PRO4 SC10

#20532 PRO4 SC10 BRUSHED, Ready-To-Run

1:10 Scale Ready-To-Run 4WD Electric Off Road Short Course Truck 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.

:: Pro4 SC10 RTR Features

- 2.4GHz 2-channel radio system
- High-Torque Digital Servo with spring-style servo saver
- Reedy Sport 550 15T Brushed Motor
- Reedy Water-resistant brushed ESC with T-plug connector and LiPo low-voltage cutoff
- Three sealed gear differentials
- Fifteen52 Turbomac HD wheels
- Threaded Oil-filled coil over shock absorbers
- 4mm heavy-duty adjustable alloy steel turnbuckles
- Durable slider type drive shafts
- Factory-finished Contender short course body
- High-grip General Tire GT(R) Grabbers all terrain tires
- Steel center drive shaft
- Four-wheel independent suspension
- Durable, impact-absorbing front and rear bumpers.

:: Table of Contents

:: Notes

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.

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

:: Additional

Your new Pro4 SC10 comes assembled. The following items are needed for completion.
- (4) AA batteries

Tools included: • 1.5mm, 2.0mm, 2.5mm Wrenches

:: Other Helpful Items

- Silicone Shock Fluid (Refer to catalog for complete listings)
- Silicone Diff Fluid (Refer to catalog for complete listings)
- Body Scissors (AE Part # 1737)
- Reamer / Hole Punch (#1499)
- Shock Pliers (#1675)
- Wire Cutters
- FT Hex/Nut Wrenches (AE Part # 1650)
- Needle Nose Pliers
- Hobby Knife
- Soldering Iron
- Calipers or a Precision Ruler
- Green Slime shock lube (AE Part # 1105)
- FT Turnbuckle Wrench (#1114)
- FT Universal Tire Balancer (#1498)

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:: Hardware - 1:1 Scale View

Button Head (bhcs)


2.5x5mm (31519)


2.5x6mm (31520)


3x4mm (91158)


3x6mm (31531)


3x8mm (31532)


3x10mm (25211)
Aluminum (8554)
Titanium (91582)


3x12mm (89202)
Titanium (91583)

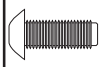

3x14mm (25187)
Titanium (91584)


3x16mm (89203)
Titanium (91585)


3x18mm (2308)


3x20mm (25188)
Titanium (91587)


3x22mm (25189)
Titanium (91588)


4x10mm (89206)

Socket Head (shcs)


2.5x6mm (41079)

Flat Head (fhcs)


2.5x8mm (31448)


2.5x10mm (31350)


3x6mm (31541)


3x12mm (25203)
Aluminum (8556)
Titanium (91594)


3x14mm (89208)
Aluminum (8567)
Titanium (91595)


3x18mm (89209)
Titanium (91597)


4x10mm (81262)

Set Screws


3x3mm (25225)


3x12mm (81258)


4x12mm (25824)

Shims and Washers


5.5x0.5mm (31381)


5.5x1.0mm (31382)

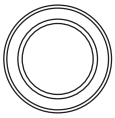

5.5x2.0mm (31383)

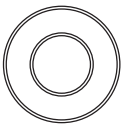

3x8mm Washer (89218)

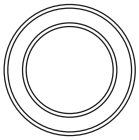
Ball Bearings


5x8x2.5mm (8680)


5x11x4mm (25618)


10x15x4mm (91563)


8x16x5mm (91564)


12x18x4mm (25843)

Nuts (lock/plain)


Plain M3 Nut (91477)
M3 Alum. Locknut, Blue (31550)
M3 Locknut, Black (25215)


M4 Locknuts:
Serrated Steel (Silver)(91826)
FT Aluminum (Blue) (31551)
Serrated Aluminum (Black) (91738)

Notes:

:: Quick Start Guide

Battery Charging and Safety:

Before charging your battery for the first time, please read the document Important Safety Instructions and Warnings found in the documents bad included with your vehicle.

Charging

1. To prepare the battery for charging, remove the battery from the vehicle and place it on a fire-proof surface [image 1] free from moisture and the potential for contact with water or any other liquids.
2. Plug the USB end of the charge cable into a 5V USB port [image 2]. Flashing red/green LED lights indicate the the charger is powered and is ready to use.
3. Plug the battery's 3-pin male connector into the charge cable's 3-pin female connector [image 3]. The red LED light will remain on to indicate that the battery is successfully charging.
4. The charge is complete when the red LED light goes out and the green LED illuminates.
5. Unplug the battery from the charger cable and then unplug the USB plug from USB port.
6. Your battery is now ready to use!

CAUTION! Failure to abide by the following may result in fire, property damage, and/or loss of life.

- Never leave the battery unattended while charging.
- Always remove the LiPo battery from the vehicle and place it on a fireproof surface while charging.
- Always disconnect the battery from the charge cord, and the charge cord from the USB port, when finished charging and when the charge cable is not in use.
- Always disconnect the battery from the vehicle when you are finished driving the vehicle and whenever the vehicle is not in use.
- Always store LiPo batteries in a fireproof container when not being used.
- Always use a charger specifically designed and engineered to charge LiPo batteries.

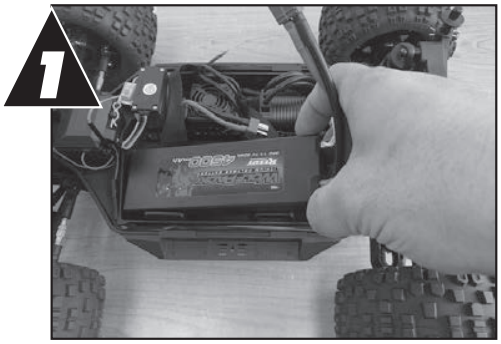
Image 1

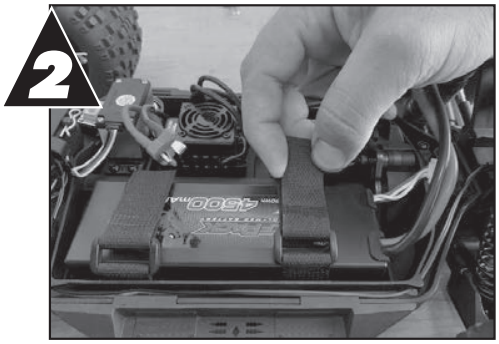
Image 2

Image 3

Battery Installation:

1. Install the battery with the battery wires directed towards the rear of the vehicle.
2. Secure the battery strap using two hook and loop straps.



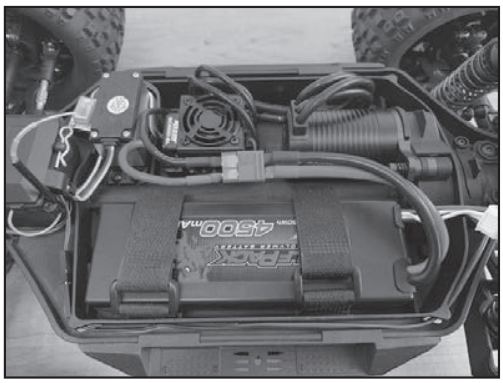


:: Quick Start Guide - (cont.)

Battery Notes and Tip:

Connect the battery as shown.
Disconnect the battery when not in use!

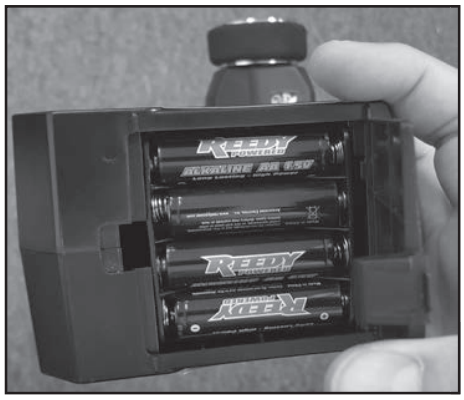
LiPo: LiPo batteries (lithium polymer) are high current rechargeable batteries. LiPo batteries offer extended run time and peak performance over NiMH batteries. They require a peak detection charger designed specifically for LiPo batteries. These batteries require special care and handling.
LiPo batteries are recommended for advanced users only!
ALWAYS charge a LiPo battery in LiPo mode.



Radio System Tuning and Controls:

RULE:
Transmitter on First/Vehicle on Seond,
Vehicle off First/ Transmitter off Last!

1. Slide the battery cover to remove cover.
2. Install alkaline or rechargeable AA size batteries into the battery holder.
3. Slide the battery cover back into place making sure it is completely closed and secure.
4. Turn the power ON. If the power indicator LED fails to light, check the batteries for insufficient contact or incorrect polarity.



On/Off Switch

:: Quick Start Guide - (cont.)

Radio System Tuning and Controls:

DO NOT hold the trigger when turning on the radio.

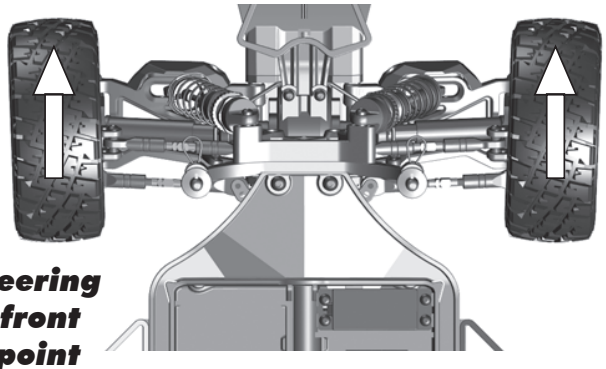
Refer to Radio owners manual for more in-depth instructions on radio operation and functions.

Push trigger for Brake

Neutral

Pull trigger for Throttle

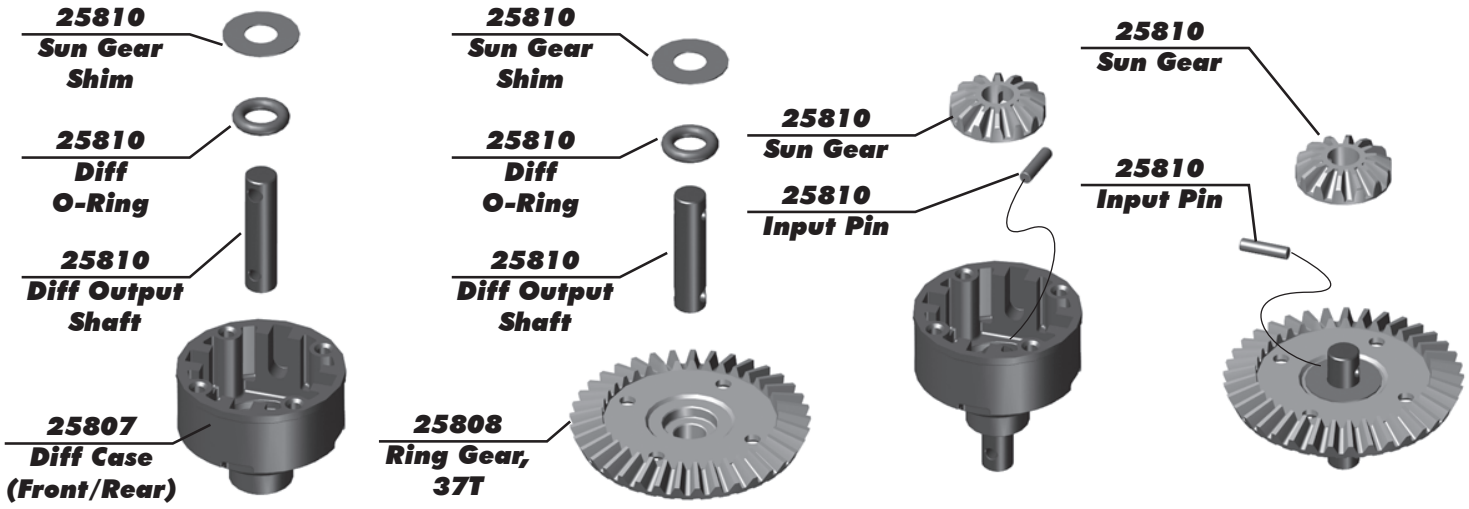
Throttle set to Neutral!



Adjust steering trim so front wheels point straight.

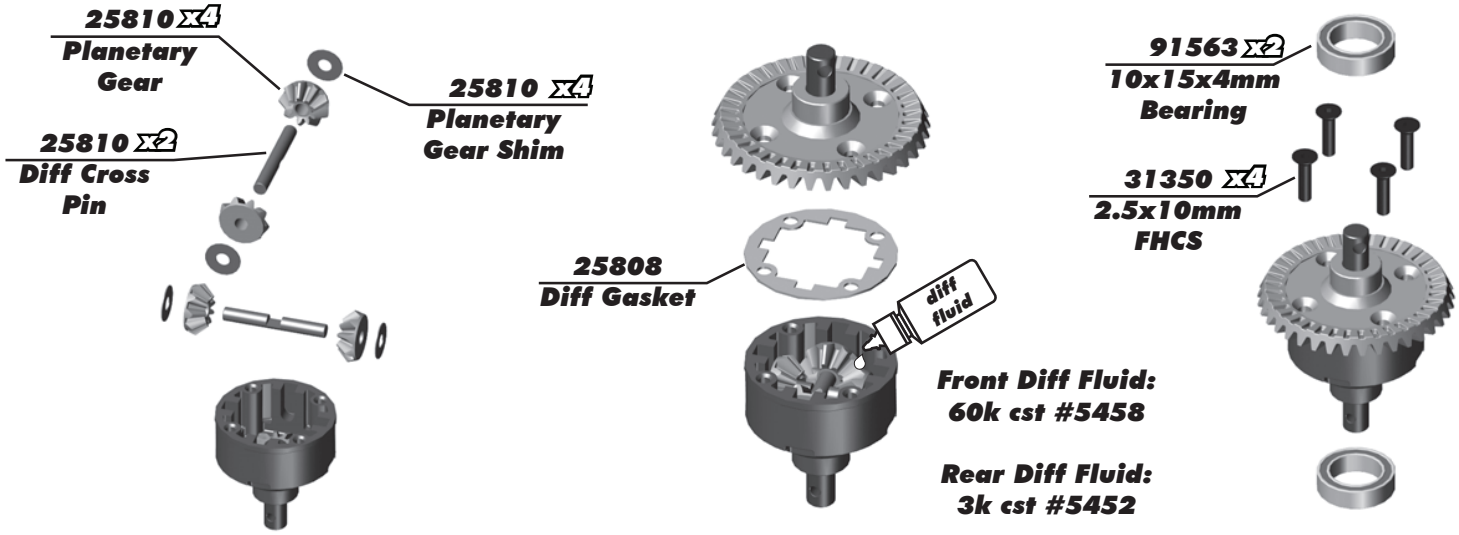
Install body and body clips. Ready to go!

:: Step 1



Build 2 (1 front, 1 rear)

:: Step 2



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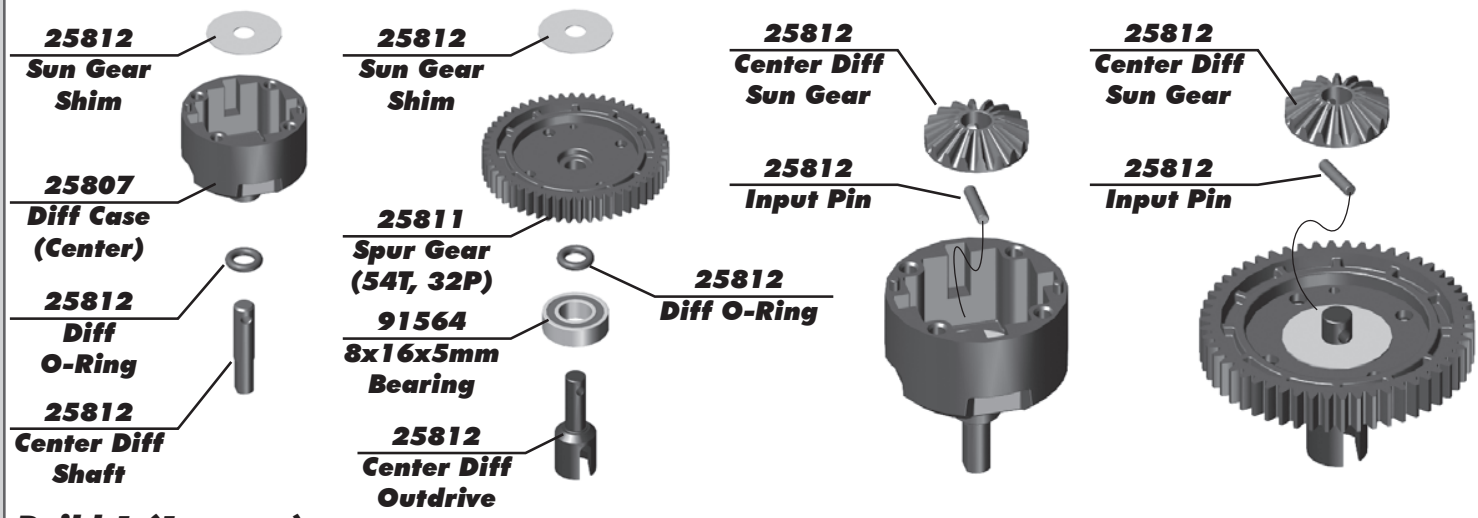
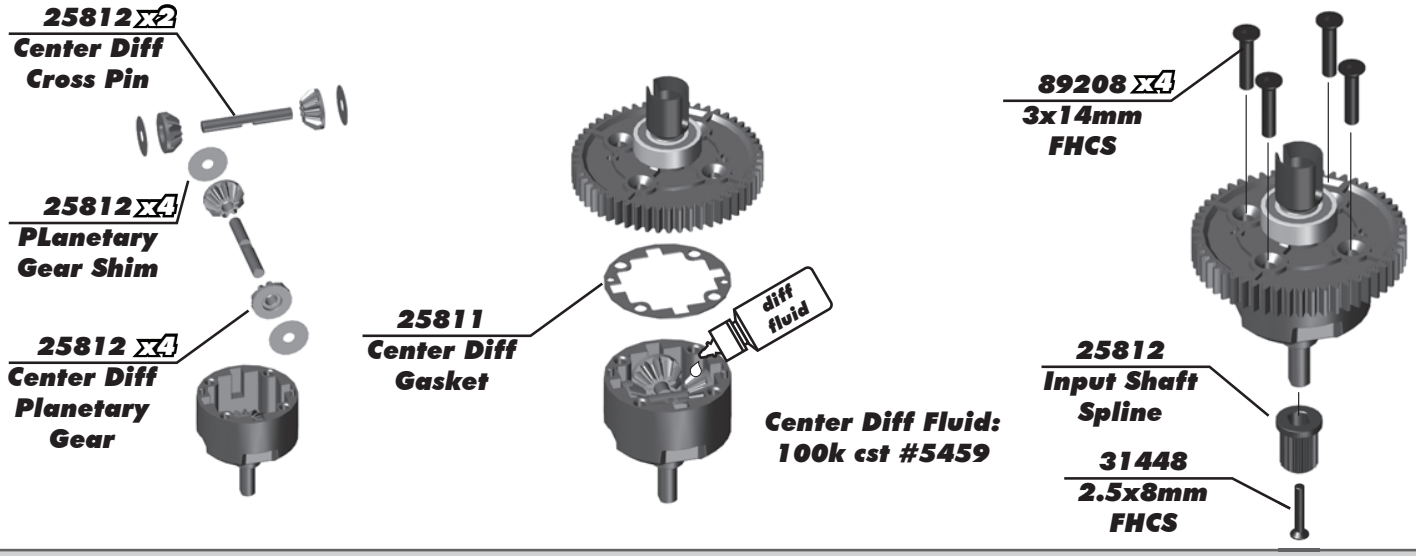


Build 1 (1 center)

:: Step 4



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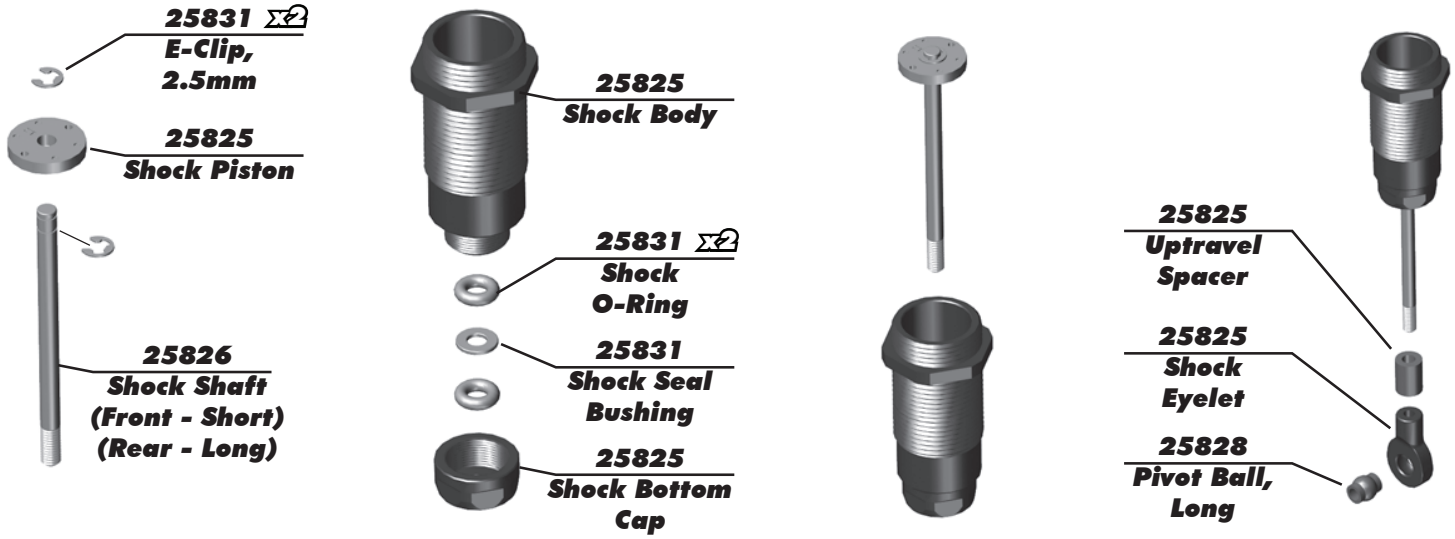

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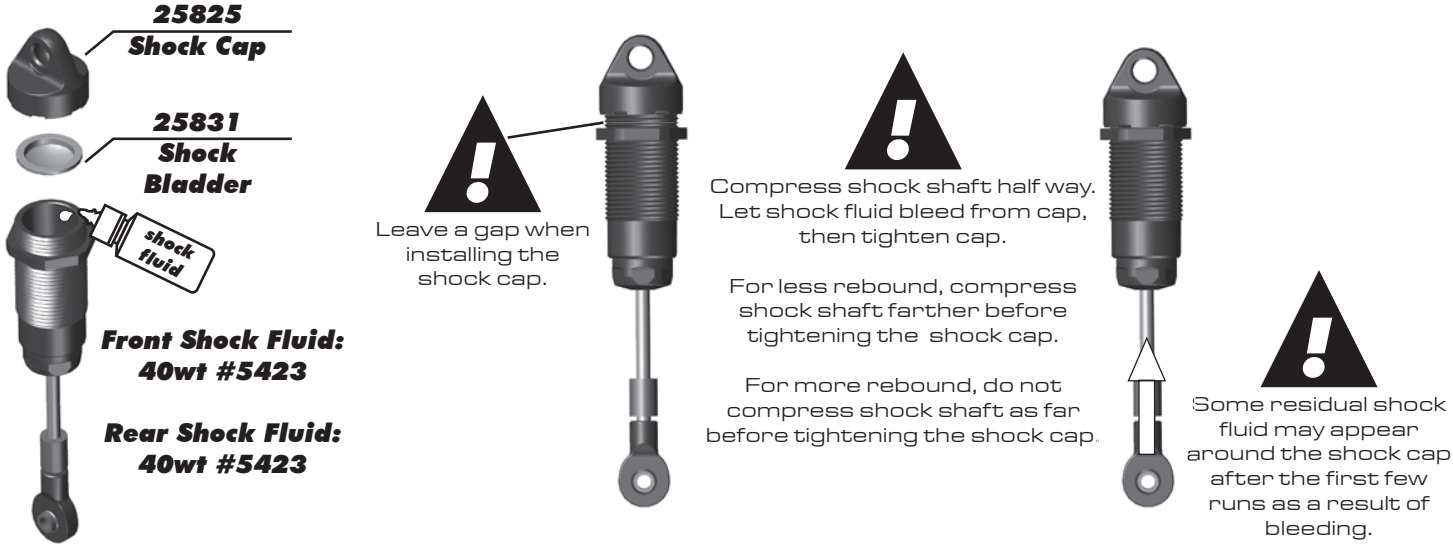

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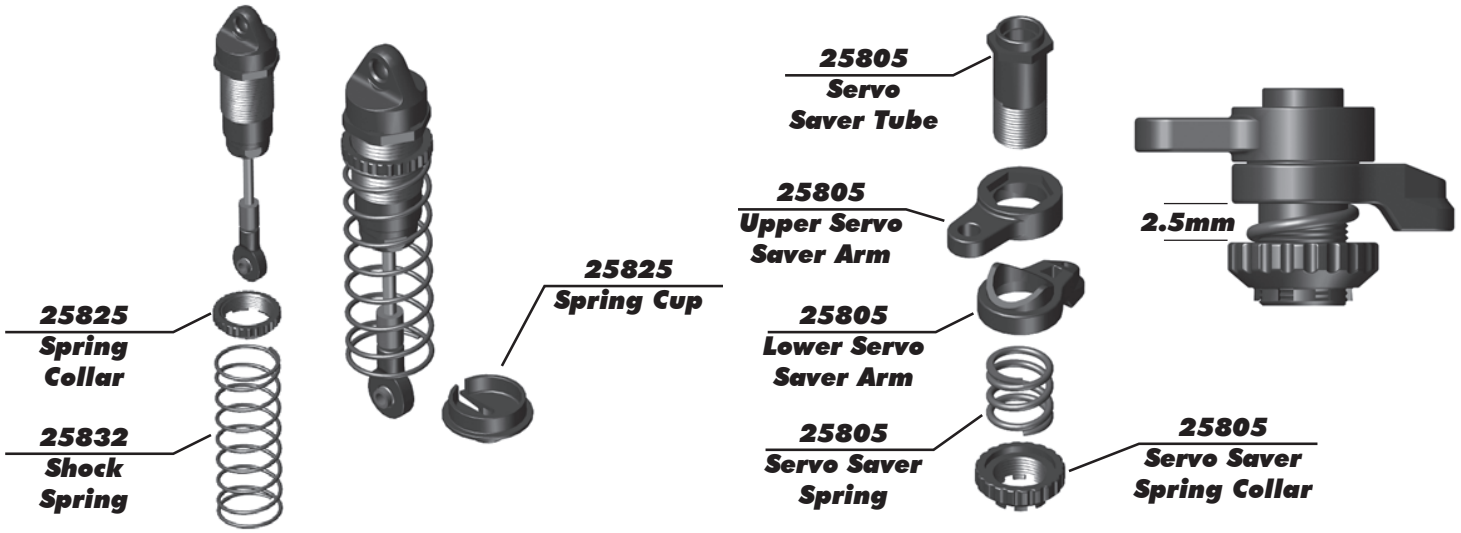

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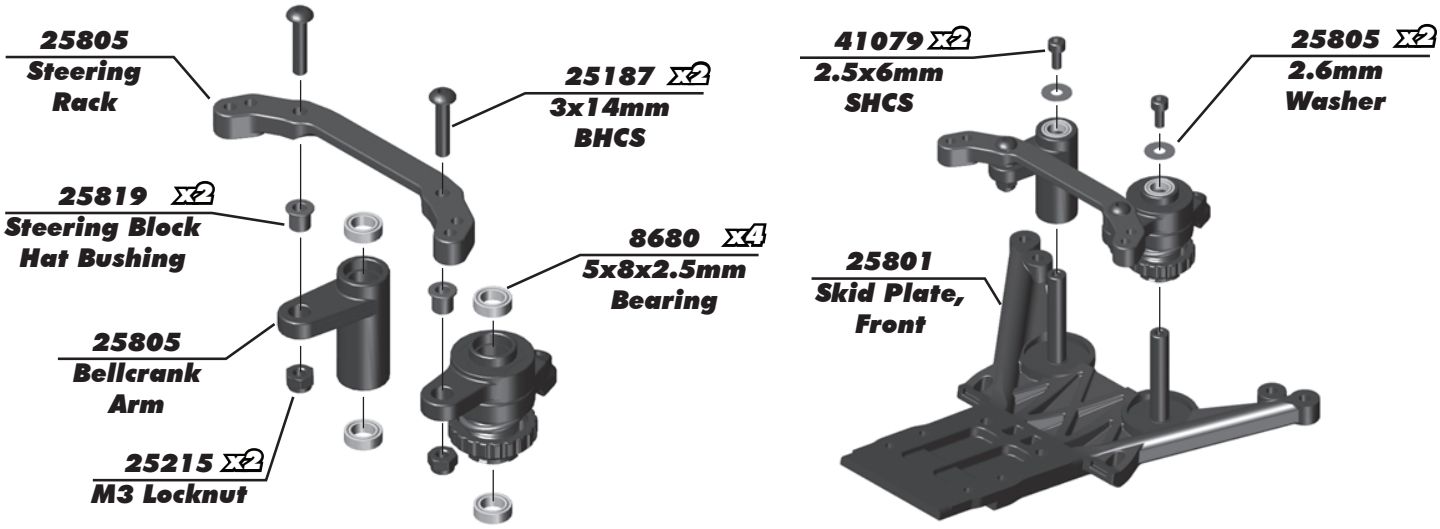

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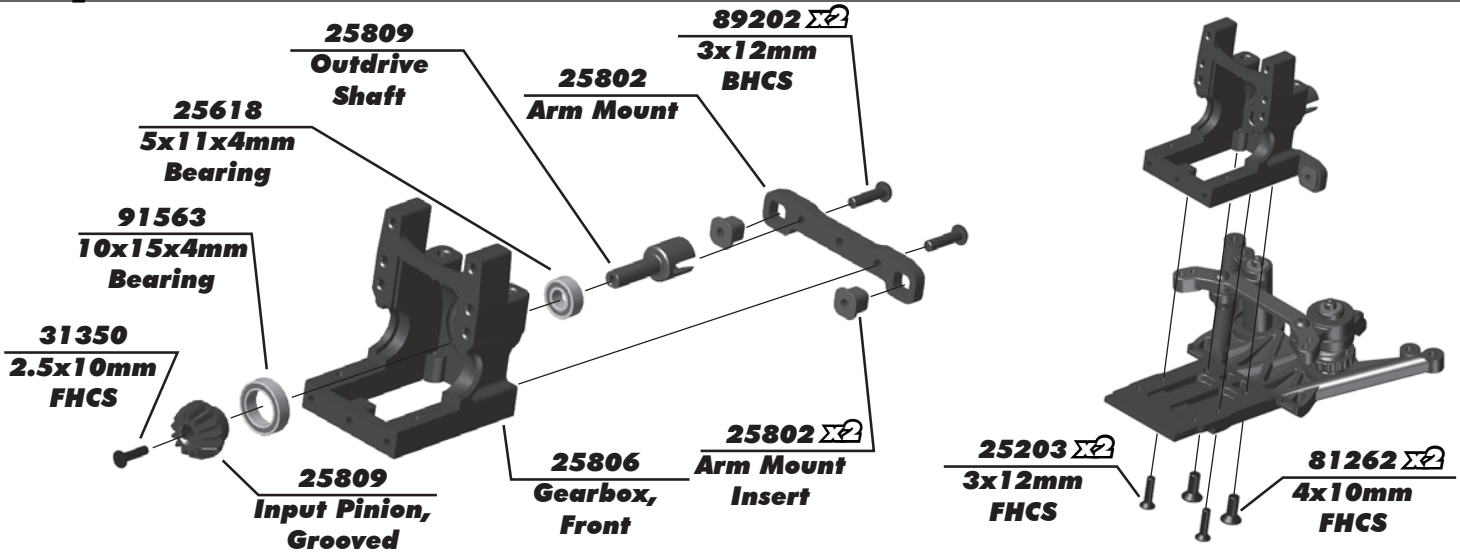

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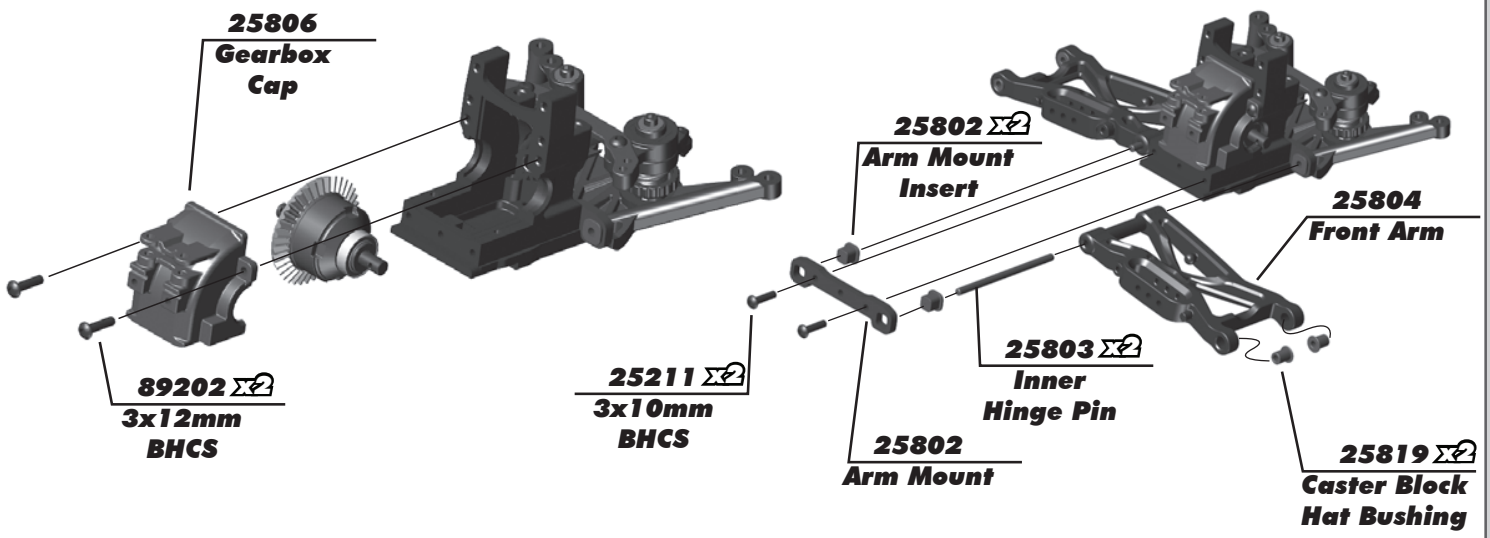

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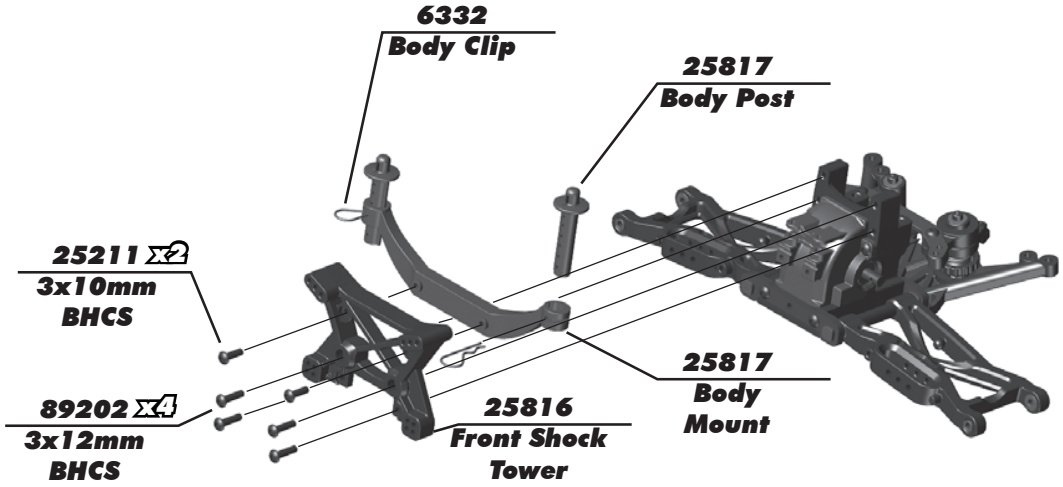

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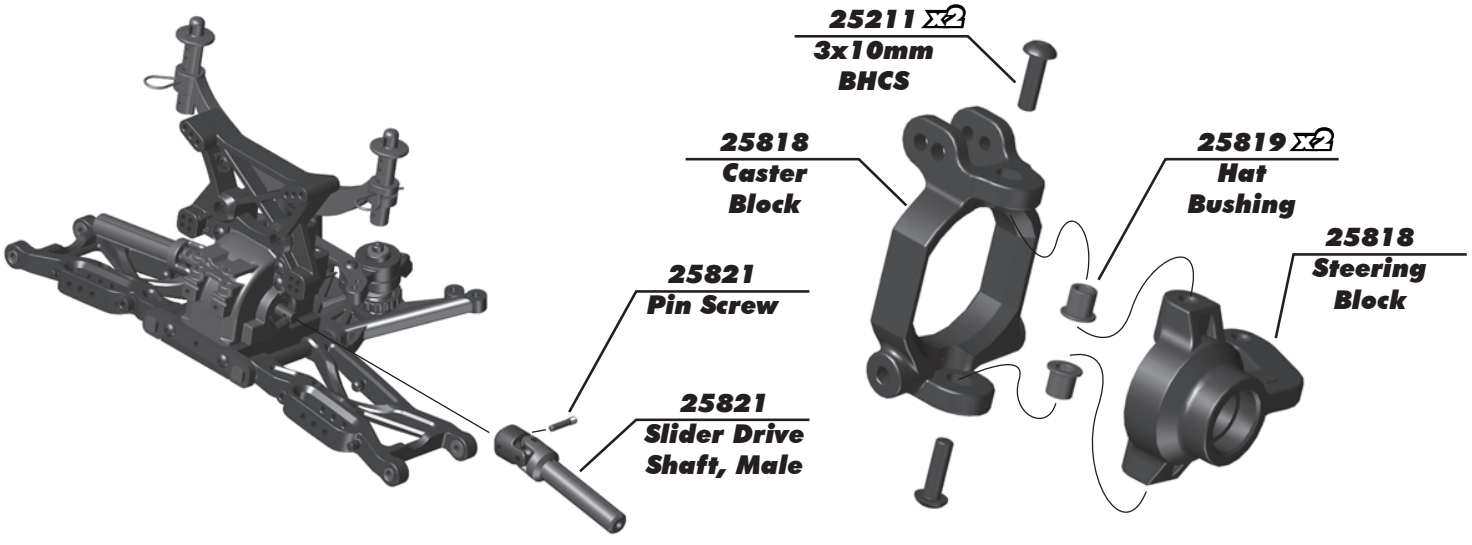

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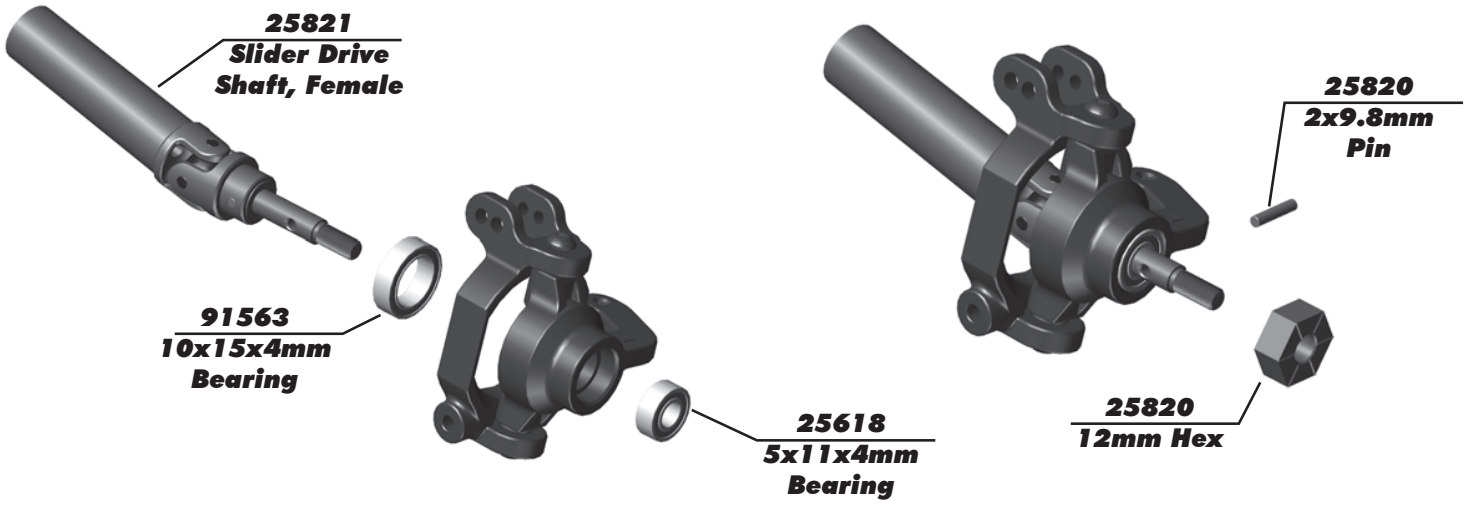

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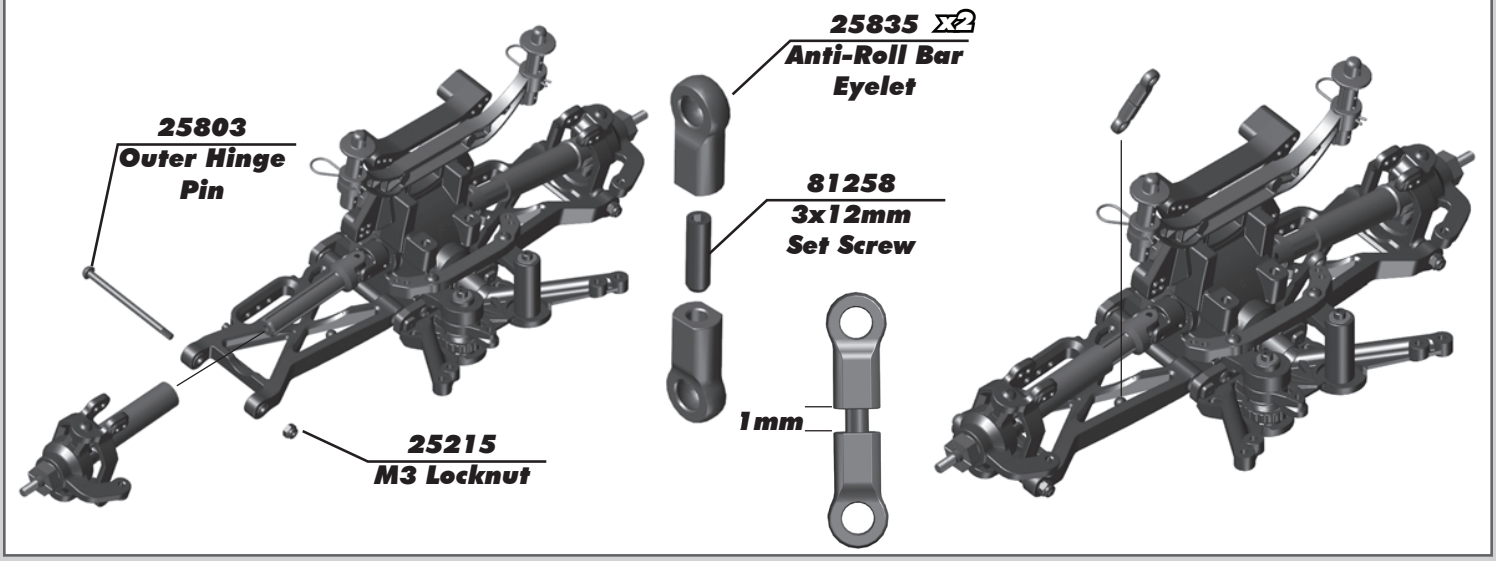

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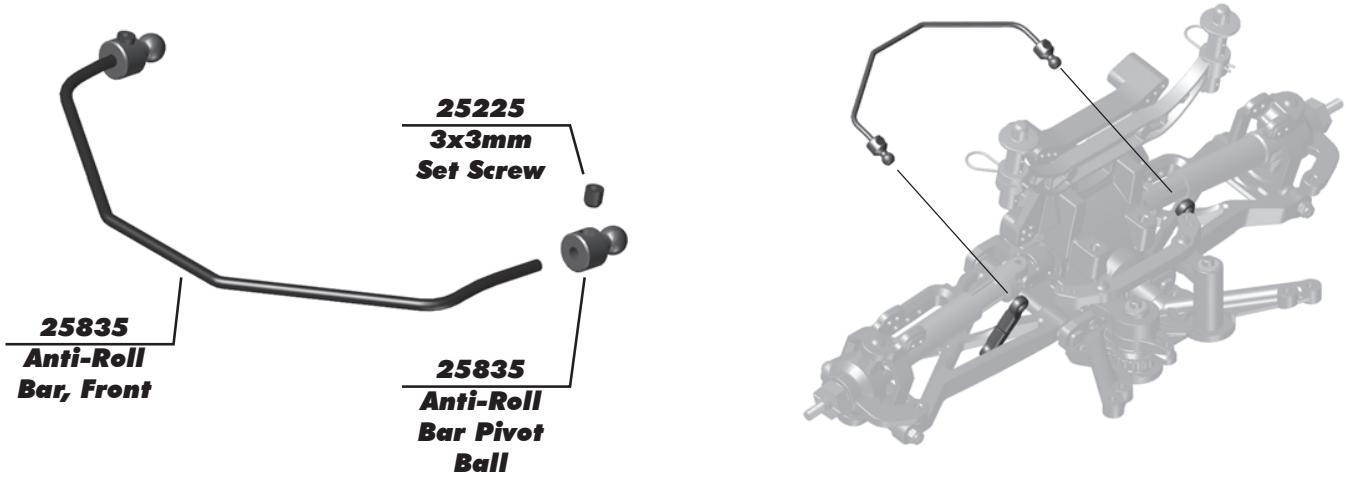

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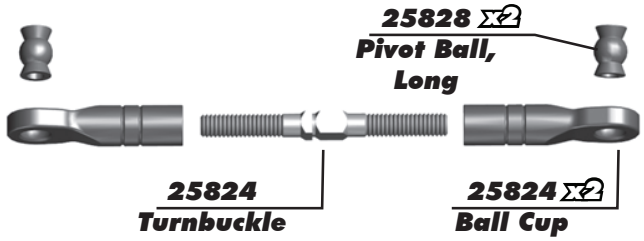
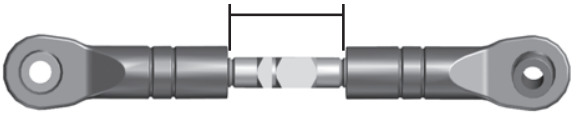
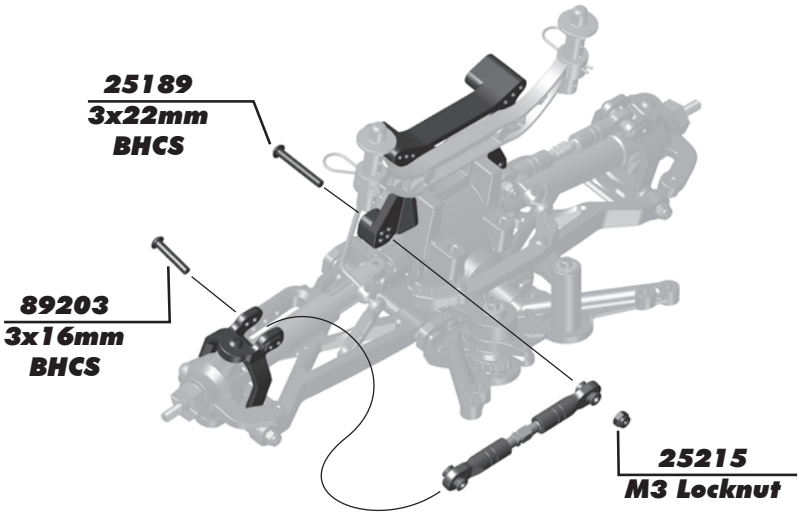


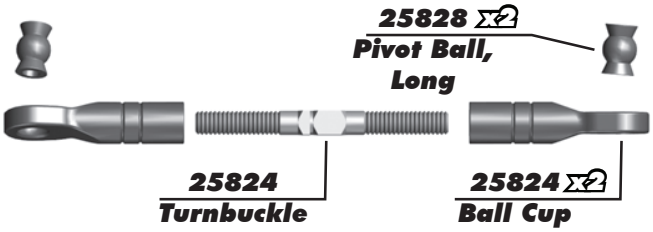
Steering Turnbuckle 15.50mm



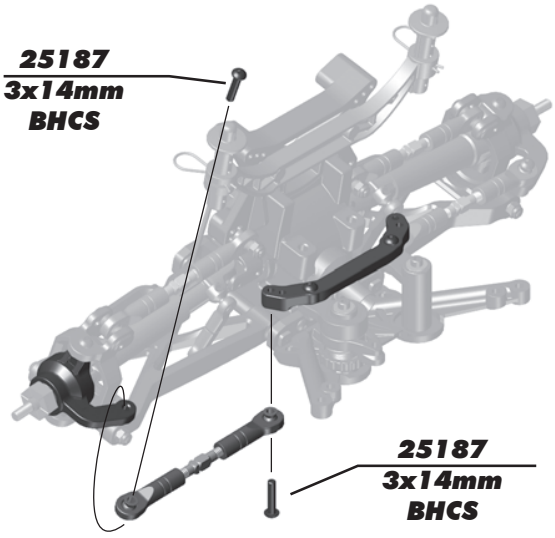


Build x2 (right and left side)

:: Step 17



Steering Turnbuckle 22.00mm



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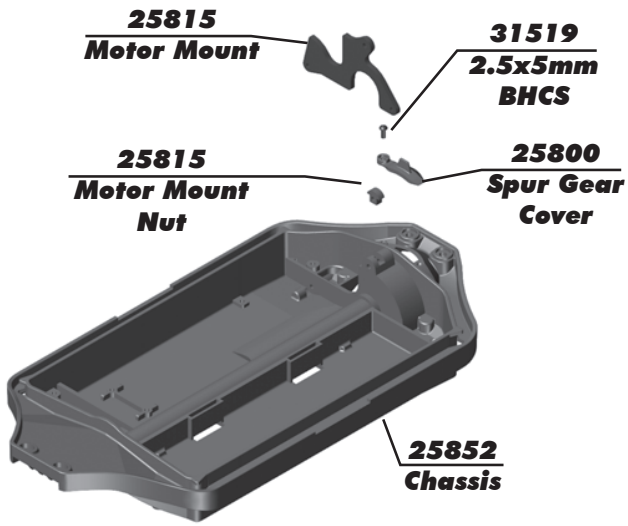

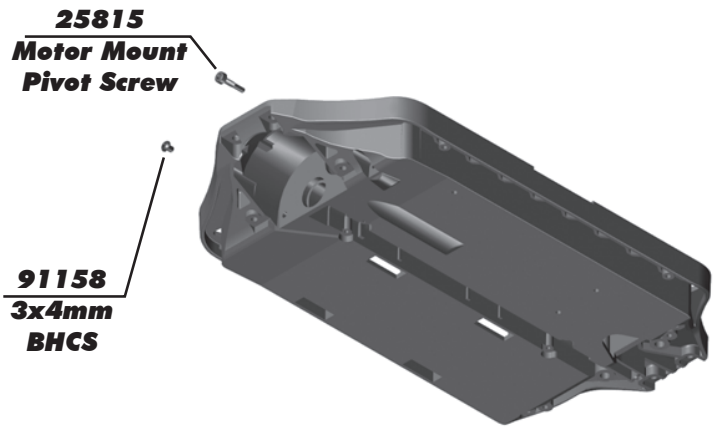

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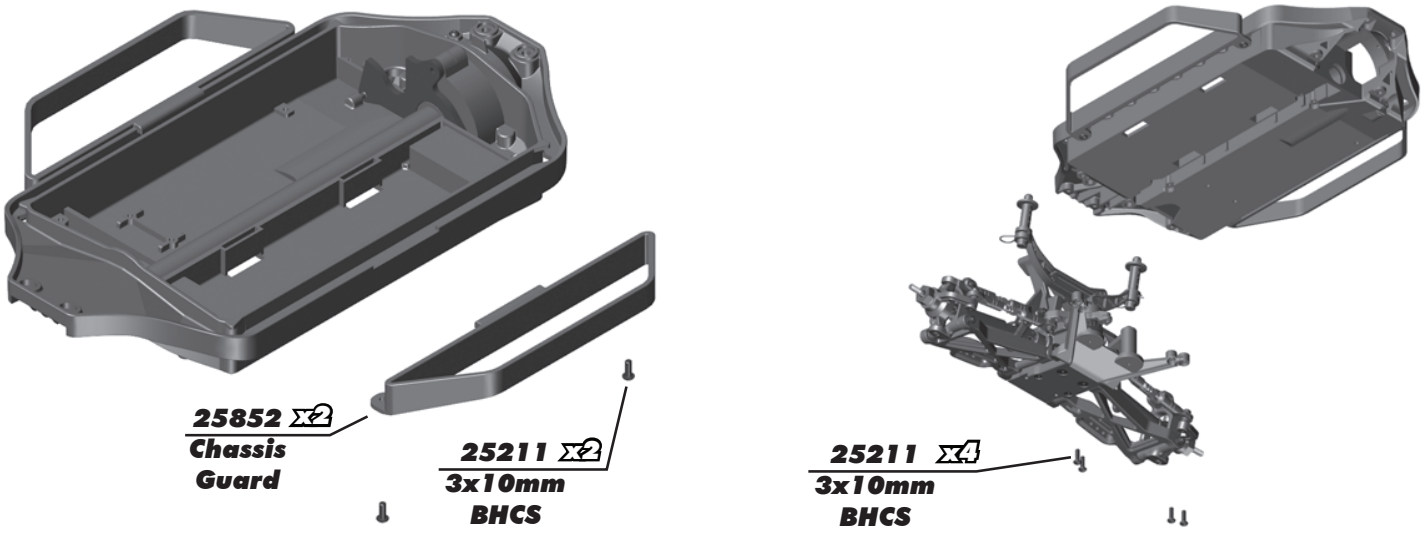

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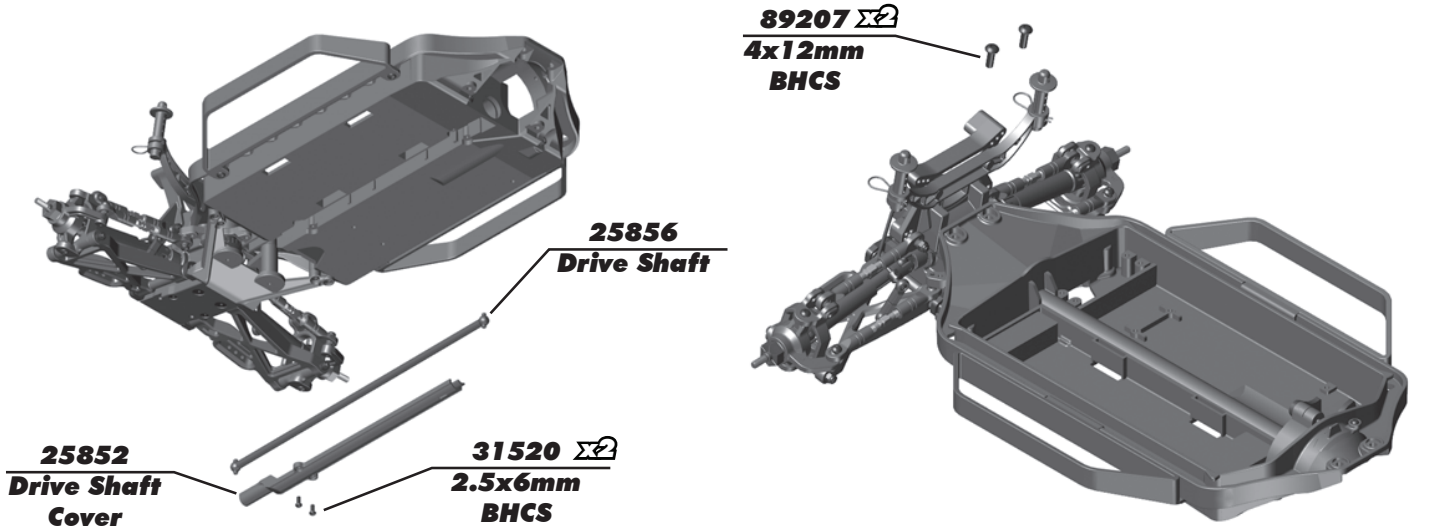

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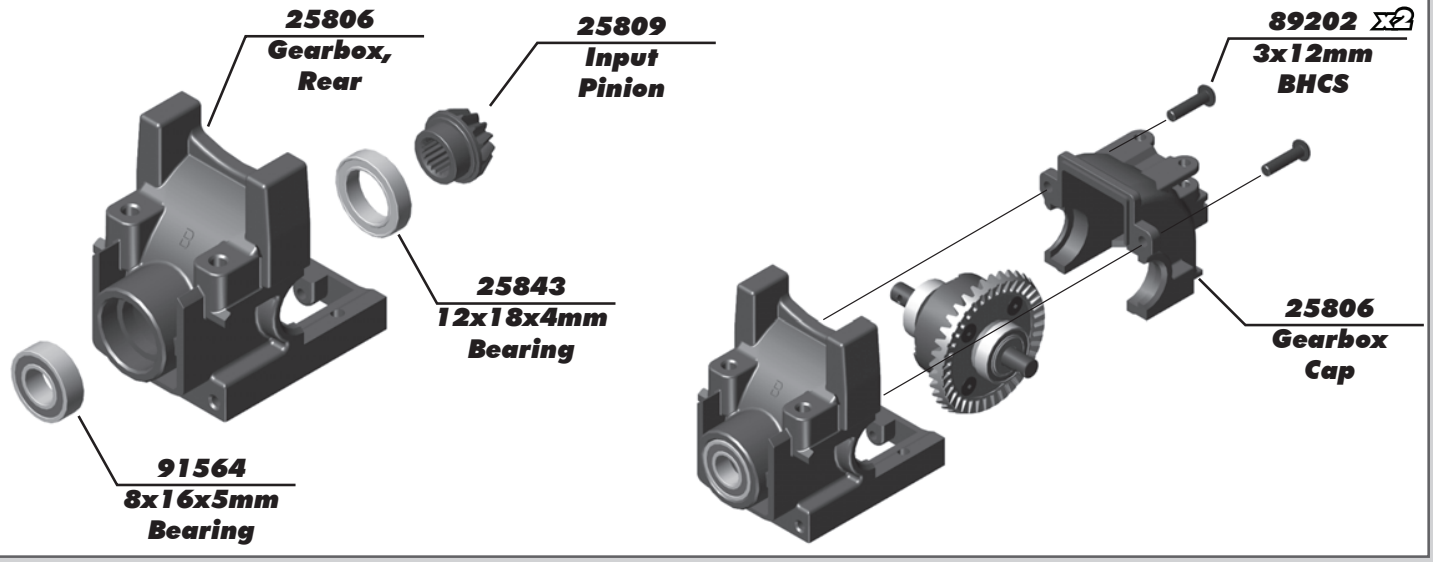

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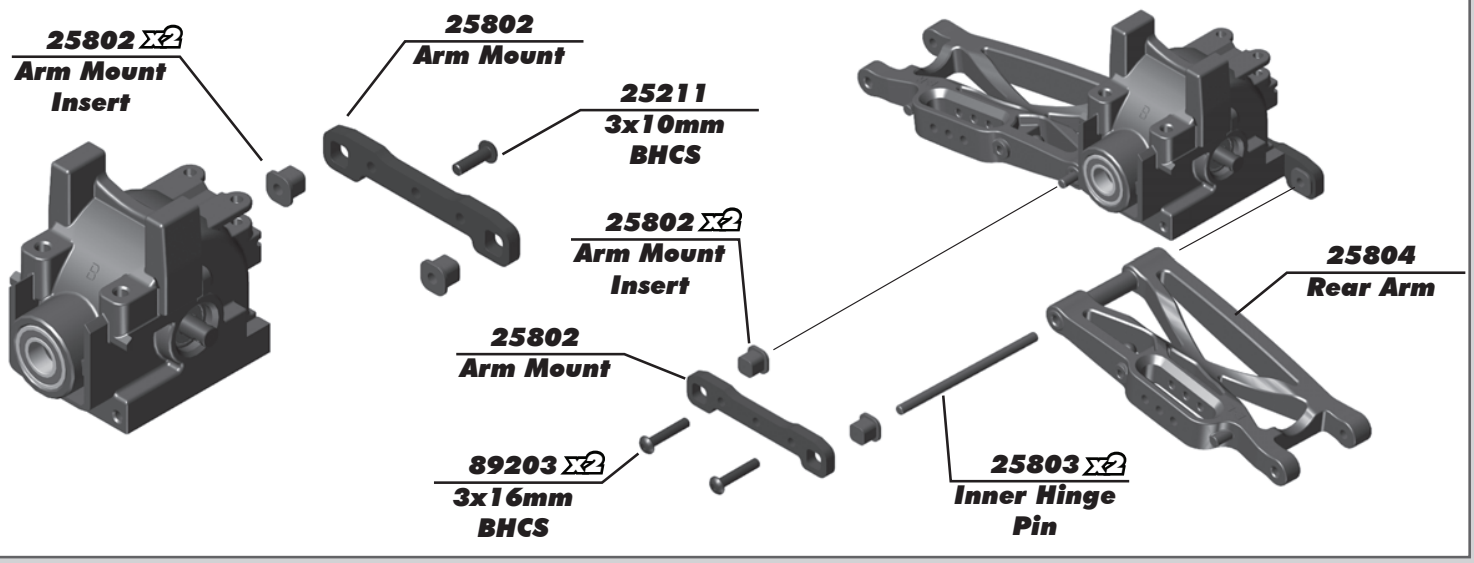

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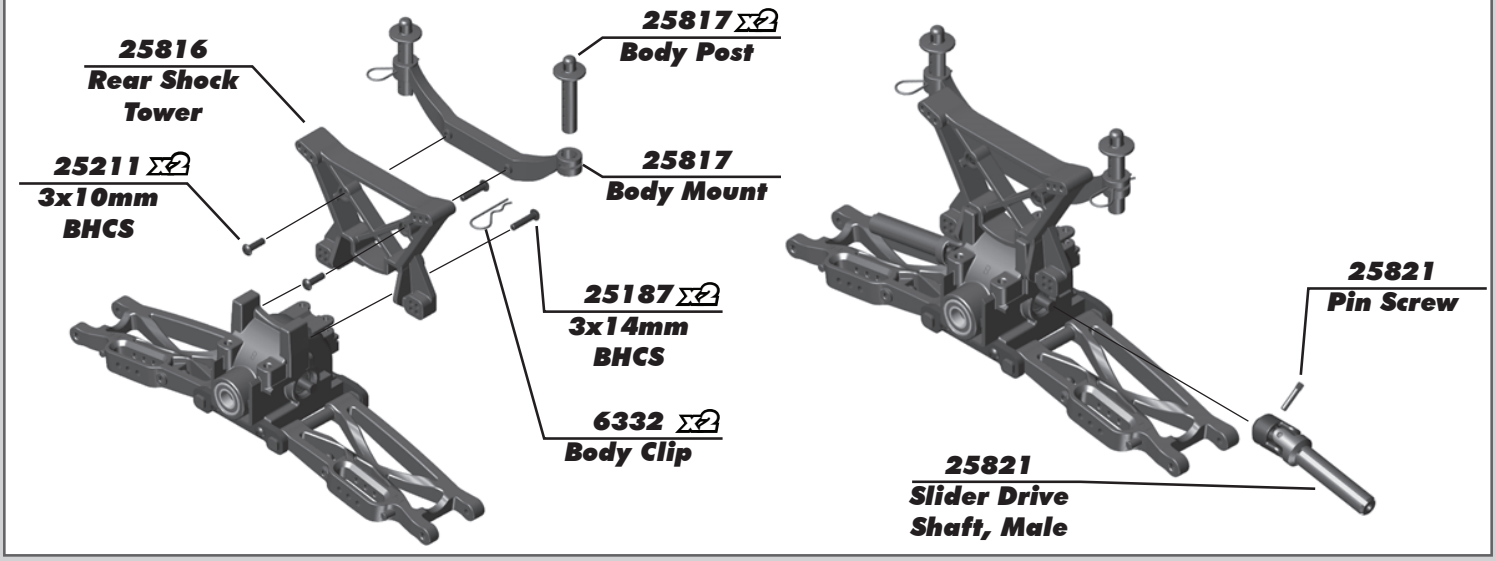

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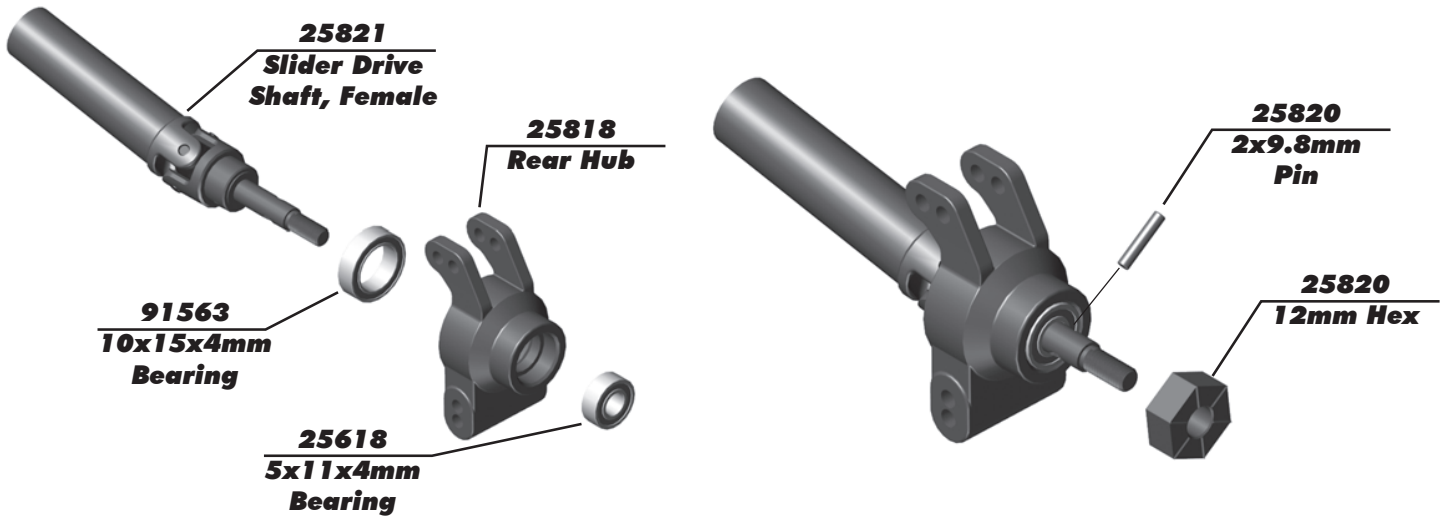

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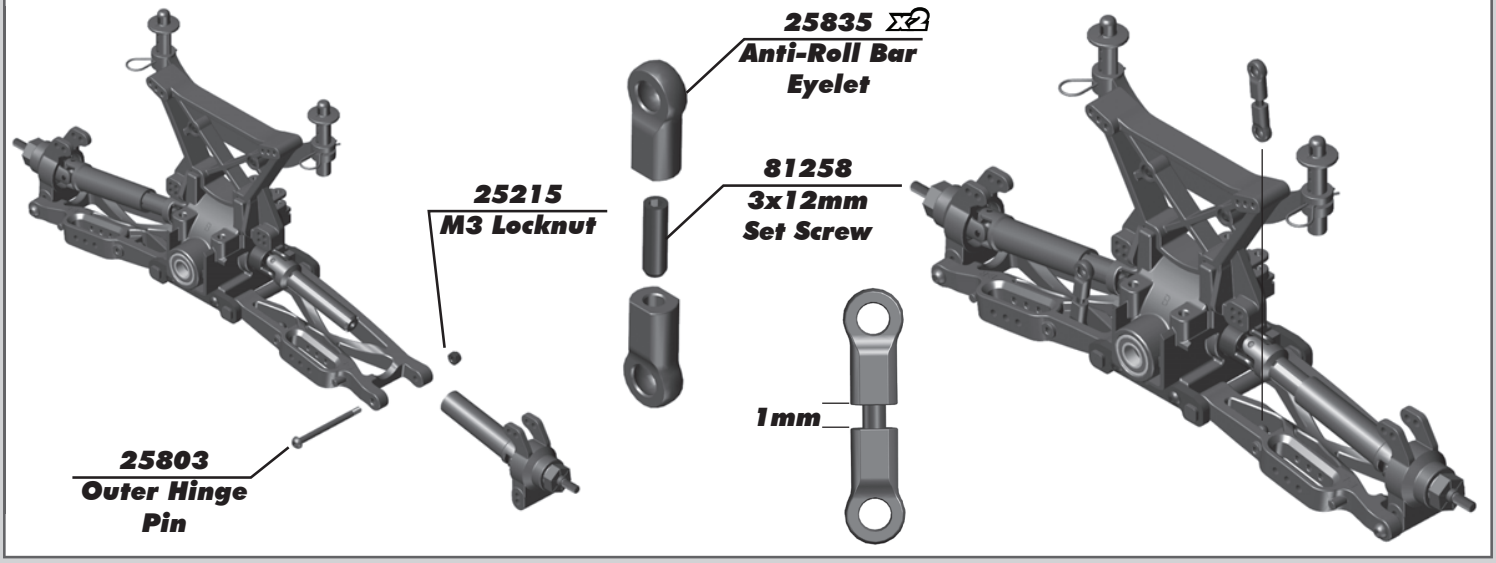

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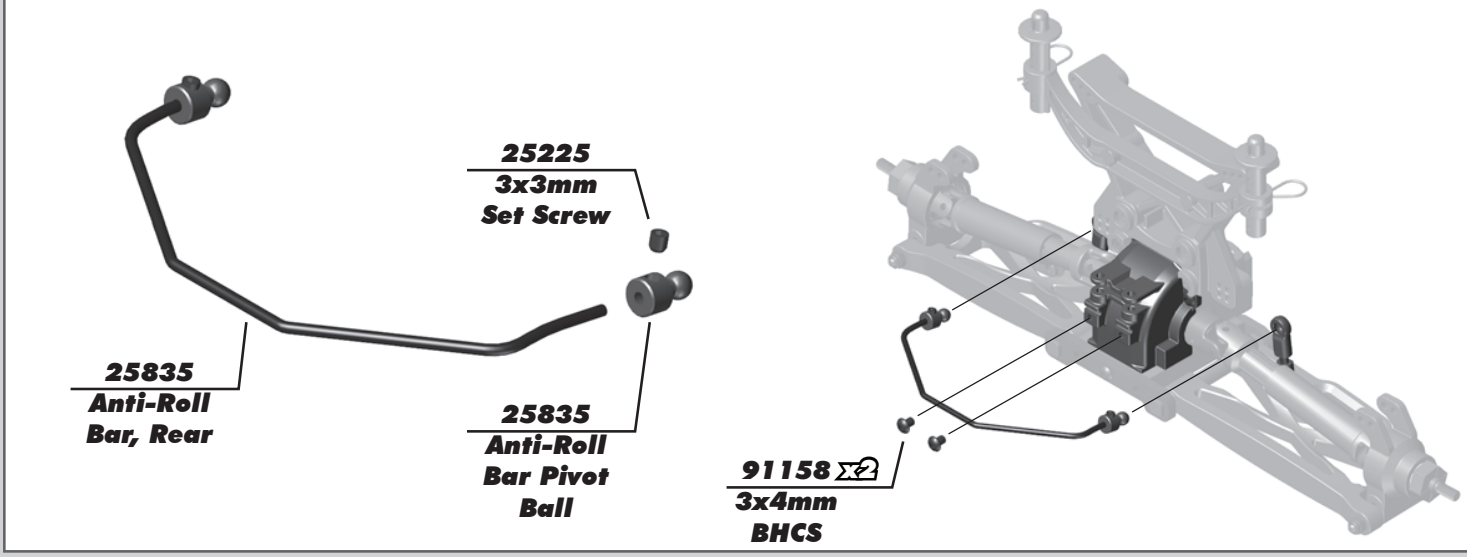

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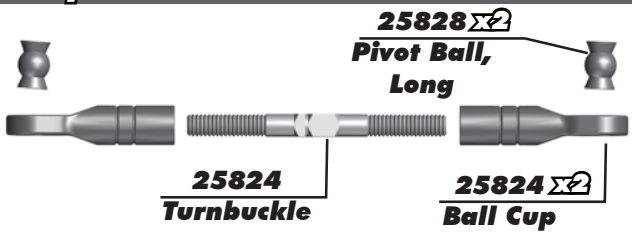
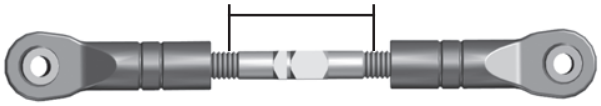
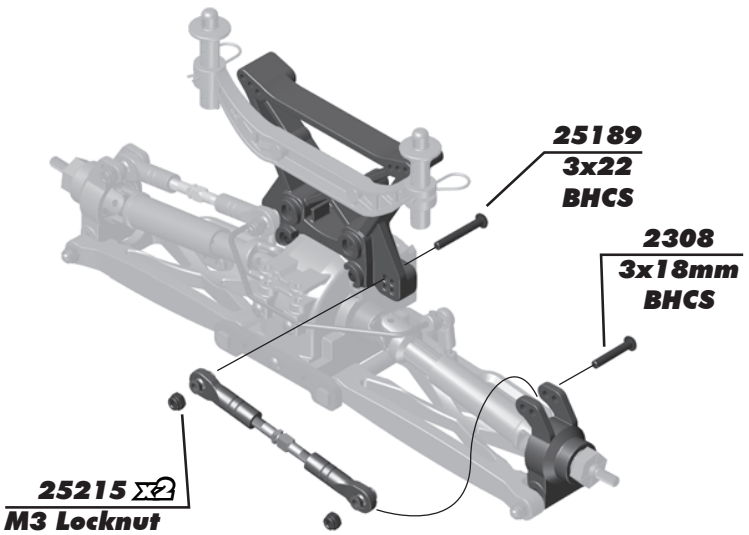


Rear Camber Turnbuckle
26.00mm



Build x2 (right and left side)



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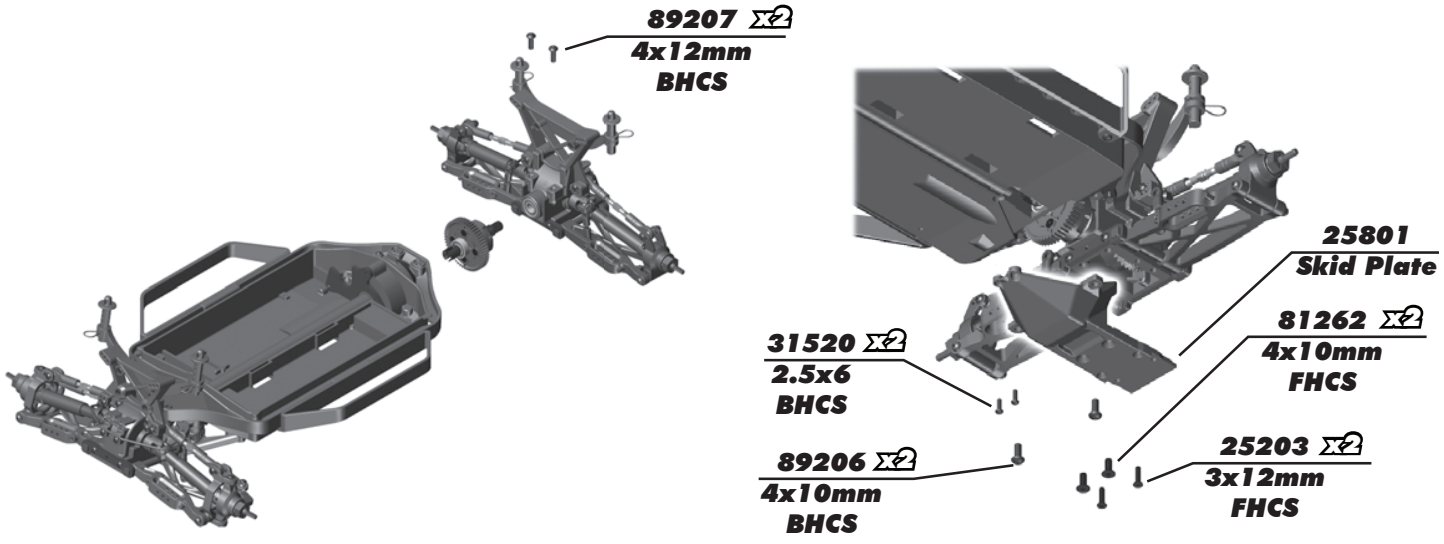

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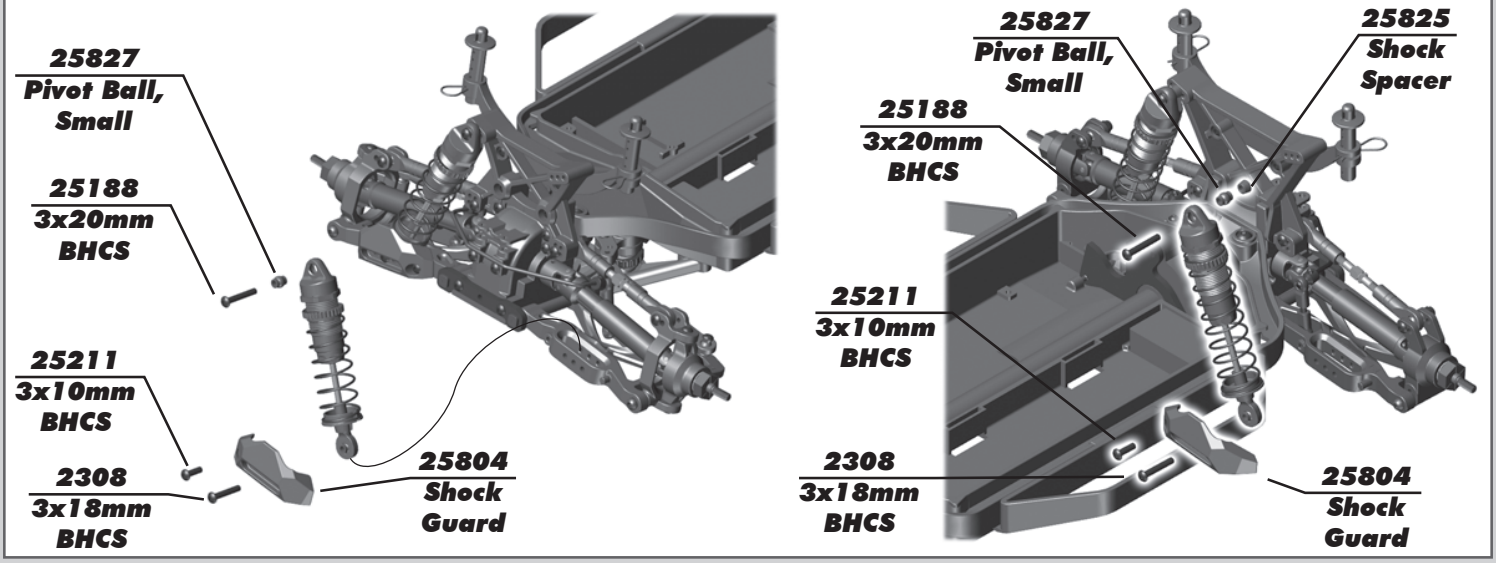
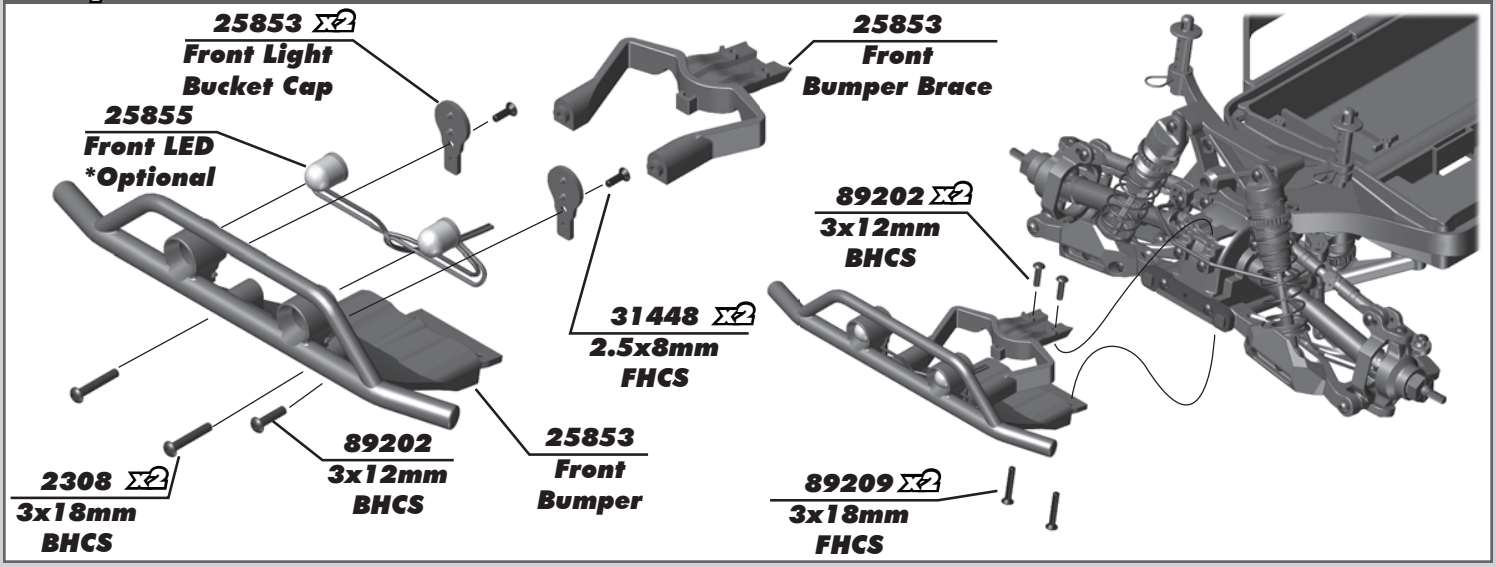


:: Step 30



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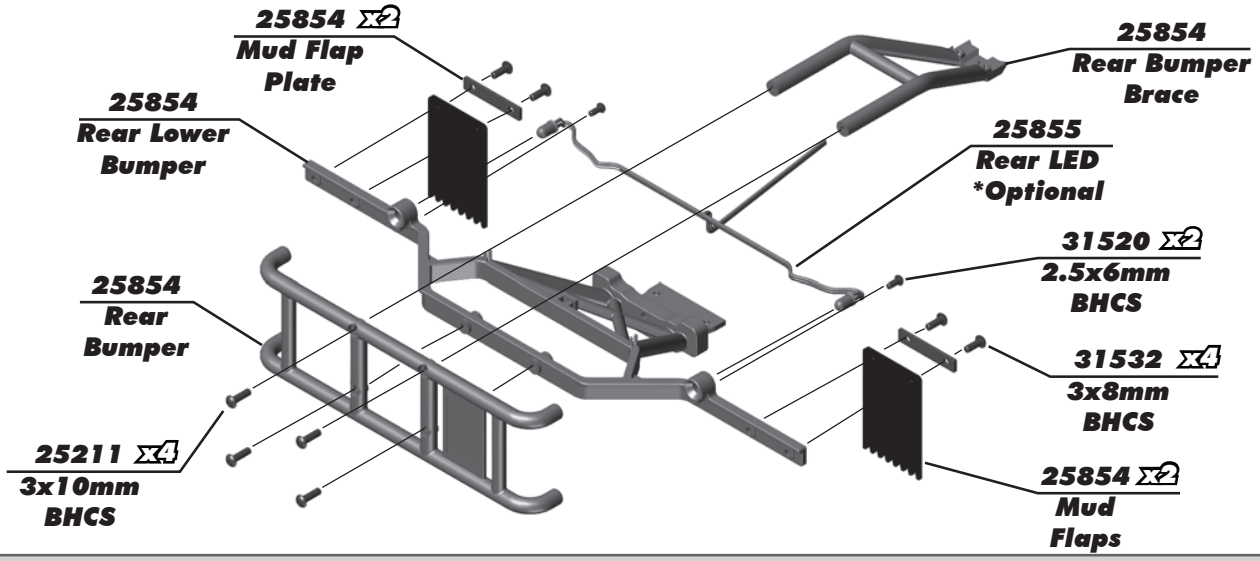

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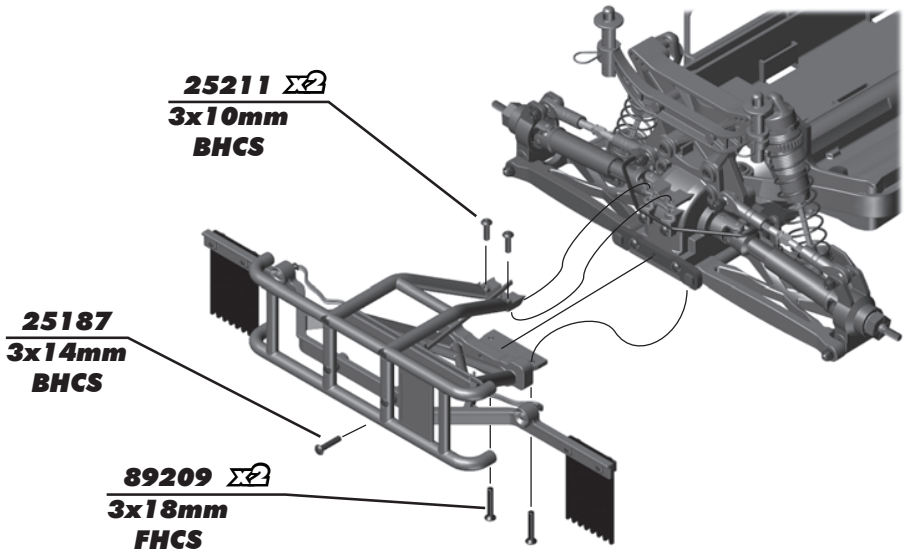

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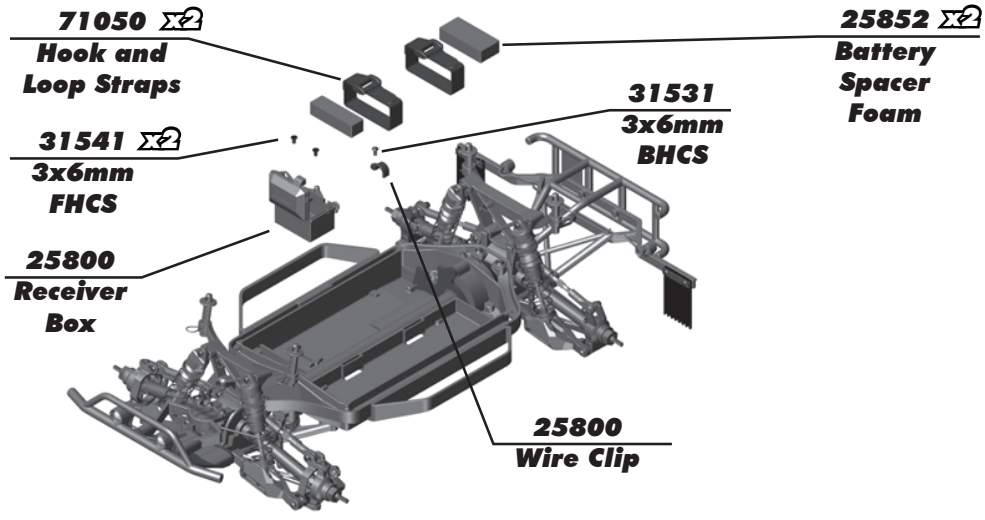

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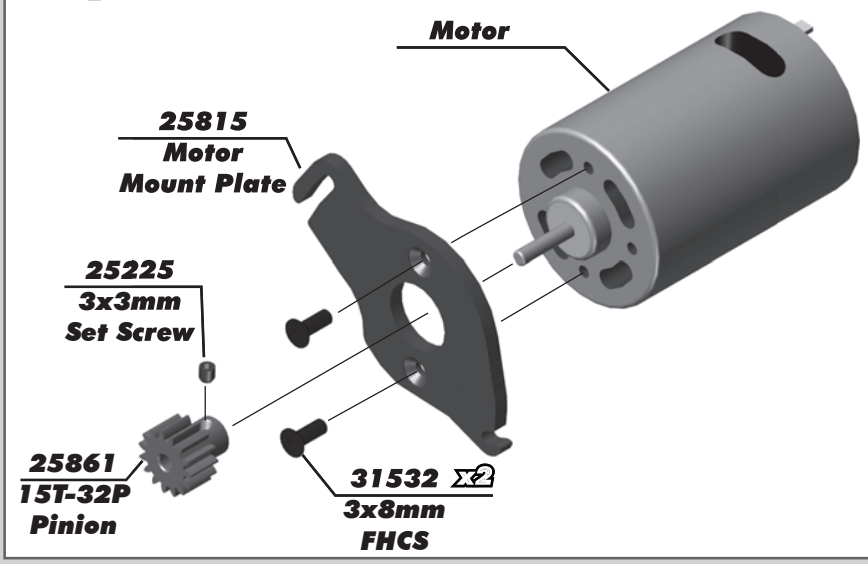

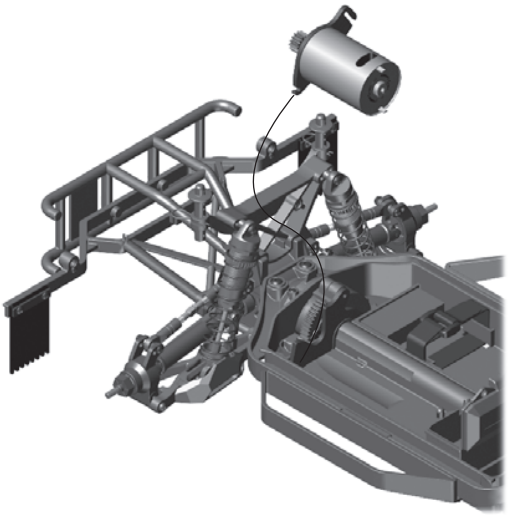

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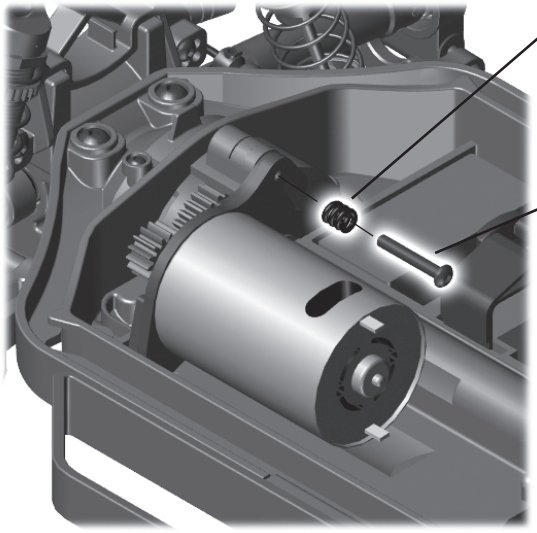
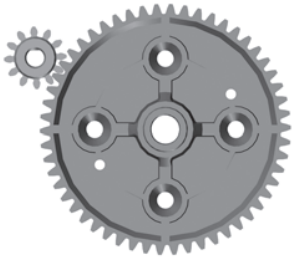
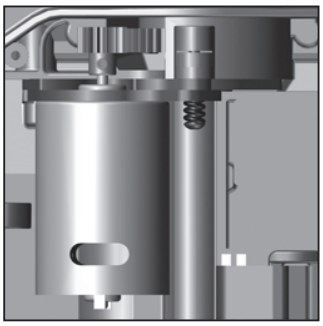


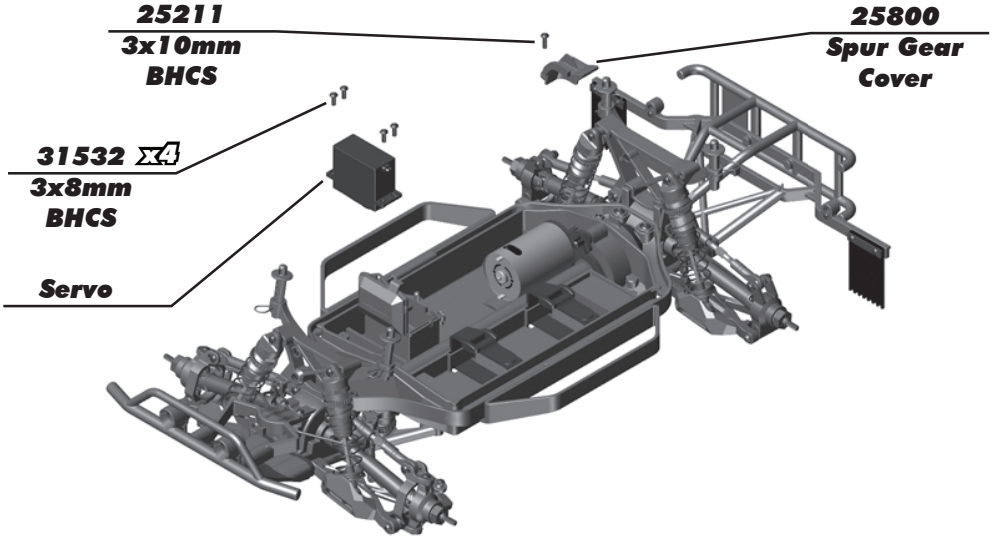




Set The Gear Mesh:

To set the gear mesh, rock the spur gear back and forth without making the pinion gear move. Exessive amounts of spur gear movement (loose gear mesh) will cause premature gear failure. If the spur gear mesh is tight, there will be no movement between the spur and pinion gears. A gear mesh that is too tight or too loose will reduce power and damage the gear teeth.

:: Step 36



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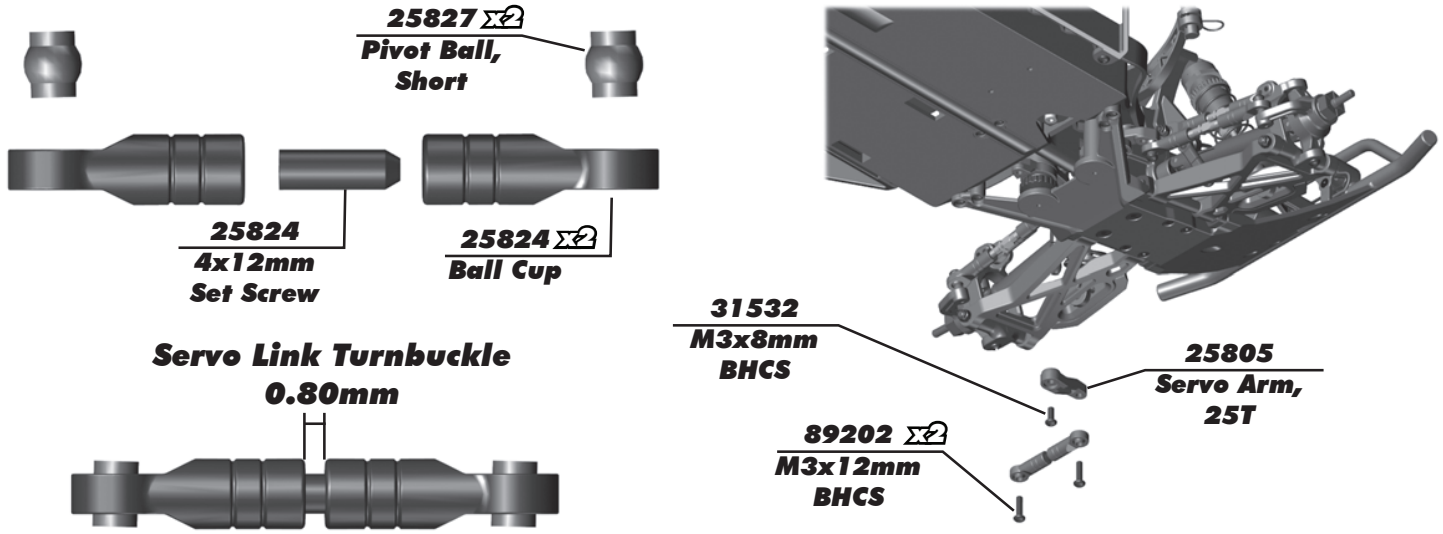

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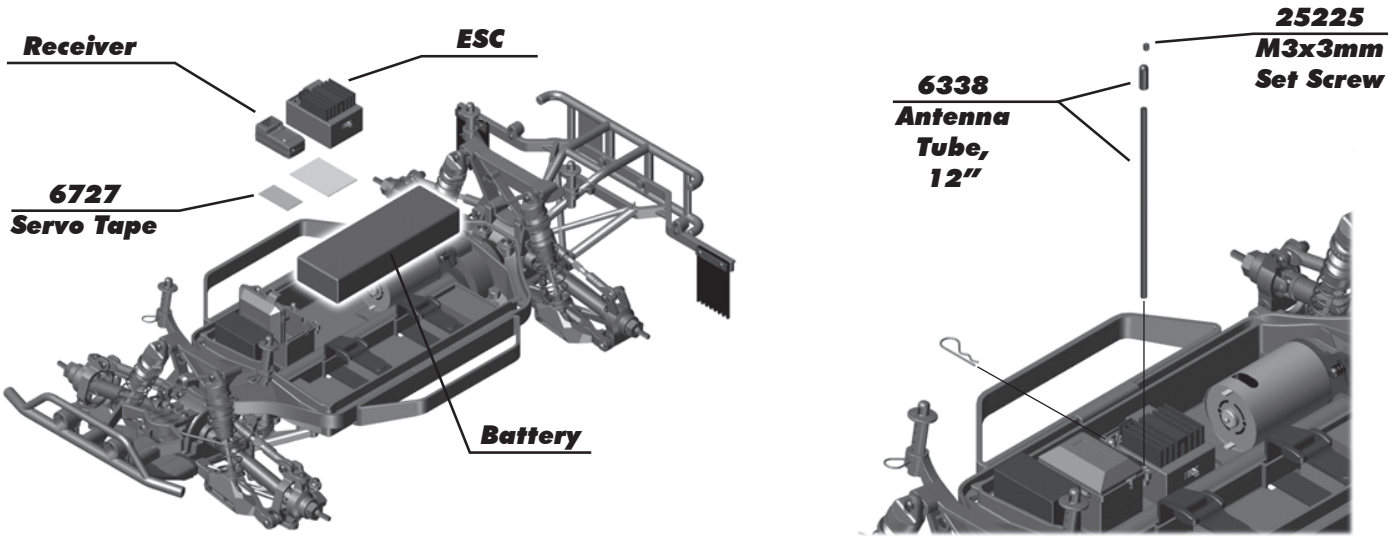

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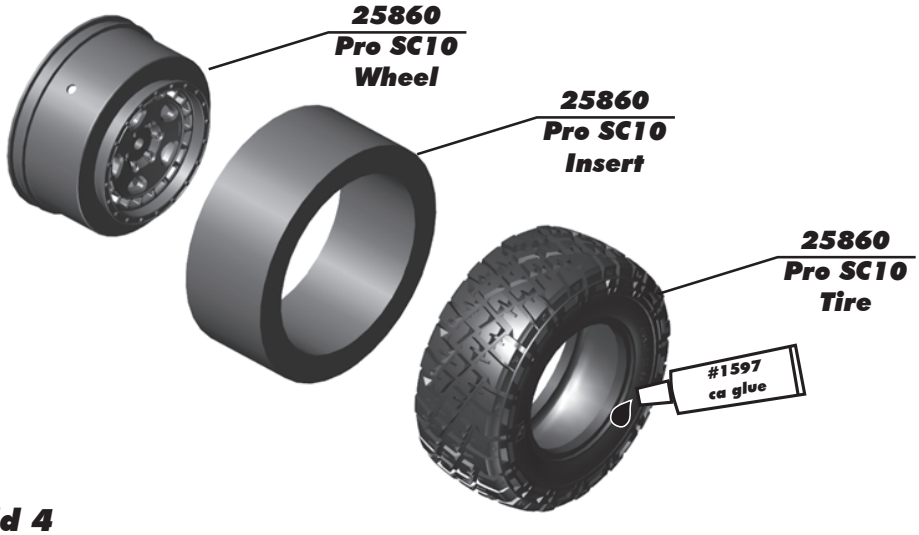
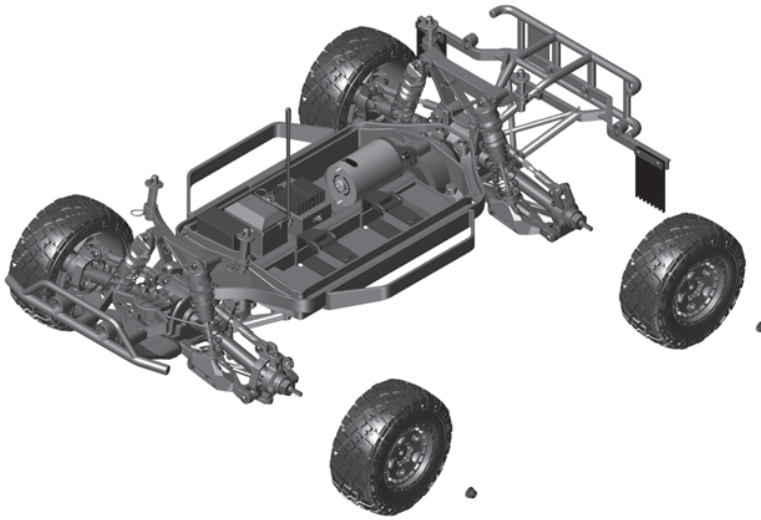


Carefully apply ca glue (tire adhesive) to the tire bead on the side. Do one side at a time, allowing it to dry before gluing the other side!

CA glue not included!

Build 4

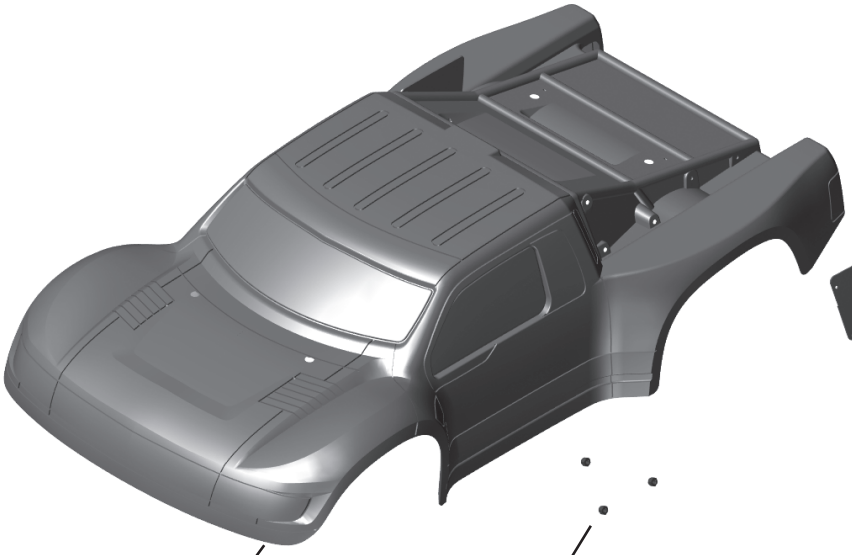
:: Step 40



91738 x2
M4 Black
Nut Serrated
Aluminum

Install 4

:: Step 41



31532 x3
3x8mm
BHCS

6332 x4
Body Clip

25862
SC Body,
Yellow / Black

91477 x3
Nuts, M3,
Black

:: Tuning Tips

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.

Set The Gear Mesh:

You should be able to rock the spur gear back and forth in the teeth of the pinion gear without making the pinion gear move. If the spur gear mesh is tight, then loosen the #25188 screw and move the motor away, then try again.
A gear mesh that is too tight or too loose will reduce power and damage the gear teeth.

Front Camber:

Camber describes the angle at which the tire and wheel rides when looked at from the front. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. Positive camber, where the top of the tire is leaning out, is not recommended. Optional #1719 camber gauge can be used to more accurately set camber.

Rear Camber:

Camber describes the angle at which the tire and wheel rides when looked at from the back. Negative camber means that the tire leans inward at the top. A good starting camber setting is -1°. 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.
Optional #1719 camber gauge can be used to more accurately set camber.

Front Camber Links:

Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the tower. Shortening the camber link (or lowering the ball end) will give the front end less roll and quicken steering response. Lengthening the camber link (or raising the ball end) will give the front more roll and slower steering response. Longer camber links are typically used on high grip tracks and shorter links tend to work better on medium-grip loose tracks.

Rear Camber Link:

Changing the length of the camber link is considered a bigger step than adjusting the ball end height on the rear chassis brace. Shortening the camber link (or lowering the ball end) will give the rear end less roll and the car will tend to accelerate or "square up" better. Lengthening the camber link (or raising the ball end) will give the rear more roll and more cornering grip. Longer camber links are typically used on high grip tracks, while shorter links tend to work better on medium grip loose tracks. The kit setting is the best compromise of cornering grip and acceleration.

Ackermann:

Ackermann is the angle difference between the front wheels when they are turned to steer the car. For minimal tire slip, it is standard for the inside wheel to steer to a greater angle than the outside wheel. If corner entry steering is too aggressive, try increasing the Ackermann by moving the ball studs to the rearward holes. Increasing the Ackermann will increase the angle difference of the front wheels when steered, resulting in a more stable car on corner entry.

:: Optional Parts

25845	MT10 FT Shock Kit, front, aluminum	1
25846	MT10 FT Shock Kit, rear, aluminum	1
25847	MT10 FT Steel CVA Kit, front	1
25848	MT10 FT Steel CVA Kit, rear	1
25855	Pro4 SC10 LED Light Kit	1

:: Lubes & Adhesives / Misc.

1105	FT Green Slime Shock Lube	1
1596	FT Locking Adhesive	1
1597	FT Tire Adhesive, medium	1
6588	Black Grease - 4cc	1
6591	S.Diff Lube - 4cc	1
6636	Silicone Grease - 4cc	1
6727	Servo Tape	2

:: Shock Fluid

5420	10 Weight Silicone Shock Fluid	2oz.
5427	15 Weight Silicone Shock Fluid	2oz.
5421	20 Weight Silicone Shock Fluid	2oz.
5424	22.5 Weight Silicone Shock Fluid	2oz.
5428	25 Weight Silicone Shock Fluid	2oz.
5426	27.5 Weight Silicone Shock Fluid	2oz.
5422	30 Weight Silicone Shock Fluid	2oz.
5432	32.5 Weight Silicone Shock Fluid	2oz.
5429	35 Weight Silicone Shock Fluid	2oz.
5433	37.5 Weight Silicone Shock Fluid	2oz.
5423	40 Weight Silicone Shock Fluid	2oz.
5434	42.5 Weight Silicone Shock Fluid	2oz.
5430	45 Weight Silicone Shock Fluid	2oz.
5438	47.5 Weight Silicone Shock Fluid	2oz.
5435	50 Weight Silicone Shock Fluid	2oz.
5431	55 Weight Silicone Shock Fluid	2oz.
5436	60 Weight Silicone Shock Fluid	2oz.
5437	70 Weight Silicone Shock Fluid	2oz.
5425	80 Weight Silicone Shock Fluid	2oz.

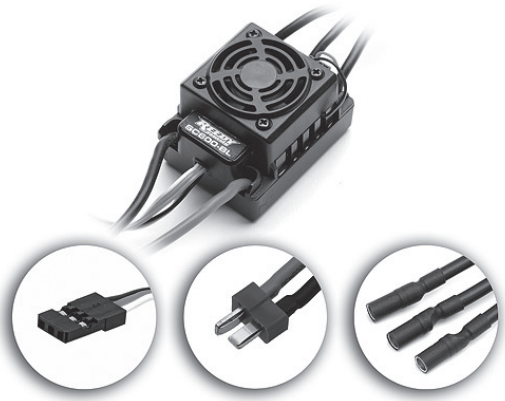
:: Diff Fluid

5451	Silicone Diff Fluid 2,000CST	1
5452	Silicone Diff Fluid 3,000CST	1
5444	Silicone Diff Fluid 4,000CST	1
5453	Silicone Diff Fluid 5,000CST	1
5446	Silicone Diff Fluid 6,000CST	1
5454	Silicone Diff Fluid 7,000CST	1
5455	Silicone Diff Fluid 10,000CST	1
5456	Silicone Diff Fluid 20,000CST	1
5457	Silicone Diff Fluid 30,000CST	1
5458	Silicone Diff Fluid 60,000CST	1
5448	Silicone Diff Fluid 80,000CST	1
5459	Silicone Diff Fluid 100,000CST	1
5461	Silicone Diff Fluid 200,000CST	1
5463	Silicone Diff Fluid 500,000CST	1
5465	Silicone Diff Fluid 1,000,000CST	1

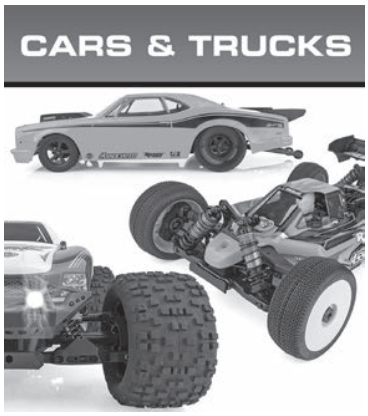
:: Optional Electronics Gear

For high performance electronics, visit www.reedypower.com or www.associatedelectrics.com/reedy/

Motors / Speed Controls / Batteries / Chargers / Servos / Accessories



FIND IT ON ASSOCIATEDELECTRICS.COM



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