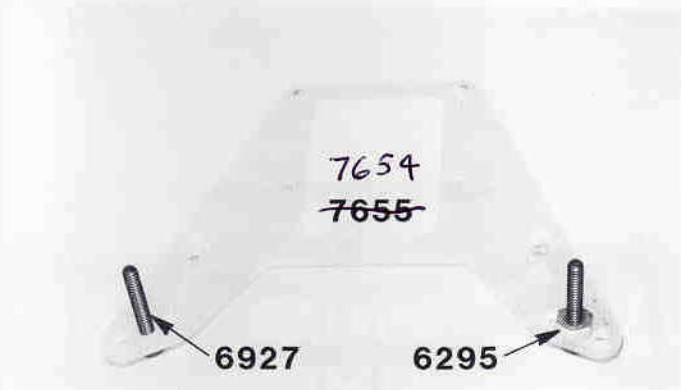


**Fig. 114**

□ **Fig. 115** From bag #7-4 again remove the #7655 rear fiberglass shock strut. Now open up bag #7-9, the rear shock bag, and remove two #6927 4-40 x 3/4" SHCScrews and two #6295 4-40 plain nuts. There are three holes at the top of the shock strut. Thread the two #6927 bolts into the middle hole and then thread on the two 4-40 nuts and tighten.

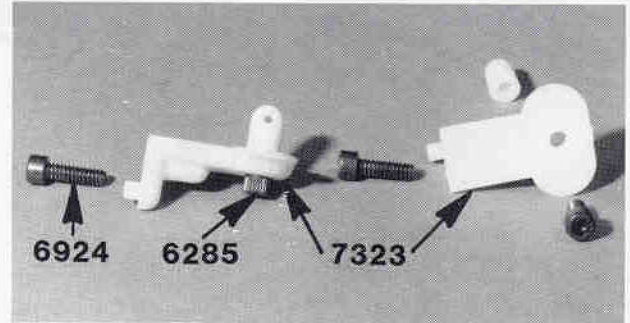


**Fig. 115**

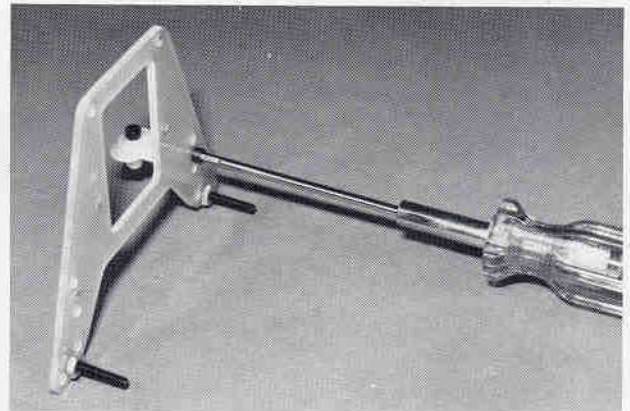
□ **Figs. 116, 117, 118 & 119** Go back to bag #7-5 and remove the #7323 rear body mount parts, two #6285 4-40 x 1/4" SHCScrews, and two #6924 4-40 x 3/8" SHCScrews. Trim the four body mount parts from the mold runners. Use the #6285 1/4" screws to mount the small round posts to the rear body mounts as shown in fig. 116. The body clips' mounting holes point to the left.

Now pick up the #7655 fiberglass rear shock strut again. Install the rear body mounts to the rear shock strut on the opposite side of the #6927 screws using two #6924 4-40 x 3/8" SHCScrews from fig. 116. The mount is held in alignment by a small knob that goes in the bottom of the three rear shock strut body mounting holes. Thread the 3/8" SHCScrews into the middle mounting hole on the shock strut and into the body mount as shown. Fig. 118 shows the body mounts installed.

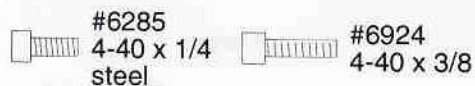
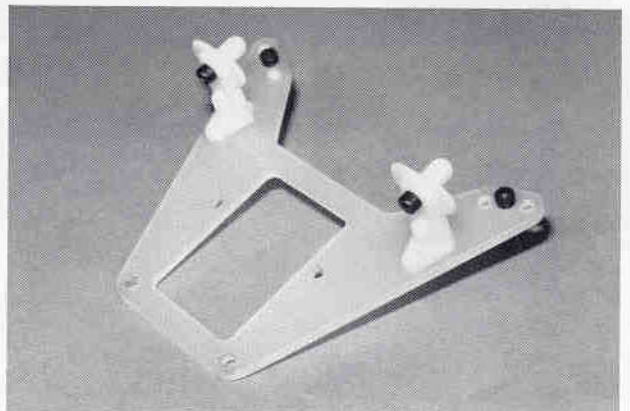
Remove four #6917 4-40 x 3/8" BCSScrews from bag #7-4. You will use these to mount the #7655 rear shock strut to the back of the rear bulkhead. Fig. 119 shows the shock strut mounted and the four #6917 screw locations. Tighten all four screws but be careful not to overtighten. **(NOTE: Fig. 119 shows socket head screws; they have been replaced by button head screws.)**



**Fig. 116**

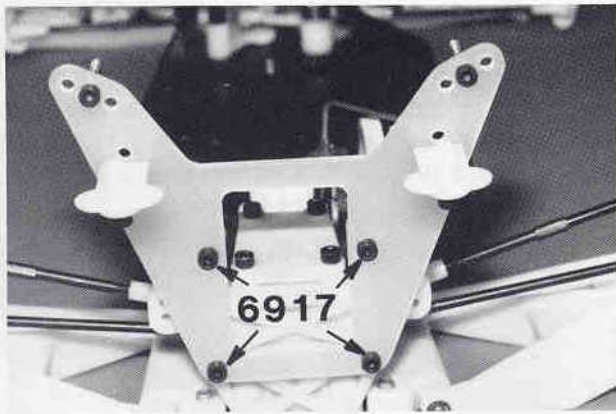


**Fig. 117**



**Fig. 118**

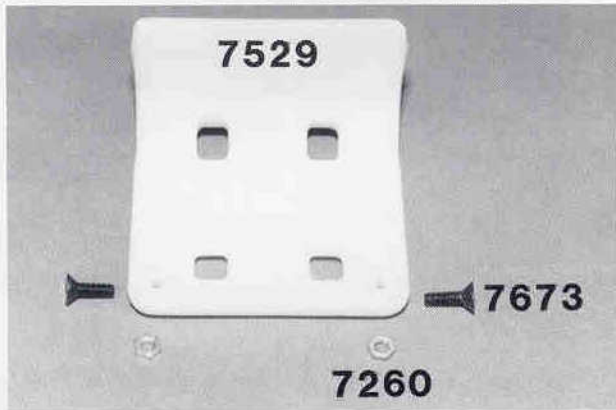




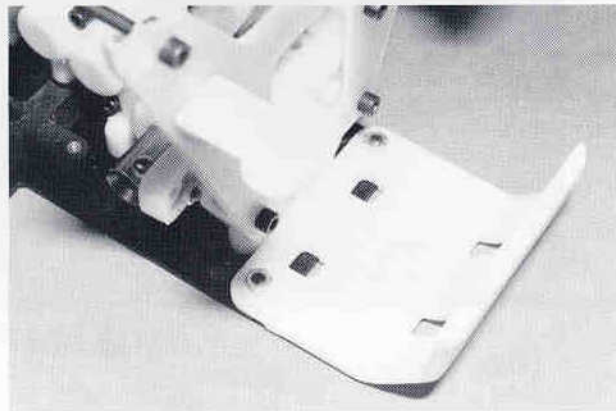
#6917  
4-40 x 3/8

**Fig. 119**

□ **Figs. 120 & 121** Go to bag #7-4 and remove the #7529 rear plastic bumper, two #7673 4-40 x 5/16" FHSScrews, and two #7260 4-40 small plain nuts. Mount the bumper on top of the rear of the chassis and thread the #7673 screws through the chassis into the bumper. Now thread the two #7260 nuts on top of the bumper.



**Fig. 120**



#7673 4-40 x 5/16 #7260 4-40 thin plain nut

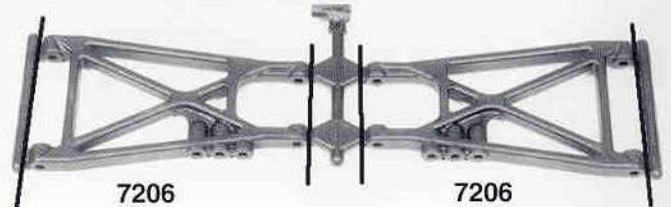
**Fig. 121**

□ **Figs. 122, 123 & 124** (1) Take the #7206 rear suspension arms from the suspension arm bag. Fig. 122 shows you which arm is left and where to separate the arms from the molding tree. Pull the arms off with pliers, then any runner bits with your hobby knife.

(2) Now open bag #7-8 and remove the #7651 3 deg. rear suspension mounts, fig. 123, the two #7356 rear inner hinge pins and four #6299 1/8" E-clips. (3) The left and right rear mounts are attached together by a thin "runner" that you will need to remove with your hobby knife.

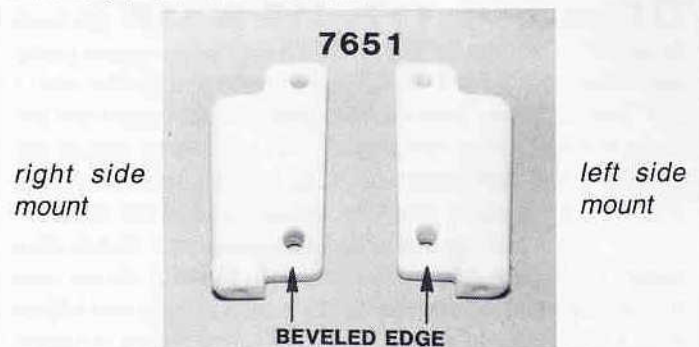
(4) We will assemble the right side mount and arm first. Take the #7206 right rear suspension arm and slide one of the #7356 inner rear hinge pins through the arm; make sure that the arm can swing freely. (5) Now remove the pin and reinstall it with the mount in between the mounting points on the rear arm. The pin should be tight in the rear mount. *Make sure that you connect the right hand arm to the right hand mount.* (6) Install a #6299 1/8" E-clip on each end of the #7356 hinge pin. Your complete arm and mount assembly will have the beveled edge of the mount pointing forward and the three shock mounting holes towards the rear. The beveled edge gives the spur gear clearance, as shown. (7) Now repeat the same steps for the left arm and mount parts.

remove where lines show



**Fig. 122**

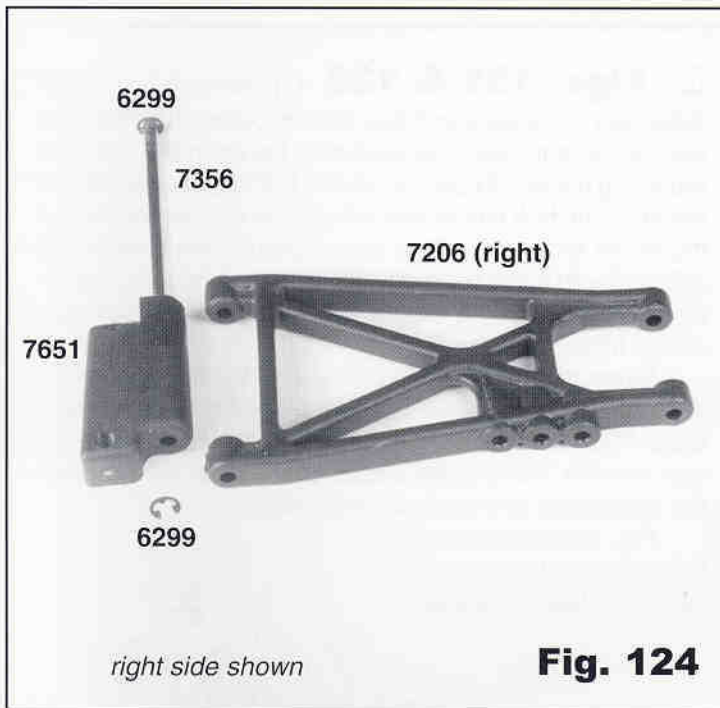
Cut carefully at black lines. ↑  
Left suspension arm is at left.



**Fig. 123**

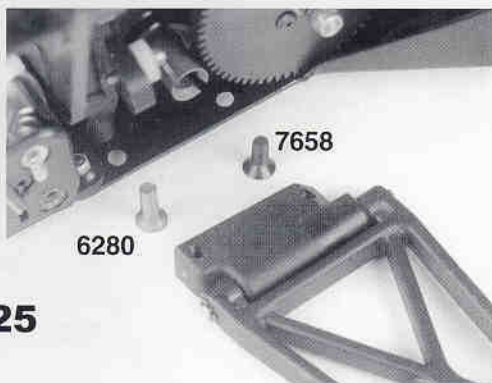
#6299 e-clip 1/8 shaft #7356 2.084  
E-clips are found in bags #7-1, #7-8, #7-9 and #7-10.





**Fig. 124**

□ **Figs. 125 & 126** Remove two #7658 3/8" screws and two #6280 1/2" screws from bag #7-8. Turn the beveled edge of the mount towards the front as shown. Mount your right suspension arm assembly to the chassis using two different screws in the locations shown in fig. 125. Fig. 126 shows the right arm assembly mounted to the chassis. Go ahead and mount the left suspension arm parts.



**Fig. 125**

[Photos include parts to be added later.]

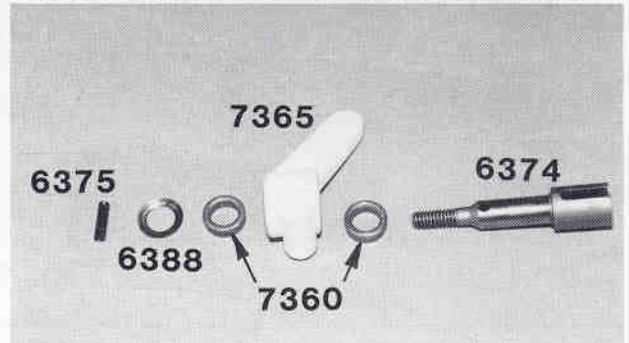


**Fig. 126**



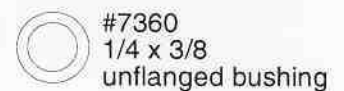
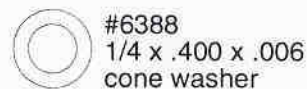
**Figs. 127-135 are the rear suspension instructions for the bushing kits.**  
For the bearing kits, skip ahead to fig. 136.

□ **Figs. 127, 128 & 129** (1) In bag #7-8 you will find the two #7365 0° rear hub carriers, four #7360 1/4" x 3/8" bushings, two #6374 rear stub axles, two #6388 cone washers, and two #6375 roll pins. (2) Remove the hub carriers from the mold runner (there is no left or right). (3) Now install one bushing into each side of each of the rear hub carriers. (4) Fig. 127 shows the parts that are to be assembled together and the direction each part will be facing when installed correctly. Now slide the #6374 rear stub axles through the bushing in the #7365 rear hub carriers. (5) Now on the front of the axle install the #6388 cone washer with the raised center hole against the bushing. (6) Install the #6375 rear axle split roll pin into the axle. (7) Take your needlenose pliers (fig. 128) or slip joint pliers (fig. 137) and squeeze the pin into the axle. If you are unable to use your pliers, you can use a vice and hammer as shown in fig. 129. Set the axle on your vise. With your pliers, hold the pin aligned over the hole in the axle. Lightly tap the pin into the axle until the pin is evenly spaced.

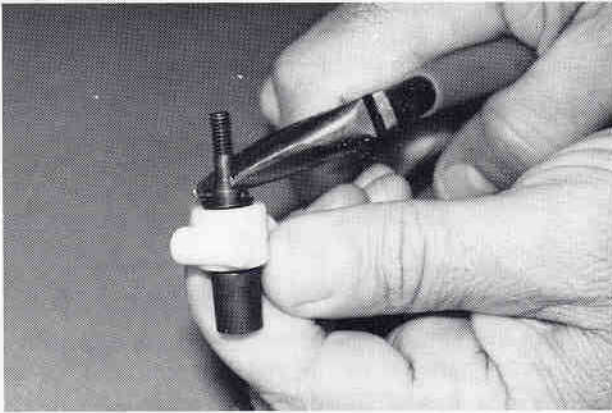


(bushing kits)

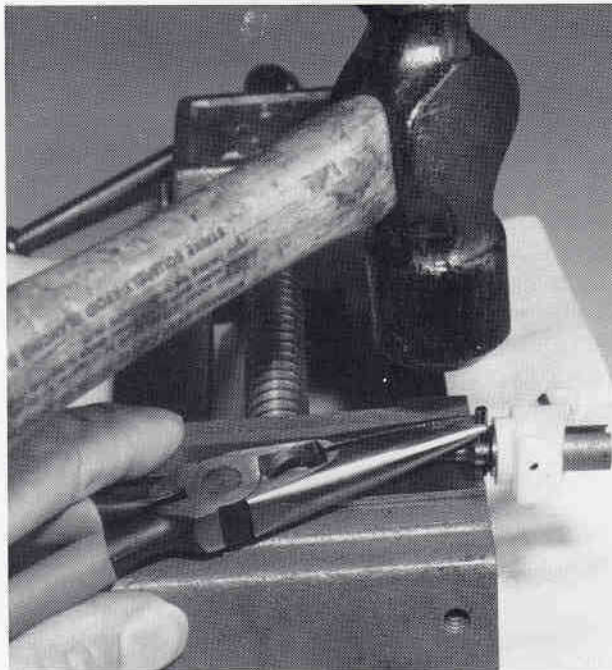
**Fig. 127**







**Fig. 128**



**Fig. 129**

□ **Fig. 130** This photo shows a completed hub carrier and rear axle assembly. Now you can go back and repeat the steps to assemble the other rear axle/hub carrier parts.

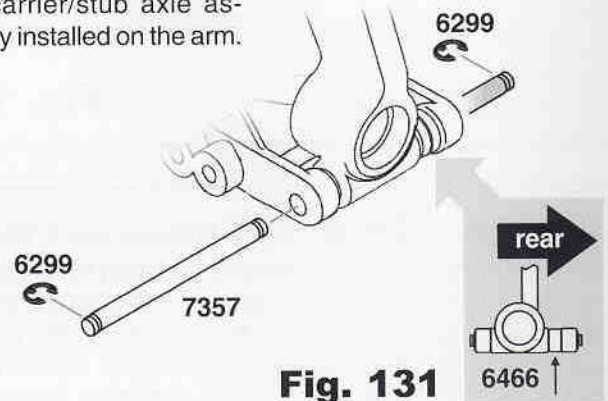


**Fig. 130**

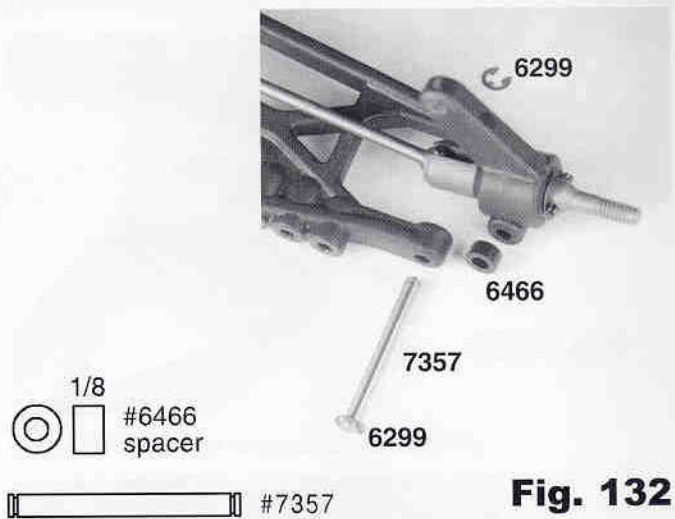
□ **Figs. 131 & 132** (1) Remove two #7357 outer rear hinge pins and four #6299 E-clips. (2) Place the hub carrier and rear axle assembly between the rear arm mounting points. (3) Get the #6466 1/8" spacer and place it between the hub carrier and the arm, to the rear of the hub carrier as shown. The hub carrier should swing freely. (4) Add an E-clip to the hinge pin and slide the hinge pin through all. (5) Add another E-clip to the end of the hinge pin and do the other side.

By placing the spacer to the rear of the hub carrier you are moving the hub carrier forward, shortening the wheelbase. This bears the brunt of the weight and gives you more rear traction. Putting the spacer to the front will lengthen the wheelbase and give you more steering.

Fig. 132 shows the left hub carrier/stub axle assembly installed on the arm.



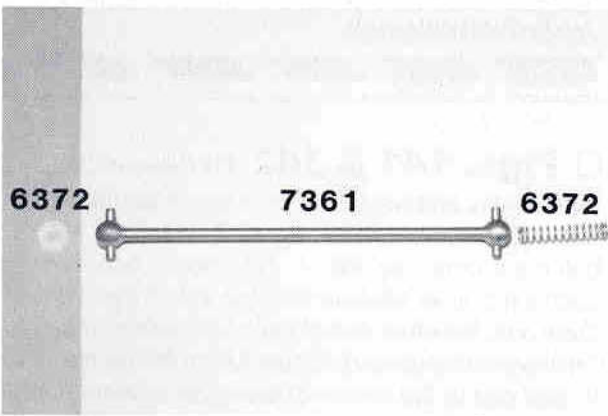
**Fig. 131**



**Fig. 132**

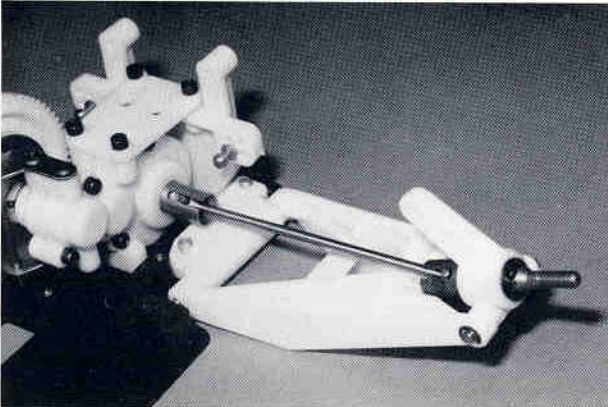
□ **Figs. 133, 134 & 135** (1) Remove the two #7361 dogbones, two #6372 dogbone springs and two #6372 dogbone spacers from bag #7-8 (fig. 133). (2) Take one of the dogbone spacers and install it inside the left hand diff outdrive hub. Push it in until it rests against the T-nut. (3) Now take one #6372 dogbone spring and install it inside the #6374 left rear stub axle. (4) Now install the dogbone into the slot in the left hand rear axle then (5) install the other end into the slots on the left hand diff outdrive, fig. 134. (6) Repeat the steps for the right hand side parts.



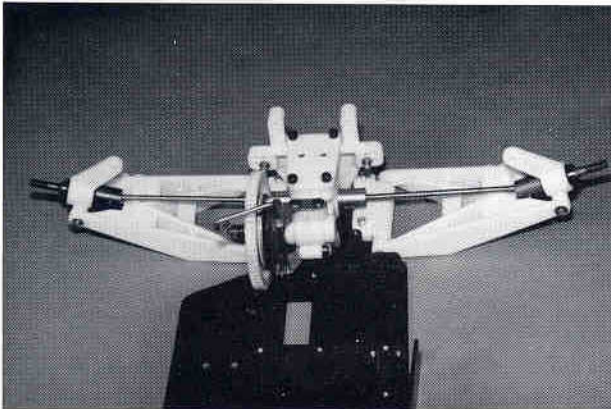


**Fig. 133**

 #6372 spacer

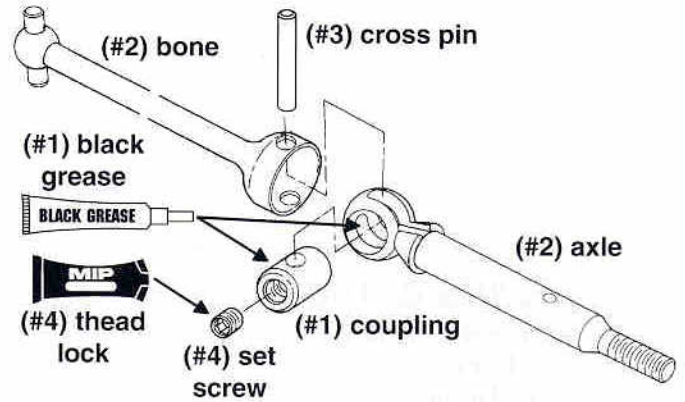


**Fig. 134**



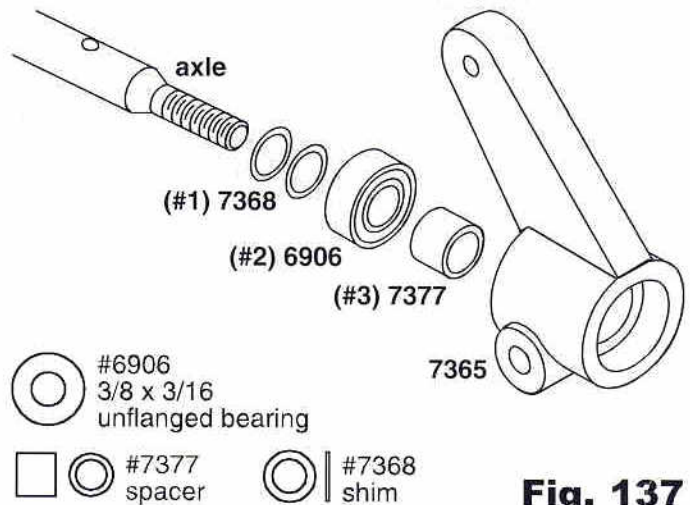
**Fig. 135**

- Fig. 136** (1) Spread some Associated #6588 black grease inside the axle hole where shown, then on the coupling, and insert the coupling into the axle. (2) Slide the axle into the bone, aligning the cross holes. (3) Insert the cross pin, making sure it is evenly spaced on both sides of the bone. (4) Add the MIP thread lock to the set screw. Angle and turn the MIP CVD™ (Constant Velocity Drive™) so the set screw can be screwed in with the supplied Allen wrench. (5) Assemble the other axle.



**Fig. 136**

- Fig. 137** (1) Slide two #7368 shims onto the axle. (2) Slide one #6906 unflanged bearing onto the axle. (3) Slide the #7377 spacer into the #7365 hub carrier. (4) Slide the #7365 hub carrier onto the axle and bearing.



**Fig. 137**

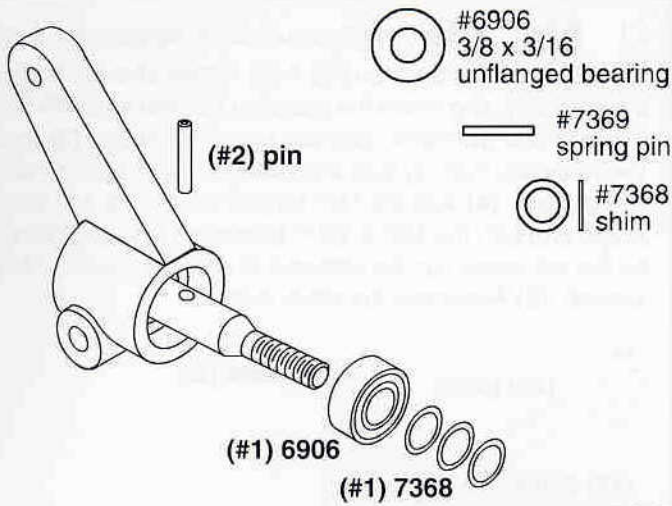
- Fig. 138** (1) Slide one #6906 unflanged bearing onto the axle, then three #7368 shims. (2) Install the #7369 spring pin with your needlenose pliers, which will hold all the shims against the bearing.

**Figs. 136-140 are the rear suspension instructions for the bearing kits.**

**For the bushing kits, skip ahead to fig. 141.**

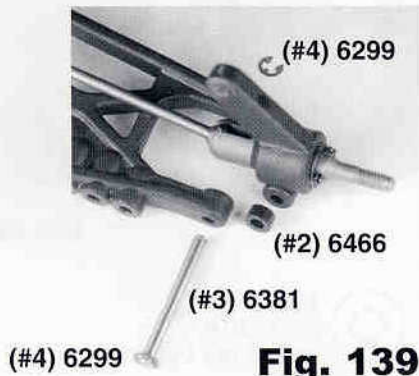


**All kits continue with the instructions below until otherwise indicated.**

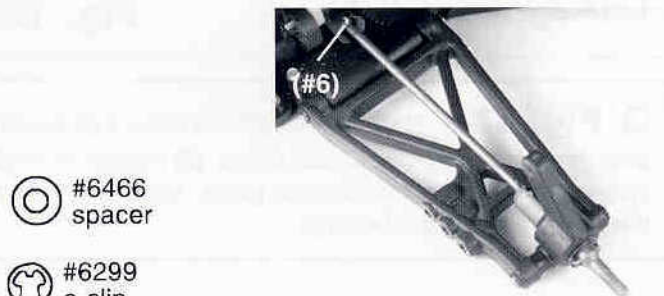


**Fig. 138**

□ **Figs. 139 & 140** (1) Remove from bag #7-8 two #6381 rear outer hinge pins, two #6466 1/8" nylon spacers and four #6299 1/8" E-clips. (2) Place the left rear hub carrier and nylon spacer between the rear arm mounting points, spacer toward the front. (This spacer location lengthens your wheelbase; placing it on the other side shortens it.) (3) Install the #7357 hinge pin. The pin should be tight in the rear hub carrier but free in the arm. (4) Install a #6288 E-clip on each end of the #7357 hinge pin. (5) Install the other hub carrier assembly. (6) Line up the ball and pin end of the axle so that the ends of the pin line up with the slots in the outdrive hubs on the transmission. Insert the pin end into the outdrive hub. Fig. 140 shows the finished hub carrier assembly.



**Fig. 139**



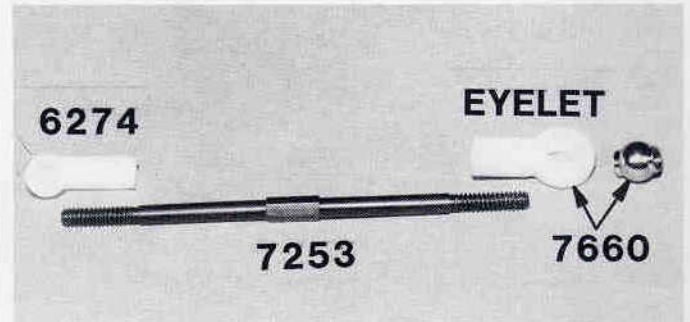
**Fig. 140**

○ #6466 spacer

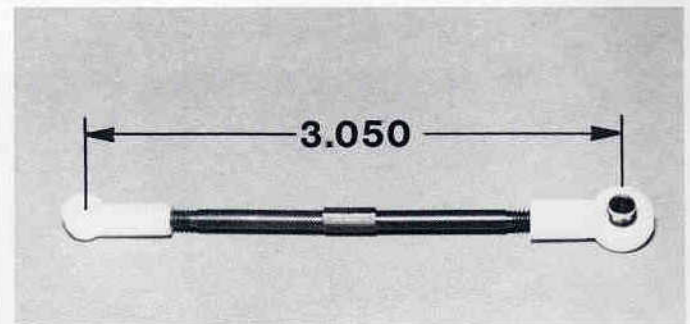
⌋ #6299 e-clip

▬ #6381

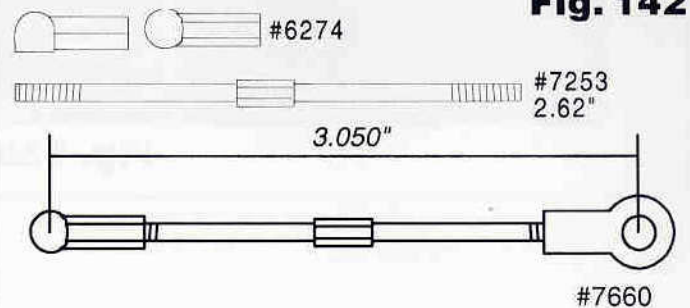
□ **Figs. 141 & 142** (1) Remove the two #7253 turnbuckles and two #7660 rear shock/turnbuckle ball ends with nylon eyelets from bag #7-8, then two #6274 plastic ball cups from bag #6-14. (2) Thread one ball cup onto each turnbuckle. (3) Now take the #7660 eyelets and thread them onto the other end of each turnbuckle evenly to 3.05". This overall length is measured from the center of the plastic ball cup to the center of the nylon eyelet as shown. (4) Place the eyelet over the ball end and press it on. You may use a 1/4" nut driver to press it on. Compare your part to the actual size drawing at the bottom. Your complete turnbuckle assembly will look like fig. 142 except for the color.



**Fig. 141**



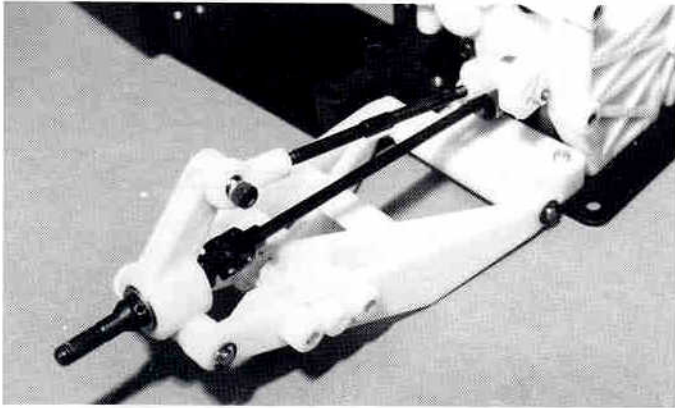
**Fig. 142**



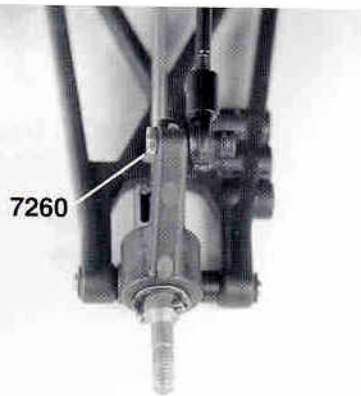
□ **Figs. 143 & 144** In bag #7-8 you will find two #6925 4-40 x 1/2" SHCScrews and two #7260 4-40 small plain nuts. Take one of the assembled turnbuckles and snap the plastic ball end cap onto the #6273 steel ball end



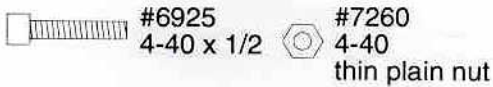
the #7260 4-40 small plain nuts on the other end and tighten it down. Take the second turnbuckle and mount it the same way on the right side of the truck. Now install the right side turnbuckle the same way.



**Fig. 143**

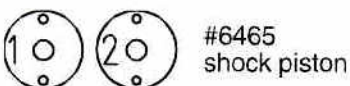
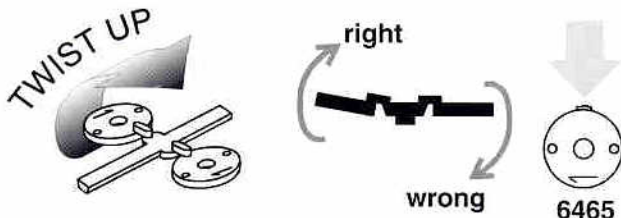


**Fig. 144**



## SHOCK ASSEMBLY

□ **Fig. 145** Inside a separate bag inside the large shock bag you will find the #6465 Teflon shock piston set. Remove two #2 pistons and two #3 pistons by twisting them as shown in the drawing. If there are any remaining burrs, carefully remove them with your hobby knife.



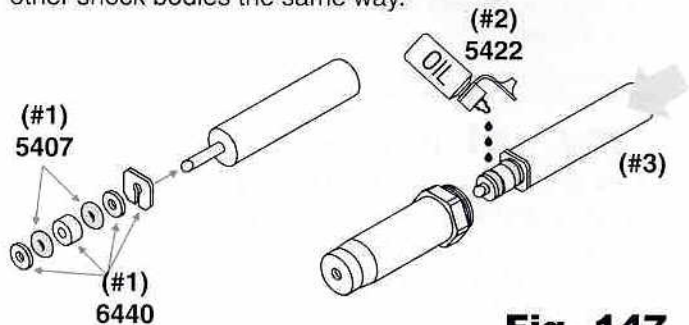
**Fig. 145**

□ **Fig. 146** In another plastic bag is the #6440 shock assembly parts and red and black O-rings. Trim them from the parts tree carefully so no part of the two molding runner remain. It is safer to remove a tiny amount of the part than to risk the chance of a burr remaining. Short blade scissors or a hobby knife will work fine, as shown in fig. 146. Run your finger over the edges to feel for burrs you cannot see. Remove the one you find. Burrs can keep the parts from snapping into the shock correctly, and can cause the shock to leak or the shaft to jam.

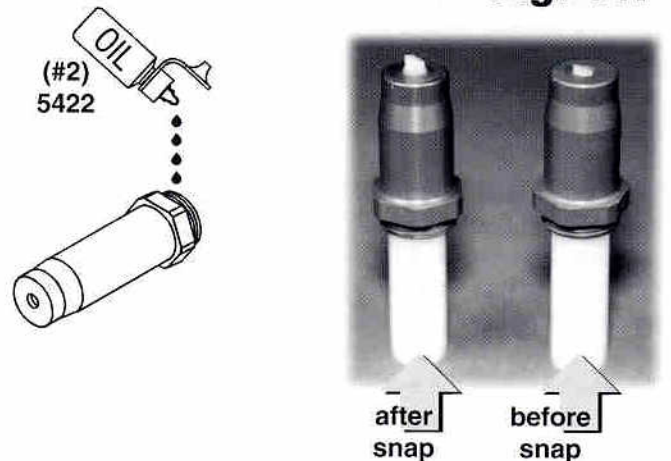


**Fig. 146**

□ **Figs. 147 & 148** (1) Install the #5407 and #6440 parts onto the #6429 tool tip as shown in fig. 147, found in the large shock bag. (2) Remove the #5422 30 wt. oil from bag #7-11. Add 3-4 drops to the inside of the shock body and to the shock seal parts. (3) Insert the tool tip into the shock body all the way. Push **easily** until the parts snap into place. (4) Check the tool height in fig. 148. The right shock shows just before snapping parts in place, the left shows after. (5) If your shocks do not snap together easily, check the parts for burrs again. (6) Assemble the other shock bodies the same way.



**Fig. 147**

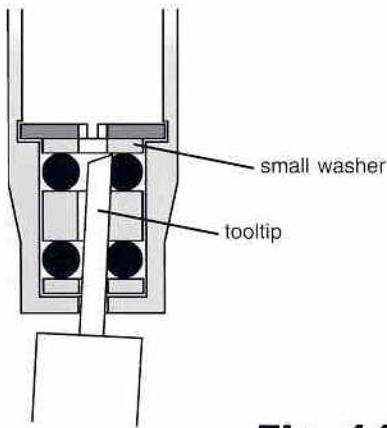


**Fig. 148**



**Fig. 149**

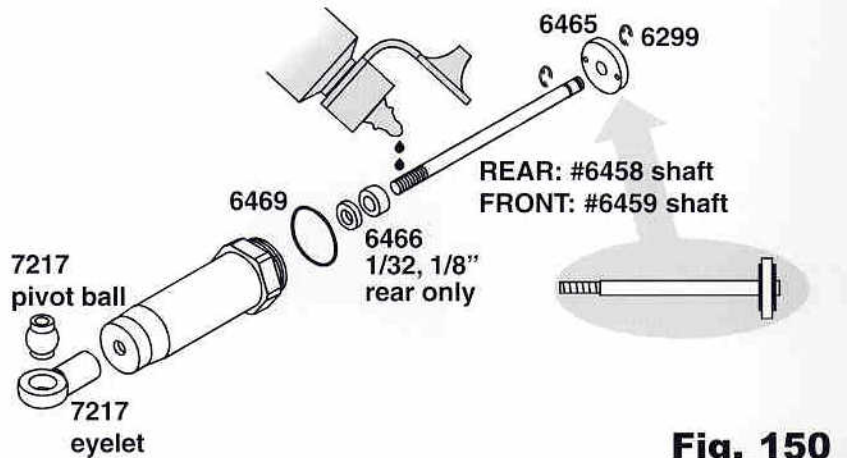
Here is how to dismantle the shocks when it's rebuild time. Put the shock assembly tooltip into the bottom of the shock until it rests against the small washer, as shown, then push.



**Fig. 149**

**Fig. 150** (1) Locate the four #6469 black

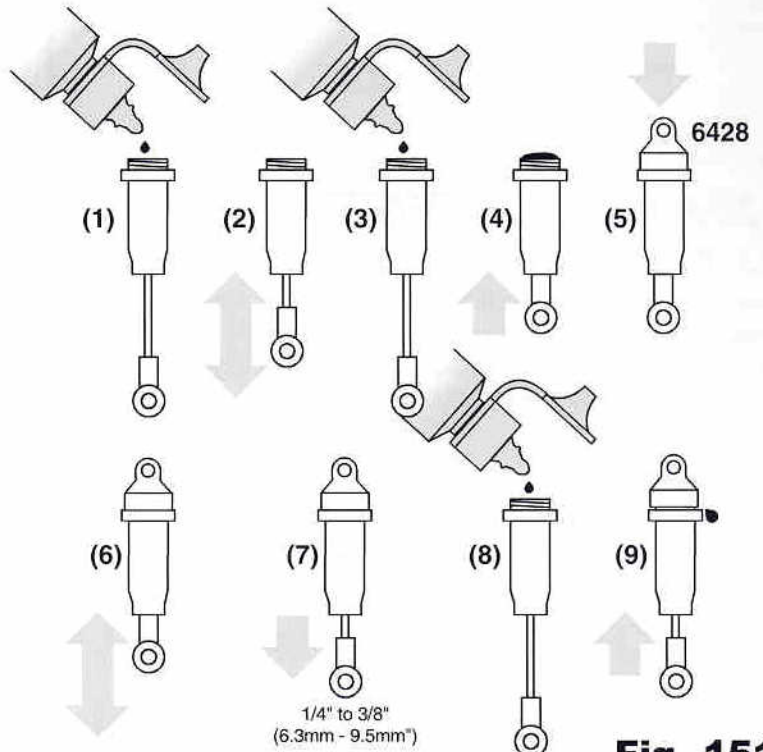
- (1) Locate the four #6469 black O-rings in the large shock bag. Install one on each shock over the threads on the shock body.
- (2) For the #6458 rear shock shaft, install a #6299 E-clip on either side of a #6465 (#2) shock piston.
- (3) For the #6459 front shock shaft, install a #6299 E-clip on either side of a #6465 (#3) shock piston.
- (4) From bag #7-9 remove two #6466 1/8" and two #6466 1/32" downstops. Install one of each onto the two rear shafts.
- (5) Place a couple drops of oil on threaded part of shaft an insert into shock body.
- (6) Push the #7217 pivot ball and eyelet together, then screw the eyelets onto the end of the shock shaft. Hold shaft with rag and needlenose pliers next to threads.



**Fig. 150**

**Fig. 151** (1) Holding the shocks upright fill

- (1) Holding the shocks upright fill with oil to the top of the shock body.
- (2) Slowly move the shaft up and down several times to allow air bubbles to escape to the top.
- (3) Refill with oil to the top of the shock body.
- (4) Push the shaft in until the piston is level with top of shock body. The oil will slightly bulge up above the shock body.
- (5) Install the #6428 shock cap and tighten. There should be no gap between the cap and the hex portion of the shock body when tight.
- (6) Move the shock shaft in and out a few times and then push it all the way in. It should be easy to push the shaft in until the eyelet hits the body.
- (7) Then the shaft should push itself out approximately 1/4" to 3/8" (6.3mm-9.5mm).
- (8) If the shocks do not push out this far, there is not enough oil in them. Add just a little oil and try steps 6-7 again.
- (9) If the shocks push out farther than the distance in step 7, or you cannot push the shaft in until the eyelet hits the body, there is too much oil. Loosen the cap a half turn (with the shaft extended) and pump out a small amount of oil by pushing the shaft in. Retighten the cap and try steps 6-7 again.



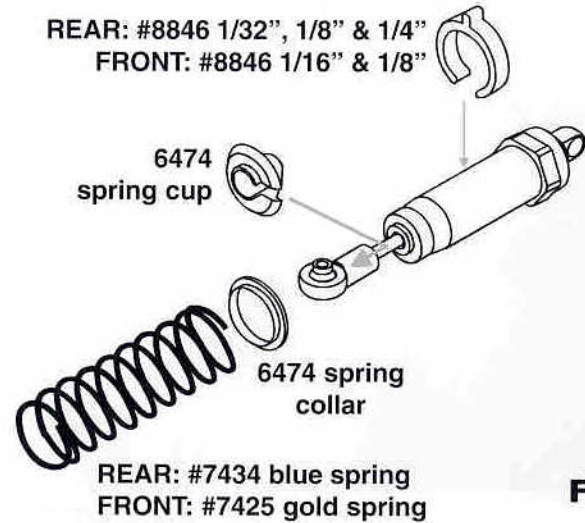
**Fig. 151**



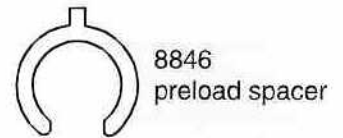
□ **Figs. 152 & 153** (1) Assemble all four shocks at the same time. Install on the front shock bodies one each #8846 shock preload spacers of sizes 1/16" and 1/8". (2) Install on the rear shock bodies one each preload spacers of sizes 1/32", 1/8" and 1/4". (3) Slide one #6474 spring collar onto each shock body. (4) Remove the #7434 2.75" rear blue springs from bag #7-11. Install one spring onto each of the long rear shocks. (5) Remove the #7425 2.0" front gold springs from bag #7-11. Install one spring onto each of the front shocks. (6) Pull the shock shaft out as far as it will go, compress the spring, and install the #6474 spring cup in the orientation shown.



**Fig. 153**



**Fig. 152**



Your manual has been updated, and the shock section simplified. In the process, many steps were no longer needed, so they were deleted. Skip ahead to fig. 172 to continue assembling your kit.

## **HOW HAS THE GT KIT BEEN UPDATED?**

We have been asked repeatedly when we will come out with a new RC10GT. Actually, ever since it first burst on the scene in 1993 the RC10GT has had many upgrades. Consider some of the many ways we have enhanced the GT to make it one of the most sought-after gas trucks ever:

### **All GT kits:**

Rear suspension arms were redesigned, new part #7206. This new arm allows you to change the wheelbase of your truck. The new, longer #6381 hinge pin accommodates a #6466 spacer that you can place in front of or to the rear of the hub carrier, shifting it to change the wheelbase. This means you will have more tuning options for steering and rear traction.

Dogbones have been replaced with high-performance #7383 MIP CVD's.

Color of parts has been changed from white to black.

A single molded #6265 drag link replaces the #6274 ball cup and #7251 turnbuckle assembly for your servo linkage. This makes for fewer parts and speeds assembly.

#6272 ball end dust covers have been added. These

prevent wear and tear of your ball cups, preventing dirt from entering and grinding away between your ball cups and ball end.

#7206 front suspension arms and other relevant parts have been improved for new shock angles.

Front axle assembly has been redesigned. It is lighter and cheaper, two design pluses. The newer #6221 steering block accommodates the lighter aluminum #6220 axle with larger threads and plastic #6222 locknut. They replace the original #6218 steel axle and #6242 steel locknut and #6217 steering block.

New #6474 spring clamps and cups replace the earlier style.

#7602 clutch shoe springs are no longer needed.

Front and rear shock towers have been changed from fiberglass to black composite material.

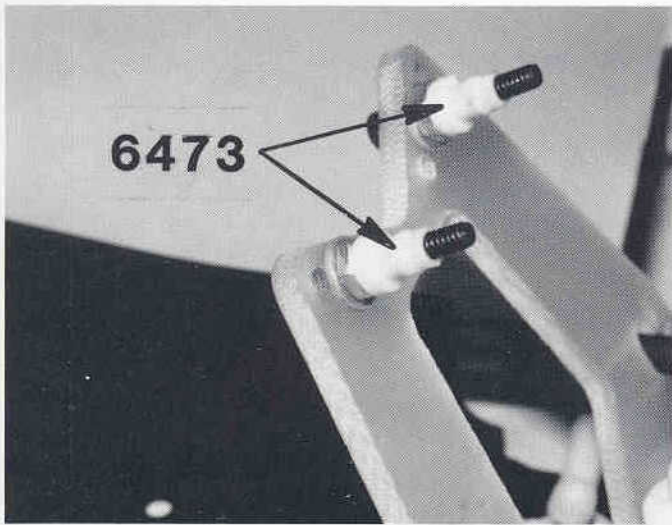
#6134 RC10GT II body replaced the original #6131 GT body to accommodate the new shock changes.

#8846 shock preload spacers come standard in the latest GT kits. Set your ride height evenly, quickly and easily without tools.

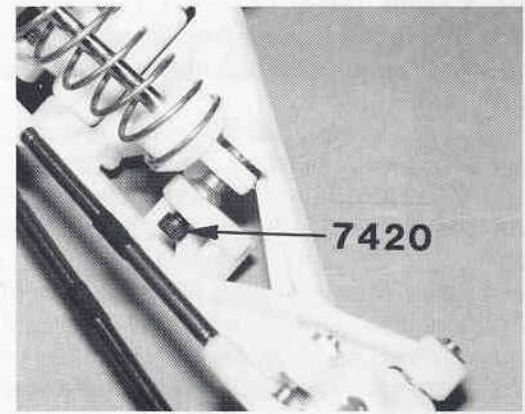
### **RC10GT Sport Kit only:**

#7659 unflanged ball bearings replace the two center #6599 unflanged bushings in the Stealth transmission.



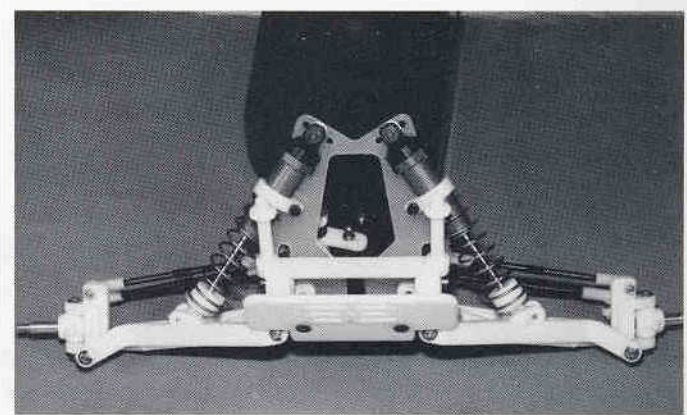


**Fig. 172**

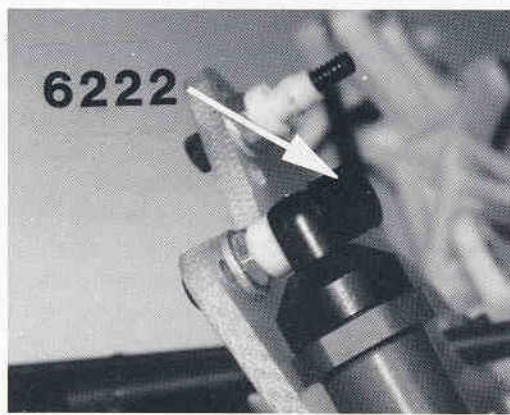


**Fig. 174**



□ **Figs. 173, 174 & 175** (1) Slide the shock cap eyelet onto the #6473 shock bushing, fig. 173. (2) In bag #7-10 remove two #6222 4-40 black self threading nylon nuts. Thread one of the nuts onto the upper shock mounting screw, fig. 173. (3) Screw the #7420 4-40 x 5/8" screws from bag #7-1 into the front A-arms, fig. 174. Slide the shock pivot ball, on the bottom of the shock, into the front suspension arm mounting slot, fig. 174. The suspension arms have two mounting locations; use the one closest to the chassis. The flat side of the pivot ball is to be towards the rear of the A-arm. (4) Now install one of the #7874 screws from the back side of the A-arm through the pivot ball, and then thread it into the front of the suspension arm. (5) Now do the other front shock. Fig. 175 shows both front shocks installed.



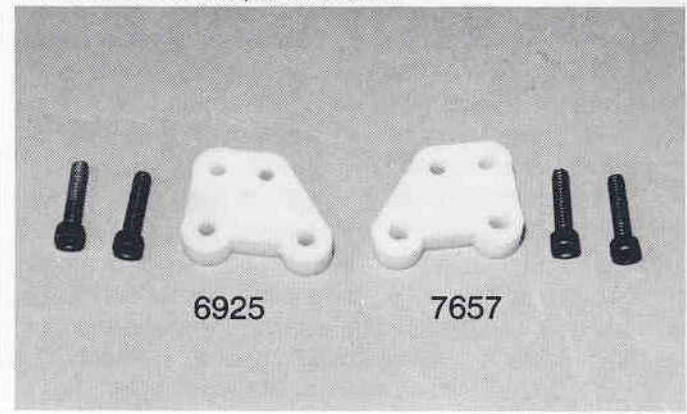
**Fig. 175**



**Fig. 173**

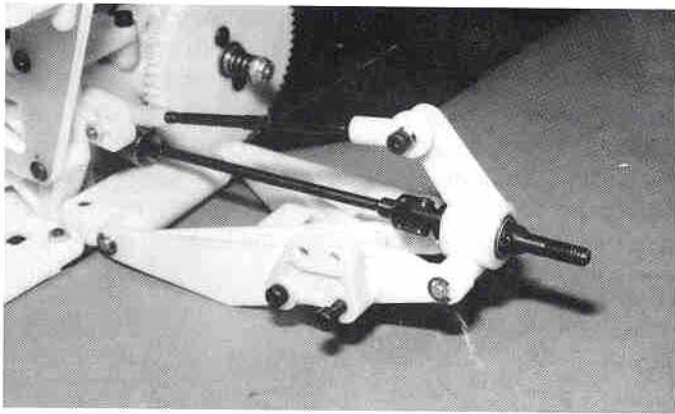
-  #7420  
4-40 x 5/8  
special
-  #6222  
4-40/5-40  
nylon locknut

□ **Figs. 176 & 177** In bag #7-8 you will find two #7657 rear arm shock mounts and four #6925 4-40 x 1/2" SHCScrews. Take one of the arm shock mounts and two #6925 screws and install the mount to right hand suspension arm. Make sure the slanted side of the shock mount is on the chassis side. Now go ahead and install the other mount on the left hand suspension arm.



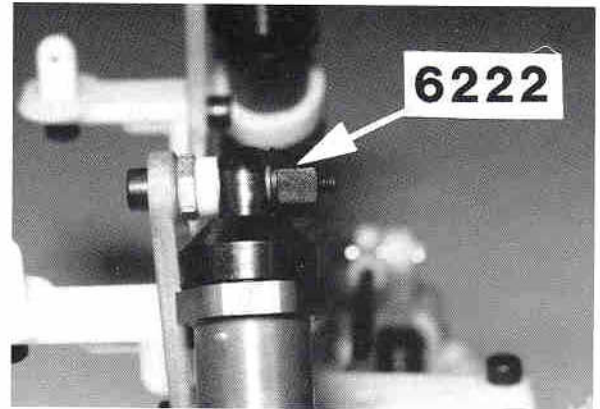
**Fig. 176**



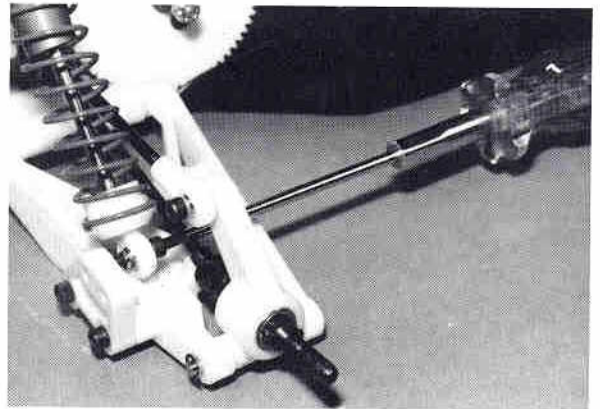


 #6925  
4-40 x 1/2

**Fig. 177**

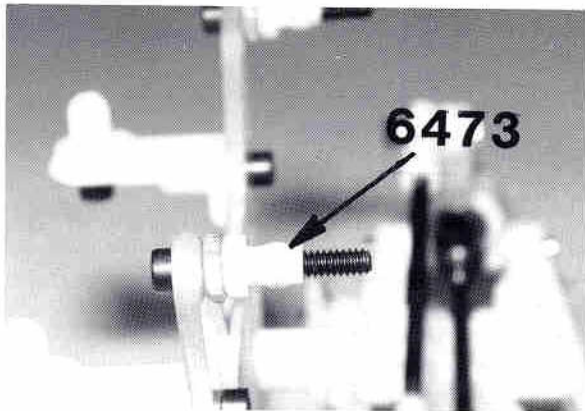


**Fig. 179**



**Fig. 180**

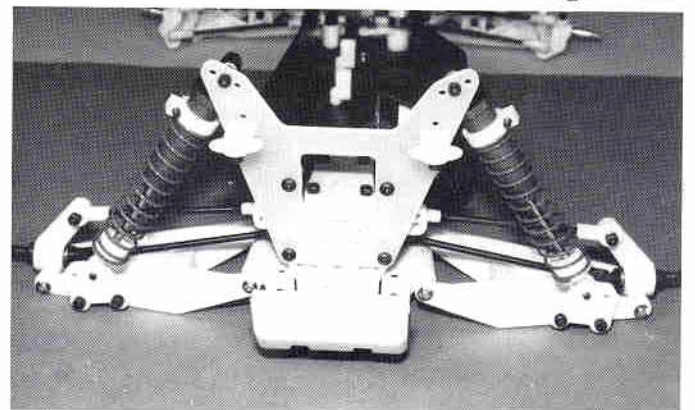
□ **Figs. 178, 179, 180 & 181** Take the two #6473 nylon shock bushings, two #6925 4-40 x 1/2" SHCScrews, and two #6222 4-40 black self threading nylon locknuts from bag #7-9. We want to install the #6473 bushings onto the upper rear shock mounting screws with the flange against the 4-40 plain nut. Now slide the shock cap eyelet onto the shock bushing. Take one of the #6222 black locknuts and thread it onto the upper shock mounting screw as shown in fig. 179. Take the #6925 screws and install it through the #7660 rear shock/turnbuckle pivot ball, from the front, and then thread the #6925 screw into the innermost hole of the #7657 rear arm shock mount. Now go ahead and install the other shock the same way. Fig. 181 shows both rear shocks installed.



**Fig. 178**

 #6925  
4-40 x 1/2

 #6222  
4-40/5-40  
nylon locknut



**Fig. 181**

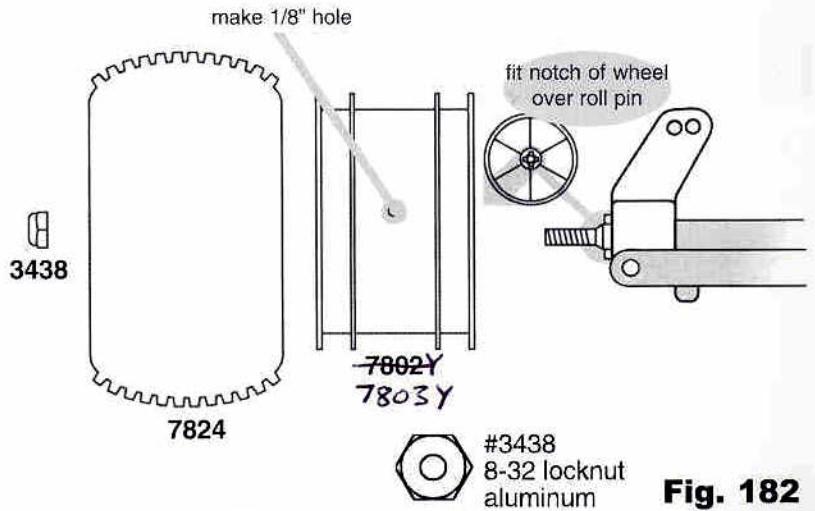
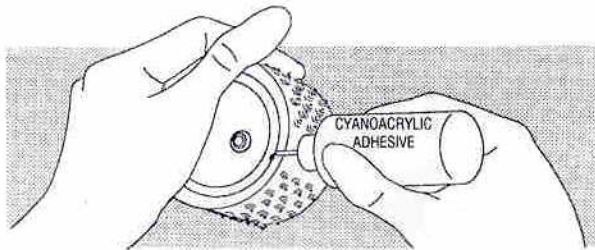
**Figs. 182-189 are the wheel and tire instructions for the bushing kits.**  
**For the bearing kits, skip ahead to fig. 190.**



# WHEELS & TIRES

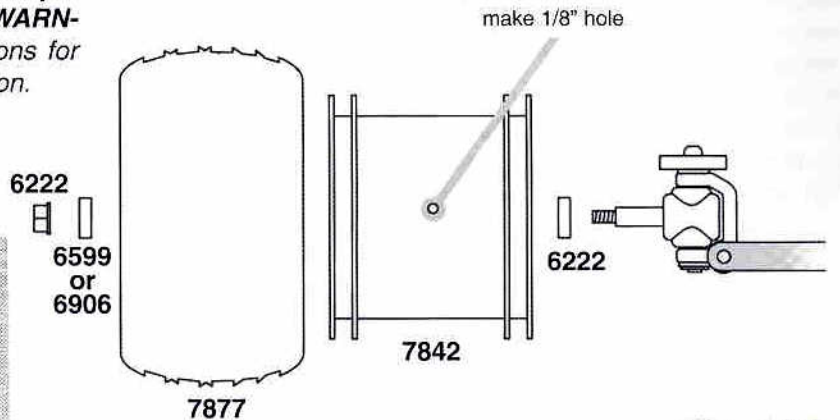
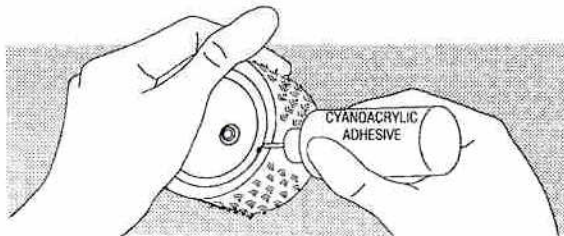
NOTE: THE TIRES IN YOUR KIT MAY VARY FROM THOSE SHOWN IN THE PHOTOS. ASSOCIATED IS CONSTANTLY WORKING TO UPGRADE THE KIT AND IF WE FIND TIRES THAT WE FEEL ARE BETTER, WE MAY CHANGE TO THEM.

- **Fig. 182** (1) Remove the #7802 rear wheels from the kit box. Make a 1/8" hole in each wheel.
- (2) Make sure the #7880 foam insert is centered in the rear tires.
- (3) Push the #7802 wheels into the tires.



**Fig. 182**

- **Fig. 183** (1) Remove the #7842 front wheels from the kit box. Make a 1/8" hole in each wheel.
- (2) Make sure the #7880 foam insert is centered in the front tires.
- (3) Push the #7842 wheels into the tires.
- (4) Glue the tire to the wheel with super glue (cyanoacrylic glue) in four spots around the tire on both ends. **WARNING!** Follow the adhesive manufacturer's instructions for proper use and safety. Wear eye and hand protection.



**Fig. 183**

Your manual has been updated, and the wheel/tire section simplified. In the process, many steps were no longer needed, so they were deleted. Figures 184 to 199 have been deleted.

## STEERING SERVO INSTALLATION

We are now ready to install the steering servo. If you have not purchased a radio yet, try to stay with a name brand like Futaba, Airtronics, JRPropo or KOPropo. However, many other radios, including stick models, can be used in the truck. FM radios are more reliable than AM radios.



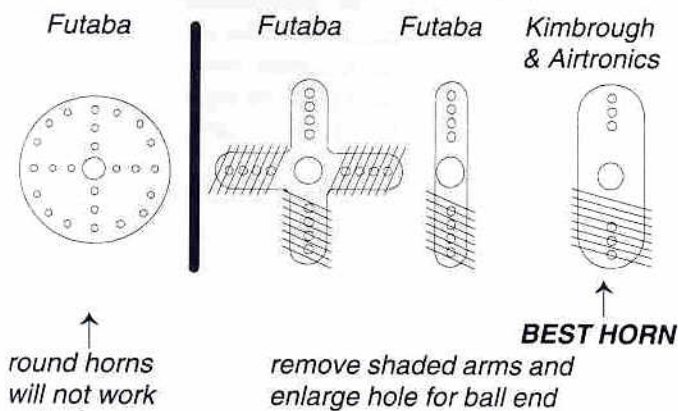
Because of the additional load of wider and heavier tires on the steering system, the servo mounting system was designed only for medium sized servos. 42 oz. in. of torque is the minimum requirement for both steering and throttle/brake servos. Check your radio system's specifications to make sure your torque ratings reflect this.

**Racer's Tip:** *If you want your truck to be able to perform a little better and more consistently, use a ball bearing servo for steering, and throttle/brake servo, which has at least 55 oz. in. of torque. This helps to provide smoother power and more consistent performance.*

The photos that follow show the installation of a Airtronics 94737 high torque medium sized ball bearing servo, or a #94151 high speed/high torque medium sized ball bearing servo (which has a longer case) for the steering servo. Some of the more popular ball bearing servos chosen by racers are the #94737, #94151, #94152 from Airtronics; #9301, #9302, #9401 from Futaba; and the #7435 from JRpropo.

❑ **Fig. 200** Some of the different styles of servo horns are shown in fig. 200. For the truck the aftermarket Kimbrough or Airtronics heavy duty servo horn is the preferred choice, but you can still use the stock "+" or "-" shaped servo horns. You must remove the shaded areas as shown in fig. 200. The round servo horn will not work.

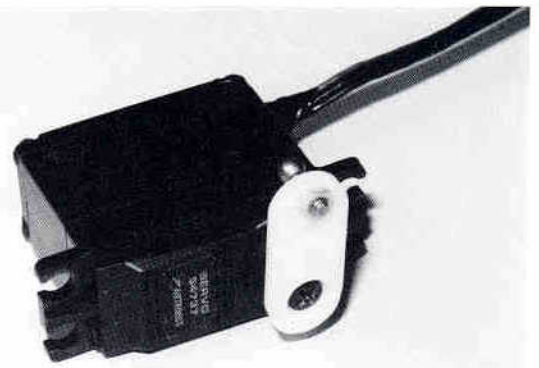
### TYPES OF SERVO HORNS



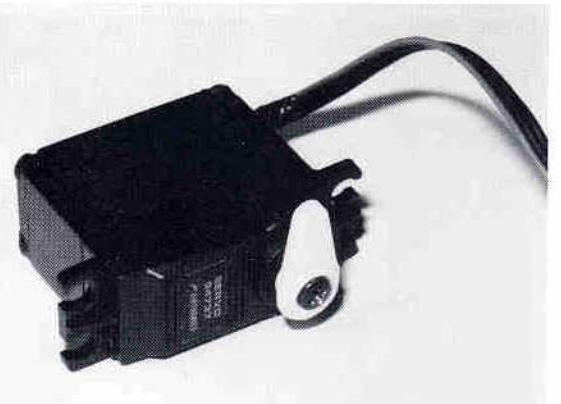
(NOT ACTUAL SIZE)

**Fig. 200**

❑ **Figs. 201 & 202** Take the #6270 short steel ball end, from bag #6-14, and mount it to the servo horn with the ball on the servo side as shown. Thread one of the #7260 4-40 small thin plain nuts from bag #6-14 onto the ball end. It may not be possible with the stock servo horn to mount the ball on the inside as in fig. 201 because it or the turnbuckle could hit the servo. In these cases, mount the ball and nut the opposite way. The stock Airtronics servo horn is an example of this problem. If the ball was mounted on the back side of the servo horn you would not have full travel for steering. Check the clearance of the ball and turnbuckle assembly when on the back side first, before you mount the ball on the front side of the servo horn.

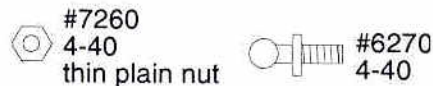


**Fig. 201**



**Fig. 202**

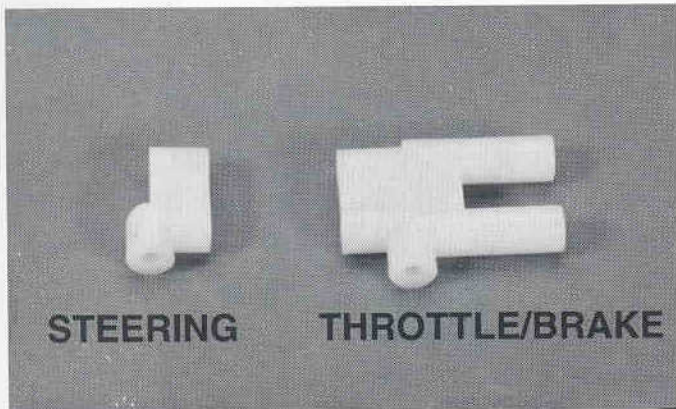
Fig. 202 shows stock Airtronics servo horn too short to mount ball on back as in fig. 201; mount ball on front for this servo.



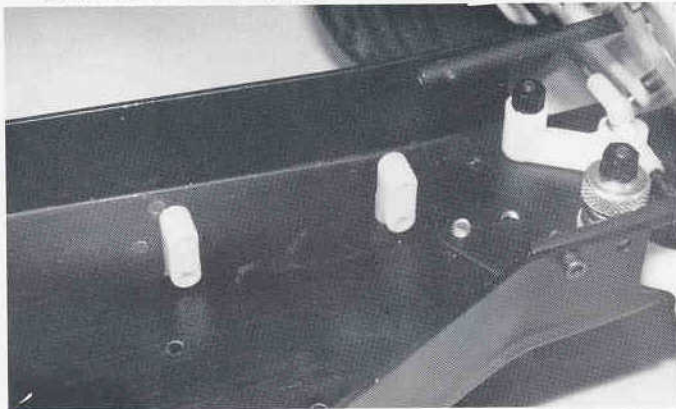
❑ **Figs. 203-207** In bag #7-6 you will find two different types of #7527 servo mounting blocks (they both have the same part number). The two steering servo mounts look like fig. 203. In the same bag you will find two #7673 4-40 x 5/16" FHSScrews. Install the #7527 servo mounts to the chassis with the #7673 FHSScrews, as in fig. 204. Fig. 205 shows the mounting locations from the bottom of the chassis.

We now want to check the fit of the steering servo in the chassis. Place the servo between the servo mounts with the mounting ears to the right of the servo mounts. Now push the servo towards the left side of the chassis. The servo should sit flat against the servo mounts before the bottom of the servo hits the left side of the chassis. See arrows in fig. 206. If it does not (see gap in fig. 207), then we will need to install the #7527 steering servo spacers when we bolt the servo to the servo mounts (see fig. 208). **Note:** *The servo horn was removed for clarity, so be sure to reinstall it before you finish installing the steering servo.*

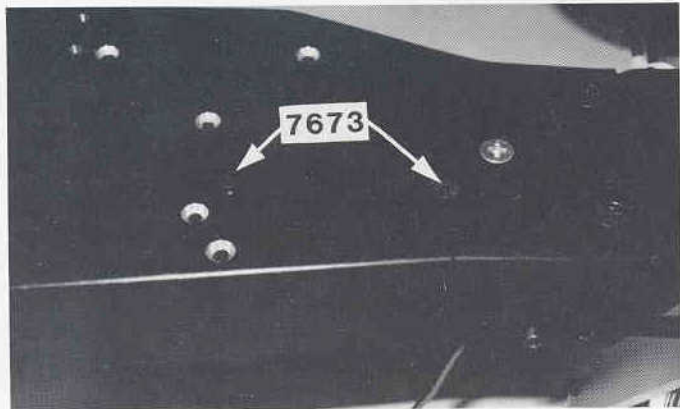




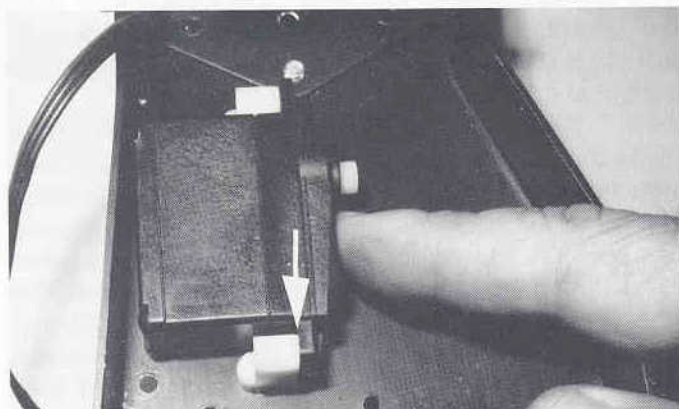
↑ #7527 servo mounting blocks both have the same part number. **Fig. 203**



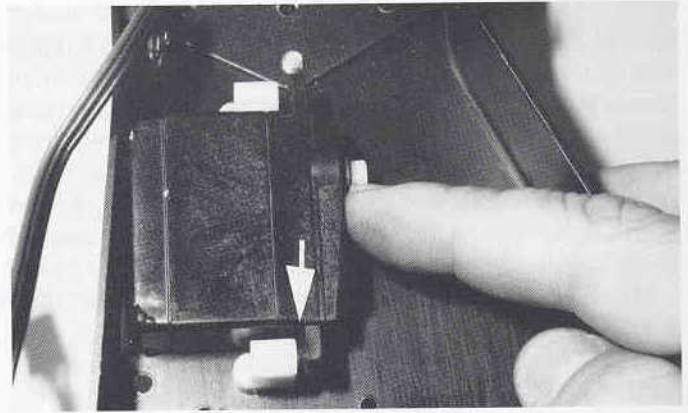
**Fig. 204**



**Fig. 205**



**Fig. 206**

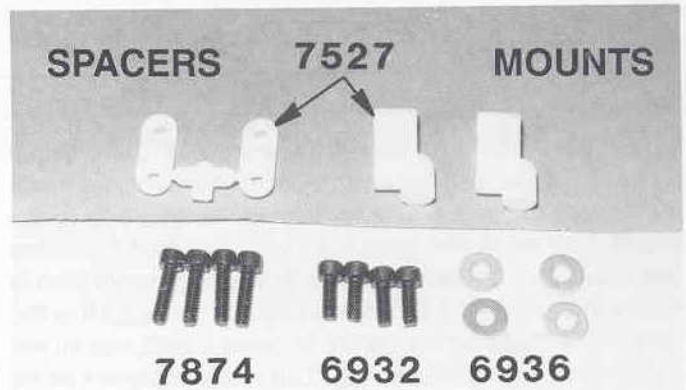


 #7673 4-40 x 5/16 **Fig. 207**

□ **Figs. 208, 209 & 210** Again from bag #7-6 get two #7527 steering servo spacers, four #6936 #4 aluminum washers, and four #6932 4-40x5/16" SHCScrews and four #7874 4-40 x 7/16" SHCScrews. Remove the #7527 steering servo mounts from the chassis.

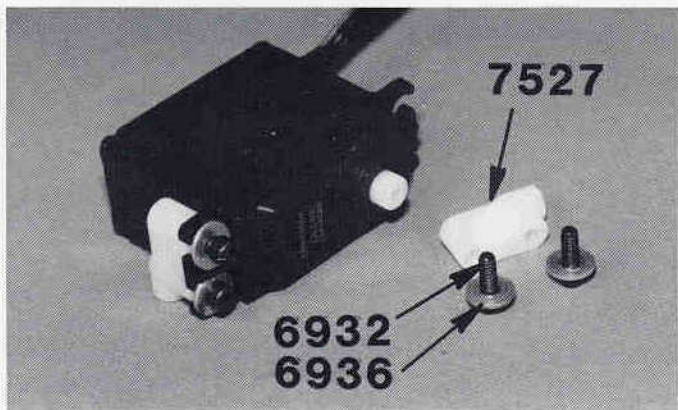
If there was no gap between the servo and servo mounts, then place the four #6936 #4 washers on the four #6932 SHCScrews and fasten the mounts to the servo as shown in fig. 209.

If there was a gap between the servo mounts and the servo mounting tabs, then place the four #6936 washers on the four #7874 SHCScrews. Place the screws through the mounting holes on the servo and slide the two #7527 steering servo spacers onto the screws. You can then thread the screws into the servo mounts as shown in fig. 210. The parts you have not used are spare parts.

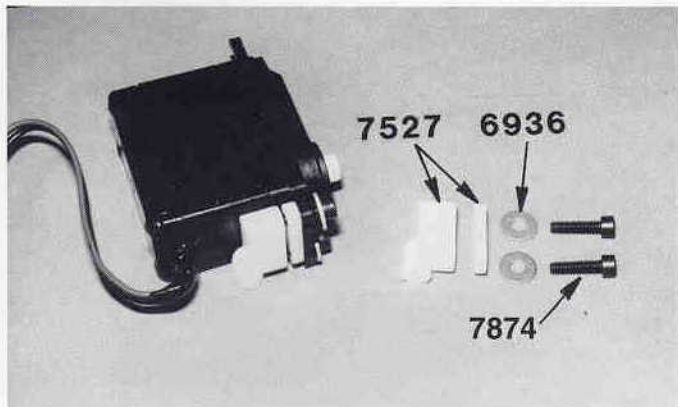


 #6932 4-40 x 5/16  #6936 #4 flat washer aluminum **Fig. 208**  
 #7874 4-40 x 7/16



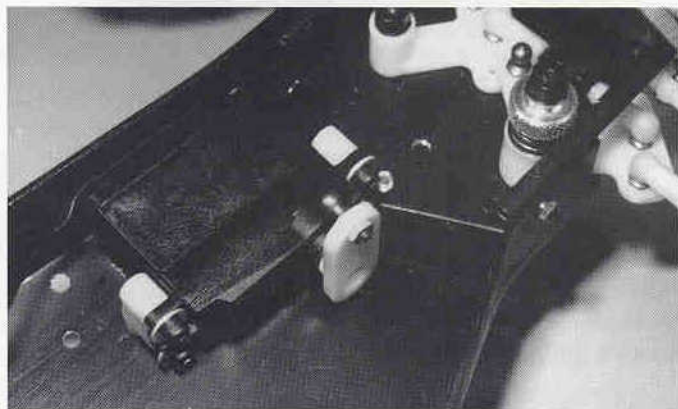


**Fig. 209**




**Fig. 210**

**Fig. 211** Refasten the steering servo mounts (with servo) to the chassis with the #7673 4-40 x 5/16" FHSScrews. Make sure the servo horn is installed on the servo.



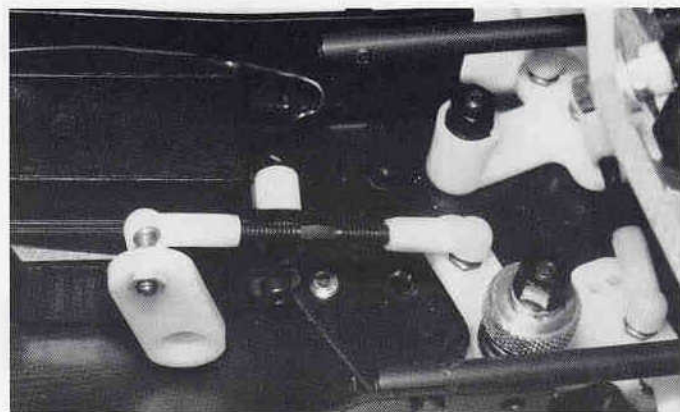
**Fig. 211**

 #7673  
4-40 x 5/16

**Fig. 212** Back in bag #7-2 take the #6261 1.25" length turnbuckle. In bag #6-14 take two remaining #6274 plastic ball end caps. Evenly thread the plastic end caps onto both ends of the turnbuckle. The type of servo horn used will affect the length of the turnbuckle, so we cannot give you a dimension.

The direction the plastic ball end caps point depends on which side you mount the steel ball end. If you are installing the steel ball end on the back side (over the servo), the left ball end cap faces down and the right cap opening faces away from you. If you have your steel ball end mounted on the outside (away from the servo), the left ball end cap faces down, and the right faces you.

After installing the caps, mount the turnbuckle between the servo horn and servo saver. The correct length for the turnbuckle will be established when the servo horn, on the servo, is facing straight up and both servo saver arms are centered in the chassis. Fig. 212 shows the servo turnbuckle installed.



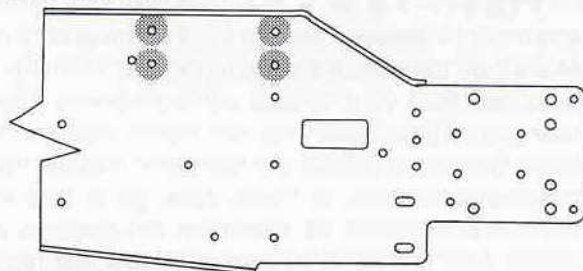
**Fig. 212**

 #6261  
1.25"  #6274

## THROTTLE/BRAKE SERVO INSTALLATION

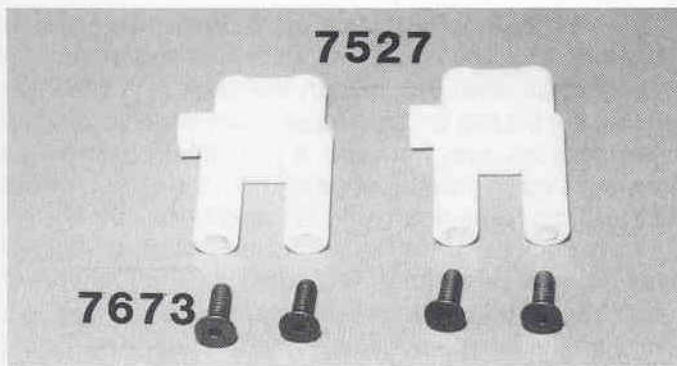
The same specifications apply for the throttle/brake servo that applied for the steering servo. Read the beginning of the steering servo section to make sure you have the right setup.

**Figs. 213, 214 & 215** Go back to bag #7-6 and remove the other #7527 throttle/brake servo mounts and four #7673 4-40 x 5/16" FHSScrews. Mount the throttle servo mount into the chassis so that the small extensions on the side of mounts go against the chassis (see fig. 214). Fig. 215 shows the location of the four chassis mounting holes, from the bottom, for the throttle/brake servo mounts.

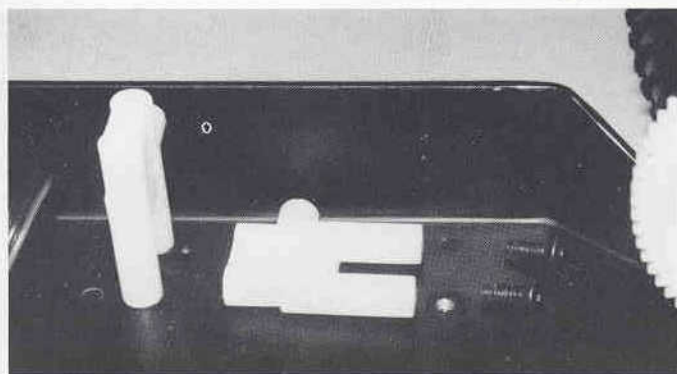


Mounting hole locations  
(TOP VIEW SHOWN)

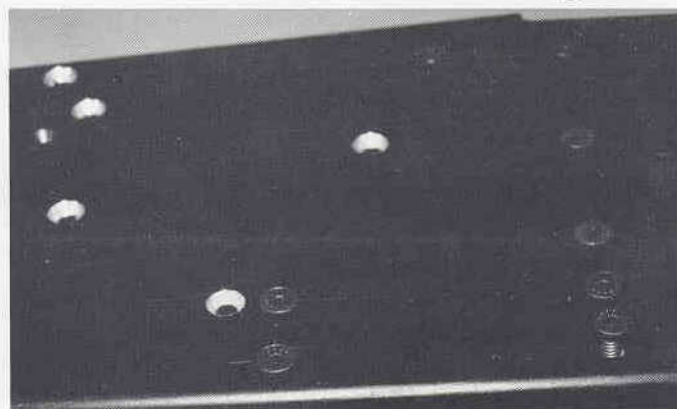




**Fig. 213**



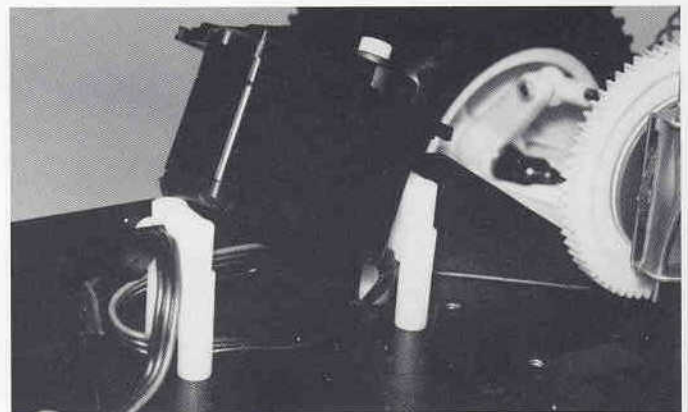
**Fig. 214**



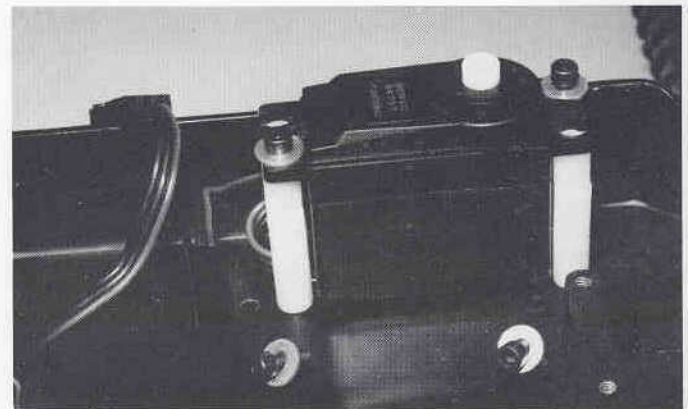
**Fig. 215**

#7673  
4-40 x 5/16

**Figs. 216 & 217** Now take your throttle servo and mount it between the two #7527 throttle servo mounts. Make sure the output shaft is to the rear when the servo is mounted. Run your throttle servo plug wire through the rear mount (inbetween the two mount legs) from front to back. Now run it behind the two servo mounts next to the chassis (from back to front). Now go to bag #7-6 and remove four #6936 #4 aluminum flat washers and four #6932 4-40 x 5/16" SHCScrews. Use these four screws and washers to mount the servo to the mounts as shown in fig. 217.



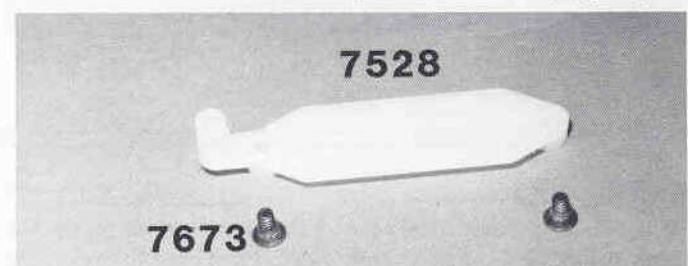
**Fig. 216**



**Fig. 217**

#6936 #4 flat washer aluminum  
#6932 4-40 x 5/16

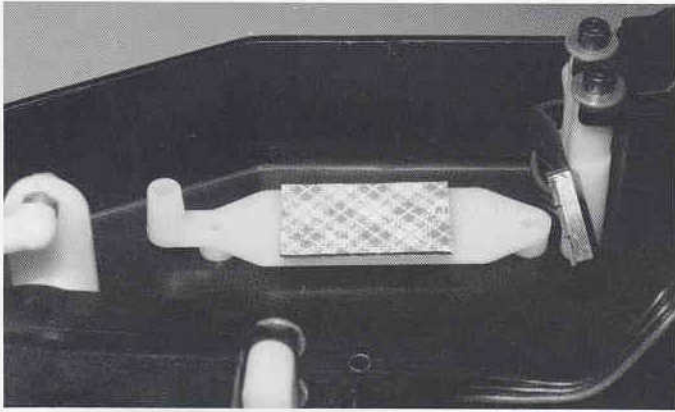
**Figs. 218 & 219** Now open up bag #7-7, the Misc. Radio bag, and remove the #7528 plastic antenna/receiver mount and two #7673 4-40 x 5/16" FHSScrews. Fasten the antenna receiver mount to the chassis using the #7673 screws. From bag #7-7 remove a small rectangular piece of servo tape (double-sided sticky tape), peel one side's covering off, and place the tape on the #7528 antenna/receiver mount as shown in fig. 219. DO NOT remove the paper from the top of the servo tape just yet.



**Fig. 218**

#7673  
4-40 x 5/16

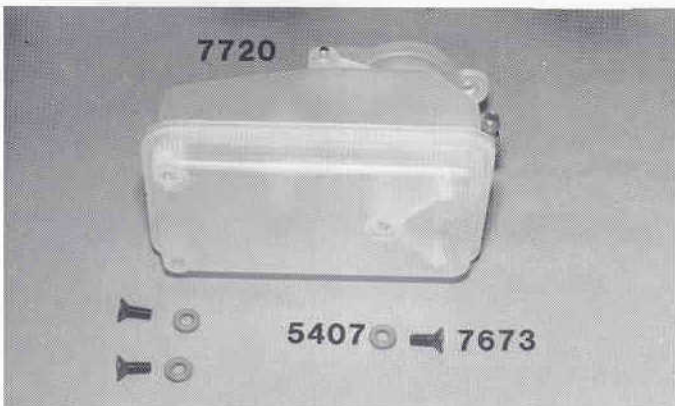





**Fig. 219**


**Figs. 220, 221 & 222** Open up the Fuel Tank bag and remove the #7720 fuel tank, three #5407 red O-rings and three #7673 4-40 x 5/16" FHSScrews. We need to temporarily mount the fuel tank in the chassis so we can check the fit and alignment of the radio receiver. Find the tank's three matching holes on the chassis and push the screws through from the bottom and place an O-ring on each. Then install the tank onto the screws and tighten the screws just enough to hold the tank in place; do not overtighten! Now take your receiver and place it on the antenna/receiver mount to test the fit. There should be a small amount of space all around the receiver, nothing touching it. Then remove the receiver. Reinstall the receiver, using the servo tape on top of the antenna/receiver mount, keeping the same spacing you had during the trial fit, and press down firmly. **Note:** the fuel tank was removed in fig. 221 for clarity.

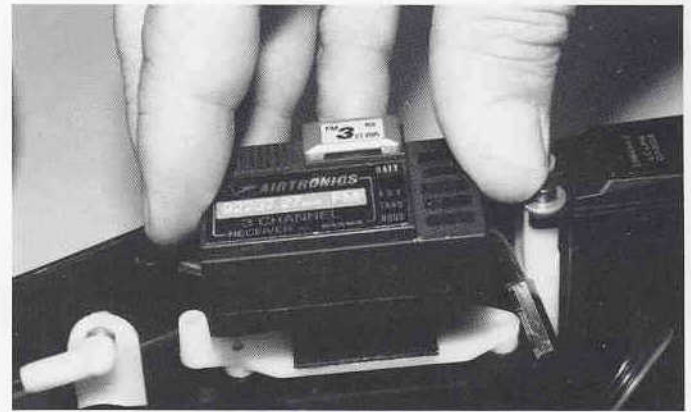
Remove the fuel tank and the mounting parts and put them back in the Fuel Tank bag. Unmount the #7528 antenna/receiver mount with receiver from the chassis. Feed your antenna wire up through the bottom of the mount. In bag #7-7 you will find two different sizes of plastic wire ties. Use the two large ones to hold the receiver to the mount.



**Fig. 220**

 #5407 red O-ring

 #7673 4-40 x 5/16"



**Fig. 221**



**Fig. 222**

**Fig. 223** Now reinstall the antenna receiver mount to the chassis.

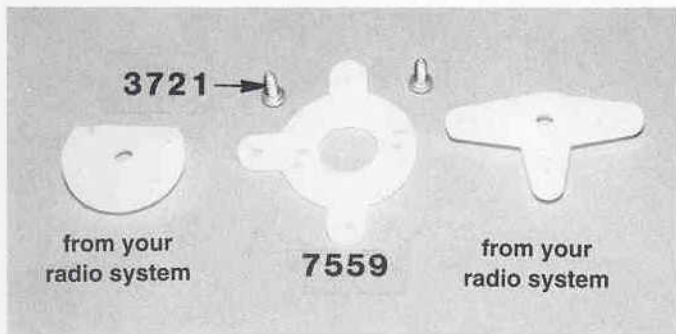


**Fig. 223**

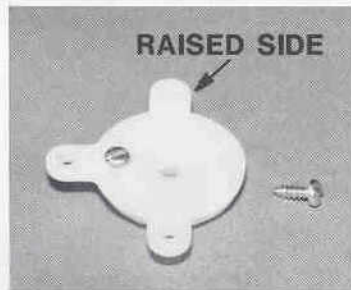
**Figs. 224 & 225** Open bag #7-15 and remove the #7559 special plastic servo horn adapter and two #3721 2-56 self tapping screws. Fig. 224 shows both a round and a "+" style stock servo horn as an example. **Note:** The photo shows the removal of one side of the servo horn to clear the brake locking collar. Depending upon your servo horn, you may have to trim away more of the servo horn to clear the throttle pivot. You can determine this after you have test fitted the throttle pivot to the servo horn adapter, figs. 227 & 228.

In the center of the #7559 servo horn adapter you will find four holes. Line up two of these holes with your stock servo horn and fasten the two 2-56 self tapping screws.





**Fig. 224**



**Fig. 225**

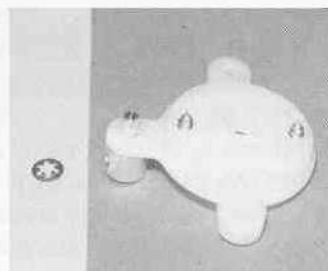
□ **Figs. 226, 227 & 228** In the same bag you will find the #7557 aluminum throttle pivot and the #7558 throttle pivot clip. Install the throttle pivot on the left hand side servo horn adapter as shown in fig. 227. Press the clip over the end of the throttle pivot so that the raised tabs in the center of #7558 clip are up, fig. 228. Do not push the clip on so far that the throttle pivot cannot rotate freely.



**Fig. 226**

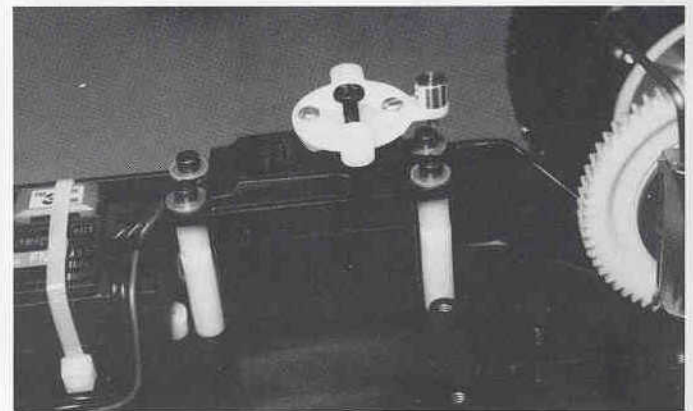


**Fig. 227**



**Fig. 228**

□ **Fig. 229** Install the servo horn assembly onto the servo so that the #7557 throttle pivot is facing the rear of the truck. Do not completely fasten the servo horn assembly just yet.



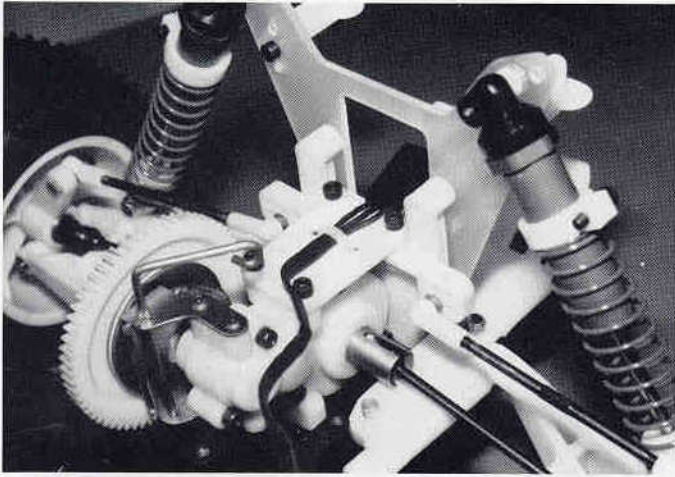
**Fig. 229**

□ **Figs. 230 & 231** Now we need to connect the on/off switch and servo wires to the receiver. The steering servo plug will plug into channel #1 ("rudder" or "rudd") of the receiver. Bundle up any excess wire close to the steering servo to keep it out of the way and prevent radio interference. Plug your throttle/brake servo into channel #2 ("throttle" or "thro"). Bundle up any excess servo wire close to the servo, making sure it cannot get damaged by the throttle or brake linkage. Locate your radio on/off switch and plug the receiver plug end into the battery ("batt") plug. Run the switch wire over the top of the transmission top brace. Use the two holes in the transmission brace to wrap a wire tie to hold down the switch, fig. 230. The other end connector of the on/off switch will go through the rear bulkhead to the receiver battery pack plug. *Note: In the photos we used a extension cable instead of an on/off switch and plugged or unplugged the battery connector in order to turn the truck on or off. A switch harness would install the same way.*



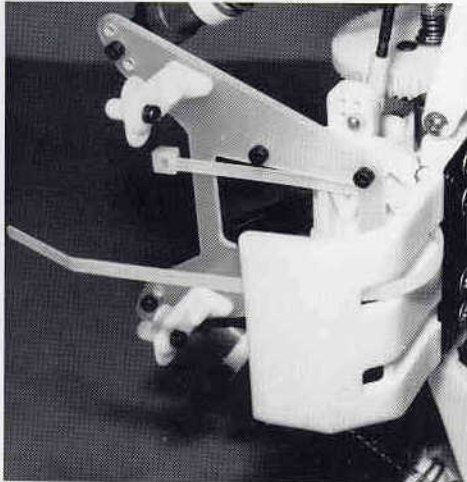
**Fig. 230**





**Fig. 231**

□ **Fig. 232** Go to bag #7-7 and remove two of the largest wire ties. We are going to secure the battery pack to the rear bumper. Take the tip of the wire tie and slide it through the center of the shock strut, then through the forward hole in the rear bumper, then up through the back hole as shown. Install the second wire tie the same way.

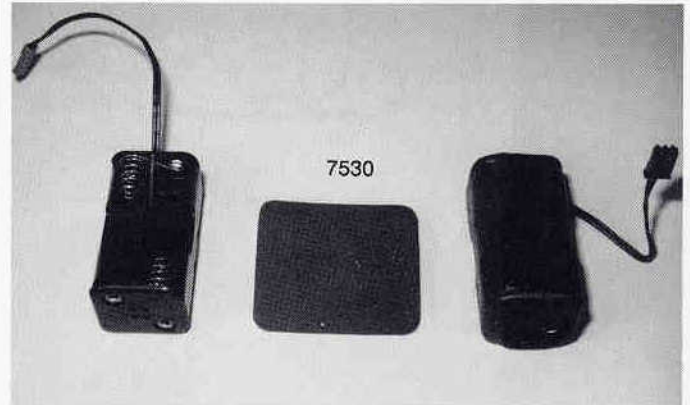


**Fig. 232**

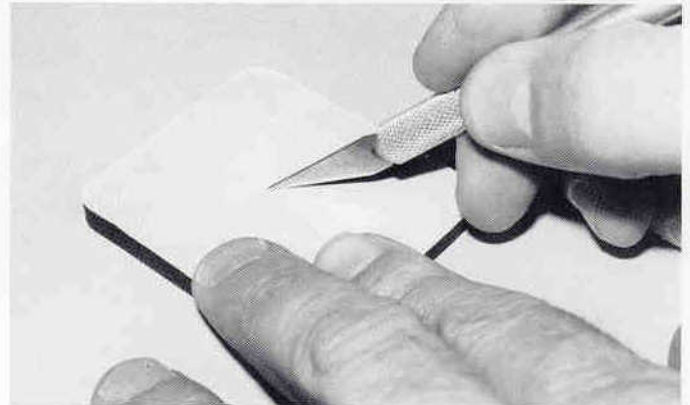
□ **Figs. 233, 234 & 235** In bag #7-7 you will find the #7530 black foam pad. Now locate your radio receiver pack. If you are going to use the stock four AA receiver pack that comes with most radios systems, and batteries, then stick the foam pad to the rear bumper. Cut out the parts of the foam pad where the wire ties are in order to install new wire ties easily.

If you are using any kind of ni-cad battery pack or ni-cad cells in the stock receiver pack, you can stick the foam pad to the receiver pack. Remove the paper backing of the foam pad by slicing the paper backing and flexing up the paper to peel it away. Then press the pad against the lower part of the rear shock strut and the rear bumper. Install the battery pack and wrap the ties around it, but before tightening, slide any excess wire under the wire ties, allowing enough loose wire to let you plug and unplug the battery connector easily. Now pull the wire ties tight and cut off the excess ends, fig. 235.

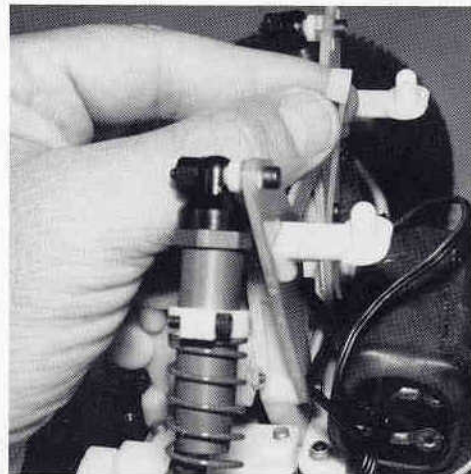
Now remove the plastic antenna tube from the kit box, slide it over the antenna wire and into the mount.



**Fig. 233**



**Fig. 234**

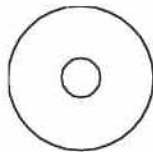


**Fig. 235**



□ **Figs. 240 & 241** (1) Mark and cut your body. Mark the body mounts and antenna holes accurately by mounting the body before you paint it. Use a marking pen. Use the short-bladed hobby scissors to cut out the wheel wells and other areas. (2) Clean the body with liquid dish soap. (3) Mask and paint your body.

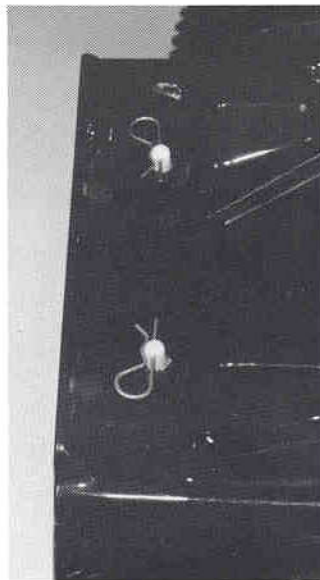
(4) From bag #7-5 remove the #6332 body clips and #7320 nylon body washers. Put the body washers on the four body mounts. (They help prevent the body clips from pulling through the Lexan in a collision.) Now place the body on the truck so that all four body mounts are coming through the body holes. Now install the body clips to hold down the body. Fig. 240 shows the rear mounting. Fig. 241 shows the front mounting.



#7320  
washer



#6332  
body clip



**Fig. 240**



**Fig. 241**





## SETUP SHEET for Team Associated's RC10GT

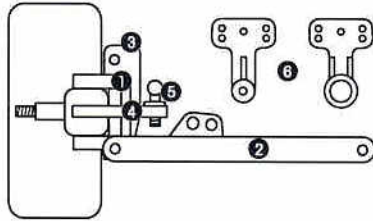
driver \_\_\_\_\_

track / city \_\_\_\_\_

event \_\_\_\_\_ date \_\_\_\_\_

### FRONT SUSPENSION

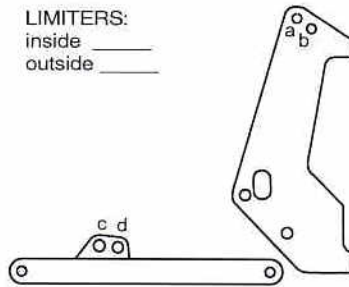
- 1 CASTER  5°  10°  15°  20°  25°  30°
- 2 FRONT RIDE HEIGHT  ARMS LEVEL  other \_\_\_\_\_
- 3 CAMBER \_\_\_\_\_°
- 4 TOE-IN \_\_\_\_\_°
- 5 BUMP STEER SPACERS \_\_\_\_\_
- 6 STEERING ACKERMAN  
 STD  OPTIONAL



### FRONT SHOCKS

- BODY  STD  GRAY  other \_\_\_\_\_  
 BODY  1.02  other \_\_\_\_\_  
 SHAFT  1.02  other \_\_\_\_\_  
 SHAFT  STD  Unobtainium

LIMITERS:  
 inside \_\_\_\_\_  
 outside \_\_\_\_\_



PISTON # \_\_\_\_\_

SPRING \_\_\_\_\_

OIL \_\_\_\_\_ wt

SHOCK MOUNTING  
 tower: a / b arm: c / d

### CLUTCH

INDICATE HOW CUT:

CLUTCH BELL TEETH/PITCH \_\_\_\_ T / \_\_\_\_ P

SPUR: \_\_\_\_\_ T

SHOES  2  4  other \_\_\_\_\_

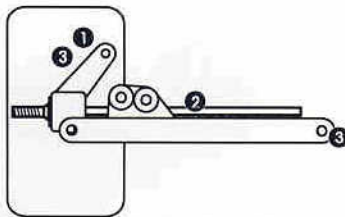


### REAR SUSPENSION

- 1 CAMBER \_\_\_\_\_°
- 2 REAR RIDE HEIGHT:  
 BONES LEVEL  other \_\_\_\_\_  
 MIP CVD's  DOGBONES  UNIVERSALS

3 TOE-IN total, per side:

- 3°  
 4.5°  
 6°



WHEELBASE  
 ADJUSTMENT



SHORT

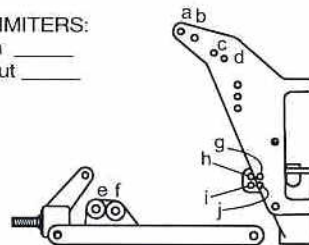


LONG

### REAR SHOCKS

- BODY  STD  GRAY  other \_\_\_\_\_  
 BODY  1.32  other \_\_\_\_\_  
 SHAFT  1.32  other \_\_\_\_\_  
 SHAFT  STD  Unobtainium

LIMITERS:  
 in \_\_\_\_\_  
 out \_\_\_\_\_



PISTON # \_\_\_\_\_

SPRING \_\_\_\_\_

OIL \_\_\_\_\_ wt

SHOCK MOUNTING  
 tower: a / b / c / d  
 arm: e / f

CAMBER LINK ADJ:  
 tower: g / h / i / j

### OTHER

WEIGHTS \_\_\_\_\_ (oz/gm) TIRE ADDITIVE  yes  no

BODY \_\_\_\_\_  SPOILER

FRONT TIRES \_\_\_\_\_ FOAM \_\_\_\_\_

REAR TIRES \_\_\_\_\_ FOAM \_\_\_\_\_

FRONT WHEELS  1 PC.  3 PC.  other \_\_\_\_\_

REAR WHEELS  1 PC.  3 PC.  other \_\_\_\_\_

CHASSIS:  STD  other: \_\_\_\_\_

RADIO \_\_\_\_\_ SERVO \_\_\_\_\_

ENGINE NAME \_\_\_\_\_

.12  .15  PULL START  NON PULL START

ENGINE TEMP: \_\_\_\_\_°

TUNED PIPE:  ASSOC.  other: \_\_\_\_\_

FUEL: \_\_\_\_\_ NITRO:  20%  other \_\_\_\_\_ %

CARB TYPE: \_\_\_\_\_  rotation  slide valve

CARB RESTRICTOR:  .190  .180  .170  NONE

GLOW PLUG TYPE: \_\_\_\_\_

SLIPPER SETTING:  STD  LOOSER  TIGHTER

### TRACK CONDITIONS

SURFACE:  smooth  bumpy BUMPS: \_\_\_\_\_

TRACTION:  low  med.  high

COMPOSITION:

- sandy  soft dirt  grass  clay  other \_\_\_\_\_  
 wet  dry  dusty  other \_\_\_\_\_

NOTES: \_\_\_\_\_

### RACE COMMENTS

MAIN \_\_\_\_\_ PLACE \_\_\_\_\_  TQ

NOTES \_\_\_\_\_

### TRUCK COMMENTS

NOTES \_\_\_\_\_