DESIGN T6.4 Nitro Conversion Kit

IGNITE DESIGN T6.4 Nitro Conversion Kit Instruction Manual

Contents

IGNITE DESIGN T6.4 Nitro Conversion Kit

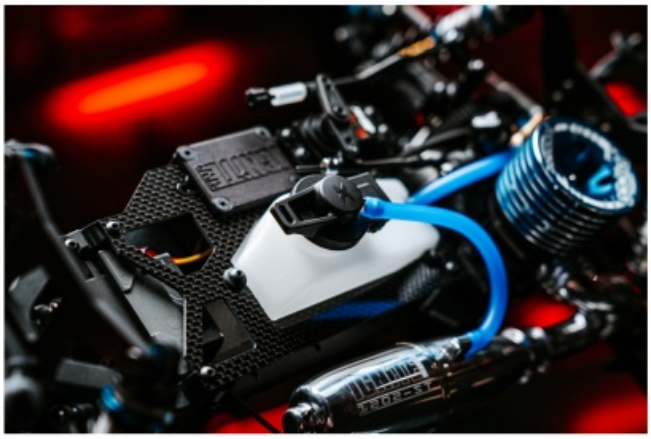
Thank you for choosing to purchase an Ignite Design RC nitro conversion kit. Ignite Design RC is owned and operated by a small brick-and-mortar hobby shop called Classic RC Company and is driven purely by passion for gas trucks. If you share that passion, please consider purchasing the additional parts and equipment required for your kit from Ignite Design RC or Classic RC Company.
You can find or follow us at the following:

- **www.ignitedesignrc.com**
- **www.classicrcshop.com**
- **www.facebook.com/Ignite-design-rc**
- **www.youtube.com/c/Ignitedesignrc**

Parts and equipment needed to complete:

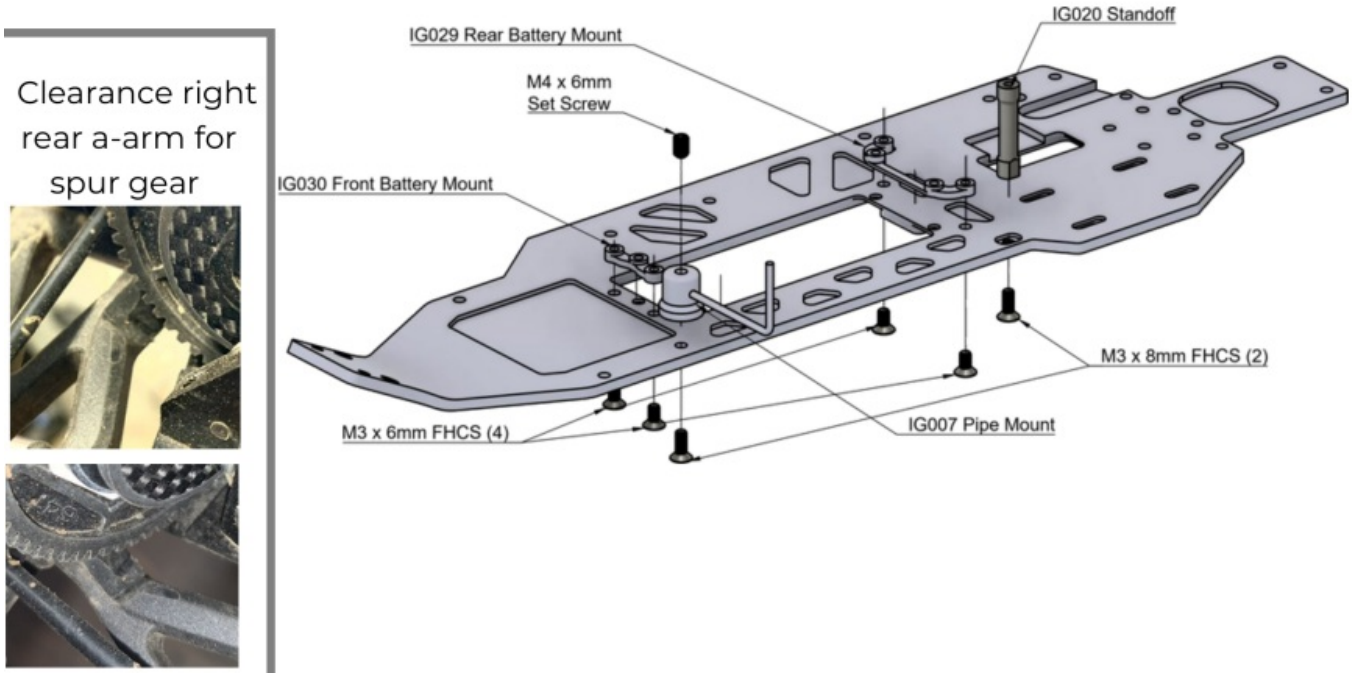
- Team Associated T6.4 or SC6.4 kit
- ASC91790 – Layback Gearbox
- ASC91717 – 26t Idler Gear (or optional steel gear RRP2326)
- .12 to .18 nitro engine (SG crank, slide carburetor recommended; rotary carb and short crank compatible with additional parts)
- Flywheel collet (ASC8137l recommended)
- Exhaust pipe and manifold (Ignite 1202-ST recommended)
- 2 channel surface radio with 2 standard or low-profile servos
- 2S Li Po or Li Fe receiver battery with dimensions no more than 85mm x 30mm x 16.5mm (PTK-5198 l600mah lightweight LiPo recommended)
- Power switch (ASC27035 recommended)
- Starter box (ASC175l with IG600l adapter recommended)
- Starter box battery (ECP-4000 recommended)
- Glow ignitor

- Fuel bottle
- Fuel tubing
- Air filter oil

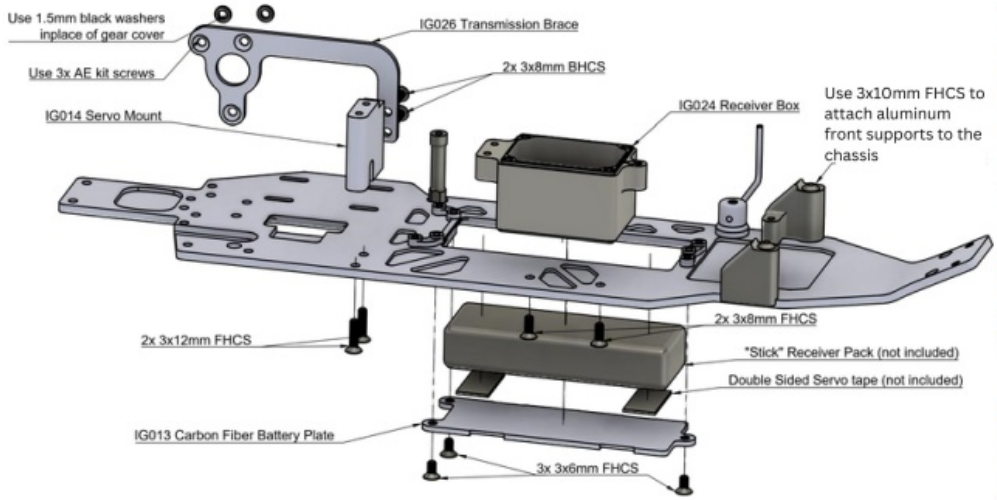


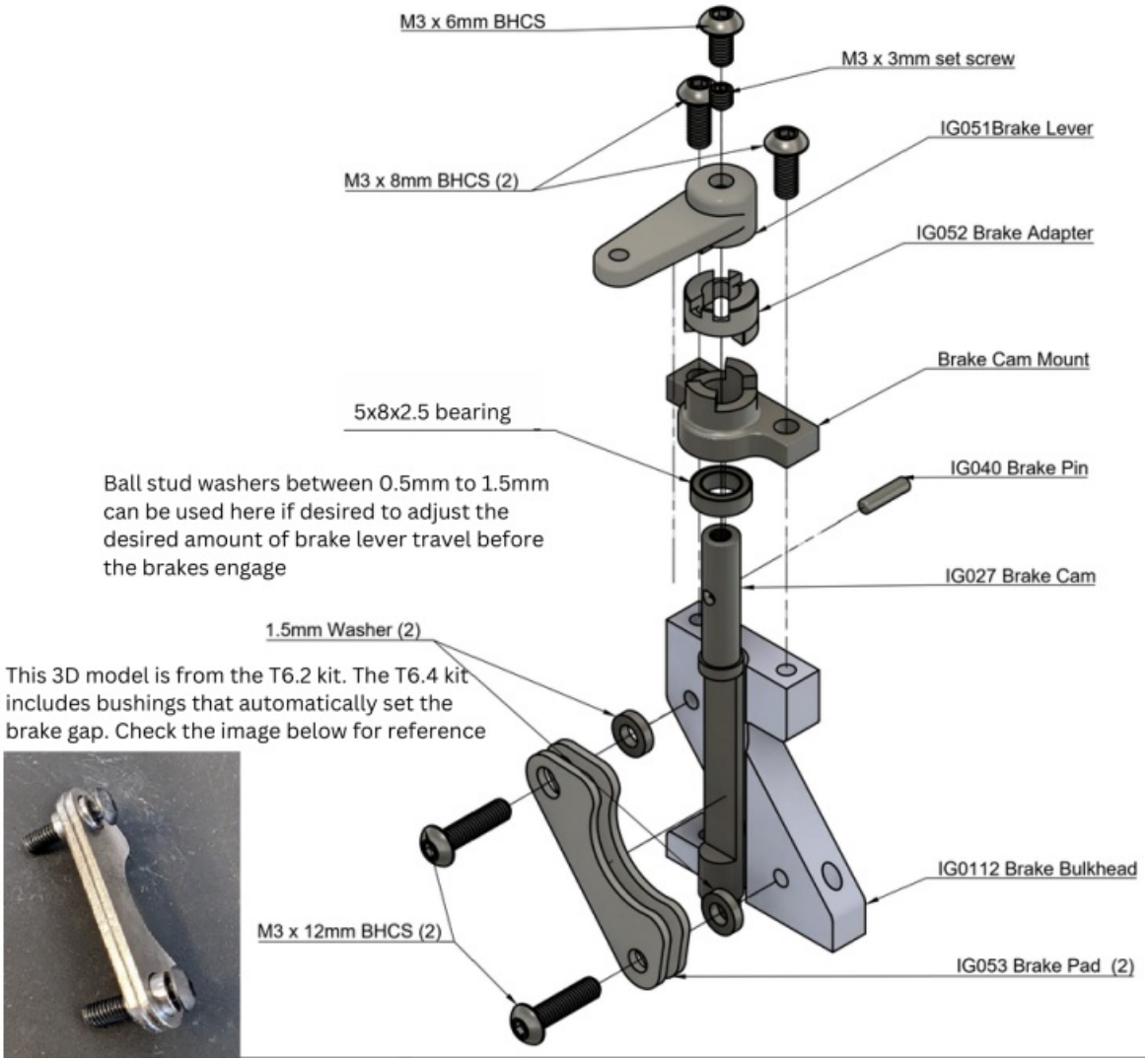
Use blue thread lock on all screws that thread into metal in all steps during assembly.

INSTALLATION INSTRUCTION



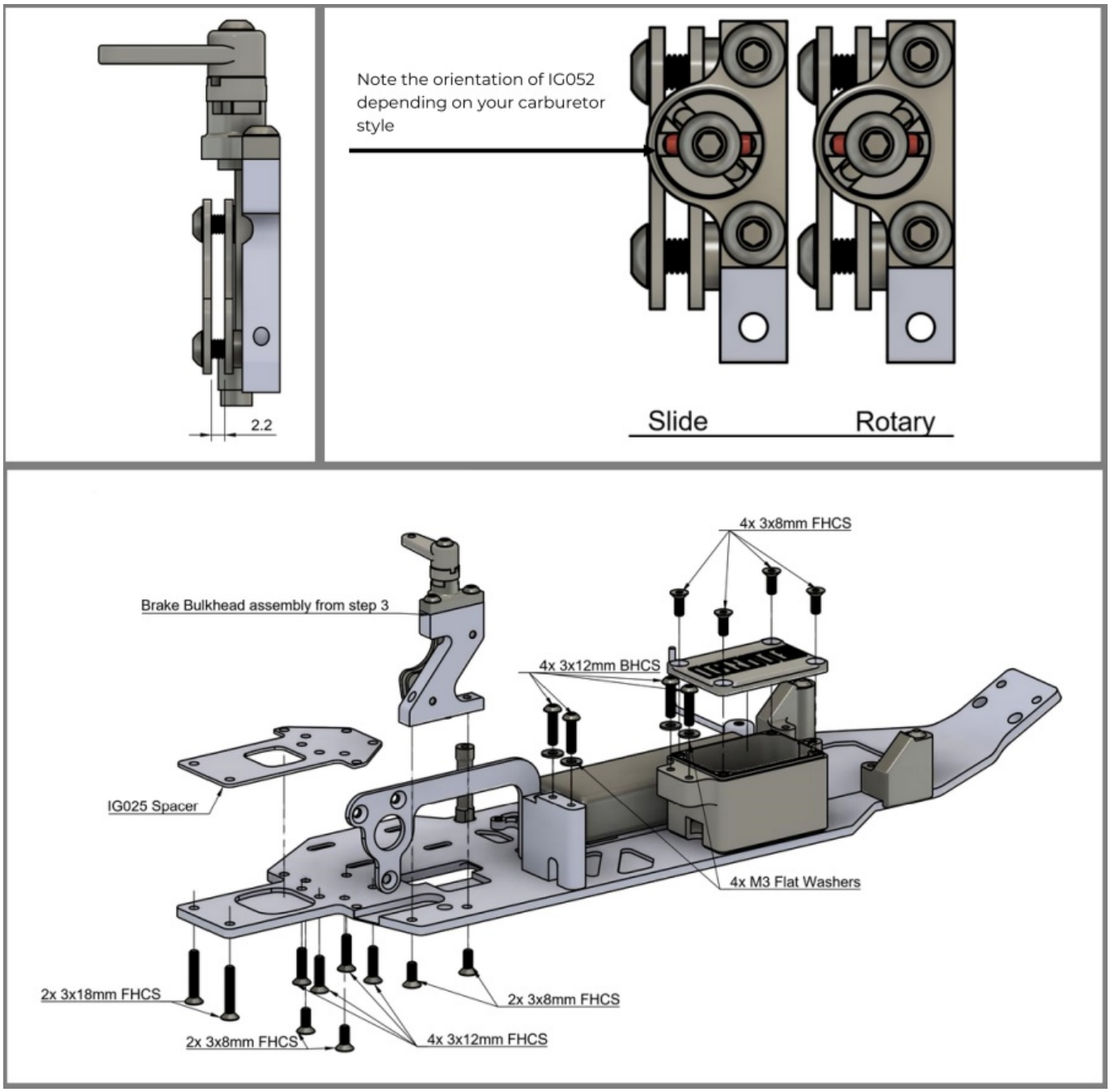
This illustration is from the T6.2 kit. The T6.4 kit features machined aluminum front top plate mounts. See the photos below for orientation reference. The model below will be updated in a future manual revision soon.



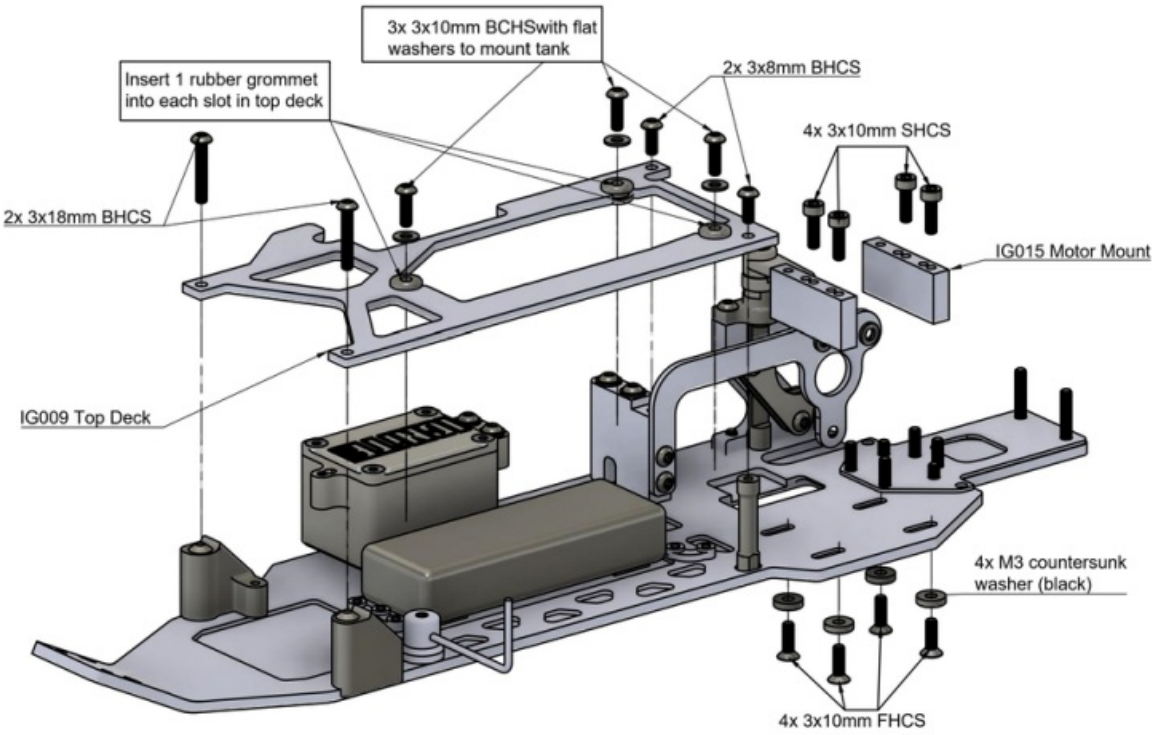


Ball stud washers between 0.5mm to 1.5mm can be used here if desired to adjust the desired amount of brake lever travel before the brakes engage

This 3D model is from the T6.2 kit. The T6.4 kit includes bushings that automatically set the brake gap. Check the image below for reference



This illustration is from the T6.2 kit. Use two 3x10mm BHCS instead of the 3x18mm BHCS screws to hold the front of the carbon fiber top plate to the aluminum front supports.



Assemble with section 12, step 4 of your Team Associated manual.

- Use #91803 (inner slipper plate) from your donor kit in this step.
- Use the included spring in place of the donor kit slipper spring.

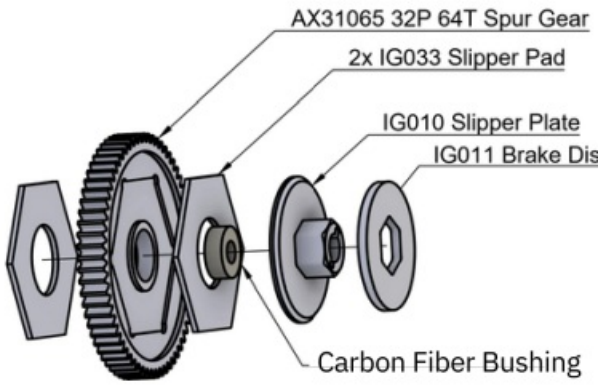
Axial has discontinued the AX31065 64T spur gear

- There are currently two suitable alternatives in case a replacement is needed:
- Arrma #ARAC9253 / AR310405
- Requires Associated #9611 slipper pads requires rax a timbrode 3/16″ x 3/8″ x 1/8″ bearing

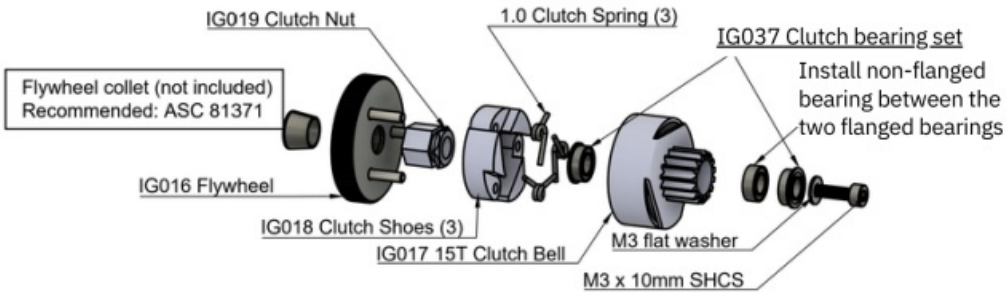
This clutch illustration is from the T6.2 kit. The T6.4 kit includes a 2-shoe flywheel. Assembly remains the same.

- Use a flywheel tool or wrap the jaws of pliers with electrical tape to hold the flywheel while tightening the clutch nut with a 10mm socket
- We do not recommend using a thread lock on the clutch nut or the M3 x 10mm SHCS that retains the clutch.

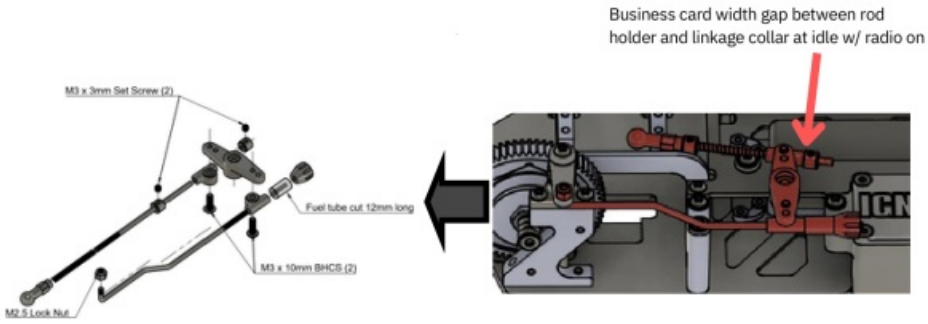
Careful not to overtighten as you could damage your engine!



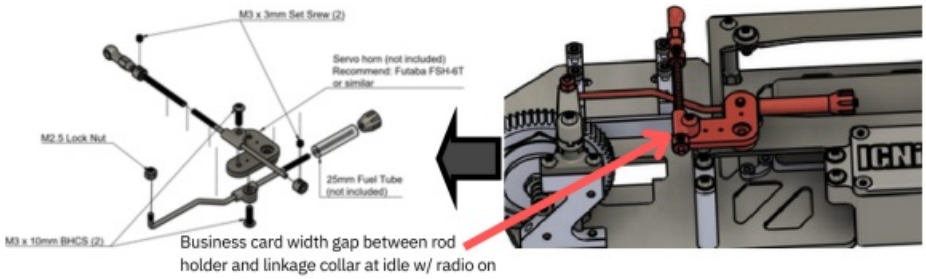
- Use a flywheel tool or wrap the jaws of pliers with electrical tape to hold the flywheel while tightening the clutch nut with a 10mm socket
- We do not recommend using a thread lock on the clutch nut or the M3 x 10mm SHCS that retains the clutch.
- Careful not to overtighten as you could damage your engine!



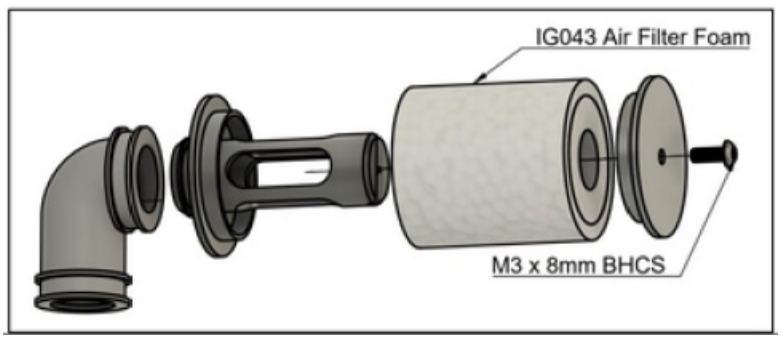
SLIDE CARB INSTALL



ROTARY CARB INSTALL



- Remove outer pre-filter and saturate inner filter elements with filter oil and blot excess with paper towel. Pre-filter remains dry!
- Secure air filter boot with zip ties on each end.



Tips for throttle and brake linkage (either carb)

- Fuel tube lengths provided are base adjustments. Longer fuel tube on the brake linkage gives softer more progressive brakes. Shorter length – more aggressive.
- It is important to ensure the brake linkage operates smoothly and freely without binding. Binding can cause the brakes to remain engaged at idle or under throttle.
- Follow the tips below to prevent binding.
- Tighten the M2.5 lock nut until the linkage rod is flush with the top of the nylon. Do not fully tighten. The linkage rod should have slight up and down movement.
- Brake linkage should be parallel with the chassis. Depending upon your servo, you may need to add ball stud washers between the rod holder and the horn to adjust the angle of the rod. A longer screw may be required.
- Nev-r-dull or other polishing compound can be used on the brake rod where it goes through the rod holder to help prevent binding.
- A small drill bit can be used to slightly enlarge the hole in the aluminum brake lever

Documents / Resources

	IGNITE DESIGN T6.4 Nitro Conversion Kit [pdf] Instruction Manual T6.4, T6.4 Nitro Conversion Kit, Nitro Conversion Kit, Conversion Kit, Kit

References

- User Manual