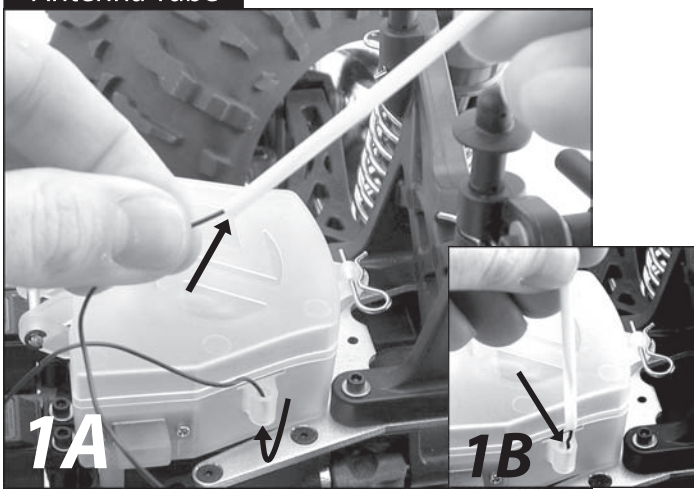
GETTING STARTED

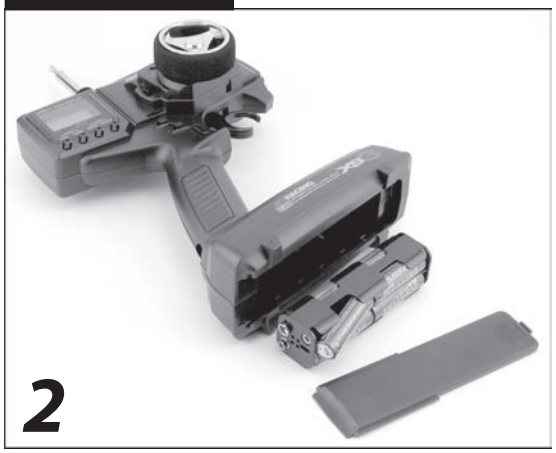
NOTE: *Before you start running your LST2, read your engine break-in and operating instructions. If you run your LST2 without following proper break-in procedure, you may damage or fail to get maximum performance from your engine, and void the warranty.*

Antenna Tube



Find the antenna tube in the plastic bag with the Operations guide . Thread the black antenna wire attached to the receiver through the mounting boss (fig. 1A) on the right side of the radio box and through the antenna tube. Push the antenna tube (fig. 1B) into the mounting boss on the side of the radio box.

Radio Batteries

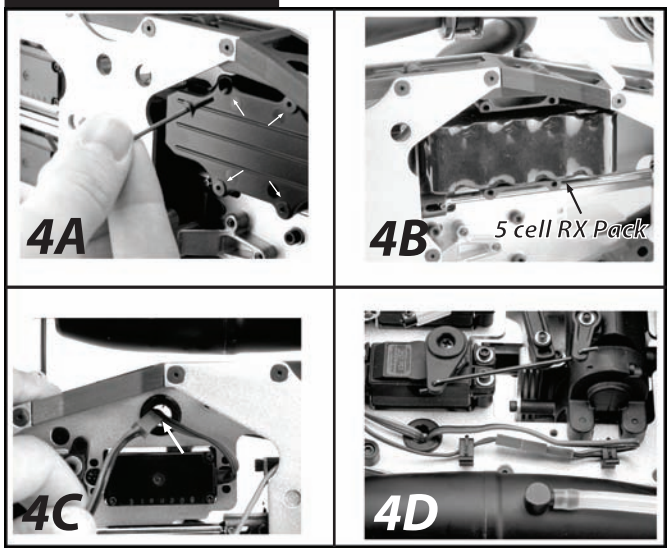


Install the 8 AA-size alkaline batteries in the transmitter making sure the positive (+) and (-) negative ends are oriented correctly. Use only quality alkaline or rechargeable Ni-Cad AA size cells.

Charging the Receiver Pack

Plug the AC charger into the proper wall receptacle (110V). Plug the battery pack into the charger. When the battery is charging the red indicator light will be on.The battery must be charged for 12 hours to attain a full charge.

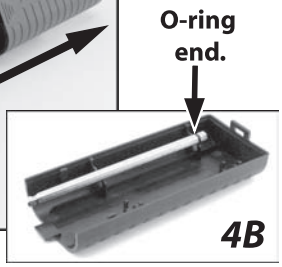
5 cell Receiver Pack



Note: Your LST2 is equiped with a rechargeable receiver pack installed in your truck. If needed, follow the instructions to remove or replace the receiver pack.

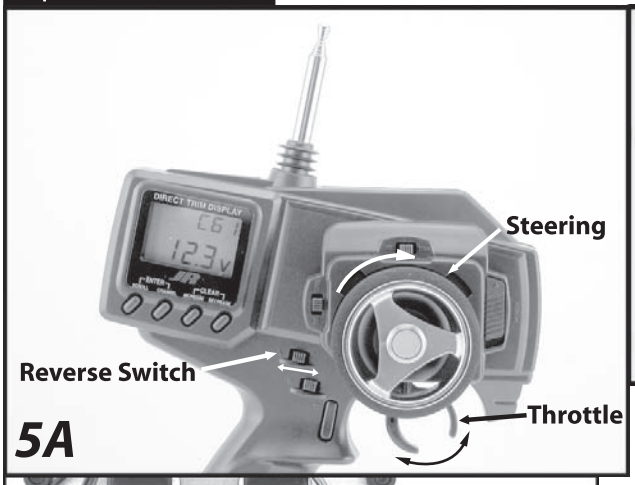
To install the rechargeable battery pack, turn the chassis over and using the included 1/16" Allen wrench, remove the four screws (fig. 4A) securing the battery mount. Install the battery pack (fig. 4B) with the plug and wires going through the grommet hole (fig. 4C) in the chassis. Re-install the battery mount and the four screws that secure it. Plug the battery lead (fig. 4D) into the wire harness.

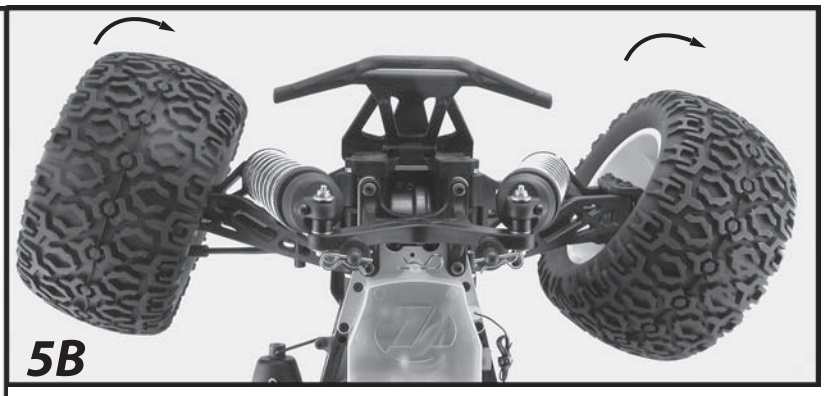
Rotary Starter Battery Install

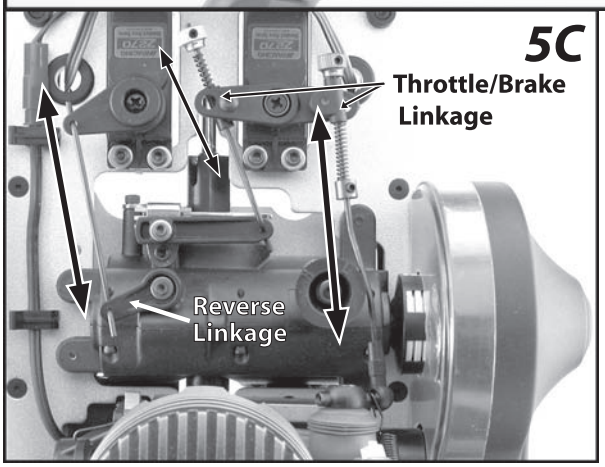


Slide the battery access panel opposite the hand strap back and remove the cover. Remove hex starter shaft from the back side of the cover (fig. 4b) and press the o-ringed end into the drive cup. Slide a 7.2 volt 6cell "stick pack" into the Spin-Start and plug it in. Note that the plug is made such that it can only be plugged in one way. Carefully tuck the plug wires under the battery access panel and slide shut.

Operations Check





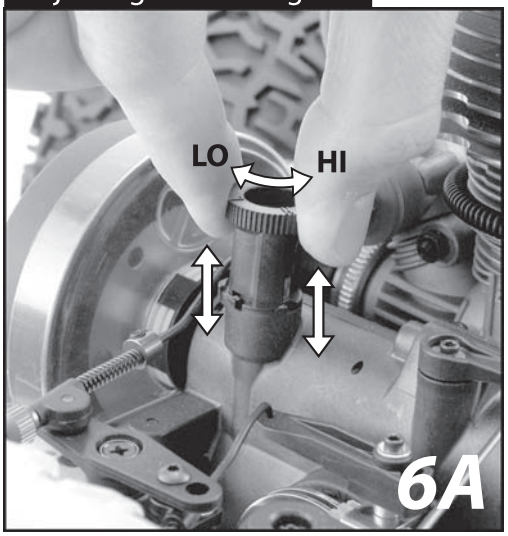


Turn on the transmitter and check for proper voltage (fig. 5A). Slide the switch on the side of the radio box to the "on" position. With the front tires off of the ground (fig. 5B), turn the steering wheel on the transmitter from left to right. The wheels should turn smoothly and with ease. Also operate the throttle and brake (fig. 5C), again checking for quick smooth operation. Move the forward/reverse switch back and forth as well. Do not try to operate your truck if any of the servos or any part of the radio is not operating correctly. If the servos operate slowly, the batteries are low and must be recharged. Never try to operate your model if either the transmitter or receiver batteries are low.

Using Reverse

To shift from forward to reverse you must first bring the truck to a **full and complete stop.** Failure to do so will cause damage to the transmission and other moving parts. **Never under any circumstances, try to shift the truck while it is moving.** Locate the "A" switch to the lower left of the steering wheel (fig. 5A). When you move this switch to the right the truck will be in forward gear. Moving this switch to the left should put it in reverse gear. If the truck does not shift, try moving the switch back, waiting a few seconds before returning it to the desired position.

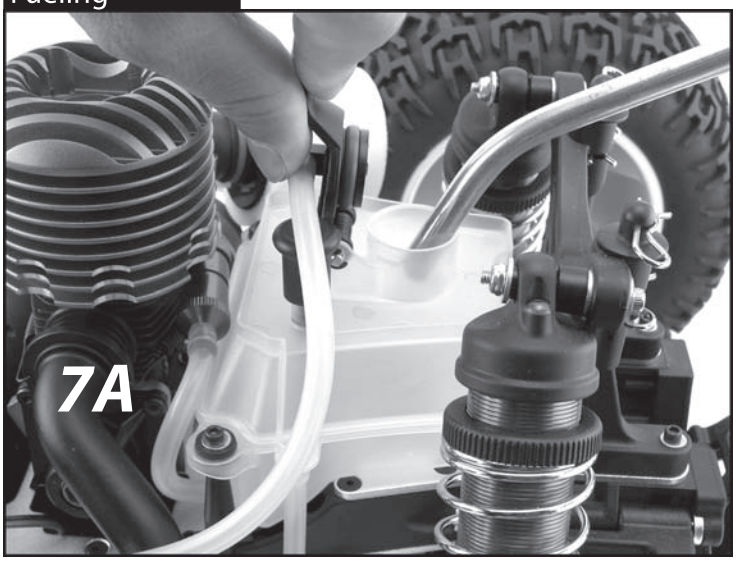
Adjusting HI/LO Range

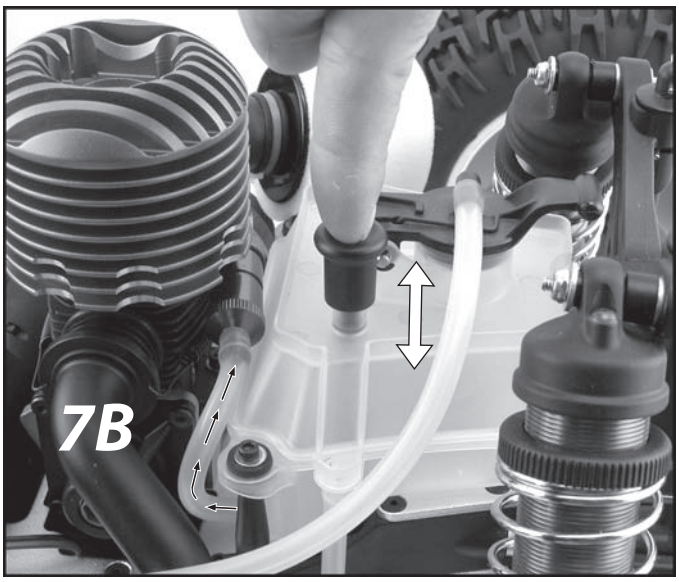


HIGH/LOW Gear Range

The LST has a dual range transmission with selectable High and Low gear ratios. This allows you to choose a lower gear ratio for hill climbing, pulling, rock crawling or "back yard" bashing in a limited area as well as a high gear ratio for track or open area running. To change the gear range, pull up on the selector knob and rotate in clockwise to select high gear or counter clockwise for low gear (fig. 6A). Make sure the selector is securely locked into position with the locator tabs seated in the locating notches of the transmission case.

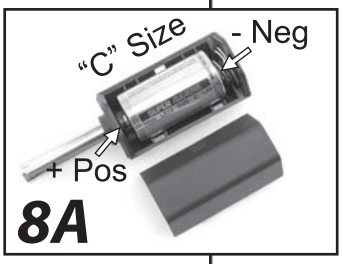
Fueling

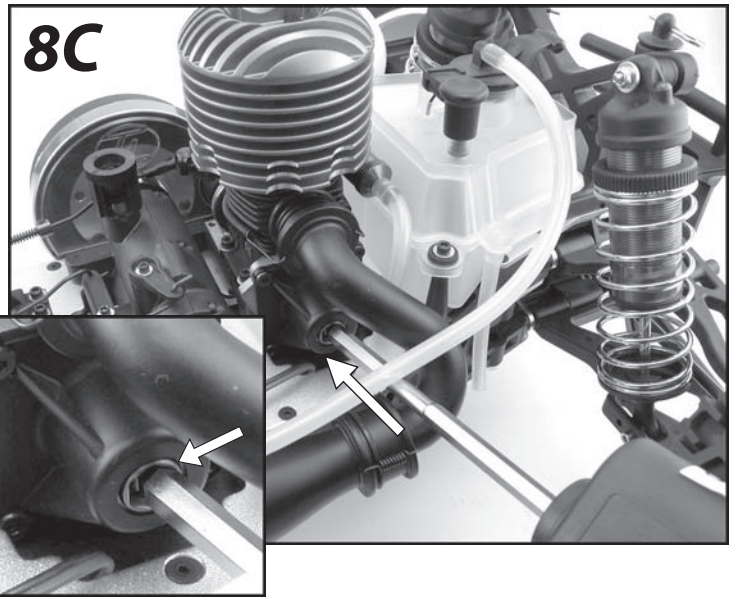




After filling the fuel bottle with fuel, lift the lid of the fuel tank and fill the tank (fig. 7A). Make sure you put the lid back on both the fuel bottle and the jug of fuel. Press down on the primer button several times (fig.7B) until you see the fuel move through the fuel line to the carburetor. Do not pump the primer after the fuel reaches the carburetor or you will flood the engine and make it difficult to start.

Start your Engine

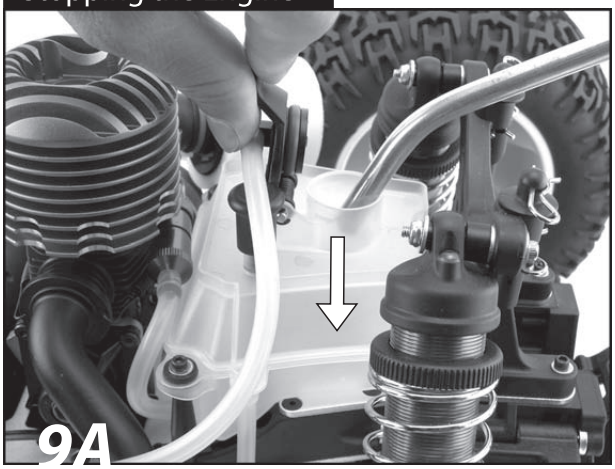




Remove the cover from the Glow plug ignitor (Fig. 8A). Install a "C" size Alkaline battery with the "+" end of the battery as shown. Attach the glow plug ignitor (Fig. 8B) to the glow plug and if metered make sure the needle is in the green or good condition. Put the standard hex of the starter shaft into the Spin-Start. Slide your hand under the strap of the starter so that your index finger is on the switch at the bottom. Place the machined end of the starter shaft into the matching hex socket in the back-plate of the engine (Fig. 8C). Holding the starter securely, press on the switch button and the engine should turn over and start up. If the engine does not turn over, it is probably flooded or the battery in the starter needs to be recharged. Use a glow plug wrench to loosen the glow plug at least two turns and try again. Raw fuel should come out around the plug. Tighten the plug and resume starting procedure.

Follow the engine break-in procedure before attempting any racing or high performance operation. Use caution when adding fuel while the engine is running. Do not over fill or spill fuel outside the tank.

Stopping the Engine



When you are done running your LST, push the primer button down to stop the engine (fig.9A). It may be necessary to push the primer button down several times. If the engine does not stop, use the handle of a screw driver or a rag to cover the exhaust pipe exit (fig.9B), being EXTREMELY careful not to burn your hand as this will be hot.