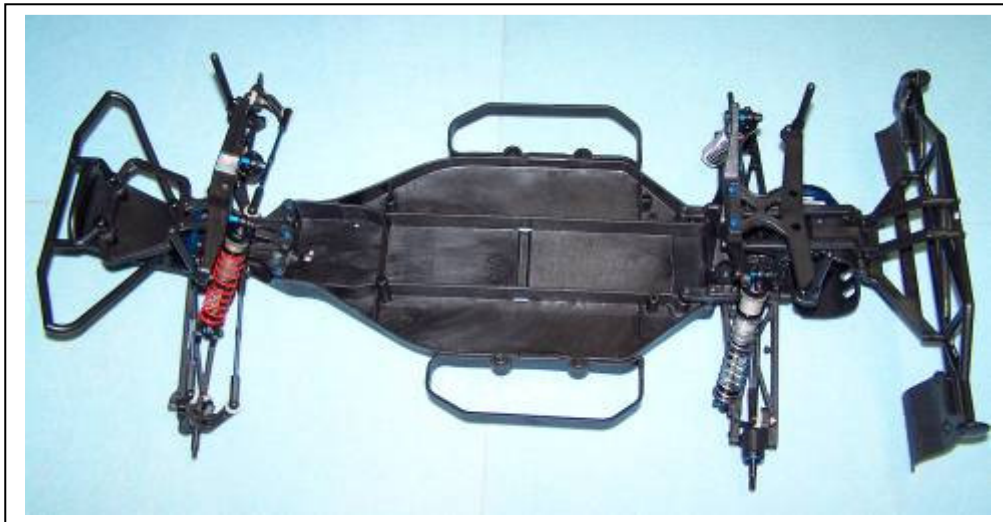


SC 10 DISASSEMBLY

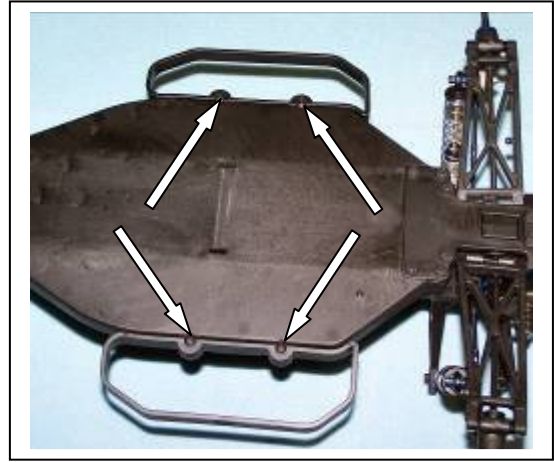
GENERAL

- 1) Remove the body and wheels. We suggest you store the body clips by re-installing them in the mounts, and the wheel nuts by putting them back on the axles. We will not insult you with photos for the first few instructions...
- 2) Remove the gear cover. You will not need this part or the screws. Take the pinion off the motor, then unsolder and remove the motor. You will need the motor and its mounting screws, and will want to save the pinion, so we suggest you put the pinion away and put the screws back in the motor for storage.
- 3) Remove the electronics. This includes the battery, servo, ESC, radio receiver, and antenna tube. Save these parts for re-use. Do not remove the servo mounts from the servo, simply remove the two flat head screws from underneath the chassis. Save the screws by re-installing them into the servo mounts. Disconnect the servo link from the steering bellcrank; leave the link connected to the servo horn. Do not disconnect the horn from the servo. The battery strap may be discarded. We suggest you clean the servo tape off the electronics.

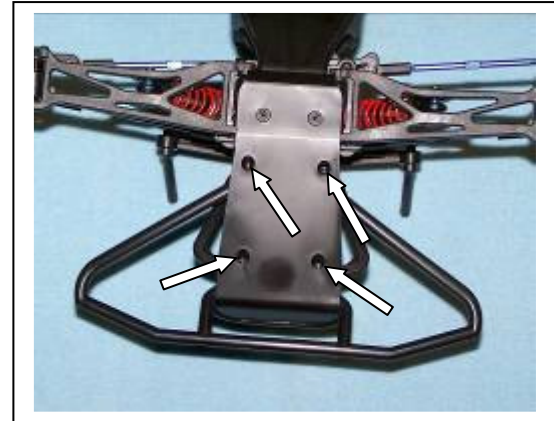
Your truck should now look like this photo:



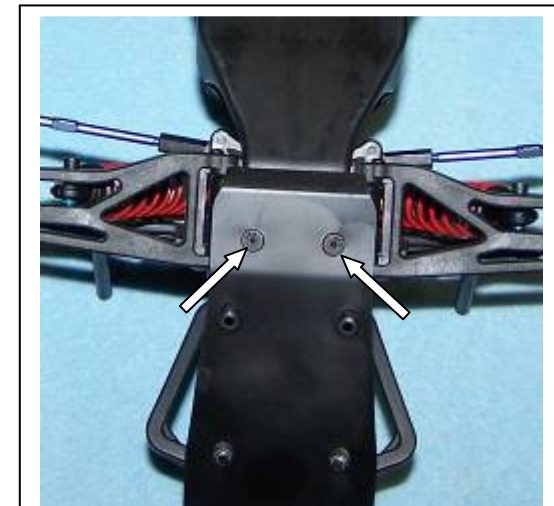
- 4) Remove the nerf bars by unscrewing the four button head screws from beneath the chassis. Then use a flat blade screw driver to pry up from the bottom. Save the bars & screws for re-use.



- 5) From beneath the chassis, remove the four cap head screws which hold the nerf bar to the front bumper. Save the bar and screws for re-use. If you put the screws a few turns back into the bars, they'll be right where you need them later.



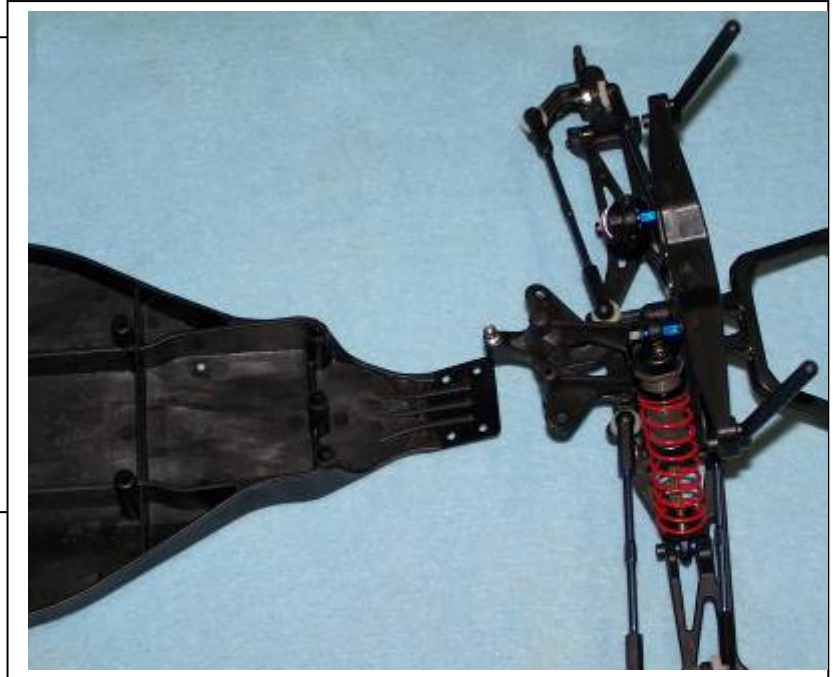
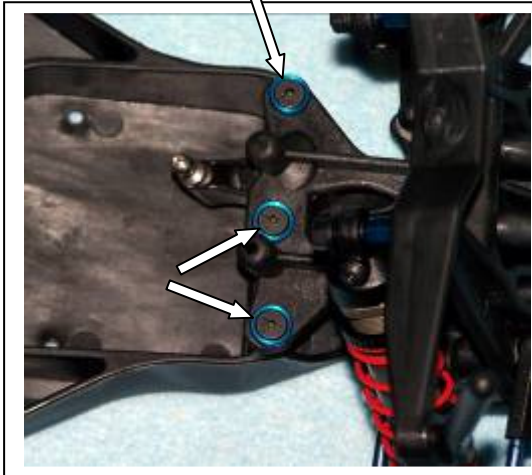
- 6) From beneath the chassis, remove the two flat head screws which hold the front bumper to the bulkhead. Save the bumper and screws for re-use.



- 7) Still working beneath the chassis, remove the two flat head screws which hold the bulkhead to the chassis. Save these screws for re-use.



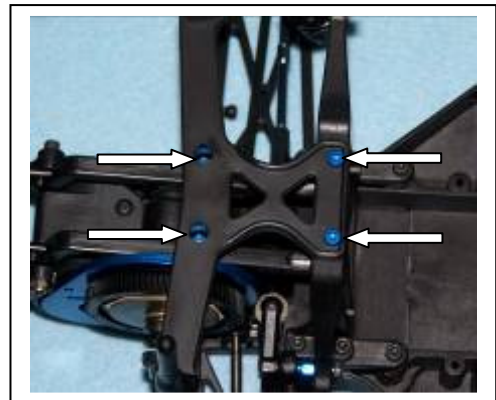
- 8) Remove the three flat-head screws and counter-sink washers which hold the top plate to the chassis. The entire front end and steering assembly should now come off the SC 10 as a unit. Save the assembly, screws & washers for re-use.



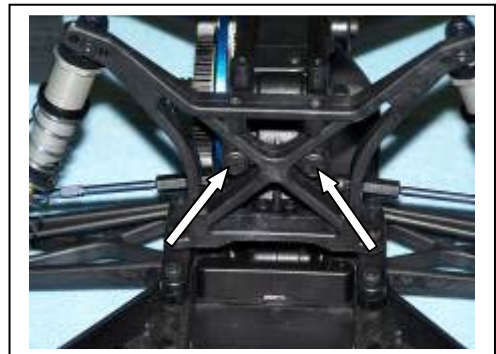
REAR END

- 9) Remove the four aluminum cap head screws that hold the rear body mount. Keep the body mount, but the aluminum screws will not be needed.

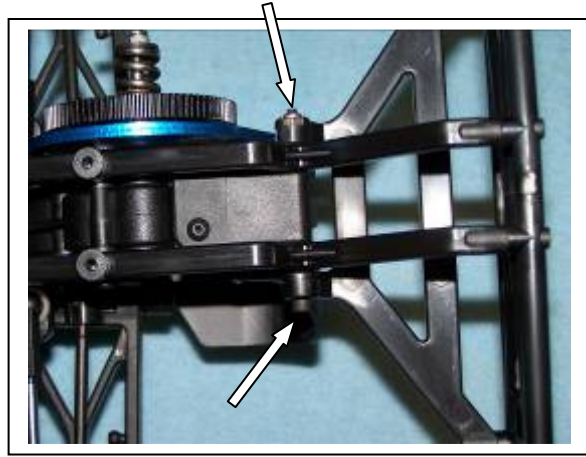
Note: We suggest you discard all aluminum screws on the truck and replace them with steel. Not only is the aluminum weak, but it tends to break when threaded into carbon.



- 10) Remove the two flat head screws holding the rear bumper to the shock tower.



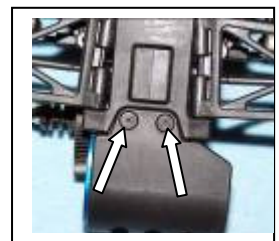
- 11) Remove the long bolt and captured nut that hold the two pieces of the bumper together. These will not be used.



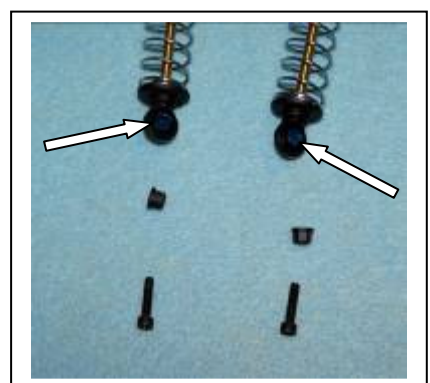
- 12) Remove the long bolt (long arrow) which goes through the transmission and holds the bumper brace. Loosen the three remaining bolts (short arrows) that go through the transmission into the motor plate, and twist out the bumper brace and bumper assembly. The long bolt will not be used, but leave the three trans case bolts threaded into the motor plate for now.



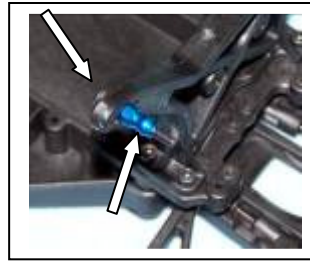
- 13) Remove the two button head screws from the top and two flat head screws from the bottom to take off the motor guard. Discard the motor guard, but hang onto the bolts.



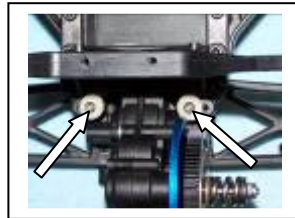
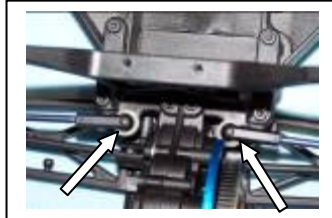
- 14) Remove the rear shock assemblies. From each side, take out the bottom bolt, then remove the plastic nut from the top. Save shocks and their bolts & nuts. Don't lose the aluminum bushing in the bottom shock eyelet!



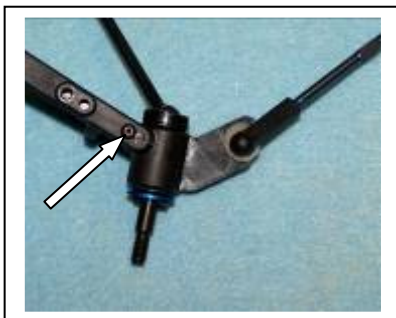
- 15) Remove and save the upper shock bolts and bushings.



- 16) Twist the camber link inner ball cups off their ball studs, then remove the ball studs. Leave the camber links attached to the hub carriers; save the ball studs and any washers that were under them.

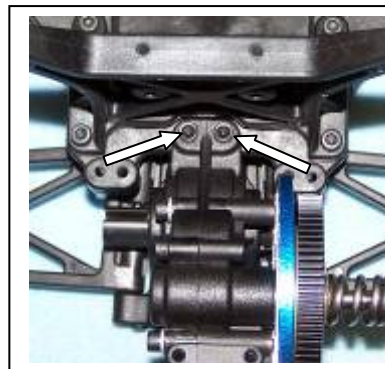


- 17) Remove the rear hub carriers with the C.V.D. assemblies still in them and the camber links attached to the hubs. Do this by removing the tiny 2-56 button head screw (left photo) and pushing the hinge pin out with an Allen driver. Be very careful not to lose the shims on the hinge pins. Save these entire assemblies for re-use: The hub carriers, shims, hinge pins, and especially those pesky little screws.



TRANSMISSION

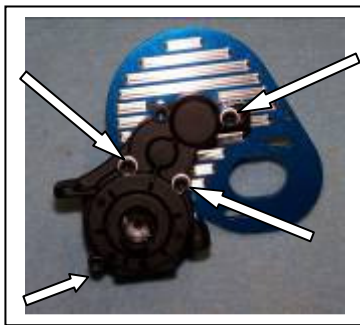
- 18) Remove the two cap head screws that hold the transmission in the truck, and remove the transmission, motor plate, and slipper assembly as a unit.



- 19) Remove the 5-40 nut which secures the slipper assembly, and pull off the nut, spring retainer, spring, outer slipper plate, outer slipper pad, spur gear, inner slipper pad, and inner slipper plate. Put away the spur gear, then save all the other slipper parts for re-use.



- 20) Remove the three long cap head screws (long arrows) from the transmission and take off the motor plate. Then remove the last shorter cap head screw (short arrow), and separate the transmission case halves. You may discard the motor plate; save the bolts and washers for re-use.



- 21) Remove the transmission components. The case will not be needed, but you will need the top shaft and spacer, two 3/16" X 3/8" bearings, idler gear with its two 3/16" X 3/8" bearings and shaft, and the differential assembly. The outdrive bearings will not be retained.



That's it for disassembly. Now let's build a really dialed race truck!