

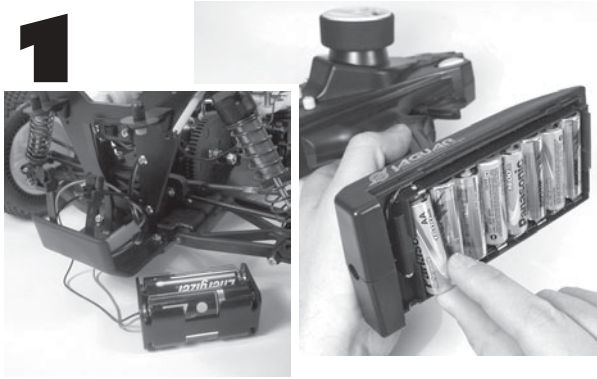
QUICK-START SHEET

NOTE:

Before you start running your GT RTR Plus, read your engine break-in instructions on the next page thoroughly. If you run your GT without following proper break-in procedure, you may damage your engine, fail to get maximum performance from your engine, or void your warranty.

Install radio system batteries...

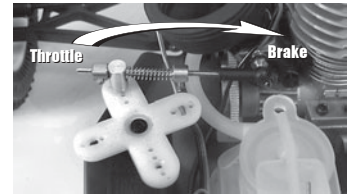
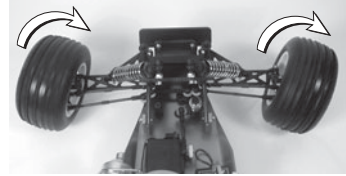
1



...Into the transmitter (8 cells) and truck (4 cells) as shown above. Be sure to use only high-quality alkaline or rechargeable Ni-Cd AA-size batteries.

Check operation of radio system...

2



...Turning your transmitter wheel makes the truck's front wheels steer left and right, and automatically return to center when transmitter wheel is released. Make sure that pulling transmitter trigger opens the carburetor throat, and pushing the trigger forward applies the rear wheel brakes.

Oil the foam air cleaner element...

3



...by treating the foam elements of your air filter with a few drops of pre-filter oil. Work the oil into the filter inside a small plastic bag to minimize the mess.

Carefully check pull start rope length...

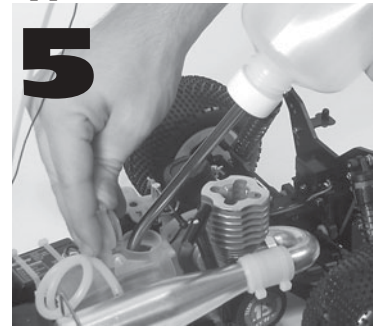
4



...making sure you never pull out the rope to its full length. Doing so can cause damage, and the rope may not retract. Quick, short pulls (12") on the starter are the best technique for starting your engine.

Fill the tank with one of the approved fuels...

5



Lift the lid on your truck's fuel tank, insert the fill tube, and slowly squeeze until tank is full. Be careful not to overflow, as spilled fuel may damage radio gear or brakes.

Get ready to fire it up!

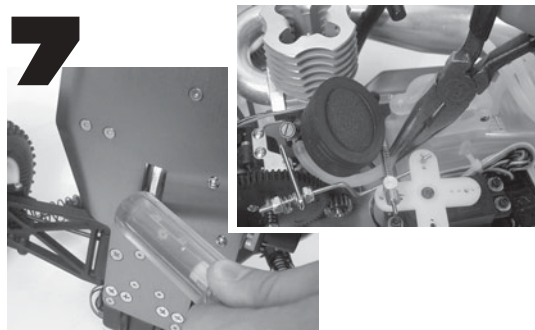
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Turn on the transmitter FIRST, then the truck's receiver switch. Attach glow plug igniter to the glow plug. Hold the front of the truck a little higher than the rear to aid fuel flow to the engine. Pull the starter with short, quick pulls until engine fires, then remove glow plug igniter.

Stopping the engine.

7



Always stop the engine before you turn the radio switches off. You can stop the engine by pushing a piece of wood 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.

Everything Okay?
Check out the
BREAK-IN TIPS
on the next page
before running
your engine
further.

Having Starting
Problems?
Check our QUICK
TROUBLESHOOTING
GUIDE, next page!

TROUBLESHOOTING

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

Description

Engine will not start

Problem

Out of Fuel..... Refill fuel tank
 Contaminated fuel..... Replace fuel
 Glow plug igniter not charged..... Charge Glow igniter
 Glow plug bad..... Replace glow plug, see "Glow Plug Problems" section below
 Fuel not getting to carburetor..... Open and close fuel tank lid twice
 Engine flooded..... See "Flooding" section below
 Engine overheating..... Allow engine to cool, richen fuel mixture, see "Fuel Mixture" section below
 Carburetor incorrectly adjusted..... Readjust carburetor, see "Fuel Mixture" section below
 Exhaust blocked Check exhaust to remove blockage
 Air cleaner blocked..... Check air cleaner, remove blockage

Solution

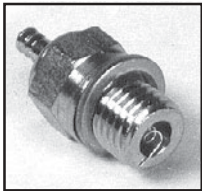
Engine starts, then stalls

Idle speed set too 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



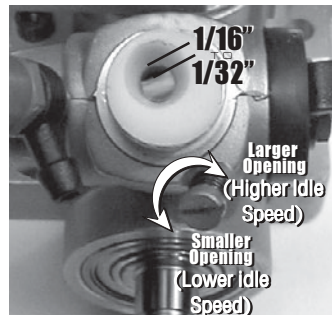
the head which could fall into the engine. Do not lose the copper gasket which seals the glow plug.) Connect the glow plug to the glow igniter. All of the coils should glow bright orange. Sometimes, the first few coils will not glow, while the rest are bright orange. This indicates a bad glow plug or 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

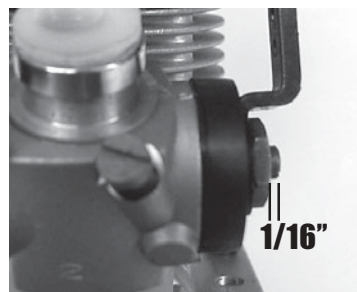
starter won't operate, and excess fuel draining from the exhaust outlet. Remove the glow plug with a 5/16" nut driver and also remove the air cleaner. Turn the truck upside down and pull the starter a couple of times to drain any excess fuel out of the engine and carburetor. Reinstall the glow plug and 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.

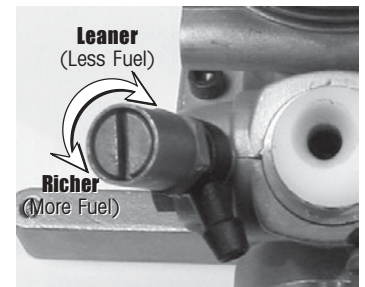
FACTORY CARBURETOR SETTINGS



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



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



High Speed Mixture: 2 1/2 turns out

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

Engine Break-In Tips

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:

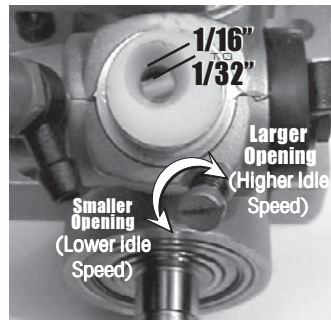
1. Expect to replace the glow plug during the break-in period, and definitely when the engine is fully broken in.
2. Run the truck without the body for extra engine cooling during the break-in period. Then cut out body's front windshield and side window after the break-in period.
3. The idle speed should be set as fast as possible without causing the truck to move. If necessary, adjust the idle speed screw as shown in the photo below.
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 this 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 accessory head temperature gauge (these are expensive, but worth every penny) or as an alternative, use the water method: place a drop of water on top of the cylinder head. If it sizzles away immediately, stop your engine and let it

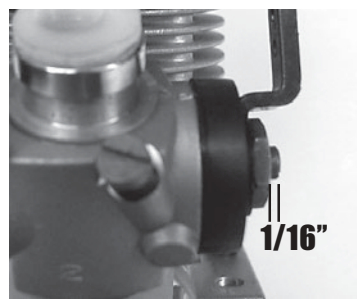
cool down. If it takes about 3 to 5 seconds for the water to boil away, the engine is within normal operating temperature. When using a temperature gauge, the temperature should always be between 220 and 280 degrees.

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.**

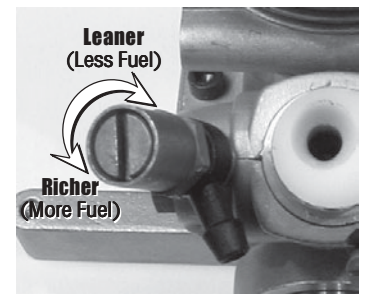
FACTORY CARBURETOR SETTINGS



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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:

- Fuel mixture is not rich enough
- Air leak around carburetor
- 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.

A COOLing Tip for the RC10GT!

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.

Round off the corners of your cut-out windows!



RC10GT PERFORMANCE OPTIONS:

| | | | | | |
|-------|--|--------|-------|-----------------------------------|-------|
| 6220B | Factory Blue Inline Front Axles..... | 7.50 | 7710 | Pre-Filter Treatment..... | 2.50 |
| 7216 | Front Shock Tower, Graphite | 12.00 | 7712 | Silver .190 Carb Restrictor..... | 3.50 |
| 7656 | Rear Shock Tower, Graphite..... | 17.00 | 7713 | Blue .180 Carb Restrictor..... | 3.50 |
| 1280 | GT Factory Blue Titanium Turnbuckles..... | 30.00 | 7714 | Black .170 Carb Restrictor..... | 3.50 |
| 1580 | Truck Front Spring Set (5 pair) | 13.99 | 9156B | Blue Servo Saver Tube & Nut | 6.50 |
| 1582 | Truck/Buggy Rear Spring Set (5 pair) | 13.99 | 7561B | Aluminum Brake Adapter, Blue..... | 5.00 |
| 1620 | GT Titanium Hinge Pin Set..... | 18.00 | 7193 | GT Tuning Guide..... | 3.95 |
| 1520 | GT Titanium Turnbuckle/Hinge Pin Combo..... | 46.00 | 29060 | Black Cylinder Head..... | 44.95 |
| 1771 | Torque-tuned Side Exhaust Blue Muffler (kit std.)...31.99 | | 29061 | Blue Cylinder Head..... | 44.95 |
| 1772 | Torque-tuned Side Exhaust Natural Muffler (kit std.)...31.99 | | 29062 | Purple Cylinder Head..... | 44.95 |
| 1773 | Torque-tuned Side Exhaust Black Muffler (kit std.)...31.99 | | | | |
| 1774 | RPM-tuned Side Exhaust Blue Muffler | 31.99 | | | |
| 1775 | RPM-tuned Side Exhaust Natural Muffler..... | 31.99 | | | |
| 1776 | RPM-tuned Side Exhaust Black Muffler | 31.99 | | | |
| 7675 | GT Blue Aluminum Screw Set..... | 17.00 | | | |
| 7701 | GT Bearing set, PTFE..... | 105.00 | | | |
| 7748 | Black P/Start Manifold..... | 20.00 | | | |
| 7756 | Black Non-PS Manifold..... | 20.00 | | | |
| 7749 | Chrome P/Start Manifold..... | 20.00 | | | |
| 7757 | Chrome Non-PS Manifold..... | 20.00 | | | |
| 7750 | Blue P/Start Manifold..... | 20.00 | | | |
| 7758 | Blue Non-PS Manifold..... | 20.00 | | | |
| 7751 | Purple P/Start Manifold..... | 20.00 | | | |
| 7759 | Purple Non-PS Manifold..... | 20.00 | | | |

