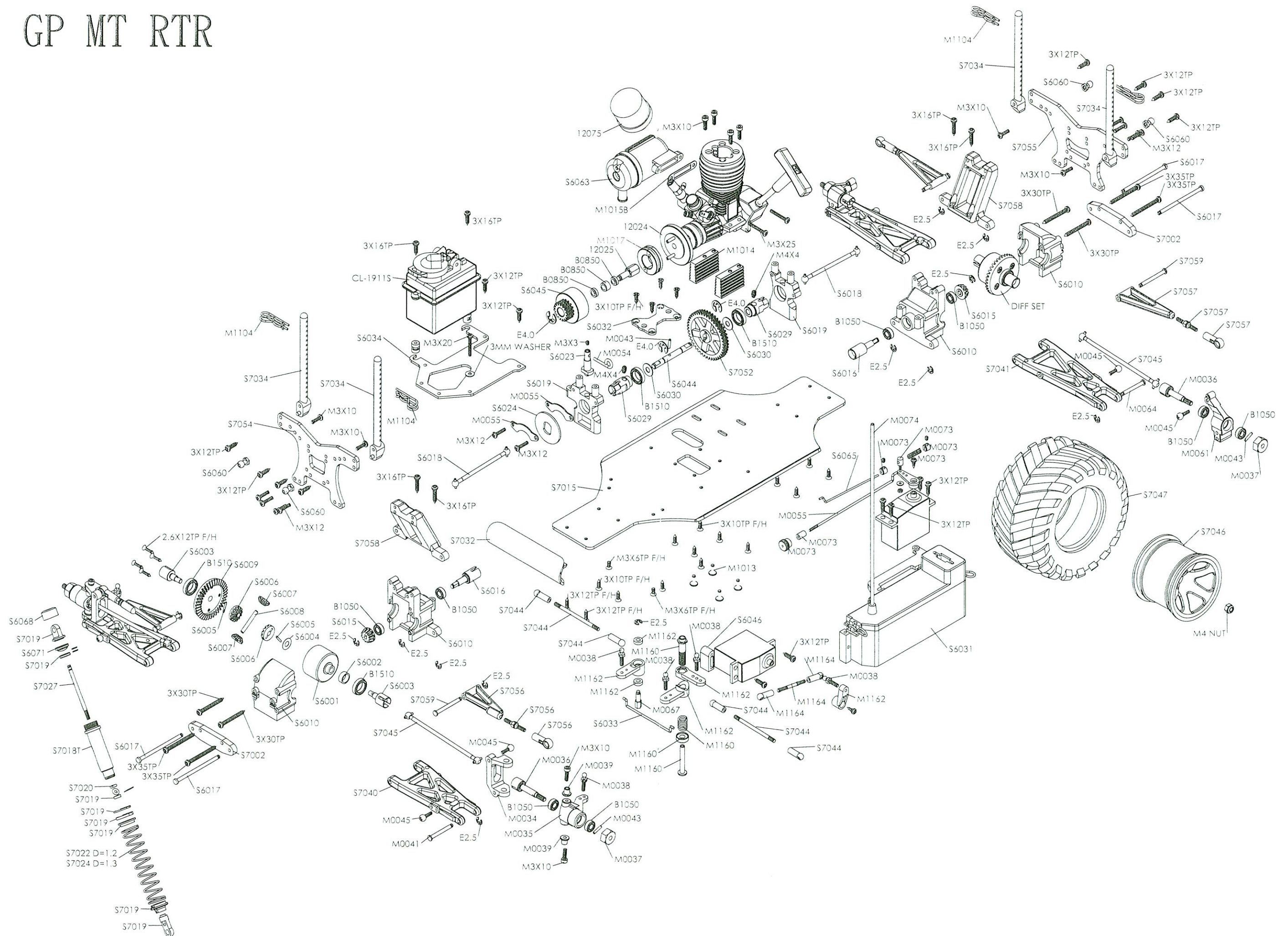
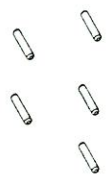
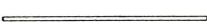
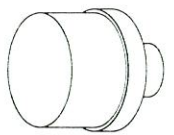
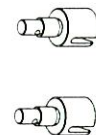





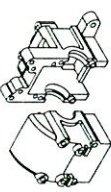








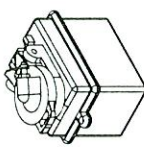

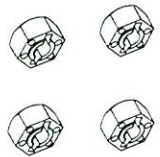
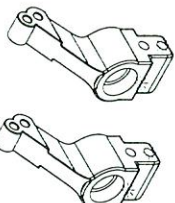



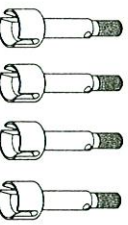




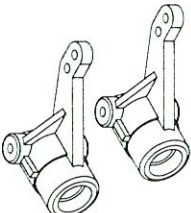

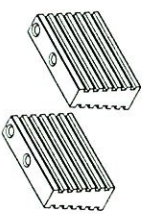


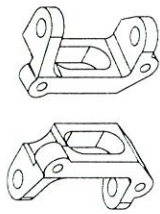
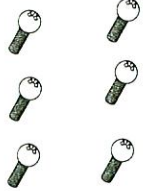
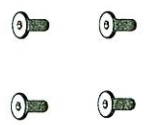
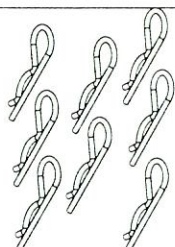



## GP MT RTR





M0043 2X10 PIN (5)		M0074 ANTENNA PIPE		12075 AIR FILTER		S6003 DIFF. AXLE (2)		S6015 DIFF. FINAL GEAR 11T (1)	
M0041 SUS. ARM PIN 25MM (GOLD) (2)		M0073 THROTTLE LINKAGE SET		12074 FUEL TUBE 50CM		S6002 8X10X4 BUSHINGS (2)		S6010 GEAR BOX SET (1)	
M0039 FLANGE PIPE (BLACK) (4)		M0067 4MM PILOT SHAFT		12025 5MM PILOT SHAFT		S6001 DIFF. CASE (1)		S6009 DIFF. FINAL GEAR 37T (1)	
M0038 4MM BALL JOINT (4)		M0064 SUS. ARM PIN 24MM (BLACK) (2)		12024 FLY WHEEL		CL-1911S 75CC FUEL TANK W/PUMP		S6008 3X23 PIN (1)	
M0037 WHEEL HUB (4)		M0061 REAR HUB CARRIER (2)		M1017 2 SHOES CLUTCH W/SPRING		M1164 TIE ROD SET		S6007 DIFF. BEVEL GEAR 10T (2)	
M0036 WHEEL AXLE (4)		M0055 BRAKE PAD (2)		M1015B EXHAUST GASKET		M1162 SERVO SAVER SET		S6006 DIFF. BEVEL GEAR 13T (2)	
M0035 STEERING BLOCKS (2)		M0054 BRAKE LAVER		M1014 ENGINE MOUNTS		M1160 SERVO SAVER SUPPORT SET		S6005 1.5X10 PIN (2)	
M0034 STEERING HUB CARRIER L+R		M0045 6MM BALL JOINT (6)		M1013 M3X8 FLAT HEAD SCREWS (4)		M1104 BODY PINS (8)		S6004 5X11 WASHER (1)	

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 ay 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:

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

#### 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.

- 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.
- Start the engine.
- Once the engine is started, open the high-speed needle valve around 1 8 turn at 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.
- 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.
- Stop the engine and allow engine to cool before the second tank. This normally takes around 10 minutes (See How o Stop Your Engine).

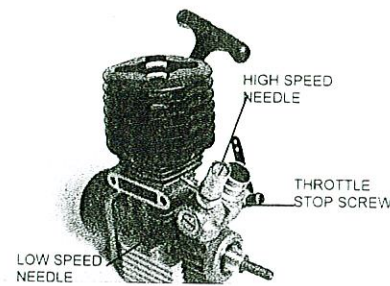
#### Tanks 2-6

Turn in the needle valve (clockwise) around 1/12 turn from thr 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 uo the needle valve and restart. After the 6<sup>th</sup> tank, you should be near to the peak performance of the engine.



## Nitro set-up

### 1. CARBURETOR SETTINGS

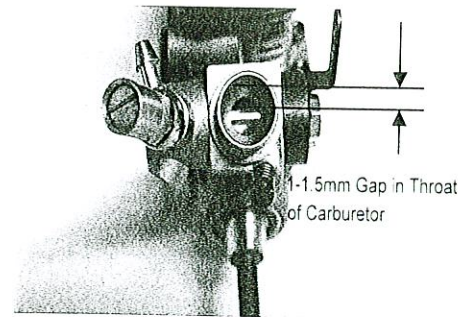


#### The High-speed Needle

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


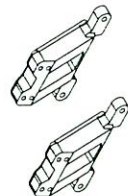
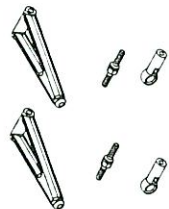
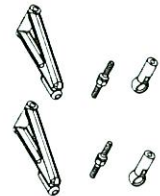
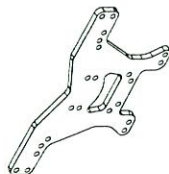
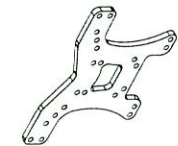

On the front of the carburetor, there is a black screw. This is called the throttle stop screw. This increases or decreases the idle RPM without changing the fuel-to-air-mixture. You should see an opening of approximately 1.5mm between the carb. Body and the carb barrel when the throttle is pushed closed.

### 2. RUNNING THE ENGINE

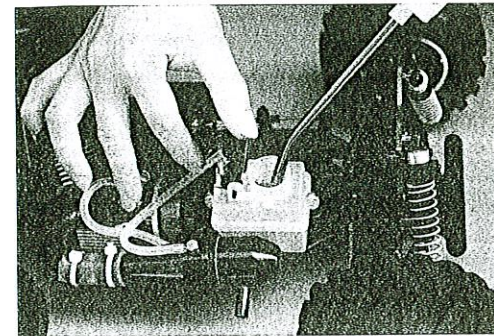
1. Install a glow plug if one is not in your engine. This is threads into the top of the cylinder head.
  2. Fill the tank almost to the top. Leave a little air at the top of the tank.
  3. Prime the engine by turning the flywheel on the engine. Whichever the fuel goes through the line and when it gets 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

S6030 5X12 WASHERS (2)	S6060 6MM BALL STUD (4)	B1510 10X15X4 BALL BEARING (4)	S7027 SHOCK SHAFT (2)	S7047 TYRE TRUCK (2)
S6029 CUP JOINT 12X21 (2)	S6046 SERVO MOUNT	B1050 5X10X4 BALL BEARING (6)	S7024 SHOCK SPRINGS D=1.3(2)	S7046 WHEEL RIM TRUCK (2)
S6024 BRAKE DISK	S6045 1/6T CLUTCH BELL	B0850 5X8X3 BALL BEARING (6)	S7022 SHOCK SPRINGS D=1.2(2)	S7045 DRIVE SHAFT 6X91 MM (4)
S6023 BRAKE CAM	S6044 CENTER GEAR SHAFT	S6071 SHOCK DIAPHRAGM SET (4)	S7020 SHOCK O RINGS SET (4)	S7044 STEERING TIE ROD SET TRUCK (2)
S6019 CENTER GEAR SUPPORT SET	S6034 UPPER DECK	S6068 SHOCK CAP (4)	S7019 SHOCK PARTS SET (4)	S7041 REAR LOWER SUS. ARM TRUCK (2)
S6018 DRIVE SHAFT 6X64 MM (1)	S6033 STEERING JOINT	S6065 THROTTLE ROD	S7018T SHOCK BODY TRUCK (4)	S7040 FRONT LOWER SUS. ARM TRUCK (2)
S6017 SUS. ARM PIN 55MM SILVER (2)	S6032 CENTER PLATE	S6064 BRAKE ROD	S7015 MAIN CHASSIS	S7034 BODY POST TRUCK (4)
S6016 GEAR SHAFT 5X31 MM (1)	S6031 BATT. & RECEIVER BOX SET	S6063 MUFFLER	S7002 LOWER SUS. HOLDER F&R	S7032 FRONT BUMPER TRUCK

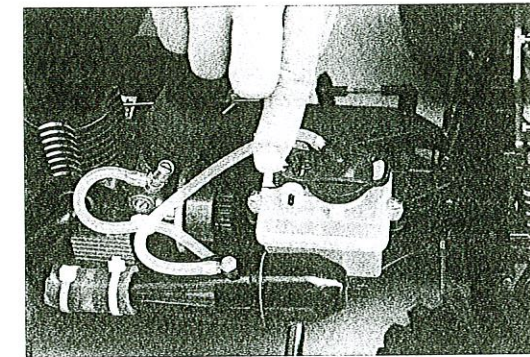


S7070 SUS. ARM PINS 32MM (2)				
S7058 SHOCK TOWER STIFFENER (2)				
S7057 REAR UPPER ARM GP TRUCK (2)				
S7056 FRONT UPPER ARM GP TRUCK (2)				
S7055 REAR SHOCK TOWER GP TRUCK				
S7054 FRONT SHOCK TOWER GP TRUCK				
S7052 46T SPUR GEAR				

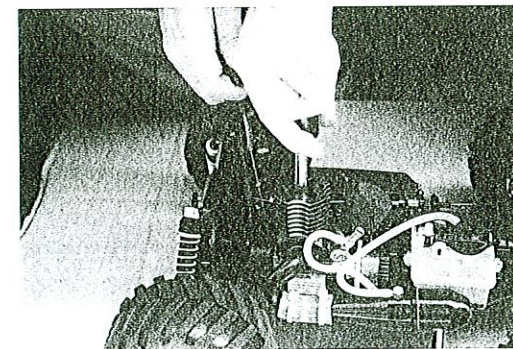
## Operation the Nitro Monster Truck



10. Fill the fuel tank.



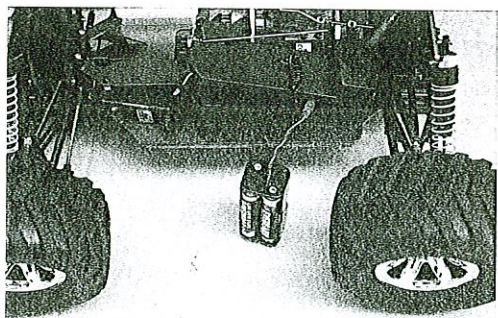
11. Press the pump mechanism on the fuel tank repeatedly to force fuel through the carburetor. Continue pumping until you see fuel entering the carburetor through the fuel line.



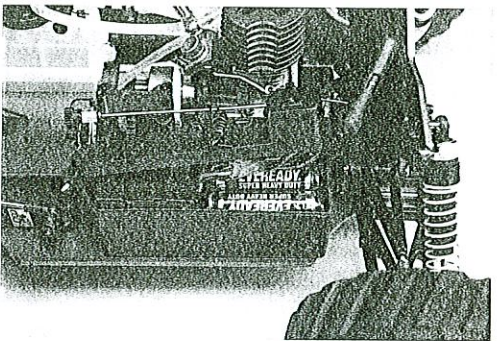
12. Push the glow driver onto the glow plug. Check that the throttle lever is at the idle position. Then start the motor by pulling the pull-cord starter. Never pull out the starter cord more than about 2/3 of its full length.



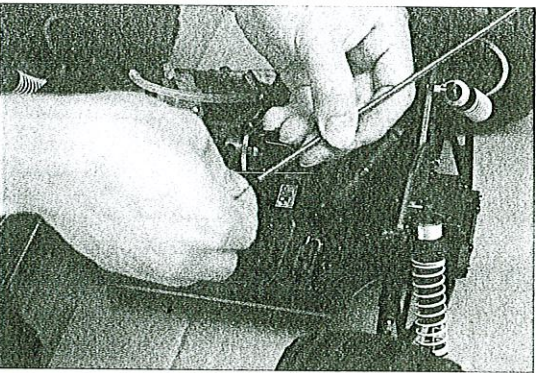
Operation the Nitro Buggy



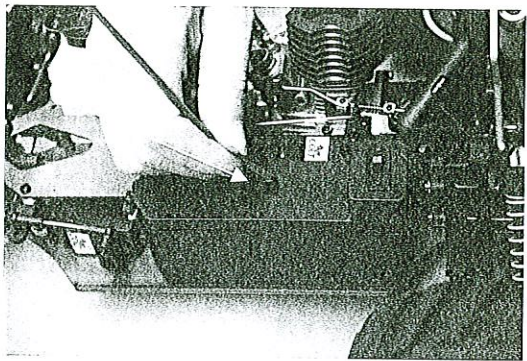
4. Remove the cover and lift out the battery box. Fit the dry or rechargeable cells, maintaining correct polarity.



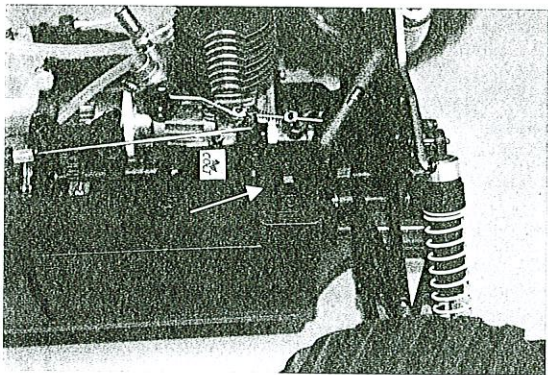
5. Fit the battery box in the model again.



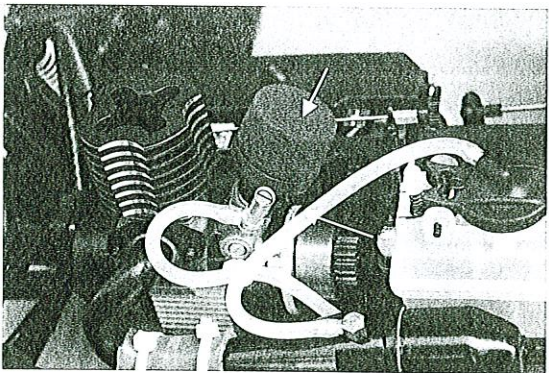
6. Unwind the wire aerial attached to the receiver and slip it into the aerial sleeve.



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

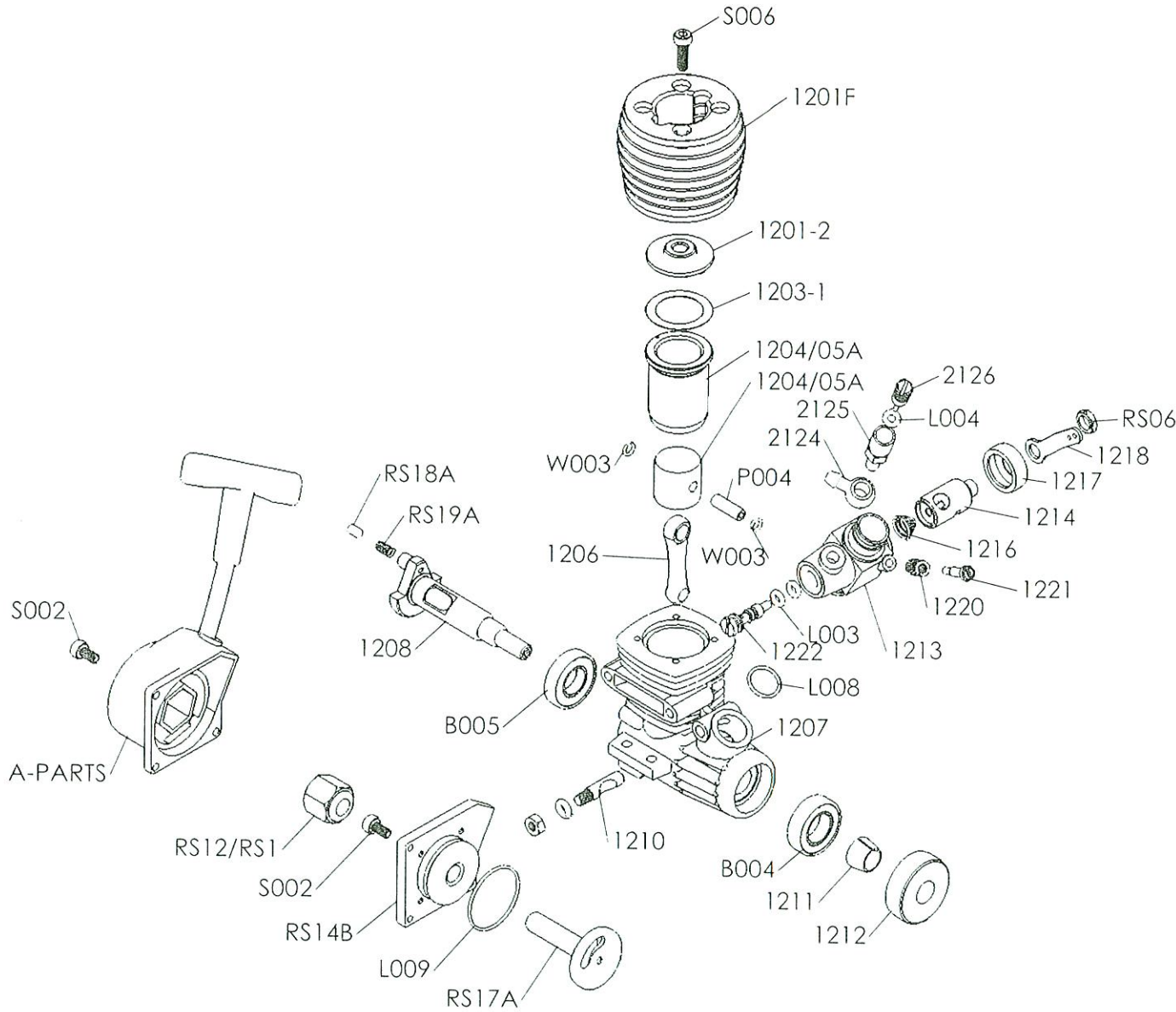


8. Switch the transmitter on first. Turn on the receiving system by operating the switch.



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

COLT .15 EXPLODED VIEW & PARTS LIST

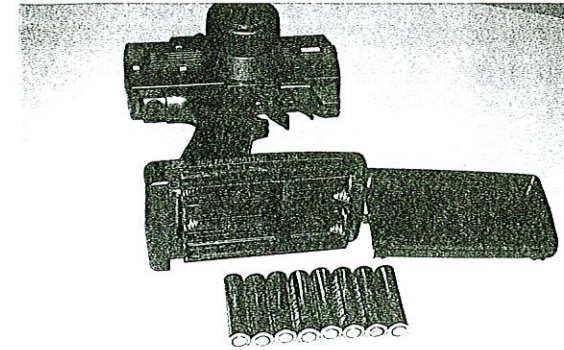


PARTS LIST	
ITEM #	DESCRIPTION
1201F	CYLINDER HEAD PURPLE COLOUR
1201-2	BURN ROOM .15
1203-1	HEAD GASKET .15
1204/05A	CYLINDER SLEEVE/PISTON 3P (15S)
1206	CON. ROD
1207	CRANKCASE
1208	CRANKSHAFT
1210	CARB. RETAINER & NUT
1211	DRIVE WASHER COLLET
1212	DRIVE WASHER
1213	CARBURATOR BODY
1214	CARBURATOR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

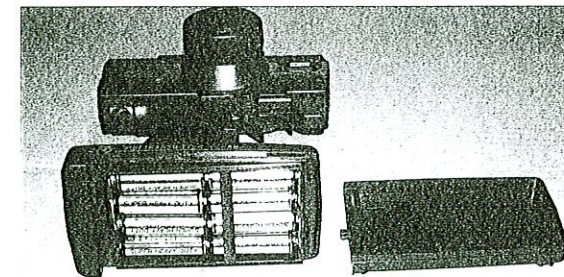


## Operation the Nitro Monster Truck

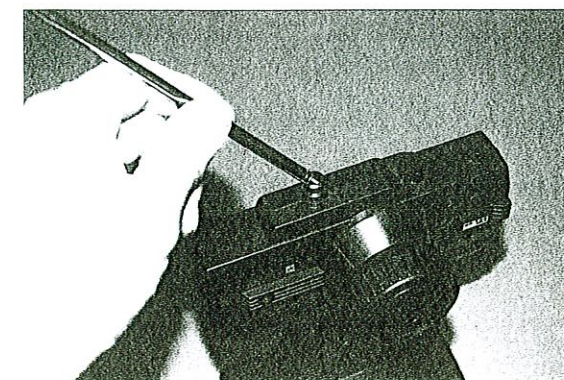
### PISTROL GRIP TRANSMITTER



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

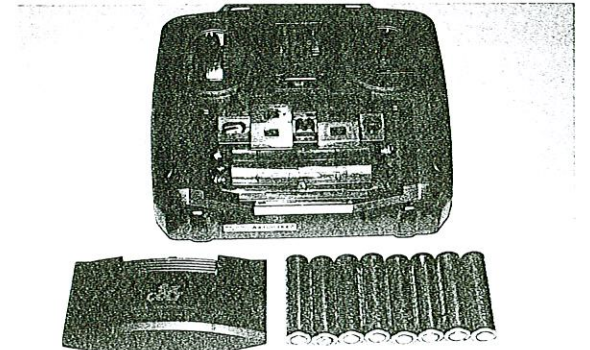


2. Fit the dry or rechargeable cells, maintaining correct polarity.  
Close the battery compartment

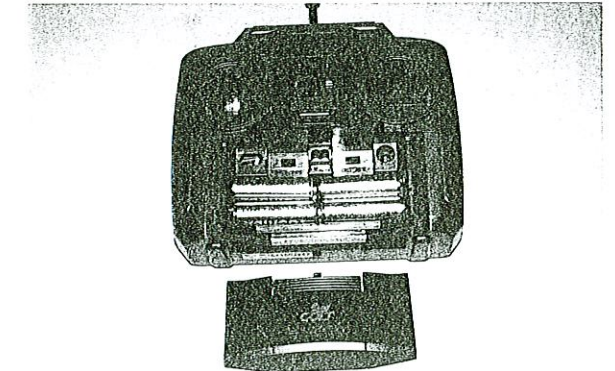


3. Screw the aerial into its socket.

### 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







DESIGN AND MANUFACTURE BY

JIN YOW YNG ENTERPRISE COMPANY LIMITED



1/10<sup>th</sup> SCALE 4WD Nitro Monster Truck  
RTR

INSTRUCTION MANUAL

