



1:10 SCALE GAS OFF ROAD TRUCK



KIT INSTRUCTION MANUAL

Due to ongoing research and development, photos may not match current kit components. RC10 photos shown equipped with items that may NOT be included with vehicle.

:: Introduction

Thank you for purchasing this Team Associated product. This assembly manual contains instructions and tips for building and maintaining your new RC10GT Kit. Please take a moment to read through this manual to help familiarize yourself with these steps.

We are continually changing and improving our designs; therefore, actual parts may appear slightly different than in the illustrations. New parts will be noted on supplementary sheets located in the appropriate parts bags.

Check each bag for these sheets before you start to build.

:: KIT Features

Features in the RC10GT "Richard Saxton Edition" Kit:

- Black laser etched aircraft aluminum tub chassis
- Stealth ATC transmission, optimized for gas truck racing, 2.6:1 reduction
- Nickel plated, chrome rear CVA drive shafts
- Powerful rear disk brakes
- Inline steering blocks and front axles
- 30 degree caster blocks
- Adjustable slipper clutch
- 2-second, quick fill fuel tank with filter
- Updated black T2 front and rear arms
- Reversible bellcrank / servo-saver steering
- Vintage multi-surface wide front tires
- Vintage spike rear tires
- New lightweight dish style wheels
- GT II clear lexan body
- Hard anodized, oil filled shocks
- Ball differential
- Dual stage air filter system
- Precision bearings throughout
- Black plastic parts throughout
- Titanium RCPS style adjustable turnbuckles
- Black anodized shock caps
- Black anodized aluminum Engine manifold (Non pull start)
- Black anodized polished aluminum exhaust pipe (Non Pull Start)
- 4 Shoe clutch and flywheel system (non pull start)
- Richard Saxton King decals and livery decals included

:: Additional

Your new RC10GT Kit comes as a kit. There are some items you will need to complete your kit (refer to website for suggestions):

- RC two channel surface frequency radio system
- .12 non-pull start engine
- Steering servo
- Starter box
- Receiver battery pack
- Battery charger compliant to battery type
- Polycarbonate specific paint
- Nitro fuel
- Throttle servo
- Starter box battery
- Thread Lock (AE #1596)

Tools included:

- Allen wrenches
(.035", .050", 1/16", 3/32")
- Shock building tool

:: Other Helpful Items

- Silicone Shock Fluid (Refer to website for complete listings)
- Tire Adhesive (AE #1697)
- Shock Pliers (AE #1681)
- Wire Cutters / Hobby Knife
- FT 7-Piece 1/4 in Hex Driver Set (AE #1650)
- Body Scissors (AE #1737)
- Green Slime shock lube (AE #1105)
- Needle Nose Pliers
- Reamer / Hole Punch (AE #1499)
- Calipers or a Precision Ruler
- Soldering Iron

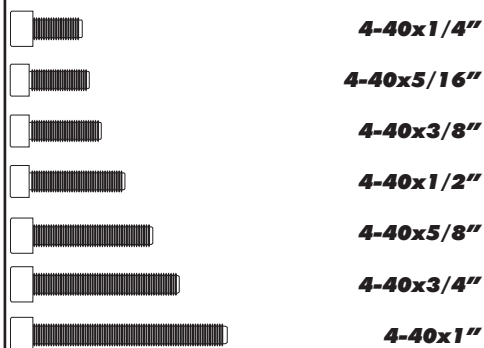
Associated Electrics, Inc.
21062 Bake Parkway
Lake Forest, CA 92630



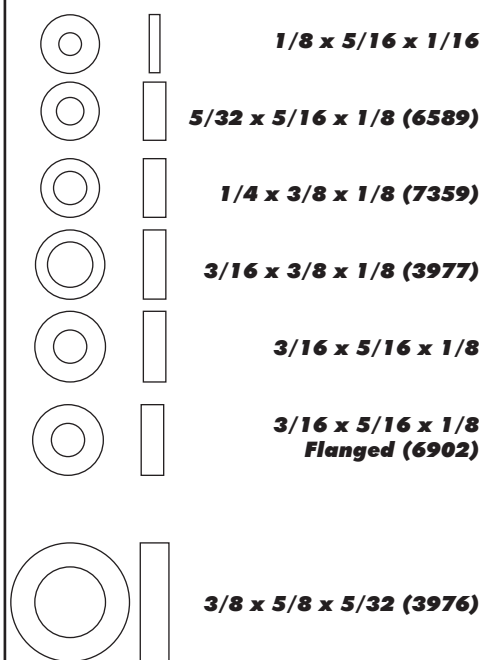
Customer Service
Tel: 949.544.7500
Fax: 949.544.7501

:: Hardware - 1:1 Scale View

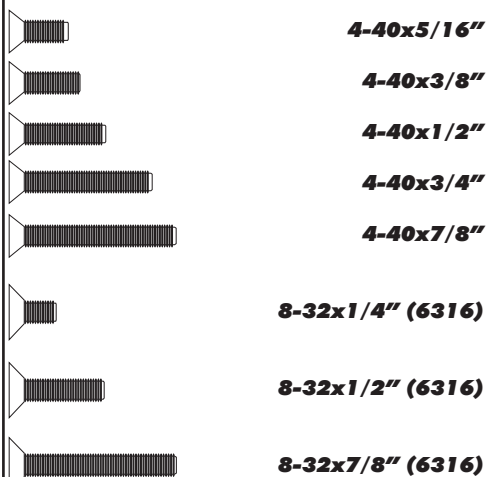
Cap Head (shcs)



Bearings / Bushings



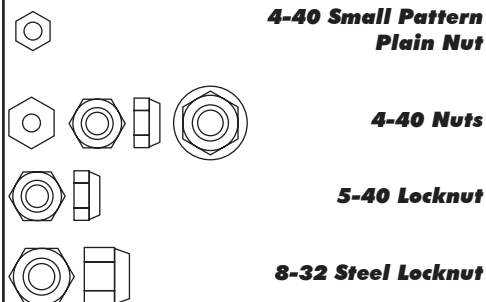
Flat Head (fhcs)



Set Screws



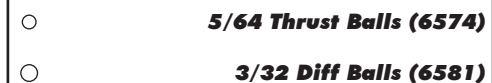
Nuts (lock/plain)



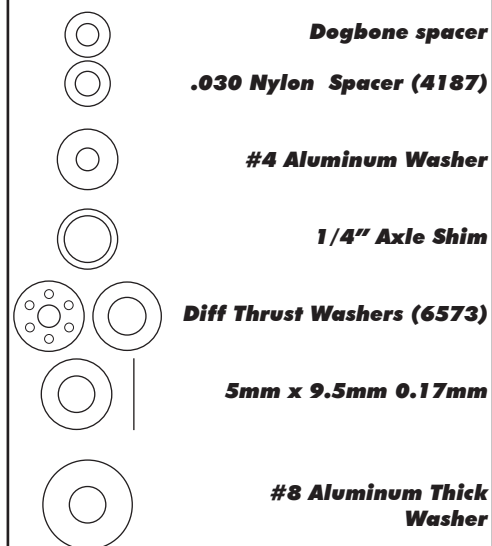
Button Head (bhcs)



Diff Balls



Shims and Washers



Clips



Notes:

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:: Notes

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



There is a 1:1 hardware foldout page in the front of the manual. To check the size of a part, line up your hardware with the correct drawing until you find the exact size.

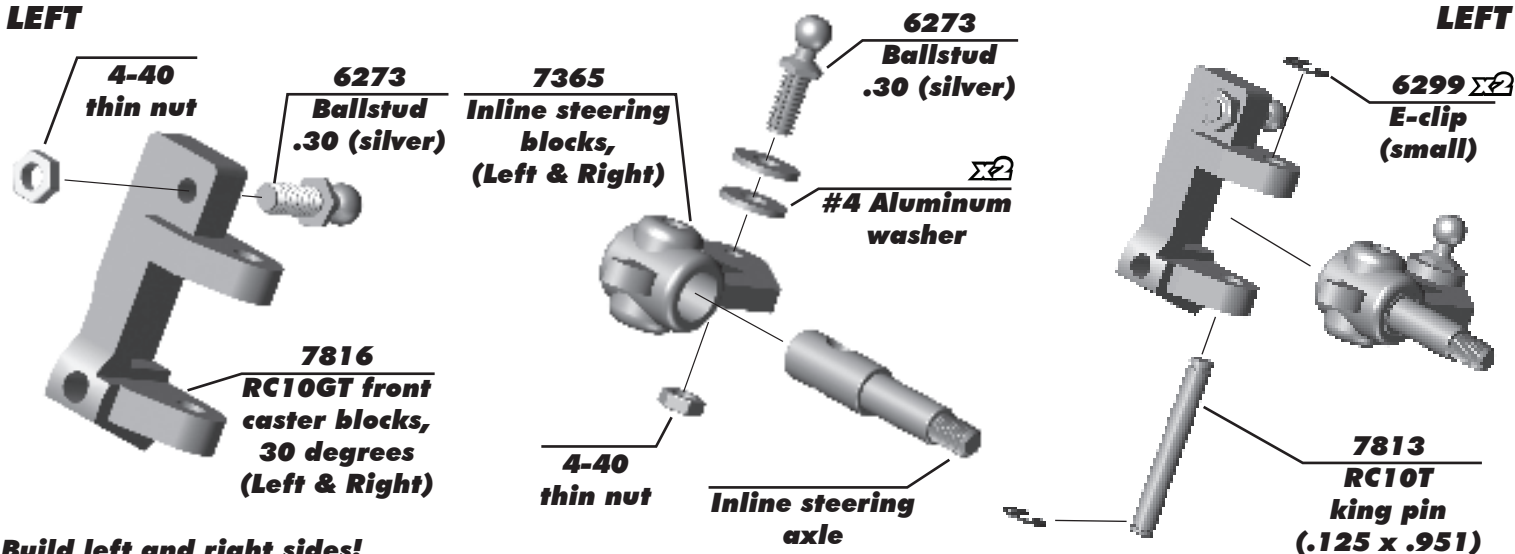
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21062 Bake Parkway
Lake Forest, CA 92630



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Tel: 949.544.7500
Fax: 949.544.7501

:: Nose Plate / Steering Build - Bag A - Step 1

LEFT

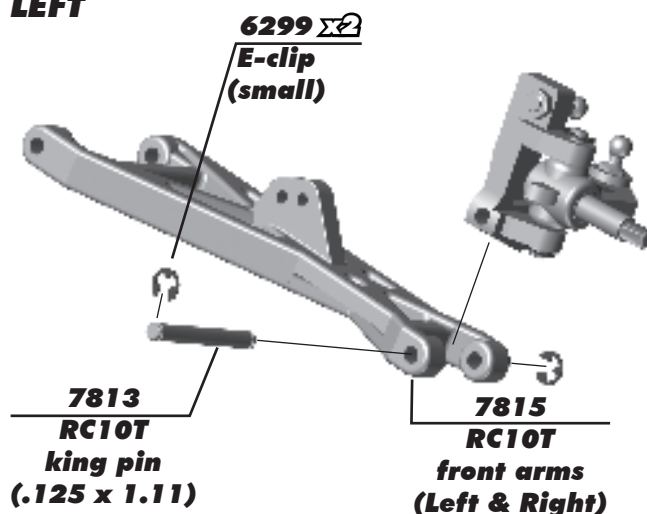


:: Nose Plate / Steering Build - Bag A - Step 2

LEFT

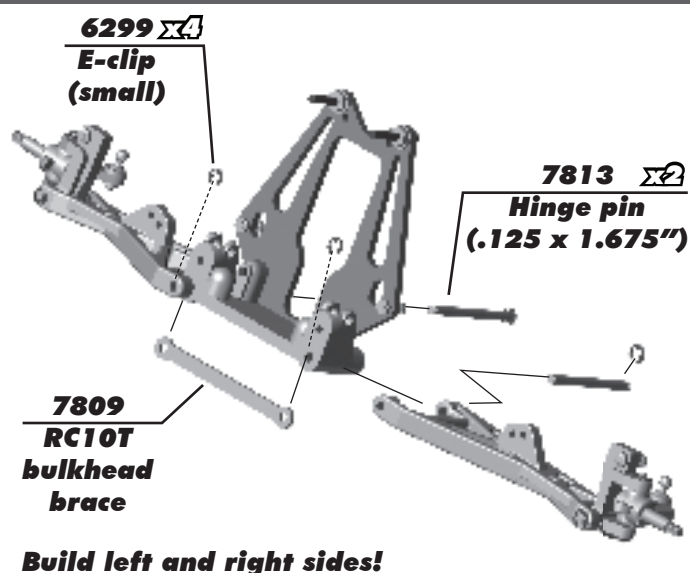
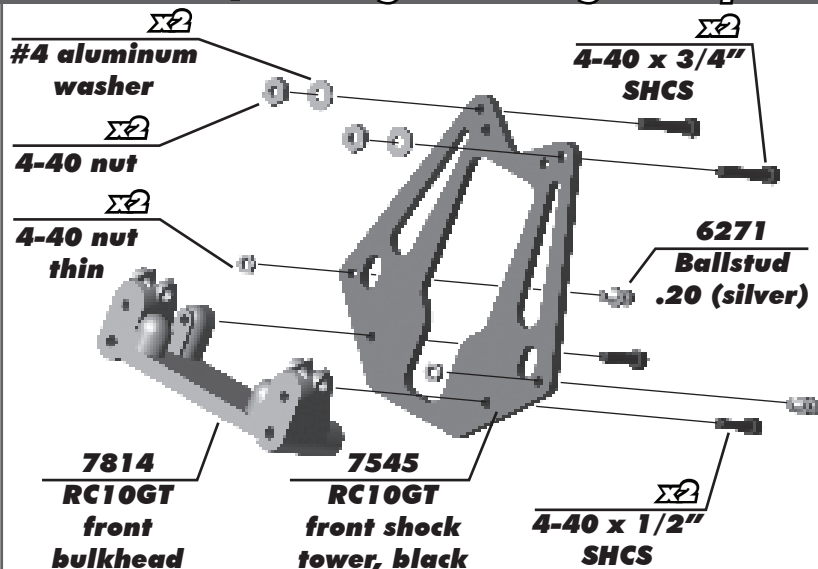


LEFT

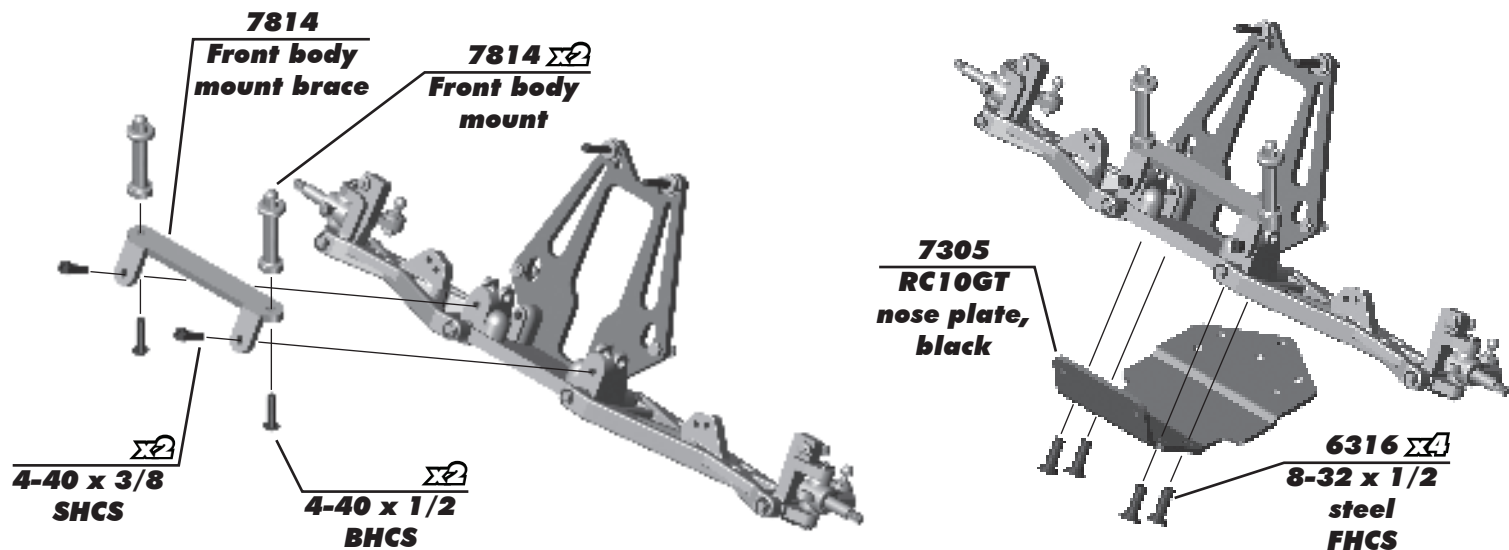


Build left and right sides!

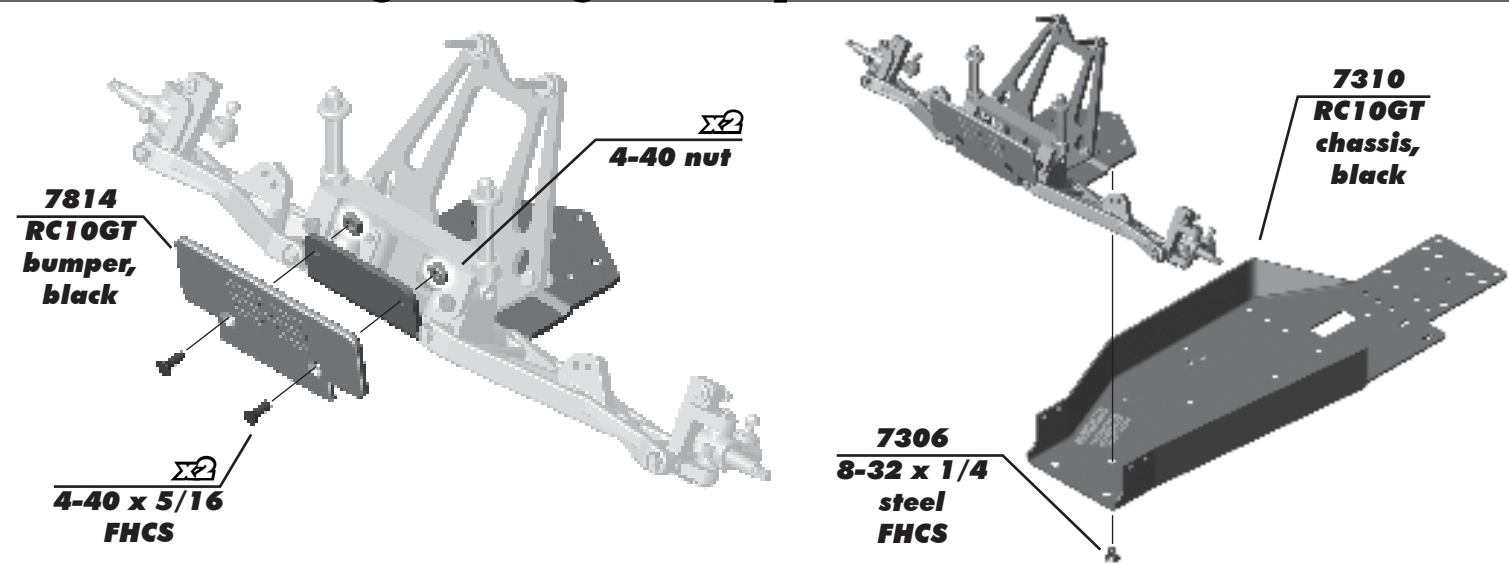
:: Nose Plate / Steering Build - Bag A - Step 3



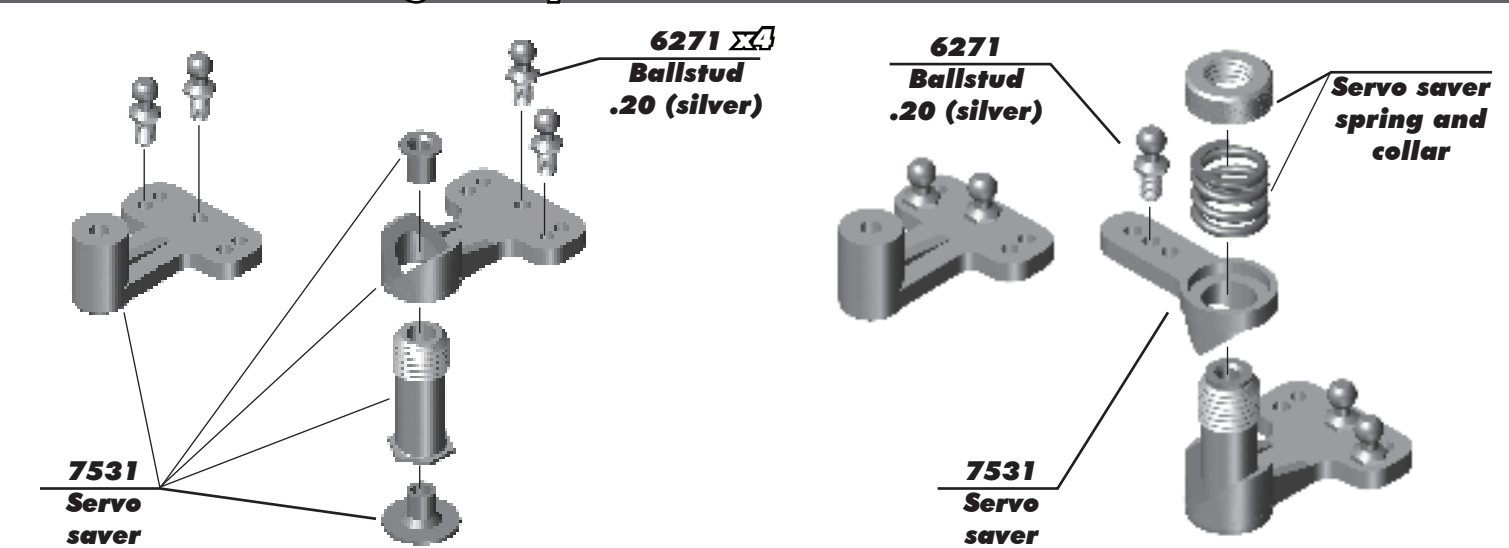
:: Nose Plate / Steering Build - Bag A - Step 4



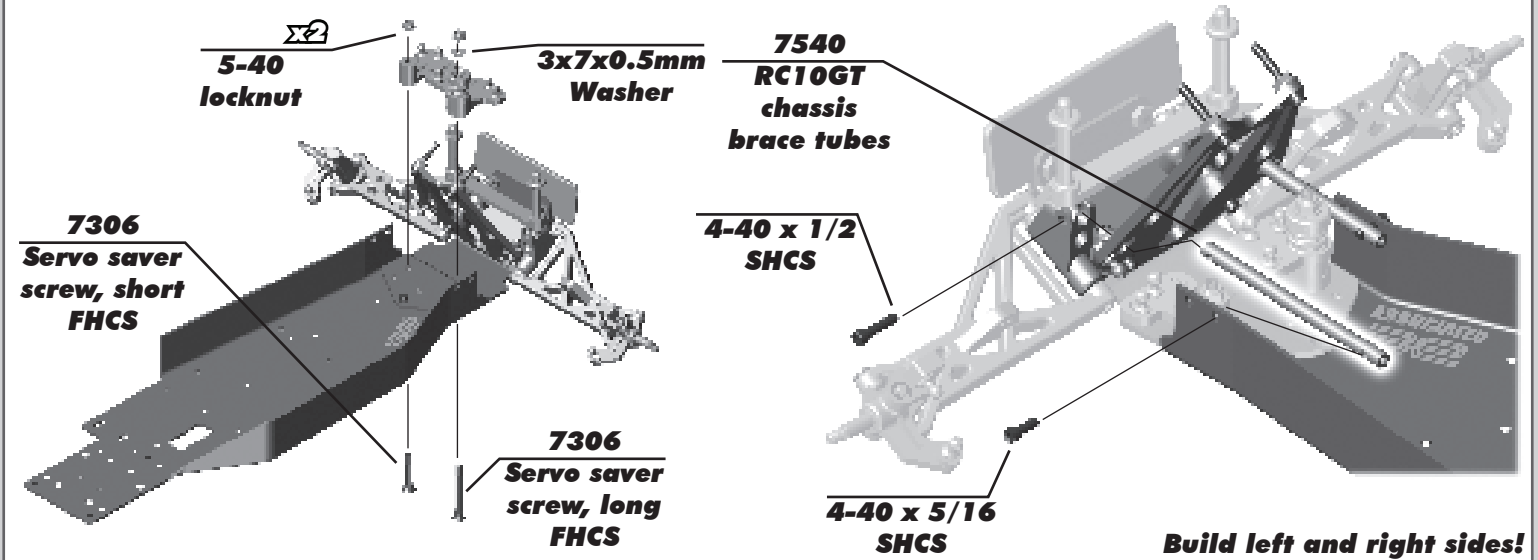
:: Nose Plate / Steering Build - Bag A / B - Step 5



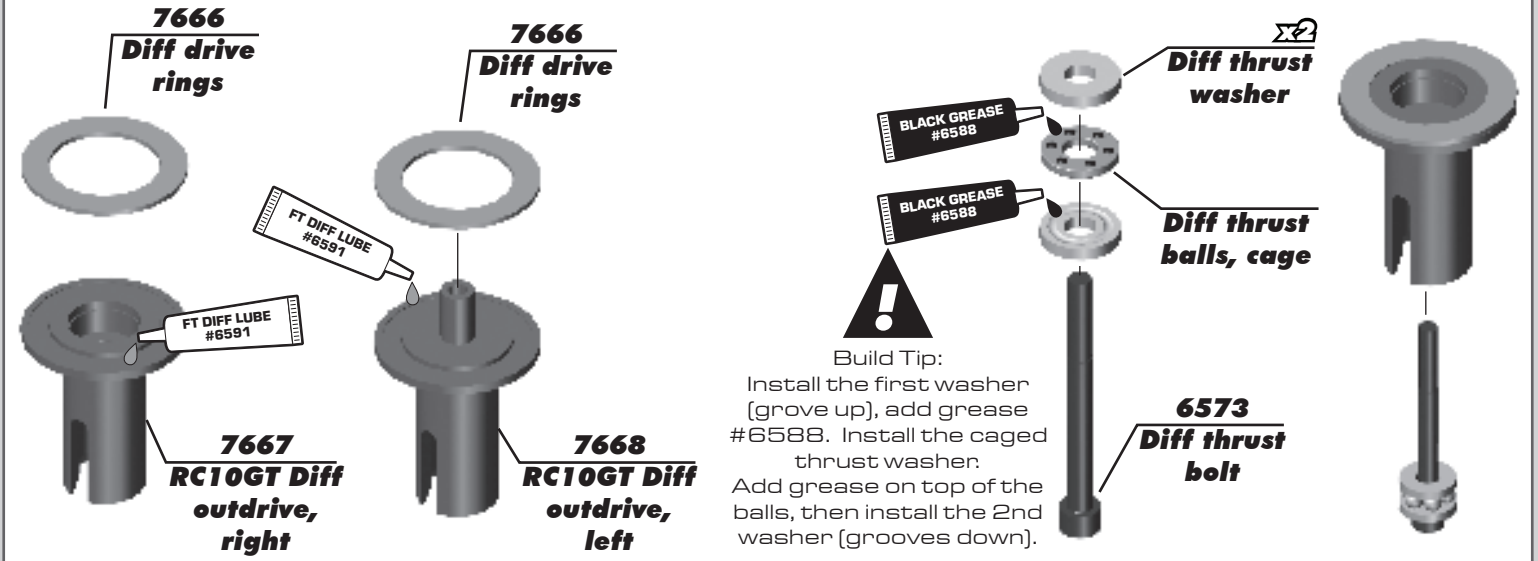
:: Servo Saver Build - Bag B - Step 1



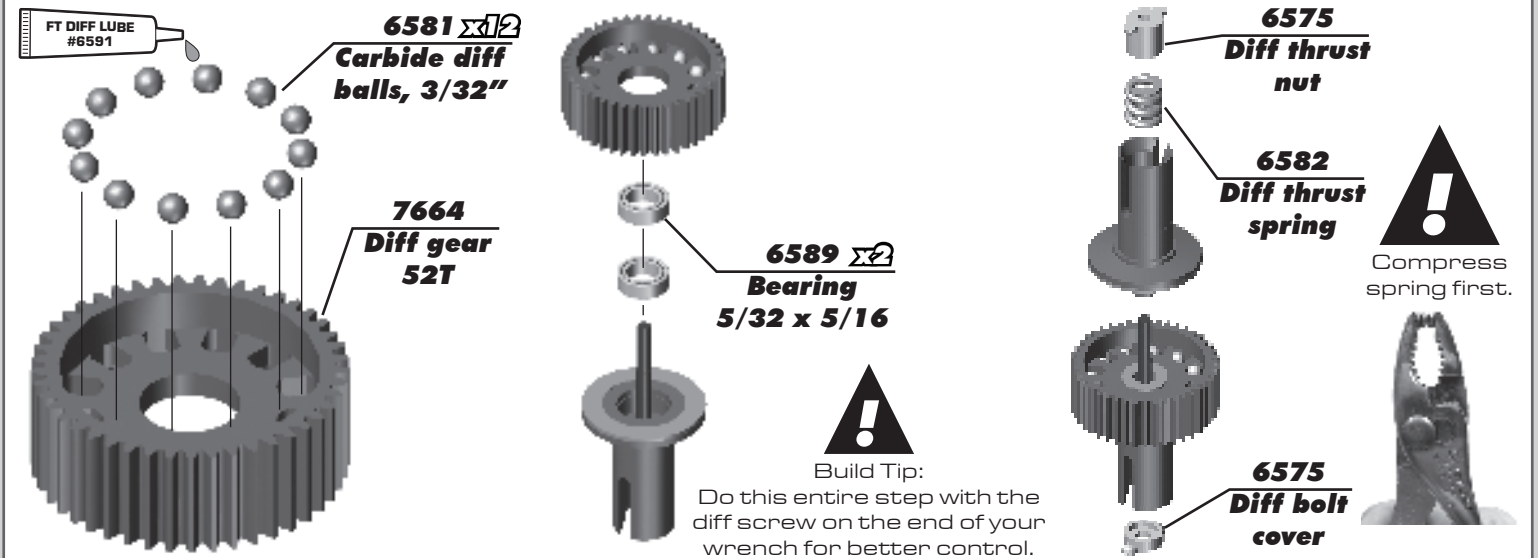
:: Servo Saver Build - Bag B - Step 2



:: Transmission Build - Bag C - Step 1



:: Transmission Build - Bag C - Step 2

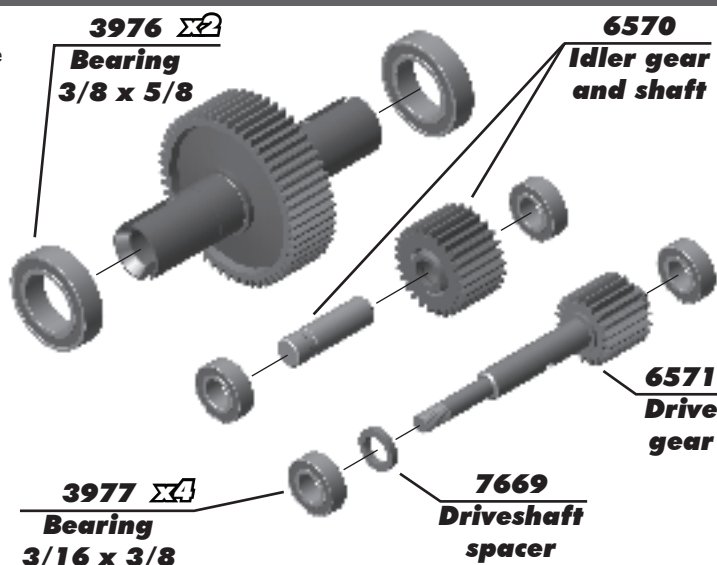
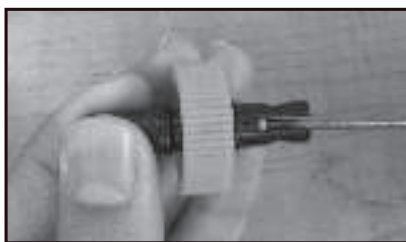


:: Transmission Build - Bag C - Step 3

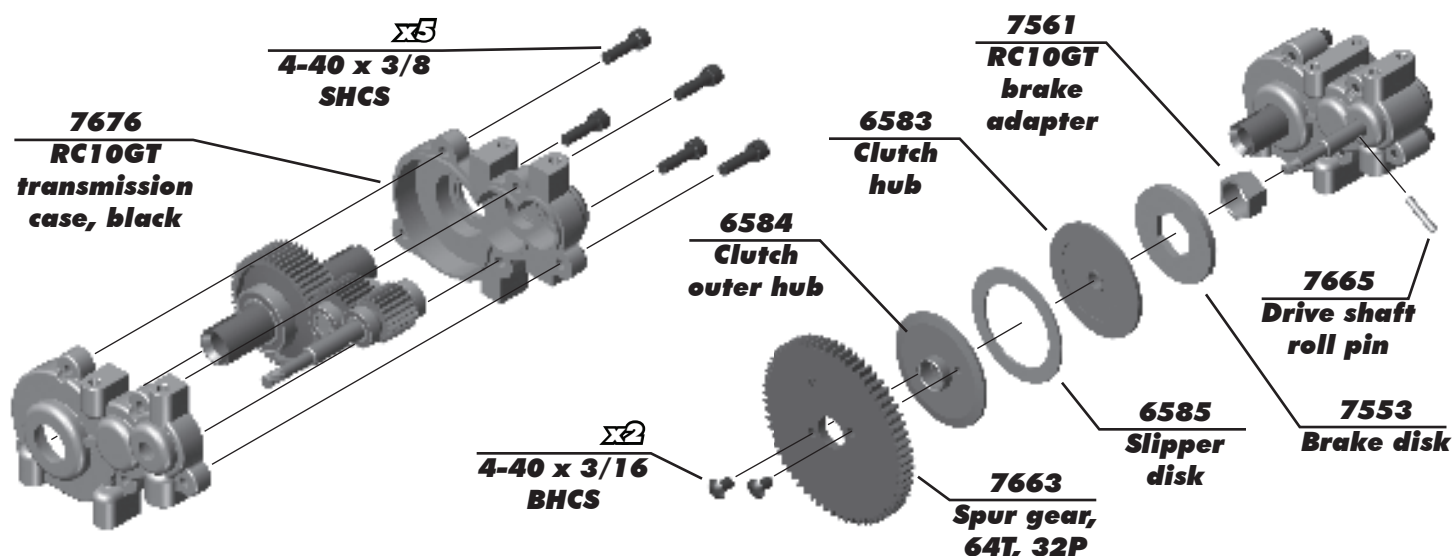
As you tighten the diff bolt, you will notice the T-nut ears moving closer to the bottom of the outdrive slot. This compresses the spring behind the T-nut. The spring should be completely compressed at the time the T-nut reaches the end of the slot.

Caution! Pay close attention to the feeling when the spring is completely compressed. Do not overtighten the bolt. When you feel the spring completely compressed, loosen the diff bolt $1/8$ of a turn. Your diff should now operate smoothly but with resistance as the outdrives move in opposite directions.

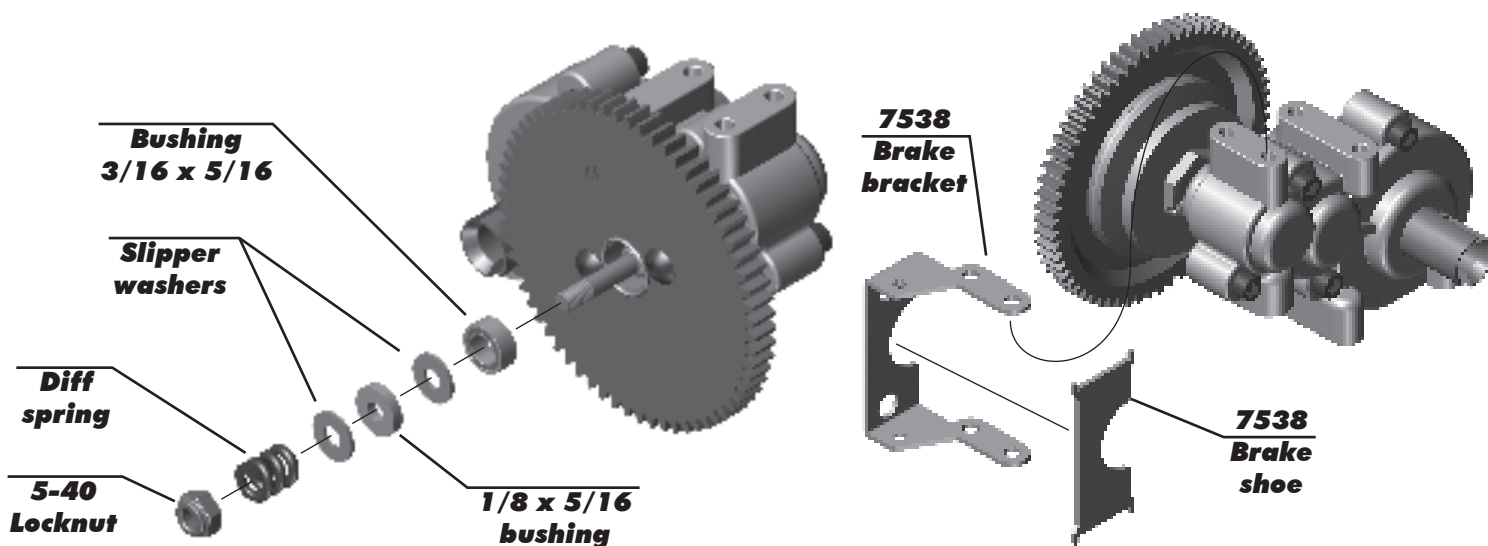
After you have driven the car once, re-check the diff setting.



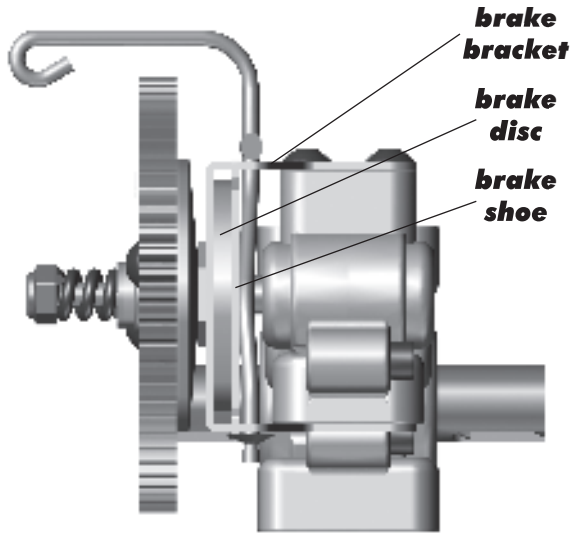
:: Transmission Build - Bag C - Step 4



:: Transmission Build - Bag C - Step 5



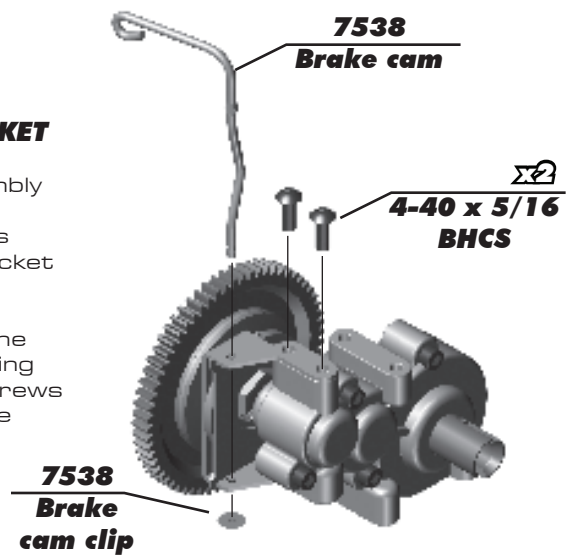
:: Transmission Build - Bag C - Step 6



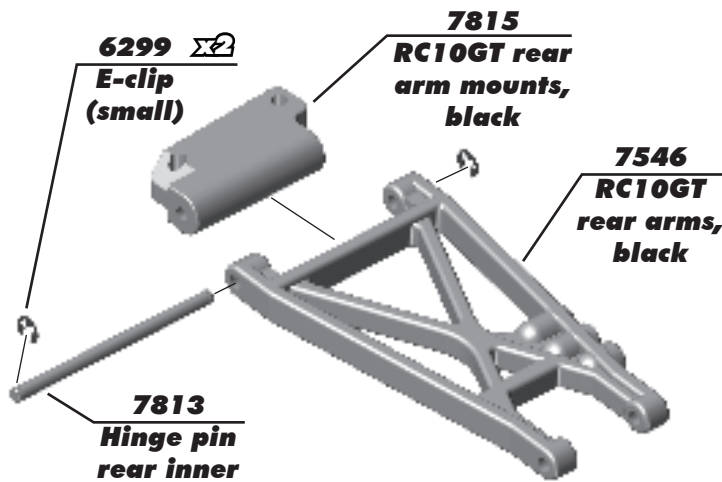
INSTALL BRAKE BRACKET

1) Slide the bracket assembly onto the transmission. Make sure the brake disc is centered between the bracket and brake shoe as shown.

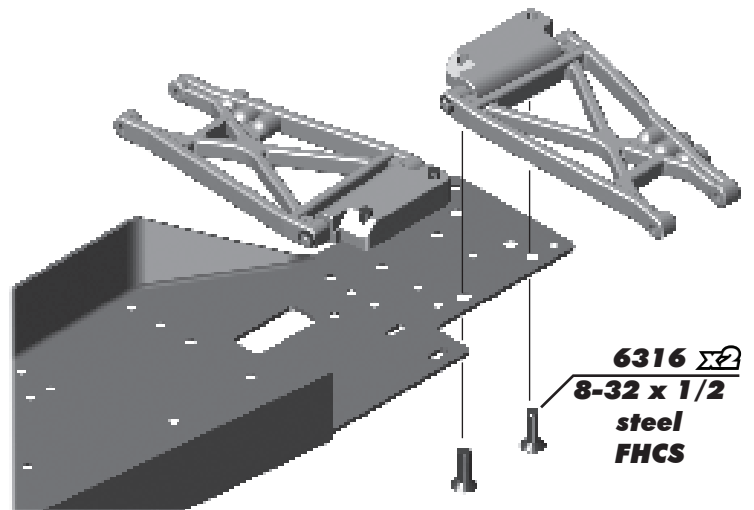
2) Secure the bracket to the transmission as shown, using two 4-40 x 5/16 BHCS screws in the top holes of the brake bracket.



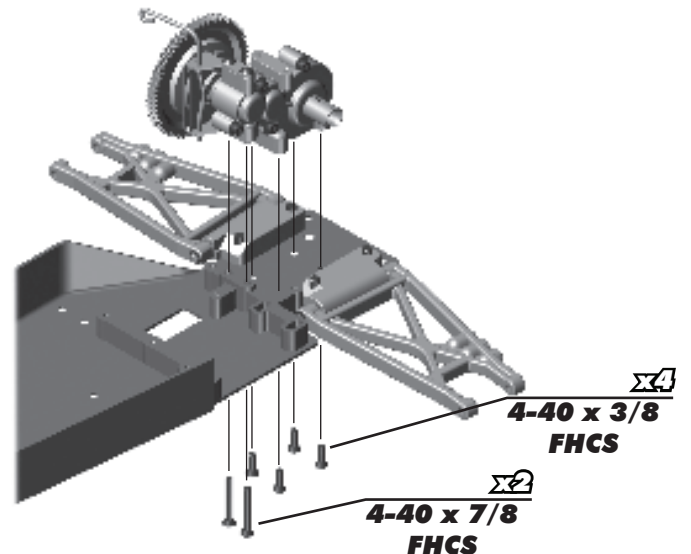
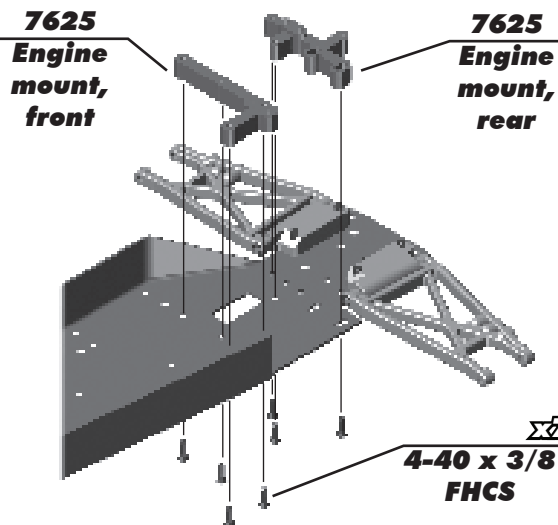
:: Rear End Build - Bag D - Step 1



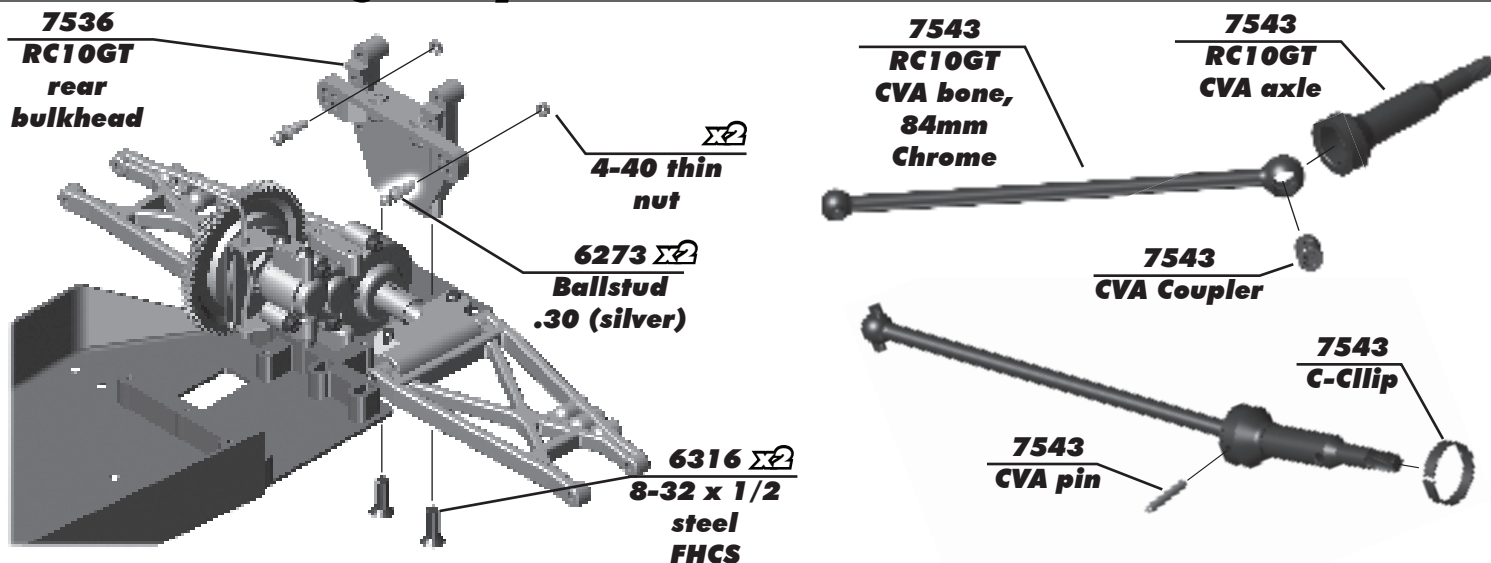
Build left and right sides!



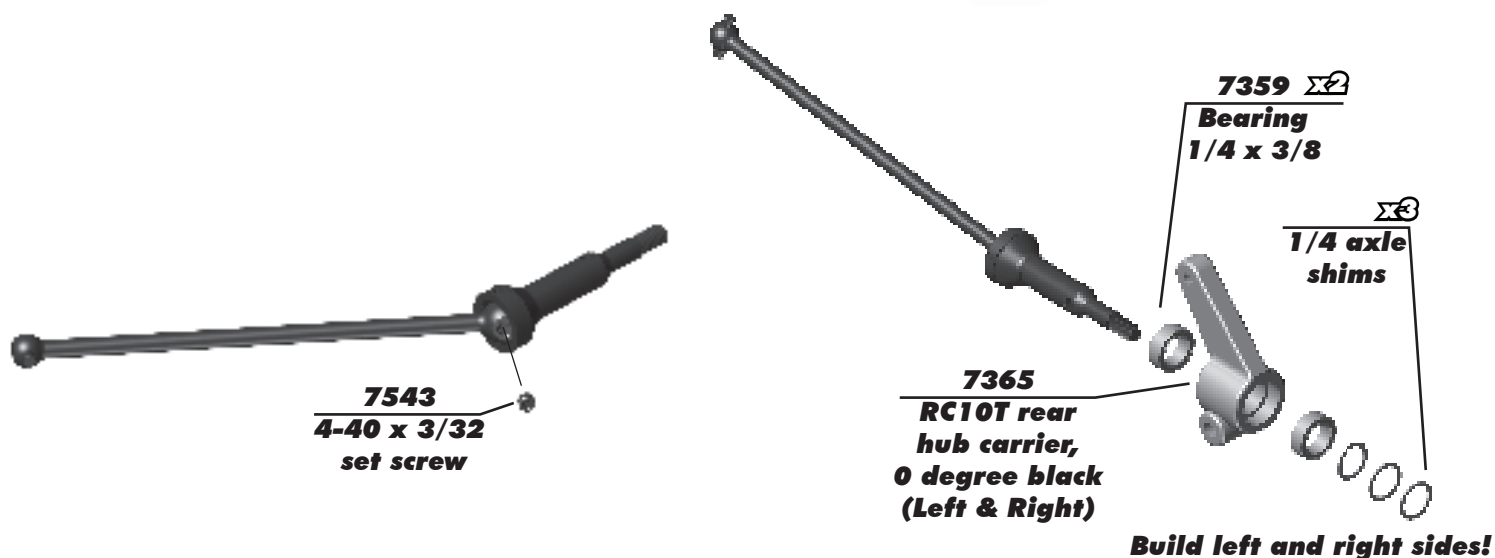
:: Rear End Build - Bag D - Step 2



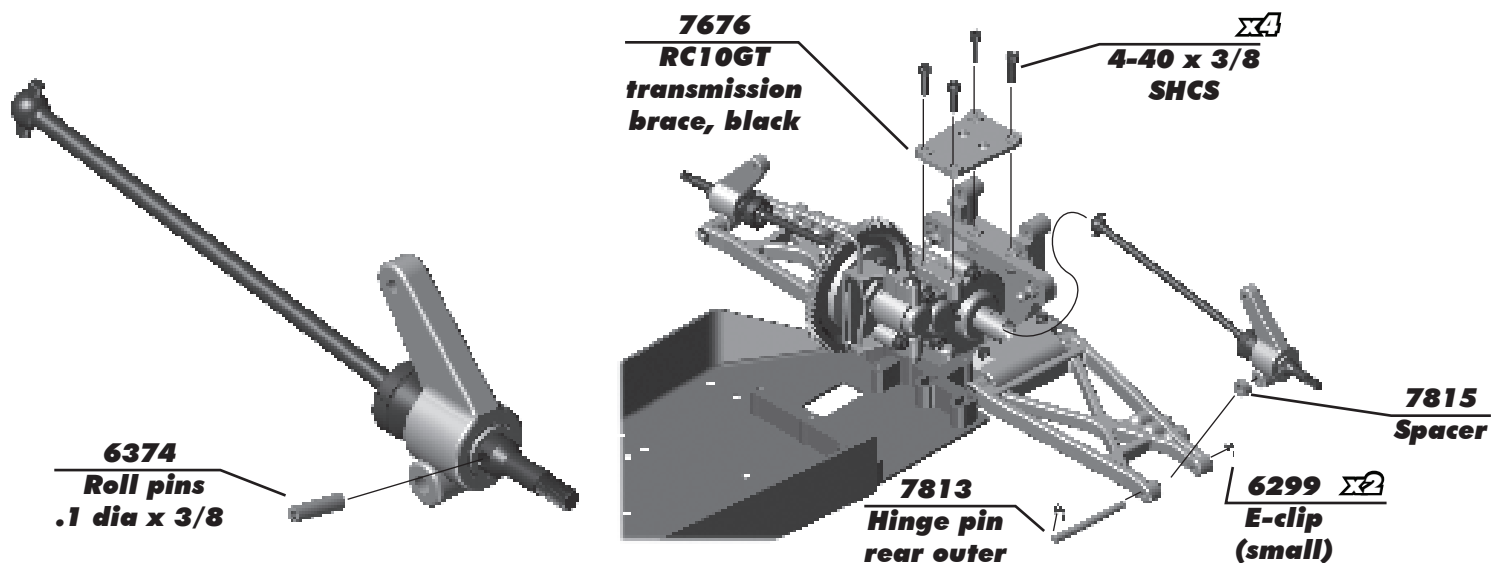
:: Rear End Build - Bag D - Step 3



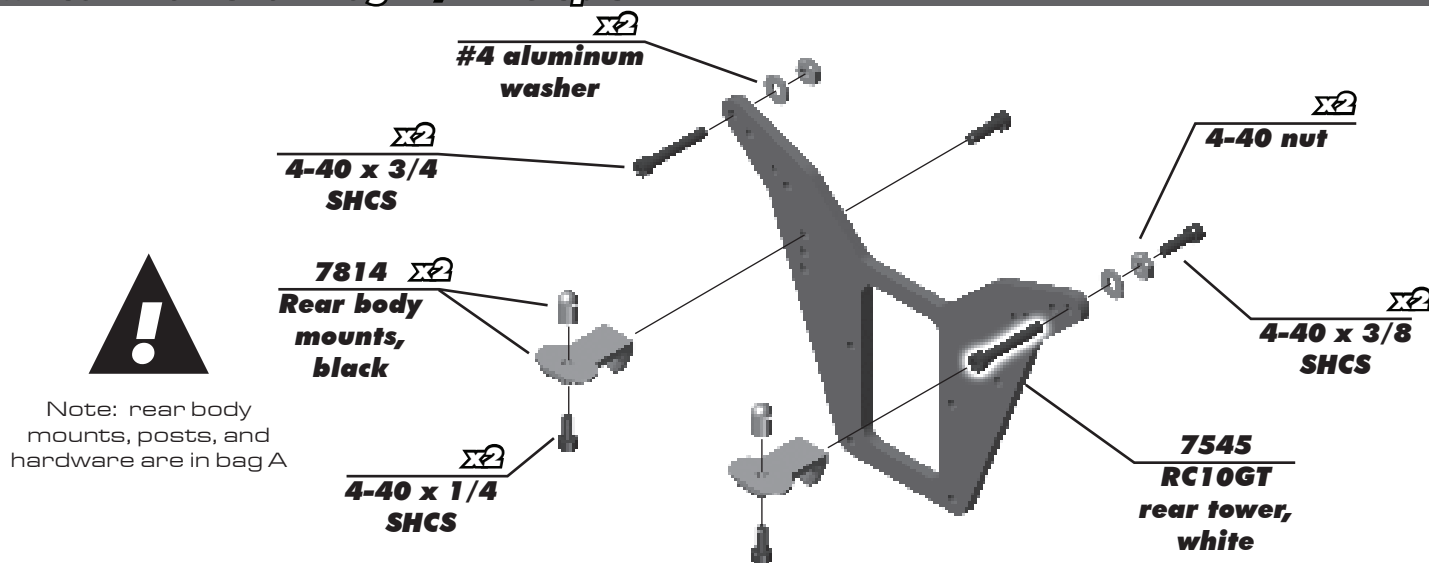
:: Rear End Build - Bag D - Step 4



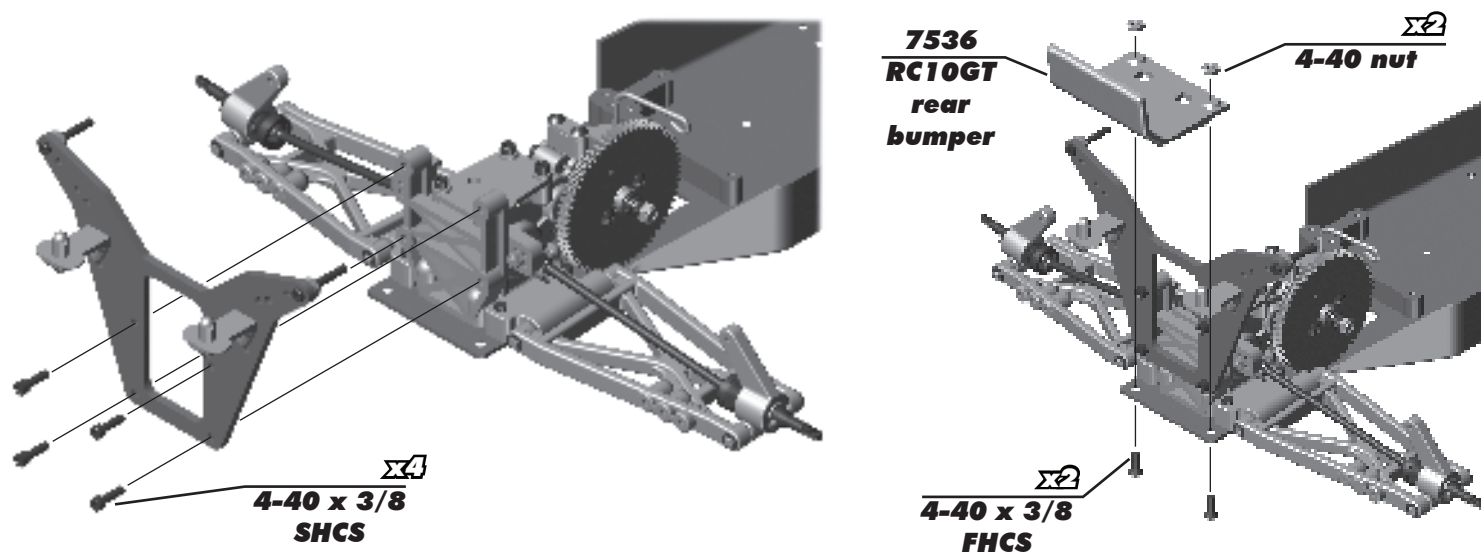
:: Rear End Build - Bag D - Step 5



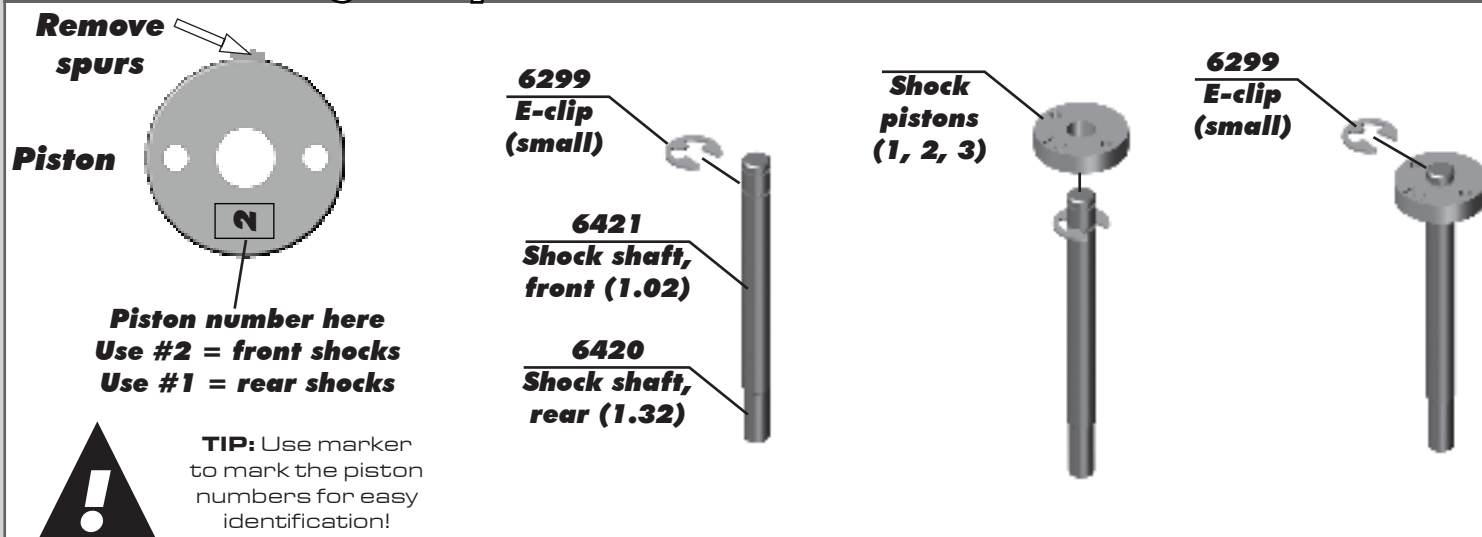
:: Rear End Build - Bag D / A - Step 6



:: Rear End Build - Bag D - Step 7

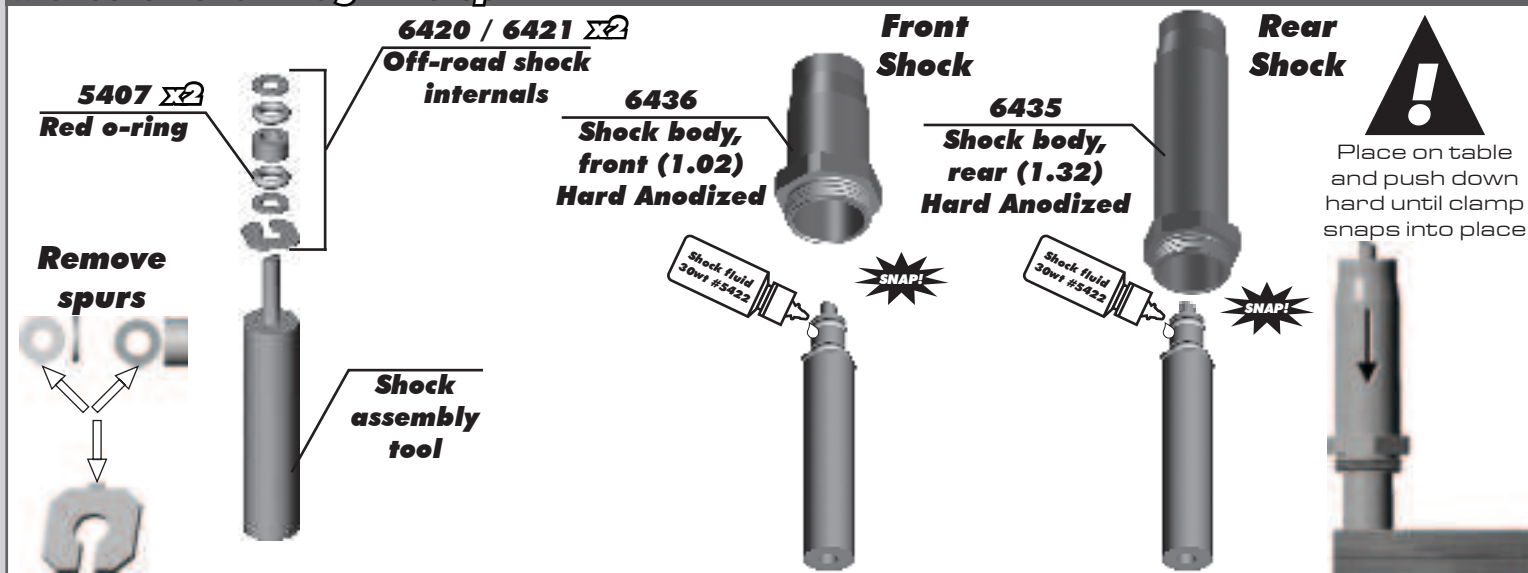


:: Shocks Build - Bag E - Step 1

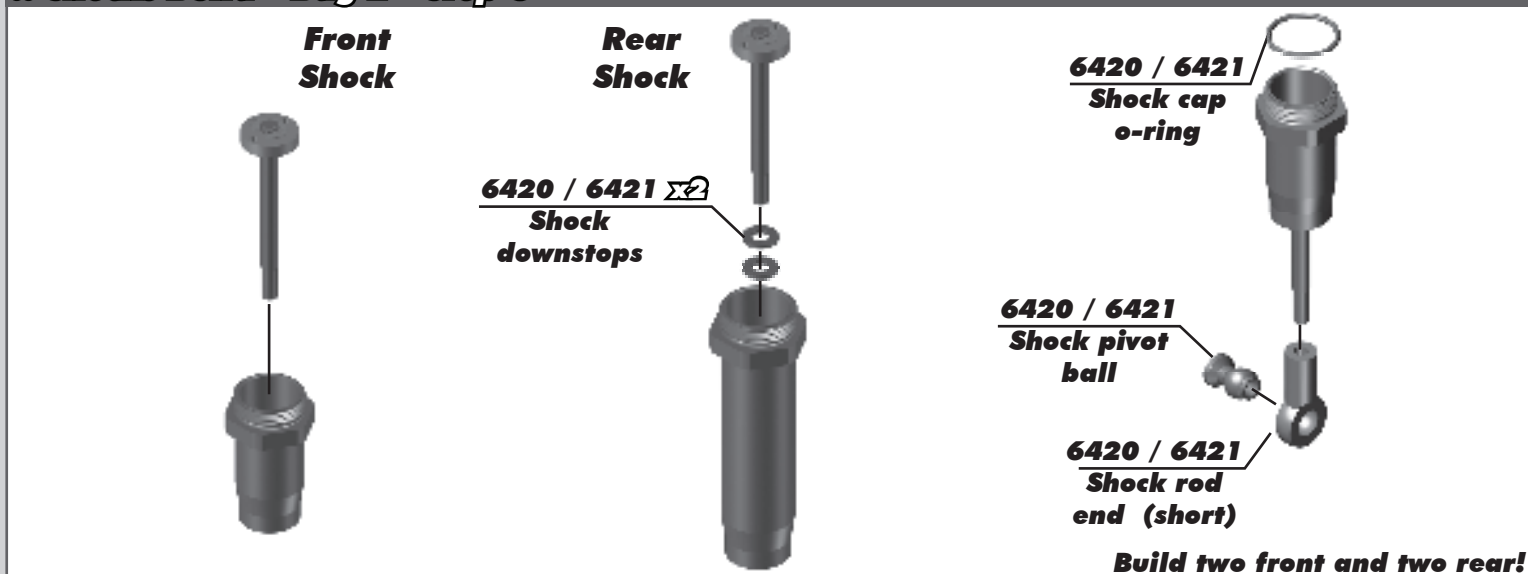


Build two front and two rear!

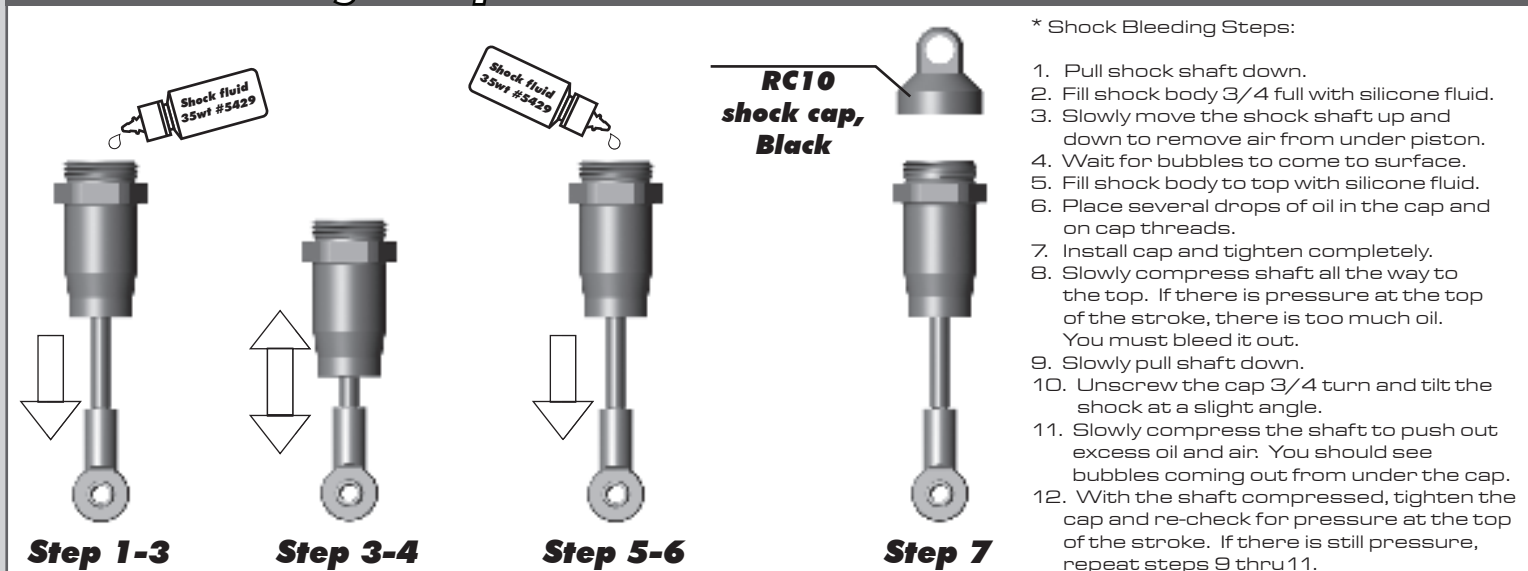
:: Shocks Build - Bag E - Step 2



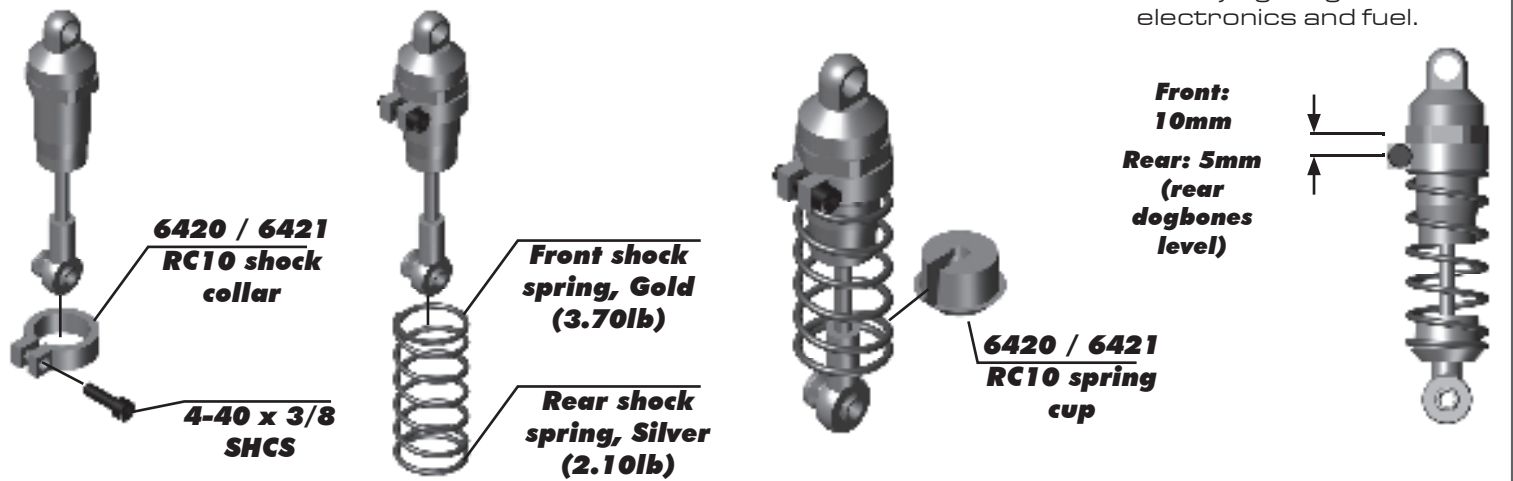
:: Shocks Build - Bag E - Step 3



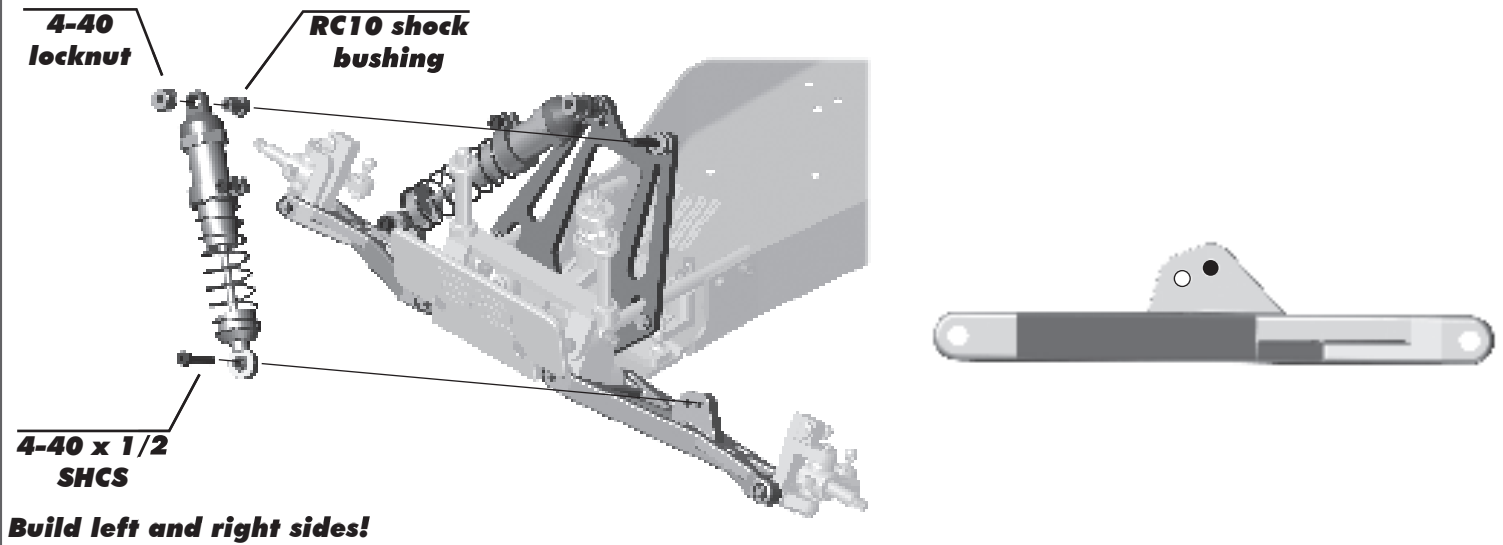
:: Shocks Build - Bag E - Step 4



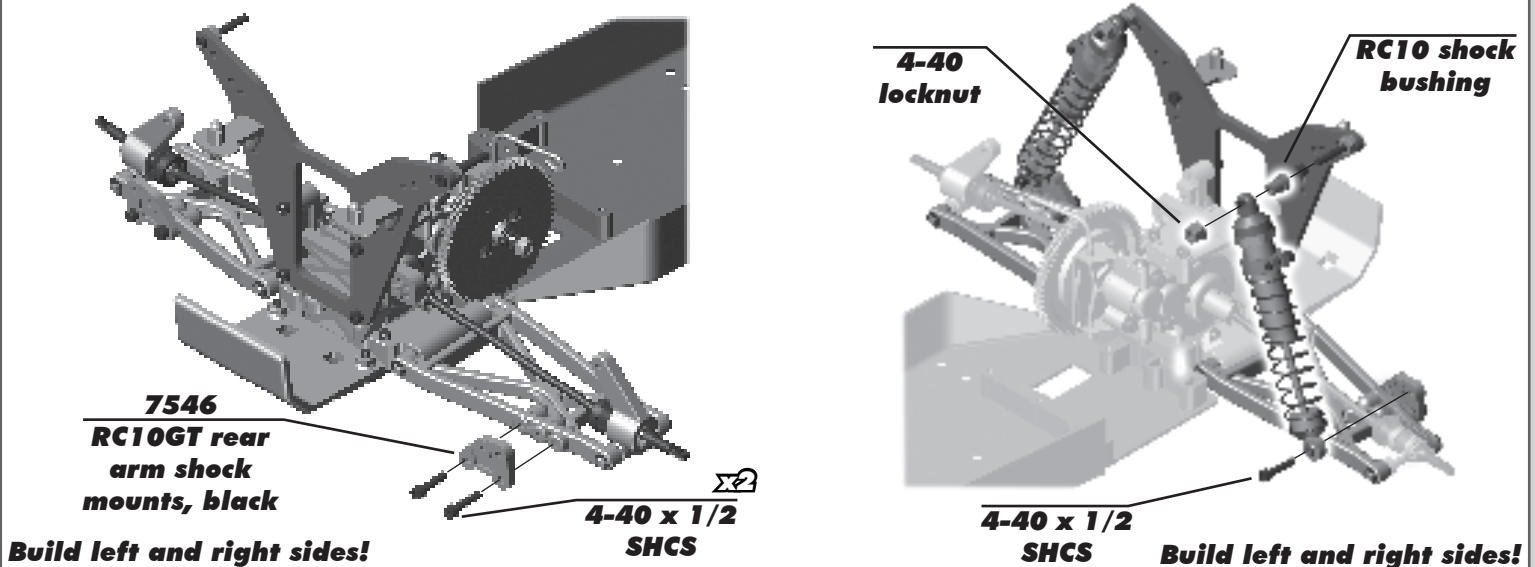
:: Shocks Build - Bag E - Step 5



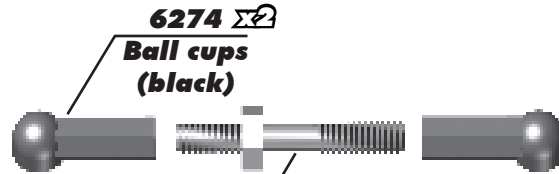
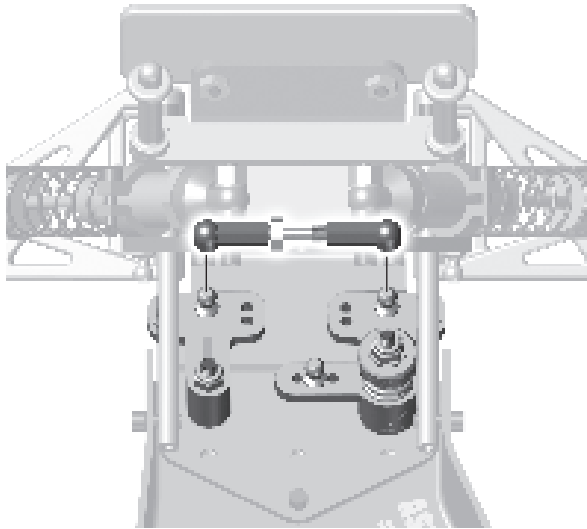
:: Shocks Build - Bag E - Step 6



:: Shocks Build - Bag E - Step 7

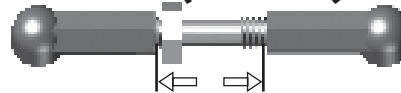


:: Turnbuckles Build - Bag F - Step 1



7833
Ti. Turnbuckle
(1")

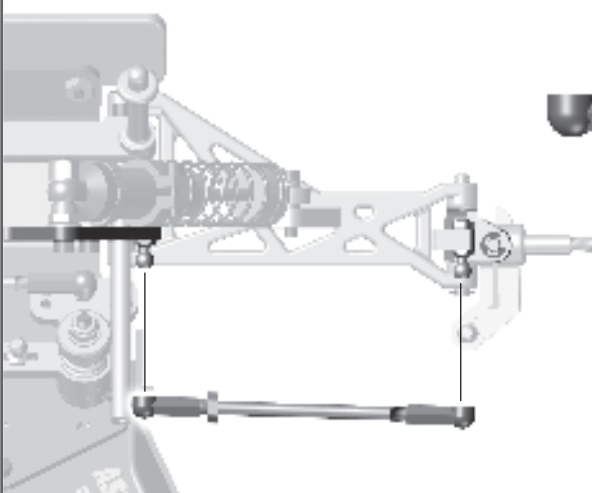
Bellcrank Turnbuckle
0.57" (14.5mm)



Orient the notch to the left throughout the car. It indicates which end has the left hand threads!



:: Turnbuckles Build - Bag F - Step 2



7833
Ti. Turnbuckle
(2.62")

Front Camber Turnbuckle
1.92" (49.0mm)



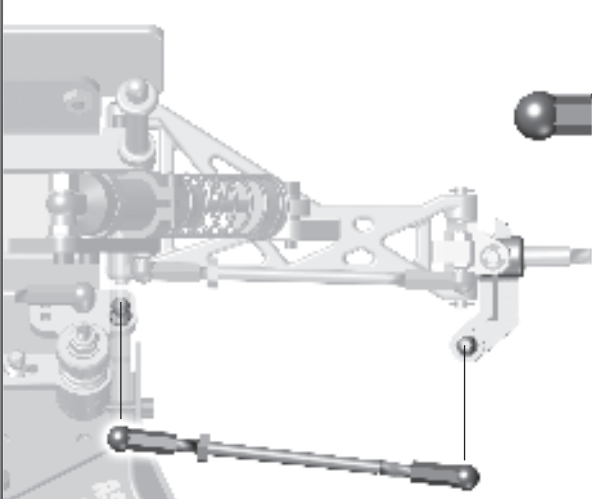
Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

Recommended turnbuckle lengths are approximate. Final recommended settings = 0 degree Front Toe in and -2 Degree Camber Front and Rear.



Build left and right sides!

:: Turnbuckles Build - Bag F - Step 3



7833
Ti. Turnbuckle
(2.62")

Steering Turnbuckle
2.16" (55.0mm)



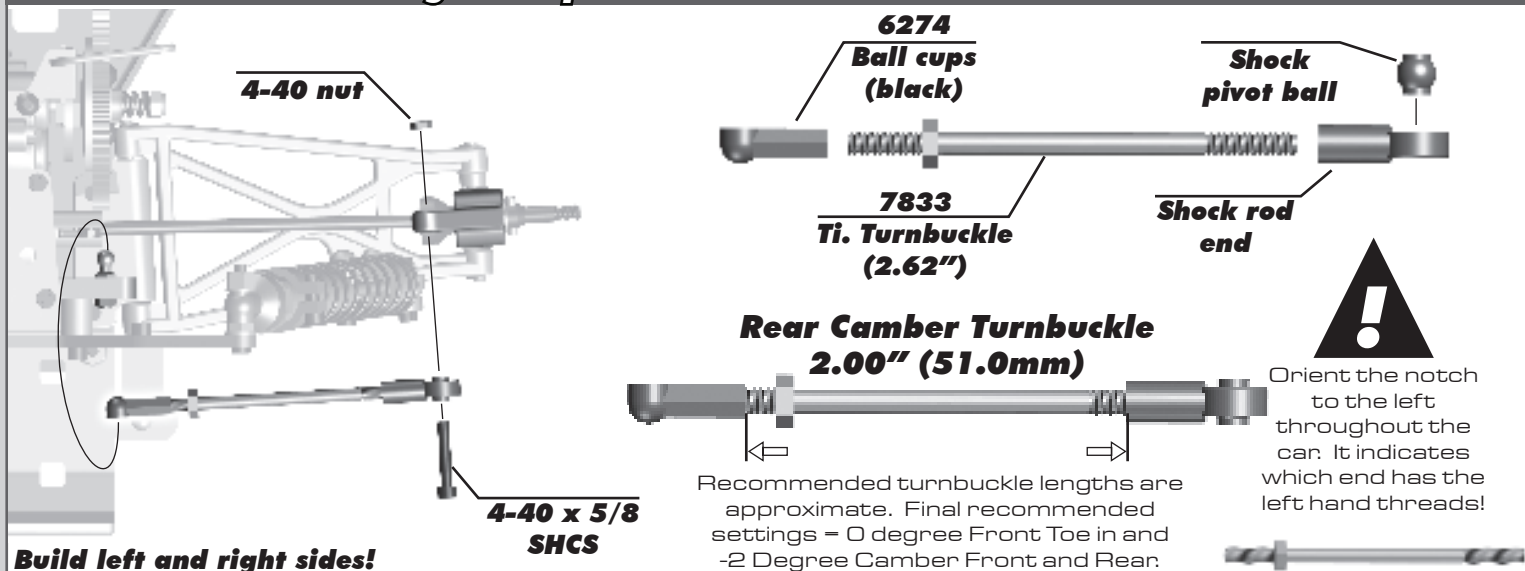
Orient the notch to the left throughout the car. It indicates which end has the left hand threads!

Recommended turnbuckle lengths are approximate. Final recommended settings = 0 degree Front Toe in and -2 Degree Camber Front and Rear.

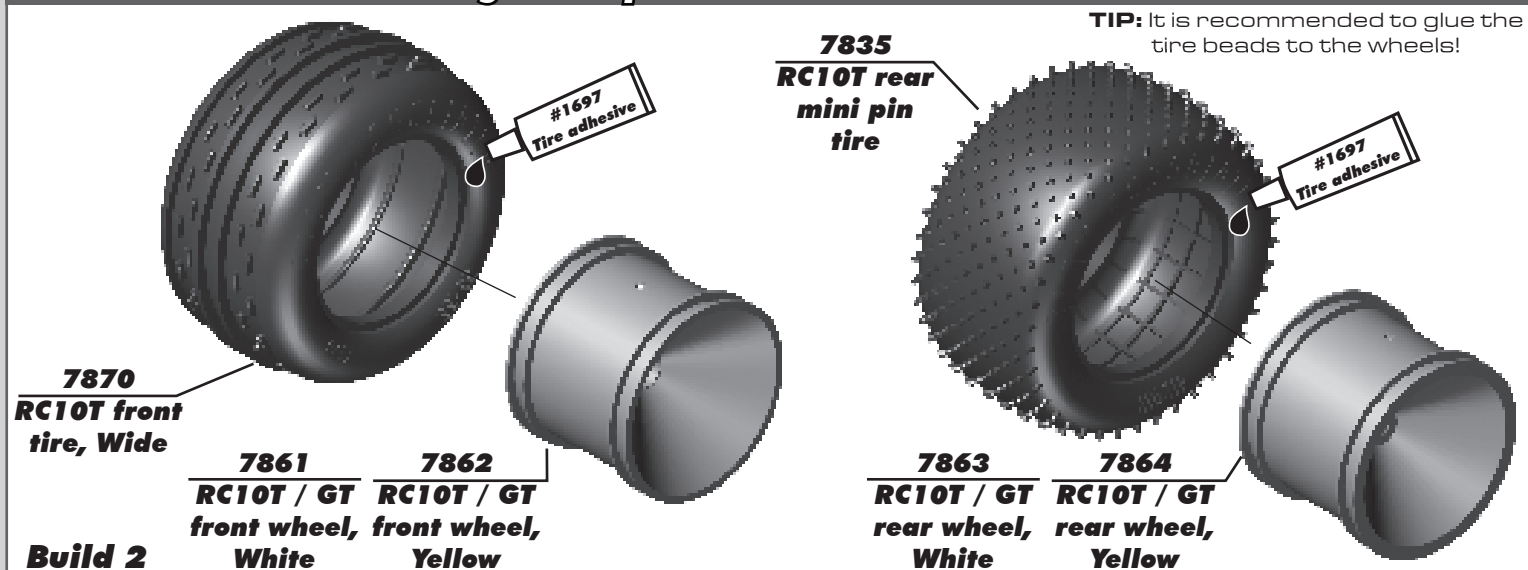


Build left and right sides!

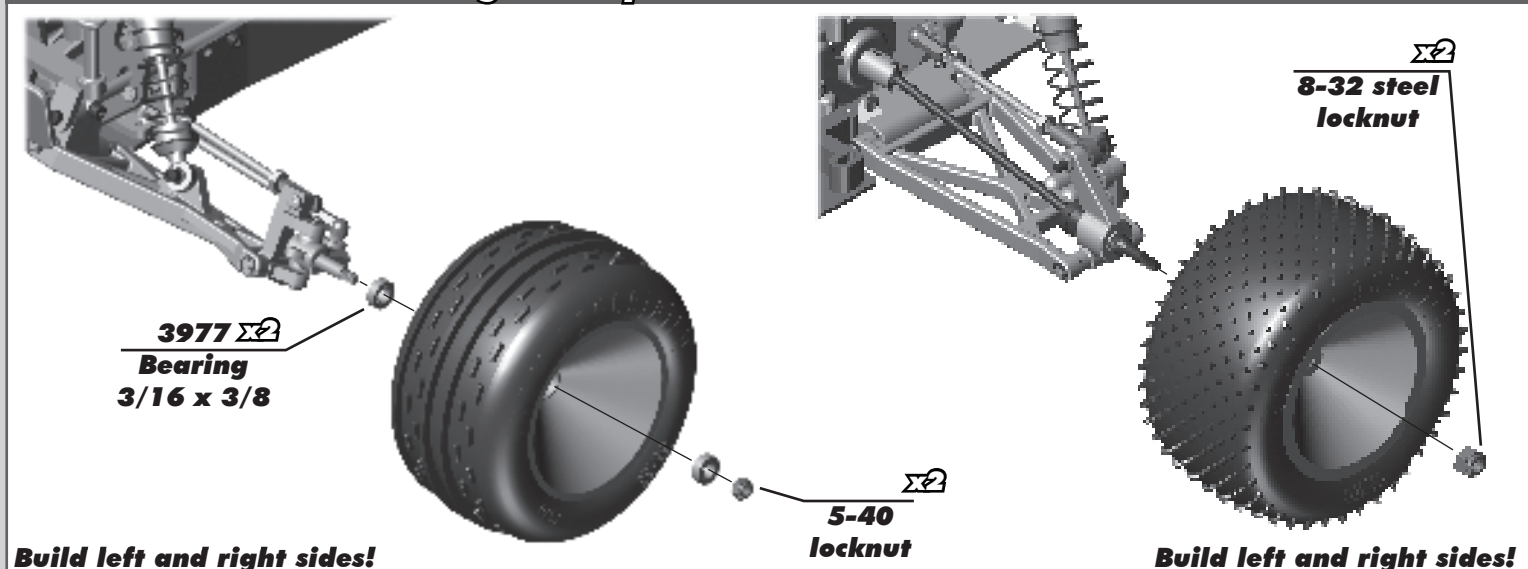
:: Turnbuckles Build - Bag F - Step 4



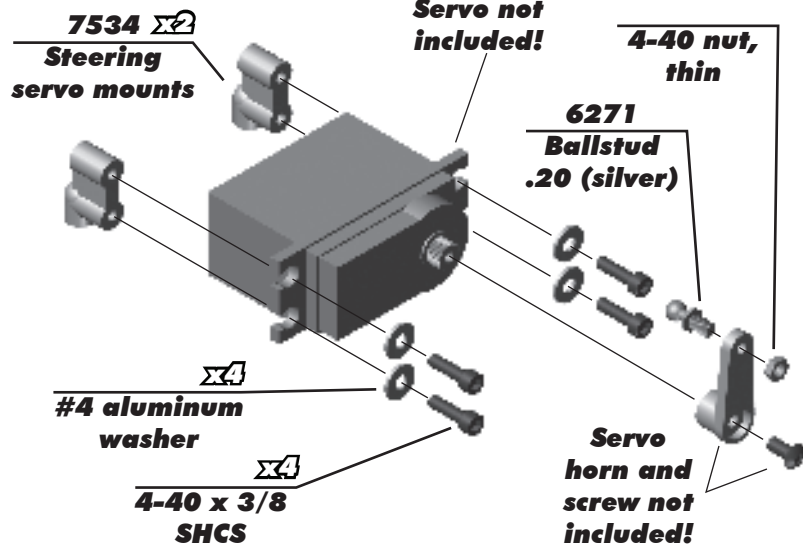
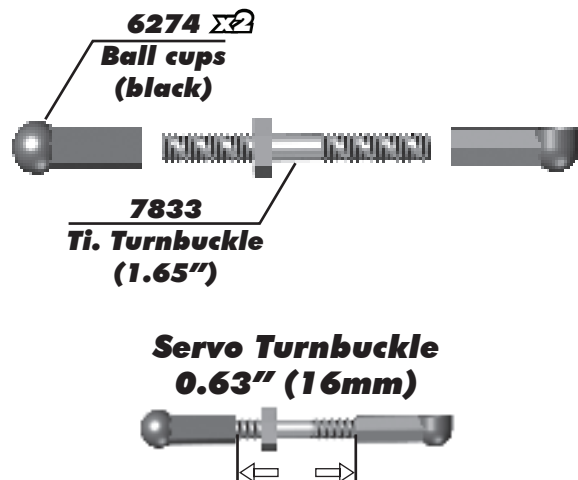
:: Wheel and Tire Build - Bag G - Step 1



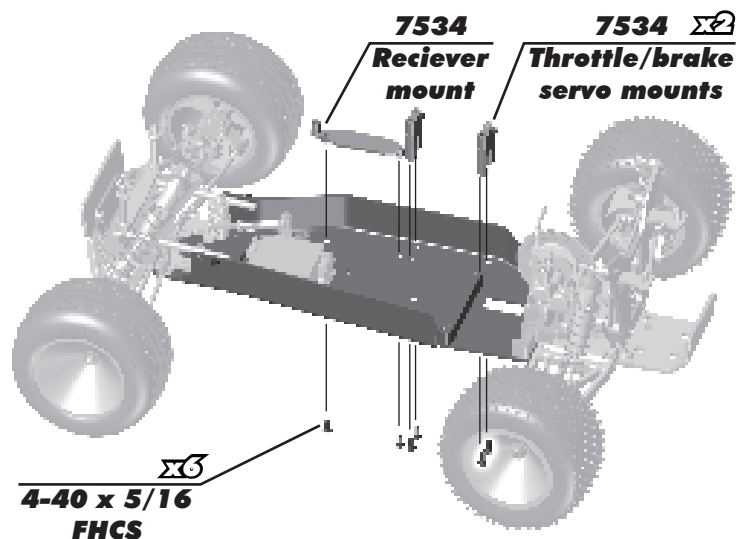
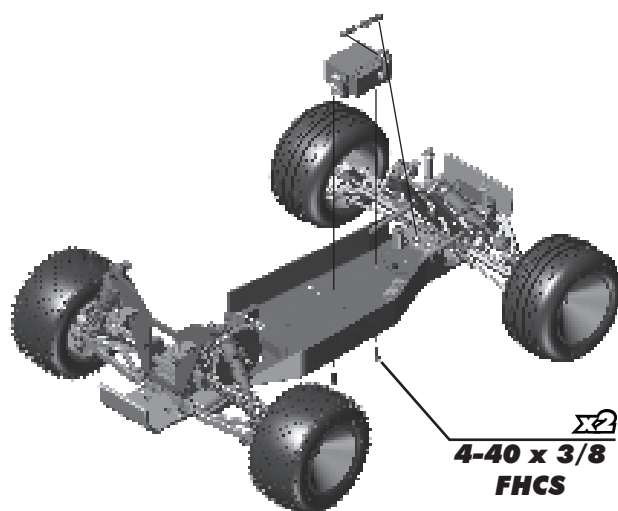
:: Wheel and Tire Build - Bag G - Step 2



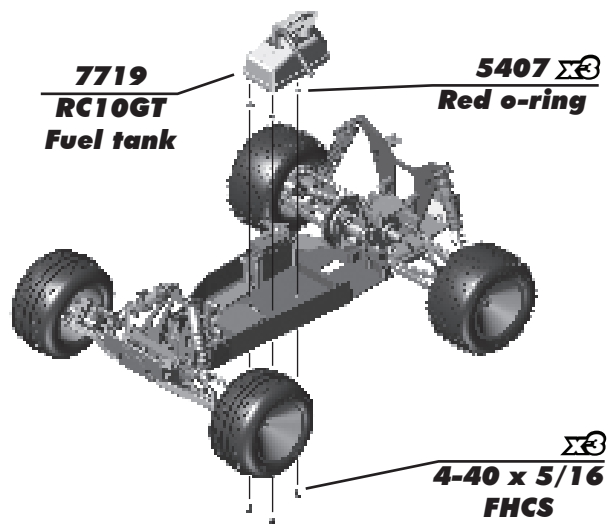
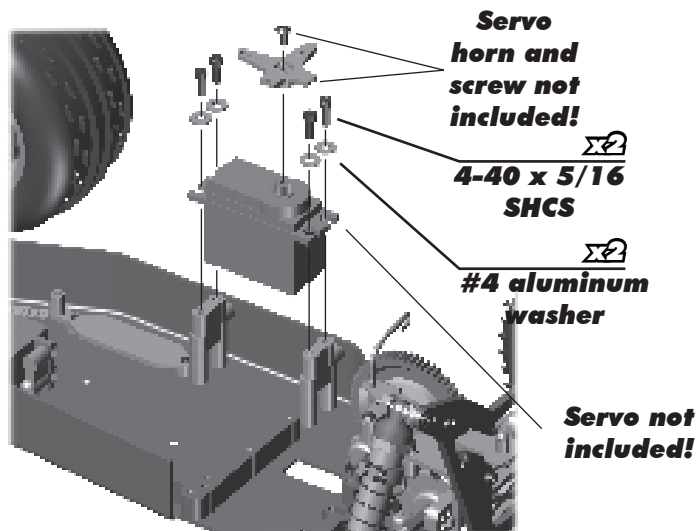
:: Fuel Tank / Servo Build - Bag H / F - Step 1



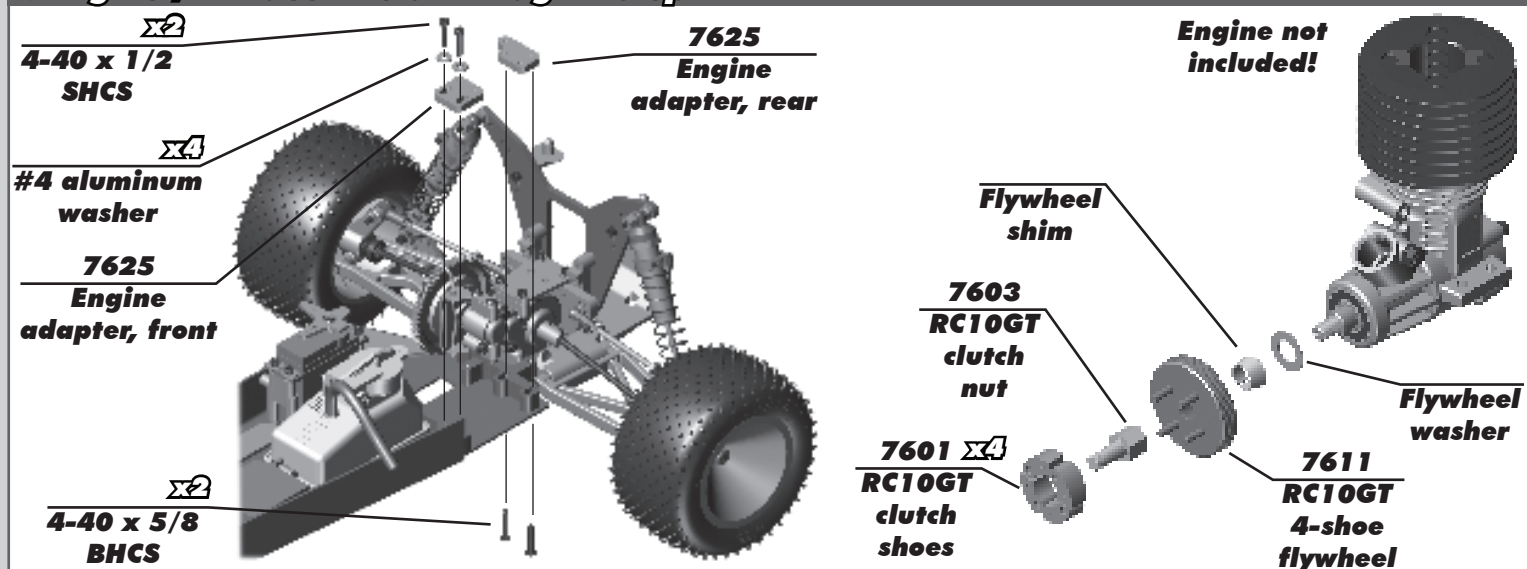
:: Fuel Tank / Servo Build - Bag H - Step 2



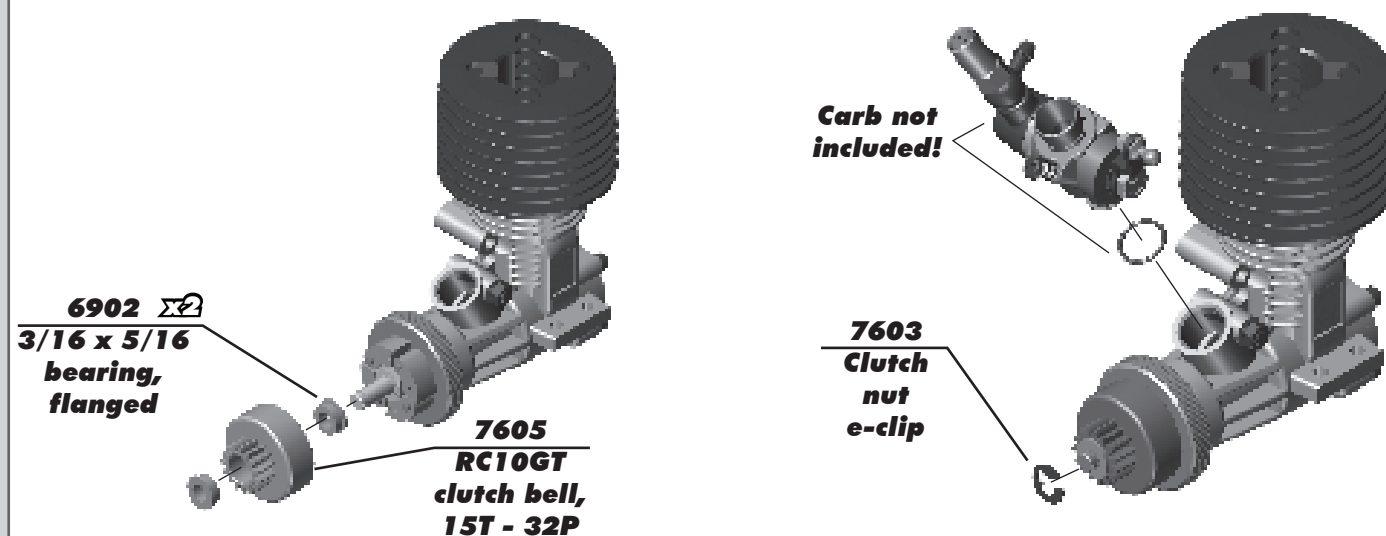
:: Fuel Tank / Servo Build - Bag H - Step 3



:: Engine / Exhaust Install - Bag I - Step 1



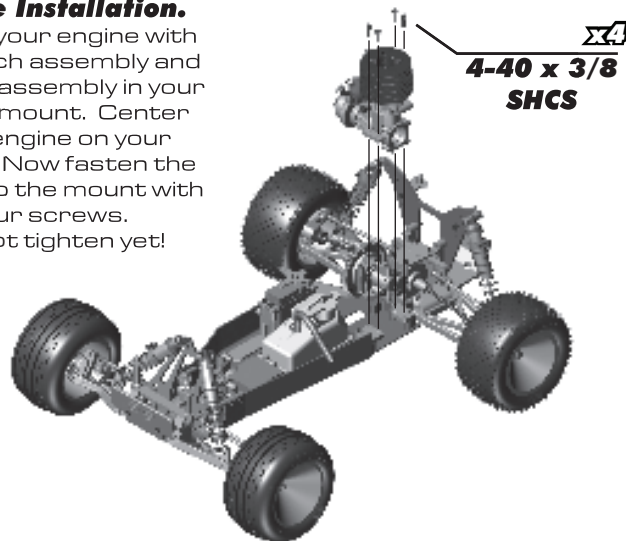
:: Engine / Exhaust Install - Bag I - Step 2



:: Engine / Exhaust Install - Bag I - Step 3

Engine Installation.

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 screws. Do not tighten yet!

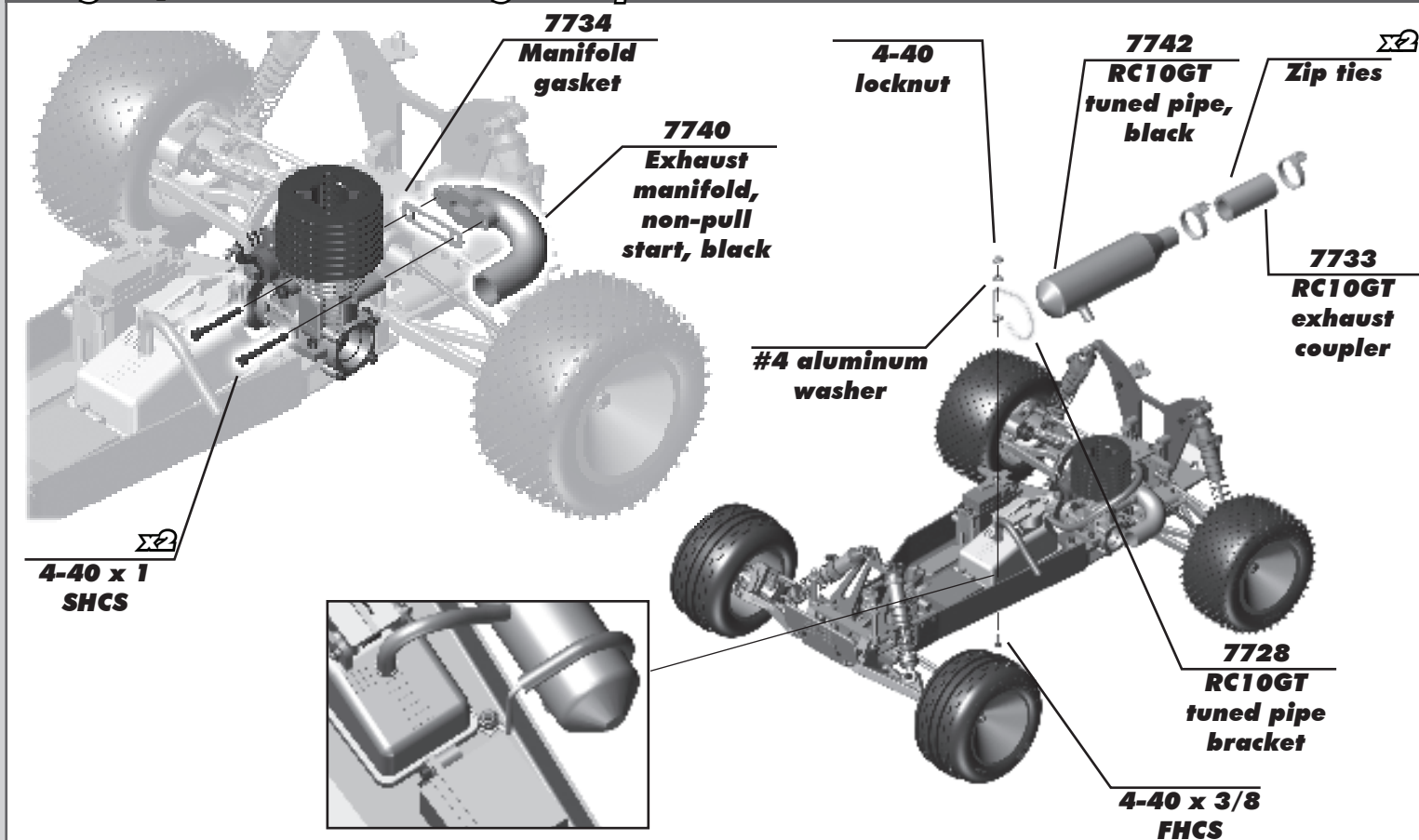


Check gear mesh.

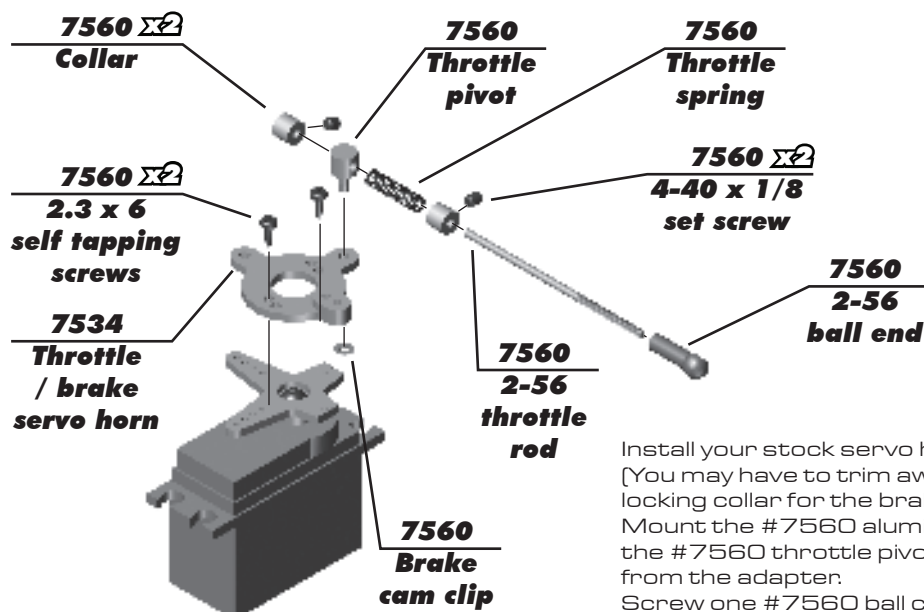
Set the gear-to-pinion gear spacing (gear mesh). Make sure you can still slide your engine mount, then mesh the clutch bell pinion with the spur gear. The correct gear spacing is when the pinion is as close to the spur gear as possible, but if you hold the pinion gear, you should still be able to rock 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.



:: Engine / Exhaust Install - Bag I - Step 4



:: Throttle and Brake Links - Bag J - Step 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.]

Mount the #7560 aluminum throttle pivot to the #7534 adapter with the #7560 throttle pivot clip, with the clip's inner teeth flaring away from the adapter.

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 #7560 set screw.

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.

Attach the servo horn adapter assembly to your servo horn with the two #7560 screws provided. See photo for proper orientation of adapter to your servo.

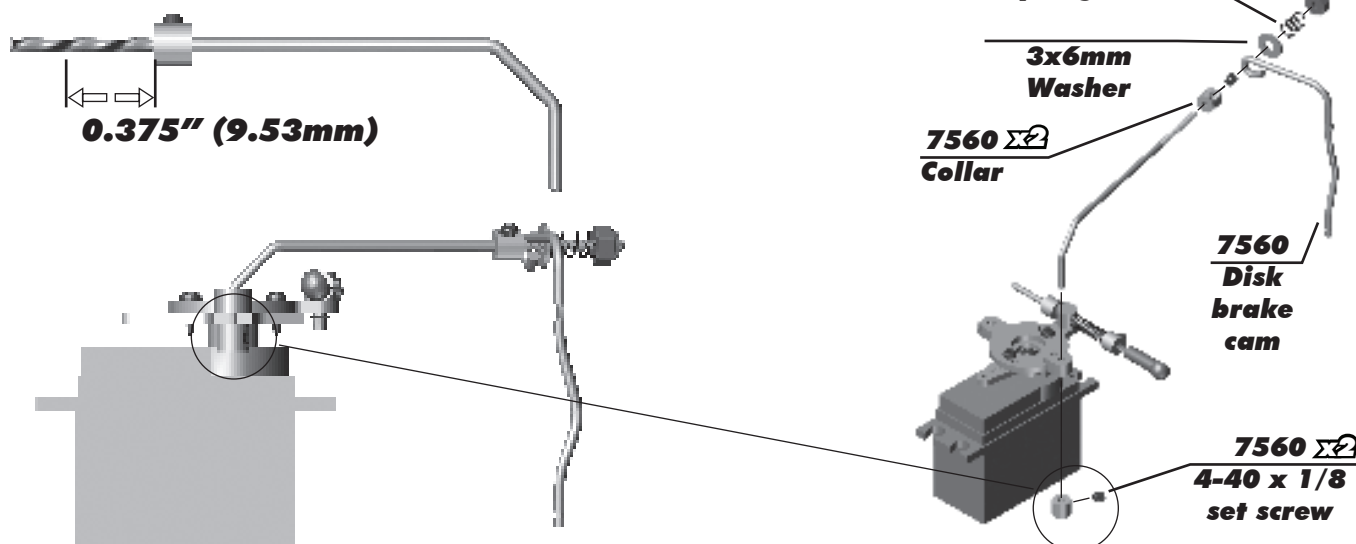
Snap the ball cup onto the carb's ball end.

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.

:: Throttle and Brake Links - Bag J - Step 2

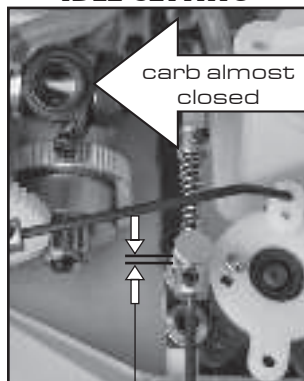
BRAKE LINKAGE

- 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.



:: Throttle and Brake Links - Bag J - Step 3

IDLE SETTING

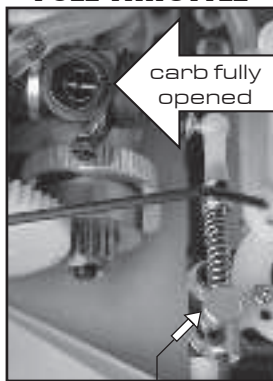


1) Small gap here

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

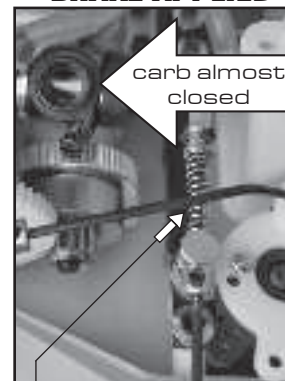


2)

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.]

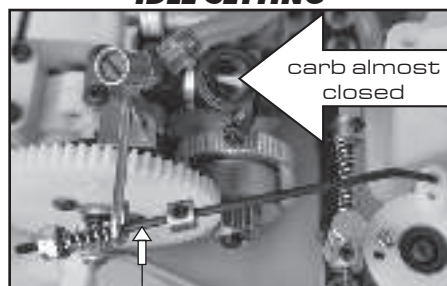
3) Now apply the brake. Your carb should be at idle position. The spring should not be completely compressed.

BRAKE APPLIED



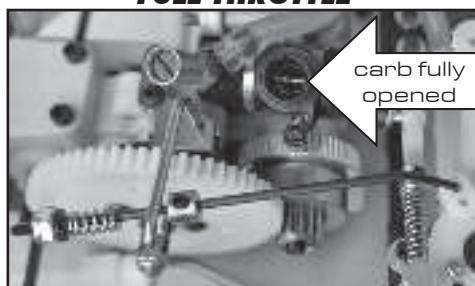
3) Should not be fully compressed

4) IDLE SETTING

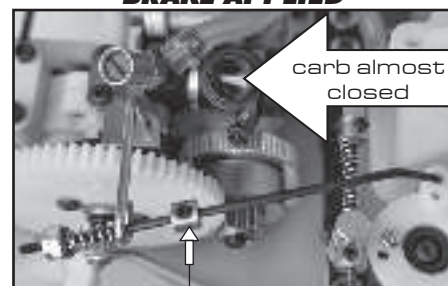


4) Small gap here

5) FULL THROTTLE



6) BRAKE APPLIED



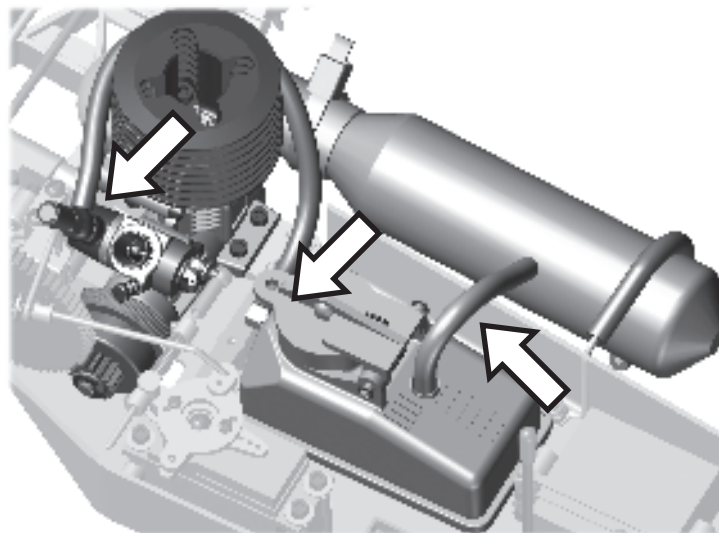
6)

:: Fuel Tubing Install - Bag Misc. - Step 1

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.

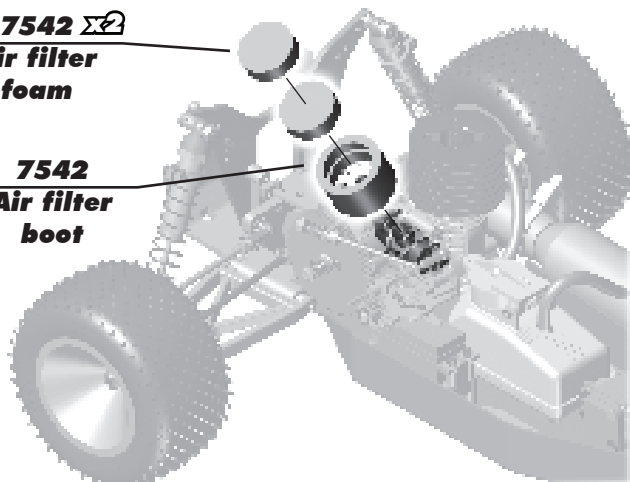
Install the tubing into the fitting on the top of the fuel tank. Take one of the small wire ties and loop it around the muffler bracket, leaving as large a loop in it as possible. Take your fuel tubing and run it through the wire tie, then loop it around and bring it back through the same side of the wire tie again. Now take the end of the tubing and squeeze it into the hole in the tuned pipe muffler about $3/8$ ". 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.



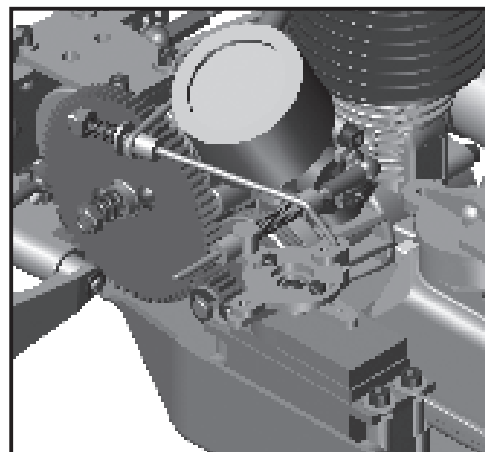
:: Air Filter Install - Bag Misc. - Step 1


7542 
Air filter
foam

7542
Air filter
boot

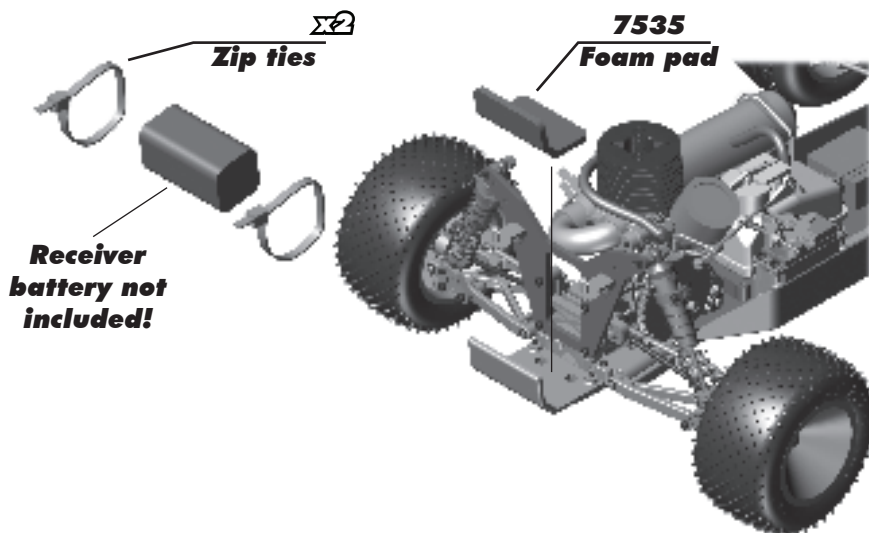


Zip tie the air filter boot to the carb.

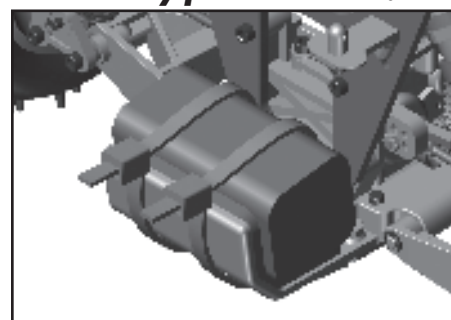



Pre-lube the air filter
outer elements

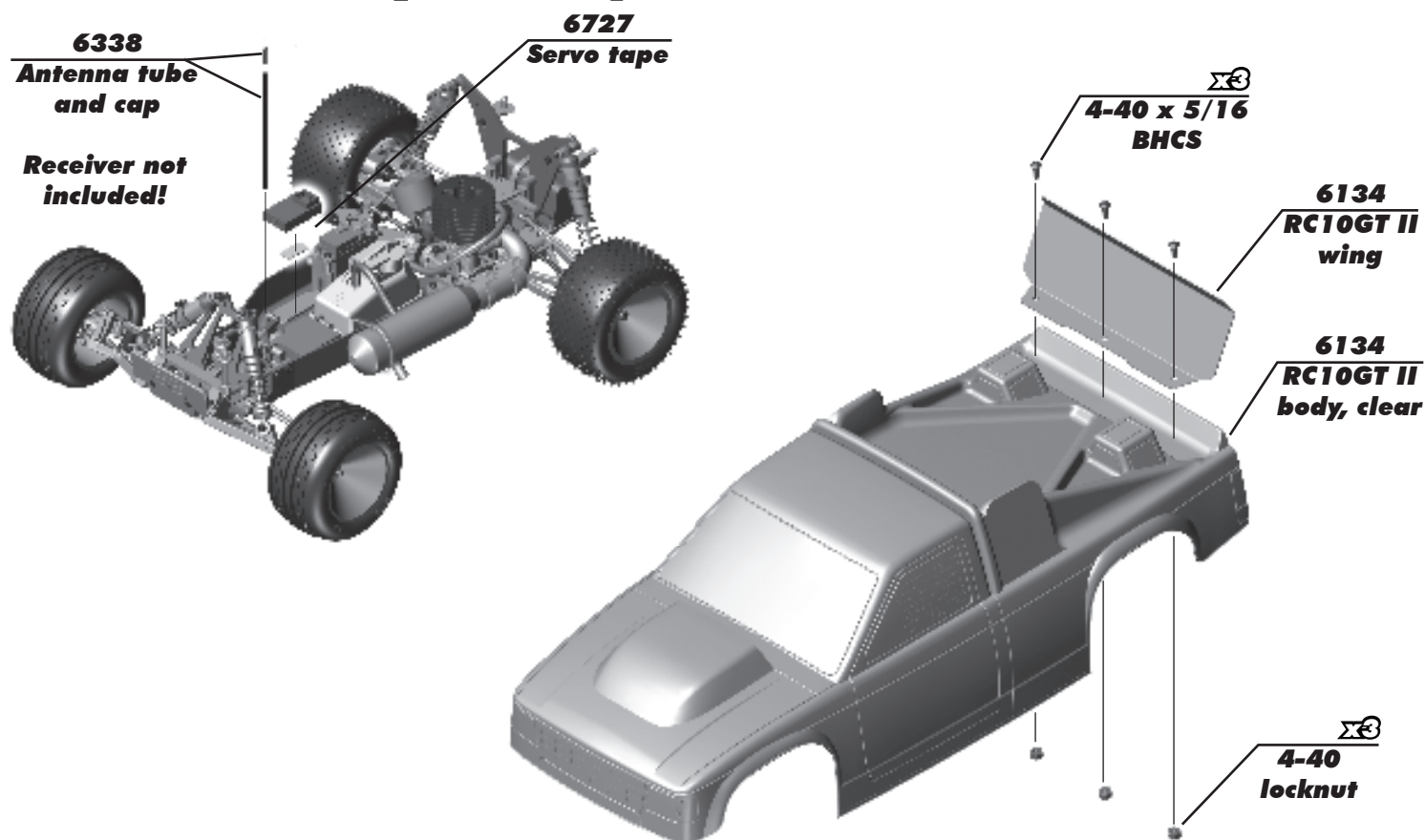
:: Receiver Battery Pack - Bag D, I, Misc. - Step 1



Run zip ties thru the openings of the rear bumper and around the receiver battery pack as shown.



:: Antenna, Receiver, Body Install - Step 1



:: Antenna, Receiver, Body Install - Step 2

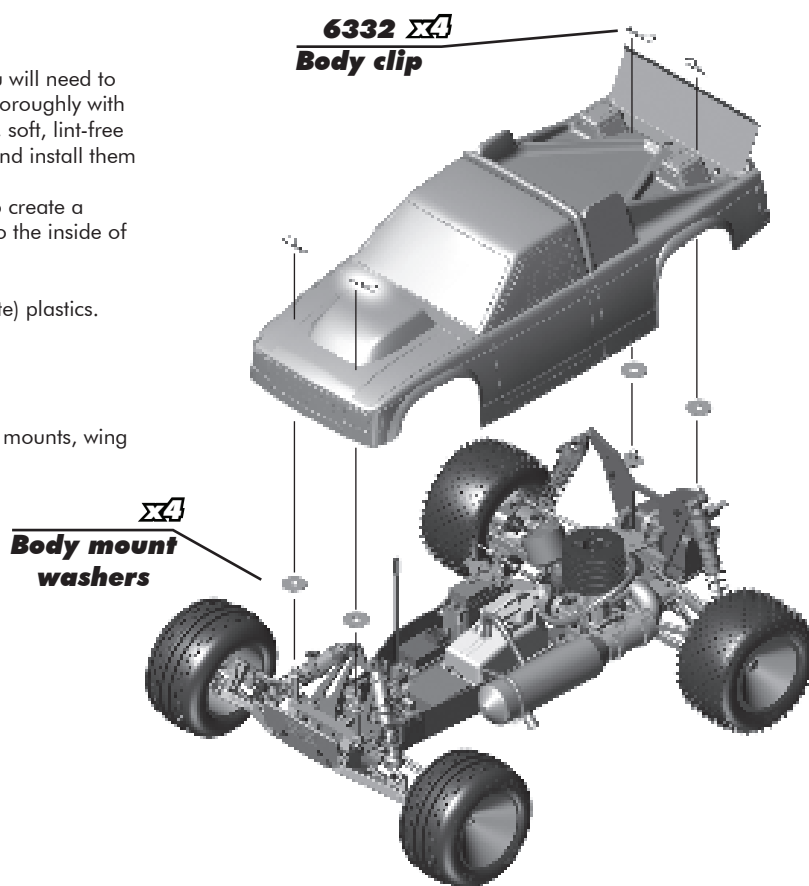
Painting Tips:

Your RC10GT Kit comes with a clear polycarbonate body and wing. You will need to prep the body and wing before you can paint them. Wash the inside thoroughly with warm water and liquid detergent. Dry the body and wing using a clean, soft, lint-free cloth. Use high quality masking tape to make masks for the windows and install them on the inside of the body (RC cars get painted from the inside).

Using high quality masking tape, apply tape to the inside of the body to create a design. Spray (either rattle can or airbrush RC specific paint) the paint to the inside of the body (preferably dark colors first, lighter colors last).

NOTE: use ONLY paint that is recommended for use with (polycarbonate) plastics. If you do not, you can destroy the plastic body and wing!). It is recommended to wear a mask while painting.

After the paint has dried, cut the body and wing along the trim lines. Make sure to drill or use a body reamer to make the holes for the body mounts, wing mounts, and antenna!



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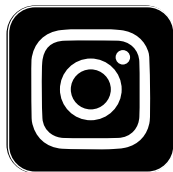
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