

SLIDE CARB LINKAGE

PLEASE FOLLOW THESE STEPS TO INSTALL A SLIDE CARB IN THE GT



7557, qty 1
throttle pivot



7558, qty 1
throttle pivot clip



7560, qty 1
throttle ball cup



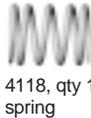
7560, qty 2
throttle rod,
brake rod



6951, qty 4
set screw



3721, qty
2-56 screw



4118, qty 1
spring



7560, qty 1
washer



7560, qty 1
spring

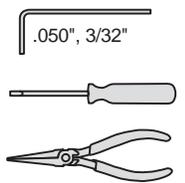


7560, qty 4
collar



xxxx, qty 1
servo horn adapter

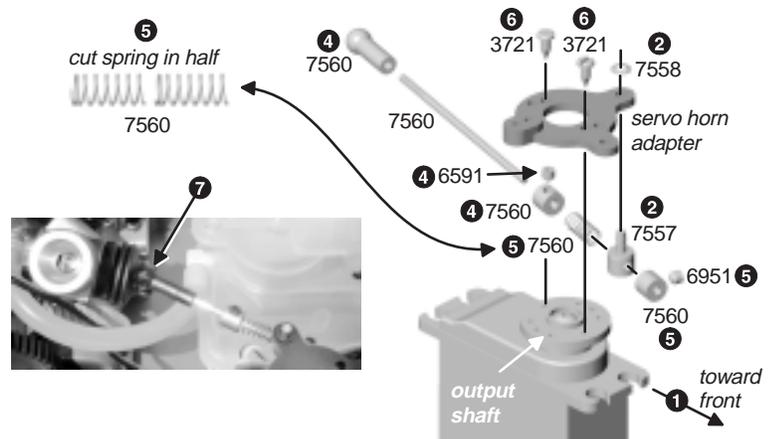
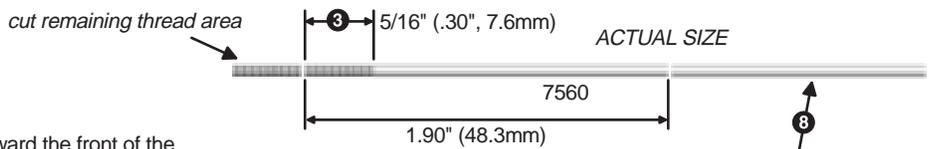
TOOLS USED



step 1

THROTTLE LINKAGE

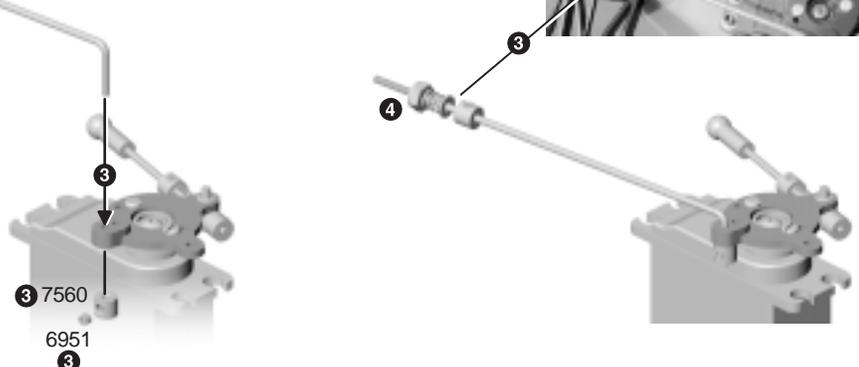
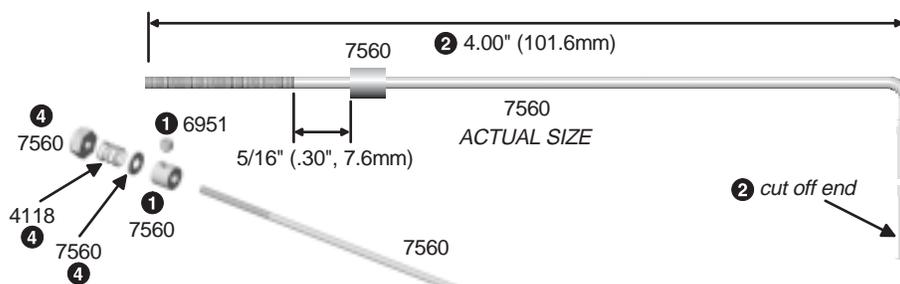
- Reverse the throttle servo so the output shaft is toward the front of the truck.
- Push the #7557 aluminum throttle pivot through the hole as shown. Install the #7558 throttle pivot clip to the opposite side of the throttle pivot. Push the clip against the adapter so that the clip's inner teeth flare away from the adapter when fastened.
- Cut off half of the threads on one end of your throttle rod.
- Screw one #7560 ball cup onto the end of the rod. Slide on one #7560 collar about 5/16" from the ball cup, depending on what type of carburetor you have. Tighten it down with a #6951 set screw.
- Cut the #7560 throttle spring in half with a pair of wire cutters. Slide the spring on. Now slide the throttle rod through the throttle pivot, then slide on and fasten the second #7560 collar on the rod next to the throttle pivot.
- Attach the servo horn adapter assembly to your servo horn with the two #3721 screws provided. See the photos for proper orientation of the adapter to your stock servo horn.
- Snap the ball cup onto the carburetor's ball end.
- Cut off the remaining part of the throttle linkage with 1/4" remaining so you can still adjust the throttle linkage later.



step 2

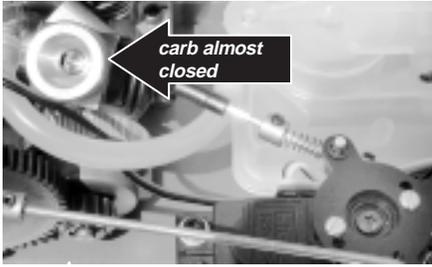
BRAKE LINKAGE

- Add a #7560 collar onto the second rod and secure it with a #6951 set screw about 5/16" from the end of the threads. Bend the brake rod according to the actual size drawing. Cut the rod to length shown in the drawing.
- Slide the threaded end of the rod through the brake disc cam. Drop the bent end of the brake rod through the adapter hole shown. Attach a #7560 collar with a #6951 set screw to the end of the rod underneath the adapter. Slide on a #7560 washer, then the #4118 spring, then the #7560 locknut. Tighten the locknut down until shown in the photo at right.

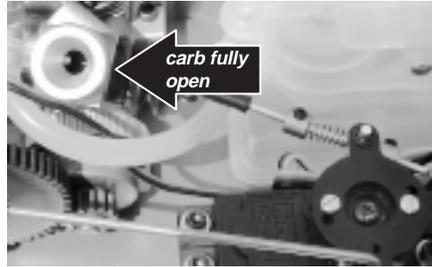


step 3

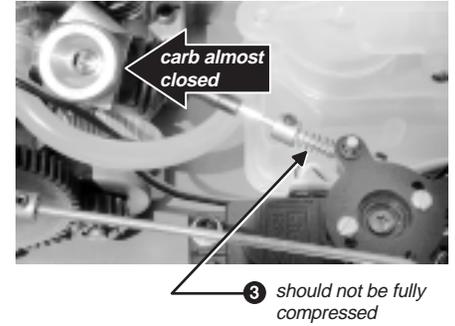
1 IDLE SETTING



2 FULL THROTTLE



3 BRAKE APPLIED



ADJUST THE THROTTLE LINKAGE

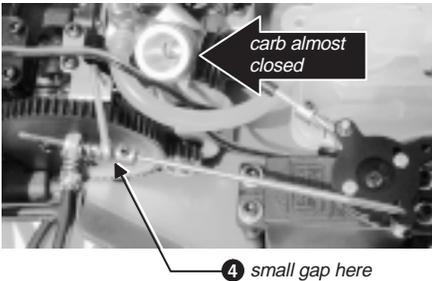
- 1 Remove your air filter. Turn on your transmitter then the kit's electronics (don't start the engine). When at idle (trigger of transmitter not pulled), adjust the collar near the adapter so there is up to 1/16" (1.5mm) of space between the collar and pivot.

- 2 Apply full throttle (pull the trigger of your transmitter all the way back). Your carb should be fully open. If it is not, then adjust the collar nearest to the adapter. (You may also adjust your throttle trim according to your radio's instructions.)

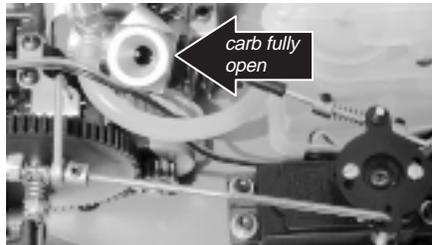
- 3 Now apply the brake. Your carb should be at idle position. The spring should not be fully compressed.

step 4

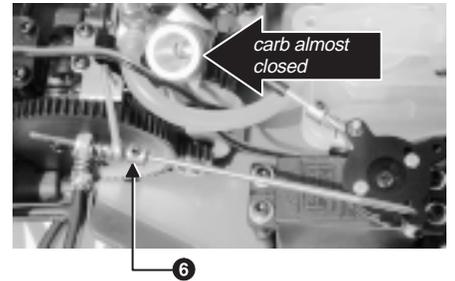
4 IDLE SETTING



5 FULL THROTTLE



6 BRAKE APPLIED



ADJUST THE BRAKE LINKAGE

- 4 With no pressure on the throttle trigger (at idle), adjust the brake nut and spring so that the brake is applied slightly. You can test this by turning the spur gear. The spur gear will have some resistance to being turned. Also, keep about 1/16" (1.5mm) gap between the collar and disc brake cam at idle.

- 5 Now pull the throttle. The brake should disengage immediately. **You do not want the brakes to be engaged while the carb is open or you'll damage the engine.**

- 6 Now apply the brake fully. Your brake should fully engage. The spur gear will be hard to move. If it is not, then adjust the collar.