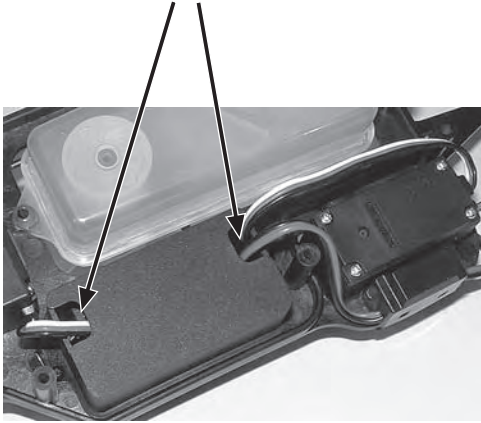


Wire Routing

Route servo and receiver pack wires into receiver box. To avoid pinching the wires, route them around the standoffs as shown.

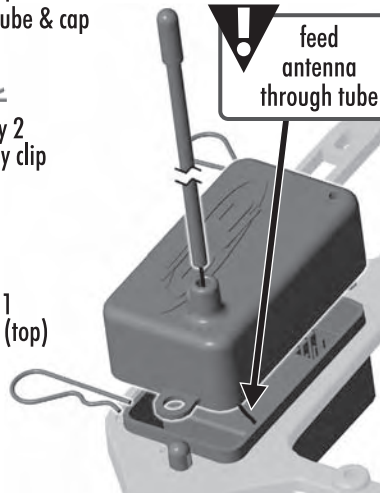


Step 7

6338, qty 1
antenna tube & cap

21173, qty 2
small body clip

7904, qty 1
radio box (top)



Step 8

6925, qty 1
4-40 x 1/2" shcs

7902, qty 1
muffler wire mount

7337, qty 1
shim washer

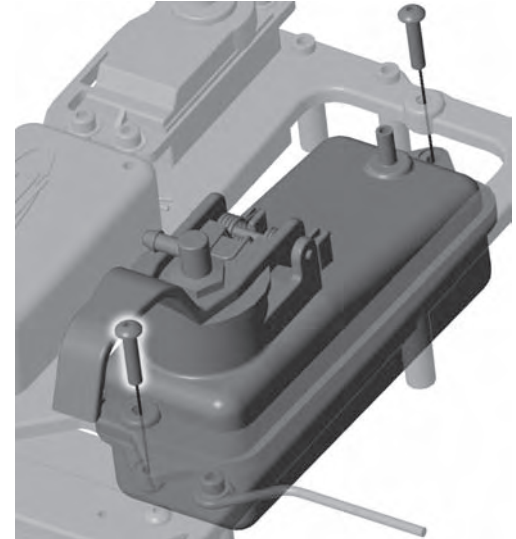


Step 9

7899, qty 2
fuel tank mount
grommet

6918, qty 2
4-40 x 1/2" bhcs

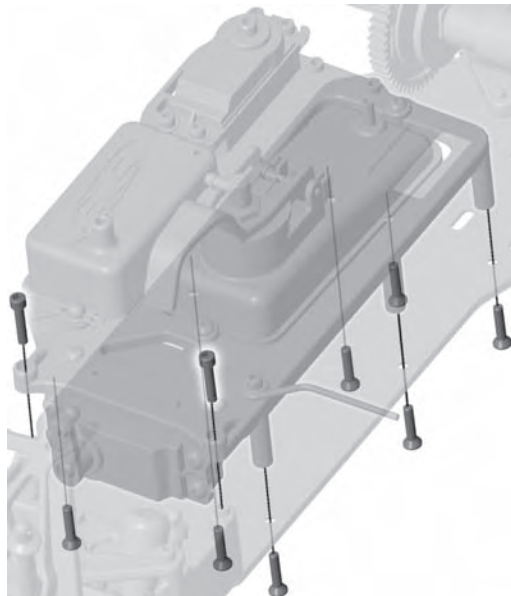
7899, qty 1
fuel tank



Step 10

6925, qty 2
4-40 x 1/2" shcs

6922, qty 7
4-40 x 1/2" shcs

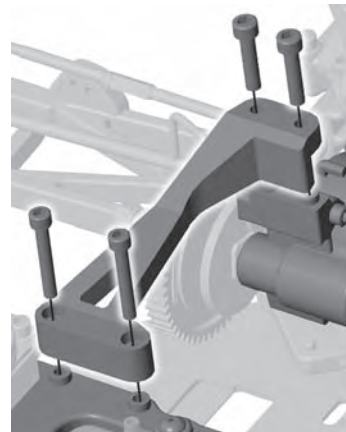


Step 11

6925, qty 2
4-40 x 1/2" shcs

6297, qty 2
4-40 x 3/4" shcs

7989, qty 1
aluminum chassis
brace (FT)
7891, qty 1
chassis brace (RTR)

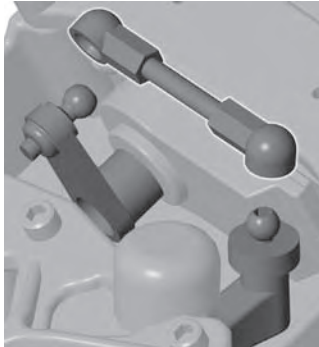
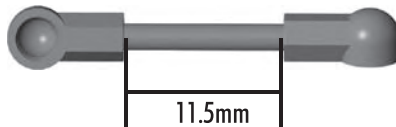


Step 12

7911, qty 1
servo link rod
(threaded rod)



7911, qty 2
ball cup



Step 1



6918, qty 1
4-40 x 1/2" bhcs



2337, qty 1
throtte servo
horn



4187, qty 1
washer



7975, qty 1
throttle pivot



4449, qty 1
4-40 x 3/16" locknut

#2337
Servo Arm



Airtronics/Sanwa

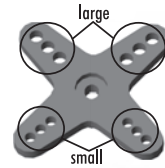
A

Futaba

F

Hitec

H



Note: There are 2 hole sizes
in this arm. Make sure you
use the correct set when building.

Bag F - Linkage

Step 2



7975, qty 1
2-56 ballcup



7975, qty 1
throttle rod



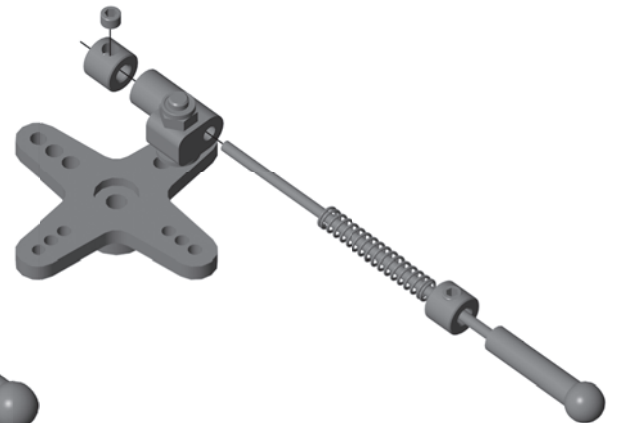
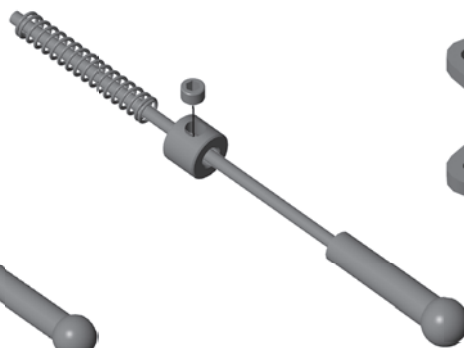
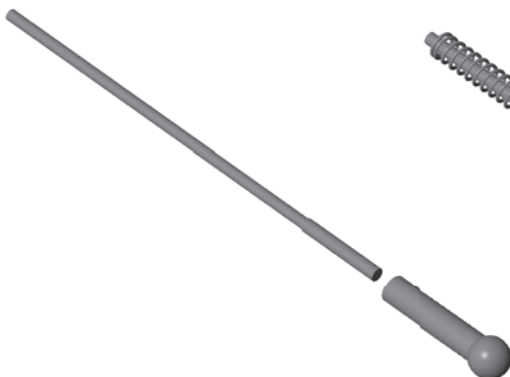
7975, qty 2
m3x3 setscrew



7975, qty 2
set collar



7975, qty 1
throttle spring



Step 3



7975, qty 1
brake linkage wire



7975, qty 1
set collar



7975, qty 1
m3x3 setscrew



7975, qty 1
throttle pivot



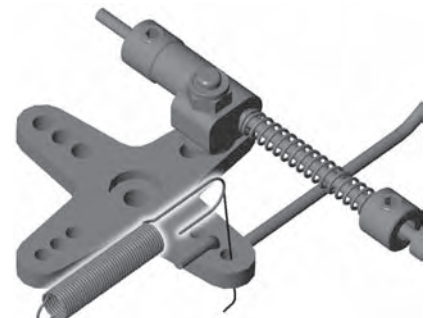
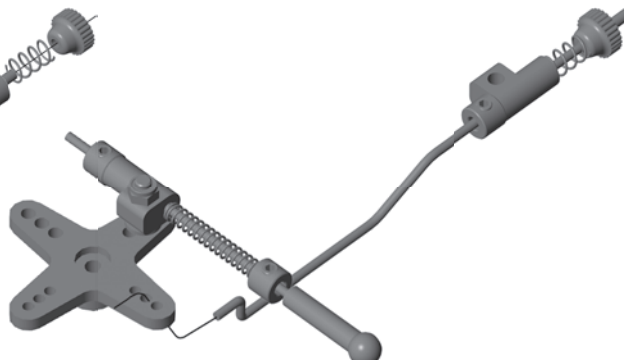
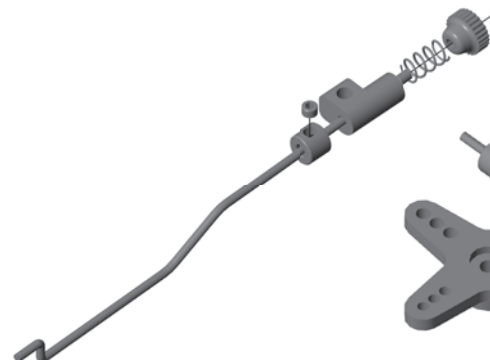
8427, qty 1
brake spring



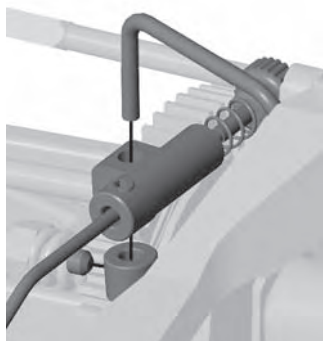
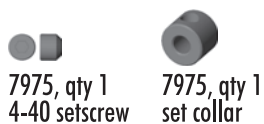
7975, qty 1
brake adjustment
knob



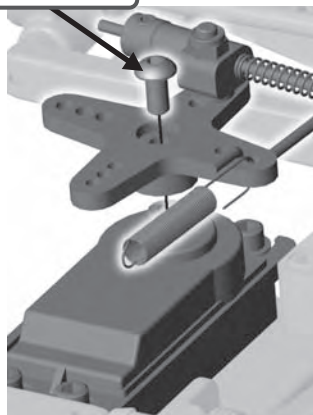
7975, qty 1
throttle return spring



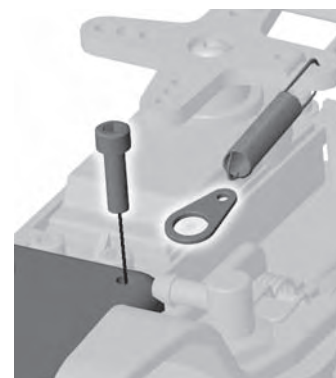
Step 4



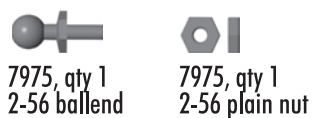
Step 5



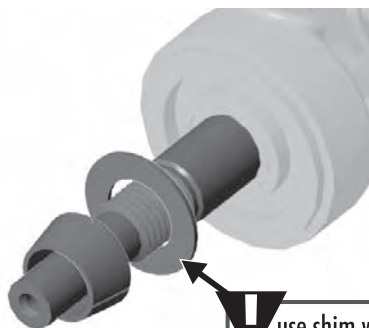
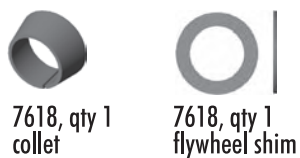
Step 6



Step 1



Step 2



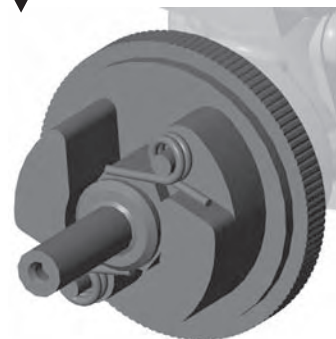
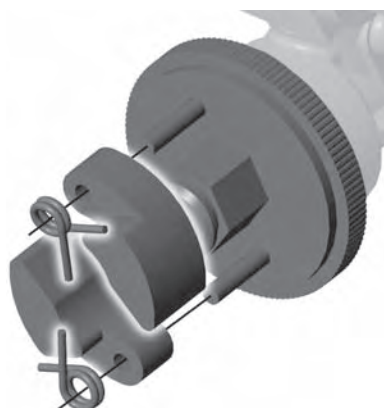
Step 3



Step 4



Step 5



Step 6



2321, qty 1
7.95mm clutch shim



2320, qty 1
5x10x4 bearing



7968, qty 1
20t clutch bell



2320, qty 1
5x9x3 flanged bearing



Step 7

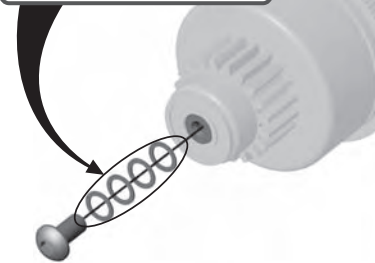


2321, qty 4
4.8mm clutch shim



2321, qty 1
3mm bhcs

! quantity of shims may vary between engines!
min shims=2
max shim=4
clutch bell must spin freely



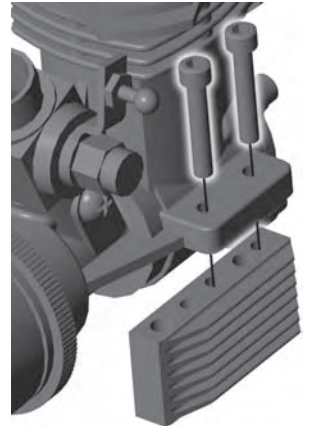
Step 8



6925, qty 4
4-40 x 1/2" shcs



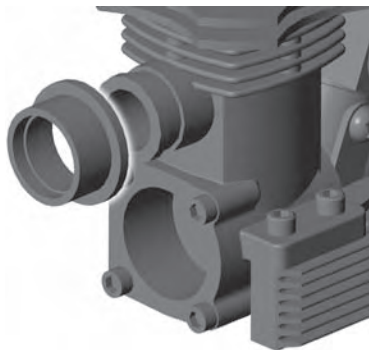
1710, qty 2
engine mounts,
non-pullstart (FT)
2340, qty 2
engine mounts,
pullstart (RTR)



Step 9



7727, qty 1
exhaust gasket



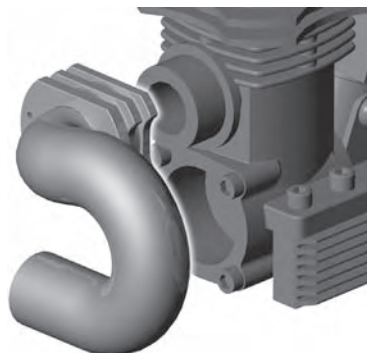
Step 10a



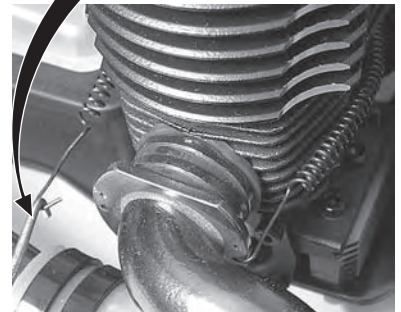
7977, qty 1
rear exhaust manifold



2357, qty 1
rear exhaust header spring



! use AE #6987 Spring Hook tool for best results



Attach header spring as shown.

Step 10b

RTR



7734, qty 1
side exhaust
manifold
gasket



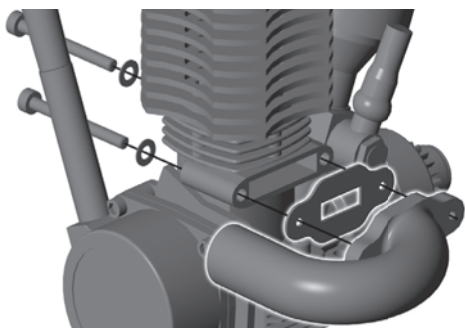
7735, qty 1
side exhaust
manifold



7778, qty 2
3x30mm
manifold screw



7778, qty 2
manifold washer



Step 11



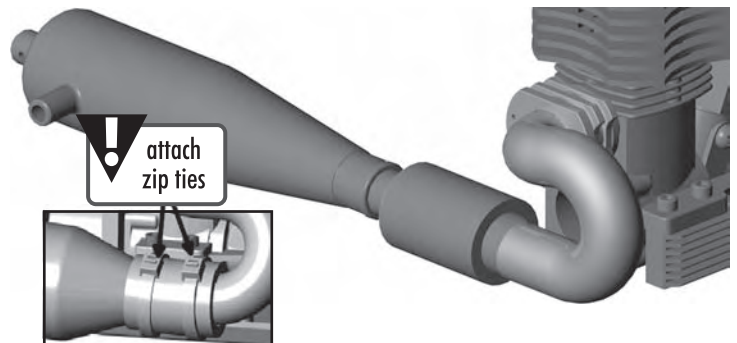
1774, qty 1
rpm tuned muffler, blue (FT)
7731, qty 1
tuned muffler (RTR)



7733, qty 1
exhaust coupler



3719, qty 2
6" zip ties



! attach zip ties

Step 12

7705, qty
air filter set (FT)

29019, qty 1
air filter (RTR)

7709, qty 2
4" zip ties

oil the foam
prefilter using #7710
PreFilter Treatment

attach
zip ties

Step 13

7773, qty 4
6/32" x 3/8" bhcs

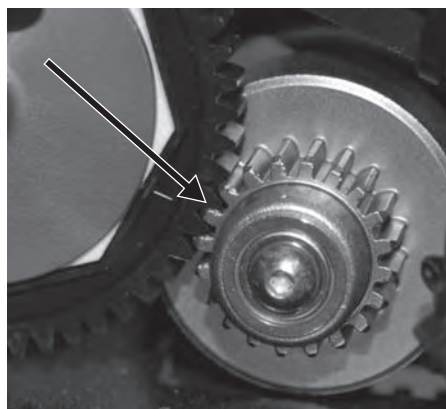
Locking
Adhesive

Setting Gear Mesh

To correctly set the gear mesh, follow the steps below:

- Loosen engine mount screws so you can slide your engine and mount.
- Slide engine and mount until the clutchbell gear comes in contact with the spur gear. Tighten engine mount screws. Hold the spur gear in place and rock the clutchbell gear. There should be little 'free-play' between the two gears.
- If you have a small amount of free-play, skip to Step 14 (see photo for example).
- If you do not, go back to Step B.

It is important that you have a little gap between the two gears as possible without pushing them completely together.



Step 14

7732, qty 1
4mm setscrew

Locking
Adhesive

Step 15

snap
into place

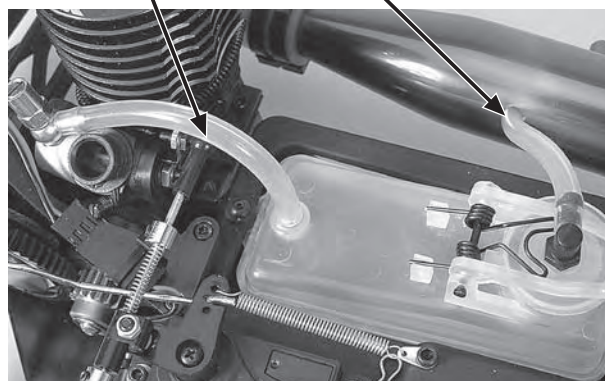
Attaching Fuel Tubing

Attach the included fuel tubing as follows:

- Top of tank lid to exhaust pipe.
- Back of tank to carburetor.

fuel line
length = 3.25"

pressure line
length = 2.75"



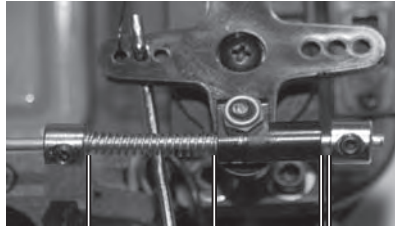
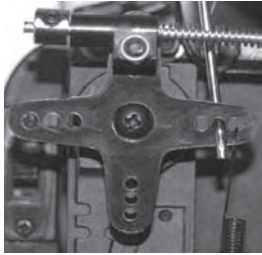
Did you know...

- Team Associated first introduced the RC10GT gas truck in 1993.
- The RC10GT has won every ROAR National Gas Truck Championship since the creation of the class.
- Team Associated has been producing race winning nitro vehicles since 1971 (RC1 debut (1:8 nitro), ROAR Nationals, Chris Chan)
- The RC10GT has won several Reader's Choice Awards (RTR and Factory Team versions) over it's lifetime!

▶ Linkage Adjustment

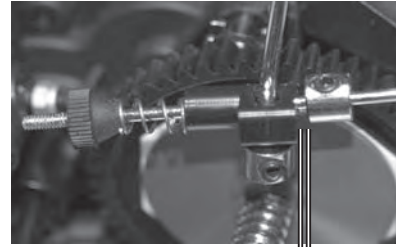
To properly set your linkage, follow these steps:

- 1) Turn on your transmitter, turn on your truck (DO NOT START TRUCK). Set your throttle trim (or adjust servo horn) until it is 90° with the servo.
- 2) Set throttle linkage, spring side first, to 15mm. The throttle should be completely closed on the carburetor. Next set the throttle linkage collar gap to 0.5mm.
- 3) Set brake linkage, thumbscrew side first. Turn thumbscrew until brake cam barely touches the brake pads and brake disc. Next set the brake linkage collar gap to 0.5mm.



15mm

0.5mm



0.5mm

Tip: If you need more linkage travel, move the linkage to hole #3 (from #2) on the servo horn.



- 4) Set max throttle EPA. Hold full throttle on transmitter and check carburetor. Adjust EPA so that carburetor is completely open at full throttle.
- 5) Set max brake EPA. It is easiest to do this while driving your GT2. Start at 50% and adjust according. Lower %, less brake. Higher %, more brake.

▶ Note:

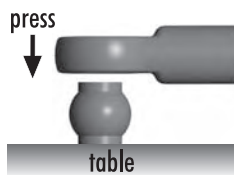
The following instructions show you how to build one (1) single shock. You will need to follow steps 1 - 7 four times, 2 front shocks and 2 rear shocks.

Bag H - Shocks

▶ Step 1

7217, qty 4
shock end

1777, qty 4
aluminum shock
rod pivot ball (FT)
7217, qty 4
rod pivot ball (RTR)



! x4

▶ Step 2

6299, qty 8
e-clip

! build 2
front, 2 rear

6465, qty 2
#1 piston (rear)
6465, qty 2
#2 piston (front)

6417, qty 2
unobtanium shock shaft, 1.02" (front) (FT)
6459, qty 2
shock shaft, 1.02" (front) (RTR)
6416, qty 2
unobtanium shock shaft, 1.32" (rear) (FT)
6458, qty 2
shock shaft, 1.32" (rear) (RTR)

▶ Step 3

6440, qty 4
snap clip

6440, qty 8
shock spacer, thin

6440, qty 4
shock spacer, thick

5407, qty 8
red o-ring

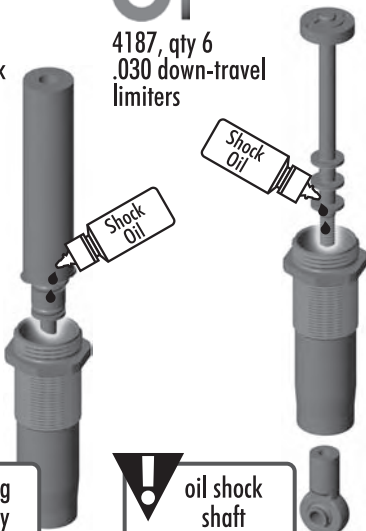


▶ Step 4

FRONT

7414, qty 2
threaded shock
body, 1.02",
front (FT)
6425B, qty 2
blue shock
body, 1.02",
front (RTR)

4187, qty 6
.030 down-travel
limiters



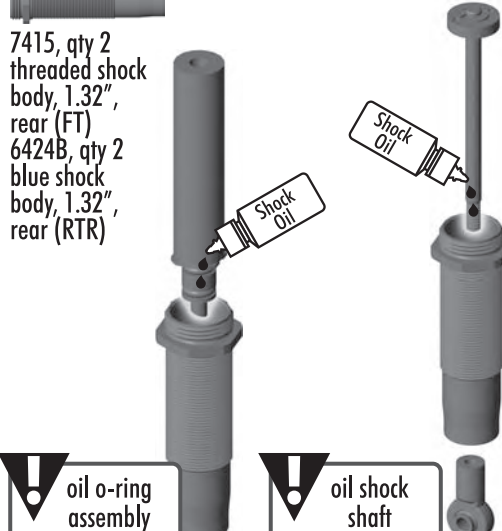
! oil o-ring
assembly

! oil shock
shaft

▶ Step 5

REAR

7415, qty 2
threaded shock
body, 1.32",
rear (FT)
6424B, qty 2
blue shock
body, 1.32",
rear (RTR)



! oil o-ring
assembly

! oil shock
shaft

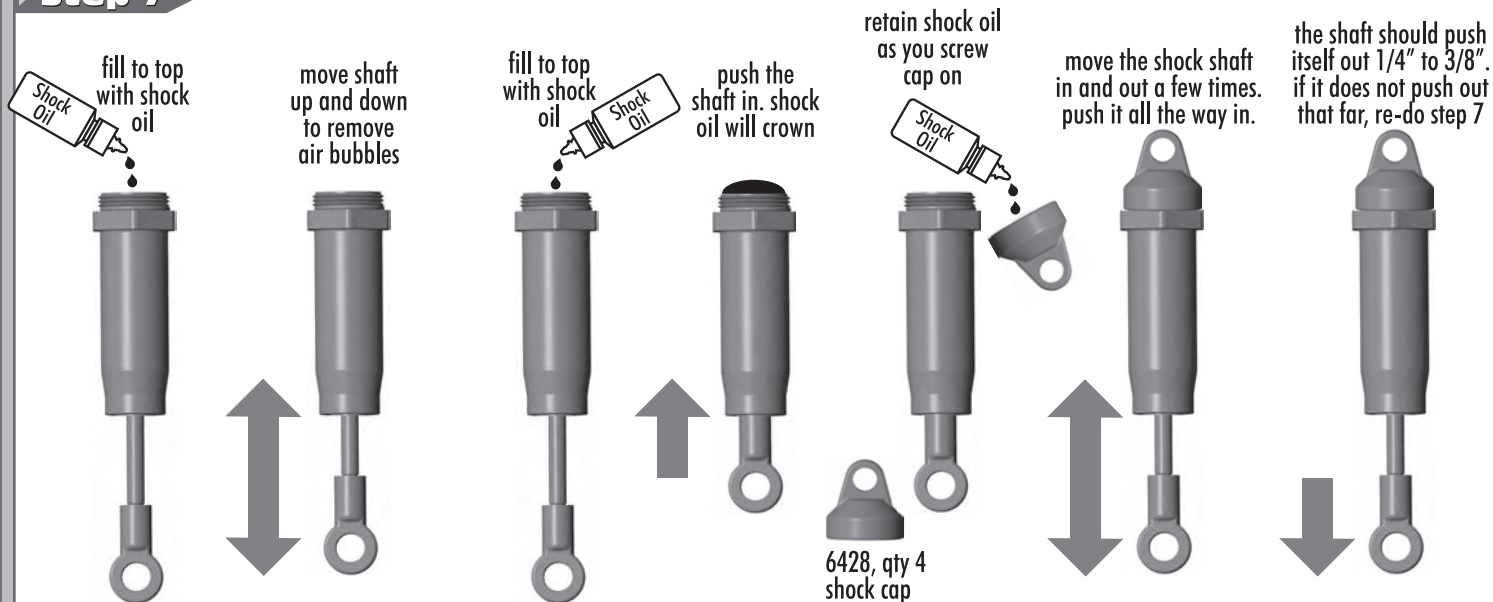
▶ Step 6

6469, qty 4
shock cap o-ring

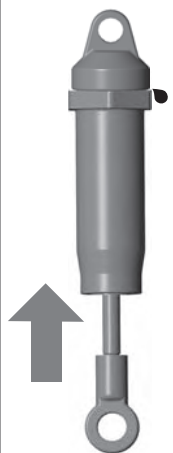


! fit OVER
body

Step 7

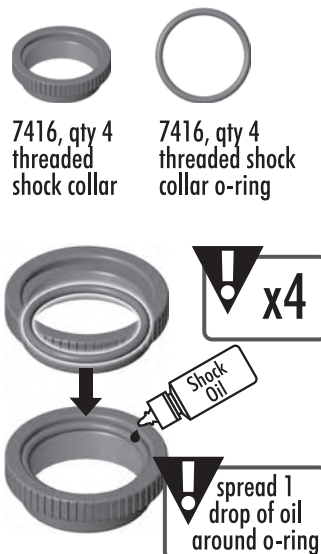


Bleeding - Shocks

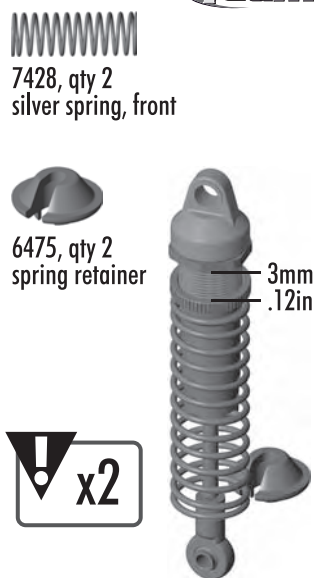


if the shock shaft pushes out farther than the distance in step 7, or you cannot push the shaft in until it hits the shock body, there is too much oil in the shock. pull the shaft all the way out and loosen the cap a half turn. slowly push the shaft in to pump out a small amount of oil. retighten the cap and repeat step 7.

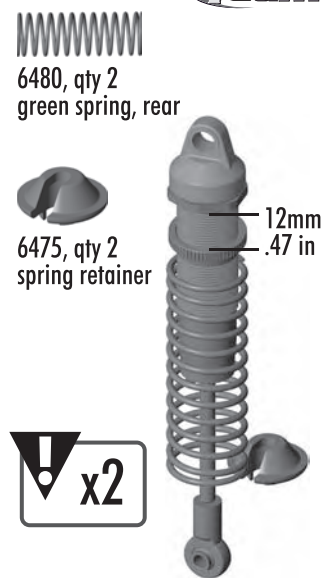
Step 8



Step 9

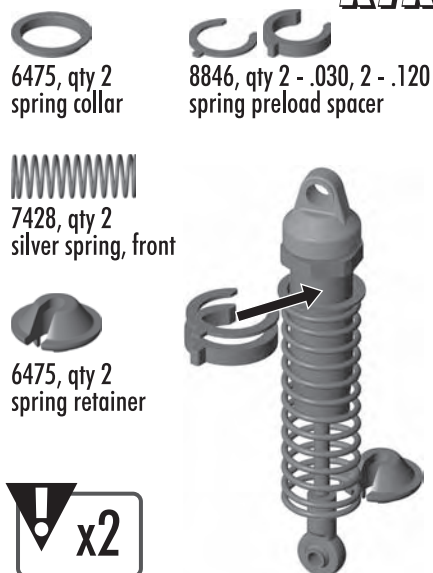


Step 10



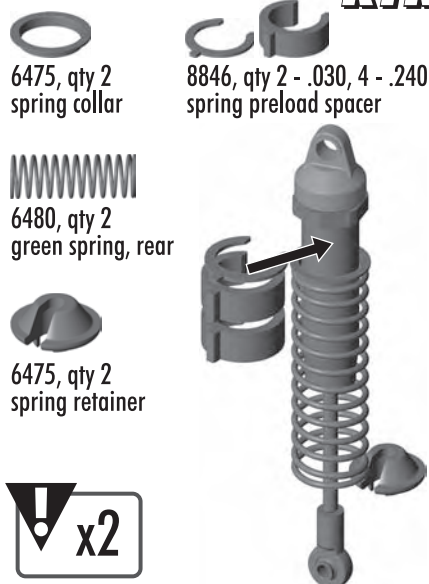
Step 9

RTR



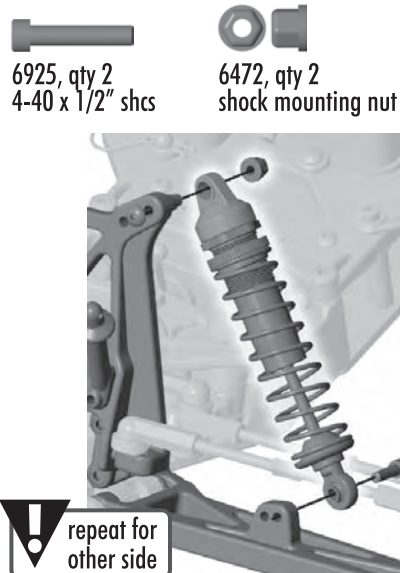
Step 10

RTR



Step 11

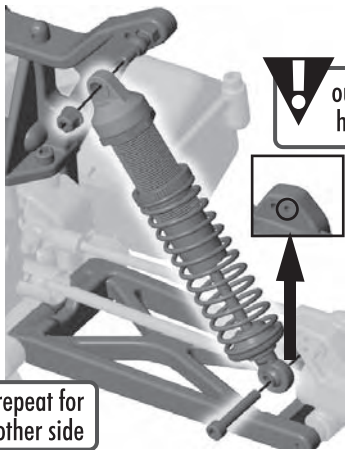
RTR



Step 12

6925, qty 2
4-40 x 1/2" shcs

6472, qty 2
shock mounting nut



outer hole

repeat for other side

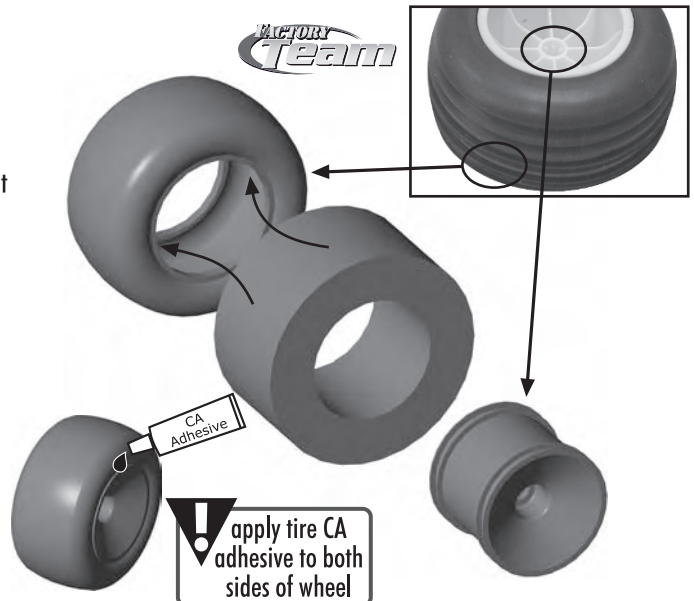
Step 1

Bag 1 - Wheels & Tires

7846, qty 2
dish truck wheel, front

7877, qty 2
foam tire insert

7877, qty 2
m2 edge tire, front

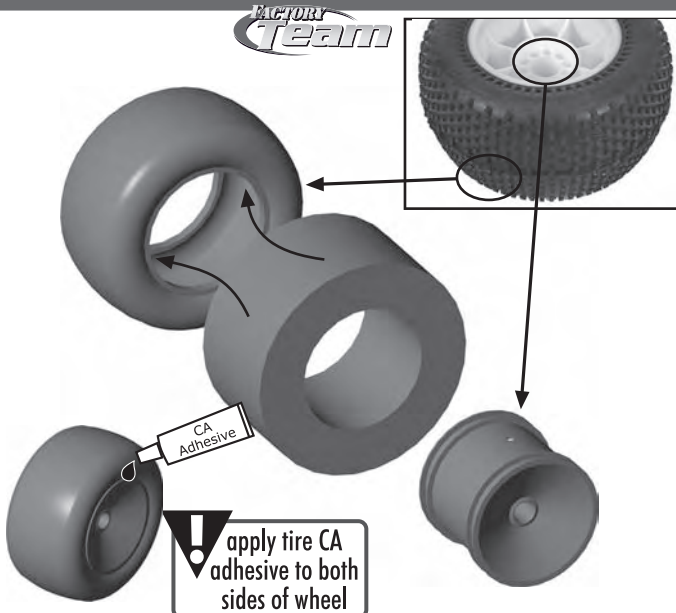


Step 2

7980, qty 2
posi-lock dish,
wheel, rear

7879, qty 2
foam tire insert

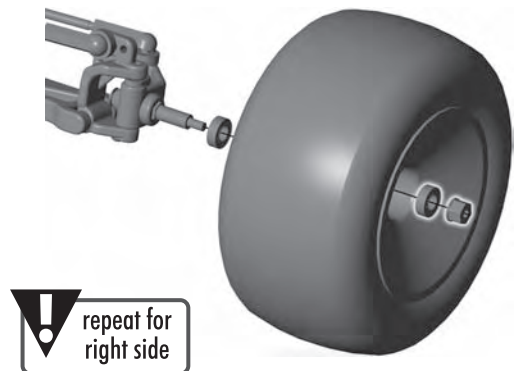
7879, qty 2
M3 bowtie tire, rear



Step 3

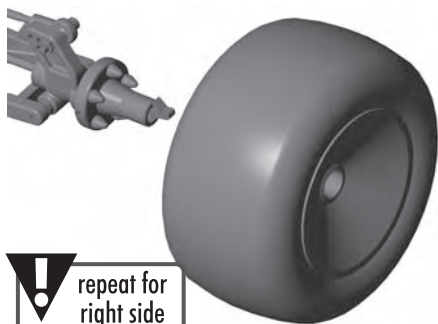
3977, qty 4
3/16" x 3/8" bearing

6222, qty 2
4-40 nylon nut



Step 4

snap into position



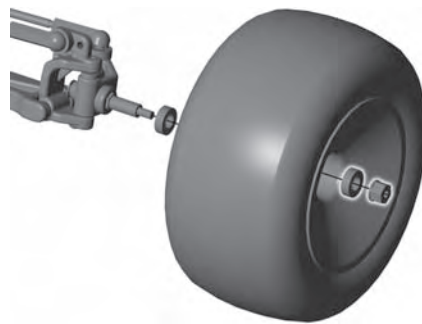
repeat for right side

Step 5

3977, qty 4
3/16" x 3/8" bearing

7827, qty 2
front tire, insert
& wheel, mounted

6222, qty 2
4-40 nylon nut

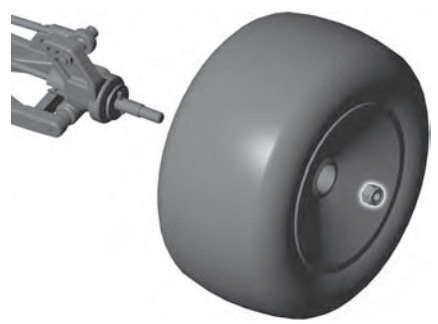


RTR

Step 6

7827, qty 2
front tire, insert
& wheel, mounted

3438, qty 2
8-32 alum. locknut



RTR

► Step 1



7992, qty 1
gt2 body



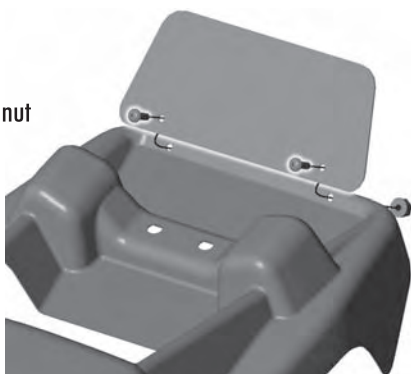
7992, qty 1
gt2 wing



6917, qty 2
4-40 x 3/8" bhcs



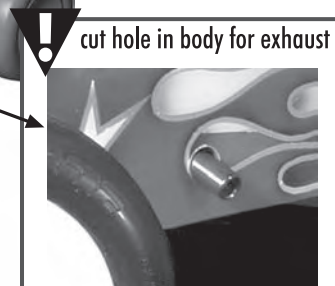
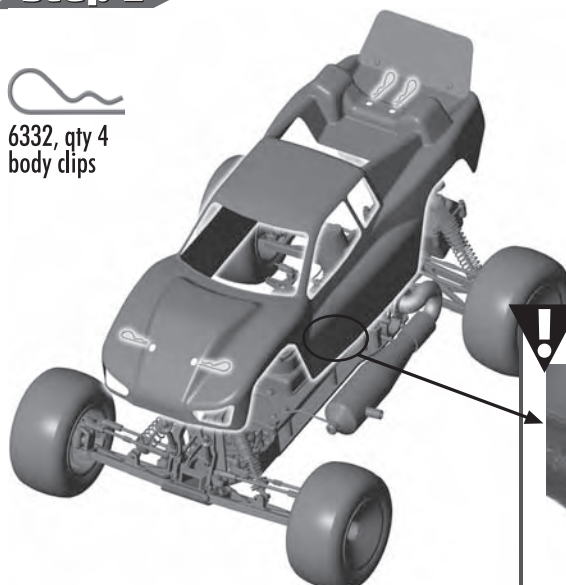
6222, qty 2
4-40 nylon nut



► Step 2



6332, qty 4
body clips



! cut hole in body for exhaust

► Notes

► GT2 Tuning Section

Recommended Motor Gearing

20 tooth clutch bell, 54 tooth spur gear. Final drive ratio = (spur gear/clutch bell) x 4.09. Kit final drive = 11.04 (54/20) x 4.09

Differential

Adjust the differential ('diff' for short) as noted in the assembly instructions, set out 1/8 turn from full locked. Adjusting the diff is not meant to be a tuning option.

Slipper Clutch

The assembly instructions give you a base setting for your clutch. The slipper is intended to absorb shocks to the drivetrain. At the track, tighten or loosen the nut in 1/8 turn increments. If your GT2 is doing wheelies too easily, try loosening the slipper clutch 1/8 turn.

Caster

The kit/RTR includes 25 degree caster blocks (#7919). For smoother steering, try the optional 30 degree blocks (#7922).

Front Camber Link Length & Washers Under Ballstud

Changing the length of the camber link is considered a bigger step than adjusting the ballstud height on the tower. The 2 best upper link locations are 1-A and 2-C (see setup sheet). 2-C is longer, so it will tend to produce more front grip. 1-A is a shorter link, which tends to produce slightly less front grip. You can fine tune the amount of steering by adding or removing washers.

Front & Rear Camber

A good starting camber setting is -2 degrees. Use the included #1719 camber gage to set your camber as seen below. Positive camber, where the top of the tire is leaning out, is typically not recommended.

Front Toe-In

Zero degree toe-in (tires pointing straight forward) is the setting that should be used in almost all track conditions. Occasionally you can increase turn in by adding a little toe-out (front of tires point slightly out). Front toe-in is not a typical tuning adjustment used by The Team.

Front Ride Height

The standard front ride height setting is with 3mm of pre-load on the shock collars. This setting should leave the front arms level. Check the ride height by lifting up the entire car about 8-12 inches off the bench and drop it. After the suspension "settles" into place, add or remove pre-load clips so that the left & right arms appear to be flat relative to the ground.

Anti-Squat

Anti-squat denotes the angle of the rear arms relative to the ground. The kit setting is 2 degrees, and you can also run 1 degree by removing the included shim from above the rear arm mount and replacing it below the arm mount. Changing to less anti-squat tends to make the truck produce more rear traction, and less steering into corners.

Rear Camber Link Length & Vertical Adjustment

On the GT2 you can change the length of the camber link on the hub, or adjust the inboard height on the rear camber link mount. The camber link mount can be shimmed up or down from the standard location, or you can change to the lower hole location.

The kit setting is the best compromise of cornering grip and acceleration. From the kit setting, lowering the inner pivot will slide more predictably, give you more entry steering, but not have as much cornering grip. Typically you will not need to shorten the camber link on the hub except for very high grip conditions. The shorter link will help the rear end from breaking free unpredictably on high grip.

Rear Hub Spacing

You have 3 options for rear hub spacing, FWD, MIDDLE, & BACK. The kit setting provides a good balance of rear traction and steering, and will be used most often. Moving the hubs FWD will give more rear traction for low grip tracks. Move the hubs BACK on high grip tracks. Also, you can replace the included shims (optional parts not included) to get intermediate settings.

Rear Ride Height

The rear ride height setting you should use most often is 12 mm pre-load on the threaded collars. The chassis should be level from the side view. Check the ride height, after the suspension 'settles' into place, by lifting up the entire car about 8-12 inches off the bench and drop it. Add or remove pre-load clips as necessary.

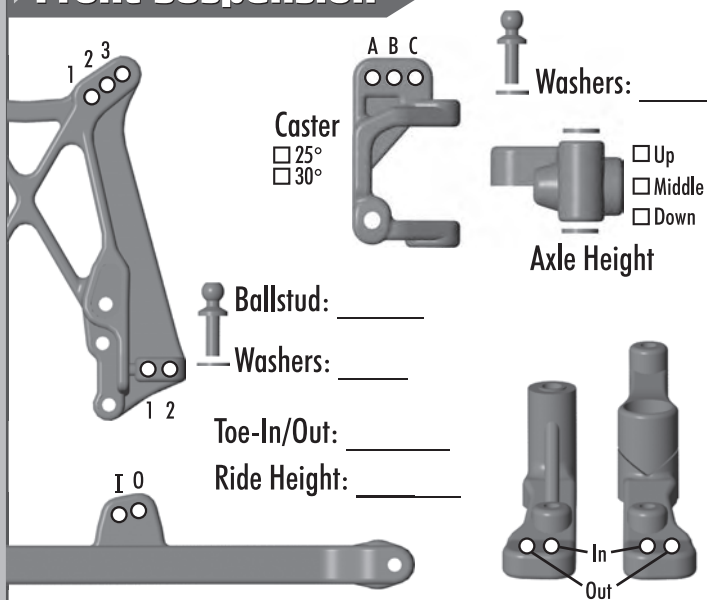
Tuning Sheets

Most often, the best way to get your car handling correctly is to visit our website www.rc10.com and click on the links to Setup Sheets, then RC10GT2 setups. Our team of professional drivers help develop these setups at National events. Also, most drivers have a "base" setup that they use as a starting point for every event. Try running some of our base setups OR look for track conditions and tires that are similar to your local track and mimic that setup. Remember, each adjustment has a purpose, so copy everything from the setup sheet and then make adjustments based on these recommendations and in our online tuning guide at <http://www.rc10.com>.

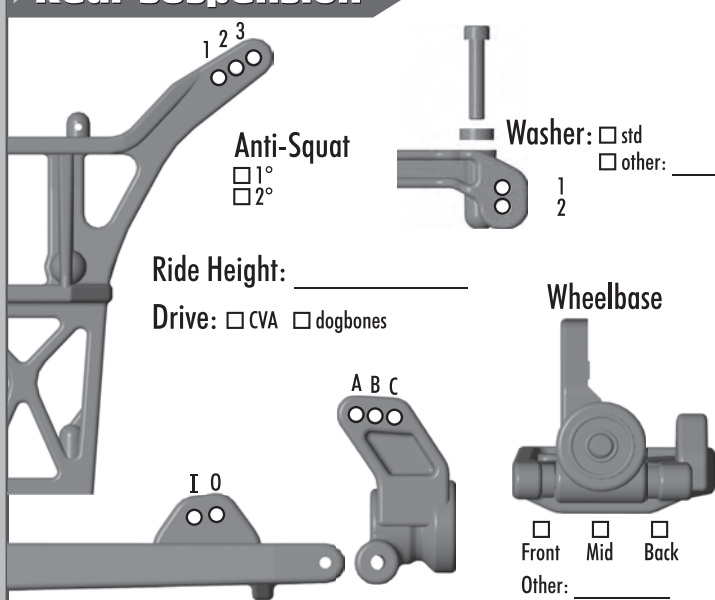
Setup Sheet for Team Associated's RC10GT2

Driver: _____ Date: _____
 Track: _____ Indoor: ☐ Outdoor: ☐
 Event: _____

► Front Suspension



► Rear Suspension



► Front Shocks

Shock Spring: _____ Limiters (inside): _____
 Shock Oil: _____ wt. Shock Shaft: ☐ standard ☐ unobtanium
 Shock Piston: _____

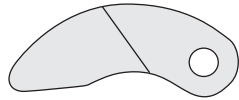
► Rear Shocks

Shock Spring: _____ Limiters (inside): _____
 Shock Oil: _____ wt. Shock Shaft: ☐ standard ☐ unobtanium
 Shock Piston: _____

► Engine

Engine: _____ Carb Type: ☐ rotary
 Size: ☐ .12 ☐ .15 ☐ other: _____ Restrictor: ☐ .170 ☐ .180 ☐ .190
☐ Pullstart ☐ Non-Pullstart ☐ none
 Engine Temp: _____ ° Pipe: _____
 Fuel: _____ % Glow Plug: _____

► Gearing/Clutch

Clutch Bell/Spur: _____ T/ _____ T
 Clutch Shoes: ☐ 2 ☐ other: _____
 Clutch Spring: ☐ 1mm ☐ 0.9mm ☐ 0.8mm
 Slipper Setting: _____ turns out
 Other: _____

 clutch shoe cutting diagram

► Front Tires

Tire: _____ Compound: _____
 Insert: _____
 Wheel: _____

► Rear Tires

Tire: _____ Compound: _____
 Insert: _____
 Wheel: _____

► Body

Body: _____
 Spoiler: _____

► Additional Information

Weight: _____ oz. Radio: _____
 Location: _____ Steering Servo: _____ Throttle Servo: _____

► Race, Track and Vehicle Comments

Main: _____ Place: _____ Finish: _____ TQ: ☐
 Comments: _____

Track Info:
☐ smooth ☐ bumpy ☐ blue groove
☐ high traction ☐ medium traction ☐ low traction
☐ soft dirt ☐ grass ☐ day ☐ wet ☐ dusty
☐ other: _____

