



SETUP SHEET for the Monster GT

Driver _____

Track / City _____

Event _____ Date _____

	Feature	Standard Setup	Your Setup
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FRONT SHOCKS

Hole on arms	outer hole	
Oil	40 wt.	
Springs	blue	
Pistons	3 hole	

REAR SHOCKS

Hole on arms	outer hole	
Oil	40 wt.	
Springs	blue	
Pistons	3 hole	

SUSPENSION FRONT

Camber	0 degrees	
Toe	0 degrees	
Ride Height	arms level	

SUSPENSION REAR

Camber	-2 degrees	
Toe	0 degrees	
Ride Height	arms level	

ENGINE

Engine	.21 pull start/dual start	
Engine Temperature	220-260 F	
Glow Plug	#MC59 (medium/cold)	

CARB

Slide or Rotary	slide carb	
Low Speed	6 1/2 turns	
Idle	.020 or .5mm opening	
High Speed	2 3/4 turns	

ELECTRONICS

Radio	AE XP3 AM	
Receiver	#TR404A, 4 channel, 27MHz, AM	
Steering Servo	#S2008MG	
Throttle Servo	#S1903	
3rd Servo	#S1903	

GEARING

Clutch Bell	15T	
Slipper Gear	52T	
Slipper Clutch	1/4 turns out	
2-Speed Adjustment	6 1/4 turns out	
Diff Lube Viscosity	10K EQUIV. GREASE	

NOTES

Track Surface (circle): low traction, med traction, high traction, smooth, bumpy, other: _____

Track Surface circle): sandy, rocky, grass, soft dirt, wet, dry, other: _____

SETUP TIPS FOR THE

(Factory setting is indicated in parenthesis)



FRONT SHOCKS

Hole on arms (outer hole)

The overall suspension will soften when moving the bottom of the shocks in.

Oil (40 wt.)

If your truck bottoms out too much or bounces too much, go to a higher viscosity.

Springs (blue, 4.40 lb rated)

Stick with blue (softest) springs for rock crawling and rough terrain. Go stiffer for asphalt, concrete and hard pack dirt for better andling and higher cornering speeds.

Pistons (3 hole)

For smoother surfaces, try the 2 hole piston.

REAR SHOCKS

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Pistons (3 hole)

For smoother surfaces, try the 2 hole piston.

FRONT SUSPENSION

Camber (0 degrees)

Stay close to -2 degrees (tires turned inward at top) for good traction. (Turning upper pivot ball clockwise increases negative camber, but loses traction.) 0 degrees gives maximum traction, but you lose stability in bumps.

Toe (0 degrees)

Add more toe-in if you want the truck to track better under acceleration. (Lengthening turnbuckles increases toe-in.)

Ride Height (arms level)

Add or subtract preload spacers to change ride height, which raises or lowers your chassis. Stay at arms level position for best stability. Go higher for more ground clearance, but truck may roll on turns.

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Add or subtract preload spacers to change ride height, which raises or lowers your chassis. Stay at arms level position for best stability. Go higher for more ground clearance, but truck may roll on turns.

ENGINE

Engine (.21 pull start/dual start)

Engine Temperature (220-260 degrees range)

Glow Plug (#MC59, medium/cold plug)

CARB

Slide or Rotary (slide carb)

Low Speed (start at 6 1/2 turns)

Idle (start at .020 or .5mm opening)

High Speed (start at 2 3/4 turns)

ELECTRONICS

Radio (AE XP3 AM)

See the manual page 4 and 14 for radio adjustments.

Receiver (#TR404A, 4 channel, 27MHz, AM)

Steering Servo (#S2008MG supplied in MGT)

Throttle Servo (#S1903 supplied in MGT)

3rd Servo (#S1903 supplied in MGT)

GEARING

Clutch Bell (15 Tooth)

Go higher than stock 15T bell for higher top speed, but slower acceleration. Check the chart in the manual to see if you need to change your slipper gear.

Slipper Gear (52 tooth)

If you are changing the clutch bell, check the chart in the manual to see if you need to change your slipper gear.

Slipper Clutch (1/4 turns out)

If looser, you may damage your spur gear.

2-Speed Adjustment (6 1/4 turns out)

Turn further than 6 1/4 turns out to make shifting into 2-speed later. Turn counter-clockwise for earlier shifting.

Diff Lube Viscosity (10K)

Going higher on viscosity will be like tightening the diff in a ball diffed car.



Monster GT Gear Combinations

**Below is a list of clutch bell and spur gear combinations
for the MGT**

Kit spur and clutch bell: 52/15

MGT differential ratio: 3.31

Spur Gear	Clutch Bell
52T	14T*, 15T, 16T, 17T, 18T
49T	15T*, 16T 17T, 18T
46T	18T* only

*Note: The flywheel comes very close to the transmission when you use the 52/14, 49/15 and 46/18 combinations. Be sure to check that the flywheel is not touching the transmission case or damage may result from the edge of the flywheel scraping against the transmission case. Some extreme gear combinations may require modification of the spur gear support guard to allow the motor to move back far enough for proper gear mesh.

Spur Gear Part Numbers	Clutch Bell Part Numbers
52T #25038 (kit)	14T #25370
49T #25378	15T #25038 (kit)
46T #25379	16T #25372
	17T #25373
	18T #25374