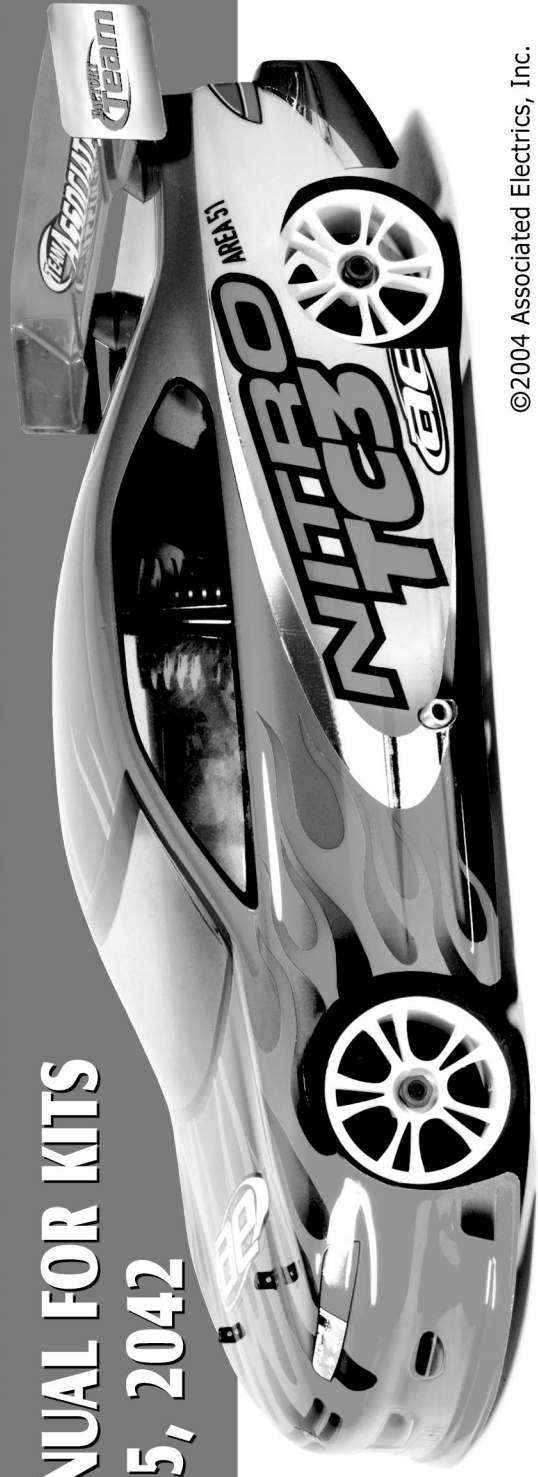


ASSOCIATED 1:10 SCALE NITRO 4WD ON ROAD MANUAL

NITRO



**INSTRUCTION MANUAL FOR KITS
#2033, 2034, 2035, 2042**



NITRO TC3

ALREADY ASSEMBLED!

RTR PLUS #2042

Includes:
 Oil-filled shocks
 Precision rubber-sealed bearings.
 Tuned pipe and manifold
 Universal driveshafts
 6061 T-6 aluminum chassis
 Fuel bottle
 Glow igniter

TEAM KIT #2034/#2035

Includes:
 Blue aluminum shocks
 Precision rubber-sealed bearings
 Tuned pipe and manifold
 Aluminum MIP CVD's
 Pro-Line wheels & tires
 6061 T6 aluminum chassis

FACTORY TEAM KIT #2033

Includes:
 Factory Team Blue aluminum threaded shock bodies, VCS Macro shocks
 Factory Team front one-way
 Factory Team Precision PTFE-sealed bearings
 Factory Team Blue anodized pipe and manifold
 Aluminum MIP CVD's
 Factory Blue Titanium turnbuckles
 Factory Team Graphite components set
 Factory Team blue aluminum screws

REQUIRED EQUIPMENT TO RUN YOUR NITRO TC3

for the RTR Nitro TC3 Plus #2042:

Model car fuel.
 12 AA batteries.

for the pull start version of Team Kit #2034:

Glow plug starter.
 Model car fuel.
 Fuel bottle.
 Receiver battery pack.
 Glow plugs (AE #MC-59).
 R/C two channel surface frequency radio system with two servos.
 .12 or .15 c.i. glow fuel R/C engine.
 200mm touring car body.

for the non pull start version of Team Kit #2035:

Glow plug starter.
 Model car fuel.
 Fuel bottle.
 Receiver battery pack.
 Glow plus AE #MC-59).
 Starter box or electric hand starter with car starter donut.
 12 volt battery for starter system.
 R/C two channel surface frequency radio system with two servos.
 .12 or .15 c.i. flow fuel R/C engine.
 200mm touring car body.

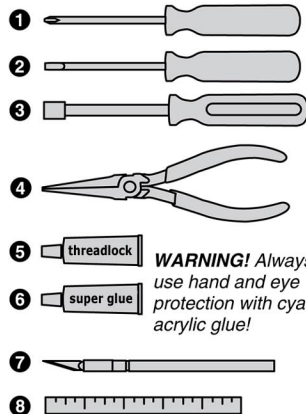
for the Factory Team Kit #2033:

Glow plug starter.
 Model car fuel.
 Fuel bottle.
 Receiver battery pack.
 Glow plus AE #MC-59).
 Starter box or electric hand starter with car starter donut.
 12 volt battery for starter system.
 R/C two channel surface frequency radio system with two servos.
 .12 or .15 c.i. flow fuel R/C engine.
 200mm touring car body.

YOU WILL NEED THESE TOOLS TO ASSEMBLE YOUR KIT

- 1 Phillips screwdriver #2.
- 2 1/8" flat head screwdriver.
- 3 5/16" driver or glow plug wrench.
- 4 Needlenose pliers.
- 5 Thread locking compound (#1596 Locking Adhesive or equivalent)
- 6 Super glue or tire adhesive (#1597).
- 7 Hobby knife **WARNING!** This knife cuts plastic and fingers with equal ease, so be careful.
- 8 Precision ruler.

YOUR ENGINE MAY REQUIRE TOOLS NOT LISTED HERE.



WARNING! Always use hand and eye protection with cyano-acrylic glue!

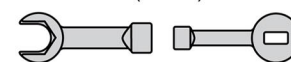
TOOLS SUPPLIED

Allen wrenches (#6950)

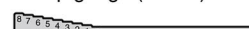
1/8", 3/32", 5/64"

Clutch nut wrench (#1721)

Molded tools (#6956):



Droop gauge (#3987)



Camber/toe-in gauge (#1719)



WARNING!

Do not use a power screwdriver to install screws into nylon, plastic, or composite materials. The fast rotation speed can heat up the screws being installed. They can break the molded parts or strip the threads during installation.



Track width/ride height tool (#1719)



BEFORE BUILDING

OPEN THE BAGS IN ORDER

The assembly is arranged so that you will open and finish that bag before you go on to the next bag. Sometimes you will have parts remaining at the end of a bag. These will become part of the next bag.

LEFT AND RIGHT

When we refer to left and right sides of the car, we are referring to the driver's point of view while sitting in the car.

SUPPLEMENTAL SHEETS

Improvements to our kits, if any, will be noted in supplementary sheets located in a parts bag or inside the kit box. Check the kit box before you start and each bag as it is opened. When a supplement is found, attach it to the appropriate section of the manual.

◀1:1▶ = Actual part size. x2 = Quantity per step.
REAR x2 = Do entire step twice. ! = Pay attention to this detail.
RTR: 9181 = Part numbers for RTR vehicles.

Bag A

1:1

3857, qty 3 short special ball end, black

2228, qty 1 swing rack

2228, qty 1 swing rack arm

1

1:1

2228, qty 1 .125 x .250 rack shim

1:1

6918, qty 1 4-40 x 1/2 bhcs

1:1

4449, qty 1 4-40 locknut

3929, qty 1 FT only, 6587, qty 1 spring

2

1:1

2229, qty 2 4-40 x 7/16 bhcs

1:1

2229, qty 2 pivot post

1:1

7337, qty 2 washer

2228, qty 2 swing rack bellcrank arm

3

1:1

6291, qty 2 4-40 x 1/4 fhcs

2229, qty 2 swing rack mounting post

2224, qty 1 FT only, 1752, qty 1 NTC3 chassis

Threadlock #1596 RECOMMENDED

4

1:1

2234, qty 2 FT only, 1714, qty 2 3/16 x 5/16 bushing

1:1

2234, qty 2 FT only, 1714, qty 2 1/8 x 1/4 bushing

6472, qty 2 nylon locknut

5

Bag B

1:1

2240, qty 2 5-40 x 7/16 fhcs

2275, qty 1 front arm rear mount

1

1:1

2240, qty 2 5-40 x 7/16 fhcs

2223, qty 1 front bumper/arm mount

2233, qty 2 FT only, 2236, qty 2 front a-arms, right & left

2242, qty 2 hinge pin

2

Steps 3-5, Factory Team Only

1:1

3862, qty 2 5-40 x 1/8 set screw

1715, qty 2 blade roll bars

1717, qty 2 aluminum blade roll bar mounts

3

1:1

4334, qty 4 2-56 x 5/16 bhcs

4

adjust the blades until ball and cup are centered down the center of the chassis.

ROLL BAR TUNING

Vertical
less steering

Horizontal
more steering

5

1:1
3865, qty 2
set screw

↑ Screw out,
smaller number,
more Droop

Adjust Droop

↓ Screw in,
larger number,
less Droop

Droop Screw

Front arms rest on step 4.

6

2275, qty 1
rear arm front
mount

1:1
2240, qty 2
5-40 x 7/16 fhcs

Rear

7

1:1
2240, qty 2
5-40 x 7/16 fhcs

2242, qty 2
hinge pin

2238, qty 2
FT only, 2339, qty 2
rear a-arms,
right & left

2275, qty 1
rear arm rear
mount

Rear

8

1:1
3865, qty 2
set screw

↑ Screw out,
smaller number,
more Droop

Adjust Droop

↓ Screw in,
larger number,
less Droop

Droop Screw

Rear arms rest on step 3.

9

Bag C

2329, qty 2
FT only, qty 1
ring gear

1:1
6581, qty 24
FT only, qty 12
3/32 diff balls

Stealth #659!

1

1:1
2331, qty 4
FT only, qty 2
drive ring

2328, qty 2
FT only, qty 1
short outdrive

Stealth #659!

NOTE: Remove any oil residue thoroughly before applying Stealth lube!

2

2331, qty 4
FT only, qty 2
drive ring

2328, qty 2
FT only, qty 1
long outdrive

Stealth #6591

NOTE: Remove any oil residue thoroughly before applying Stealth lube!

3

6575, qty 2
FT only, qty 1
diff bolt

6574, qty 12
FT only, qty 6
thrust balls

6573, qty 4
FT only, qty 2
thrust washer

Black Grease #6386

4

5

2332, qty 2
FT only, qty 1
friction disc

6909, qty 4
FT only, qty 2
3/16 x 5/16
bearing

2331, qty 4
FT only, qty 2
drive ring

6573, qty 4
FT only, qty 2
thrust washer

6

2330, qty 2
FT only, qty 1
T-nut

6582, qty 2
FT only, qty 1
diff spring

0 Fully tightened position

5/64" Allen wrench installed in diff bolt

-1/8

-1/4 Standard setting for FRONT DIFF

-3/8

-1/2 Standard setting for REAR DIFF

-5/8

-3/4

	-1/8	-1/4	-3/8	-1/2	-5/8	-3/4
Result	Diff Tighter			Diff Looser		
FRONT DIFF	Less Steering			More Steering		
REAR DIFF	More Steering			Less Steering		

CAUTION: Do not turn the diff bolt out more than 3/4 of a turn.

7

3976, qty 4
FT only, 1711, qty 2
3/8 x 5/8 bearing

2293, qty 4
FT only, qty 2
outdrive shim

3976, qty 4
FT only, 1711, qty 2
3/8 x 5/8 bearing

2293, qty 4
FT only, qty 2
outdrive shim

8

1732, qty 1
HD oneway ring gear

9146, qty 4
2-56 x 3/16 bhcs

1728, qty 1
HD oneway hub w/bearings

1732, qty 1
HD oneway ring gear

9146, qty 4
2-56 x 3/16 bhcs

Factory Team Only

9

1728, qty 2
3/8 x 5/8 bearing

1728, qty 2
outdrive shim

1730, qty 2
outdrive cup

5407, qty 2
red o-ring

1728, qty 2
3/8 x 5/8 bearing

1728, qty 2
outdrive shim

1730, qty 2
outdrive cup

5407, qty 2
red o-ring

Factory Team Only

10

3920, qty 1 front input shaft

2291, qty 1 dowel pin

6299, qty 1 small e-clip

2293, qty 2 input shaft shim

3977, qty 1 FT only, 6906, qty 1 3/16 x 3/8 bearing

3903, qty 1 drive pinion

Trim any burrs from this edge of the drive pinion with a hobby knife.

11

3977, qty 1 FT only, 6906, qty 1 3/16 x 3/8 bearing

2293, qty 1 input shaft shim

2291, qty 1 dowel pin

2270, qty 1 drive cup

6920, qty 1 4-40 x 3/16 bhcs

front input shaft assembled
PLEASE COMPARE YOUR ASSEMBLY CAREFULLY

12

2290, qty 2 two speed shoe

2290, qty 2 M4 x 4mm set screw (silver)

2290, qty 2 5/32" ball

Stealth #6591

Trim any burrs from this edge of the holes with a hobby knife.

13

2290, qty 2 2-56 x 9/16 adjustment screw

2290, qty 2 adjustment spring

2286, qty 1 input shaft

set screw (silver)

Insert the screw and spring into the shoes and tighten the screws gently until they are fully compressed. Now, turn each screw 3 1/2 turn **counter clockwise**. Adjust both screws equally.

To adjust the pressure of the set screw: Adjust the set screws equally so that the ball is just touching the flats on the input shaft as shown.

NOTE: If the shoe assembly rocks on the shaft, tighten the set screws (equally) so the balls are touching the flats, but not enough to spread the shoes apart. If the shoes start to spread apart, loosen the set screws (equally) to take pressure off the ball.

14

6920, qty 3 4-40 x 3/16 bhcs

2287, qty 1 two speed housing

2264, qty 1 50T spur gear FT only, 2263, qty 1 48T spur gear

Threadlock #1596

Racer's Tip: After running your car for a tank of fuel, remove your two-speed housing and clean any oil or residue from inside the housing and outside the shoes to ensure consistent shifting.

15

2661, qty 1 3/16 large e-clip


6920, qty 3 4-40 x 3/16 bhcs


2288, qty 1 one-way hub


2266, qty 1 54T spur gear


gear mounts to shoulder side

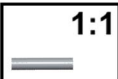
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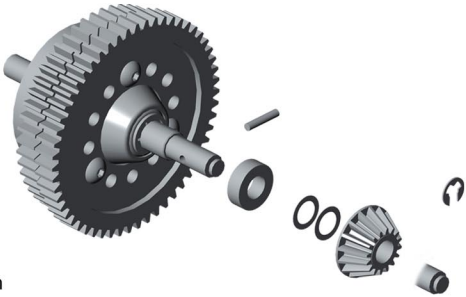
 **1:1**
 3977, qty 1
 FT only, 6906, qty 1
 3/16 x 3/8 bearing

 **1:1**
 6299, qty 1
 small e-clip

 **1:1**
 2293, qty 2
 input shaft
 shim



 3903, qty 1
 drive pinion


 **1:1**
 2291, qty 1
 dowel pin





Trim any burrs from this edge of the drive pinion with a hobby knife.


17


 **1:1**
 5407, qty 1
 red o-ring


 **1:1**
 6920, qty 1
 4-40 x 3/16 bhcs

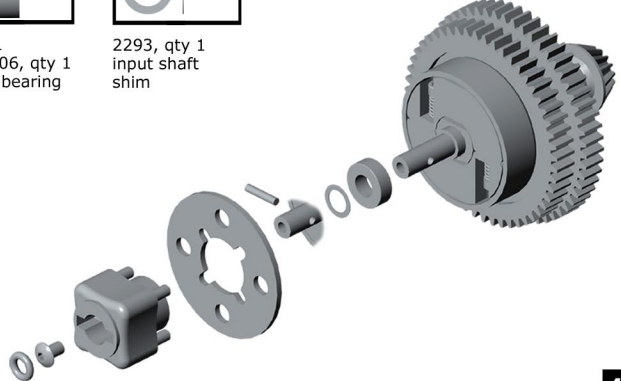

 2270, qty 1
 drive cup


 2281, qty 1
 brake disc


 **1:1**
 2291, qty 1
 dowel pin


 **1:1**
 3977, qty 1
 FT only, 6906, qty 1
 3/16 x 3/8 bearing


 **1:1**
 2293, qty 1
 input shaft
 shim

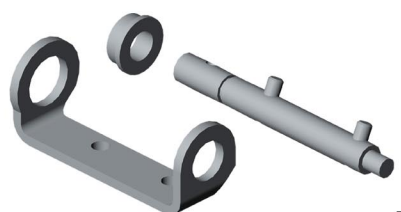


18



 2276, qty 1
 brake cam

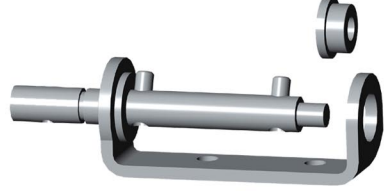

 2274, qty 1
 brake bracket

 **1:1**
 6863, qty 1
 FT only, 1709, qty 1
 flanged bushing
 3/16 x 5/16





19

 **1:1**
 2277, qty 1
 FT only, 1709, qty 1
 flanged bushing
 1/8 x 1/4





20

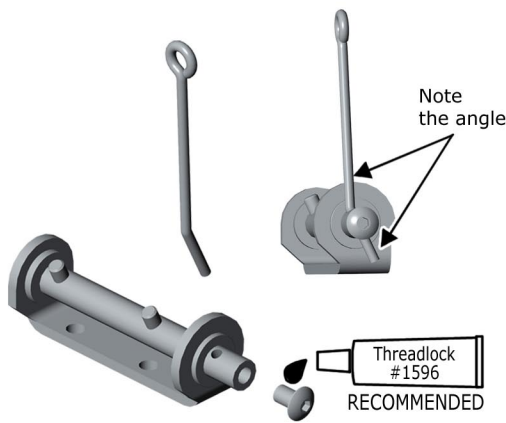
 **1:1**
 2661, qty 1
 3/16 large e-clip



21


 2280, qty 1
 brake cam
 lever wire


 **1:1**
 6920, qty 1
 4-40 x 3/16 bhcs




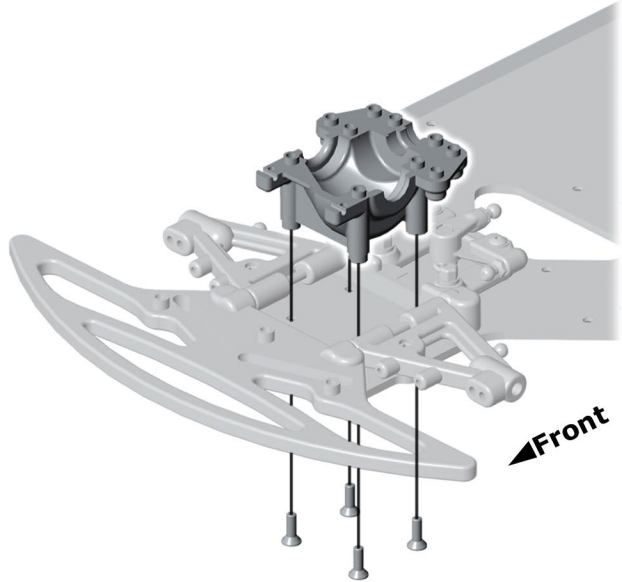
Note the angle

Threadlock #1596 RECOMMENDED

22

 **1:1**
 6292, qty 4
 4-40 x 3/8 fhcs


 2368, qty 1
 lower transmission
 case



Front

23

2368, qty 1
upper transmission case

7874, qty 6
4-40 x 7/16 shcs

Install differential for RTR and Team kits.

Stealth #6951

Install one-way for Factory Team kits.

Stealth #6951

Front

24

6922, qty 2
4-40 x 1/2 fhcs

6291, qty 2
4-40 x 1/4 fhcs

2278, qty 2
brake pad

2269, qty 1
FT only, 1706, qty 1
center bulkhead

Threadlock #1596

steel side facing bulkhead

bulkhead

steel side away from bulkhead

brake cam assembly

Front

25

6292, qty 4
4-40 x 3/8 fhcs

2368, qty 1
lower transmission case

Rear

26

7874, qty 6
4-40 x 7/16 shcs

2368, qty 1
upper transmission case

1712, qty 1
main drive shaft

NOTE:
Make sure the brake disc is placed between the brake pads.

brake disc

brake pads

Stealth #6951

Front

27

6924, qty 2
4-40 x 3/8 shcs

2269, qty 1
bearing cap

NOTE:
Threadlock on Factory Team kits only

Front

28

Bag D

6922, qty 2
4-40 x 3/8 fhcs

6917, qty 4
4-40 x 3/8 bhcs
FT only, 6860, qty 4
4-40 x 3/8 shcs
blue aluminum

2254, qty pr
FT only, 2255, qty pr
front chassis braces,
left & right

Rear

1

1:1
6292, qty 2
4-40 x 3/8 fhcs

1:1
6917, qty 4
4-40 x 3/8 bhcs
FT only, 6860, qty 4
4-40 x 3/8 shcs
blue aluminum

2254, qty pr
FT only, 2255, qty 4
rear chassis braces
left & right

Rear

2

1:1
6292, qty 2
4-40 x 3/8 fhcs

1:1
5407, qty 2
red o-ring

2260, qty 1
FT only, 2261, qty 1
handle

Front

3

1:1
7738, qty 4
4-40 x 7/8 shcs

1:1
7260, qty 4
4-40 nut

2250, qty 1
FT only, 2248, qty 1
front tower

2237, qty 1
FT only, 2327, qty 1
rear tower

FRONT!

REAR!

4

1:1
6924, qty 3
4-40 x 3/8 shcs

Front

5

1:1
6924, qty 3
4-40 x 3/8 shcs

Front

6

Bag E

3886, qty 4
CVD axle

3888, qty 4
CVD dogbone

2402, qty 4
Uni drive dogbone

2402, qty 4
Uni drive axle

1:1
7381, qty 4
CVD cross pin

1:1
7381, qty 4
CVD coupling

1:1
7381, qty 4
CVD set screw









Threadlock #1596

Black Grease #6308

Team & Factory Team

RTR

1




		 1:1	 1:1	 1:1	 1:1	 1:1	 1:1
2247, qty 1 pr FT only, 2241, qty 1 pr steering blocks left & right	2268, qty 2 FT only, 2336, qty 2 rear hub carrier	3977, qty 8 FT only, 6906, qty 8 3/16 x 3/8 bearing	3965, qty 4 bearing spacer	7368, qty 4 thin spacer	7369, qty 4 FT only, 1654, qty 4 roll pin	6273, qty 2 ball end (silver)	7260, qty 2 4-40 plain nut

NOTE! L R

FRONT!

REAR!

2

 1:1		
6924, qty 16 4-40 x 3/8 shcs FT only, 6860, qty 16 4-40 x 3/8 shcs blue aluminum	2246, qty 8 pivot ball	2249, qty 8 socket cap

FRONT!

REAR!

Repeat for opposite side.

NOTE: Tighten pivot ball cap screws so that the pivot ball moves freely without any binding or excess play.

3

FRONT!

2233, qty pr
FT only, 2236, qty pr
suspension arm,
left & right

Black Grease #6588

4

track width gauge

Use your 5/64" Allen wrench to tighten the pivot ball until the track width gauge is wedged between the arm and the steering block. Turn the pivot ball counter clockwise until the gauge can be removed. Repeat for other side.

Black Grease #6588

Front

5

1:1

9146, qty 2
2/56 x 3/16 bhcs

2235, qty 2
front hinge pin

2239, qty 4
caster clip

6

7

1:1

6274, qty 4
ball cup, black

6264, qty 2
FT only, 1414, qty 2
steering link
turnbuckle

1.80"
45.9mm

8

1:1

2283, qty 2
FT only, 1418, qty 2
turnbuckle .825"

1:1

2311, qty 4
rear turnbuckle
eyelet ball

2271, qty 4
rear turnbuckle
eyelet

1.39"
35.3mm

9

1:1

2308, qty 4
3mm x 18mm bhcs

1:1

2309, qty 2
3mm nyloc nut

10

Bag F

1:1

6465, qty 2
shock piston #2
rear

1:1

6465, qty 2
shock piston #3
front

YES! NO!

remove

1

1:1

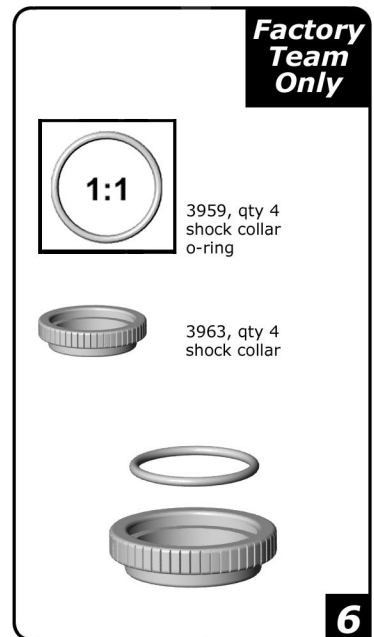
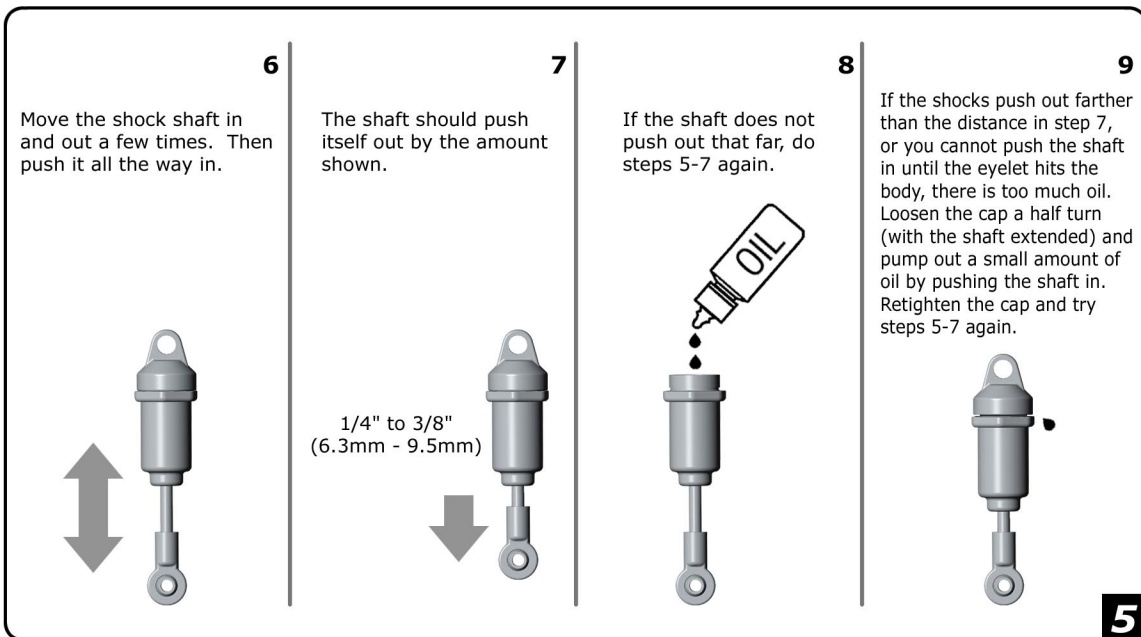
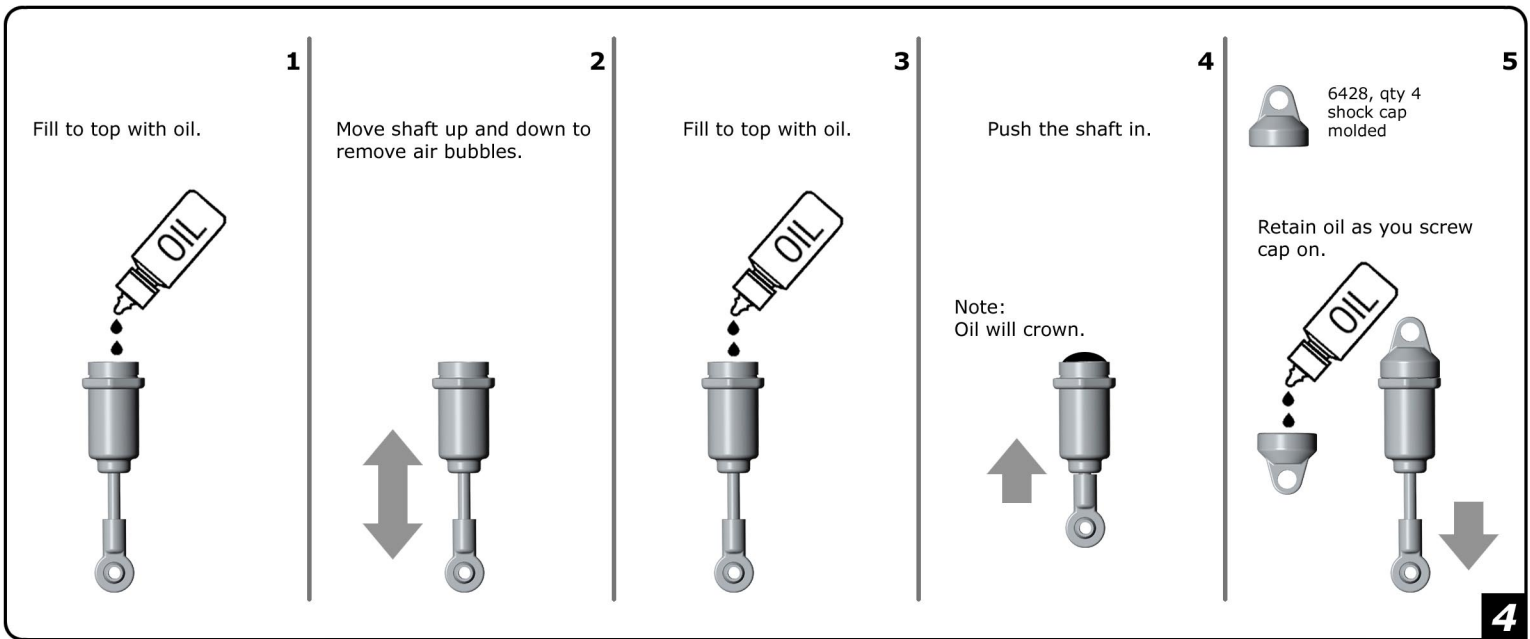
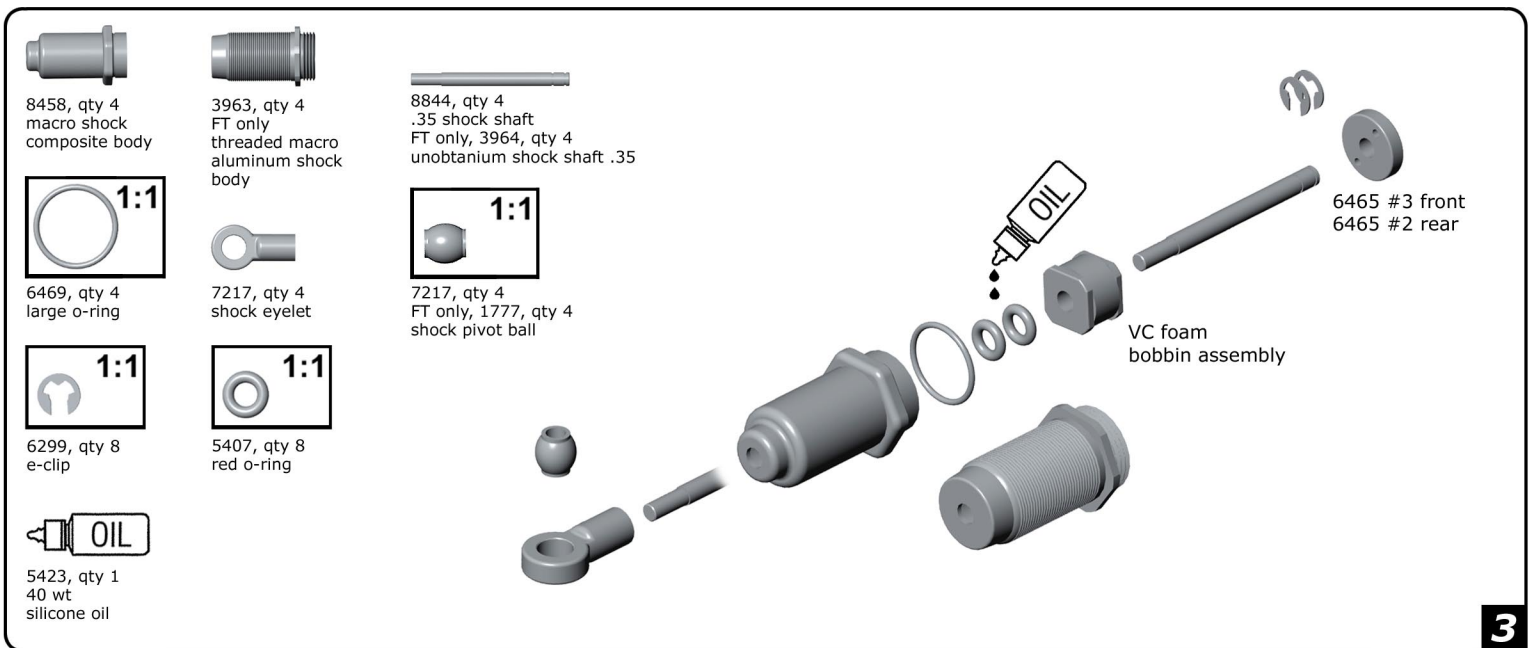
8456, qty 4
VC foam

8456, qty 4
VC bobbin

OIL

assembled

2



Factory Team Only

Apply one drop to collar o-ring.



7

Factory Team Only



8

3946, qty 2
spring, copper
front

3944, qty 2
spring, gold
rear

6475, qty 4
spring collar

8846, qty 4
preload spacer
.25"

8846, qty 8
preload spacer
.03"

6475, qty 4
spring cup

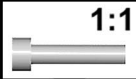
Team/RTR

Factory Team

Front: 3946 copper
Rear: 3944 gold

Front: 3946 copper
Rear: 3944 gold

9



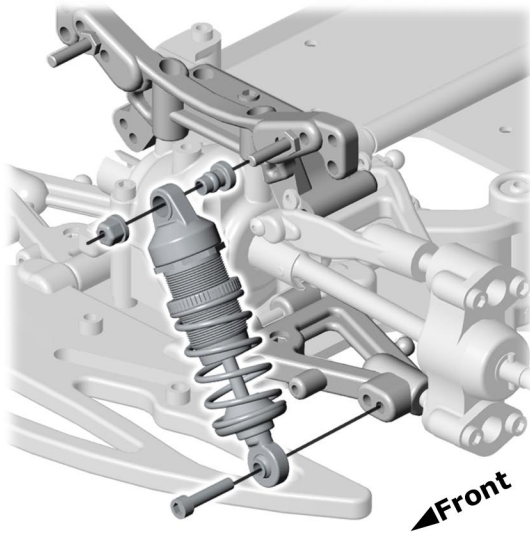
6925, qty 2
4-40 x 1/2 shcs



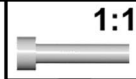
6472, qty 2
shock nut
small



6473, qty 2
shock bushing
small



10



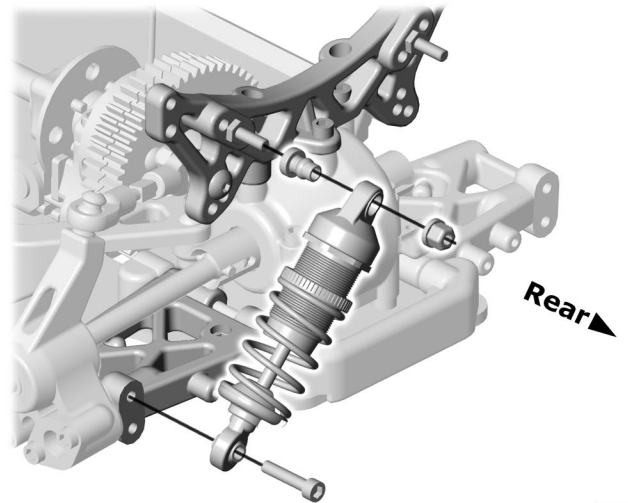
6925, qty 2
4-40 x 1/2 shcs



6472, qty 2
shock nut
small



6473, qty 2
shock bushing
small

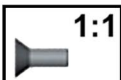


11

Bag G



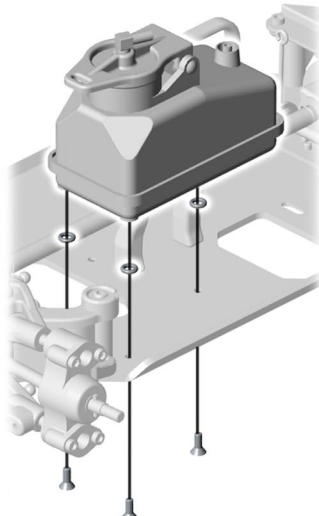
5407, qty 3
red o-ring



6292, qty 3
4-40 x 3/8 fhcs



7719, qty 1
fuel tank



1

Bag H



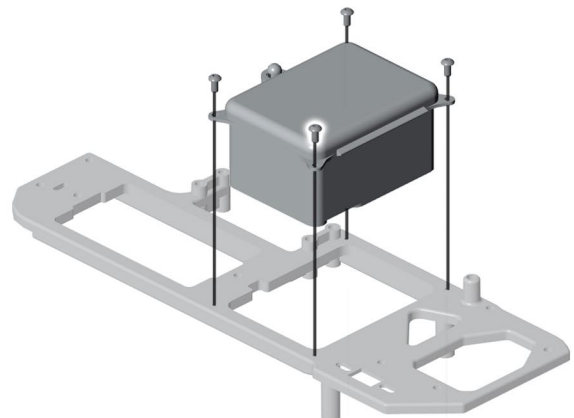
9146, qty 4
2/56 x 3/16 bhcs



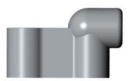
2256, qty 1
FT only, 2259, qty 1
radio tray



2258, qty 1
receiver box



1



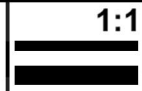
7336, qty 2
servo mount



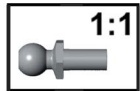
6917, qty 4
steel washer



7336, qty 2
offset spacer



qty 2 thin (.050")
qty 2 thick (.100")



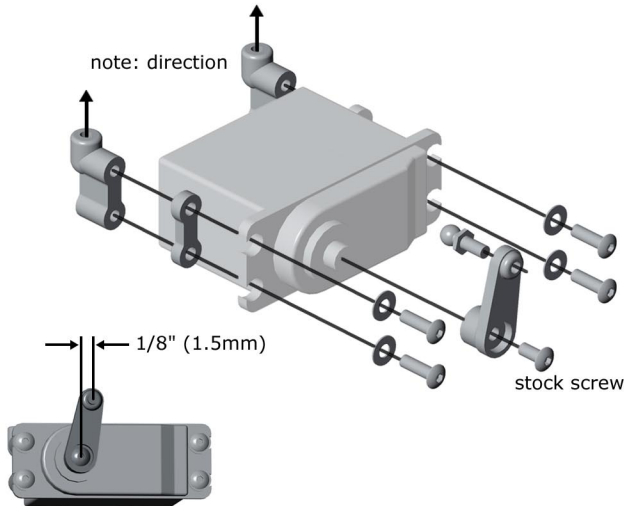
3857, qty 1
short special
ball end, black



6917, qty 4
4-40 x 3/8 bhcs
FT only, 6860, qty 4
4-40 x 3/8 blue
aluminum shcs



9180, qty 1
servo horn



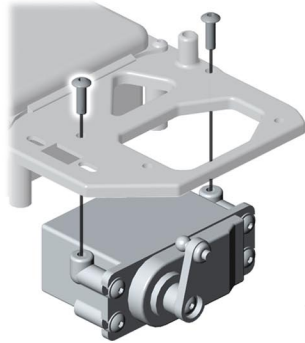
STEERING SERVO TYPE	#7336 SPACER	#9180 SERVO ARM
Airtronics 94102	no spacer	A
Airtronics 94738, 94157, 94158, 94257, 94258, 94357, 94358, 94452, 94453, 94751, 94755	thick spacer	A
Hitec HS-5625MG, HS-5645MG, HS625MG HS645MG	no spacer	H
Hitec HS-303, HS-300BB, HS-945MG, HS-925MG, HS-5945MG, HS-5925MG, HS-525MG, HS-525BB, HS-425BB, HS-422	thin spacer	H
JR Z4725, Z4750, Z2750, Z8450, Z8550, NES-4750	no spacer	J
JR Z250, Z550	thin spacer	J
Futaba S9204, S9250, S9450, S148	no spacer	F
Futaba S3003, S9202, S9101	thin spacer	F
Futaba S9404	thick spacer	F
KO PS-401, PS-2001, PS-2004, PS-2015, PS-2173, PS-2174, PS-2123, PS-2143, PS-2144	thin spacer	J

*Not all servo's are listed.

2



6917, qty 2
4-40 x 3/8 bhcs
FT only, 6860, qty 2
4-40 x 3/8 blue
aluminum shcs



3

STEERING SERVO TYPE	#7336 SPACER	#9180 SERVO ARM
Airtronics 94102	no spacer	A
Airtronics 94738, 94157, 94158, 94257, 94258, 94357, 94358, 94452, 94453, 94751, 94755	spacer	A
Hitec HS-5625MG, HS-5645MG, HS625MG HS645MG HS-303, HS-300BB, HS-945MG, HS-925MG, HS-5945MG, HS-5925MG, HS-525MG, HS-525BB, HS-425BB, HS-422	no spacer	H
JR Z4725, Z4750, Z2750, Z8450, Z8550, NES-4750	no spacer	A
JR Z250, Z550	spacer	A
Futaba S9204, S9250, S9450, S148, S3003, S9202, S9101	no spacer	F
Futaba S9404	spacer	F
KO PS-401	spacer	A
KO PS-2001, PS-2004, PS-2015, PS-2173, PS-2174, PS-2123, PS-2143, PS-2144	no spacer	A

*Not all servo's are listed.

4



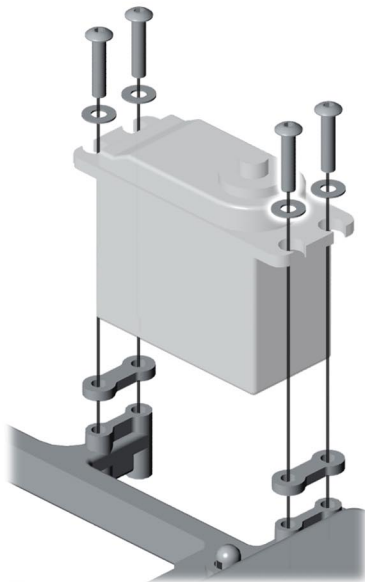
6918, qty 4
4-40 x 1/2 bhcs
FT only, 7801, qty 4
4-40 x 5/8 blue
aluminum shcs



7337, qty 4
steel washer



2326, qty 2
.080" throttle servo
spacer



CHOOSE ONE OF THE STEPS BELOW DEPENDING ON HOW YOUR RECEIVER BATTERIES MOUNT



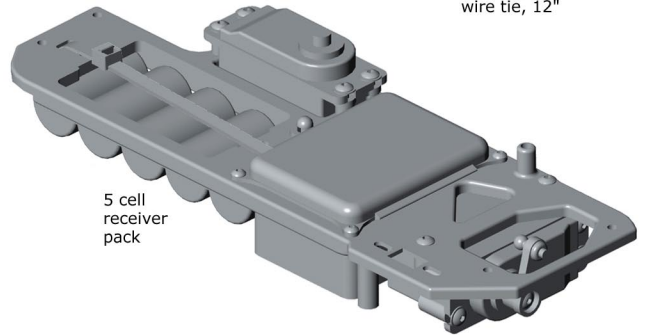
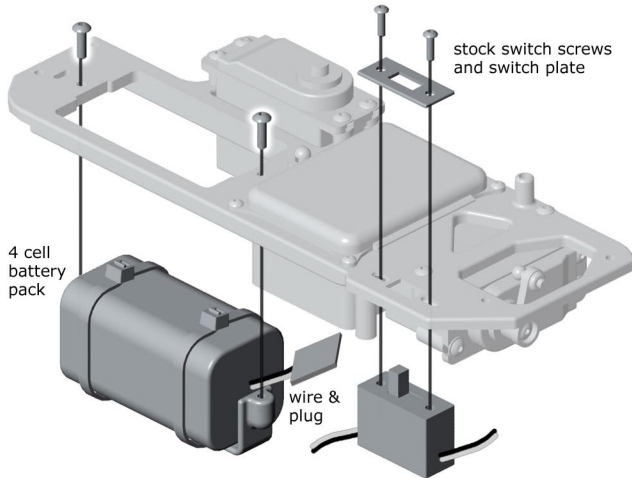
6917, qty 2
4-40 x 3/8 bhcs
FT only, 6860, qty 2
4-40 x 3/8 blue aluminum shcs



2252, qty 1
battery mount

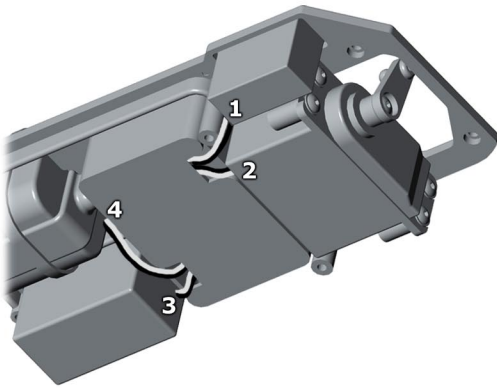


3720, qty 2
wire tie, 8"



3718, qty 1
wire tie, 12"

5



- 1. switch wires
- 2. steering servo wires
- 3. throttle servo wires
- 4. receiver pack wires

6



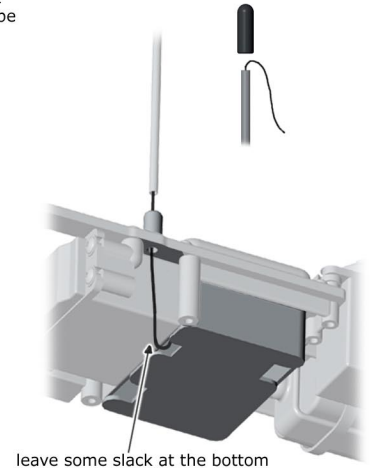
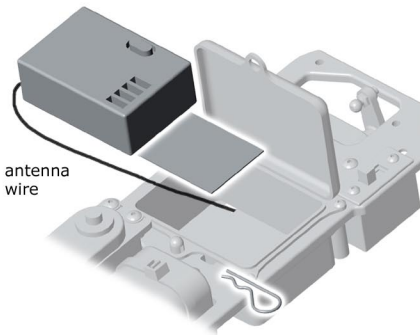
6332, qty 1
FT only, 1736, qty 1
body clip



6727, qty 1
servo tape



6338, qty 1
antenna tube
and cap



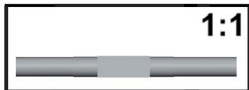
7



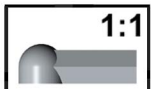
6292, qty 2
4-40 x 3/8 fhcs



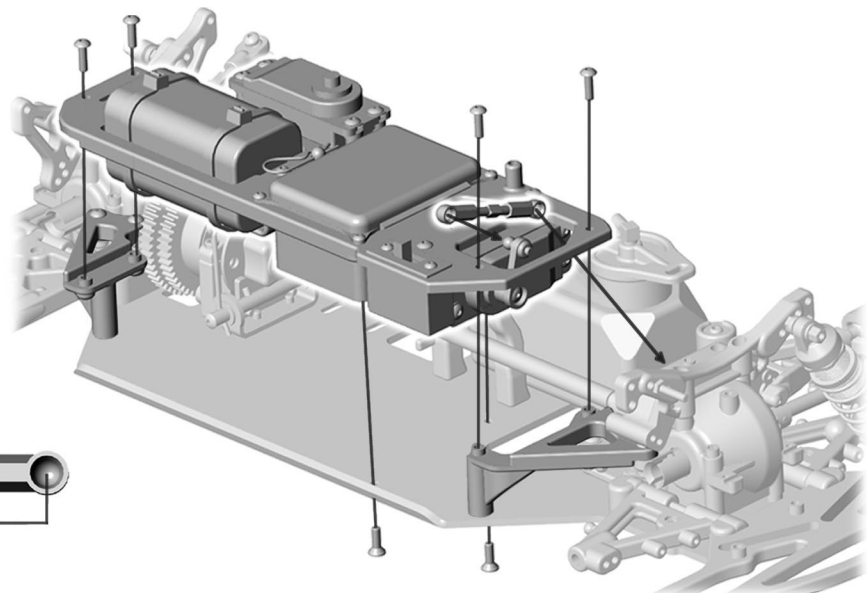
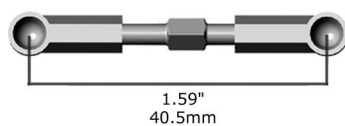
6917, qty 4
4-40 x 3/8 bhcs
FT only, 6860, qty 4
4-40 x 3/8 shcs
blue aluminum



3867, qty 1
FT only, 1402, qty 1
steering link
turnbuckle

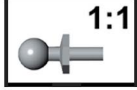


6274, qty 2
ball cup, black



8

Bag I

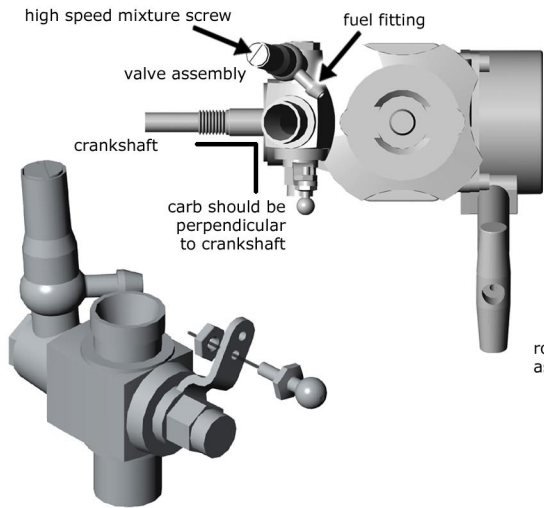


2326, qty 1
2-56 ball end

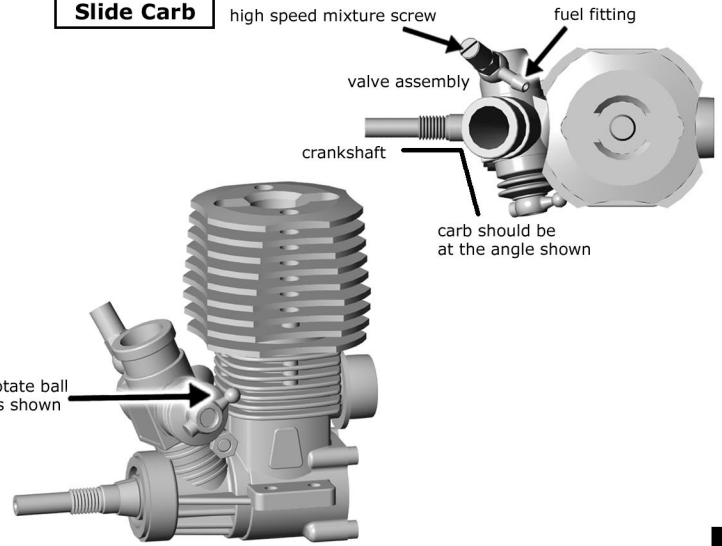


2326, qty 1
2-56 plain nut

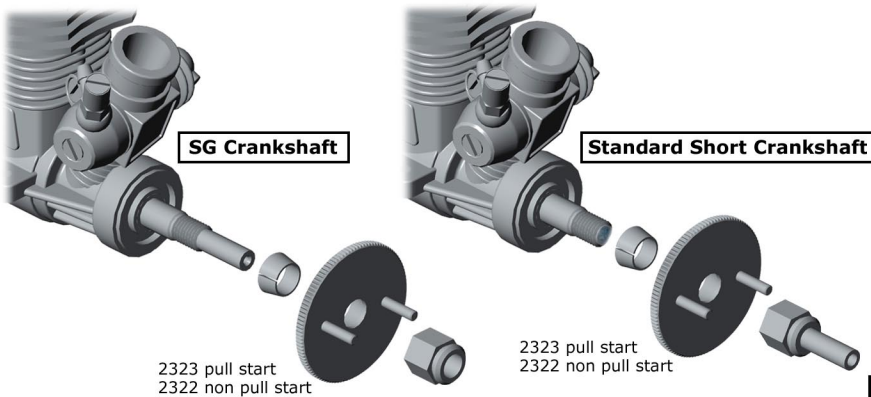
Rotary Carb



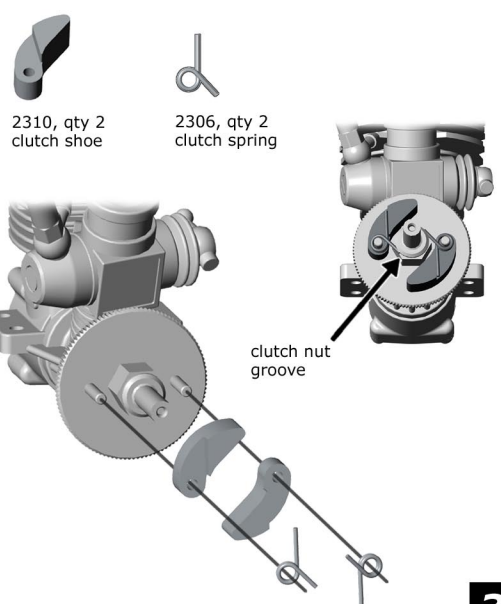
Slide Carb



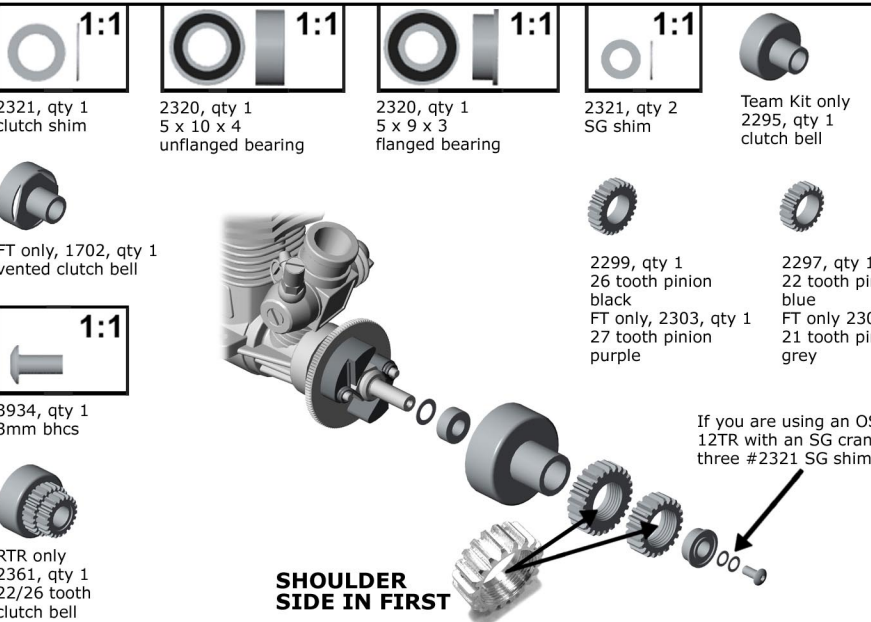
1



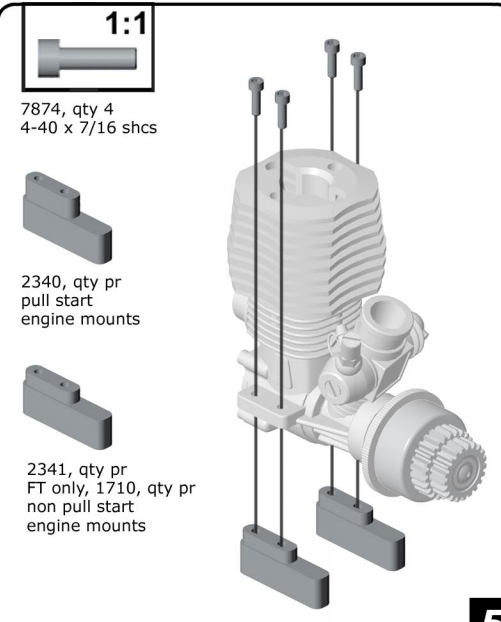
2



3



4



5

1:1

7773, qty 4
6-32 x 3/8 shcs

6

If you have a rear exhaust engine, go to step 7R.

If you have a side exhaust engine, go to step 7S.

7

1:1 **1:1** **1:1**

3216, qty 1 #4 washer 2353, qty 1 8-32 x 1/4 set screw 6924, qty 1 4-40 x 3/8 shcs 2357, qty 1 manifold spring 3719, qty 2 wire tie, 6"

2350, qty 1 FT only, 1759, qty 1 rear exhaust manifold 2354, qty 1 dual chamber muffler FT only, 1763, qty 1 dual chamber muffler blue 7733, qty 1 silicone tubing 2358, qty 1 wire mount

Hook spring into one hole and wrap around engine Attach other end with pliers Attach 6" wire ties.

7R

1:1 **1:1** **1:1**

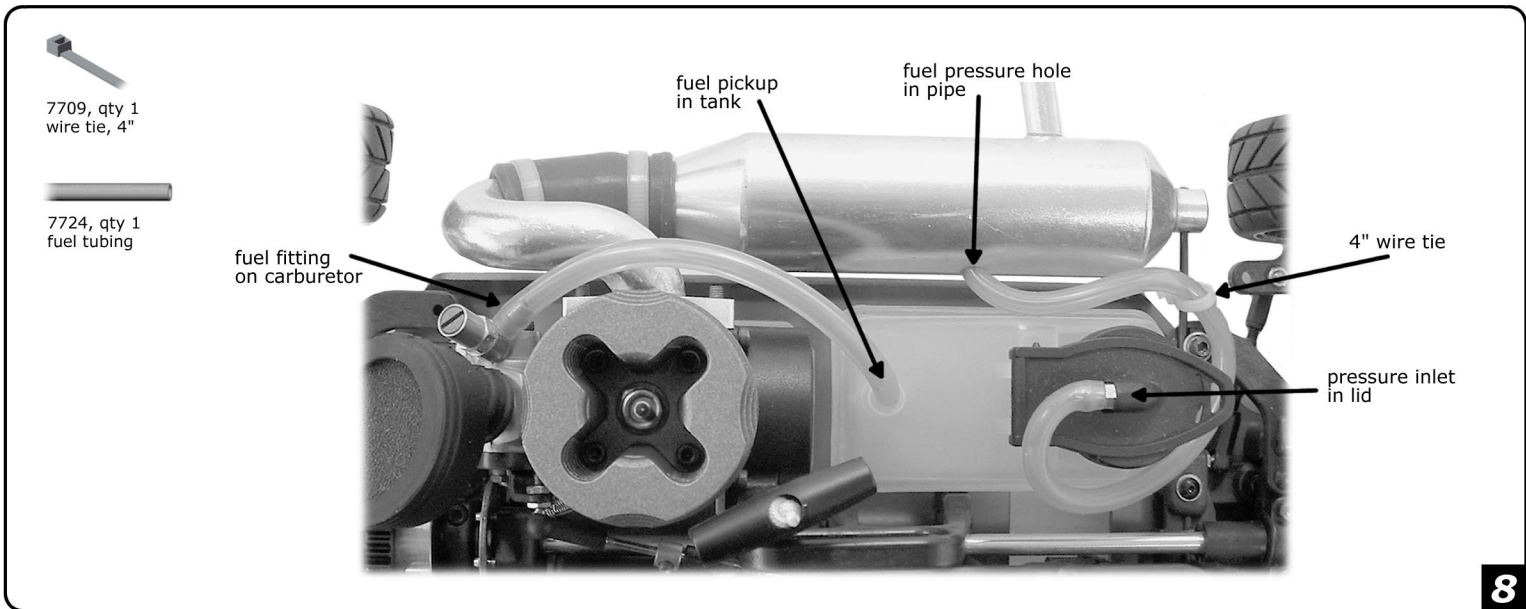
3216, qty 1 #4 washer 7723, qty 1 4m x 4mm set screw 6924, qty 1 4-40 x 3/8 shcs 7778, qty 2 lock washer

7778, qty 2 3mm x 30mm shcs 2343, qty 1 manifold 7730, qty 1 muffler

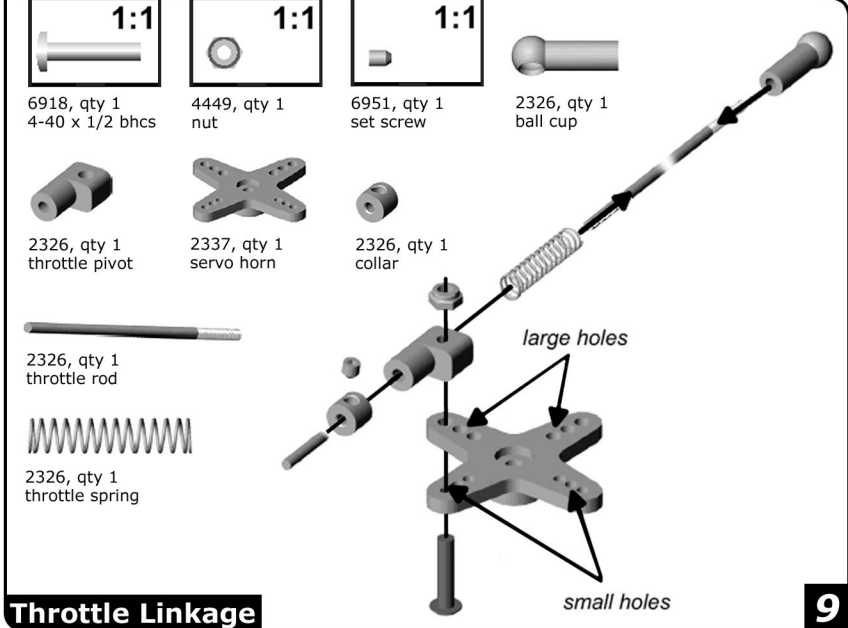
7734, qty 1 manifold gasket 2344, qty 1 wire mount 3719, qty 2 wire tie, 6" 7733, qty 1 silicone tubing

Attach 6" wire ties.

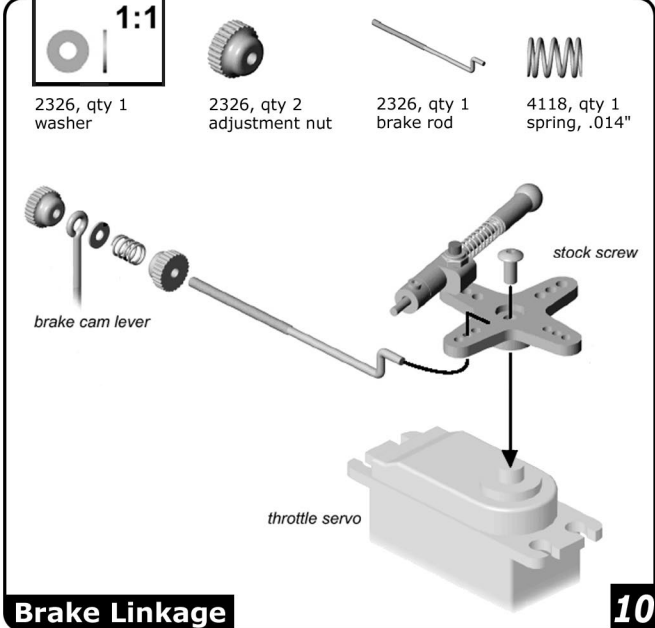
7S



Slide Carb Only

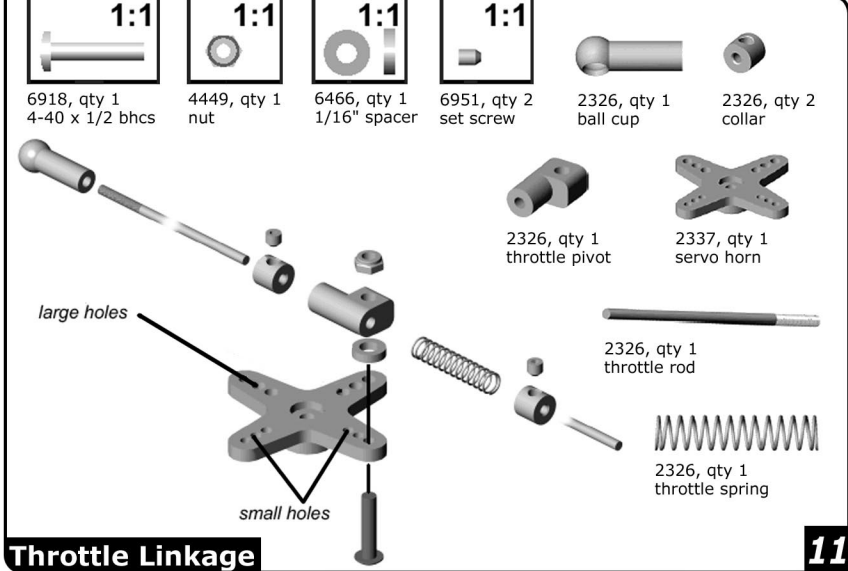


Throttle Linkage

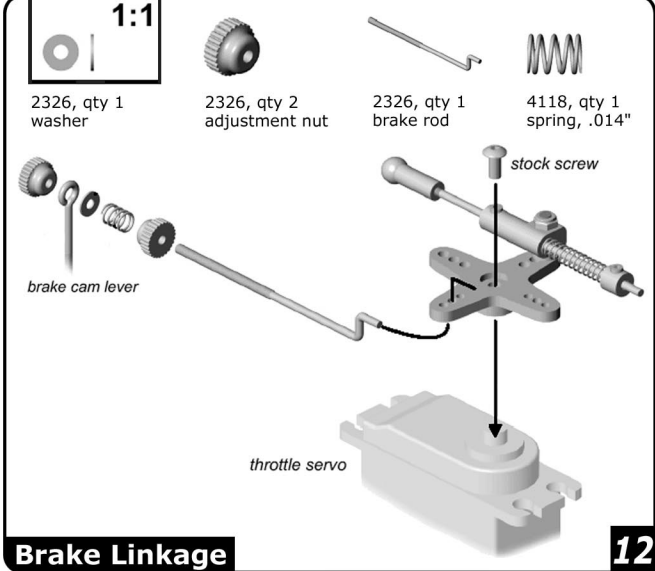


Brake Linkage

Rotary Carb Only



Throttle Linkage



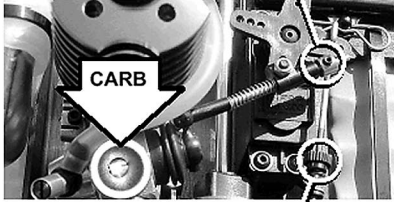
Brake Linkage

Adjusting Throttle Linkage

1. Turn on your transmitter and then the car's electronics (but don't start the engine). When at idle (trigger of transmitter not pulled), adjust the collar so there is 1/16" (1.58mm) of space between the collar and throttle pivot.
2. Apply full throttle (pull the trigger of your transmitter all the way back). Your carb should be almost fully open. If it is not, then adjust the collar near the throttle pivot. (You may also adjust your throttle trim according to your radio's instructions.)
3. Now apply the brake. Your carb should be in idle position. The spring should not be completely compressed.

SLIDE CARB IDLE

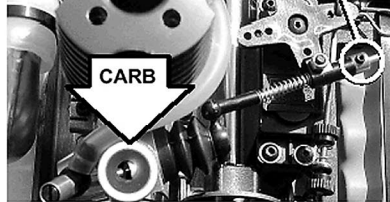
1. 1/16" gap here



4. full brake nut

SLIDE CARB FULL THROTTLE

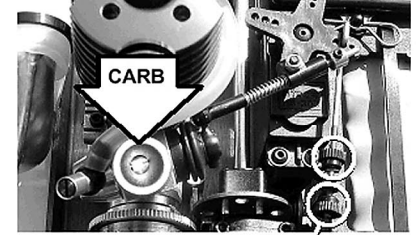
2. adjust if carb is not fully open



5

SLIDE CARB BRAKE

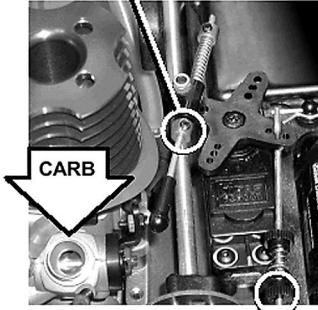
3



6. adjust collars if spur gear is not hard to move

ROTARY CARB IDLE

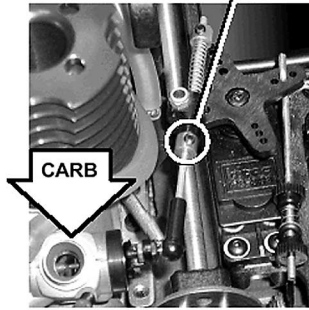
1. 1/16" gap here



4. front brake nut

ROTARY CARB FULL THROTTLE

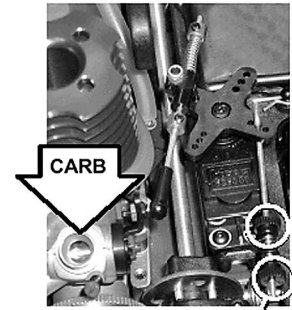
2. adjust if carb is not fully open



5

ROTARY CARB BRAKE

3



6. adjust collars if spur gear is not hard to move

Adjusting Brake Linkage

4. With the throttle trigger at idle, adjust the front brake nut so the brake is applied slightly. You can test this by turning the spur gear. The spur gear should have some resistance to it. Also, keep about a 1/16" gap between the back nut and the brake cam lever wire.

5. Now pull full throttle. The brakes should disengage immediately

6. Now apply full brake. Your brakes should fully engage. The spur gear will be hard to move. If it is not engaged, adjust the collars or your setup in your radio to get the brakes to engage properly.

13

Bag J



6292, qty 2
4-40 x 3/8 fhc



2230, qty 2
front body post



3897, qty 2
pivoting body mount



6332, qty 2
body clip
FT only, 1735, qty 1
long body clip,
blue



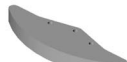
2225, qty 1
bumper top plate



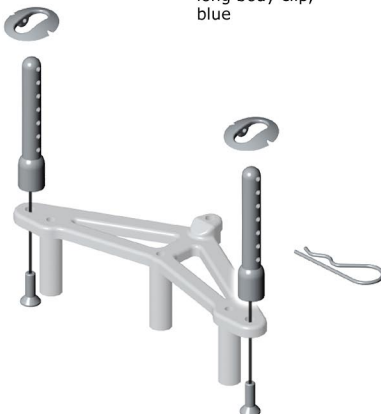
6924, qty 1
4-40 x 3/8 shcs



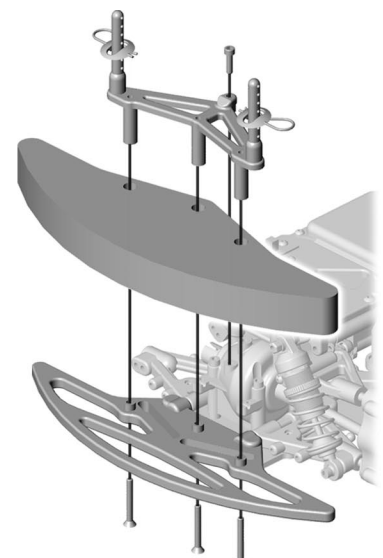
6923, qty 3
4-40 x 3/4 fhc



2227, qty 1
foam front bumper



1



2

Steps 4-7, Factory Team Only

1:1

6918, qty 2
4-40 x 1/2 bhcs

2230, qty 2
rear body post

3897, qty 2
pivoting body mount

6332, qty 2
body clip
FT only, 1735, qty 1
long body clip,
blue

3

1:1 **1:1**

8828, qty 2
5/16" set screw

8828, qty 2
rollbar cups, closed

8828, qty 2
rollbar cups, open

4

1:1 **1:1**

6951, qty 2
set screw

8830, qty 2
rollbar pivots

3960, qty 1
rollbar

1 3/8" (35mm)

5

1:1

9146, qty 2
2-56 x 3/16 bhcs

6

7

Bag K

3989, qty 4
TC wheel

3955, qty 4
foam insert

3955, qty 4
TC tire

Tire Adhesive #1997

NOTE:
Apply Tire Adhesive in 8 places (both sides) after installing tire onto wheel.

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

1

FACTORY TEAM KIT DOES NOT INCLUDE WHEELS OR TIRES.

3950, qty 4
hex adapter
FT only, 3972, qty 4
blue aluminum
hex adapter

6943, qty 4
locknut

2

FREQUENTLY ASKED QUESTIONS

ABOUT THE ENGINE

What do I need to install a non pull start engine?

#2341 non pull start mounts
#2322 non pull start flywheel

Contact the engine manufacturer if you want to convert the engine itself.

How do I cut the crankshaft of my engine?

#7620 crank cutoff nut

Instructions are online:
<http://www.teamassociated.com/pdf/cutcrank.pdf>

How do I hook up a slide carburetor?

Instructions are online:
http://www.teamassociated.com/pdf/ntc3_slidcarb.pdf

How do I do the throttle/brake linkage for a slide carburetor?

Instructions are online:
http://www.teamassociated.com/pdf/ntc3_linkage.pdf

How do I install CVDs?

Instructions are online:
http://www.teamassociated.com/pdf/ntc3_cvd.pdf

What do I need to mount the muffler to a rear exhaust engine?

#2350 rear exhaust manifold
#2353 rear exhaust muffler
#2357 manifold spring
#2358 mounting wire

Instructions are online:
http://www.teamassociated.com/pdf/ntc3_rearexhaust.pdf

GENERAL QUESTIONS

Where can I find a track to race my car?

A directory of shops and tracks is online. Go to our web site and click on *Shops & Tracks*.

Where do I find painting ideas for a new body?

Try the Racer Spotlight online for painting inspiration. Go to our web site and click on *Racer's Spotlight*.

How can I get the latest catalog?

Go to our web site and click on *Parts Catalogs*.

Where can I find other racer's setup sheets?

Go to our web site and click on *Setup Sheets*, then scroll down.

Where can I find more bodies and tires?

Your local hobby store or track should carry a complete selection of each.

What does "AE" mean?

It stands for Associated Electrics, Inc., our company name.

How can I make my car go faster?

Change to a larger tooth 32 pitch clutch bell or smaller 32 pitch spur gear.

What size bodies fit my NTC3?

200mm touring car bodies.

UPGRADING YOUR RTR NTC3

What do I need to replace my axles with MIP CVD's?

#3886 TC3/NTC3 CVD stub axle with hardware
#3888 Factory Blue TC3/NTC3 aluminum CVD bones

What other engines will fit in my car?

Almost any .12 or .15 short or SG crank glow fuel engine designed for R/C cars will fit, but not big block engines.

What do I need to install a front one-way?

#1728 NTC3 front one-way assembly.

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Customer Support

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Fax: (714) 850-1744
<http://www.rc10.com/help>



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3585 Cadillac Ave.
Costa Mesa, CA 92626 USA
<http://www.TeamAssociated.com/>

CAMBER

Camber describes the angle the wheels ride relative to the ground when looked at from the front or back. Negative camber means that the tire leans inward at the top. Positive camber means just the opposite, and should not be used. We suggest using 2° to 3° of negative camber on high traction tracks and using 1° to 2° on low traction tracks.

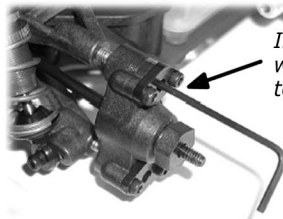
To set the camber we recommend using our supplied #1719 camber/rear toe-in gauge. When adjusting camber you need to have the car ready to run with no body.



#1719 camber/rear toe-in gauge

Setting Front Camber

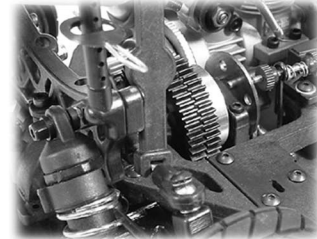
1. Set your car on a flat surface.
2. When using the camber/rear toe gauge, make sure that the number you want to set it at is down at the bottom of the tire. The gauge has 1°, 2°, and 3° notations marked on it. Find the 2° and push it against the tire at the bottom.
3. Use your supplied 5/64" Allen wrench to adjust the front camber. Turn clockwise to add camber, counter clockwise to remove camber. Make sure you adjust the top pivot ball only.



Insert you Allen wrench where shown to adjust camber

Setting Rear Camber

1. Set your car on a flat surface.
2. When using the camber/rear toe gauge, make sure that the number you want to set it at is down at the bottom of the tire. The gauge has 1°, 2°, and 3° notations marked on it. Find the 2° and push it against the tire at the bottom.
3. Use your supplied #6956 molded turnbuckle wrench to adjust the turnbuckle to get the degree of camber you want.



RIDE HEIGHT

The collars on the bodies can easily adjust the ride height. Use the supplied #1719 track width/ride height tool. The ride height tool will set you car at 5.5mm high.

1. When adjusting the ride height, have the car

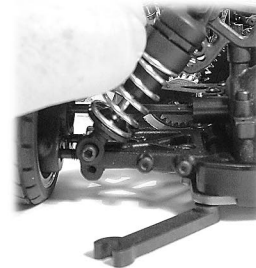


#1719 track width/ride height tool

ready to run with no body.

2. Set the car on a flat surface.
3. Slide the height gauge underneath the rear of the chassis, as shown, until the gauge just touches the chassis. To get a better measurement on the chassis, you might need to slide the gauge in the corner of the car. Check both corners of the rear.
4. Slide the gauge underneath the front of the

car. Check both corners of the front.



TOE-IN AND TOE-OUT

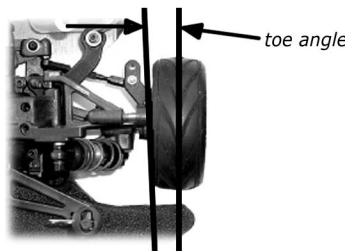
Toe-in is fully adjustable. You can adjust front toe by changing the length of the steering turnbuckles. You can adjust rear toe by changing the length of the frontmost pivot ball (in the rear hub carrier).

In the front, toe-in will make your car easier to drive by improving stability during acceleration. Toe-out will increase steering when entering corners, but will be slightly more difficult to drive. We suggest using 0° to 1° toe-out on the Nitro TC3.

In the rear, decreasing toe will decrease rear traction and add steering. We recommend 2° for most conditions.

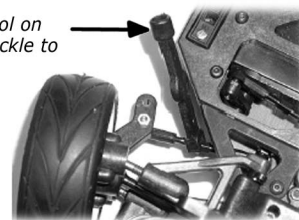
Setting Front Toe

1. Make sure the car is ready to run with no body.
2. Set the car on a flat surface.
3. You will want the front tires to point as straight as possible. Use the supplied molded wrench to adjust the turnbuckles until your front tires are pointed straight ahead. Make sure you adjust both sides evenly!



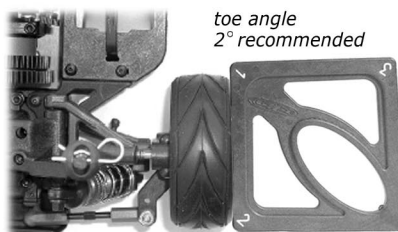
toe angle

use this tool on the turnbuckle to adjust toe

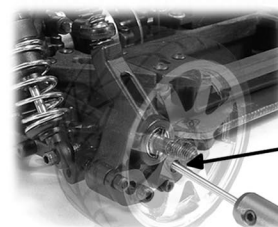


Setting Rear Toe

1. Stand your car up vertically on the rear arm mount.
2. When using the camber/rear toe-in gauge, make sure that the number you want to set it at is down at the bottom of the tire. The gauge has 1°, 2°, and 3° notations marked on it. Find the 2° and push it against the tire at the bottom.
3. Using a 5/64" Allen wrench, adjust the frontmost pivot ball clockwise (to ADD rear toe-in) or counter-clockwise (to REMOVE rear toe-in). We recommend 2° for most conditions.



toe angle 2° recommended

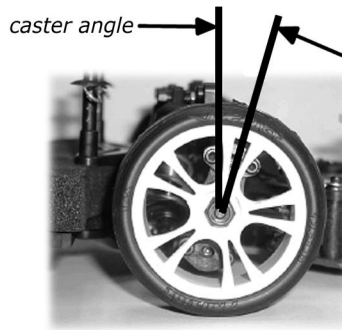


adjust rear toe by inserting your 5/64" Allen wrench into the front pivot ball

CASTER

Caster describes the angle of the kingpin from vertical when looked at from the side of the car. Positive caster means the kingpin leans rearward at the top.

The Nitro TC3 standard kit setup is 9° of caster. The car can be adjusted in 3° increments (6°, 9° and 12°).



Increasing caster in the Nitro TC3 will give your car more turn-in steering, but less steering exiting the corners. It will also be more stable in bumpy conditions. Decreasing caster will give the car less turn-in steering, but will give your car more steering exiting corners. It will be less stable in bumpy conditions.

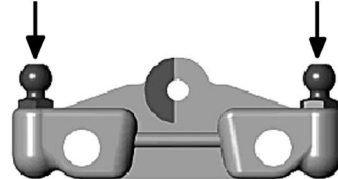
Change the caster by moving the caster clips shown on page 12 step 6. Both clips to the front results in 6° caster. Both clips to the rear results in 12° caster.

ACKERMANN

This is a term describing the effect of the inside front wheel turning tighter than the outside front wheel. The standard setup works best in most conditions and is preferred by most of our team drivers.

By changing the two #3857 special ball ends with two longer neck #6270 ball ends to the swing rack, a more aggressive steering feeling can be achieved. This is because there will be less Ackermann.

#3857 black short ball ends (in kit)



Standard Ackermann setup

#6270 silver long ball ends (optional)



Optional Ackermann setup

2 SPEED GEARING (optional)

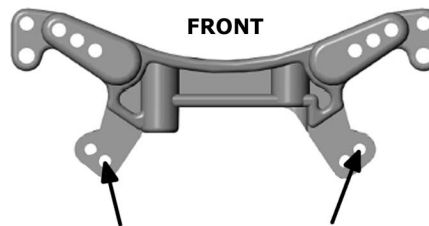
With the Nitro TC3 2 Speed, you can use the following combination of pinion and spur gears in the 2 speed to maintain the correct gear mesh.

20/24 with 52/48	20/26 with 54/48
21/25 with 52/48	21/27 with 54/48
22/26 with 52/48	20/24 with 54/50
23/27 with 52/48	21/25 with 54/50
	22/26 with 54/50 (in kit)
	23/27 with 54/50

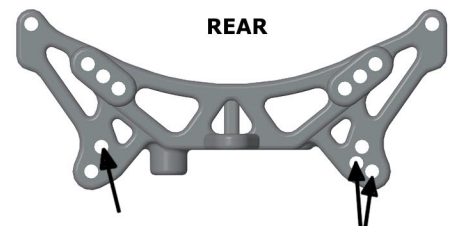
CAMBER LINK LOCATION

The Nitro TC3 has been thoroughly tested to find the best all-around positions. We suggest using the standard setting for almost all conditions.

The optional position will give your car more overall traction in slippery conditions.



standard position optional position



standard position optional position

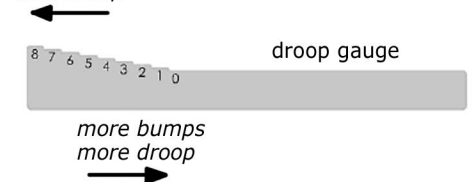
DROOP

Droop can be adjusted on the Nitro TC3 to help speed up or slow down how fast the car changes direction when cornering. The NTC3 standard setup is setting 4 in the front and setting 3 in the rear. This will work best in most track conditions. See page 4 for setting droop.

If your track is bumpy, you may want to add droop to your car by going to a lower droop gauge setting.

If your track has very high traction, such as carpet, then you want to take droop out of your car by going higher on the droop gauge. Too little droop will cause a loss of traction.

higher traction
less droop



ANTI-ROLL BARS (optional)

Roll bars are used to stabilize a car from excessive chassis roll (which occurs when your car leans through the turns by centrifugal force). Anti-roll bars are generally used on smooth, high traction track conditions. If the track is bumpy and slippery, then roll bars are not needed.

If you're driving on a high traction condition and your car wants to oversteer, then use optional #1715 Blade Anti-roll Bar Kit. This will decrease the front chassis roll and decrease steering throughout the corner.

If your car is understeering, then try the optional #3960 Anti-roll Bar Kit in the rear only. The rear anti-roll bar will decrease rear chassis roll and decrease rear traction.



#3960 Anti-roll Bar Kit (optional)



#1715 Blade Anti-roll Bar Kit (optional)

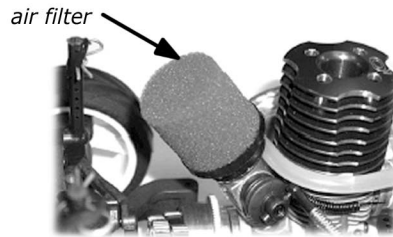
TRACK WIDTH

You can adjust the track width of the NTC3. That is, you can widen the distance between the outside front wheels.

To adjust the track width of our car, see the instructions on page 11.

ADD AIR FILTER

NEVER run your touring car without an air filter. The filter is essential for keeping the dirt out of the engine. Refer to your engine manual for the recommended air filter for your engine. If you use a foam filter, use Associated's #7710 foam prefilter treatment.

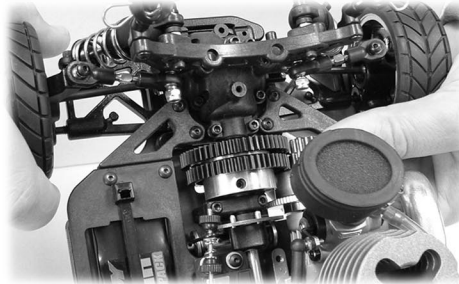


BODY

This kit accepts most 200mm touring car bodies. See body manufacturer's instructions on trimming and painting the body.

TWO-SPEED ADJUSTMENT

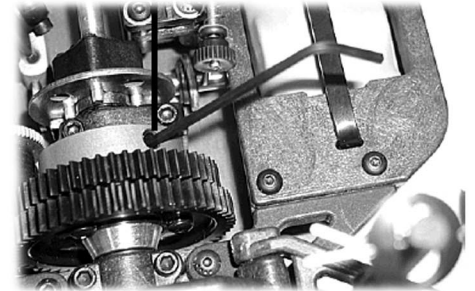
By increasing or decreasing the spring tension you can change the shift point of your two-speed. If you want the car to shift into second gear later, tighten down both screws equally 1/4 of a turn to increase the spring tension. If you want the car to shift into second gear sooner, loosen both screws equally 1/4 of a turn to decrease the spring tension. Make your adjustments in 1/4 turn increments. Run your car first before you make any adjustments to the two-speed.



To adjust your two-speed (turn off your engine):

1. Lift the car and hold the spur gear in place with your thumb, the bell opening face up.
2. Turn the rear wheel slowly.

3. Watch for the adjustment screw to appear in the opening of the two-speed bell. It will be a black screw, at an angle. When looking at the front of the two-speed, there will be notches where the adjustment screws are located.



4. Insert your Allen wrench and adjust as needed.

5. Remove Allen wrench and turn the rear wheel again and repeat for the second set screw, adjusting it the same amount.

CAR FUEL

The proper fuel is very important for long engine life. Improper fuel can cause hard starting, poor performance, and excessive wear on the engine. The fuels we recommend for R/C car use are: O'Donnell Racing Fuel, Duratrax Red Alert Fuel, Blue Thunder Race Formula, FSR fuel, Trinity, Byron's Originals, Traxxas Top fuel and Wild Cat fuel. There are many other racing fuels; however, they must meet two requirements:

1. The fuel must contain at least 18% of both castor and synthetic oils.
2. You should try to keep the nitro (nitromethane between 10% and 20%. The

best fuels also contain rust and corrosion inhibitors, anti wear agents, anti foaming agents and lubrication additives.

CAUTION: DO NOT use any type of airplane fuels. Airplane fuels may not have the necessary oil types and ratios need for R/C cars.

TRACK WIDTH

You can adjust the track width of the NTC3. That is, you can widen the distance between the outside front wheels.

To adjust the track width of our car, see the instructions on page 11.

CLUTCH ADJUSTMENT

When the engine revs increase, the clutch shoes, attached to the flywheel on the shaft inside the clutch bell, are flung outward by centrifugal force. The shoes engage to the inside of the clutch bell, which in turn power the clutch bell to accelerate the car. The shorter the clutch shoes or the stiffer the clutch spring (optional), the higher the engine must rev before the clutch shoes will engage. This is recommended for lower power engines. The stock (longer) length clutch shoes and stock clutch springs (softer) will have the quickest engagement. This is recommended for most track conditions and high power engines.

To adjust your clutch, you can change the number of shoes, alter their length or change the clutch spring. Changing shoes

mainly depends on the current track conditions. The stock clutch springs are recommended for most conditions. In general, the higher the traction the longer the shoes, which prevents tire spinning. To decrease the clutch engagement, try cutting the clutch shoes a little shorter using a hobby knife. Do not trim away more than necessary, or your engine can get damaged due to the engine over-revving.

Optional Parts:

- #2324, non pull start 3-shoe flywheel
- #2325, pull start 3-shoe flywheel
- #2307, optional clutch springs



ALREADY ASSEMBLED!

RTR PLUS
#2042

TEAM KIT
#2034/#2035

FACTORY TEAM KIT
#2033

SHOCK SPRINGS

Shock springs keep your car level during acceleration, deceleration and cornering.

Stiffer springs will help your suspension respond more quickly, but because of their stiffness will not absorb bumps as well. Use stiffer springs in high traction conditions such as carpet.

Softer springs are best for slippery or bumpy conditions.

Part #	Color Code	Rating
#3941	Green	12 lbs.
#3942	Silver	14.5 lbs
#3943	Blue	17 lbs.
#3944	Gold	19.5 lbs.
#3945	Red	22 lbs.
#3946	Copper	25 lbs.
#3952	Purple	30 lbs.
#3953	Yellow	35 lbs.
#3954	White	40 lbs.

CHECK RADIO/LINKAGE SETUP

CAUTION: Always turn your transmitter **on first** and **off last**. Remember this rule. If you start your car before turning on your transmitter then you may lose control of the car and damage the engine quickly.

Test the following radio functions without the engine started. These following steps will help you understand the operation of your transmitter.

1. Turn on the transmitter.
2. Turn the car receiver battery pack switch on. Both the steering servo and throttle servo should move to their respective neutral settings.
3. Turn the steering wheel on the transmitter left and right. The front wheels should turn left and right, then return to a perfectly straight ahead position when the wheel is released. If they're a little off, set the steering with your steering trim. See your radio instruction manual for this setting.
4. Pull the throttle trigger, which should open the carburetor on your engine.
5. Push the trigger forward, which should activate the brakes.

Hold the throttle open and roll the car over the ground. The car should roll freely. While it is rolling, push on the brakes. The car should come to a stop. If these steps do not produce these results, refer to the linkage assembly setup in this manual.

SETUP SHEET

A blank setup sheet for the NTC3 is included. Set up your NTC3 with the standard settings at right, then deviate from them in response to your track conditions and driving style, as noted below.

Tips for beginners:

For best results, make only one setup change at a time, testing it before making another change. Make a copy of the setup sheet included in the back of this manual to help keep track of your changes.

Before you make any changes to the standard settings, make sure you can get around the track without crashing. None of your setup changes will work if you cannot stay on the track.

Your goal is consistent lap times. Inconsistent lap times may indicate poor control. When you have consistent lap times, then make changes to your car.

If the change results in a faster lap, then mark the change on your setup sheet. If performance is worse, then revert back to the previous setup and try another change.

Fill out your setup sheet thoroughly when you are satisfied with it and file it away. It can be a practical guide for future track layouts and conditions you encounter.

STANDARD SETTINGS for rubber tires

1. Front camber: 2°
2. Front camber link: inner hole on tower
3. Front caster: 9°
4. Front Toe: 0°
5. Front ride height: 5.5mm
6. Front Droop: 4 on the droop gauge
7. Bump steer spacers: none
8. Ackermann: #3857 ball ends
9. Front anti-roll bar: none
10. Rear camber: 2°
11. Rear camber link: uppermost hole
12. Rear toe-in: 2°
13. Rear ride height: 5.5mm
14. Rear anti-roll bar: none
15. Rear droop: 3 on the droop gauge
16. Driveshafts: RTR Plus - steel CVA's Team/Factory Team - MIP CVD's
17. Shock body: RTR Plus - composite, Team/Factory Team - aluminum macro shock
18. Shock oil: front - 40wt, rear - 40wt
19. Shock shaft: RTR Plus/Team - standard Factory Team - unobtainium
20. Shock pistons: front - #3, rear - #2
21. Shock springs: front - copper, rear - gold
22. Shock mounting, front: tower - middle hole, arm - outer hole
23. Shock mounting, rear: tower - middle hole, arm - outer hole
24. Fuel brand: varies
25. Fuel nitro: 20%
26. Engine brand: varies
27. Engine 12 or 15: varies
28. Engine temp: about 220°
29. Pull or non pull start: varies
30. Carb type: varies
31. Clutch shoes: uncut, with standard springs
32. Radio: varies
33. Servo: varies
34. Two-speed adj: 3 1/2 turns c-clockwise
35. Two-speed clutch: 22 & 26
36. Tires, front: Pro-Line (#3955 std)
37. Tires, rear: Pro-Line (#3955 std)
38. Tire additive: none
39. Inserts: included with tires
40. Wheels: Pro-Line
41. Spur gears: 50 & 54
42. Track width: use track width gauge
43. Lead weights: none
44. Chassis: stock
45. Body: varies
46. Wing: varies with body

MAINTENANCE *Follow these steps to keep your car in shape for racing*

You will find your Nitro TC3 will give you many hours of trouble-free operation when you familiarize yourself with these maintenance procedures.

You should periodically check all the moving parts:

Front and rear a-arms
Steering blocks
Steering linkage
Servo saver
Shocks
Clutch
Brake parts
Bushings and bearings
and other moving areas.

Check the radio system, the condition of the batteries, the fuel tank, and the hoses for leaks. Also check the firmness of the mounting of the receiver and servos, and check for any frayed wires or loose connections.

Because of the vibration of gas engines, check the chassis and other critical screws for tightness after every run.

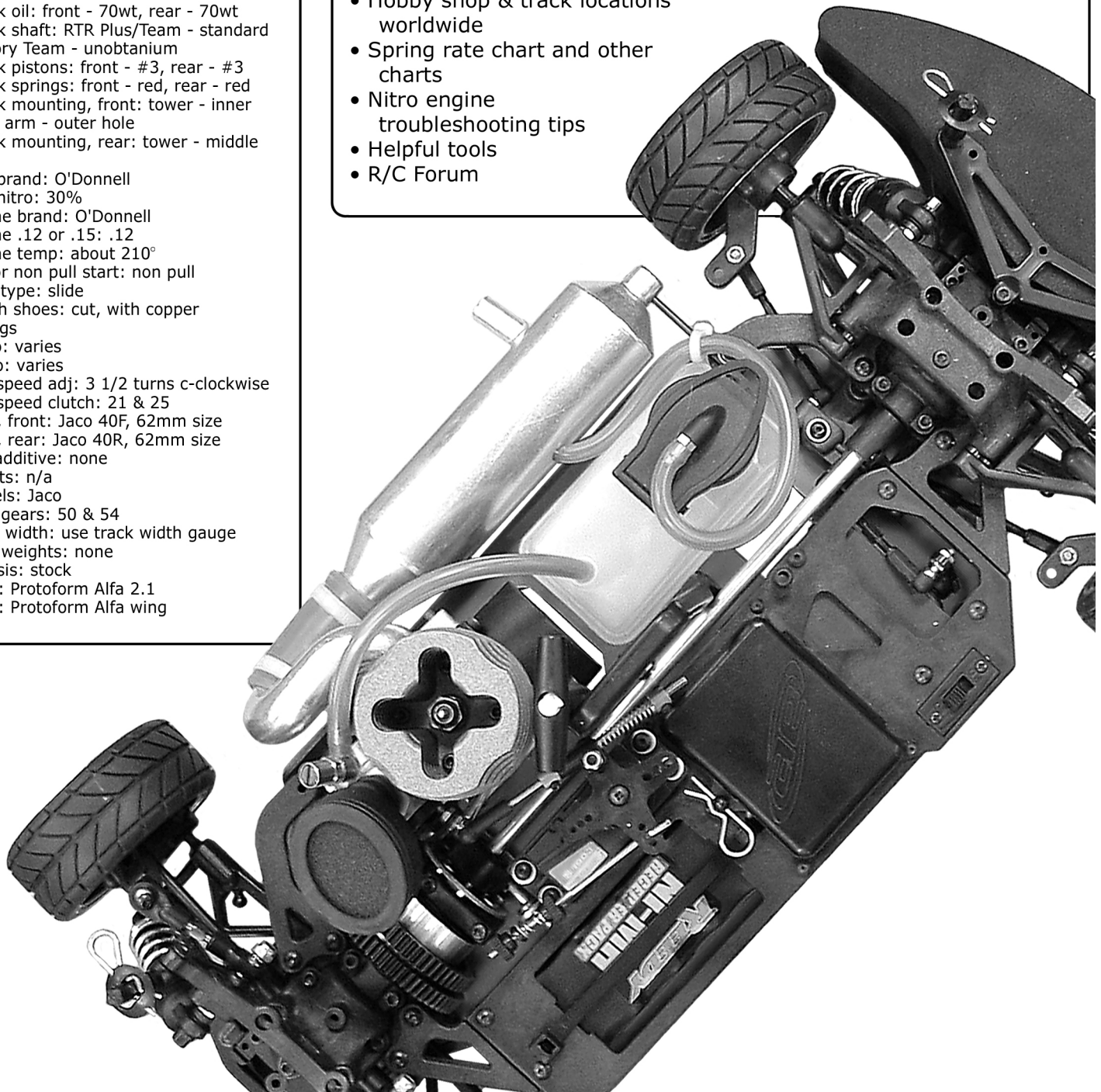
OPTIONAL SETTINGS for foam tires

1. Front camber: 3°
2. Front camber link: inner hole on tower
3. Front caster: 9°
4. Front Toe: 1/2° out
5. Front ride height: 5mm
6. Front Droop: 4 on the droop gauge
7. Bump steer spacers: none
8. Ackermann: #3857 ball ends
9. Front anti-roll bar: blade, 45° angle
10. Rear camber: 2.5°
11. Rear camber link: lower hole
12. Rear toe-in: 2°
13. Rear ride height: 5.5mm
14. Rear anti-roll bar: .078 bar
15. Rear droop: 5 on the droop gauge
16. Driveshafts: RTR Plus - steel CVA's
Team/Factory Team - MIP CVD's
17. Shock body: RTR Plus - composite,
Team/Factory Team - aluminum macro
shock
18. Shock oil: front - 70wt, rear - 70wt
19. Shock shaft: RTR Plus/Team - standard
Factory Team - unobtainium
20. Shock pistons: front - #3, rear - #3
21. Shock springs: front - red, rear - red
22. Shock mounting, front: tower - inner
hole, arm - outer hole
23. Shock mounting, rear: tower - middle
hole
24. Fuel brand: O'Donnell
25. Fuel nitro: 30%
26. Engine brand: O'Donnell
27. Engine .12 or .15: .12
28. Engine temp: about 210°
29. Pull or non pull start: non pull
30. Carb type: slide
31. Clutch shoes: cut, with copper
springs
32. Radio: varies
33. Servo: varies
34. Two-speed adj: 3 1/2 turns c-clockwise
35. Two-speed clutch: 21 & 25
36. Tires, front: Jaco 40F, 62mm size
37. Tires, rear: Jaco 40R, 62mm size
38. Tire additive: none
39. Inserts: n/a
40. Wheels: Jaco
41. Spur gears: 50 & 54
42. Track width: use track width gauge
43. Lead weights: none
44. Chassis: stock
45. Body: Protoform Alfa 2.1
46. Wing: Protoform Alfa wing

VISIT TEAM ASSOCIATED'S WEB SITE FOR:

- Setup sheets
- New products
- Tuning tips - setting up your car
to the track
- Customer support
- Body painting ideas in the
Racer's Spotlight section
- Computer wallpaper
- Catalog and manual
- Subscribe to our Free *Team
Associated Insider's Newsletter* -
delivered right to your e-mail
box!
- Racer apparel and car carrier
- Hobby shop & track locations
worldwide
- Spring rate chart and other
charts
- Nitro engine
troubleshooting tips
- Helpful tools
- R/C Forum

NITRO TC3



PERFORMANCE COMPONENTS FOR THE NITRO RC10TC3



- 1402 FACTORY BLUE 1.375 Turnbuckles
- 1414 FACTORY BLUE 1.125 Turnbuckles
- 1418 FACTORY BLUE .825 Turnbuckles
- 1450 FACTORY BLUE Ride Height Gauge, set ride height easily
- 1594 FACTORY TEAM Body Hole Reamer
- 1596 FACTORY TEAM Locking Adhesive, locking screws to metal
- 1597 FACTORY TEAM Tire Adhesive, glues tires to plastic wheels
- 1598 FACTORY TEAM Shock Cap, Blue anodized aluminum (4)
- 1700 NTC3 FT Lightweight Two-Speed One-Way Hub
- 1702 NTC3 FT Lightweight Two-Speed Clutch Bell
- 1704 NTC3 Solid F/R Axle
- 1706 NTC3 FT Blue Aluminum Center Bulkhead
- 1708 NTC3 FT Blue Aluminum Pull Start Mounts
- 1709 NTC3 FT Brake Cam Bearing Kit
- 1710 NTC3 FT Blue Aluminum Non Pull Start Motor Mounts
- 1711 NTC3 FT Teflon Sealed Bearing Set
- 1713 FACTORY BLUE NTC3 Turnbuckle Kit Ver1
- 1714 NTC3 FT Swing Rack Bearing Kit
- 1715 NTC3 FT F/R Blade Roll Bar Kit
- 1716 FACTORY BLUE NTC3 Turnbuckle Kit Ver2
- 1717 NTC3 FT Blue Aluminum Blade Roll Bar Mounts
- 1719 FACTORY TEAM Camber + Track Width Tool
- 1721 Clutch Nut Wrench 3/8"
- 1722 FACTORY TEAM Woven Graphite Radio Tray
- 1728 NTC3 HD One-Way Assembly
- 1777 FACTORY BLUE Aluminum Shock Eyelet Balls and Rod Ends
- 2236 NTC3 Carbon Front Arm Set
- 2237 NTC3 Carbon Rear Shock Tower Ver2
- 2238 NTC3 Carbon Rear Arm Set Ver2
- 2241 NTC3 Carbon R/L Steering Blocks
- 2248 NTC3 Carbon Front Shock Tower
- 2255 NTC3 Carbon Chassis Braces
- 2259 NTC3 Carbon Radio Tray
- 2261 NTC3 Carbon Handle
- 2268 NTC3 Carbon Rear Hub Carrier Ver2
- 2324 NTC3 Non Pull 3 Shoe Flywheel
- 2325 NTC3 Pull Start 3 Shoe Flywheel
- 2342 NTC3 Carbon Parts Set Ver2
- 2371 NTC3 Carbon Parts Set Ver1
- 3888 FACTORY BLUE TC3/NTC3 Aluminum CVD Bones
- 3939 TC3/NTC3 Front One-Way/Solid Axle Differential Ring Gear with Mounting Screws
- 3941 TC3/NTC3 Green Spring, 12.0 lbs.
- 3943 TC3/NTC3 Blue Spring, 17.0 lbs.
- 3945 TC3/NTC3 Red Spring, 22.0 lbs.
- 3946 TC3/NTC3 Copper Spring, 25.0 lbs.
- 3949 TC3/NTC3 Wheel Hex Adapters, Graphite
- 3952 TC3/NTC3 Purple Spring, 30.0 lbs.
- 3953 TC3/NTC3 Yellow Spring, 35.0 lbs.
- 3954 TC3/NTC3 White Spring, 40.0 lbs.
- 3960 TC3/NTC3 Rear Anti-Roll Bar Kit
- 3962 FACTORY BLUE Anodized TC3/NTC3 Threaded Shock Kit (4)
- 3963 FACTORY BLUE Anodized Threaded Shock Body includes Collar and O-rings .35" (2)
- 3964 TC3/NTC3 Unobtainium Shock Shafts .35"
- 3965 FACTORY BLUE TC3/NTC3 Axle Bearing Spacers
- 3968 FACTORY BLUE Counterfeit Transponder
- 3972 FACTORY BLUE TC3/NTC3 Aluminum Hex Drives
- 3973 FACTORY BLUE TC3/NTC3 Clamping Hex Drives
- 3988 Complete TC3/NTC3 Tuning Spring Kit (9 pair)
- 6439 FACTORY TEAM Shock Cap, Blue Anodized Aluminum (1)
- 6937 FACTORY BLUE 4-40 Aluminum Locknuts
- 6943 FACTORY BLUE 8-32 Aluminum Locknuts
- 7710 Pre Filter Treatment



