

# MONSTER GT

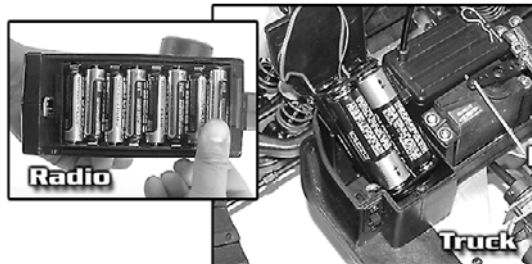
# QUICK-START GUIDE

## NOTE:

Before you start running your factory assembled Monster GT, review your instruction manual and this quick-start sheet.

## 1 Prepare your truck for operation.

Install batteries.



Oil the foam air cleaner element.

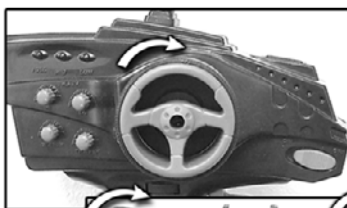


Knead in bag with capful of PreFilter Treatment.

Thread the antenna into the transmitter.



## 2 Check operation of radio system.



Turning the wheel right should turn the tires right.



Pulling the trigger should open the carburetor throat, pushing the trigger should apply the brakes.



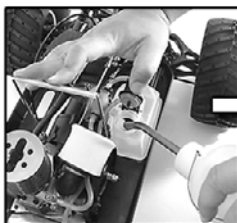
Reverse Button

Forward Gear Position

Check to make sure the truck is set in the forward gear (see photo). If it is not, press the Reverse Button to set in the forward gear.



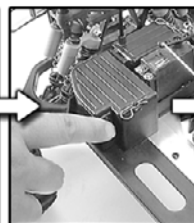
## 3 Prepare to start your truck.



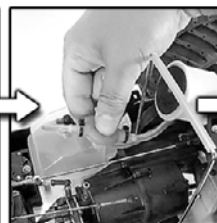
Fuel your truck.



Turn on the radio.



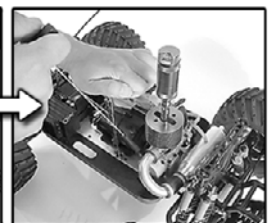
Turn on the truck.



Prime the engine.

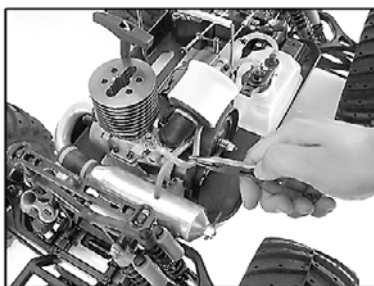


Install the glow igniter.



Pull the pull start.

## 4 Stopping your truck.



Always stop the engine before you turn the radio switches off. You can stop the engine 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 problems?  
Check our  
QUICK TROUBLESHOOTING GUIDE  
on the next page!**

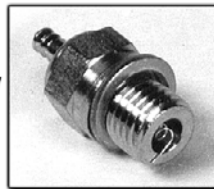


# TROUBLESHOOTING

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

Description	Problem	Solution
Engine will not start.	Out of fuel.....	Fill 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.....	Re-adjust carburetor, see "Fuel Mixture" or "Factory Carburetor Settings" section below.
	Exhaust blocked.....	Check exhaust, remove blockage.
Air cleaner blocked.....	Check air cleaner, remove blockage.	
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 to simply install a new one and see if the problem is corrected.



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 white. 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

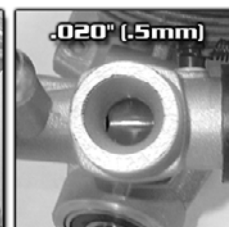
cleaner. Turn the truck upside down and pull the starter a couple of times to drain the excess fuel out of the engine and carburetor. Re-install the glow plug and try starting again.

**Fuel Mixture.** The fuel mixture is controlled by three different adjustments on the carburetor, and should come preset 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.



Low Speed Mixture:  
6<sup>1/2</sup> turns out  
Clockwise = Leaner  
Counterclockwise - Richer



Idle speed:  
.020" (.5mm)  
Adjust Idle Screw until  
.5mm is obtained.



High Speed Mixture:  
2<sup>3/4</sup> turns out  
Clockwise = Leaner  
Counterclockwise - Richer