OPERATION, TUNING GUIDE AND REPLACEMENT PARTS

INCLUDES HITEC AGGRESSOR RADIO AND POWERFUL XTM 24.7 ENGINE!

◆IMPORTANT◆ Before operating your new XTM Racing Mammoth ST Nitro Stadium Truck, please read and understand the warnings listed on the next page. Failure to do so could lead to bodily harm and/or injury.

The XTM Racing Mammoth ST Nitro Stadium Truck is not intended for persons under 12 years of age, unless closely supervised by an adult.

DISTRIBUTED EXCLUSIVELY BY

Global Hobby Distributors
18480 Bandilier Circle, Fountain Valley, CA 92708

Version V1.0 May 2005

MAMMOTH ST NITRO STADIUM TRUCK FEATURES:

- Factory-Built and Painted
- Powerful XTM Racing 24.7 Engine with Tuned Pipe
- Hitec Aggressor AM Radio System
- High-Torque Metal Gear Steering Servo
- 2-Speed Transmission for Awesome Speed
- Low Center of Gravity for Awesome Handling
- Double Bracing Front and Rear
- New Upper Arm Design for More Precise Handling
- Full Ball Bearings
- Heavy-Duty Side Dust Guards
- 3mm Aluminum Chassis with Curved Edges for Added Strength
- Large Front Bumper and Skid Plate
- Triple Vented Disc Brakes
- Chrome-Plated Universals and Dogbones for Added Strength
- Steel Differentials
- Gear Boxes Allow Easy Differential Removal
- 3.5mm Rear Sway Bar
- Fully Threaded, Oil-Filled Aluminum Shocks with 3.5mm Shafts
- Dish-Style Racing Wheels with 17mm Hex Mounts
- Factory-Glued Tires with Inserts
- Adjustable Camber, Caster and Toe-In Front and Rear
- Water Resistant Receiver and Battery Boxes

Kit Product # 145619

FOR YOUR SAFETY - PLEASE READ THESE WARNINGS FIRST!

ENGINE WARNINGS

- Never use any fuel in your engine other than glow fuels specifically designed for use in model car engines. Use of any other types of fuel can cause severe damage to your engine and/or personal injury. **NEVER USE GASOLINE OR DIESEL FUEL!**
- Never operate your model on any public streets. This could cause traffic accidents, personal injury or property damage.
- Glow fuel engines emit exhaust vapors that are poisonous and can be dangerous to your health. It is important that you operate your engine in a very well-ventilated area, preferably outdoors.
- Before starting your engine, make sure that the throttle trim is set to the idle position. Starting your engine at any setting above idle can cause the model to lurch out of your hands.
- When your engine is running, there are certain parts that rotate at high speeds. Be careful not to touch the drive shafts, gears, clutch assembly or any other moving parts. Otherwise, serious injury could result.
- It is normal for your engine and tuned pipe to get very hot during operation. Never touch these parts while they are hot or you could be burned.
- Model car engines produce vibration when they are running. It is important to periodically check the engine mounting screws and other assemblies to ensure they are tight. Running your engine with the engine mounting screws loose can lead to severe engine and/or chassis damage.

FUEL WARNINGS

- Glow fuels like those used in your model are poisonous. Follow all the precautions that are printed on the fuel manufacturer's container.
- Keep glow fuel out of the reach of children.
- Glow fuel is extremely flammable. Keep away from high heat, sparks and flame.

GENERAL WARNINGS

- Under no circumstances should you operate your model in crowds of people. Serious injury could result.
- Never operate your model on busy streets or if there are cars around.
- Do not use your model to chase pets or other animals.
- The receiver and battery boxes are not waterproof; therefore, do not drive through water, wet grass, mud or snow.
- Because your model is operated by radio control, it is important to make sure you always are using fresh and/or fully charged batteries. Never allow the batteries to run low or you could lose control of the model.
- If your model becomes stuck, allow the engine to idle, then retrieve your model by hand.
- To prevent excessive r.p.m.'s from damaging your engine and/or drivetrain components, we suggest reducing throttle while in the air during jumps.

CUSTOMER SERVICE INFORMATION

If you should have trouble with any of the steps listed in these pages, or if you find a missing or damaged part in your kit, please contact us at the address below:

Global Services
18480 Bandilier Circle
Fountain Valley, CA 92708

Phone: (714) 963-0329 **Fax: (714) 964-6236** **Email: service@globalhobby.net**

Check out our website for more information on this and other exciting XTM Racing products!

http://xtm.globalhobby.com

CHECK IT OUT! We urge you to come check out our website at http://globalservices.globalhobby.com. There you will find public message boards frequented by other XTM Racing product owners and the XTM Racing support staff. This is a great place to learn about new XTM Racing products, get help and suggestions for your current XTM Racing products or just simply hang out and chat with people that share your same interests.

To allow us to serve your needs better, please include your email address with any correspondence you send to us. Your email address will be added to our Customer Service Database so you will automatically receive free updates and tech notices for your particular product. You will also receive repair status updates (if applicable) and other important information about your product as it becomes available.

IMPORTANT INFORMATION ABOUT YOUR EMAIL ADDRESS

Global Hobby Distributors will not disclose the information it collects to outside parties. Global Hobby Distributors does not sell, trade, or rent your personal information to others . Your privacy is important to us.

INTRODUCTION

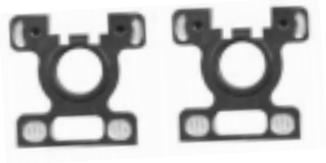
Mammoth Size, Mammoth Performance. You'll dominate Unlimited Monster Truck Class with the Mammoth ST. This purpose-built truck, inspired by the awesome performance and size of our original Mammoth, is a no-compromise, no-holds-barred, hi-performance race truck. Look closely, you'll see an incredibly low CG, clean and easy-to-maintain chassis layout, a 2-speed tranny, all-new diff housings, new multi-support upper arms, thick low-profile shock towers, and increased suspension travel. The included race wheels have 17mm hubs and fit the popular 40 series tires so you can tune your truck to any track surface. XTM also features several tuning and hop-up options so you can customize the truck to suit your needs and driving style. From hard-anodized 5mm shock towers to an optional reverse module, the ST will prove itself in every condition, from the backyard basher to the unlimited monster truck racer. Mammoth Performance, Mammoth Size. The Mammoth ST is the Ultimate Monster Truck Racer!

This booklet is designed to help you get your new Mammoth ST Nitro Stadium Truck running as quickly as possible. This booklet includes information on taking your Mammoth ST Nitro Stadium Truck from the box through its first run. It also includes a chassis tuning section and a complete parts list with detailed exploded view drawings. You will find good tips and recommendations throughout this booklet, so keep it handy for future reference.

SOME POPULAR HOP-UPS FOR YOUR MAMMOTH ST NITRO STADIUM TRUCK

XTM Racing produces popular hop-ups for your Mammoth ST Nitro Stadium Truck. Please see page # 57 for a list of hop-ups, including a reverse module kit. New hop-ups are always in the works, so check our website often.

http://xtm.globalhobby.com



RECOMMENDED TOOLS AND SUPPLIES

This section lists the recommended tools and supplies that you need to purchase and have onhand to finish assembling and to run and maintain your new Mammoth ST Nitro Stadium Truck. We have tested these items extensively with the Mammoth ST Nitro Stadium Truck and found that they offer the best in reliability and value.

WHAT FUEL DO I USE?

Fuel can make a big difference in the way your engine performs. For the break-in period you should use a fuel specifically designed for R/C car engines that contains no more than 20% nitromethane. Once the engine has been adequately broken in (about 45 minutes of run-time) you can switch to an R/C car fuel containing up to, but no more than, 30% nitromethane.

◆WARNING◆ We do not recommend using fuels designed for R/C airplane engine use. These fuels do not contain the proper amount of lubricants; therefore, they will cause the engine to overheat and severe damage to the engine will result.

USE THE FOLLOWING FUELS FOR THE BEST PERFORMANCE:

XTM Racing 20% Nitro Car Fuel - P/N 145850
(use this fuel for break-in and normal use)

XTM Racing 30% Nitro Car Fuel - P/N 145851
(use this fuel after break-in for more power)

XTM Racing 20% Nitro Car Fuel (P/N 145850)
Use For Break-In and For Normal Use

XTM Racing Fuel Bottle (P/N 145920)
Use This to Fill the Fuel Tank

DO I NEED TO USE A FUEL BOTTLE?

Yes. Because fuel is packaged in quarts or gallons, you will need to use a smaller bottle with an extension wand to fill the fuel tank. Fueling using this method is much easier and a lot less messy. The XTM Racing 500cc Fuel Bottle is a good choice.

HOW DO I REMOVE THE GLOW PLUG?

A long reach glow plug wrench is necessary to easily and quickly remove and replace glow plugs. The XTM Racing 1/8th Scale 4-Way Wrench works great.

XTM Racing 1/8th Scale 4-Way Wrench (P/N 146036)
Use This to Remove and Reinstall the Engine's Glow Plug

XTM Racing Glow Starter (P/N 146045)
Use This to Ignite the Engine's Glow Plug

WHAT DO I USE TO IGNITE THE GLOW PLUG?

A glow starter is a battery-operated device that, when attached to the glow plug, heats the glow plug so that the engine can start. The glow starter is then removed after the engine is running. The XTM Racing Glow Starter with Meter is a perfect choice. It comes complete with a battery, charger and a built-in meter to let you know if your glow plug is good.

DO I NEED TO PURCHASE EXTRA GLOW PLUGS?

Yes. Even though your XTM Racing 24.7 comes with a glow plug already installed in the engine, glow plugs wear out, especially during the break-in period; therefore, it's a good idea to have a couple of spares handy. We recommend using a "medium" or "hot" heat-range glow plug intended specifically for performance engines like the XTM Racing # 3 (P/N 146020) during the break-in process. After the break-in period you may want to use a different heat-range glow plug. Use a colder glow plug like the XTM Racing # 4 (P/N 146021) if you're using 30% nitro fuel. Do not use glow plugs intended for four stroke airplane engines or glow plugs with an "idle bar". Using the wrong type of glow plug will cause the engine to run erratically and make it difficult to tune properly. The wrong type of glow plug could also damage the engine. **AN XTM RACING # 3 GLOW PLUG IS INCLUDED IN THE ENGINE.**

Continued On Next Page ☛

RECOMMENDED TOOLS AND SUPPLIES, CONTINUED....

In addition to the items listed on the previous page, the following tools and supplies will also be required to run and maintain your Mammoth ST Nitro Stadium Truck:

- Trinity "8 Pack" AA Alkaline batteries - P/N 837801
- Trinity "4 Pack" AA Alkaline batteries - P/N 837800
- Trinity "Final Solution" after-run oil - P/N 843744
- XTM Racing Air Filter Oil - P/N 149571
- Emerald Nitro Car Cleaner - P/N 340196
- Small, flat blade screwdriver
- # 2 Phillips head screwdriver and Assorted Metric Hex Wrenches
- Adjustable Open-End Wrench
- Assorted weights of silicone shock oil to tune the shocks and differentials (Optional)

BECOMING FAMILIAR WITH YOUR MAMMOTH ST NITRO STADIUM TRUCK

Each radio system comes with a sticker on the back of the transmitter and on the receiver showing which frequency the radio system operates on (either in the 27Mhz or 75Mhz band). No two radio systems can operate nearby each other if they are on the same frequency. You can purchase transmitter and receiver crystals separately and change them if you plan on running your Mammoth ST Nitro Stadium Truck with other people. We have provided a list of the frequencies that are available for your radio system.

	Channel #	Frequency	Part # (tx/rx)
27Mhz	01	16.995	67427xx/66427xx
	02	27.045	
	03	27.095	
	04	27.145	
	05	27.195	
	06	27.255	
75Mhz	61	75.410	67475xx/66475xx
	Through		
	90	75.990	

Note that "xx" is the actual channel number you want to purchase.

Antenna: Transmits the signal from the transmitter to the receiver. The antenna should be completely extended during use.

Battery Cover: This cover houses the 8 AA Alkaline batteries that power the transmitter.

Crystal: This is the frequency crystal of the transmitter. You can change crystals in both the transmitter and the receiver so that you and your friends can drive at the same time. No two radio systems nearby can be operated on the same frequency.

On/Off Switch: Turns the transmitter on and off. Three L.E.D.s show the power status of the batteries.

Servo Reversing Switches: Allow you to quickly and easily change the direction the servos rotate by just flipping the switches on the top of the transmitter. The switches are located under the removable plastic cover.

Steering Wheel: Controls your truck's steering. Turn the wheel to the right and the truck turns right. Turn the wheel to the left and the truck turns left.

Steering Dual Rate Control Dial: This dial adjusts the overall travel of the steering servo. Push the dial forward for maximum steering (125%). Pull the dial back to reduce steering travel (minimum 60%).

Throttle/Brake Trigger: Controls the speed and braking ability of your truck. Pull the trigger to accelerate, release the trigger to decelerate, and push the trigger to brake.

Trim Dials: These dials, one for steering and one for throttle/brake control, allow you to fine tune the servo's center by turning the dials on the transmitter back and forth.

Continued On Next Page ☛

BECOMING FAMILIAR WITH YOUR MAMMOTH ST NITRO STADIUM TRUCK, CONTINUED....

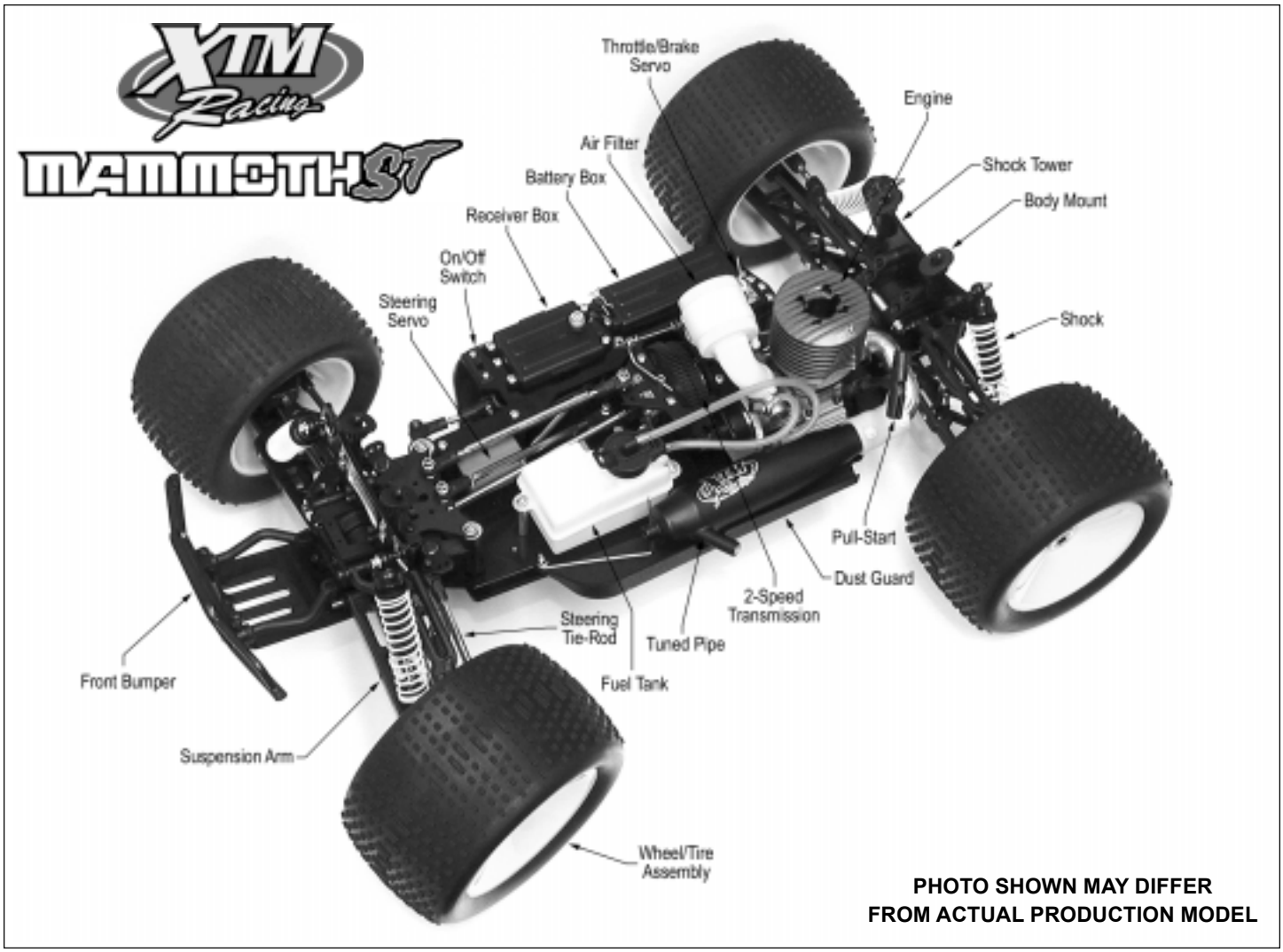


PHOTO SHOWN MAY DIFFER FROM ACTUAL PRODUCTION MODEL

2-Speed Transmission: The 2-speed transmission automatically shifts from low to high gear for awesome top speed and features an adjustable shift point. Tighten the adjustment screw to shift at a higher speed. Loosen the adjustment screw to shift at a lower speed.

Air Filter: The air filter is made of foam and prevents dirt and debris from entering the engine through the carburetor. The air filter should be "wet" with air filter oil for maximum efficiency.

Battery Box: This is where the receiver battery is mounted. The battery box protects the batteries from dust, dirt and oil. The battery box is not waterproof.

Body Mount: Made of high-impact nylon plastic for strength, the body mount secures the body into place.

Engine: The Mammoth ST Nitro Stadium Truck includes the powerful XTM Racing 24.7 engine with pull-starter and tuned pipe for ease of use and great performance.

Front Bumper: Made out of high-impact nylon plastic, the front bumper protects the chassis from most head-on impacts.

Fuel Tank: The fuel tank holds the fuel that your engine uses. This fuel tank includes a fuel pressure nipple that connects to the tuned pipe to pressurize the fuel system and also features a quick-flip type lid for fast refueling.

Pull-Start Handle: Used to start the engine in place of an electric starter.

Shock: Each shock is oil-filled and uses a spring that is well suited for most off-road conditions. The shocks feature threaded shock bodies that allow the shocks to be easily tuned for different driving conditions. The shocks come standard with 100Wt oil and 1.5mm springs.

Steering Servo: This servo controls the vehicle's steering. A "servo saver" is used to help prevent the servo gears from being stripped out.

Steering Tie-Rod: The tie-rod connects the steering linkage and the castor block. The tie-rods are adjustable so you can make toe-angle adjustments to the front wheels.

Tuned Pipe: The tuned pipe is an expansion muffler that greatly increases the power output of the engine.

Wheel/Tire Assembly: The Mammoth ST Nitro Stadium Truck includes molded rubber tires with a tread pattern that is good for most off-road applications. The wheels are molded in one piece from lightweight, high-impact plastic for strength.

PREPARING TO RUN YOUR MAMMOTH ST NITRO STADIUM TRUCK

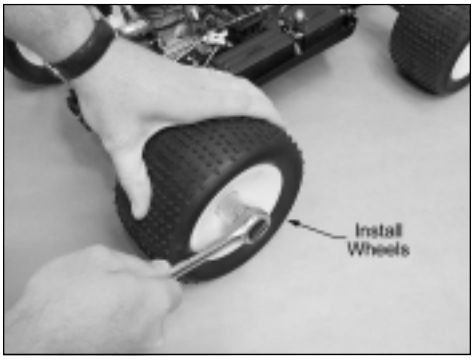
Now that you are familiar with the major component parts of your Mammoth ST Nitro Stadium Truck, and with the functions of the Hitec Aggressor transmitter, it's time to prepare your Mammoth ST Stadium Truck for its first run.

◆IMPORTANT◆ Before continuing, please double-check that you've read and understood the warnings printed on page # 2. It's important that you understand this information before preparing to run your Mammoth ST Nitro Stadium Truck. Also, remember, if you have any questions or encounter any problems, you can contact us using the Customer Service Information on page # 2.

YOUR MAMMOTH ST NITRO STADIUM TRUCK SHOULD INCLUDE THE FOLLOWING ITEMS SEPARATELY IN THE BOX:

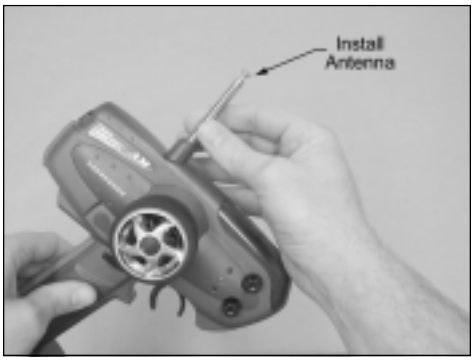
- Mammoth ST Nitro Stadium Truck Chassis
- Hitec Aggressor AM Transmitter
- Telescoping Transmitter Antenna
- Body and Wing w/ Mounting Screws (2)
- Tires and Wheels (Glued)
- Body Clips (4)
- Decal Set
- Yellow Plastic Parts Set
- Plastic Receiver Antenna Tube
- Toe-Angle Adjustment Blocks

STEP 1: FINAL ASSEMBLY



❑ Install the tires and wheels onto the chassis, making sure to tighten the wheel retaining nuts firmly.

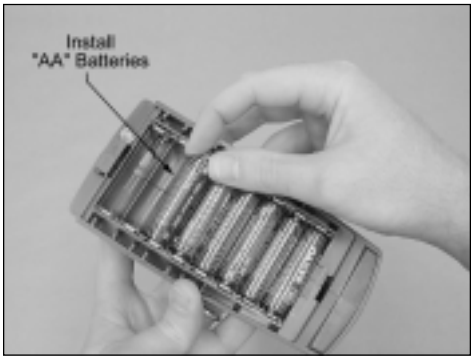
☞ Notice that the back of the wheels are molded to key over the hex-shaped wheel hubs. All four wheels and tires are the same.



❑ Push the telescoping transmitter antenna down into the molded hole in the top of the transmitter.

❑ Thread the antenna (clockwise) into place and tighten it **gently** until it stops.

◆IMPORTANT◆ Do not force the antenna into place or tighten it too strongly. Doing so could cause damage to the antenna and/or transmitter.



❑ Remove the plastic battery cover from the bottom of the transmitter.

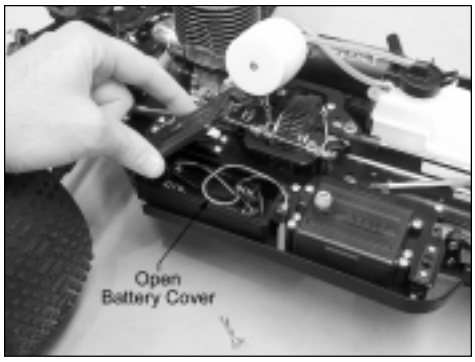
❑ Install 8 AA Alkaline batteries into the battery tray, double-checking to make sure that the polarity is correct.

❑ Reinstall the battery cover and set the transmitter aside for now.

HITEC AGGRESSOR TRANSMITTER UPGRADE TIP

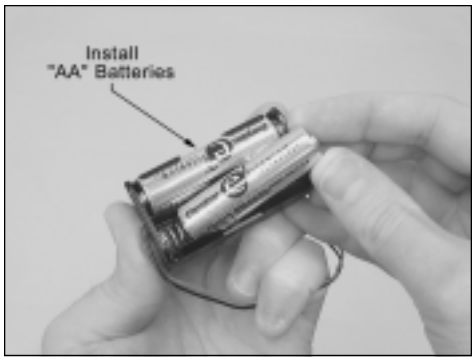
Upgrading your transmitter to use rechargeable NiCD cells is easy. All you need to do is purchase 8 AA rechargeable NiCD cells (P/N 256911) and a 110V AC overnight charger (P/N 759805). This will allow you to recharge the batteries without removing the batteries from the transmitter and it will save you money in the long run, since you won't need to purchase Alkaline batteries when they run low.

Continued On Next Page ☛



❑ Open the battery box cover by removing the retaining clip and pulling up on the front of the cover. The battery box cover is hinged at the back for convenience.

❑ Remove the battery holder from the battery box.



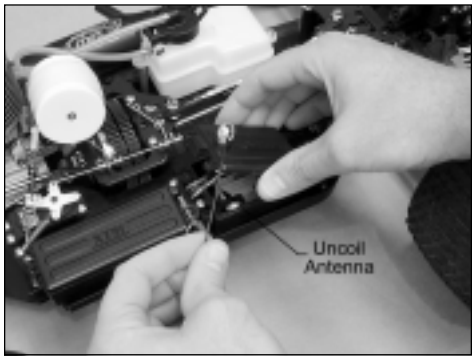
❑ Install 4 AA Alkaline batteries into the battery holder, double-checking to make sure that the polarity is correct.

✦IMPORTANT✦ Make sure that the batteries are pushed firmly into place. They should not be loose. If for any reason the plug from the battery holder (male red plug) is not plugged into the switch (female red plug), plug them together now. The plugs can fit together only one way.

MAMMOTH ST NITRO STADIUM TRUCK UPGRADE TIP

If you would like to upgrade to a rechargeable NiMH battery pack, instead of using Alkaline dry cells, we suggest using the XTM Racing 5 cell 1000mAH NiMH RX Battery Pack (P/N 145801). Not only is this battery pack rechargeable, but because it's a 5-cell battery, it will operate the servos at a higher power rating and faster speed. We also suggest upgrading the on/off switch to one that includes a separate charge cord. The Cirrus On/Off Switch with Charge Cord (P/N 444733) works well. This will allow you to charge the receiver battery without removing the battery box cover. When installing the switch, make sure that you leave the charge cord outside of the receiver box, but secured to the chassis, so it doesn't get damaged.

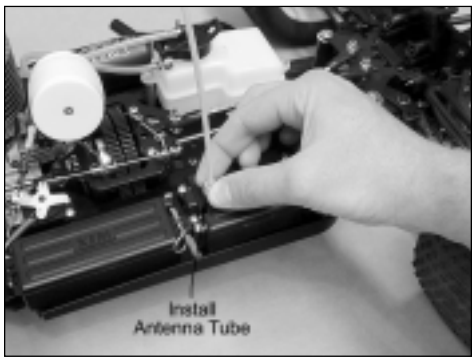
✦WARNING✦ Never attempt to recharge non-rechargeable batteries. The batteries could explode and cause serious injury.



❑ Remove the four screws from the receiver mounting box cover, then remove the cover.

❑ Uncoil the receiver antenna and feed it out through the hole in the cover.

❑ Reinstall the cover, making sure not to pinch any of the wires.



❑ Slide the receiver antenna into one end of the plastic antenna tube and out the other end.

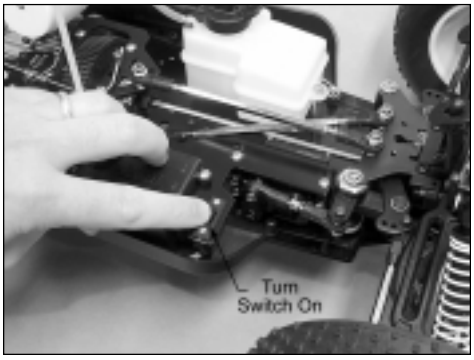
❑ Push the end of the antenna tube firmly into the metal clamp in the top of the receiver mounting box cover, then **gently** tighten the knurled nut to lock the tube into place.

✦IMPORTANT✦ Leave the excess antenna hanging from the top of the tube. Under no circumstances should you cut the antenna shorter.

Continued On Next Page ☛

❑ Slide the transmitter's on/off switch up to turn on the transmitter. The green LED should glow brightly.

◆IMPORTANT◆ If the green LED does not glow or if the red LED is glowing, check the batteries in the transmitter and replace them if necessary.



❑ Slide the receiver's on/off switch to turn the receiver on. You should hear the servos move to their proper positions.

MAMMOTH ST NITRO STADIUM TRUCK SAFETY TIP

Always turn on the transmitter first, followed by the receiver. After you're done, turn off the receiver first, then turn off the transmitter. This will prevent the possibility of a runaway model or damage to the servos.

STEP 2: RANGE CHECKING THE RADIO CONTROL SYSTEM

To ensure that the radio control system is operating properly and to prevent any chance of a runaway model, the radio control system should be range checked before the first run of the day and/or after a crash. To range check the radio control system, do the following:

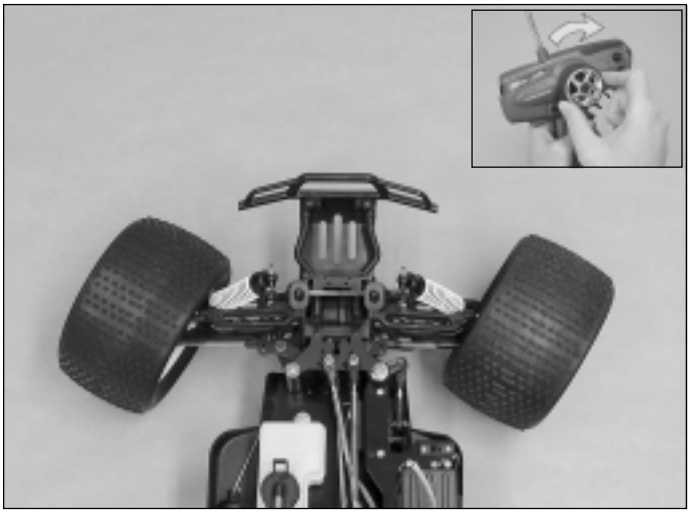
❑ With the transmitter and receiver turned on, extend the transmitter antenna completely.

❑ With the truck on the ground (without the engine running) walk away from it about 75 feet. Move the steering wheel while looking at the truck's wheels. The wheels should pivot back and forth as you rotate the steering wheel back and forth. **Because of the truck's weight and large wheels, the steering won't operate perfectly smoothly unless you lift the front of the truck off the ground. This goes away as soon as the truck starts rolling.**

◆IMPORTANT◆ If the radio system does not operate properly, please refer to the troubleshooting guide on page # 22 before continuing further. Never attempt to operate your Mammoth ST Nitro Stadium Truck if the radio control system is not functioning properly.

STEP 3: DOUBLE-CHECK THE STEERING AND THROTTLE/BRAKE CONTROLS

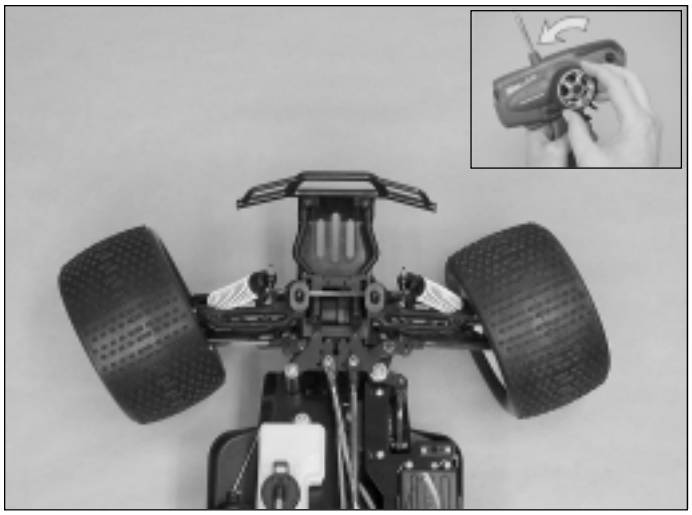
◆PRO TIP◆ We suggest doing the steering tests while lifting the front of the truck off the ground. This will allow the steering system to operate smoothly, without any binding.



❑ With the transmitter and the receiver turned on, rotate the transmitter's wheel forward (to the right). The truck's front wheels should turn right.

◆IMPORTANT◆ If the wheels don't turn right, flip the steering servo reversing switch on the top of the transmitter to change the direction that the front wheels turn. Refer to the transmitter photo and definitions on page # 5 if you don't remember how to use the servo reversing switches.

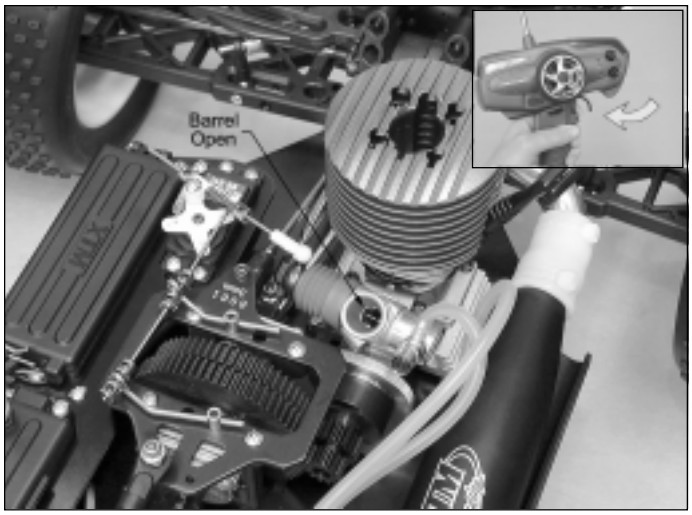
Continued On Next Page ☛



❑ Rotate the transmitter's wheel backward (to the left). The truck's front wheels should turn left.

❑ Let go of the transmitter wheel. The truck's wheels should return to center.

◆IMPORTANT◆ If the wheels do not point straight ahead (center) after you return the transmitter wheel to center, turn the steering trim dial on the transmitter to adjust the wheels so that they point straight ahead. Refer to the transmitter photo and definitions on page # 5 if you don't remember how to use the servo trim dial.



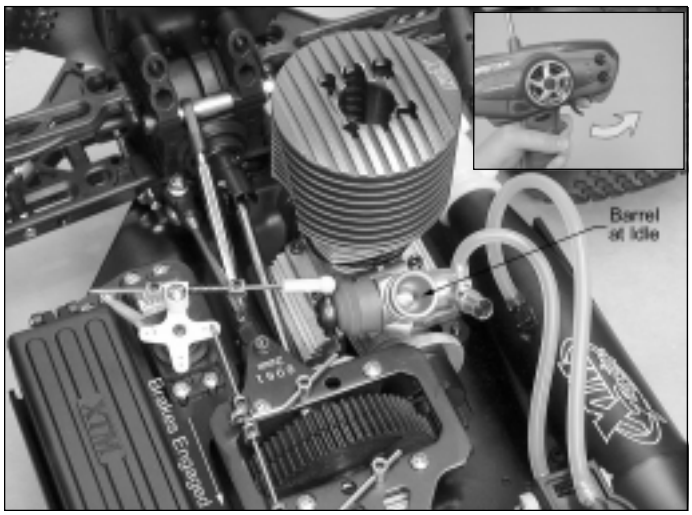
❑ Carefully pull the air filter assembly off of the carburetor, so that you can see the carburetor barrel.

❑ Pull back on the throttle trigger. The carburetor barrel should open completely and the brakes should be disengaged (i.e., the truck should roll forward smoothly).

❑ Let go of the throttle trigger and the carburetor barrel should return to its idle position - open about 1/16" (1mm). The brakes should still be disengaged, too. If not see page # 17 "Adjusting the Brake Linkage".

◆IMPORTANT◆ If the carburetor barrel does not open when you pull back on the throttle trigger, flip the throttle servo reversing switch on the top of the transmitter to change the direction.

◆PRO TIP◆ If the carburetor barrel does not open completely, turn the throttle trim dial on the transmitter until the carburetor barrel opens completely when you pull back fully on the throttle trigger.



❑ Push the throttle trigger forward. The carburetor barrel should stay in the idle position (open about 1/16" (1mm)) and the brake linkage should move forward and engage the brakes (i.e., the truck will not be able to roll at all).

❑ Let go of the throttle trigger and the brakes should disengage.

◆IMPORTANT◆ If you need to adjust the brake linkage, see page # 17 "Adjusting the Brake Linkage".

❑ Turn off the transmitter and receiver and push the air filter back onto the carburetor. **If it's difficult to push the air filter back onto the carburetor, apply a thin coat of after-run oil to the inside of the silicon boot before reinstalling it.**

AIR FILTER WARNING

Under no circumstances should you operate the engine without the air filter installed on the carburetor. The air filter prevents dust and debris from entering the engine and damaging it. If you operate your engine at any time without the air filter installed, the engine will not be covered under warranty should it need repair.

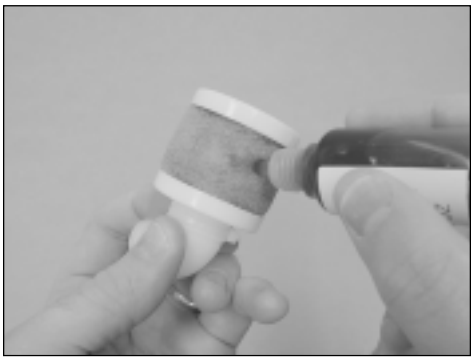
Continued On Next Page ☛

MAMMOTH ST NITRO STADIUM TRUCK UPGRADE TIP

To prevent your truck from going out of control should the radio control system encounter signal loss, we suggest using an electronic failsafe. The failsafe is connected between the throttle/brake servo and the receiver. The failsafe is designed to electronically bring the throttle to idle and apply a preset amount of braking force should the radio control system lose its signal. We suggest using the XTM Racing Micro-Electronic Failsafe (P/N 146077).

STEP 4: WETTING THE AIR FILTER

To prevent damage to your engine, we strongly recommend "wetting" the air filter element, using a high-quality filter oil or after-run oil.



MAMMOTH ST NITRO STADIUM TRUCK UPGRADE TIP

If you will be running your truck in extremely dusty conditions, we suggest using a prefilter sleeve over the air filter. Wet the main filter element as described below, then simply slide the prefilter sleeve over the main filter. It's not necessary, nor desirable, to wet the prefilter sleeve. We suggest using XTM Racing 1/8th Scale Prefilter Sleeves (P/N 149412).

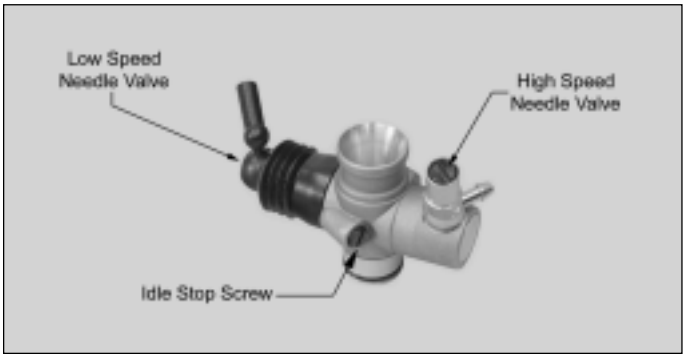
❑ To wet the air filter element, simply squeeze an ample amount of air filter oil or after-run oil onto the filter element and work it through the filter element, using your fingers. Use enough oil to completely saturate the filter element. The entire filter element should be oiled, but not so much that excess oil is dripping from it.

IT'S NOW TIME TO BECOME FAMILIAR WITH YOUR ENGINE. THIS INCLUDES HOW TO SET THE CARBURETOR, BREAK IN THE ENGINE AND HOW TO TUNE IT PROPERLY. PLEASE READ THE NEXT FEW PAGES VERY CAREFULLY.

BECOMING FAMILIAR WITH THE XTM RACING 24.7 NITRO ENGINE

WARNING!! PLEASE READ THIS INFORMATION BEFORE PROCEEDING!!

Your Mammoth ST Nitro Stadium Truck comes equipped with the user-friendly and powerful XTM Racing 24.7 nitro engine. Before starting the engine for the first time, you **MUST** read this section very carefully. This section details the different parts of the engine's carburetor and how to adjust the carburetor's needle valves to tune the engine. **Failure to read this information may result in your not knowing how to properly operate your new engine. Not knowing how to operate your new engine can result in damage to the engine.**

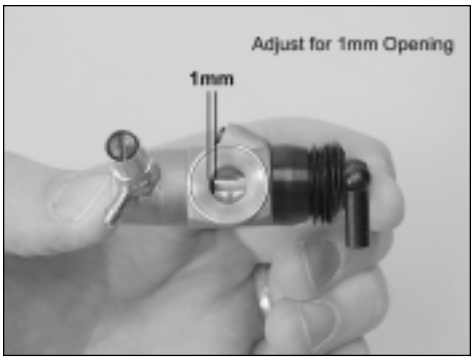


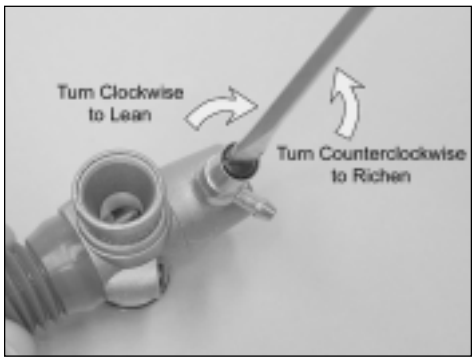
Refer to the photo at left to familiarize yourself with your engine's carburetor. All of the carburetor settings come preset from the factory for initial starting and break-in, but you should have a small flat blade screwdriver handy to make adjustments to the carburetor during the break-in process, which will be detailed in the next section.

Continued On Next Page ☛

IDLE STOP SCREW:

The idle stop screw adjusts the closure of the carburetor barrel. We recommend that the idle stop screw be adjusted so that the carburetor barrel stays open about 1/16" (1mm). Turning the screw clockwise will cause the barrel to stay open more. Turning the screw counterclockwise will allow the barrel to close more. If the carburetor barrel stays open too far, the engine will idle very high and the clutch will never disengage. This will damage the clutch very quickly. If the idle stop screw is closed too far, the engine may die during idle. Ideally, the engine should idle smoothly, yet slow enough so that the clutch stays disengaged.





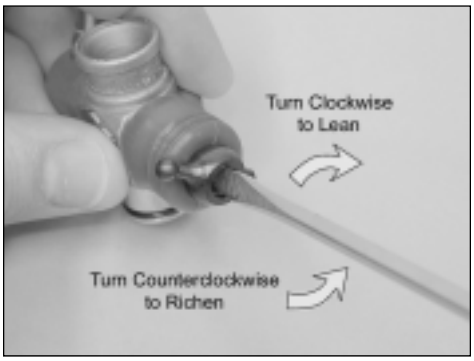
HIGH SPEED NEEDLE VALVE:

The high speed needle valve is preset from the factory for the initial starting procedure. **Do not make adjustments to it at this time.** The high speed needle valve is used to meter the air/fuel mixture at full throttle. Turn the needle valve clockwise to lean the mixture or turn the needle valve counterclockwise to richen the mixture.

The factory setting for the high speed needle valve is 3 full turns out from bottom.

LOW SPEED NEEDLE VALVE:

The low speed needle valve is preset from the factory for the initial starting procedure. **Do not make adjustments to it at this time.** The low speed needle valve meters the air/fuel mixture at idle and during transition from idle to full throttle. Turn the low speed needle valve clockwise to lean the mixture. Turn the low speed needle valve counterclockwise to richen the mixture. The low speed needle valve is preset from the factory, but minor adjustments may need to be made to suit your application: fuel used, glow plug and environment all contribute to the setting. **Do not adjust the low speed needle valve until AFTER the engine has been broken in.**



IMPORTANT TIP ABOUT RESETTING THE LOW SPEED NEEDLE VALVE

If you need to reset the low speed needle valve to the factory setting, follow these simple procedures:

- Open the carburetor barrel completely.
- While holding the carburetor barrel open with your fingers, use a flat blade screwdriver to turn the low speed needle valve clockwise until it stops. From this point, turn the low speed needle valve counterclockwise **3 full turns.** This is the factory setting.

FUELING AND STARTING THE XTM RACING 24.7 NITRO ENGINE

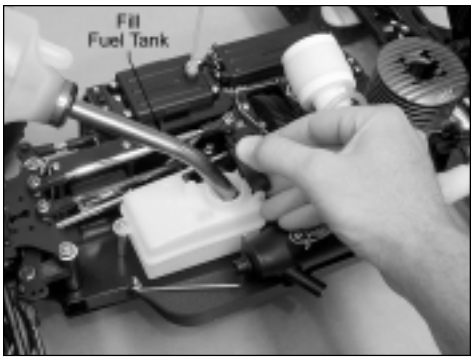
WARNING!! PLEASE READ THIS BEFORE STARTING YOUR ENGINE FOR THE FIRST TIME!!

If at any time the pull-starter becomes very tight or difficult to pull - **STOP!** The engine has become flooded and the excess fuel **must be removed from the engine** or damage to the pull-starter and/or engine could occur. To remove the excess fuel from the engine follow the procedures listed below:

- Completely close the high speed needle valve until it bottoms out. Do this gently. Don't force it!
- Remove the glow plug from the cylinder head.
- With a rag over the top of the engine, pull the pull-starter cord several times to expel the excess fuel from the engine.
- Check to make sure that the glow plug has not been fouled, then reinstall it.
- Reset the high speed needle valve 3 full turns out from bottom.

◆WARNING◆ Under no circumstances should you operate the engine without the air filter installed on the carburetor. The air filter prevents dust and debris from entering the engine and damaging it. If you operate your engine at any time without the air filter installed, the engine will not be covered under warranty should it need repair. Also make sure that you "wet" the air filter as described on page # 11.

Continued On Next Page ☛



❑ Lift the fuel tank lid and carefully fill the fuel tank until the fuel level is just below the top of the fuel tank.

◆**WARNING**◆ Use fuel that is appropriate for nitro car and buggy engines. **Do not use gasoline or diesel fuel! For the break-in period you should use fuel specifically designed for R/C car engines that contains no more than 20% nitromethane**

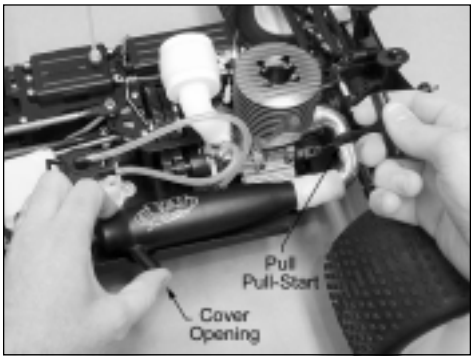
❑ Using your glow plug wrench, verify that the glow plug is installed in the cylinder head and tight. If it's not already preinstalled, install it, using one copper gasket.

IMPORTANT TIP ABOUT GLOW PLUGS

An XTM Racing # 3 Hot Heat-Range glow plug is included with your engine. We suggest having a couple of extra glow plugs handy, because it can be expected that glow plugs will wear out quickly during the engine's break-in process. This glow plug will suit most users during the break-in process. You may or may not need to change to a different type of glow plug after break-in is complete.

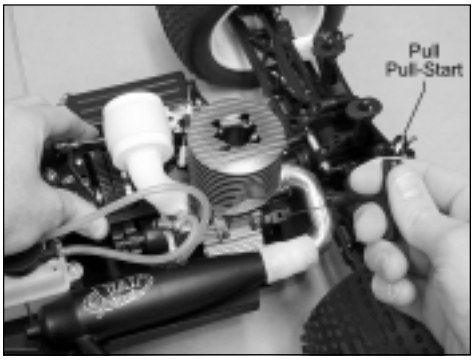
There are a variety of different heat range glow plugs to suit your engine. Typically, use a hotter glow plug if you're using 15% - 20% nitro fuel or are running in cooler ambient temperatures. Hotter glow plugs typically improve idle and transition, too. Use a cooler glow plug if you're running 25% - 30% nitro fuel or are running in higher ambient temperatures. **See tip on page # 16 about running 30% nitro fuel.**

(P/N 146021) XTM Racing # 4 Glow Plug - Medium
(P/N 147025) SH Engines # 5 Glow Plug - Cool



❑ Prime the engine by first opening the throttle completely and covering the exhaust opening in the tuned pipe with your finger, then pull the pull-starter cord several times until you see fuel just start to enter the carburetor through the fuel line.

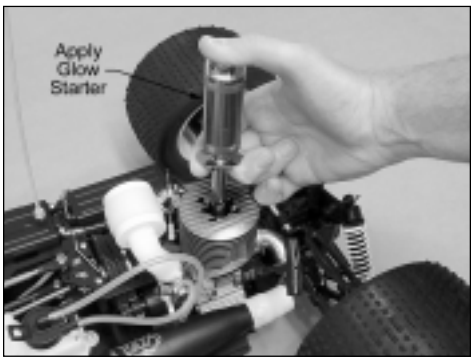
◆**IMPORTANT**◆ Do not pull the pull-starter cord all the way out or damage to the pull-starter will occur. Use a couple of short pulls - about 7 or 8 inches long.



❑ Remove your finger from the tuned pipe opening and close the throttle down to the idle position.

❑ While holding the truck firmly with one hand , carefully pull on the pull-starter cord 3 times, using short, quick pulls.

◆**IMPORTANT**◆ If you can't turn the engine over using the pull-starter, don't force it. The engine is probably flooded. **See the warning and resolution on page # 12.**

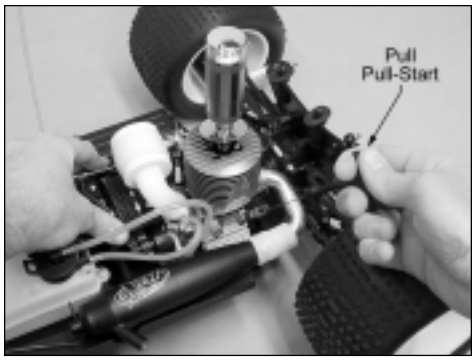


❑ Connect a fully charged glow starter to the top of the glow plug, making sure that the glow starter is locked firmly onto the top of the glow plug. You don't want it to fall off while you're trying to start the engine.

NEW ENGINE STARTING TIP

When the engine is new, it can sometimes be difficult to turn over using the pull-starter. You may find you need to pull the pull-starter harder than you expect. A trick to help this is to loosen the glow plug slightly, start the engine, then remove the glow starter and retighten the glow plug. This effectively lessens the engine's compression, making it easier to turn over with the pull-starter.

Continued On Next Page ☛



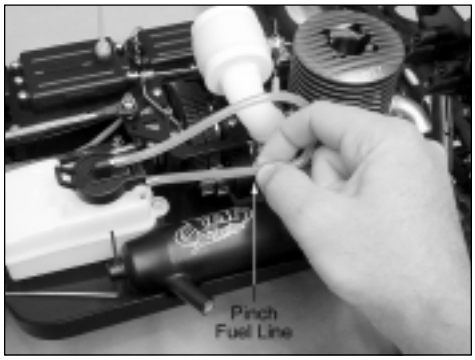
❑ With the throttle still in the idle position, hold the truck firmly with one hand and carefully pull on the pull-starter cord, using short, quick pulls, until the engine starts.

❑ After the engine starts, release the pull-starter cord, allow the engine to run for about 10 seconds, then remove the glow starter from the glow plug.

◆IMPORTANT◆ If the engine does not start after a dozen pulls, refer to the troubleshooting guide on page # 22.

WARNING ABOUT RUNNING YOUR ENGINE FOR THE FIRST TIME

Until you're actually ready to break in the engine, do not run the engine for more than a few minutes. If you run the engine longer without breaking in the engine properly, damage to the engine can occur. Break-in will be done in the next section.



❑ Once the engine is running, to stop the engine, carefully pinch the fuel line with your fingers until the engine stops. Make sure to pinch the fuel pick-up line and not the fuel pressure line. The fuel pick-up line is the one connected to the carburetor.

◆PRO TIP◆ When you pinch the fuel line to stop the engine, you must pinch it hard and hold it. The engine will rev up quickly, then die. We suggest holding the truck while doing this, so that it doesn't lurch out of your hands.

◆WARNING◆ Be careful not to touch any parts of the engine or the tuned pipe because they will be hot.

BREAKING IN THE XTM RACING 24.7 NITRO ENGINE

The XTM Racing 24.7 engine is an ABC engine. The cylinder sleeve is tapered at the top, causing severe resistance when the piston moves through the top of the stroke. This is normal. When the engine heats up to operating temperature, this resistance will decrease and the proper clearance will be achieved. The break-in procedure will guide you through the steps necessary to properly break in your new engine. Please follow the steps closely.

FUEL RECOMMENDATION:

Fuel can make a big difference in the way your engine performs. For the break-in period you should use a fuel specifically designed for R/C car engines that contains no more than 20% nitromethane. Once the engine has been adequately broken in (about 45 minutes of run-time) you can switch to an R/C car fuel containing up to, but no more than, 30% nitromethane.

◆WARNING◆ We do not recommend using fuels designed for R/C airplane engine use. These fuels do not contain the proper amount of lubricants; therefore, they will cause the engine to overheat or run erratically and severe damage to the engine can result.

ENGINE BREAK-IN TIP

To make sure that you're not leaning out the engine too much and overheating it during the break-in process, we suggest using a temp gun to monitor the engine's temperature.

During break-in, the engine should not surpass 230º.

GLOW PLUG RECOMMENDATION:

The glow plug can make a big difference in how your engine performs. We recommend using a "medium" or "hot" heat-range glow plug intended specifically for performance engines like the XTM Racing # 3 (P/N 146020) during the break-in process. After the break-in period you may want to use a different heat-range glow plug. Use a colder glow plug like the XTM Racing # 4 (P/N 146021) if you're using 30% nitro fuel. Do not use glow plugs intended for four stroke airplane engines or glow plugs with an "idle bar". Using the wrong type of glow plug will cause the engine to run erratically and make it difficult to tune properly. The wrong type of glow plug could also damage the engine.

AIR FILTER:

The air filter is a very important part of your engine. Failure to use the air filter will damage the engine in a very short period of time. Make sure that you "wet" the air filter as described on page # 11 and use a prefilter sleeve if you are driving in dusty conditions.

Continued On Next Page ☛

STEP 1: BREAKING IN THE ENGINE

◆WARNING◆ Do not adjust the low speed needle valve until after the engine has been broken in. You can begin to adjust the low speed needle valve after you have broken in the engine and after you have read and understood *Step 2: Fine Tuning the Engine* below. The high speed needle valve is preset from the factory for easy starting in most conditions for the break-in period.

❑ Follow the previous procedures to fill the fuel tank and start the engine.

❑ Once the engine starts, keep the glow starter attached to the glow plug and let the engine run for about 10 seconds without giving it throttle. This will allow the engine to warm up. At this point the engine should be running very "rich" and the engine will also sound like it's running rough.

❑ After the engine has been running for about 10 seconds, remove the glow starter from the glow plug. Advance the throttle in short, quick bursts and drive the truck for about 2-3 minutes. If the engine is running rich enough, you should notice smoke coming from the tuned pipe and the engine should sound like it's running very rough. Also, the truck will barely be moving because the engine is running so rich that it won't produce much power. This is what you want for now. If there is not smoke coming from the tuned pipe, richen the high speed needle valve 1/4 turn. After 2-3 minutes stop the engine by pinching the fuel line to the carburetor.

ENGINE BREAK-IN TIP

Break in the engine without the body installed. It's important that the engine have adequate airflow during the break-in process.

ENGINE TUNING TIP

No two engines will have the exact same needle valve settings once broken in. Different fuels used, different types and heat-ranges of glow plugs, the outside air temperature and air pressure all affect the engine. The factory needle valve settings on page # 12 are break-in settings. If you reset the needle valves to the factory settings, the engine will run very rich and you will need to retune the engine.

ENGINE BREAK-IN TIP

During break-in, it's normal for excessive fuel oil and exhaust residue to drip from the tuned pipe.

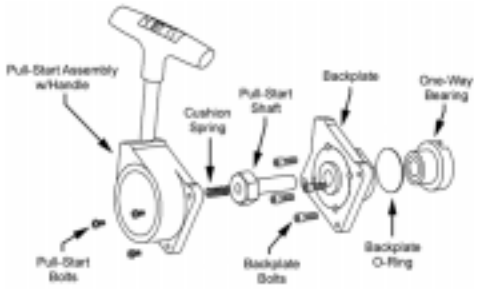
❑ Let the engine cool for approximately 10 minutes, then restart it. Set the high speed needle valve mixture to a slightly leaner setting, about 1/8 turn more in. Repeat the procedure above, then stop the engine and let it cool for approximately 10 minutes.

❑ Repeat the procedure above, leaning the high speed needle valve slightly more each time. In all, you should run the engine a total of about 45 minutes. After 45 minutes of run-time the engine will be broken in. Run the engine with the high speed needle valve set slightly rich, but lean enough to power the truck adequately. At this point the engine should hold a good setting on the high speed needle valve and you can begin to fine tune the needle valve settings to increase performance.

◆IMPORTANT◆ It is of the utmost importance that the engine never be leaned out too much. When running the engine, you should always be able to see a slight trail of smoke coming from the tuned pipe. If you can't, stop the engine immediately and richen the high speed needle valve. You should also make sure there is plenty of air flowing over the cylinder head to keep the engine from overheating.

ENGINE BREAK-IN TIP: "WHY IS MY PULL-STARTER SLIPPING?"

If, during the break-in process, the pull-starter assembly slips when you try to start the engine, the one-way bearing and pull-starter shaft may be coated with excess fuel oil. This can occur because the excess oil in the engine during the break-in process gets into the one-way bearing. To fix this, carefully remove the one-way bearing and the pull-starter shaft, clean them with rubbing alcohol and reassemble the parts. Use the engine exploded parts view to see how the parts are assembled. Also, be careful when removing the pull-starter assembly to ensure that the recoil spring does not uncoil and fly out.



STEP 2: FINE TUNING THE ENGINE

After your engine has been broken in, you can set the high and low speed needle valves for optimum engine performance.

WARNING ABOUT TUNING YOUR ENGINE

Be careful to never lean out the engine too much. Remember that the lubricants for your engine are suspended in the fuel. If you lean out the fuel mixture too much you will also be lowering the amount of lubricant entering your engine. Less lubricant means more chance of your engine overheating and possible engine failure.

Continued On Next Page ☛

SETTING THE HIGH SPEED NEEDLE VALVE:

❑ Start the engine and remove the glow starter from the glow plug, then allow the engine to warm up for about 10 seconds.

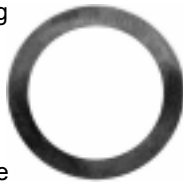
❑ After the engine has warmed up, drive the truck as you normally would. If the engine seems to be running rich (i.e., not reaching maximum power), lean the high speed needle valve about 1/16 of a turn at a time until the desired setting is achieved. Always make sure that you run the engine slightly rich - you want to be able to see a faint exhaust trail at all times.

SETTING THE LOW SPEED NEEDLE VALVE:

❑ Start the engine and lean out the high speed needle valve as per the procedures above. Close the throttle until the engine slows down enough so that the clutch is disengaged and the wheels don't turn when the truck is lifted from the ground. Allow the engine to idle for about 10-15 seconds.

❑ While holding the truck off the ground (making sure to keep your fingers out of the moving parts), quickly open the throttle in a short burst. If the engine just stops running as soon as the throttle is advanced, the low speed needle valve is too lean and the engine is not getting enough fuel. With the engine stopped, richen the low speed needle valve about 1/16 of a turn (counterclockwise).

PLEASE READ IF YOU'RE USING 30% NITRO FUEL



To get more power from your engine you can use fuels containing up to 30% nitromethane. We must caution you, though, that once you run the engine with increased nitro you may not get satisfactory results if you decide to go back to a lower nitro content. Also, if you use fuels containing 30% nitro, we suggest adding a .10mm head gasket (# 148418) to lower the compression ratio. If you don't lower the compression ratio, overheating and erratic running will likely occur.

❑ Restart the engine and repeat the procedure above until the engine will transition smoothly and quickly. Very slight hesitation in the transition is normal.

❑ If you quickly advance the throttle and the engine seems to be very rich during transition (i.e., lots of smoke coming from the tuned pipe and very rough sounding), the low speed needle valve is too rich and the engine is getting too much fuel. With the engine stopped, lean the low speed needle valve about 1/16 of a turn (clockwise).

❑ Restart the engine and repeat the procedure above until the engine will transition smoothly and quickly. Very slight hesitation in the transition is normal.

❑ Now drive the truck as you normally would for a while to get a feel for how the engine reacts to throttle. Now that you know the proper way to tune the engine, you can make slight adjustments to the carburetor until you are satisfied with the performance.

BASIC ENGINE MAINTENANCE

To keep your engine operating at peak performance there are some basic maintenance procedures that need to be performed on the engine on a regular basis:

- After you are finished running the engine for the day, pinch the fuel line to stop the engine. This will allow the engine to burn any excess fuel out of the crankcase.

- Remove the air filter element and wash it thoroughly in warm water and a small amount of liquid detergent. After it's clean, allow it to dry, then reoil it and install it back into the air filter housing.

- Remove the glow plug from the engine and squirt several drops of high-quality after-run oil into the glow plug hole. Pull the pull-start cord several times to distribute the oil throughout the engine, then reinstall the glow plug. The after-run oil will prevent the inside of the engine (especially the crankshaft bearings) from rusting.

KEEP IT SMOOTH

Loop four nylon ZIP ties around the corners of the engine's cylinder head, making sure that the ratchet portion of the ties are up toward you. When your truck flips over, the ties will prevent the cylinder head from being scratched and gouged.

- Clean the outside of the engine using a heavy brush and nitro car cleaner, then dry the engine, using a rag or compressed air.

- Periodically check the condition of the clutch to check for wear.

- Periodically oil the clutch bell bearings.

- Check the engine's cylinder head bolts and backplate screws after each day of use to ensure that they're tight. This will prevent air leaks from causing erratic engine performance.

INSTALLING THE BODY

❑ Carefully peel the protective layer from off the top of the body and the wing.

◆IMPORTANT◆ The body is covered by a thin plastic protective layer at the factory that prevents damage to the body during assembly and shipping. This protective layer must be removed before you apply the decals.

❑ Remove the decals from their protective backing and adhere them onto the body.

❑ Attach the wing to the body, using the two self-tapping screws provided.

❑ Install the body onto the chassis, using the body clips provided to hold it in place.

❑ Double-check that the body does not interfere with the wheels, the suspension or the tuned pipe. If it does, you will need to trim the body slightly to fit around those areas.

◆PRO TIP◆ Other than during the break-in period, always make sure that you install the body when driving your truck. If your truck flips over, the body will help protect the chassis and its components.

TUNING GUIDE - MAKING CHASSIS ADJUSTMENTS

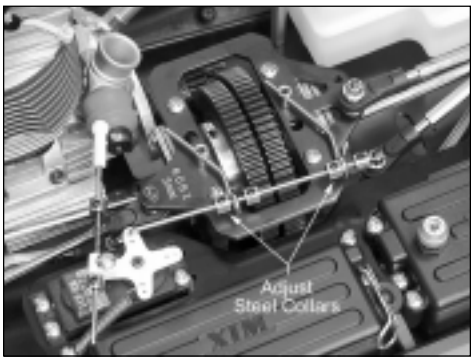
Chassis alignment and geometry are important if you want your truck to perform well. A good performing truck means a truck that is easier to drive, too. Follow our guidelines in this section to get the most out of your Mammoth ST Nitro Stadium Truck.

◆IMPORTANT◆ It's very important when making changes to the settings of your truck that you make the settings the same for each side. For example, if you change the spring tension on the right front shock, you should change the spring tension on the left front shock the same amount, etc.

Do not make any changes that are more than 3 degrees from the initial settings listed or the handling characteristics of your truck will become very poor.

ADJUSTING THE BRAKE LINKAGE

The brake linkage on your truck is preset from the factory; however, after running the truck for a while you may find that the brake linkage needs adjusting. Follow the information below to check and adjust the brake linkage:



With the transmitter and receiver turned on, and the throttle/brake trim lever centered, the truck should roll forward smoothly (i.e., the brakes should be disengaged). If the brakes are dragging when the throttle trigger is at neutral, the brake discs will wear out very quickly. To ensure that the brakes are disengaged, always make sure that there is a 1/16" wide gap between the two rear steel adjustment collars and the brake levers. Both steel adjustment collars should be adjusted so that they are equal distance behind each of the two brake levers. This will ensure that both brake levers engage equally during braking.

• To make adjustments to the brake linkage, simply loosen the grub screw in the adjustment collars behind the brake levers and reposition them, then retighten the grub screws. Moving the collars forward, toward the brake levers, will result in the brakes coming on sooner and more forcefully.

Continued On Next Page ☛

ADJUSTING THE TOE ANGLE

The toe angle is the angle of both front tires (or rear tires) to each other, when viewed from above. Toe-in is when the front of both tires point toward each other and toe-out is when the front of both tires point away from each other.

- For the front tires, toe-in will make your truck track straighter, but the steering will be more sensitive. Toe-out will desensitize the steering, making the truck a little more driver-friendly.
- For the rear tires, if you're running on a smooth surface, we suggest no toe-in. If you are running on a rough surface, we suggest about 1 - 2 degrees of toe-in. This will give the rear end a little more "bite."

RECOMMENDED INITIAL SETTINGS:

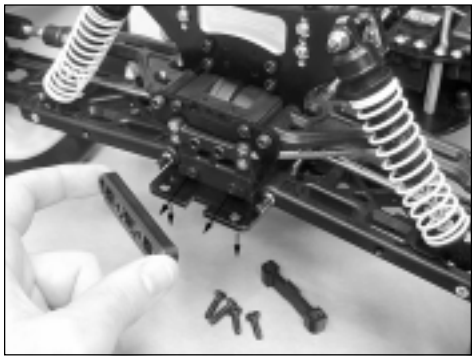
- 0 degrees toe-in on the front and rear for overall best 4WD driveability on most surfaces.

☞ Adding more than 3 degrees of toe-in or toe-out will result in excessive loss of speed and erratic handling.

◆IMPORTANT◆ For more precise toe-in adjustments, use the R.P.M. Toe-in Gauge part # 708049.

To adjust the toe-angle of the front tires, turn the tie-rods (steel rods connecting each wheel to the steering arm) in or out with an adjustable wrench. To adjust the toe angle of the rear tires, you need to replace the toe angle block, described below:

To adjust the toe-in on the rear tires, use one of the different composite toe angle blocks provided in your kit to set the desired toe angle. For convenience, the degree of toe angle in each block is molded into the back of the blocks. **The stock toe-angle block is 2º.**



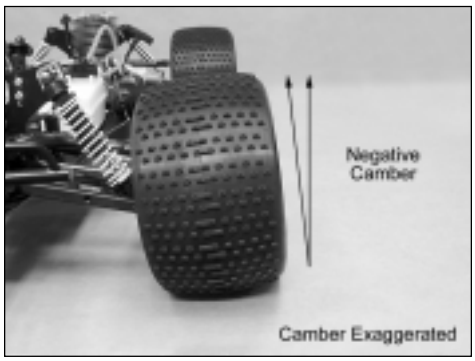
- To change the rear toe angle block, first remove the two screws from the bottom of the chassis that hold the toe angle block screw guard in place, the remove the screw guard from the chassis.
- Next, remove the two screws that hold the toe angle block in place, then carefully pull out the toe angle block, being careful not to pull out the hinge pins.
- Install the desired toe angle block. Installation is the reverse of the disassembly procedure.

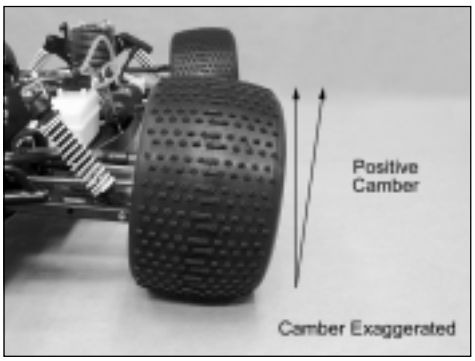
ADJUSTING THE CAMBER ANGLE

Camber is referred to as the amount of the tire's surface that contacts the ground. Tires that are exactly perpendicular to ground have 0 degrees of camber. If the top of the tire leans in toward the chassis, the tire has negative camber. If the top of the tire leans out away from the chassis, the tire has positive camber.

RECOMMENDED INITIAL CAMBER SETTINGS:

- For driving on smooth surfaces set both the front and back wheels at 0 degrees.
- For driving on rough surfaces set the front wheels at -1 degree and the back wheels at -2 degrees.





☞ Camber settings should be measured with the vehicle at its normal ride height.

◆IMPORTANT◆ For more precise camber adjustments, use the R.P.M. Precision Camber Gauge part # 708099.

Adjust the camber angle of the wheels by turning the upper turnbuckles in or out using an adjustable wrench.

Continued On Next Page ☛

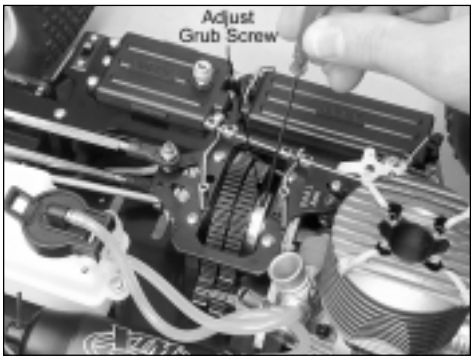
ADJUSTING THE 2-SPEED TRANSMISSION SHIFT POINT

The transmission shift point has been preset for you from the factory, but it is possible to fine tune the adjustment to suit your driving style. The shift point is the point at which the 2-speed transmission will shift from first gear to second gear.

- Adjust the shift point by turning the small grub screw in the aluminum 2-speed clutch housing, using a 1.5mm hex wrench. Turning the grub screw clockwise will make the transmission shift at a higher speed. Turning the grub screw counterclockwise will make the transmission shift at a lower speed.

RECOMMENDED INITIAL SETTINGS:

- The 2-Speed transmission has been preset for you from the factory. No initial adjustments are necessary.



To adjust the 2-speed transmission, you must first locate the small grub screw in the clutch housing. To locate the grub screw, lift the truck off the ground and slowly rotate the spur gear assembly until you can see the small grub screw through the milled access hole in the clutch housing. Once the small grub screw is visible, use a 1.5mm hex wrench to adjust the grub screw.

To make the transmission shift at a higher speed, turn the grub screw clockwise 1/8th of a turn. To make the transmission shift at a lower speed, turn the grub screw counterclockwise 1/8th of a turn.

◆**WARNING**◆ We suggest making 1/8th of a turn adjustments at a time, testing the shift point between each adjustment you make, until you are satisfied with the transmission shift point.

◆**IMPORTANT**◆ There are two screws in the 2-speed clutch housing. One is a grub screw that uses a 1.5mm hex wrench and the other is a steel socket-cap screw that uses a 2.5mm hex wrench. Do not attempt to adjust the larger screw. This screw holds the clutch housing onto the transmission shaft.

RESETTING THE 2-SPEED TRANSMISSION SHIFT POINT

If you need to reset the 2-speed transmission shift point to the factory setting, follow these simple procedures:

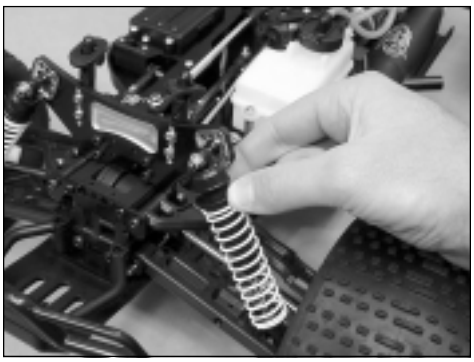
- Carefully turn the grub screw (using a 1.5mm hex wrench) clockwise until it bottoms out, then turn the grub screw counterclockwise 9-1/2 turns (9 full turns plus 1/2 of a turn).

ADJUSTING SHOCK SPRING TENSION

By adjusting the spring tension of the shocks, you can increase steering sensitivity, adjust the ride-height of the truck and fine-tune the dampening quality of the suspension system. How you drive your truck will dictate what settings you should be using. As an example, if you're driving your truck off-road and going over lots of jumps, you may want to increase the spring tension of the front shocks to help prevent the front of the truck from bottoming out. If you're racing your truck, local track conditions will dictate the settings to use.

RECOMMENDED INITIAL SETTINGS:

- We recommend initially leaving the adjustment rings in the factory locations.



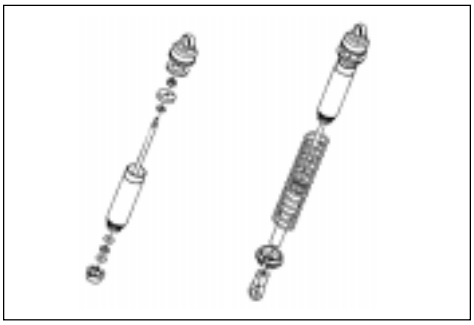
Increase or decrease spring tension by threading the adjustment ring up or down the shock body.

Threading the ring down increases spring tension and the truck's ride height, and will stiffen the overall dampening characteristics of the suspension. Threading the ring up decreases spring tension and makes the dampening characteristics of the suspension softer.

☞ When adjusting the spring tension, make sure to adjust the right and left sides equally.

Continued On Next Page ☛

ADJUSTING SHOCK DAMPENING AND REPLACEMENT SHOCK SPRINGS



Changing the shock oil (the oil inside the shocks) will change the dampening characteristics of the shocks. Typically, if you are running on smooth surfaces, use a heavier weight oil. If you are running on rough surfaces, use a lighter weight oil.

◆IMPORTANT◆ We recommend using only 100% Silicone Shock Oil. Do not use motor oil. The shock oil used in the Mammoth ST Nitro Stadium Truck is 100Wt shock oil. This is good for all-around use. **For racing, you may want to consider using 45Wt oil.**

Shock springs are easy to change and can make a difference in the way your truck handles relative to the type of terrain you're driving on. If you drive your truck off-road, in a smooth, high-traction area, use stiffer springs to reduce body roll and weight shift. If the area where you drive your truck is very bumpy, you might consider using softer springs to help absorb the bumps. If the area is bumpy and you use harder springs, the truck will have a tendency to jump and hop around. The shock springs included with the Mammoth ST Nitro Stadium Truck are suitable for most general off-road applications, but experimentation with different shock springs may be necessary to find a setup that suits your particular driving style and location.

SUGGESTED AVAILABLE SHOCK SPRING UPGRADES

FRONT and REAR

SOFT	149372	1.3mm Shock Spring (RED)
	149370	1.4mm Shock Spring (BLUE)
	149366	1.5mm Shock Spring (WHITE) - STOCK
	149363	1.6mm Shock Spring (YELLOW)
STIFF	149364	1.7mm Shock Spring (BLACK)

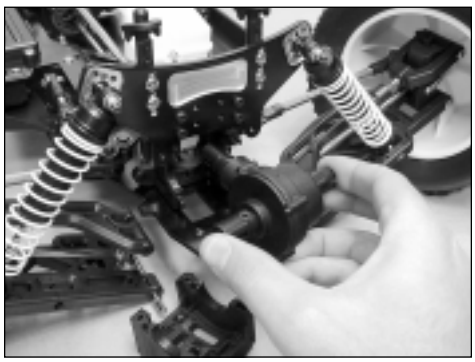
ADJUSTING THE FRONT AND REAR DIFFERENTIALS

The Mammoth ST Nitro Stadium Truck features front and rear gear differentials that each feature o-ring seals and cup-style housings. Both differentials are packed with differential grease that is good for most driving conditions.

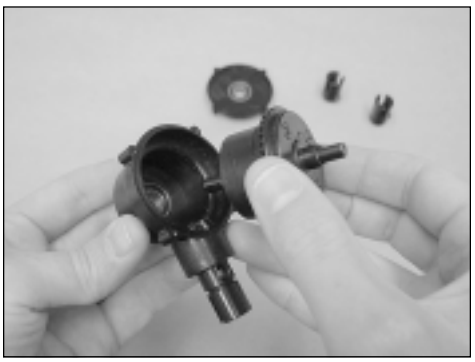
You can make fine-tuned adjustments to each differential by removing the differentials from the chassis, opening them up and replacing the grease already inside the differentials with silicone differential oil.

- Adding heavier silicone oil will tighten the differentials and adding lighter silicone oil will loosen the differentials. If your truck feels loose during turns, you can tighten the front differential or loosen the rear differential. If your truck is pushing during turns, you can loosen the front differential or tighten the rear differential. We recommend using silicone oil weights between 30,000 (30K) and 100,000 (100K). For your convenience, we show you how to remove and disassemble the front differential. Removing and disassembling the rear differential is similar. Refer to the parts blow up and assembly sequence on page # 25 if necessary.

- Remove the six screws from the bottom of the chassis that hold the front bumper in place, then remove the front bumper.



- Next, remove the screws that hold the upper and lower hinge pin support plates in place, then remove the two hinge pin support plates.
- Pull the front half of the diff case straight out, then remove the lower hinge pins and drop the suspension arms.
- Firmly pull the differential assembly straight out.
- Remove the two CVD drive shaft cups from the diff assembly, then remove the four screws that hold the diff halves together.



- Pull the diff halves apart, then pull the diff assembly (w/ring gear attached) out of the diff housing.
- Remove the four screws that hold the diff case together, then pull the diff case apart to open up the diff. You can now remove the grease inside the diff and refill the diff with the differential oil of your choice. Installation is the reverse of the disassembly procedure.

MAINTAINING YOUR MAMMOTH ST NITRO STADIUM TRUCK

Following a simple maintenance schedule will ensure that your Mammoth ST Nitro Stadium Truck, XTM Racing 24.7 engine and Hitec Aggressor radio control system operate in top condition every time you use them. It is strongly suggested.

- Check the foam air filter element for dirt blockage. If the foam is dirty, remove it from the filter housing and wash it in liquid soap and warm water. Dry the foam element with a paper towel, reinstall it and "wet" it with after-run oil. See page # 11 for more info.

- Check the chassis for any loose screws, especially the engine and the outdrive cup mounting screws. Tighten them if necessary.

- Any screws that are threaded directly into metal should be secured into place with Blue Lock-Tite. This will prevent the screws from loosening during use. Screws threaded into nylon or composite material do not require Lock-Tite.

- Check the steering linkage and the throttle/brake linkage for any signs of wear or misalignment. Tighten and/or readjust them if necessary. Double-check that the grub screws in the steel collars are tight.

- Once in a while, remove the wheels and clean the wheel bearings, using a bearing cleaner. This will remove any dust and grit that may, over time, damage the bearings. After cleaning the bearings, reoil them using a good quality bearing oil. Never run the bearings dry or damage to the bearings will result.

- When you clean the wheel bearings as described above, also remove, clean and reoil the clutch bell bearings.

- Check the fuel system, including the fuel tank and fuel tubing, for any signs of cracking or looseness. Replace any fuel tubing you suspect may be damaged.

- Check the condition of the transmitter and receiver batteries after each time you drive your truck. If you think they might be low, replace them with a fresh set.

- After a period of time the chassis will accumulate a lot of dirt and debris, especially around the engine area. This buildup should be cleaned off using a high-powered spray cleaner like Emerald Nitro Car Cleaner. **Some nitro car cleaners will damage anodized and/or plated parts. Test on an inconspicuous area first.**

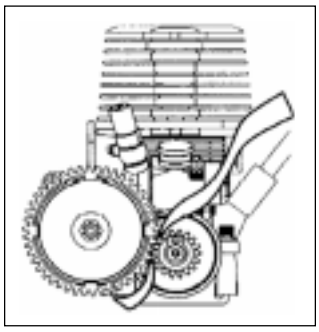
- After cleaning the chassis and engine with Nitro Car Cleaner, you should oil the moving parts of the chassis. **Do not oil the clutch bell, spur gears or the brake discs.**

- Always use new fuel and keep the cap on the fuel tightly closed. As fuel ages it absorbs water, which degrades the fuels performance and will cause erratic engine operation.

- After you have finished using the engine for the day, remove the glow plug from the engine and squirt several drops of high-quality after-run oil into the glow plug hole. Pull the pull-start cord several times to distribute the oil throughout the engine, then reinstall the glow plug. This will prevent corrosion inside the engine.

- Never leave unused fuel in the fuel tank for more than a couple of days. The nitromethane and methanol in the fuel will evaporate, leaving the oil behind. This will eventually turn into a thick sludge that will require replacement of the fuel tank to fix.

- If you need to remove the engine to clean it or change the clutch bell, etc., it's important that you set the gear mesh between the clutch bell and spur gears properly when reinstalling the engine; otherwise, the spur gears may be damaged or the gears may bind. To set the gear mesh, first start by having the engine mount assembly temporarily in place, then slide the engine back within the mounts until the teeth on the clutch bell are even with the spur gears. When satisfied with the alignment, tighten the four socket-cap screws to secure the engine to the engine mounts. This will ensure that the clutch bell is lined up with the spur gears. Next, place a piece of notebook paper between the clutch bell and each of the spur gears, and push the engine toward the spur gears firmly, so that the notebook paper crinkles. When set properly, there should be very slight play between the gears. If the gears are too tight they will bind and if they are too loose they will strip out. When satisfied with the alignment, tighten the four hex screws on the bottom of the chassis. With the wheels off the ground, you should be able to spin the clutch bell with your finger. The clutch bell should rotate the spur gears and other drivetrain components rather easily. If it's difficult to rotate the clutch bell, your gear mesh is likely too tight. Readjust the gear mesh, making sure to use a piece of notebook paper between the gears. When set properly, the paper should be tightly crinkled, but not ripped or punctured.



TROUBLESHOOTING GUIDE

This troubleshooting guide has been provided to help you diagnose and solve most problems that you may encounter with your Mammoth ST Nitro Stadium Truck. Most problems encountered can be solved by carefully following the problem-cause-solution sections.

If you cannot solve the problem using this troubleshooting guide, please feel free to contact us using the Customer Service Information on page # 2.

IF YOU'RE HAVING A PROBLEM WITH THE HITEC AGGRESSOR RADIO SYSTEM:

PROBLEM	CAUSE	SOLUTION
1) Radio system does not operate	A) Transmitter and/or receiver batteries are low B) Batteries are installed incorrectly C) Receiver battery connector is loose	A) Replace transmitter and/or receiver batteries B) Check that the polarity of the batteries is correct C) Check that receiver battery connector is plugged in and tight
2) Operating range is short	A) Transmitter antenna is retracted B) Receiver antenna is not extended C) Receiver antenna is cut D) Transmitter and/or receiver batteries are low	A) Extended transmitter antenna completely B) Extend receiver antenna completely C) Return receiver to Hitec/RCD for repair D) Replace transmitter and/or receiver batteries
3) Servos do not operate normally	A) Transmitter and/or receiver batteries are low B) Servo gear stripped or otherwise damaged	A) Replace transmitter and/or receiver batteries B) Replace with new gear set
4) When engine is running, radio system operates erratically	A) Receiver crystal is loose B) Receiver battery connector is loose C) Damage to receiver after a crash	A) Remove and reinstall the receiver crystal B) Check that receiver battery connector is tight C) Return to Hitec/RCD for repair

IF YOU'RE HAVING A PROBLEM WITH THE XTM RACING 24.7 NITRO ENGINE:

PROBLEM	CAUSE	SOLUTION
1) Engine does not start	A) Failed glow plug B) Glow Starter not charged and/or faulty C) Idle mixture screw set too lean D) Old or contaminated fuel E) Engine flooded with too much fuel F) Air leak in fuel system and/or engine	A) Replace glow plug with new one B) Fully charge glow starter and/or replace C) Reset idle mixture to factory setting (P12) D) Replace with new fuel E) Remove glow plug and expel fuel from cylinder (P12) F) Replace fuel lines and/or tighten all engine bolts
2) Engine does not draw fuel	A) Air leak in fuel system and/or engine B) High speed needle valve fully closed C) Idle mixture screw set too lean D) Fuel lines kinked E) Defective fuel tank	A) Replace fuel lines and/or tighten all engine bolts B) Reset high speed needle valve to factory setting (P12) C) Reset idle mixture to factory setting (P12) D) Check and straighten fuel lines E) Replace fuel tank
3) Engine does not transition	A) Failed and/or wrong type glow plug B) Old and/or wrong type fuel C) High speed needle valve set too rich D) Idle mixture set too lean E) Idle mixture set too rich F) Air leak in fuel system and/or engine	A) Replace with new recommended glow plug (P4) B) Replace with new recommended fuel (P4) C) Reset high speed needle valve to leaner setting (P16) D) Set idle mixture richer (P16) E) Set idle mixture leaner (P16) F) Replace fuel lines and/or tighten all engine bolts
4) Engine overheats	A) Engine running too lean B) Body too restrictive C) Wrong type of fuel used D) Engine not fully broken in	A) Richen high speed needle valve (P16) B) Open larger vents in body to allow air to enter and exit C) Use fuel recommended only for R/C cars (P4) D) Allow engine further break-in time (P15)
5) Engine vibrates excessively	A) Engine and/or engine mounts loose	A) Tighten all engine and engine mounting bolts
6) Engine does not idle down	A) Idle stop screw out of adjustment B) Engine has developed an air leak C) One or more carburetor O-rings damaged	A) Adjust idle stop screw to factory setting (P12) B) Check and tighten all engine screws C) Replace carburetor O-rings
7) Pull-Start Assembly Slips	A) One-way bearing coated with oil	A) Clean one-way bearing using rubbing alcohol (P15)

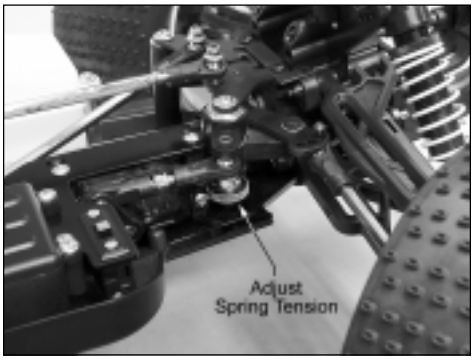
Continued On Next Page ☛

IF YOU'RE HAVING A PROBLEM WITH THE MAMMOTH ST NITRO STADIUM TRUCK CHASSIS:

PROBLEM	CAUSE	SOLUTION
1) Truck pulls to one side	A) Steering trim out of adjustment B) Toe angle out of adjustment C) One wheel is hanging or has damaged bearing	A) Readjust trim to center both wheels (P10) B) Readjust toe angle (P18) C) Remove wheel and clean bearing. Replace if necessary
2) Brakes seem ineffective	A) Brake linkage out of adjustment B) Brake disc(s) worn	A) Readjust brake linkage (P17) B) Replace affected brake disc(s)
3) Clutch does not engage	A) Clutch shoes damaged or worn B) Clutch bell damaged or worn C) Clutch shoes glazed	A) Replace clutch shoes B) Replace clutch bell C) Remove glaze using fine sandpaper and reinstall
4) Clutch does not disengage	A) Clutch spring(s) worn or damaged	A) Replace clutch springs
5) Truck does not "go"	A) Stripped or damaged spur gear(s) B) Stripped differential gear(s) C) Driveshaft(s) slipping and/or broken D) Outdrive cups slipping E) Clutch not engaging G) Carburetor set too rich	A) Replace spur gear(s) B) Replace differential gear(s) C) Tighten grub screw and/or replace drive shaft(s) D) Tighten grub screw in outdrive cups E) Check clutch assembly and repair or replace G) Lean high speed needle valve (P16)
6) Suspension not smooth or free	A) One or more shocks sticking B) Bent shock shaft C) Bent or otherwise damaged hinge pin	A) Clean and/or rebuild the affected shock B) Rebuild affected shock C) Replace hinge pin
7) Shocks leaking oil	A) Shock seals worn B) Bent shock shaft	A) Replace shock seals B) Rebuild affected shock
8) 2-speed transmission shifts at too low a speed	A) Shift point not adjusted properly	A) Readjust shift point to shift at a higher speed (P19)
9) 2-speed transmission shifts at too high a speed	A) Shift point not adjusted properly	A) Readjust shift point to shift at a lower speed (P19)
10) Screws loosen and/or fall out during use	A) Vibration under normal use	A) Clean screw(s) and/or replace and use Blue Lock-Tite to secure them into place
11) Steering sensitivity is "sluggish"	A) Servo saver spring is set too loose	A) Tighten servo saver spring - see below

If your truck's steering seems sluggish or slow to react, the servo saver spring could be too loose. To increase steering response time, thread the servo saver adjustment ring up to tighten the servo saver spring.

✦WARNING✦ Tightening the servo saver spring increases the chance of damaging the steering servo during a crash. Do so at your own risk.



FOR MORE TIPS AND TROUBLESHOOTING SOLUTIONS, CHECK OUT THE ONLINE MAMMOTH ST NITRO STADIUM TRUCK FORUM AT:

HTTP://GLOBALSERVICES.GLOBALHOBBY.COM/GLOBALFORUM/INDEX.PHP

OR AT:

HTTP://XTM.GLOBALHOBBY.COM

ASSEMBLY MANUAL AND REPLACEMENT PARTS LIST SECTIONS BEGIN ON THE NEXT PAGE

ASSEMBLY MANUAL AND REPLACEMENT PARTS LIST

The Assembly Manual and Replacement Parts List is broken down into several sections. The first section details the assembly of the Mammoth ST Nitro Stadium Truck. Detailed drawings in a step-by-step format make it easy to disassemble and reassemble the truck. This is useful when it's necessary to replace damaged parts or when it's time for a complete teardown for cleaning. The second section lists all of the replacement parts that are available for purchase. For your convenience, a drawing of each replacement part is shown, along with a description, manufacturer replacement number and the XTM Racing order number. For simplicity and ease of ordering replacement parts, the XTM Racing order number is also listed on the corresponding parts drawings in the Assembly Manual, so it's easy for you to cross-reference the parts you need. A line listing of these parts is also included to make finding individual parts even easier. The third section is a list of hop-up parts that are available, in the same format as the replacement parts.

When it comes time to order replacement parts and hop-ups, we recommend ordering directly from your local XTM Racing dealer.

If your dealer does not stock XTM Racing products, you can order replacement parts and hop-ups directly from us at the address below:

XTM RACING
18480 Bandilier Circle
Fountain Valley, CA 92708

Phone: (714) 963-0329
Fax: (714) 964-6236
Email: service@globalhobby.net

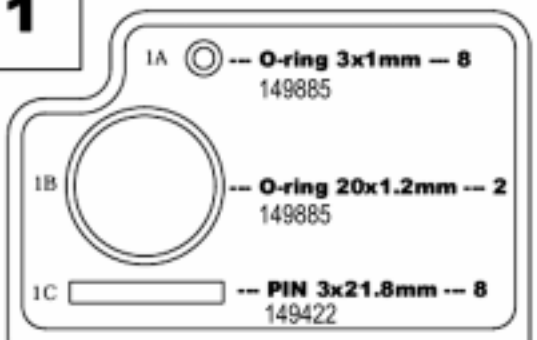
SECTION 1: ASSEMBLY MANUAL (PAGES 24 - 49)

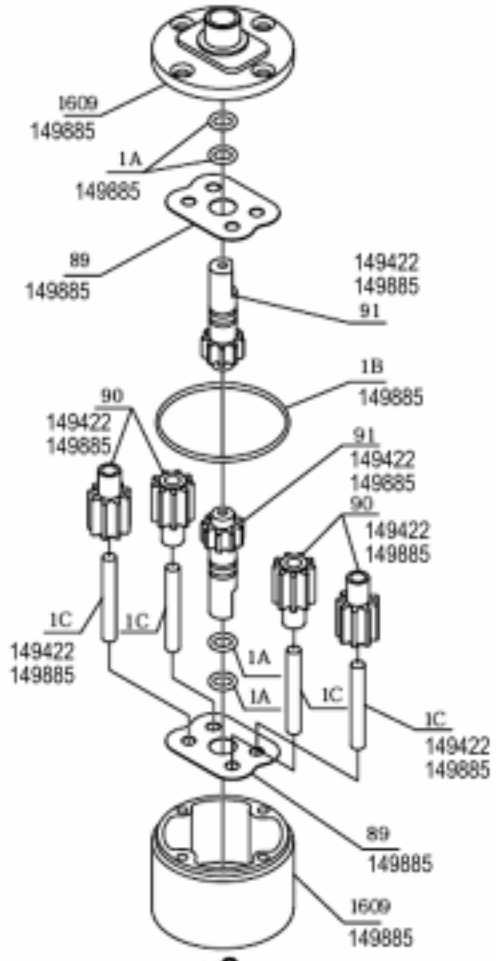
IMPORTANT INFORMATION ABOUT PART NUMBERS

There are two different part numbers shown in the Assembly Manual that can be used to cross-reference replacement parts to the replacement parts list. The 6-digit numeric numbers (i.e.,149315, 149918, etc) are XTM Racing ordering numbers. When ordering replacement parts, use these numbers. The other numbers (i.e., 2C, 2D, 1435, etc) are manufacturer assembly part numbers. These numbers can't be used for ordering parts, but they can be used to cross-reference parts to the 6-digit ordering number.

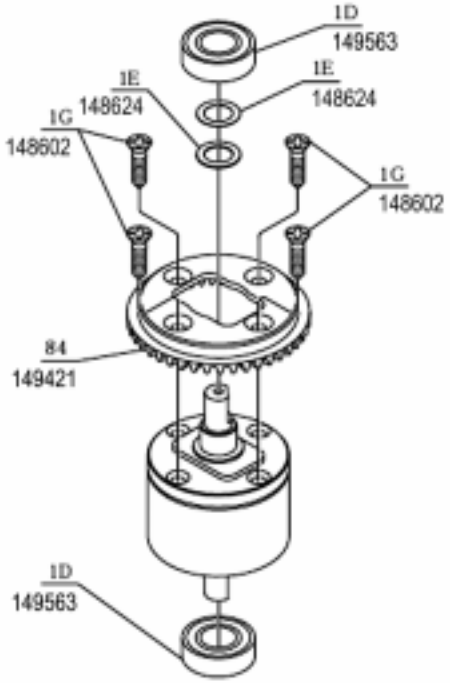
In the case of parts that are labeled 1A, 1B, 2A, 2B, 3A, 3B, etc, these are typically screws, nuts and bearings. If the particular parts are part of a larger parts package (i.e., the grub screw 2C is included with the output cup 8), the part number listed for that particular part is the part number for the larger package. If the parts are separate and are not part of a larger package, a separate part number is provided that corresponds to a package of parts (i.e., a package of 10 cap screws or 10 lock nuts, etc).

1

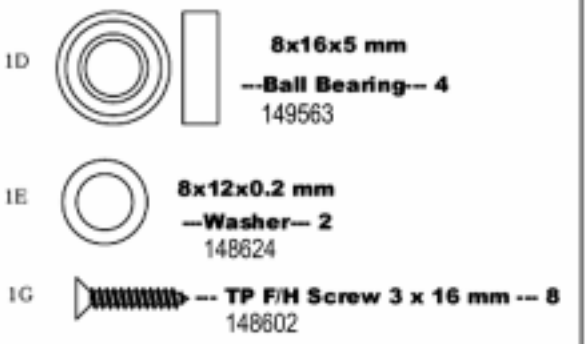




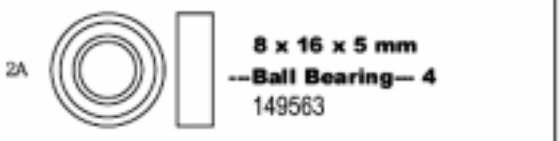
x2
For FRONT and REAR

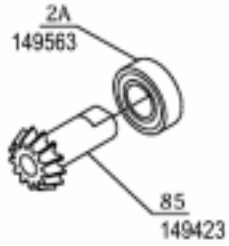


x2
For FRONT and REAR

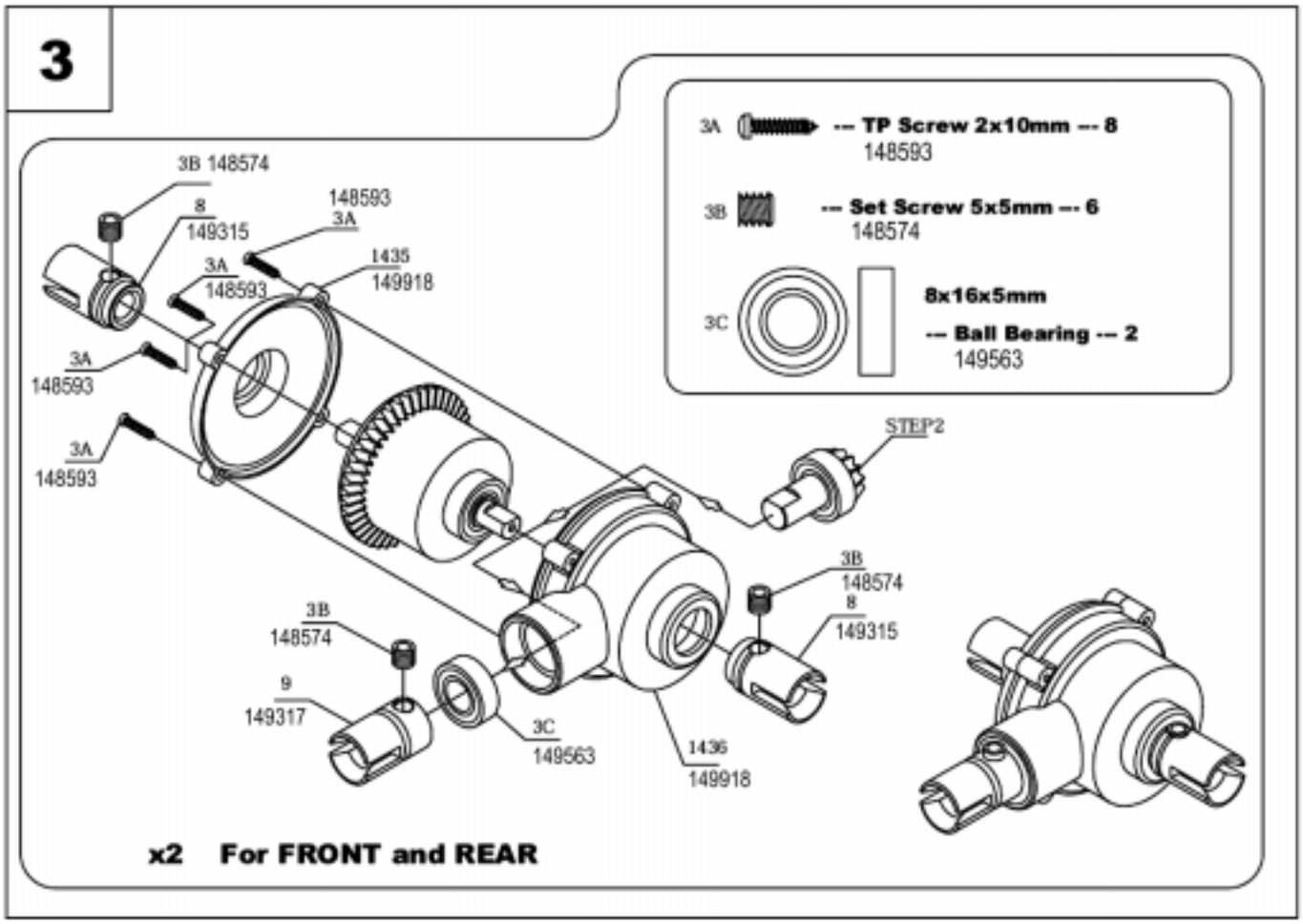


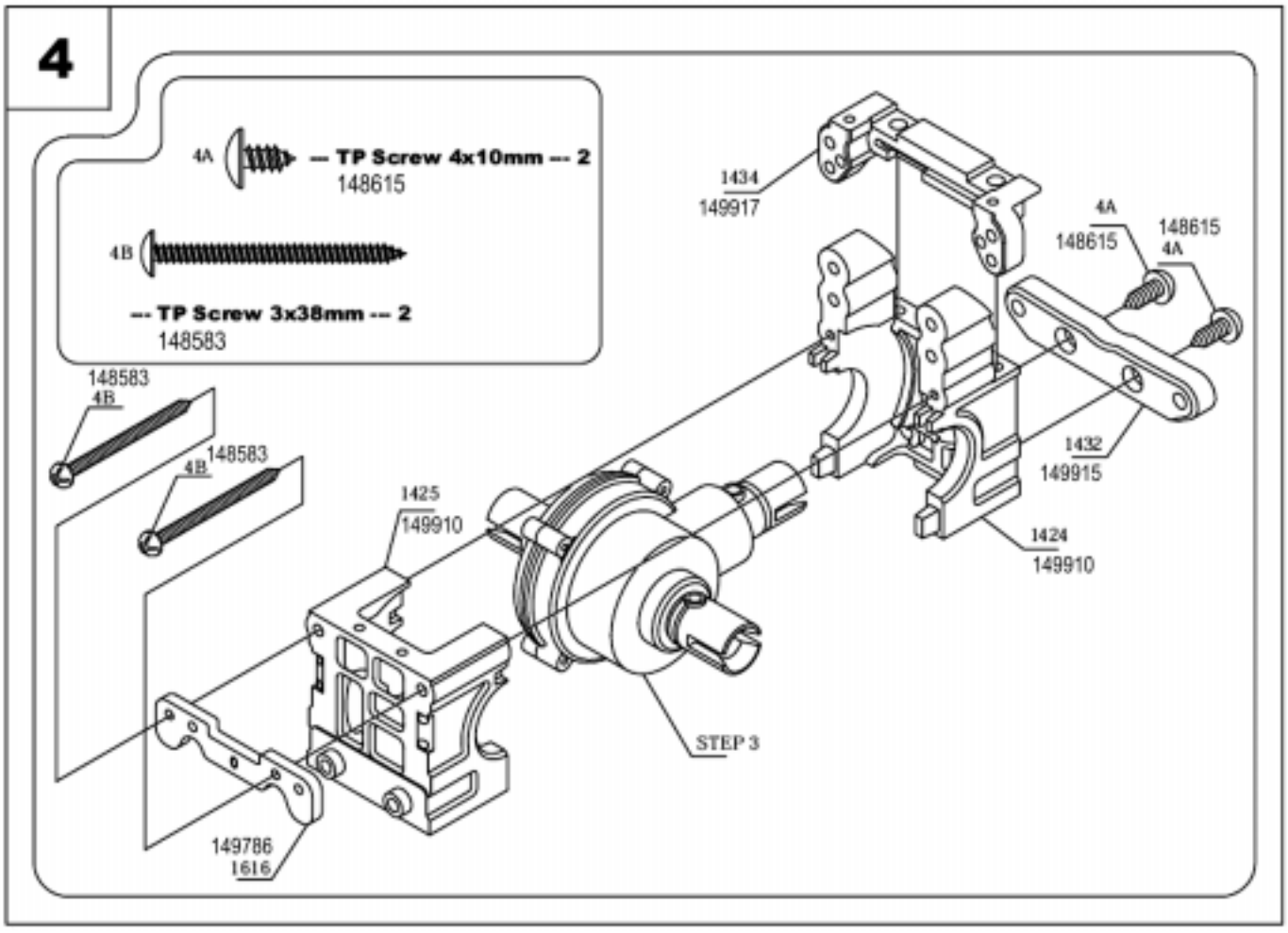
2





x2
For FRONT and REAR


3
3A -- TP Screw 2x10mm -- 8
148593
3B -- Set Screw 5x5mm -- 6
148574
3C 8x16x5mm
-- Ball Bearing -- 2
149563
3B 148574
8
149315
148593
3A
1435
149918
3A
148593
3A
148593
3A
148593
STEP2
3B
148574
8
149315
3B
148574
9
149317
3C
149563
1436
149918
x2 For FRONT and REAR


4
4A -- TP Screw 4x10mm -- 2
148615
4B
-- TP Screw 3x38mm -- 2
148583
1434
149917
4A
148615
148615
4A
148583
4B
148583
4B
1432
149915
1425
149910
1424
149910
STEP 3
149786
1616

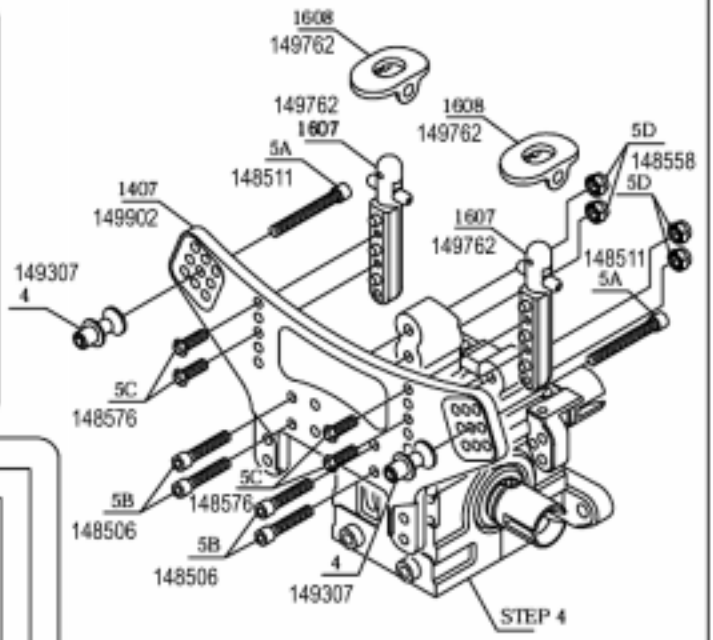
5

5A
-- Cap Screw 3x25mm -- 2
148511

5B
-- Cap Screw 3x16mm -- 4
148506

5C
-- TP Screw 3x10mm -- 4
148576

5D
-- Lock Nut 3mm -- 4
148558



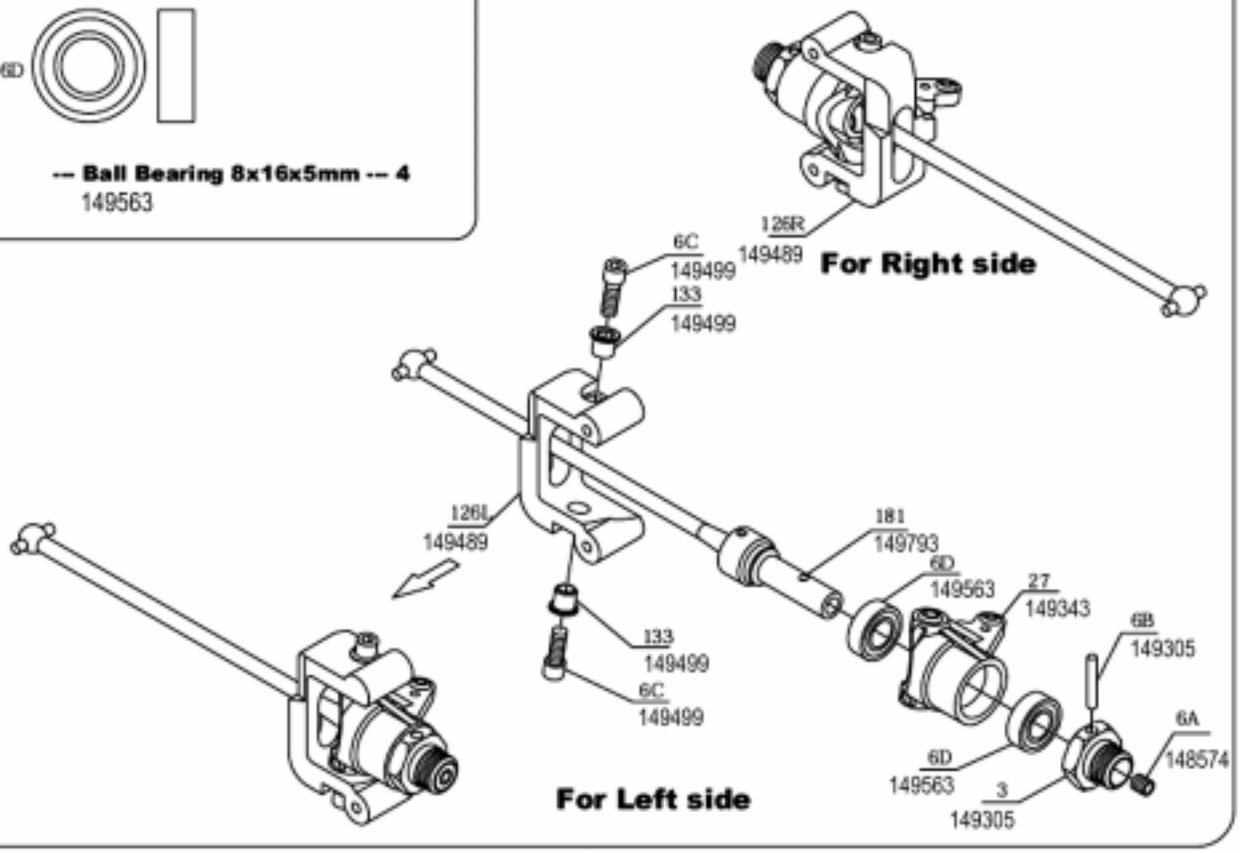
6

6A
-- Set Screw 5x5mm -- 2
148574

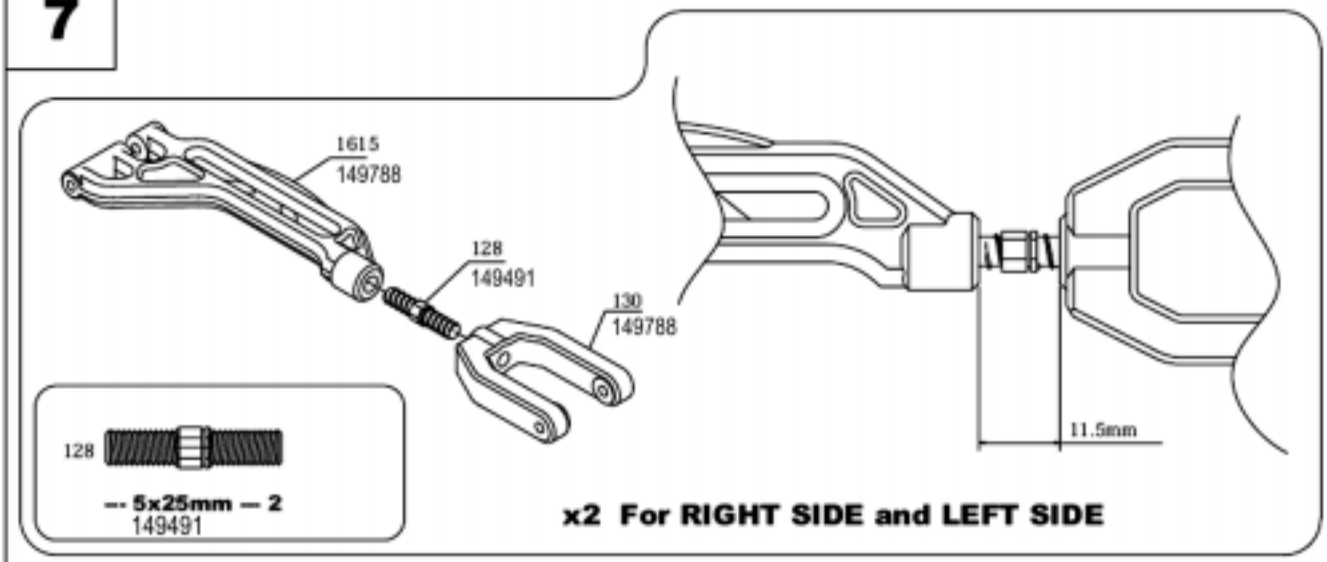
6B
-- Pin 2.5X16.8mm -- 2
149305

6C
-- Cap Screw 4X12mm -- 4
149499

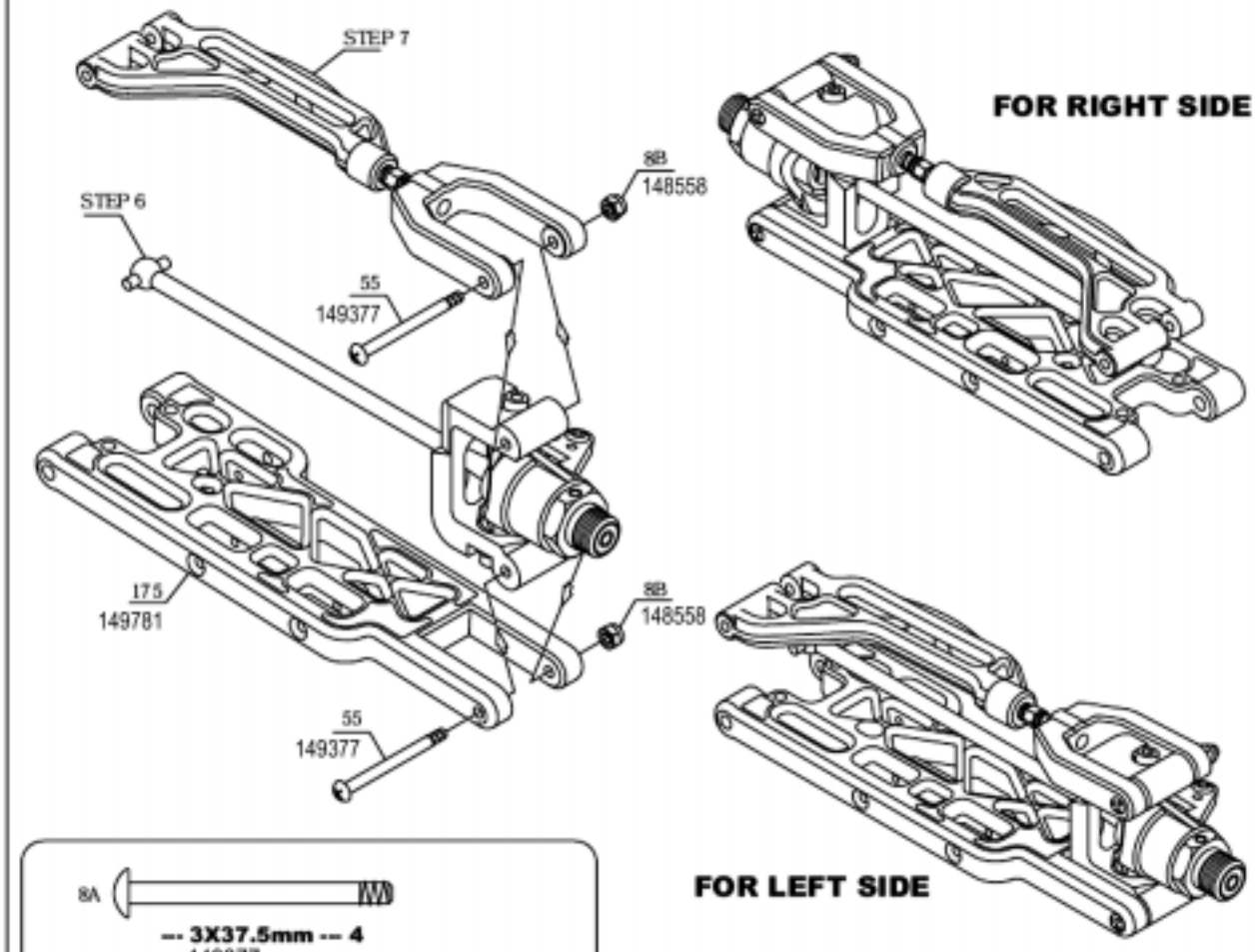
6D
-- Ball Bearing 8x16x5mm -- 4
149563



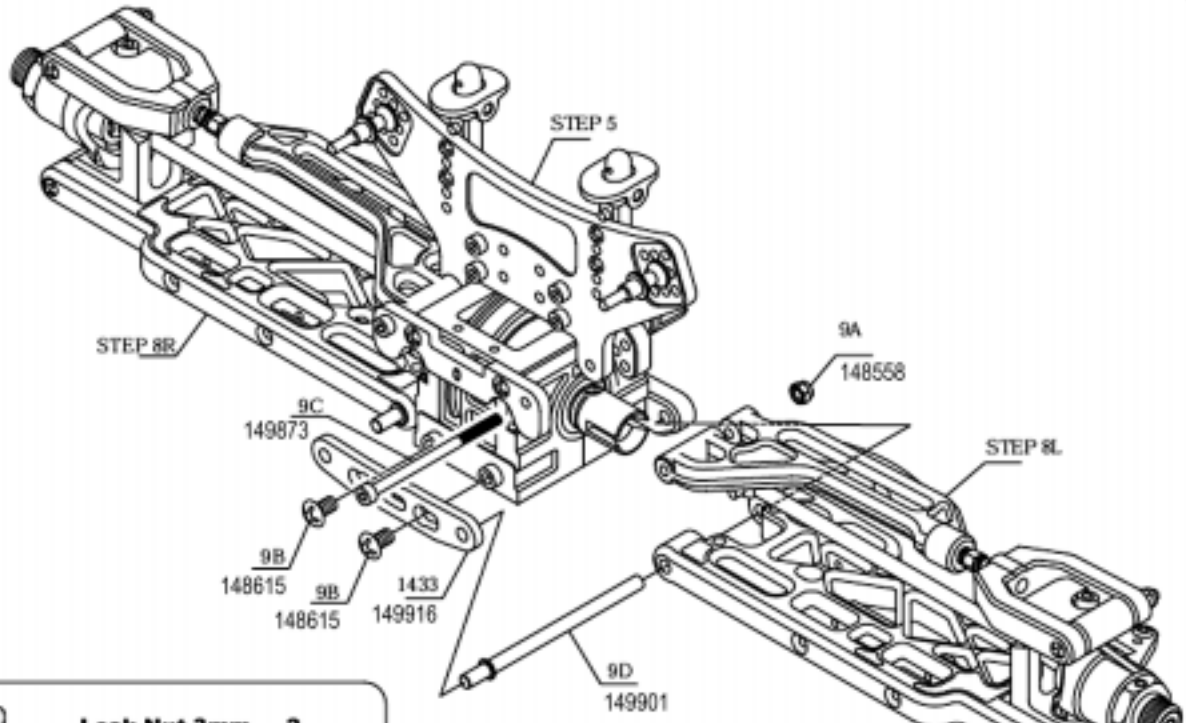
7


1615
149788
128
149491
130
149788
11.5mm
128
-- 5x25mm -- 2
149491
x2 For RIGHT SIDE and LEFT SIDE

8


STEP 7
STEP 6
8B
148558
55
149377
175
149781
8B
148558
55
149377
FOR RIGHT SIDE
FOR LEFT SIDE
8A
-- 3X37.5mm -- 4
149377
8B
-- Lock Nut 3mm -- 4
148558

9



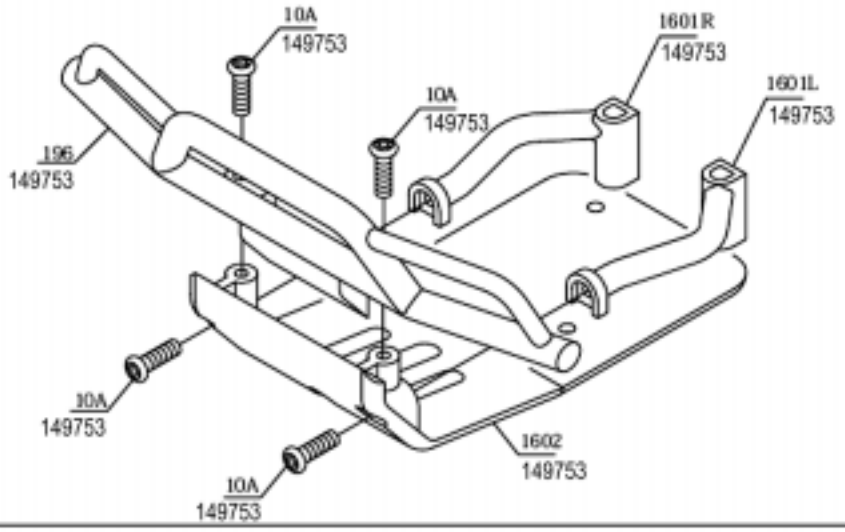
9A -- Lock Nut 3mm -- 2
148558

9B -- TP Screw 4x8mm -- 2
148615

9C -- Cap Screw 3x50mm -- 2
149873

9D -- 4x67.5mm -- 2
149901

10

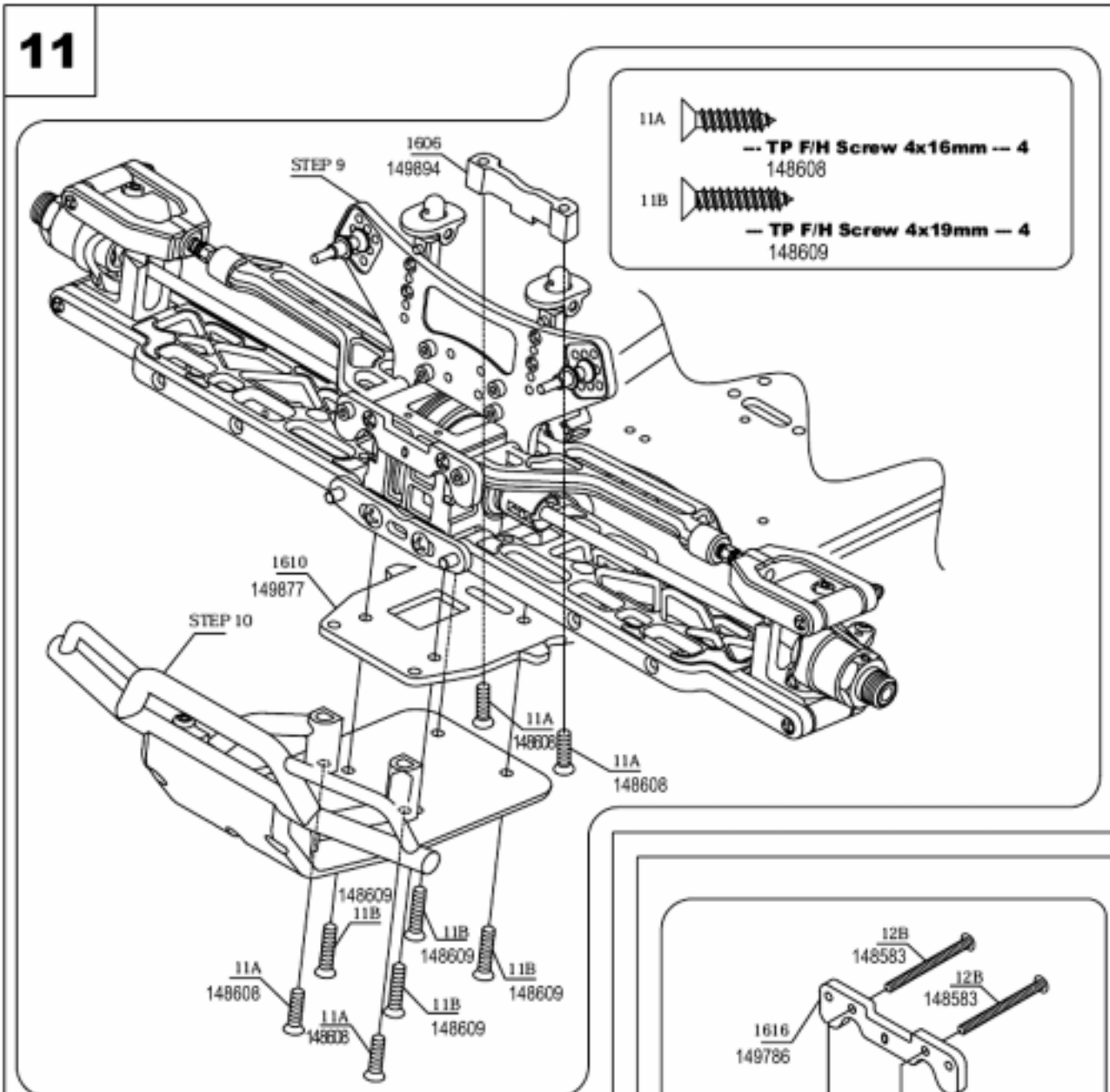


10A

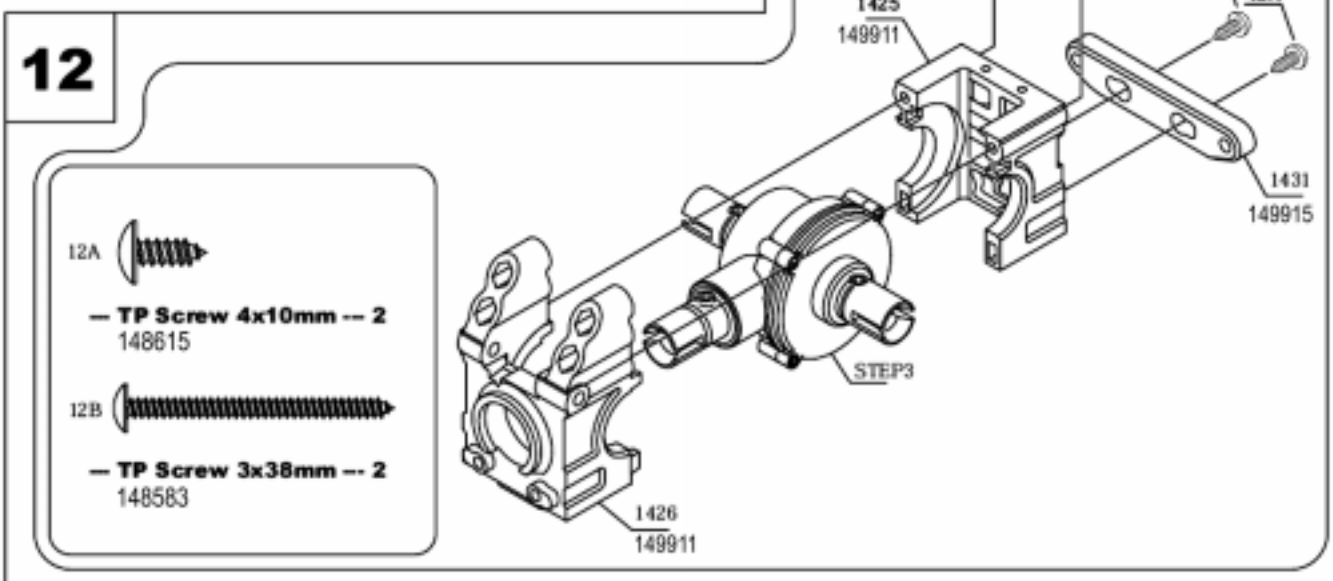
4x14.5mm

-- TP Screw -- 4
149753

11


11A
— TP F/H Screw 4x16mm — 4
148608
11B
— TP F/H Screw 4x19mm — 4
148609
1606
149894
STEP 9
1610
149877
STEP 10
11A
148608
11A
148608
148609
11B
11B
148609
11B
148609
11A
148608
11A
148608
11B
148609

12


12A
— TP Screw 4x10mm — 2
148615
12B
— TP Screw 3x38mm — 2
148583
12B
148583
12B
148583
1616
149786
12A
148615
12A
148615
1425
149911
1431
149915
STEP3
1426
149911

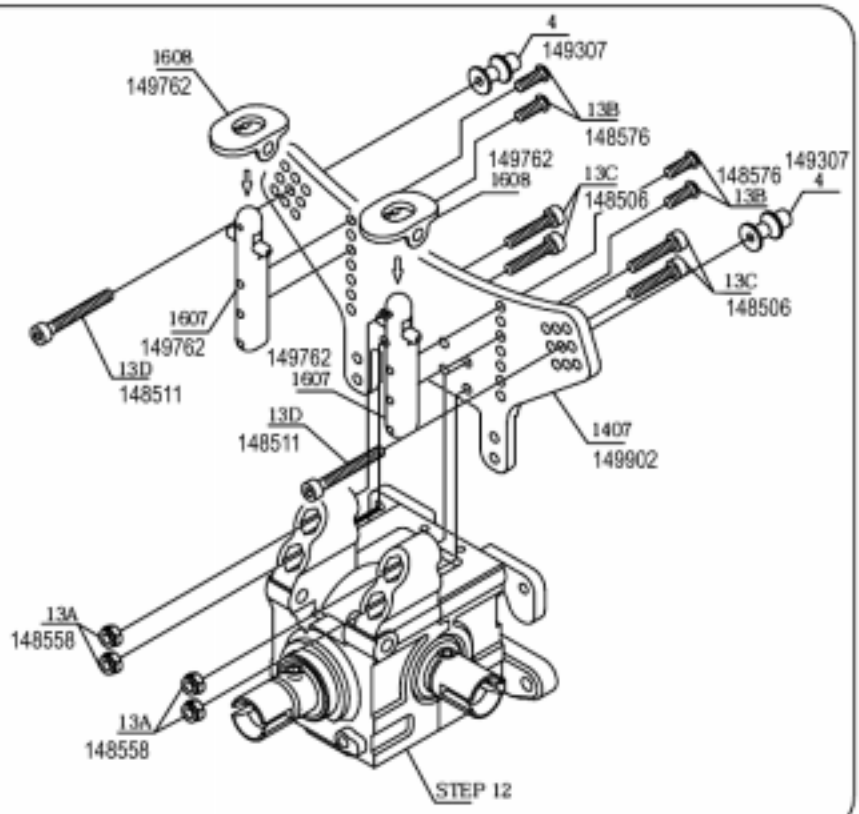
13

13A
-- Lock Nut 3mm -- 4
148558

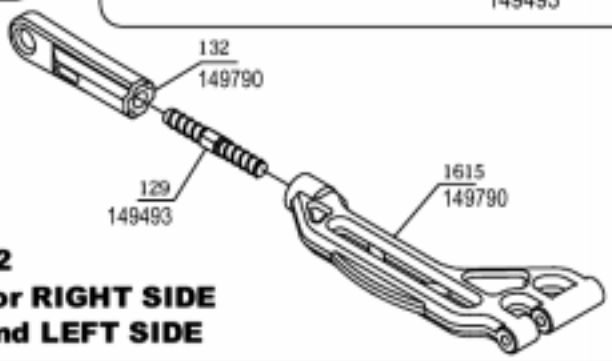
13B
-- TP Screw 3x10mm -- 4
148576

13C
-- Cap Screw 3x16mm -- 4
148506

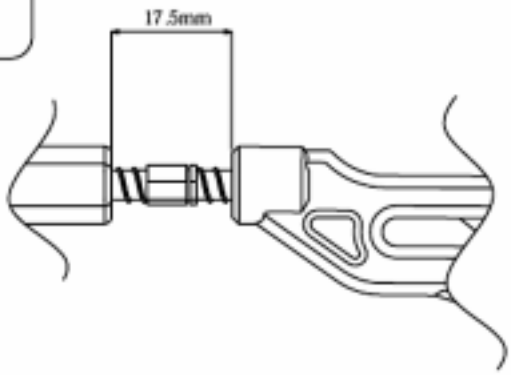
13D
-- Cap Screw 3x25mm -- 4
148511



14



x2
For RIGHT SIDE
and LEFT SIDE



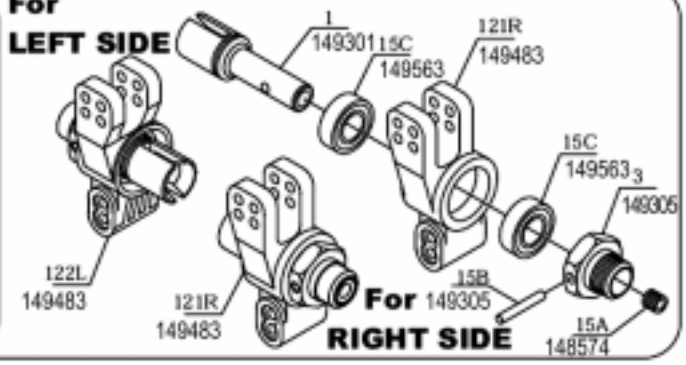
15

15A
-- Set Scerw 5x5mm -- 2
148574

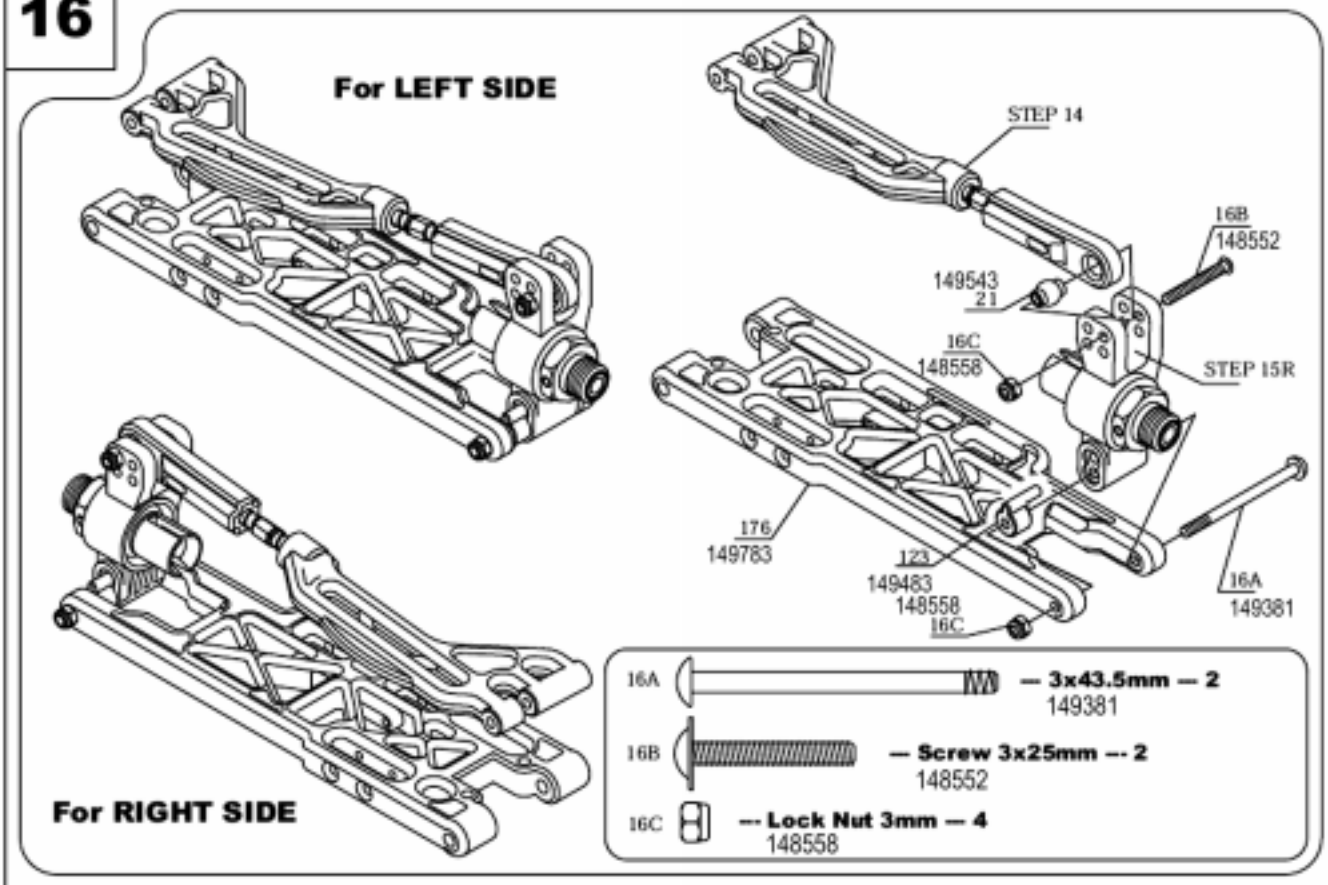
15B
-- PIN 2.5x16.8mm -- 2
149305

15C
8x16x5mm
-- Ball Bearing -- 4
149563

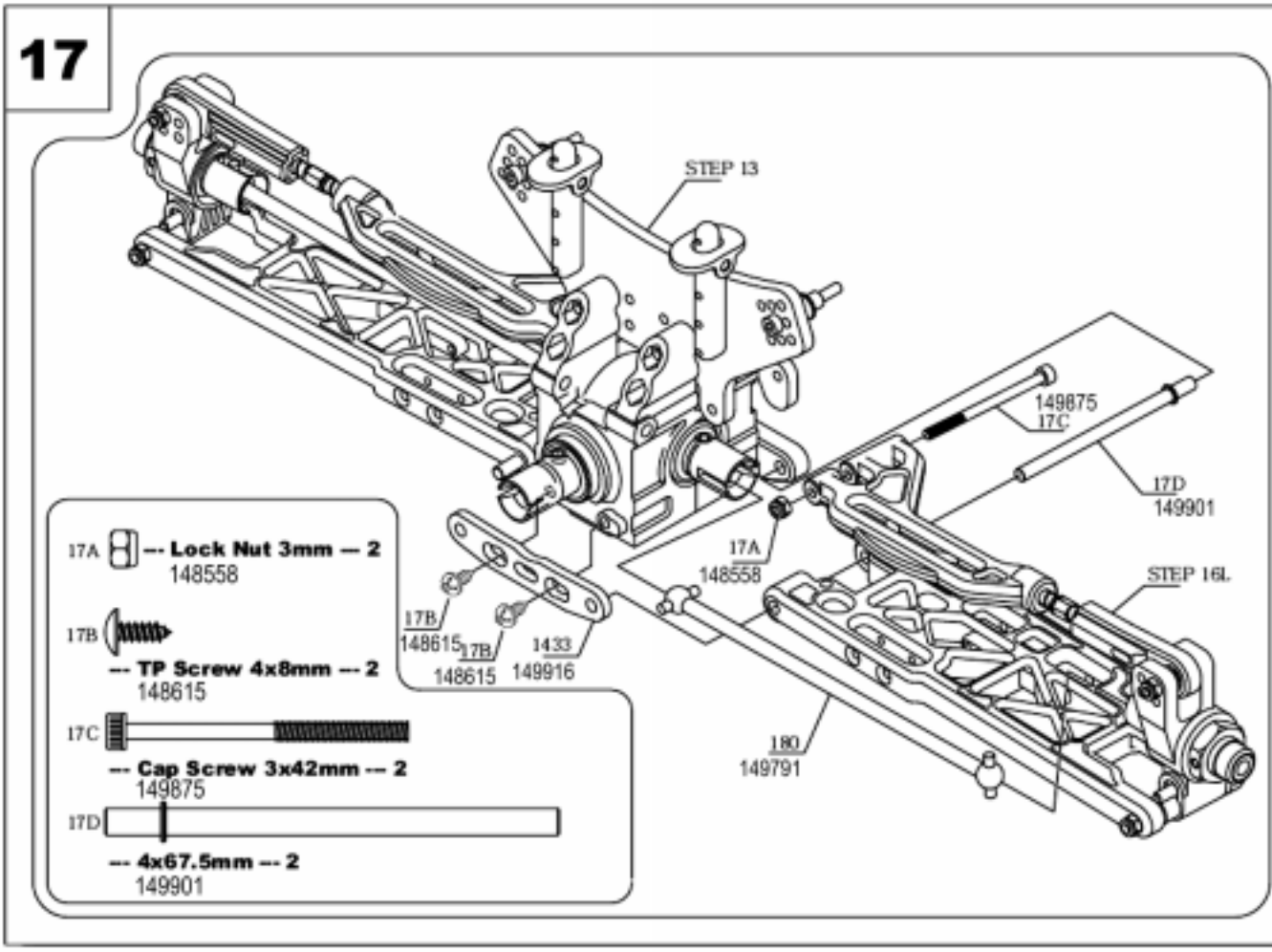
For
LEFT SIDE



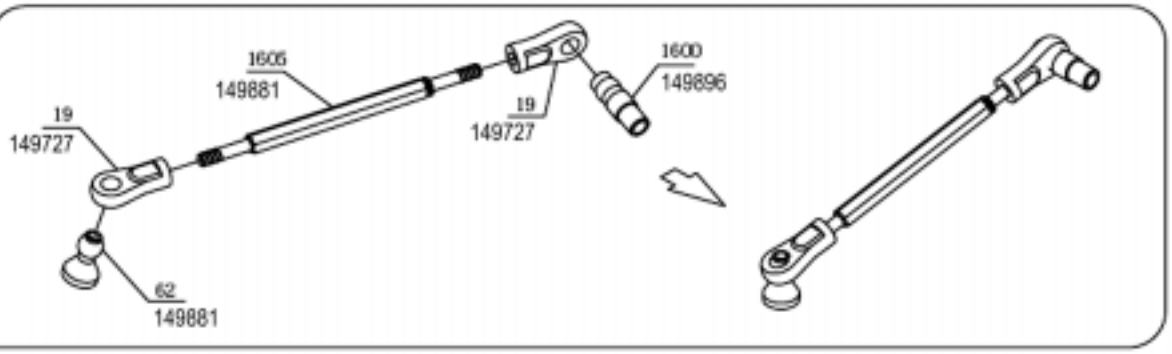
16


For LEFT SIDE
STEP 14
16B
148552
149543
21
16C
148558
STEP 15R
176
149783
123
149483
148558
16C
16A
149381
For RIGHT SIDE
16A — 3x43.5mm — 2
149381
16B — Screw 3x25mm — 2
148552
16C — Lock Nut 3mm — 4
148558

17

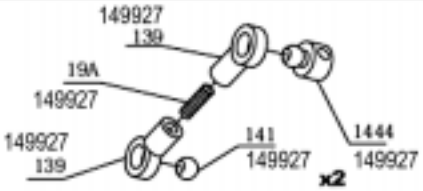

STEP 13
149875
17C
17D
149901
17A
148558
STEP 16L
17B
148615
17B
148615
1433
149916
180
149791
17A — Lock Nut 3mm — 2
148558
17B — TP Screw 4x8mm — 2
148615
17C — Cap Screw 3x42mm — 2
149875
17D — 4x67.5mm — 2
149901

18



19

19A -- Set Screw 3X10mm -- 2
149927



20

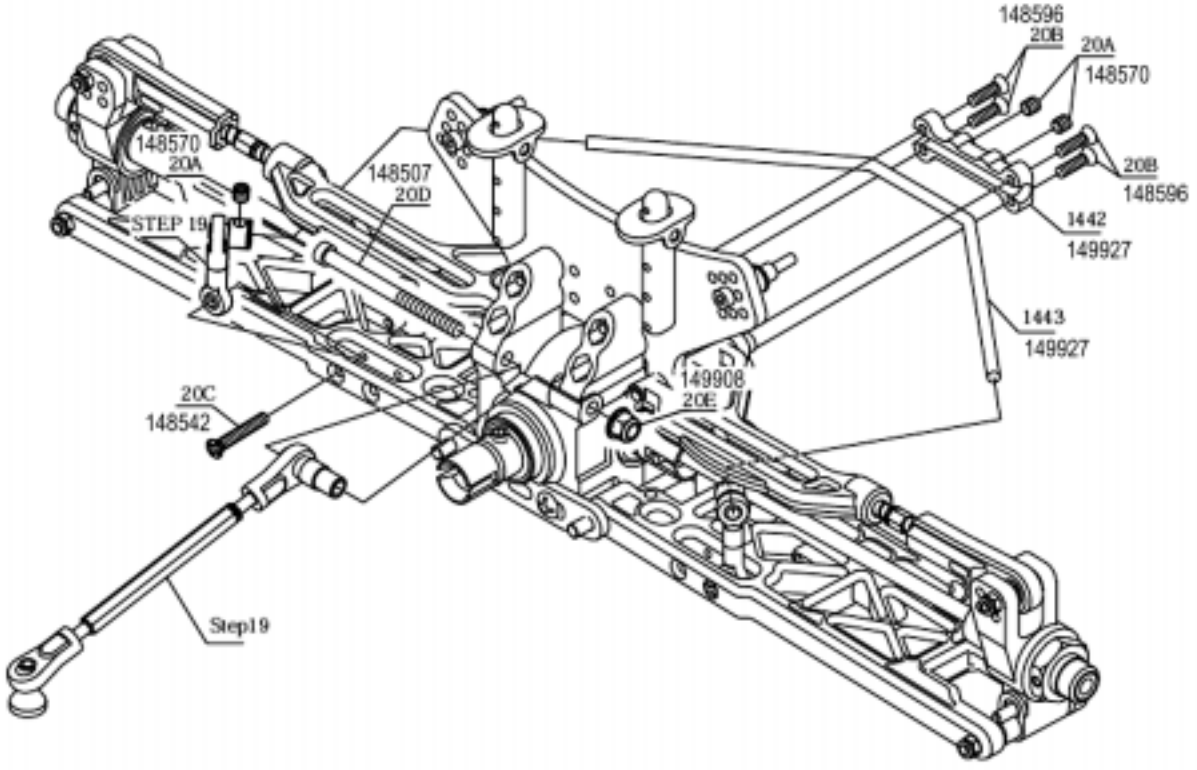
20A -- Set Screw 4X4mm -- 4
148570

20B -- TP F/H Screw 3X12mm -- 4
148596

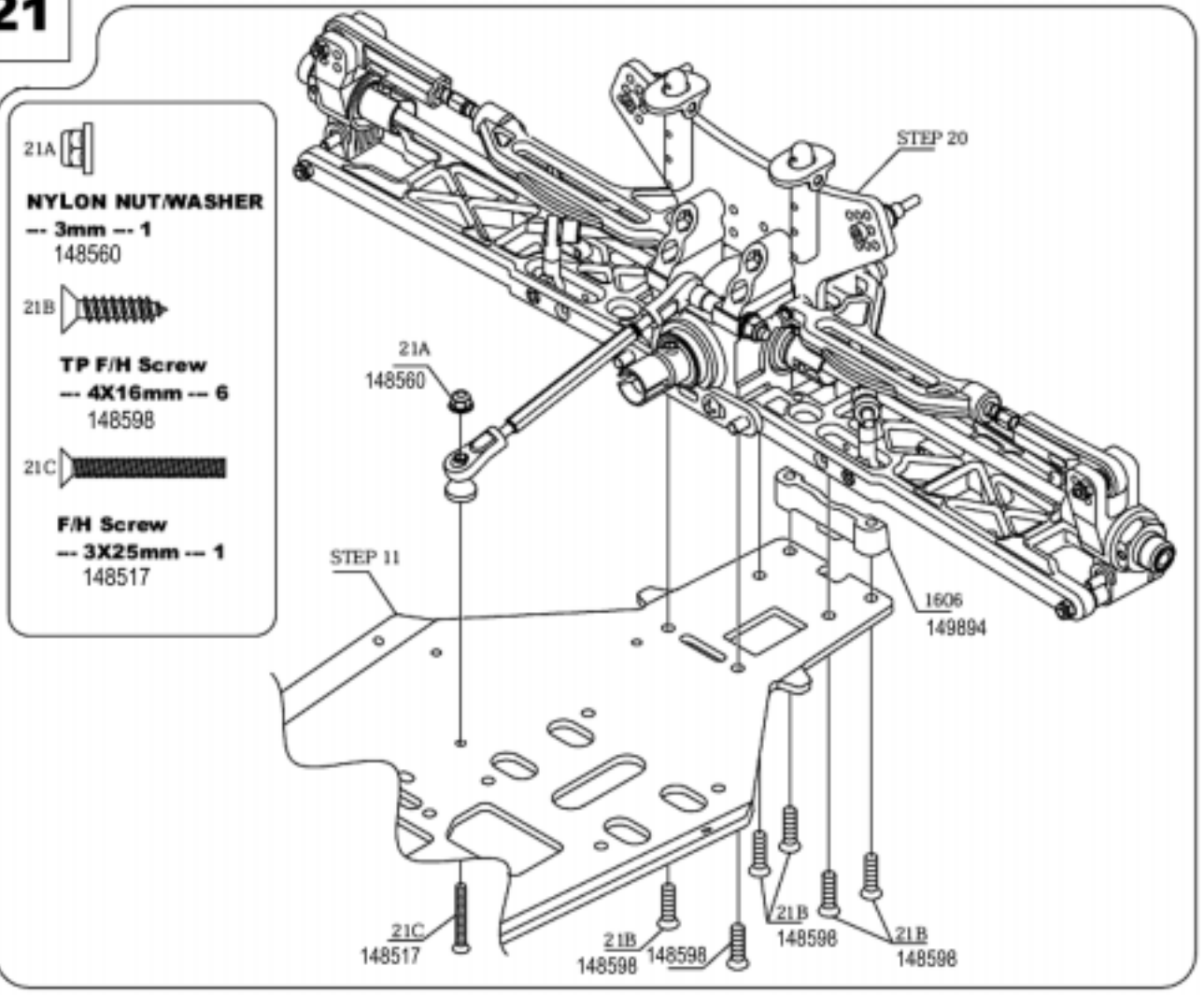
20C -- F/H Screw 3X20mm -- 2
148542

20D -- Cap Screw 4X50mm -- 1
148507

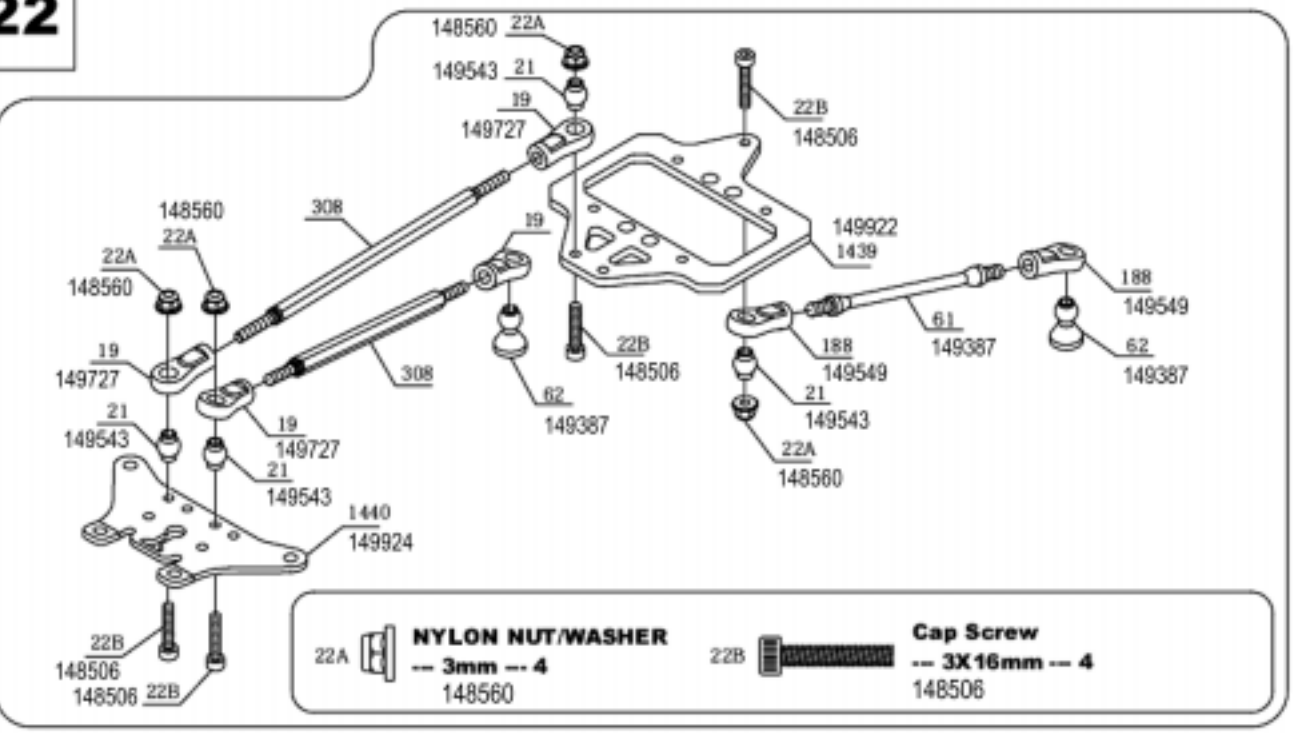
20E -- NYLON NUT/WASHER 4mm -- 1
149908

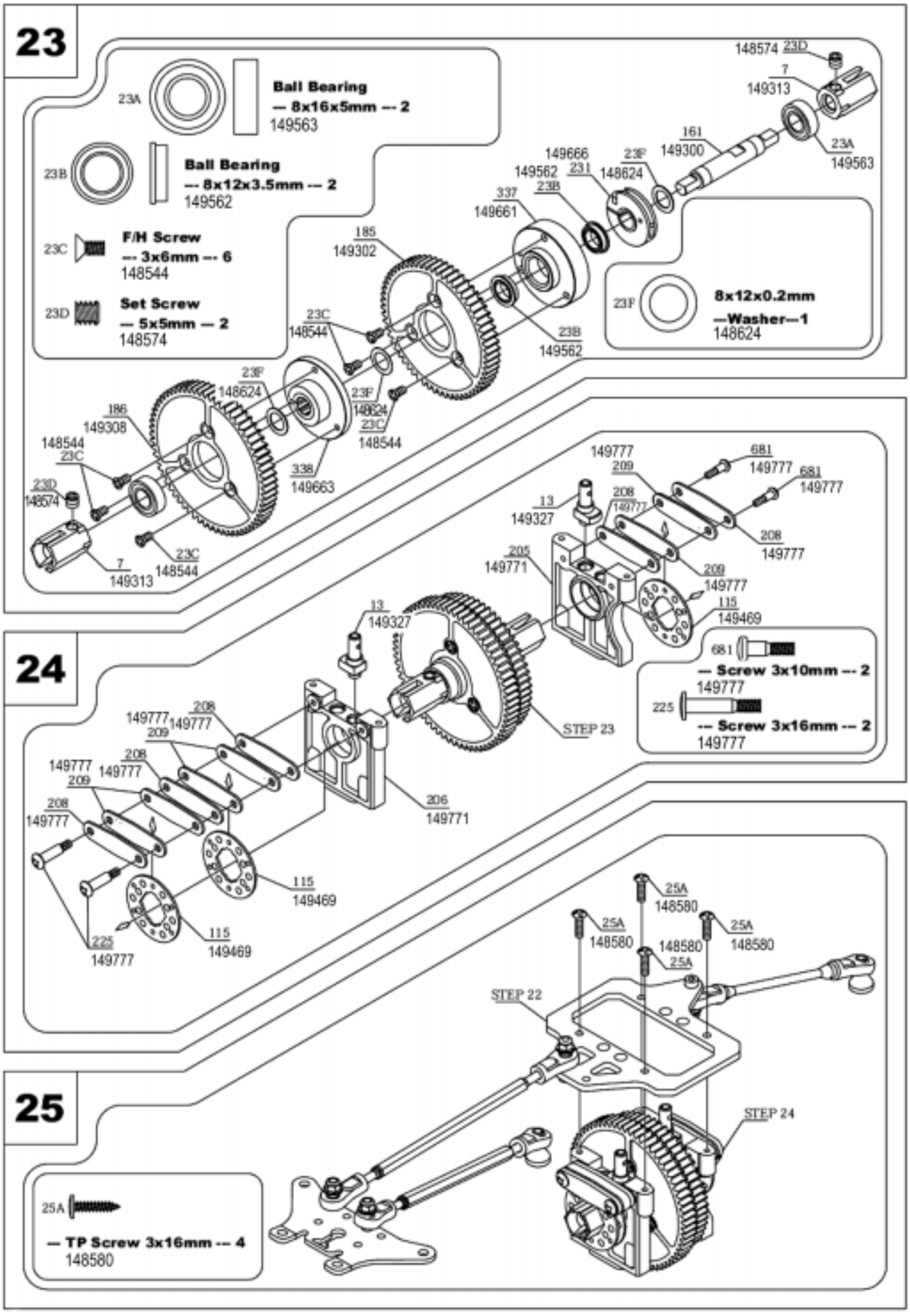


21

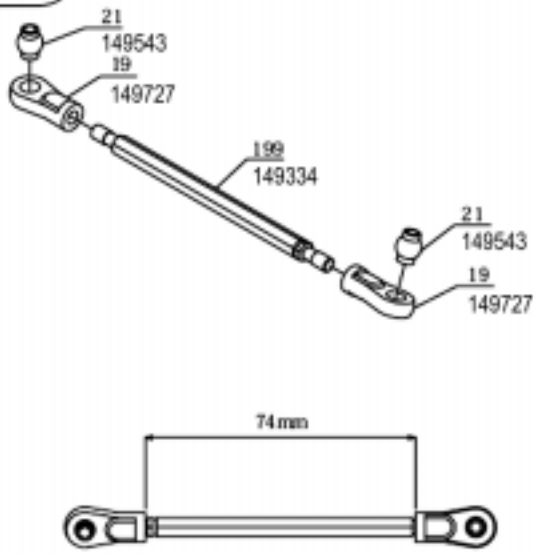

21A
NYLON NUT/WASHER
--- 3mm --- 1
148560
21B
TP F/H Screw
--- 4X16mm --- 6
148598
21C
F/H Screw
--- 3X25mm --- 1
148517
STEP 20
21A
148560
STEP 11
1606
149894
21C
148517
21B
148598
21B
148598
21B
148598
21B
148598

22


148560
22A
149543
21
19
149727
22B
148506
148560
22A
308
19
149922
1439
22A
148560
188
149549
61
149387
19
149727
308
22B
148506
62
149387
188
149549
62
149387
21
149543
19
149727
21
149543
21
149543
22A
148560
1440
149924
22B
148506
148506
22B
22A
NYLON NUT/WASHER
--- 3mm --- 4
148560
22B
Cap Screw
--- 3X16mm --- 4
148506

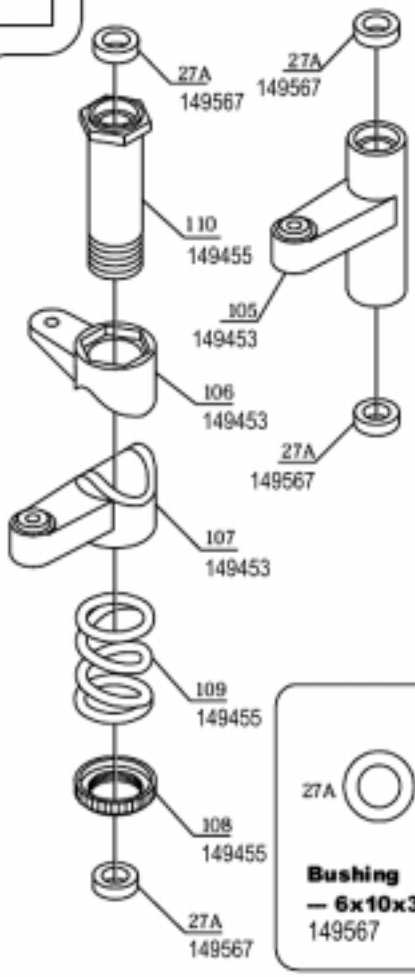

23
23A
Ball Bearing
— 8x16x5mm — 2
149563
23B
Ball Bearing
— 8x12x3.5mm — 2
149562
23C
F/H Screw
— 3x6mm — 6
148544
23D
Set Screw
— 5x5mm — 2
148574
23F
8x12x0.2mm
—Washer—1
148624
148574 23D
7
149313
161
149300
23A
149563
149666
149562
231
148624
23F
337
149661
23B
185
149302
23C
148544
23B
149562
23F
148624
186
149308
148544
23C
23D
148574
7
149313
23C
148544
338
149663
23F
148624
23F
148624
23C
148544
24
149777
209
681
149777
681
149777
208
149777
13
149327
208
149777
205
149771
209
149777
115
149469
681
— Screw 3x10mm — 2
149777
225
— Screw 3x16mm — 2
149777
13
149327
STEP 23
149777
209
149777
208
149777
208
149777
209
149777
208
149777
206
149771
115
149469
225
149777
115
149469
25
25A
— TP Screw 3x16mm — 4
148580
25A
148580
25A
148580
25A
148580
STEP 22
STEP 24

26



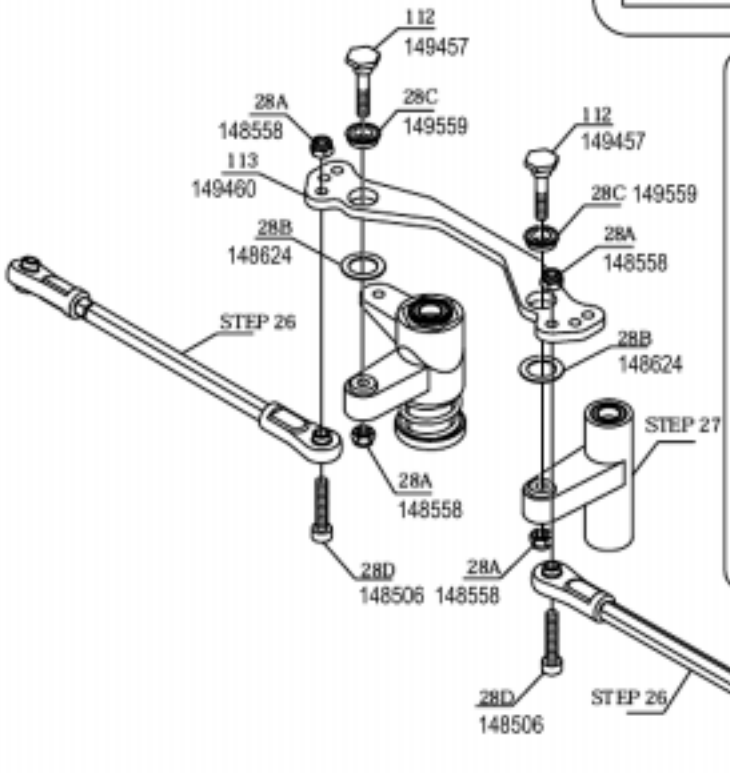
x2 For RIGHT SIDE and LEFT SIDE

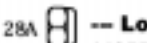
27



Bushing
— 6x10x3mm —- 4
149567

28



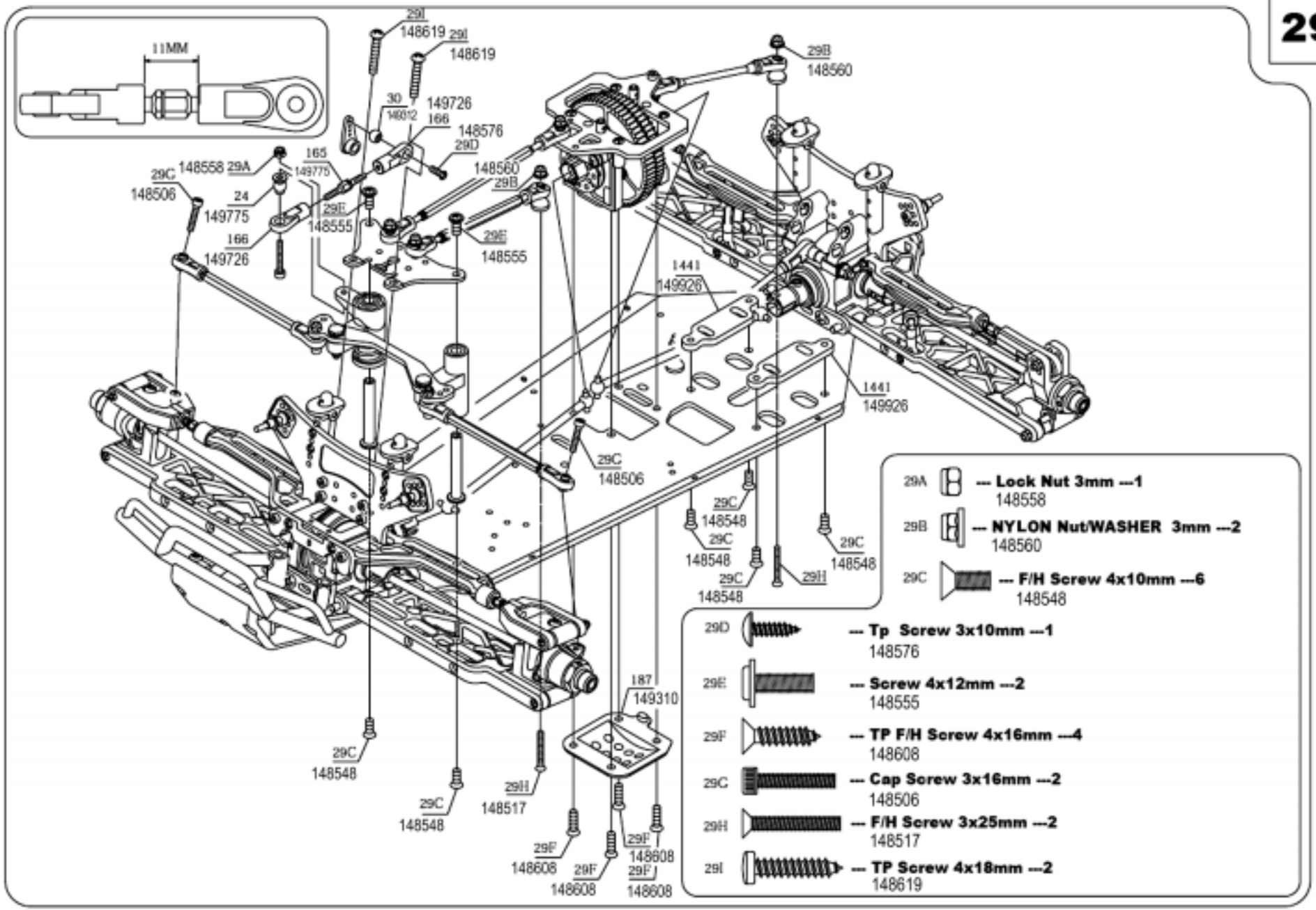


-- Lock Nut 3mm —- 4
148558

Washer
—- 8x12mm —- 2
148624

Ball Bearing
—- 5x8x2.5mm —- 2
149559

-- Cap Screw 3x16mm—- 2
148506


11MM
29I 148619
29I 148619
30 148612
149726
166
148576
29D
165 149775
29C 148558 29A
148560 29B
29C 148506
24 149775
166 149726
29E 148555
29E 148555
148560 29B
1441 149926
1441 149926
29C 148506
29C 148548
29C 148548
29C 148548
29H
29C 148548
187 149310
29C 148548
29H 148517
29F 148608
29F 148608
29F 148608
29F 148608
29A --- Lock Nut 3mm ---1 148558
29B --- NYLON Nut/WASHER 3mm ---2 148560
29C --- F/H Screw 4x10mm ---6 148548
29D --- Tp Screw 3x10mm ---1 148576
29E --- Screw 4x12mm ---2 148555
29F --- TP F/H Screw 4x16mm ---4 148608
29C --- Cap Screw 3x16mm ---2 148506
29H --- F/H Screw 3x25mm ---2 148517
29I --- TP Screw 4x18mm ---2 148619

30

30A --- Lock Nut 3mm — 4
148558

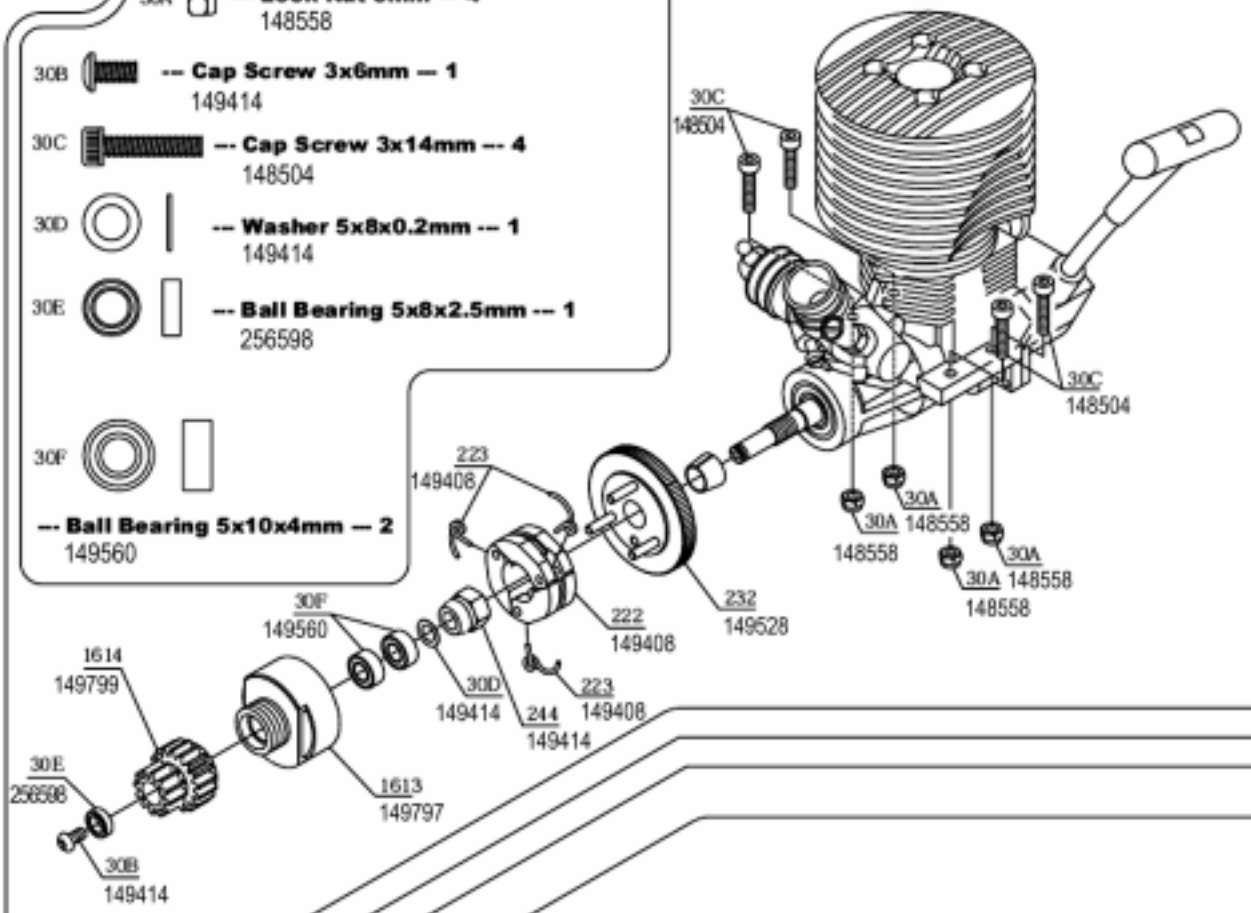
30B -- Cap Screw 3x6mm — 1
149414

30C --- Cap Screw 3x14mm -- 4
148504

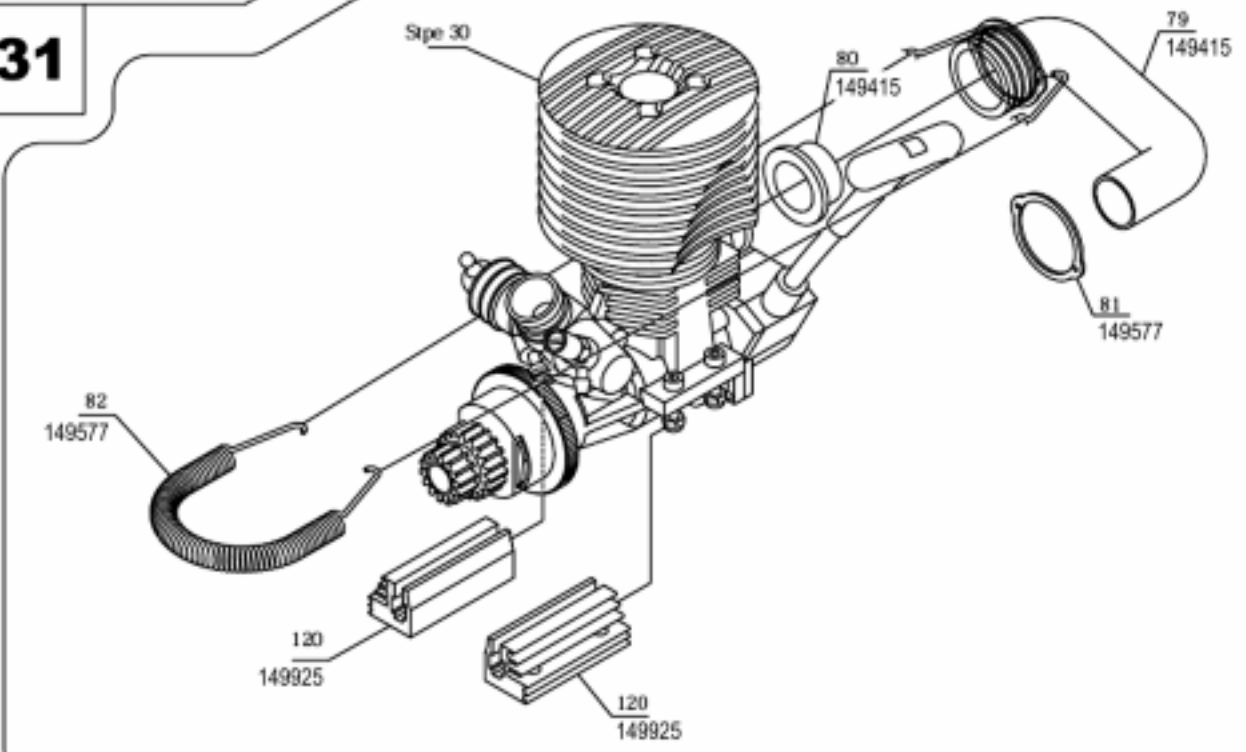
30D -- Washer 5x8x0.2mm -- 1
149414

30E -- Ball Bearing 5x8x2.5mm -- 1
256598

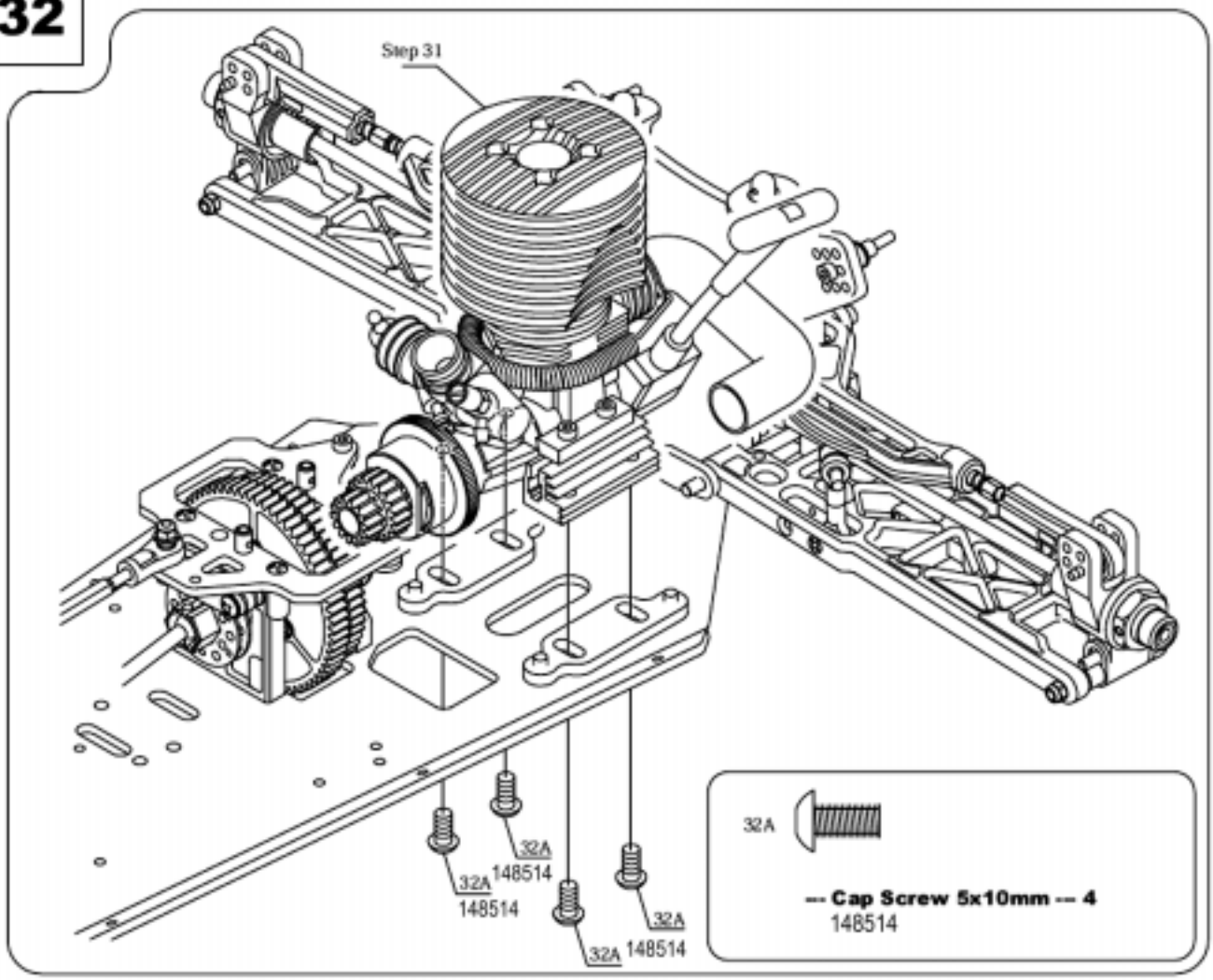
30F --- Ball Bearing 5x10x4mm — 2
149560



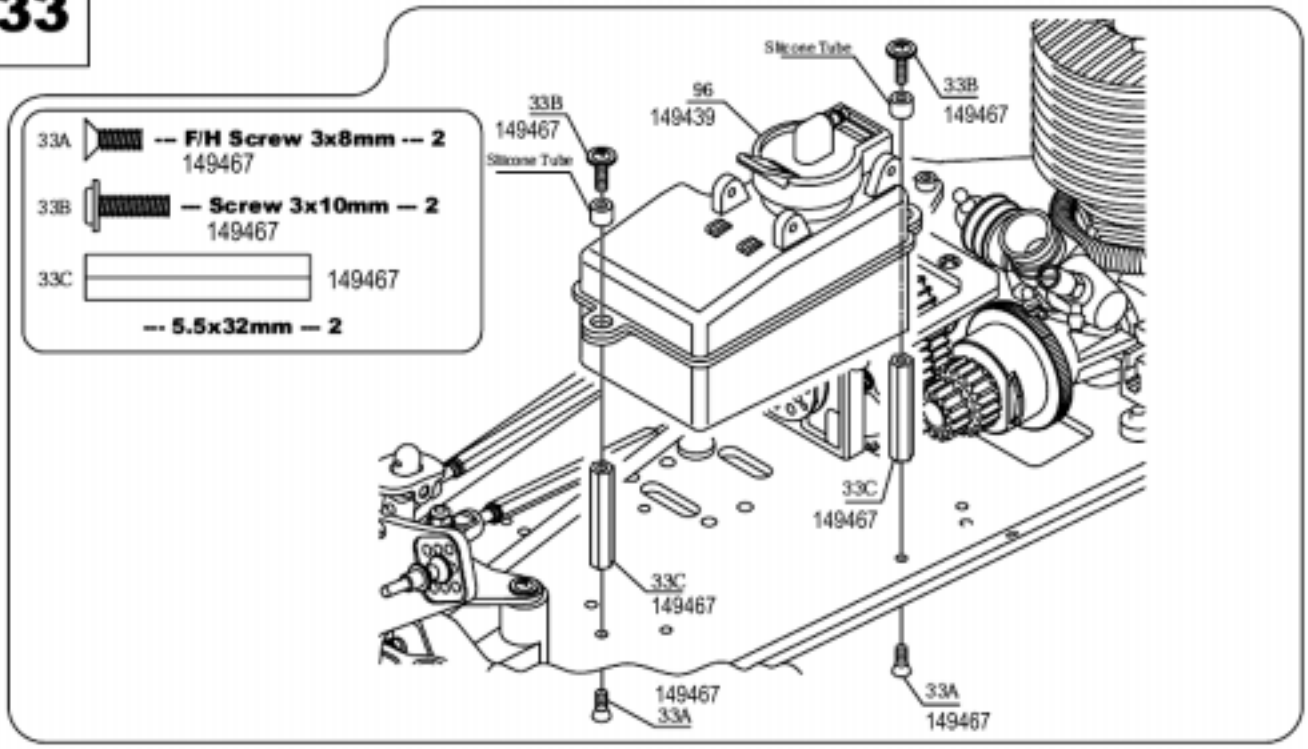
31



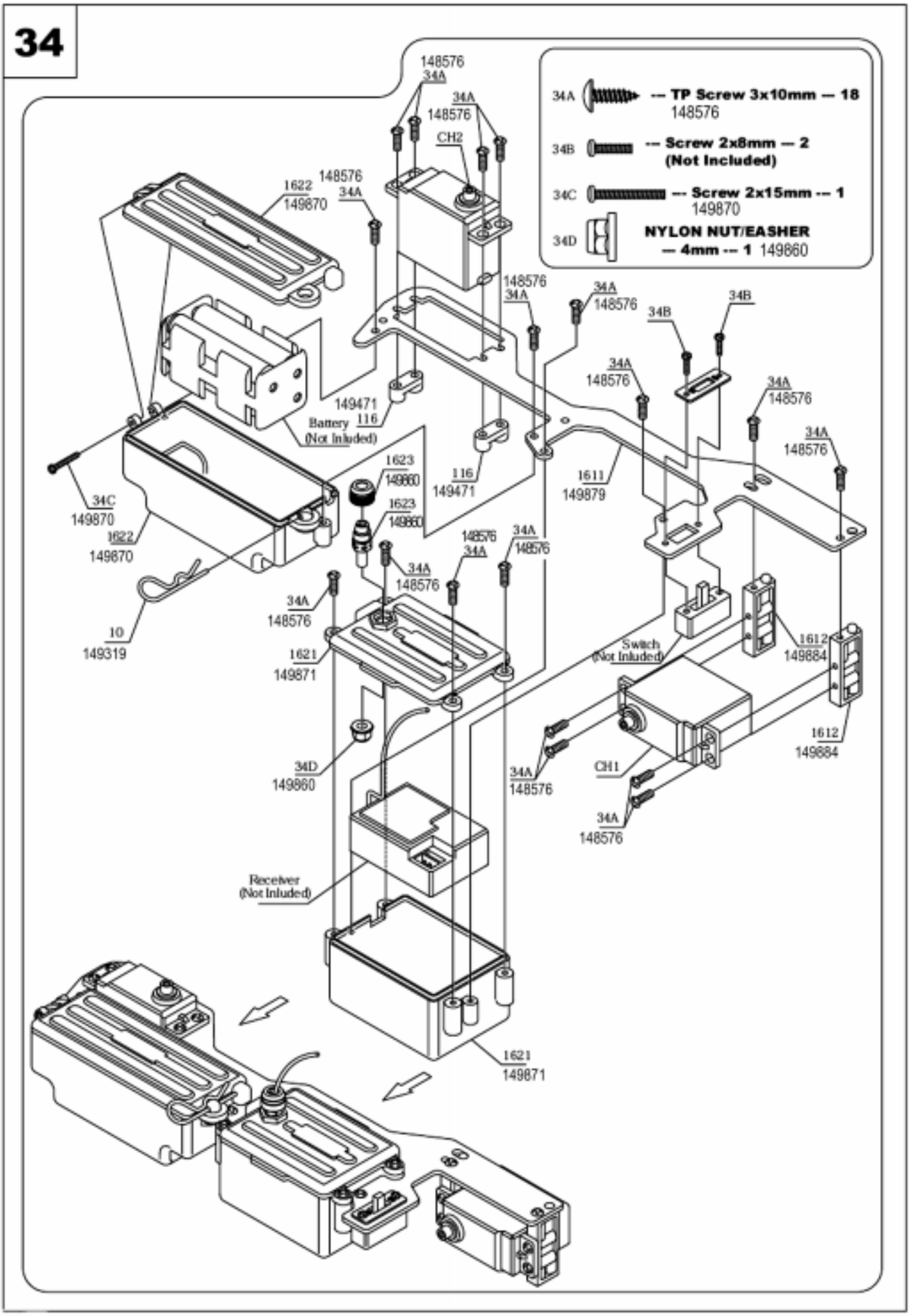
32


Step 31
32A
148514
32A
148514
32A
148514
32A
148514
32A
--- Cap Screw 5x10mm --- 4
148514

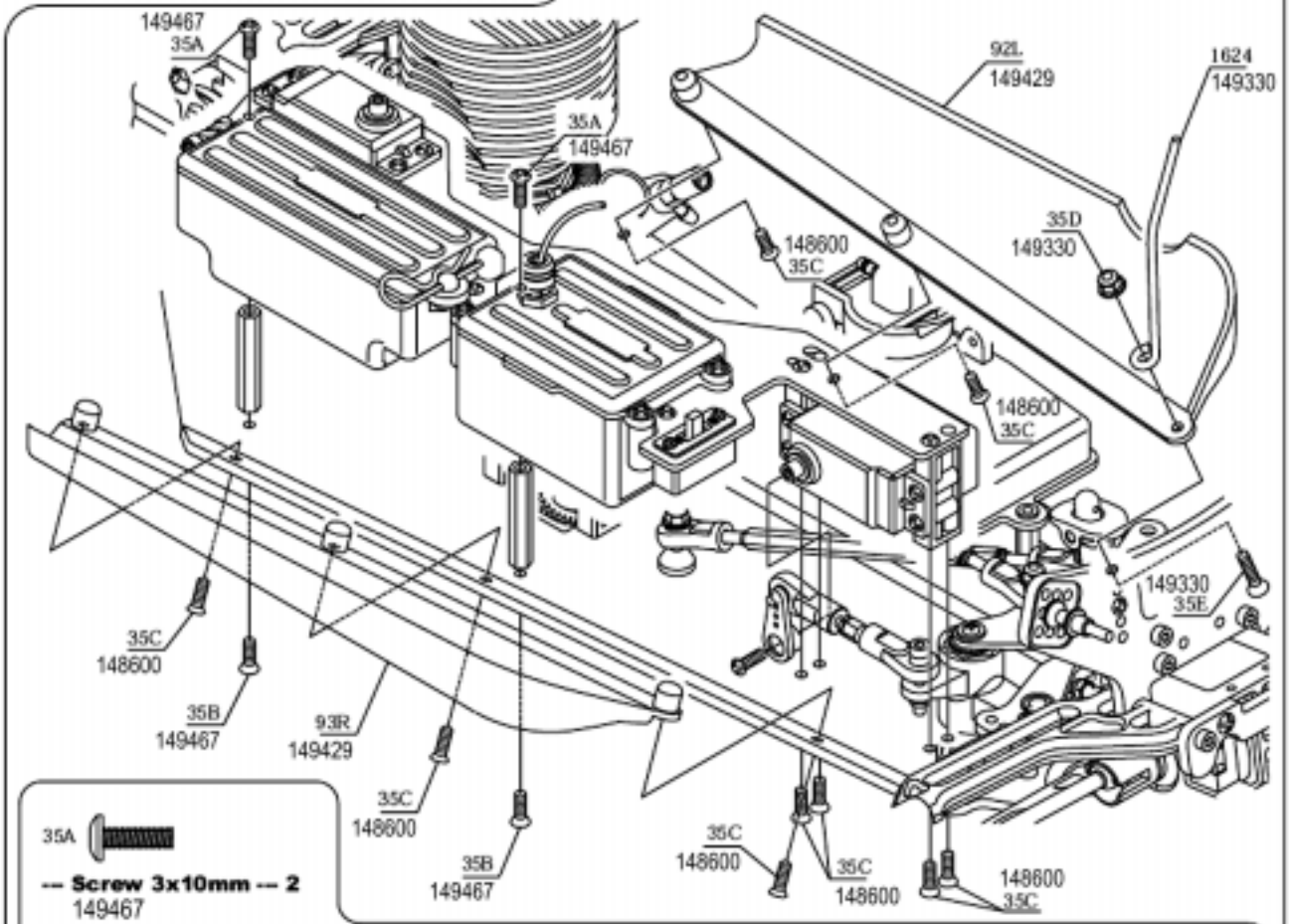
33


33A
--- F/H Screw 3x8mm --- 2
149467
33B
— Screw 3x10mm — 2
149467
33C
149467
--- 5.5x32mm — 2
Silicone Tube
33B
149467
96
149439
Silicone Tube
33B
149467
33C
149467
33C
149467
149467
33A
33A
149467

34


34A -- TP Screw 3x10mm -- 18
148576
34B -- Screw 2x8mm -- 2
(Not Included)
34C -- Screw 2x15mm -- 1
149870
34D NYLON NUT/EASHER
-- 4mm -- 1 149860
148576
34A
CH2
1622
149670
149471
Battery
(Not Included)
116
34B
1623
149860
34C
149870
1611
149879
10
149319
1621
149871
Switch
(Not Included)
1612
149684
34D
149860
CH1
Receiver
(Not Included)

35



35A — **-- Screw 3x10mm -- 2**
149467

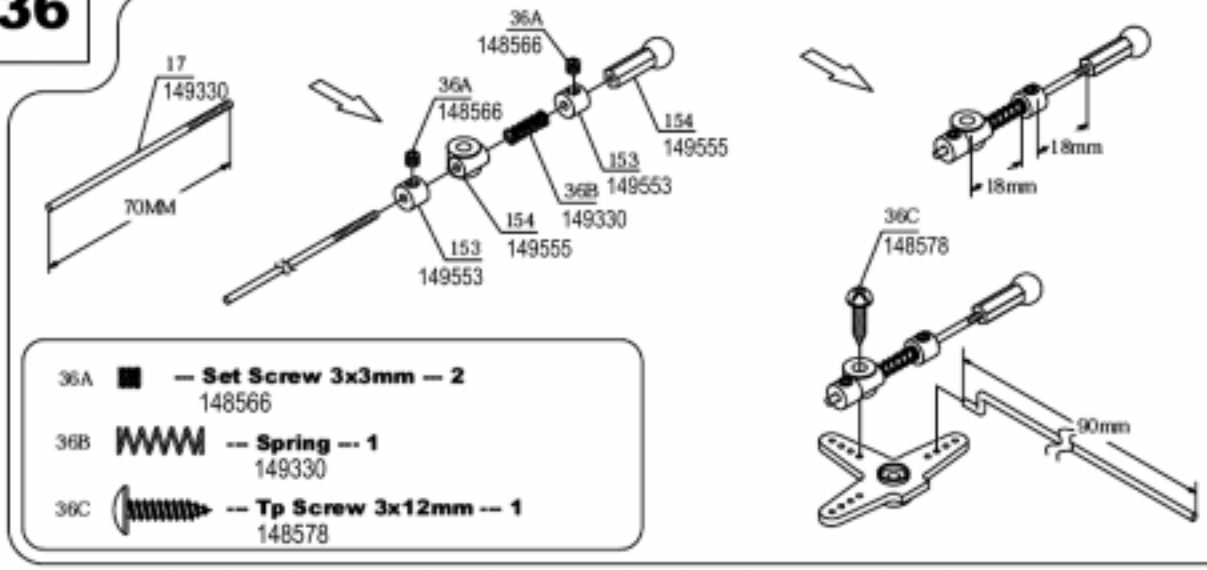
35B — **-- F/H Screw 3x8mm -- 2**
149467

35C — **-- TP F/H Screw 3x10mm -- 5**
148600

35D — **-- NYLON NUT/WASHER 3mm -- 1**
149330

35E — **-- F/H Screw 3x16mm -- 1**
149330

36

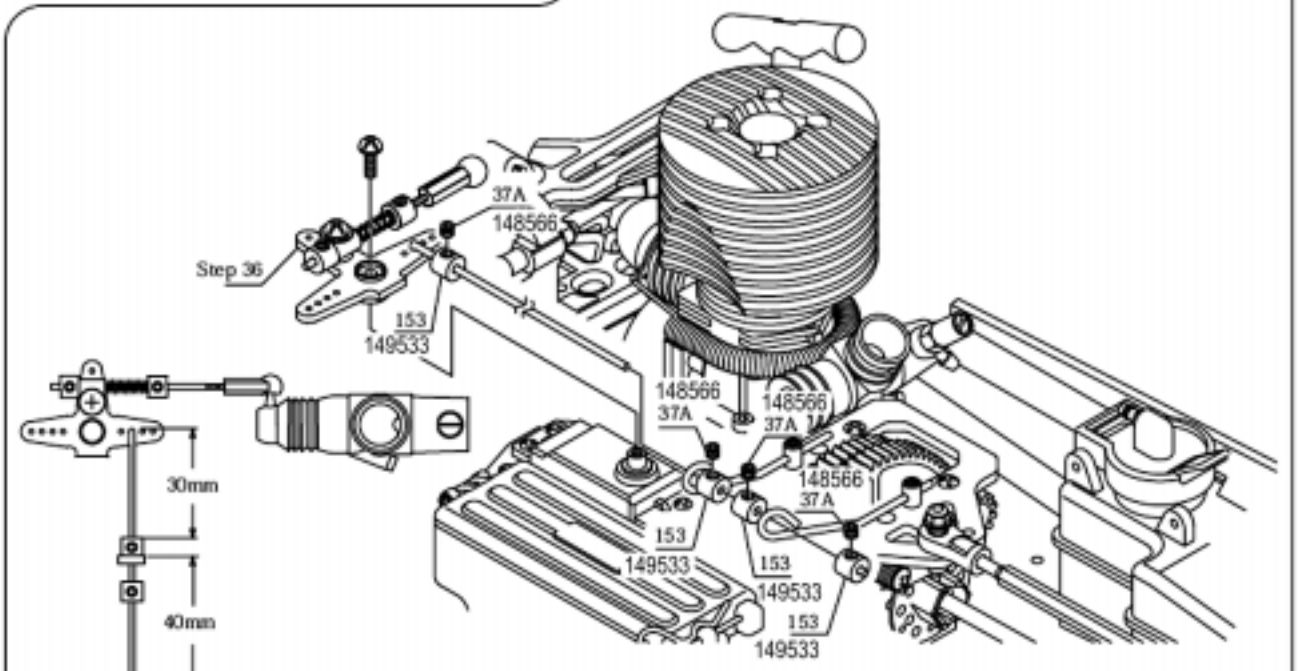


36A — **-- Set Screw 3x3mm -- 2**
148566

36B — **-- Spring -- 1**
149330

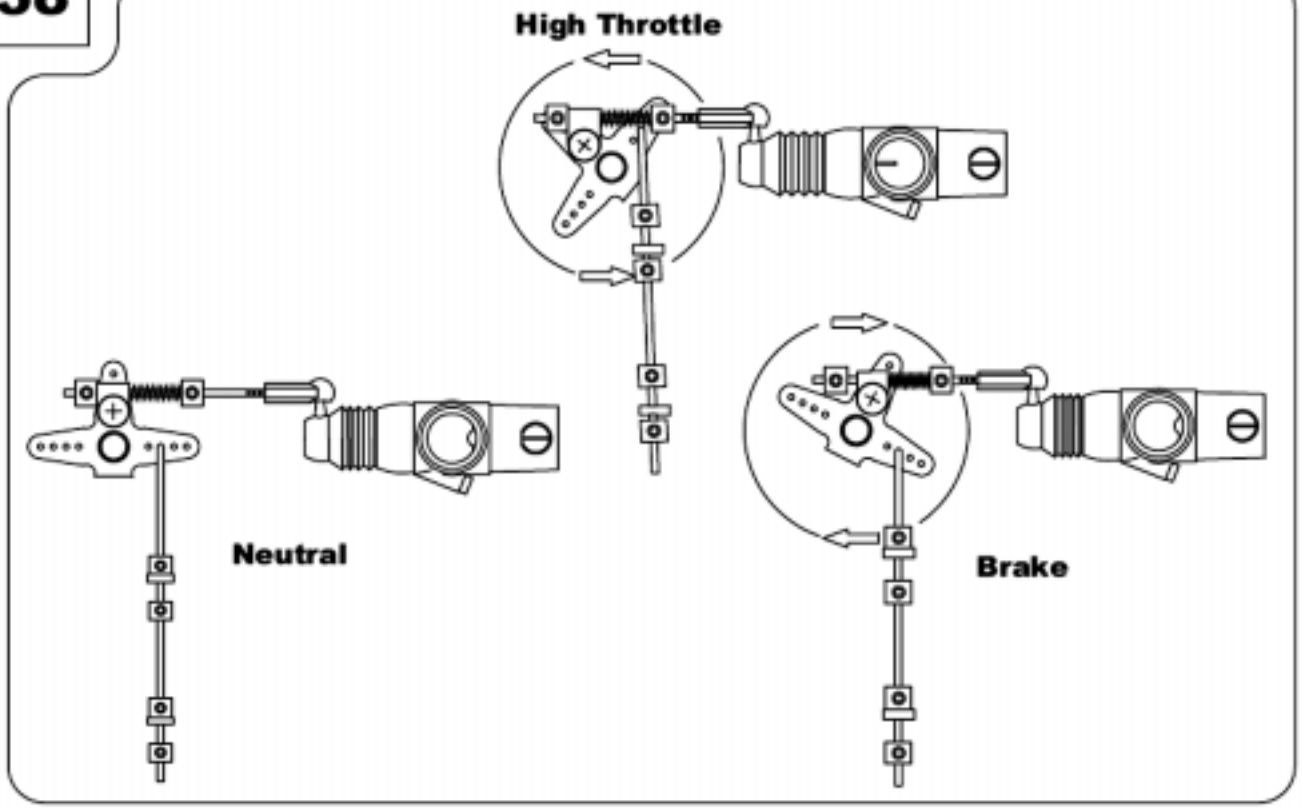
36C — **-- Tp Screw 3x12mm -- 1**
148578

37



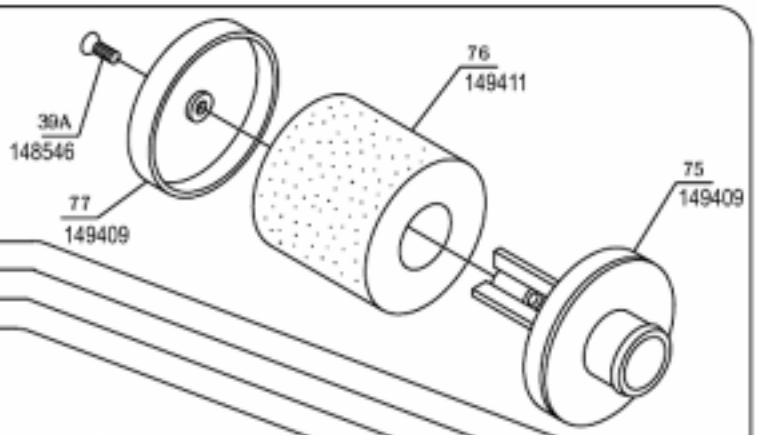
37A ■ -- Set Screw 3x3mm -- 4
148566

38



39

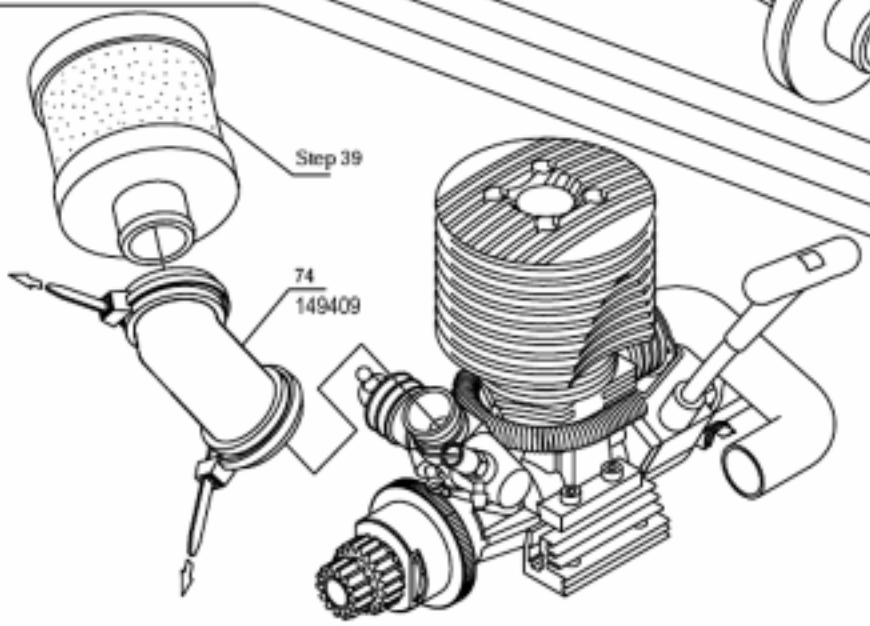
39A — F/H Screw 3x8mm — 1
148546



40

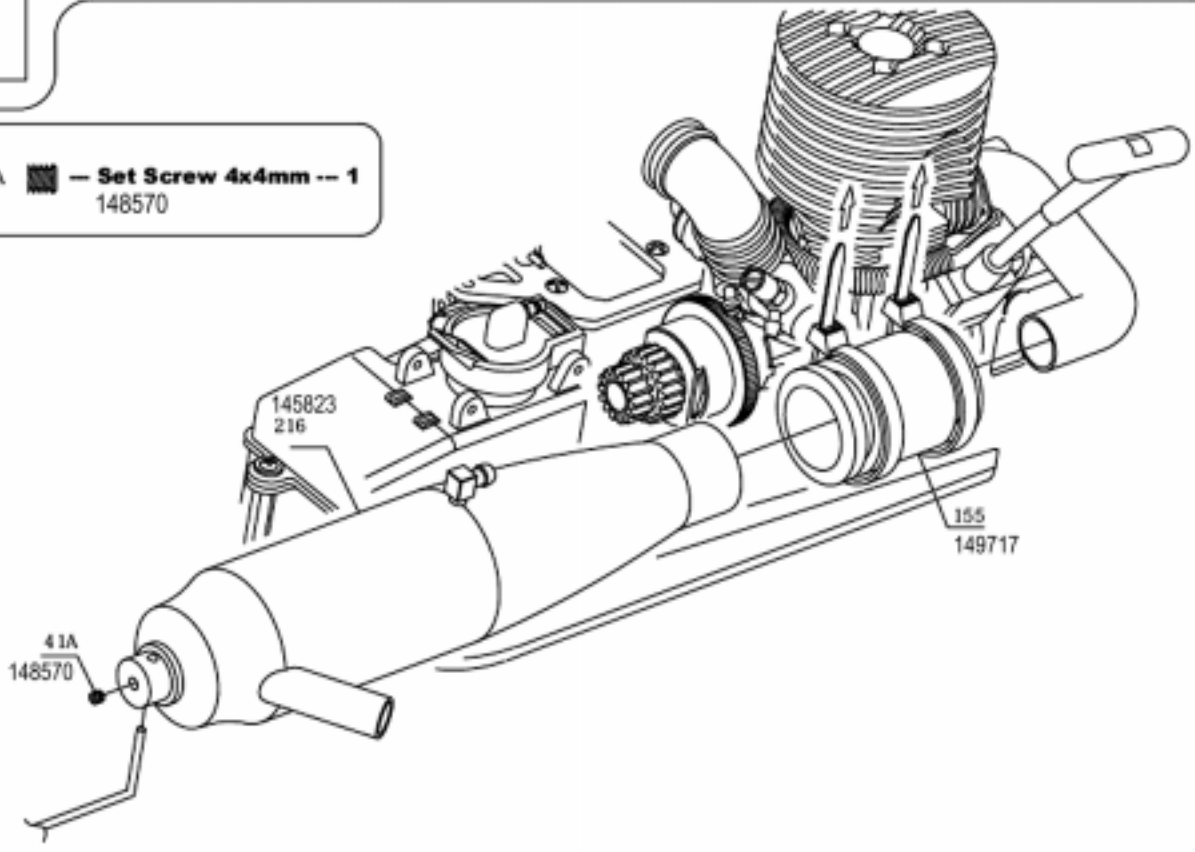
SE120
149571

(Not Included)

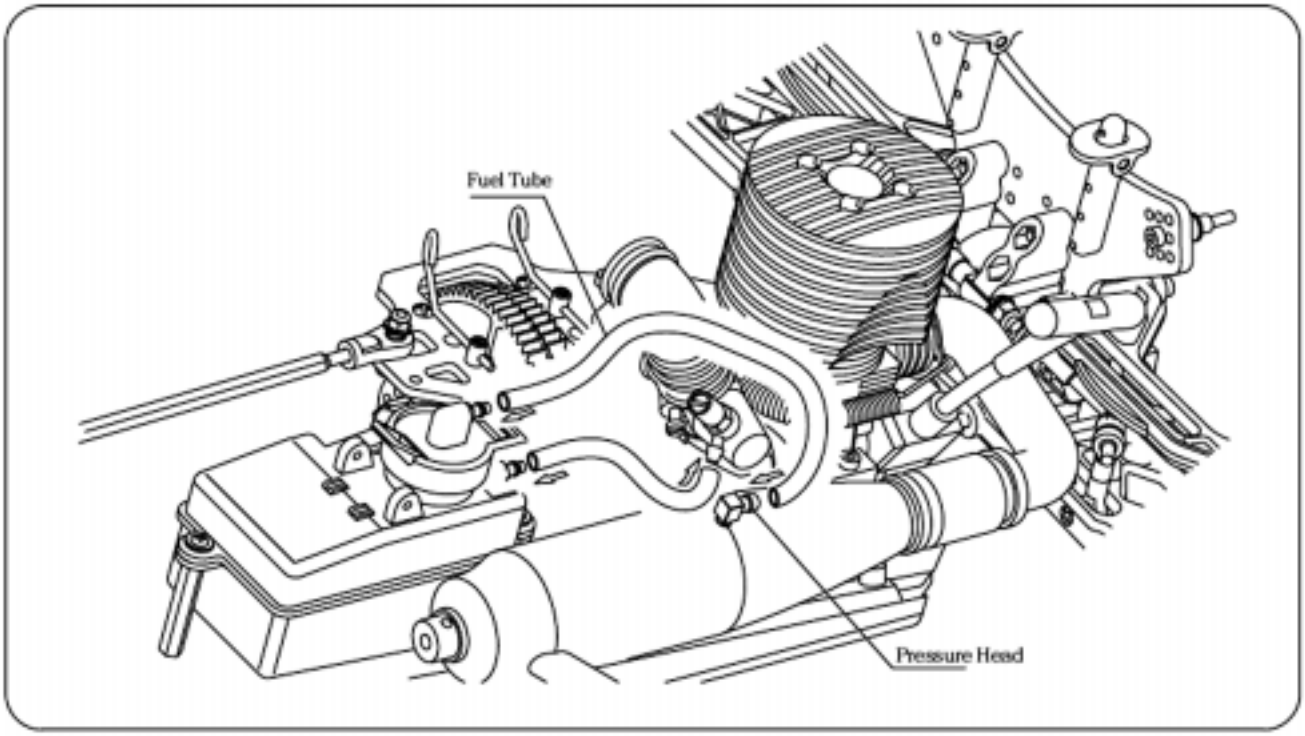


41

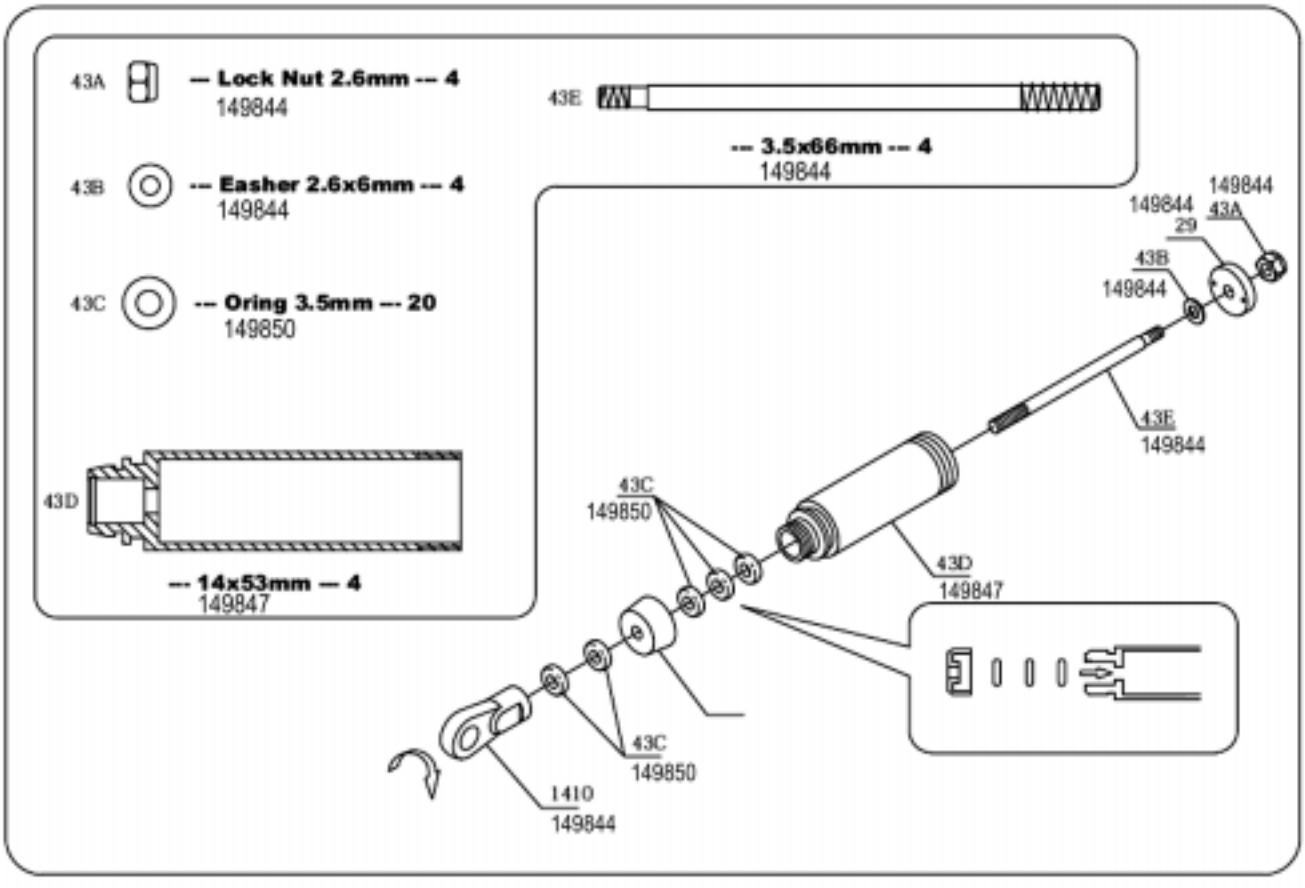
41A — Set Screw 4x4mm — 1
148570



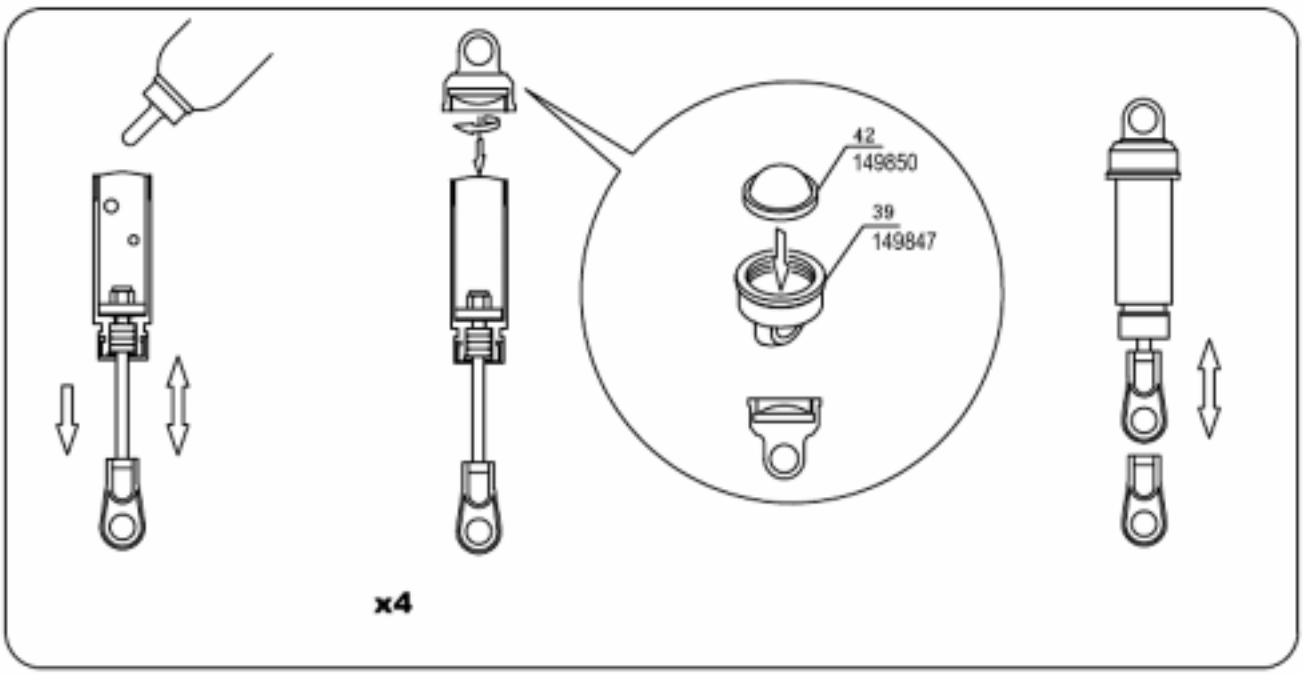
42


Fuel Tube
Pressure Head

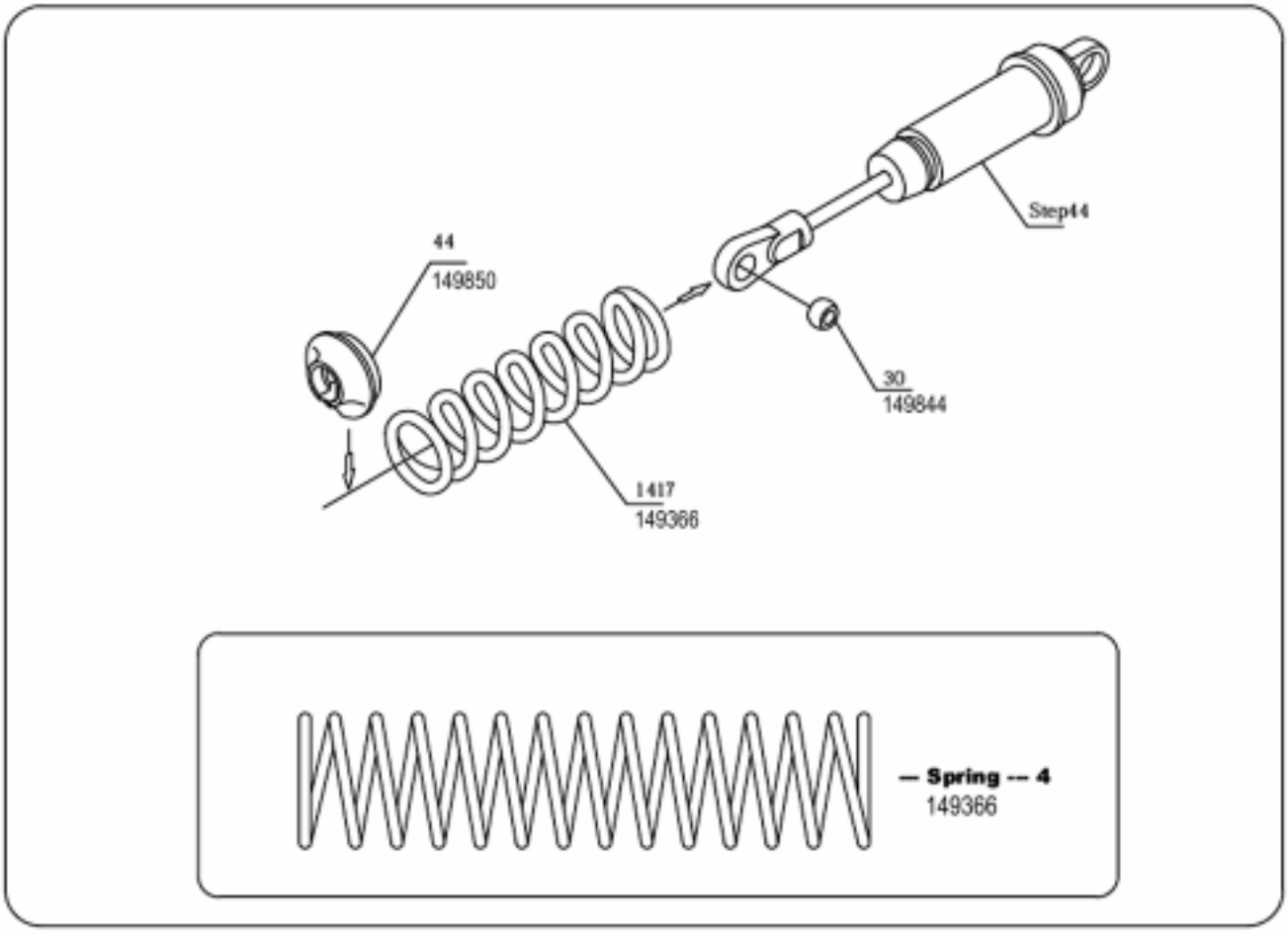
43


43A
-- Lock Nut 2.6mm -- 4
149844
43B
-- Easher 2.6x6mm -- 4
149844
43C
-- Oring 3.5mm -- 20
149850
43D
-- 14x53mm -- 4
149847
43E
-- 3.5x66mm -- 4
149844
149844
149844
43A
29
43B
149844
43E
149844
43C
149850
43D
149847
43C
149850
1410
149844

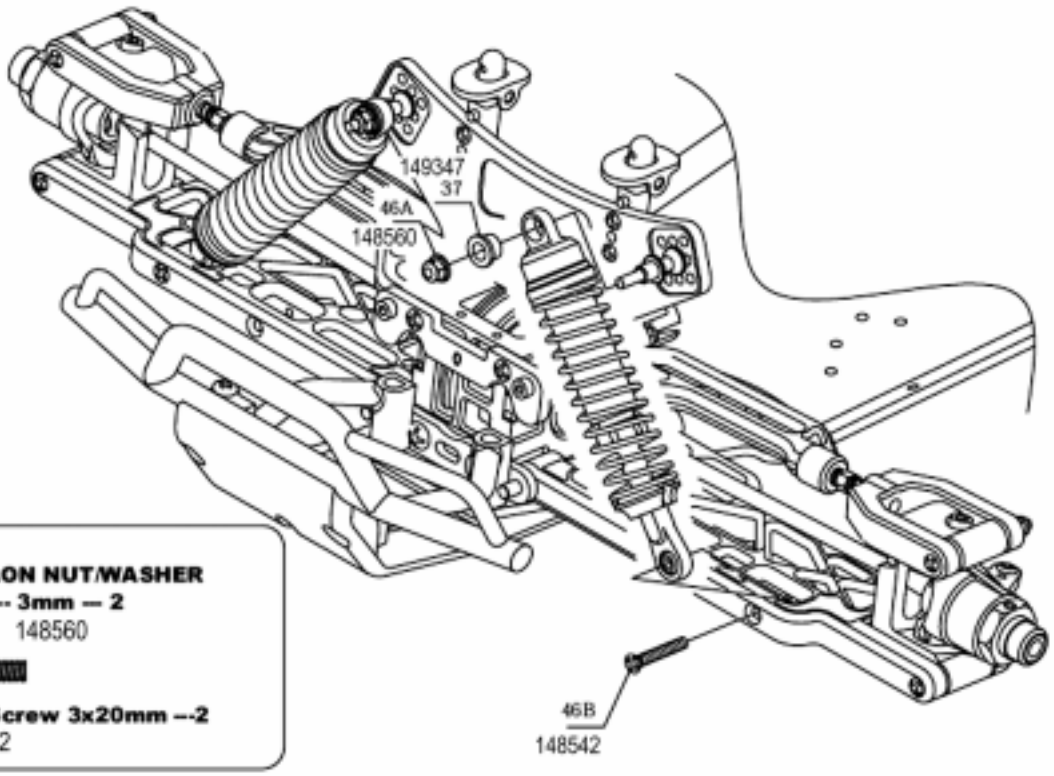
44


42
149850
39
149847
x4

45


Step44
44
149850
30
149844
1417
149366
— Spring — 4
149366

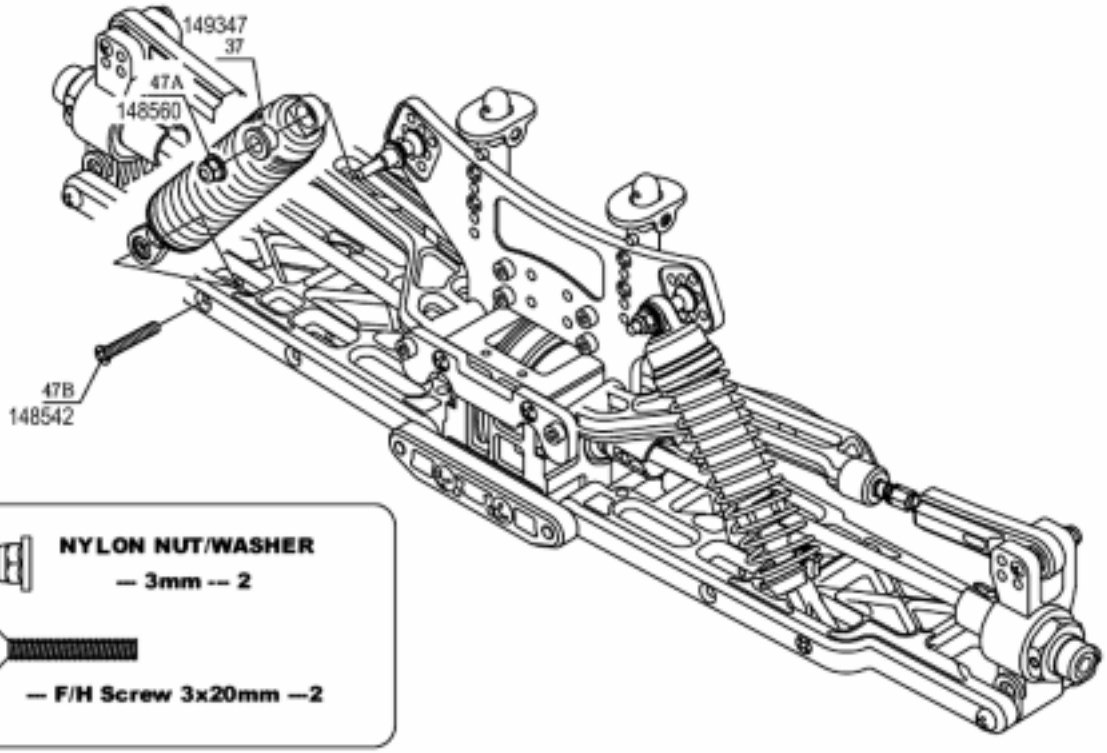
46



46A **NYLON NUT/WASHER**
-- 3mm -- 2
148560

46B **-- F/H Screw 3x20mm --2**
148542

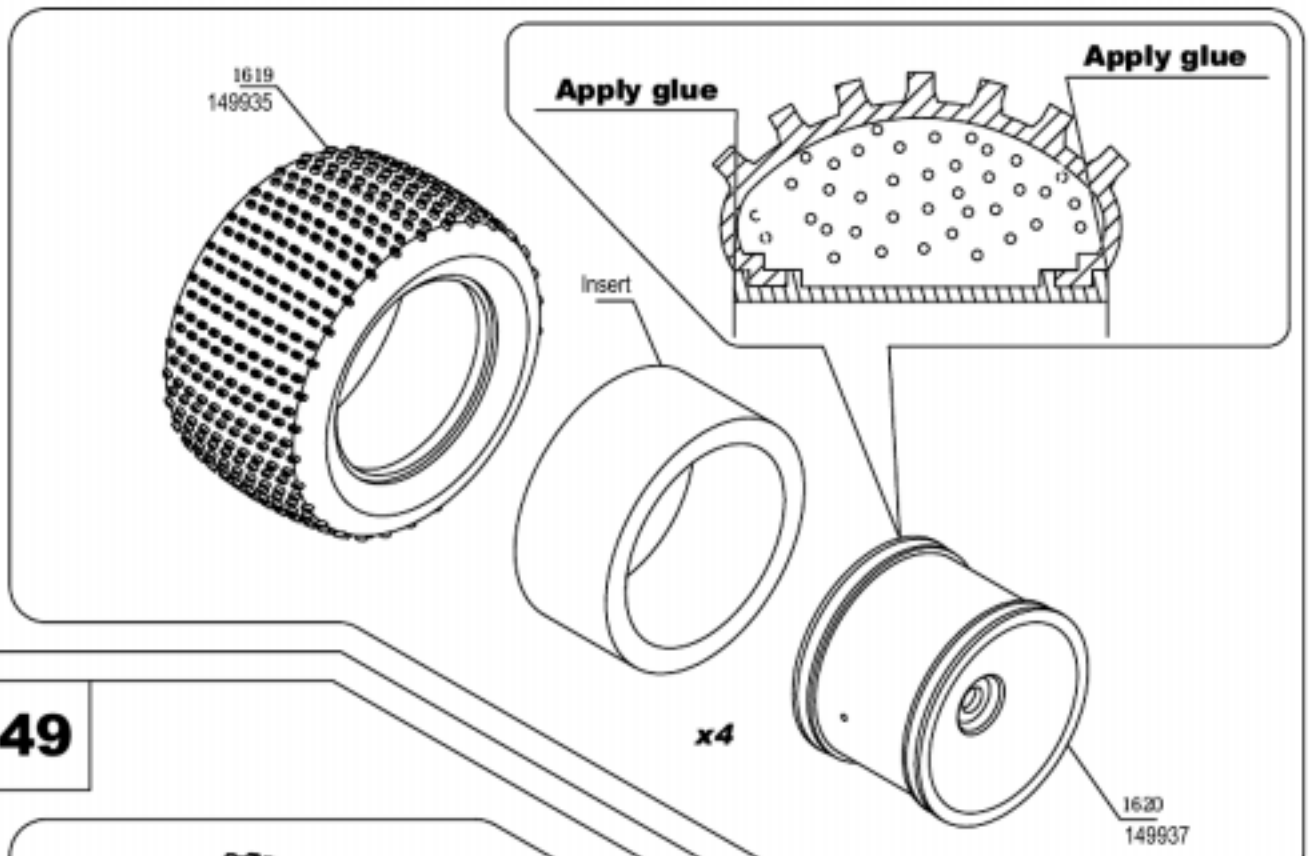
47



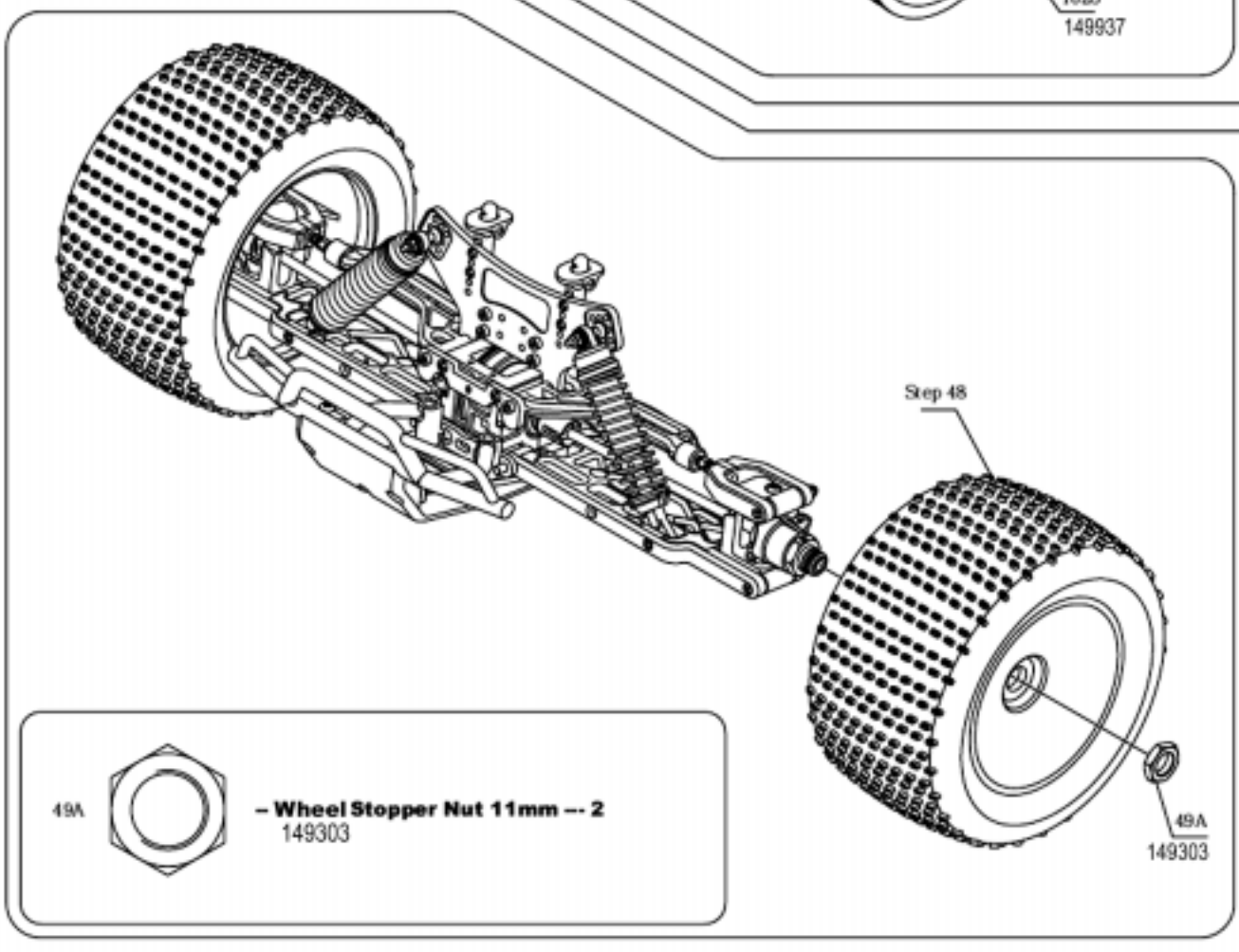
47A **NYLON NUT/WASHER**
— 3mm -- 2

47B **— F/H Screw 3x20mm —2**

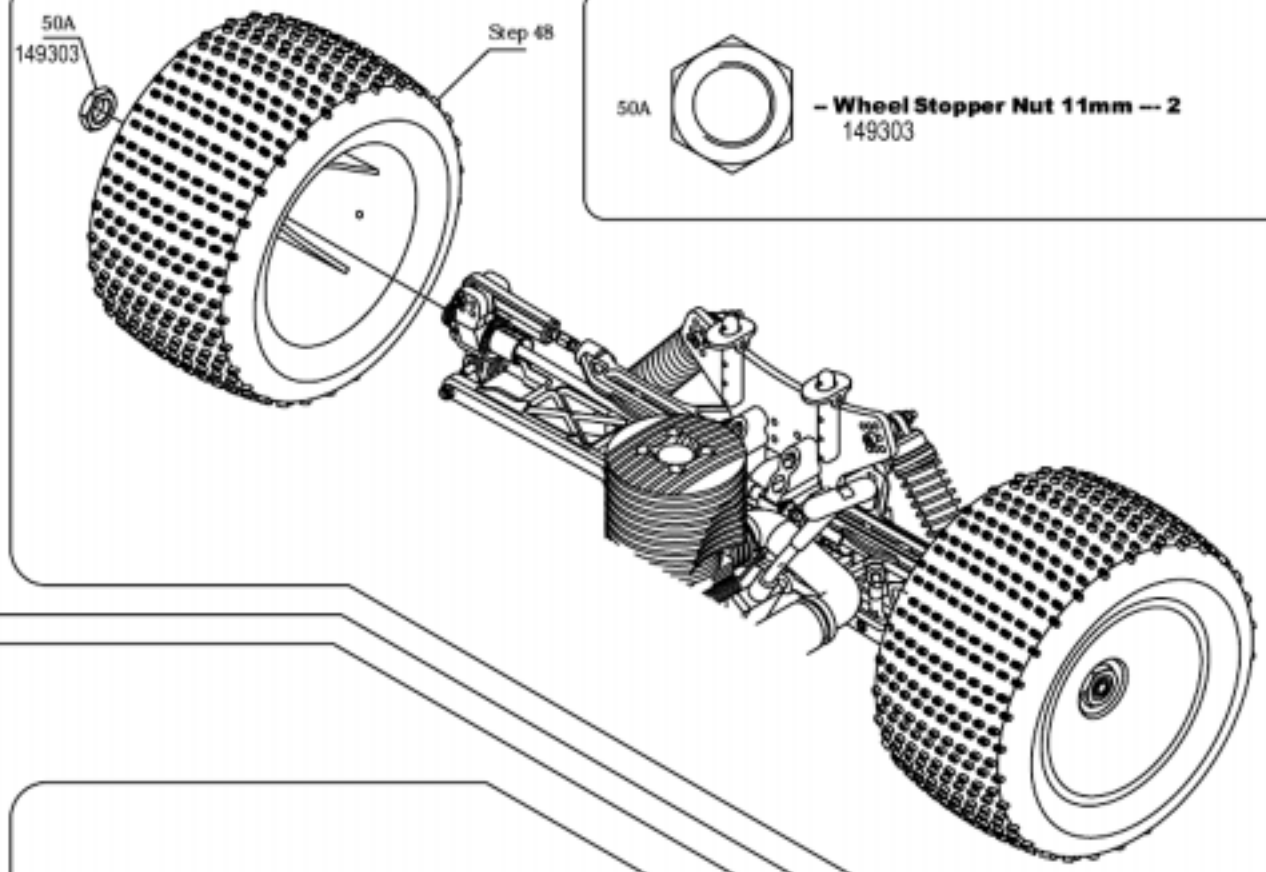
48


1619
149935
Apply glue
Apply glue
Insert
x4
1620
149937

49


Step 48
49A
149303
49A – Wheel Stopper Nut 11mm -- 2
149303

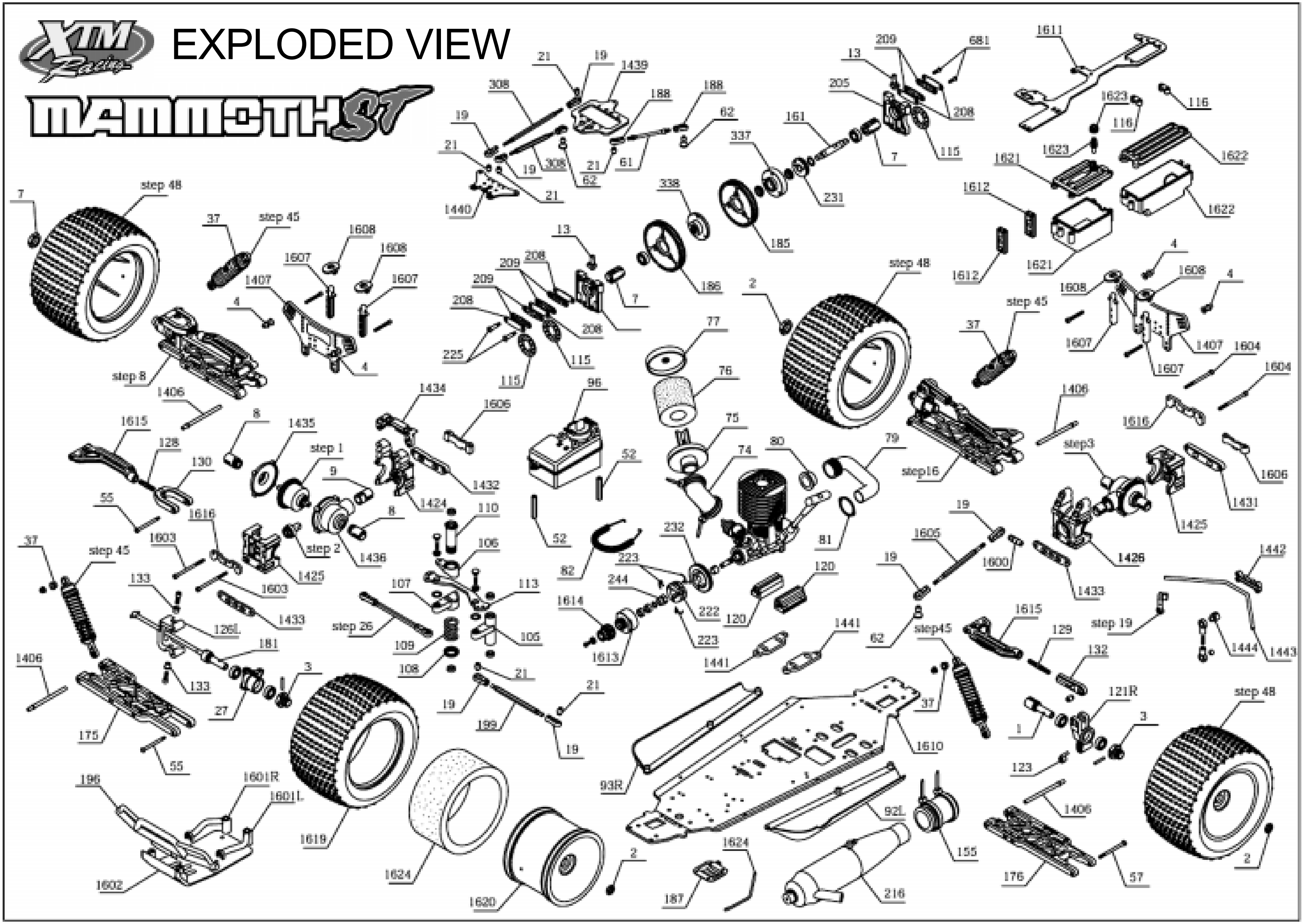
50



50A – **Wheel Stopper Nut 11mm — 2**
149303

EXPLODED VIEW

MAMMOTH ST



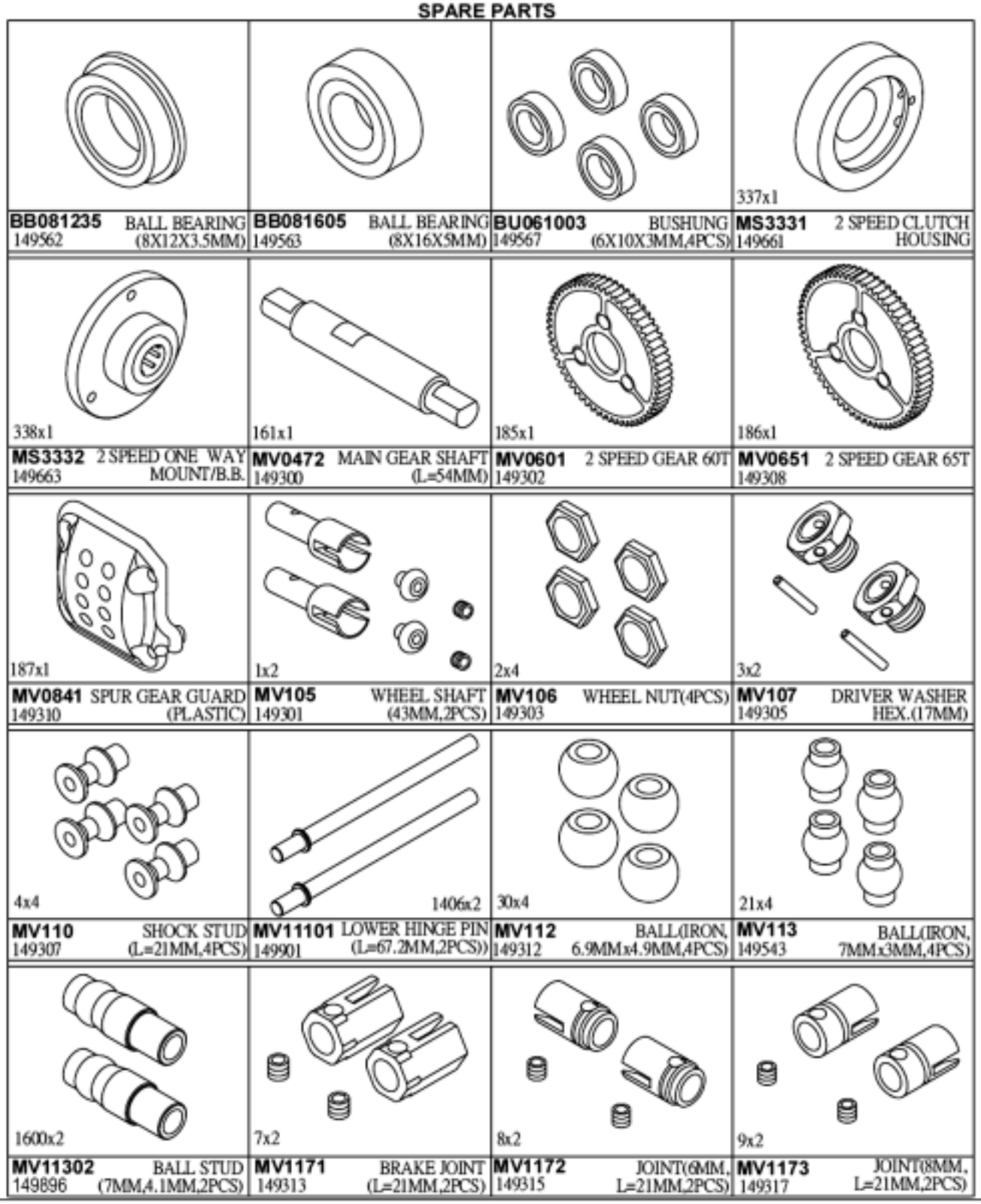
SECTION 2: REPLACEMENT PARTS DRAWINGS AND PARTS LIST (PAGES 50 - 56)

IMPORTANT INFORMATION ABOUT PART NUMBERS

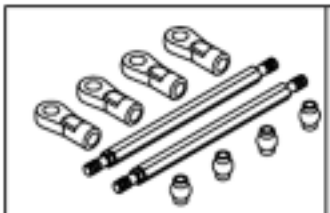
The part numbers that begin with letters (i.e., MV107) are manufacturer numbers. These numbers can be used when ordering parts. They can also be used to cross-reference parts to the 6-digit XTM Racing part numbers. Note that most parts drawings also include a list of manufacturer assembly parts numbers and quantity. This makes it easy to know what parts are included in each package.

A parts list is provided starting on page 55 to help with cross-referencing parts.

SPARE PARTS

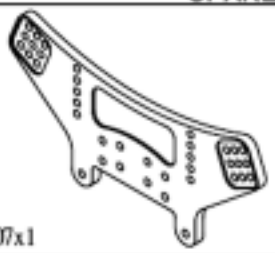


SPARE PARTS



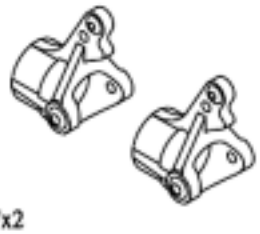
21x2,24x2,166x4,199x2

MV1304 STEERING ROD SET
149334 (4MMxL=90.5MM,2SET)



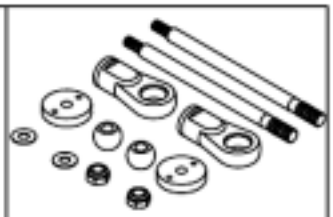
1407x1

MV1323BA SHOCK TOWER
149902 (F & R,T=4MM,BLACK)



27x2

MV134 WHEEL HUB FRONT
149343 (2PCS)



29x2,30x2,1409x2,1410x2

MV1360111 SHOCK SHAFT
149844 (3.5MMxL=66MM,2SET)

MV13601BAW15 SHOCKABSORBER
149890 (BLACK ,WHITE R=1.5MM,L=133MM)

42x2,44x2,1415x2

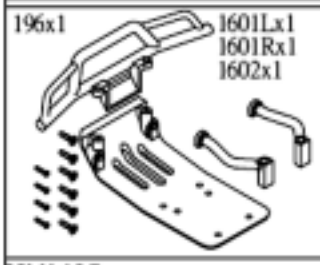
MV138016 SHOCK REBUILD KIT
149850

39x2
190x2
1413x2
1416x2

MV139014BA SHOCKBODY
149847 (L=53MM,BLACK)

1417x2

MV1393W15 SHOCK SPRING
149366 (L=80.5MM,WHITE,R=1.5MM)



196x1
1601Lx1
1601Rx1
1602x1

MV1405 BUMPER SET
149753

55x4

MV1501 HUB STUD
149377 (L=37.5MM,4PCS)

1603x4

MV1502F UP ARM STUD FRONT
149873 (L=50MM)

1604x4

MV1502R UP ARM STUD REAR
149875 (L=42MM)

57x4

MV1503 HUB STUD REAR
149381 (L=43.5,4PCS)

58x4

MV150A HUB STUD REAR
149383 (L=23MM,4PCS)

1410x4

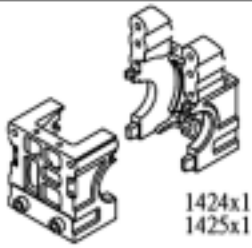
MV1591 BALL END(3.5MM, L=25.5MM,FOR 7MM BALL)
149909

24x1,30x1,165x1,166x2

MV1611 SERVO ROD
149775

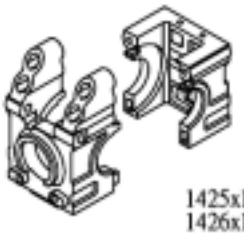
21x2
61x1
62x1
188x2

MV1621 BRACE FOR CHASSISREAR(L=82.5MM)
149387



1424x1
1425x1

MV16211 GEAR BOX FRONT
149910



1425x1
1426x1

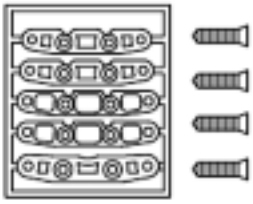
MV16212 GEAR BOX REAR
149911

308x1,19x2,21x2,62x1

MV1623F4 BRACE FOR CHASSIS FRONT (L=117MM)
149892

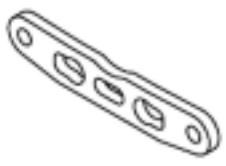
1600x1
1605x1
19x2
62X1

MV1624R3 BRACE FOR CHASSIS REAR (L=75MM)
149881



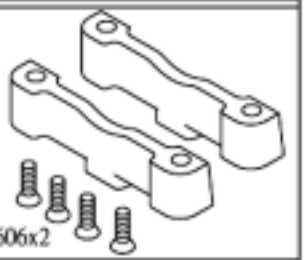
1428x1,1429x1,1430x1,1431x1,1432x1

MV162D4 SUSPENSION PLATE HOLDER(0~3 DEGREE)
149915



1433x1

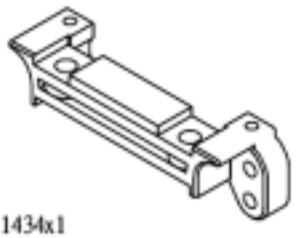
MV162D5BA F & R SUSPENSION PLATE(T=3MM,BLACK)
149916



1606x2

MV162D6 ARM SUD STOPPER
149894

SPARE PARTS



1434x1

MV162U4
149917 UP ARM CARRY FRONT

1607x4,1608x4

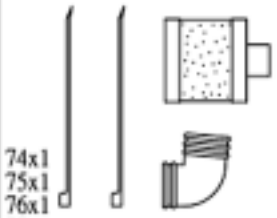
MV1653
149762 BODY SUPPORT

103x1

MV197
149407 ENGINE NUT (FOR O.S SHAFT)

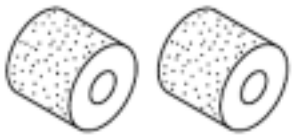
222x3,223x3

MV1981
149408 PRO CLUTCH SHOES



74x1
75x1
76x1
77x1

MV2031Y
149409 AIR FILTER

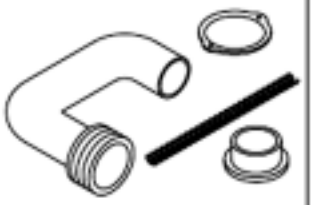


76x2

MV2032
149411 AIR FILTER SPONGE

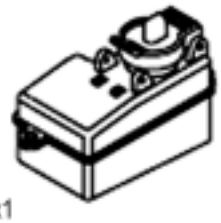
244x1

MV204P
149414 ENGINE NUT (FOR S.G SHAFT L=10.5MM)



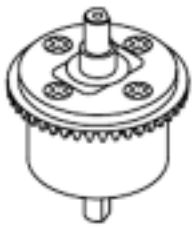
79x1,80x181x1,82x1

MV2051G
149415 REAR ADAPTER)



96x1

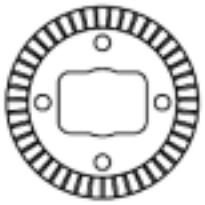
MV3031
149439 FUEL TANK



MV22751
149686 F/R DIFF. GEAR ASSEMBLY(ALU COVER)

1435x1,1436x1

MV2276
149918 DIFFERENTIAL HOUSING

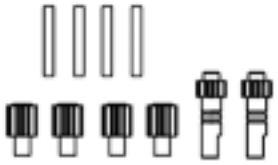


84x1

MV2281
149421 BEVEL GEAR 43T (STEEL)

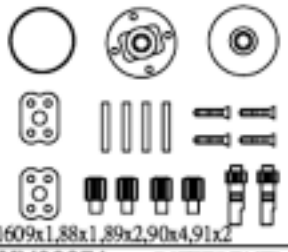
85x1

MV2282
149423 PINION GEAR 13T (STEEL)



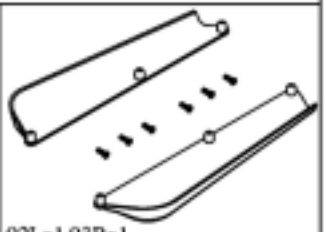
90x4,91x2

MV2286
149422 DIFF.INNER GEAR(STEEL)



1609x1,88x1,89x2,90x4,91x2

MV22871
149885 DIFFERENTIAL SET(ALU COVER)



92Lx1,93Rx1

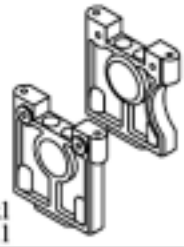
MV3001
149429 SIDE GURAD

1610x1

MV3018BA
149877 CHASSIS (T=3MM,ALU,BLACK)

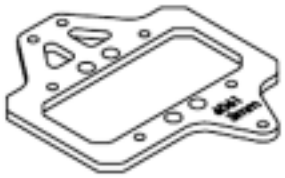
1611x1

MV3024BA
149879 REDIO PLATE (T=2MM,ALU,BLACK)



205Rx1
206Lx1

MV30411
149771 CENTER GEAR MOUNT



1439x1

MV30423BA
149922 MAIN GEAR PLATE (T=3MM,ALU,BLACK)

208x2,209x2,225x2,681x2

MV3061
149777 BRAKE PAD

105x1,106x1,107x1

MV3071
149453 SERVO SAVER PLASTIC SET

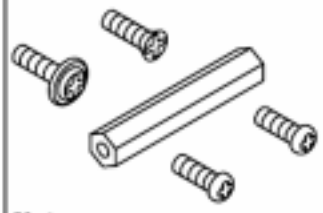
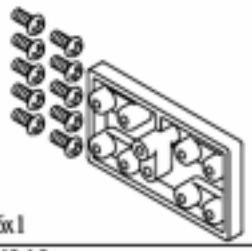
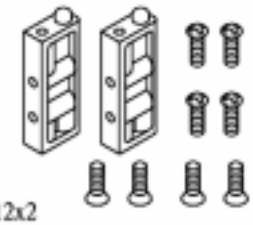
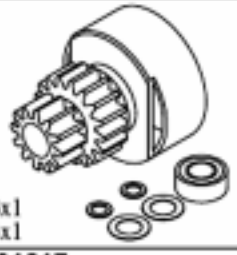
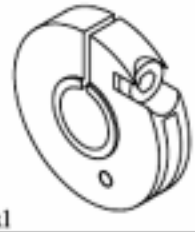
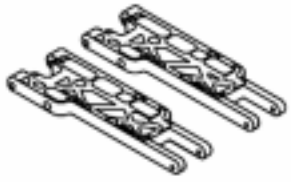
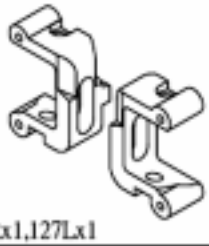
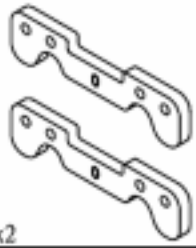
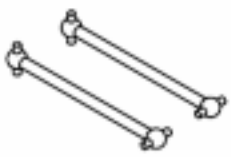
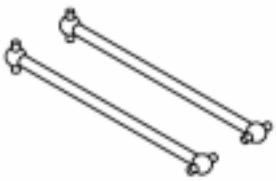
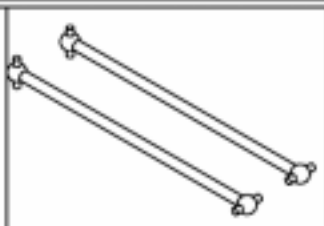
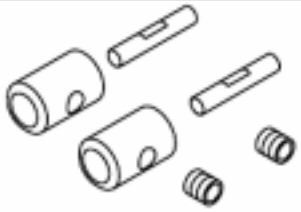
112x2

MV3074
149457 SERVO SAVER SCREW(L=19.7MM)

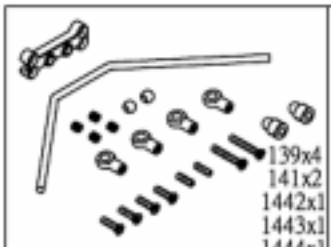
113x1

MV3075BA
149923 SERVO SAVER STEERING PLATE(T=3MM,BLACK)

SPARE PARTS

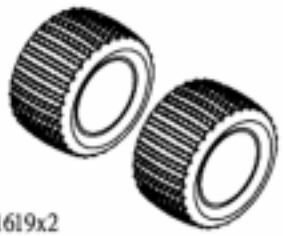
 1440x1	 52x1	 115x1	 116x1
MV3761BA SERVO SAVER 149924 PLATE(T=2MM,BLACK)	**MV308** SERVO CHASSIS 149467 ROD(L=32MM)	**MV309** 149469 BARKE DISK	**MV310** SERVO MOUNT 149471 SET
 1612x2	 120x2	 1441x2	 1613x1 1614x1
MV3103 149884 SERVO MOUNT	**MV3113** 149925 ENGINE MOUNT	**MV3114BA** ENGINE MOUNT 149926 SPACER(T=4MM,BLACK)	**MV31217** 149797 2 SPEED CLUTCH HOUSING(17T)&GEAR(12T&17T),BEARIN
 1614x1	 231x1	 121Rx1 122Lx1 123x2	 175x2
MV312171 2 SPEED PINION 149799 GEAR(12T&17T)	**MV3333** 149666 2 SPEED CLUTCH	**MV3461** 149483 HUB REAR(L & R)	**MV347F2** SUSPENSION 149781 ARM LOWER(F)
 176x2	 126Rx1,127Lx1	 128x2	 129x2
MV347R2 SUSPENSION 149783 ARM LOWER(R)	**MV3481** 149489 HUB CARRIER(L & R)	**MV3491** UPPER ROD (M5x0.8 149491	**MV3492** UPPER ROD(M5x0.8 149493 L=36MM,2PCS)
 130x1,1615x1	 1616x2	 132x1,1615x1	 133x4
MV349F3 SUSPENSION 149788 ARM UPPER (F)	**MV349FRBA** UPPER SUSPENSION 149786 PLATE (F & R,BLACK)	**MV3549R3** SUSPENSION 149790 ARM UPPER (R)	**MV3531** 149499 ROCKER RIN(4PCS)
 134x2	 180x2	 1618x2	 372x2
MV3551 SWING SHAFT REAR 149501 MIDDLE(L=97.8MM,2PCS)	**MV3554** 149791 SWING SHAFT (L=138.6,2PCS)	**MV3557** 149883 SWING SHAFT FRONT MIDDLE(L=158MM,,2PCS)	**MV3574** 149506 CONNECT HEAD (2PCS)

SPARE PARTS



MV3613 STABILIZING
149927 MOUNT9(3.5MM)

MV36303 PRO FLY
149528 WHEEL(PIN 2.5x15.8)



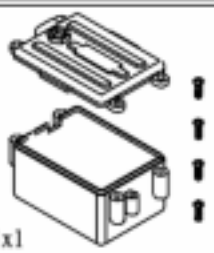
MV3697N TIRE FOR
149935 TRUCKS

MV37040Y WHEELS
149937 -YELLOW (1 PAIR)

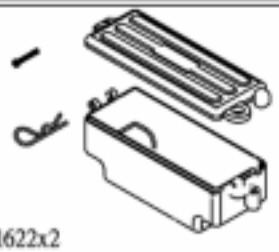
MV37040BA WHEELS
149938 FLAT(BLACK)

MV37040W WHEELS
149937 FLAT(WHITE)

MV37040Y WHEELS
149939 FLAT(YELLOW)

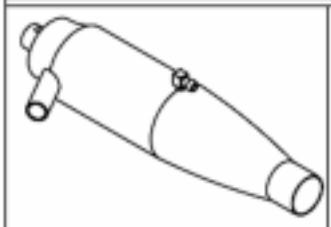


MV37411 RECEIVE CASE
149871

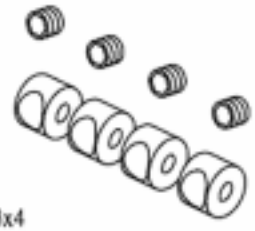


MV37421 BATTERY CASE
149870

MV3746 ANTENNA
149860 MOUNTALU SET

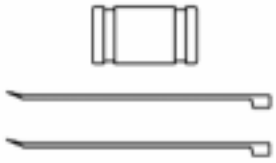


MV3762BA PRO MUFFLER
145823 (BLACK,FOR "XTM" BRAND)



SE002 ROD STOPPER SET
149553 (4PCS)

SE0031Y SMALL PLASTIC
149555 PARTS SET

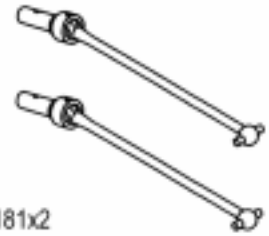


SE009Y SILCONE TUBE
149717

V221513 BALL END(3MM
149726 FOR 7MM BALL,4PCS)

V221514 BALL END(4MM
149727 FOR 7MM BALL,4PCS)

V221524 BALL END(4MM
149549 FOR 7MM BALL,4PCS)

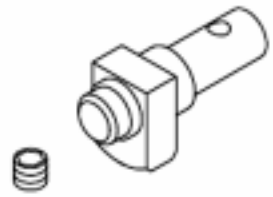


MV3572
149793 FRONT UNIVERSALS

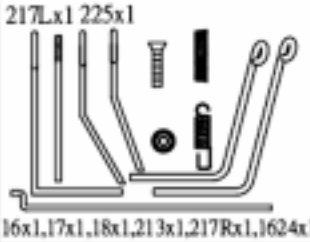
MV30731 SERVO SAVER
149455 METAL SET (1.7MM)

MV120 SNAP PIN
149319 TYPE"R"(L=27MM,10P

MV1241 CLUTCH 3-SHOES
149552 PRO W/ENGINE NUT



MV126 BRAKE LEVEL HEAD
149327



MV12602 ROD SET
149330

SPARE PARTS

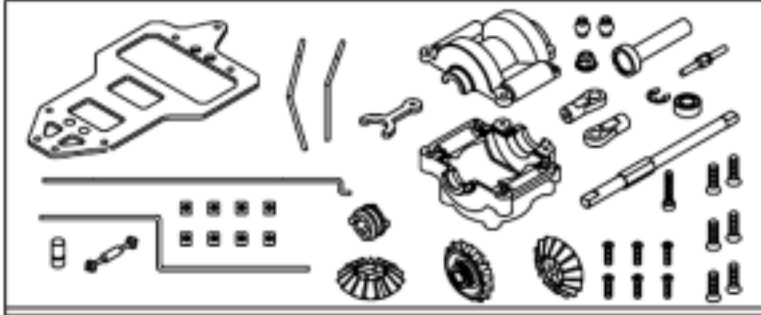
Gym Part #	Xtm Part #	Description	Quantity
BB081235T	149562	BALL BEARING FLANGE(8x12x3.5)	
BB081605	149563	BALL BEARING(8x16x5)	
BU061003	149567	BUSHING(6x10x3,4PCS)	
MS3331	149661	2 SPEED CLUTCH HOUSING(36)	337x1
MS3332	149663	2 SPEED ONE WAY MOUNT W/B.B	338x1
MV0472	149300	MAIN GEAR SHAFT(L=54MM)	161x1
MV0601	149302	2 SPEED GEAR 60T	185x1
MV0651	149308	2 SPEED GEAR 65T	186x1
MV0841	149310	SPUR GEAR GUARD(PLASTIC)	187x1
MV105	149301	WHEEL SHAFT(43MM,2PCS)	1x2
MV106	149303	WHEEL NUT(4PCS)	2x4
MV107	149305	DRIVER WASHER HEX.(17MM)	3x2
MV110	149307	SHOCK STUD(L=21MM,4PCS)	4x4
MV11101	149901	LOWER HINGE PIN(L=67.2MM,2PCS)	1406x1
MV112	149312	BALL(IRON,6.9MMx4.9MM,4PCS)	30x4
MV113	149543	BALL(IRON,7MMx3MM,4PCS)	21x4
MV11302	149896	BALL STUD(7MM,4.1MM,2PCS)	1600x2
MV1171	149313	BRAKE JOINT(L=21MM,2PCS)	7x2
MV1172	149315	JOINT(6MM,L=21MM,2PCS)	8x2
MV1173	149317	JOINT(8MM,L=21MM,2PCS)	9x2
MV120	149319	SNAP PIN TYPE"R"(L=27MM,10PCS)	10x10
MV1241	149552	CLUTCH 3-SHOES PRO W/ENGINE NUT	221x1,222x3,223x3,244x1
MV126	149327	BRAKE LEVEL HEAD	13x1
MV12602	149330	ROD SET	16x1,17x1,18x1,213x1,217Rx1,217Lx1,255x1
MV1304	149334	STEERING ROD SET(4MMxL=90.5MM,2SET)	21x2,24x2,166x4,199x2
MV1323BA	149902	SHOCK TOWER(F & R,T=4MM,BLACK)	1407x1
MV134	149343	WHEEL HUB FRONT(2PCS)	27x2
MV1360111	149844	SHOCK SHAFT(3.5MMxL=66MM,2SET)	29x2,30x2,1409x2,1410x2,
MV13601BAW15	149890	SHOCK ABSORBER(BLACK ,WHITE R=1.5MM,L=133MM)	
MV138016	149850	SHOCK REBUILD KIT	42x2,44x2,1415x2
MV139014BA	149847	SHOCK BODY(L=53MM,BLACK)	39x2,190x2,1413x2,1416x2
MV1393W15	149366	SHOCK SPRING(L=80.5MM,WHITE,R=1.5MM)	1417x2
MV1405	149753	BUMPER SET	1601Lx1,1601Rx1,1602x1,196x1
MV1501	149377	HUB STUD(L=37.5MM,4PCS)	55x4
MV1502F	149873	UP ARM STUD FRONT(L=50MM)	1603x4
MV1502R	149875	UP ARM STUD REAR(L=42MM)	1604x4
MV1503	149381	HUB STUD REAR(L=43.5,4PCS)	57x4
MV150A	149383	HUB STUD REAR(L=23MM,4PCS)	58x4
MV1591	149909	BALL END(3.5MM,L=25.5MM,FOR 7MM BALL)	1410x4
MV1611	149775	SERVO ROD	24x1,30x1,165x1,166x2
MV1621	149387	BRACE FOR CHASSIS REAR(L=82.5MM)	21x2,61x1,62x1,188x2
MV16211	149910	GEAR BOX FRONT	1424x1,1425x1
MV16212	149911	GEAR BOX REAR	1425x1,1426x1
MV1623F4	149892	BRACE FOR CHASSIS FRONT (L=117MM)	308x1,19x2,21x2,62x1
MV1624R3	149681	BRACE FOR CHASSIS REAR (L=75MM)	1600x1,1605x1,19x2,62X1,
MV162D4	149915	SUSPENSION PLATE HOLDER(0~3 DEGREE)	1428c1,1429x1,1430x1,1431x1,1432x1
MV162D5BA	149916	F & R SUSPENSION PLATE(T=3MM,BLACK)	1433x1
MV162D6	149894	ARM SUD STOPPER	1606x2
MV162U4	149917	UP ARM CARRY FRONT	1434x1
MV1653	149762	BODY SUPPORT	1607x4,1608x4
MV197	149407	ENGINE NUT(FOR O.S SHAFT)	103x1
MV1981	149408	PRO CLUTCH SHOES	222x3,223x3
MV2031Y	149409	AIR FILTER	74x1,75x1,76x1,77x1
MV2032	149411	AIR FILTER SPONGE	76x2
MV204P	149414	ENGINE NUT(FOR S.G SHAFT,L=10.5MM)	244x1
MV2051G	149415	REAR ADAPTER	79x1,80x181x1,82x1
MV3031	149439	FUEL TANK	96x1
MV22751	149686	F/R DIFF. GEAR ASSEMBLY(ALU COVER)	
MV2276	149918	DIFFERENTIAL HOUSING	1435x1,1436x1
MV2281	149421	BEVEL GEAR 43T(STEEL)	84x1
MV2282	149423	PINION GEAR 13T(STEEL)	85x1

SPARE PARTS

Gym Part #	Xtm Part #	Description	Quantity
MV2286	149422	DIFF.INNER GEAR(STEEL)	90x4,91x2
MV22871	149885	DIFFERENTIAL SET(ALU COVER)	1609x1,88x1,89x2,90x4,91x2
MV3001	149429	SIDE GURAD	92Lx1,93Rx1
MV3018BA	149877	CHASSIS(T=3MM,ALU,BLACK)	1610x1
MV3024BA	149879	REDIO PLATE(T=2MM,ALU,BLACK)	1611x1
MV30411	149771	CENTER GEAR MOUNT	205Rx1,206Lx1
MV30423BA	149922	MAIN GEAR PLATE(T=3MM,ALU,BLACK)	1439x1
MV3061	149777	BRAKE PAD	208x2,209x2,225x2,681x2
MV3071	149453	SERVO SAVER PLASTIC SET	105x1,106x1,107x1
MV3074	149457	SERVO SAVER SCREW(L=19.7MM)	112x2
MV3075BA	149923	SERVO SAVER STEERING PLATE(T=3MM,BLACK)	113x1
MV30761BA	149924	SERVO SAVER PLATE(T=2MM,BLACK)	1440x1
MV308	149467	SERVO CHASSIS ROD(L=32MM)	52x1
MV309	149469	BARKE DISK	115x1
MV310	149471	SERVO MOUNT SET	116x1
MV3103	149884	SERVO MOUNT	1612x2
MV3113	149925	ENGINE MOUNT	120x2
MV3114BA	149926	ENGINE MOUNT SPACER(T=4MM,BLACK)	1441x2
MV31217	149797	2 SPEED CLUTCH HOUSING(12T&17T)W/BELL BEARING	1613x1,1614x1
MV312171	149799	2 SPEED PINION GEAR(12T&17T)	1614x1
MV3333	149666	2 SPEED CLUTCH	231x1
MV3461	149483	HUB REAR(L & R)	121Rx1,122Lx1,123x2
MV347F2	149781	SUSPENSION ARM LOWER(F)	175x2
MV347R2	149783	SUSPENSION ARM LOWER(R)	176x2
MV3481	149489	HUB CARRIER(L & R)	126Rx1,127Lx1
MV3491	149491	UPPER ROD(M5x0.8,L=36MM,2PCS)	128x2
MV3492	149493	UPPER ROD(M5x0.8,L=36MM,2PCS)	129x2
MV349F3	149788	SUSPENSION ARM UPPER (F)	130x1,1615x1
MV349FRBA	149786	UPPER SUSPENSION PLATE (F & R,BLACK)	1616x2
MV349R3	149790	SUSPENSION ARM UPPER (R)	132x1,1615x1
MV3531	149499	ROCKER RIN(4PCS)	133x4
MV3551	149501	SWING SHAFT REAR MIDDLE(L=97.8MM,2PCS)	134x2
MV3554	149791	SWING SHAFT(L=138.6,2PCS)	180x2
MV3557	149683	SWING SHAFT FRONT MIDDLE(L=158MM,,2PCS)	1618x1
MV3574	149506	CONNECT HEAD(2PCS)	372x2
MV3613	149927	STABILIZING MOUNT(3.5MM)	139x4,141x2,1442x1,1443x1,1444x2
MV36303	149528	PRO FLY WHEEL(PIN 2.5x15.8)	232x1
MV3697N	149935	TIRE FOR ST TRUCKS	1619x2
MV37040BA	149938	WHEELS CHROME FLAT(BLACK)	1620x2
MV37040W	149939	WHEELS CHROME FLAT(WHITE)	1620x2
MV37040Y	149937	WHEELS CHROME FLAT(YELLOW)	1620x2
MV37411	149871	RECEIVE CASE	1621x2
MV37421	149870	BATTERY CASE	1622x2
MV3746	149860	ANTENNA MOUNT ALU SET	1623x2
MV3762BA	145823	PRO MUFFLER(BLACK,FOR "XTM" BRAND)	216x1
SE002	149553	ROD STOPPER SET(4PCS)	153x4
SE0031Y	149555	SMALL PLASTIC PARTS SET	154x1
SE009Y	149717	SILCONE TUBE	155x1
V221513	149726	BALL END(3MM,FOR 7MM BALL,4PCS)	166x4
V221514	149727	BALL END(4MM,FOR 7MM BALL,4PCS)	19x4
V221524	149549	BALL END(4MM,FOR 7MM BALL,4PCS)	188x4

SECTION 3: HOP-UP PARTS DRAWINGS AND PARTS LIST (PAGES 57 - 61)

OPTION PARTS



MV0105AS REVERSE SYSTEM KIT

MV1385 149355 DUSTPROOF SHOCK SHAFT

MV1387 149746 SHOCK BUMP STOPS (YELLOW,40DEG)

MV1387B 149747 SHOCK BUMP STOPS (BLUE,40DEG)

MV1393B 149365 SHOCK SPRING (1.6MM,L=80.5MM,BLUE)

MV1393B14 149370 SHOCK SPRING (1.4MM,L=80.5MM,BLUE)

MV1393BA 149364 SHOCK SPRING (1.7MM,L=80.5MM,BLACK)

MV1393R SHOCK SPRING (1.6MM,L=80.5MM,RED)

MV1393R14 SHOCK SPRING (1.4MM,L=80.5MM,RED)

MV1393R14 SHOCK SPRING (1.4MM,L=80.5MM,RED)

MV1393W15 149366 SHOCK SPRING (1.5MM,L=80.5MM,WHITE)

MV1393Y 149363 SHOCK SPRING (1.6MM,L=80.5MM,YELLOW)

MV1592 149942 BALL END (3.5MM) <22.5MM,FOR 7MM BALL>

MV2033Y AIR FILTER (YELLOW)

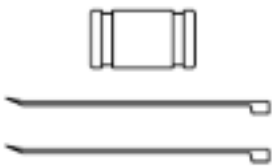
MV3132 149798 2 SPEED CLUTCH HOUSING

MV3141 149814 PINION GEAR 14T (T=9MM)

MV3161 149816 PINION GEAR 16T (T=9MM)

MV3191 149819 PINION GEAR 19T (T=9MM)

MV3211 149821 PINION GEAR 21T (T=9MM)



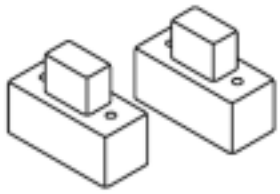
SE009B 149718 SILICONE TUBE (BLUE)

SE009G SILICONE TUBE (GREEN)

SE009P SILICONE TUBE (PURPLE)

SE009PN SILICONE TUBE (PINK)

SE009R SILICONE TUBE (RED)



SE030 149541 DUSTPROOF FOR SWITCH (RED&YELLOW,2PCS)

SE030B DUSTPROOF FOR SWITCH (BLUE,2PCS)

SE030R DUSTPROOF FOR SWITCH (RED,2PCS)

SE030Y DUSTPROOF FOR SWITCH (YELLOW,2PCS)

SE096 BIG FUEL FILTER

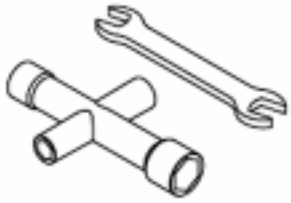
SE110 149569 SILICONE SHOCK OIL (#400,45C.C.)

SE111 149568 SILICONE SHOCK OIL (#1000,45C.C.)

OPTION PARTS

SE112 SILICONE SHOCK OIL
149571 (#2000,45C.C.)

SE120 AIR CLENER OIL
149571 (2OZ)



SE283 TURNBUCKLES
149500 (5&5.5MM)

SEG010 SILICONE OIL FOR
149810 DIFFERENTIAL (#10000,80G)

SEG030 SILICONE OIL FOR
149811 DIFFERENTIAL (#30000,80G)

SEG050 SILICONE OIL FOR
149812 DIFFERENTIAL (#50000,80G)

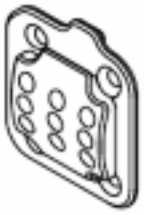
SEG070 SILICONE OIL FOR
149813 DIFFERENTIAL (#70000,80G)

SEG100 SILICONE OIL FOR
149814 DIFFERENTIAL (#100000,80G)

SEG200 SILICONE OIL FOR
149815 DIFFERENTIAL (#200000,80G)

SEM0611 2 SPEED GEAR 61T
149795 (STEEL)

SEM0661 2 SPEED GEAR 66T
149796 (STEEL)



SEM0841 SPUR GEAR
149314 GUARD(ALU)

SEM1051 AXLE ADAPTERS
146110 (45MM)

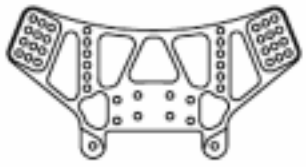
SEM1071 ALUMINUM HEX
146114 HUBS W/O-RING(14MM)

SEM1170B DUSTPROOF
149539 FOR JOINT
(4PCS,BLUE)

SEM1170BA DUSTPROOF
149538 FOR JOINT
(4PCS,BLUE)

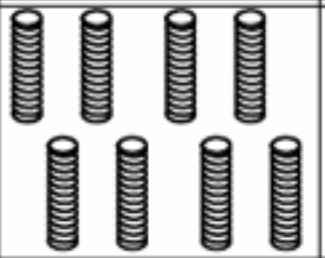
SEM1170R DUSTPROOF
FOR JOINT
(4PCS,BLUE)

SEM1170Y DUSTPROOF
149540 FOR JOINT(4PCS,BLUE)

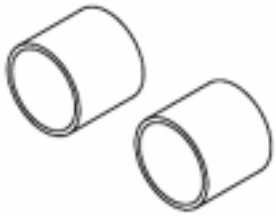


SEM1323 SHOCK TOWER
(T=5MM,HARDANODIZE)

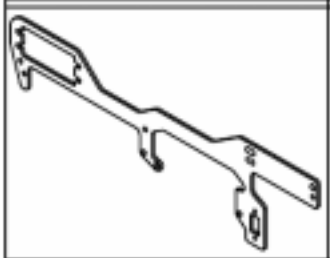
SEM1341B WHEEL HUB
149334 FRONT(ALU,BLUE)



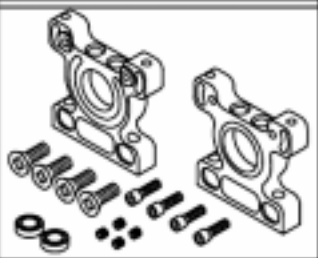
SEM139301 SHOCK SPRING
SET(L=80.5,R=1.4,1.5,1.6,1.7)



SEM2032 AIR FILTER SPONG
149412 FOR ROUND(2PCS)



SEM3024C RADIO PLATE
(T=3MM,CORBON)

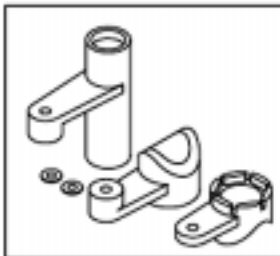


SEM30411B CENTER DIFF.
149772 MOUNT(7075,BLUE)

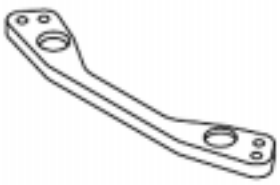
SEM30421B ALUMINUM BRAKE
149587 SUPPORT W/BEARINGS (7075,BLUE)

SEM3071B SERVO SAVER
W/BEARINGS(7075,BLUE)

OPTION PARTS

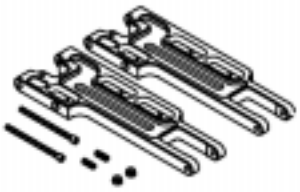


SEM3072B SERVO SAVER (7075,BLUE)
149456

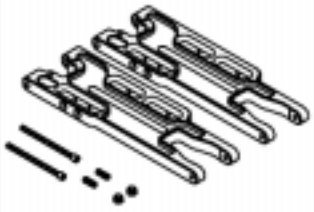


SEM30751C SERVO SAVER STEERING PLATE(T=4.7MM,CORBON)

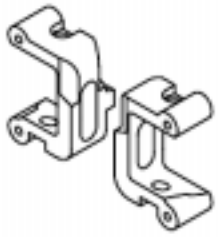
SEM3461B HUB REAR (ALU,BLUE)
149484



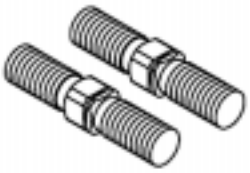
SEM347F2B SUSPENSION LOWER FRONT (ALU,BLUE)
149782



SEM347R2B SUSPENSION LOWER REAR (ALU,BLUE)
149784



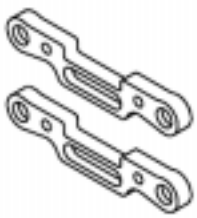
SEM3481B HUB CARRIER L&R (ALU,BLUE)
149490



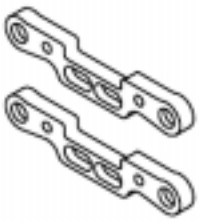
SEM3491 ROD (M5xL=25MM) <64 TITANUIM,2PCS>
149492

SEM3492 ROD (M5xL=36MM) <64 TITANUIM,2PCS>
149494

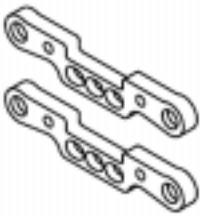
SEM349F2B ALUMINUM UPPER OUTER ARM (ALU,BLUE)
149496



SEM349FR0 UPPER SUSPENSION PLATE DEG0(F&R,HARD ANOCTZE)



SEM349FR2 UPPER SUSPENSION PLATE DEG2(F&R,HARD ANOCTZE)



SEM349FR3 UPPER SUSPENSION PLATE DEG3(F&R,HARD ANOCTZE)

SEM3571 AXLE ADAPTERS FOR UNIVERSALS
146112

HOP-UP PARTS LIST BEGINS ON NEXT PAGE

OPTION PARTS

Gvm Part #	Xtm Part #	Description	Quantity
MV0105AS		REVERSE SYSTEM KIT	
MV1385	149355	DUSTPROOF FOR SHOCK SHAFT	
MV1387	149746	SHOCK BUMPER STOPS(YELLOW,40DEG)	
MV1387B	149747	SHOCK BUMPER STOPS(BLUE,40DEG)	
MV1393B	149365	SHOCK SPRING(1.6MM,L=80.5MM,BLUE)	
MV1393B14	149370	SHOCK SPRING(1.4MM,L=80.5MM,BLUE)	
MV1393BA	149364	SHOCK SPRING(1.7MM,L=80.5MM,BLACK)	
MV1393R		SHOCK SPRING(1.6MM,L=80.5MM,RED)	
MV1393R13	149372	SHOCK SPRING(1.3MM,L=80.5MM,RED)	
MV1393R14		SHOCK SPRING(1.4MM,L=80.5MM,RED)	
MV1393Y	149363	SHOCK SPRING(1.6MM,L=80.5MM,RED)	
MV1592	149942	BALL END(3.5MM,L=22.5MM,FOR 7MM BALL)	
MV2033Y		AIR FILTER(YELLOW)	
MV3132	149798	2 SPEED CLUTCH HOUSING	
MV3141	149814	2 SPEED PINION GEAR 14T	
MV3161	149816	2 SPEED PINION GEAR 16T	
MV3191	149819	2 SPEED PINION GEAR 19T	
MV3211	149821	2 SPEED PINION GEAR 21T	
MV3697I		BIG TIRE FOR ST TRUCK(IR)	
SE009B	149718	SILCONE TUBE(BLUE)	
SE009G		SILCONE TUBE(GREEN)	
SE009P		SILCONE TUBE(PURPLE)	
SE009PN		SILCONE TUBE(PINK)	
SE009R		SILCONE TUBE(RED)	
SE030	149541	DUSTPROOF FOR SWITCH(RED & YELLOW)	
SE030B		DUSTPROOF FOR SWITCH(BLUE,2PCS)	
SE030R		DUSTPROOF FOR SWITCH(RED,2PCS)	
SE030Y		DUSTPROOF FOR SWITCH(YELLOW,2PCS)	
SE096		BIG FUEL FILTER	
SE110	149569	SILCONE SHOCK OIL(#400,45c.c)	
SE111	149568	SILCONE SHOCK OIL(#1000,45c.c)	
SE112	149570	SILCONE SHOCK OIL(#2000,45c.c)	
SE120	149571	AIR CLENER OIL(45c.c)	
SE283	149500	TURNBUCKLES(5&5.5MM)	
SEG010	149810	SILICONE OIL FOR DIFFERENTIAL(#10000,80G)	
SEG030	149811	SILICONE OIL FOR DIFFERENTIAL(#30000,80G)	
SEG050	149812	SILICONE OIL FOR DIFFERENTIAL(#50000,80G)	
SEG070	149813	SILICONE OIL FOR DIFFERENTIAL(#70000,80G)	
SEG100	146814	SILICONE OIL FOR DIFFERENTIAL(100000,80G)	
SEG200	149815	SILICONE OIL FOR DIFFERENTIAL(#200000,80G)	
SEM0611	149795	2 SPEED GEAR 61T(STEEL)	
SEM0661	149796	2 SPEED GEAR 66T(STEEL)	
SEM0841	149314	SPUR GEAR GUARD(ALU)	
SEM1051	146110	AXLE ADAPTERS(45MM)	
SEM1071	146114	ALUMINUM HEX HUBS W/O-RING(14MM)	
SEM1170B	149539	DUSTPROOF FOR JOINT(4PCS,BLUE)	
SEM1170BA	149538	DUSTPROOF FOR JOINT(4PCS,BLACK)	
SEM1170R		DUSTPROOF FOR JOINT(4PCS,RED)	
SEM1170Y	149540	DUSTPROOF FOR JOINT(4PCS,YELLOW)	
SEM1323		SHOCK TOWER(T=5MM,HARD ANODIZE)	
SEM1341B	149334	WHEEL HUB FRONT(ALU,BLUE)	
SEM139301		SHOCK SPRING SET(L=80.5,R=1.4,1.5,1.6,1.7)	
SEM2032	149412	AIR FILTER SPONG FOR ROUND(2PCS)	
SEM3024C		RADIO PLATE(T=3MM,CORBON)	
SEM30411B	149772	CENTER DIFF. MOUNT(7075,BLUE)	
SEM30421B	149587	ALUMINUM BRAKE SUPPORT W/BEARINGS(7075,BLUE,XT	
SEM3071B		SERVO SAVER W/ BALL BEARING(ALU,BLUE)	
SEM3072B	149456	SERVO SAVER(ALU,BLUE)	
SEM30751C		SERVO SAVER STEERING PLATE(T=4.7MM,CORBON)	
SEM3461B	149484	HUB REAR(ALU,BLUE)	
SEM347F2B	149782	SUSPENSION LOWER FRONT(7075,BLUE)	
SEM347R2B	149784	SUSPENSION LOWER REAR(7075,BLUE)	
SEM3481B	149490	HUB CARRIER L&R(ALU,BLUE)	
SEM3491	149492	ROD(M5xL=25MM,64 TITANIUM,2PCS)	
SEM3492	149494	ROD(M5xL=36MM,64 TITANIUM,2PCS)	

OPTION PARTS

Gvm Part #	Xtm Part #	Description	Quantity
SEM349F2B	149496	UPPER OUTER ARM(ALU,BLUE)	
SEM349FR0		UPPER SUSPENSION PLATE DEG0 (F & R,HARD ANODIZE)	
SEM349FR2		UPPER SUSPENSION PLATE DEG2 (F & R,HARD ANODIZE)	
SEM349FR3		UPPER SUSPENSION PLATE DEG3 (F & R,HARD ANODIZE)	
SEM3571	149112	AXLE ADAPTERS FOR UNIVERSALS	

IMPORTANT WARRANTY INFORMATION - PLEASE READ!

Your XTM Racing Mammoth ST Nitro Stadium Truck is warranted against manufacturer defects in materials and workmanship for a period of 90 days from the date of purchase. Warranty service will be provided within 90 days of the date of purchase only if you are able to provide the original or a copy of the original dated sales receipt.

SPECIAL NOTICE

The radio control system preinstalled in your XTM Racing Mammoth ST Nitro Stadium Truck is manufactured and warranted by Hitec/RCD North America. This includes the transmitter, receiver, throttle servo, switch and battery box (excludes steering servo which is warranted by XTM Racing). Do not return the radio system to Global Services. It must be removed from the vehicle and returned to Hitec/RCD at the address shown:

HITEC/RCD, INC.
ATTN: CUSTOMER SERVICE CENTER
12115 PAINE STREET
POWAY, CA 92064

IMPORTANT WARRANTY SERVICE INFORMATION

Before returning your Mammoth ST Nitro Stadium Truck for warranty consideration, the status of the unit must be within the guarantee as stated above. Do not return your Mammoth ST Nitro Stadium Truck to the place of purchase. They are not authorized or equipped to perform warranty work on XTM Racing products. When requesting warranty service, please observe the following:

- Crash damage will not be covered under warranty. Do not request warranty service for a crash-damaged product.
- If you are requesting warranty on anything other than just the radio control system, always send your vehicle complete with the transmitter. Please unplug and/or remove the batteries both from the transmitter and the vehicle before returning it. We like to have the vehicle complete so it can be thoroughly tested before returning it to you.
- If you are requesting warranty service for only the radio system, do not send the radio system or the vehicle to us. Remove the radio system from the vehicle and return it to Hitec/RCD for warranty consideration. **See Special Notice above.**
- Include a note detailing the problem or service you are requesting. Service cannot be provided without this information. Include your daytime phone number, shipping address and/or email address in the event we need more details pertaining to the service requested.
- If your vehicle is out of the warranty period you may request an estimate of services at the time you return your vehicle for service. An omission of this request implies permission for Global Services to service your vehicle at our discretion.
- Include a method of payment for any service charges.
- Send the unit to us by United Parcel Service, Federal Express or by Insured Mail. Postage is nonrefundable. Send your package to:

GLOBAL SERVICES
18480 BANDILIER CIRCLE
FOUNTAIN VALLEY CA 92708

PHONE: (714) 963-0329
FAX: (714) 964-6236
EMAIL: SERVICE@GLOBALHOBBY.NET

HTTP://XTM.GLOBALHOBBY.COM