

SC8

SHORT COURSE

Quick-Start Guide



Before you start your factory assembled SC8 Truck, please review your instruction manual and this quick-start sheet.



Remove battery cover by pulling gently away from Pro Starter.



Insert charged 6-cell Sub-C size battery pack (not included).



Slide wires through slot and close battery cover.



Plug battery pack connector into connector on top of starter.

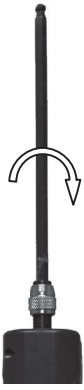


Remove starting bit from the holder on the side of the Pro Starter.



Slide black collet away from Pro Starter and insert the bit. The bit should snap into place.

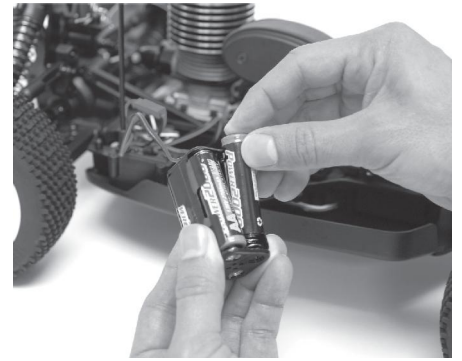
⚠ Note: When finished using your Pro Starter, disconnect the battery!



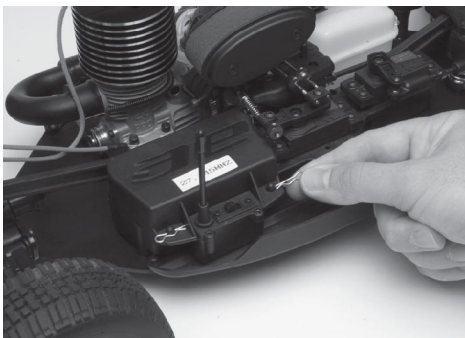
Pull gently on the trigger. Starting bit should rotate clockwise. If it does not, **DO NOT USE!** This counter-clockwise rotation will damage your engine. Contact Team Associated before use.



Insert 8 AA batteries (not included) into transmitter.



Insert 4 AA batteries (not included) or charged 5-cell NiMh pack into harness and install into radio box.



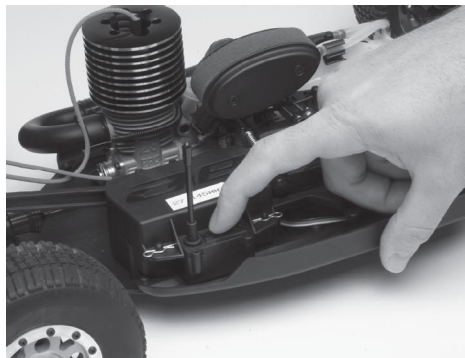
Use supplied clips to attach cover onto radio box.



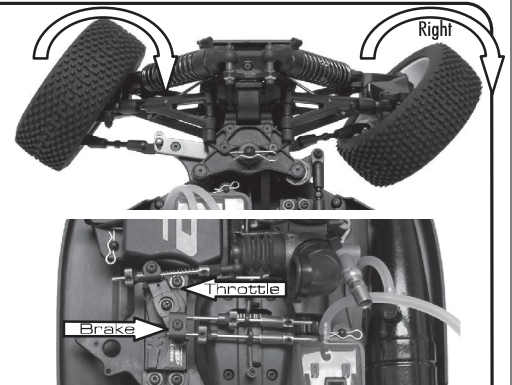
Screw antenna into the hole in the top of the transmitter.



Move the switch on the transmitter to the ON position (blue LED will illuminate). Hold Transmitter with left hand as shown.



Move the switch on the radio box to the ON position.



Check the operation of the radio system. Turn the steering wheel left and right. The front tires should turn left and right. Pull the trigger towards the handle and the carburetor should open; push the trigger away and the brakes should engage. **IMPORTANT!** Check to make sure throttle linkage is set to neutral. See page 32 in your manual for setup instructions.

If you have trouble starting or keeping your SC8 running, check the Troubleshooting page located at the end of this document. If you are still having difficulties, please contact our Customer Service department for help.

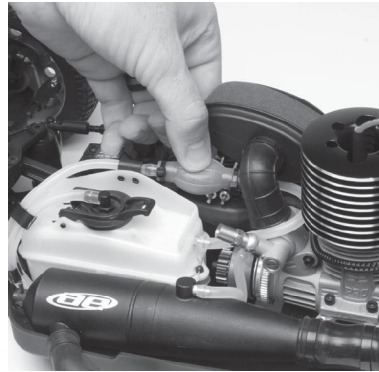
Associated Electrics Customer Support

Phone: 949.544.7500

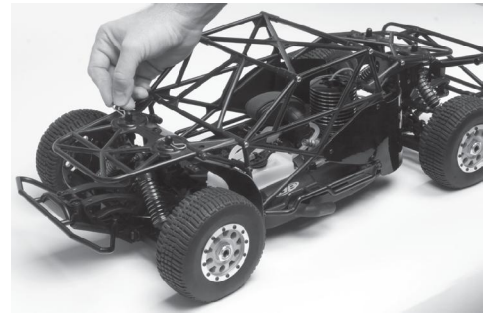
Fax: 949.544.7501



Lift the fuel tank lid and, using the supplied fuel bottle, fill the tank with fuel (not included).



Prime the fuel tank by squeezing the primer bulb until fuel reaches the carburetor.



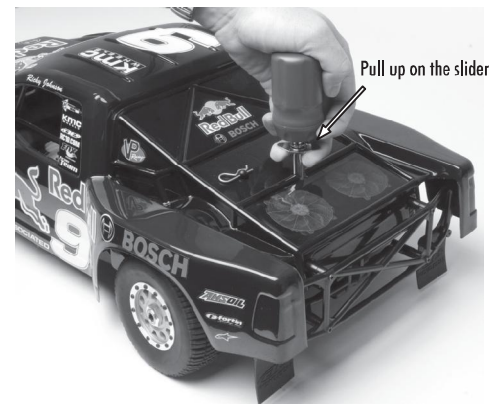
Attach roll cage to chassis with the supplied body clips.



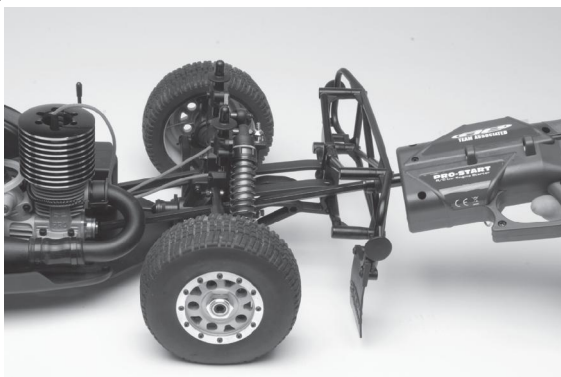
Attach body to chassis with the supplied body clips.



Insert a D-sized battery into the glow igniter and twist together.

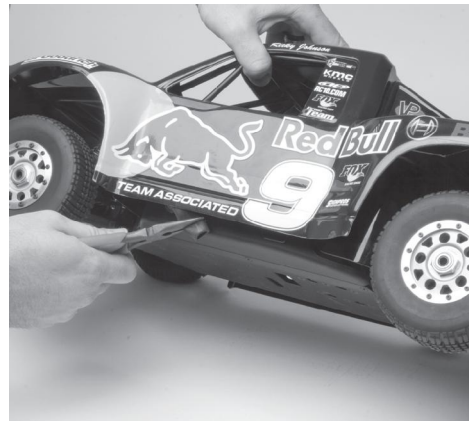


Insert the glow igniter into the remote glow plug. Make sure it 'grabs' the glow plug.



Slide the starter shaft through the back of your SC8 and into the hex starter on the back of the engine (body removed for clarification). Pull the trigger on the Pro Start to start engine.

Shut Down:



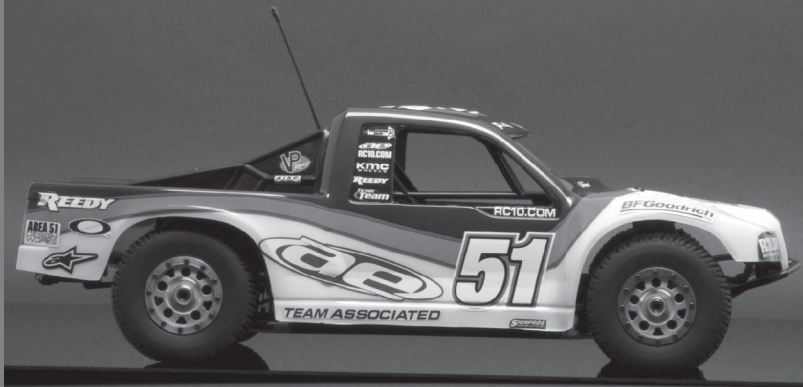
CAUTION! Engine parts WILL be hot!
To shut your SC8 off, use pliers to pinch the exhaust deflector. Once engine is off, turn off your vehicle, then turn off your transmitter.
Remember, transmitter ON first, OFF last.

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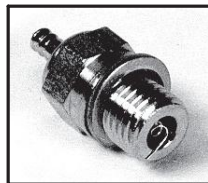
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Trouble Shooting Guide

Description	Problem	Solution
Engine will not start.	Out of fuel	Fill fuel tank.
	Incorrect or old fuel	Replace fuel with 20-30% Nitro 2-stroke model fuel.
	Glow plug igniter not charged	Charge glow igniter or replace battery.
	Glow plug bad	Replace glow plug, see "Glow Plug Problems" section below.
	Fuel not getting to carburetor	To prime the engine, pinch pressure line and turn over engine with Pro-Start Pistol for 1-2 seconds.
	Engine flooded	See "Flooding" section below.
	Engine overheating	Allow engine to cool, richen fuel mixture, see "Fuel Mixture" section below.
Engine starts, then stalls.	Carburetor incorrectly adjusted	Re-adjust carburetor, see "Fuel Mixture" or "Factory Carburetor Settings" section below.
	Exhaust blocked	Check exhaust, remove blockage.
	Air cleaner blocked	Check air cleaner, remove blockage/replace dirty filter.
	Idle speed set too low	Adjust idle speed screw, see "Fuel Mixture" section below.
	Air bubbles in fuel line	Check for leaks in fuel line.
	Glow plug is fouled	Replace glow plug, see "Glow Plug Problems" section below.

Glow Plug Problems. The glow plug in your engine must be replaced periodically to maintain peak performance and easy starting. Most starting problems or erratic performance can be traced back to the glow plug. The easiest way to check for a faulty glow plug is to simply install a new one and see if the problem is corrected. However, to test the glow plug, remove the glow plug from the cylinder head with a 5/16" nut driver (make sure there is no dirt on top of the head which could fall into the engine. Do not lose the copper gasket which seals the glow plug.) Connect the glow plug to the glow igniter. All of the coils should glow bright white. Sometimes, the first few coils will not glow, while the rest are bright orange. This indicates a bad glow plug or low igniter battery. Try recharging the igniter, or replacing the glow plug.



Flooding. Symptoms of a flooded engine include difficulty in starting, muffled sounds coming from the exhaust, Pro-Start won't operate, and excess fuel draining from the exhaust outlet. Remove the glow plug with a 5/16" nut driver. Tilt the buggy on its side and run the Pro-Start pistol a couple of times to pump the excess fuel out of the engine. Re-install the glow plug and try starting again.

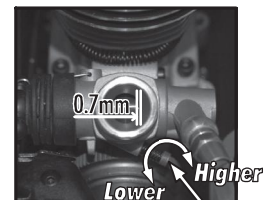
Fuel Mixture. The fuel mixture is controlled by three different adjustments on the carburetor, and should come

preset from the factory (see photos below). Your engine should start and run slightly rich with these settings (rich is good for break-in). Tuning Tip: Always make sure you can see some exhaust smoke coming out of the exhaust outlet during operation. This is a good sign that enough fuel is getting to the engine.

Factory Carburetor Settings.



Low Speed Mixture:
6¹/₄ turns out at full throttle
Clockwise = Leaner
Counterclockwise = Richer



Idle Speed:
.030" (0.7mm)
Adjust Idle Screw until
.7mm is obtained.



High Speed Mixture:
2³/₄ turns out
Clockwise = Leaner
Counterclockwise = Richer



Mix Metering Screw:
Even with carb body
Clockwise = Leaner
Counterclockwise = Richer