RC10 B74.2D TEAM KIT

1:10 Scale 4WD Electric Off Road Competition Buggy Kit

#90037 RC10B74.2D TEAM KIT

1:10 Scale 4WD Electric Off Road Competition Buggy Manual

WeAreAE CHAMPIONS by DESIGN
AssociatedElectrics.com

TEAM ASSOCIATED

:: Introduction

Thank you for purchasing this Team Associated product. This assembly manual contains instructions and tips for building and maintaining your new vehicle. Please take a moment to read through the manual and familiarize yourself with the steps. We are continually changing and improving our designs; therefore, actual parts may appear slightly different than the illustrations. New parts will be noted on supplementary sheets located in the appropriate parts bags.
Check each bag for these sheets before you start to build.

:: RC10B74.2 Team Kit Features

Champions by Design
As tires, motors, batteries, and tracks evolve, Team Associated adapts and improves with every iteration of the RC10. The engineers at Team Associated's Area 51 set out to extract more performance from the RC10B74 4WD buggy platform with the introduction of the RC10B74.2 and RC10B74.2D. Our goals were to reduce overall weight, lower the center of gravity, and improve jump and bump handling. The differentials were modified to improve rolling speed through turns and increase stability on landings, allowing the buggy to corner faster on high-grip carpet and clay tracks.

The RC10B74.2 and RC10B74.2D introduce molded gearboxes front and rear, which lower the center of gravity by removing weight from high points of the car. The latest 13mm big bore shock technology from Team Associated is included, taking the RC10B74.2 to the next level in jump and bump handling performance. The introduction of gull wing front suspension arms and the inclusion of the LTC gear sets for the differentials make the RC10B74.2 platform easier and more predictable to drive on any track condition.

RC10B74.2D Team Kit Features:
- New lightweight molded gearboxes front and rear
- Two fixed height front gearboxes allowing 0 and +2mm diff height options
- One rear gearbox with RC10B6-style inserts allowing 0, +1, +2, and +3mm diff height options
- New 13mm big-bore threaded aluminum shocks and springs with machined shock pistons for improved bump and jump handling
- New gull wing front suspension arms and mating shock tower for lower center of gravity and better steering predictability
- LTC differential gear sets are included. That reduce binding under power, giving more predictable power delivery
- New battery hold-down system uses inserts to adjust weight bias. O-ring style battery strap with pull tabs
- New larger 3.5mm turnbuckles with updated rod end style ballcups to increase durability and reduce bind in the suspension
- New center bulkhead fan mount that mounts the fan above the motor for better cooling performance
- New -2mm wing mounts for use with slicks and low-profile carpet tires to further lower the center of gravity
- Center differential with 72T and 78T spur gear and 200,000 CST silicone diff fluid
- +3mm aluminum steering rack for optimized bump steer at low ride heights
- 66mm Rear CVA drive shafts and axles for more on-power traction and more predictable driving feel

:: Additional

Your new B74.2 Team Kit comes unassembled and requires the following items for completion (refer to catalog section for suggestions):
- R/C two channel surface frequency radio system
- AA-size batteries for transmitter (#302 alkaline)
- Electronic Speed Control, ESC (#27004, 27033)
- Steering servo (#27117, 27118, 27119)
- R/C electric motor
- Pinion gear (48P), size determined by type/turn or kV of motor
- Battery charger (a peak detection charger, or LiPo compatible charger)
- 2 cell LiPo battery pack (#27382, 27383, 27384)
- Polycarbonate specific spray paint
- Cyanoacrylate glue (CA)(#1597)
- Thread locking compound (#1596)
- Tires and Inserts, Fronts and Rears
- Wheels w/12mm Hex
  Front Wheels#92095, #92096
  Rear Wheels #9695, #9696

:: Other Helpful Items

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

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

Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

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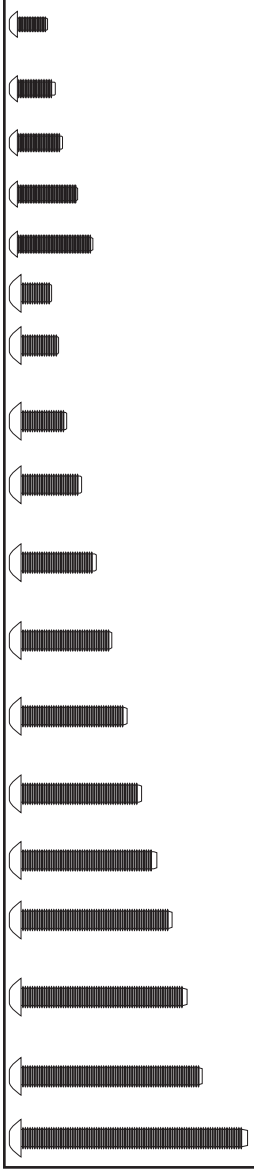
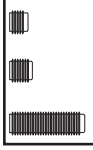
:: Hardware - 1:1 Scale View

Button Head (bhcs)



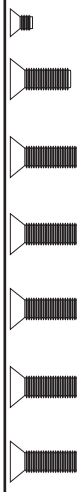
2x4mm (31510)
Aluminum (8545)
2.5x5mm (31519)
2.5x6mm (31520)
2.5x8mm (31521)
2.5x10mm (31522)
3x4mm (91158)
3x5mm (31530)
3x6mm (31531)
Titanium (91580)
3x8mm (31532)
Titanium (91581)
3x10mm (25211)
Titanium (91582)
3x12mm (89202)
Titanium (91583)
3x14mm (25187)
Titanium (91584)
3x16mm (89203)
Titanium (91585)
3x18mm (2308)
3x20mm (25188)
Titanium (91587)
3x22mm (25189)
Titanium (91588)
3x24mm (89204)
Titanium (91589)
3x30mm (91478)

Set Screws



3x2.5mm (31500)
3x3mm (25225)
3x10mm (4671)

Flat Head (fhcs)



2x3mm (91743)
3x8mm (25201)
Titanium (91592)
3x10mm (25202)
Titanium (91593)
3x12mm (25203)
Titanium (91594)
3x14mm (89208)
Titanium (91595)
3x16mm (25204)
Titanium (91596)
3x18mm (89209)
Titanium (91597)

Cap Head (shcs)

1.6 x 5mm (91611)

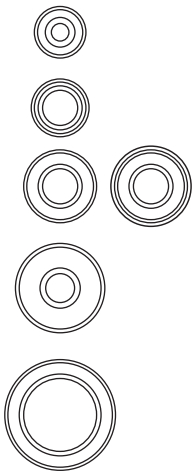
LP Socket Head (lp shcs)

3x6mm (41089)
3x22mm (41095)

Shims and Washers

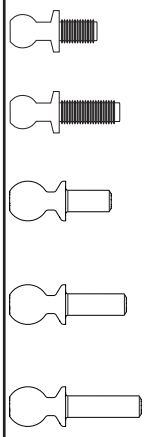
5.5x0.5mm (31381)
5.5x1.0mm (31382)
5.5x2.0mm (31383)
3x8mm Washer (89218)

Ball Bearings



4x7x2.5mm (31732)
5x8x2.5mm (31400)
5x10x4mm (91560)
5x10x4mm flanged (92324)
5x12x4 (91567)
10x15x4 (91563)

Ballstuds



Silver 5mm long (31283)
Silver 8mm long (31284)
HD 6mm (91047)
Ti HD 6mm (91751)
HD 8mm (91048)
Ti HD 8mm (91752)
HD 10mm (91049)
Ti HD 10mm (91753)

Nuts (lock/plain)

M3 Nut (91477)
M3 Alum. Locknut, Blue (31550)
M3 Locknut, Black (25215
M3 Locknut w/Flange (25612)
FT 3mm Locknuts, Blue(25392)
M4 Locknuts:
Serrated Steel LP (91150)
Serrated Steel (Silver) (91826)
FT Aluminum (Blue) (31551)
Serrated Aluminum (Black) (91738)

Notes:

:: Table of Contents

:: Notes

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

This symbol indicates a Racers Tip.

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

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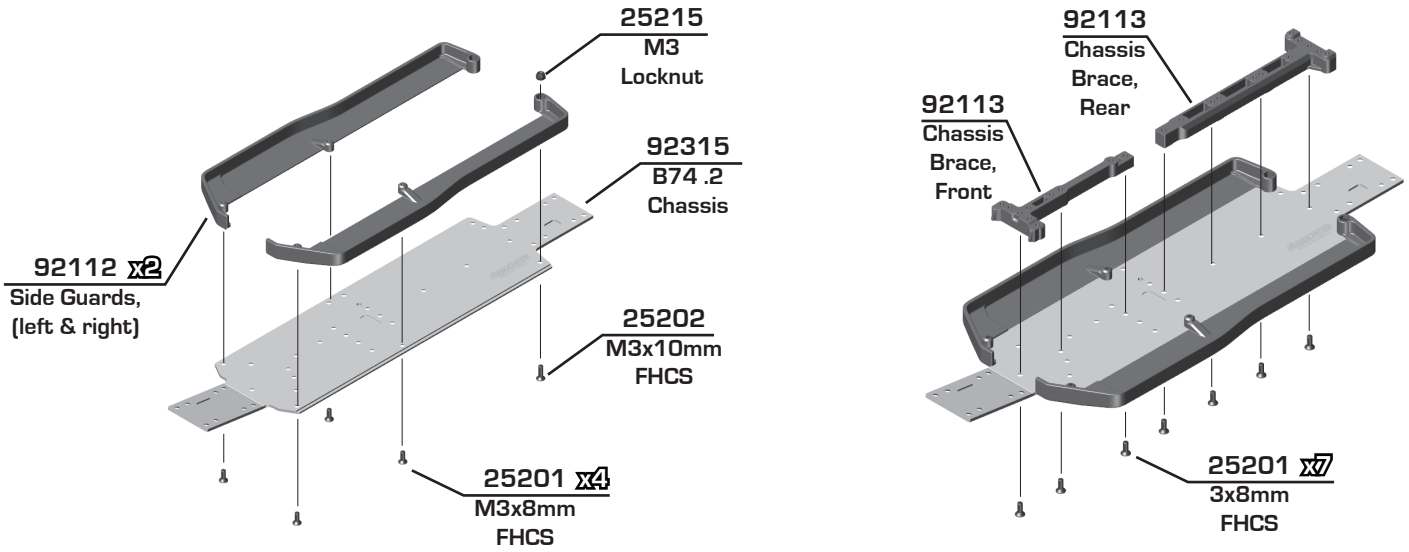
:: Bag 1 - Step 1



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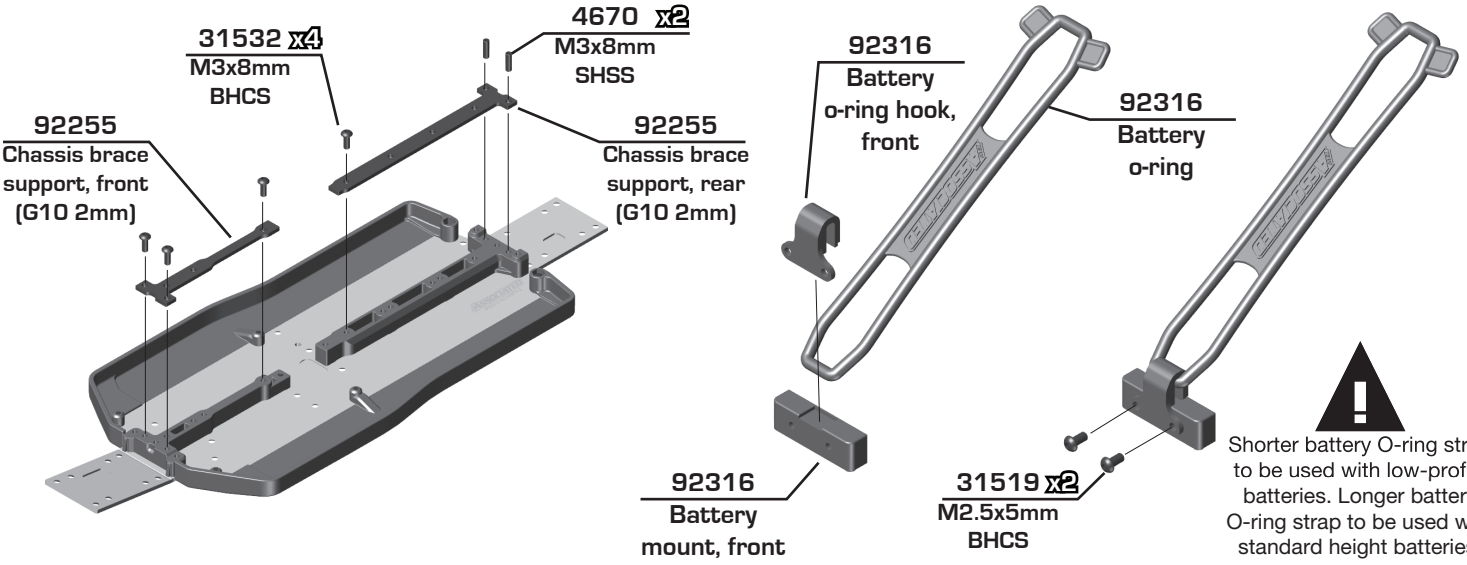

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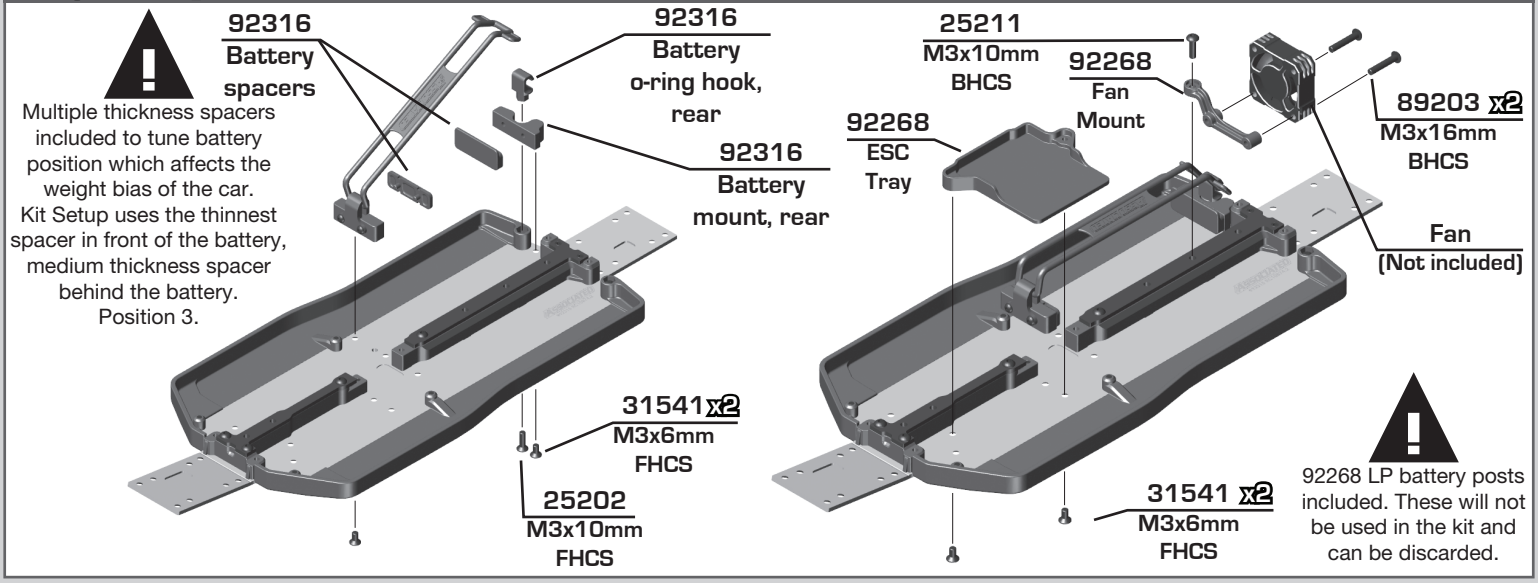

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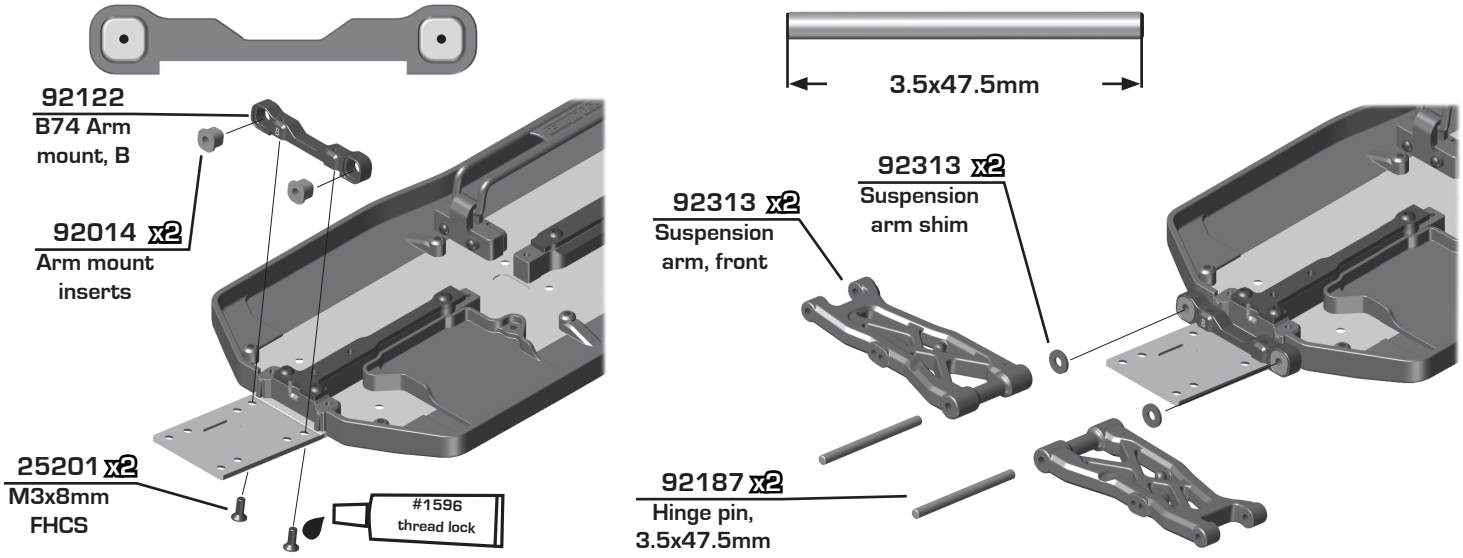

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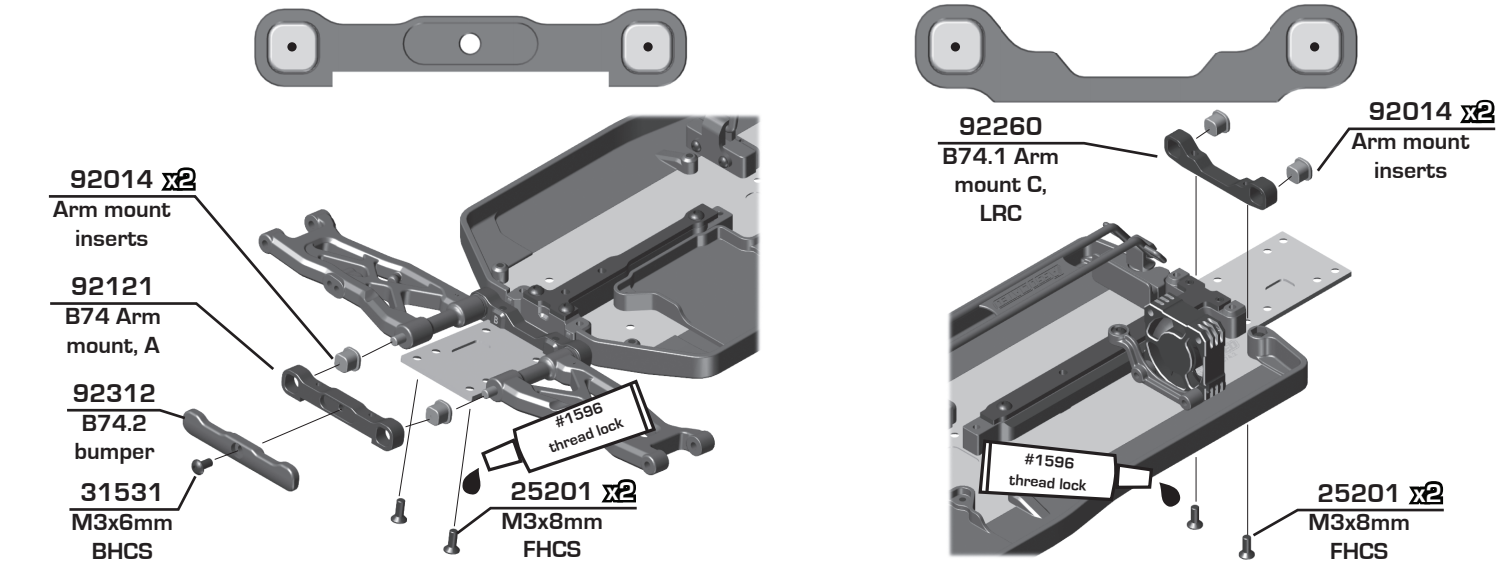

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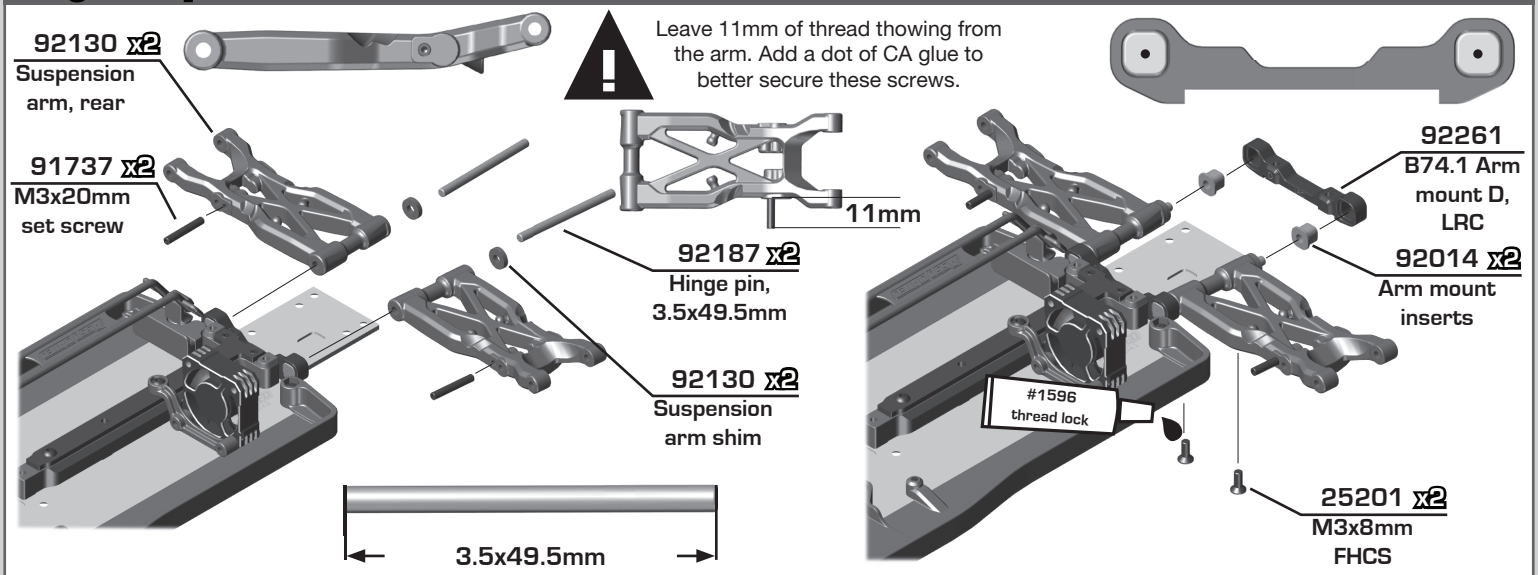
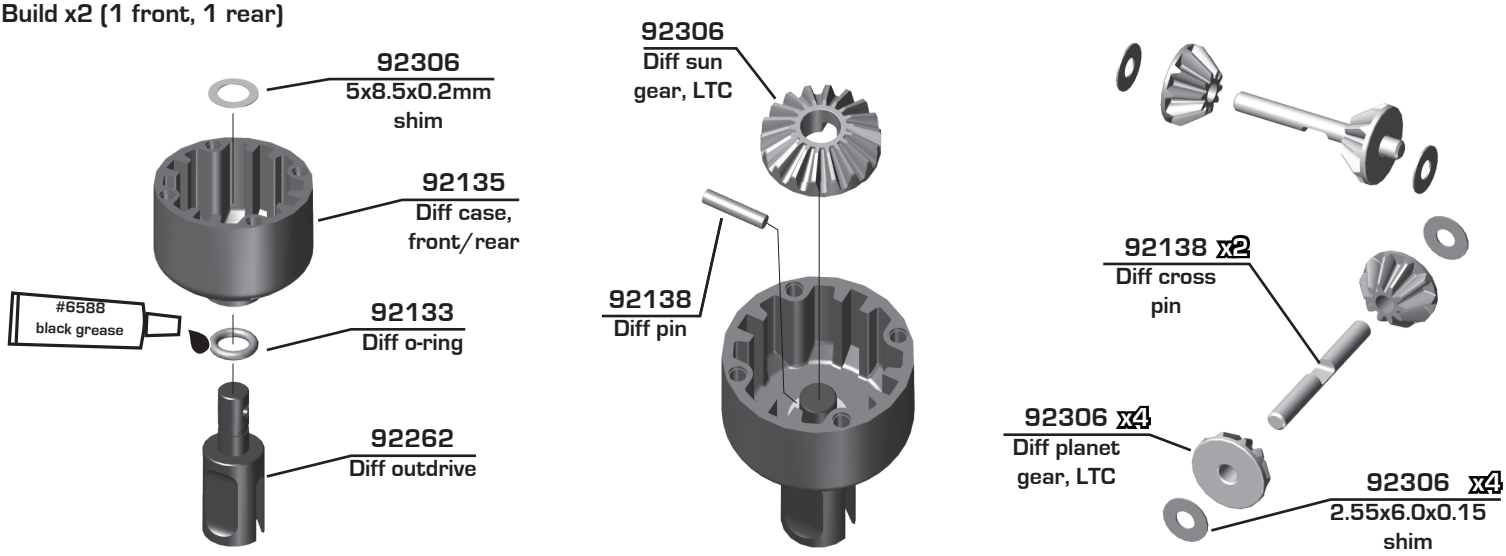


:: Bag 3 - Step 1

Build x2 (1 front, 1 rear)



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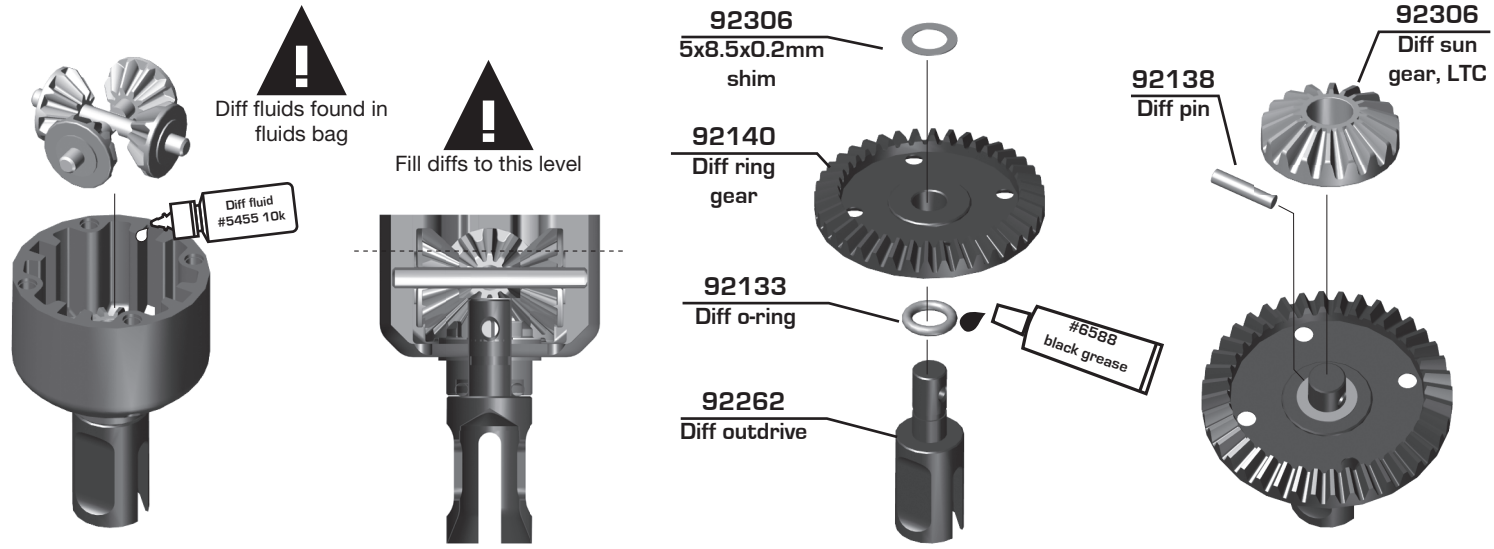
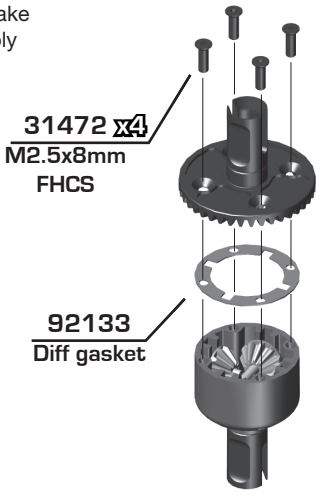


:: Bag 3 - Step 3

It is important that the correct amount of fluid is added to the diff. Too much fluid may cause the diff to fail. Fill diffs to the reference line shown above. A more accurate method is to use a digital scale (AE#1522) to make sure the correct amount of fluid is added on the first build, and subsequent rebuilds. The entire diff assembly should weigh **45.25g** when built. Start by placing the ring gear assembly, screws, and cup assembly (without fluid) onto the scale. Then slowly add fluid to the cup assembly until the overall mass is **45.25g**.

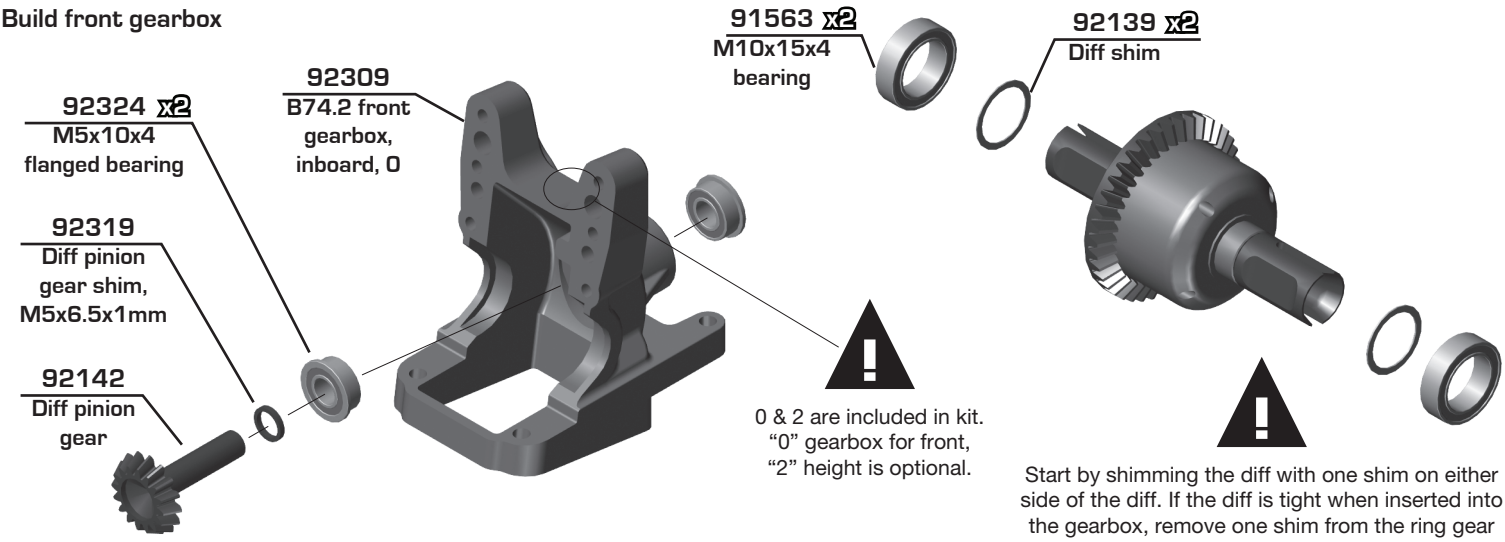
B74 Diff Weights (minus bearings)		
	Weight (grams)	
	Metal	Plastic
F/R Differential	45.25	36
Center Differential	43.75	34.5



Build x2 (1 front, 1 rear)

:: Bag 4 - Step 1

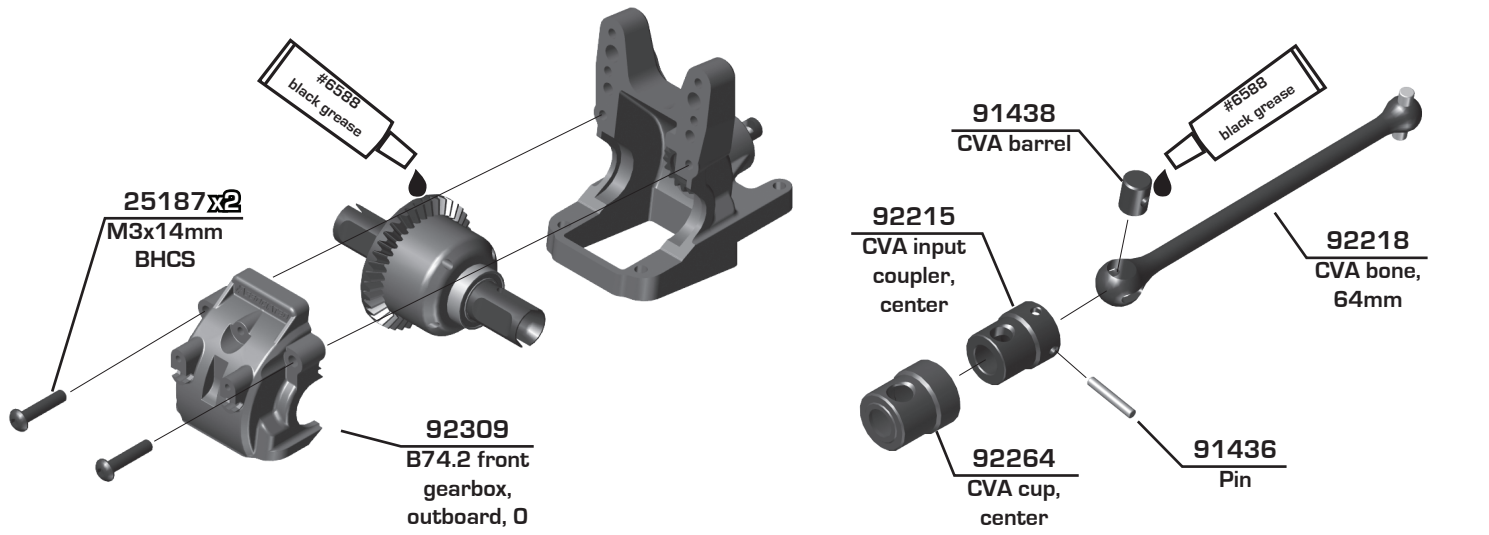
Build front gearbox



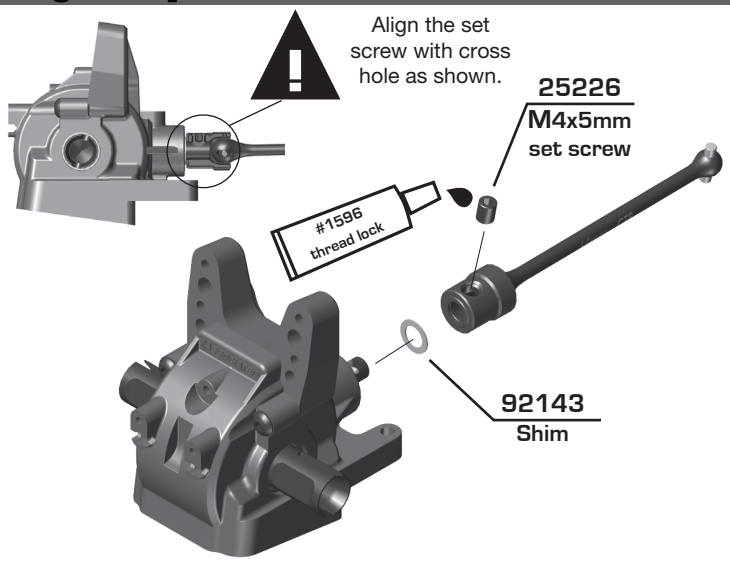
0 & 2 are included in kit.
"0" gearbox for front,
"2" height is optional.

Start by shimming the diff with one shim on either side of the diff. If the diff is tight when inserted into the gearbox, remove one shim from the ring gear side and add it to the diff case side.

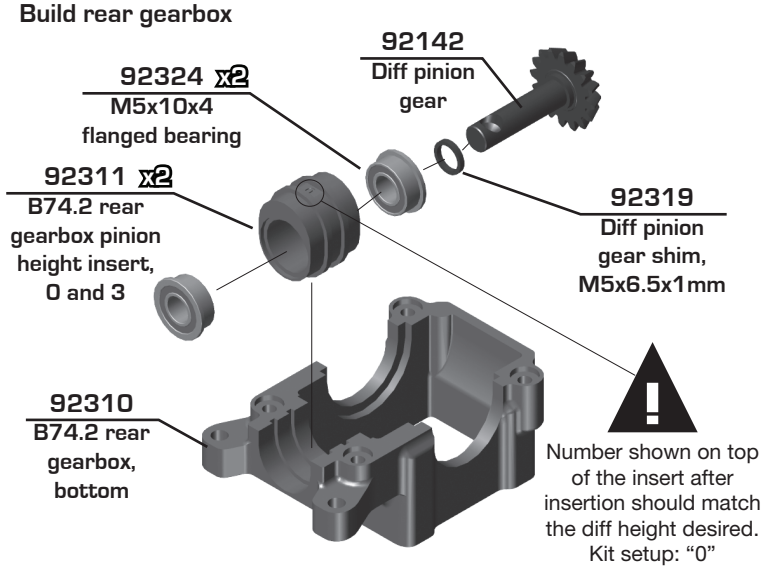
:: Bag 4 - Step 2



:: Bag 4 - Step 3

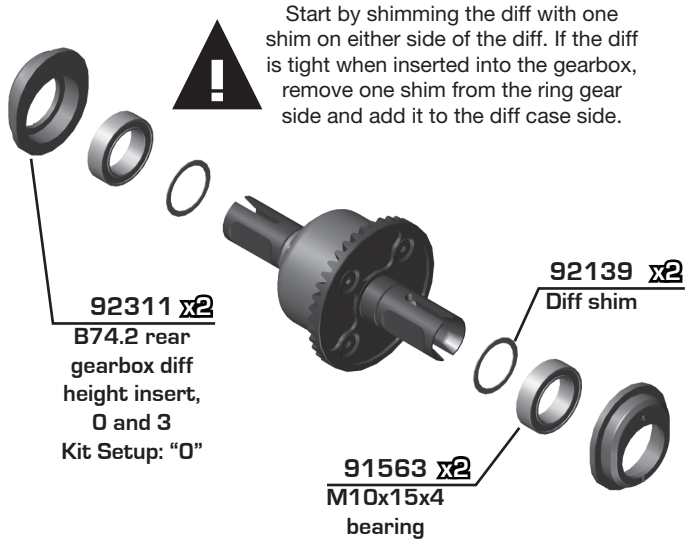


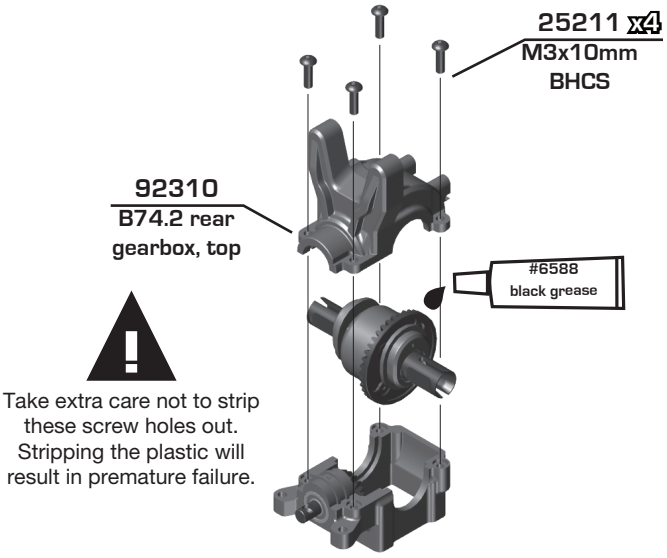
Build rear gearbox



Number shown on top of the insert after insertion should match the diff height desired. Kit setup: "0"

:: Bag 4 - Step 4





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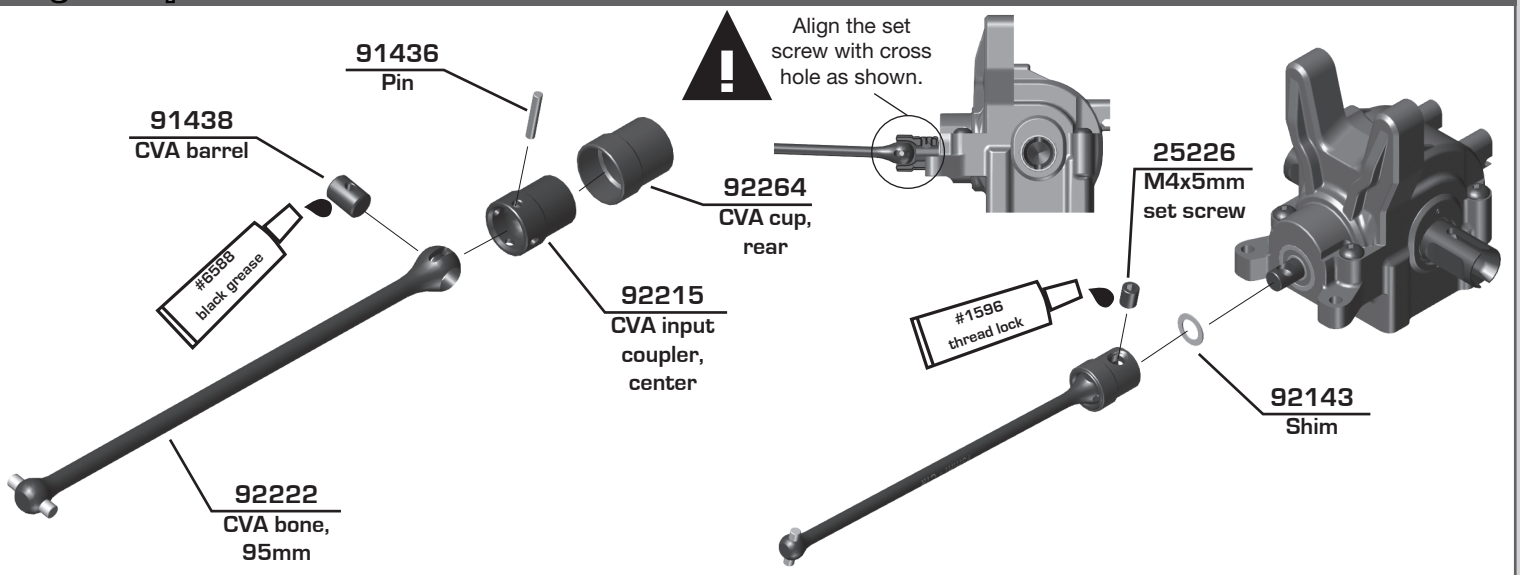

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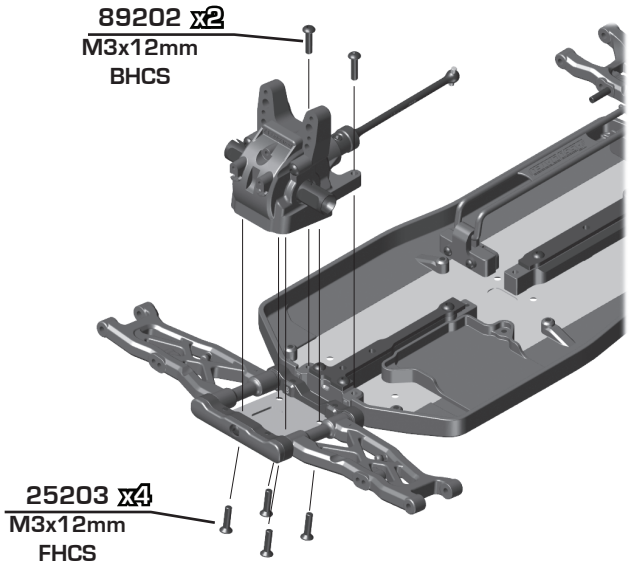
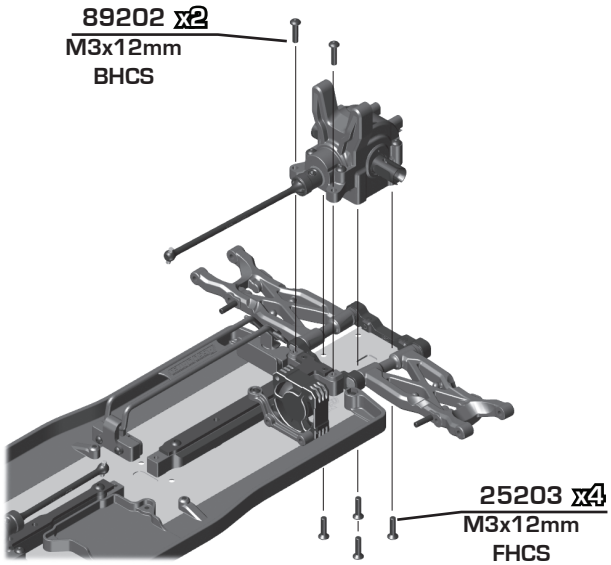
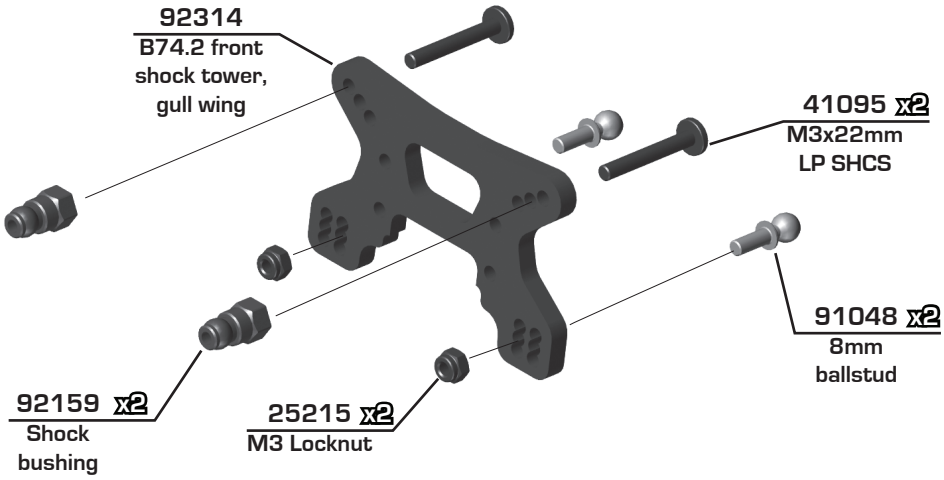
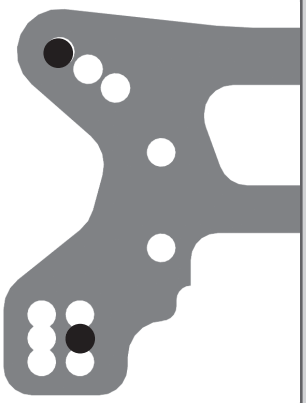




:: Bag 5 - Step 1

Build front shock tower

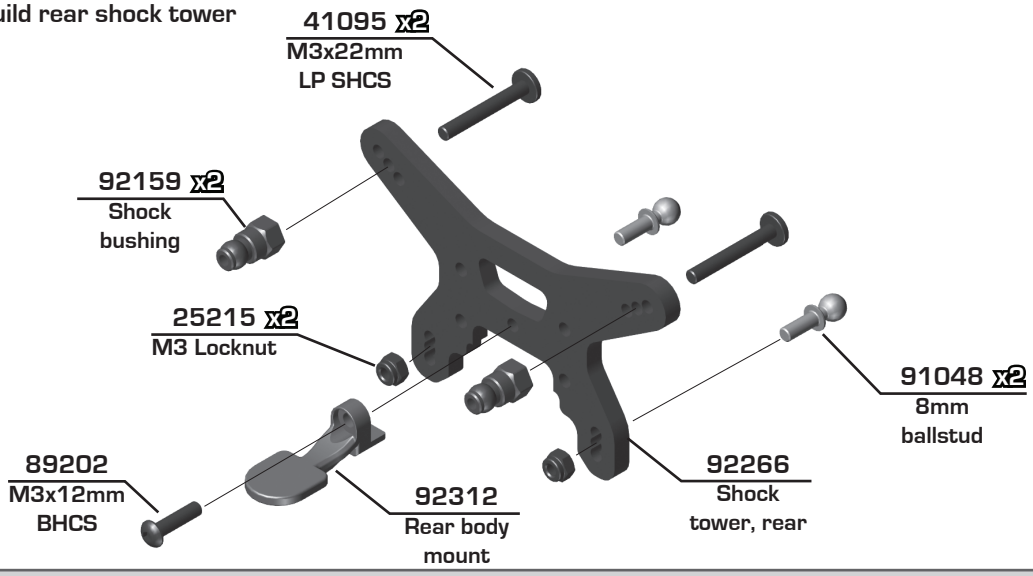


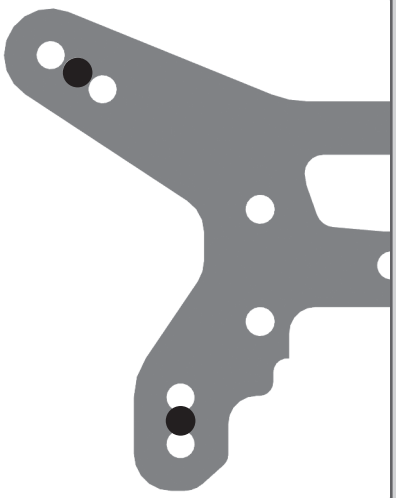


Tuning Tip: Use the shorter location for less steering and more stable front end, although this might slow cornering speed.

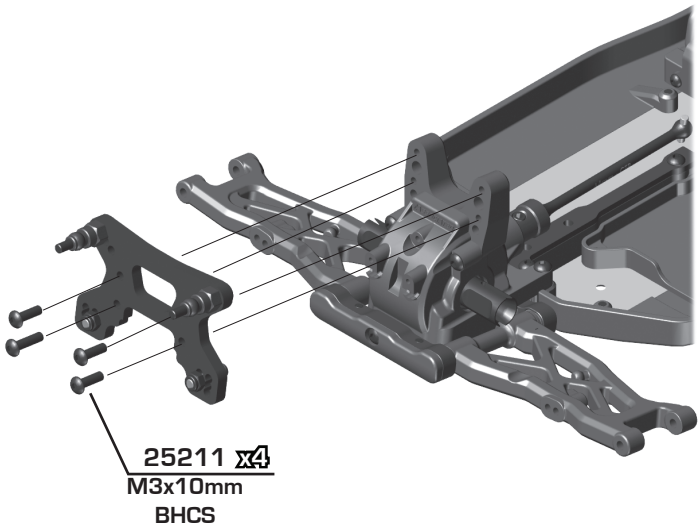
:: Bag 5 - Step 2

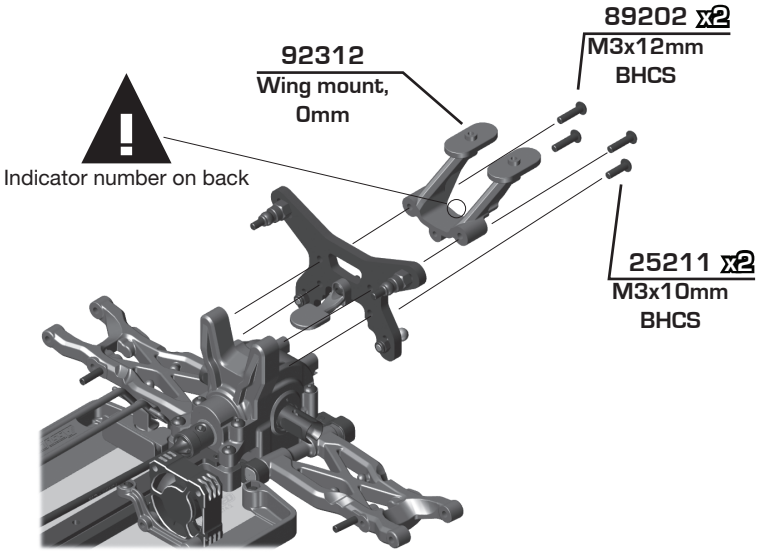
Build rear shock tower





:: Bag 5 - Step 3





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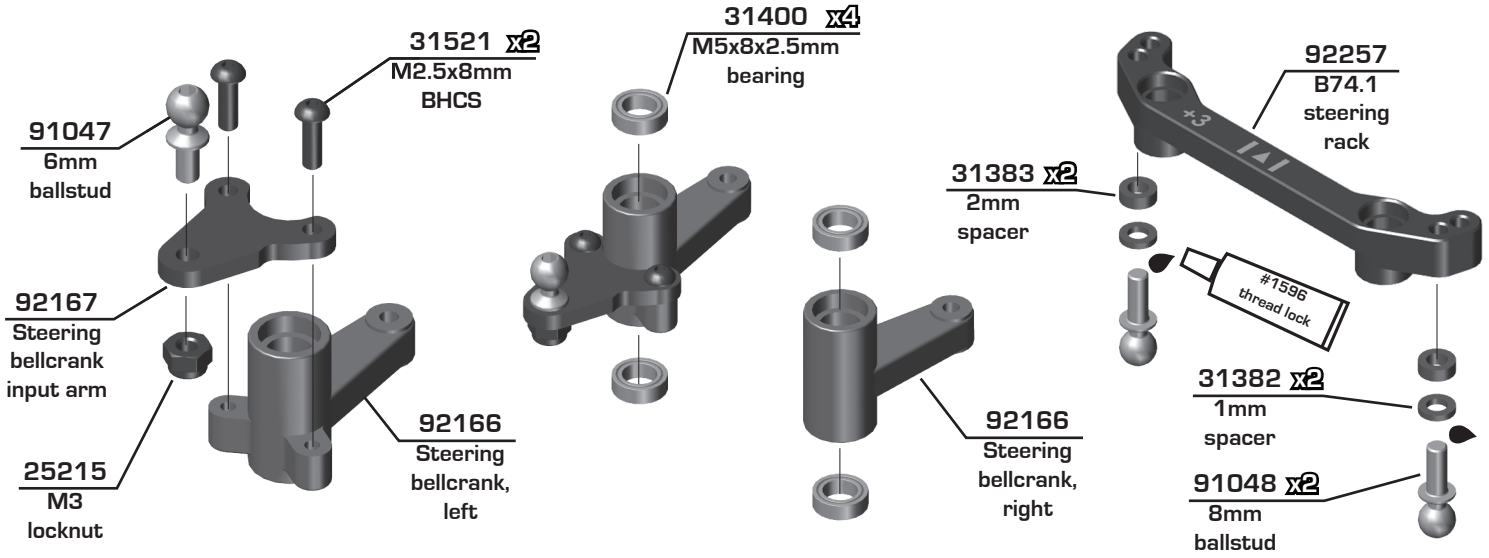

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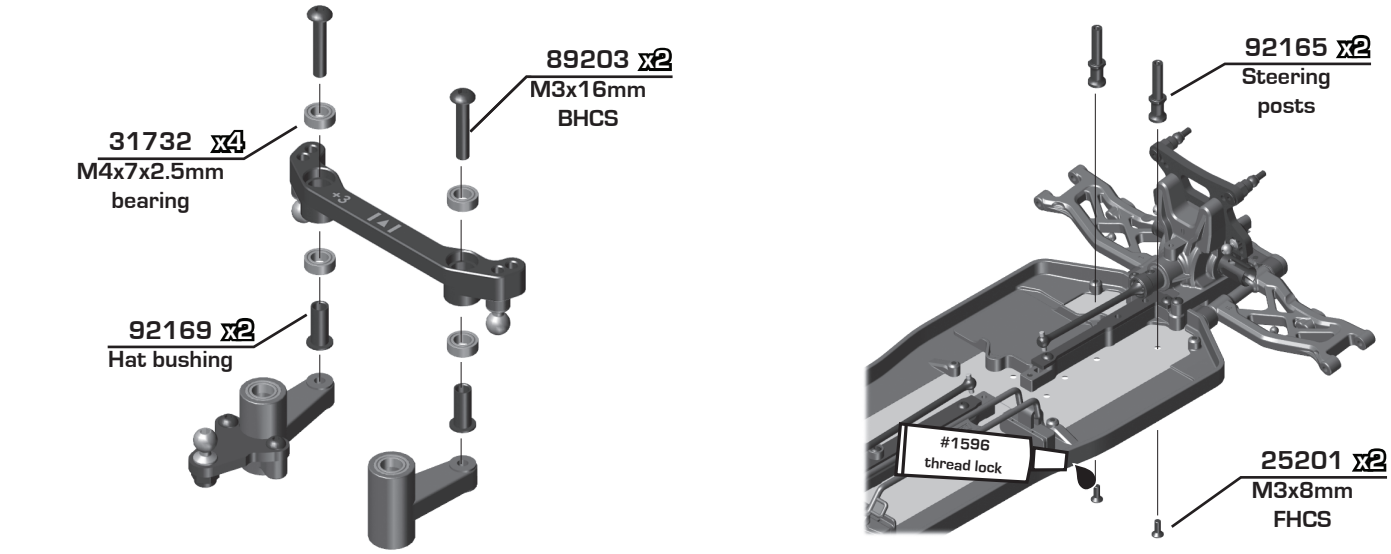

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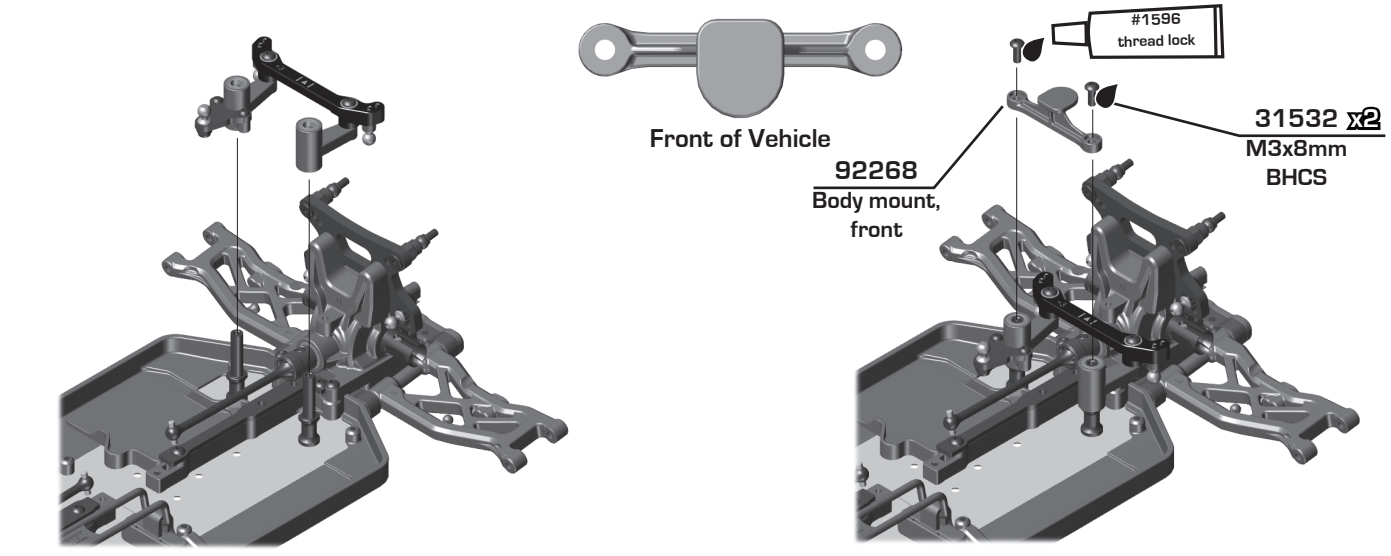
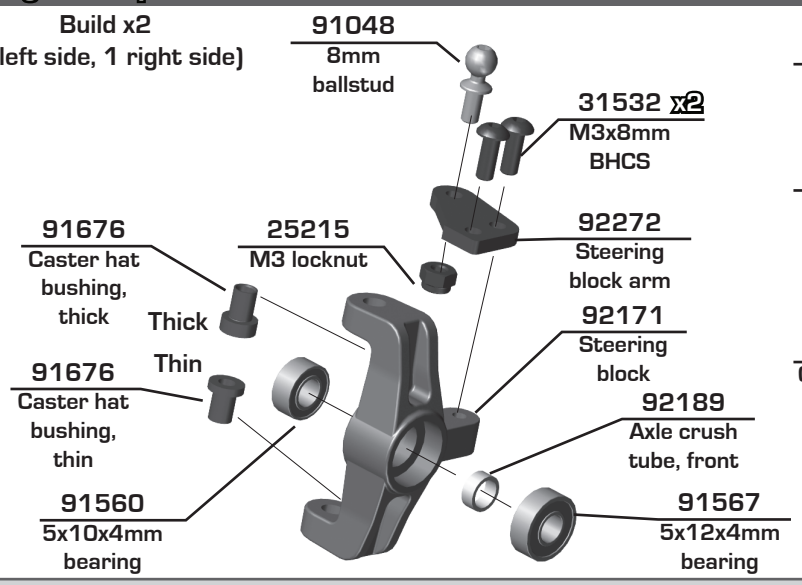
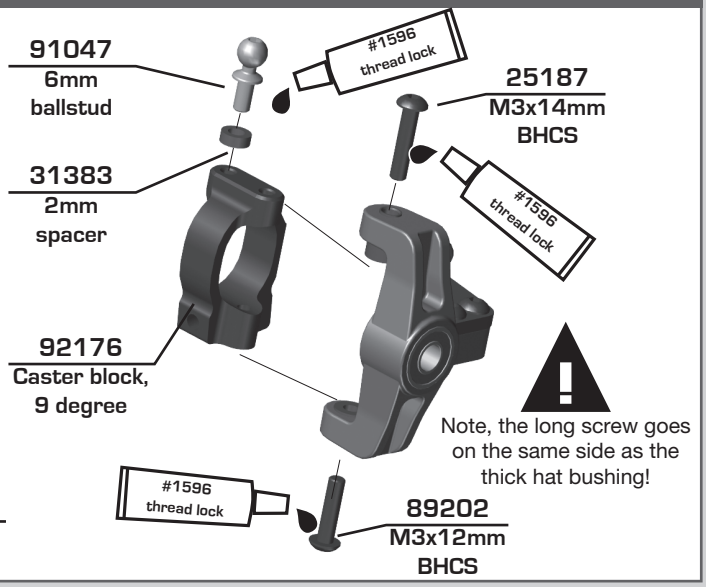


:: Bag 7 - Step 1

Build x2
(1 left side, 1 right side)

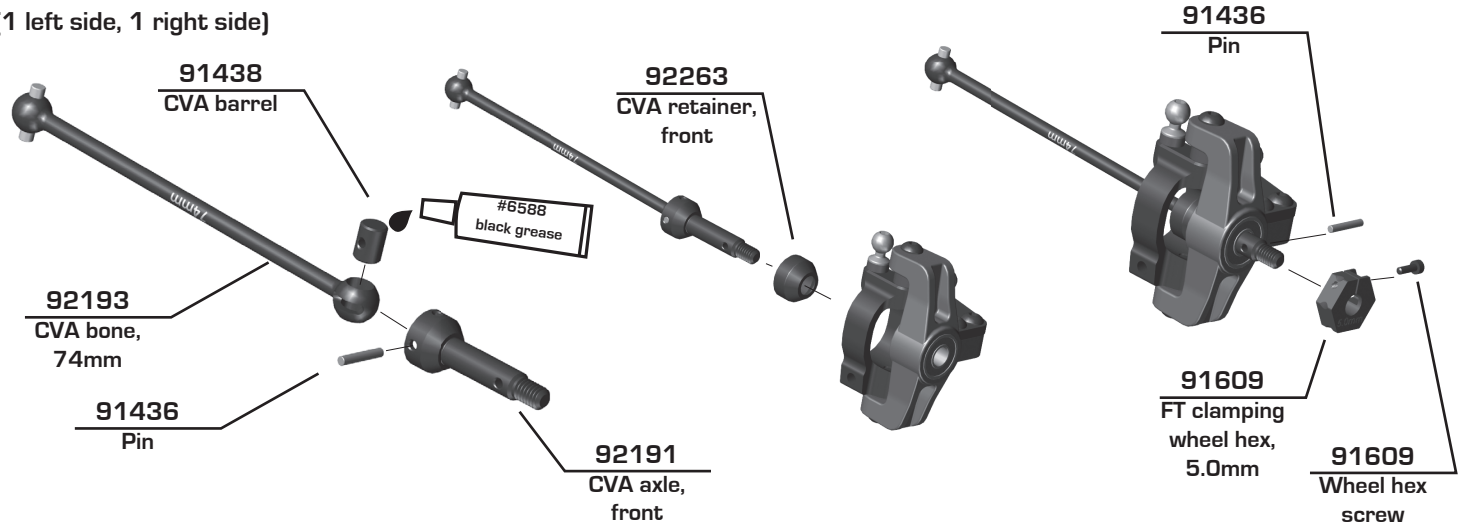




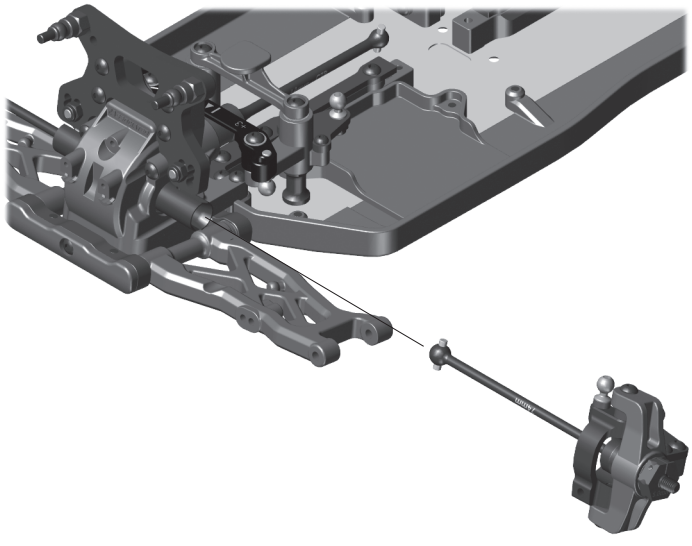
Note, the long screw goes on the same side as the thick hat bushing!

:: Bag 7 - Step 2

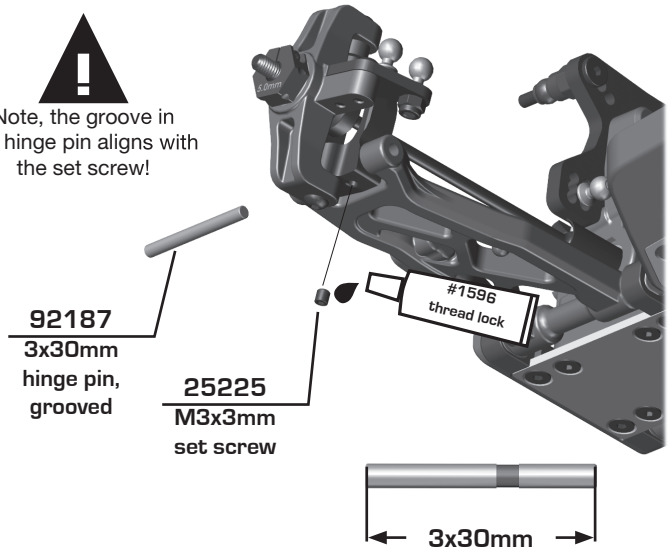
Build x2
(1 left side, 1 right side)



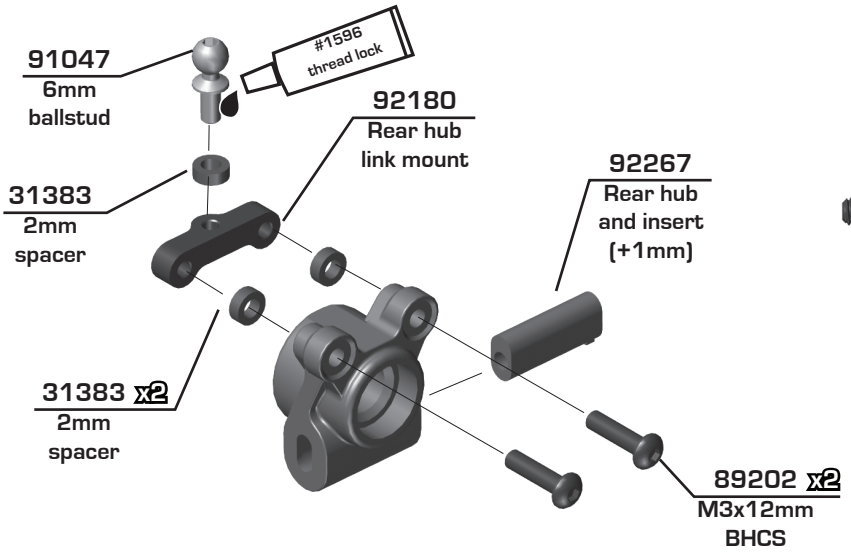
:: Bag 7 - Step 3

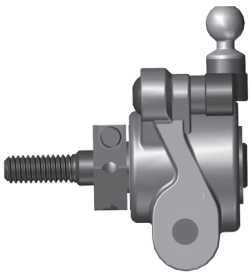


Note, the groove in the hinge pin aligns with the set screw!



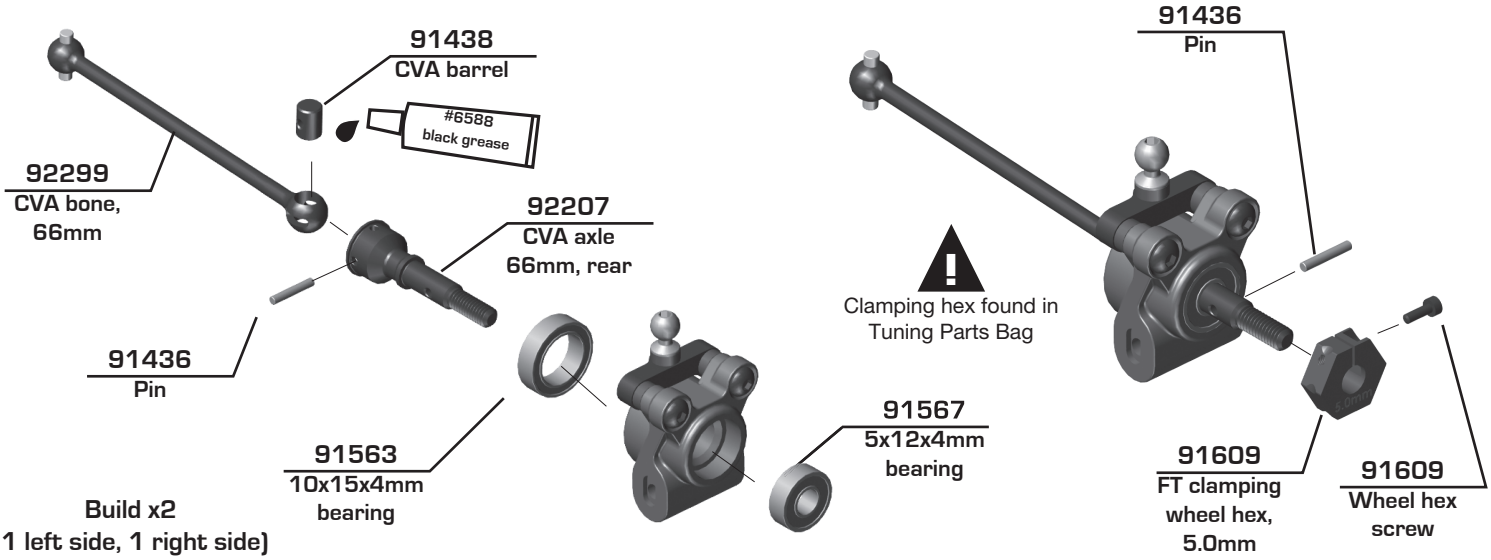
:: Bag 8 - Step 1





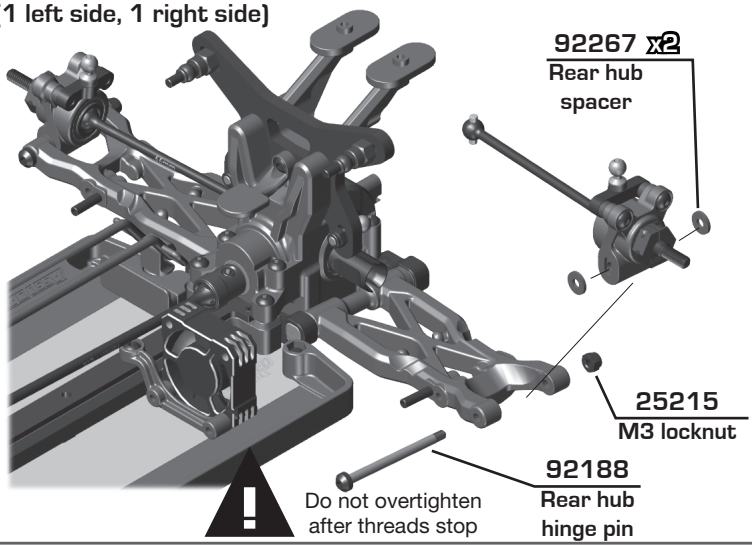
Rear Axle Height		
	↓0 3↑	+3mm
	↓1 2↑	+2mm
	↑1 2↓	+1mm
	↑0 3↓	+0mm

:: Bag 8 - Step 2



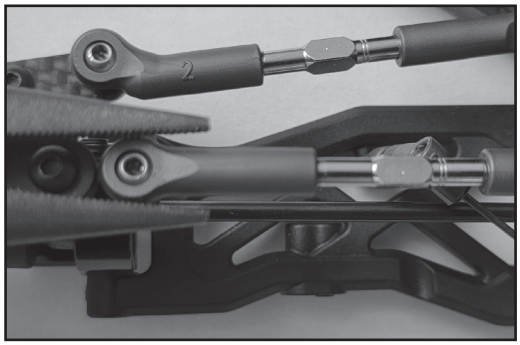
:: Bag 8 - Step 3

Build x2
(1 left side, 1 right side)

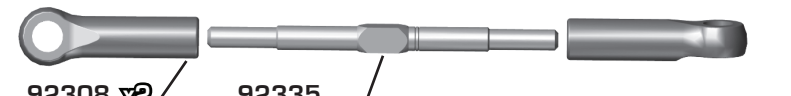


:: Bag 9 - Step 1

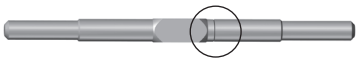
It is important that the turnbuckle eyelets move freely once snapped on to the ballstud. If the fit is too tight, the car handling will be inconsistent. To check, grab turnbuckle eyelet with fingers and rotate the cup. If there is resistance, lightly squeeze ball cup with needle nose pliers as shown and test again. It is important that the ball cup be snapped onto the ballstud before squeezing with needle nose pliers. Be sure to check and adjust the fit for each ball cup that is installed.

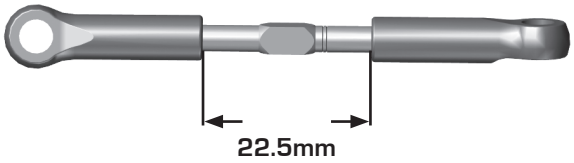


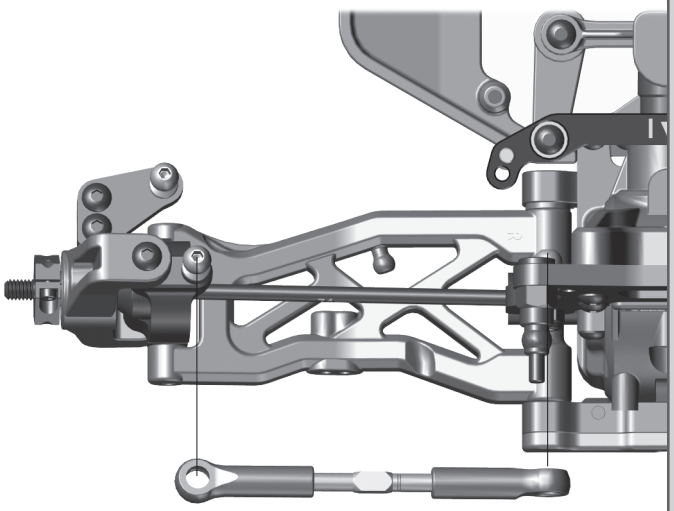
:: Bag 9 - Step 2



Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

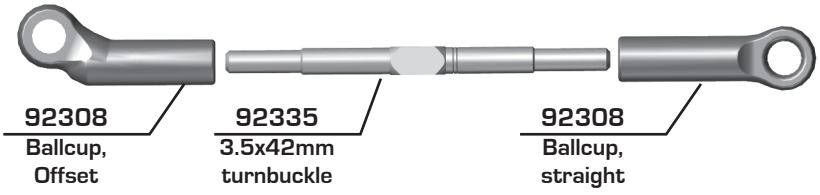




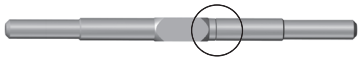


Build x2 (1 left side, 1 right side)

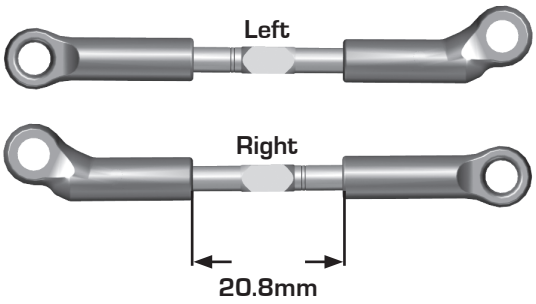
:: Bag 9 - Step 3



Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

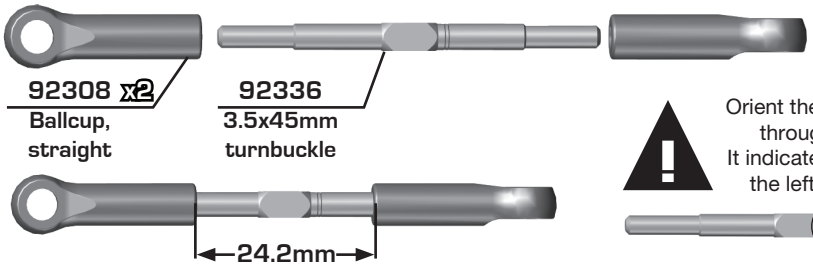


There is two offset ballcups labeled “1” and “2”. The ballcup labeled “1” goes on the left side of the car.

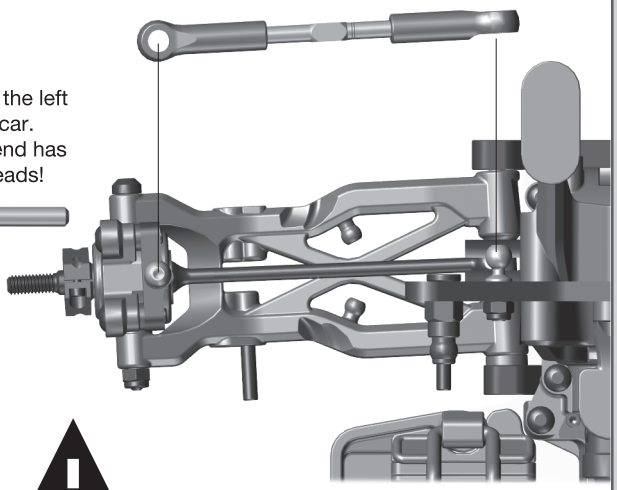


Build x2 (1 left side, 1 right side)

:: Bag 9 - Step 4

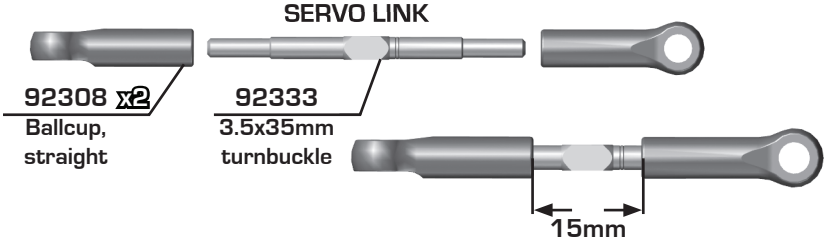


Orient the notch to the left throughout the car. It indicates which end has the left hand threads!



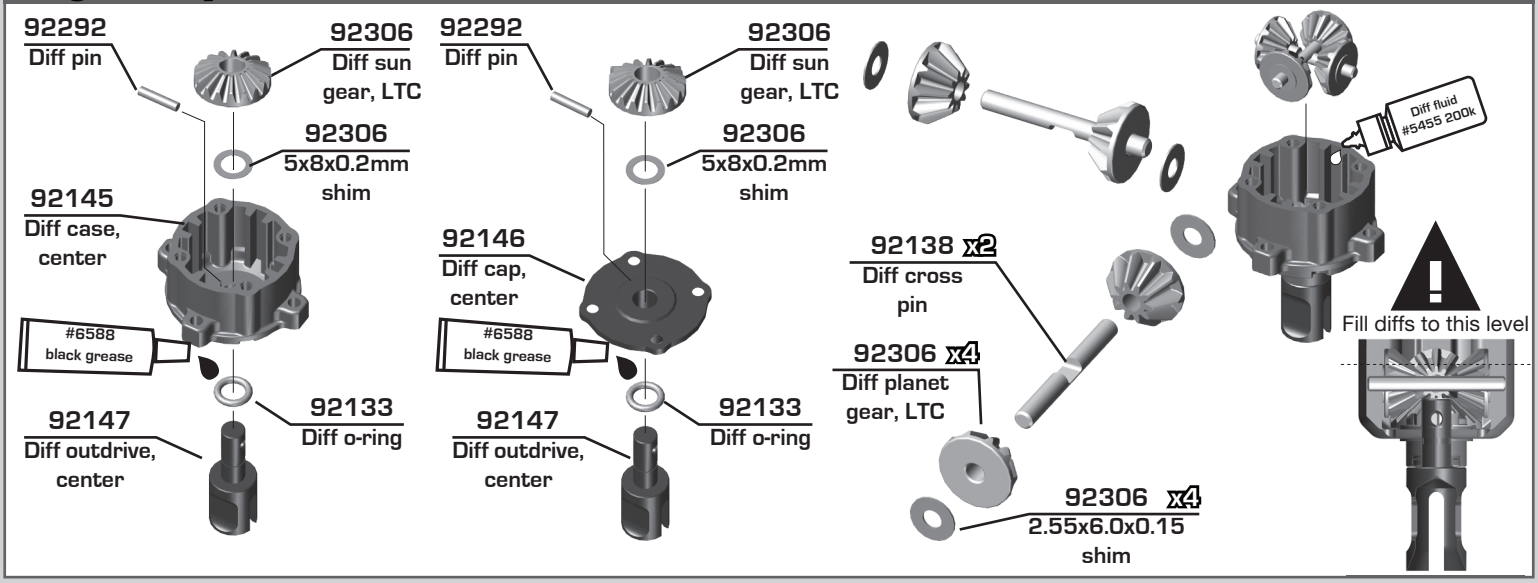
Build x2 (1 left side, 1 right side)

SERVO LINK



Set this aside for installation when you install the servo!

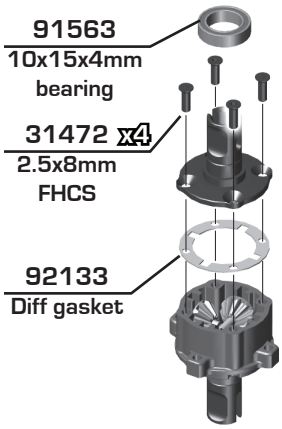
:: Bag 10 - Step 1

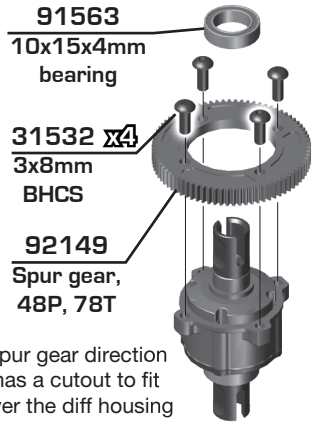


:: Bag 10 - Step 2

It is important that the correct amount of fluid is added to the diff. Too much fluid may cause the diff to fail. Fill diffs to the reference line shown below. A more accurate method is to use a digital scale (AE#1522) to make sure the correct amount of fluid is added on the first build, and subsequent rebuilds. The entire diff assembly should weigh **43.75g** when built. Start by placing the ring gear assembly, screws, and cup assembly (without fluid) onto the scale. Then slowly add fluid to the cup assembly until the overall mass is **43.75g**.

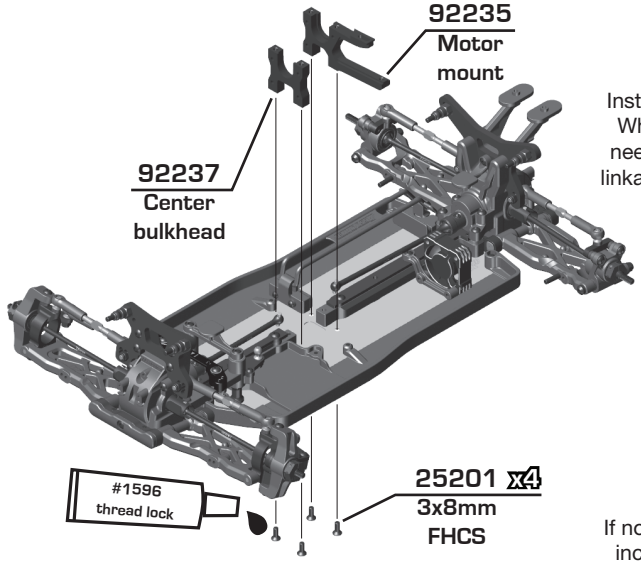
B74 Diff Weights (minus bearings)		
	Weight (grams)	
	Metal	Plastic
F/R Differential	45.25	36
Center Differential	43.75	34.5



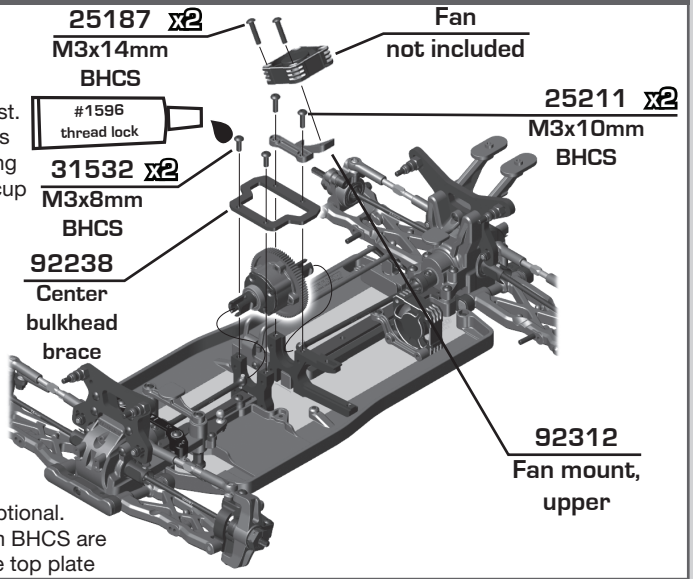


Spur gear direction has a cutout to fit over the diff housing

:: Bag 10 - Step 3

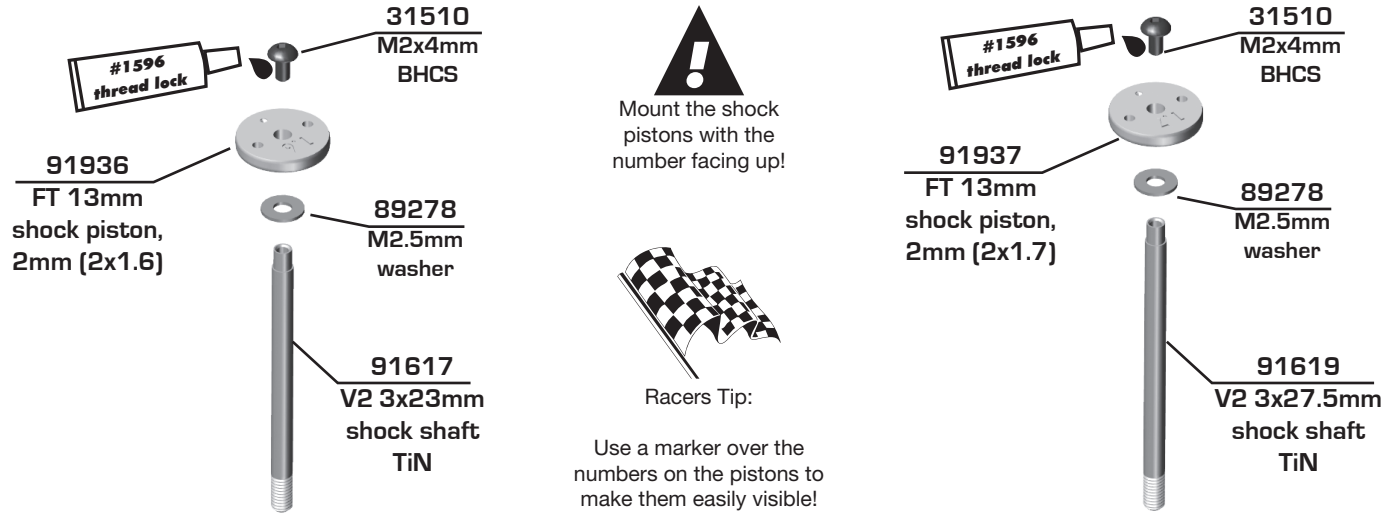


Install the front bone first. When assembled users need to shift the steering linkage to clear the ballcup



Upper fan mount optional. If not used, x2 M3x8mm BHCS are included for use on the top plate

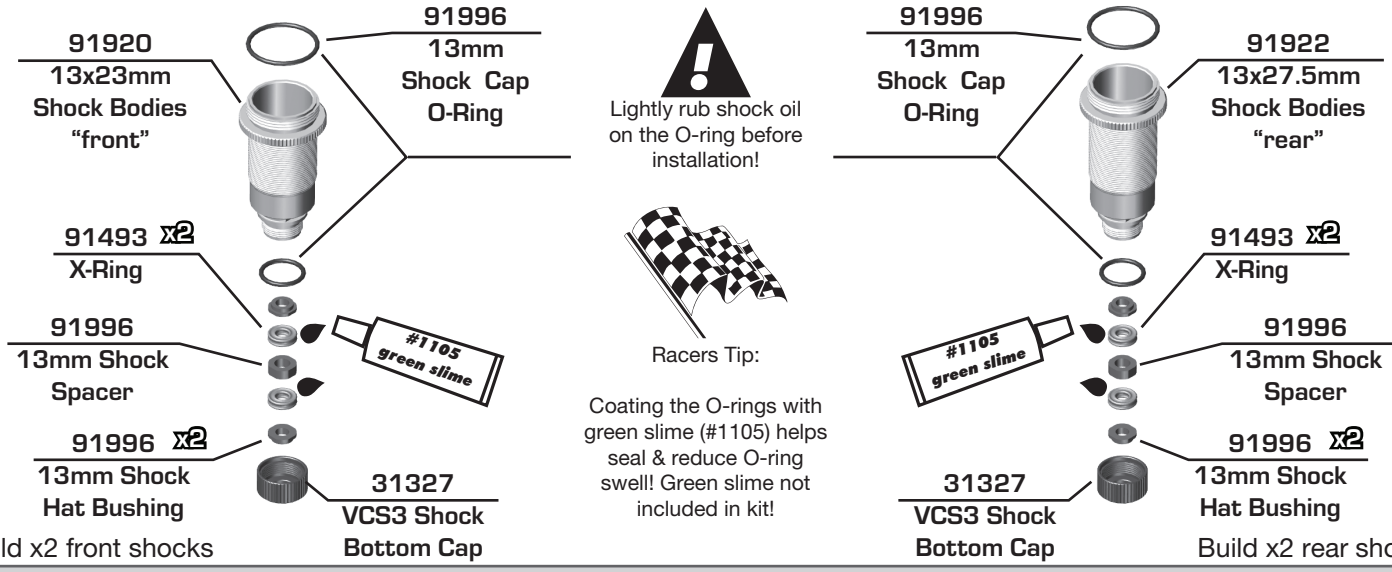
:: Bag 11 - Step 1



Build x2 front shocks

Build x2 rear shocks

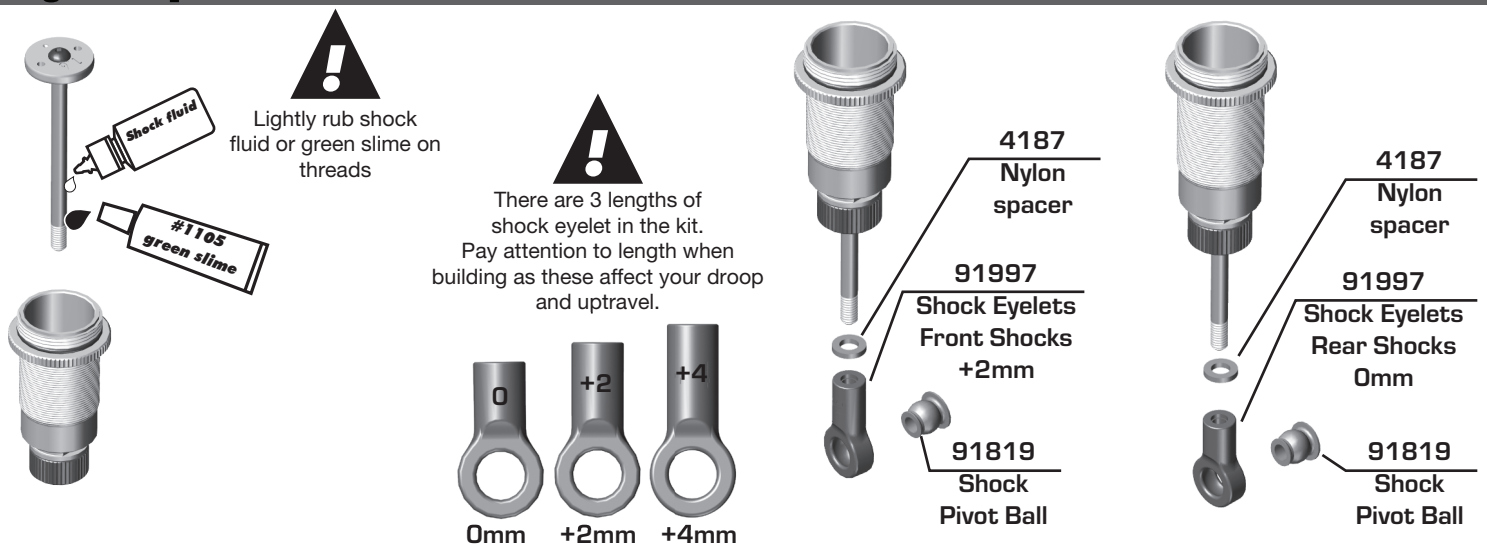
:: Bag 11 - Step 2



Build x2 front shocks

Build x2 rear shocks

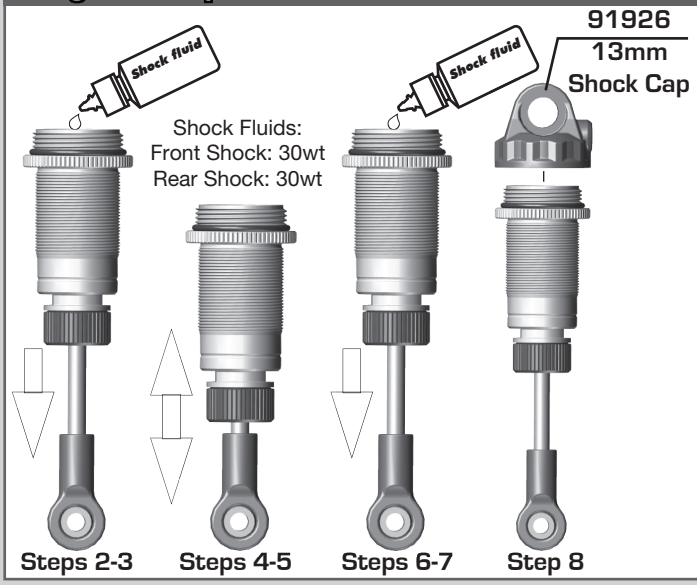
:: Bag 11- Step 3



Build x2 front shocks

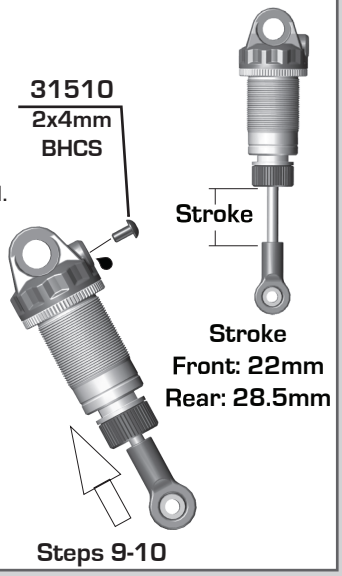
Build x2 rear shocks

:: Bag 11 - Step 4

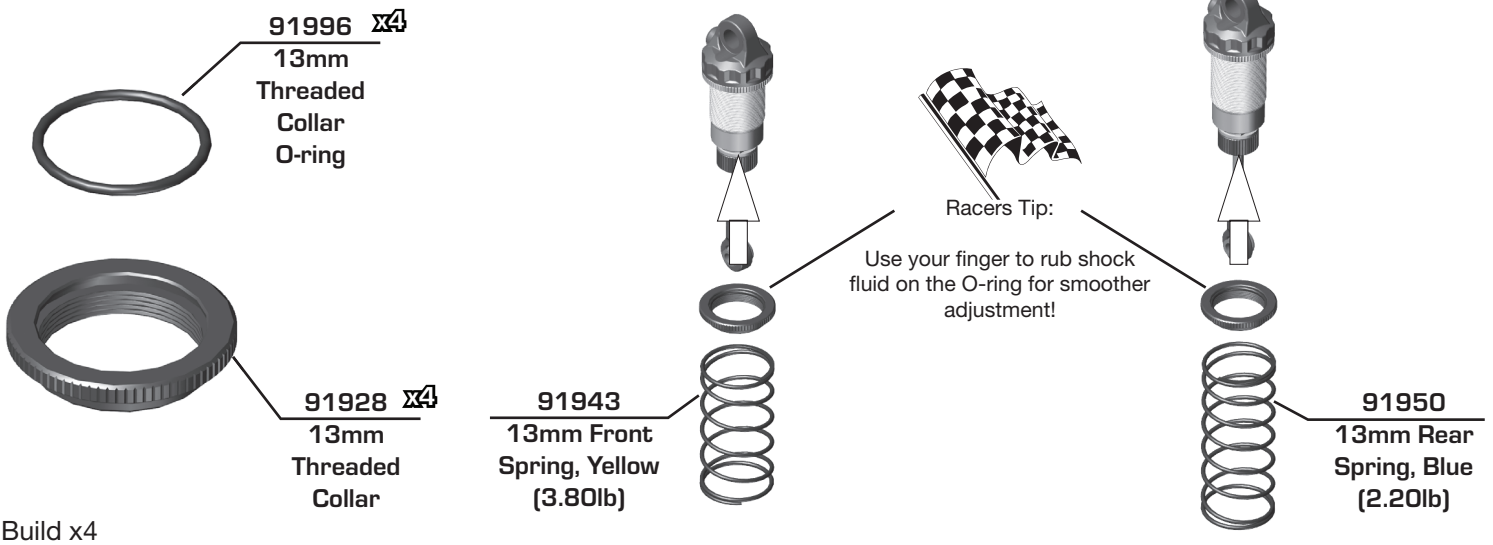


Shock Bleeding Steps:

1. Before assembly, get each bleed screw and thread it 1-2 turns into the shock cap, then remove the screw. This will make it easier when you are bleeding your shocks.
2. Pull shock shaft down.
3. Fill shock body 3/4 full with silicone shock fluid.
4. Slowly move the shock shaft up and down to remove air from under the piston.
5. Wait for bubbles to come to surface.
6. Fill shock body to top with silicone shock fluid.
7. Place a drop of oil in the cap and on cap threads.
8. Install cap (without bleed screw) and tighten completely.
9. Slowly compress shaft all the way to bleed excess silicone shock fluid out the hole in the cap
(use rag around shock to catch excess fluid).
10. Install M2x4mm button head screw until snug while shaft is fully compressed.

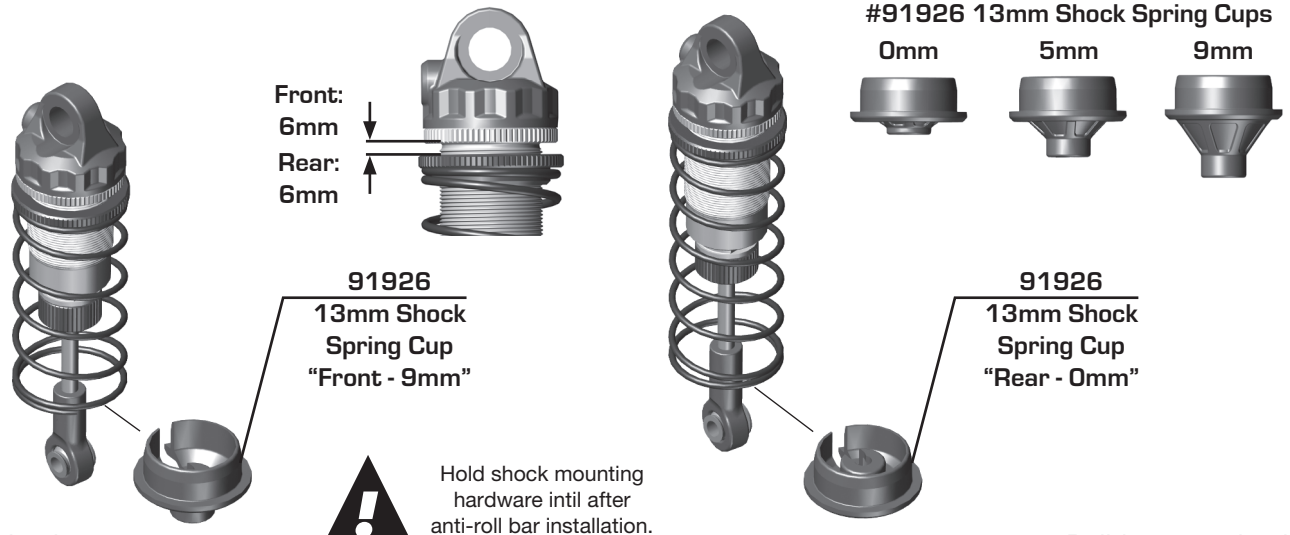


:: Bag 11 - Step 5



Build x4

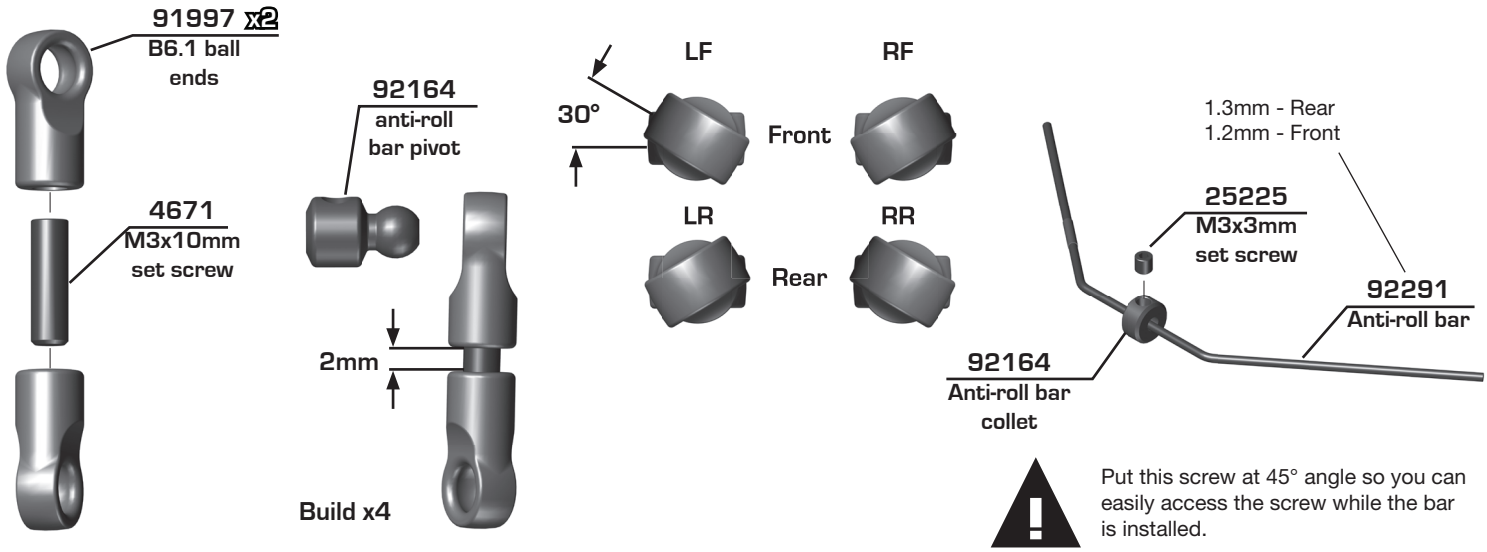
:: Bag 11 - Step 6



Build x2 front shocks

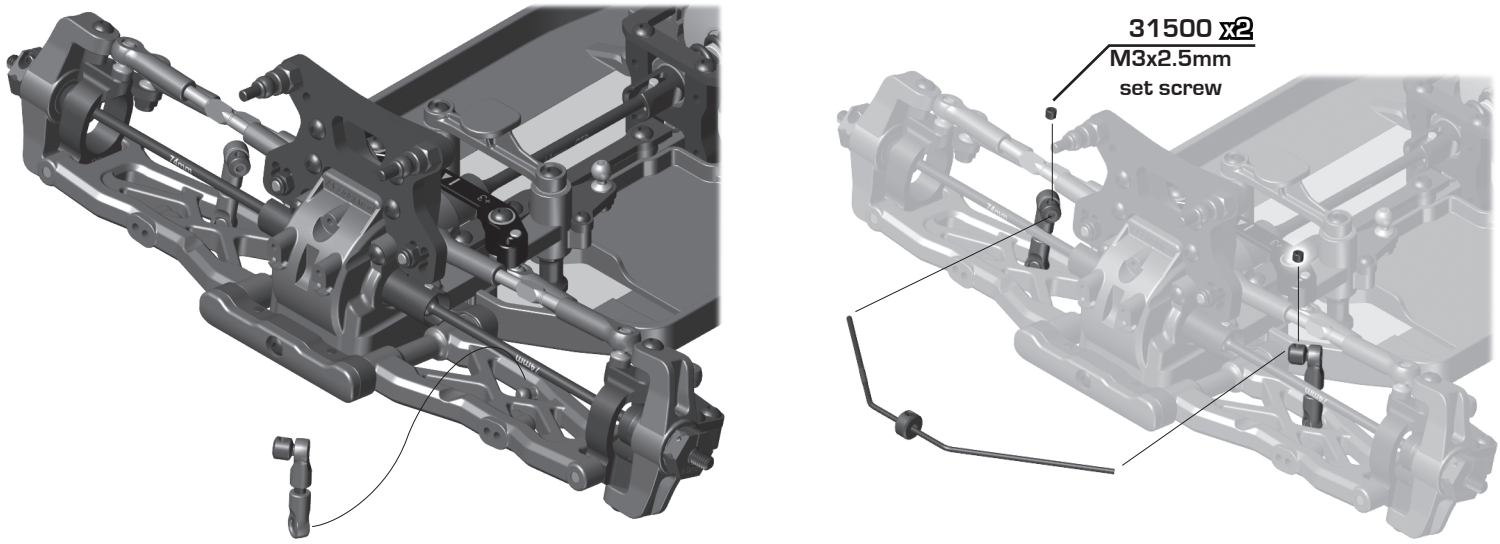
Build x2 rear shocks

:: Bag 12 - Step 1

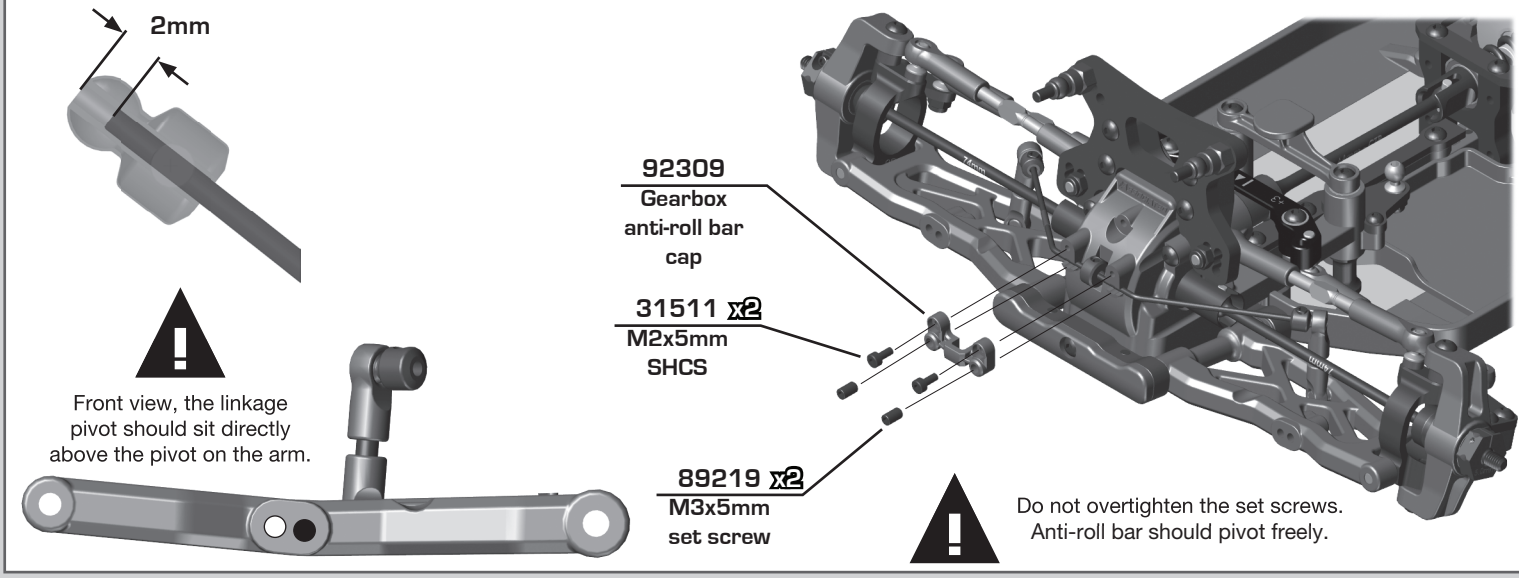


Put this screw at 45° angle so you can easily access the screw while the bar is installed.

:: Bag 12 - Step 2



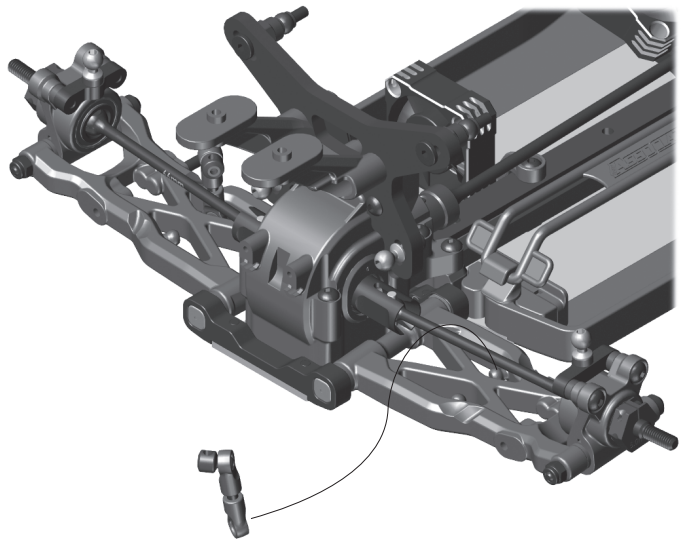
:: Bag 12 - Step 3

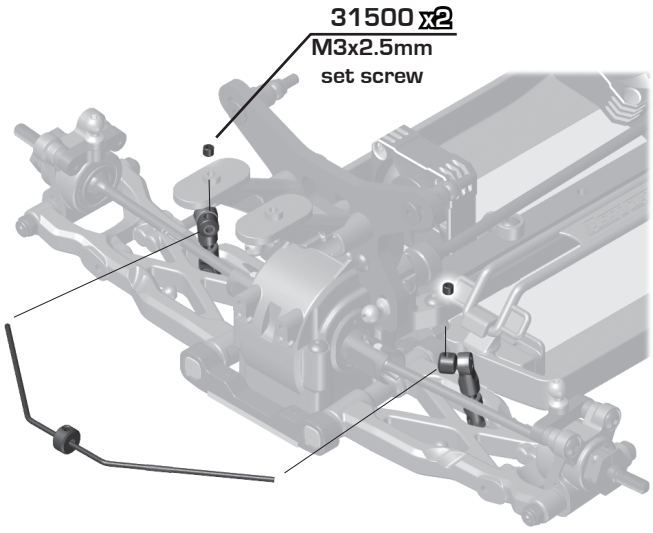


Front view, the linkage pivot should sit directly above the pivot on the arm.

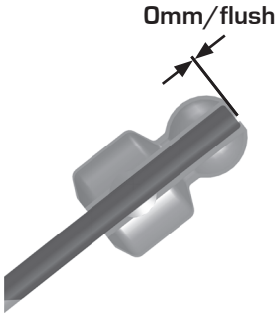
Do not overtighten the set screws. Anti-roll bar should pivot freely.

:: Bag 12 - Step 4

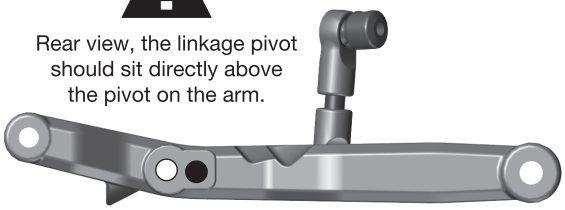


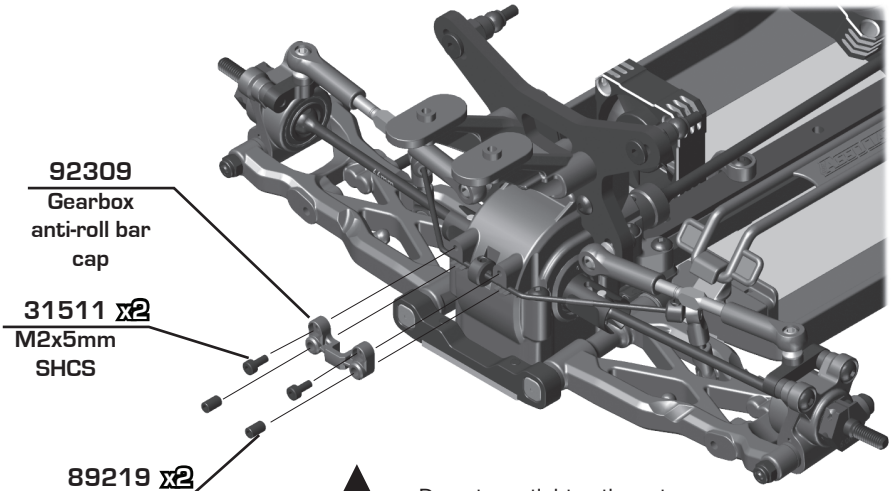


:: Bag 12 - Step 5



Rear view, the linkage pivot should sit directly above the pivot on the arm.

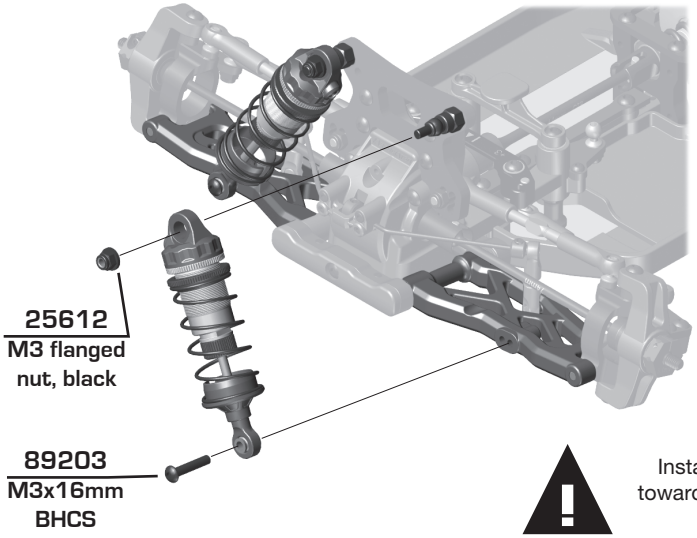




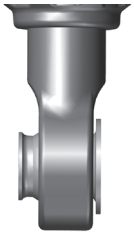
Do not overtighten the set screws. Anti-roll bar should pivot freely.

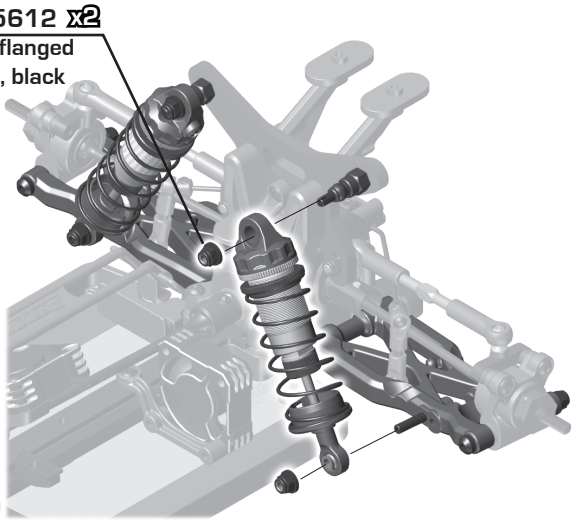
:: Bag 13 - Step 1

Install x2 front and x2 rear shocks



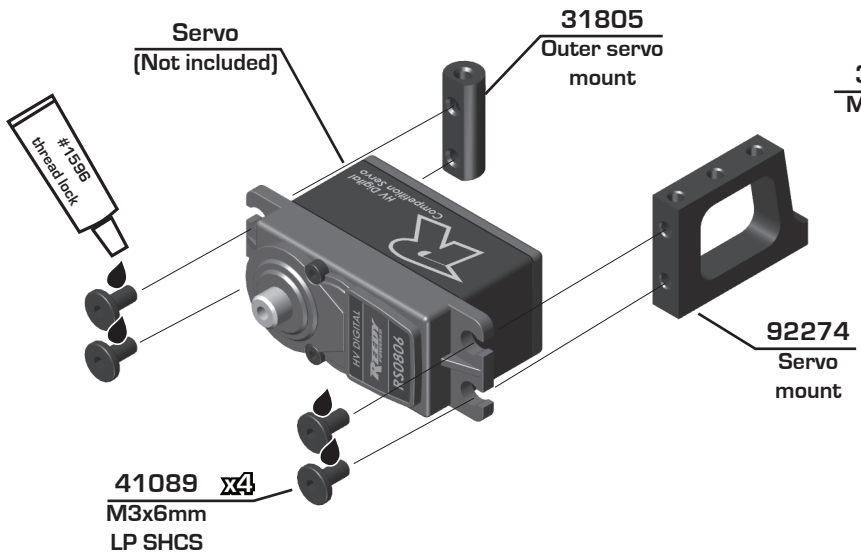
Make sure the flange on the shock pivot ball is towards the arm.

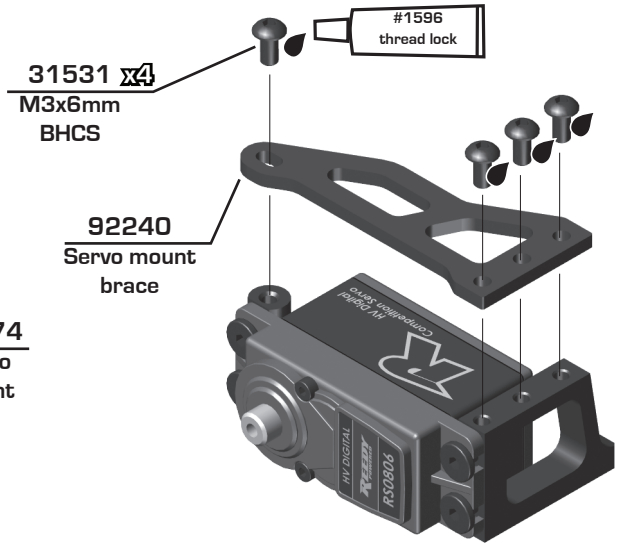




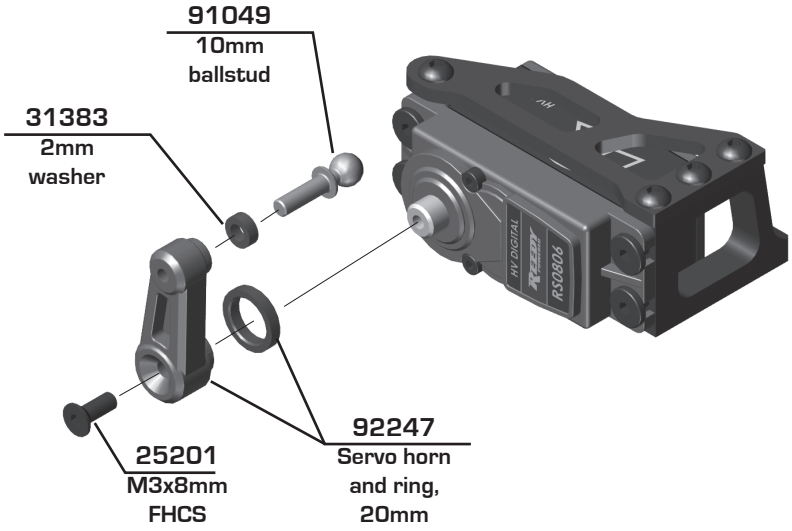
Install bleeder screws facing towards car center to keep them clean from dirt

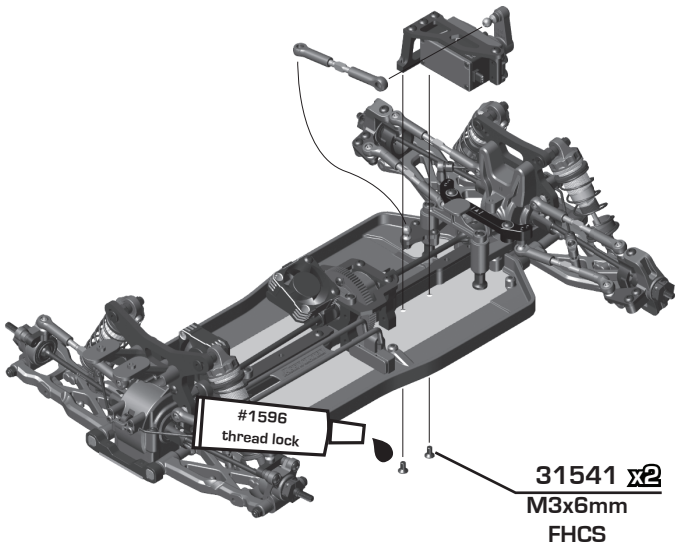
:: Bag 13 - Step 2



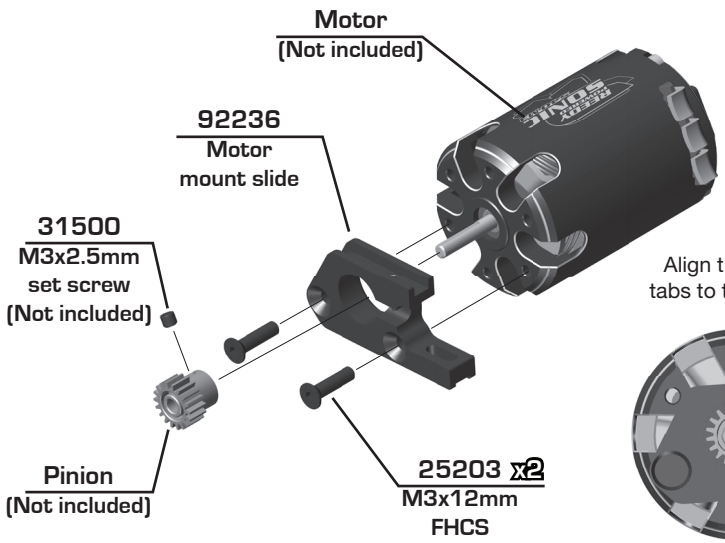


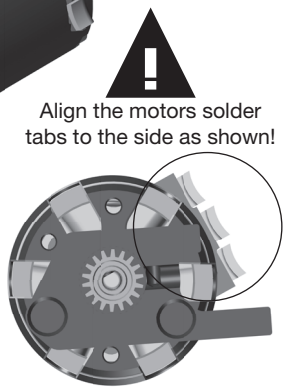
:: Bag 13 - Step 3

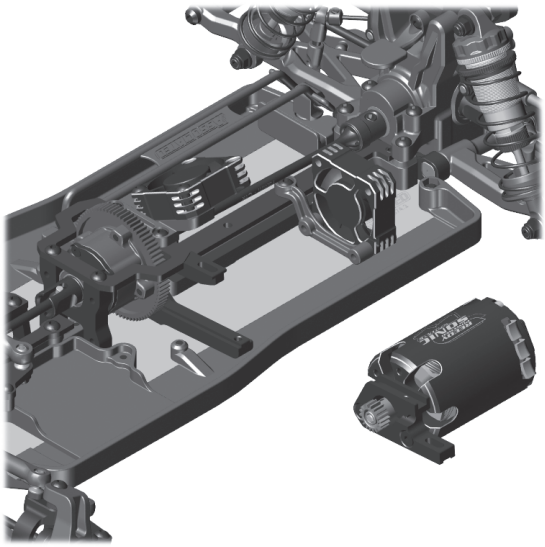




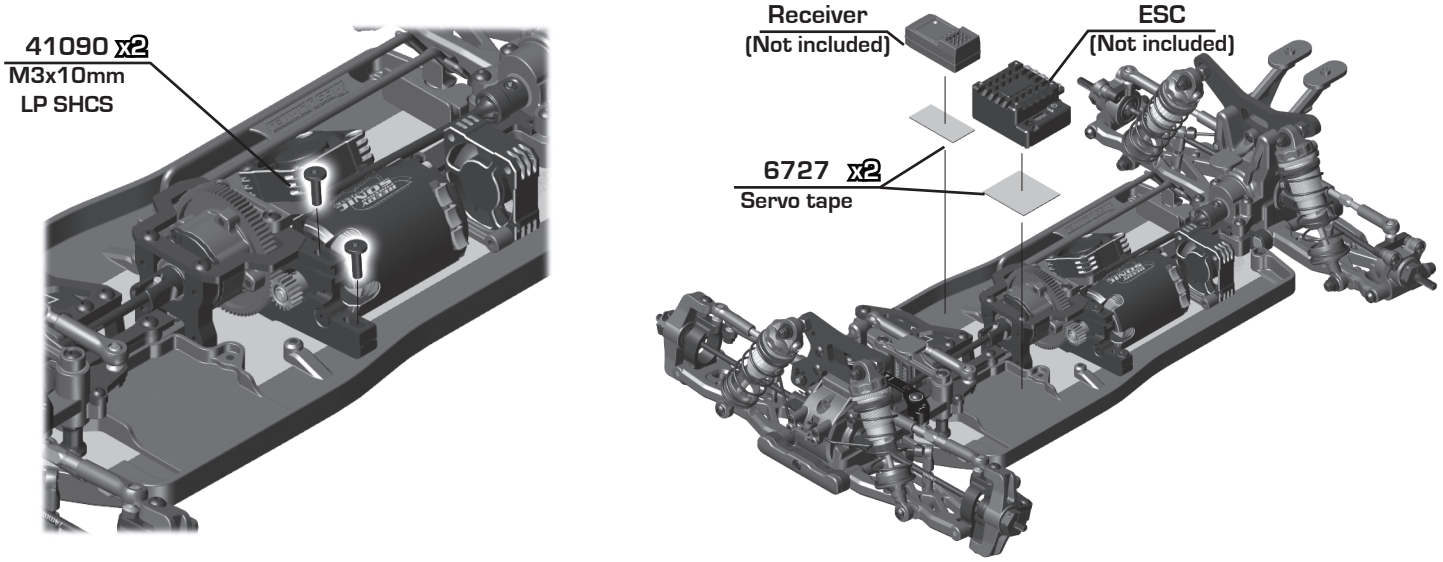
:: Bag 13 - Step 4



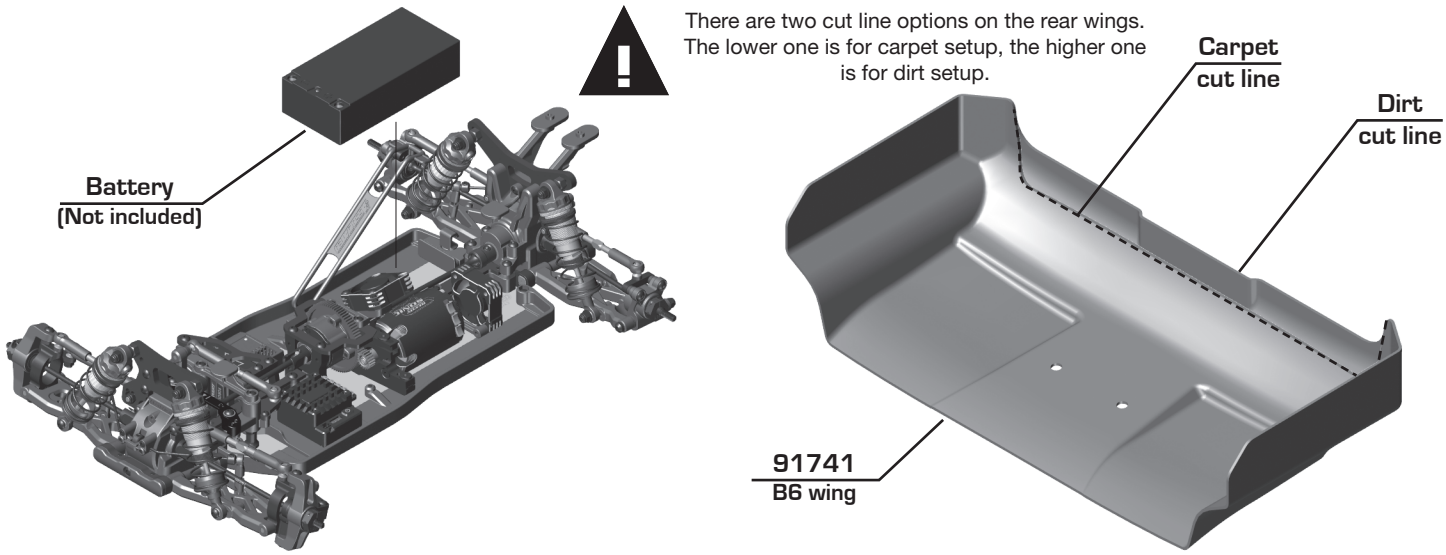




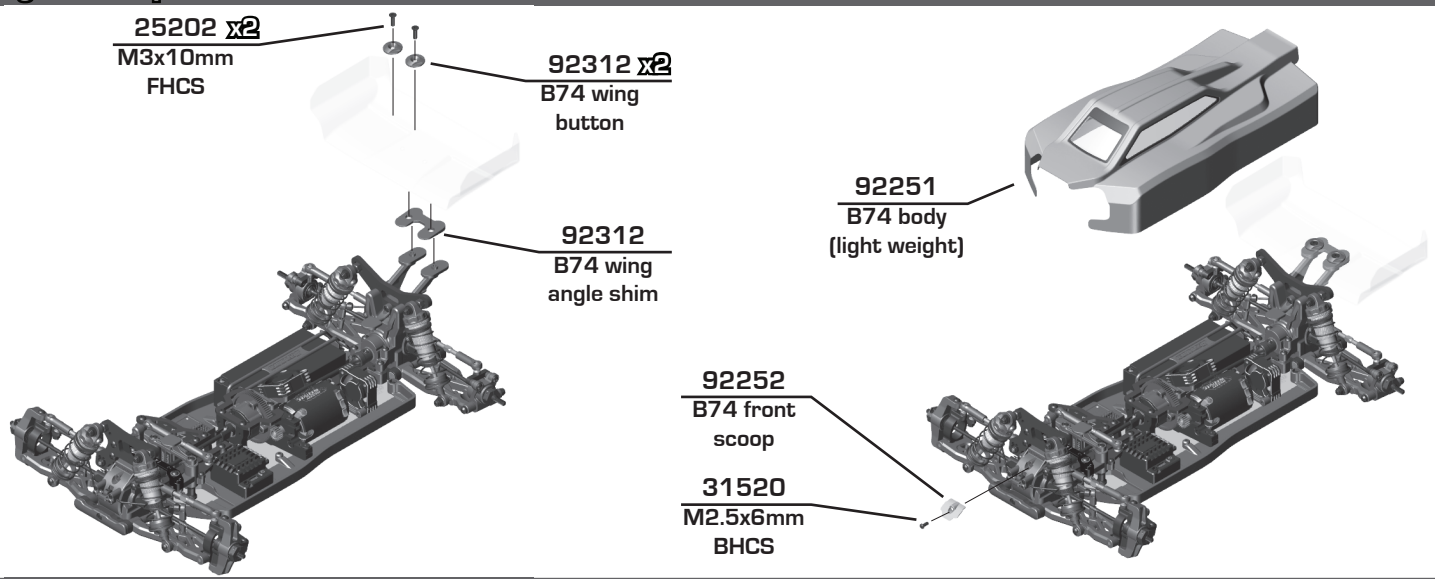
:: Bag 13 - Step 5



:: Bag 13 - Step 6

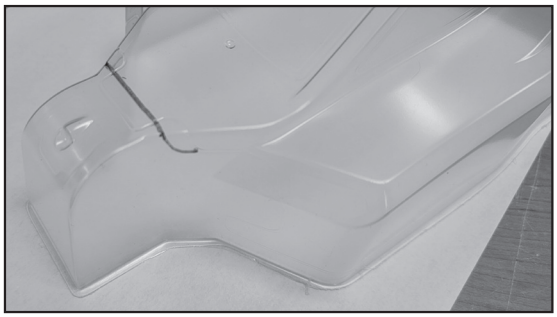


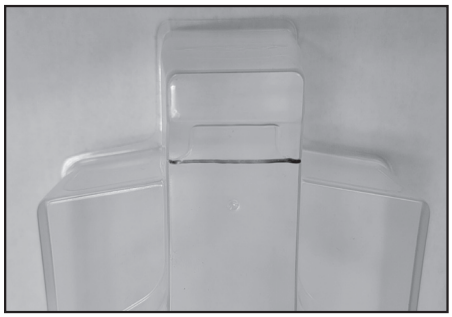
:: Bag 13 - Step 7



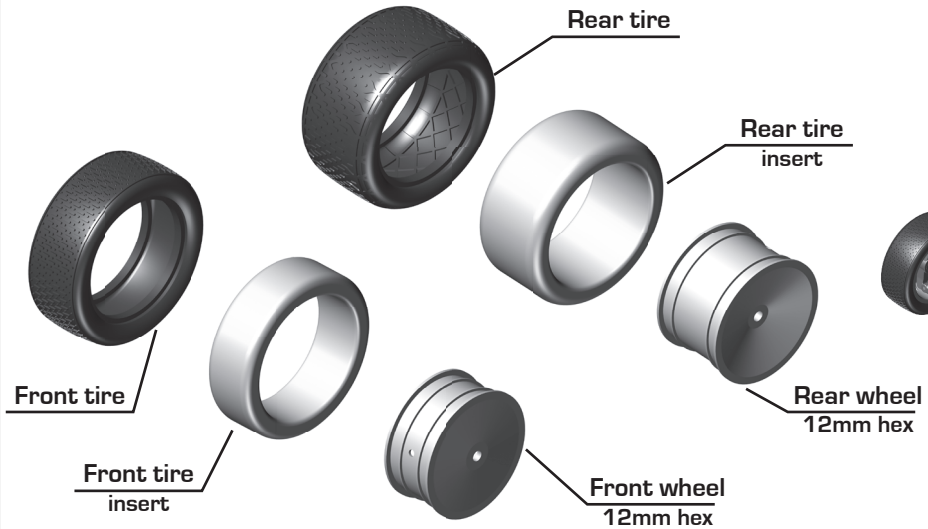
:: Bag 13 - Step 8

Trim the body using the pictures below as your guides.

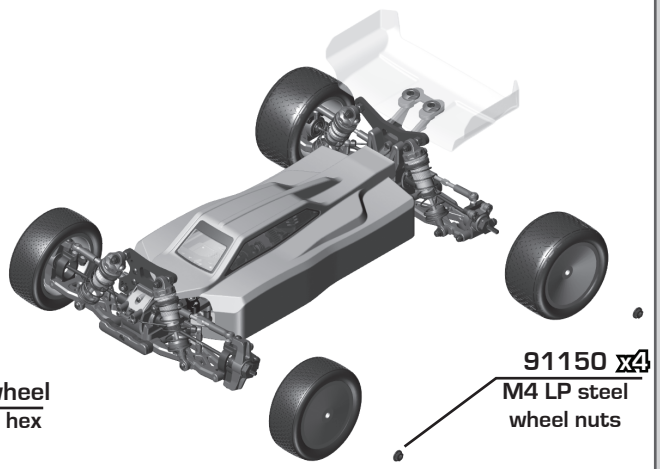




:: Bag 13 - Step 9



Build x2 front and x2 rear wheels/tires



Install x2 front and x2 rear wheels/tires

:: Tuning Tips - Painting, Beginners

Painting:

Your Kit requires a clear polycarbonate body. You will need to prep the body before you can paint it.
Wash the INSIDE thoroughly with warm water and liquid detergent (do not use any detergents with scents or added hand lotion ingredients!). Dry the body using a clean, soft, lint-free cloth. Use the supplied window masks to cover the windows from the INSIDE of the body (RC bodies get painted on the inside). Using high quality masking tape, apply tape to the inside of the body to create a design. Spray (use either rattle can or airbrush) the paint on the inside of the body (preferably dark colors first, lighter colors last). NOTE: ONLY use paint that is recommended for (polycarbonate) plastics. If you do not, you can destroy the body! After the paint has completely dried (usually after 24 hours), cut the body along the trim lines. Make sure to drill or use a body reamer to make the holes for the antenna if needed! Use hook and loop tape to secure the body to the side rails of the vehicle.

Tips for Beginners:

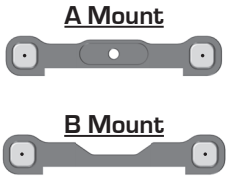
Before making any changes to the standard setup, make sure you can get around the track without crashing. Changes to your vehicle will not be beneficial if you can't stay on the track. Your goal is consistent laps. Once you can get around the track consistently, start tuning your vehicle. Make only ONE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

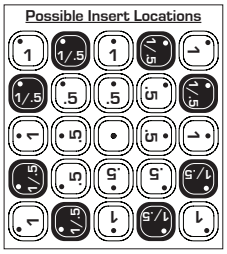
:: Tuning Tips - Front Arm Mount Pill Insert Setups

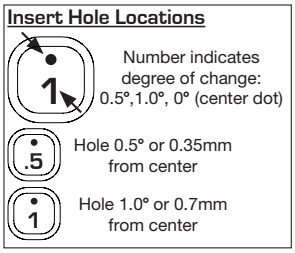
Standard Position

Use this position as a reference when changing pill locations.

Kick-up: 8°
Roll Center: +0
Pin Width: +0

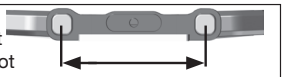






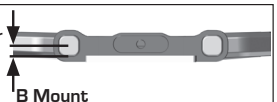
The aluminum front arm mounts utilize eccentric pill inserts to make fine adjustments to kick-up, pin height, and pin width. Adjustments can be made using the supplied inserts (#92014)

Pin Width
More distance = wider pivot
Less distance = narrower pivot



A Mount	B Mount	
		= +1.4mm
		= +0.7mm
		= 0mm
		= -0.7mm
		= -1.4mm

Pin Height
Higher pin = Higher roll center
Lower Pin = Lower roll center



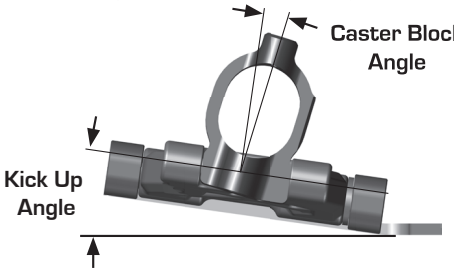
A Mount	B Mount	
		= +0.7mm
		= +0.35mm
		= 0mm
		= -0.35mm
		= -0.7mm

Kick Up
More angle = More kick up
Less angle = Less kick up

A Mount	B Mount	
		= 8°
		= 7°
		= 6°
		= 9°
		= 8°
		= 7°
		= 10°
		= 9°
		= 8°

Total Caster Angle

Total caster angle is the sum of the kick up angle and the caster block angle.



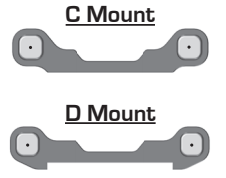
Caster Block Angle	Kick Up Angle 6°	7°	8°	9°	10°
8°	14°	15°	16°	17°	18°
9°	15°	16°	17°	18°	19°
10°	16°	17°	18°	19°	20°

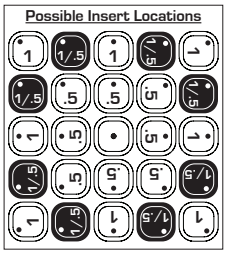
:: Tuning Tips - Rear Arm Mount Pill Insert Setups

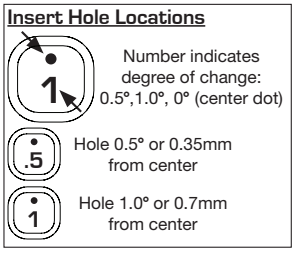
Standard Position

Use this position as a reference when changing pill locations.

Toe: 3°
Anti-Squat: 2°
Roll Center: +0
Pin Width: +0

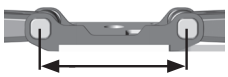






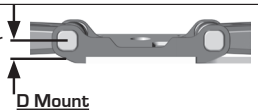
The aluminum front arm mounts utilize eccentric pill inserts to make fine adjustments to kick-up, pin height, and pin width. Adjustments can be made using the supplied inserts (#92014)

Pin Width
More distance = wider pivot
Less distance = narrower pivot



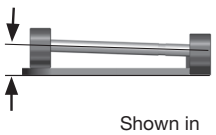
C Mount	D Mount	
		= +1.4mm
		= +0.7mm
		= 0mm
		= -0.7mm
		= -1.4mm

Pin Height
Higher pin = Higher roll center
Lower Pin = Lower roll center



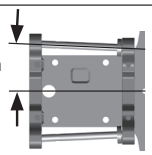
C Mount	D Mount	
		= +0.7mm
		= +0.35mm
		= 0mm
		= -0.35mm
		= -0.7mm

Anti-Squat Angle
More angle = More anti-squat
Less angle = Less anti-squat



C Mount	D Mount	
		= 2°
		= 1°
		= 0°
		= 3°
		= 2°
		= 1°
		= 4°
		= 3°
		= 2°

Toe Angle
More angle = More toe in
Less angle = Less toe in
Shown in 1° changes



C Mount	D Mount	
		= 3°
		= 4°
		= 5°
		= 2°
		= 3°
		= 4°
		= 1°
		= 2°
		= 3°

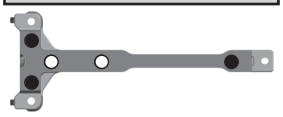
RC10 B74.2 TEAM KIT

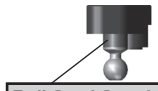
Driver: Kit Setup - Dirt | Event: | Date: | Track: | Qualify: | TQ: ☐ | Main: | Finish: | Best Lap Time:

Front Suspension:

Ride Height:	18mm
Camber:	-1deg
Toe:	1deg
Anti-Roll Bar:	1.2mm
Arm Type:	Gull Wing - Standard
Tower Type:	Gull Wing
Wheelbase Shim:	1mm behind arm
Wheel Hex:	5.0mm
Caster Block:	8 ° ☐ 9 ° ■ 10 ° ☐
Chassis Brace Support:	2mm G10
Top Plate Brace:	None
Front Axles:	CVA ■ DCV ☐
Notes:	

Front Chassis Brace Screws:



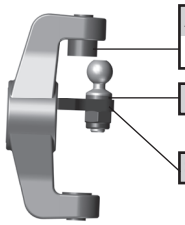


Ball Stud Spacing: 3mm

Arm Mount A: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐

Arm Mount B: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐

Diff Height:
+2 ☐
+0 ■

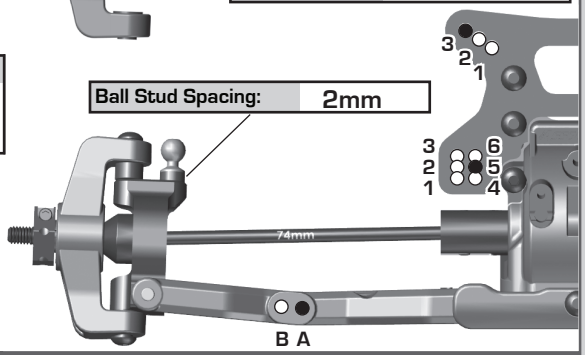


Axle Height:
+3 ☐ +2 ■ +1 ☐ 0 ☐

Ball Stud Spacing: 0mm

Steering Plate: Kit - "0"

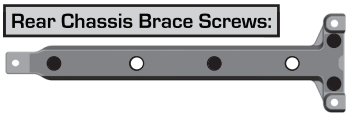
Ball Stud Spacing: 2mm



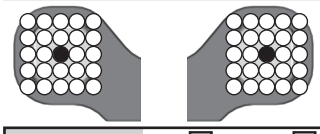
Rear Suspension:

Ride Height:	18mm
Camber:	-1deg
Anti-Roll Bar:	1.3mm
Arm Type:	Standard
Wheelbase Shim:	2mm behind arm
Wheel Hex:	5.0mm
Chassis Brace Support:	2mm G10
Hub Spacing:	Fwd ☐ Mid ■ Back ☐
Notes:	

Rear Chassis Brace Screws:

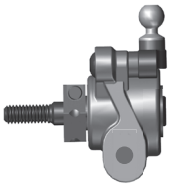


Arm Mount C: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐



Arm Mount D: 1 ° ☐ 0 .5° ☐ Gray ■ Black ☐

Diff Height:
+3 ☐
+2 ☐
+1 ☐
+0 ■

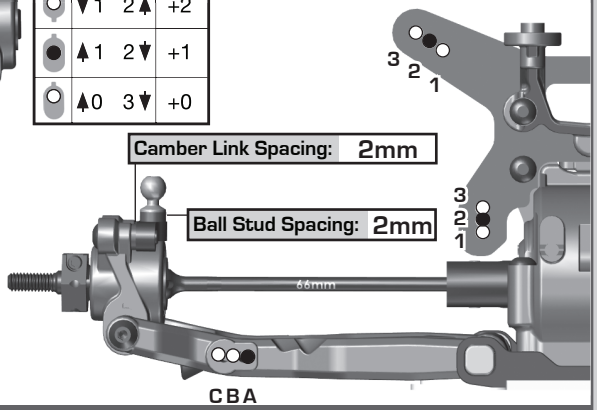


Axle Height:

▼0	3▲	+3
▼1	2▲	+2
▲1	2▼	+1
▲0	3▼	+0

Camber Link Spacing: 2mm

Ball Stud Spacing: 2mm



Electronics:

Radio:	Servo:
EPA: Throttle: %	Brake: %
ESC:	
ESC Settings:	
Motor / Wind:	Timing:
Pinion:	Spur: 78T
Battery:	
Battery Position: Back 1 ☐ 2 ☐ 3 ■ 4 ☐ Forward	
Battery Weight:	

Differential:

	Front	Center	Rear
Fluid:	10K	200K	10K
Gears:	Metal	Metal	Metal
Type:	LTC	LTC	LTC

Notes:

Slipper Clutch:

Type:	
# of Pads:	
Setting:	

Shocks:

	Front	Rear
Piston:	2x1.6	2x1.7
Thickness:	2mm	2mm
Fluid:	30wt	30wt
Spring:	Yellow	Blue
Limiters:	Int: Ext:	Int: Ext:
Stroke:	22mm	28.5mm
Eyelet Length:	+2	0
Cup Offset:	9mm	0mm
Notes:		

Track Info:

Size:	Small ☐	Medium ☐	Large ☐	Extra Large ☐			
Surface:	Dirt ☐	Carpet ☐	Astroturf ☐	Multi Surface ☐			
Traction:	Low ☐	Medium ☐	High ☐	Very High ☐			
Moisture:	Dry ☐	Damp ☐	Wet ☐				
Condition:	Indoor ☐	Outdoor ☐	Dusty ☐	Hard Packed ☐			
	Bumpy ☐	Grooved ☐	Smooth ☐	Loamy ☐			
Temperature:	Ambient:	Track:					
Notes:							

Tires:

Front Tires:	
Front Compound:	
Front Insert:	
Rear Tires:	
Rear Compound:	
Rear Insert:	
Wheel (F/R):	
Notes:	

Body, Wing, Weight:

Body:	Kit - Lightweight
Front Wing:	Yes ☐ No ■
Rear Wing:	Kit
Wing Angle:	0° ☐ 6° ■
Wing Mount Height:	0 ■ -2 ☐
Servo Weights:	
Electronic Weights:	
Total Vehicle Weight:	

Vehicle Comments:

:: For more setups, visit RC10.com and click on "Setup Sheets"

RC10 B74.2 TEAM KIT

Driver: _____ Event: _____

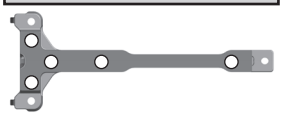
Date: _____ Track: _____

Qualify: _____ TQ: ☐ Main: _____ Finish: _____ Best Lap Time: _____

Front Suspension:

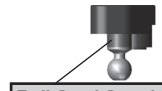
Ride Height:
Camber:
Toe:
Anti-Roll Bar:
Arm Type:
Tower Type:
Wheelbase Shim:
Wheel Hex:
Caster Block: 8 ° ☐ 9 ° ☐ 10 ° ☐
Chassis Brace Support:
Top Plate Brace:
Front Axles: CVA ☐ DCV ☐
Notes: _____

Front Chassis Brace Screws:



Arm Mount A: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐

Arm Mount B: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐



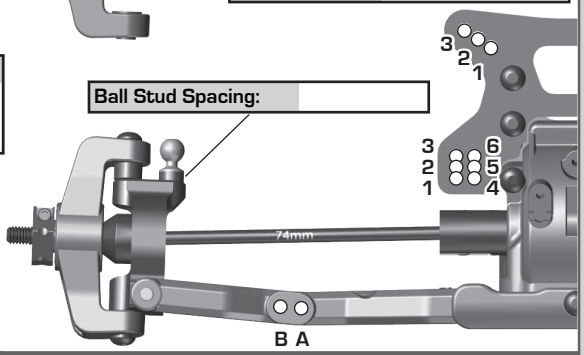
Ball Stud Spacing:

Diff Height:
+2 ☐
+0 ☐

Axle Height:
+3 ☐ +2 ☐ +1 ☐ 0 ☐

Ball Stud Spacing:

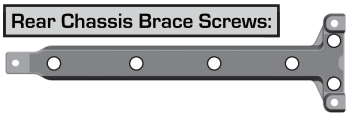
Steering Plate:



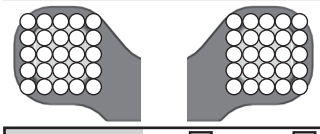
Rear Suspension:

Ride Height:
Camber:
Anti-Roll Bar:
Arm Type:
Wheelbase Shim:
Wheel Hex:
Chassis Brace Support:
Hub Spacing: Fwd ☐ Mid ☐ Back ☐
Notes: _____

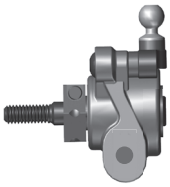
Rear Chassis Brace Screws:



Arm Mount C: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐



Arm Mount D: 1 ° ☐ 0 .5° ☐ Gray ☐ Black ☐



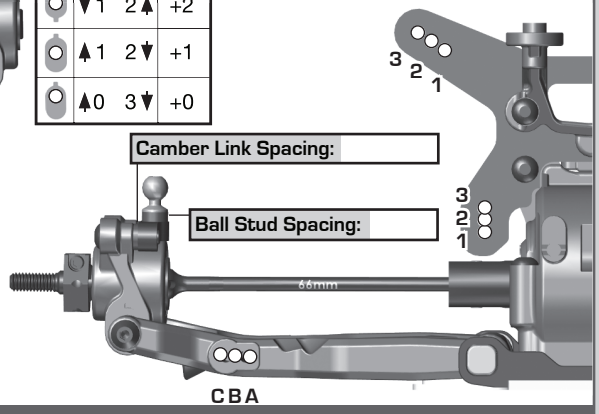
Axle Height:

▼0	3▲	+3
▼1	2▲	+2
▲1	2▼	+1
▲0	3▼	+0

Diff Height:
+3 ☐
+2 ☐
+1 ☐
+0 ☐

Camber Link Spacing:

Ball Stud Spacing:



Electronics:

Radio: Servo:
EPA: Throttle: % Brake: %
ESC:
ESC Settings:
Motor / Wind: Timing:
Pinion: Spur:
Battery:
Battery Position:
Back 1 ☐ 2 ☐ 3 ☐ 4 ☐ Forward
Battery Weight:

Differential:

	Front	Center	Rear
Fluid:			
Gears:			
Type:			

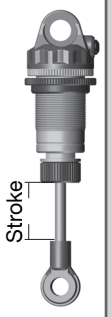
Notes:

Slipper Clutch:

Type:
# of Pads:
Setting:

Shocks:

	Front	Rear
Piston:		
Thickness:		
Fluid:		
Spring:		
Limiters:	Int: ____ Ext: ____	Int: ____ Ext: ____
Stroke:		
Eyelet Length:		
Cup Offset:		
Notes:		



Track Info:

Size: Small ☐ Medium ☐ Large ☐ Extra Large ☐
Surface: Dirt ☐ Carpet ☐ Astroturf ☐ Multi Surface ☐
Traction: Low ☐ Medium ☐ High ☐ Very High ☐
Moisture: Dry ☐ Damp ☐ Wet ☐
Condition: Indoor ☐ Outdoor ☐ Dusty ☐ Hard Packed ☐
Bumpy ☐ Grooved ☐ Smooth ☐ Loamy ☐
Temperature: Ambient: Track:
Notes:

Tires:

Front Tires:
Front Compound:
Front Insert:
Rear Tires:
Rear Compound:
Rear Insert:
Wheel (F/R):
Notes:

Body, Wing, Weight:

Body:
Front Wing: Yes ☐ No ☐
Rear Wing:
Wing Angle: 0° ☐ 6° ☐
Wing Mount Height: 0 ☐ -2 ☐
Servo Weights:
Electronic Weights:
Total Vehicle Weight:

Vehicle Comments:

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