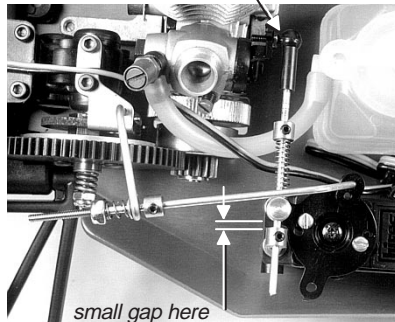


# #7560 RC10GT THROTTLE/BRAKE LINKAGE

## ASSEMBLE THE THROTTLE LINKAGE

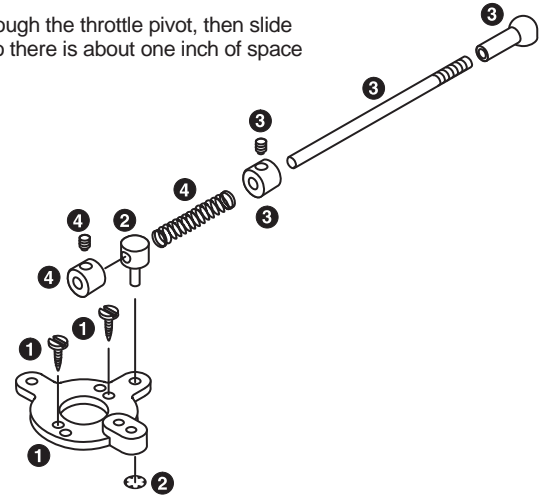
- 1 Attach the servo horn adapter to your servo with the two screws provided. See photo for proper orientation of adapter to your servo.
- 2 Push the aluminum throttle pivot through the hole shown and press the throttle pivot clip against the pin on the other side to hold the pivot to the adapter. The throttle pivot clip's inner teeth should flare away from the adapter when fastened properly.
- 3 Screw one ball cup onto the end of the throttle rod. Slide on a collar about an inch away from the ball cup and tighten it down with a set screw.

- 4 Slide on the spring. Slide the throttle rod through the throttle pivot, then slide on and fasten the second collar to the rod so there is about one inch of space between collars.
- 5 Snap the ball cup onto the carb's ball end.



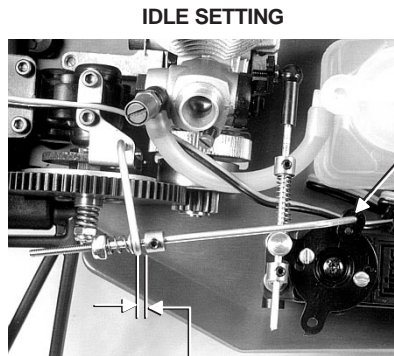
IDLE SETTING

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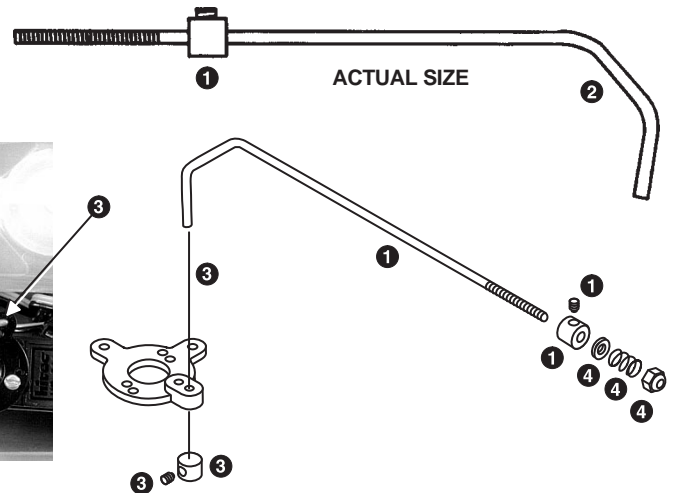
## ASSEMBLE THE BRAKE LINKAGE

- 1 Add a collar onto the second rod and secure it about 3/8" from the end of the threads.
- 2 Bend the brake rod according to the actual size drawing, including the angled bend at the short side. Cut the rod to the length shown in the drawing.
- 3 Drop the bent end of the brake rod through the adapter hole shown. Attach a collar with set screw to the end. Slide the other end of the rod through the disc brake cam.
- 4 Slide on a washer, then the spring, then the locknut.



IDLE SETTING

*small gap here*

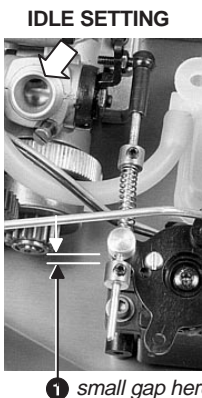


## ADJUST THE THROTTLE LINKAGE

- 1 Remove your air filter. Turn on the transmitter then the kit's electrics (not the engine). When at idle, adjust the collar near the adapter so there is up to 1/16" of space between the collar and pivot.
- 2 Apply full throttle. Your carb should be fully open. If it is not, then adjust the collar nearest the adapter. (You may also adjust your throttle trim.)
- 3 Now apply the brake. Your carb should be at idle position. The spring should not be completely compressed.

## ADJUST THE BRAKE LINKAGE

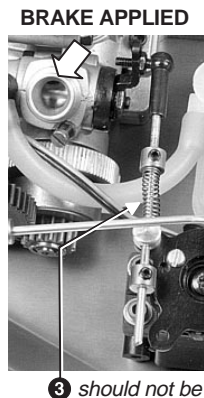
- 4 With no pressure on the throttle trigger (at idle), adjust the brake nut and spring so that the brake is applied slightly. You can test this by turning the spur gear. The spur gear will have some resistance to being turned. Also, keep about 1/16" gap between the collar and disc brake cam at idle.
- 5 Now pull the throttle. The brake should disengage immediately. **You do not want the brakes to be engaged while the carb is open or you'll damage the engine.**
- 6 Now apply the brake fully. Your brake should fully engage. The spur gear will be hard to move. If it is not, then adjust the collar.



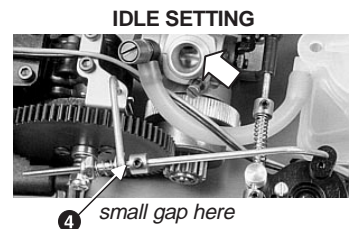
1 *small gap here*



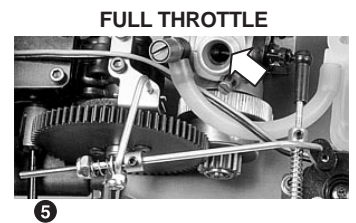
2



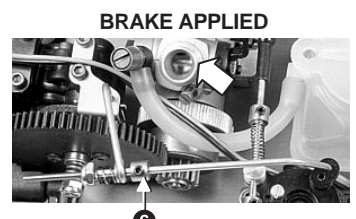
3 *should not be fully compressed*



4 *small gap here*



5



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