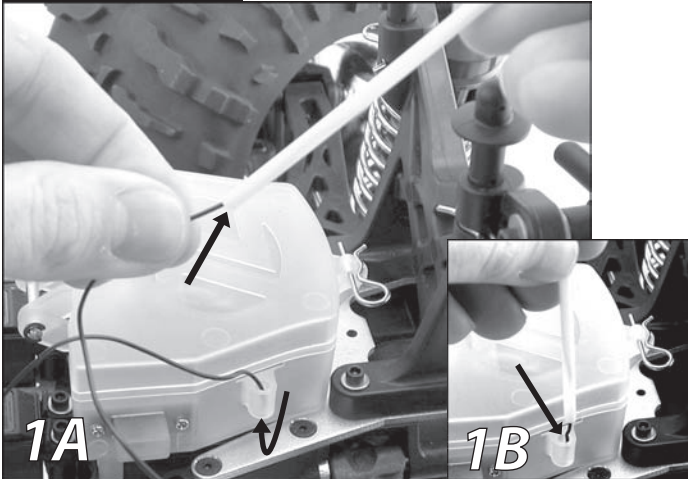


# GETTING STARTED

## NOTE:

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

Antenna Tube



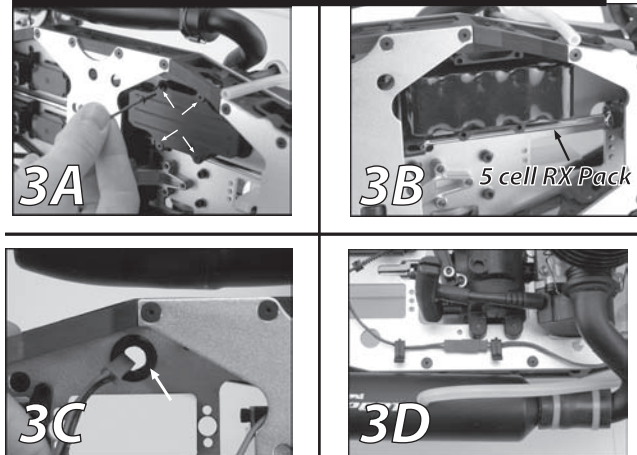
Find the antenna tube in the plastic bag with the Operations guide. Thread the black antenna wire attached to the receiver through the mounting boss (fig. 1A) on the right side of the radio box and through the antenna tube. Push the antenna tube (fig. 1B) into the mounting boss on the side of the radio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

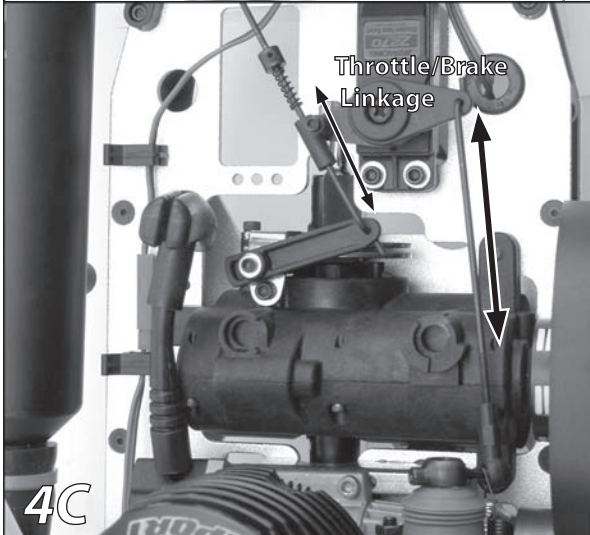
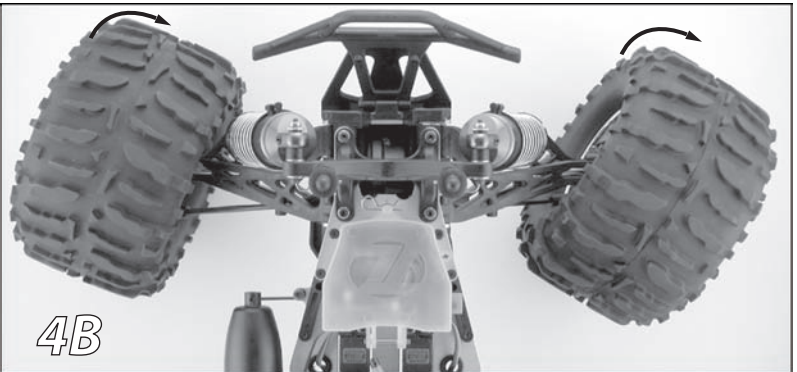
5 cell Receiver Pack



To install a rechargeable battery pack, turn the chassis over and using the included 1/16" Allen wrench, remove the four screws (fig. 3A) securing the battery mount. Install the battery pack (fig. 3B) with the plug and wires going through the grommet hole (fig. 3C) in the chassis. Re-install the battery mount and the four screws that secure it. Plug the battery lead (fig. 3D) into the wire harness.

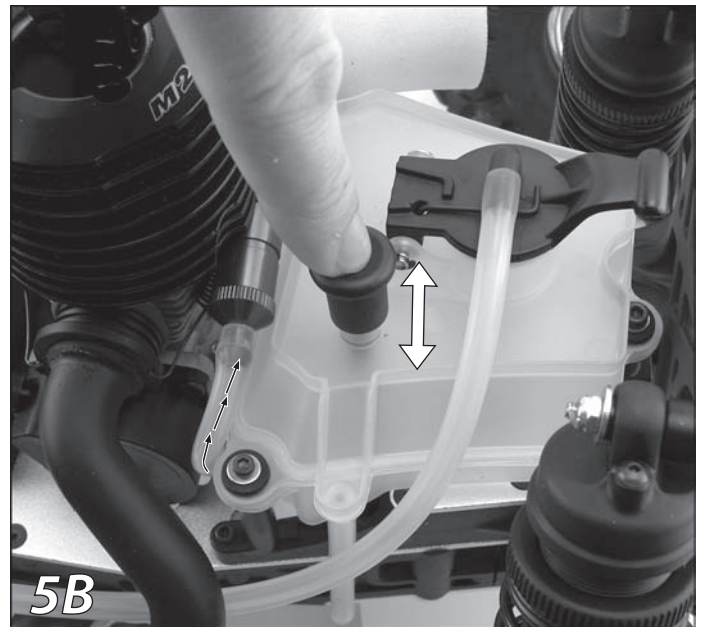
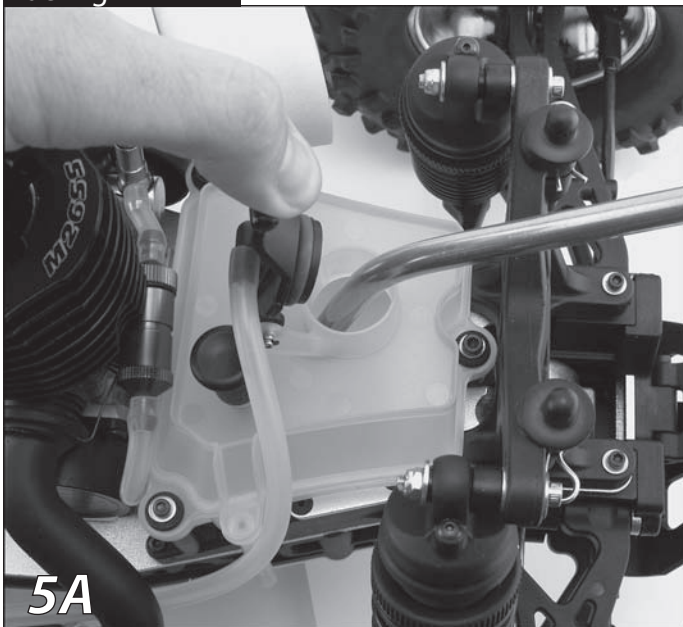


## Operations Check



Turn on the transmitter and check for proper voltage (fig. 4A). Slide the switch on the side of the radio box to the "ON" position. With the front tires off of the ground (fig. 4B), 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. 4C), checking for quick, smooth operation. 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 replaced (if using alkaline batteries) or recharged. Never try to operate your model if either the transmitter or receiver batteries are low.

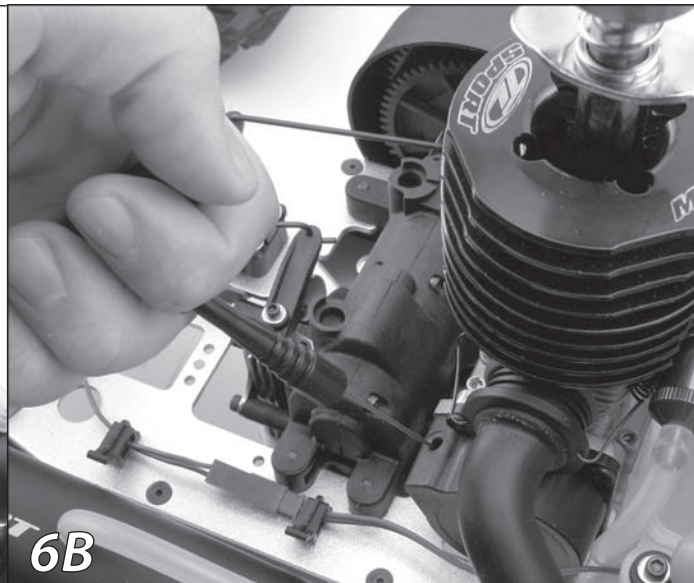
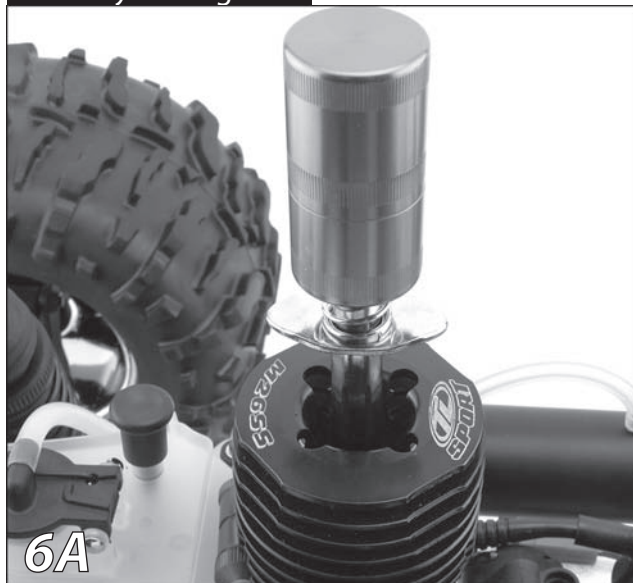
## Fueling



After filling the fuel bottle with fuel, lift the lid of the fuel tank and fill the tank (fig. 5A). 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. 5B) 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.

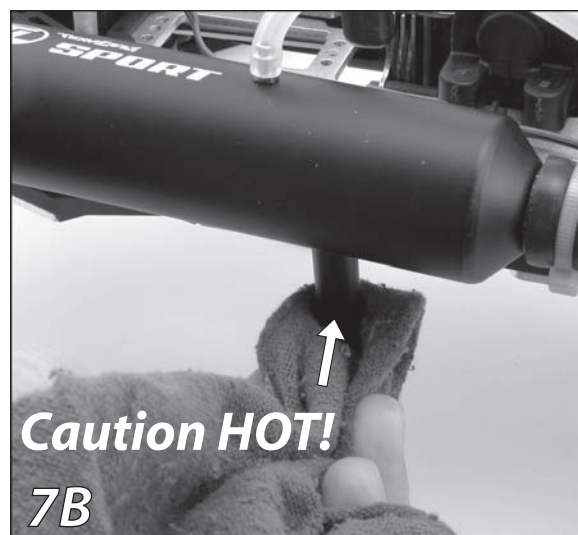


## Start your Engine



Attach the glow plug ignitor (not included)(fig. 6A) to the glow plug and if metered make sure the needle is in the green or good condition. Pull the start cord (no more than 4 or 5 inches) firmly(fig. 6B.). The engine should start. If the engine does not turn over, it is probably flooded. 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.

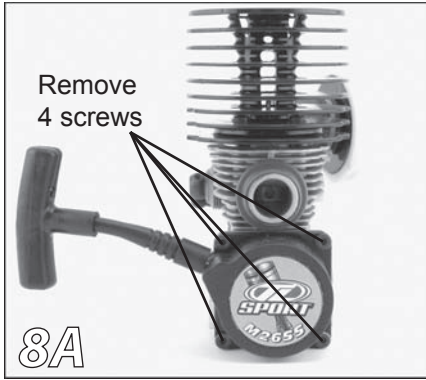
## Stopping the Engine



When you are done running your Aftershock, push the primer button down to stop the engine (fig. 7A). 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. 7B), being EXTREMELY careful not to burn your hand as this will be hot.

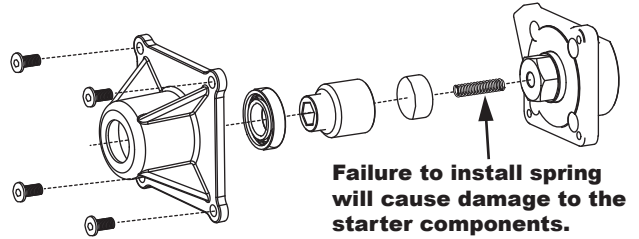


# Optional Spin Start System



Although the M26SS motor in your Aftershock is fitted with an easy to use heavy-duty pull start you may consider upgrading to an electric starting system. We have included a Spin-Start backplate for the engine, which will allow you to use a common electric drill or the handheld Team Losi Spin-Start (LOSB5100, sold separately). To change the backplate follow these steps:

1. Remove engine from the chassis.
2. Remove exhaust header/pipe
3. Remove the four screws (fig. 8A) and carefully remove the pull-start
4. Install the Spin-Start backplate and reinstall the engine.



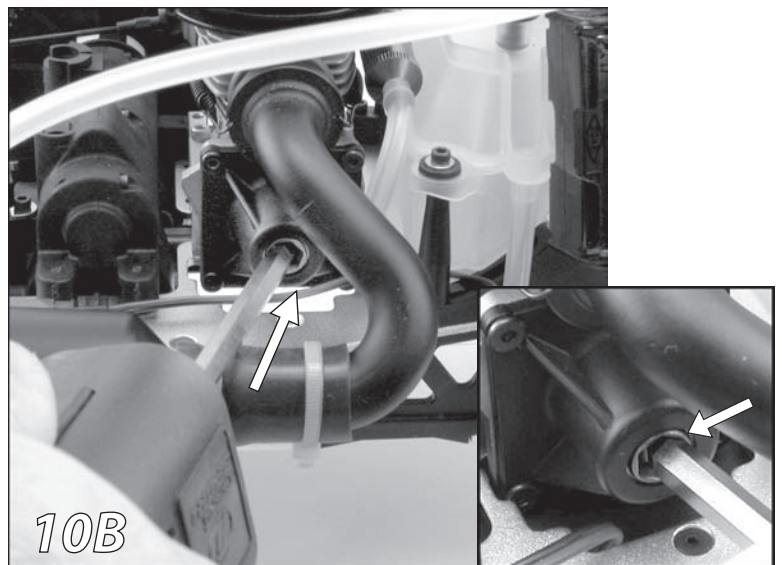
NOTE: If using an electric drill, you will need the LOSB5104 Hex Starter Shaft

## Spin-Start 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. 9B) 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.

## Start your Engine



Attach the glow plug ignitor (not included)(Fig. 10A) 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 backplate of the engine (Fig. 10B). 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.

