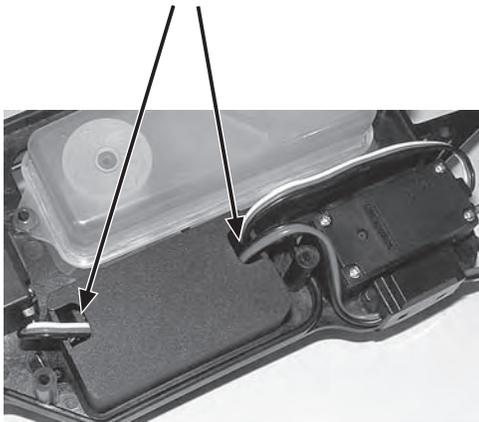


► **Wire Routing**

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

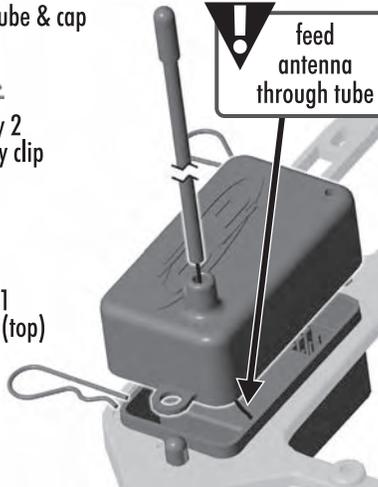


► **Step 7**

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

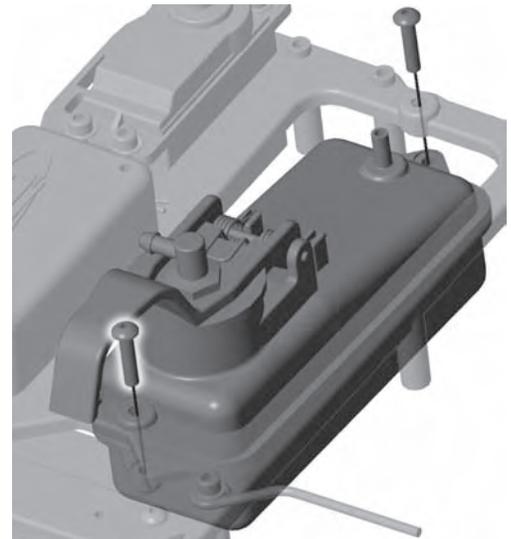


► **Step 9**

7899, qty 2 fuel tank mount grommet

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

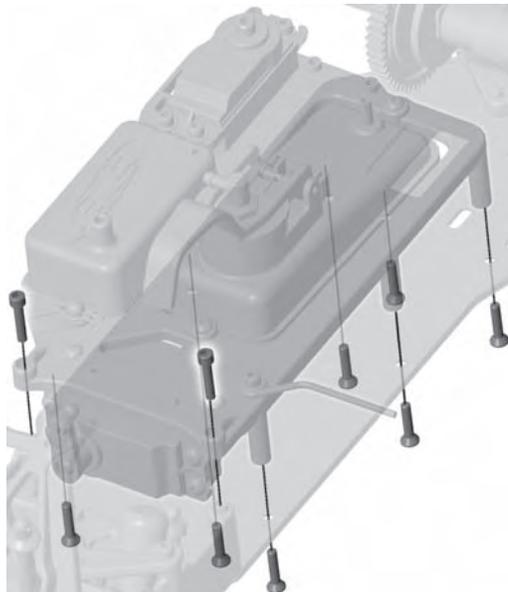
7899, qty 1 fuel tank



► **Step 10**

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

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

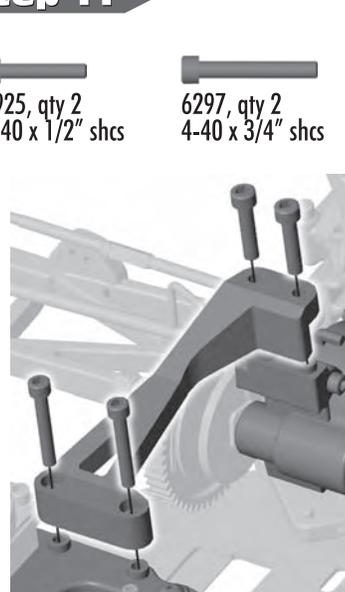


► **Step 11**

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

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

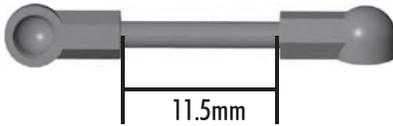
7989, qty 1 aluminum chassis brace (FT)
7891, qty 1 chassis brace (RTR)



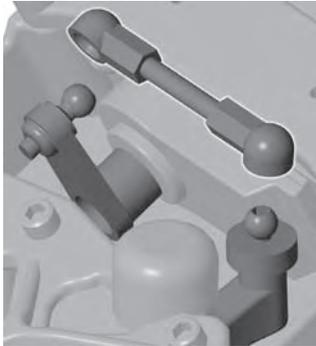
Step 12



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

#2337
Servo Arm

Airtronics/Sanwa

A

Futaba

F

Hitec

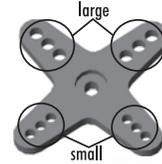
H



4187, qty 1
washer



7975, qty 1
throttle pivot



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

! 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



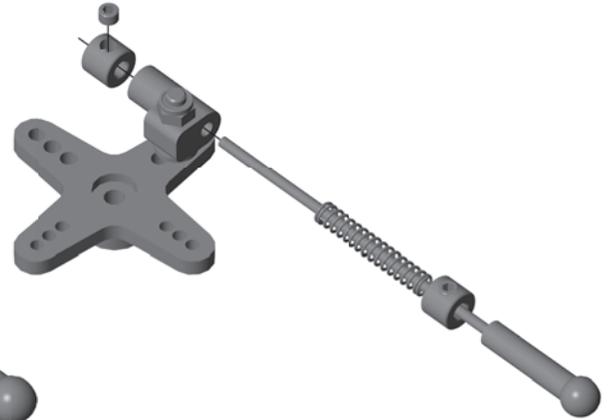
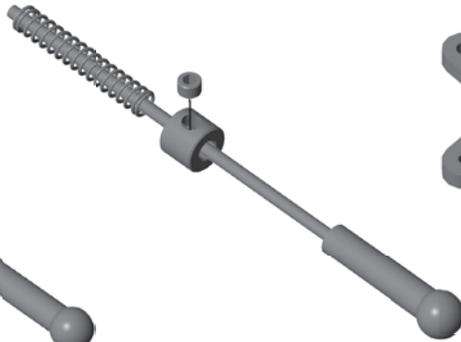
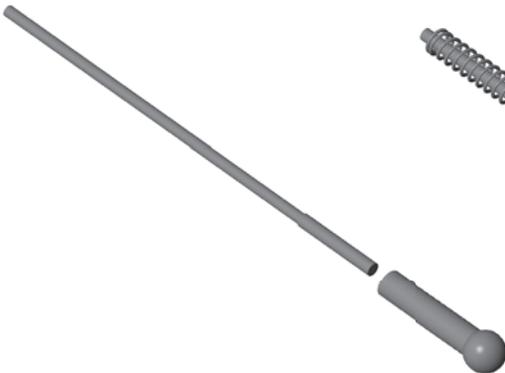
7975, qty 2
m3x3 setscrew



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



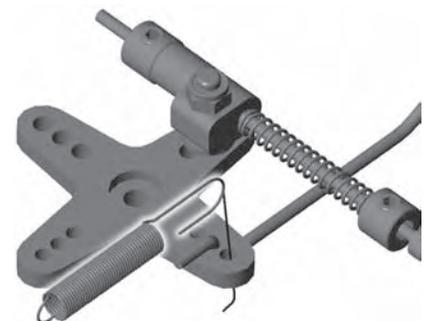
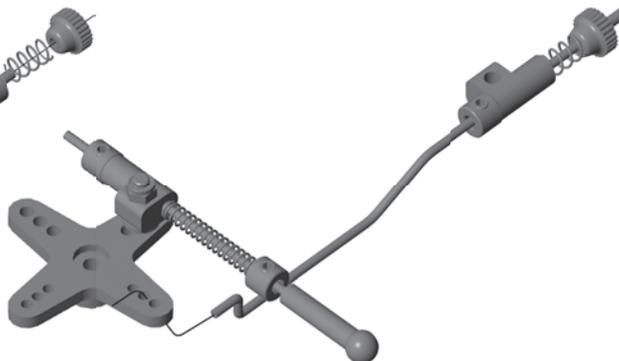
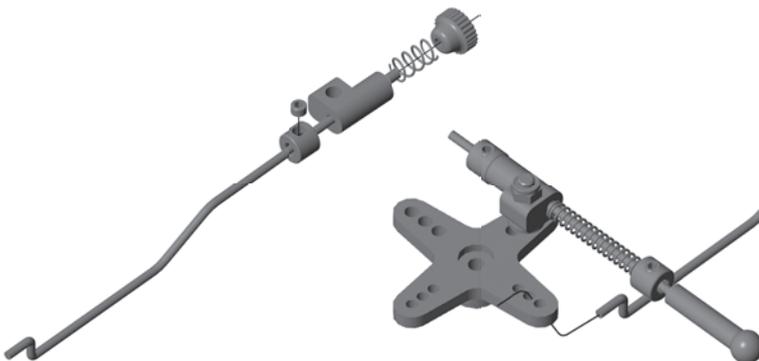
8427, qty 1
brake spring



7975, qty 1
brake adjustment
knob

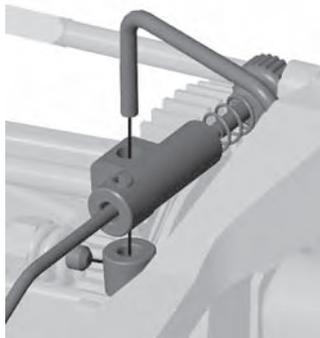


7975, qty 1
throttle return spring
knob



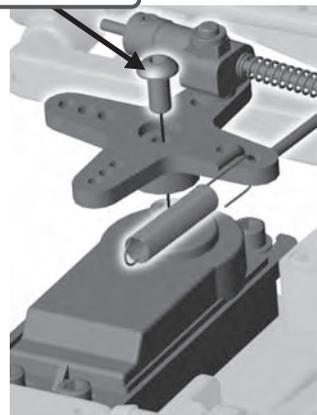
▶ Step 4

- 7975, qty 1
4-40 setscrew
- 7975, qty 1
set collar



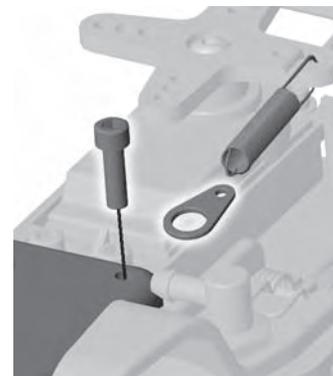
▶ Step 5

! screw supplied with servo



▶ Step 6

- 6924, qty 1
4-40 x 3/8" shcs
- 7975, qty 1
throttle return spring mount



▶ Step 1

- 7975, qty 1
2-56 ballend
- 7975, qty 1
2-56 plain nut



Bag G - Engine Install

▶ Step 2

- 7618, qty 1
collet
- 7618, qty 1
flywheel shim



▶ Step 3

- 7978, qty 1
GT2 flywheel (FT)
- 7993, qty 1
PS flywheel, 2 shoe (RTR)



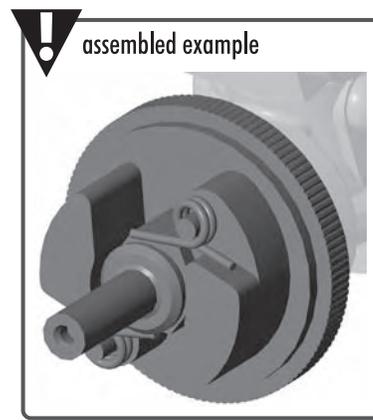
▶ Step 4

- 2313, qty 1
sg clutch nut
- ! use included wrench to tighten #2313



▶ Step 5

- 2310, qty 2
clutch shoe
- 7971, qty 2
clutch spring



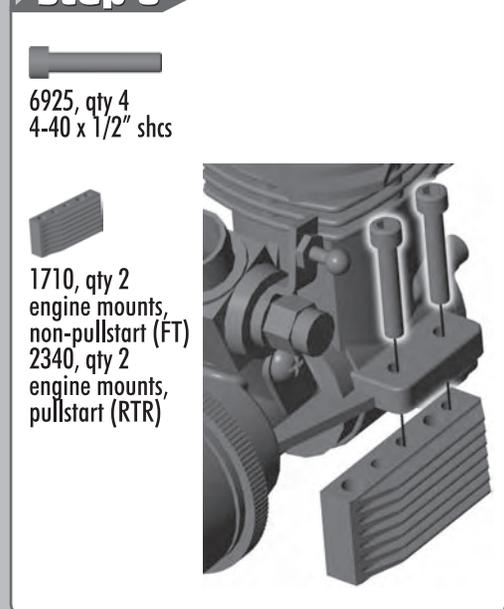
Step 6



Step 7



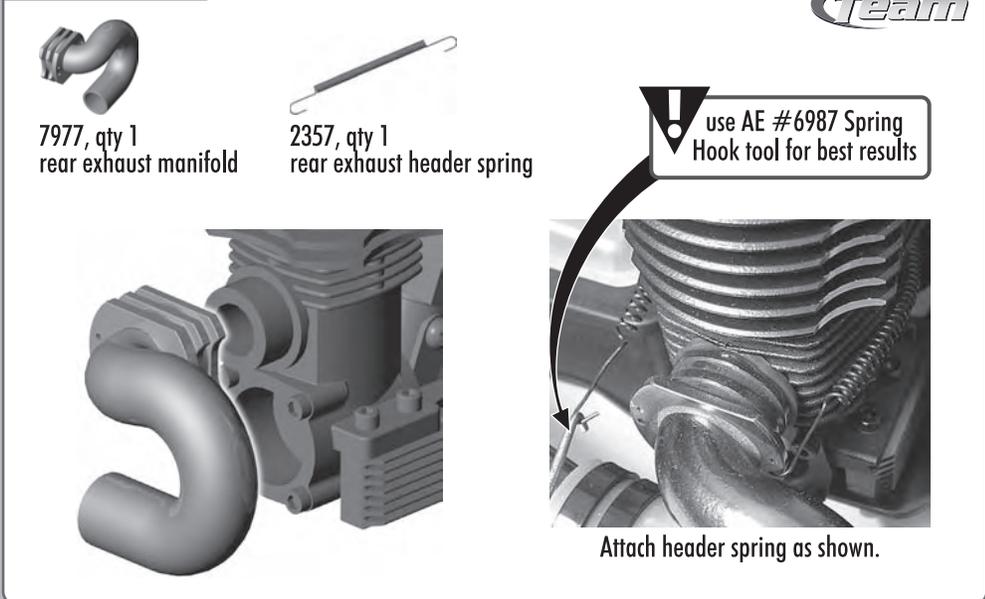
Step 8



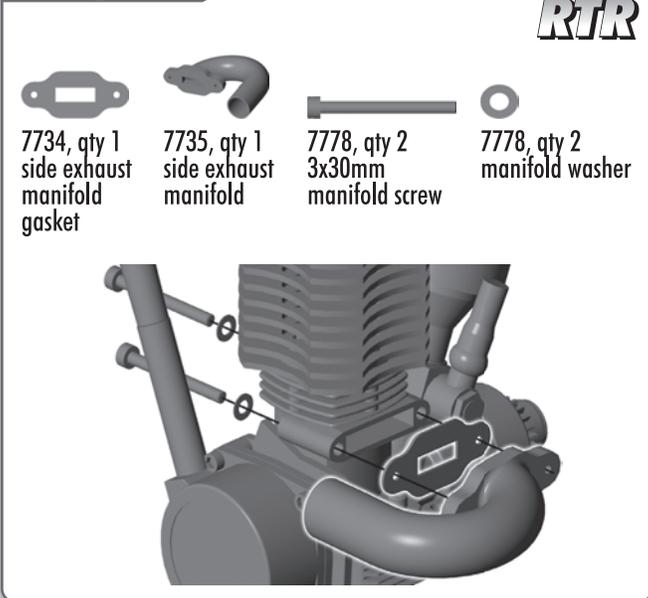
Step 9



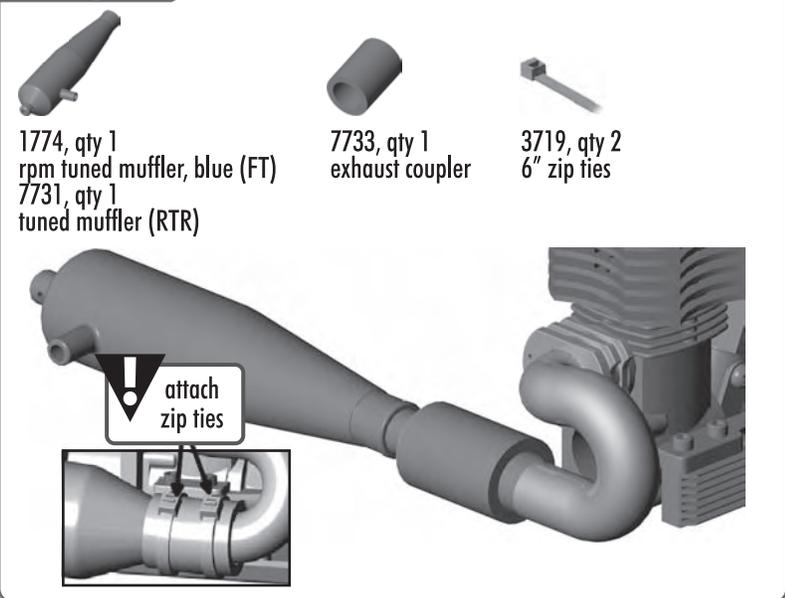
Step 10a



Step 10b



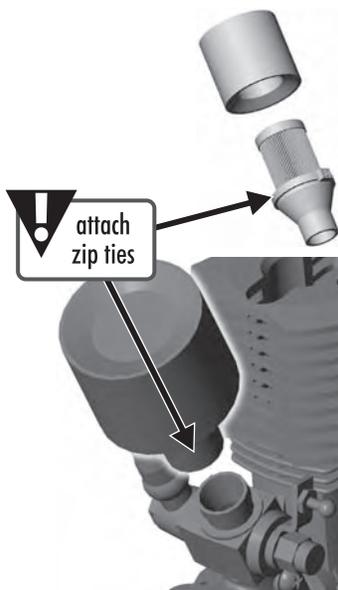
Step 11



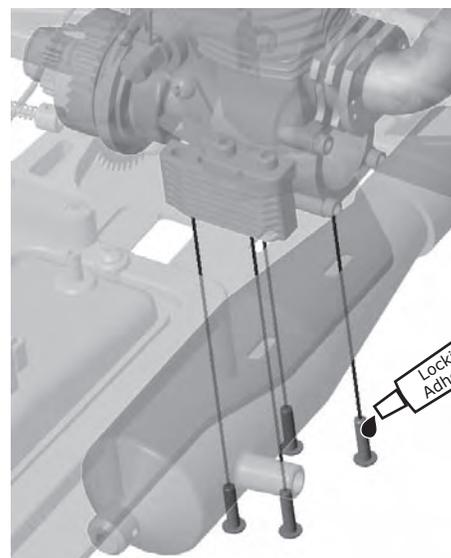
Step 12

7709, qty 2
4" zip ties

oil the foam
prefilter using #7710
PreFilter Treatment

**Step 13**

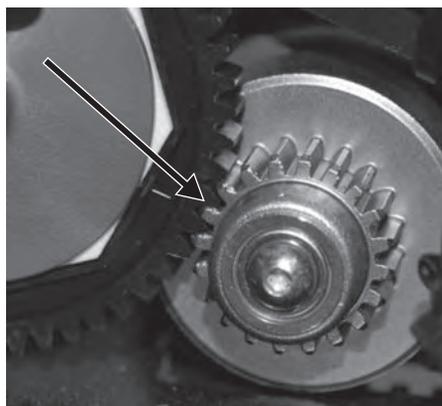
7773, qty 4
6/32" x 3/8" bhcs

**Setting Gear Mesh**

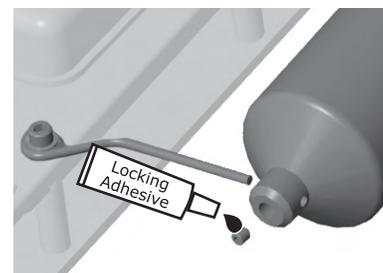
To correctly set the gear mesh, follow the steps below:

- 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

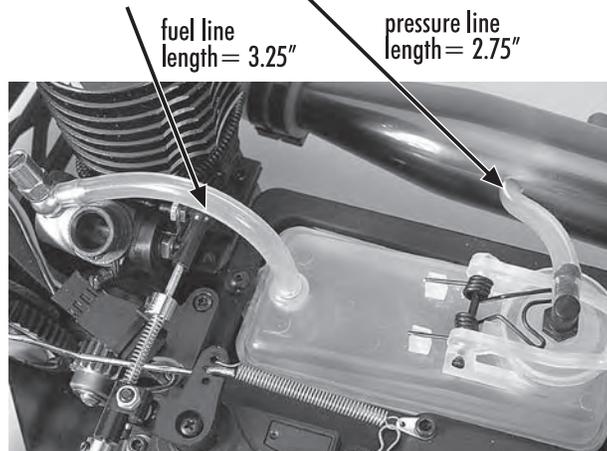
**Step 15**

! 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.

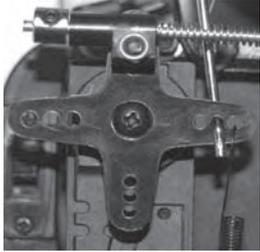
**Did you know...**

- 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!

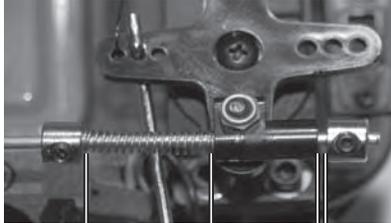
▶ Linkage Adjustment

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.

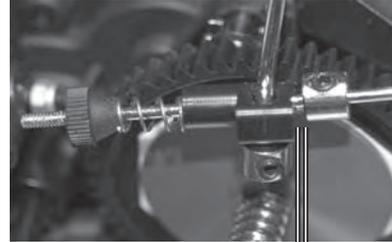


2) Set throttle linkage, spring side first, to 15mm. The throttle should be completely closed on the carburetor. Next set the throttle linkage collar gap to 0.5mm.



15mm 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.



0.5mm

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



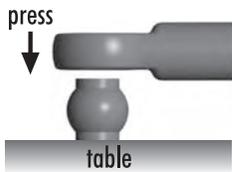
4) Set max throttle EPA. Hold full throttle on transmitter and check carburetor. Adjust EPA so that carburetor is completely open at full throttle.
 5) Set max brake EPA. It is easiest to do this while driving your GT2. Start at 50% and adjust according. Lower %, less brake. Higher %, more brake.

Bag H - Shocks

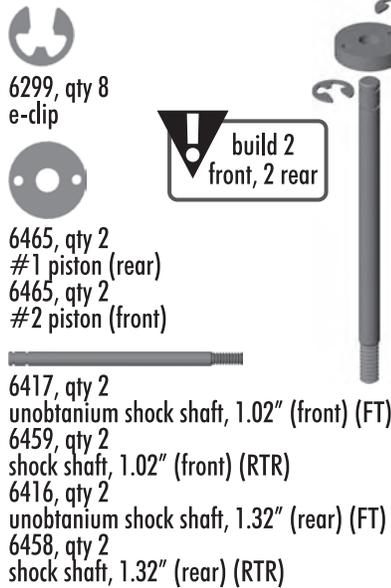
▶ Note:

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.

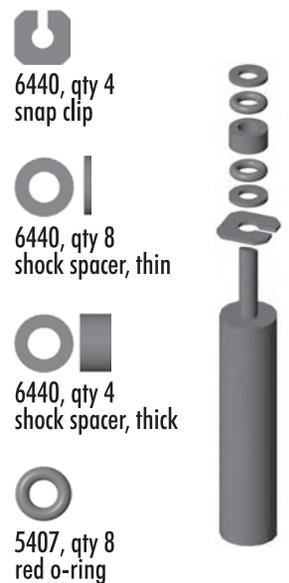
▶ Step 1



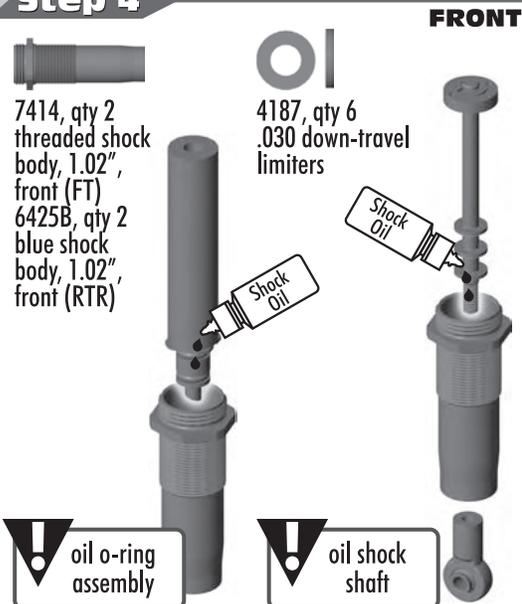
▶ Step 2



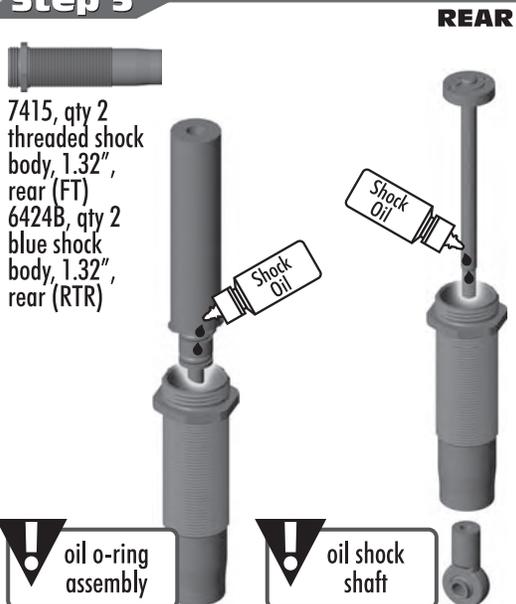
▶ Step 3



▶ Step 4



▶ Step 5



▶ Step 6



▶ **Step 7**

fill to top with shock oil

move shaft up and down to remove air bubbles

fill to top with shock oil

push the shaft in. shock oil will crown

retain shock oil as you screw cap on

move the shock shaft in and out a few times. push it all the way in.

the shaft should push itself out 1/4" to 3/8". if it does not push out that far, re-do step 7

Shock Oil

Shock Oil

Shock Oil

Shock Oil

Shock Oil

Shock Oil

6428, qty 4 shock cap

▶ **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**

7416, qty 4 threaded shock collar

7416, qty 4 threaded shock collar o-ring

x4

Shock Oil

spread 1 drop of oil around o-ring

▶ **Step 9**

7428, qty 2 silver spring, front

6475, qty 2 spring retainer

3mm .12in

x2

▶ **Step 10**

6480, qty 2 green spring, rear

6475, qty 2 spring retainer

12mm .47in

x2

▶ **Step 9**

RTR

6475, qty 2 spring collar

8846, qty 2 - .030, 2 - .120 spring preload spacer

7428, qty 2 silver spring, front

6475, qty 2 spring retainer

x2

▶ **Step 10**

RTR

6475, qty 2 spring collar

8846, qty 2 - .030, 4 - .240 spring preload spacer

6480, qty 2 green spring, rear

6475, qty 2 spring retainer

x2

▶ **Step 11**

RTR

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

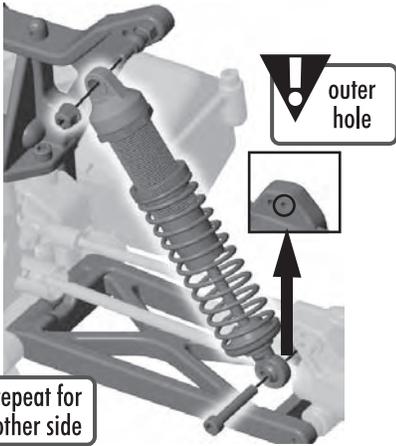
6472, qty 2 shock mounting nut

repeat for other side

Step 12

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

6472, qty 2
shock mounting nut



repeat for other side

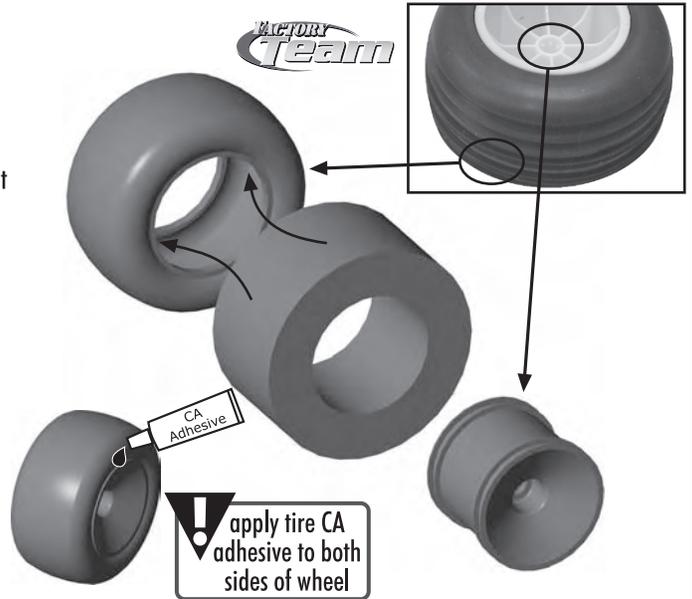
Step 1

Bag 1 - Wheels & Tires

7846, qty 2
dish truck wheel, front

7877, qty 2
foam tire insert

7877, qty 2
m2 edge tire, front



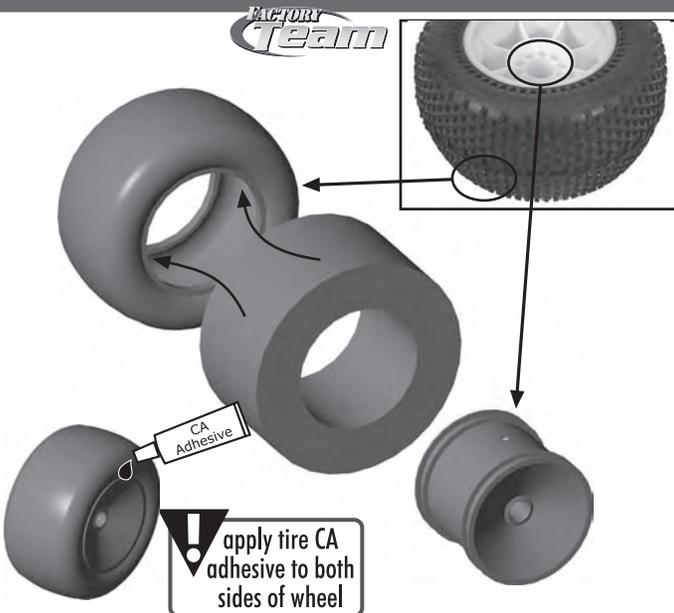
apply tire CA adhesive to both sides of wheel

Step 2

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

7879, qty 2
foam tire insert

7879, qty 2
M3 bowtie tire, rear

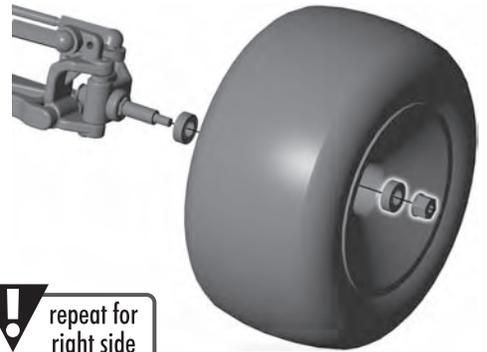


apply tire CA adhesive to both sides of wheel

Step 3

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

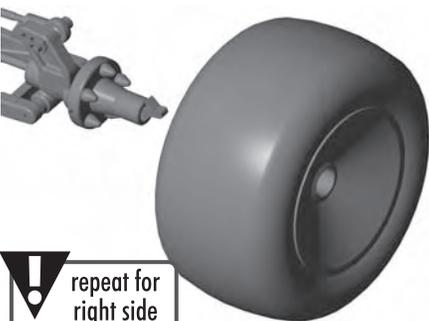
6222, qty 2
4-40 nylon nut



repeat for right side

Step 4

snap into position



repeat for right side

Step 5

RTR

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

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

6222, qty 2
4-40 nylon nut



Step 6

RTR

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

3438, qty 2
8-32 alum. locknut



▶ Step 1



7992, qty 1
gt2 body



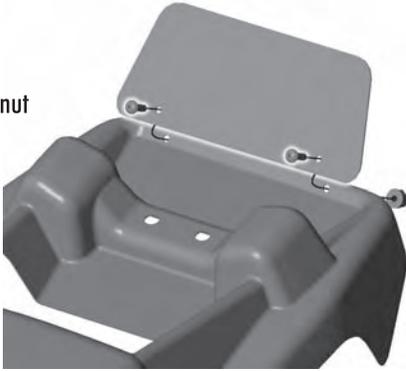
7992, qty 1
gt2 wing



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



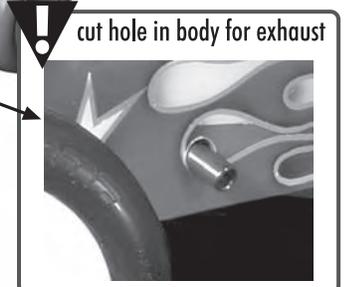
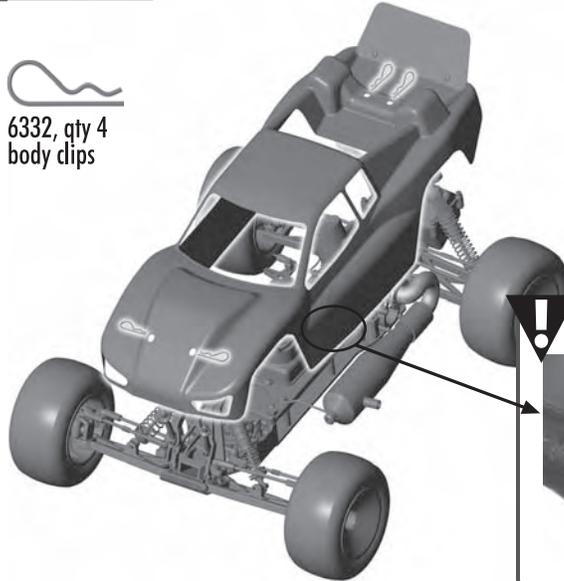
6222, qty 2
4-40 nylon nut



▶ Step 2



6332, qty 4
body clips



Bag J - Body

▶ 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.

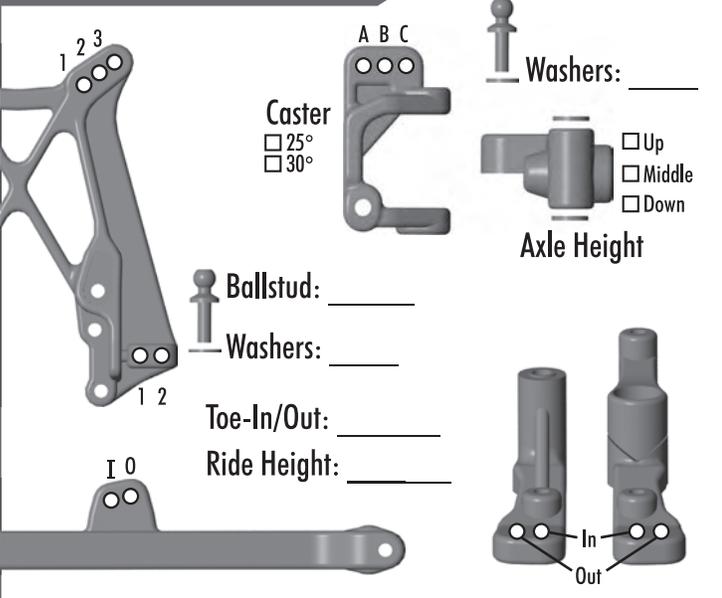
Tuning Sheets

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**



Caster
 25°
 30°

Washers: _____

Up
 Middle
 Down

Axle Height

Ballstud: _____

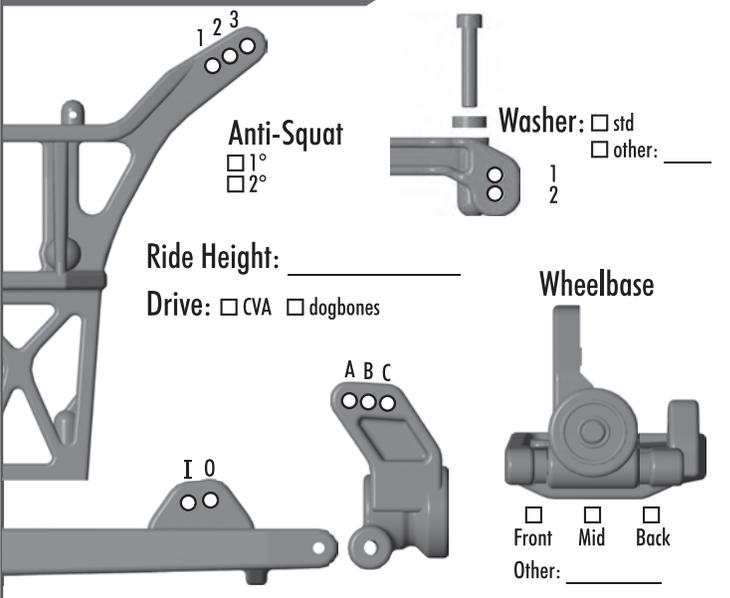
Washers: _____

Toe-In/Out: _____

Ride Height: _____

In _____ **Out** _____

▶ **Rear Suspension**



Anti-Squat
 1°
 2°

Washer: std
 other: _____

Ride Height: _____

Drive: CVA dogbones

Wheelbase

Front Mid Back

Other: _____

▶ **Front Shocks**

Shock Spring: _____ **Limiters (inside):** _____

Shock Oil: _____ wt. **Shock Shaft:** standard unobitanium

Shock Piston: _____

▶ **Rear Shocks**

Shock Spring: _____ **Limiters (inside):** _____

Shock Oil: _____ wt. **Shock Shaft:** standard unobitanium

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**

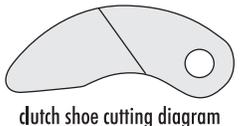
Clutch Bell/Spur: _____ T/ _____ T

Clutch Shoes: 2 other: _____

Clutch Spring: 1mm 0.9mm 0.8mm

Slipper Setting: _____ turns out

Other: _____



dutch 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 clay wet dusty

other: _____