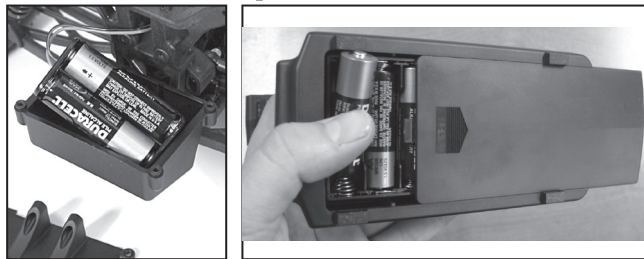


# SC10GT QUICK-START GUIDE

Before you start running your factory assembled SC10GT, please review your Instruction Manual and this Quick-Start Guide.

## 1. Install radio system batteries...



...into the truck (4 cells, non-rechargeable only) and transmitter (8 cells) as shown. Be sure to use high-quality alkaline or rechargeable NiCd or NiMh AA-size batteries (not included).

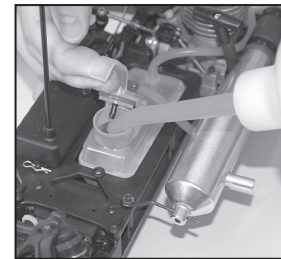
**DO NOT** use rechargeable AA-size batteries in the truck.

## 2. Oil the foam air...



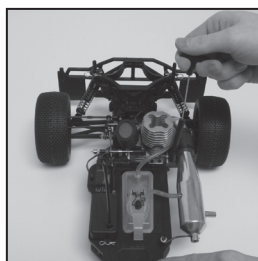
...cleaner element by treating them with a few drops of pre-filter oil (AE Part #7710). Work the oil into the filter inside a small plastic bag to minimize the mess.

## 3. Fill the tank with...



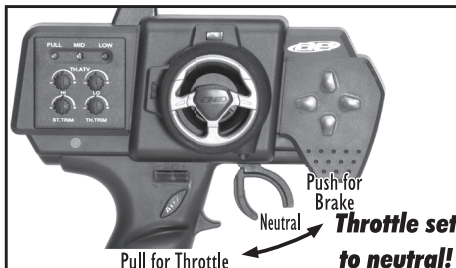
...an approved nitro fuel (see engine manual). Lift the lid on your truck's fuel tank, insert the full tube and slowly squeeze until the tank is full.

## 4. Carefully check pull start...

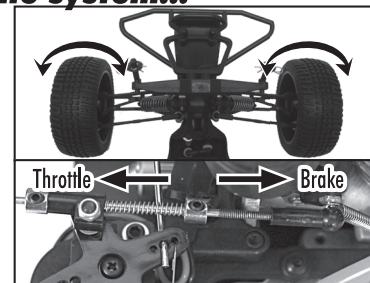


...rope length, making sure you never pull out the rope to its full length. Doing so can damage the pull starter. Quick, short pulls (7") are the best technique.

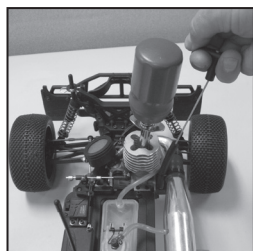
## 5. Check the operation of the radio system...



...by turning on your transmitter (ALWAYS FIRST) followed by the truck. Turning the transmitter wheel left and right should turn the truck's front tires left and right. Pulling the throttle trigger opens the carburetor and pushing the trigger applies the brakes. Release the trigger or steering wheel to allow that operation to go back to neutral.

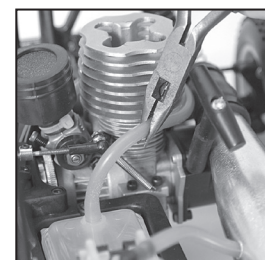
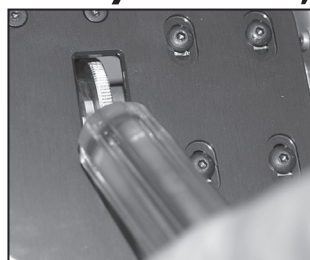


## 6. Start your truck by...



...attaching the glow plug igniter to the glow plug (in the head of the engine). Hold the truck steady and pull the starter cord in short, quick pulls until the engine fires, then remove the glow igniter.

## 7. To shut down your vehicle, ALWAYS...



...stop the engine before you turn off your transmitter!! You can stop the engine by pushing a piece of wood (or similar) against the flywheel underneath the truck or by pinching the fuel line leading to the carburetor. Do NOT try to stop the engine by plugging the exhaust outlet or by stopping the flywheel with your finger or thumb.

## Having trouble starting your vehicle?

Check our Quick Troubleshooting Guide or contact our Customer Support at:  
ph: (949) 544-7500 • fax: (949) 544-7501

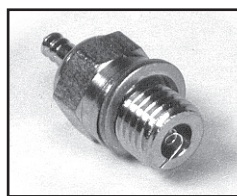
You may also find what you are looking for on our web site:  
[www.TeamAssociated.com](http://www.TeamAssociated.com) • [www.RC10.com](http://www.RC10.com)

# SC10GT TROUBLESHOOTING

**If you have trouble starting or keeping your RTR running, here's a quick checklist of what to look at first!**

<b>Description</b>	<b>Problem</b>	<b>Solution</b>
Engine will not start	Out of fuel .....	Refill fuel tank
	Contaminated fuel .....	Replace fuel
	Glow plug igniter not charged .....	Charge glow igniter or replace D-Cell battery
	Glow plug bad .....	Replace glow plug, see "Glow Plug Problems" section below
	Fuel not getting to carburetor .....	Open and close fuel tank lid twice to force fuel in the fuel lines. Also, check for blocked fuel lines and carb.
		Check carb settings
	Engine flooded .....	See "Flooding" section below
	Engine overheating .....	Allow engine to cool, richen fuel mixture, see "Fuel Mixture" section below
	Carburetor incorrectly adjusted .....	Re-adjust carburetor, see "Fuel Mixture" section below
	Exhaust blocked .....	Check exhaust to remove blockage
	Air cleaner blocked .....	Check air cleaner to remove blockage
Engine starts, then stalls	Idle speed set to low .....	Adjust idle speed screw, see "Fuel Mixture" section below
	Air bubbles in fuel line .....	Check for leaks in fuel line
	Glow plug is fouled .....	Replace glow plug, see "Glow Plug Problems" section below
Starter rope will not pull	Engine is flooded .....	See "Flooding" section below
	Engine is seized .....	Examine engine for damage

**Glow plug problems.** The glow plug in your engine must be replaced periodically to maintain peak performance and easy starting. Most starting problems or erratic performance can



be traced back to the glow plug. The easiest way to check for a faulty glow plug is simply install a new one and see if the problem goes away. However, to test the glow plug, remove the glow plug from the cylinder head with a 5/16" nut

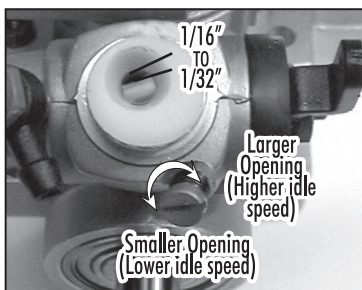
driver. Make sure there is no dirt on top of the head which could fall into the engine. Do not lose the copper gasket which seals the glow plug. Connect the glow plug to the glow igniter. All of the coils should glow bright orange. Sometimes, the first few coils will not glow, while the rest are bright orange.

This indicates a bad glow plug or low igniter battery. Try recharging the igniter, or replacing the glow plug.

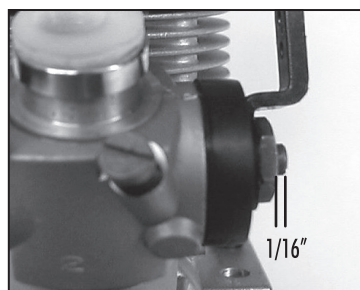
**Flooding.** Symptoms of a flooded engine include difficulty in starting, muffled sounds coming from the exhaust, pull starter won't

operate, and excess fuel draining from the exhaust outlet. Remove the glow plug with a 5/16" nut driver and also remove the air cleaner. Turn the truck upside down and pull the starter a couple of times to drain any excess fuel out of the engine and carburetor. Reinstall the glow plug and try starting again.

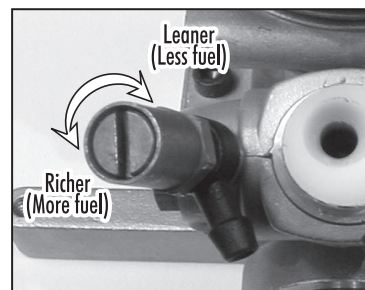
**Fuel mixture.** The fuel mixture is controlled by three different adjustments on the carburetor, and come pre-set from the factory (see photos below). Your engine should start and run slightly rich with these settings (rich is good for break-in). Tuning Tip: Always make sure you can see some exhaust smoke coming out of the exhaust outlet during operation. This is a good sign that enough fuel is getting to the engine. For further performance tuning information, see page 5 in your instruction manual.



Idle Speed:  
1/16" to 1/32" opening (.8 to 1.5mm)



Low Speed Mixture:  
1/16" of screw showing (1.5mm)



High Speed Mixture:  
2 1/2 turns out.

**If you suspect internal engine damage, refer to your warranty card for service instructions.**



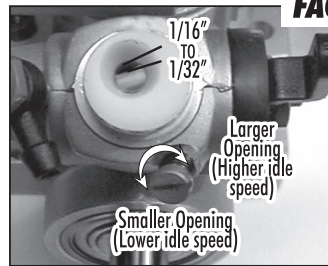
# SC10GT ENGINE BREAK-IN

## What to look for when running your first tank of fuel!

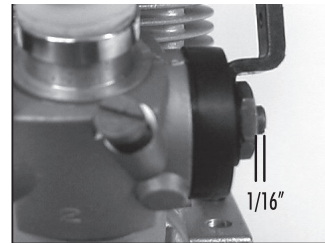
The key to breaking in your engine is patience. During the break-in period, your engine may appear to malfunction with problems such as stalling, inconsistent performance, and fouling out the glow plug. Don't give up... just keep running, applying the throttle on and off as smoothly as you can. Here are some points to remember during break-in:

1. Expect to replace the glow plug during the break-in period, and definitely when the engine is fully broken in.
2. Run the truck without the body for extra engine cooling during the break-in period. Then cut out body's front windshield and side window after the break-in period (see back of this sheet, "Cooling Tips for the SC10GT").
3. The idle speed should be set as high as possible without causing the truck to move. If necessary, adjust the idle speed screw as shown in the photo below to raise or lower the idle.
4. The standard high speed mixture and low-speed mixture settings of the carburetor vary slightly with each engine. The standard settings are shown below. Your engine should start and run somewhat rich with these settings (rich is good for break-in). Blue-white smoke coming from the exhaust is a good sign that the settings are rich. If there is little or no smoke, the settings are probably not rich enough. In that case, turn the high-speed mixture screw counter-clockwise 1/8 of a turn (see photo).
5. As the engine reaches normal operating temperature, it will speed up and performance will increase. This occurs because the fuel mixture is becoming more lean with the increased engine temperature. You might need to richen the fuel mixture 1/16 to 1/8 of a turn so the engine continues to run rich as described above.
6. Constantly test the engine for overheating. Use either an infrared temperature gauge or as an alternative, use the water method: place a drop of water (or saliva) on top of the cylinder head. If it sizzles away immediately, stop your engine and let it cool down. If it takes about 3 to 5 seconds for the water to boil away, the engine is within normal operating temperature. When using a temperature gauge, the temperature should be between 220 and 260 degrees.
7. Run your engine this way (rich) until you're just about out of fuel, bring your truck to a stop and shut off the engine, allowing it to cool for 8 to 10 minutes before starting it up again. Correct break-in will take about four tanks of fuel.

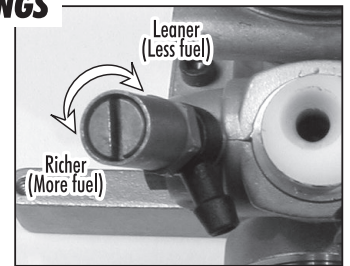
### FACTORY CARBURETOR SETTINGS



Idle Speed:  
1/16" to 1/32" opening (.8 to 1.5mm)



Low Speed Mixture:  
1/16" of screw showing (1.5mm)



High Speed Mixture:  
2 1/2 turns out.

### What to look for during tanks 2-4 as the engine breaks in:

*Engine may start running more rich as it breaks in.*

*Signs of running too rich will include:*

- More and more smoke may be seen coming from the exhaust outlet
- Engine may have a difficult time idling.
- The Engine top speed may decrease, and engine pitch will sound lower
- Engine continually fouls glow-plugs

If you encounter any of these symptoms, you may need to lean the high speed mixture setting by turning it 1/8 clockwise (see photo above).

*Watch for signs of overheating. These will include:*

- Steam or smoke coming from the engine surfaces
- Engine hesitates during hard acceleration, as if it's running out of fuel
- Popping or clattering sound when slowing down
- Idle speed will surge or possibly diminish to the point of stalling.
- Engine stops running and glow plug wire is burned, deformed, or missing.

If you encounter any of these symptoms, you may need to richen the high-speed mixture 1/8 to 1/4 counterclockwise or until symptoms stop. (see photo above).

**CAUTION:** If the engine stalls while you are driving due to an overheating condition, severe engine damage may have already occurred. Overheating is caused by the following errors:

- More and more smoke may be seen coming from the exhaust outlet
- Engine may have a difficult time idling.
- No air filter
- Loss of muffler pressure (line falls off, etc.)
- Excessive nitro content in the fuel
- Incorrect oil content in the fuel or poor quality of fuel
- Excessive loads on the engine (bound drive train or brakes engaged when throttle is on)

**Your engine will be short-lived if any of these conditions are allowed to occur for any length of time.**

# SC10GT ADDITIONAL INFO

## A COOLing Tip for the SC10GT!

We have some tips for you on how to keep your gas truck running **cool**!

1. Cut out the front windshield as shown, making sure you round off the corners of the hole instead of having sharp corners. This will prevent the body from cracking at the corners.
2. If you are running in hot weather, you may want to even cut out the side windows. Again, take care to round off the corners of your cut-out window, and start the cutout approximately 1/2" behind the window body post (see photo) to give the body enough support strength.
3. Be sure you have enough access areas in the body to use your glow-plug driver, and enough clearance to be able to make your engine adjustments.



## Gluing your Wheels and Tires

Here's the best way to glue your tires on the rims...

1. Install the tire inserts in the tires. Install the tire to the wheel.
2. Glue the tire to the wheel with tire-glue (#1597 cyanoacrylic glue) around the rim, one side at a time (make sure the first side you glue is completely dry before gluing the next side. Make sure the glue gets between the tire and wheel by pulling back the tire a small amount from the wheel. Do this very quickly before the tire glue has a chance to bond.
3. Install the wheel onto the axle and hex (make sure the wheel hex lines up with the axle hex). Thread on the locknuts.

**WARNING:** Follow the adhesive manufacturer's instructions for proper use and safety. Wear eye and hand protection.



We use and recommend  
#1597 Factory Team Tire Adhesive

Associated Electrics, Inc.  
26021 Commercentre Dr.  
Lake Forest, CA 92630 USA  
<http://www.TeamAssociated.com> <http://www.RC10.com>  
[http://twitter/Team\\_Associated](http://twitter/Team_Associated) <http://bit.ly/AEonFacebook>

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