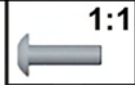


CHOOSE ONE OF THE STEPS BELOW DEPENDING ON HOW YOUR RECEIVER BATTERIES MOUNT



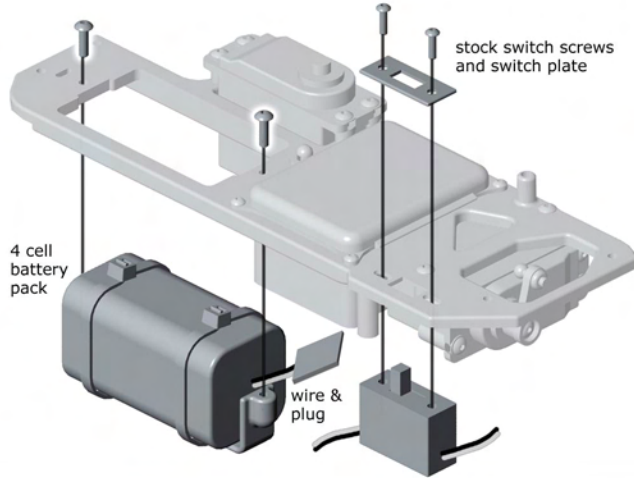
6917, qty 2
4-40 x 3/8 bhcs
FT only, 6860, qty 2
4-40 x 3/8 blue aluminum shcs



2252, qty 1
battery mount



3720, qty 2
wire tie, 8"



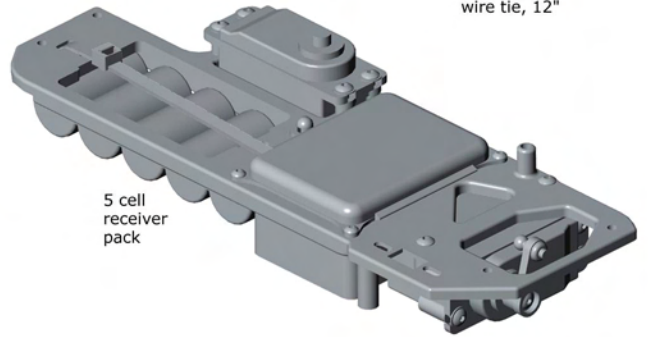
stock switch screws
and switch plate

4 cell
battery
pack

wire &
plug

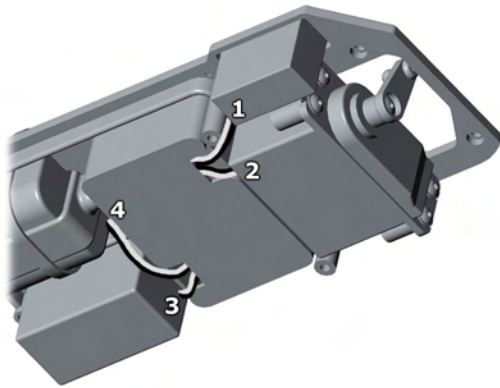


3718, qty 1
wire tie, 12"



5 cell
receiver
pack

5



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

6



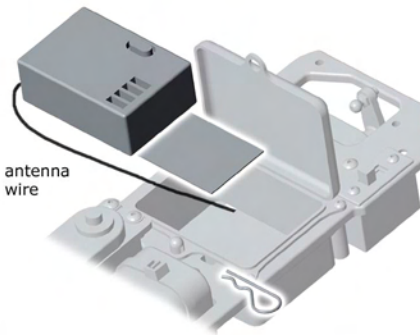
6332, qty 1
FT only, 1736, qty 1
body clip



6727, qty 1
servo tape



6338, qty 1
antenna tube
and cap



antenna
wire



leave some slack at the bottom

7



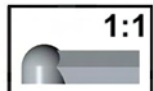
6292, qty 2
4-40 x 3/8 fhcs



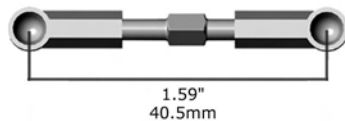
6917, qty 4
4-40 x 3/8 bhcs
FT only, 6860, qty 4
4-40 x 3/8 shcs
blue aluminum



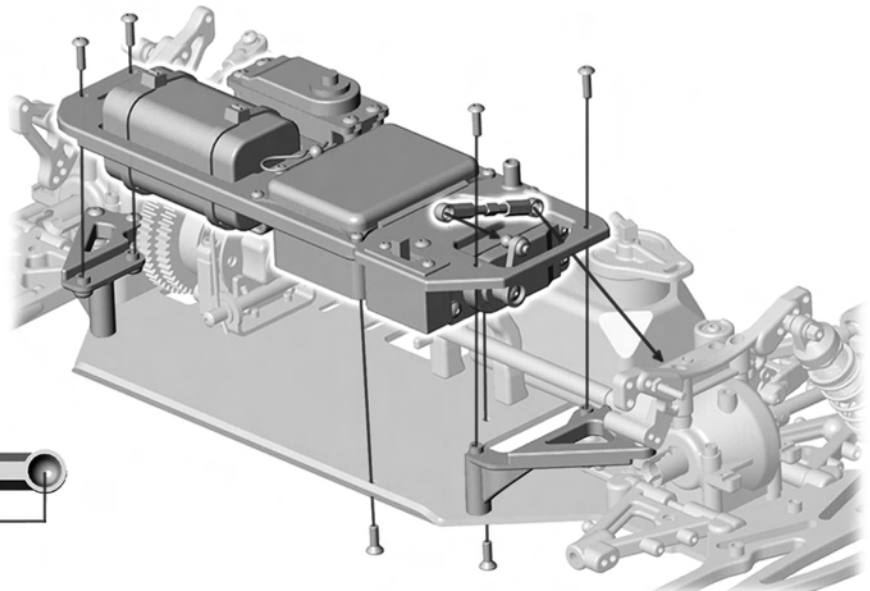
3867, qty 1
FT only, 1402, qty 1
steering link
turnbuckle



6274, qty 2
ball cup, black



1.59"
40.5mm



8

Bag I

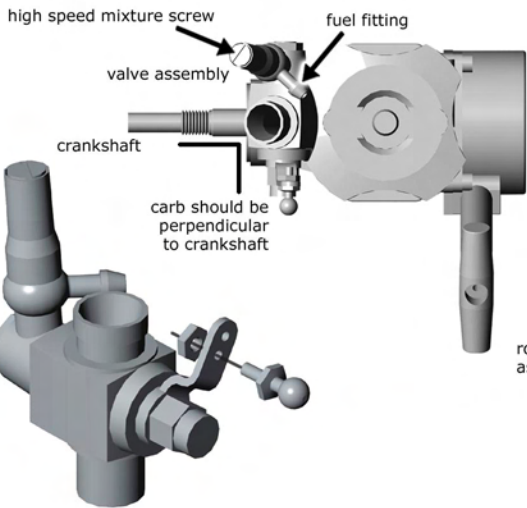


2326, qty 1
2-56 ball end

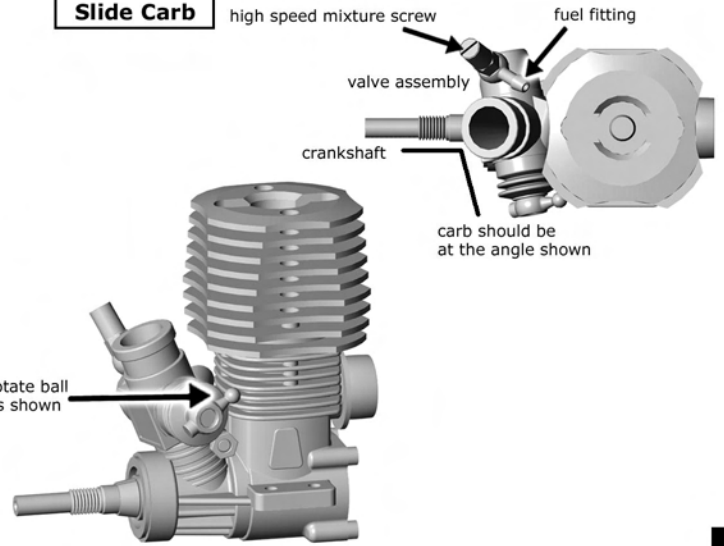


2326, qty 1
2-56 plain nut

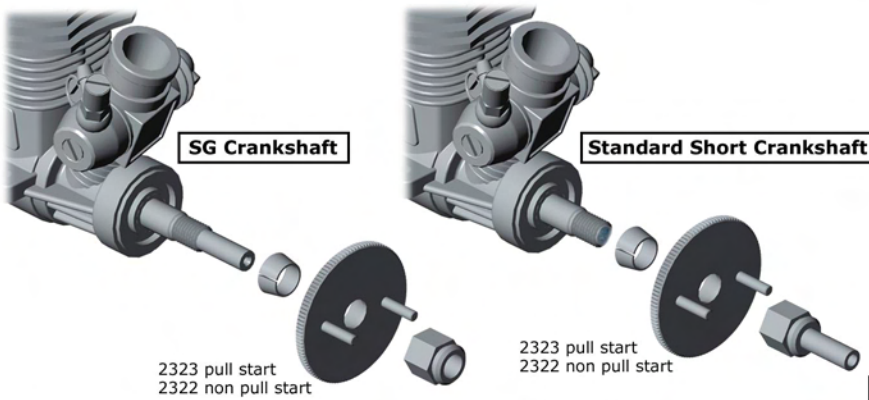
Rotary Carb



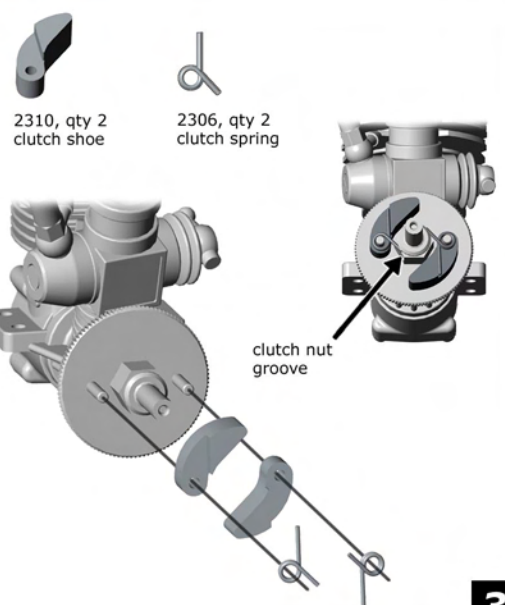
Slide Carb



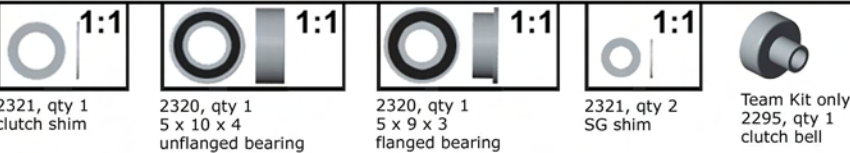
1



2



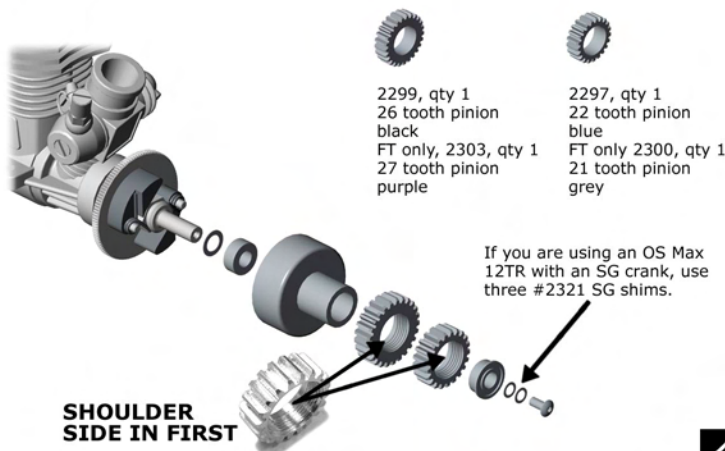
3



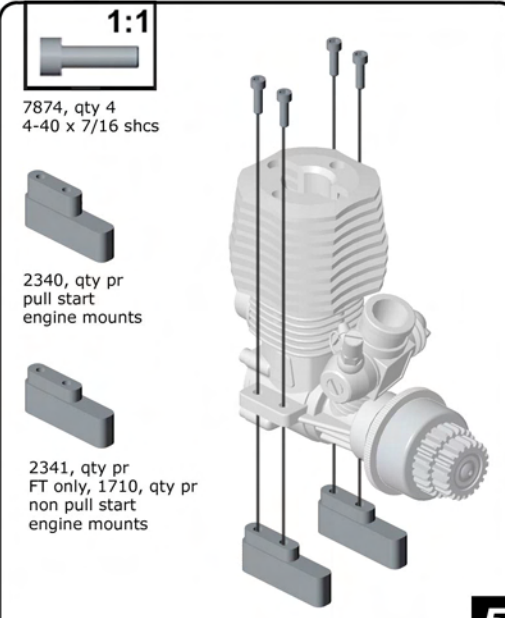
3934, qty 1
3mm bhc



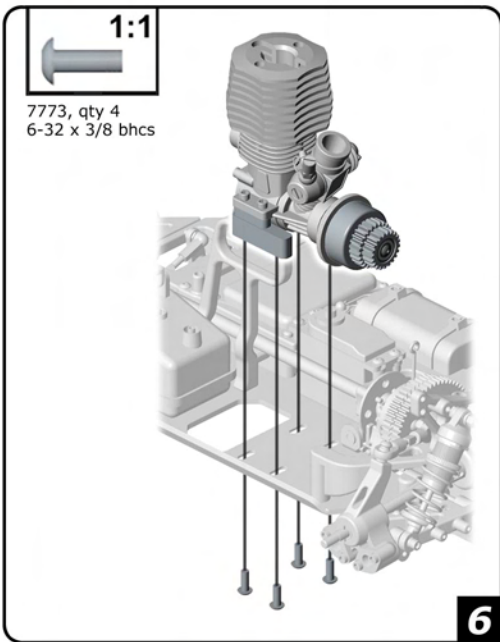
RTR only
2361, qty 1
22/26 tooth
clutch bell



4



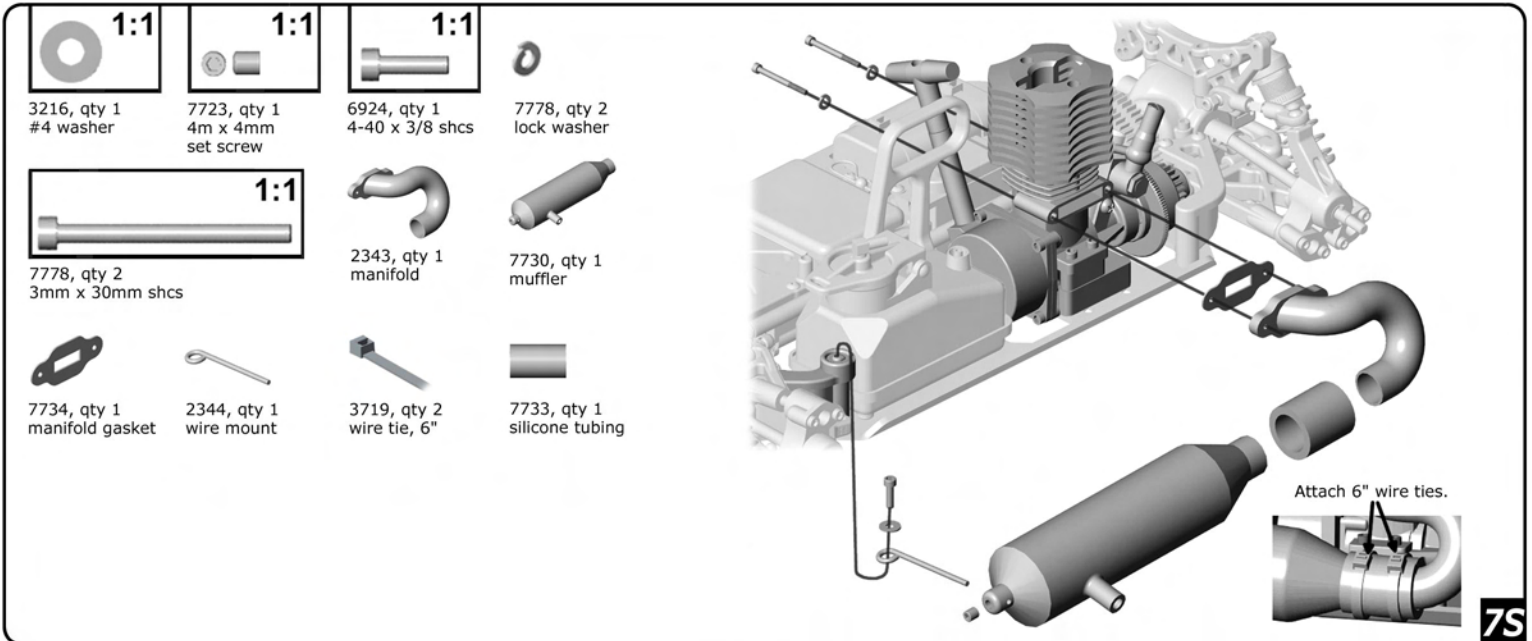
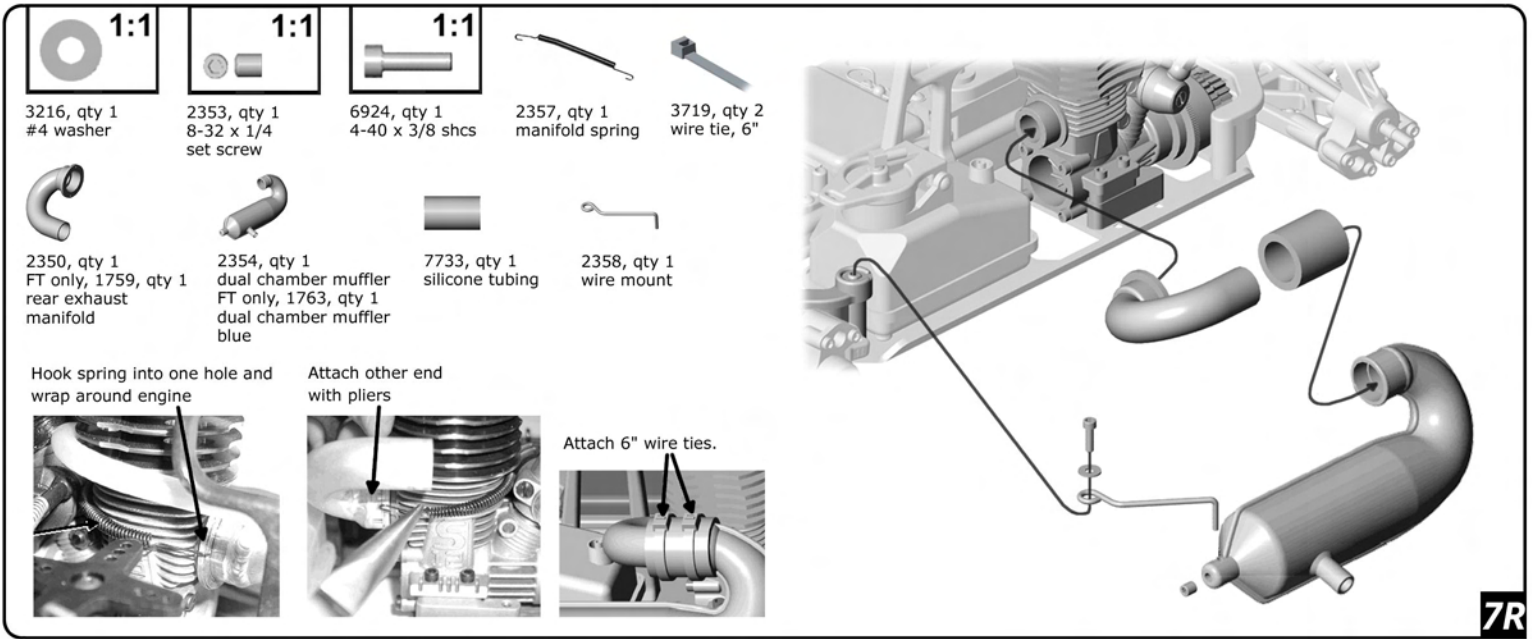
5

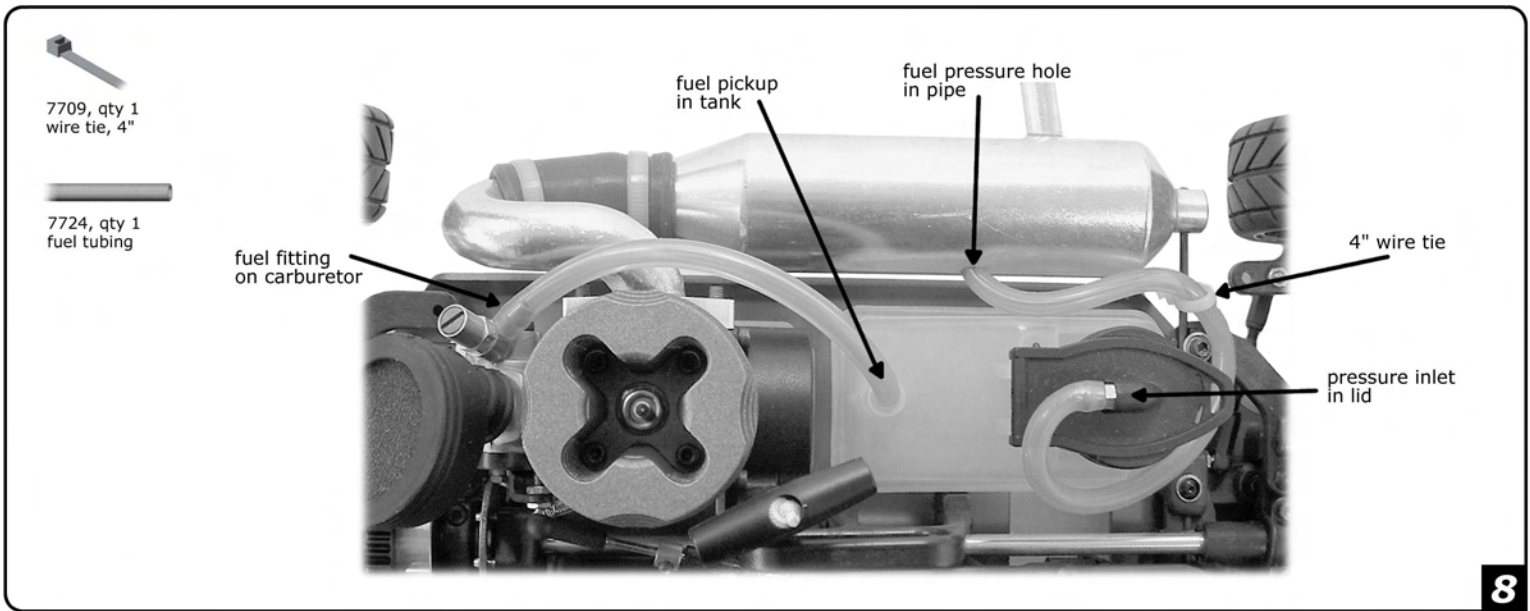


If you have a rear exhaust engine, go to step 7R.

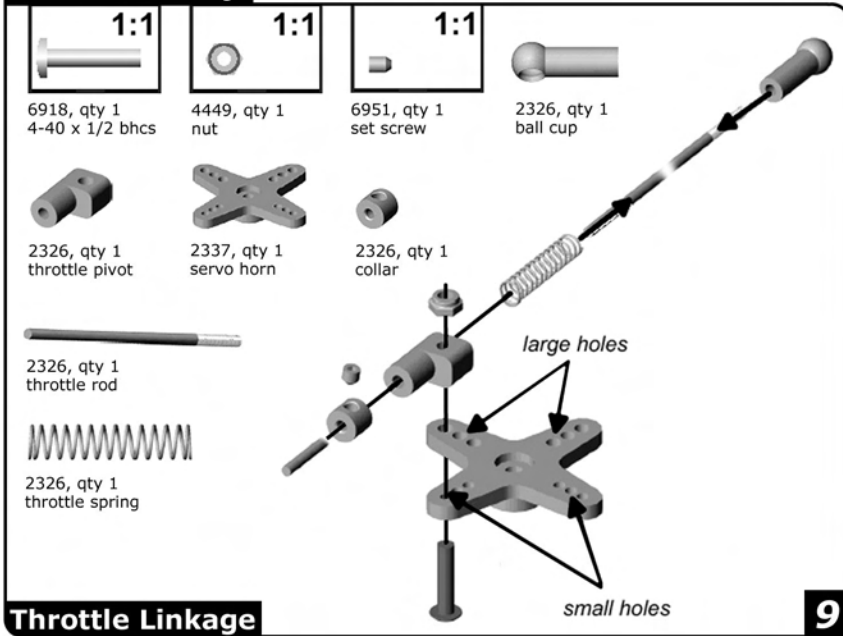
If you have a side exhaust engine, go to step 7S.

7

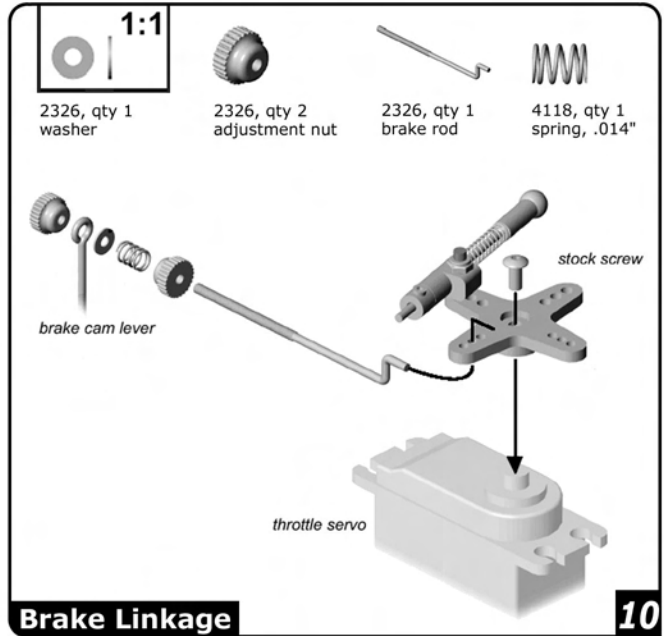




Slide Carb Only

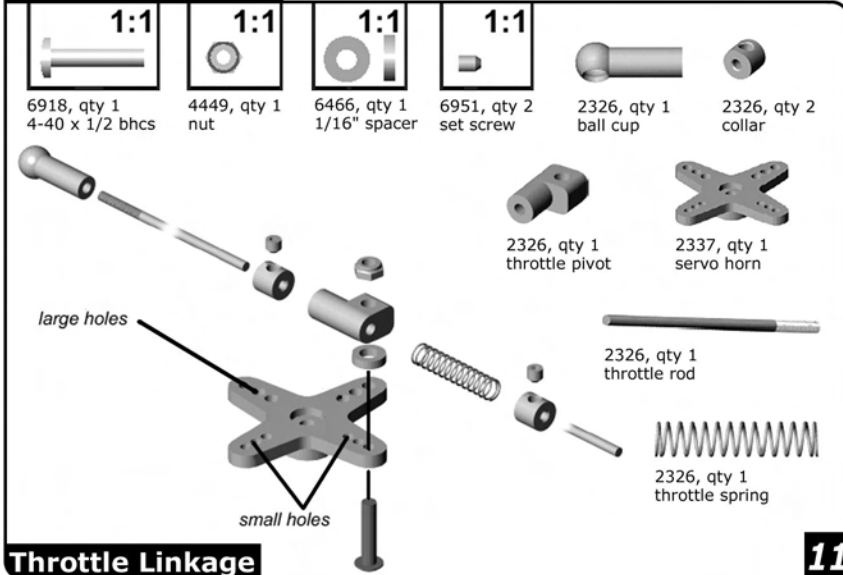


Throttle Linkage

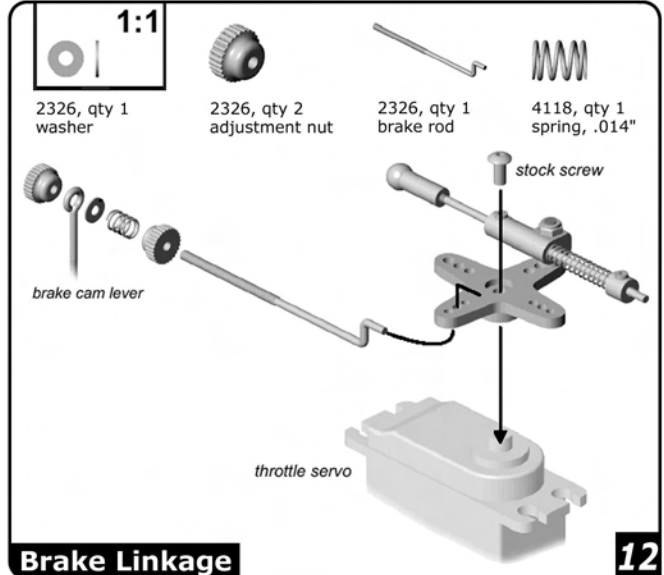


Brake Linkage

Rotary Carb Only



Throttle Linkage



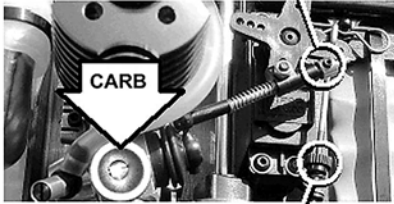
Brake Linkage

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

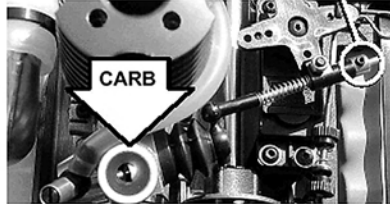
1. 1/16" gap here



4. full brake nut

SLIDE CARB FULL THROTTLE

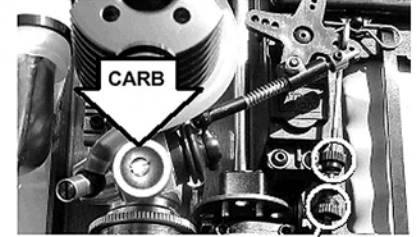
2. adjust if carb is not fully open



- 5

SLIDE CARB BRAKE

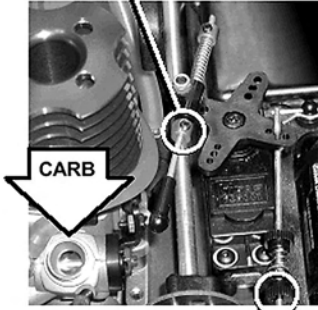
- 3



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

ROTARY CARB IDLE

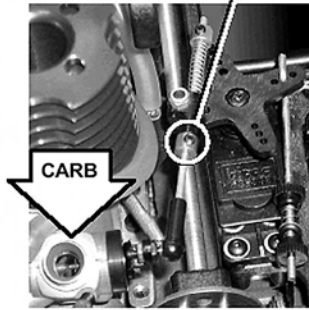
1. 1/16" gap here



4. front brake nut

ROTARY CARB FULL THROTTLE

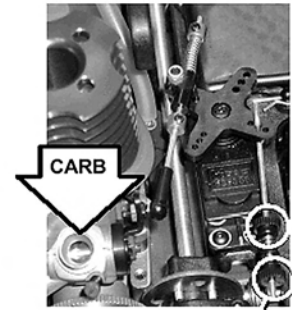
2. adjust if carb is not fully open



- 5

ROTARY CARB BRAKE

- 3



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

Adjusting Brake Linkage

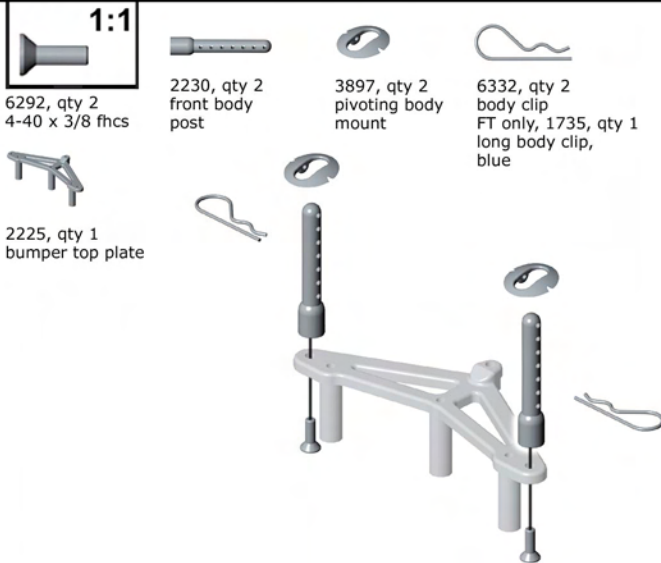
4. With the throttle trigger at idle, adjust the front brake nut so the brake is applied slightly. You can test this by turning the spur gear. The spur gear should have some resistance to it. Also, keep about a 1/16" gap between the back nut and the brake cam lever wire.

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

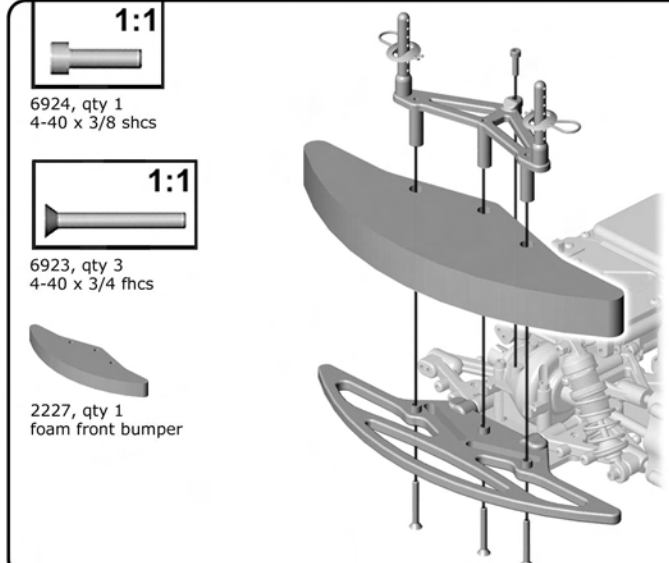
6. Now apply full brake. Your brakes should fully engage. The spur gear will be hard to move. If it is not engaged, adjust the collars or your setup in your radio to get the brakes to engage properly.

13

Bag J



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

1:1

8828, qty 2
rollbar cups, open

.96"
(24.5mm)

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.

SIGN UP NOW!

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CONTACTING US

Customer Support

(714) 850-9342
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.

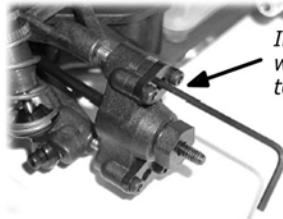
To set the camber we recommend using our supplied #1719 camber/rear toe-in gauge. When adjusting camber you need to have the car ready to run with no body.



#1719 camber/rear toe-in gauge

Setting Front Camber

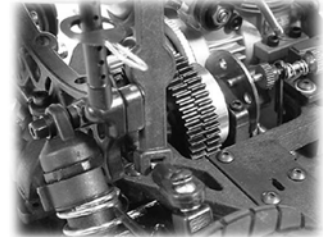
1. Set your car on a flat surface.
2. When using the camber/rear toe gauge, make sure that the number you want to set it at is down at the bottom of the tire. The gauge has 1°, 2°, and 3° notations marked on it. Find the 2° and push it against the tire at the bottom.
3. Use your supplied 5/64" Allen 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

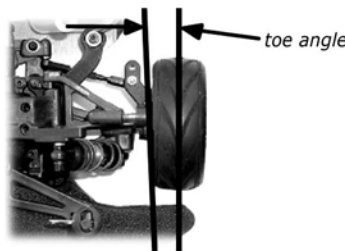
Toe-in is fully adjustable. You can adjust front toe by changing the length of the steering turnbuckles. You can adjust rear toe by changing the length of the frontmost pivot ball (in the rear hub carrier).

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.

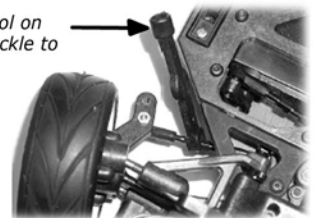
Setting Front Toe

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!



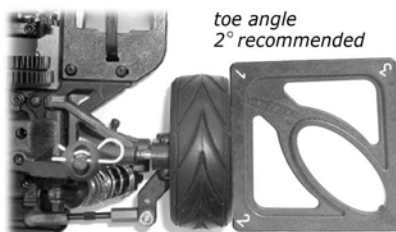
toe angle

use this tool on the turnbuckle to adjust toe

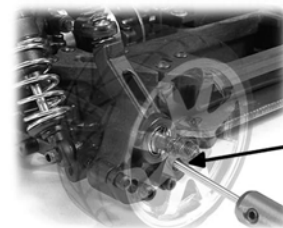


Setting Rear Toe

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

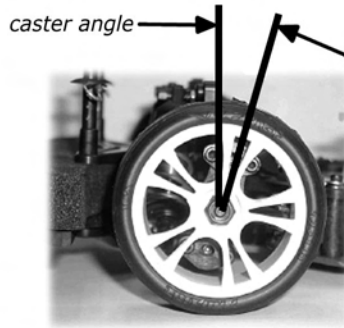


adjust rear toe by inserting your 5/64" Allen wrench into the front pivot ball

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)

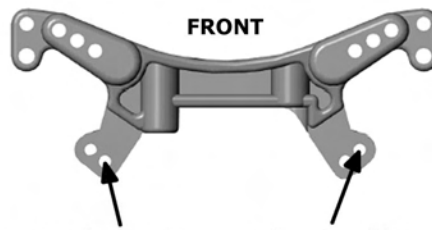
With the Nitro TC3 2 Speed, you can use the following combination of pinion and spur gears in the 2 speed to maintain the correct gear mesh.

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

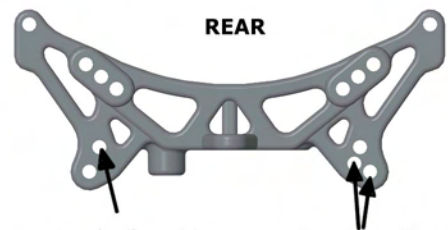
CAMBER LINK LOCATION

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

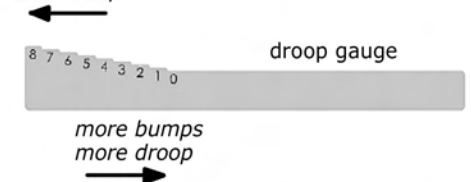
DROOP

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)

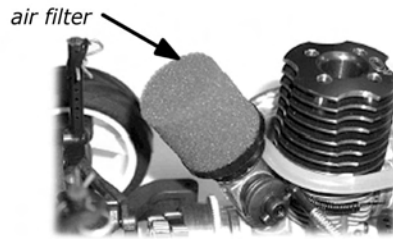
TRACK WIDTH

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

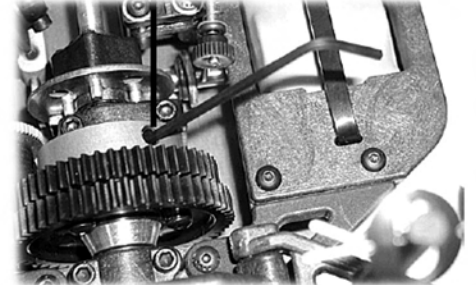
By increasing or decreasing the spring tension you can change the shift point of your two-speed. If you want the car to shift into second gear later, tighten down both screws equally 1/4 of a turn to increase the spring tension. If you want the car to shift into second gear sooner, loosen both screws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

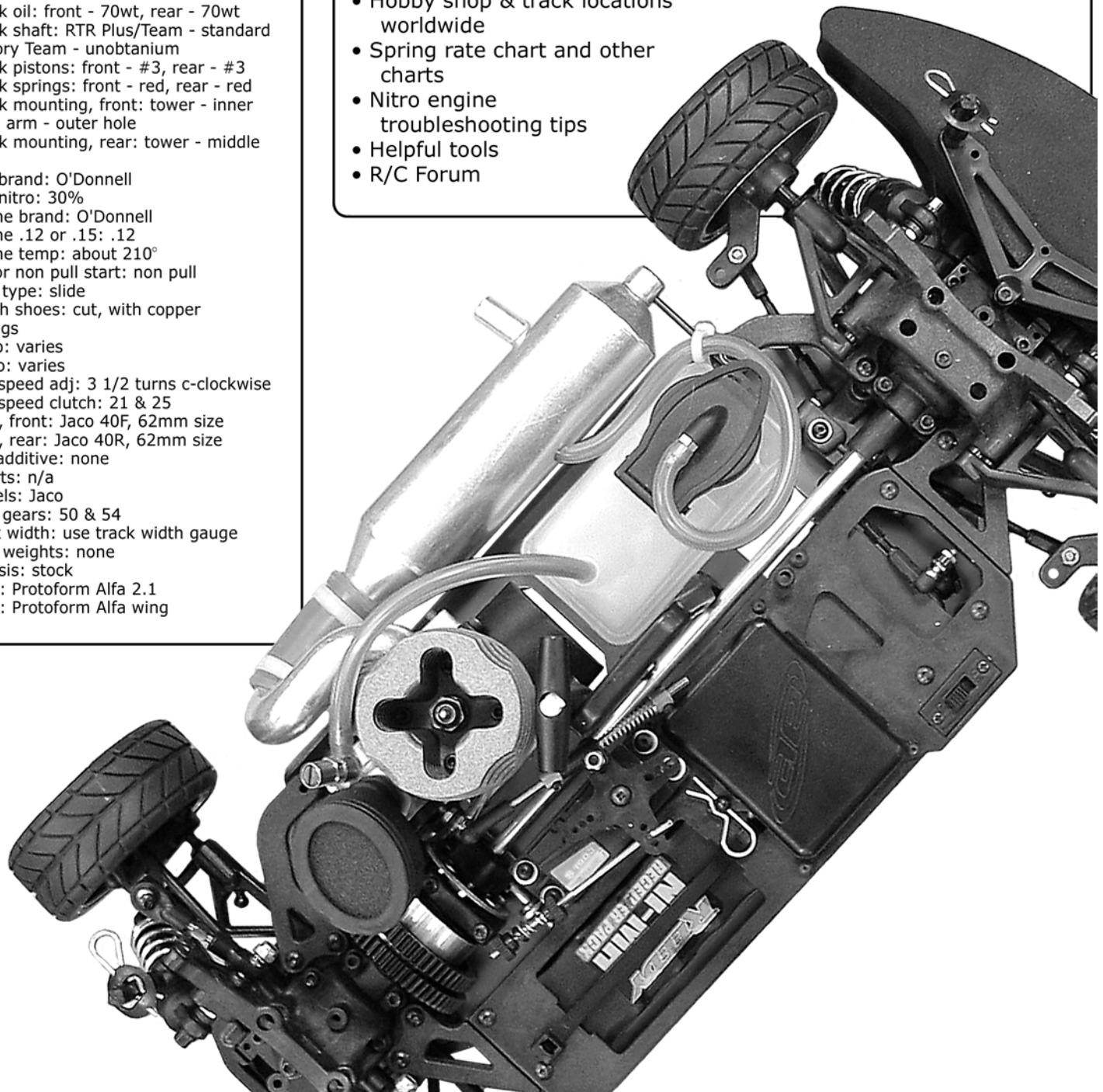
OPTIONAL SETTINGS for foam tires

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





SETUP SHEET for the Team Associated

Driver _____

Track / City _____

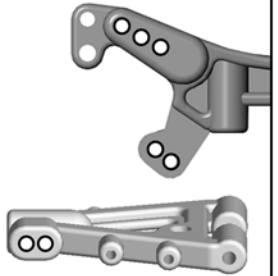
Event _____ Date _____

FRONT SUSPENSION

CASTER ___6° ___9° ___12° ANTI-ROLL BAR
CAMBER ___°
TOE-IN ___°
RIDE HEIGHT ___mm
DROOP ___
BUMP STEER SPACERS ___"
ONE-WAY ___
SOLID AXLE ___
DIFF SETTING ___
none
.055
.062
.078
other
blade ___°
ACKERMAN
STD (3857 ball ends)
opt. (6270 ball ends)

FRONT SHOCKS

SPRING (color)
OIL ___ wt
PISTONS #
SHAFTS
unobtainium
STD
TOWER MOUNTING
inner hole
middle hole
outer hole
CAMBER LINK
inner hole
outer hole
ARM MOUNTING
inner hole
outer hole

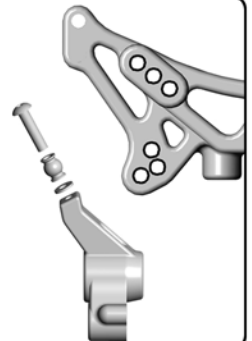


REAR SUSPENSION

CAMBER ___° ANTI-ROLL BAR
TOE-IN ___°
RIDE HEIGHT ___mm
DROOP ___
SOLID AXLE ___
DIFF SETTING ___
none
.055
.062
.078
other
blade ___°

REAR SHOCKS

SPRING (color)
OIL ___ wt
PISTONS #
SHAFTS
unobtainium
STD
TOWER MOUNTING
inner hole
middle hole
outer hole
CAMBER LINK
upper hole
middle hole
lower hole
WASHERS
#
size



OTHER

FRONT TIRES
SIZE (foam only)
INSERTS/WHEELS (rubber only)
REAR TIRES
SIZE (foam only)
INSERTS/WHEELS (rubber only)
TIRE ADDITIVE
TRACK WIDTH
WEIGHTS
FUEL BRAND
NITRO %
ENGINE BRAND
pull start non pull start
.12 .15 ENG. TEMP. °
CARB rotary slide valve
CARB RESTRICTOR none
GLOW PLUG TYPE
TUNED PIPE
PLASTIC COMPONENTS
plastic carbon woven top plate
BODY
RADIO
ST. SERVO
THR. SERVO
1st GEAR PINION / SPUR /
2nd GEAR PINION / SPUR /
CLUTCH 2 shoes 3 shoes
CLUTCH SHOES not cut cut*
CLUTCH SPRINGS STD other
*shade areas for cut shoes, extra holes, etc.



TRACK CONDITIONS

SURFACE ___smooth ___bumpy
TRACTION ___low ___medium ___high
COMPOSITION ___concrete ___asphalt
specify:
NOTES

RACE COMMENTS

MAIN ___ FINISH ___ QUALIFYING POS. ___
NOTES

CAR COMMENTS

NOTES