

# ASSOCIATED 1:10 SCALE GT MANUAL

# RC10



## INSTRUCTION MANUAL FOR THE RC10GT GAS TRUCKS

#7050, 7051, 7060, 7061, 7067, 7068, & 7090

**ASSOCIATED'S RC10GT--  
3 TIMES NORRCA WORLD CUP CHAMPION!**



©200

Thank you for purchasing this Team Associated product. This manual contains steps and instructions you will use to set up your gas truck. Please read this entire manual before attempting to start your gas truck. Follow the directions in this manual closely so you don't encounter any problems on start up. We hope that you will enjoy your new Team Associated gas truck kit.



# RC10GT

## FACTORY TEAM KIT

Hard anodized, PTFE-coated shocks.  
MIP CVD's.  
Factory Team blue titanium turnbuckles.  
Pro-Line racing body.  
Associated Transmission.

**Also includes:** New, stiffer, long wheelbase chassis.  
Precision, rubber-sealed ball bearings.  
Graphite front & rear shock towers.  
Blue screws, blue manifold, blue tuned pipe.

## TEAM GT KIT

Hard anodized, PTFE-coated shocks.  
MIP CVD's.  
Associated steel turnbuckles.  
Pro-Line racing body.  
Associated Transmission.

**Also includes:** New, stiffer, long wheelbase chassis.  
Precision rubber-sealed ball bearings.  
Tuned pipe and manifold.

## TEAM BUILT GT

**Already assembled!**  
Oil-filled shocks.  
Associated dogbone rear axles.  
Associated steel turnbuckles.  
Painted truck body.  
Associated Transmission.

**Also includes:**  
New, stiffer chassis.  
Bearings/bushings.  
Tuned pipe and manifold.

## Ready-To-Run GT

**Already assembled!**  
Oil-filled shocks.  
Associated dogbone rear axles.  
Associated steel turnbuckles.  
Painted truck body.  
Bushing Transmission.

**Also includes:** .15 Associated engine and quality AM radio.  
New, stiffer chassis.  
Bushings.  
Tuned pipe and manifold.

## REQUIRED EQUIPMENT TO RUN YOUR KIT

### for the RTR #7090:

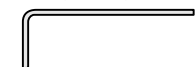
Glow plug starter.  
Model car fuel.  
Fuel bottle.  
12 AA size batteries.  
Small tie wraps for the air filter.

### YOU WILL NEED THESE TOOLS

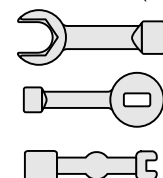
- Small Phillips screwdriver.
- Small flat head screwdriver.
- 5/16" driver or glow plug wrench.

### TOOLS SUPPLIED

Allen wrenches, .050", 1/16", 3/32", 5/64".



Molded tools (#6956):



### for the pull start version of Factory Team kit #7061 Team Kit #7067 Team Built #7050:

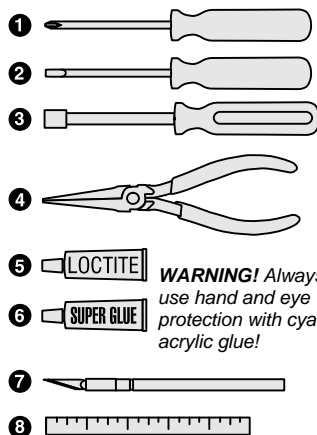
Glow plug starter.  
Model car fuel.  
Fuel bottle.  
Receiver battery pack.  
Glow plugs (AE #MC-59).  
R/C two channel surface frequency radio system with two servos.  
.12 c.i. glow fuel R/C engine.

### YOU WILL NEED THESE TOOLS TO ASSEMBLE YOUR KIT

- 1 Phillips screwdriver #2.
- 2 1/8" flat head screwdriver.
- 3 5/16" driver or glow plug wrench.
- 4 Needlenose pliers.
- 5 Thread locking compound (#242 Blue Loctite® or equivalent)
- 6 Super glue (cyanoacrylic glue).
- 7 Hobby knife **WARNING!** This knife cuts plastic and fingers with equal ease, so be careful.
- 8 Precision ruler.

### for the non pull start version of Factory Team kit #7060 Team Kit #7068 Team Built #7051:

Glow plug starter.  
Model car fuel.  
Fuel bottle.  
Receiver battery pack.  
Glow plugs (AE #MC-59).  
Starter box or electric hand starter with car starter donut  
12 volt battery for starter system.  
R/C two channel surface frequency radio system with two servos.  
.12 c.i. glow fuel R/C engine.



### WARNING!

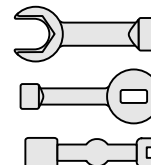
*Do not use a power screwdriver to install screws into nylon, plastic, or composite materials. The fast rotation speed can heat up the screws being installed. They can then break the molded parts or strip the threads during installation.*

### TOOLS SUPPLIED

Allen wrenches, .050", 1/16", 3/32", 5/64".



Molded tools (#6956):





## CUSTOMER SUPPORT

(714) 850-9342  
FAX (714) 850-1744  
web site: <http://www.rc10.com>

# READ THIS BEFORE BUILDING

### READ THE MANUAL!

This manual is for three different GT kits and will help you assemble and set up each one. Read the manual before starting your kit and before contacting us for help. "Hello, Associated, I need some help." "Did you read the manual?"

### OPEN THE BAGS IN ORDER

The assembly is arranged so that you will open and finish that bag before you go on to the next bag. **Sometimes you will have parts remaining at the end of a bag. These will become part of the next bag.** Some bags may have a large amount of small parts. To make it easier to find the parts, we recommend using a partitioned paper plate for spreading out the parts so they will be easier to find.

### SUPPLEMENTAL SHEETS

We are constantly updating parts to improve our kits. These changes, if any, will be noted in supplementary sheets located in a parts bag or inside the kit box. Check the kit box before you start and each bag as it is opened. When a supplement is found, attach it to the appropriate section of

### MANUAL FORMAT

The following explains the format of these instructions.

#### The beginning of each section indicates:

- 1 Which bag to open ("**BAG A**") and which steps you'll be using those parts for ("**FOR STEPS 1-3**").
- 2 Which parts you will use for those steps. Remove only the parts shown. "**1:1**" indicates an actual size drawing; place your part on top and compare it so it does not get confused with a similar part.
- 3 Which tools you should have handy for that section.
- 4 An asterisk ( \* ) next to a part number indicates the part used in the Factory Team kits \*7060 & 7067. (You can use those numbers to upgrade your Team kit and RTR.)
- 5 The instructions in each step are ordered in the order you complete them, so read the words AND follow the pictures. The numbers in circles are also in the drawing to help you locate them faster.
- 6 When we refer to left and right sides of the truck, we are referring to the driver's point of view inside the car.

To further clarify the manual, we have used the following designations:

**RTR** = Part or step is unique to #7090 Ready To Run.

**TEAM BUILT** = Part or step unique to the Team Built trucks.

**TEAM/FT** = Part or step is unique to Team and Factory Team kits

BAG A	1:1	1:1					
REMOVE THESE PARTS FOR: Step 1							
	7531, qty 1 small flanged bushing	7531, qty 1 large flanged bushing	9158, 9156B*, qty 1 servo saver tube	9158, 9156B*, qty 1 servo saver adjusting nut	9158, qty 1 servo saver spring	7531, qty 1 servo saver arm	7531, qty 1 servo saver arm

**step 1**

### SERVO SAVER ASSEMBLY

- 1 Slide the two #7531 saver arms onto the #9158 tube. Orient the servo arm as shown.
- 2 Slide the #9157 spring and the #9158 (9156\*) adjusting nut on the tube. Tighten the nut until it is even with the top.
- 3 Push the #7531 small flanged bushing into the top of the #9158 (9156\*) tube.
- 4 Push the #7531 large flanged bushing into the bottom of the #9158 (9156\*) tube.

\* Asterix denotes Factory Team part number. Use this part number if you have the Factory Team kit #7060 or #7067.

Also use this part number if you wish to upgrade your Team kit, Team Built, or RTR truck with titanium, graphite or lightweight aluminum parts.

Match this number to the text to find your way faster

3 7531 small flanged bushing

2 9158, 9156B\*

2 9158

1 7531

1 7531

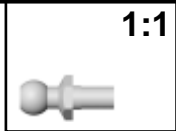
1 9158, 9156B\*

4 7531 large flanged bushing

3

# BAG A

REMOVE THESE PARTS FOR: Steps 2-4



6270, qty 5  
short ball end



6272, qty 5  
ball end dust cover



7531, qty 1  
servo saver bellcrank



6265, qty 1  
drag link



7306, qty 1  
long servo saver screw



7306, qty 1  
short servo saver screw

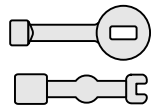


6222, qty 2  
nylon locknut



8182, qty 2  
plain nut

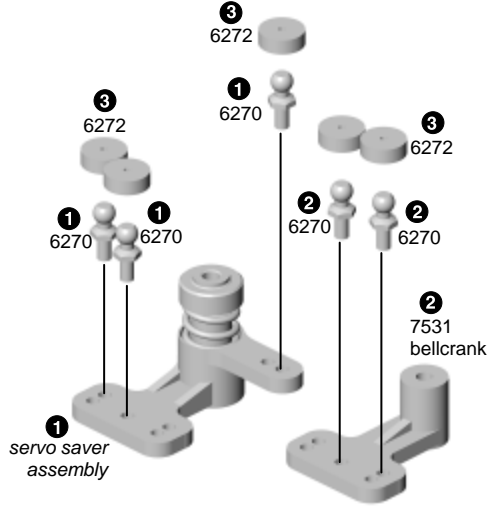
# TOOLS USED



## step 2

### SERVO SAVER ASSEMBLY

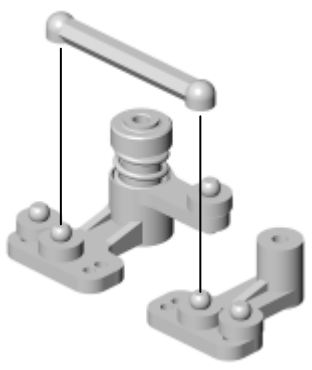
- 1 Install the three #6270 short ball ends into the servo saver arms as shown.
- 2 Install the two #6270 short ball ends into the #7531 bellcrank as shown.
- 3 Add the #6272 foam dust covers to the ball ends.



## step 3

### SERVO SAVER ASSEMBLY

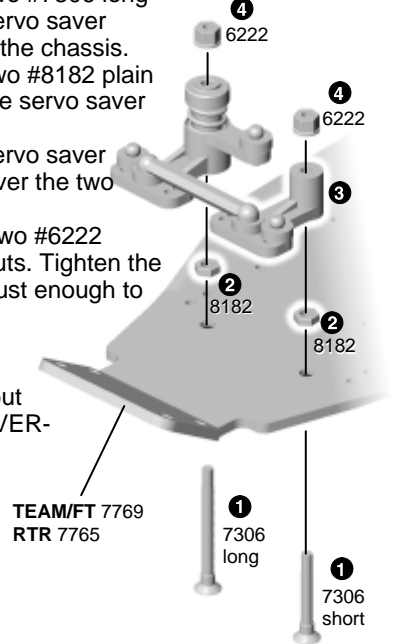
Snap the #6265 drag link onto the two inner ball ends.



## step 4

### SERVO SAVER INSTALLATION

- 1 Install the two #7306 long and short servo saver screws into the chassis.
- 2 Install the two #8182 plain nuts onto the servo saver screws.
- 3 Place the servo saver assembly over the two screws.
- 4 Thread on two #6222 nylon locknuts. Tighten the nuts down just enough to remove any play up and down in the assembly, but DO NOT OVERTIGHTEN.



# BAG B

REMOVE THESE PARTS FOR: Steps 1-6



6299, qty 4  
e-clip



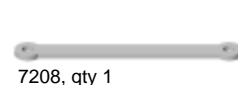
7209, qty 2  
front inner hinge pin



7206, qty 2  
left and right front a-arms

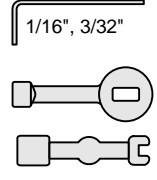


7207, qty 1  
front bulkhead



7208, qty 1  
aluminum bulkhead support

# TOOLS USED



### Step 1



7215, 7216\*, qty 1  
front shock tower



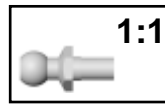
6295, qty 2  
plain nut



6936, qty 2  
#4 flat washer



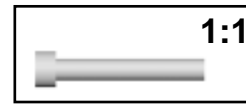
7260, qty 2  
plain nut



6270, qty 2  
short ball end

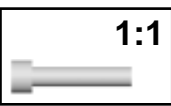


6272, qty 2  
ball end dust cover

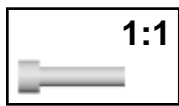


6927, qty 2  
4-40 x 3/4 SHCScrew

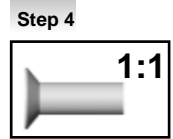
### Step 2



6925, qty 2  
4-40 x 1/2 SHCScrew



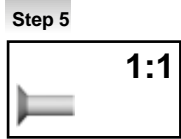
7838\*, qty 2  
4-40 x 7/16 SHCScrew



6280, 6942\*, qty 4  
8-32 x 1/2 FHScrew



TEAM/FT  
7774, qty 1  
front bumper



7673, qty 4  
4-40 x 5/16 FHScrew



TEAM/FT  
7314, qty 2  
nose tube mount  
(left and right)

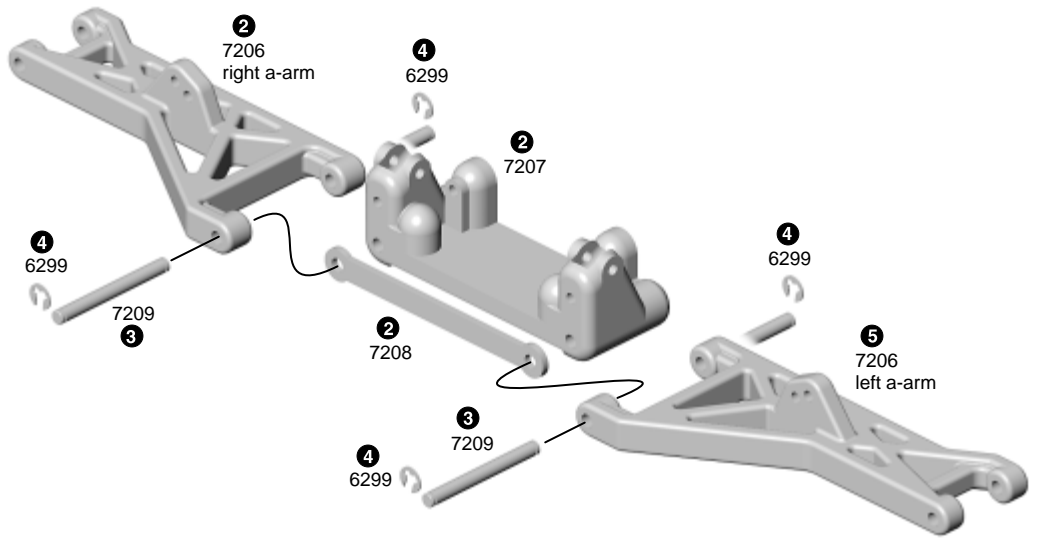


RTR  
7767, qty 2  
nose tube mount

# step 1

## FRONT ARM ASSEMBLY

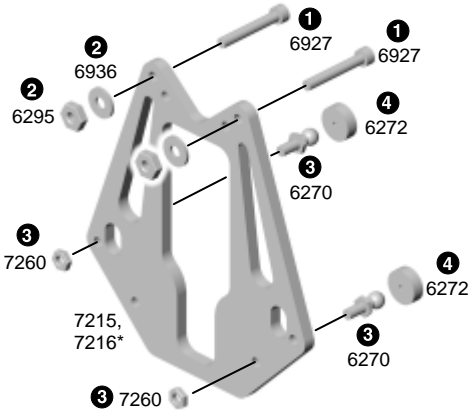
- 1 Twist the #7206 front suspension arms from the mold runners with your pliers. Trim away any remaining molding with your hobby knife.
- 2 Align the left #7206 front a-arm with the #7207 front bulkhead. Now line up the #7208 aluminum bulkhead support between the front side of the bulkhead and the a-arm.
- 3 Slide the #7209 hinge pin through the front a-arm, arm support and bulkhead.
- 4 Add the two #6299 E-clips to the #7209 hinge pin.
- 5 Repeat steps 2-4 for the right side.



# step 2

## FRONT SHOCK TOWER

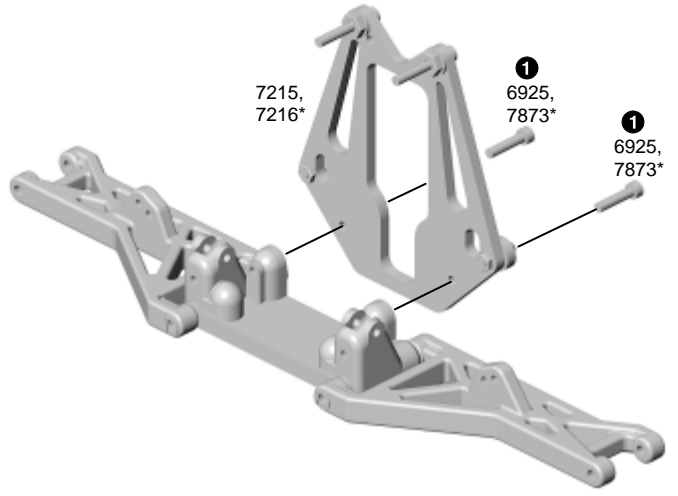
- 1 Install the two #6927 screws through the outer holes on the #7215 (7216\*) front shock tower.
- 2 Slide two #6936 washers onto the screws. Then thread on the #6295 large plain nuts.
- 3 Attach the #6270 ball end and #7260 small plain nuts through the hole as shown.
- 4 Add #6272 foam dust covers to the ball ends.



# step 3

## ATTACH FRONT SHOCK TOWER

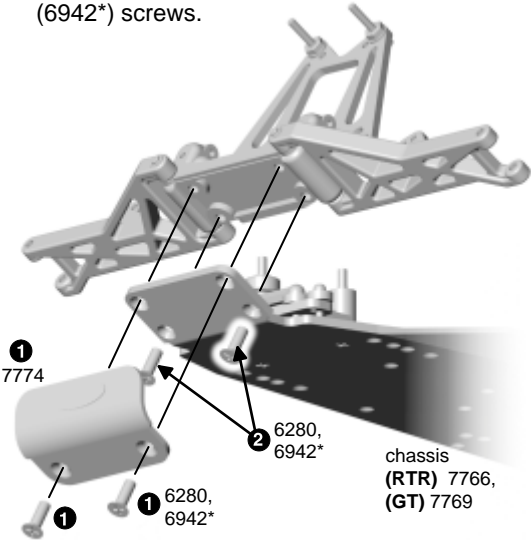
- 1 Attach the #7215 (7216\*) front shock tower assembly to the front bulkhead with two #6925 (7873\*) screws.



# step 4

## ATTACH FRONT ASSEMBLY

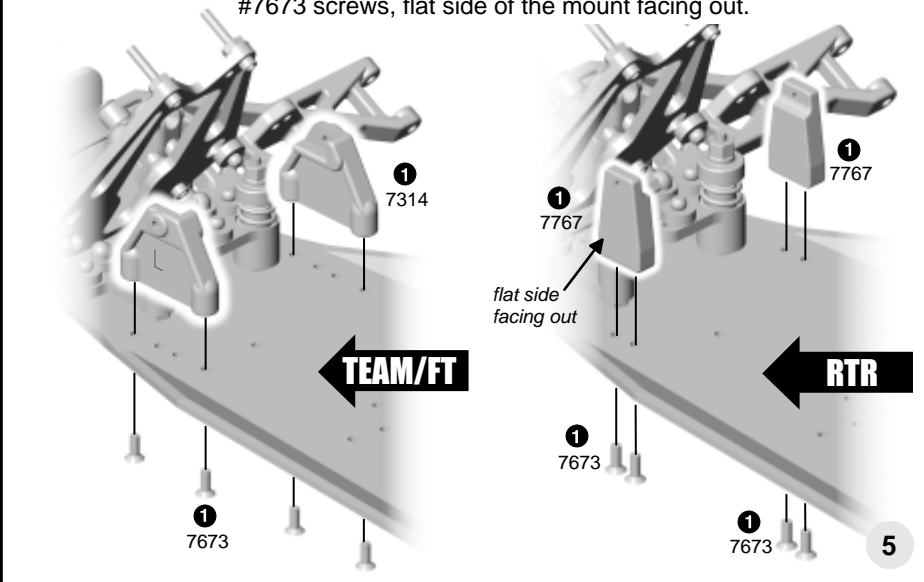
- 1 Attach the front end assembly to the chassis with two #6280 (6942\*) screws.
- 2 Attach the front bumper with two #6280 (6942\*) screws.



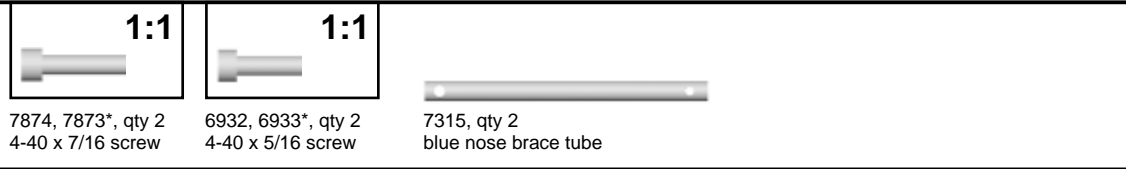
# step 5

## NOSE TUBE MOUNTS

- 1 **TEAM/FT ONLY:** Attach the #7314 nose tube mounts with four #7673 screws, the one marked "L" on the left and "R" on the right.
- 1 **RTR ONLY:** Attach the #7767 nose tube mounts with four #7673 screws, flat side of the mount facing out.



# BAG B



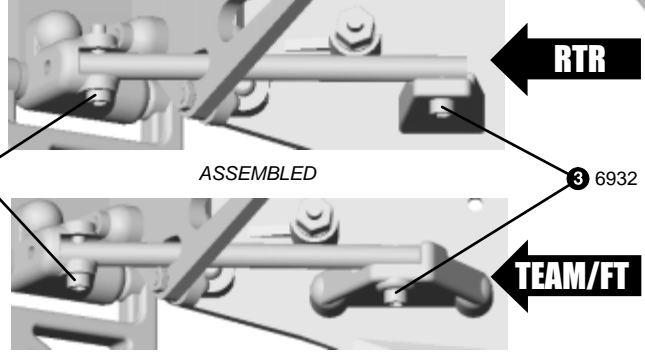
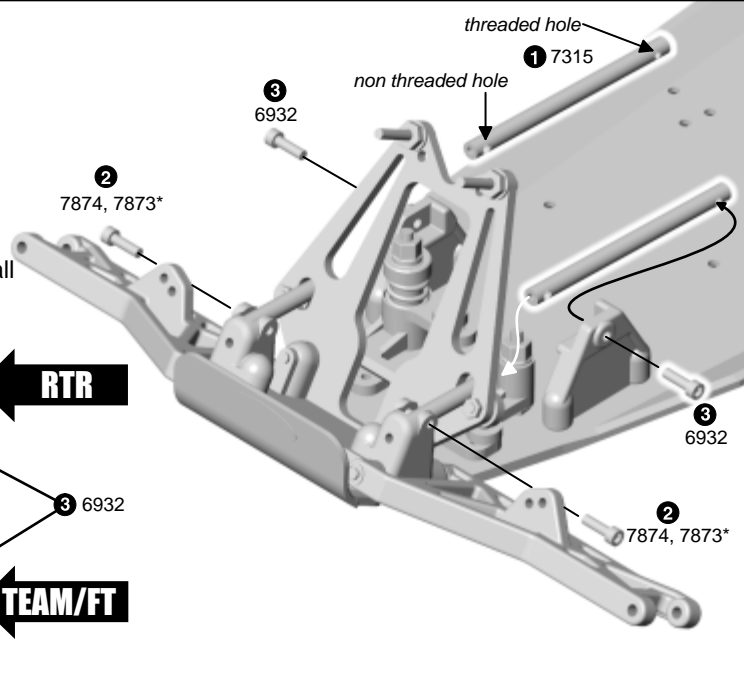
# TOOLS USED

3/32"

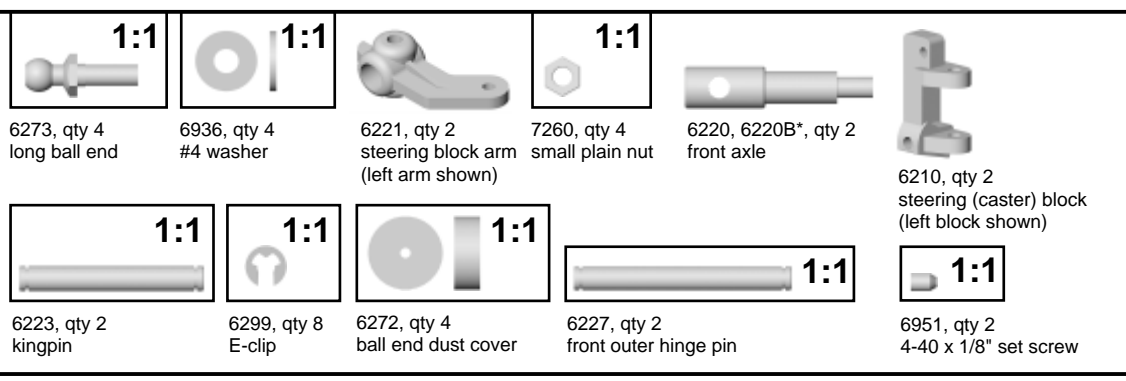
## step 6

### NOSE BRACE TUBES

- The #7315 nose tube has threaded holes and non-threaded holes through its sides. Slide the #7315 front nose tube's unthreaded hole end through the front shock tower's oval shaped holes.
- Install one #7874 (7873\*) screw through the bulkhead and through the nose tube, but do not tighten it down all the way.
- Line up the back hole in the nose tube to the nose tube mount. Install one #6932 screw from the outside as shown. Now tighten down the front screws.



# BAG C

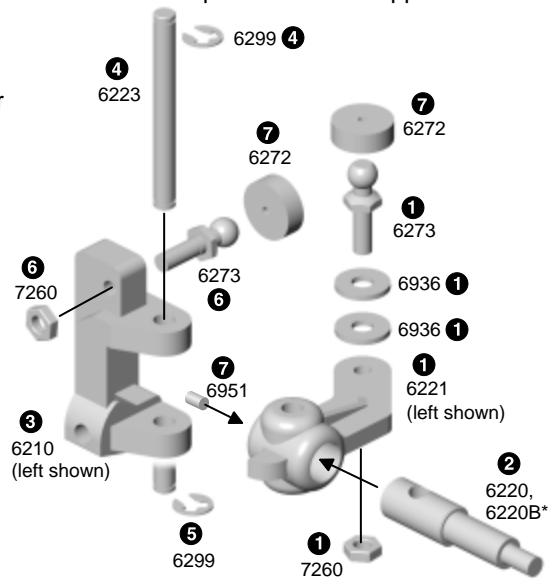


# TOOLS USED

## step 1

### STEERING (CASTER) BLOCK ASSEMBLY

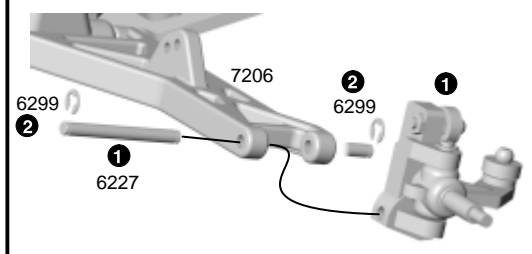
- Attach the #6273 ball end to the #6221 steering block with two #6936 washers. Thread a #7260 plain nut on the opposite side.
- Push the #6220 (6220B\*) axle into the #6221 steering block, lining up the holes.
- Now locate the left #6210 caster block and align the holes of the steering block assembly and caster block.
- Add a #6299 E-clip to one end of the #6223 kingpin and insert it through both blocks.
- Add a #6299 E-clip to the other side of the #6223 kingpin.
- Attach the #6273 ball end to the caster block as shown. Thread one #7260 plain nut on the opposite side.
- Add #6272 foam dust covers to the ball ends. Tighten the #6951 set screw against the kingpin.
- Now do the right block.



## step 2

### CASTER BLOCKS TO ARMS

- Attach one caster block assembly to the #7206 a-arm with a #6227 hinge pin.
- Add A #6299 E-clip to both sides.
- Now assemble the other side.

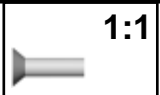


# BAG D



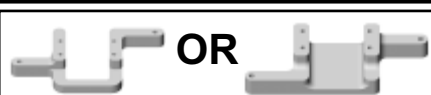
1:1

7773, qty 4  
6-32 x 3/8 screw



1:1

6292, qty 2  
4-40 x 3/8 screw



OR

7770, qty 1  
non pull start engine  
mount

7771, qty 1  
pull start engine  
mount



TEAM/FT ONLY  
7772, qty 1  
transmission mount

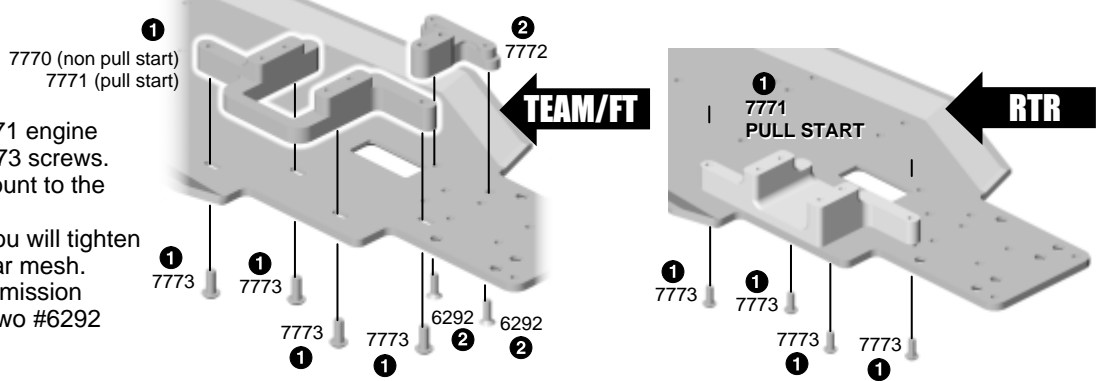
# TOOLS USED

1/16", 5/64"

# step 1

## ATTACH MOUNTS

- 1 **TEAM/FT:** Attach the #7770 or 7771 engine mount to the chassis with four #7773 screws.
- RTR:** Attach the #7771 engine mount to the chassis with four #7773 screws.
- ALL:** Do not fully tighten down. You will tighten them down when you set your gear mesh.
- 2 **TEAM/FT:** Attach the #7772 transmission mount/ brace to the chassis with two #6292 screws.



# BAG E

## Step 1



1:1

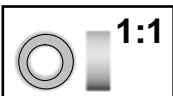
6581, qty 12  
large diff ball



6591, qty 1  
Stealth lube



7664, qty 1  
2.60:1 diff gear



1:1

TEAM/FT 6589, qty 1  
5/32 x 5/16 ball bearing  
unflanged



1:1

RTR/TEAM BUILT 6597, qty 1  
5/32 x 5/16 bushing  
unflanged

# TOOLS USED

5/64"

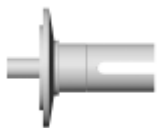
## Step 2



6575, qty 1  
T-nut



6582, qty 1  
diff spring



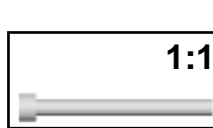
7668, qty 1  
left outdrive hub



6574, qty 6  
small diff ball

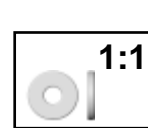


6575, qty 1  
bolt cover



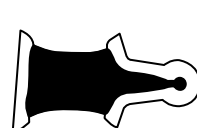
1:1

6575, qty 1  
diff bolt

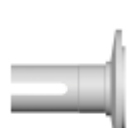


1:1

6573, qty 2  
washer



6588, qty 1  
black grease

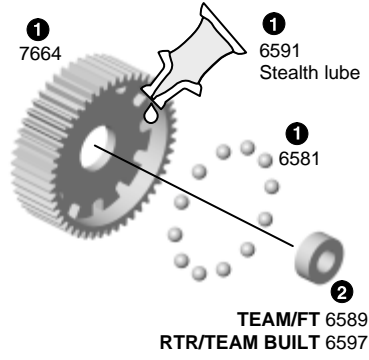


7667, qty 1  
right outdrive hub

# step 1

## SET UP DIFF GEAR

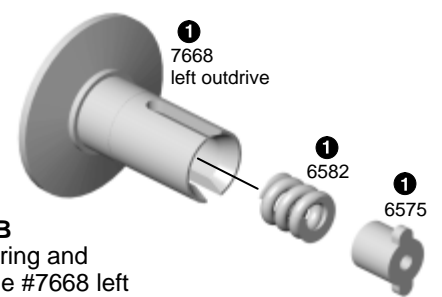
- 1 Add a generous amount of #6591 diff lube to the #7664 differential gear holes and push the twelve large #6581 diff balls into the holes. Then push back in the lube that came out.
- 2 Insert one #6589 bearing or #6597 bushing into the gear.



# step 2

## SET UP LEFT HUB

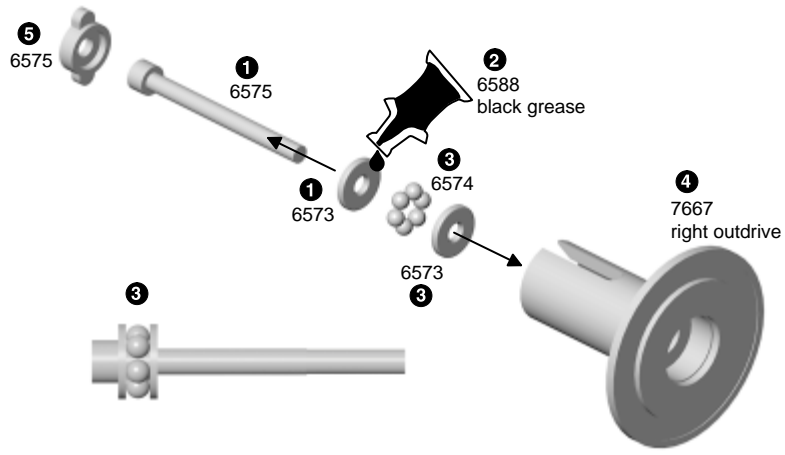
- 1 Push the #6582 spring and #6575 T-nut into the #7668 left outdrive.



# step 3

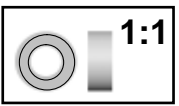
## SET UP RIGHT HUB

- 1 Slide one #6573 washer onto the #6575 bolt.
- 2 Apply a generous amount of #6588 black grease to the washer on the side facing away from the bolt head.
- 3 Place six #6574 balls into grease against the #6575 bolt and washer. Add the other #6575 washer. The grease will hold the balls in place during assembly, sandwiched between the washers. See figure for installed view.
- 4 Slide the thrust assembly into the #7667 right outdrive hub, being careful not to lose any of the balls.
- 5 Insert the #6575 bolt cover into the #7667 outdrive.



## Step 4

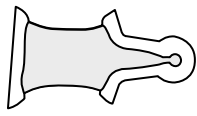
REMOVE THESE PARTS FOR: Steps 4-5



TEAM/FT 6589, qty 1  
5/32 x 5/16 ball bearing unflanged



RTR/TEAM BUILT 6597, qty 1  
5/32 x 5/16 bushing unflanged

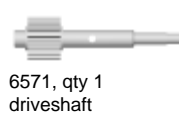


6591, qty 1  
Stealth lube



7666, qty 2  
diff drive ring

## Step 5

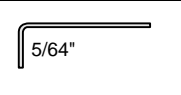


6571, qty 1  
driveshaft

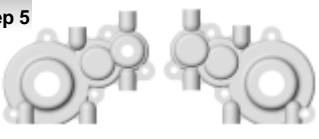


6570, qty 1  
idler gear

## TOOLS USED



## Step 5



7661, qty 1  
transmission case, left & right



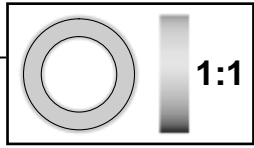
7669, qty 2  
spacer



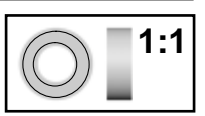
6924, 6860\*, qty 5  
4-40 x 3/8 screw



7665, qty 1  
roll pin



TEAM/FT 3976, qty 2  
3/8 x 5/8 ball bearing unflanged



TEAM/FT 3977, qty 4  
3/16 x 3/8 ball bearing unflanged

## Step 5



RTR ONLY 6598, qty 2  
3/8 x 5/8 bushing unflanged



RTR ONLY 6599, qty 2  
3/16 x 3/8 bushing unflanged

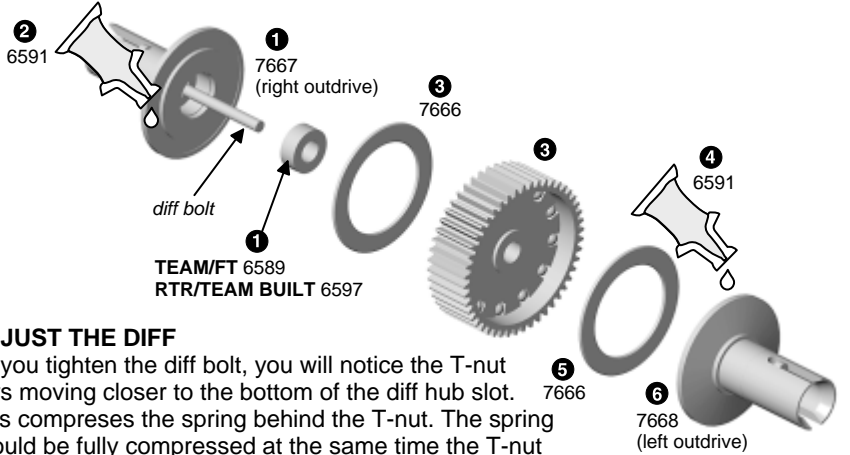


RTR ONLY 3977, qty 2  
3/16 x 3/8 ball bearing unflanged

# step 4

### ASSEMBLE HUBS

- 1 Insert one #6589 bearing or #6597 bushing into the #7667 right outdrive.
- 2 Add a light coat of #6591 Stealth lube to the recessed area of the face.
- 3 Place a #7666 diff drive ring and then the gear assembly on the outdrive.
- 4 Add a light coat of #6591 Stealth lube to the #7668 left outdrive recessed area of the face.
- 5 Place a #7666 diff drive ring on the outdrive.
- 6 Push the #7668 left outdrive assembly against the other side of the gear.



### CHECK ALIGNMENT OF HUBS

- 7 Tighten the diff bolt with your 5/64 Allen wrench, but not completely.
- 8 Rotate the diff hubs several times as you are tightening the bolt to check proper alignment of the parts. **READ STEPS 9-11 CAREFULLY.**

### ADJUST THE DIFF

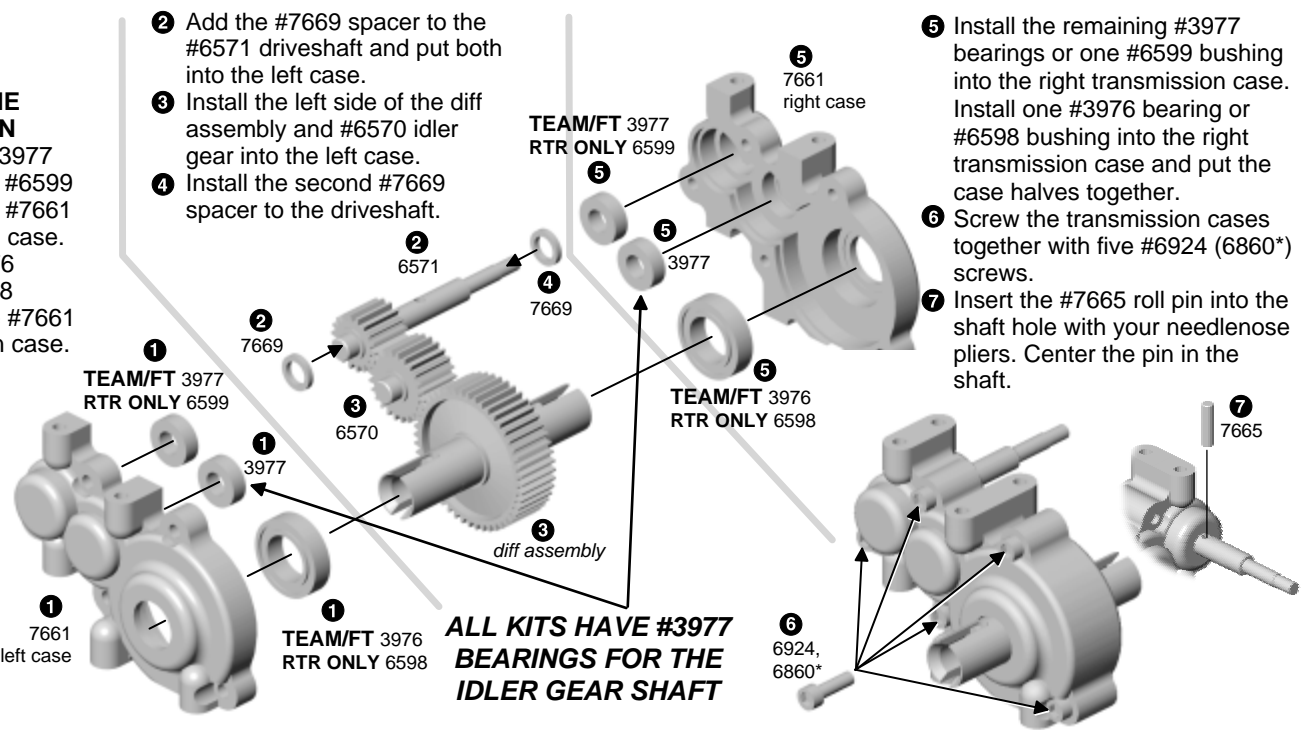
- 9 As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the diff hub slot. This compresses the spring behind the T-nut. The spring should be fully compressed at the same time the T-nut reaches the end of the slot. **CAUTION:** Pay close attention to feeling when the spring is fully compressed. **Do not overtighten the bolt.**
- 10 When you feel the spring fully compressed, loosen the diff bolt 1/8 of a turn. No more, no less. Your diff should feel smooth when turning the hubs in opposite directions.
- 11 After you have driven the truck once, recheck the diff adjustment.

# step 5

### ASSEMBLE THE TRANSMISSION

- 1 Install the two #3977 bearings or one #6599 bushing into the #7661 left transmission case. Install one #3976 bearing or #6598 bushing into the #7661 left transmission case.

- 2 Add the #7669 spacer to the #6571 driveshaft and put both into the left case.
- 3 Install the left side of the diff assembly and #6570 idler gear into the left case.
- 4 Install the second #7669 spacer to the driveshaft.



- 5 Install the remaining #3977 bearings or one #6599 bushing into the right transmission case. Install one #3976 bearing or #6598 bushing into the right transmission case and put the case halves together.
- 6 Screw the transmission cases together with five #6924 (6860\*) screws.
- 7 Insert the #7665 roll pin into the shaft hole with your needlenose pliers. Center the pin in the shaft.

**ALL KITS HAVE #3977 BEARINGS FOR THE IDLER GEAR SHAFT**



## Step 1

## Step 2

## TOOLS USED

REMOVE THESE PARTS FOR: Steps 1-4

7554, 7561B\*, qty 1  
brake adapter

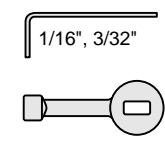
9251, qty 1  
inner torque clutch hub

7553, qty 1  
brake disc

6599, qty 1  
3/16 x 3/8 bushing  
unflanged

9253, qty 1  
clutch disc

9252, qty 1  
outer hub



6594, qty 2  
thin washer  
silver color



6594, qty 1  
thick spacer  
gold color



6587, qty 1  
torque control spring



6629, qty 1  
5-40 locknut

## Step 3



7551, qty 1  
brake bracket



7552, qty 1  
brake shoe

## Step 4



6919, qty 2  
4-40 x 5/16 screw

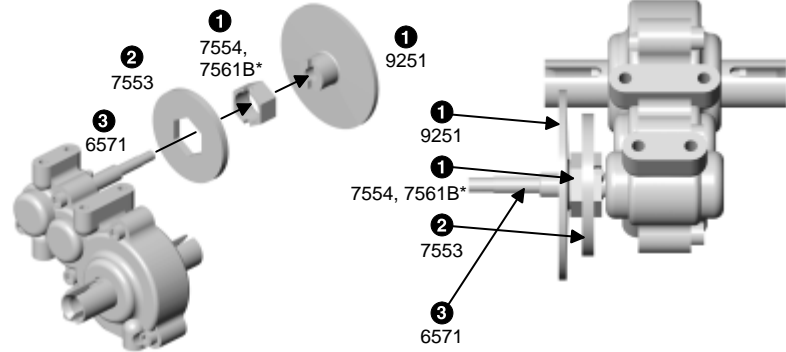


4145\*, qty 2  
4-40 x 5/16 screw

# step 1

## ASSEMBLE BRAKE ADAPTER

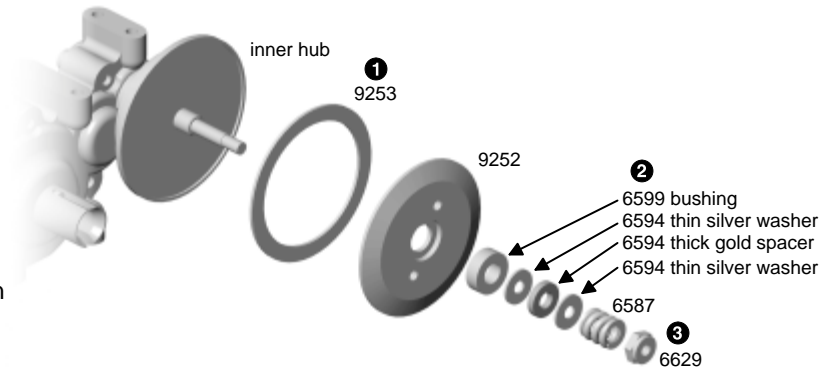
- 1 Install the #7554 (7561B\*) brake adapter onto the #9251 inner torque clutch hub with the notches lining up.
- 2 Install the #7553 brake disc onto the #7554 brake adapter.
- 3 Slide the brake disc assembly onto the #6571 driveshaft, lining up the pin with the notches on the hub and brake adapter.



# step 2

## ASSEMBLE TORQUE CONTROL

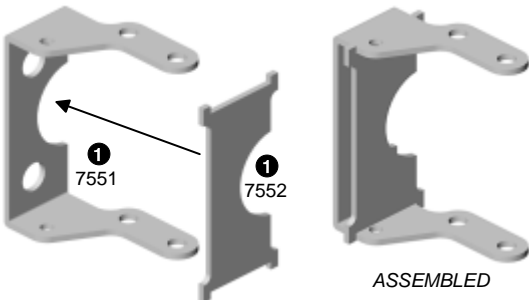
- 1 Install the #9253 clutch disc into the inner hub, then add the #9252 outer hub and #6599 bushing.
- 2 Install parts in the following order: #6594 thin silver washer, #6594 thick gold spacer, #6594 thin silver washer and #6587 black spring.
- 3 Thread on the #6629 locknut and tighten it down so the end of the shaft is flush with the end of the nut.



# step 3

## BRAKE BRACKET

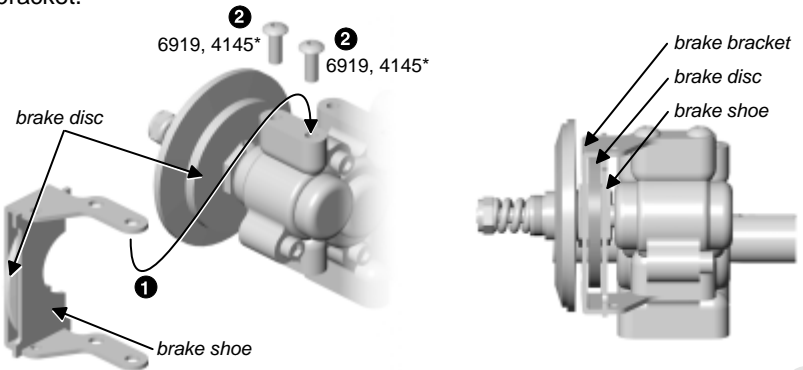
- 1 Slide the #7552 brake shoe onto the #7551 brake bracket so that the side with the rounded notch in the center is on the same side as the matching notch in the brake bracket.



# step 4

## INSTALL BRAKE BRACKET

- 1 Slide the brake bracket assembly onto the transmission. Make sure the brake disc is centered between the brake bracket and brake shoe as shown.
- 2 Secure the bracket to the transmission as shown, using two #6919 (4145\*, different head type than shown in figure) screws in the top holes of the brake bracket.



ASSEMBLED

1/16"

### Step 5

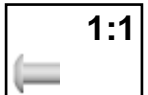


7556, qty 1  
brake cam clip

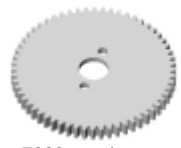


7555, qty 1  
brake cam

### Step 6

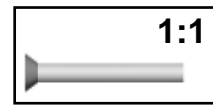


6568, qty 2  
4-40 x 3/16 screw



7663, qty 1  
spur gear  
66 tooth, 32 pitch

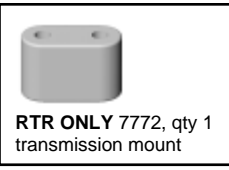
### Step 7



7672, qty 2  
4-40 x 7/8 screw



6292, 6934\*, qty 4  
4-40 x 3/8 screw

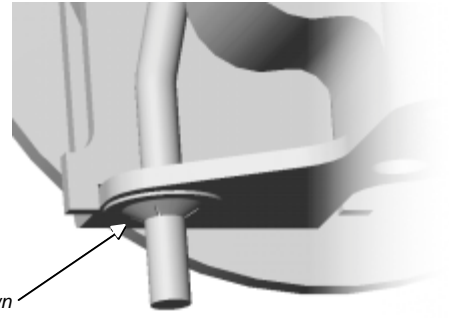
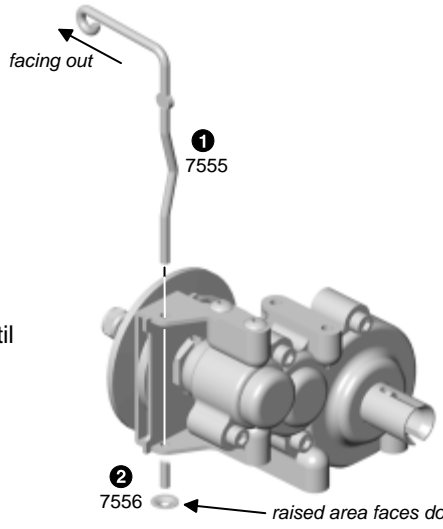


## step 5

### INSTALL BRAKE CAM

1 Push the #7555 disc brake cam through the hole on the top side of the bracket and then through the hole in the lower end of the bracket. Make sure the brake cam is facing out.

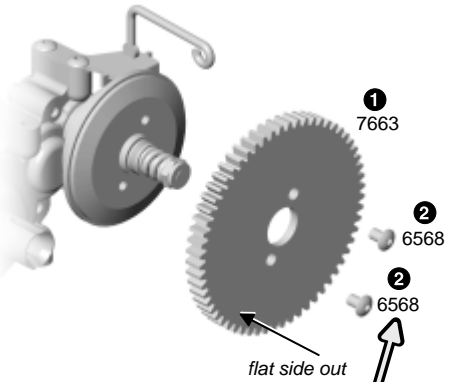
2 **WARNING: The brake cam clips are designed to be installed and not easily removed. Take your time and do it right.** Install the #7556 brake cam clip onto the cam until it almost touches the brake bracket. **Make sure the clip is put on with the raised center hole away from the bracket.**



## step 6

### INSTALL SPUR GEAR

1 Slide the #7663 spur gear onto the outer slipper hub, with the gear's flat side out.  
2 Tighten down the spur gear with two #6568 screws.



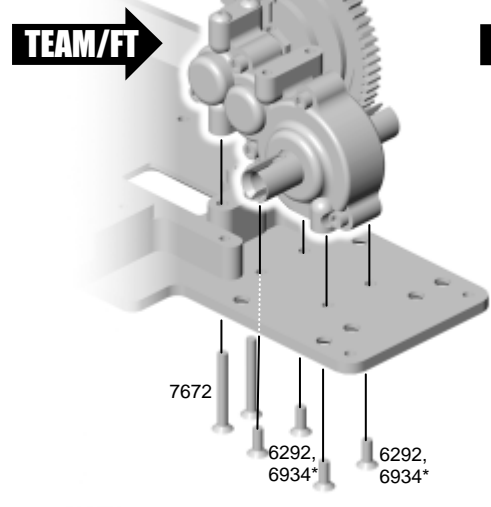
### RACERS TIP

Use #1596 Associated locking adhesive on the two #6568 screws

## step 7

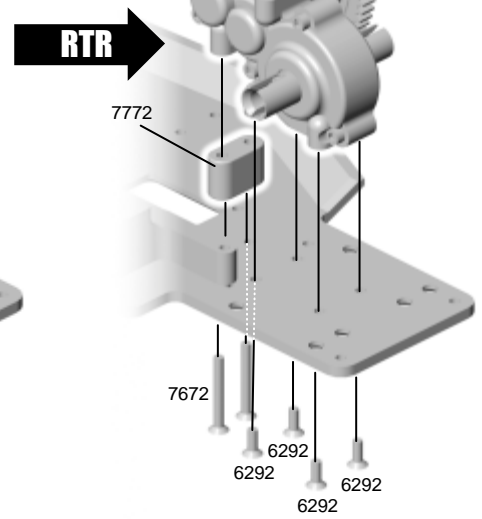
### MOUNT TRANSMISSION TEAM/FT:

Mount your transmission with four #6292 (6934\*) screws through the chassis and two #7672 screws through the chassis and mount.



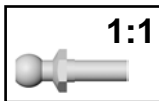
### MOUNT TRANSMISSION RTR ONLY:

Mount your transmission with four #6292 screws through the chassis and two #7672 screws through the chassis and #7772 mount.



# BAG G

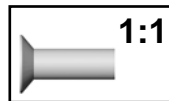
## Step 1



6273, qty 2  
long ball end



7260, qty 2  
plain nut



6280, 6942\*, qty 2  
8-32 x 1/2 screw

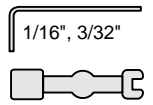


7526, qty 1  
rear bulkhead



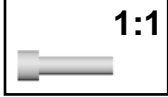
6272, qty 2  
dust cover

## TOOLS USED



REMOVE THESE PARTS FOR:  
Steps 1-4

## Step 2



6924, 6860\*, qty 4  
4-40 x 3/8 screw



7670, qty 1  
transmission brace

## Step 3



6924, 6860\*, qty 4  
4-40 x 3/8 screw



7260, qty 2  
plain nut



6927, qty 2  
4-40 x 3/4 screw

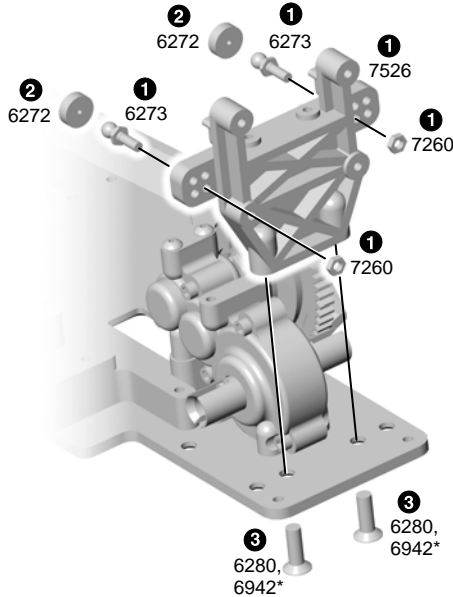


7654, 7656\*, qty 1  
rear shock tower

# step 1

## SET UP REAR BULKHEAD

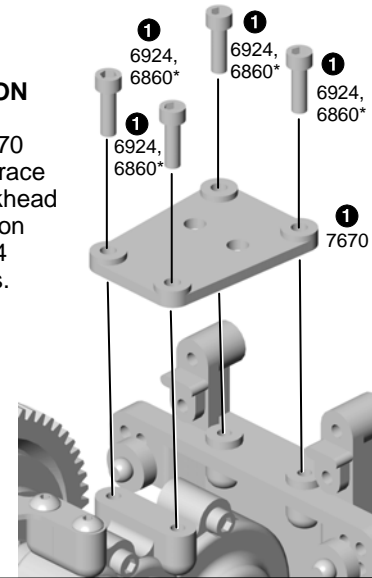
- 1 Install the #6273 long ball ends into the lower inner holes on the #7526 rear bulkhead. Thread #7260 plain nuts on the opposite side.
- 2 Add #6272 foam dust covers to the ball ends.
- 3 Attach the rear bulkhead to the chassis with two #6280 (6942\*) screws.



# step 2

## ATTACH TRANSMISSION BRACE

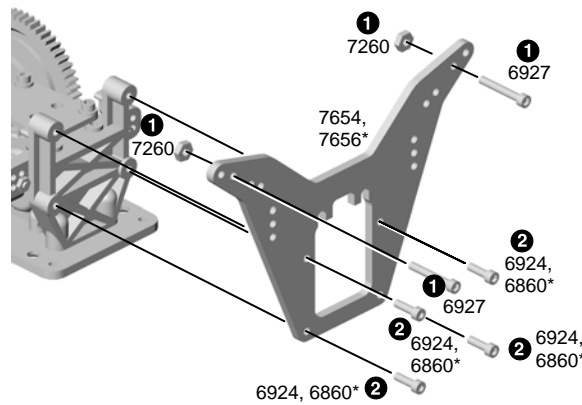
- 1 Mount the #7670 transmission brace to the rear bulkhead and transmission with four #6924 (6860\*) screws.



# step 3

## INSTALL REAR SHOCK TOWER

- 1 Install the #6927 screws into the inner holes of the #7654 (7656\*) rear shock tower. Then thread on the #7260 plain nuts.
- 2 Attach the #7654 rear shock tower to the rear bulkhead with four #6924 (6860\*) screws.

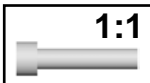


# BAG H

## Step 1



6299, qty 4  
E-clip



6925, 7873\*, qty 4  
4-40 x 1/2 screw



7356, qty 2  
rear inner hinge pin  
2.084"

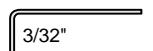


TEAM/FT 7652, qty 2  
rear arm mount  
3° toe-in/ 2° anti-squat



RTR 7651, qty 2  
rear arm mount  
3 deg. toe-in

## TOOLS USED



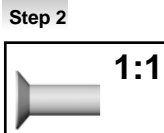
REMOVE THESE PARTS FOR:  
Steps 1-2



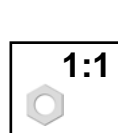
7354, qty 2  
rear suspension arm  
(right arm shown)



7657, qty 2  
arm shock mount



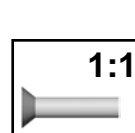
7775, qty 4  
8-32 x 7/16  
steel screw



7260, qty 2  
plain nut



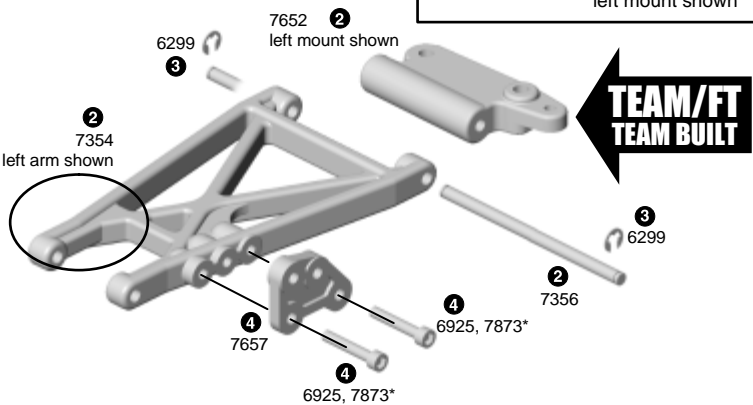
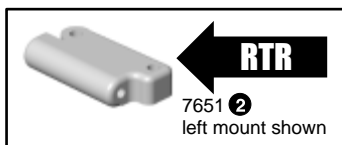
7529, qty 1  
rear bumper



6922, qty 2  
4-40 x 1/2 screw

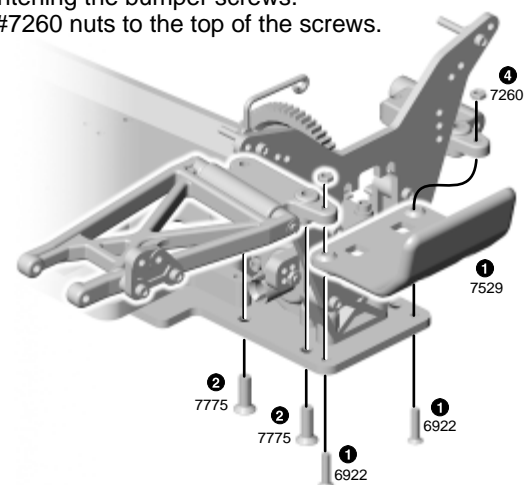
# step 1 ASSEMBLE REAR A-ARMS

- 1 Twist the #7354 rear suspension arms from the mold runners with pliers and trim away any remaining molding with your hobby knife.
- 2 Attach the #7354 left rear a-arm to the #7651 (RTR) or #7652 (TEAM/FT) left rear arm mount with one #7356 hinge pin.
- 3 Add #6299 E-clips to both ends of the hinge pin.
- 4 Attach the #7657 a-arm shock mount to the rear a-arm with two #6925 (7873\*) screws.
- 5 Do the right a-arm.



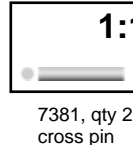
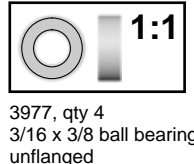
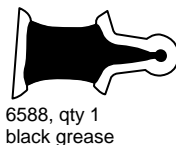
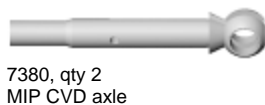
# step 2 MOUNT REAR A-ARMS & REAR BUMPER

- 1 Attach rear bumper to the chassis with two #6922 screws. Tighten only until they are flush with the top of the bumper.
- 2 Attach the left rear arm assembly to the chassis with two #7775 screws.
- 3 Attach the right rear arm assembly to the chassis with two #7775 screws.
- 4 Finish tightening the bumper screws. Add two #7260 nuts to the top of the screws.

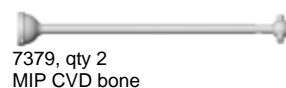
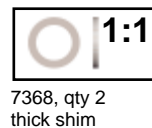
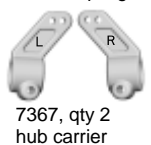
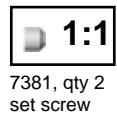
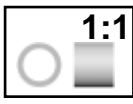
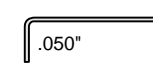


## BAG 1 Step 1 TEAM/FT

REMOVE THESE PARTS FOR: Steps 1-2



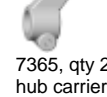
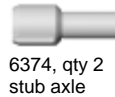
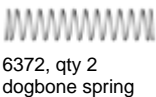
## TOOLS USED



## Step 2 TEAM/FT Step A RTR



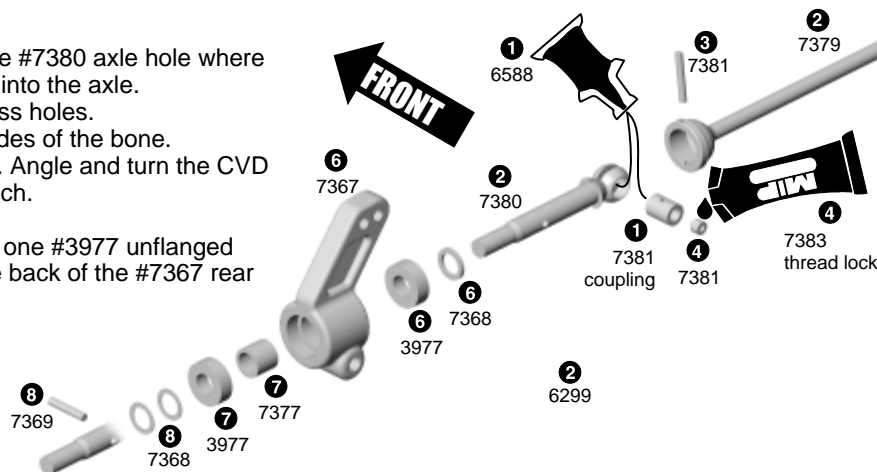
## Step A RTR



## step 1 TEAM/FT

### TEAM/FT ONLY: ASSEMBLE MIP CVD'S

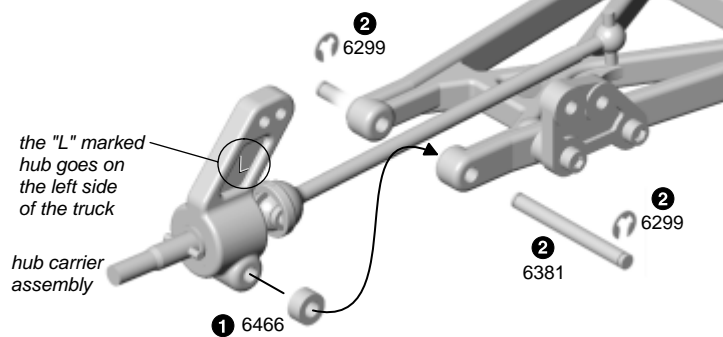
- 1 Spread some #6588 Associated black grease inside the #7380 axle hole where shown, then on the #7381 coupling. Slide the coupling into the axle.
- 2 Slide the axle into the #7379 dogbone, aligning the cross holes.
- 3 Insert the #7381 cross pin, spacing it evenly on both sides of the bone.
- 4 Add the #7383 MIP thread lock to the #7381 set screw. Angle and turn the CVD so the set screw can be screwed in with the Allen wrench.
- 5 Repeat steps 1-4 for the remaining CVD.
- 6 Slide one #7368 thick shim onto the #7380 axle. Slide one #3977 unflanged bearing onto the axle. Push the CVD assembly into the back of the #7367 rear hub carrier.
- 7 Slide one #7377 spacer into the hub carrier from the front followed by the second #3977 bearing.
- 8 Slide two #7368 thin shims onto the axle. Install the #7369 drive pin with your needlenose pliers.
- 9 Assemble the other hub carrier. 12



# step 2 TEAM/FT

## TEAM/FT ONLY: MOUNT REAR HUB CARRIERS

- Place the left rear hub carrier assembly and one #6466 spacer between the arm holes as shown. The spacer is on the back side of the hub carrier, shortening the wheelbase.
- Install the #6381 hinge pin through the arm and hub carrier. Install two #6299 E-clips.
- Mount the right side.

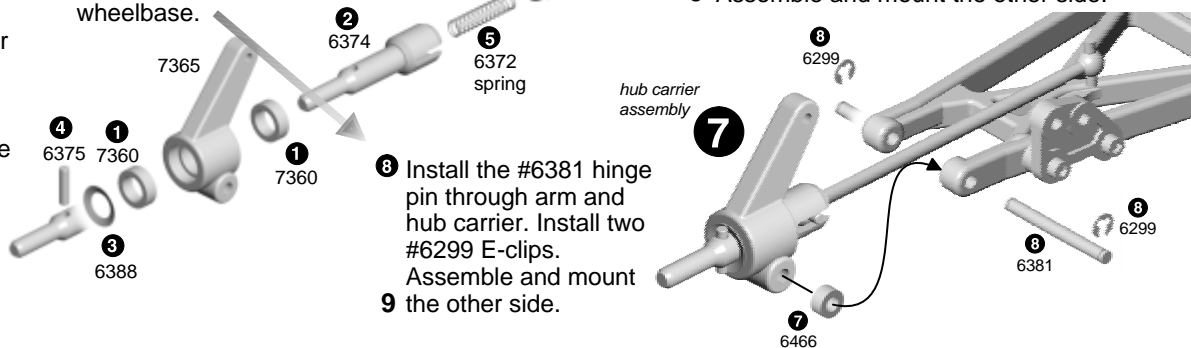


# step A RTR ONLY

## RTR ONLY: ASSEMBLE REAR AXLES

- Install a #7360 bushing into either end of the #7365 hub carrier. Both hubs are the same.
- Push the #6374 axle into the hub carrier.
- Slide a #6388 cone washer onto the end of the axle, narrow end facing toward the hub carrier.
- Push the #6375 pin into the axle hole and center both ends outside.
- Slide a #6372 spring into the axle, then the #7361 dogbone.

- Push the #6372 spacer into the outdrive, then the dogbone and hub carrier assembly into the outdrive.
- Holding the dogbone in place so it and the spring doesn't come apart, place the hub carrier assembly between the arm holes as shown. The spacer is on the back side of the hub carrier, which pushes the hub carrier closer to the front axle, shortening the wheelbase.



- Install the #6381 hinge pin through arm and hub carrier. Install two #6299 E-clips.
- Assemble and mount the other side.

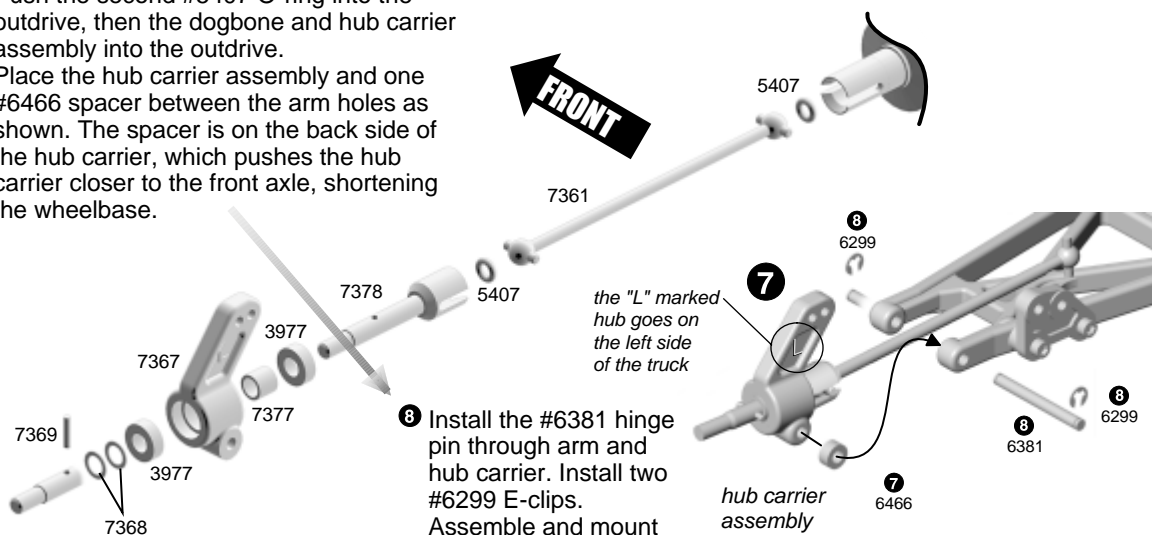
# step B TEAM BUILT

Choose parts from bottom of page 12 according to part numbers on this drawing.

## TEAM BUILT: ASSEMBLE REAR AXLES

- Slide a #7377 spacer into rear of #7367 hub carrier.
- Push #3977 bushings into the hub carrier
- Push the #7378 axle into the hub carrier. Slide two #7368 thin shims onto the axle.
- Install the #7369 drive pin with your needlenose pliers and center both ends outside.
- Push a #5407 O-ring into the hub carrier, then the #7381 dogbone.

- Push the second #5407 O-ring into the outdrive, then the dogbone and hub carrier assembly into the outdrive.
- Place the hub carrier assembly and one #6466 spacer between the arm holes as shown. The spacer is on the back side of the hub carrier, which pushes the hub carrier closer to the front axle, shortening the wheelbase.



- Install the #6381 hinge pin through arm and hub carrier. Install two #6299 E-clips.
- Assemble and mount the other side.

# BAG J

Step 1  
7253, 1408\*, qty 6  
turnbuckle



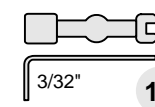
Step 2



6926, qty 2  
4-40 x 5/8

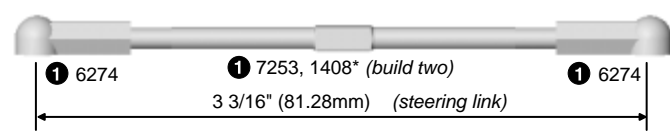
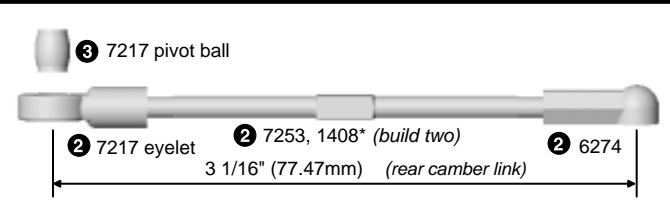
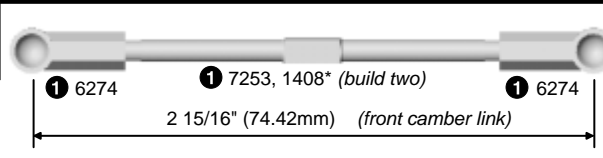
7260, qty 2  
plain nut

## TOOLS USED



13

# step 1



## TURNBUCKLE SETUP

- 1 Twist the #6274 ball cups onto the #7253 steel turnbuckle (#1408\* blue titanium turnbuckle) until you get the dimension shown for each part of the front turnbuckles.
- 2 Twist the #6274 ball cups and the #7217 eyelet onto the #7253 steel turnbuckle (#1408\* blue titanium turnbuckle) until you get the dimension shown for each rear turnbuckle.
- 3 Now install the #7217 eyelet pivot balls into the eyelets.

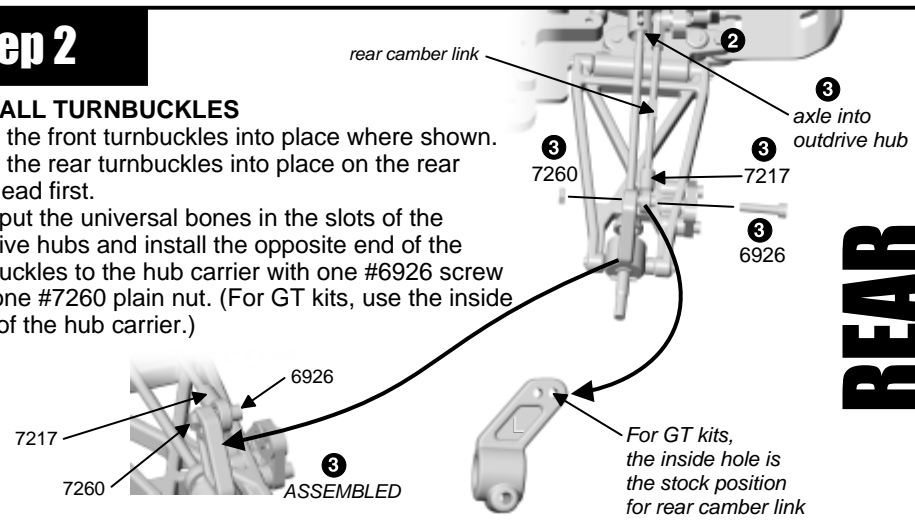
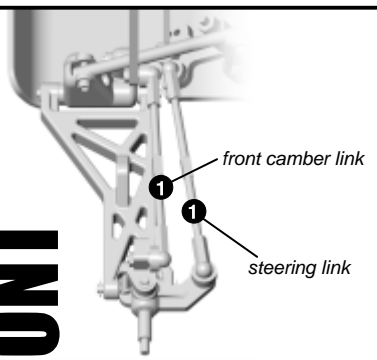
# step 2

## INSTALL TURNBUCKLES

- 1 Snap the front turnbuckles into place where shown.
- 2 Snap the rear turnbuckles into place on the rear bulkhead first.
- 3 Now put the universal bones in the slots of the outdrive hubs and install the opposite end of the turnbuckles to the hub carrier with one #6926 screw and one #7260 plain nut. (For GT kits, use the inside hole of the hub carrier.)

**FRONT**

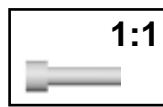
**REAR**



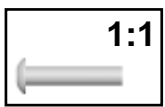
# BAG K

## Step 1

REMOVE THESE PARTS FOR: Steps 1-3



6924, 6860\*, qty 2  
4-40 x 3/8 screw



6918, qty 2  
4-40 x 1/2 screw

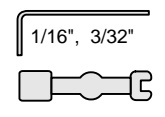


7318, qty 1  
front body mount brace



7319, qty 2  
front body mount post

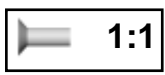
## TOOLS USED



## Step 2 RTR ONLY



RTR ONLY  
7260, 6860\*, qty 2  
plain nut

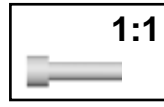


RTR ONLY  
6291, 6939\*, qty 2  
4-40 x 1/4 screw

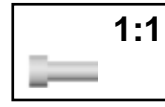


RTR ONLY  
7324, qty 1  
front bumper

## Step 3



6924, 6860\*, qty 2  
4-40 x 3/8 screw



6285, 6284\*, qty 2  
4-40 x 1/4 screw



7323, qty 2  
rear body post

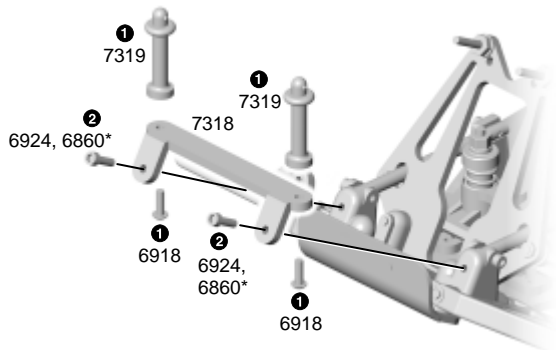


7323, qty 2  
rear body mount

# step 1

## FRONT BODY MOUNTS

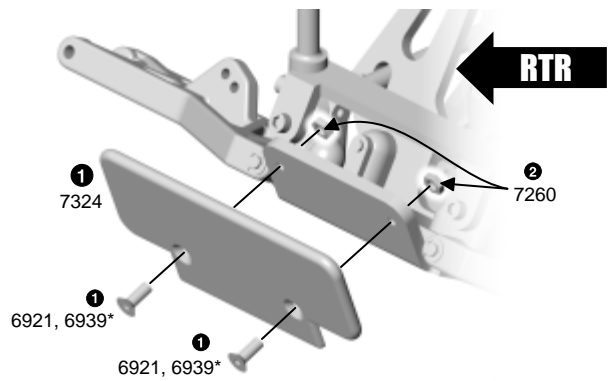
- 1 Install the two #7319 front body mounts onto the #7318 front body mount brace with two #6918 screws as shown.
- 2 Now install the front body mount brace assembly to the front bulkhead with two #6924 (6860\*) screws. Make sure the body mounts are pointing up as shown.



# step 2 RTR ONLY

## FRONT BUMPER

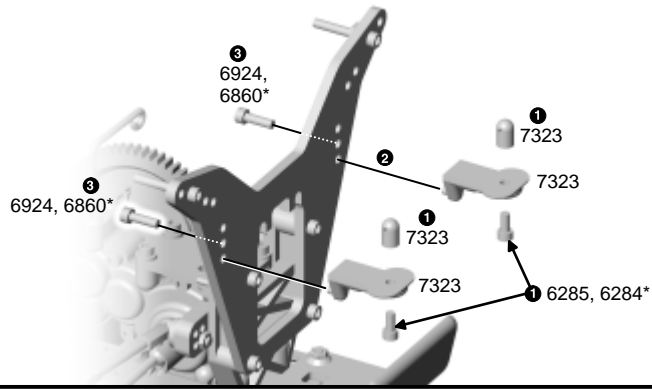
- 1 Install the #7324 front bumper to the front kickup part on the chassis with two #6291 (6939\*) screws.
- 2 Now thread on the two #7260 plain nuts to the back side.



# step 3

## REAR BODY MOUNTS

- 1 Attach the #7323 small round posts to the #7323 rear body mounts with two #6285 (6284\*) screws.
- 2 Push the pegs of the rear body mounts into the lower holes from the back of the tower.
- 3 Screw the #6924 (6860\*) screws into the middle hole from the front of the tower to secure them.



# BAG 1

## Step 1

## Step 2

REMOVE THESE PARTS FOR: Steps 1-2



6465, qty 2  
shock piston #1



6465, qty 2  
shock piston #2



6440, qty 4  
split locking washer



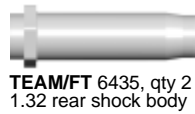
6440, qty 8  
small spacer



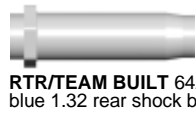
6440, qty 4  
large spacer



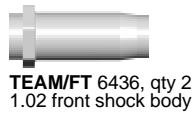
6429, qty 1  
shock assembly tool



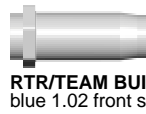
TEAM/FT 6435, qty 2  
1.32 rear shock body



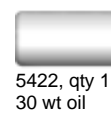
RTR/TEAM BUILT 6424B, qty 2  
blue 1.32 rear shock body



TEAM/FT 6436, qty 2  
1.02 front shock body



RTR/TEAM BUILT 6425B, qty 2  
blue 1.02 front shock body



5422, qty 1  
30 wt oil

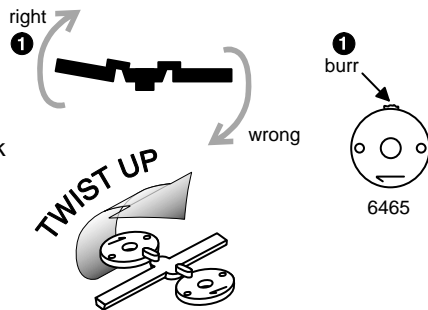


5407, qty 8  
red O-ring

# step 1

## TRIM SHOCK PISTONS

- 1 Burrs interfere with smooth shock action within the shock body. To remove from tree without creating burrs, twist up, not down. Remove two each of #1 and #2.
- 2 Remove remaining burrs carefully with hobby knife.



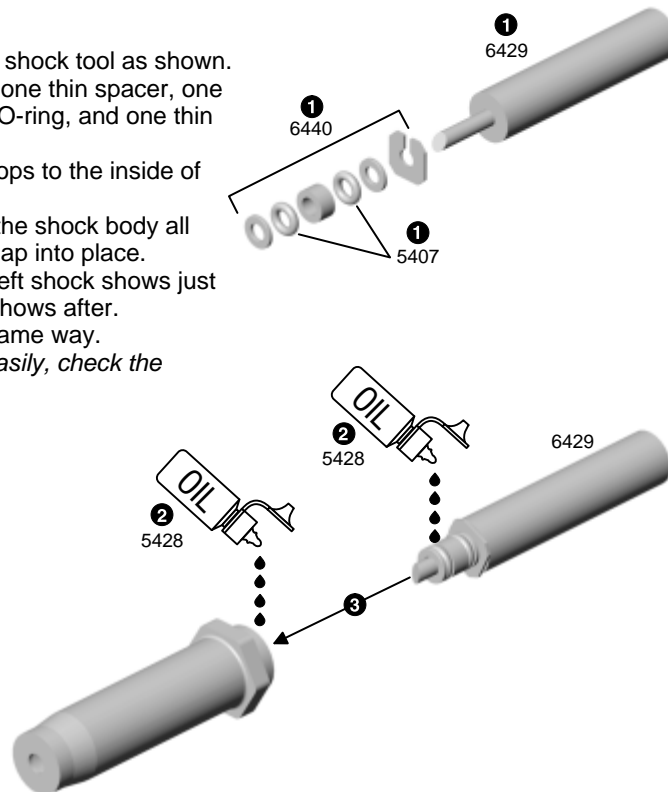
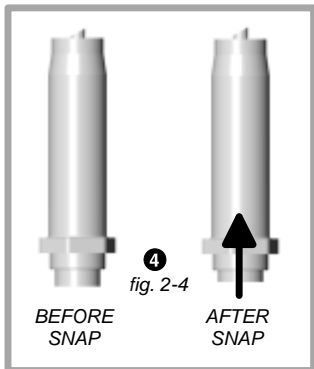
## REMOVE SHOCK PARTS

- 3 Remove the #6440 shock parts from the molding tree carefully so no part of the molding runner remains. It is safer to remove a tiny amount of the shock part than to risk the chance of a burr remaining on the part. Short blade scissors or a hobby knife will work.



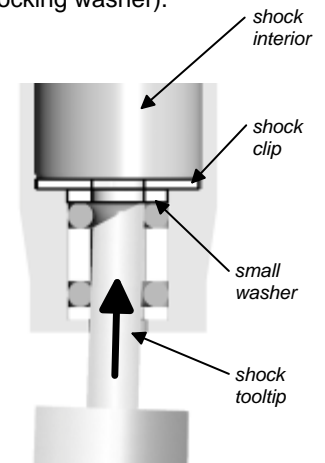
# step 2

- 1 Install the shock parts onto the #6429 shock tool as shown. One shock clip (split locking washer), one thin spacer, one red O-ring, one thick spacer, one red O-ring, and one thin spacer.
- 2 Remove the #5422 oil and add 3-4 drops to the inside of the shock body and to the seal parts.
- 3 Insert the tool and the seal parts into the shock body all the way. Push easily until the parts snap into place.
- 4 Check the tool height in fig. 2-4. The left shock shows just before snapping into place, the right shows after.
- 5 Assemble the remaining shocks the same way.  
*If your shocks do not snap together easily, check the internal parts for burrs again.*



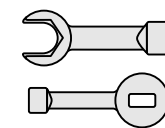
## DISMANTLING SHOCK PARTS

Here is how to dismantle the shocks when it's rebuild time. Put the shock assembly tool into the shock until it rests against the small washer as shown, then push to unclip the shock clip (split locking washer).



## Step 3

## TOOLS USED



REMOVE THESE PARTS FOR: Steps 3-4



6469, qty 4  
large O-ring



6459, 6417\*, qty 2  
1.02 front shock shaft



6458, 6416\*, qty 2  
1.32 rear shock shaft



6299, qty 8  
E-clip



7217, qty 4  
pivot ball



7217, qty 4  
eyelet



6465, qty 2  
shock piston #1  
(for rear shocks)



6465, qty 2  
shock piston #2  
(for front shocks)

## Step 4



6428, qty 4  
shock cap

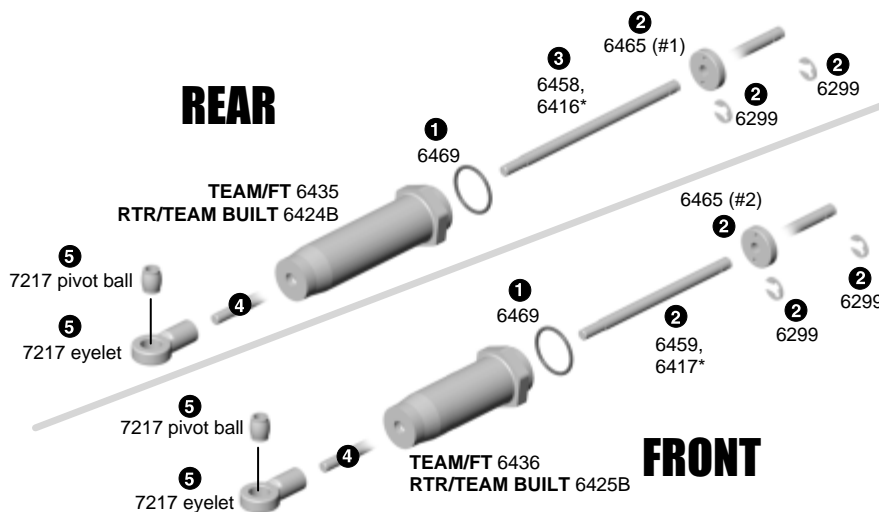


5422, qty 1  
30 wt oil

## step 3

### ASSEMBLE SHOCKS

- 1 Install the #6469 large O-ring over the thread of each shock body.
- 2 On the #6459 (6417\*) front shock shaft, install a #6299 E-clip on both sides of the #6465 (#2) piston from step #1.
- 3 On the #6458 (6416\*) rear shock shaft, install a #6299 E-clip on both sides of a #6465 (#1) piston from step #1.
- 4 Insert the shock shaft assemblies into the shock bodies.
- 5 Push the #7217 pivot ball and eyelet together.
- 6 As you hold the shaft with a rag and needlenose pliers next to the threads, screw the eyelet onto the end of each shock shaft.



## step 4

### FILLING THE SHOCKS

- 1 Holding the shocks upright, fill with oil to the top of the shock body.
- 2 Slowly move the shaft up and down several times to allow air bubbles to escape to the top.
- 3 Refill with oil to the top of the shock body.
- 4 Push the shaft in until the piston is level with top of shock body. The oil will slightly bulge up above the shock body.
- 5 Fill the #6428 shock cap about halfway with oil and install it onto the body. Try to retain as much oil as possible during assembly. The shaft will extend out as you tighten the cap down.

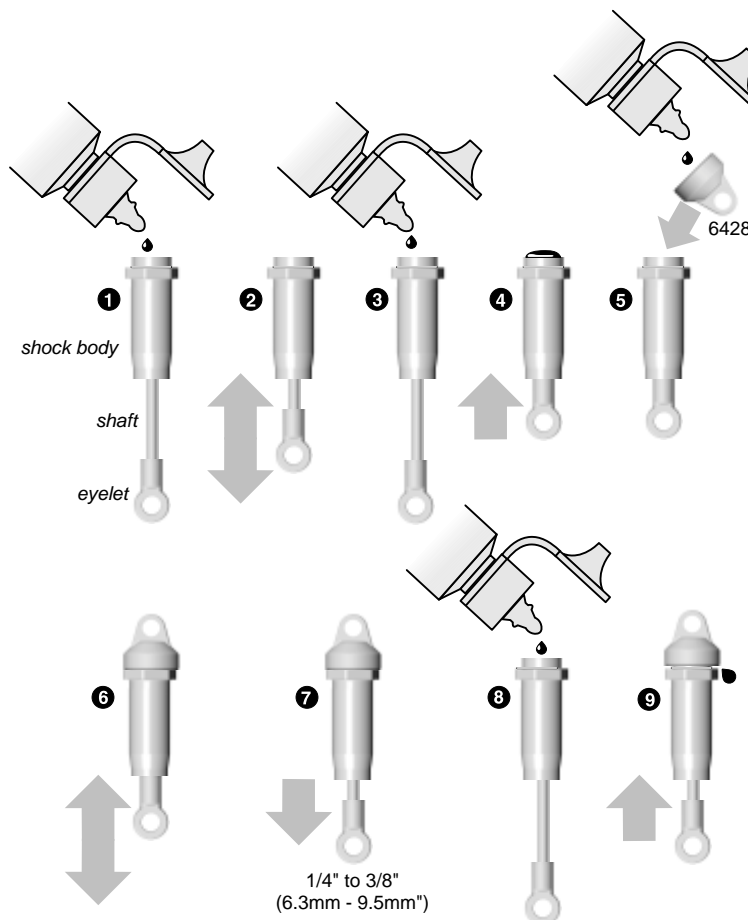


HOW TO TIGHTEN THE CAP ON YOUR SHOCK

### SETTING THE REBOUND

- 6 Move the shock shaft in and out a few times and then push it all the way in. It should be easy to push the shaft in until the eyelet hits the body.

- 7 Then the shaft should push itself out approximately 1/4" to 3/8" (6.3mm - 9.5mm").
- 8 If the shock does not push out this far, there is not enough oil in them. Add just a little oil and try steps 6-7 again.
- 9 If the shocks push out farther than the distance in step seven, or you cannot push the shaft in until the eyelet hits the body, there is too much oil. Loosen the cap a half turn (with the shaft extended) and pump out a small amount of oil by pushing the shaft in. Retighten the cap and try steps 6-7 again.





REMOVE THESE PARTS FOR: Steps 5-7



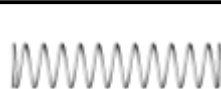
8846, qty 2-1/32", 2- 1/16", 4-1/8", 2-1/4" preload spacers



6475, qty 4 spring collar



6475, qty 4 spring cup



6480, qty 2 rear green spring  
**TEAM BUILT**  
6478, qty 2 rear silver spring



7429, qty 2 front blue spring  
**TEAM BUILT**  
7428, qty 2 front silver spring



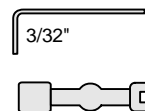
6473, qty 4 shock bushing



6925, qty 4 4-40 x 1/2 screw



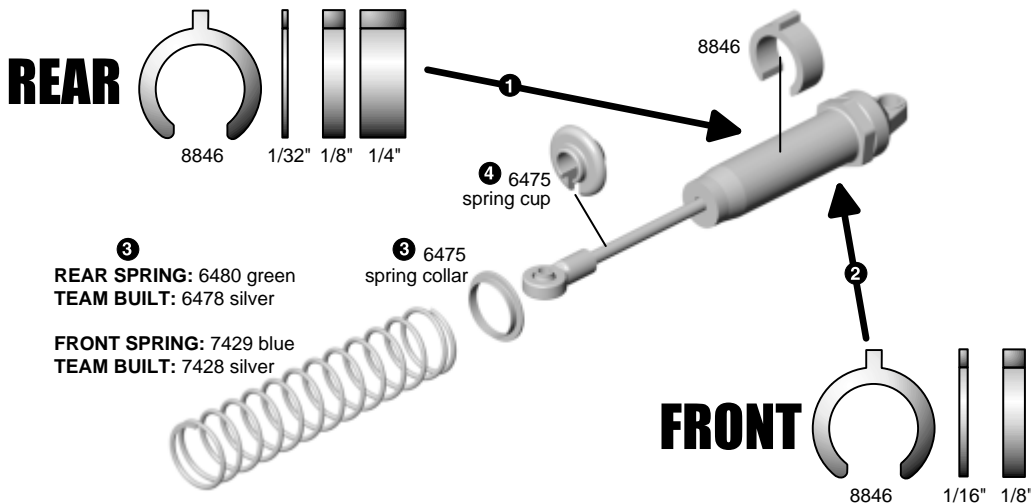
6472, qty 4 nylon locknut



## step 5

### FINISH SHOCKS

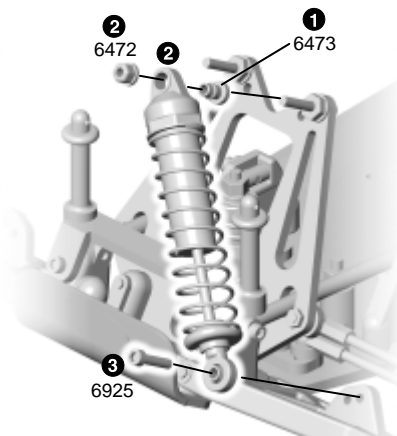
- Slide one #8846 1/32", one 1/8" and one 1/4" preload spacer onto the rear shock body.
- Slide one #8846 1/16" and one 1/8" preload spacer onto the front shock body.
- Slide on the #6475 spring collar, then #6480 green springs on the rear shocks, and #7429 blue springs on the front shocks.
- Compress the springs to add the #6475 spring cup.



## step 6

### MOUNT FRONT SHOCKS

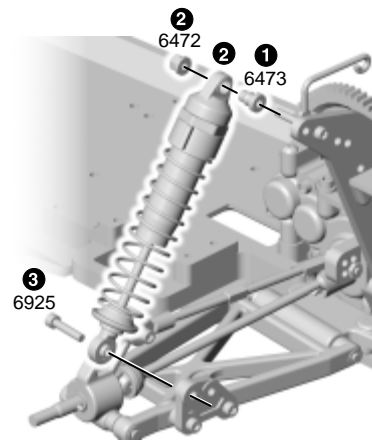
- Add the #6473 shock bushings to the front shock tower.
- Push the shock cap over the bushing and add the #6472 nylon locknut. Do not bind the cap; allow some free play.
- Fasten the lower shock into the outer hole in the arm with a #6925 screw. Do the other front shock.



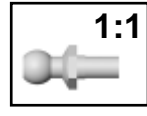
## step 7

### MOUNT REAR SHOCKS

- Add the #6473 shock bushings to the rear shock tower.
- Push the shock cap over the bushing and add the #6472 nylon locknut. Do not bind the cap; allow some free play.
- Fasten the lower shock into the outer hole on the shock mount with a #6925 screw. Do the other rear shock.



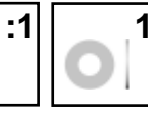
REMOVE THESE PARTS FOR: Steps 1-2



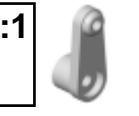
6270, qty 1 short ball end



6272, qty 1 ball end dust cover



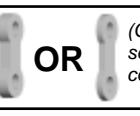
7337, qty 4 small washer



9180, qty 1 servo horn



7336, qty 2 servo mount

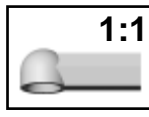


7336, qty 2 offset spacer

OR (Choose depending on servo. See SPACER column)



6292, 6934\*, qty 4 4-40 x 3/8 screw

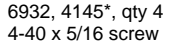


6274, qty 2 ball cup

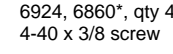


6261, 1401\*, qty 1 turnbuckle, 1.300"

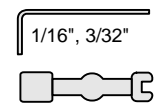
(Choose depending on servo. See SPACER column) OR 1:1



6932, 4145\*, qty 4 4-40 x 5/16 screw



6924, 6860\*, qty 4 4-40 x 3/8 screw

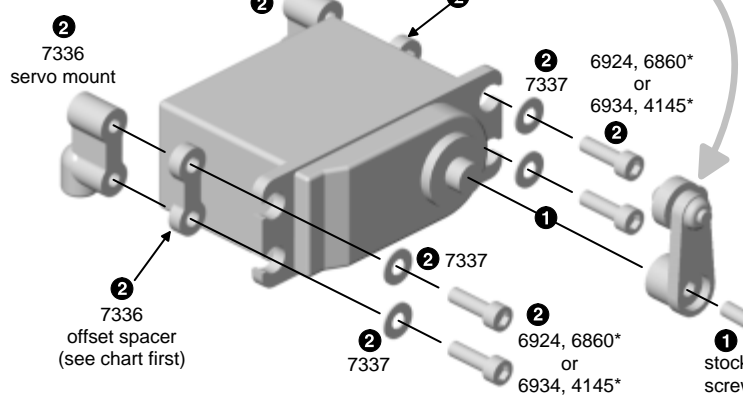


## step 1

### ADD MOUNTS AND HORN TO THE SERVO

1 You'll find four servo horns with letters molded in. Find the appropriate #9180 servo horn for your servo from the chart at right. Install the #6270 ball end into the servo horn. Add the #6272 dust cover. Remove the servo horn from your servo and replace it with the #9180 horn that you selected, then fasten with the stock mounting screw that came with your servo so it points straight up.

2 Find the appropriate #7336 offset spacer from the chart at right. Attach the spacer, if any, in between the #7336 mount and the servo with the #7337 washers and #6924 (6860\*) screws, or use the #6932 (4145\*) screws if no spacers are used.

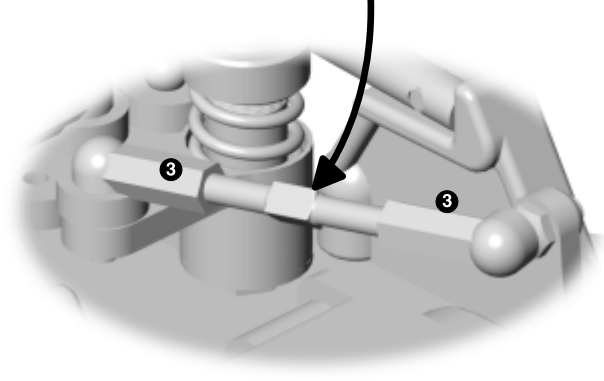
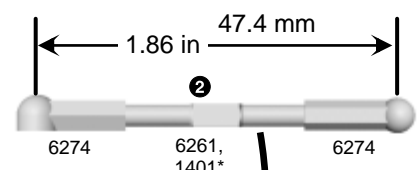
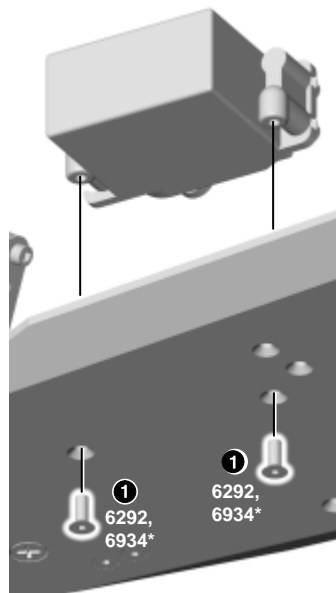


SERVO TYPE	SPACER	SERVO ARM
<b>Airtronics</b> 94102	no spacer 6932, 4145*	
<b>Airtronics</b> 94155, 94156, 94157, 94158, 94257, 94258, 94737, 94738, 94741	<b>thick spacer</b> 6924, 6860*	
<b>Futaba</b> S3003, S9404, S9402, S9303, S3401, S9101, S9202	no spacer 6932, 4145*	
<b>Hitec</b> S-300, HS-303, HS-525BB, HS-545BB, HS-422, HS-425, HS-605BB, HS-615MG, HS-925MG, HS-945MG	no spacer 6932, 4145*	
<b>JR</b> NES-4721, NES-4735, Z4750	no spacer 6932, 4145*	
<b>JR</b> Z250, Z550, Z2750	<b>thin spacer</b> 6924, 6860*	
<b>KO</b> PS-1012 FET, PS-2000 FET, PS-2001 FET, PS-2004 FET, PS-2015 FET	no spacer 6932, 4145*	

## step 2

### MOUNT THE SERVO

- 1 Mount the steering servo to the chassis with two #6292 (6934\*) screws.
- 2 Twist #6274 ball cups onto the #6261 (1401\*) turnbuckle until you get the dimension shown.
- 3 Use needlenose pliers to attach the link to the ball ends.



1/16", 3/32"

REMOVE THESE PARTS FOR: Steps 3-4



6932, 4145\*, qty 4  
4-40 x 5/16 screw



6936, qty 4  
washer



7527, qty 2  
throttle servo mount



7673, 6933\*, qty 6  
4-40 x 5/16 screw

7528, qty 1  
antenna/receiver mount

3720, qty 4  
tie wrap (wire tie)



7530, qty 1  
black foam

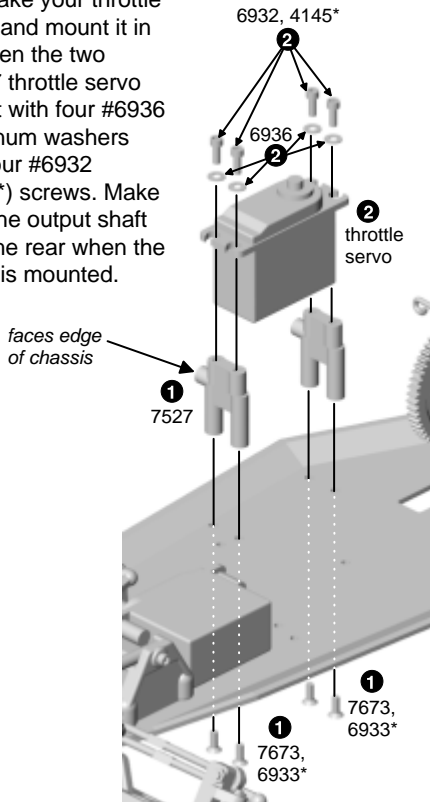
6727, qty 1  
servo tape

## step 3

### 1 THROTTLE/BRAKE SERVO INSTALLATION

Mount the #7527 throttle servo mounts to the chassis with four #7673 (6933\*) screws. The small extensions on the side of the mounts face toward the chassis edge.

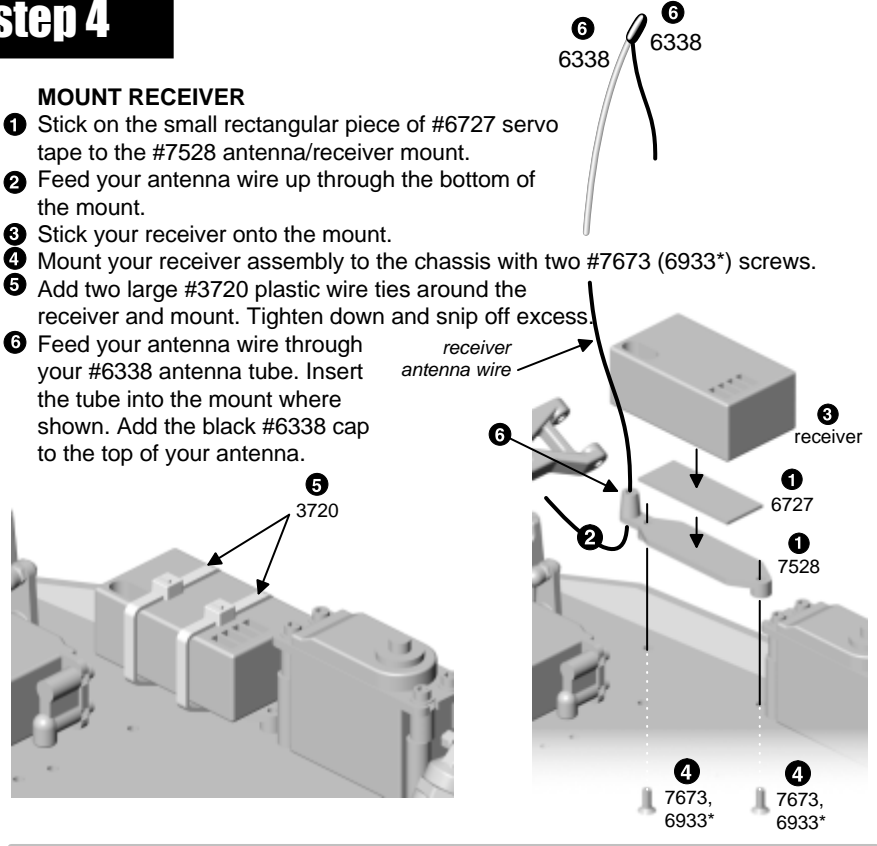
- Now take your throttle servo and mount it in between the two #7527 throttle servo mount with four #6936 aluminum washers and four #6932 (4145\*) screws. Make sure the output shaft is to the rear when the servo is mounted.



## step 4

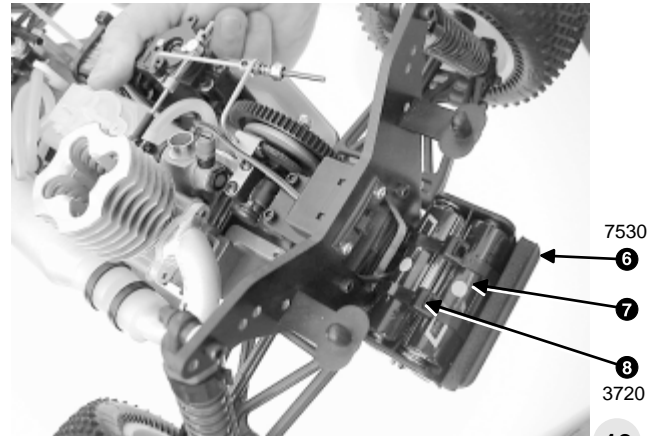
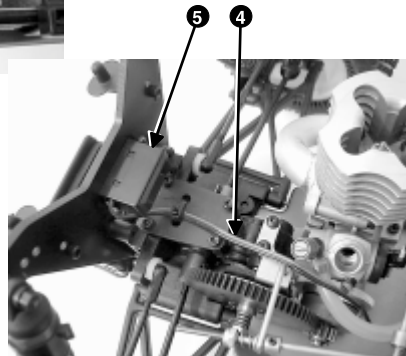
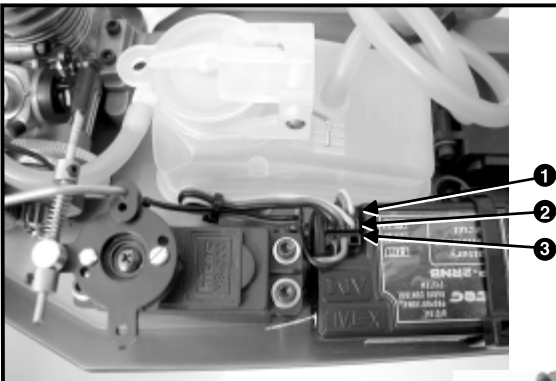
### MOUNT RECEIVER

- Stick on the small rectangular piece of #6727 servo tape to the #7528 antenna/receiver mount.
- Feed your antenna wire up through the bottom of the mount.
- Stick your receiver onto the mount.
- Mount your receiver assembly to the chassis with two #7673 (6933\*) screws.
- Add two large #3720 plastic wire ties around the receiver and mount. Tighten down and snip off excess.
- Feed your antenna wire through your #6338 antenna tube. Insert the tube into the mount where shown. Add the black #6338 cap to the top of your antenna.



### CONNECT WIRING

- Plug your steering servo plug into channel #1 of your receiver.
- Plug your throttle servo plug into channel #2 of your receiver. (If your servos are made by different manufacturers, then check your documentation to make sure you don't have incompatibility problems.)
- Plug your switch/receiver pack plug into the battery plug in your receiver.
- Run the wires over the top of the transmission braces and secure it with a wire tie. Route your wires neatly to prevent them from being damaged.
- Attach your switch to the rear shock tower.
- Attach the #7530 black foam pad to your rear bumper. Cut out the parts of the foam pad where the wire ties are going to go.
- Install your batteries into your receiver pack and place it into the rear bumper.
- Install the two tie wraps around the receiver pack and through the bumper. Cut off the excess.



# BAG N

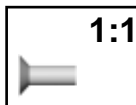
# TOOLS USED

# step 1

REMOVE THESE PARTS FOR:  
Step 1



5407, qty 3  
red O-ring



7673, 6933\*, qty 3  
4-40 x 5/16 screw

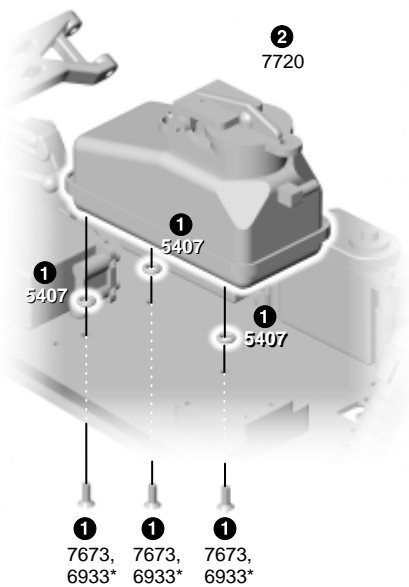


7720, qty 1  
fuel tank

1/16"

## MOUNT FUEL TANK

- 1 Push the #7673 (6933\*) screws through the bottom of the chassis and place a #5407 red O-ring on each screw.
- 2 Push the #7720 tank onto the screws and tighten the screws just enough to slightly compress the O-rings so the fuel tank cannot move around.



# BAG O

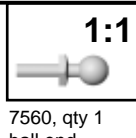
REMOVE THESE PARTS FOR:  
Steps 1-3



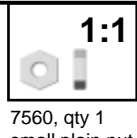
7618, qty 1  
spacer (silver)



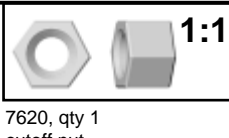
7618, qty 1  
collet



7560, qty 1  
ball end



7560, qty 1  
small plain nut



7620, qty 1  
cutoff nut



7617, qty 1  
Picco spacer (gold)



7603, qty 1  
clutch nut



flywheel, qty 1  
7610 (non pull start)  
OR 7612 (pull start)

# TOOLS USED

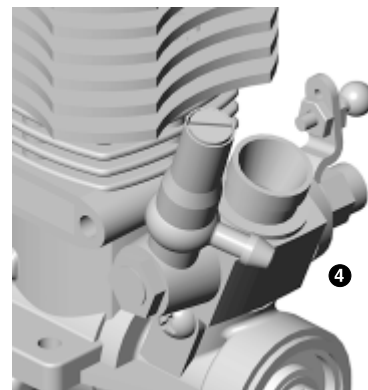
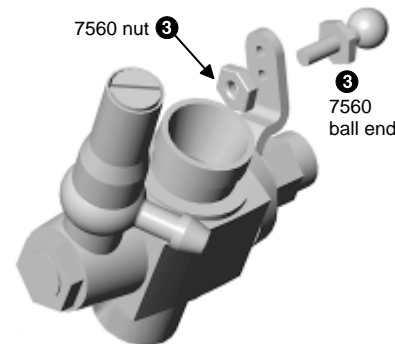
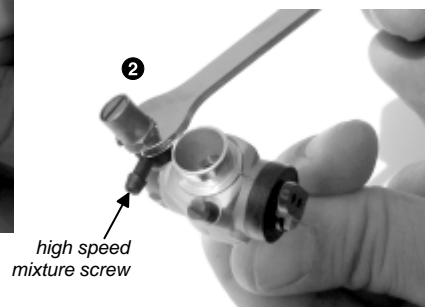
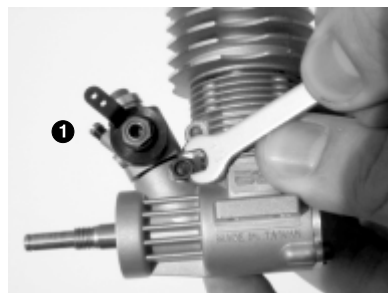


# step 1

## GAS ENGINE INSTALLATION

We can now install your standard format .12ci engine. There are engines with displacements of .12 ci to .15 ci which fit into the GT. If your engine is a standard .12 crank and side exhaust design it should fit into the GT. **WARNING!** It is the responsibility of the buyer to verify that the engine chosen will work in the GT.

- 1 Remove the carburetor from the engine. Loosen the nut or clamp bolt behind the carburetor.
- 2 Use the wrench supplied in your motor box to loosen your high speed mixture screw. Turn the valve assembly until the fuel line fitting is facing the direction shown, then retighten the valve assembly.
- 3 Attach one #7560 2-56 ball end and one #7560 2-56 plain nut into the lower hole in the throttle arm pivot. If the hole is too small for the ball end, drill it out with a #43 (.0890) or a 3/32 drill bit if you are careful. **WARNING!** The throttle pivot arm is very small and can be easily damaged. Use extreme care when drilling the hole. We recommend using a threadlock on the threads to keep the nut from coming loose due to engine vibrations.
- 4 Reinstall the carburetor to the engine and tighten the clamp nut or the mounting screws. You want to have the carb perpendicular to the crankshaft.



**If your engine is a:** **DYNAMITE ENGINE** -----> **start at Step 5**  
**ASSOC. OR THUNDER TIGER ENGINE** --> **start at Step 6**  
**O.S., TOP, NOVAROSSİ OR PICCO** ---> **start at Step 2**

**step 2**

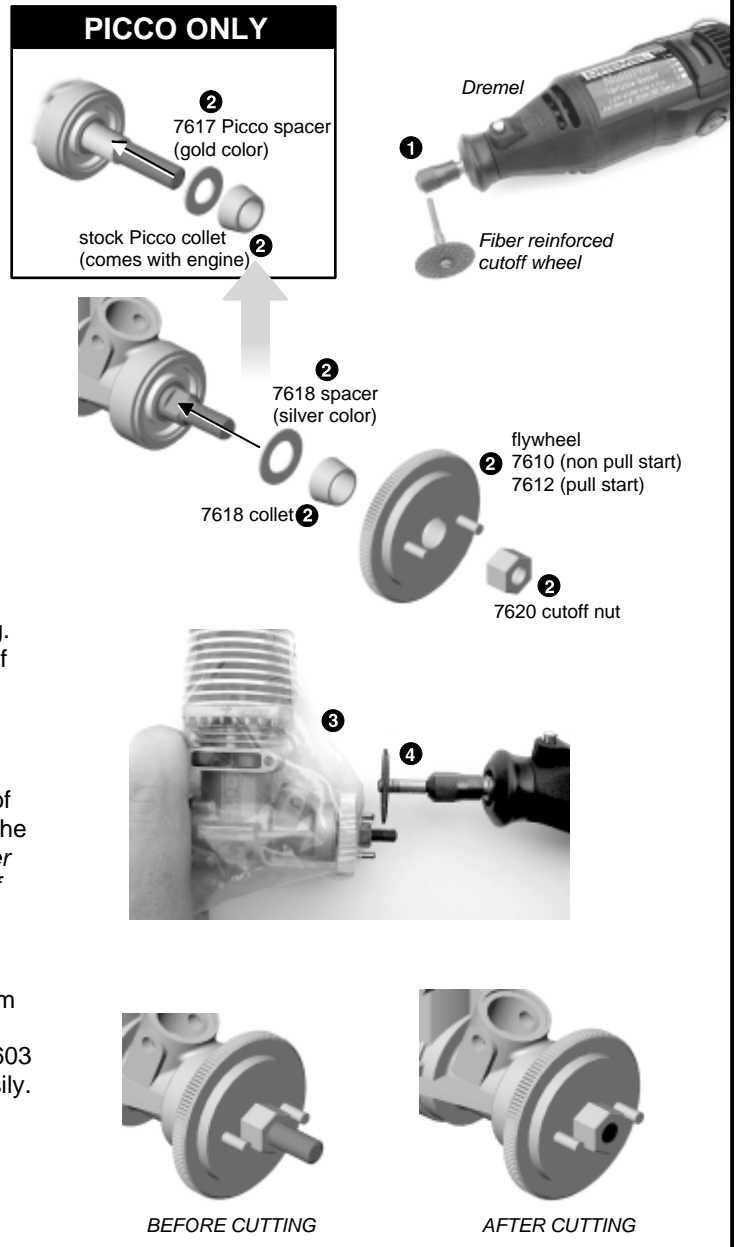
**O.S., TOP, NOVAROSSİ OR PICCO**

**CUTTING THE CRANK**

Items needed:

- Dremel tool.
- Fiber reinforced cutoff wheel. **WARNING!** For your own safety, we recommend using only the fiber reinforced wheels, not the cutoff stones. The cutoff stones can shatter and cause injury.
- Safety glasses or goggles.

- 1 Install the fiber reinforced cutoff wheel on the Dremel tool and put on your safety glasses.
- 2 On the gas engine install one #7618 or #7617 spacer, one #7618 collet, and your #7610 or #7612 flywheel. The flywheel will fit over the collet (they are a tapered wedge fit). Now install the #7620 cutoff nut so the threaded end is away from the flywheel.
- 3 Place the engine inside the plastic bag supplied to you in the sub bag. Push the end of the crankshaft through the plastic bag until the end of the crankshaft and the special cutoff nut protrude through the bag. Make sure the hole is tight around these parts to prevent metal shavings from going into the engine.
- 4 Take your time to do this step. Cut the crankshaft flush with the end of the special cutoff nut using your Dremel tool. Don't slip and damage the flywheel clutch pin while cutting. **WARNING!** Never work with a power tool without wearing safety glasses or goggles! Make sure all parts of your body and any clothing are away from the Dremel tool and the cutting area to prevent injury.
- 5 After you have cut the crankshaft, clean off all the metal shavings from the part. Then remove the engine from the bag. Unthread the special cutoff nut, remove the flywheel, collet spacer and collet. Take the #7603 clutch nut and see if the clutch nut will thread onto the crankshaft easily. If not, then put your motor again into the plastic bag to protect it from metal shavings, with the crankshaft sticking out, and file or grind the crankshaft a little from the top of the first threads. Do not damage the threads.

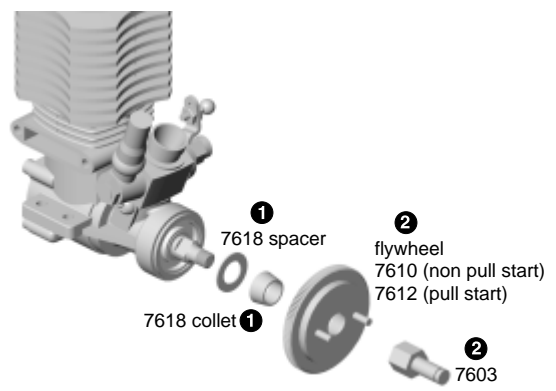


**step 3**

**FLYWHEEL ASSEMBLY**

This step is only for standard engines which needed the crankshaft cut.

- 1 Reinstall one #7618 collet spacer followed by one #7618 collet.
- 2 Install the #7610 or 7612 flywheel followed by the #7603 clutch nut. Tighten the clutch nut securely down, locking the flywheel to the collet. Get it as tight as you can.
- 3 Continue to Step 5 for Clutch Assembly.



# BAG 0

# TOOLS USED

REMOVE THESE PARTS FOR: Step 4



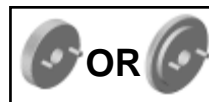
7618, qty 2 spacer



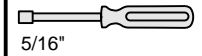
7618, qty 1 collet



7602, qty 1 clutch nut (Dynamite engine)



flywheel, qty 1  
7610 (non pull start)  
OR 7612 (pull start)



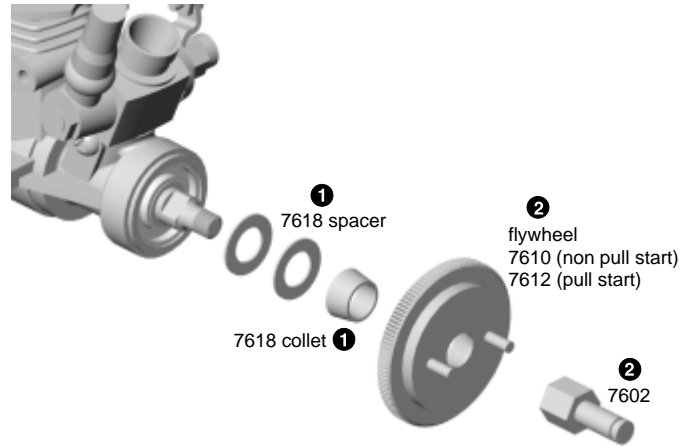
5/16"

# step 4

## DYNAMITE ENGINES only

### FLYWHEEL ASSEMBLY

- 1 Install two #7618 collet spacers followed by one #7618 collet.
- 2 Install the #7610 or #7612 flywheel followed by the #7602 special clutch nut. Tighten the clutch nut securely down, locking the flywheel to the collet. Get it as tight as you can.
- 3 Continue to Step 5 for Clutch Assembly.



# BAG 0

REMOVE THESE PARTS FOR: Step 5



6902, qty 2  
3/16 x 5/16 bearing flanged



2661, qty 1  
clutch nut E-clip



7601, qty 2  
clutch shoe

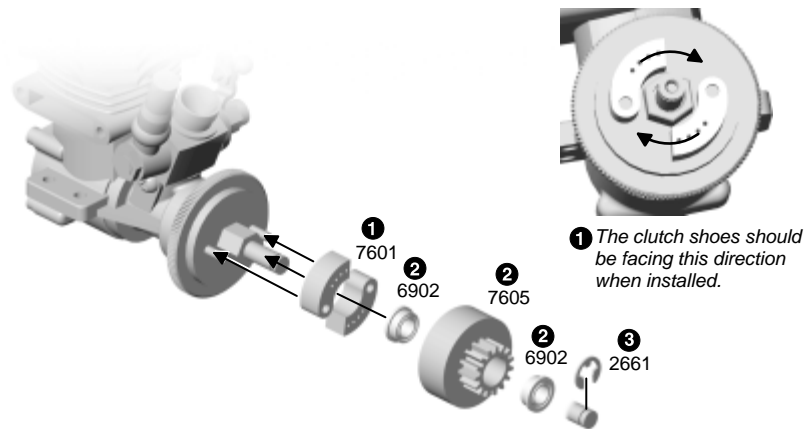


7605, qty 2  
clutch bell  
15 tooth

# step 5

### CLUTCH ASSEMBLY

- 1 Install your #7601 clutch shoes on the clutch pins on the flywheel as shown.
- 2 Install one #6902 flanged bearing followed by the #7605 15 tooth clutch bell and the second #6902 flanged bearing.
- 3 Install the #2661 clutch nut E-clip where shown.
- 4 Continue to Step 7.



1 The clutch shoes should be facing this direction when installed.

# BAG 0

REMOVE THESE PARTS FOR: Step 6



6902, qty 2  
3/16 x 5/16 bearing flanged



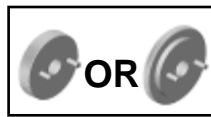
2661, qty 1  
clutch nut E-clip



7601, qty 2  
clutch shoe



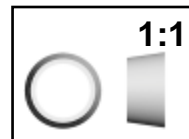
7605, qty 2  
clutch bell  
15 tooth



flywheel, qty 1  
7610 (non pull start)  
OR 7612 (pull start)

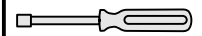


7618, qty 1  
spacer



7618, qty 1  
collet

# TOOLS USED



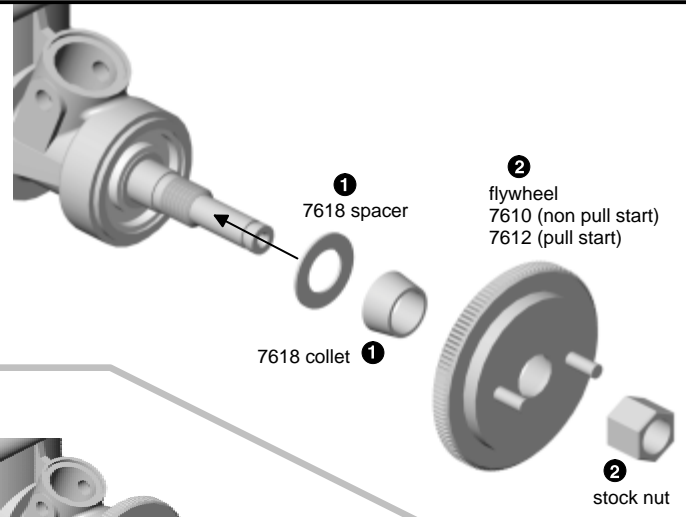
5/16"

# step 6

## ASSOC. & THUNDER TIGER only

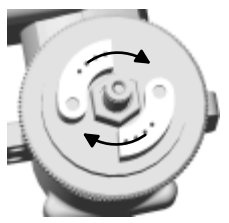
### FLYWHEEL ASSEMBLY

- 1 Install one #7618 collet spacer followed by one #7618 collet.
- 2 Install the #7610 or #7612 flywheel followed by the stock flywheel nut supplied with your engine. Tighten the nut securely down, locking the flywheel to the collet. Get it as tight as you can.

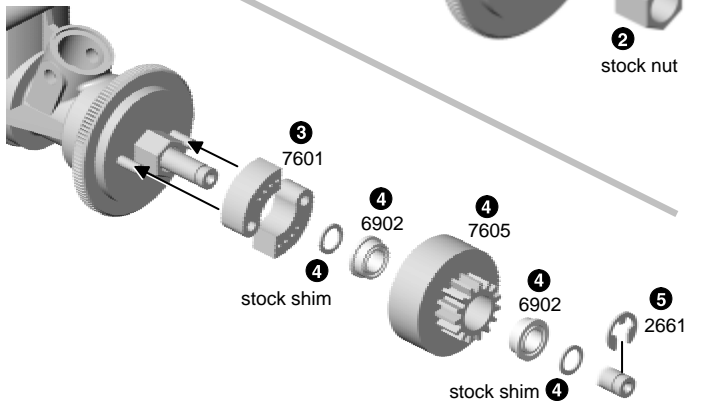


### CLUTCH ASSEMBLY

- 3 Install your #7601 clutch shoes on the clutch pins on the flywheel as shown.
- 4 Install one stock shim that came with your engine, one #6902 flanged bearing, followed by the #7605 15 tooth clutch bell, and the second #6902 flanged bearing. Install the second stock shim.
- 5 Install the #2661 clutch nut E-clip where shown.



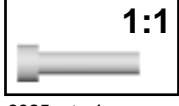
3 The clutch shoes should be facing this direction when installed.



## BAG 0

REMOVE THESE PARTS FOR: Steps 7-8

### Step 7



6925, qty 4  
4-40 x 1/2 screw

### Step 8



7557, qty 1  
throttle pivot



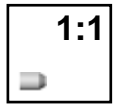
7558, qty 1  
throttle pivot clip



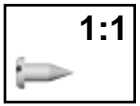
7560, qty 1  
throttle ball cup



7560, qty 2  
throttle rod, brake rod



6951, qty 4  
set screw



3721, qty 1  
2-56 screw



4118, qty 1  
spring



7560, qty 1  
washer



7560, qty 1  
spring

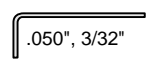


7560, qty 4  
collar



7559, qty 1  
servo horn adapter

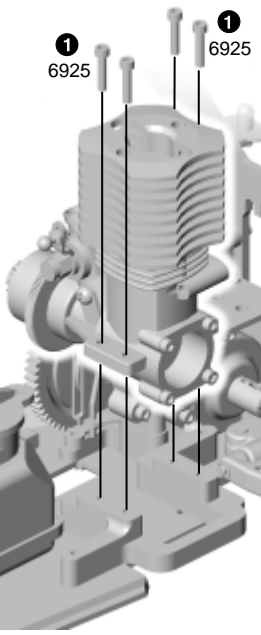
## TOOLS USED



# step 7

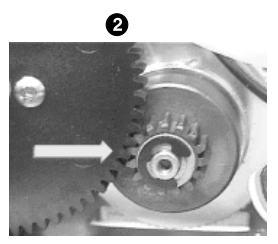
### ENGINE INSTALLATION

- 1 Line up your engine with the clutch assembly and flywheel assembly in your engine mount. Center your engine on your mount. Now fasten the motor to the mount with four #6925 screws. Do not tighten yet.



### GEAR MESH

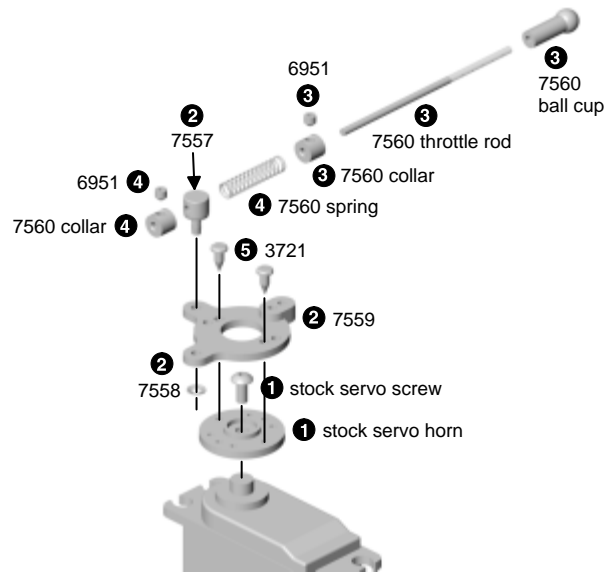
- 2 Now we set the spur gear-to-pinion gear spacing, otherwise known as "gear mesh." Make sure you can still slide your engine mount, then mesh the clutch bell pinion with the spur gear. The correct gear spacing is when the pinion is as close to the spur gear as possible, but if you hold the pinion gear, you should still be able to rock the spur gear back and forth slightly with light pressure. Roll the gears and check the mesh in several different locations on the spur gear teeth to check if the spur gear is slightly out of round.



# step 8

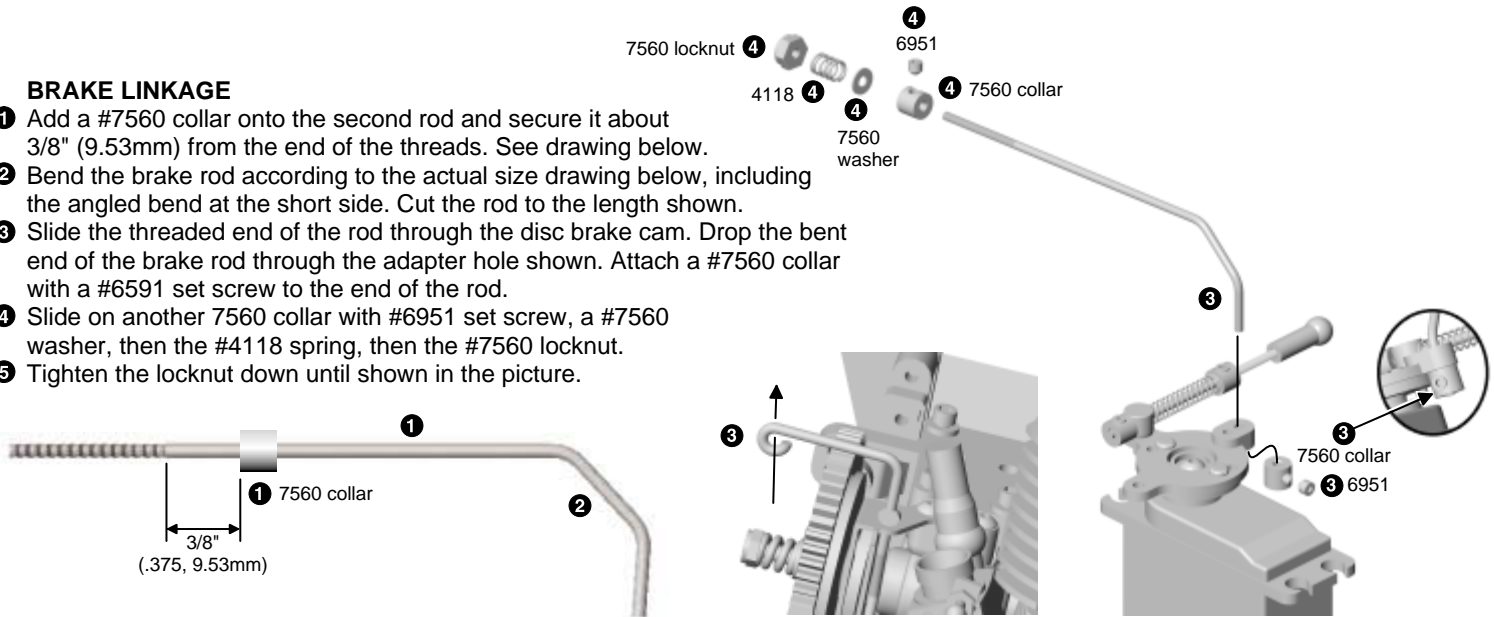
## THROTTLE LINKAGE

- 1 Install your stock servo horn to your servo with the stock servo screw. (You may have to trim away a part of your stock servo horn so the locking collar for the brake linkage in Step 9 won't hit it.)
- 2 Mount the #7557 aluminum throttle pivot to the #7559 adapter with the #7558 throttle pivot clip, with the clip's inner teeth flaring away from the adapter.
- 3 Screw one #7560 ball cup onto the end of the #7560 throttle rod. Slide on one #7560 collar about an inch away from the ball cup and tighten it down with a #6951 set screw.
- 4 Slide on the #7560 long throttle spring. Slide the throttle rod through the throttle pivot, then slide on and fasten the second #7560 collar to the rod so there is about one inch (xxmm) of space between collars.
- 5 Attach the servo horn adapter assembly to your servo horn with the two #3721 screws provided. See photo for proper orientation of adapter to your servo.
- 6 [photo] Snap the ball cup onto the carb's ball end.
- 7 Cut off the remaining part of the throttle rod. Make sure you leave 1/2 inch (12.7mm) so you can adjust the throttle linkage.

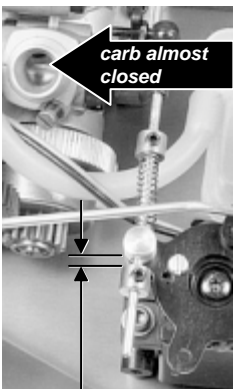


## BRAKE LINKAGE

- 1 Add a #7560 collar onto the second rod and secure it about 3/8" (9.53mm) from the end of the threads. See drawing below.
- 2 Bend the brake rod according to the actual size drawing below, including the angled bend at the short side. Cut the rod to the length shown.
- 3 Slide the threaded end of the rod through the disc brake cam. Drop the bent end of the brake rod through the adapter hole shown. Attach a #7560 collar with a #6951 set screw to the end of the rod.
- 4 Slide on another 7560 collar with #6951 set screw, a #7560 washer, then the #4118 spring, then the #7560 locknut.
- 5 Tighten the locknut down until shown in the picture.



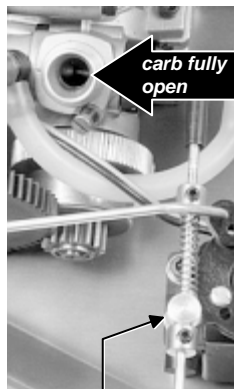
## IDLE SETTING



## ADJUST THE THROTTLE LINKAGE

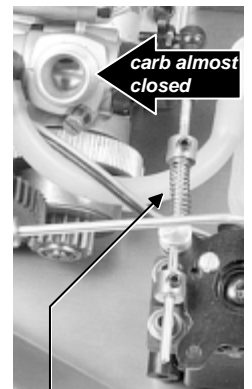
- 1 Turn on your transmitter then the kit's electronics (don't start the engine). When at idle (trigger of transmitter not pulled), adjust the collar near the adapter so there is up to 1/16" (1.58 mm) of space between the collar and pivot.

## FULL THROTTLE



- 2 Apply full throttle (pull the trigger of your transmitter all the way back). Your carb should be fully open. If it is not, then adjust the collar nearest to the adapter. (You may also adjust your throttle trim according to your radio's instructions.)

## BRAKE APPLIED



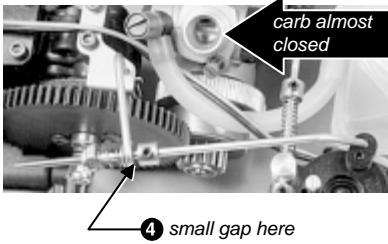
- 3 Now apply the brake. Your carb should be at idle position. The spring should not be completely compressed.

3 should not be fully compressed

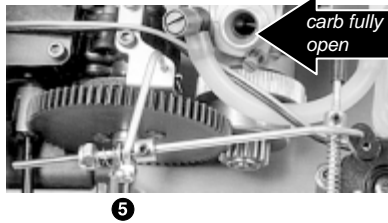


# step 8

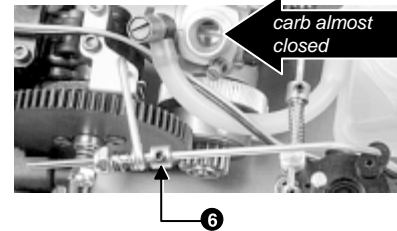
## 4 IDLE SETTING



## 5 FULL THROTTLE



## 6 BRAKE APPLIED



### ADJUST THE BRAKE LINKAGE

4 With no pressure on the throttle trigger (at idle), adjust the brake nut and spring so that the brake is applied slightly. You can test this by turning the spur gear. The spur gear will have some resistance to being turned. Also, keep about 1/16" (1.58mm) gap between the collar and disc brake cam at idle.

5 Now pull the throttle. The brake should disengage immediately. **You do not want the brakes to be engaged while the carb is open or you'll damage the engine.**

6 Now apply the brake fully. Your brake should fully engage. The spur gear will be hard to move. If it is not, then adjust the collar.

# BAG 0

REMOVE THESE PARTS FOR:  
Steps 9-10



6928, qty 2  
4-40 x 1 screw



7738, qty 2  
4-40 x 7/8 screw



3216, qty 1  
4-40 washer



6242, qty 1  
4-40 locknut



7730, 7742\* qty 1  
muffler (tuned pipe)  
**TEAM-BUILT**  
7777 qty 1  
muffler (tuned pipe)



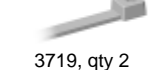
6292, qty 1  
4-40 x 3/8 screw



7728, qty 1  
muffler mount



7733, qty 1  
silicone tubing



3719, qty 2  
wire tie (tie wrap)  
heavy duty

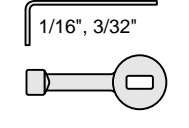


manifold, qty 1  
7735, 7750\* (pull start)  
7736, 7758\* (non pull start)



7724, qty 1  
fuel tubing (18")

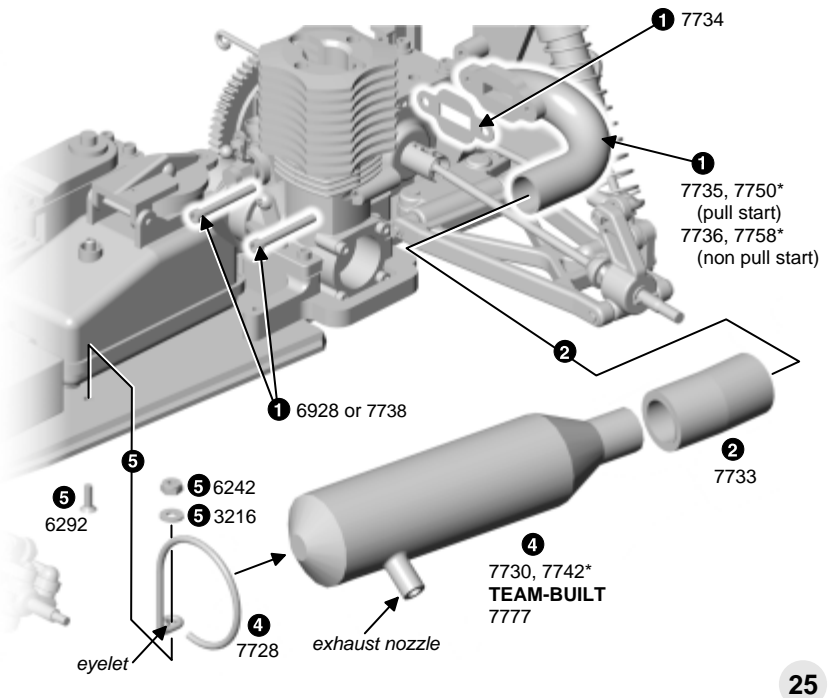
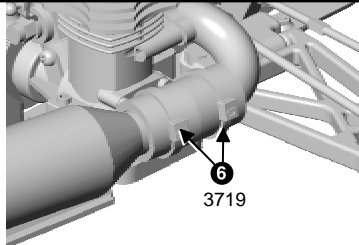
# TOOLS USED



# step 9

## MANIFOLD AND MUFFLER (TUNED PIPE) INSTALLATION

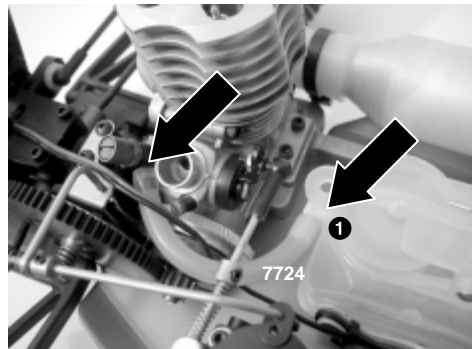
- 1 Bolt the #7736 (7758\*) non pull start or #7735 (7750\*) pull start manifold to the engine with the #7734 gasket in between. Use the appropriate #6928 or #7738 screws for your engine. Different engines use different size screws to hold the manifold on. Tighten down the screws.
- 2 Slide the #7733 silicone tubing about half way onto the exhaust manifold.
- 3 Cut off 3 1/2" length of your fuel tubing. Slide it onto your exhaust bracket as shown in photo below.
- 4 Slip the #7728 bracket onto the #7730 (7742\*), 7777 muffler so the eyelet is away from the exhaust nozzle. Now slide the muffler into the other end of the #7733 exhaust tubing.
- 5 Rotate the muffler bracket so the eyelet lines up with the hole in the chassis and the exhaust nozzle is pointing as shown. Push the #6292 screw up through the chassis then install the bracket over the threads. Now install the #3216 washer and one #6242 locknut.
- 6 Now install two #3719 nylon wire ties onto the exhaust tubing and secure one on the manifold side and one on the muffler side. Pull tight and then cut off the end of the wire ties.



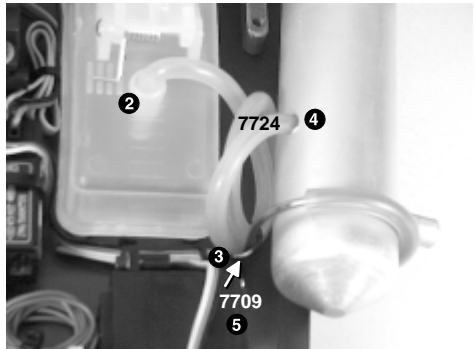
# step 10

## FUEL TUBING

- Slide one end of the #7724 fuel tubing onto the fuel tank outlet fitting. Bring the other end of the tubing over to the other fitting. When you have the correct length without kinks in the tubing or rubbing against other parts of the truck, then mark the fuel tubing and cut it to that length. Again check to make sure the fuel line clears the spur gear or any other parts.

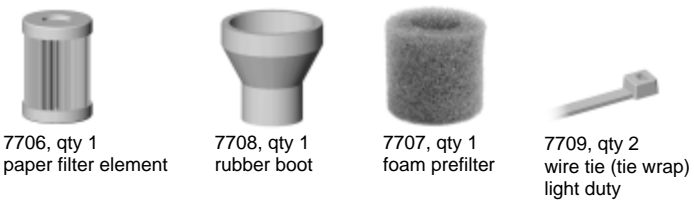


- Install the tubing into the fitting on the top of the fuel tank.
- Take one of the small #7709 wire ties and loop it around the muffler bracket, leaving as large a loop in it as possible. Take your fuel tubing and run it through the wire tie, then loop it around and bring it back through the same side of the wire tie again.
- Now take the end of the tubing and squeeze it into the hole in the #7730 tuned pipe muffler about 3/8" (xxmm).
- Now tighten the wire tie, but not so tight that it will begin to compress the tubing. Cut off the end of the wire tie.



# BAG O

REMOVE THESE PARTS FOR:  
Step 11

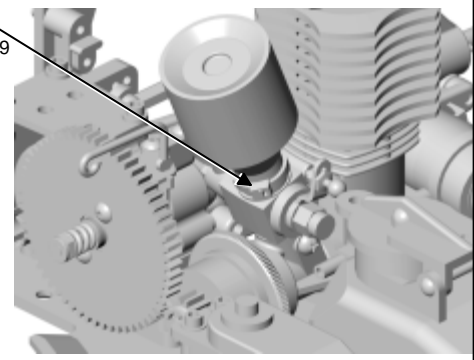
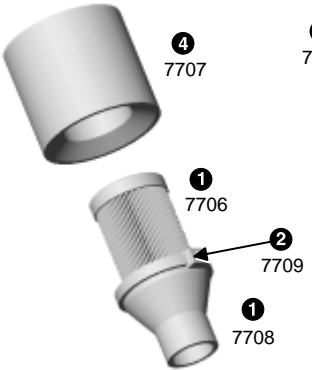


7706, qty 1 paper filter element  
7708, qty 1 rubber boot  
7707, qty 1 foam prefilter  
7709, qty 2 wire tie (tie wrap) light duty

# step 11

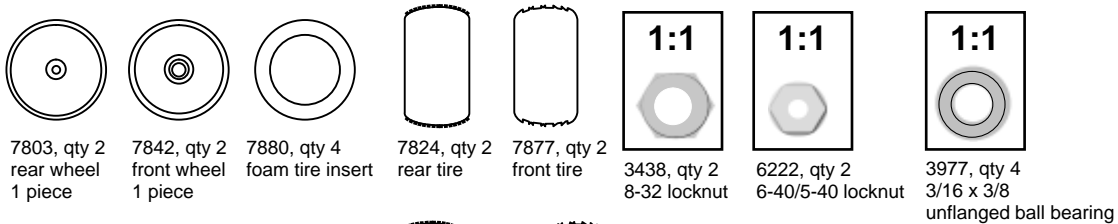
## AIR FILTER

- Install the open ended part of the #7706 paper filter element into a groove in the #7708 rubber boot.
- Take one small wire tie and secure the filter to the boot.
- Apply Associated's #7710 Foam Pre-Filter Treatment to help keep the dirt out. Dab the treatment all around the filter, put the filter in a plastic sandwich bag, and knead it until the filter is saturated, but not soaked.
- Now slide the #7707 foam prefilter over the paper filter element as shown.
- Attach the air filter assembly to your carb with one small wire tie, the cut off the wire tie excess.

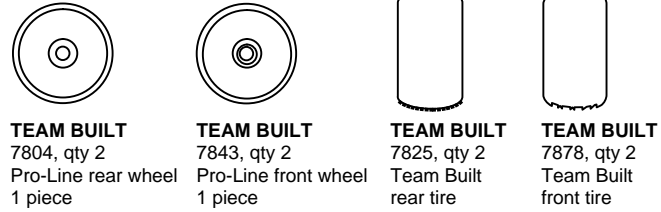


# BAG P

REMOVE THESE PARTS FOR:  
Step 1

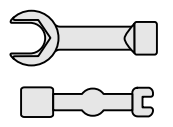


7803, qty 2 rear wheel 1 piece  
7842, qty 2 front wheel 1 piece  
7880, qty 4 foam tire insert  
7824, qty 2 rear tire  
7877, qty 2 front tire  
3438, qty 2 8-32 locknut  
6222, qty 2 6-40/5-40 locknut  
3977, qty 4 3/16 x 3/8 unflanged ball bearing



**TEAM BUILT**  
7804, qty 2 Pro-Line rear wheel 1 piece  
**TEAM BUILT**  
7843, qty 2 Pro-Line front wheel 1 piece  
**TEAM BUILT**  
7825, qty 2 Team Built rear tire  
**TEAM BUILT**  
7878, qty 2 Team Built front tire

## TOOLS USED

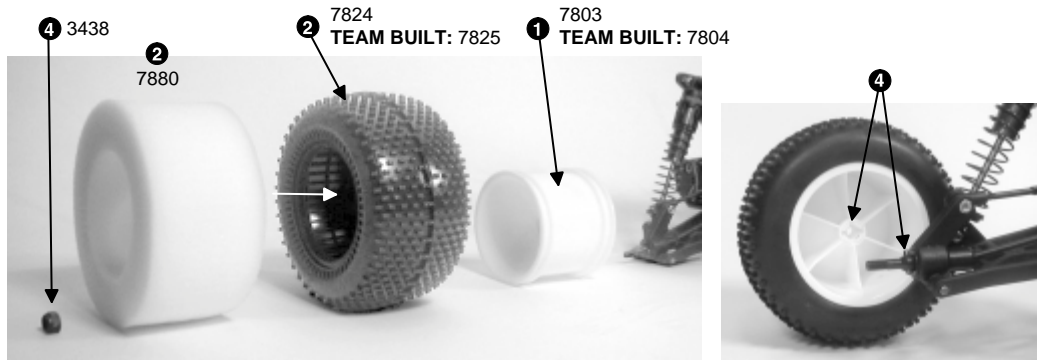


# step 1

The tires in your kit may vary from those shown in the photos. Associated is constantly working to upgrade the kit and if we find tires that we feel are better, we may change to them.

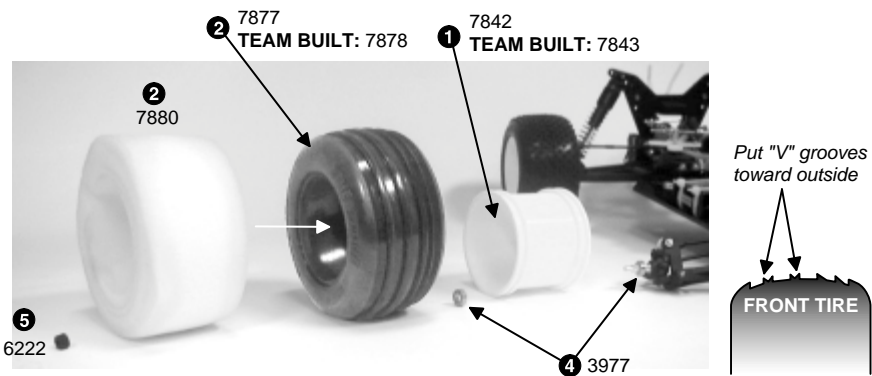
## REAR WHEELS AND TIRES

- 1 Make a 1/8" hole in the #7803 or 7804 wheel.
- 2 Make sure the #7880 foam insert is centered in the #7824 or 7825 tire.
- 3 Install the tire onto the wheel. Glue the tire to the wheel with cyanoacrylic glue in four spots around the tire on both sides. **WARNING: Follow the adhesive instructions for proper use and safety. Wear eye and hand protection.**
- 4 Install the wheel assembly onto the axle, lining up the roll pin with the slot in the wheel. Thread on the #3438 locknut.
- 5 Finish the second rear wheel and tire.



## FRONT WHEELS AND TIRES

- 1 Make a 1/8" hole in the #7842 or 7843 wheel.
- 2 Make sure the #7880 foam insert is centered in the #7877 or 7878 tire.
- 3 Install the tire onto the wheel. Glue the tire to the wheel with cyanoacrylic glue in four spots around the tire on both sides.
- 4 Insert the #3977 bearings into both sides of the front wheel.
- 5 Install the wheel assembly onto the axle. Thread on the #6222 locknut.
- 6 Finish the second front wheel and tire.



# step 2

## BODY MOUNTING

- 1 Trim the #6155 body where shown.
- 2 Mask off your design and spray-paint the inside of the body with Lexan-safe paint such as Pactra. (Other paints may not adhere to the Lexan.)
- 3 Cut openings in the body where shown.
- 4 Remove, trim and paint the Lexan spoiler.
- 5 Attach the spoiler to the rear as shown with two #6919 screws and #6222 locknuts.
- 6 Secure the body to the chassis with four #6332 body clips.

## BAG P

REMOVE THESE PARTS FOR:

Step 2

#6155, qty 1  
Pro-Line GT body

#6155, qty 1  
GT spoiler



#6332, qty 4  
body clip

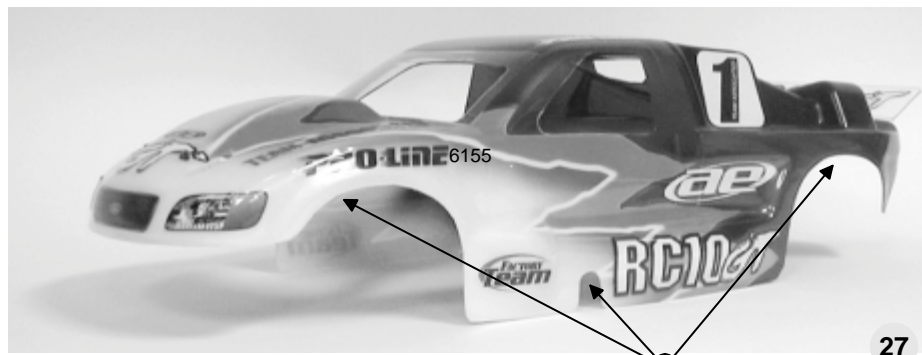
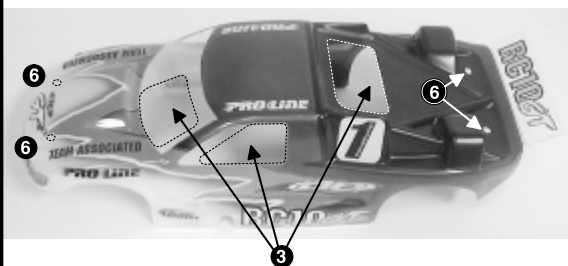
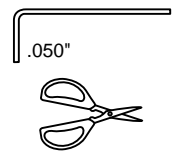


#6222, qty 2  
nylon locknut



#6919, qty 2  
4-40 x 5/16 screw

## TOOLS USED

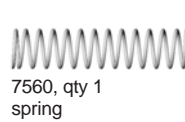
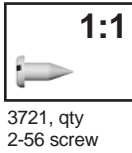
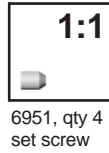
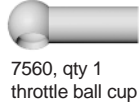


# SLIDE CARB LINKAGE SUPPLEMENTARY SHEET

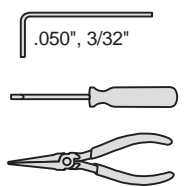
PLEASE FOLLOW THESE STEPS IF YOU HAVE A SLIDE CARB

## BAG 0

REMOVE THESE PARTS FOR: Steps 1-2



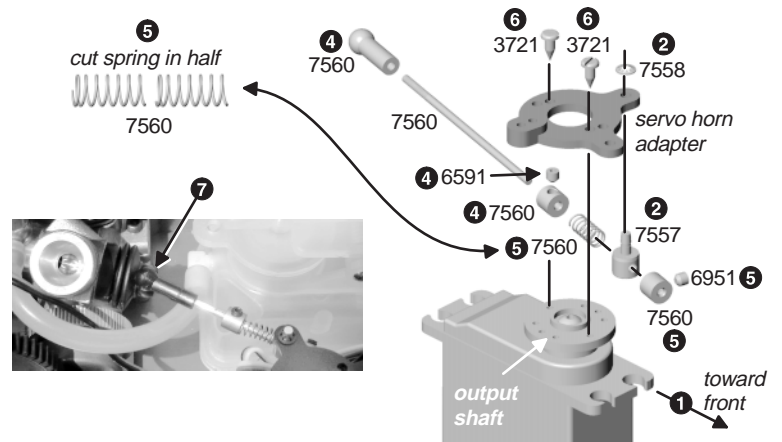
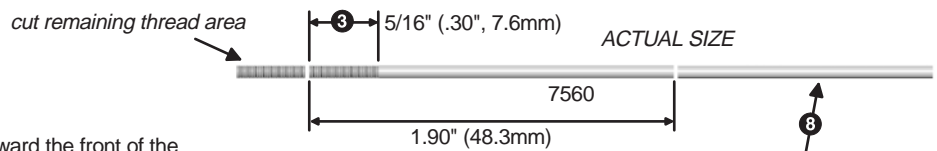
## TOOLS USED



## step 1

### THROTTLE LINKAGE

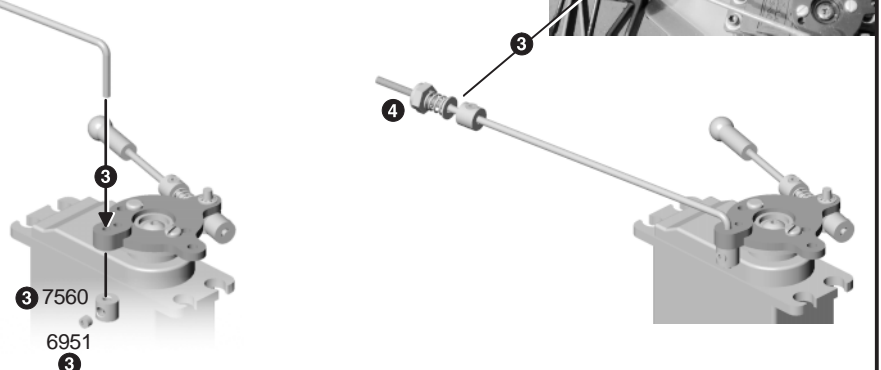
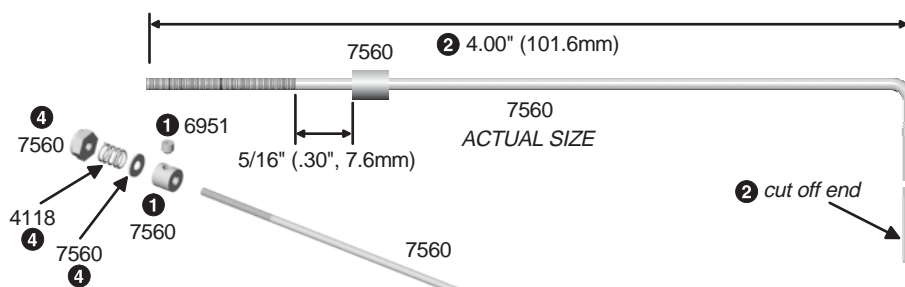
- Reverse the throttle servo so the output shaft is toward the front of the truck.
- Push the #7557 aluminum throttle pivot through the hole as shown. Install the #7558 throttle pivot clip to the opposite side of the throttle pivot. Push the clip against the adapter so that the clip's inner teeth flare away from the adapter when fastened.
- Cut off half of the threads on one end of your throttle rod.
- Screw one #7560 ball cup onto the end of the rod. Slide on one #7560 collar about 5/16" from the ball cup, depending on what type of carburetor you have. Tighten it down with a #6951 set screw.
- Cut the #7560 throttle spring in half with a pair of wire cutters. Slide the spring on. Now slide the throttle rod through the throttle pivot, then slide on and fasten the second #7560 collar on the rod next to the throttle pivot.
- Attach the servo horn adapter assembly to your servo horn with the two #3721 screws provided. See the photos for proper orientation of the adapter to your stock servo horn.
- Snap the ball cup onto the carburetor's ball end.
- Cut off the remaining part of the throttle linkage with 1/4" remaining so you can still adjust the throttle linkage later.



## step 2

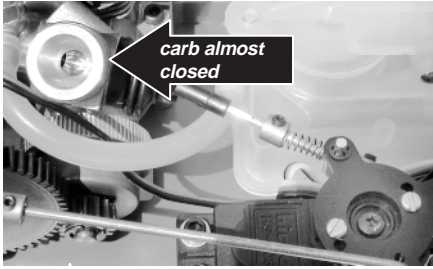
### BRAKE LINKAGE

- Add a #7560 collar onto the second rod and secure it with a #6951 set screw about 5/16" from the end of the threads. Bend the brake rod according to the actual size drawing. Cut the rod to length shown in the drawing.
- Slide the threaded end of the rod through the brake disc cam. Drop the bent end of the brake rod through the adapter hole shown. Attach a #7560 collar with a #6951 set screw to the end of the rod underneath the adapter.
- Slide on a #7560 washer, then the #4118 spring, then the #7560 locknut. Tighten the locknut down until shown in the photo at right.

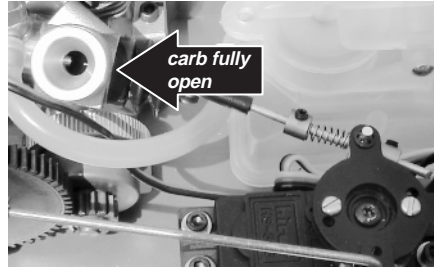


## step 3

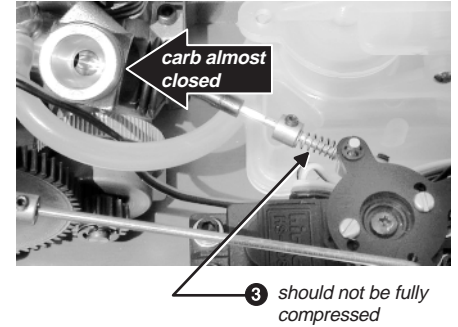
### 1 IDLE SETTING



### 2 FULL THROTTLE



### 3 BRAKE APPLIED



#### ADJUST THE THROTTLE LINKAGE

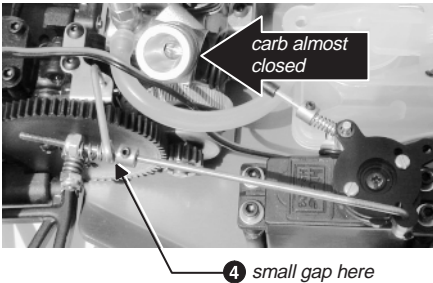
- 1 Remove your air filter. Turn on your transmitter then the kit's electronics (don't start the engine). When at idle (trigger of transmitter not pulled), adjust the collar near the adapter so there is up to 1/16" (1.5mm) of space between the collar and pivot.

- 2 Apply full throttle (pull the trigger of your transmitter all the way back). Your carb should be fully open. If it is not, then adjust the collar nearest to the adapter. (You may also adjust your throttle trim according to your radio's instructions.)

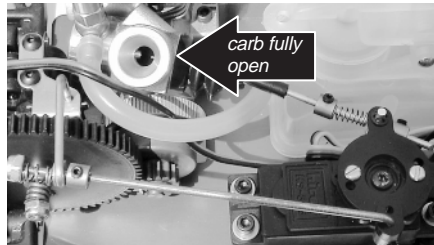
- 3 Now apply the brake. Your carb should be at idle position. The spring should not be fully compressed.

## step 4

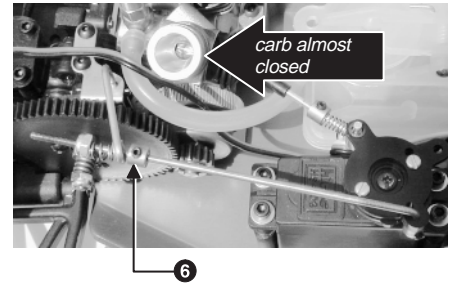
### 4 IDLE SETTING



### 5 FULL THROTTLE



### 6 BRAKE APPLIED



#### ADJUST THE BRAKE LINKAGE

- 4 With no pressure on the throttle trigger (at idle), adjust the brake nut and spring so that the brake is applied slightly. You can test this by turning the spur gear. The spur gear will have some resistance to being turned. Also, keep about 1/16" (1.5mm) gap between the collar and disc brake cam at idle.

- 5 Now pull the throttle. The brake should disengage immediately. **You do not want the brakes to be engaged while the carb is open or you'll damage the engine.**

- 6 Now apply the brake fully. Your brake should fully engage. The spur gear will be hard to move. If it is not, then adjust the collar.

NOW CONTINUE YOUR GT ASSEMBLY FROM PAGE 25, STEP 9 OF THE MANUAL

# BEFORE YOU RUN YOUR TRUCK

PLEASE READ THIS SECTION OF THE MANUAL FIRST. AFTER YOU READ THIS SECTION, READ YOUR ENGINE MANUAL BEFORE YOU START YOUR ENGINE

## FINAL ADJUSTMENTS

MAKE THESE ADJUSTMENTS BEFORE RACING

One of several recommended racing fuels: O'Donnell Racing fuel



### MODEL CAR FUEL

The proper fuel is very important for long engine life. Improper fuel can cause hard starting, poor performance, and excessive wear on the engine. The fuels we recommend for R/C car use are: O'Donnell Racing fuel, Duratrax Red Alert fuel, Blue Thunder Race Formula, FSR fuel, Trinity, Byron's Originals, and Traxxas Top Fuel. There are many other racing fuels, however, they must meet two requirements.

1) The fuel must contain at least 18% of both castor and synthetic oils.

2) You should try to keep the nitro (nitromethane) between 10% to 20%. The best fuels also contain rust and corrosion inhibitors, anti wear agents, anti foaming agents and lubrication additives.

3) **IMPORTANT: DO NOT** use any type of airplane fuels. Airplane fuels may not have the necessary oil types and ratios needed for R/C cars.

### GETTING THE RADIO READY

Read your radio instructions that come in the box with your radio. You should understand the operation of your transmitter. Place eight of your AA cells in the transmitter, and put four more in the receiver pack, at the rear end of the truck.

It is important that all of the AA radio batteries are strong or fully charged. Always check the path and the condition of the battery pack wires as well as the switch wires. A melted wire can cause a short – circuit and lead to a loss of control. Large metal objects such as chain link fences, light poles, cars, vans, trailers or even fluorescent lights can occasionally cause local interference by momentarily blocking or reflecting a signal.

### TESTING THE TRANSMITTER

Important: Always turn your transmitter on first and off last. Remember this rule. **If you start your truck before turning on your transmitter then you will lose control of the truck and damage your engine quickly.** Test the following radio functions without the engine running. These following steps will help you understand the operation of your transmitter.

1. Turn on the transmitter. You should see an indicator light showing that the radio is on.
2. Turn the car receiver battery pack switch on. Both the steering servo and the throttle servo should move to their respective neutral settings.
3. Turn the steering wheel on the transmitter left and right. The front wheels should

turn left and right (when viewed from behind), then go to a perfectly straight-ahead position when the wheel is released. If they're a little off, you can set them with the steering trim control on your transmitter. If your servos are slow, you might want check your batteries before you run.

4. Pull on the throttle trigger, which should open the throttle on the engine.
5. Push the throttle trigger forward, which will activate the brakes.
6. Hold the throttle open and roll the truck on the ground. The truck should roll freely. While it is still rolling, push on the brakes. The truck should come to an immediate stop. If these steps do not produce these results refer to the linkage assembly setup in this manual.

### CHECKING THE CARBURETOR

Let's check the carburetor linkage before you fire up the engine for the first time.

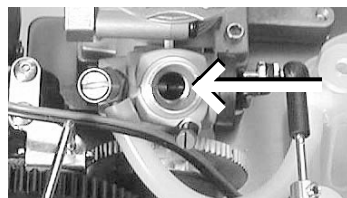
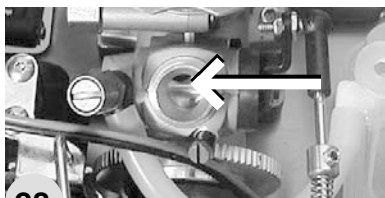
Pull off the air filter. Turn the transmitter on first, followed by the truck.

With your finger off the throttle, which is the neutral position, the throttle should be almost closed, with an opening about 1/32" (.71mm), as shown below.

Pull the throttle wide open and look into the carburetor and see if it's opening all the way up. If you don't see the gap shown below, then adjust the "throttle trim adjustment" on your transmitter according to the radio manual, or adjust the linkage shown to you earlier in this manual to achieve full throttle.

When everything is adjusted OK, turn the switch off in your truck first, followed by your transmitter. You must remember to turn off your truck's electronics every time in this order.

Now, place the air filter back on your carburetor and fasten it back down with a new tie wrap.



You will find your RC10GT truck will give you many more hours of trouble-free operation when you familiarize yourself with these maintenance procedures. You should periodically check all the moving parts: front

and rear a-arms, steering blocks, steering linkage, servo saver, shocks, clutch, brake parts, bushings and bearings, and other moving areas.

Check the radio system, the condition

of the batteries, the fuel tank, and the hoses for leaks. Also check the firmness of mounting of the receiver and servos, and check for any frayed wires or loose connections.

### FREQUENCY CRYSTALS

Every radio system comes with a set of two frequency crystals. One is marked for the transmitter (TX) and the other for the receiver (RX). They should be the same frequency for both places. Your kit will come with either 27MHZ or 75MHZ crystals. Some of these frequencies are shown here.

27MHZ crystals are not interchangeable with 75MHZ crystals.

If you run by yourself only, then you will not have any frequency conflict problems. If you run with someone else, then

you must make sure that you are on different frequencies. If you and another person are both using the same frequency, you

can crash each other's trucks or cause it to go out of control simply by turning on your radio while his truck is running.

27MHZ	Color	Channel #	75MHZ	Channel #
26.995	brown	1	75.430	62
27.045	red	2	75.510	66
27.095	orange	3	75.630	72
27.145	yellow	4	75.750	78
27.195	green	5	75.870	84
27.255	blue	6	75.990	90

*(There are many more crystals available.)*



### AIR FILTER

NEVER run your truck without the air filter on. The air filter is essential for keeping dirt out of the engine. The

*#7710 optional Foam Prefilter Treatment*

air filter should be inspected carefully every time you refuel. When the air filter starts to get dirty, do the following steps:

1. Clean the foam out with fuel. Do this by pouring a little fuel in a small can and kneading the filter in the fuel. When the foam looks cleaner, then dispose of the fuel

properly.

2. Dry the filter. Squeeze out the fuel with a paper towel until it's dry.

3. Apply Associated's #7710 foam pre-filter treatment to help keep the dirt out. Dab the treatment all around the filter, put the filter in a plastic bag and knead it until the filter is saturated, but not soaked.

### CLEANING YOUR TRUCK

If your truck should get any dirt in the moving or pivoting locations, it can reduce handling or performance. The easiest way to keep your gas truck clean is with a small

paint brush or toothbrush. This will help you to get the dirt and mud out of the moving locations.

Whenever your bushing and bearings are not moving freely, spray them with elec-

tric motor cleaner and lightly oil the bushings or bearings with a lightweight electric motor oil. It is good to do a visual inspection before you start your truck every time.

### DIFFERENTIAL MAINTENANCE

You should rebuild the differential when the action gets somewhat "gritty" feeling. To check, hold one rear wheel stationary while turning the other one. It should feel smooth, not gritty. Usually cleaning the diff parts and applying new lube as in the instructions will bring it back to new condi-

tion. The standard 3/32" carbide balls rarely need replacing. Normally, as the parts seat, the diff will get smoother. If the diff still feels gritty after carefully cleaning and re-lubing the diff parts, the thrust balls, thrust washers, and the drive rings should be checked and possibly replaced. The parts will normally wear out in the following order:

1. #6575 5/64" diff thrust balls (qty 6)
2. #6573 diff thrust washers (2)
3. #6579 diff drive rings (2)

Refer to the differential section to correctly assemble the diff.

There are several different adjustments on your RC10GT truck can help you adjust steering, traction, and the handling for different track conditions.

### CLUTCH ADJUSTMENT AND ENGAGEMENT

When the engine revs increase, the clutch shoes, attached to the flywheel on the shaft within the clutch bell, are flung outward by centrifugal force. The shoes engage the inside of the clutch bell to turn the bell and accelerate your truck. The shorter the clutch shoes, the higher the engine must rev before the shoes engage (a shorter contact patch contributes to this too). A clutch shoe at stock length engages the clutch bell more quickly than the short ones (we recommend using the stock clutch shoe length for most conditions). To adjust when your clutch engages, you can change the number of clutch shoes or alter their length. Changing your clutch

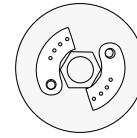
shoes mainly depends on the track conditions.

In general, the better the traction, the longer the shoes (quicker clutch engagement, quicker acceleration).

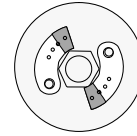
The slicker the track, the shorter the shoes (slower engagement), which prevents tire spinning.

To decrease the clutch engagement, try cutting the PTFE shoes one hole shorter using a hobby knife. Do not trim away more clutch than necessary, or engine damage may occur.

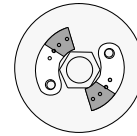
For best performance, try the Associated 4 shoe clutch #7611 (requires two sets of #7601 clutch shoes, see photo). This clutch will allow it to accelerate harder than a 2-shoe clutch and engages more smoothly. The four shoe clutch shoes need to be trimmed before using them. We recommend cutting the shoes between the second and third hole.



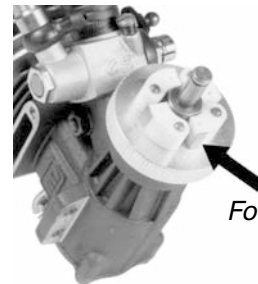
Standard, for quickest engagement (recommended for most conditions).



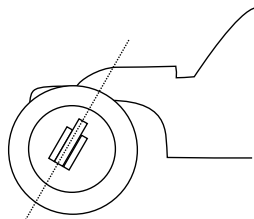
Middle.



Maximum cut, for slowest engagement.



Four shoe clutch



### CASTER

Caster describes the angle of the kingpin in relation to the vertical plane, when looked at from the side of the truck. 30° of caster means the kingpin leans rear-

ward at the top. 30° of caster (stock caster blocks) will give your truck increased steering exiting corners. It will also be more stable when accelerating through fast bumpy track conditions. Less caster (changing to block carriers with 25° of caster) will decrease the amount of steering in the middle and exiting corners. It will also tend to be less stable in fast, bumpy conditions.

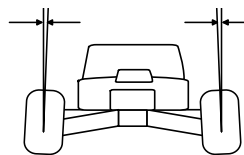
Recommended: 30° caster blocks.

#### To get this:

- 5° caster
- 10° caster
- 15° caster
- 20° caster
- 25° caster
- 30° caster

#### Use this:

- #6211 front block carrier
- #6212 front block carrier
- #6213 front block carrier
- #6214 front block carrier
- #6215 front block carrier
- #6210 front block carrier

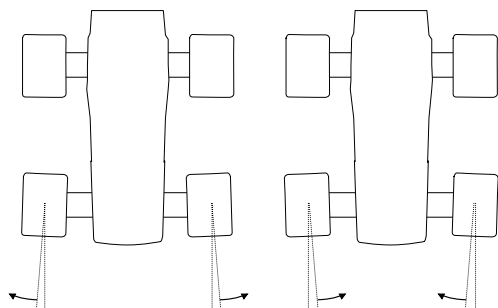


### CAMBER

Describes the angle at which the tire and wheel rides relative to the ground when looked

at from the front or rear. Negative camber means that the tire leans inward at the top. Positive camber means just the opposite. (Positive camber should never be used.) Increasing negative camber (more than 3 degrees) will decrease traction and improve

stability in bumps. Less negative camber (0 to 1 degrees) will have maximum amount of traction but will be less stable in bumpy conditions. We suggest using between 1 and 3 degrees of negative camber at all times.



Toe-out

Toe-in

### FRONT TOE-IN AND TOE-OUT

Toe-in will make your truck easier to drive by improving stability during acceleration. Toe-out will increase steering when entering corners but will be slightly more difficult to drive. The front toe can be adjusted by adjusting the steering turnbuckles. We suggest using 0 degree toe on your gas truck.

### REAR TOE-IN

Rear toe-in affects front and rear traction. Decreasing rear toe-in decreases rear traction and adds steering. Increasing rear toe-in will do the opposite. Your Team and Factory Team kit comes with 3 deg. toe-in in each rear arm mount and 1.5 deg. toe-in for each rear hub carrier. The RTR comes with 0 deg. toe-in in each rear hub carrier. These combinations work best for almost all track conditions.

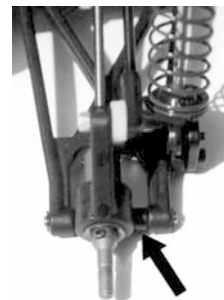
For less rear toe-in for your Team or Factory Team kit, change to the #7365 hub carriers. For more toe-in for the RTR, change to the #7367 rear hub carriers.



## WHEELBASE ADJUSTMENT

The RC10GT wheelbase can be changed easily to allow further fine tuning of your truck for different track conditions. This can be accomplished by moving the 1/8" (3.17mm) plastic spacer on the rear outer hinge pin (next to the rear hub car-

rier). If the spacer is located in front of the rear hub carrier, it will lengthen the wheelbase and increase steering. If the spacer is located in the rear of the rear hub carriers (which is the stock position) it shortens the wheelbase and give more rear traction.



## CAMBER LINK ADJUSTMENT

Changing the mounting position of the camber links can affect traction, stability, and handling on rough tracks. Use the following guidelines to try and find the correct handling for your track conditions.

Using a longer mounting position will increase traction but decrease stability and rough track handling.

Using a shorter mounting position will decrease traction but increase stability and rough track handling.

## RIDE HEIGHT

Now we check the ride height of your RC10GT to make sure the settings are correct. Before we make this adjustment we should have the truck ready to race (meaning fully loaded with fuel and receiver batteries), but leave off the body.

For the front, push down on the front suspension and then let go. When the suspension stops, the front arms should be

level with the bottom of the chassis kick up. If not, you can make adjustments by using the shock preload clips that come in your kit.

Now push down on the back suspension and let go. The axle driveshafts should be level. Look at the rear end photo to compare. You can make the adjustment by using the shock pre-load clips that come in your kit.



Adjust ride height by adding or subtracting clip-on preload spacer #6475.

## SHOCK SPRINGS

Springs are to keep your car level during acceleration, deceleration, and cornering. Stiffer springs will help your suspension respond more quickly, but because of their stiffness will not absorb bumps as well. Use stiffer springs in high traction conditions. Softer springs are best for slippery or bumpy conditions.

Front:	Rear:	Description:	
#7426	#6481	Black	Soft ↑ ↓ Firm
#7427	#6480	Green	
#7428	#6478	Silver	
#7429	#7434	Blue	
#7425	#7435	Gold	
#7430	#7436	Red	

## GEARING

The RC10GT features the ability to change the gear ratio. The drive reduction of the GT gearbox is 2.60 to 1. Use the following formula to calculate the final drive ratio:

$$\frac{\text{\# Spur gear teeth}}{\text{\# Clutch bell teeth}} \times 2.60 = \text{final drive ratio}$$

Your RC10GT come stock with a 66 tooth spur gear and a 15 tooth clutch bell. This combination will provide the best overall performance for most tracks. Here is a chart showing you different ratios (includes our optional clutch bells):

Clutch Bell:	Part #	Spur Gear:	Final Drive:	
14	7609	66	12.26:1	More Acceleration ↑ ↓ More Top Speed
15	7605	66	11.44:1	
16	7606	66	10.76:1	
17	7607	66	10.09:1	
18	7608	66	9.56:1	

The 14 tooth clutch bell may not fit with a non pull start engine.  
The 18 tooth clutch bell may not fit with a pull start engine.



# RC10GT

## SETUP SHEET for Team Associated's RC10GT

White numbers in squares are cross-referenced to the #7193 Complete Tuning Guide: GT.

driver \_\_\_\_\_

track / city \_\_\_\_\_

event \_\_\_\_\_ date \_\_\_\_\_

### FRONT SUSPENSION

**2** **1** CASTER  5°  10°  15°  20°  25°  30°

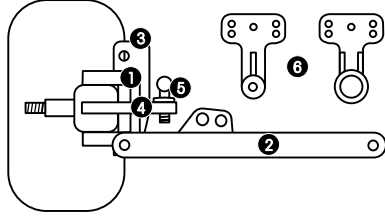
**4** **2** FRONT RIDE HEIGHT  ARMS LEVEL  other \_\_\_\_\_

**1** **3** CAMBER \_\_\_\_\_°

**3** **4** TOE-IN \_\_\_\_\_°

**5** **6** BUMP STEER SPACERS \_\_\_\_\_

**6** **6** STEERING ACKERMAN  
 STD  OPTIONAL



### FRONT SHOCKS

**14** BODY  STD  GRAY  other \_\_\_\_\_  
BODY  1.02  other \_\_\_\_\_

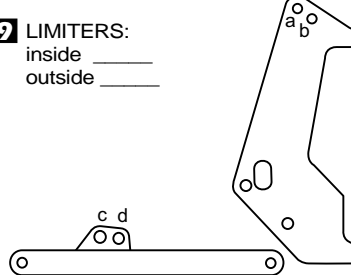
**16** SHAFT  1.02  other \_\_\_\_\_  
SHAFT  STD  Unobtainium

**19** LIMITERS:  
inside \_\_\_\_\_  
outside \_\_\_\_\_

**17** PISTON # \_\_\_\_\_

**18** SPRING \_\_\_\_\_

**15** OIL \_\_\_\_\_ wt



**20** SHOCK MOUNTING  
tower: a / b arm: c / d

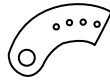
### CLUTCH

**35** INDICATE HOW CUT:

**36** CLUTCH BELL TEETH/PITCH \_\_\_ T / \_\_\_ P

**38** SPUR: \_\_\_\_\_ T

**35** SHOES  2  4  other \_\_\_\_\_  Bearings  Bushings



### REAR SUSPENSION

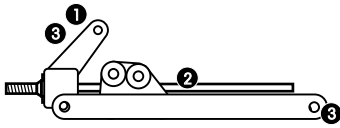
**8** **1** CAMBER \_\_\_\_\_°

**11** **2** REAR RIDE HEIGHT:

BONES LEVEL  other \_\_\_\_\_  
 MIP CVD's  DOGBONES  UNIVERSALS

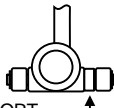
**10** **3** TOE-IN total, per side:

- 0°
- 3°
- 4.5°
- 6°



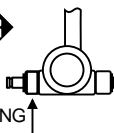
**13**

WHEELBASE  
ADJUSTMENT



SHORT

**REAR** →



LONG

### REAR SHOCKS

**14** BODY  STD  GRAY  other \_\_\_\_\_

BODY  1.32  other \_\_\_\_\_

**16** SHAFT  1.32  other \_\_\_\_\_

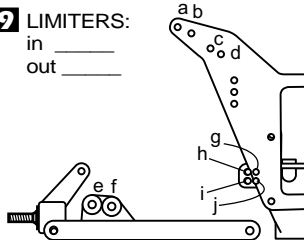
SHAFT  STD  Unobtainium **17** PISTON # \_\_\_\_\_

**19** LIMITERS:  
in \_\_\_\_\_  
out \_\_\_\_\_

**18** SPRING \_\_\_\_\_

**15** OIL \_\_\_\_\_ wt

**21** SHOCK MOUNTING  
tower: a / b / c / d  
arm: e / f



**9** CAMBER LINK ADJ:  
tower: g / h / i / j

### OTHER

**17** WEIGHTS \_\_\_\_\_ (oz/gm) **24** TIRE ADDITIVE  yes  no

**41** BODY \_\_\_\_\_ **42**  SPOILER

**22** FRONT TIRES \_\_\_\_\_ **25** FOAM \_\_\_\_\_

**23** REAR TIRES \_\_\_\_\_ **25** FOAM \_\_\_\_\_

**26** FRONT WHEELS  1 PC.  other \_\_\_\_\_

**26** REAR WHEELS  1 PC.  other \_\_\_\_\_

**40** CHASSIS:  STD  other: \_\_\_\_\_

**43** RADIO \_\_\_\_\_ **44** SERVO \_\_\_\_\_

ENGINE NAME \_\_\_\_\_

**27**  .12  .15 **28**  PULL START  NON PULL START

**29** ENGINE TEMP: \_\_\_\_\_°

**34** TUNED PIPE:  ASSOC.  other: \_\_\_\_\_

**30** FUEL: \_\_\_\_\_ NITRO:  20%  other \_\_\_\_\_%

**31** CARB TYPE: \_\_\_\_\_  rotation  slide valve

**32** CARB RESTRICTOR:  .190  .180  .170  NONE

**33** GLOW PLUG TYPE: \_\_\_\_\_

**37** SLIPPER SETTING:  STD  LOOSER  TIGHTER

### 45 TRACK CONDITIONS

SURFACE:  smooth  bumpy BUMPS: \_\_\_\_\_

TRACTION:  low  med.  high

COMPOSITION:

- sandy  soft dirt  grass  clay  other \_\_\_\_\_
- wet  dry  dusty  other \_\_\_\_\_

NOTES: \_\_\_\_\_

### 46 RACE COMMENTS

MAIN \_\_\_\_\_ PLACE \_\_\_\_\_  TQ

NOTES \_\_\_\_\_

### 47 TRUCK COMMENTS

NOTES \_\_\_\_\_