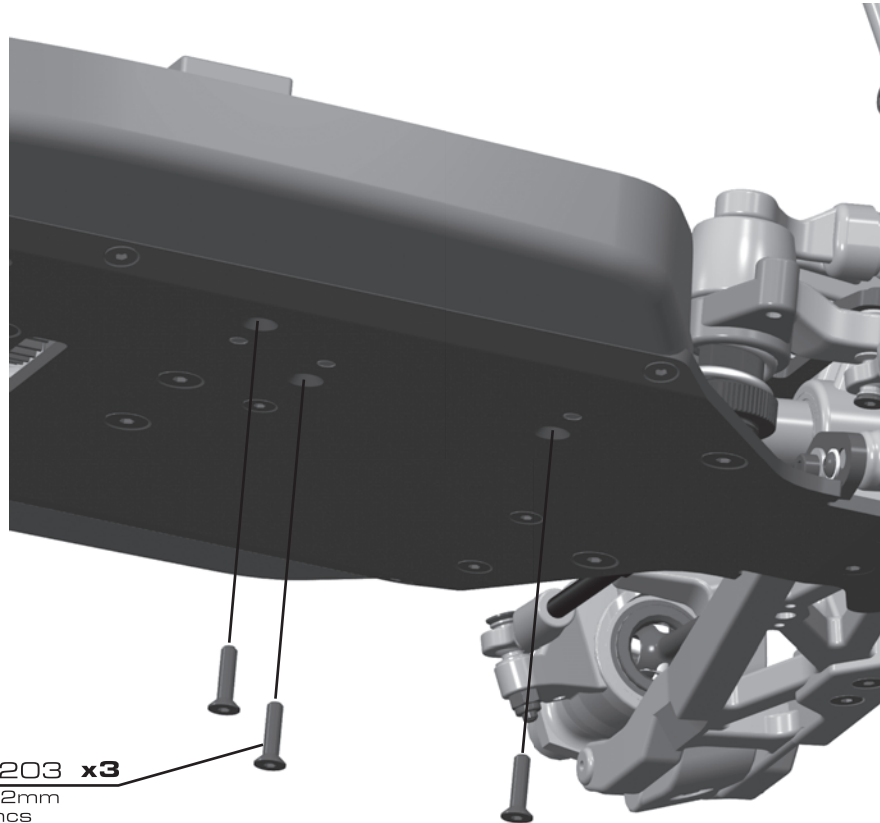
:: Battery / Radio Tray Install



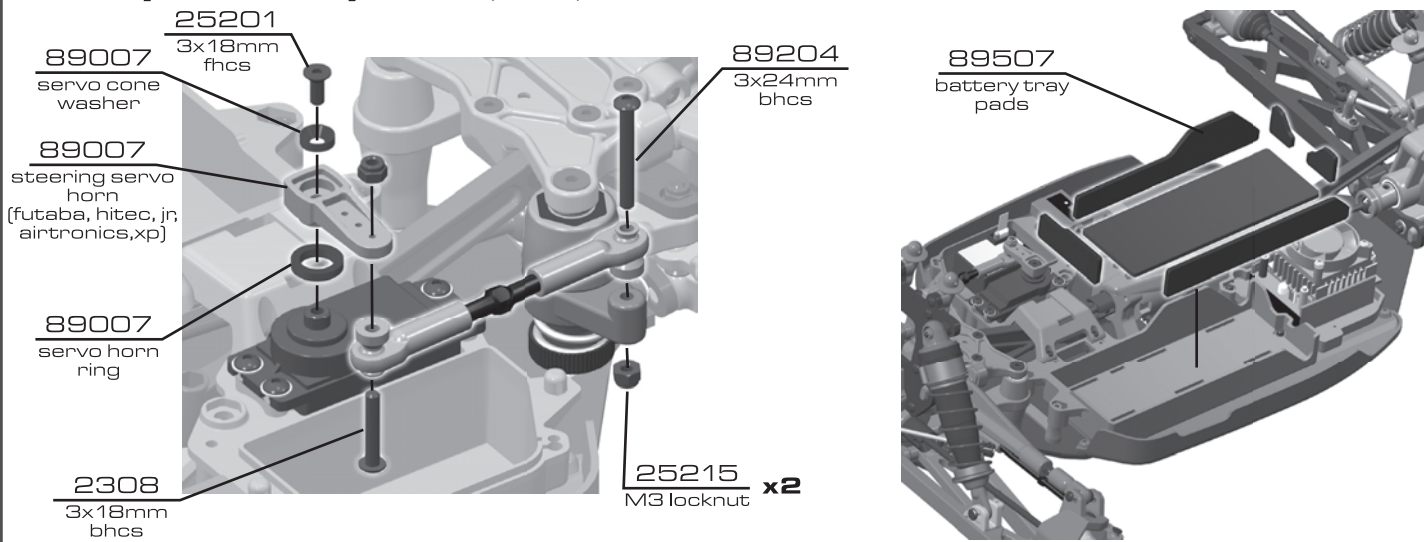
*screws and transponder
not included in kit



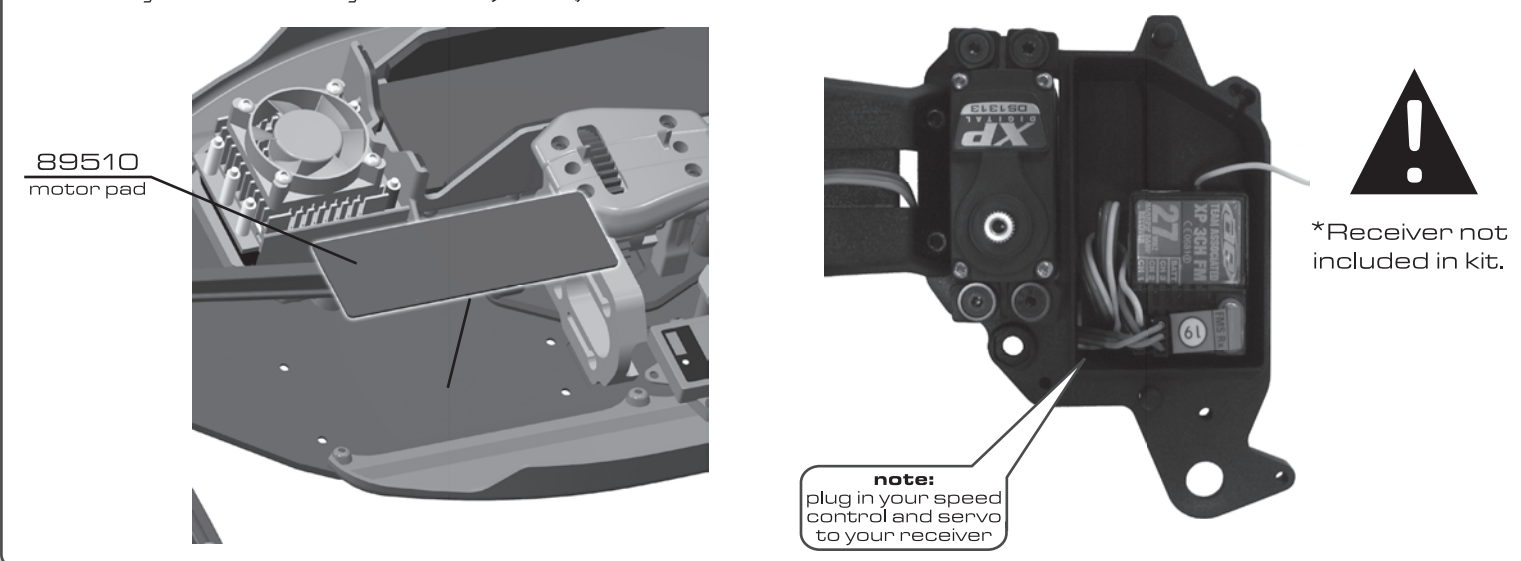
:: Battery / Radio Tray Install (cont.)



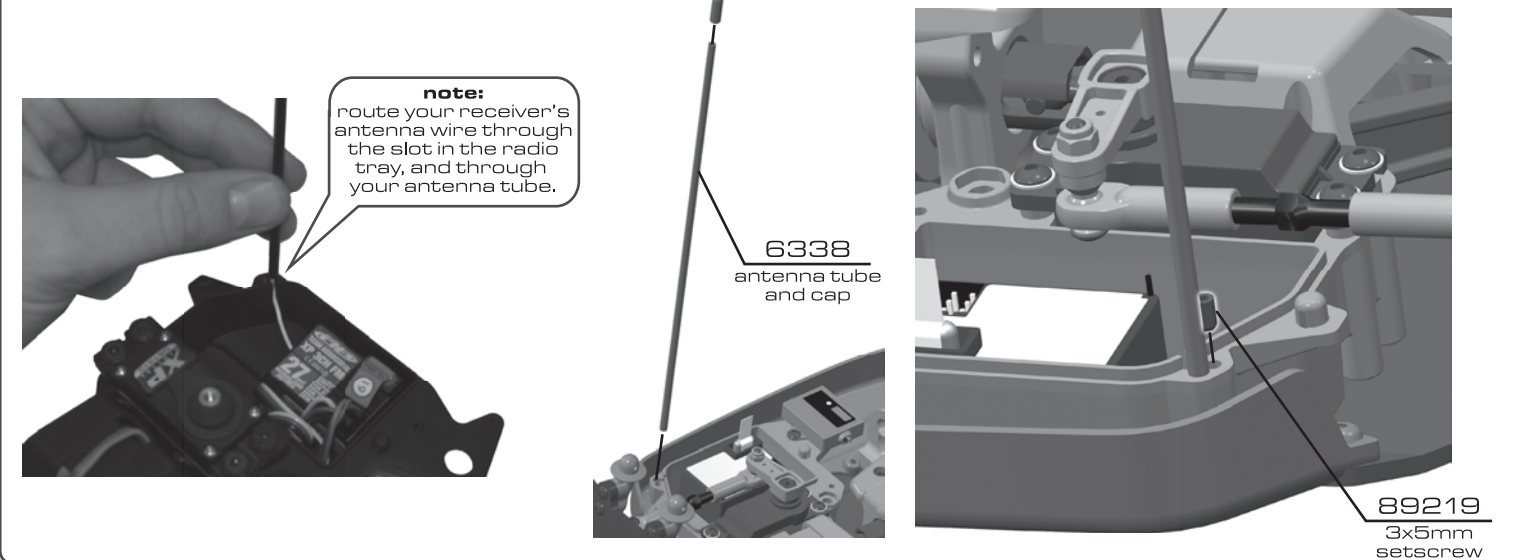
:: Battery / Radio Tray Install (cont.)



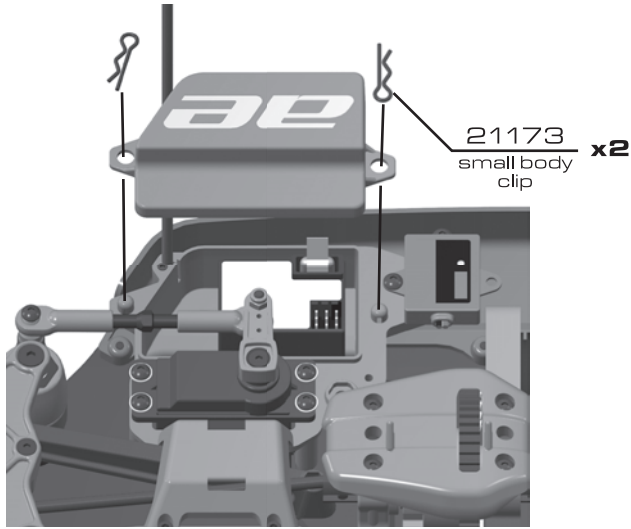
:: Battery / Radio Tray Install (cont.)



:: Battery / Radio Tray Install (cont.)

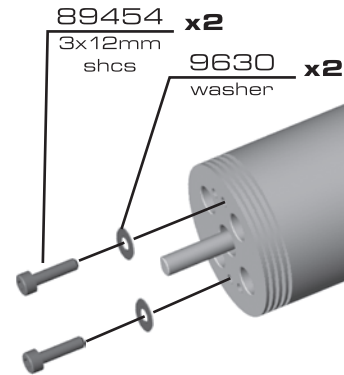


:: Battery / Radio Tray Install (cont.)



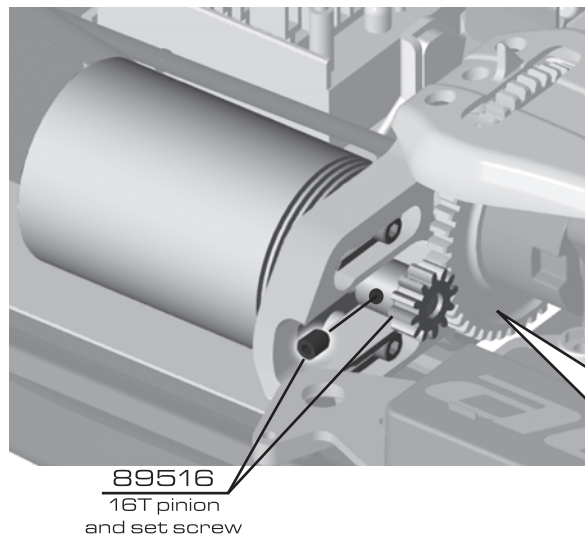
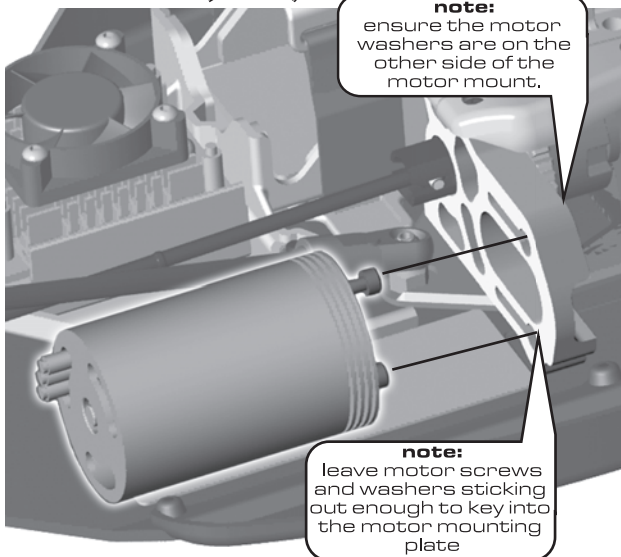
:: Electronics

BAG M



*Motor not included in kit.

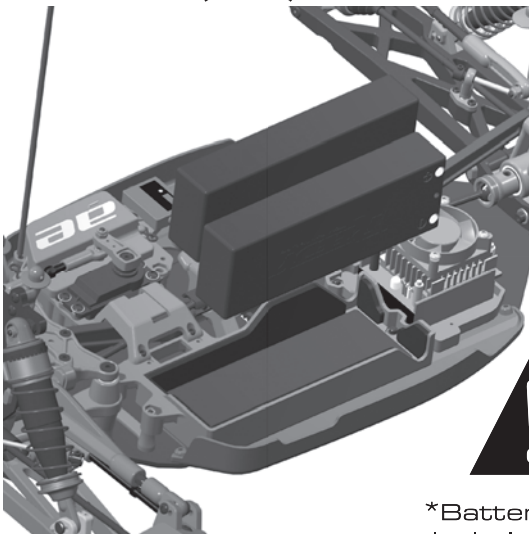
:: Electronics (cont.)



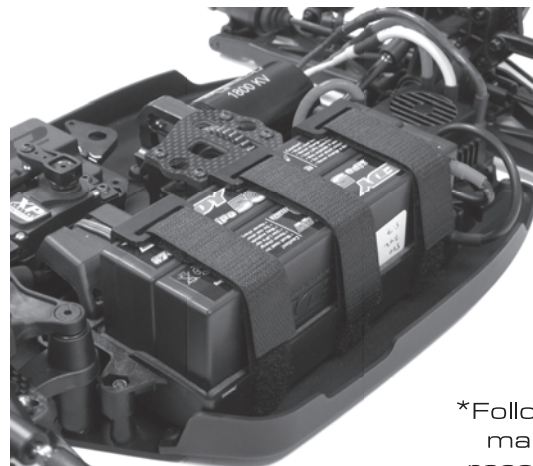
*Follow your motor manufacturer's recommendations for gearing.

note:
set gear mesh and tighten motor to the bulkhead with the included L wrench.

:: Electronics (cont.)

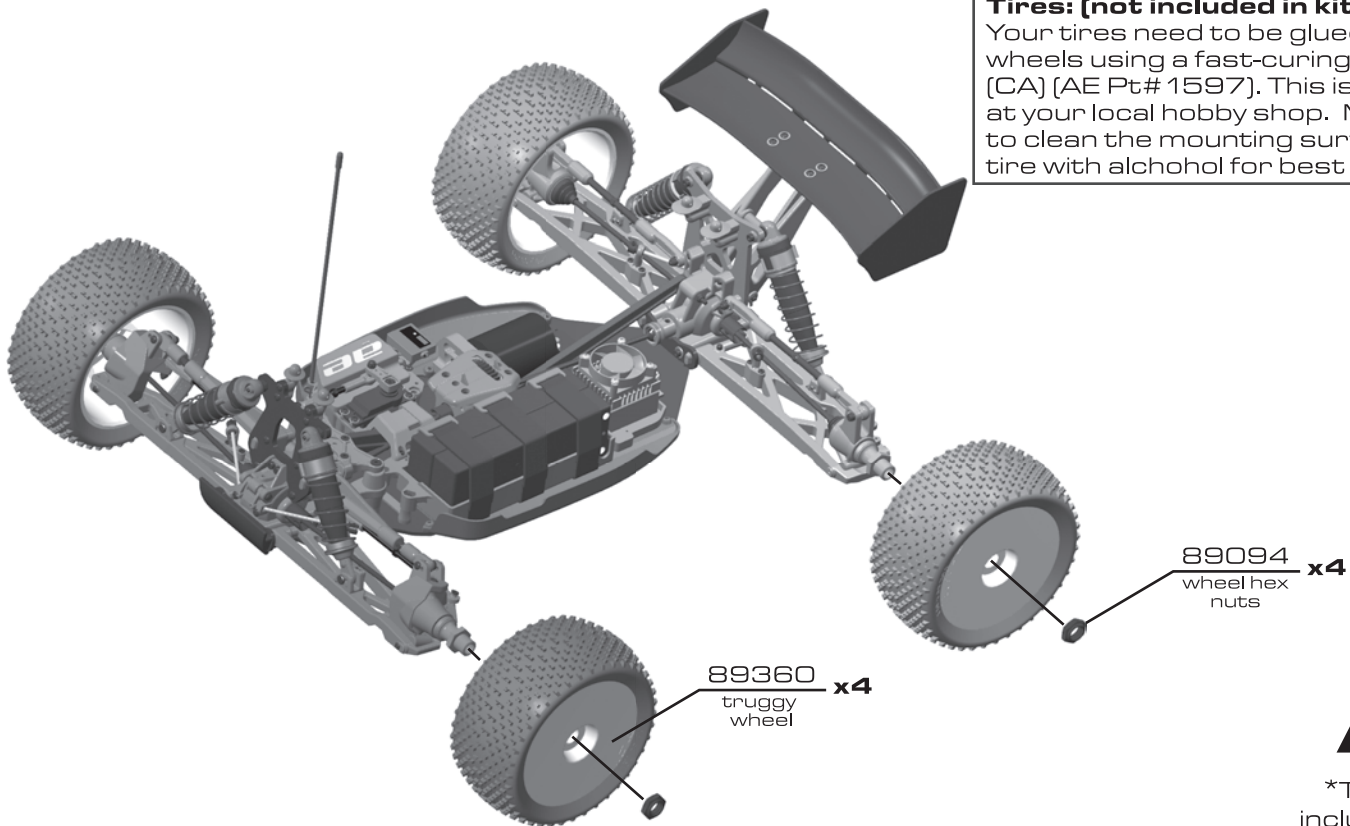


*Batteries not included in kit.



*Follow your battery manufacturer's recommendations for wiring setups.

:: Wheel / Tire Assembly

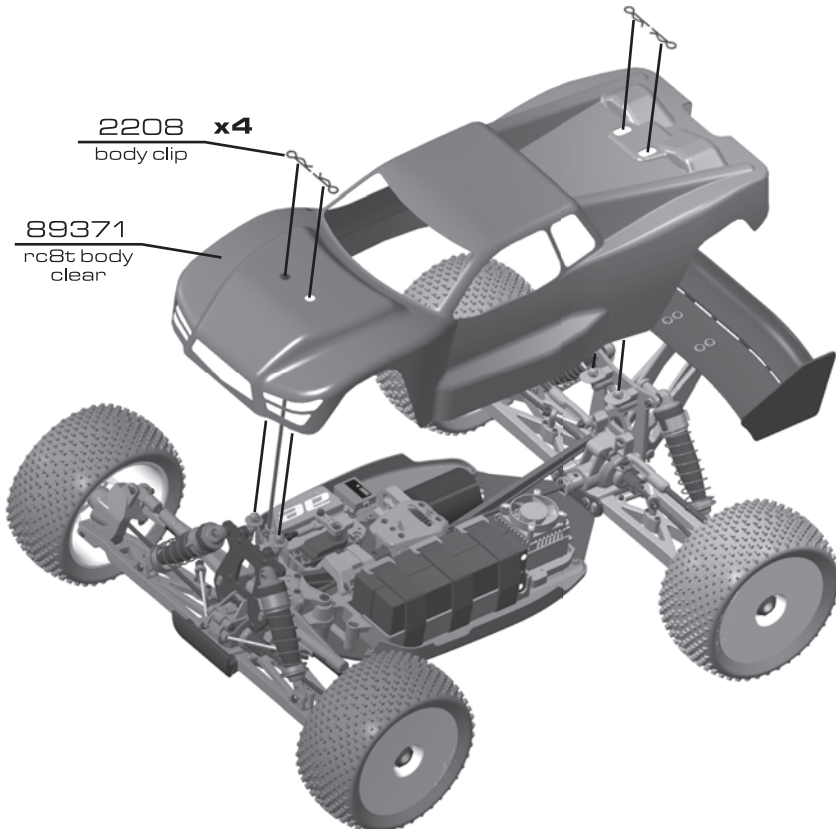


:: Building Tips

Tires: (not included in kit)

Your tires need to be glued to the wheels using a fast-curing Tire glue (CA) [AE Pt# 1597]. This is available at your local hobby shop. Make sure to clean the mounting surface of the tire with alcohol for best adhesion.

:: Body Install



:: Building Tips

Clear Body:

Your RC8Te comes with a clear lexan body. You will need to prep the body before you can paint it. Wash the inside thoroughly with warm water and liquid detergent. Dry the body using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the **INSIDE** of the body (RC cars get painted from the inside). Using high quality tape, apply to the inside of the body to create a design. Spray (either with spray paint or airbrush) the paint on the inside of the body (**NOTE: use ONLY paint that is recommended for use with lexan (polycarbonate) plastics. If you don't, you may destroy the plastic body!!!!**). After painting, cut the body along the trim lines. Make sure to cut holes for the body mounts and antenna. Remove the clear protective sheet before applying decals.

:: Tuning

Gearing:

Recommended Gearing: 15-50. This is a good starting point for most tracks. Follow your motor manufacturer's recommendations for gearing options.

Gear Mesh:

To correctly set your gear mesh, follow the steps below:

1. Loosen the motor mount screws so you can slide your motor from side to side freely.
2. Slide the motor until the pinion gear comes in contact with the spur gear. Tighten the motor mount screws. Now "rock" the spur gear. There should be a little "free play" between the gears.
3. If you have a small amount of 'free-play', continue building your RC8Te. If not, go back to Step 1. Be sure to check for "free-play" through a full rotation of the spur gear.

Differential Fluid:

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

Standard differential fluid setup: Front = 7,000cst; Center = 7,000cst; Rear = 7,000cst.

Optional diff setup 1 (bumpy outdoor track): Front = 7,000cst; Center = 10,000cst; Rear = 3,000cst.

Optional diff setup 2 (high grip track): Front = 10,000cst; Center = 15,000cst; Rear = 3,000cst.

Front Differential:

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

Center Differential:

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

Rear Differential: Start with the standard setup. For expert drivers, the most popular setting for truggy is 3,000 cst. the thicker 7,000cst kit oil will rotate less in the turns and accelerate straight on power. The thinner oil (2,000 or 3,000cst) will give more low speed traction.

Caster:

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

Front Upper Pivot Insert:

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

Front Caster Block Location:

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

Front Camber:

A good starting camber setting is -2 degrees. Positive camber, where the top of the tire is leaning out, is typically not recommended.

Front Toe-In:

Zero degree toe-in (tires pointing straight forward) is a good starting setting. You can increase turn in by adding 1-2 degrees of toe-out (front of tires point slightly out). Front toe - in is not a typical tuning adjustment used by the Team.

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

The front ride height setting you should use most often is with 37mm of gap between the chassis bottom and the ground. Check the ride height with the FT Ride Height Gauge (# 1449) by lifting up the entire vehicle about 8-12 inches off the bench and drop it. After the suspension “settles” into place, then raise or lower the adjustment collars as necessary and recheck.

Front Arm Hole Shockmount:

Inside on the arm will give a more responsive front end. Outside on the arm will be less responsive steering, but will be more predictable through bumps.

Anti-squat:

Anti-squat denotes the angle of the rear inner hinge pin relative to the ground. The kit setting is 2 degrees, and you can also run 1 degree by changing to 3 DOWN insert in front of the rear gearbox. Run the 1 dot insert to get 3 degrees of anti-squat. Less antisquat lets the suspension work more over the bumps, but it will sacrifice the ability to square up on power.

Rear Camber Link Length & Vertical Adjustment:

You can change the length of the camber link on the hub, or adjust the inboard location on the tower. The longer link will give the feeling of the most grip, but it will not be as responsive to square up on throttle, and might get loose if the vehicle is driven hard. This can easily be corrected by running the shorter link on the hub, but it will sacrifice some forward grip.

Changing to a higher location on the tower will be a smaller adjustment than changing the length of the upper link. Going up on the tower location has a similar effect as the longer link, but not as drastic. For example, if you change to the short rear link on the hub and you need to gain more forward grip, try raising the link up on the tower.

Rear Hub Hinge Pin Height:

The upper hole gives more rear grip on turn in, and good forward traction, but it might have difficulty squaring up out of turns. The lower hinge pin hole in the hub will be more responsive on throttle, and to give more side grip in the turns.

Rear Hub Spacing:

You have 3 options for rear hub spacing, FWD, MIDDLE, & BACK. The kit setting provides a good balance of rear traction and steering, and will be used most often. Moving the hubs FWD will give more rear traction for low grip tracks. You can use the hubs BACK on high grip tracks for more on-power steering. Also, you can replace the included shims to get intermediate settings.

Rear Camber:

A good starting camber setting is -2 degrees. Use the included # 1719 camber gauge to set your camber. Adding a small amount of positive camber, where the top of the tire is leaning out, will tend to improve straight-line acceleration on loose tracks.

Rear Ride Height:

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

Rear Arm Hole Shockmount:

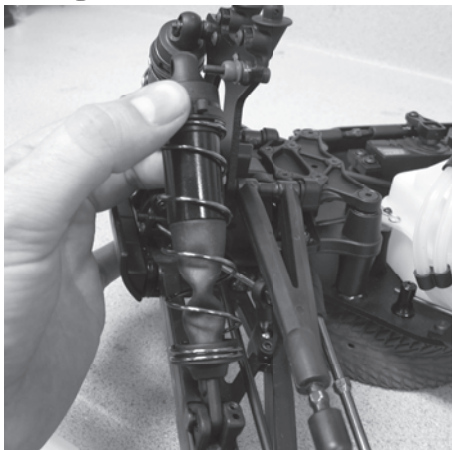
Inside on the arm will give less entry steering, accelerates better straightline through bumps, but may lack side bite. Outside on the arm will be less grip, more steering, but will be more predictable when it breaks traction.

Kickup Bushing:

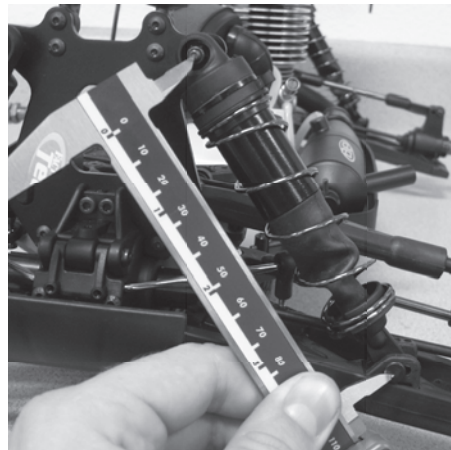
Generally more kick-up will provide better handling in the bumps and have better straight line acceleration. Less kick-up will provide more all around steering and have a more aggressive feel.

:: Tuning (cont.)

Droop Settings:



Step 1: With only the bottom of the shocks attached, the droop screws tightened all the way, and the chassis above your working surface so the arms are at full extension, you should be able to easily slide the top of your shock over the standoff screw, while leaving the shock at full extension. If the mounting hole of the shock cap is above or below the standoff screw, adjust the droop screw accordingly. Repeat for all corners of your vehicle. Measure from the center of the standoff screw to the center of the shock riser button to get your FULL DROOP setting. The front shocks should be 115mm, while the rear shocks should be 126mm.



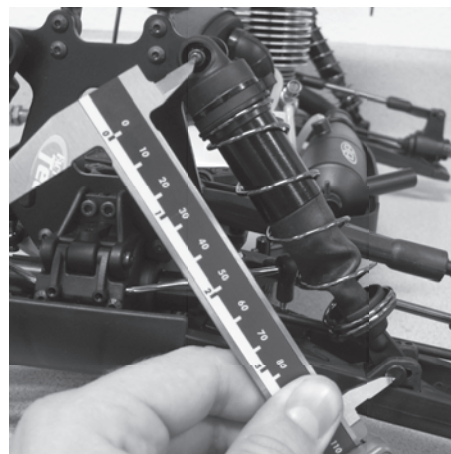
Step 2: Finish installing the shock to the standoff. Set your vehicle to your desired droop setting. To increase your droop turn the droop screw (from the top) counter-clockwise (loosen), turn the droop screw (from the top) clockwise (tighten) to decrease your droop. Remember, never back the screw out beyond full droop or you could risk damage to your vehicle.

Front Droop: Increasing front droop (loosen droop screws) will increase off-throttle steering. It also allows the front end to lift more, giving more rear grip and less front grip on-power. Remember to never loosen the screws beyond the FULL DROOP setting. Decreasing front droop (tighten droop screws) yields more on-power steering and quicker response at the expense of some stability in bumpy sections. It will also give less off-throttle steering.

Rear Droop: Increasing rear droop (loosen droop screws) will increase traction in bumpy sections, but will reduce high-speed stability. Remember to never loosen the screws beyond the FULL DROOP setting. Decreasing rear droop (tighten droop screws) will increase stability in high speed sections, but will reduce stability in bumpy sections.

Setup Sheets:

Most often, the best way to get your car handling right is to go to our web site www.rc10.com and click on the Racing link, then the Setup Sheets link, then the link that applies to your vehicle. Our team of professional drivers help develop these setups at National events. Also, most drivers have a "base" setup that they use as a starting point for every event. Try running some of our base setups OR look for track conditions and tires that are similar to your local track and mimic that setup. Remember, each adjustment has a purpose, so copy everything from the setup sheet and then make adjustments based on the recommendations in here and in our online tuning guide at <http://www.rc10.com/rc/tuning>.












Step 3: Measure from the center of the shock standoff screw to the center of the shock riser button to get your final droop setting. The front shocks should both be set at the same length, as should the rear shocks. * The normal droop setting is between 0-5mm from the FULL DROOP measurement.



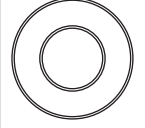
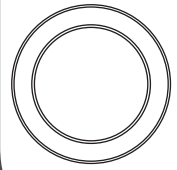
:: Hardware - 1:1

flat head (fhcs)

METRIC

	3x8mm (25201)
	3x12mm (25203)
	3x14mm (89208)
	3x20mm (89210)
	3x22mm (89455)
	3x26mm (89211)
	4x6mm (89213)
	4x12mm (89214)
	4x14mm (89217)









ball bearings

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







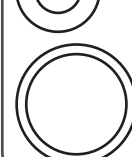
Notes:

cap head (shcs)

METRIC














	2.5x8mm (89222)
	3x12mm (89454)
	3x16mm (89224)
	3x20mm (25192)
	3x24mm (89225)
	3x26mm (89226)
	3x40mm (89228)
	3x45mm (89279)

shims & washers

	aluminum balltwd washer (9630)
	2.5mm washer (89278)
	blue countersunk washer (89229)
	silver cone washer (89230)
	3x8mm thin washer (89218)
	diff washer (89120)
	diff shim (89117)





button head (bhcs)

METRIC

	2.5x3mm (89201)
	2.5x6mm (31520)
	3x6mm (31531)
	3x8mm (31532)
	3x10mm (25211)
	3x12mm (89202)
	3x14mm (25187)
	3x18mm (2308)
	3x20mm (25188)
	3x24mm (89204)
	3x26mm (89205)
	4x10mm (89206)
	4x12mm (89207)

setscrews

METRIC

	3x3mm (25225)
	3x5mm (89219)
	4x3mm (25223)
	5x4mm (89221)

nuts (lock/plain)

	piston locknut (89215)
	m3 locknut (25215)
	flanged m3 locknut (25612)
	m4 locknut (89216)

:: Driver: Team Associated :: Date: _____
:: Track: Standard RC8Te Setup
:: Event: _____

Setup Sheet for Team Associated's RC8Te

Rev. 1

:: Front Suspension

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

bump-steer washers:
_____ in _____ out

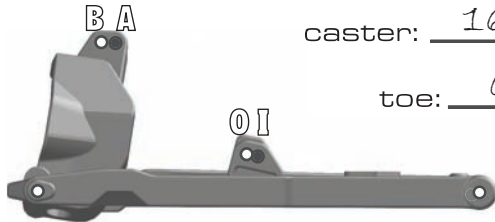
hinge pin bushing
2
 up down



camber: -2°

caster: 16°

toe: 0°



ride height: 37mm

kickup bushing
2
 up down

:: Rear Suspension

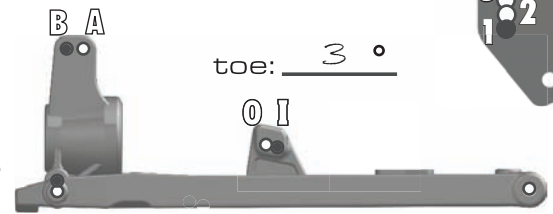
anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

wheelbase:
 long
 medium
 short

camber: -2°

toe: 3°

hub:
upper
lower



ride height: 43mm

anti-squat bushing
2
 up down

:: Front Shocks

spring: (5.1 lb) silver piston: 1.3
shock fluid: 50 wt. length: 113mm
shock cap: _____

:: Rear Shocks

spring: (3.3 lb) silver piston: 1.3
shock fluid: 50 wt. length: 125mm
shock cap: _____

:: Differentials

front fluid: 7000cst
center fluid: 7000cst
rear fluid: 7000cst

:: Wing

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

:: Chassis Braces / Wheel Hex

chassis braces:
 pivot molded aluminum
wheel hex:
 standard narrow

:: Electronics

motor & wind: _____
esc: _____ setting: _____
batteries: _____
radio: _____
steering expo: _____
brake e.p.a. : _____
throttle expo: _____
servo: _____
initial brake: _____ drag brake: _____

:: Gearing

pinion gear: 16t
spur gear: 50t

:: Tires

tire (F/R): _____ / _____
compound (F/R): _____ / _____
insert: _____ wheel: _____
traction additive: _____

:: Race and Vehicle Comments

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

:: Track Info

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

Setup Sheet for Team Associated's RC8Te

Rev. 1

:: Front Suspension

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

bump-steer washers:
 _____ in _____ out

hinge pin bushing

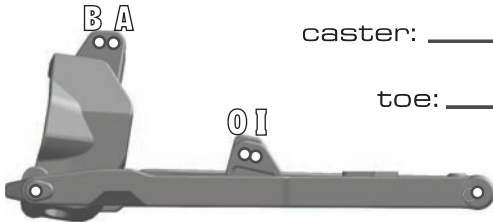
 up down



camber: _____

caster: _____

toe: _____



ride height: _____

kickup bushing

 up down

:: Rear Suspension

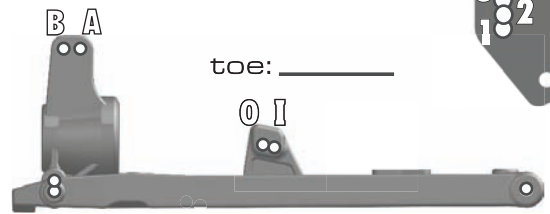
anti-roll bar:
 2.2 - black
 2.5 - silver
 2.8 - gold

wheelbase:
 long
 medium
 short

camber: _____

toe: _____

hub:
 upper
 lower



ride height: _____

anti-squat bushing

 up down

:: Front Shocks

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

:: Rear Shocks

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

:: Differentials

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

:: Wing

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

:: Chassis Braces / Wheel Hex

chassis braces:
 pivot molded aluminum
 wheel hex:
 standard narrow

:: Electronics

motor & wind: _____
 esc: _____ setting: _____
 batteries: _____
 radio: _____
 steering expo: _____
 brake e.p.a. : _____
 throttle expo: _____
 servo: _____
 initial brake: _____ drag brake: _____

:: Gearing

pinion gear: _____
 spur gear: _____

:: Tires

tire (F/R): _____ / _____
 compound (F/R): _____ / _____
 insert: _____ wheel: _____
 traction additive: _____

:: Race and Vehicle Comments

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

:: Track Info

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