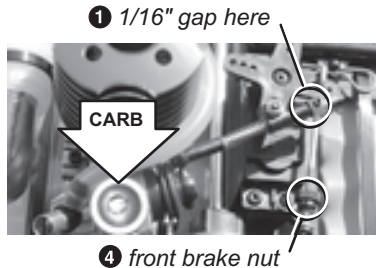


NTC3 THROTTLE/BRAKE LINKAGE

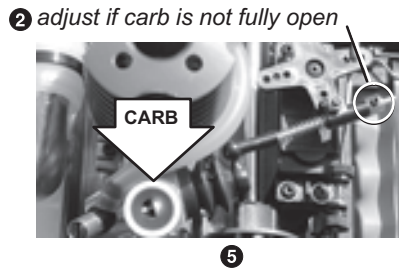
ADJUSTING THROTTLE LINKAGE

- 1 Turn on your transmitter and then the car's electronics (but don't start the engine). When at idle (trigger of transmitter not pulled), adjust the collar so there is 1/16" (1.58mm) of space between the collar and throttle pivot.
- 2 Apply full throttle (pull the trigger of your transmitter all the way back). Your carb should be almost fully open. If it is not, then adjust the collar near the throttle pivot. (You may also adjust your throttle trim according to your radio's instructions.)
- 3 Now apply the brake. Your carb should be in idle position. The spring should not be completely compressed.

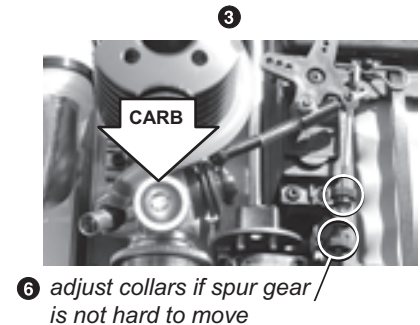
SLIDE CARB IDLE



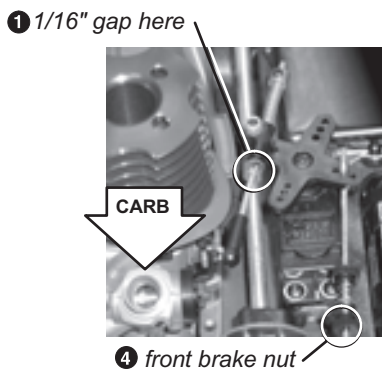
SLIDE CARB FULL THROTTLE



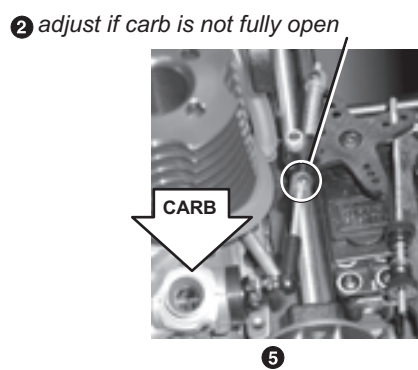
SLIDE CARB BRAKE



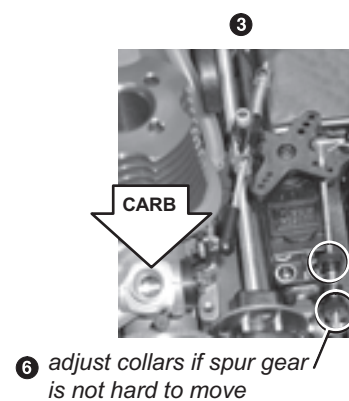
ROTARY CARB IDLE



ROTARY CARB FULL THROTTLE



ROTARY CARB BRAKE



ADJUSTING BRAKE LINKAGE

- 4 With the throttle trigger at idle, adjust the front brake nut so the brake is applied slightly. You can test this by turning the spur gear. The spur gear should have some resistance to it. Also, keep about a 1/16 gap between the back nut and the brake cam lever wire.

- 5 Now pull full throttle. The brakes should disengage immediately.

NOTE: Your NTC3 will require 2-3 tanks of fuel to sufficiently seat the brake shoes. The brakes will increase in power as this happens.

- 6 Now apply the brake fully. Your brakes should fully engage. The spur gear will be hard to move. If it is not engaged, adjust the collars or your setup in your radio to get the brakes to engage properly.

These steps are found in the NTC3 instruction manual, page 28.

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