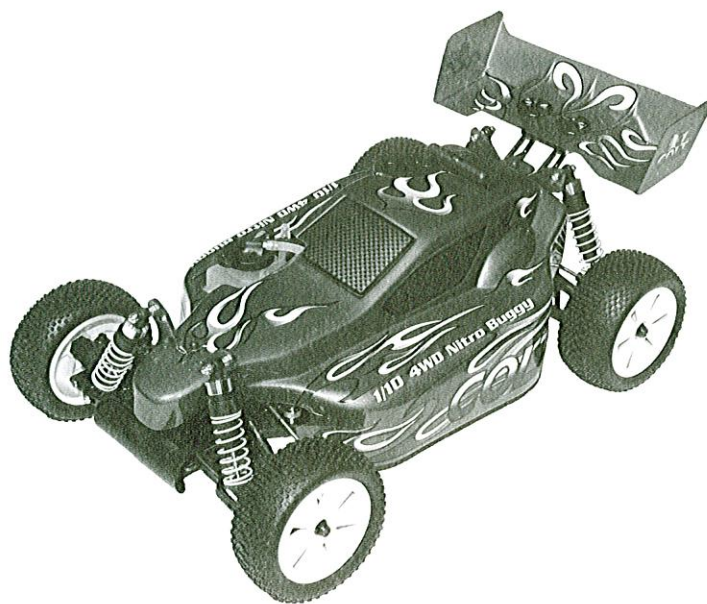




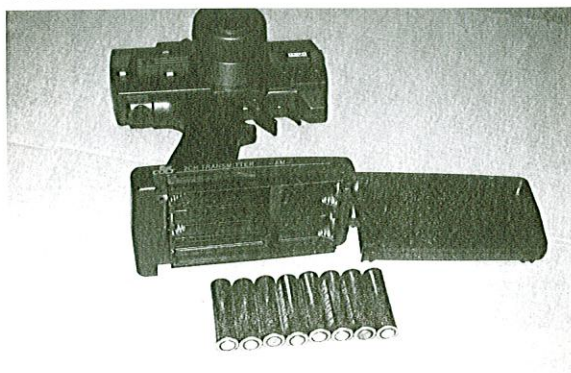
1/10th SCALE 4WD NITRO BUGGY RTR

INSTRUCTION MANUAL

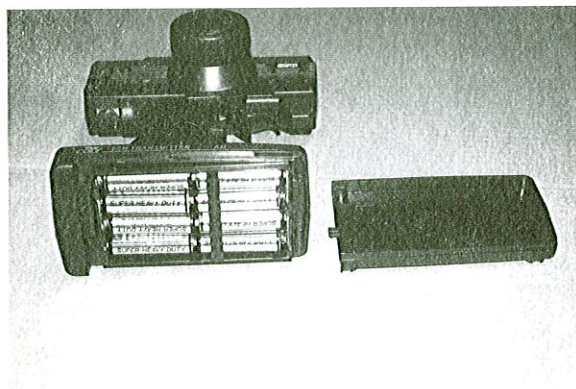


Operation the Nitro Buggy

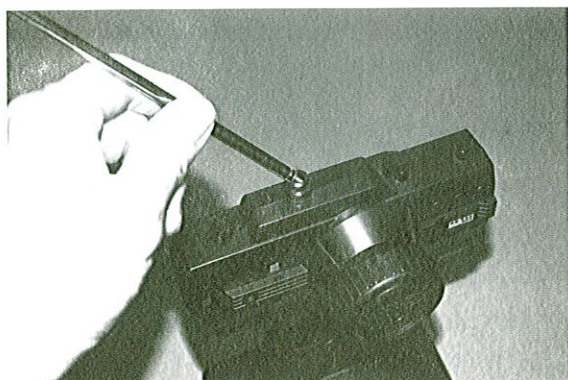
PISTOL GRIP TRANSMITTER



1. Open the battery compartment by sliding the bottom transmitter panel forward.

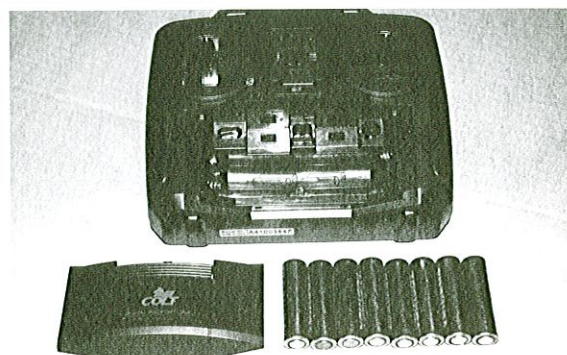


2. Fit the dry or rechargeable cells, maintaining correct polarity.
Close the battery compartment

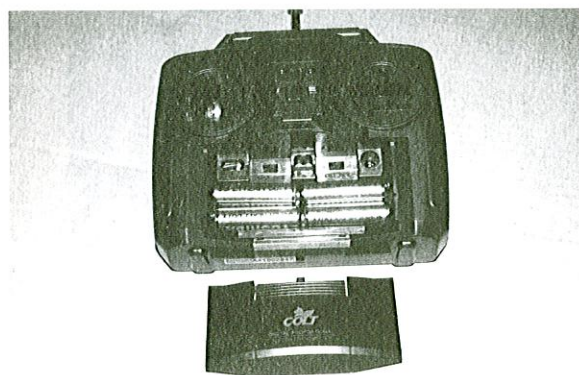


3. Screw the aerial into its socket.

JOYSTICK TYPE TRANSMITTER

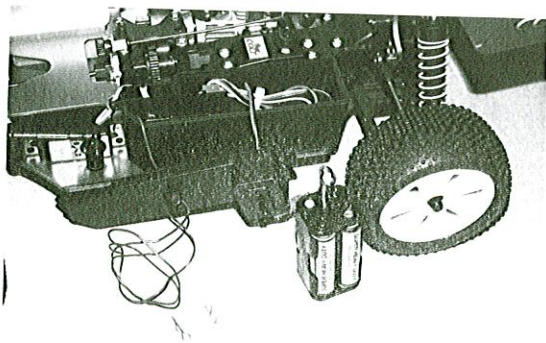


1. Open the battery compartment by sliding the bottom transmitter panel forward.

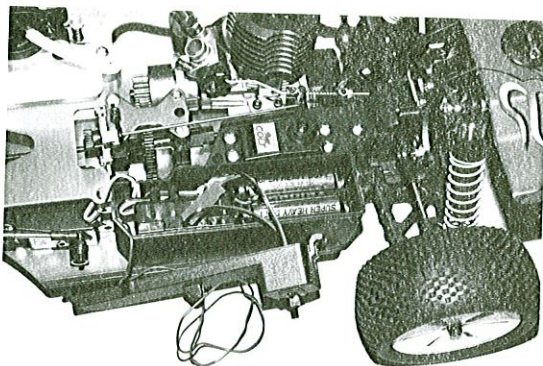


2. Fit the dry or rechargeable cells, maintaining correct polarity.
Close the battery compartment

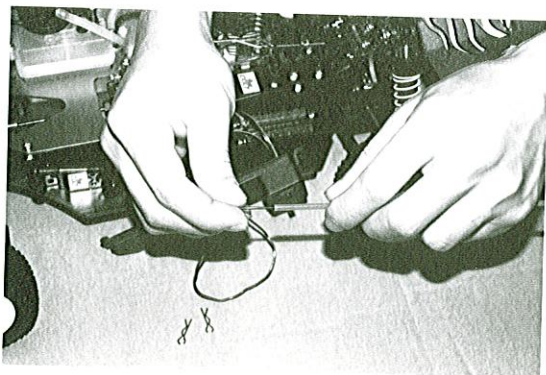
Operation the Nitro Buggy



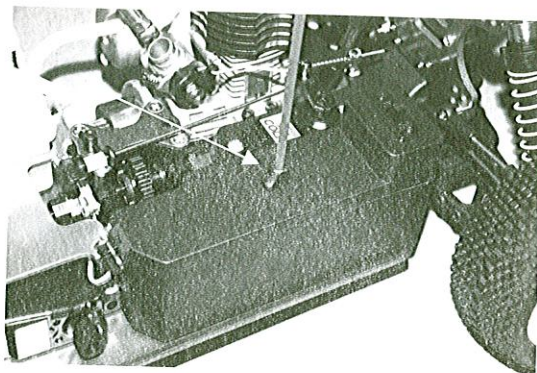
4. Remove the cover and lift out the battery box. Fit the dry or rechargeable cells, maintaining correct polarity.



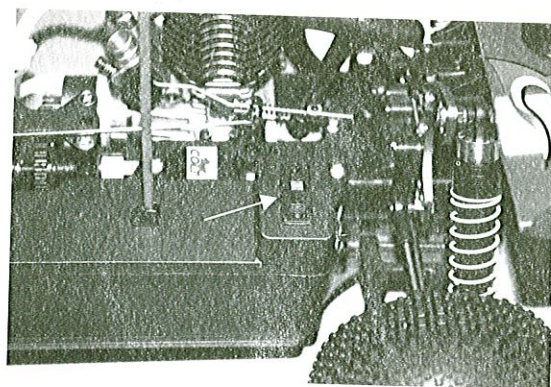
5. Fit the battery box in the model again.



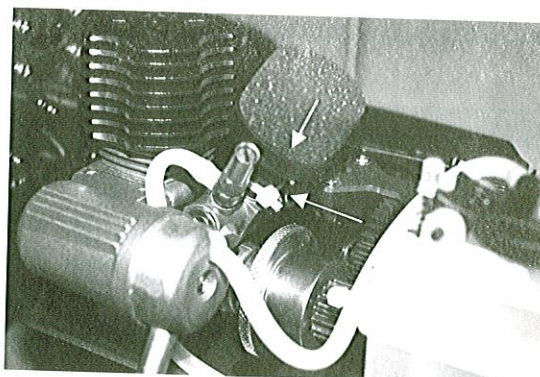
6. Unwind the wire aerial attached to the receiver and slip it into the aerial sleeve.



7. Push the aerial sleeve into the aerial base. Close the cover again.

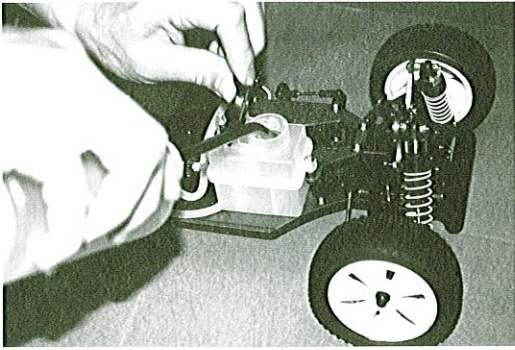


8. Switch the transmitter on first. Turn on the receiving system by operating the switch.

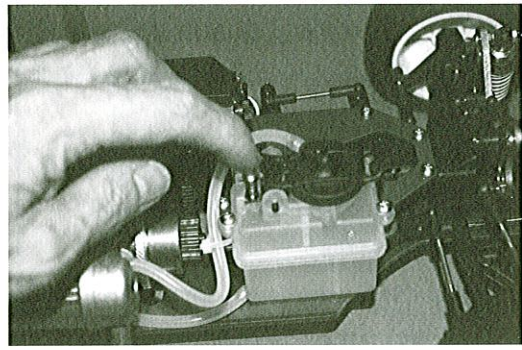


9. Fit the air filter and tighten the small cable tie to secure it.

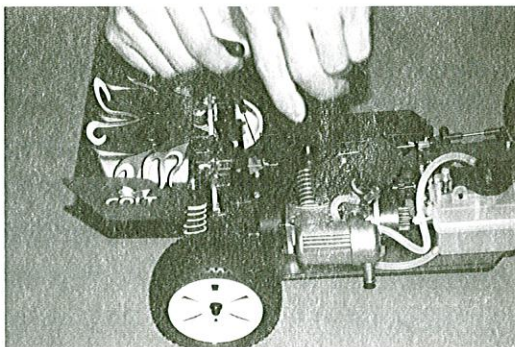
Operation the Nitro Buggy



10. Fill the fuel tank.



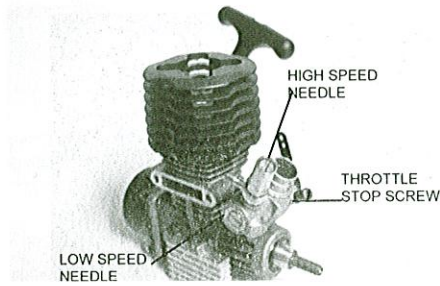
11. Press the pump mechanism on the fuel tank repeatedly to force fuel through the carburetor. Continue pumping until you see fuel entering the carburetor through the fuel line.



12. Push the glow driver onto the glow plug. Check that the throttle lever is at the idle position. Then start the motor by pulling the pull-cord starter. Never pull out the starter cord more than about $\frac{2}{3}$ of its full length.

Nitro set-up

1. CARBURETOR SETTINGS

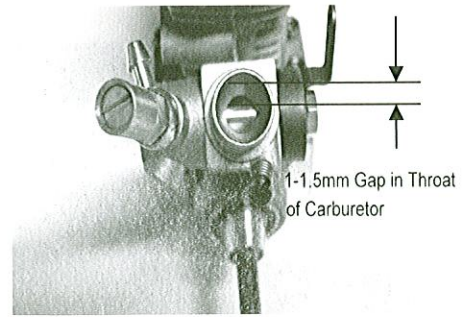


The High-speed Needle

The high speed needle is sticking up from the side of the carb. It is located in the brass housing. Just above the fuel inlet. It controls the fuel-to-air mixture of the carb. The needle is pre-set for break-in from the factory at 2-1/2 turns out from the fully closed position of the carb. Once the engine is broken-in, the high-speed needle would typically run from 2 to 2-1/2 turns out from closed. Depending on the weather, humidity and altitude above sea level. To richen turn the needle counterclockwise, to lean turn the needle clockwise.

The Low-speed Needle

The low-speed needle is the screw in the carb body. Opposite the throttle arm. It controls the fuel to air mixture at low throttle settings. There is a simple way of adjusting the low-speed needle correctly called the pinch test. With the engine at idle, pinch the fuel line and listen to how the engine speeds up or slows down. If the engine increases its speed for about 2 or 3 seconds and then loses RPM, the needle is set correctly. If the engine loses RPM quickly, it is set too lean and the low speed needle needs to be opened (counterclockwise) to richen the mixture. If the engine takes longer than 4 seconds to slow down, lean (clockwise) the low-speed needle and then pinch again to check the mixture.



The Throttle Stop Screw

On the front of the carburetor, there is a black screw. This is called the throttle stop screw. This increases or decreases the idle RPM without changing the fuel-to-air-mixture. You should see an opening of approximately 1.5mm between the carb. Body and the carb barrel when the throttle is pushed closed.

2. RUNNING THE ENGINE

1. Install a glow plug if one is not in your engine. This is threads into the top of the cylinder head.
2. Fill the tank almost to the top. Leave a little air at the top of the tank.
3. Prime the engine by turning the flywheel on the engine.
Which the fuel go through the line and when it gets to the carburetor, turn the flywheel one more full revolution.
4. Open the high speed needle valve exactly 2-1/2 turns out (counterclockwise) from fully closed. Be careful do not to overtighten the high speed needle. When you feel some resistance, stop turning the needle. The high-speed needle is sticking up from the carburetor inside the brass housing. All of the carburetor settings are adjusted with a flat bladed screwdriver. If you have previously run the touring car, keep the same needle valve setting that you used on your last run.
5. Start the engine by pulling the recoil – Use short, quick pulls. Don't pull the recoil starter's string to the end. You only need 25 – 30 cm of pull to start the engine.

If the engine does not start after several pulls, sometimes it is helpful to start the engine at around half throttle. Have a friend pull back on the throttle some while you start the engine. This may be an indicator that the low speed needle setting needs to be adjusted. When the engine starts, immediately return the throttle to idle. If this is not done

the engine can over-rev and cause engine damage. If the engine is difficult to turn over with the recoil starter, especially if it is brand new, Loosen the glow plug a half turn before starting the engine. This allows some compression to escape, but the engine will still start. Make sure you tighten the glow plug after the engine starts. If the recoil starter is still difficult to pull, the engine is flooded – there is too much fuel inside the engine. Remove the glow plug and air cleaner, then turn the engine upside down and pull the recoil 5 or 6 times. This will clear the engine of fuel, and you will notice the recoil pulls easier. Replace the glow plug and repeat the starting procedure.

How To Stop Your Engine

You may have been wondering how to stop the engine. All you have to do is pinch the fuel line that runs to the carburetor and from the bottom of the fuel tank. Pinching this will restrict the fuel flow and the engine will quit within a few seconds. You can also touch the flywheel with the tip of your shoe through the hole in the bottom of the chassis.

BREAKING-IN THE ENGINE

To insure long life and good performance from your Colt .15 engine, you must break-in the engine. The break-in period is critical for long life of the internal parts of the engine. This should be done over the first 5 or 6 tanks of fuel.

Some Things To Remember During Break-In:

1. Run with the body off. This will keep the engine cooler.
2. Keep the air cleaner on at all times.
3. Run on a smooth, hard surface. An empty parking lot is perfect.
4. Use the same fuel that you will use for normal running.
5. Resist the urge to accelerate and decelerate the touring car quickly.
6. Break-in puts stress on the glow plug and you can burn it out during break-in. Make sure you have an extra plug or two on hand.
7. Do not overheat the engine. You can check the head temperature by using one of the temperature gauges that are available.

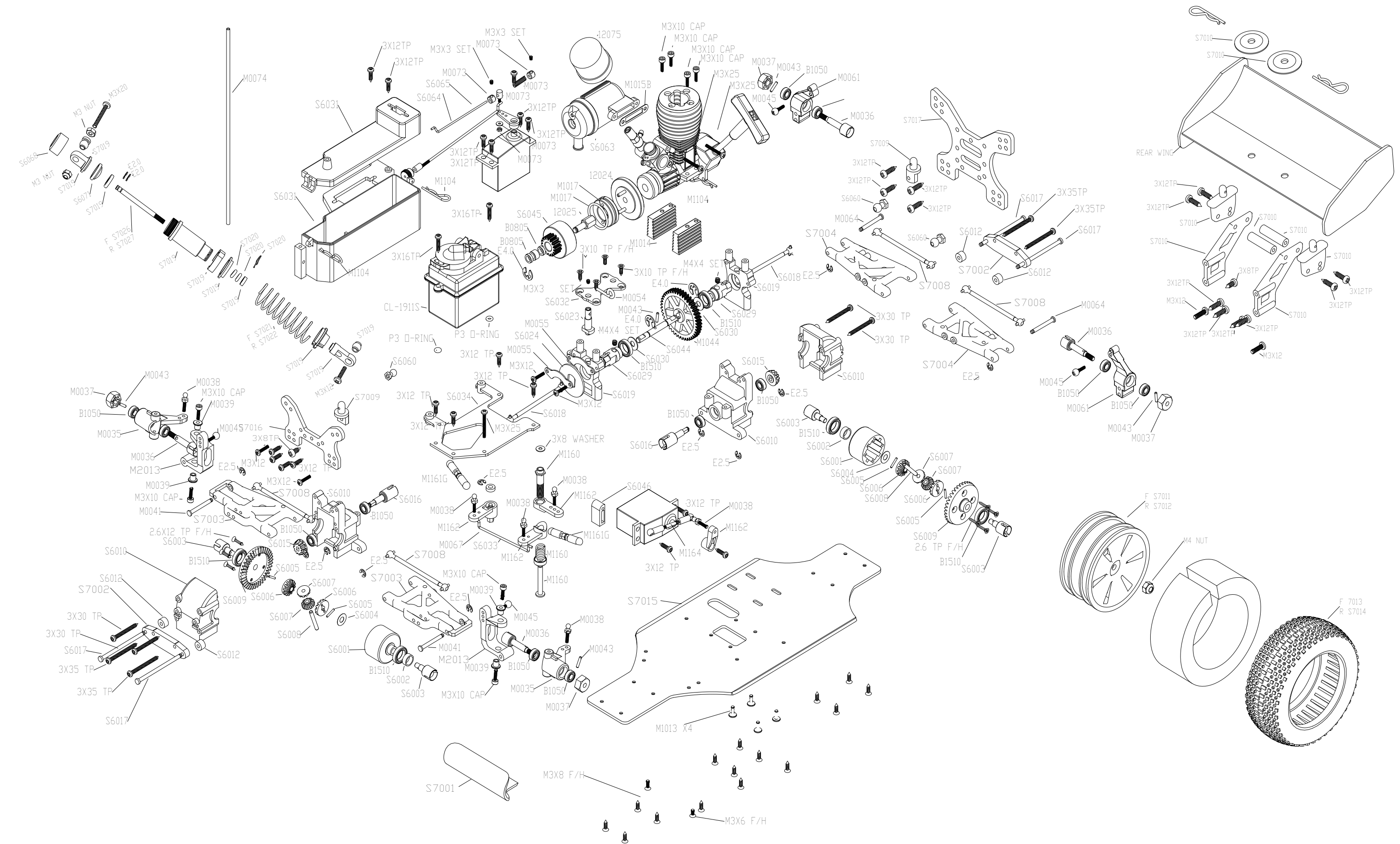
The First Tank

Your first tank of fuel should be running the touring car at very rich high-speed needle valve setting. This allows the fuel to carry as much oil as possible into the engine to lubricate the internal parts during the break-in.

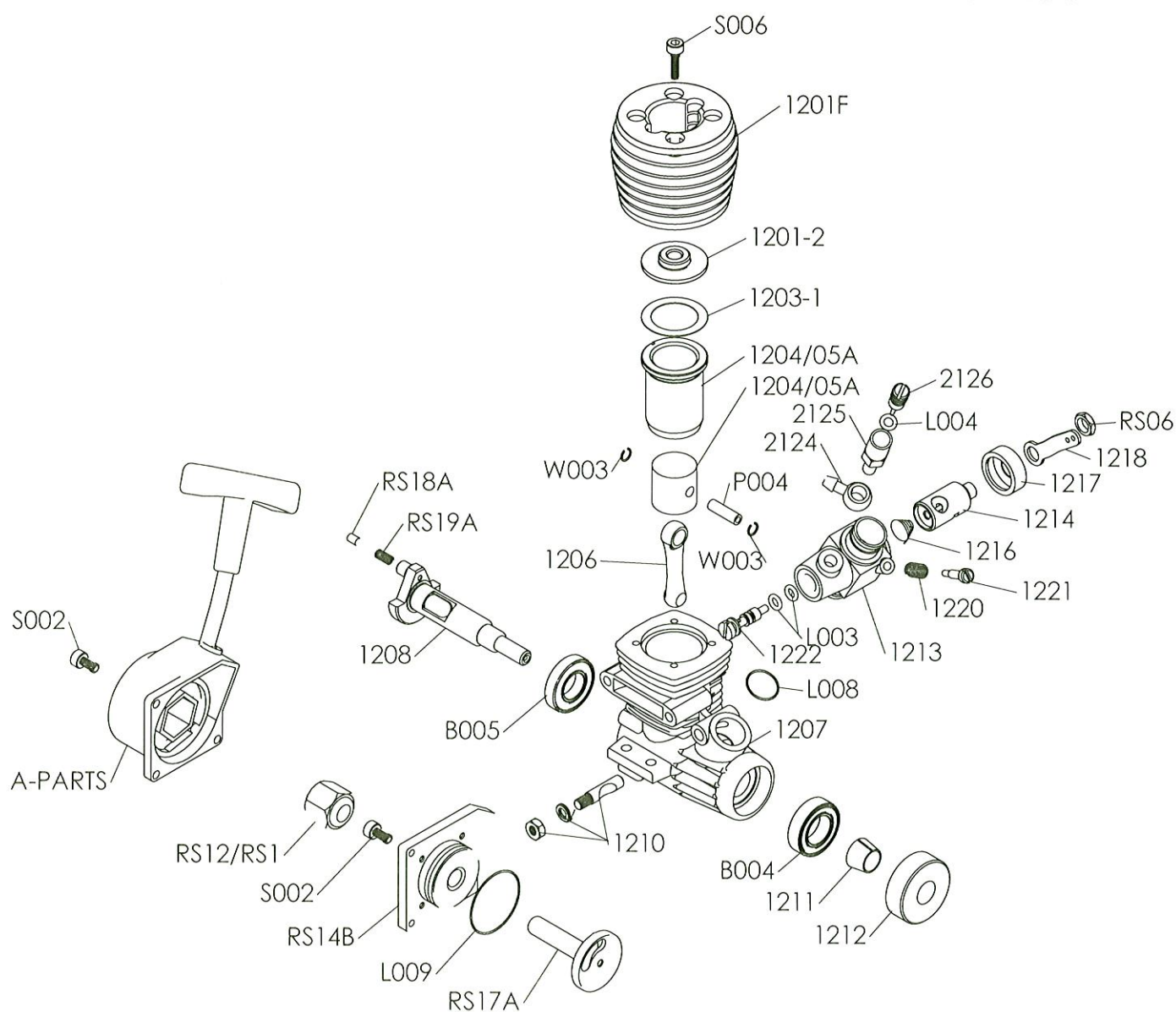
1. Open the needle valve 1-1/2 turns from fully closed (counterclockwise). This is factory set already, but check it to make sure. When closing the high-speed needle until you feel some resistance. Do not overtighten or you will damage the engine.
2. Start the engine.
3. Once the engine is started, open the high-speed needle valve around 1/8 turn at a time, finding the setting where the engine just barely runs. This may take a few times adjusting the needle, running the touring car away from you and back, then adjusting the needle. The touring car will perform sluggishly and stall from time to time – that is normal.
4. Run the touring car back and forth at medium speeds, slowly accelerating and decelerating the touring car, until the tank is almost out of fuel. Do not allow the tank to run out of the fuel. This leans out the engine and can cause overheating.
5. Stop the engine and allow engine to cool before the second tank. This normally takes around 10 minutes (See How to Stop Your Engine).

Tanks 2-6

Turn in the needle valve (clockwise) around 1/12 turn from the previous setting. Run the touring car back and forth. You should notice that the touring car will perform better during each run. Stop the touring car periodically to check for overheating. If it is too hot stop the engine. Wait for it to cool, then open up the needle valve and restart. After the 6th tank, you should be near to the peak performance of the engine.



COLT .15 EXPLODED VIEW & PARTS LIST



PARTS LIST

ITEM #	DESCRIPTION	ITEM #	DESCRIPTION
1201F	CYLINDER HEAD PURPLE COLOUR	2124	FUEL INLET NOZZLE
1201-2	BURN ROOM .15	2125	NEEDLE SOCKET
1203-1	HEAD GASKET .15	2126	NEEDLE VALVE
1204/05A	CYLINDER SLEEVE/PISTON 3P (15S)	B004	BEARING FRONT
1206	CON. ROD	B005	BEARING REAR
1207	CRANKCASE	L003	IDLE NEEDLE O-RING
1208	CRANKSHAFT	L004	NEEDLE O-RING
1210	CARB. RETAINER & NUT	L008	CARBURATOR O-RING
1211	DRIVE WASHER COLLET	L009	COVERPLATE GASKET
1212	DRIVE WASHER	P004	PISTON PIN
1213	CARBURATOR BODY	S002	M2.6X6 SCREWS
1214	CARBURATOR BARREL	S006	HEAD BOLTS
1216	CARBURATOR BARREL SPRING	W003	PISTON PIN RETAINERS
1217	CARBURATOR BOOT/ DUST COVER	A-PARTS	PULL START UNIT
1218	THROTTLE ARM	RS12/RS1	ONE WAY BEARING SET
RS06	THROTTLE ARM NUT	RS14B	COVERPLATE FOR RECOIL
1220	THROTTLE STOP SPRING	RS17A	START SHAFT
1221	THROTTLE STOP SCREW	RS18A	START SHAFT PIN
1222	IDLE NEEDLE	RS19A	START SHAFT SPRING

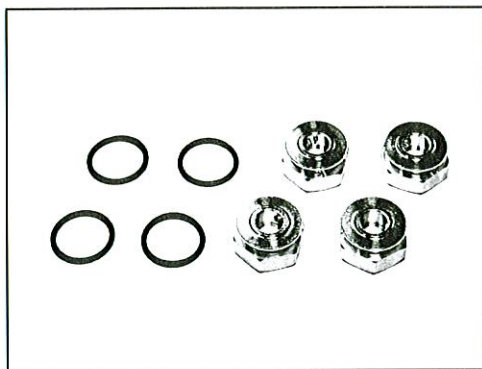
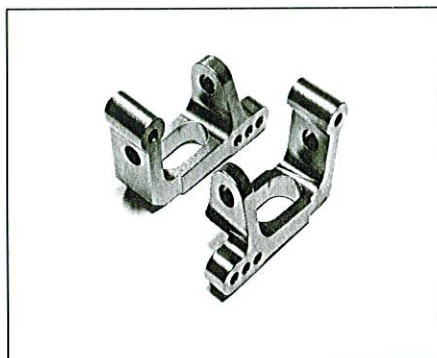
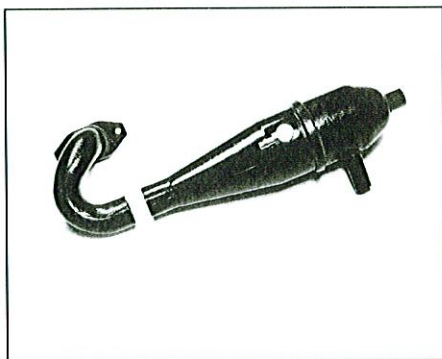
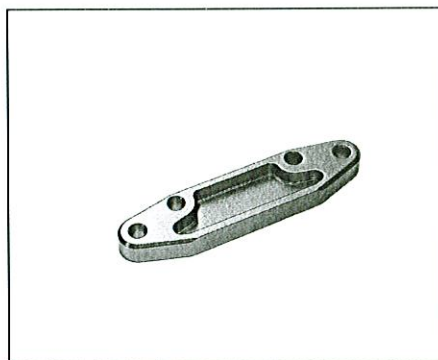
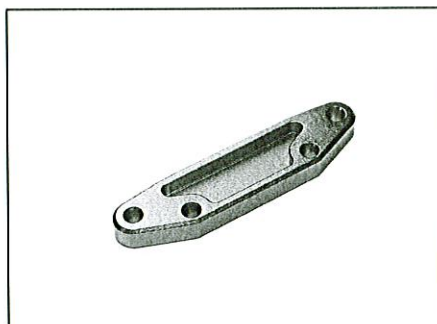
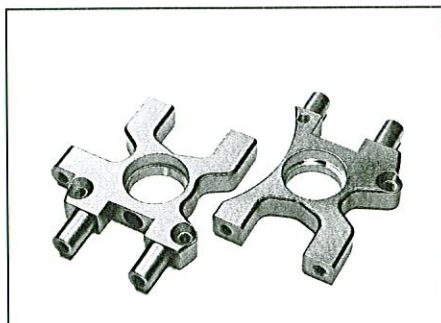
ITEM	DESCRIPTION
M0035	STEERING BLOCKS (2)
M0036	WHEEL AXLE (4)
M0037	WHEEL HUB (4)
M0038	4MM BALL JOINT (4)
M0039	FLANGE PIPE (BLACK) (4)
M0041	SUS. ARM PIN 25MM (GOLD) (2)
M0043	2X10 PIN (5)
M0045	6MM BALL JOINT (6)
M0054	BRAKE LAVER
M0055	BRAKE PAD (2)
M0061	REAR HUB CARRIER (2)
M0064	SUS. ARM PIN 24MM (BLACK) (2)
M0067	4MM PILOT SHAFT
M0073	THROTTLE LINKAGE SET
M0074	ANTENNA PIPE
M1013	M3X8 FLAT HEAD SCREWS (4)
M1014	ENGINE MOUNTS
M1015B	EXHAUST GASKET
M1017	2 SHOES CLUTCH W/SPRING
12024	FLY WHEEL
12025	5MM PILOT SHAFT
12074	FUEL TUBE 50CM
12075	AIR FILTER
M1044	44T SPUR GEAR
M1104	BODY PINS (8)
M1160	SERVO SAVER SUPPORT SET
M1162	SERVO SAVER SET
M1164	TIE ROD SET
M2013	STEERING HUB CARRIER L+R
CL-1911S	75CC FUEL TANK W/PUMP
S6001	DIFF. CASE (1)
S6002	8X10X4 BUSHINGS (2)
S6003	DIFF. AXLE (2)
S6004	5X11 WASHER (1)
S6005	1.5X10 PIN (2)
S6006	DIFF. BEVEL GEAR 13T (2)
S6007	DIFF. BEVEL GEAR 10T (2)
S6008	3X23 PIN (1)
S6009	DIFF. FINAL GEAR 37T (1)
S6010	GEAR BOX SET (1)
S6012	3X8X5 SPACER (2)
S6015	DIFF. FINAL GEAR 11T (1)
S6016	GEAR SHAFT 5X31 MM (1)

S6017	SUS. ARM PIN 55MM SILVER (2)
S6018	DRIVE SHAFT 6X64 MM (1)
S6019	CENTER GEAR SUPPORT SET
S6023	BRAKE CAM
S6024	BRAKE DISK
S6029	CUP JOINT 12X21 (2)
S6030	5X12 WASHERS (2)
S6031	BATT. & RECEIVER BOX SET
S6032	CENTER PLATE
S6033	STEERING JOINT
S6034	UPPER DECK
S6042	SCREWS BAG
S6044	CENTER GEAR SHAFT
S6045	16T CLUTCH BELL
S6046	SERVO MOUNT
S6060	6MM BALL STUD (4)
S6063	MUFFLER
S6064	BRAKE ROD
S6065	THROTTLE ROD
S6068	SHOCK CAP (4)
S6071	SHOCK DIAPHRAGM SET (4)
S6083	E-CLIP SET
B0850	5X8X3 BALL BEARING (6)
B1050	5X10X4 BALL BEARING (6)
B1510	10X15X4 BALL BEARING (4)
S7001	FRONT BUMPER BUGGY
S7002	LOWER SUS. HOLDER F&R
S7003	FRONT LOWER SUS. ARM BUGGY (2)
S7004	REAR LOWER SUS. ARM BUGGY(2)
S7005	FRONT UPPER ARM BUGGY (2)
S7006	REAR UPPER ARM BUGGY (2)
S7007	STEERING TIE ROD SET BUGGY (2)
S7008	DRIVE SHAFT 6X69 MM (4)
S7009	BODY POST (2)
S7010	REAR WING STAY SET
S7011	WHEEL RIM FRONT BUGGY (2)
S7012	WHEEL RIM REAR BUGGY (2)
S7013	TYRE FRONT BUGGY W/INSERT (2)
S7014	TYRE REAR BUGGY W/INSERT (2)
S7013B	TYRE FRONT BUGGY W/WHEEL FITTED (2)
S7014B	TYRE REAR BUGGY W/WHEEL FITTED (2)
S7015	MAIN CHASSIS BUGGY
S7016	FRONT SHOCK TOWER BUGGY
S7017	REAR SHOCK TOWER BUGGY

S7018	SHOCK BODY (4)
S7019	SHOCK PARTS SET(4)
S7020	SHOCK O-RINGS SET (4)
S7021	SHOCK SPRINGS FRONT D=1.2(2)
S7022	SHOCK SPRINGS REAR D=1.2(2)
S7023	SHOCK SPRINGS FRONT D=1.3(2)
S7024	SHOCK SPRINGS REAR D=1.3(2)
S7025	SCREW BAG BUGGY
S7026	SHOCK SHAFT FRONT (2)
S7027	SHOCK SHAFT REAR (2)
S7051	BODY SET 1/10 GP BUGGY
S7052	DECAL SET

COLT 10 NITRO BUGGY

-----OPTION PARTS-----

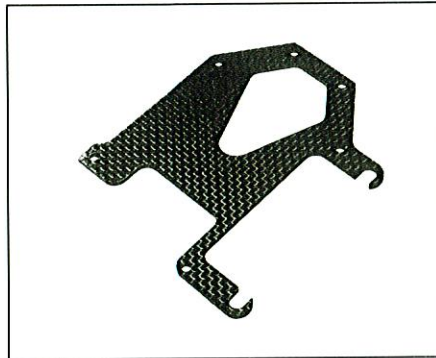
**M1172: ALUMINUM WHEEL HUB****M1177: ALUMINUM REAR HUB CARRIER****M1178: ALUMINUM STEERING BLOCK****M1186: ALUMINUM STEERING HUB CARRIER****S6041C: MANIFOLD/TUNED PIPE SET****S6047: ALUM. FRONT LOWER SUS. HOLDER**

S6048: ALUM. CENTER BULKHEAD SET



S7030: CVD JOINTS

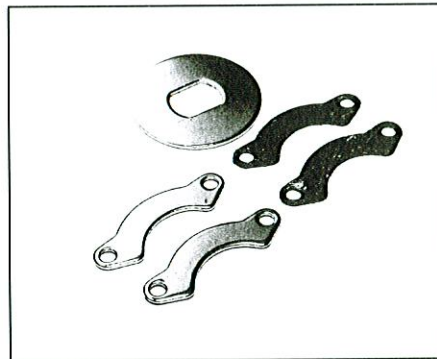
S6050: ALUM. REAR LOWER SUS. HOLDER



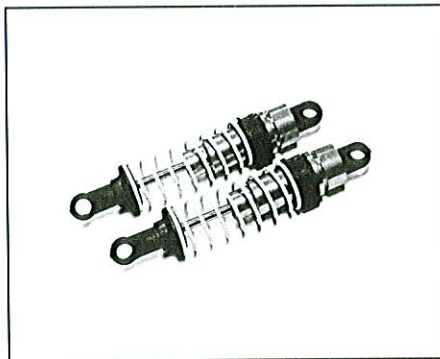
S6056: GRAPHITE UPPER PLATE



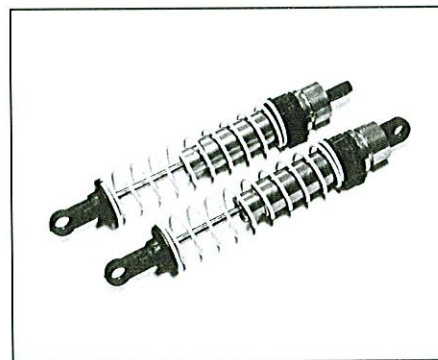
S6057: GRAPHITE CENTER UP DECK



S6059: STEEL BRAKE DISK SET



S7028: ALUMINUM FRONT SHOCK ABSORBERS



S7029: ALUMINUM REAR SHOCK ABSORBERS

[BACK](#)

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