BAG L

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

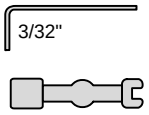
7429, qty 2 front blue spring **TEAM BUILT** 7428, qty 2 front siver spring

6473, qty 4 shock bushing

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

6472, qty 4 nylon locknut

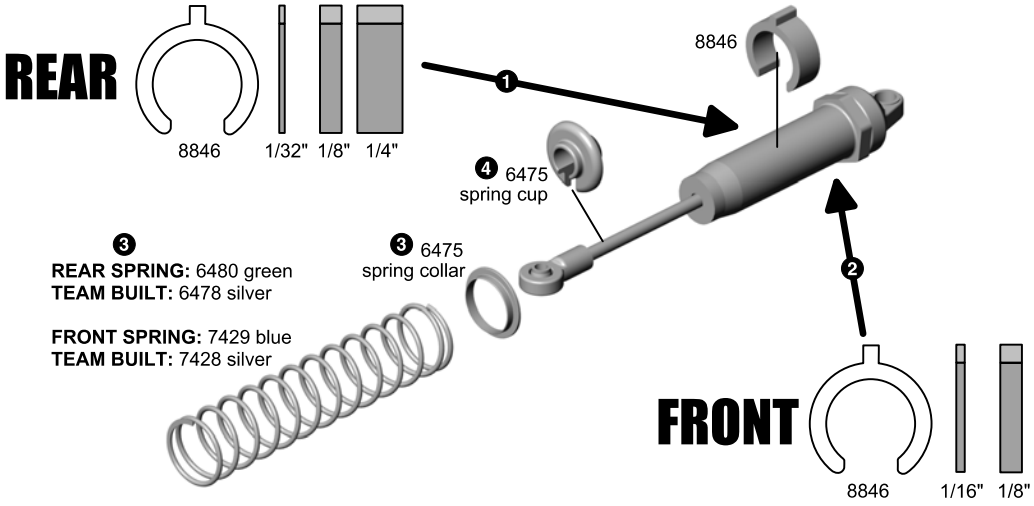
TOOLS USED



step 5

FINISH SHOCKS

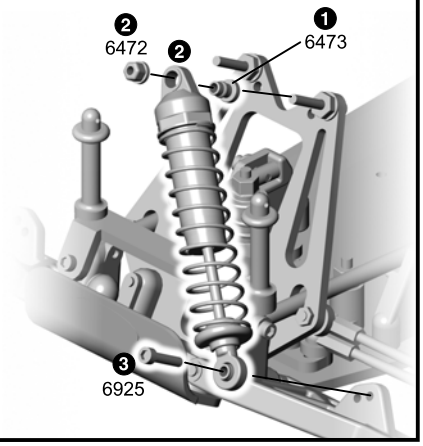
1. Slide one #8846 1/32", one 1/8" and one 1/4" preload spacer onto the rear shock body.
2. Slide one #8846 1/16" and one 1/8" preload spacer onto the front shock body.
3. Slide on the #6475 spring collar, then #6480 green springs on the rear shocks, and #7429 blue springs on the front shocks.
4. Compress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



step 6

MOUNT FRONT SHOCKS

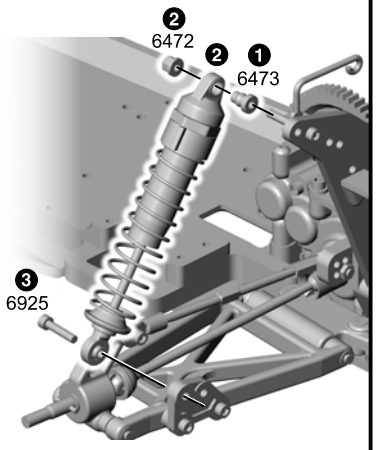
1. Add the #6473 shock bushings to the front shock tower.
2. Push the shock cap over the bushing and add the #6472 nylon locknut. Do not bind the cap; allow some free play.
3. Fasten the lower shock into the outer hole in the arm with a #6925 screw.
4. Do the other front shock.



step 7

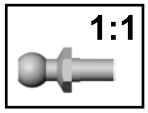
MOUNT REAR SHOCKS

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



BAG M

REMOVE THESE PARTS FOR: Steps 1-2



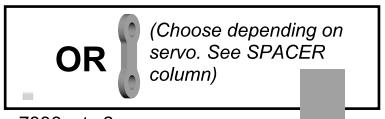
6270, qty 1
short ball end

6272, qty 1
ball end dust cover

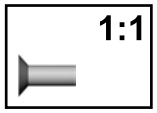
7337, qty 4
small washer


9180, qty 1
servo horn

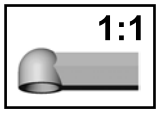

7336, qty 2
servo mount



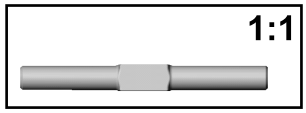
7336, qty 2
offset spacer



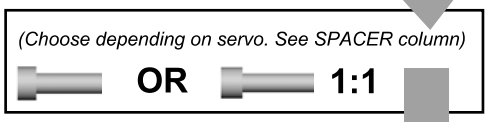
6292, 6934*, qty 4
4-40 x 3/8 screw



6274, qty 2
ball cup



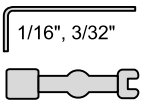
6261, 1401*, qty 1
turnbuckle, 1.300"



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

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

TOOLS USED

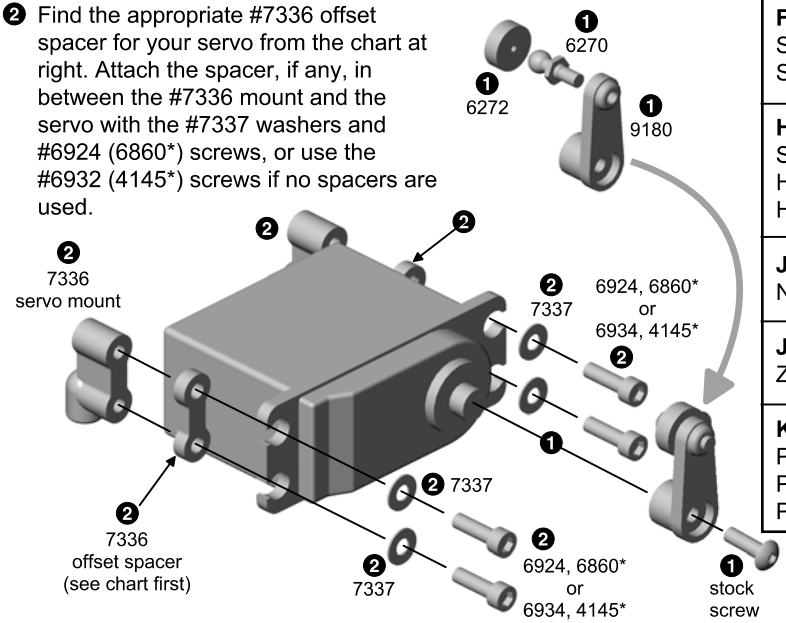


step 1

ADD MOUNTS AND HORN TO THE SERVO

❶ 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.

❷ Find the appropriate #7336 offset spacer for your servo 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.



NOT ALL SERVOS ARE LISTED

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

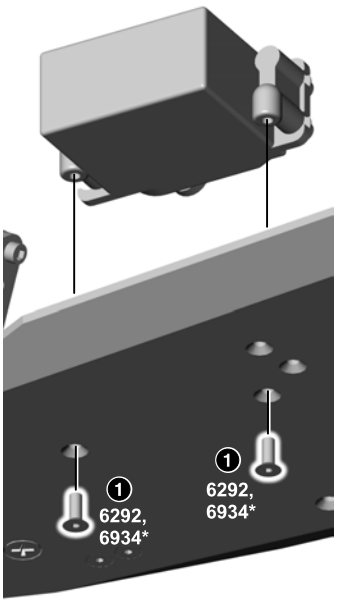
step 2

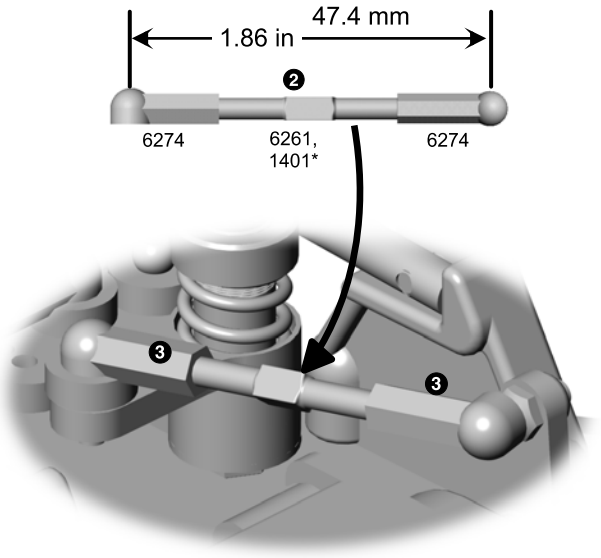
MOUNT THE SERVO

❶ Mount the steering servo to the chassis with two #6292 (6934*) screws.

❷ Twist #6274 ball cups onto the #6261 (1401*) turnbuckle until you get the dimension shown.

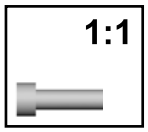
❸ Use needlenose pliers to attach the link to the ball ends.





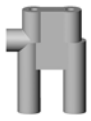
BAG M

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

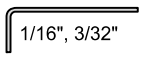

7528, qty 1
antenna/receiver mount


3720, qty 4
tie wrap
(wire tie)


7530, qty 1
black foam

6727, qty 1
servo tape

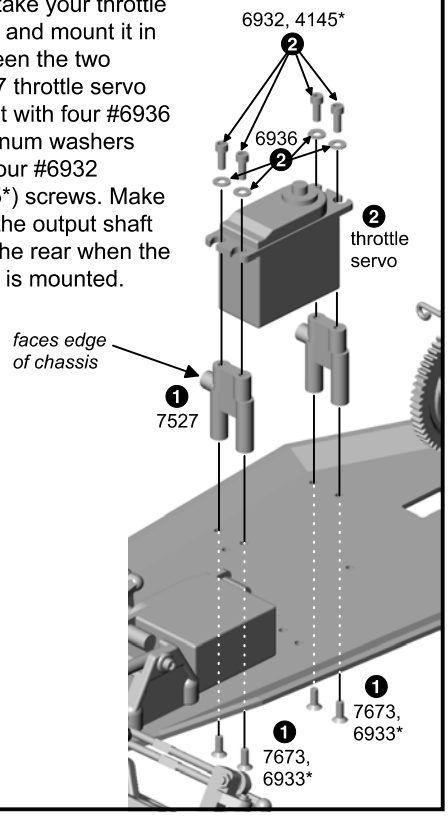
TOOLS USED



step 3

THROTTLE/BRAKE SERVO INSTALLATION

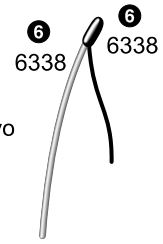
1. Mount the #7527 throttle servo mounts to the chassis with four #7673 (6933*) screws. The small extensions on the side of the mounts face toward the chassis edge.
2. Now take your throttle servo and mount it in between the two #7527 throttle servo mount with four #6936 aluminum washers and four #6932 (4145*) screws. Make sure the output shaft is to the rear when the servo is mounted.

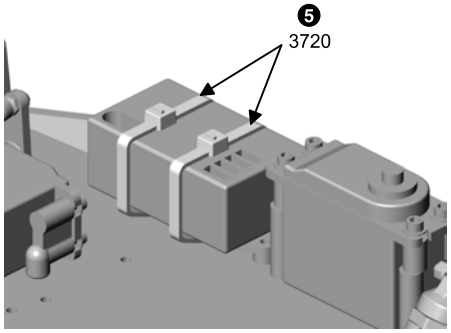


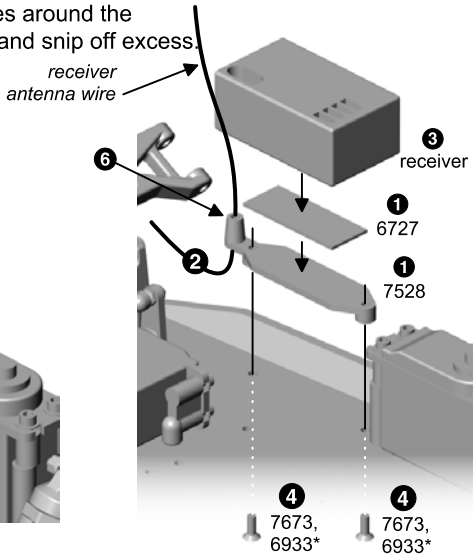
step 4

MOUNT RECEIVER

1. Stick on the small rectangular piece of #6727 servo tape to the #7528 antenna/receiver mount.
2. Feed your antenna wire up through the bottom of the mount.
3. Stick your receiver onto the mount.
4. Mount your receiver assembly to the chassis with two #7673 (6933*) screws.
5. Add two large #3720 plastic wire ties around the receiver and mount. Tighten down and snip off excess.
6. 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.

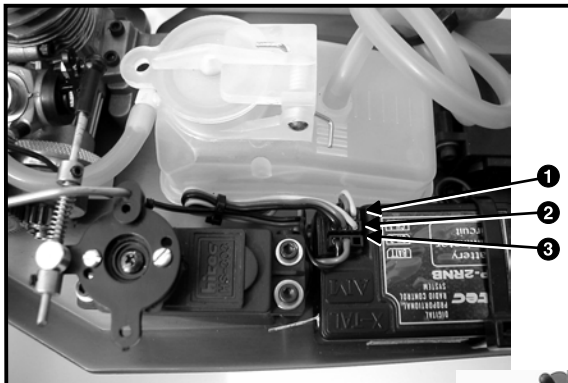


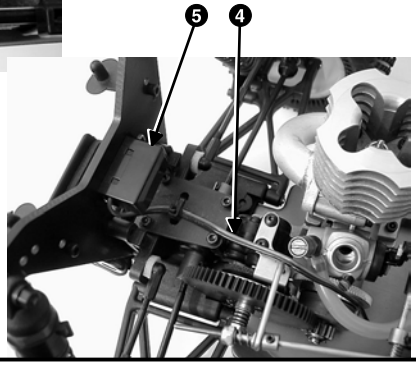


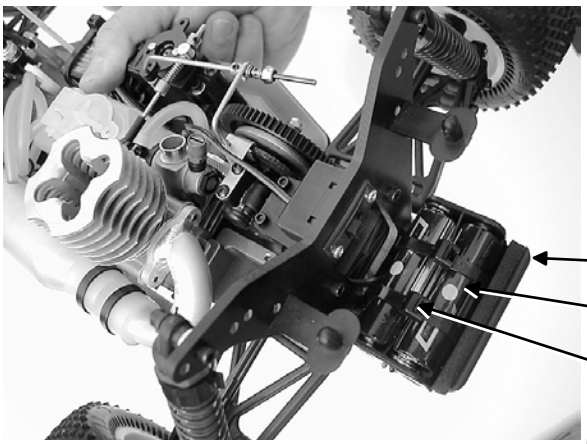


CONNECT WIRING

1. Plug your steering servo plug into channel #1 of your receiver.
2. 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.)
3. Plug your switch/receiver pack plug into the battery plug in your receiver.
4. 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.
5. Attach your switch to the rear shock tower.
6. 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.
7. Install your batteries into your receiver pack and place it into the rear bumper.
8. Install the two tie wraps around the receiver pack and through the bumper. Cut off the excess.

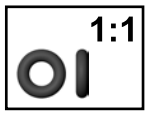






BAG N

REMOVE THESE PARTS FOR: Step 1

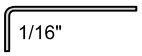


5407, qty 3
red O-ring

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

7719, qty 1
fuel tank

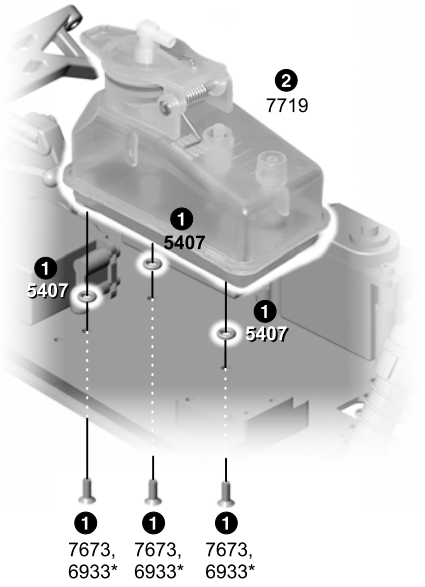
TOOLS USED



step 1

MOUNT FUEL TANK

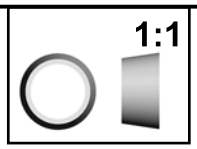
1. Push the #7673 (6933*) screws through the bottom of the chassis and place a #5407 red O-ring on each screw.
2. Push the #7720 tank onto the screws and tighten the screws just enough to slightly compress the O-rings so the fuel tank cannot move around.



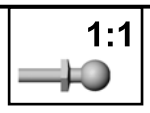
BAG O

REMOVE THESE PARTS FOR: Steps 1-3

7618, qty 1
spacer (silver)

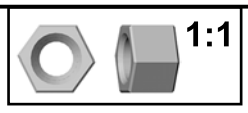


7618, qty 1
collet



7560, qty 1
ball end

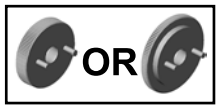
7560, qty 1
small plain nut



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)

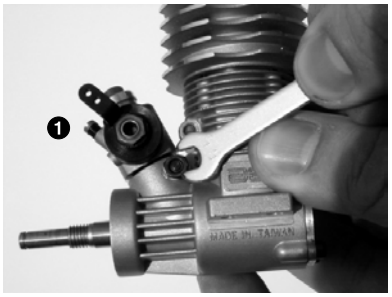
TOOLS USED

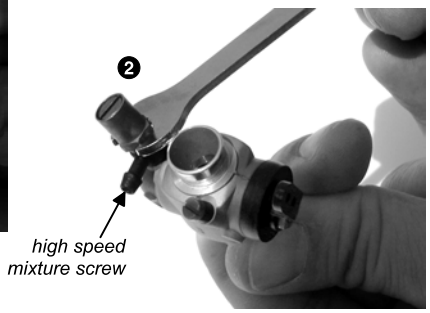
step 1

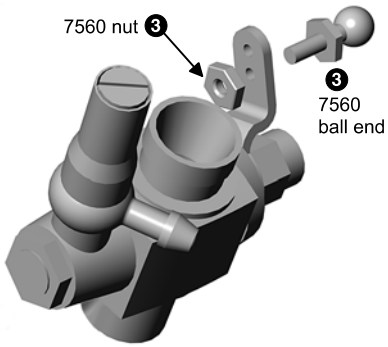
GAS ENGINE INSTALLATION

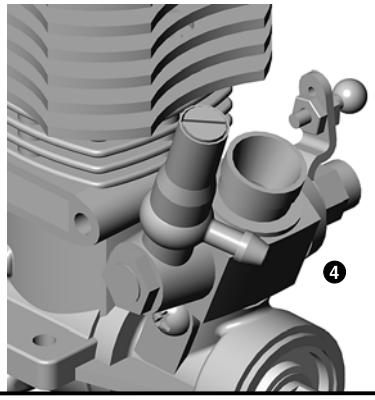
We can now install your standard format .12ci engine. There are engines with displacements of .12 ci to .15 ci which fit into the GT. If your engine is a standard .12 crank and side exhaust design it should fit into the GT. **WARNING!** It is the responsibility of the buyer to verify that the engine 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, NOVAROSSI OR PICCO → start at Step 2

step 2

O.S., TOP, NOVAROSSI 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.

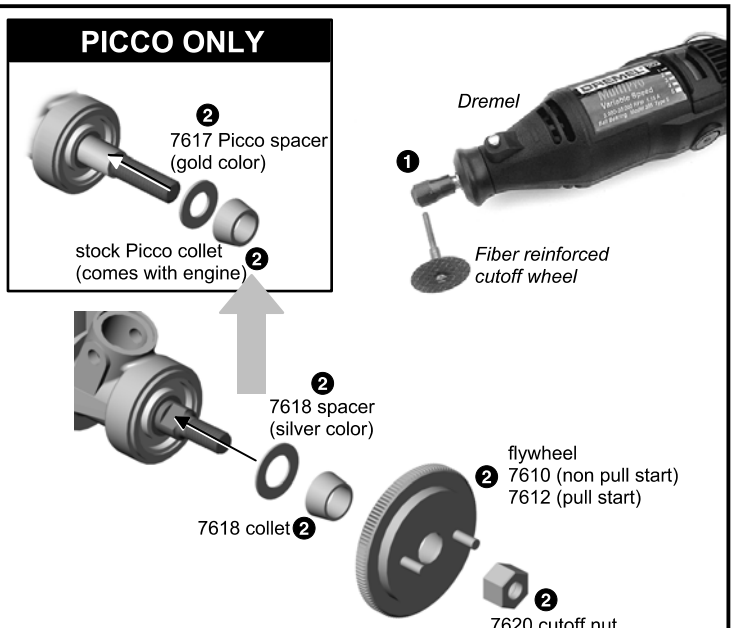
❶ Install the fiber reinforced cutoff wheel on the Dremel tool and put on your safety glasses.

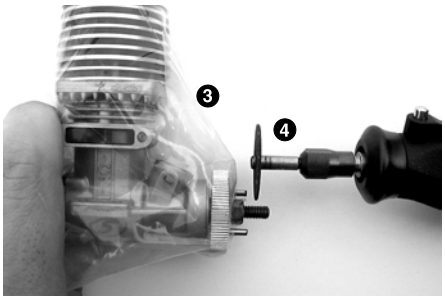
❷ On the gas engine install one #7618 or #7617 spacer, one #7618 collet, and your #7610 or #7612 flywheel. The flywheel will fit over the collet (they are a tapered wedge fit). Now install the #7620 cutoff nut so the threaded end is away from the flywheel.

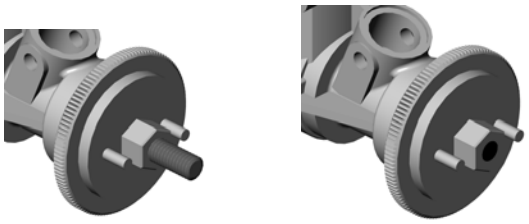
❸ Place the engine inside the plastic bag supplied to you in the sub bag. Push the end of the crankshaft through the plastic bag until the end of the crankshaft and the special cutoff nut protrude through the bag. Make sure the hole is tight around these parts to prevent metal shavings from going into the engine.

❹ 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.*

❺ 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 cranshaft sticking out, and file or grind the crankshaft a little from the top of the first threads. Do not damage the threads.







BEFORE CUTTING *AFTER CUTTING*

step 3

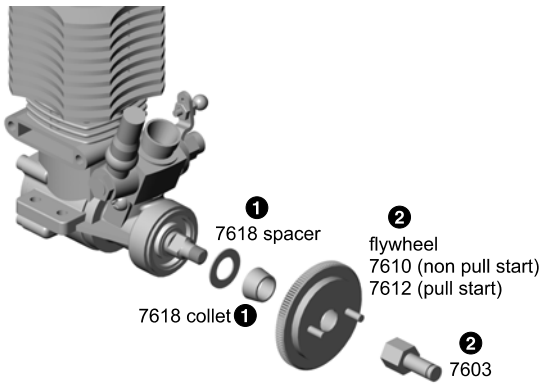
FLYWHEEL ASSEMBLY

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

❶ Reinstall one #7618 collet spacer followed by one #7618 collet.

❷ 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.

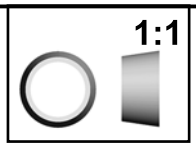
3 ***Continue to Step 5 for Clutch Assembly.***



BAG 0

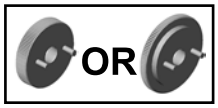
REMOVE THESE PARTS FOR: Step 4

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)

TOOLS USED

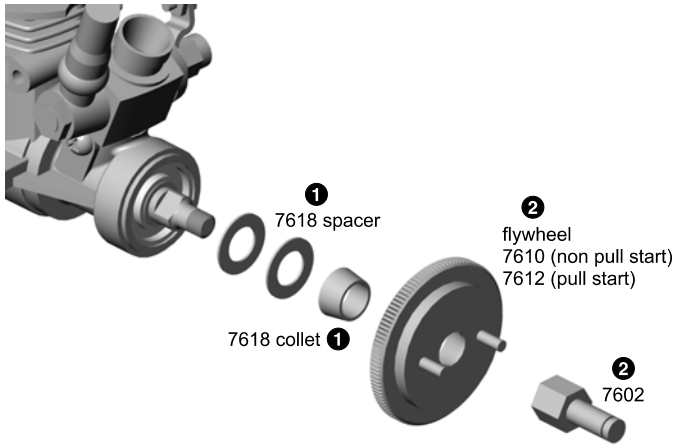
5/16"

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

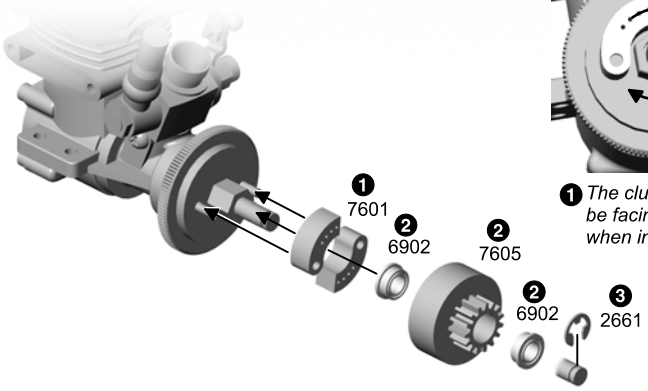
7601, qty 2
clutch shoe

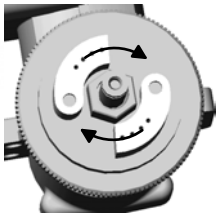
7605, qty 2
clutch bell
15 tooth

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

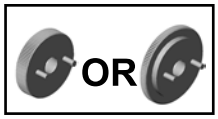
REMOVE THESE PARTS FOR: Step 6

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

2661, qty 1
clutch nut E-clip

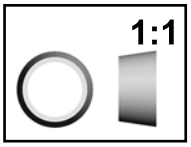
7601, qty 2
clutch shoe

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

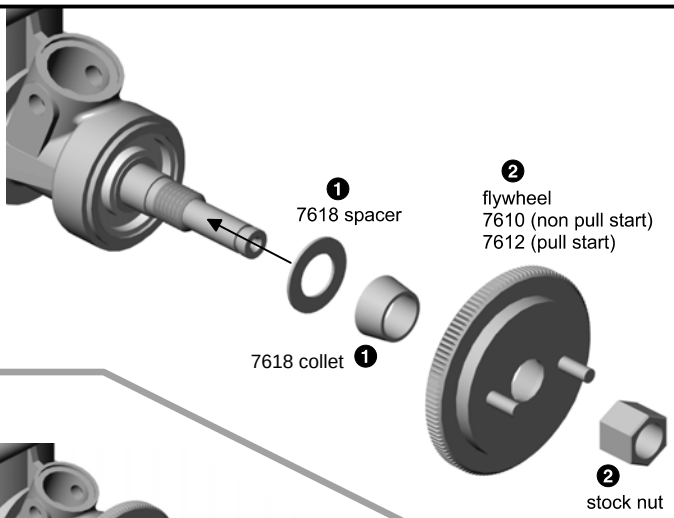
5/16"

step 6

ASSOC. & THUNDER TIGER only

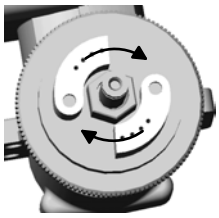
FLYWHEEL ASSEMBLY

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.

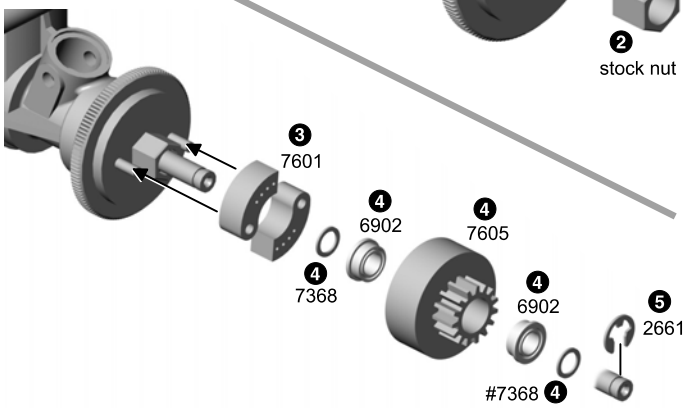


CLUTCH ASSEMBLY

3. Install your #7601 clutch shoes on the clutch pins on the flywheel as shown.
4. Install one stock shim #7368 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 #7368.
5. Install the #2661 clutch nut E-clip where shown.
6. ***Continue to Step 7.***



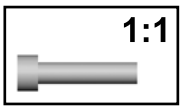
3 *The clutch shoes should be facing this direction when installed.*



BAG 0

REMOVE THESE PARTS FOR: Steps 7-8

Step 7



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

Step 8

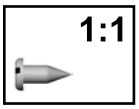
7557, qty 1
throttle pivot

7558, qty 1
throttle pivot clip

7560, qty 1
throttle ball cup

7560, qty 2
throttle rod,
brake rod

6951, qty4
set screw



3721, qty
2-56 screw

4118, qty 1
spring

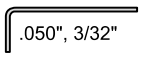
7560, qty 1
washer

7560, qty 1
spring

7560, qty 4
collar

7559, qty 1
servo horn adapter

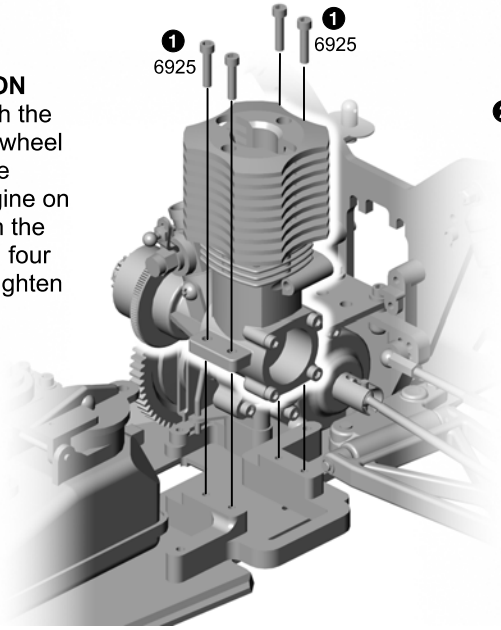
TOOLS USED



step 7

ENGINE INSTALLATION

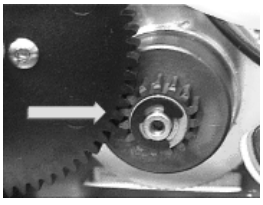
1. Line up your engine with the clutch assembly and flywheel assembly in your engine mount. Center your engine on your mount. Now fasten the motor to the mount with four #6925 screws. Do not tighten yet.



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.

2

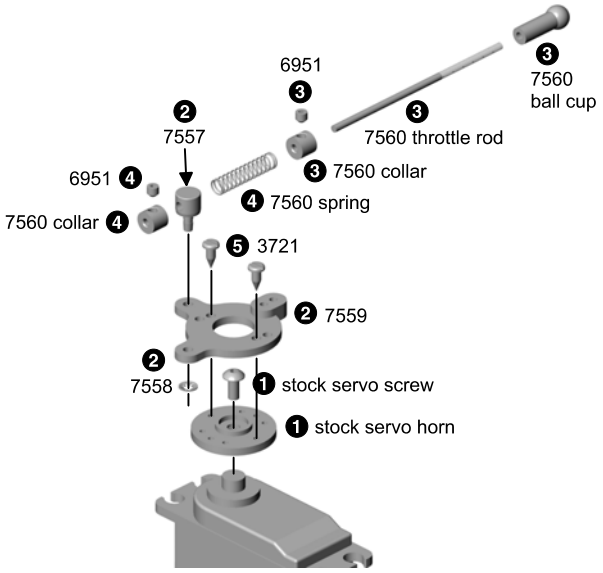


IF YOU HAVE A SLIDE CARB, SKIP STEP 8 AND USE THE SLIDE CARB LINKAGE SUPPLEMENTARY SHEET

step 8

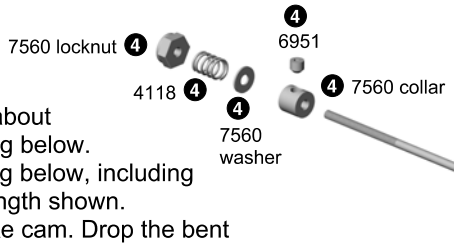
THROTTLE LINKAGE

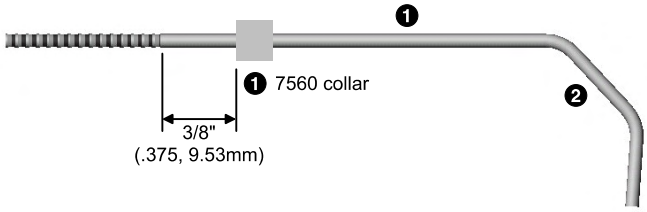
1. Install your stock servo horn to your servo with the stock servo screw. (You may have to trim away a part of your stock servo horn so the locking collar for the brake linkage in Step 9 won't hit it.)
2. Mount the #7557 aluminum throttle pivot to the #7559 adapter with the #7558 throttle pivot clip, 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. 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.

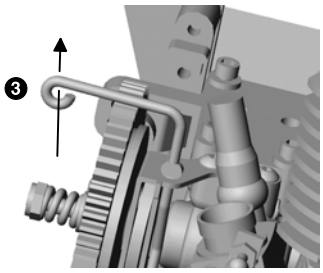


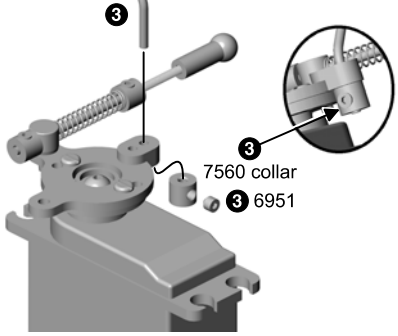
BRAKE LINKAGE

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 #6591 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.

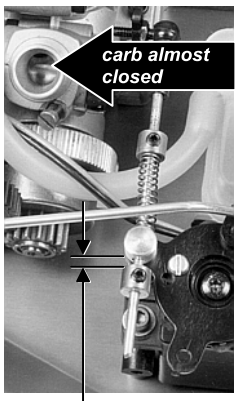








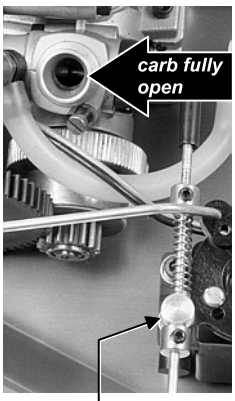
1 IDLE SETTING



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.

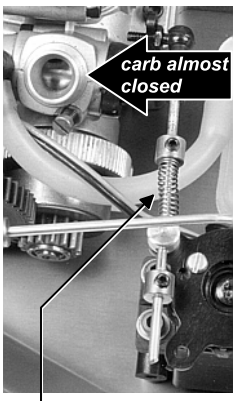
2 FULL THROTTLE



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.)

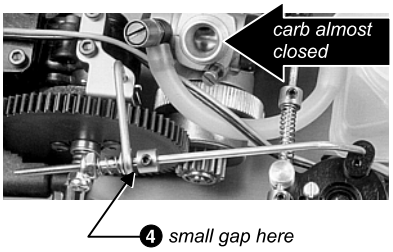
3. Now apply the brake. Your carb should be at idle position. The spring should not be completely compressed.

3 BRAKE APPLIED

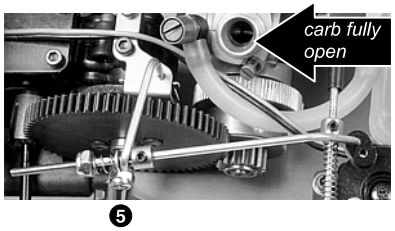


step 8

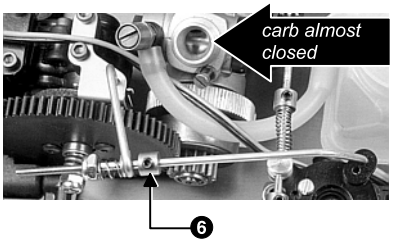
❹ **IDLE SETTING**



❺ **FULL THROTTLE**



❻ **BRAKE APPLIED**



ADJUST THE BRAKE LINKAGE

❹ 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.

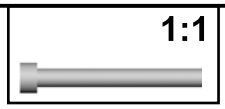
❺ Now pull the throttle. The brake should disengage immediately. **You do not want the brakes to be engaged while the carb is open or you'll damage the engine.**

❻ 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

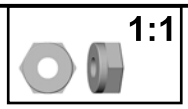
REMOVE THESE PARTS FOR: Steps 9-10

6928, qty 2
4-40 x 1 screw



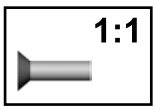
7738, qty 2
4-40 x 7/8 screw

3216, qty 1
4-40 washer



6242, qty 1
4-40 locknut

7730, 7742* qty 1
muffler (tuned pipe)
TEAM-BUILT/RTR+
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

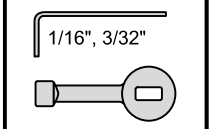
7734, qty 1
manifold gasket

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

❶ 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.

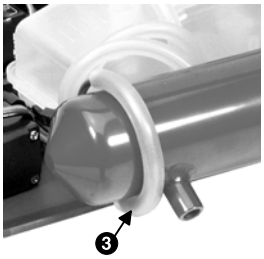
❷ Slide the #7733 silicone tubing about half way onto the exhaust manifold.

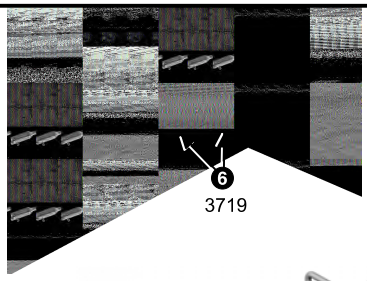
❸ Cut off 3 1/2" length of your fuel tubing. Slide it onto your exhaust bracket as shown in photo below.

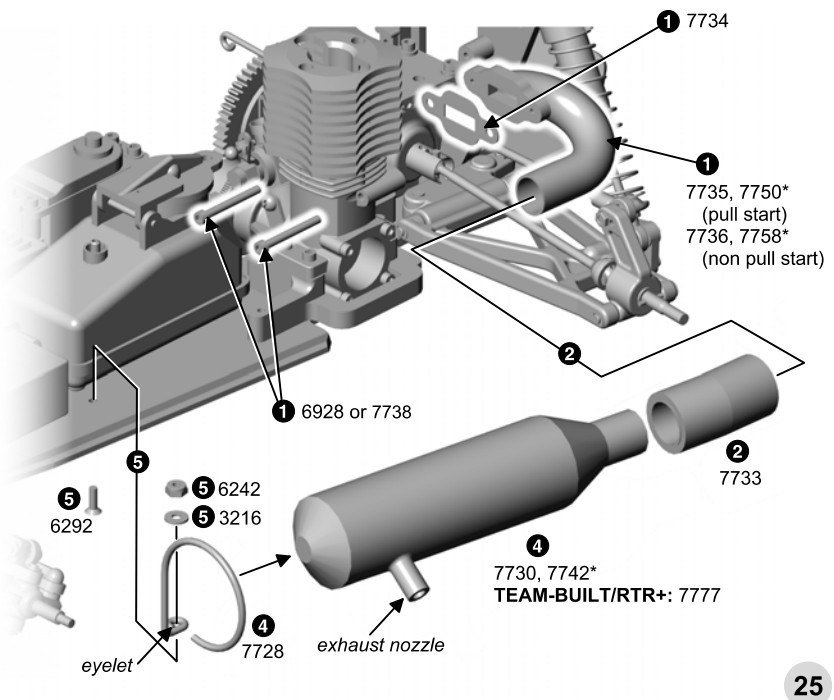
❹ Slip the #7728 bracket onto the #7730 (7742*), 7777 muffler so the eyelet is away from the exhaust nozzle. Now slide the muffler into the other end of the #7733 exhaust tubing.

❺ 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.

❻ 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.



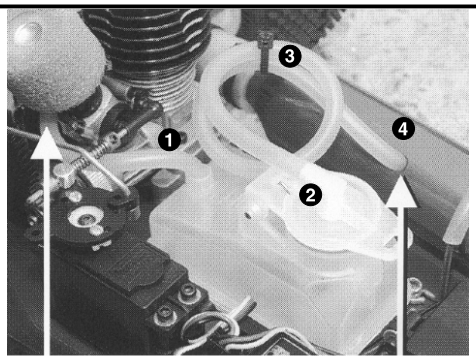


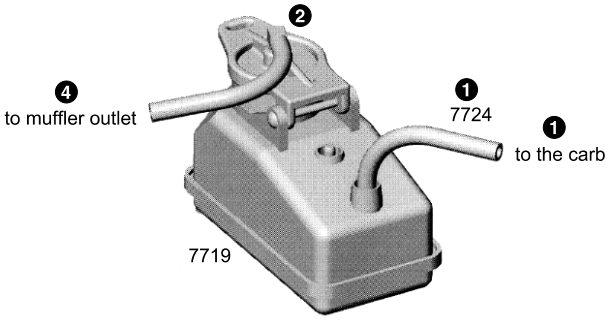


step 10

FUEL TUBING

1. Slide one end of the #7724 fuel tubing onto the fuel tank. Bring the other end of the tubing over to the carb 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.
2. Cut a new piece of tubing 6-7 inches and install the tubing into the fitting on the top of the fuel tank.
3. Coil the tubing as shown and put a small #7709 wire tie round it. Tighten the wire tie, but not so tight that it will begin to compress the tubing. Cut off the end of the wire tie.
4. Now take the end of the tubing and squeeze it into the hole in the #7730 tuned pipe muffler about 3/8."





BAG 0

REMOVE THESE PARTS FOR: Step 11

7706, qty 1
paper filter element

7708, qty 1
rubber boot

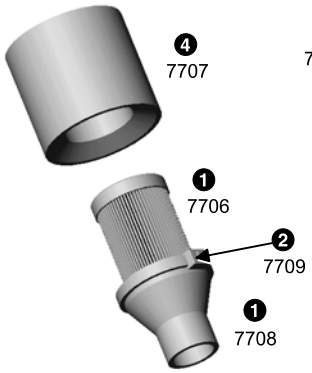
7707, qty 1
foam prefilter

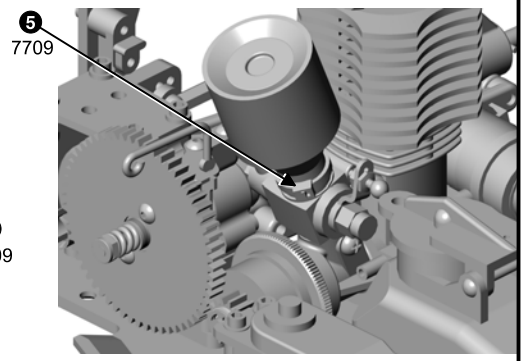
7709, qty 2
wire tie (tie wrap)
light duty

step 11

AIR FILTER

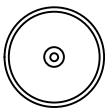
1. Install the open ended part of the #7706 paper filter element into a groove in the #7708 rubber boot.
2. Take one small wire tie and secure the filter to the boot.
3. Apply Associated's #7710 Foam Pre-Filter Treatment to help keep the dirt out. Dab the treatment all around the filter, put the filter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



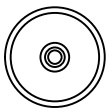


BAG P

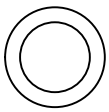
REMOVE THESE PARTS FOR: Step 1



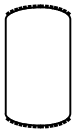
7803, qty 2
rear wheel
1 piece



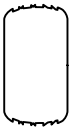
7842, qty 2
front wheel
1 piece



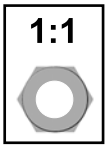
7880, qty 4
foam tire insert



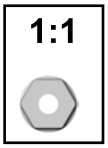
7824, qty 2
rear tire



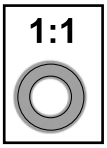
7877, qty 2
front tire



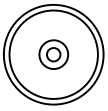
3438, qty 2
8-32 locknut



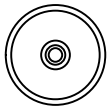
6222, qty 2
6-40/5-40 locknut



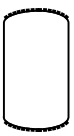
3977, qty 4
3/16 x 3/8
unflanged ball bearing



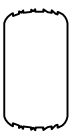
TEAM BUILT
7804, qty 2
Pro-Line rear wheel
1 piece



TEAM BUILT
7843, qty 2
Pro-Line front wheel
1 piece

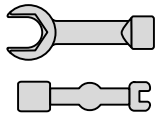


TEAM BUILT
7825, qty 2
Team Built
rear tire



TEAM BUILT
7878, qty 2
Team Built
front tire

TOOLS USED

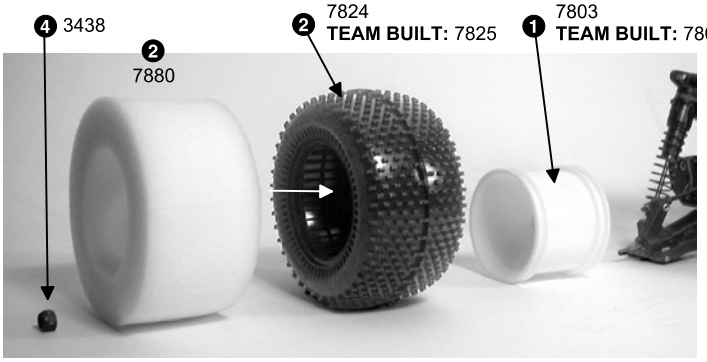


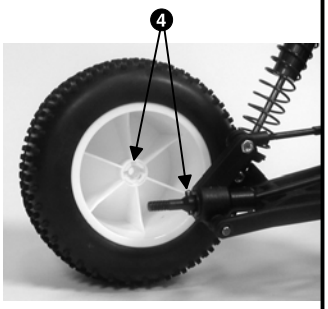
step 1

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

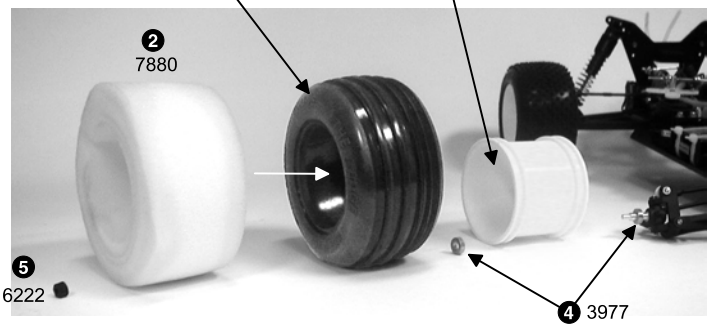
1. Make a 1/8" hole in the #7803 or 7804 wheel.
2. Make sure the #7880 foam insert is centered in the #7824 or 7825 tire.
3. Install the tire onto the wheel. Glue the tire to the wheel with cyanoacrylic glue in four spots around the tire on both sides. ***WARNING: Follow the adhesive instructions for 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.

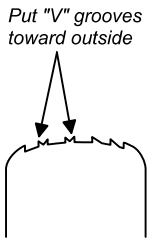




FRONT WHEELS AND TIRES

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

TEAM/FT: BODY MOUNTING

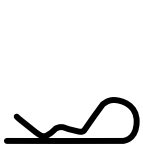
1. Trim the #6155 body where shown.
2. Mask off your design and spray-paint the inside of the body with Lexan-safe paint such as Pactra. (Other paints may not adhere to the Lexan.)
3. Cut openings in the body where shown.
4. Remove, trim and paint the Lexan spoiler.
5. Attach the spoiler to the rear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

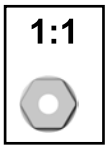
BAG P

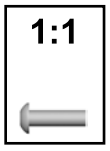
REMOVE THESE PARTS FOR:

Step 2

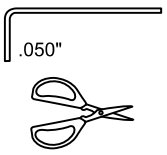
#6155, qty 1 Pro-Line GT body	#6155, qty 1 GT spoiler	#6332, qty 4 body clip	#6222, qty 2 nylon locknut	#6919, qty 2 4-40 x 5/16 screw

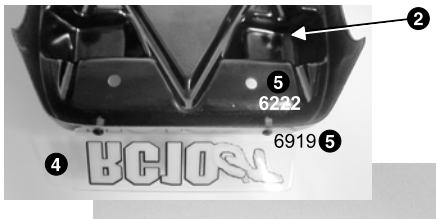


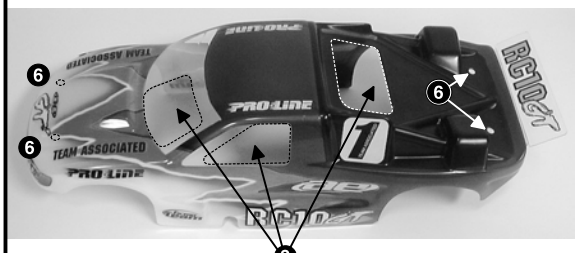


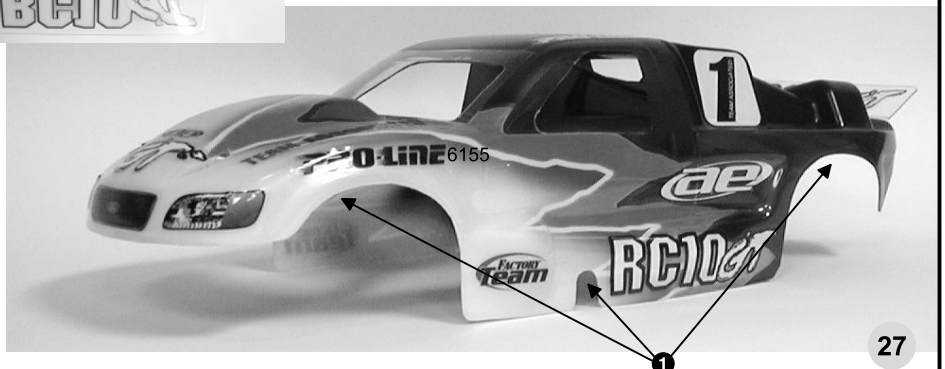


TOOLS USED









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.

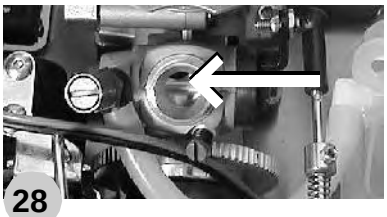
1. Turn on the transmitter . You should see an indicator light showing that the radio is on.
2. Turn the car receiver battery pack switch on. Both the steering servo and the throttle servo should move to their respective neutral settings.
3. Turn the steering wheel on the transmitter left and right.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

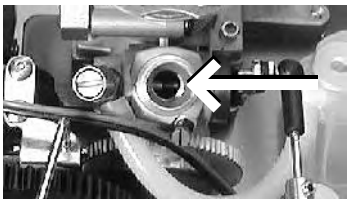
CHECKING THE CARBURETOR

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.

MAINTENANCE

FOLLOW THESE STEPS TO KEEP YOUR TRUCK IN SHAPE FOR RACING

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 27MHZ crystals. Some of these frequencies are shown here.

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 #*
26.995	brown	1
27.045	red	2
27.095	orange	3
27.145	yellow	4
27.195	green	5
27.255	blue	6

(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 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.

#7710 optional Foam Prefilter Treatment

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 electric 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 condition. 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.

THESE STEPS PREPARE YOUR TRUCK FOR MAXIMUM PERFORMANCE

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

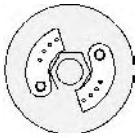
When the engine revs increase, the clutch shoes, attached to the flywheel on the shaft within the clutch bell, are flung outward by centrifugal force. The shoes engage the inside of the clutch bell to turn the bell and accelerate your truck. The shorter the clutch shoes, the higher the engine must rev 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).

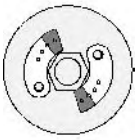
The slicker the track, the shorter the shoes (slower engagement), which prevents tire spinning.

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

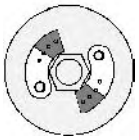
For best performance, try the Associated 4 shoe clutch #7611 (requires two sets of #7601 clutch shoes, see photo). This clutch will allow it to accelerate harder than a 2-shoe clutch and engages more smoothly. The four shoe clutch shoes need to be trimmed before using them. We recommend cutting the shoes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



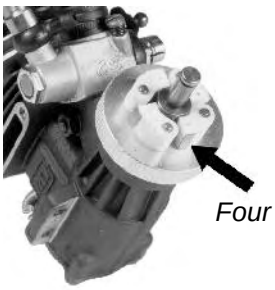
Standard, for quickest engagement (recommended for most conditions).



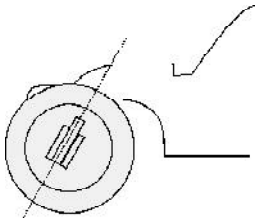
Middle.



Maximum cut, for slowest engagement.



Four shoe clutch

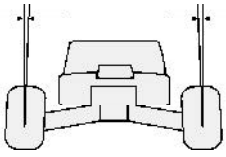


CASTER

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 rearward 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.

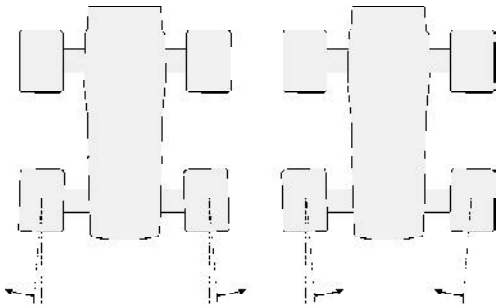
Recommended: 30° caster blocks.

To get this:	*Use this:*
5° caster	#6211 front block carrier
10° caster	#6212 front block carrier
15° caster	#6213 front block carrier
20° caster	#6214 front block carrier
25° caster	#6215 front block carrier
30° caster	#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 carrier). 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*
7427	6480	Green	
7428	6478	Silver	
	6482	Gray	
7429	7434	Blue	
7425	7435	Gold	
7430	7436	Red	*Firm*

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:

 # Spur gear teeth
——————— x 2.60 = final drive ratio
 # Clutch bell teeth

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*
15	7605	66	11.44:1	
16	7606	66	10.76:1	
17	7607	66	10.09:1	
18	7608	66	9.56:1	*More Top Speed*

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.

Need more help tuning your GT?

More than 50 illustrations detailing over 40 tuning options to set up your truck to win!

For beginner to intermediate racers. Includes setup sheet with numbered links to each page of the booklet that help explain how the changes affect your truck's handling.

Complete Tuning Guide: GT

7190 e-Book, $5.95 (online ordering only)
6991 Performance Tuning CD, $11.95

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 ❶ CASTER ☐ 5° ☐ 10° ☐ 15° ☐ 20° ☐ 25° ☐ 30°

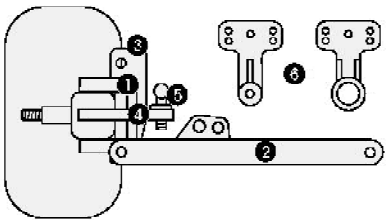
4 ❷ FRONT RIDE HEIGHT ☐ ARMS LEVEL ☐ other _____

1 ❸ CAMBER _____°

3 ❹ TOE-IN _____°

5 ❺ BUMP STEER SPACERS _____

6 ❻ STEERING ACKERMAN
☐ STD ☐ OPTIONAL



CLUTCH

35 INDICATE HOW CUT:

36 CLUTCH BELL TEETH/PITCH ___ T /___ P

38 SPUR: _____ T

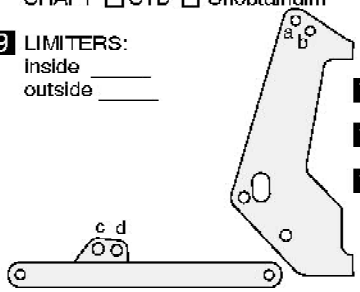
35 SHOES ☐ 2 ☐ 4 ☐ other _____ ☐ Bearings ☐ Bushings

FRONT SHOCKS

14 BODY ☐ STD ☐ GRAY ☐ other _____
BODY ☐ 1.02 ☐ other _____

16 SHAFT ☐ 1.02 ☐ other _____
SHAFT ☐ STD ☐ Unobtainuim

19 LIMITERS:
Inside _____
outside _____



17 PISTON #_____

18 SPRING _____

15 OIL _____ wt

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

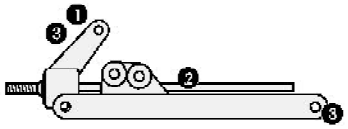
REAR SUSPENSION

8 ❶ CAMBER _____°

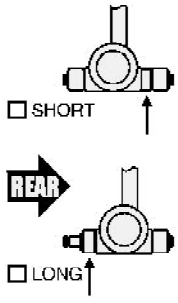
11 ❷ REAR RIDE HEIGHT:

12 ☐ BONES LEVEL ☐ other _____
☐ MIP CVD's ☐ DOGBONES ☐ UNIVERSALS

10 ❸ TOE-IN total, per side:
☐ 0°
☐ 3°
☐ 4.5°
☐ 6°



13 WHEELBASE ADJUSTMENT



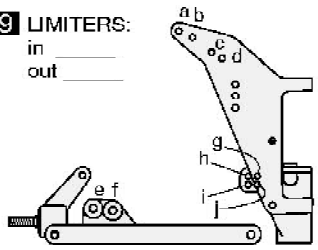
REAR SHOCKS

14 BODY ☐ STD ☐ GRAY ☐ other _____
BODY ☐ 1.32 ☐ other _____

16 SHAFT ☐ 1.32 ☐ other _____
SHAFT ☐ STD ☐ Unobtainuim

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 _____