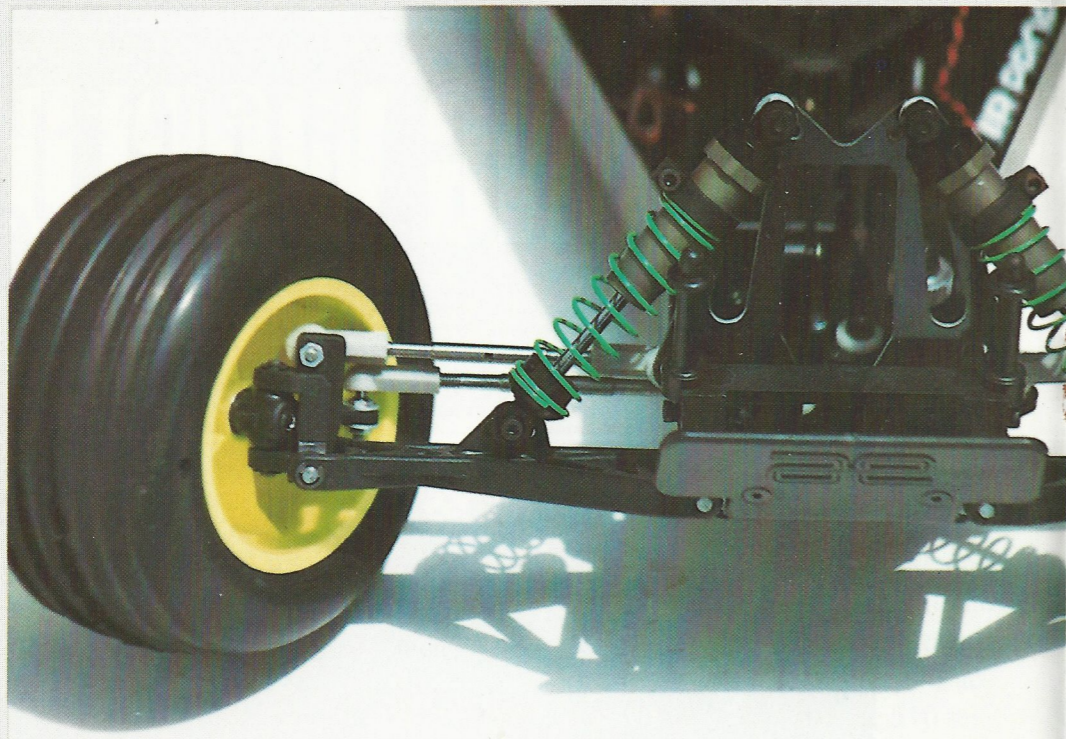


Associated's

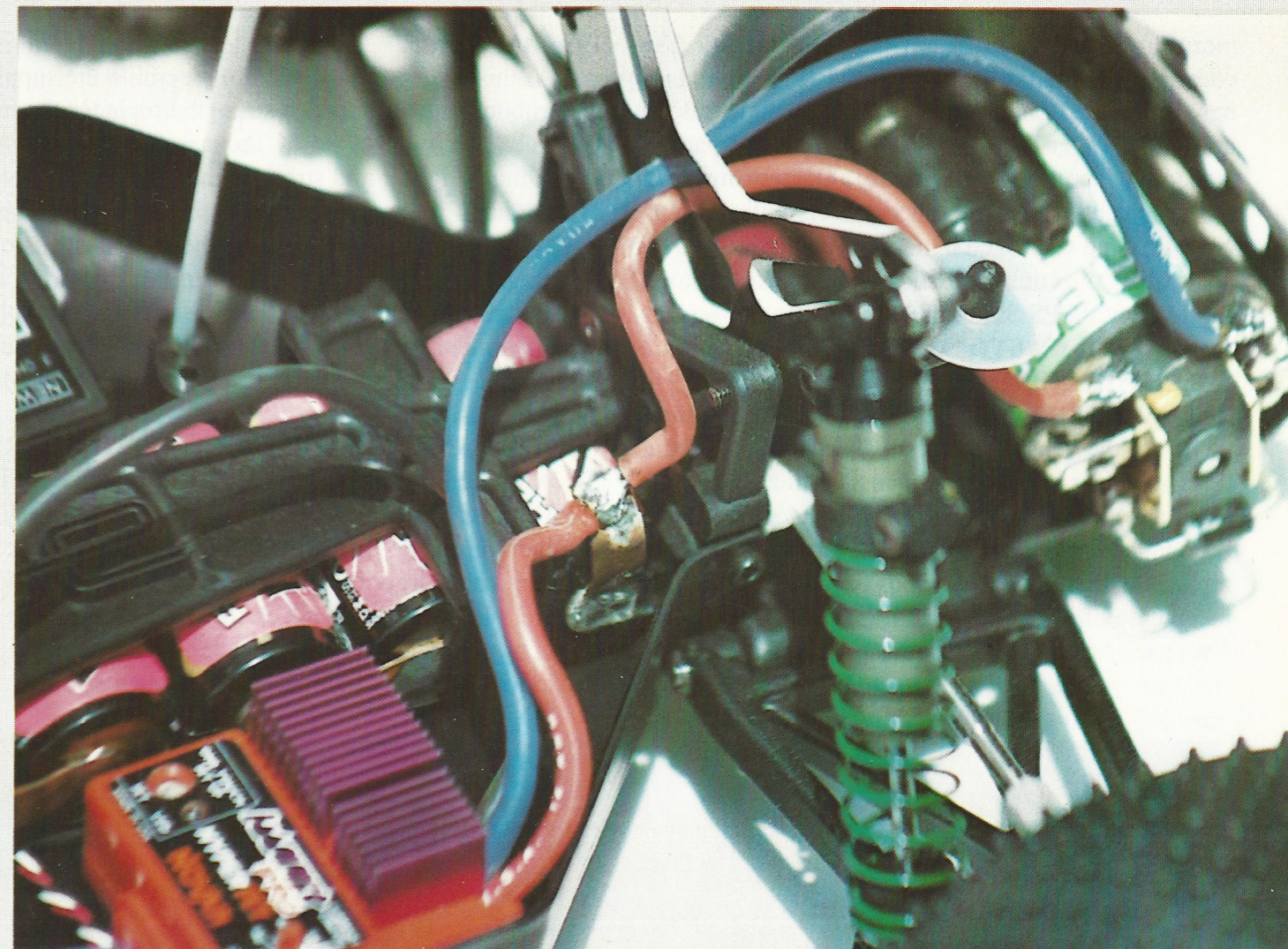
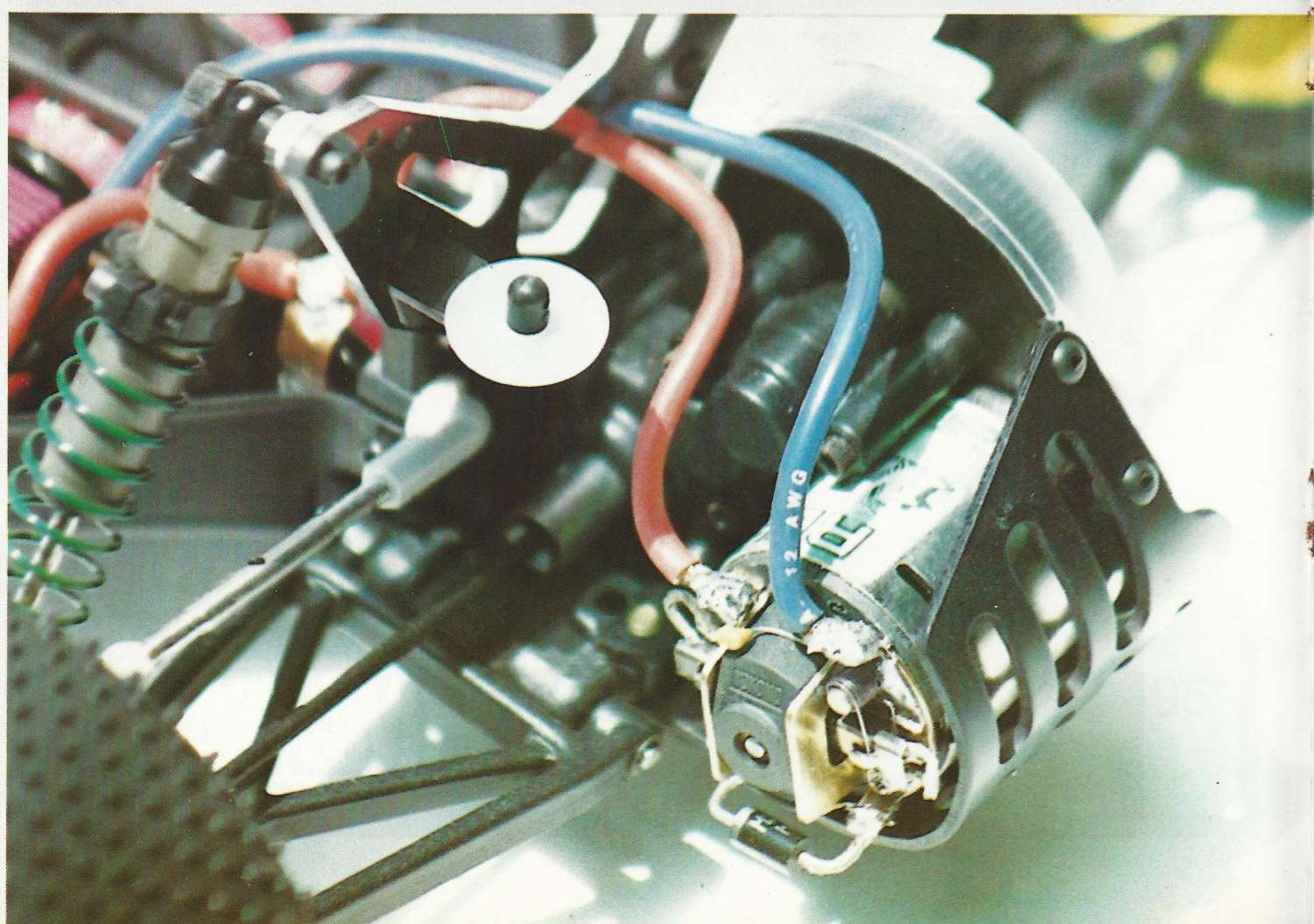
RC 10T2

By Jack
Wright

Associated gives the ever popular RC10 a total make over using the latest technology!



Top: The new A-arms are stronger and lighter than those found on the RC 10T. Bottom and Opposite: The newly designed bulkhead and rear suspension help to make the T2 top of the class.



WELL THE OLD SAYING "If it's not broke don't fix it" does not apply at Team Associated, even after many years of winning on tracks across the country, Associated has given the ever popular RC 10T a total make over. The 10 T2 utilizes the latest in computer design technology. By using the computer Associated can virtually design, build and run their creation without making a single part.

By doing so they can put the truck through any possible racing situation and this will give them all of the information needed to build a quality machine. The T2 is all of that and more, it's not just a few gizmos under a new body. The T2 is a new design

from the ground up, with years of hard work under its hood.

FROM COMPUTER SCREEN TO RACING SCENE...

Starting from square one the T2 began with a new chassis, a lighter and stronger aircraft grade aluminum with a lower center of gravity. The chassis features an angled underside for better ground clearance when cornering and is much stiffer than the old T. Also all of the suspension parts have been totally redesigned for better suspension geometry. All of these components are now molded from stronger and lighter composite material. The rear bulkhead has been redesigned to strengthen the rear suspension, also the rear arms have an adjustable wheel base for improved handling. The transmission in the T2 features a new 2.6:1 gear ratio and larger Stealth diff that can handle

more torque and has a lower center of gravity. Another big plus is the new universal drive shafts, the new units are lighter and are made to tighter tolerances for longer life. And to round out the package Associated has added lightweight steering servo mounts, lightweight one piece wheels with Pro-Line XTR tires, an improved battery mounting system that allows for both stick and saddle style packs and to top it off a new RCPS Stadium racing body.

**SO EASY TO BUILD, EVEN
"AH" NOLD COULD BUILD IT . . .**

Like always Associated has put together a first rate kit, all of the bags are neatly marked and the instructions are clear and simple. Most of the time when I build a new kit I like to dye the parts, here that has been taken care of as all of the nylon parts have been replaced with all black composite parts. So with that taken care of, I started with the front suspension, the only trick here is to make sure you trim the flashing

The T2 poised for the attack!

off the A-arms.

At this time you will need to assemble the supplied turnbuckles and for added strength I replaced the stock turnbuckles with a set of Tecnacraft Ti-rods. These are much lighter and stronger than the stock rods but as far as I'm concerned this is the only modification the T2 would ever need. Once the front suspension is complete we'll move on to installing the front clip and bell crank steering to the chassis, this assembly is very similar to the old 10T. At this point set aside the chassis, as we'll start on the newly redesigned Stealth transmission.

SPEAK SOFTLY AND CARRY A BIG GEAR . . .

Not a lot has changed in the Stealth tranny with the exception of improved grease containers for easy application of the diff lube and the main diff gear has been made larger to handle even more power than before. In addition to all of this, the tranny case has been designed to connect to the lighter rear suspension bulkhead. This makes for a much stronger rear

assembly and takes all of the flex out of the rear suspension. Also the motor guard had been made lighter and provides even more protection from crash damage.

Besides these improvements the rear A-arms have been redesigned with composites and allow for wheelbase adjustment for improved handling and the Universal drive shafts are lighter and

The completed T2 chassis; note the improved battery mounting system that makes hard wiring even easier.

stronger than before. With the rear suspension and tranny on board the chassis it's time to move on to the shocks that come in the T2.

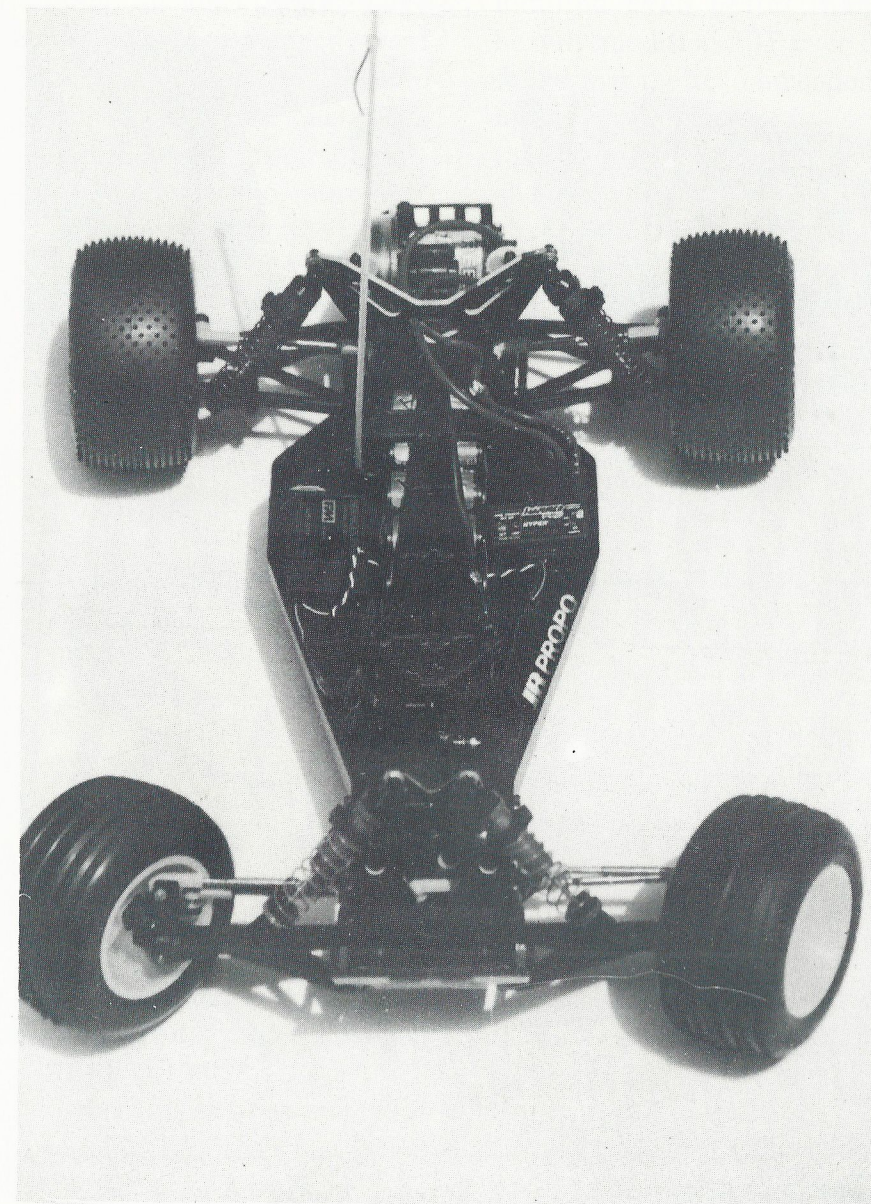
**NOTHING
SHOCKING HERE . . .**

As always there's room for improvement except when it comes to shocks, the T2 uses the ever popular Associated hard anodized shock bodies and Teflon shock pistons. Associated does include a bottle of 25 wt. Silicone shock oil and a wide range of Teflon pistons. For starters I set up the shocks as

recommended in the manual, remember these folks who write the instructions know a lot more about this truck than any of us. With the shocks assembled I installed them as per the instructions on the chassis, I have found with most kits the stock settings are a good starting point for most tracks.

**COMPUTER DESIGNED,
WHY NOT COMPUTER
GUIDED . . .**

Choosing a radio for the T2 was no easy task, but since this bad boy was built on the computer why not run it with one. So with all of this in mind I picked up the JR Radio's ultimate in radio technology, the R-756 3 channel PCM radio system. The R-756 is way trick to say the least, first off the 756 has a built-in stop watch not just a timer, a true stop watch that will



Prices For RC10T2

Associated RC 10T2.....	\$365.00
Reedy Mach II 36 degree motor.....	\$32.00
Reedy Nova Cells	\$55.00
JR Radio's R-756 w/NES 4235 servo.....	N/A
Novak's Hammer Pro.....	\$199.00

All Prices Shown Are Suggested Retail

store up to 75 laps. Other features include six model memory, dual thumb wheel trim adjustments that can be set to the feature you want to adjust, an alarm tone in the event someone has changed any of external adjustments. Needless to say the 756 has to be one of the most adjustable radios on the market, for steering I also chose a JR NES 4235 hi-speed servo.

Associated has included a set of servo mounts, this eliminates the need of using servo tape to mount the steering servo. Since the T2 has a built-in servo saver on the bell crank I skipped using the supplied servo arms that came on the servo and opted to use one of Kimbrough Products' heavy duty servo arms part # 111.

To propel the T2 I used Reedy's Mach II 36 degree stock motor and a pack of Reedy's Nova SCRC cells and to put the power where I wanted it, I installed Novak's Hammer Pro ESC with one touch set up. Now with our electronics on board mount up the Pro-Line XTR rubber on to the Neon yellow one piece wheels and paint the body, then we'll be ready to hit the track.

KEEP ON TRUCKIN' ...

As always I headed out to my favorite unofficial off-road race track at King R/C in King, NC.

Since my last trip there, the track has had a few modifications to the layout to make it even more fun. Right out of the box the T2 handled even better than my heavily modified 10T ever did. I found that the recommended set-up was quite competitive on this tight jump-filled course. The only changes I did make in the area of suspension was to the truck's spring tension, with that the truck was just right and I was off to see what this baby could do.

I found that the T2's improved suspension geometry made the T2 more stable over jumps in the middle of a turn, and I could hold the truck wide open through the corners without sending it on its top. The steering response was great but very forgiving, overall the T2 is a real break through in off road suspension technology. As the true test was on the track, I only missed the TQ by just a few 1/1000ths and went on to make the A with the T2. I'm sure with a little track tuning the T2 will probably own this track. I have to admit this is the first time I have had this competitive of a run right out of the box with a new truck.

OVERVIEW ...

The T2 is a real winner with all of the improvements in its design.

This is the kind of racing machine that is quick out of the box without a truck load of hop-ups. And with little extras like the simplified battery mounting, lightweight servo mounts and of course, the Pro-Line XTR tires, you can't beat the value of the T2. Of course, let's not leave out all of the others who made this machine run up front, like the Reedy motor and batteries. The Novak Hammer ESC worked flawless and the one touch set-up made for easy installation. What more can I say about the JR 756 radio system with all of its state-of-the-art features, the fly adjustments helped me greatly in the heat of battle as the track conditions would change. To say the least, the T2 is a winning combination and truly makes the drive an easier one. Although nothing beats practice, practice, practice. So get out there and get yourself a T2 and practice!

Manufacturers Mentioned In This Article

Associated Electrics
Reedy Modifieds
3585 Cadillac Ave.
Costa Mesa, CA 92626

JR Radi55501'o Dist. by
Horizon P.O. BOX 6029
Champaign, IL 61812

Novak Electronics
18910 Teller Rd.
Irvine, CA 92715

Kimbrough Products
1322 Bell Ave., Unit 1-C
Tustin, CA 92680