



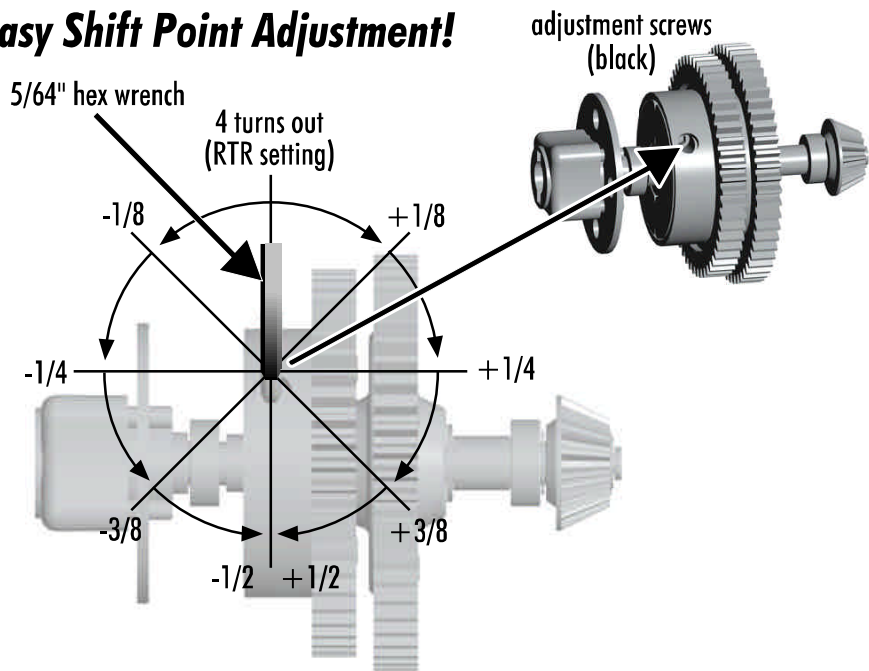
Two-Speed Transmission Adjustment Tips!

Before adjusting your NTC3 Two-Speed Transmission:

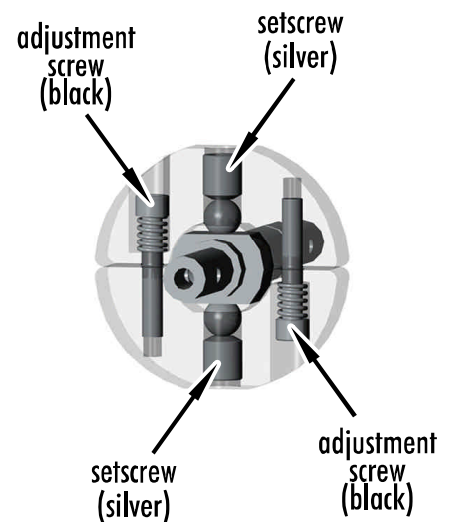
Make sure you have read and followed the procedures explained in Sections 2, 3 and 4 of your AE Engine Guide.

The NTC3 RTR Two-Speed Transmission is preset to shift when the engine is "broken-in" and operating at normal temperature. The Two-Speed will not function unless the engine is correctly "broken-in" & tuned. If your NTC3 Two-Speed is not shifting, or you would like to change the shift point, follow the steps below to fine tune the shift point for your track conditions.

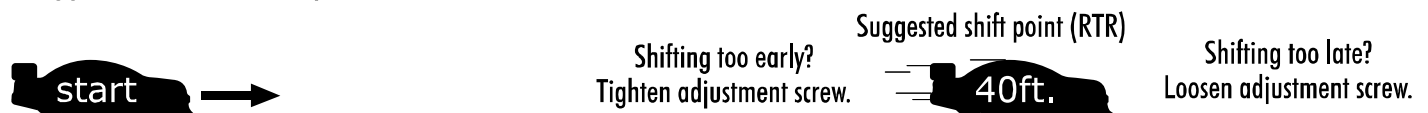
Easy Shift Point Adjustment!



Which screw is which???



Once you have finished the engine "break-in" and tuning procedures, start your engine and allow it to warm up to its correct operating temperature (see engine manufacturer spec sheet). From a stopped position, accelerate in a straight line away from you. Your NTC3 should shift at about 40 feet. If your vehicle shifts sooner than 40 feet, tighten the adjustment screw (black) approximately 1/4 turn (make sure you do this to BOTH black adjustment screws of the two-speed!). If it shifts farther than 40 feet, loosen the adjustment screw approximately 1/4 turn. Continue to do this until your vehicle shifts at about 40 feet. This is the suggested standard shift point for the NTC3 RTR.



NOTE: The 40 feet shift point is the standard setting for the NTC3 RTR. However, this setting is variable and can be adjusted to match whatever engine you are using.

Below are some recommended adjustment screw setting for different engines.

- 1) NTC3 RTR+ with AE .15 Engine: standard setting - 4 turns out from tightened position.
- 2) Racing rear exhaust .12 Engine: standard setting - 3 1/2 turns out. These include Picco, Sirio, Nova Rossi, etc.
- 3) Outlaw rear exhaust .12 Engine: standard setting - 3 turns out. These include highly modified Racing .12 engines.

CAUTION: When checking the adjustment screw "turns-out" setting, use caution when completely tightening the screws, as the two-speed springs could be damaged.