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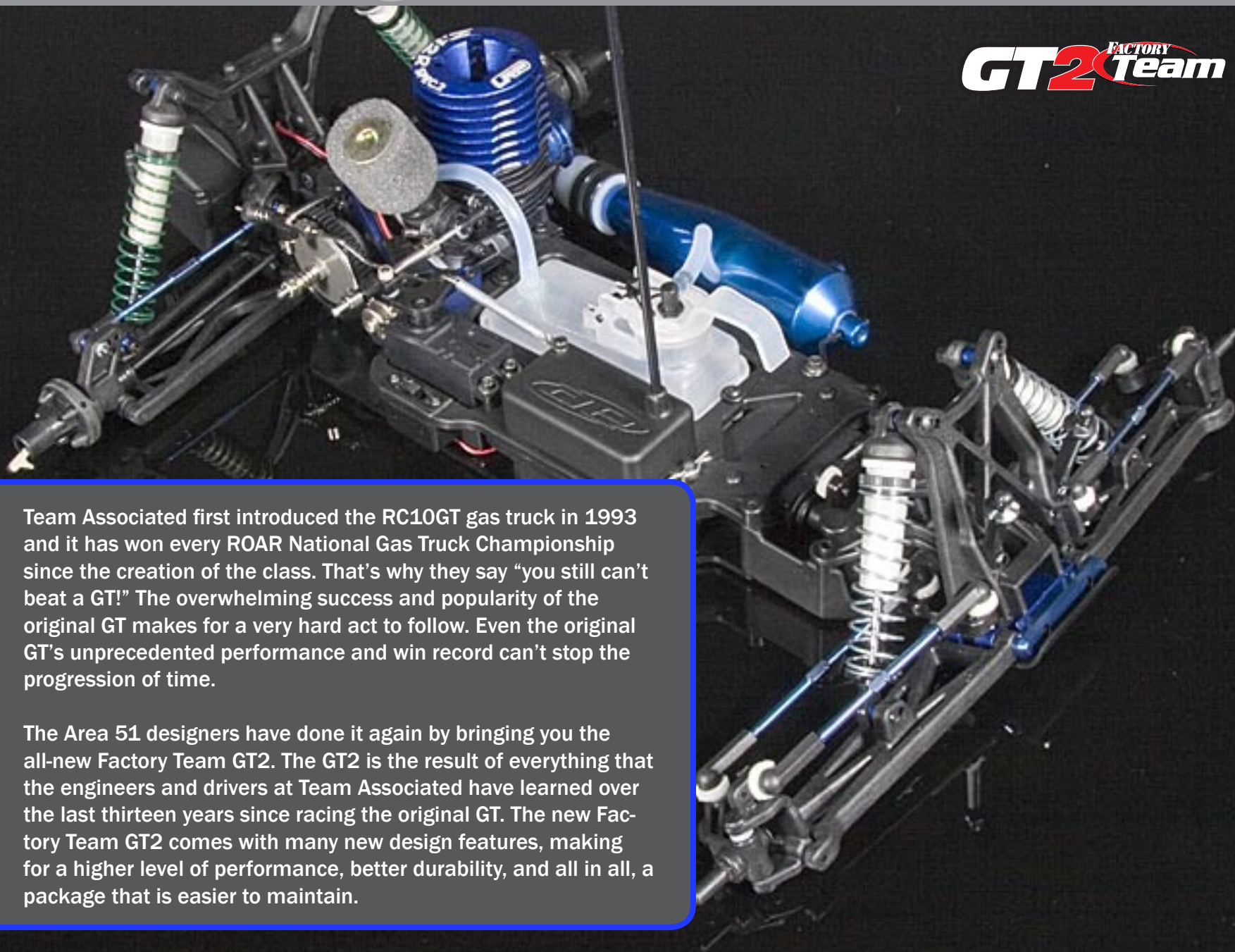
TEAM ASSOCIATED

# Insider's Newsletter

## GT2 <sup>FACTORY</sup>Team



Factory Team GT2  
#7080  
Available mid-August 2006



Team Associated first introduced the RC10GT gas truck in 1993 and it has won every ROAR National Gas Truck Championship since the creation of the class. That's why they say "you still can't beat a GT!" The overwhelming success and popularity of the original GT makes for a very hard act to follow. Even the original GT's unprecedented performance and win record can't stop the progression of time.

The Area 51 designers have done it again by bringing you the all-new Factory Team GT2. The GT2 is the result of everything that the engineers and drivers at Team Associated have learned over the last thirteen years since racing the original GT. The new Factory Team GT2 comes with many new design features, making for a higher level of performance, better durability, and all in all, a package that is easier to maintain.



## Safe and Secure

The GT2 has a sealed battery box which keeps the receiver battery safe and secure.

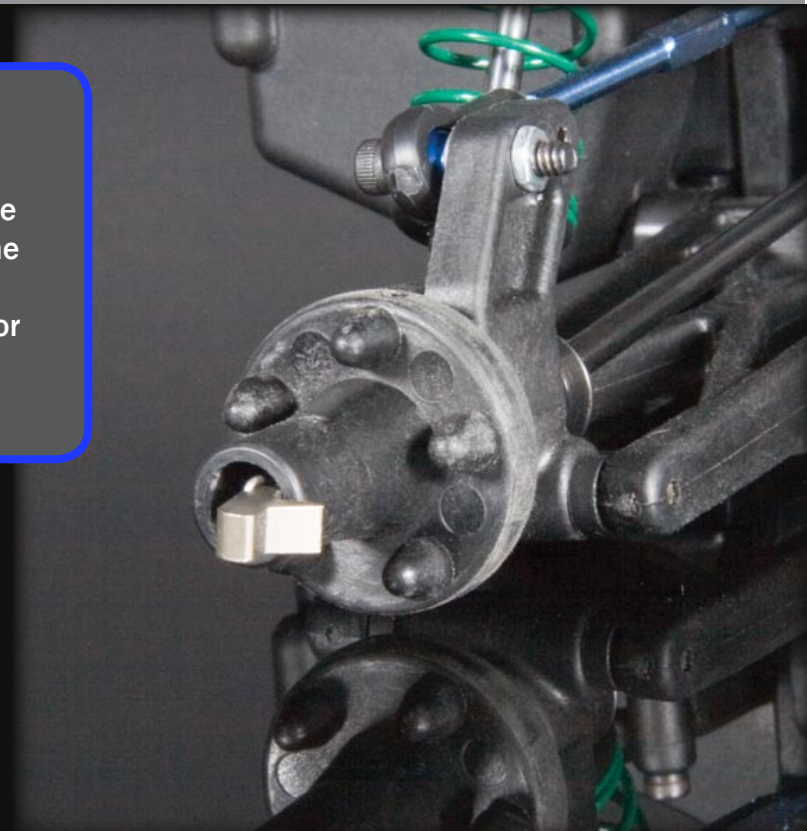


## Quick-Change Artist

Team Associated's Posi-Lock quick-change for the fastest tire changes. The Posi-Lock quick-change has a five-lug self-aligning design that allows for the fastest possible pit stops without having to worry about lining up the wheel onto a hex or drive pin. The Posi-Lock quick-change system is lightweight for reduced unsprung weight and rotating mass for faster acceleration and a more responsive suspension. *See the movie below for demonstration.*

Short movie requires that Apple® Quicktime® be installed.

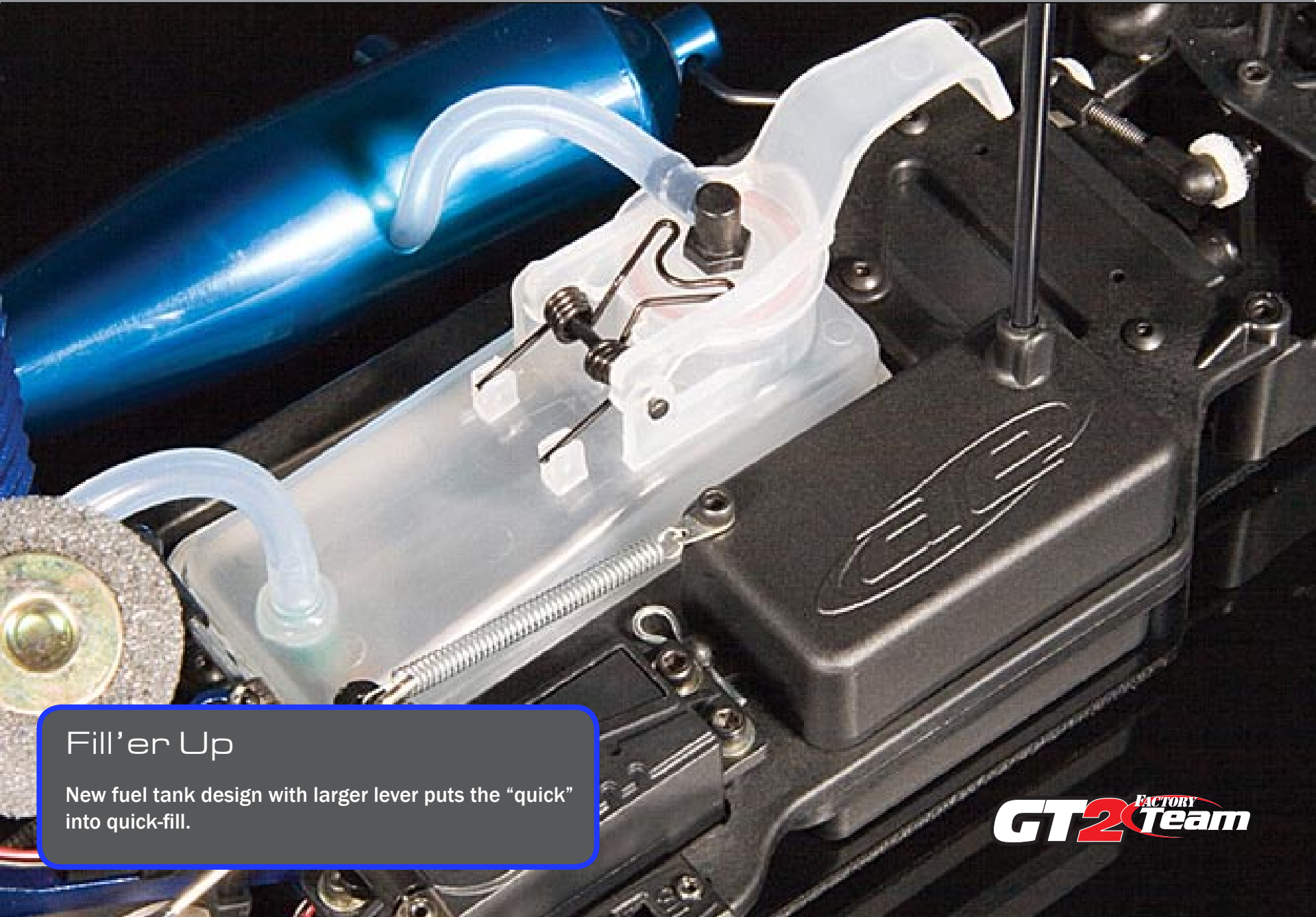
[DOWNLOAD QUICKTIME HERE](#)





## Great Handling

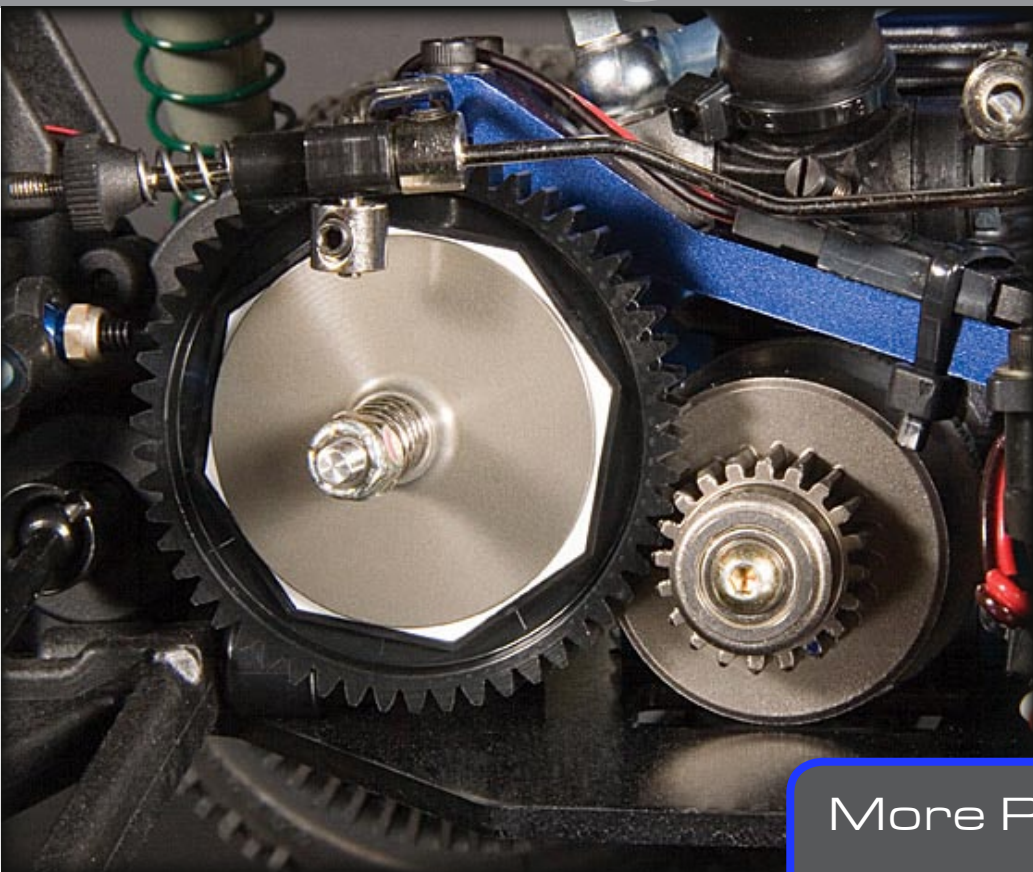
All new suspension geometry makes the GT2 the best-handling gas truck ever. The new suspension components are optimized for maximum durability for long-lasting performance. The front and rear suspension mounts interlock to the chassis to keep the suspension geometry consistent and durable.



### Fill'er Up

New fuel tank design with larger lever puts the "quick" into quick-fill.





## More Power to You

Power enters the gearbox through a more efficient dual-disc slipper clutch that keeps the power on and saves the drive-train during hard landings. The GT2's new 2-shoe clutch is adjustable with optional springs that will get the power down to the ground in all track conditions. The GT2's large diameter clutch fits SG type crankshafts and includes larger, more reliable ball bearings. A free-floating disc brake on the top shaft insures smooth, fade-free brakes during long A-mains. The drag brake is conveniently adjusted by turning the thumb wheel.



## More Punch, Please

The Factory Team GT2 offers more punch and durability due to the all new 4.09:1 ratio transmission.



## Quotables

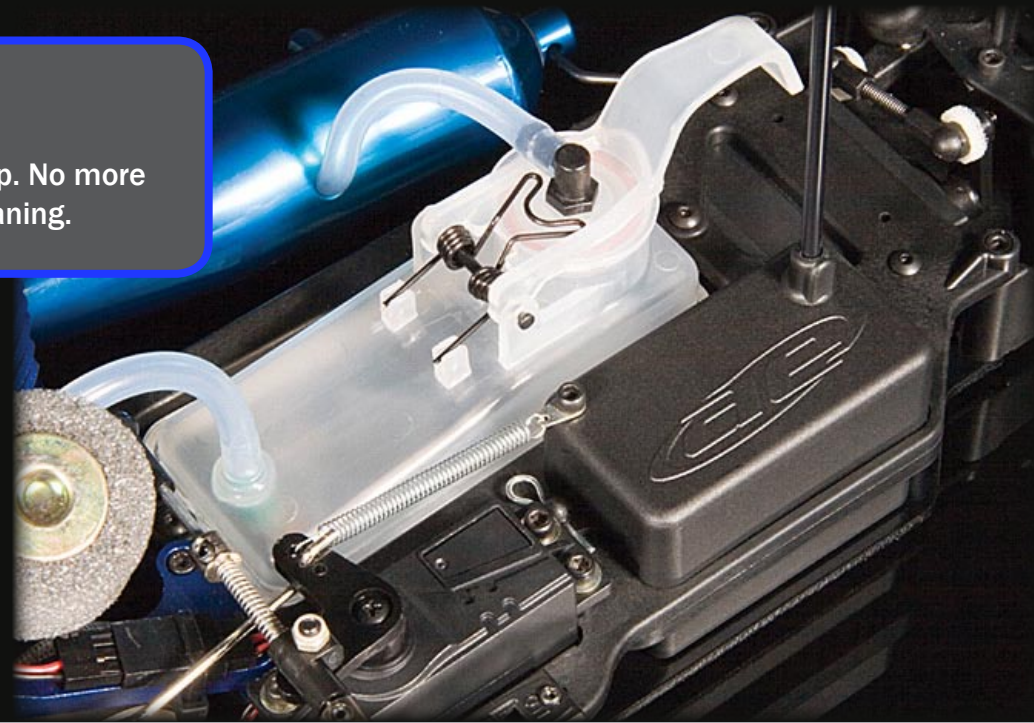
“The GT2 truck has so much punch! I’ll never have to worry about getting over difficult obstacles again.” —*Richard Saxton*

“The GT2 stays planted through the bumps. It also jumps awesome.” —*Jared Tebo*

“We tried to design a truck that had the same legendary handling of the Factory Team GTs used by Tebo, Cavaliere, Maifield, James, and Saxton, but with no modification needed out of the box. We also wanted to make it more durable, easier to work on, and incorporate tons of new features!” —*Kurt Wenger, senior engineer, Associated R&D*

## We Move You

The modular radio tray is easily removed for quick cleanup. No more disconnect/reconnect of electrical components when cleaning.





Full set 20 ball bearings

Modular radio tray

Sealed receiver box

Blue aluminum chassis brace

Hard-anodized, PTFE-coated threaded shock bodies

Ball bearing steering

Captured hinge pins

Blue aluminum bulkhead

Unobtanium shock shafts

Laydown steering servo

Blue titanium turnbuckles

Sealed battery box

New fuel tank design with large lever for quick fills.

Polished, blue anodized tuned pipe

CVA joints with quick-change hubs

Photos show items not included in Factory Team kit: LRP Z.12R engine, servos, receiver, and battery. GT2 Interceptor Body comes clear. Assembly required.





## Frequently Asked Questions

### How fast does it go?

30-45 mph, depending on which engine was chosen, and various other conditions.

### Will there be a kit to convert my GT to a GT2?

No kit will be released to convert from the old style to the new design. Too many parts were completely redesigned.

### What kinds of engines will fit?

SG crank engines will fit into a GT2. Standard cranks will fit with the #2312 NTC3 clutch nut.

### Does it accept a two-speed?

No.

### Will the quick-change rear hubs work on my GT?

Yes, for the GT and T4.

### Will the transmission fit my GT or T4?

No.

Illustrated guide: *Buying a Nitro R/C kit*

Parts that fit the GT and GT2.

# GT2<sup>FACTORY</sup>Team



Open Internet connection and click on pictures to enlarge.

### What else do I need to finish the GT2?

Click on [blue text](#) for more info on web site.

- Glow igniter ([#1738](#)).
- Model car fuel.
- Fuel bottle ([#1749](#)).
- Receiver battery pack ([#615](#)).
- Extra glow plugs recommended.
- Starter box or electric hand starter with car starter system ([#1750](#)).
- R/C two-channel surface frequency radio system with two servos ([XPS radio](#)).
- .12 or .15 engine with rotary carburetor and SG type crankshaft. (Standard type crankshafts will fit using the #2312 optional clutch nut.) ([AE engines](#).)
- Paint for Lexan® body.
- Tools.