

TC3/NTC3 Talk Q&A Archive

For the Nitro TC3

1/2002 - 3/2003

From the Team Associated web site

<http://www.teamassociated.com>

I just bought a nitro TC3, and I was wondering how many turns I should make the two speed to make it shift better? What is your recommendation?

Thanks!!

Follow the directions in the manual and then do small micro adjustments from there to achieve the shifting points on the track.

whats up with the externally adjustable clutch that was talked about in the mags for the TC3 nitro,was supposed to come in the kit, instead we got the bogus GT 2 shoe crappy clutch,is it available and if so where could i purchase it? after i built my kit a freind and i were comparing our two cars side by side,looks like i received electric cvd bones, because his cvd bones were a different color blue and larger in diamater,could there have been a mixup and could i possibly have them replaced? thanks for your help, other than the above i'm impressed with the car,if the weather ever quits raining up here in the northwest i might get to actually run the car.

The clutch that comes with the NTC3 is an externally adjustable clutch; refer to your manual page 8 steps 7 and 8. The CVD's are the same as the electric's; they do vary in color from batch to batch.

I have the nitro tc3 with a 1hp os .12 motor with the stock setup. The car is fast, just wanted to know how to setup the clutch, what optional spur and pinion gear setup to make the car run faster, and is there a way that I can make the side exahaust kit a bump start car, if I change the flywheel and mounts?

To make a bump start you are correct, changing to non-pull flywheel #2322 retail cost \$8.00 and engine mounts #2341 retail cost \$6.00. In your parts catalog there is a list of all the other gears that are available for the kit. By increasing the clutch bell gear sizes, it increases the ratio and speed.

Does the nitro TC3 have any front and or rear kick-up/anti-squat? If so what are the numbers? Thanks. One last thing, the car is extremely fast, nimble, and a pleasure to drive. Thanks again.

There is none, the pins are level and all the caster is adjusted by the caster clips.

What's the advantage of having the 3 shoe clutch over the 2 shoe. Also did MIP make a racing clutch for the nitro TC3. I bought the Rc10GT clutch thinking it would fit because of the flywheel.

With a 3 or 4 shoe clutch it gives you more contact surface for faster engagement. If you are on a high bite surface, then it could help, but on a slick surface it could just cause wheel spin. We do not know if MIP makes a clutch that will fit the NTC3, it would be best to call them for that information.

Will the aluminum drive shaft for the TC3 Nitro (part #1712) fit an electric TC3? Thanks.

No, it will not, it's shorter in length because of the 2-speed assembly in the nitro kit.

Can you tell me the difference in shock oil between pistons? Like what's the same static dampening for 80 wt oil with a #3 piston would that be like 90 wt oil with a #2 piston? Thanks.

They would not be the same. Going from any of the pistons, 1 to 2, 2 to 3, there is a ½ weight change. So if you had 30 weight with a #2 and then went to a #3 it would give you the feel of a 35 weight oil. Now if you went from a #1 to a #3 with 30 weight it would feel like a 40 weight oil and vice-versa. If you went from #3 to #1 with 30 it would feel like a 20 weight oil.

I have 2 questions:

1. Does the Nitro TC3 accomodate both slide and rotary carbs?
2. Seeing this is my first touring car: will it have any problems on regular paved surfaces (parking lots, asphalt, etc.)? My concern is about the chassis catching a lot of debris.

1 Yes to both.

2 No problems on those surfaces; just increase the ride height to suit.

Im just getting back into the hobby and Im going to buy the TC3 should I but the RTR TC3 or should I buy it in kit form.

Here are this webmaster's thoughts: Buy the kit if you have the tools and like assembling it, and wish to choose your own electronics. Get the RTR if you want to have fun right away and upgrade to competition electronics later.

Hello, I am glad to have a new NTC3 and building it. But I have a problem that some of screws are hard to twisting with wrench stick. Wrench stick is very flexible and get lost way to keep up screwing. I think some screws are destroyed. Please give me your comments to solve my problem. All of thick screws with big hex head is great! Thanks.

If you are using the Allens that came with the kit, it's best to cut the tips as you see or start to feel the edges wearing out. That will help to keep the edges sharp and prevent the stripping.

I am about to purchase a side exhaust Nitro TC3 and was wondering what engines you would recommend? Also, does it require a short or long shaft engine?

We do not recommend particular engines, but it will use either a short crank or a SG style crank.

Hi, I am wondering who makes the carbon fiber radio board for the NTC3, can you help me out?

We do, number 2259 for carbon composite graphite style.

I was wondering about the nitro tc3. I have an engine already, but it is a side exhaust non-pull start. Which kit should I get: the pull start side exhaust? Will I have to use the non pull start engine mounts? Is the flywheel on both kits the same or is the non pull wider like on the rc10gt.

One more thing. Do you have to cut the crankshaft for the tc3, like you do for the rc10gt, and is it the same length cut?

It would be best to get the #2030 kit, then you will need to get the non pull engine mount and fly wheel.

Will the NTC3 foam bumper fit on the TC3?

It's not made to be a direct replacement, but you might be able to make it fit-- the word here is MIGHT!

will the rally conversion kit for the TC3 also work for the nitro version? and if not, are there any plans to make a nitro conversion kit??

thanks!

It does not. The chassis are completely different and there are no plans to make a rally kit for the NTC3.

i got the NTC3 and i had the local hobbie shop build the basic car but i did the engine and radio gear. My questions is i'm looking more speed in first and second gears. I'm using the stock gears with a OS TR .12 motor w/slide carb. What would the be the fastest 2-speed trans setting and spur and pinion set-up for a asphalt road track with a 180ft straight and flowing turns.

Going to the a 23 on the first and 27 on the second gears.

I was wondering if there are any plans to make light weight pillow balls for the NTC3? Also do you plan to address the problem with the tanks being over pressurized making for hard starting or restarting?

We are not planning them; we really don't think it would be a good idea to have lightweight pillow balls on a NITRO kit.

ntc3?

I have a non pull start motor with a side exhaust what kit do I need to get I want the non pull motor mounts and the header for a side exhaust thanks.pdf

You need kit number 2030 for the side exhaust and then you will have to purchase the engine mounts #1710 and the fly wheel #2322.

Which other tunned pipe brands can I use on a side exhaust NTC3? I will be running a Picco .15 any recommendations. I want mid to topend range.

Any of them should fit for the side exhaust. Just check them for length.

Will a Picco Pro Exhaust fit on a pull start side exhaust NTC3, or is it too long? If not, what type of similar pipe will fit? Thanks for any help.

It would be best to contact Picco and see if they have checked it. At this time the only one that fits is ours that we know of!

There is more pinion/spur gear combination that has right mesh. Those are: 20/22->52/50, 21/23->52/50, 22/24->52/50, 23/25->52/50, 24/26->52/50 & 25/27->52/50; but they have less difference in speed and acceleration than the others that you have already posted. This kind of combination could be very useful in small and tight tracks, where you usually run your car with single speed gearbox instead of a two-speed gearbox.

That's great information.

i have several questions. I am new to cars[i own several nitro trucks]. will the ntc3 work as a parking lot racer?

Yes.

will the ntc3 rtr have the same features as the current kit?

No. It will have a single speed transmission, and a few other differences. But it will be upgradeable to Racer specs.

How do you get a Picco .15 to work with the TC3 nitro kit? The diameter of the crank doesn't seem to fit the collet and flywheel assembly that is provided. Any suggestions?

Contact Picco or Trinity, for a collet that will fit.

I bought a NTC3 and I want your recommendations about the best engine for it. I'm planning to buy a Collari .12 with 1.4 HP, an MT12 or an OSTR. Please let me know which one you recommend. I usually race in parking lots with straights of 110 to 150 feet long. I appreciate your advice.

We do not make recommendations for engines for the NTC3, it's best that you do the research and choose the engine you like best based on information you have found. Ideally, .12 - .15, short shaft, and non-big block engine.

What is the correct order when setting up Droop, Ride Height, camber, and toe (f/r) on the NTC3? Do I set ride height first then droop, then camber or vis versa?

Set the droop first, then the ride height, then camber and toe.

If i want composite cvd bones for the ntc3 are they 190 or 200 mm? Whats the part #? thanks.

They would be the 190mm bones #3877 for a package of 4, but it's not recommended for nitro cars.

Can I use the NITRO TC3 from bumper assy on a electric TC3

No, they are different mounting points.

I would like to see your AE .15 engine in it, but since I have never used one, I don't know how it performs. What is it's HP and RPM rating? It looks rugged, good quality engine and I would like to try one in my NTC3. I new to nitro, so I need something tough and reliable.

Sorry, the engine will not work in the NTC3 as is.

NTC-3 WILL NOT SHIFT.I HAVE TRIED 2 TURNS OUT ALL THE WAY TO 5 TURNS OUT.NADA,NOTHING.I HAVE 3 IMPULSES WITH THE SAME TYPE OF 2-SPEED SHOE SET-UP,SO I AM FAMILIAR WITH DESIGN.ANY IDEAS?

The range for changing the shifting points is from 3 for later shifting to 3.5 turns for earlier shifting, Also refer to your manual on page 8 at the bottom of step 9 for the Racer's Tip about cleaning the housing and shoes.

I currently have a Non-pull start OS 12CV engine and want to get a Nitro TC3. The Nitro TC3 comes with 2 versions, Non-Pull Start with Rear Exhaust Header and Pipe and Pull Start with Side Exhaust Header. Which version can I get to save me some bucks. I need the one with Non-pull Start with Side Exhaust.

Get the side exhaust kit #2030 and purchase non pull engine mounts #1710, retail \$20.00, and non pull fly wheel #2322, retail \$8.00.

I have a NTC3 with a Trinity Picco XP12s. Stock flywheel collet and included Picco collet do not work. Motor has SG crank. Any suggestions?

Yes you will need to contact Trinity/Picco for a collet and flywheel. Their engine crank size is different from most all others in the industry.

hey guys, i have a nitro tc3 and i was driving down the street, but when second gear kicked in, i lost control, and hit an elephant turd (swail stones) and the car spun about 5 feet in the air and landed right side up. it cracked the fuel tank and twisted the chassis slightly. i was wondering, if there is anything wrong with the structural integrity of the chassis. if anyone has had problems.

Everyone has trouble with a chassis that hits an immovable object out of control in second gear at top speed!

Do you know anyone that makes titanium input shaft and brake cam for the NTC3?

We have not heard of any one making them as of early 2002.

I'm going to be racing a NTC3 on a short road course with very good traction. The longest straight is 90ft and the infield is mostly 180 turns. Using the foam tire set up, foam tires 2.2-2.4 dia. and Mugen mt-12 engine what gearing combination would you recommend. Thanks

There is really no way to give you the best combination. There are too many parameters affecting the ratios to use. Tire size, engine temp, setup, and so on. You will have to experiment with gearing 'til you find the overall best performance for your driving style.

I have just recently bought a Nitro TC3 kit and I'm now looking for an engine (Non-pull start) and tuned pipe. Do you have any recommendation on which brand and model I should get. I plan to race this car in the future.

The kit comes with the only pipe that is available for it as of early 2002. As for engines, there are so many to choose from you really have to do some research on which one you want. Most popular ones that I have seen is Nova Rossi, RB, OS TR and the list goes on.

Where can I get a TC3 gas conversion kit. Should I just get a Nitro TC3 kit. Which one works out better. I have another question, does the NTC3 ki come with a blue anodized chassis.

We suggest you get the NTC3 kits, which already are gas and contain the blue chassis.

I've set up my NTC3 as per the instructions at the back of the manual and it made quit a difference in the handling for sure. I am now wondering about the tire wear. My foam tires look like four tapered cones now. Is this ok? The handling is great and I would hate to change it but if the tire wear is incorrect I will have to.

It's just that you have a bit too much camber in the suspension. Adjust the camber so the tires are flat. Note that when you change camber it can affect the toe in or out, so you will have to reset toe after you change the camber.

I recently bought a Nitro TC3 at my local hobby store. I also bought a Mugen Seiki MT-12 engine for use with the NTC3. My question is related to the Mugen engine. When I purchased the engine, there was no paperwork included that would show me how short to cut the crankshaft. Can you tell me how much of the crankshaft I need to cut? Also, do I have to purchase another flywheel or other parts to be able to use this engine with the NTC3?

For the Mugen, put on your spacer, collet and flywheel then tighten it down with the nut that came with the engine.

At the end of the nut you make a mark on the crank where you are going to cut it.

Remove all the parts, put the engine in a plastic bag with the crank showing through, and then cut the crank at the mark.

Remove the engine from the bag, then install all the parts back, but don't use the cut off nut, instead use the supplied clutch nut adaptor and you're all set.

What is the difference between the stock pipe versus chamber pipe other than noise reduction purposes. Reason I ask is that I am running against kyosho and Serpents which they have better acceleration/punch due to clutch and pipe arrangements. Second question is AE will consider the push type clutch system

(centax or similar) as an option for NTC3? By the way thanks for the postings and tips as it is definitely the most satisfying touring car I have driven so far, it's good.

The chamber pipe was made for the European market because that is all they can run, but it does reduce noise and some power. We have tested the Centex types clutches and did not see a performance advantage from our design. It could be that you are off on the gear or tuning-- that is why you are getting beat on acceleration.

my ntc3 starts to lose bottom end power and eventually stalls with about 1/4 inch of fuel in tank i havent made any engine adjustments and weather hasnt changed but last week someone decided freq clips werent necessary and crashed my car quite a few times i think the problem is the tank i have probably 8 inches of tubing looped around the handle and glow plug is good and the previous times running the car it ran great

Sounds like you need to go over the car and make sure that nothing got damaged in the collision. Also make sure you did not crack the tank or pinch the fuel line.

Question on the foam setup in the back of the manual for the NTC3.

It says to use neg 3 degree of camber in the rear with foams. Isn't this really going to cone the tires? It even looks funny just sitting on the workbench.

Can you explain to me why you are recommending so much camber?

thanks.

That is what was found to work the most consistently for the team.

Are there any special mods to fit a Mugen mt-12 into the NTC3? Such as cutting the crank, or I have heard the flywheel does not work on picco motrs is this the same for the mt-12? I am ordering the rear exhaust non-pull start kit. Also what aftermarket wheels and tires will fit the NTC3?

With the Mugen MT-12 you might have to cut the crank, but the flywheel should be fine.

I AM VERY HAPPY TO HAVE PURCHASED TWO ELECTRIC TC3 AND TWO NITRO TC3. HOW EVER, IN ASSEMBLING THE NITRO TC3 I AM VERY DISAPPOINTED IN THE WAY THE SHOCK CAP SEALES THE OIL. BASICLY IT DOESNT SEAL. THE LITTLE BLACK O-RING GETS TWISTED OUT OF SHAPE AND OIL LEAKS OUT. AM I DOING SOMETHING WRONG.

It might be that you don't have the O-ring all the way down below the threaded area that causes them to twist as you tighten the cap. You can also add just a dab of shock oil to the O-ring so that it fits in the cap without a problem.

My Nitro tc3 2 speed transmission doesn't seem to shift in to high gear? How can I tell if it is working? What is the technique for properly adjusting it?

Make sure that you followed the racer tip in the manual on page 8 in step 9, after running your car for a tank of fuel, remove your two-speed housing and clean any oil or residue from inside the housing and outside the shoes to ensure consistent shifting. As for overall adjustment, when you are setting the initial adjustment in step 8 on page 9 do not go out more than 3 1/2 turns or below 3 turns.

3 1/2 for early shifting, but as you turn the adjustment screw closer to the 3-turn mark, it shifts later.

I have a NTC3 and a rotary carb. Do I have to cut the throttle servo horn? I tried installing the horn without cutting it, and had no luck, two of the arms hit eachother (the brake linkage arm and the one above it). What am I doing wrong?

If you are following the steps in the manual, there should be no linkage touching. You have to make sure you are putting the linkage points in the correct holes on the opposing arms of the servo horn.

And, is there any way to get you guys to drill the hole in the tuned pipe smaller so we can use a pressure fitting instead?!?

We do not use fittings. They are a potential point for an air leak. We put the fuel tubing directly into the pipe about a 1/2 inch or so.

Can you tell me how to put the tank insert in?

There is a stem in the bottom of the tank just below the opening that the insert screws into. If not, you have the old style tank.

What are the spring weights on all of the springs in the team spring kit. I think there is 9 pair in it

All our spring rates are listed on the site. See the link, "Kit Tips & Help."

Last weekend I just purchased a Nitro TC3 Non Pull Rear exhaust and a OS Max 12TR Slide Carb. I am to the point of setting up the engine and I have come to a part that I can't figure out. In the instructions (bag I step 3 and or 4 to be exact) it shows the flywheel assembly for the crank shaft. With my engine it appears that I have a longer shaft. So I assume to use step 3 which describes the setup for a SG crank shaft. But the SG clutch nut that comes in the kit is too large for the shaft. So I figure I should try the setup for a standard short Crank shaft in step 4. The problem I run into there is that when I put the standard Clutch nut on, it will not tighten down all the way to the flywheel because the shaft appears to be too long. I am stuck at this point and very anxious to get up and running. Please Help!!

If you do not have an SG crank style, your engine will need to be a short crank version. If yours is a long crank version, you will need to cut it. First install your spacer, collet, and flywheel and tighten it down with the nut that came with your engine.

At the end of the nut make a mark on the crank with a file or dremel.

Then remove all the items, stick the motor in a plastic bag with the crank poked through so when you cut the crank none of the shavings will get into the engine.

Then reinstall all your parts this time using the clutch nut adaptor to tighten the fly wheel down.

Hi, Can you tell me which are the main differences between 1756-Rear Exhaust Tuned Pipe, 1764-Rear Exhaust Dual Chamber Pipe and 2353-Rear Exhaust Muffler, in power, run time, torque, etc..

The dual chamber pipe was made primarily for the European market, they require lower noise levels, and by chambering the pipe there is slight decrease in power. Other than that we have no statistics to provide.

What the difference of solid axle for Nitro TC3 and one way diff??? and next question, what the next good or better gearing, coz I feel that my car has enough power and I don't have enough gear what I mean short speed more engine power, what is advisable gearing at second speed what color and I will use at medium size parking track??

Gearing is only relative to the track size and the power and tire diameter, we cannot give you the ratio that would be best. That is something you have to experiment with to find what works best for the conditions that you are driving in.

One-way:

Gives more acceleration and steering with less braking capability as it free spins off power.

Solid Axle:

Used for the front--our team drivers don't use it in the rear of the car. It's used for super slippery conditions or for tight track with short stretches and it gives you braking capability.

Note:

Using either the one way or solid axle puts more stress on the driveline and makes it easier to damage those parts.

I see that AE sells a solid axle for the NTC3. Under what conditions is this desirable? What are the recommended uses for the solid axle? Front only? Rear only? Both?

One-way:

Gives more on-power steering with on 2 wheel braking capability as the one way free spins off power.

Solid Axle:

1. When used in the front, it works like a one way in front while on power, but has 4-wheel braking. It's used for slippery conditions or for tight tracks with short, straight stretches.

2. Used in the rear, on very high bite tracks it gives excellent acceleration with very good on-power steering, but it is less stable coming out of the turn.

Note:

Using either the one way or solid axle will put more stress on the drive line and makes it easier to damage those parts.

I own Ntc3 and have had a problem with getting dirt in my diff casings. On the top of the casings there is a screw hole that is not used that exposes the inside of the diff housing. I am wondering if it is a mount for an optional part or maybe a vent? I put RC10GT spur gear screws in them and haven't had a problem since. I race on road oval and dirt oval and it is a great car right out of the box.

They are not vent holes, and you can plug them if you want. They are used for mounting shock towers for the electric car. The trans cases work on both kits.

Well, my question would be, are there any conversion kit, from electric to nitro TC3?

We have no conversion kits for any of our kits from electric to nitro or vice versa.

I have a NTC3 and really love it. My diffs are loosening up even after I have rebuilt them. They only loosen up to a point but, they will not stay set to the instruction manual settings. Any suggestions?

Thanks

Not offhand. When you rebuilt them, you did assemble them correctly and are the T-nut and adjustment screws installed on the correct sides? If they are on opposite sides that will cause them to loosen as they run.

I have just finished assembling my new NTC3. This is one great kit! I am having a problem with torque steer. When I accelerate, the car tends to pull to one side hard. I have adjusted the diffs to your recommendations and the car still pulls hard to one side. Any help would be greatly appreciated.

Have you set the tweak and balance of the car? Also check that you have the toe set equally on the rear, or that you do not have a bearing that is bound--that could drag the car to one direction or another.

I have a nitro TC with a .15 Pico engine. It is very fast, but my break is not set very well. What is the best way to adjust it?

If your radio is adjustable, set some drag brake from the radio.

What is the internal gear ratio of the NTC3?

The diffs are 2.5 ratios.

how fast does the nitro TC3 accelerate? in mph. write me back at nightcrawlerzx@yahoo.com

It went about 132 feet in 2.5 seconds, attaining speeds of almost 50mph in that time.

What locations would you recommend putting aluminum screws in my NTC3? Could you provide the number of screws and sizes I would need to fully out fit my car?

At this time we would only put them in non-stress areas.

what are the stressed areas of a NTC3?

For bottom of the trans cases, the shock towers, the bumper and the handle, would be areas you would not want the aluminum screws.

I have a Nitro TC3 and can't hear a shift change. Is this normal or should you hear the shift change like you would in a normal car? (I cleaned the oil out of the clutch housing like the racers tip said and still nothing).

You will not hear the transmission but you should hear a change in the engine rpm range.

I had my first damaging wreck with my NTC3. Boo hoo. The car has held up well so far in other accidents, so I'm not complaining. My question : I need to get some #6472 shock nuts. How can I order these without having to order entire shock kits, or is this possible? If I can't order the nuts by themselves, what part # do I need to order to get them? Thanks for a great car guys. I'm a newbie to RC and this thing was a cinch to build and great fun to drive!

The part number you gave is just for the shock mount nuts. You can either get them at your local hobby store or you can order them direct from us, but they will be at full retail price plus shipping.

I was wondering is this possible i can run O.S. CV-R Non pull start pilot shaft crank engine in NTC3 Side exhaust/Pull start kit? If this is possible... does it require any modification in order to put Non pull start engine to TC3 Pull start kit?

The reason why i am doing this is i hate to use pull start engine at all but O.S. CV-R engine only makes side exhaust version.

If you get: #2030 or #2040 (pull start)--
Side exhaust manifold and pipe are included.

... If you want to use a rear exhaust non pull start engine, you'll need:

#2341 non pull engine mounts (\$6.00 pr)

#2322 non pull flywheel (\$8.00).

If you get: #2031 (non pull start)--
Rear exhaust manifold and pipe are included.

... If you want to use side exhaust pull start engine, you'll need:

#2343 side exhaust manifold (\$13.50)

#7730 side exhaust pipe (\$21.00).

I will start to build my TC3 nitro kit soon.

Can you please advise me on how to choose the best possible servos?

Speed and Torque for the Steering, and for the throttle, speed. Some are running the HITEC 645mg in both areas, others are running Airtronics servos #941757, just to give you some ideas of what they are running.

The steering linkage on my ntc3 had (1) excessive play and (2) the servo-saver spring is so soft that the servo (Futaba 9450) lacks 3 degrees of returning to neutral.

(1) Play was reduced by bearing kit and replacement of the plastic cups with Veteq turnbuckle end pieces.

(2) the sloppiness in the servo-saver was reduced by tightening the set screw, but then it bound on the drive shaft. I cut 3 threads off the screw and re-tightened it to the top of the nut. Viola! Return is now to + or - 1 degree. However, spring coils are so compressed I doubt the servo-saver is saving the servo. The Veteq had the same problem and we had to go to a stronger spring. You gots???? Jack

You could also change the spring in the servo saver to #6587, it's a lot stiffer.

does the nitro TC3 package come with a motor and radio?

The RTR version does.

I have one question when using form tires for NTC3. As the diameter of them become smaller, should I adjust the ride height or keep it as recommended in that manual? In case I gave higher tension to the springs to adjust the ride height, should I change other alignments accordingly?

As the tire decreases in size you will have to change your ride height or your car will start to scrape the ground. As for the alignment, I don't think you will have to change that just because you are increasing ride height, but if you are making a big change and you see that you have increased or decreased toe-in or out, then you will need to work on that part of the setup also.

i have a nitro tc3, w/an 1hp motor, and treads foams, also ive got 9lb spring on the rear and the stock on the front. the problem is its so fast i cant seem to keep the rear end from swinging around.... what can i do? oh hey the camber is set at 3 degrees rear and 1 on the front, also i added 6oz (fishing weights) to the rear to try to help and it did a little. by the way your tires that came w/the kit are way to thin!!! i burned a hole in them after 2 tanks of fuel... please help i want to kick those 4-tecs butts!!!!

You need to go back to the stock springs on the rear. The softer ones are allowing the weight to transfer too much and that is bottoming out the car and allowing it to spin around. And you need to redistribute the weight equally around the car, with all the weight at the rear, it creates momentum and spins the car around.

How do you measure the front toe on an NTC3? The instructions tell me how to adjust but do not tell me how to measure. I do not have a setup board.

To measure toe in or out, you do it from the front outside edge to edge and the rear of the front tires outside edge to edge with a tape measure. Or you can use a RPM camber gauge and set the car on its nose and use the gauge to set toe in or out.

I'm planning on running my NTC3 at the Suger Bowl in GA in next few weeks and was shown a video of the track that had Barry Baker running his NTC3 and I was wondering if I could get his gear ratio he ran or any other setup help to run on this track. Thanks

When he ran that track it was with the Yokomo car, but he suggested trying the following:

54/21

54/21

50/25

48/27 with this gear it depends if you hit the sweeper right!

i own a nitro tc3. been noticing that the two speed doesnt engage like ive heard on other cars with two speed.. is this normal cuz of the construction of associateds design or do i have a defective two speeder...

You will not hear the 2-speed shift like you do in other cars. You will notice the rpm change in your engine.

I am assuming that you are talking about the NTC3, when adjusting the 2-speed the maximum that you will need to turn the screw is from the stock setting 3 1/2 turns to as little as 3 turns. At 3 1/2 turns it shifts early and then shifts later and later as you turn into 3 turns.

After you ran your car for the first time did you remove the 2-speed and clean the 2-speed shoes and 2-speed housing with some alcohol as told in the manual page 8 step #9 in the Racer's Tip? If not, that is probably why you are not shifting. Some of the residual grease from the bearings got on the shoes and housing and it's slipping a bit. So check that first then work on the settings.

I have a question about the two speed gear set up. The big gear spins freely in one direction and does not go in the other, however, the smaller gear spins in both. And there is a gap. Is this right?

Yes the 2-speed has a one way bearing in it and that will stop it from spinning in one direction. The clutch bell gears will spin both ways until the clutch shoes engage. And there is a gap between the 2-speed gears of about 1/8th of an inch.

Can you put a .21 engine in the Nitro TC3?

Not directly.

My brother and I have built a TC3 with Pico .12's and .15's. My car's clutch has always slipped. My brother's ran fine for about 5 minutes. His fly-wheel was torn apart. I have taken the car apart several times to identify the problem. The only thing that I can find is the springs have been flattened. The clutch shoes appear to be fine. Do you have any suggestions?

After you ran the engine the first time, did you remove the 2-speed and clean the 2-speed shoes and housing as stated in the manual on page 8 step 9 under the racer's tip? You might need to do that to get everything working properly with your 2-speed.

I bought a NITRO TC3 Kit #2030 and ASC2900 .15 Pullstart Engine. But I can't tighten down the screw on page 23 step 6 from the manual. Is the engine need any optional part for install?

The AE .15 engine is for off road cars, not for on road. It will not fit in the NTC3.

NTC3 question: Instead of using a rubber coupler around the joint connecting the header to the pipe, couldn't one just JB Weld the two, especially since the header is resting inside the pipe? Would this create any problems?

It could. By making it a solid piece there would be no give during impact.

how can you put a .21 engine in a nitro tc3? do you need special mounts, also could the nitro tc3 handle a .21 engine. What is the most wide tires you could put on the nitro tc3?

The NTC3 was not made for the stresses of a .21. We have no recommendations.

What is the best way to clean an entire TC3, without taking ANYTHING apart? What are the cheapest and the most expensive ways to do it? I have an air compressor, but it's not very strong. Is there some type of chemical or something that after I spray it, it evaporates in a couple of seconds? I want something that if I spray my electronics a little bit, it won't wreck them. I want to clean it because my whole car, especially the shockers, get really dirty running it on the street. There are a lot of little grooves that dirt gets stuck, especially by the transmission cases in front and in back.

Most of us use some type of Nitro Wash. We try not to get it into our electronics.

First off let me just say I love my NTC3, it's my first nitro touring car and I think it's awesome!! Now for my question. If I were to upgrade to the Complete Carbon Parts Upgrade, what kind of advantages would I see. Also do you know what the weight difference is between the Carbon upgrade and the stock parts.

You will lose a bit of weight. All the parts are about a couple of ounces lighter.

hi i have a question about my ntc3. I wondered if the performance of my car is effected by the tuned exhaust pipe being dented in a 1/4 to a 1/2 inch. If so how is it effected? please e-mail me back and let me know at

Having a dented pipe can have an effect on overall performance, but it would be hard to tell you what decrease it creates.

If I put a Trinity P15 in my NTC, how much will i need to cut off the crankshaft?

Once you install the spacer, collet, and flywheel, you will use the cutoff nut. The end of the cutoff nut is where you will mark the crank for cutting.

Barry Baker put in the setup sheet this comment at the end -- "If you need more rear traction, try .078 rear sway bar". But the NTC3 manual clearly states that "The rear anti-roll bar will decrease rear chassis roll and decrease rear traction" So, who's right?

It depends on the track. Sometimes when you put a stiffer sway bar you will gain more traction and on that track it gave him more traction.

Hi. I finally fixed the 2speed transmission problem thanks to you. My car now SMOKES everybody in the track and I love it! Good job on the NTC3! I have a couple of questions? First is there going to be any metal or aluminum hop-up parts available soon? Second, Are there any other rims that can fit the car other than pro-line, and also the color of the rims? Thanks again on the tip.

As for aluminum or metal I am sure the aftermarket manufactures will be making them if they aren't already. As for the rims, all the various types of touring car wheels should fit the car, since they are standard for all the cars.

What do use to lube the one-way bearing located in the 2 speed trans?

It would be a normal maintance item. You should lube it with #6636.

Hi, i have a NTC3 that ive had for 3 weeks but when i built it i found that the ride height tool which is also used to space the wheelhubs off the lower arms was missing and have since improvised. Can you tell me what the gap is in millimetres so that i can adjust it to original spec.

4.5mm is the width of the tool.

Hey I have weird problem that steering is loose or something that wheels could not move real good on my NTC3. Also I have hard time to pull the string on engine many times and it cant start.. My wrist is in pain. I think AE would invent new engine with key ignitor to start the engine with key like real car. That could be easy! I want AE to inspect my car. What is best address for person to look in my car? Thanks

Check your servo saver setting. Refer to the manual on the proper setting. If you want a tighter spring, change it with part number 6587.

What does the solid axle do if you put it in the front of the sedan? Is it supposed to take steering away or add it?

The solid axle in the NTC3:

1. When used in the front it works like a one way while on power, but has 4-wheel braking. It's used for slippery conditions or for tight tracks with short straight stretches.
2. Used on the rear on very high bite tracks gives excellent acceleration with very good on power steering, but it is less stable coming out of the turn.

I have set my NTC3 to run 30mm rear tyres, had to narrow the rear end to be legal width, my diff outdrives are wearing at an allarming rate. I will need to replace them after what I consider too little running. perhaps these could be a bit harder, I would prefer replacing the pin in the CV. Any plans for gear diffs?

Once you modified the car you changed what ever wear characteristics that were in place. No gear diffs are being considered.

i've got the optional throttle return spring kit part no:7562 please advise the way to install them.thanks

Install the spring to the throttle lever ball, and then install the attachment piece to one of the engine mount screws at the base of the engine.

Does the AE .15ps engine fit on the nitro tc3? I heard a rumor that it doesn't. Also, In your testing of the ntc3...what was the top speed you reached?

The AE.15 will not fit in the Nitro, the shaft is totally wrong for it. So far the top speed has been 59.7mph with the Nova Rossi engine.

what can i change on my nt3 to make it faster for dragracing it still have the stock gear

Get #1704 front solid axles, hard foams in front, soft foams in rear.

Mike Ogle

Will the TC3 rally conversion kit work on the NTC3 pull start kit?

It will not without some kind of conversion work.

I was wondering if we could use the RC10GT clutch shoes in our NTC3? Please let me know.

Nope, they do not have an area for the spring to contact the shoes.

I can you tell me the part numbers in the NTC3 RTR one speed which are different than the kit (2 speed), I'm interested in the clutch bell, the pinion and spur gears used and anything else needed for switching a 2 speed to a one speed. I'm doing a conversion to meet a specific race requirement. Thanks in advance.

Just get the part number 2285 retail \$55.00, it's the complete assembly that you will need to convert over to 2 speed.

How do I prime engine?

Two ways. Put your finger over the exhaust hole on your pipe or over the carb opening, and pull the pull start a couple of times. Or bump the engine flywheel on the starter box.

I want to get into Nitro cars, and I'm set on purchasing an NTC3 pull start. I plan only to have fun with it in the parking lot, but I would still like it to go really fast. What sort of engine would you recommend? O.S., Picco, it seems a little overwhelming reading on all of the specifics of engines, but I wouldn't want to purchase an engine that didn't fit or wouldn't perform well. I would greatly appreciate any advice. Thanks.

Honestly, we do not recommend any brand of engines, if we tell you to get X brand engine and you don't like how it performs, well you understand. So it would be best to do some research either from the RC magazines or from the web and decide that way. What I do suggest is that you get one that you know you can get replacement parts easily if you have failure. Best to go to your local hobby store. I am sure they can help you.

What engine do you feel best fits the TC3.

Any .12 or .15 non-big block, short crank or SG crank.

I love the Ntc3, but i dont really love the exhaust. Will you guys be offering a better looking. Would it be safe to grind off that little lip on the edge of the muffler? If so, that would make it look so much better.

You can polish/grind for a more aero look, as for the shape it comes from the positioning of the motor, and Cliff and the engineers tested several designs till this pipe design shape and size was approved.

How fast is the new NTC3 RTR ???

Out of the box about 37 to 45, that is my best guess.

And another thing the body of the ntc3 (orange flames with a blue and white paint job) that u feature on your website and advertisements, who is the driver of that car and where can i find more info. on him

The body was just a paint job done up by our expert painter for our ads. The body does not belong to any specific racer.

I noticed there is alot of steering play in my ntc3. What can I do to remove this problem?

I'm using the stock setup out of the box.

You can put a stiffer spring up in front and/or use a front sway bar. Turning down your dual rate (assuming you have that adjustment on your radio) will also help out a lot.

How's it going? I have a NTC3 side exhaust kit. The problem that i am having is that when i try to lower the car it does not lower, ik used the height gauge under the chassis, but the shocks do not seem to lower, even I turn the coils all the way down on the shocks? Please Help

When you turn the collar all the way down on the shock bodies, that raises the ride height. Loosening them, you lower the chassis.

I was wondering about the 2 speed shoes on the NTC3 I am having a problem with the shoes and the shaft. I cannot get the shoes to seat properly on the shaft no matter what i adjust on the two sides of the shoes the shoes wobble on the shaft. Even if i tighten or loosen the screws(the ones w/ the balls in them). What should i do?

There is going to be a bit of wobble as you call it, the shoes are not going to be locked into the place.

I finish building my NTC3. I followed every instruction on the manual. The CVDs are not all the way in the outrives. they are at the tip of the outrives. I used the track width gauge when installing the hub carriers...what to do, I haven't ran the car yet because I don't want to strip the outrives?

Check the pins of the upper arms. It's possible that you have them in the outer hole and that moves the CVD bone away from the outrive with the stock setup settings.

Hi i am running on a permanent asphalt track with nitro tc3 and running standardt set up for foam tires with double purple on front and purple on rear jaco, the car is just so loose the rear end wants to come around all the time when i get on the throttle no matter how easy i pull the trigger!!
I tightened the front diff up and it was better but still assy, another suggestion was to loosen the rear diff.do you have any other suggestions

Check the rear toe, give a degree more but do not go above 3 degrees. That will help increase the rear end bite. You could also try adding the rear sway bar.

i'm a bit confused regarding sway bars.does it give you less or more traction on the tc3/ntc3,which ever you put it front or rear? because i use to run the mr4tc yok....i put sway bar in the rear gives me less traction.for the tc3/ntc3 it seems like, it has a different effect. thank you

For the TC3 and NTC3:

Anti-roll bars are used to stabilize a car from excessive chassis roll (which occurs when your car leans through the turns by centrifugal force). Anti-roll bars are generally used on smooth, high traction track conditions. If the conditions are very bumpy, then anti-roll bars are probably not necessary. If you are driving on high traction surface and your car wants to over steer, then use the optional anti-roll bar kit on the front only. This will decrease front chassis roll and decrease steering throughout the corner. This has the feeling of increasing rear traction. If you car is under steering, then try they anti-roll bar kit on the rear only. The rear anti-roll bar will decrease rear chassis roll and decrease rear traction (this has the feeling of increasing steering).

I am building the nitro tc3, and my differentials seem more difficult to turn than they perhaps should. My friend and I both assembled and disassembled them, and we think it may be the bearings. Will the bearings loosen up with use, or could it be another problem? We lossened both differentials to 3/4 of a turn and it does not appear to be the tightness of the screw that is affecting them. They rotate with little effort but would not spin freely at all if twisted quickly and released.

Our diffs will have considerable resistance when they are adjusted properly, that would be normal.

In the Nitro TC3 manual on page 15 step 6. what does linning up front upper suspension arm(2223) with the hidge pin into the inner hole on the shock tower do? What would happend if I were to place the front upper suspension arm with the hidge pin into the outer hole on the shock tower do?

Also the #'s on the shock pistons is #3 the largest hole and #2 middle then #1 the smallest?

Thanks Jason

As for the pistons, the #1 has the largest hole and #3 is the heaviest. When going from #1 to #2, or #2 to #3 it is like changing five weights of oil. As for the Camber link position, using the optional hole will give your car more overall traction in slippery conditions. Refer to your manual page 32.

I didn't prime my NTC3 right, I tried to start it by just pulling the starter but it didn'y start and became hard to pull, what do I do now?

You could have what is known as Hydro lock-- that is when the engine doesn't fire over and the fuel builds up in the head and eventually the engine will not pull over since there is no where for piston to move. You need to loosen the glow plug, let the excess of fuel out, then tighten and try to start. Make sure your glow plug is good, and your igniter is charged, and you have the carb settings correct. For the carb settings contact the manufacturer of the engine for proper settings.

I recently assembled an NTC3. I have yet to run it. However, while testing the servo functions I noticed that the steering will not "zero" out after turning the wheels in either direction. As I understand the wheels should straighten out upon release of the steering control. How can I approach this issue? Would moving the servo horn possibly cure this problem? Adjusting the trim doesnt seem to help.

Check your pivot balls and make sure they are not too tight. Also center your steering trim before you snap on the servo arm.

IS THE HPI SS RS4 3 ANY COMPETITION TO THE NTC3 REALLY ARE THERE ANY WORTHY HPI COMPETITORS I AM ABOUT TO PURCHASE A NITRO TOURING CAR AND I WAS WONDERING SHOULD I GO WITH THE TC3 OR THE HPI SS RS4

We suggest you look at impartial race results and check for yourself. We highly recommend the NTC3 for racing.

I just got the new nitro shoes tires and they seem to rub a little bit on hub, any suggestions?
nct3

Do the rims have any off set? If they do, it might be too much and allows the rims to hit the hub. We don't generally use offset rims.

I have a Nitro TC3 with side exhaust and consider put in a rear exhaust engine. Is the Associates rear exhaust tune pipe ROAR legal ?

YES they are legal.

I just bought a ntc3, and it has the blade front sway bar.
My question is: Since I didn't receive the set up sheet for the sway bar, I would like to know what adjustments does one make on the bar for various track conditions?

The blade does not come with any presets. As you turn the blades it will stiffen and takes away steering. Most of the time we run anywhere from 30 to 60 degrees angle on the blades.

I bought a NTC3 kit with non-pull starter and rear exhaust engine manifor/pipe. Now here is the problem. I bought a O.S. Max .15 RX rear exhaust. The engine mounts that comes with the car wont fit on my engine. Is there a Factory Team or any other kind of brand/way to find/make a mounting that would allow me use that engine?? Pls say there is one I will buy it right away! I dont wanna have to spend another 150+ bucks buying a short stroke engine :(

We only have the engine mounts that come with the kit and the Factory Team ones. I don't know of anyone that is making any others.

I run a Nitro Tc3 every Sat night, I have a real bad problem of burning up the right rear tire, I have the stock set up on it, I have used hpi 33r and 35r as well as the Yok 138g's all with HPI green Mid inserts. The car is really hooked up for the first 2 min of the race and then it begins to fish tail and by the end of the race the rear ends just go around. It has got to the point now that I can use up a right rear per heat. The tires don't split or show signs of uneven wear, but you can pinch the tire, because it becomes that thin....Any help would be appreciated....

If you're burning up right rears your setup is off. If you're running road course you need to get a better balance on the rear of the chassis. If you're running oval you might want to add a bit more weight or wedge to the right side so you're not cooking off the right rear.

Can I put tc3 rear suspension on my ntc3. not having good luck with ball ends.

No, the parts will not cross over.

My question is, does it change the performance of the tank if you shorten the length of the extension into the tank that the pressure line uses?

Shortening the pressure line will change the way your engines runs. Therefore you will need to make a carburetor adjustment.

Hello! I am from the Philippines. My problem is the fuel system of the NTC3. The fuel comes out of the pipe (Dual Chamber). I think its because of the way the air presure line is positioned on the tank. What should I do? thanks!

Nothing! The fuel that leaks out your pipe is normal in your circumstance. A slight adjustment to the carburetor will help.

I am considering purchasing one of the new trinity rossi .12 black pixie roar legal motors. The trinity web site says that this motor will develop 1.8hp at 39,000rpm. Are the stock components in the car (the transmission gears, clutch, diff, etc.) capable of handling this much power without being torn apart?

There will be significantly more wear and tear because of the increased stresses. How much more wear, we cannot say.

i finally got around to trying my ntc3 w/ a os 12 cvrx. Get ready for these complaints:

1.the car spins when i tried to accelerate a little quickly

The car spins under acceleration usually because the tweak or balance of the chassis has not been set properly, or when the car was assembled something is creating a bind in the suspension.

2.How do i adjust the brake so that when i brake the engine won't cut because these 2 things have been driving me crazy.

Adjust your end point adjustments on your radio so the throttle does not over drive the carb barrel during braking.

I want to buy NTC3...BUT... I quite worry about the strenght of NTC3...from my observation base on my friend car and NTC3 owner at LHS ..it very weak.it not only one car but so many...especially at the front and the back.if you hit something or someone hit you at the back ..for sure something will broken....for example the front bumper cannot protect the differential box and alingment arm at the back...

I as well as many others have run the car and found it to very durable. Granted when you are going 30 to 50mph there is always the potential for breaking something. I will be the first to admit I am an oval racer, not a road racer, but I have gone out and raced the car and have hit plenty of boards as well as others on the track and have not broken anything. Also the NTC3 RTR was just used by my boss at Hitec race and like me he is big on oval racing and he hit a lot of things, to the point there were some ooohhhsss and aaahhhsss from the other drivers and spectators, and he did not break anything. So your assessment on the durability and strength of the kit is not complete.

Hi my name is charles and I am 12 years old who owns an NTC3. I was just wondering if you can give me a list of R/c car (nitro) raceways located in california. Thanks

Check out the online track Directory. Go to the Home Page, click on Click to Enter, then scroll down to Directory.

can y convert my ntc3 in rc10gt

We have no direction on how you can do this.

I just built a ntc3;are the cvd's for the nitro 200mm and the 190mm elec. the same??as far as length??On my kit the supplied cvd's are the same length as my elec 190mm tc3.The bone's are just long enough to reach the outdrive,yes the track width is set correctly,is thi correct or did I get the wrong cvd set in my kit??thanx jeff-

The CVD on the NTC3 and TC3 both use the 190mm length bones. If the bones are just barely reaching the outdrives then it's possible that you have the upper arm mount pins in the wrong hole. Check that first - that would be the main reason. And the other would be that you don't have all the camber and toe-in adjustments set properly.

I just got my ntc3 great car.the question is i can't seem to take tight turns entering a sweeper.how can i make the car take tighter turns.

The kit has so little rolling resistance that if you try to drive it like a belt drive car you will be causing a push. You need to adapt to the free rolling chassis and maybe add a bit of drag brake 'til you get the feel of where to start your braking points.

i just purchased an ntc3 rtr. i have allready placed a two speed in it but i want it to go faster. what should i put in it next that will take me a long way in mph & handling

1. Practice.
2. Tire choice.
3. Gearing.

I just installed the rear shocks to my NTC3 in the stock position and the spring cups are in contact with the arm of the steering hub. I believe that the manuel says to install the lower end of the shock to the outer hole on the lower A-arm and that is what I did. Any suggestions?

Thanks for you help!

Make sure you have the toe in set correctly. If they are too straight the spring cups will touch.

I just brought my first r/c car yesterday and it's a ntc3. The only problem is it won't start. I let my friends (who's more experienced then me) take a shot at it but it just won't start. Some of them said that the fuel is not making it to the engine. I am very frustrated. We spend the whole day yesterday trying to get it going.

Remove the pressure line from the exhaust pipe and lightly blow on it and see if the fuel travels out of the tank and into the carb. If not, then the carb or the tank may be plugged.

What is the difference between the front oneway for the TC3 and the NTC3?? Is only the outdrive lengths?

Wonder because if that is the only difference i was thinking of getting a unit and simply buying the outdrives for the other car. I run nitro only in the summer and electric in the winter so i dont need 2 units. Thanks for the help

They are separate items and do not work in either cars. You will need one for both!

i bought a nitro TC3..and i am wondering if i can add a reverse control onto my car..?

No, you cannot.

I want to buy te NTC3 RTR, what top speed should I expect?

If you have the space to run it that fast, you may go 30-35mph with the single speed trans. If you install the 2 speed trans #2285 you should be able to reach into the high 50's.

Would I Be able to Use a NTC3 Diff assembly on a TC3?

No.

From the NTC3 setup screen, team driver have their shoe clutch cut. What do you mean by that. Can you refer me to any article or picture of so call cut clutch shoe. How do their cut the shoe. Appreciate your reply

The shoes are trimmed equally to change the rpm and power band that they engage. Stack both shoes on top of each other and with an exacto knife trim them at the end but small amounts, like a 1/32nd or 64th at a time till you reach the desired effect.

I recently purchased a NTC3 which is an awesome car but I can't seem to keep the back end from sliding around. I started with the recomended setup with the included rubber tires but the back seems to get away from me in the turns on asphalt. So I tried Nitro Shoes tires 35 front and 40 back, changed oil in front shocks to 60 WT., adjusted camber and toe as recommended for foam tires, etc. but with not much improvement. I also have my brakes set loose so they don't affect this problem. After setting the droop I adust the ride height per shocks, but when i get the correct height my springs become loose on the shocks when I pick up the car. Can you give me advice on how to set my car up better. Jeff

Put the harder foams (40) in the front of the car and the softer ones (35) in the rear. Make sure your ride height is at about 4-5 mm off the ground.

I have a NTC3 with a Mugan MT.12 motor. When I am in 1st gear it is fine but when it shifts into 2nd gear it dies, I have no clue what is wrong.

Sounds like your engine is tuned wrong. Check with Mugen on proper needle settings.

The spring in my NTC3 steering rack is too soft. Is there a stiffer one I can use?

Yes the number for the harder spring is #6587.

My questions are the following, I have a Collari .12 engine. What is the ideal temperature for a perfect running engine?

You need to consult your engine manual for this answer, or ask Collari.

I am considering purchasing an antiroll bar which fits the front or rear of the NTC3 (I already have one on the rear) or the blade which is for the front only. What is the difference between the two? Do they function differently? Can I run both at the same time? Would I want to? Thanks.

Both roll bars will have the same effect on the car. The blade type will give you a lot more adjustment possibilities.

I had a question (posted Aug. 19, 2002) regarding the rear toe in on my NTC3. You said to make sure that it was set correctly to 2 degrees (as the manual suggests) and the spring retainers still touch the arm of the steering hub. The only way I could fix the problem is to widen the track width of the steering hub but this setting goes way beyond the width of the track width tool. I have the shocks set as according to the manual (top - in the middle hole; bottom - outer hole) and still can't solve the problem.

If your rear knuckles are still touching the shocks, you can file off a bit of the knuckle. They should not be hitting at all but if they do it will be a very slight amount. If it is a large amount then something is built wrong in the kit.

would it do any harm if i used a spray can to change the color of my r/c's parts?

No harm.

I was thinking about buying the ntc3 but mostly to "hop it up". I was wondering what is included in the "rally kit" or whatever it is called

The rally kit includes parts to convert the electric TC3 to a rally version. It is not for the NTC3. Please see the Factory Team catalog for ways to hop up your NTC3.

Why are the anodized blue aluminum screws not strong enough for The Nitro TC3?? in ur reply to

Certain places on the NTC3, like around the engine, require the stronger steel screws. The greater stresses of nitro make aluminum screws, although they will fit, inadvisable.

You sell a 3-Shoe Flywheel (part# 2324) for the non pull start nitro tc3. What advantages does this a 3-shoe clutch have over a 2-show clutch?

With the three-shoe setup your engine is higher up in the power band, which gives you more snap off the corners. But it's best used on tracks with large sweepers and not on a tight turn type of track.

Is there a package I can buy to add the 2 Speed to the Nitro TC3 RTR from the non RTR NTC3 kit?.

The 2 speed kit is #2285

On a tight track will a one way help?

Usually you do not use a one-way on a tight track. You will need to go out and practice and compare times to see if it is a advantage.

get ready for "rookie" questions just completed kit #2031. (1) cvds just catching the out drives & yes i have the upper a-arms in the inner mounting holes. (2)how can i raise the height just a little 1/4 in. or more for parking lot racing,larger diameter tires? (3)what is the "one way diff" people are speaking of? (4)any thoughts on the new O.S. .012 TR-round exhaust 1.1 hp. can anybody give me thumbs up or what.my buddy runs the .012cvt and has good performance and reliability with it but of course i need to be faster!! and last (5)i read were someone is racing the ntc3 on dirt ovals. how is this possible?? i very interested in that set-up!! thanks!!! first 4wd touring car,coming from a traxxas nitro sport rtr bought 9 weeks ago! good starter car but now i'm ready to play with the big boys so i bought the best i could find!!! who says old men can't have fun!!

(1) make sure your camber is correct. (2) twist the collars on the shocks to alter the ride height. (3) a one way will allow the front wheels to free spin under braking and at off throttle. (4) the os is a very nice engine very reliable and quick. (5) have not heard of anybody racing on dirt ovals.

I've got a NTC3 RTR kit with the 2-speed kit installed. After about 10 minutes of run-time, 2-3 tanks...I lose the ability to shift into second gear. Is it a heat issue? Any ideas?

Sounds like maybe your two speed setting is drifting. Put some thread lock on the screws so they will not vibrate loose, and change your shift point.

could i buy a bigger flywheel for my nitro tc3? Because i have a universal duratrax starter box but for some reason i can not get it to turn the flywheel. Or could it also be that the box does not have enough power to turn the flywheel? because my flywheel is very hard turn, even with the pull start.

Thank you for the help.

No, a bigger flywheel could shut the car off by hitting the ground.

Am building a NTC3 and will be using an O.S. CV-RX motor. Its powerband (max. H.P. and torque is achieved at between 21,000 and 23,000 R.P.M.

- 1) What gear ratios do you recommend (rubber tires on reasonably smooth, outdoor, high speed track).
- 2) Which setup (of those on the website) do you recommend as the best starting point ?
- 3) Which PERFORMANCE enhancing (not cosmetic) options are recommended ?

Thank you !

Build the car according to the instructions first and run it. You will find out that the stock set up is very good on most tracks.

i am wondering what would be the best engine to put in my nitro tc3. i want a pullstart engine. i am trying o decide which engine would make it the fastest rc on the road....

stay with one of the higher profile engine manufactures like OS or Nova Rossi.

I have a NTC3 With a Nova Mega SX12 RE Turbo engine, it is very quick but i have noticed the 2nd gear has a close ratio to the first gear so if i dropped the second gear by a tooth would it give it a bit more edge or would it be too slow to build the acceleration up in second gear?

You have to remember that when you adjust the 2nd gear you have to adjust the 1st gear. The sum of the first gear ratio has to equal the sum of the second gear ratio. So please adjust your gearing accordingly.

When i was racing my nitro TC3 i was finding out through other drivers mis fortunes, that if you hit the wall with the exhaust side of the car it can crack the fuel tank, from the muffler hitting the fuel tank. I found that if you put fuel line on the monting pin at the front of the muffler it will help prevent the fuel tank from breaking.

Thanks for the tip!

I have the tc3 and the ntc3 non-pull start, both are awesome,easy to work on,and in the case when you do break something, most LHS have the parts on the wall to fix them. You can't say that about some of the other brands out there!!Also for the guy with the question about the tc3 running with his other cars?Yes,it will, if all the cars are set up and ran under the same condition(driving style,tire compound,spring compound),they should all be pretty close.Mostly it is just preference!Hope this helps!

What advantage(s) does a 3 shoe clutch have over a 2 shoe version ?

What part(s) do I need to fit one onto a NTC3 w/ an OS CV-RX ?

Are these Associated or other vendor parts ?

You will need to purchase a 3-shoe flywheel and clutch shoes from a RC10GT. These are all Associated parts. The 3-shoe clutch will grab harder than the standard set up.

For a Three shoe flywheel.How can i put GT clutch shoes on my NTC3? Do i put any springs or just the shoes?

GT shoes go on without any springs.

i keep getting oil on my brake disk when i'm running my car and then i cant stop at all

Your engine is leaking excessive oil. Check to make sure your engine is tuned properly (i.e. leaned out properly)

I'm thinking of getting a NTC3, but what I wan't to know is how long the diffs will last with all this power.

Our diffs last a extremely long time due to the fact the diffs are completely sealed. Other car's diffs are exposed to the elements like dust and dirt.

I just purchased the graphite upper deck for the Nitro TC3 and was wondering what the most common way to mount the on/off switch was. There are no real provisions for it.

Try Shoe Goo.

Can you tell me who did the paint job on the nitro tc3, the one you use as a cover photo, orange flames with blue and white body

Mike Ogle does the kit covers and magazine ad art in-house. He's written body painting articles for several magazines.

can I start a pullstart engine with a starter box

yes

I admit, you guys made the fastest nitro car! But one thing that i want to address is about the material of the car, the composite plastic. I think you guys should revised or change the plastic material to something better and stronger like the other company are using. In a long race, we just not only need a fast car, but we also need a durable car that can survive throught out the long race.. it doesn't mean anything if you get the best time in qulifying round, but in the actual race, you can finish the race...

The car is one of the most durable cars out there. Our sales manager ran an RTR kit in a race and hit everything in site with not one broken part. So to say that the car is not durable is something we do not accept.

What does SG stand for when talking about a crank.

Also what type of receiver would you use for a ntc3 with a M8 radio.

It just means that the shaft and the crankshaft are machined from one solid piece of material. If the radio is an M8 you must use a FM receiver.

I recently bought a two speed for my ntc3rtr. I need to know the initial setting for adjustment screws.

Here are the instructions with starting points:

http://www.teamassociated.com/pdf/2285_ntc3_2speed.pdf

I have several cars with 2-speed tranmissions and the design is very similar on all of them yet the Associated one seems to stop working at times. When I take the unit apart, clean everything, reassemble it

per your instructions and readjust it it works fine again. Do you have any idea what is happening so I can have a better idea on what is going wrong.

Put a little threadlock on the screws so they do not move during use. That's what it sounds like that the screws are drifting and changing your settings.

One more question concerning the 2 speed. The kit manual shows 1 shim on the input shaft on the drive cup side and 2 shims on the diff pinion side whereas the instructions you referred me to [how to assemble the 2 speed parts bag instructions] show none on the brake side and 3 on the diff side. Which is correct?

Both are. The difference in shims just adjusts the gear mesh of the drive gear and the diff gear. Use the shim combination that gives you the freest rolling drive.

For the NTC3 are there any special tips for building? I'm aware of the loctite and I've heard that people are using the black grease for the diff balls and to lube the gears for the transmission. Is that a good idea? From what I've heard the black grease holds up and lasts longer between rebuilds.

The greases provided are completely different. We do not recommend switching them as a lot of time was spent coming up with the right formulas.

I was just wondering what the difference would be in my car if I were to change the standard two shoe clutch to a three or four shoe clutch.

The clutch would grab harder and have more holding power.

I sent a message yesterday concerning spacer locations on the 2 speed input shaft. I found that with 3 spacers where shown will not allow the e clip to be installed onto the shaft.

You are only suppose to use 2 shims.

I just recently bought a NTC3 and for some reason it keeps pulling off two the side. I tried to adjust the steering on it by my control but nothing seems to work. I looked through the papers that came with it but can not find anything that can help. If you can tell me what's wrong and how to fix it I would greatly appreciate it thanks.

Check your droop settings as well as all the lengths on the shocks. All of those settings should be equal. Go back and check them with a set of calipers.

I wanted to know if The RTR and the regular version of the NTC3 Will Get the Same hop-ups cause I have the RTR Version and I see only regular NTC3 Hop-ups (mainly is the car built the same)

Whatever fits the kit versions will fit the RTR. Obvious exceptions would be that the 2-speed parts don't go on the 1-speed, and so on.

My ntc3 runs great; my only problem is the bubbles in the tank!!! When I accelerate my roissy pixie black the vibration cause a lot of bubbles that go into the carburetor and cause problems in my engine. Any suggestions to solve this.

Check to make sure the tank is not screwed down too tightly. Other than that all tanks will bubble to a certain extent.

Will the NTC3 Take the Same Hop-Ups the TC3 will take (the non electric related Parts) ??

Though they share the same name, the parts are mostly NOT interchangeable.

1. Can you put a Electric starter on the NTC3.
2. How should i drill the holes for a HPI prelude body. Because i notice the pre marked spots do not fit.

1 Not that we know of.

2 Place the body on the car, mark the new holes, and drill. The HPI body is premarked for HPI cars.

1. If I remove the restrictor on the stock AE .12 motor I assume I will get more power Correct? If so what is a good High/Low mixture starting point?

(this is my first nitro car.)

2. I have quite a bit of free play in the steering. It appears to be loose ball cups and free play in the swing rack assy. It's not the swing rack arm. The free play is in the 2 bellcrank arms where they attach to the posts and the rack. Any suggestions?

1. Yes, you will get more power. You should start out at the original factory settings.

2. A small amount of play is built into each car in order for the car to track straight.

If I upgrade the single speed tranny in NTC3 RTR, must I change the electronics to avoid any damage?

First of all if you upgrade an electric TC3 to a two-speed tranny you will not need to change your electronics. A speed control is only used in an electric car, not a nitro car.

I remember reading an email recently from another chap in Australia, saying he had a faulty petrol tank on his TC3N and getting a part like this in AUST was a little hard, I have found that the tank in the Thunder Tiger TS-4N fits straight into the TC3N (NO MODS)

Thanks for the tip!

just a generall question, i am thinking of getting a nitro kit, but im unsure as to whether i should get one thats RTR or not.

I would get a kit to build. That way if something were to go wrong in the future, you are not dependant on someone to fix your car-- you will know how to do it yourself.

Hi. I Ran through my tires in about 25 tanks of fuel, sliding around. i finally have my car cutback enough to run under control. Wanted to get foam tires as a replacement. tried a set on but wouldn't fit.

Foam tires will wear out even faster. Pro-Line makes mounted foam tires that will fit our car.

Just so the prospective buyers know the club I race in is a spec class and when the guys saw what the RTR engine did they gave me a real hard time about using the engine because dang this car is fast.

The specs I am going to post now are right out of Nov2002 copy of Xtreme rc (which everyone should go buy to verify and support them) and they are on the RTR NTC3

0-60 1.85 seconds reaching 35.7 mph

Top speed was 41.8 mph

This may get eddited out for copy right I dont know but the conclusion on the test of the RTR NTC3 from XTREMERC was as follows.

Where some RTRs fall short in performance, others prevail and surpass.

Those at the top become benchmarks for improvement, and sitting at the very top this pyramid of contention is ASSOCIATED'S NITRO TC3RTR, waiting patiently like a stalking panther for its competition.

Wow good review check it out.

We won't edit this out. We used it ourselves in the "Making Headlines" section of this web site.

i put together my ntc3 pull start with a trinity picco .12 pull start, standard exhaust. how do i start this darn thing!! haha, i put fuel in it, my glow plug is in, radio and everything else works. do you think its my glow starter? must it be charged all 8 hours? please advise. thank you

Your glow plug should be charged for about 14 hours. As for the engine you will want to call Trinity with any problems you are having.

I got the NTC3 RTR - pull start 2 weeks ago, and just finished breaking in the engine with 6 tanks, it still needs to be dialed in.

It sounds like your engine is not fully broken in yet. You say you have 6 tanks of gas thru it that is not enough to break in an engine. Continue to run your engine around slowly real rich for a few more tanks of fuel.

I finally tried to start my new NTC3 yesterday. I have an OS 12 TR (Turbo) installed (the engine is not new: broke it in a couple of months ago).

I had problems starting the car. I think I figured why, the clutch beel was tightened too much and therefore it was not moving freely w.r.t. the flywheel. I had to loosen the clutch bell. It noe moves freely, but I have to have the clutch bell screw very loose. I know that the instructions specify to use 3 SG shims for an OS 12 TR, nevertheless, it seems that I should have at least 4 or 5.

Please give me your opinion on this as I may loose the clutch bell screw when attempting to start/play with the vehicle.

Have you tried to make sure that you have the clutch shim installed? If so, try putting 4-5 shims and see how it work.

I'm having a problem with my two speed tranny engaging, I've reset it a couple times but it still dosen't kick in. What should I do?

You want to make sure the two speed is set between 3 and 3 1/2 turns. Start out at 3 turns.

What parts to I need to convert the front diff to a one-way. Thanks

You need to purchase the one-way kit.

Can WIDE tires (like those used on the RC10L3 be used/retrofitted to the TC3 and/or NTC# (I have both and am GREEDY for traction !

If "yes" which ones (part#s) and how to retrofit (if necessary)?

No, they can not.

At the track I race at there is about 9-10 ntc3 cars,all of us have the same problem with the shock towers coming loose.Some,like two of mine actually fell off.The threads pull out of the diff case.We have tried a little CA glue,this made it better but didnt cure the problem.Im getting tiered of buying diff cases,

Do not tighten the screws down too hard. You are stripping out the holes.

I purchased the NTC3 RTR and am learning. After a few crashes my tire wobbles and I assume it is a bent uni-drive. I understand the CVD is a better option, can I perform a direct swap or is it easier for a beginner to just get a new uni-drive?

CVD's will drop right in to the existing car. Only thing is you have to build the CVD's.

How often do you recommend tearing the car down (NTC3) and giving it a thorough cleaning?

Specifically, cleaning and re-lubing the diffs, CVD's, and metal shielded bearings? I've been blowing the

car off with an air compressor after every day of running, but my concern is with the internal parts that required lube during assembly. I mostly run weekend races (parking lot tracks) that include a couple 5 min. qualifiers and a 20 min. main, if that helps.
Thanks.

Every week is what I would do.

I keep rounding out your screws. I am using your factory team allen driver tools as well. There are pictures of blue anodized screw sets on the box and parts catalogue and so on but i cannot seem to find any part numbers.

1. Are these factory team screws stronger?
2. Can you get them in a complete set?
3. What is the part number?

1 They are not stronger, they are aluminum.

2 They are not available in a complete set for the NTC3.

Can WIDE tires (like those used on the RC10L3 be used/retrofitted to the TC3 and/or NTC3 (I have both and am GREEDY for traction !

If "yes" which ones (part #s) and how to retrofit (if necessary)?

There is a part made by TEAM COBRA and the part number is 3012. "ON ROAD WHEEL ADAPTORS" that are made so that the tires from pan cars can be used on touring cars. Phone number for company is: (801) 975-7724 or can go to www.teamcobra.com

Relative to selecting gear ratios for the 2-speed trans.:

- 1) Must the sum of one pair of teeth ALWAYS equal the sum of the other pair, or can one sum be one tooth different (21+54=75 total teeth; 26+50=76 total teeth) ?
- 2) How far apart can the first and second gear ratios be ? For example: (first: 22/54=2.70; second: 26/50=2.08 with a ratio difference of 0.62) and (first: 20/54=2.70; second 26/48=1.85 with a difference of 0.85)? How much a difference in the ratio between the gears making up the first and second gear combinations prevents the transmission from smoothly shifting from one gear to another and back ? Is there an OPTIMUM difference between the ratios ?

If you are not sure, can you ask Associated's team racers for their opinion/expertise ?

The sum of first and second gear must equal the same. As for the spacing it does not matter.

you have said that aluminum parts are not recommended why is that.

Steel screws are recommended over aluminum for their resistance to breakage caused by the extreme vibration of nitro car engines. But the aluminum screws are available if you want them. Just compare their size in the Factory Team catalog with the sizes given in the manual.

Wanted to know if the "NITRO TC3" stickers come in full color, and if so, what is the part number. All I can find is b/w.

They are available from us only in black and white.

my two speed will not work just wonderin do both gears lock and move the same direction im not sure what i have wrong

Yes both gears move at the same time. Keep your two speed adjustment at 3- 3 1/2 turns.

I need a little help deciding which touring card I should get for Christmas. I'm trying to decide between the NTC3 RTR or the HPI RS4 3 SS. I plan on racing them, and I have another radio I'm gonna switch out for

the AM on the TC3 if I decide to for that one, but I need to know what if the better of the two. Please, no biased answers.

Greetings from western australia. Having driven both the ntc3 and rs4 i much prefer the tc3. I have just finished seting it up according to Mark Pavidis' IFMAR winning specs and it drives like your in heaven. I admit i didnt use any such setups on the hpi but it wasnt as comfortable as the tc3. Trust me when i say if your looking for value for money and a thrill when driving then go the ntc3 for sure.

This is to address the comments on the NTC3 diffs.

I have raced for a month now in official timed races at our club they are four races per Sunday six minute races each that is twenty four minutes of racing not included are the several tanks of fuel I go through in a weekend tweaking and setting up my suspension for the track as temperature and humidity change so does the traction.

I would bet three hours of steady racing in total and have nothing but great things to say about the diffs. Which by the way are the first ball diffs I have run and I have had no problems.

I have run other cars with gear diffs and if you are just starting in raceing ball diffs are not a good place to start as they require servicing to be kept in great shape some people don't want to contribute the time it takes to maintain a car.

Hate to say if you are running in to problems it may be to lack of maintenance. No insult intended.

Also if you change the settings on the diffs it makes huge difference in how the car handles.

Also to address as a tire question I have read several times most tire companys rate the tires that they sell for example HPI rates tires in temperature class as well as track style IE dusty rough and so on. A good place to start in my opinion is a tire setup for medium temperature 27 degrees and dusty if you are on unprepared asphalt. Hope this helps some folks out there.

Hope I didn't offend anyone voicing my opinion.

Thanks for your contributions!

In responce to the questions about how fast the NTC3 will go but first I will make a short comment ok?

Hear goes an... engine running .56bhp at 29000rpm

And an engine with 1.8 bhp running at 29000rpm both turn the spur gear at 29000 rpm correct?

Why do people wander if the 1.8 bhp goes faster? If they both turn at the same speed will the top speed be the same? and only the excelleration be affected? Or does the 1.8 bhp 29000rpm actually go faster than the .56 bhp at 29000rpm I have come up with my own answer I'm just wondering if anyone else asked this question. Seems to me the only way to change the top end is to change gearing not horsepower. Or am I wrong?

To go faster, change the gearing, not the horsepower. Much cheaper than buying a new motor.

What is the difference between RC10.com and Teamassociated.com ?

TeamAssociated.com had a little more Flash animation where rc10.com has static images. They are separate servers. If one goes down, just turn to the other one. The content should be the same

Hi, I bought the NTC3 RTR and ran the balls off of it all day only to learn that the stock tires suck. I burnt them off in like 15 tanks. I'm not complaining I just want to know if you have any suggestions as to what I should get that lasts longer. Thanx.

Try some sort of belted tires or tires with a harder compound.

Does AE offer any warranty against parts for the NTC3 RTR? My LHS gave me a free 2-speed tranny for my new NTC3 but when I tried to remove the allen screw from the brake cup, it stripped the screw.

We warranty parts for 90 days from purchase date with original receipt. See the link "Customer Support" at left and scroll down to the "missing or defective parts" link for full help.

hello, can u please tell me whether a abn, or abc engine will last longer and which one is better

ABC is considered the better quality engine.

Oh.. Just one question, would the Restrictor Cap for the stock carb and engine do damage to the engine?

It will, if you do not keep up proper maintenance.

what does a one way diff do? thanks for the help and great car

It will give you increased off throttle steering.

Where on your website is the exploded view drawing of the NTC3 ? It is a WONDERFUL reference !

Click on "Parts Catalogs" at left, scroll down to NTC3, and click on the catalog icon. Then click on the Drawings button.

WHATS UP ASSOCIATED? WHAT IS THE FUNCTION OF A TURBO PLUG AND HOW MUCH BETTER IS IT THEN A REGULAR PLUG?

There is very little difference in performance. There is a big difference in the difficulty of tuning.

Turbo plugs are harder to tune. The difference in performance you will not notice.

I BOUGHT THE NTC3 RTR A FEW MONTHS AGO. HERE IS MY REVIEW ON THE PRODUCT AND UPGRADES. WHEN I FIRST SET THE CAR ON THE TABLE, I NOTICE THAT BACK WAS LOWER THAN THE FRONT. IT SEEMS LIKE THE CAR WOULD BOTTOM OUT. SO I REPLACE THE SHOCKS AND SPRINGS WITH THE ALUMINUM ONES. THE PERFORMANCE WAS MINIMAL DIFFERENCE.

NEXT HOP UPS,

WAS THE ALUMINUM WHEEL HEX ADAPTORS. I FIND THAT THE PLASTIC ONES THAT CAME WITH THE CAR PUT A BIT OF A DRAG WHEN I TIGHTEN THE WHEEL. ALSO AT THE SAME TIME I REPLACE THE BALL BEARINGS WITH THE RUBBER ONES. THE WHOLE SET-UP MADE A DIFFERENCE. THE CAR WAS MUCH MORE SMOOTHER AND HAS LESS DRAG.

A WEEK LATER, I PUT ON THE TWO SPEED TRANSMISSING. THIS I DEFINITELY RECOMMEND.

THE CAR WAS ALOT FASTER. MAYBE 45 TO 50MPH.

STARTING OFF THE LINE, IT SEEMS A BIT SLOW. WHEN

THE SECOND GEAR KICKS IN, IT REALLY FLIES. THE SHIFTING WAS SO SMOOTH THAT I COULD HARDLY HEAR IT SHIFT. ALL I SEE IS THE CAR MOVING FASTER.

I NOTICE THAT THE SIDE EXHAUST HEADER

WAS A BIT LONG, SO I CUT ABOUT 1/4 IN. OFF TO

GET MORE RPM. I ALSO REPLACE THE PIPE TO A TWO CHAMBER ONE. THE STOCK ONE WORKS FINE THOUGH.

BUT NOT ENOUGH LOW END.

I ALSO TOOK THE PULL STARTER OFF THE ENGINE AND USE A STARTER BOX FROM AE (VERY NICE BOX). WITHOUT THE PULL START

I GET BETTER TAKE OFFS AND HIGHER RPMS. BY THE WAY, I DID TAKE OUT THE CARB RESTRICTER AND RETUNE THE ENGINE.

ITS TIME TO PUT TO TEST. I DRAG RACE A HPI RS4 RACER 2 WITH ALOT OF HOP UPS AND HAS A RACIER MT-12 TURBO. TO MY SURPRISE I KEPT UP WITH IT ALL THE WAY DOWN THE STRAIGHT. DID NOT BEAT IT BUT WAS VERY HAPPY WITH THE PERFORMANCE FROM THE STOCK MOTOR. I ALSO OUT PERFORM THE HPI RS43 TYPE SS W/1HP. I NOTICE THE ENGINE RUNS A BIT HOT WITH THE BODY ON. SO I HAD TO CUT OUT SOME MORE HOLES TO COOL IT DOWN.

AT HIGH SPEED I NOTICE THAT IT HAS AN UNDERSTEERING EFFECT. I FIX IT BY REPLACING IT WITH A HIGH TORQ SERVO. THE STOCK TIRES WORKS VERY WELL ON DUSTY SURFACE. NO NEED TO REPLACE UNTIL WEAR DOWN. HAVEN'T CRASH YET SO DON'T KNOW HOW DURABLE IT IS. BUT I HEAR LOTS OF GOOD THINGS ABOUT THIS CAR ON HPI FORUM AND OTHER OWNERS. I DEFINITELY

RECOMEND THIS KIT TO ANYONE THAT ASK.

Thanks for your review!

what engine is [Team racer] running on is ntc3

Please see the "Setup Sheets" link for his setups.

I have played around with my NTCS RTR and found that the factort settings are the place I end up after trying some of my own ideas. I have raced ofr a few years and tried other suggestions and returned again to factory settings. We at our club have people coming in and spending all kinds of cash to hop-up there cars like those of us that run in the A-main every week. What they don't realize is that they first need to know how to handle a car under changing conditions. Example you get to the track and the setup is great but as the day goes on traction changes and you just can't push the car as hard/ or you can push harder and still control the car. I tjust takes a lot of fuel spending money on a car does nothing unless its on fuel for practise.

Like I said when I tried some of my ideas on setup and they failed, I returned to factory and the car was controllable. Also I went to the setup section of AE's site and found that the prows also are at almost factory settings so that told me I was on the correct path going back to factory settings. Also I know no car that falls apart with out impact being involved. Camber settings high are not always agood thing because they chew the rubber off very fast, and I cant afford all new rubber inserts and wheel that often. Practise is all you need to get the car to handle, my advice and you can use it or chuck it no problem, just start slow and see how fast you can take the corners by increasing your speed slowly IE. practise remember speed kills just kidding learn to control and speed comes with it.

Signed found out the hard way

Thanks for your comments.

I'm a former RC-10 racer from the early 90's and I'm interested in getting back into racing, this time w/ a nitro TC3. I'm wondering what sorts of sufaces the car can run on. Can it handle parking lots, or any other surfaces with small imperfections? Also, my big question is this: is the TC3 rally conversion available for the nitro TC3???

Yes parking lots are fine for the vehicle. Also there will be no rally conversion for the car.

I just purchased a NTC3 with a pull start, and I am having a difficult time getting the engine to start. I followed the instructions on breaking the engine in, but I am still having hard time getting the engine to go. The glow plug starter I am using is a OFNA model using a Duracel D size battery. Could this be the

problem, and will a rechargeable starter be better. Also, I am getting alot of liquid gas spraying out from the muffler is this normal?

The glow igniter you are using is fine, just make sure the battery is good, they tend to run down quickly. Also during break in it is normal for fuel to come squirting out of the exhaust.

just have a question regarding the exhausts types on the NTC3. What are the differences in performance when using a side exhaust than with a rear exhaust..

Rear exhaust will give you a little more horsepower.

I have just bought the RTR Nitro TC3. On the latest issue of Xtreme R/C, the did a write up on the car (that convinced me to buy one). They mentioned that there is a carb restrictor on it and that removing it increases performance.

How much decrease does the carb restrictor have on performance...more actually, what is the purpose of the restrictor? The magazine quoted over 40 mph with the restrictor off on the RTR single speed car..so the restrictor goes slower?

The RTRs are for those who have limited experience running Nitro RC. The restrictor was placed on the engine to limit the output and make the car driver-friendly. If you remove the restrictor, you'll get more horsepower. Make sure you change the engine settings if you do remove the restrictor.

I will purchase a RTR NTC3 at the same time I will get a 2 speed transmission kit for upgrade. For the 2 speed tran kit, I was told to buy the ff:

2 speed assembly stock # 2285

2 speed input shaft stock # 2286

2 speed one-way hub stock # 2288

Please confirm if the above items are correct or I missed out anything. Need your guidance please.

All you will need is the #2285, as it comes with everything you need.

I took out the carb restrictor and tuned my Nitro TC3. What I was wondering is,do you have to play with the servo to get the carb to open all the way because my carb is not opening all the way.

Turn up your throttle EPA HIGH up a little.

I was tinkering about making my NTC3 a two speed..does a two speed make your car that much faster??? and what parts do i need to make my car a two speed??

Yes two speed will be faster. The the number is 2285

I recently bought the NTC3 kit and have a question concerning shock tuning. What effect does changing the shock pistons have? Is a 40 wt oil with 3-hole pistons the same as 30 wt oil with 2 hole pistons? Also do you have a chart that lists the effects of different wt oils on handling? Thanks for a very good outta the box kit.

Real basic here: lighter oil and/or springs will give you more traction. Just the opposite for less traction.

I would like to put aluminum hub carriers on my ntc3 cant find them .can you let me know the part #? I have seen them but don't know who makes them. Thank's

GPM makes this part and it is part #NTC3021.

What is the performance difference between the RTR and the kit NTC-3?

I don't think you'll see a big difference if you put the same engine in both.

I have a TC3 27mhz frequency. I ordered a RTR NTC3 with 26.99mhz frequency, will there be a radio interference?

If your two frequencies fall into two separate colors of the following, you will not have interference.

#1 Brown, 26.995

#2 Red, 27.045

#3 Orange, 27.095

#4 Yellow, 27.145

#5 Green, 27.195

#6 Blue, 27.255

How long run time to service the ball diff.?

When it does not turn smoothly as when it was first seated.

i bit the bullet and have just purchased a NTC3 pull start...

i got a TC3 racer last year.....

and i just had to buy the Nitro version.. cos i beleive that AE makes the Ultimate Kits....

1: Engine any reccomendations for a first time nitro racer..

2: any good resources for Running Nitro cars.

1. Get the #2912 Associated .12 engine.

2. Invest in a subscription to an R/C magazine (see "Making Headlines" at left for ideas).

WHAT ARE THE SPECS ON THE #2912 .12 ENGINE THAT COMES WITH THE NTC3 RTR? IN SPECIFIC, HOW MUCH HORSE POWER DOES IT HAVE?

According to the manufacturer it is rated at .9 hp.

After having few drive on NTC3, it feel great. However, I always wonder whether I have tune the engine correctly. Please advised any recommend tuning method.

Your engine tuning guide included with your engine should give you all that information. Did you read the manual?

I just bought the RTR NTC3 yesterday. When I checked the steering trim on the included radio, in order to straighten the front wheels I have to turn the trim control maximum to the right. This is not normal right? I expect that since its RTR and was assembled in your factory the set-up is at standard. Do this happen?

Please tell me that I did not buy a defective part. What do I need to adjust to put it back to normal?

The simplest thing to do is center the trim knob. Then slide the servo horn off the steering servo and put it back on with the wheels pointed straight ahead.

Today, I'm breaking in the engine of my NTC3 in an open air track. I have completed 6 tanks already.

Suddenly, it rained and I can't run the kit on a wet surface. I have no choice but to continue tomorrow. Is that ok? Will there be an effect in the engine's life? I'm not sure if its ok to have a long running gap when breaking in.

Do not worry. Just continue to break it in slowly and you will be fine.

In cold weather what should be the temp of your motor? Should you lean the motor more or should you richen it more. The tempture out side is in the low 50's to low 70's (Florida-Orlando)

It doesn't matter what the temperature is outside. You should always strive to keep your engine running near the same temp, between 200 to 220 degrees. If it's hotter out you will have to richen the carb so more fuel gets in and helps cool the engine. If it gets colder you can lean the carb out more to get the temp up, because the cooler you can get away with running the engine leaner. Just be careful not to overdo it,--too lean can cause damage to the engine and possible early failure to the internal components.

I recently removed the carb restrictor. Now it seems to burn or foul glow plugs every tank of gas. I richened the low speed needle 1/4 turn but it still seems to burn plugs. What could be the problem?

When you remove the carb restrictor you have to reset your carb adjustments back to the original settings, if not richer. That is one reason you could be burning up plugs.

What is the difference between the RTR NTC-3 and the kit version? I know the kit has the 2 speed and the aluminum shock bodies.

Our website gives the following info. The kit versions includes these better parts:

2-speed transmission

Pro-Line wheels and tires

Threaded blue aluminum shock bodies for cooler look and finer adjustments

Aluminum MIP CVDs

Better grade ball bearings

My pull start does not create any combustion. the piston is no longer moving in side the engine. The hobby shop says something about a 1 way thing gone bad. can someone explain? and how could I fix this so I can start and run my car again. Thanks.

You may want to spray out the one-way bearing with a little motor spray and see if that will solve your problem. Sometimes all too often excess oil and fuel get on and inside the one-way bearing and it will slip on the shaft.

In connection to my previous post, the NTC3 carburetor restrictor is the white plastic when you remove the air cleaner? If I want to remove it to increase rpm, what tool will I use? So as not to damage the carb. Pliers? Please advise.

Pliers are fine.

Why is it whenever I refill my tank while the engine is running, the engine shuts off when I pull the throttle?

The engine will load up with fuel. You need to lean out the carb slightly on the bottom end.

Please give the formula to convert mph to kph. We are using kph here.

1 mile = 1.609344 km

how should i set up my diff for a high traction carpet track?

There is no perfect setting for the diffs but for carpet they will tend to be on the tight side.

well it has come down to 2 cars that iam considering purchasing either the ntc3 rtr or the yokomo rtr gt the 2 things tht are drawing me to the tc3 is shaft drive and a abc engine while the yokomo has belt and a abn engine. ido have the tendency to break belts some times. and finally parts availability, i have been told by others that parts are easier to come by for the tc3 than

the yokomo. can u think of any other comparisons between the 2 cars that will sway me toward the tc3. although i probably will wind up going with the tc3, but any help here would be appreciated this is going to be a christmas present to my self.

You gave us the arguments we use ourselves! The Associated .12 engine has a lifetime replacement policy. For \$70 you can trade it in for a new .12 engine, no questions asked.

Just out of interest, why are the NTC3 main chassis machined from some sort of aluminium whilst the TC3 chassis are moulded from either composite or graphite material? Furthermore, why did AE decide to construct the NTC3 chassis out of aluminium rather than titanium, for instance? Finally, what sort of aluminium alloy does AE use to make its aluminium parts? Thank you for your time and the splendid cars.

A metal chassis handles the stresses put upon it by the nitro engine. The molded TC3 chassis does not need to endure such stresses. Molding the chassis out of titanium is too expensive and unnecessary.

Hello, I would like to know if it is possible to remove the pull-starter from the AE.12 RTR NTC3 engine. What will I have to do. Is it necessary to replace a backplate. Where can I find this backplate ? Thank you very much for the attention.

Yes you can. The back plate number is #29034

can you put .15 in tc3 without changing the engine mount. thank you

You can if you are changing from a pull start to a pull start, or from a non pull to a non pull. If going from a pull start to a non pull (or vice-versa) you'll need to change the engine mounts and flywheel. See the Tech Help link for more info.

I PURCHASED A NTC3 AND WAS WONDERING IF YOU COULD REMOVE THE WHITE PLASTIC INSERT FROM THE CARB? IF SO HOW DO ADJUST THE CARB? WILL THIS DAMAGE MY ENGINE?

Yes you can, but you will have to readjust your idle, then your low-end mixture setting. Make the idle so there is only a 1/16th gap, then turn the low end idle mixture screw to the right 'til it bottoms out, and bring it back so the bottom of the screw driver slot is even with the nut face that holds on the actuator arm.

I have a hard time running my NTC3, averytime I run it on the first tank, it's ok but when I start toi refill gas the engine stalls. When I try to start again I have a hard time getting the right tuning. Isn't it when you tune the engine right and after running the first tank, the tuning should not change right? I wonder I keep on changing tuning after each tank? Please help.

Your engine is not tuned properly in the first place. Also when your engine is hot it will be hard to start. If your engine is stalling your low end might be a little on the rich sid. Try leaning the low end out about 1/16 of a turn.

Hi, I owned a NTC3 for about 2 months and I still can't get the right setting for the steering because the car just seem to under-steer all the time and my track is small track with tight corners. I'm using Sorex 40 tires for front and rear with Yokomo black inserts. Please help !!!

Don't take this the wrong way but have you tried to slow down a little more in the turns? Many people claim that the car understeers when in reality they just need to learn how to slow down.

what is the maximmmum ground ceearance of a rally tc3

I think it is .5 inch.

first off the ntc3 kit is excellent and i would recommend everyone that i know to purchase one. this kit is very easy to work with. my question is, does anyone know of a set up that would allow me to hit at least 100mph ? is it even possible with this kit ? right now im running a picco .12 pullstart, other than that the car is pretty much stock except the graphite radio tray, driveshaft, and titanium supports (im not sure what they are really called but they are on the opposite side of the radio tray). my goal is to make this car hit 100mph steadily without trouble. please advise, thank you

I am sorry to say but your NTC3 will probably not reach 100 mph. I am not saying it is impossible, but highly unlikely. Not even the big 1:8 scale .21 powered gas cars will reach anywhere close to 100 mph.

Where is the carb restrictor plate located? Besides the obvious in the carb. Is it that plastic piece that I am looking at while dialing in the idle. Do you have a tech sheet for removing it?

The restrictor is the white piece as you look inside the carb throat. There isn't a tech sheet for removing it, but it is just pushed in.

It will take a small straight blade screwdriver to get it out!

Once you have removed it you will need to readjust your idle back to 1/16 gap, and then you will have to reset the low idle mixture screw.

When you get the idle set, open the carb all the way so you can look into the opening and you will see the spray bar inside pointing at the housing.

Turn the low-end mixture screw so the gap between the end of the spray bar and housing is about 1mm. That will give you a good starting point and you can fine-tune it from there if you need to.

I bought a NTC3. What items are needed to convert it into a non-pull start engine? I have already ordered the AE Starter Box ASC-1750. Is there a valid reason why I should perform a conversion such as a slight performance gain?

Thanks

It's been said that non-pull start engines are faster than pull starts because there is less rotating mass. So that means quicker acceleration.

The parts need:

Back plate #29034 retail \$9.00

Engine mount #2341 retail \$6.00

Flywheel #2322 retail \$8.00

What is the capacity of the kit fuel tank for the NTC3?

The tank is 78cc and the when insert is installed its 75cc.

I read in a review of the RTR NTC3 that it comes with "more forgiving" suspension components (Upper and Lower Arms, Towers, etc..) than what comes with the Kit Versions like what I have. Is this true? True or not what suspension components should I order as correct replacements for my Non-Pull NTC3 kit should anything break.

We appreciate you taking the time to let us know about your experiences. You'll want to order the molded composite parts, not the molded carbon fiber parts.

What is the ground clearance on the nitro tc3??? I just don't want it to scrape the ground on me all the time.

Out of the kit its set at 5.5mm. You can loosen the droop screws. That will allow the arms to travel downward more and increase the ride height.

Hi, I just broke in my NTC3 RTR, but it was 6 degrees Celsius which is pretty cold, don't worry I used a hair dryer. My question is that it is gonna be snowing soon and I won't be able to use my car for like 2 months, is this bad because I just broke it in or will it be fine if I use after run oil, or what else should I do.

You have the right idea. If the car will not be run for a couple of months, we recommend you put in some sort of after run oil in order to prevent rust.

I currently got my NTC3 on the track. However I have trouble getting the car to stick to the slippery/slightly bumpy track conditions. Half way around a corner the car will basically spin around. It is like it breaks traction only on the rear. I am running foam tires 40's on the front and 35's on the rear. I have a rear sway bar and also a blade sway bar on the front (set flat). It has yellow springs on the front and red springs on the rear. Its wheel alignment specs are -1 toe front, 3 toe in rear and cambers are 2 all round. The front/rear shockers have 60wt and 40wt oil respectively and use #3 pistons. The other specs are basically the same as the factory foam settings. I guess it may have too much steering since the front wheels stay where they are but the rear steps out first. I just can't keep up with the cars on the track. I can't find setup instructions for a low grip track on the site. Could you please give me some insight into this dilemma since I am a beginner and I need all the help I can get.

Since you say that the track is slippery, try taking off both sway bars. This will allow the car to roll more, which will give you more overall traction.

Is there any way I could make my NTC3 run like a rally car part time without buying any kits or spending a lot of \$\$? Could I just raise the suspension and put on buggy tires.

I would not recommend running the car as a rally as the car was not designed for the rigors of off-road.

When I am not using my car for 2 months should I put the after run oil in before I wait two months or before I start it up after 2 months.

It's suggested that you put some in when storing a nitro engine for long periods of time. It helps to keep the engine from becoming locked or frozen by the oils in the fuel. When you store the engine, make sure that you have all the fuel out of the tank as well as the engine block before adding after run oil.

and before I ever even started it (I was just staring at it) I took the air filter off, and the carb restrictor came off with it. I put it back on, but I was wondering if it matters how you put it back in?

Not really. But I put it on so I have as much access as possible to adjust my carb.

I am going to answer a few questions for people that have been asked the past few times you have updated TC3 talk.

Derlin gears for the NTC3 can be purchased through www.hobbyetc.com.

Also, there is a way to mount a 4 stroke on the NTC3. There is a Kyosho kit that was out in 99 that had a 4 stroke in it. Using parts from that kit and then using OFNA gears, you would need to come up with a sliding motor mount.

Thank you for the help!

How do I make my Nitro TC3 Rear-wheel drive?

Simply remove the main drive shaft. This will prevent power going to the front.

How often do you need to rebuild the two speed clutch..?

To be honest with you I do not have an exact time frame. You see that would depend on many factors, like how often is the car run, what type of engine is being used, and how you have the two speed set currently. I would inspect the shoes very 2-3 races and just watch out for any excessive wear, and replace the shoes when they are worn out.

Is there a way to protect the blue under chassis? U can't really avoid scratching the thing but I heard you can put a protector to it. Does AE has this part? Please tell me about it.

#6312, Chassis Protective Sheet, \$8.50 retail, is what you are looking for.

Do you know if the .12 the rtr comes with is the same as the Thunder Tiger .12 pro they use in the TS4N.

Our RTRs come with an AE engine, not a Thunder Tiger engine.

Would you comment on the differences and advantages of the rear exhaust versus the side exhaust motors in a NTC3. We're getting a kit and the O.S 12TR rear exhaust/slider carb looks like a good choice. We'll use a starter box so a Pull Start is not an issue. Is there adequate linkage for a slide carb or do I have to invent it; the AE motor has a Rotary carb setup. Thanks.

The rear exhaust will produce slightly more horsepower than a side exhaust. You yourself will not notice the difference.

i just got a ntc3 pull start and its glow plug is broken after 2 tanks gas. Im no too happy about not being able to drive it after little more then an hour of driving. much less break-in driving. so could you help me get anew glow plug for my car, i think it may have been defective when i first got it but i didnt chack because i expected it to work.

You can purchase one through your local hobby store. The one we recommend is a McCoy 59, which is a hot plug. Unfortunately there is no warranty on glow plugs. Glow plugs tend to be like light bulbs-- they can work one time or last you years. It is very common to burn through a couple glow plugs during break in of the motor. It's a good idea to get several to have as spares.

Hi my name is sarosh. Im 15 and im jus getting started in rc cars. I have looked around and decided i want to get a gas car. I was thinking about a NTC3 non pull i was wondering if \$1500 USD would be enough to get my rc thing started. Also before i buy a gas car i wanted to know everything that i possibly can about them, can u recommend any GOOD books or sites i can buy or visit to so when i buy i will know exactly what is going on in the car. i dont want to be totally blank wen something goes wrong, u get the idea Thank A LOT!!!!!!!

Start by clicking "Kit Tips & Help." We've already got you covered!

I was wanting to know if you or anyone makes a wider wheel fo the back of the NTC3 as well as a rubber tire thank you Shawn

You can get a wider rear foam tire from Yokomo and Jaco.

I just purchased this car and followed instructions on starting, the pull start cord will not pull is there a step to release the cord or is this defective?

The engine sounds like it is locked in the top dead center position. You will need to turn the flywheel by hand in order to un stick the motor.

How do u keep the battery in place? i have had mine thrown from the car twice already

You need to zip tie the batteries down with the provided zip ties. Please see your instructions.

Can you give me some carb settings for the .12 motor that came w/ this car?

The stock settings are 2 ½ turns out for the high-end needle. The low end is this: make the slot of the screw flush with the threads of the nut then go out an additional ¾ of a turn.

I finished the NTC3 kit and ran twice, for a total of about 2.5 hours.(still grinning) When I was done, I re-tightened the diffs, and checked all shocks for proper "return" one by one. However, when I went to preload the shocks for ride height, the rear shocks preload ring is much lower on the engine side than the one on the radio side. If I remember correctly, when I first built it, they were about equal... Am I going nuts? Is the difference normal?

Recheck the spring retainers on both shocks. Make sure that they are seated properly.

I have noticed that the screws of the NTC3 gets loose after every run thats why i have to tightened it b4 every hit of the race. Threadlock doesn't work. Can u help me with this problem?

That is a normal problem with nitro powered vehicles. The vibration of the engine is to blame. Make the screw tightening a normal part of your maintenance and you'll keep your kit running well.

I just got my NTC3 and when I start it up the wheels spin as if I have the throttle pulled all the way down, but im not even near the controller. What is a possible cause of this?

Recheck that the idle adjustment screw is properly set. When you look down the barrel of the carburetor you should have an opening of about 1mm. If the opening is larger turn your idle screw counter clockwise too close the hole down.

I have a NTC3 and I recently replaced the wheels with Yokomo inch up rims. But the back of the spokes seem to hit the allen head screw that holds the ball joint to the a arm. What rims/wheels can I use to prevent this from happening? Or are my wheel choices limited to the Proline Gumby that the car came with?

Pro-Line makes some very good wheels in several styles. You will want to be careful as some rims like you have encountered will rub on the hub.

Whenever i start my ntc3 it always moves without me doing anything. What settings should i put the engine on?

You need to turn down the idle by adjusting the idle adjustment screw.

I have a new NTC3RTR, and i have taken out the carb restrictor before i had broken it in, and when i start it, it just revs really high and the wheels spin, so i have to cut it off. The carb gap is quite big, but i dont know how to make it smaller because it will only close so far and no more. What do i do?

Unfortunately, you neglected one thing. Your manual will tell you how to set and check you radio equipment as well as how to tune the engine. You should not have taken the restrictor out until the engine was fully broken in and you became more familiar with the engine. Start over from the beginning.

I was driving my ntc3 today when after running it for a while rear end suddenly starts spinning out each time i move off.Is there anything I may need to adjust.

Please recheck the your differentials.

Just got a new tc3 nitro and the pull start is harder than hell to pull. How do i adjust tension?

You cannot adjust the tension. The engine is brand-new that is why it may be a little difficult to pull. Once the engine breaks in it will be easier to pull.

what are the difference between the factory team hard anodized chassis (black /blue) and the original one. is it much harder than the blue one ? are they the same guage or heavy guage ? my blue stock chassis is twisted and planning to buy a new one. let me know please.

The chassis color is the only difference.

1. If you give your super care, what is the longest life of the stock engine of ntc3 rtr?
2. How will you know if you have to replce your engine?

I have heard of people getting anywhere from 3-5 gallons of fuel from one engine.

Usually it loses its compression and it will be hard to start and idle properly.

two issues most likely common. first, when throwing the brake, engine quits due to carb closure. any tips, I can not seem to adjust this out... Second, no shifting into second gear.

You will want to turn the idle adjustment clockwise until there is a 1/16-inch gap in the carburetor. Start the two-speed adjustment at about 2 1/2 turns out and start from there.

What hopups can i get to improve the speed of my car in other words 'To make it go faster'

For higher top end speed, get a clutch bell with more teeth. For faster acceleration, get a clutch bell with fewer teeth. You can also remove the carb restrictor to go faster. But change your settings too.

What is a fail safe venum? Do you have a part number for this?

A fail-safe is a product, which helps in the prevention of your nitro car running away uncontrollably due to signal loss. Venom is simply the name of one manufacturer that makes a fail safe.

One of my friends reccomended the TC3 as being the best out there. While I was looking it up, I noticed there was a nitro version, as honestly as possible can you tell me which can be the faster car? (My friend is sure that the electric is better)

Generally, nitro engines are faster than electric motors. The RTR NTC3 will go faster the the RTR TC3.

I would like to know what the difference is between the different weights in shock oil does to the cars handling and etc.

Also what the spacers do when you put more spacing or less spacing on the shocks.

Thanks and hope you can help me out.

The spacers on the shocks determine ride height, the distance between the chassis and the ground. The oil viscosity determines how quickly your car regains ride height after going over the bumps. For more info on car settings, I urge you to get the Tuning Guide To be sure, your competitors will! See the link for Tuning Guides.

I have way to much steering. I have a daul rate radio with all steering dailed out. Would a one-way or straight-axle in front help? Thanks.

Actually, a one-way or straight axle will give you more on power steering. What you might want to do is either use stiffer front springs, or put on the blade sway bar. Or use harder compound tires.

What are the advantages of the dual chamber RE pipe over the stock kit pipe?

Walter T

The dual chamber pipe is a quieter pipe. The difference in performance is very similar. The dual chamber gives a slightly wider power band.

My car is leaking this golden/brown colored liquid from the exuast while it runs,or is just sitting there?? any clue what that could be? its only been thru 2 tanks of gas, attempting to break it in

Yes, that is fuel and oil. Very normal when breaking in your engine.

in the instruction manual it says to drill a hole in the rims before you mount the tires. what does this do? thanks

It will allow the air to enter and leave the wheel so you will not encounter any flat spots.

How do i get the hinge pins out of the A-arms on the NTC3?

There is a small hole in which you push them out from the opposite side.

My car alwayse moves whenever i dont press the trottle, could it be that my cluch is broken? What would i have to do to fix it?

Your idle is set too high. Adjust your idle to a lower setting.

The top of my swing rack rubs against the end of the front input shaft assembly even when the 6918 screw is even with the top of the 4-40 locknut. Any solutions?

Make sure the rack is fully seated on the bushings or bearings that it rides on.

Will the steering rack off the NTC3 fit on the TC3. And will I need any extra parts to make it work. Thanks for any info!

Sure the rack will work. Will you need any additional parts? You may; we have not really tried it here.

i have a ntc3 pull start. how come when i start the car i have to lift the car facing up to help the gasoline go in? is this normal? after using it some bubbles appears inside the hose. that makes it hard to start.

You do not have to tilt the car up, but it helps out a little. The gravity helps flow the fuel a little easier to the carburetor.

I took your tip about lowering the idle speed to make my car stop by moving by itself, but now if i dont pull the throttle the engine shuts off what should i do?

- 1.You may have lowered it too much. You want to make real small changes.
- 2.Your carburetor probably is not tuned properly.
- 3.Check your clutch springs maybe even switch to the higher spring rate clutch springs #2307.

what type of clutch is best suited for the ntc3?

Start off with the 2 shoe and then if you have a high bite track and want more grip go to the 3 shoe.

I HAVE A RTR NTC3 AND MY MOTOR IS STARTING TO WEAR OUT . I WANT TO BUY A NEW MOTOR BUT I DONT KNOW WHAT? AND I REALLY DONT WANT TO SPEND TO MUCH MONEY . CAN YOU GUYS HELP ME OUT

According to the Engine Replacement Policy included with your purchase, you can return the engine and get a new one for only \$70.00 plus shipping. For more info, scroll down to "Warranty & Repairs" at left.

Hey, It's me again. I have the NTC3 and I was wondering what is the height increment from one step to the next on your droop gauge.

Thanks

About a millimeter from step to step.

Can i use the 31mm radial tires from HPI on my car, or are they coming to be too wide (front & rear) or can I only use them in the rear of the car. Thank you

You can mount them on your NTC3 but the body may rub so you will have to do a little trimming.

This is to address people who want a centax clutch on the nitro TC3. K-Factory makes one for about \$150 and it is distributed by Trinity in America. Just to give you a heads up though... The Associated clutch works better. Centax clutches are complex, heavy and expensive. You can get the same high rpm snap effect as the push style centax clutch gets by using the heavier copper springs on the stock associated or 3 shoe clutch. Also you can drill holes in the sides of the shoes, thus lightening them and they will not hit until a later RPM. Centax clutches do not work any better. The purpose of thier design is to give infinite adjustability of the RPM engagement. Using heavier springs and lightening the shoes gives the same effect.

Thanks for the heads-up.

Oil spews out from around the rear exhaust manifold and sprays all over the throttle/break servo, the brake disc, etc. The manifold spring feels pretty tight. Any solutions? Thank you.

Check on the gasket. Make sure it is in good condition and not old and hard. Make sure the spring is not worn out and loose-- make sure it is the right spring!

what is the best way to clean the engine. After several run, there are accumulated dirt in the engine heat sink. Can I use regular gasoline fuel to remove this?

Most racers you ask will use denatured alcohol or a premixed solution called Nitro Wash sold at most hobby stores.

Do you know of people having trouble opening the TC3 tuning guide file after downloading it.

Several have had trouble. If you do not let the download finish, or th edownload is interrupted in some way, you'll have trouble. If you select a diskette drive, you'll have trouble, because the file will not fit. If you havea Mac, you won't be able to unzip the compressed file. Whenever you have problems, just write to the e-mail address on the confirmation letter you receive. Give me the order number and I'll look into it right away.

I plan to change to foam tires. Will the 26mm front and 30mm rear foam tires fit on the ntc3?

Yes both will fit.

Who's the man behind the mask answering all these questions?

Steve Husting, webmaster, and Donn and Bill of Customer Support.

i removed the carb restrictor from my ntc3, but i cant get the carb to open fully. I tried adjusting the throttle linkage but that just made the idle setting to large. I've basically ran out of adjustment ideas. Could you please help?

Make sure that the throttle high end or atv adjustment is turned all the way up.

every time I put on the brakes of my tc3 the engine stalls out. The car runs and starts great I just cant apply the brakes can anyone help

You will need to turn your idle adjustment screw clockwise until there is a 1/16" to 1/32" gap in the carb opening when you hit the brakes.

The spring in my NTC3 steering rack seems really weak. Is there another spring I can use? If so, can you give me the part number?

#6587 is a slightly higher tension spring.

How can i remove the tires from the wheel so i can reuse the tire again?

You really can't. Once they are glued, you will have to buy new rims and tires.

is 1728 or 3978 the right number for the new heavy duty one way for the electric tc3 ? has the ntc3 the same oneway?

The electric is #3978 and the nitro is #1728

How do i make my NTC3 be able to go on grass?

You are better off not taking the car off-raod.

I RECENTLY PURCHASED THE GRAPHITE TOP DECK AND NOTICED THAT THE THROTTLE SERVO BOTTOMS OUT ON THE CHASSIS . THE SERVO IS A HITEC HI SPEED SERVO AND I CAN SEE A NOTICABLE BOW IN THE TOP DECK WHEN SCREWED DOWN. MY QUESTION IS... WILL THIS BE A PROBLEM.

Yes. I would use the spacers to raise the servo up as to not bow the chassis.

Just bought NTC3 RTR yesterday. My Problem is I cannot pull the pull start and seems like my piston jammed since I check my glow plug and the possiblity of flooding which is OK and it happen when idle. I have already follow the break in procedure and I don't know what to do next. My flywheel seems so tight and my local hobby shop told that I have to free the flywheel. So whats your solution for my problems. Thanks.

Nitro engines have a tapered sleeve at the top and that is what gives compression. Sometimes when motors are new, the piston can stick at the top because it's so tight. What I do is use some after run oil or a light weight oil. By putting some through the hole where the glow plug fits and then cycle the engine a bunch of times, it helps lubricate and free it up . If the piston is stuck, remove the glow plug and use a non-sharpened pencil to push down on the top of the piston while pulling the pull start to free it up.

To get your tires off your rims, just boil them for awhile. Make sure you boil them outside on a hot plate and don't use your mom or wife's pots. After boiling them, just peel away the old tire and scrape off any remaining bits on the rim. Sand or scruff up the goove with a dremel tool and you're set for a new set of rubbers.

Hi, i just put a sway bar in front and rear and my car still roll over on corners, can you helpme or what else i need.

This is no joke: have you tried going a little slower around the turns?

I wish to buy an NTC3 Non pull start. What is the capacity of the fuel tank in cc?

75cc

What brand is the plug that comes in the ntc3 rtr?

It is a McCoy MC59

I have a problem with my NTC3fuel tank that is foaming in the tank,which causes problems trying to set the motor. How can I get ride of it.I have inserted the o ring under the tank but it does not work.

Make sure that the tank is not screwed down to tight. Make sure that the length of your pressure tubing matches the length in the manual.

I have a question why is it that my TC3 RTR seems to depend on my glow igniter to be on the the glow plug to keep running am i missing something because i dont think im supposed to keep the glow igniter in there and i have tried changing my glow plugs countless time is my enginge malfunctioning or what? Becasue the second i take the igniter off it stops running WTF?

Try to lean the engine out slightly. To do this you will turn the high speed needle clockwise start with an 1/8 of a turn.

just wondering if the oneway unit for NTC3 will fit TC3 and vica versa?

No the out drive cups are different.

Is there a way to add nerf wings to the nitro TC3s? I have rip'd the rear wheels and suspension arms off the car twice from getting to close to the boards.

If you don't mind adding some weight to the car and having your body(car) look like it is pregnate, you can make a set of "nerf bars" for the NTC3. all you need is 2 plastic cabinet handles and 4 small 1cm blocks of aluminum. Drill and tap a hole in the center and then do the same to the side that will attatch to the chassis. you will need to mark the chassis and drill it as well and use a countersunk 4-40 hex head screw to attatch the blocks to the chassis. this will give you "handles" to the sides of the car and it will look a little strange, but it works as "training" bars. The handles you can buy for less than a dollar at Lowes and it is cheaper to put new ones on than repair the rear suspension. and once you learn to stay off the boards, you won't need them. If you keep running in to the boards, you might need Slow down and GO faster.

Can you tell me why the rear a arms break so frequently on my team factory tc3?

It's a common misconception that carbon parts are stronger than the molded composite parts. Actually, the composite parts will have more give while the carbon parts will be more rigid. One will break more easily than the other. Get composite parts until you keep off the boards.

why was part #1701, Associated Lightweight Two-Speed Clutch Housing NTC3, discontinued? Was there a problem with it?

Yes it has been discontinued. The problem seemed to be with the burs from the lightening holes chewing up the clutch shoes.

Hi, First I love my NTC3 kit. One thing keeps happening; the holes in the front transmission case that hold the shock tower keep getting striped out. I have replaced the top of the transmission case 4 times. Any suggestions would be appreciated.

If you are accessing those case screws repeatedly, you'll need to try not to start new threads every time you put them back in. To do this, start the screws in slowly, backing it off until you feel it slip into the former threads, then thread it all the way down.

Not ragging on you guys in anyway. I love your stuff and would never run anything else but why do you put a .15 in the RC10 GT RTR when a .12 is the legal engine to race with?
I went to go run in my first race with my GT and I could not race because of the engine size.

We put a .15 in the RTR because the overwhelming numbers of RTR customers never race. Those who race normally purchase the kit version so they'll be able to add the engine and electronics of their choice.

My question is regarding the 2 speed tranny, i installed my 2 speed tranny in my NTC3 and it runs fine, and that is my question, it doesnt run any different or faster than it did with the single speed, in fact, it seems slower, how do i know and what are the best ways of adjusting it? and how do you adjust it? the instructions are very vague. i assume the adjustment is done with the 2 set screws through the holes, but what does that adjust?

Make sure that it's shifting properly, that you have not overtightened the adjustment screws and crushed the springs, and that you have it adjusted properly so that it does shift.

Q1:What is the different between this 2 Exhaust ?

(i want to replace the orig, i have NTC3 RTR)

- 1.Associated Side Exhaust Black Muffler NTC3
- 2.Associated RPM-Tuned Side Exhaust Black Muffler NTC3

Q2:Which is better/more pro and are they fit into the Associated Factory Tm Side Exhaust Black Manifold NTC3 ?

Q3:if they fit what other parts i need to buy to assmble it

Q1 reply:

The muffler that comes with the side exhaust kit is a torque and mid range pipe. The RPM-Tuned pipe is just that, it gets you higher up in the power band. For really big tracks with sweeping corners that would be great.

Q2 reply:

Either of the mufflers will work excellently. It really comes down to the track size and what type of performance you are looking for.

Q3 reply:

No optional parts are required to install either pipe.

Can i oil the car filter (black sponge) with a shock oil ?

What other oil can i use to oil the filter ?

(i don't have right now the oil you recommend)

Also please tell me if i need to oil both sponges Black&Yellow or just the black ?

(NTC3 RTR)

You must use the oil we recommend. DO NOT use shock oil!!

I was wondering what is the best placement for a transponder on my Nitro TC3

That will totally be up to you but we can tell you it is best to keep it close to the front of the car if at all possible. That way if you are running bumper to bumper with another car the outcome will depend on who's transponder crosses the line first.

What are the differences between the carbon and graphite materials out of which you make Factory Team parts for the TC3? I notice that the I notice that the Factory Team TC3 page no longer has the TC3 graphite front and rear suspension arm parts listed. Only the TC3 carbon arms are listed. Does this mean that the Factory Team TC3 kits will now come with carbon and not graphite suspension arms? Thanks for your time and for the great products.

The pieces themselves have not changed, but how we describe them did. We have made a finer distinction between the two and it is shown in the newer descriptions. We use "graphite" for the flat woven graphite pieces, such as for some shock towers and other parts that were cut rather than molded. We use "carbon" for the molded carbon composite pieces that do not feature the typical graphite weave pattern.