

SETTING THE IDLE SPEED

Now that the engine mixture is tuned, the idle speed may be set too high. Only set the idle speed when the engine is at its normal operating temperature. Adjust the throttle trim on the transmitter so that the brake on the truck is applied. Next, reset the idle speed by removing the air filter and adjusting the idle speed screw on the side of the carburetor (see drawing on page 5). Turn the screw out (counter-clockwise) to reduce the idle. Re-adjust the throttle trim on the transmitter as necessary (so that the brake is no longer applied). The idle should be set slow enough that the truck does not try to move at idle.

ADJUSTMENTS

• TOE IN

Geometry and alignment specs play an important roll in your truck's handling, so take the time to set them correctly. Set the steering trim on your transmitter to neutral. Now, adjust your tie rods so that both wheels are pointing straight ahead and are parallel to each other (0 degrees toe in). This will ensure the same amount of steering in both directions. If you run out of adjustment, then the steering servo will have to be re-centered (see "centering your servos on page 9). For increased stability add 1-2 degrees of toe in to each front wheel. Use the turnbuckles to adjust the alignment.



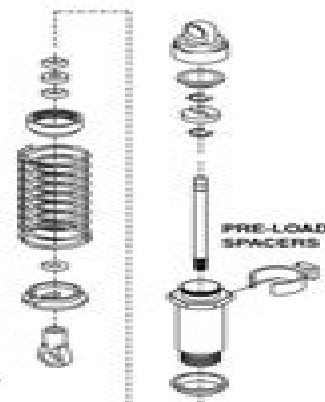
• CAMBER

The camber angle of both the front and rear wheels can be adjusted with the camber rods (upper turnbuckles). Use a square or right-angle triangle to set the camber accurately. Adjust the front wheels to 0 degrees of camber (wheel perpendicular to the ground). In the rear, adjust the wheels to 1 to 2 degrees of negative camber. These adjustments should be set with the truck positioned at its normal ride height.



• SHOCKS

The four shocks on Nitro Rustler have the most influence on its handling. Whenever you rebuild your shocks, or make any changes to the pistons, springs or oil, always do it carefully and in pairs (front or rear). Piston head selection depends on the range of oil viscosities that you have available. For example, using a two-hole piston with a lightweight oil will, at one point, give you the same dampening as a three-hole piston with heavier oil. We recommend using the two-hole pistons with a range of oil viscosities from 10W to 50W (available from your hobby shop). The thinner viscosity oils (30W or less) flow more smoothly and are more consistent, while thicker oils provide more dampening. Use only 100% pure silicone shock oil to prolong seal life.



The ride height for Nitro Rustler can be adjusted by adding or removing the clip-on spring pre-load spacers. Instead of adding spacers to increase stiffness, use stiffer springs. Adjust the ride height so that the suspension arms are slightly above being parallel to the ground. Observe how the Nitro Rustler handles in turns. If it is picking up the inside rear wheel in hard turns, then stiffen the front suspension. If it is picking up the inside front wheel in hard turns, then stiffen the rear suspension. Proper set-up will add stability and help prevent roll-overs.

• GEAR RATIOS

A unique Nitro Rustler feature is the ability to change the gear ratios. The final drive ratio of the gearbox is 2.81 to 1. Use the following formula to calculate the overall ratio:

$$\frac{\text{Number of Spur gear teeth}}{\text{Number of Clutch bell gear teeth}} \times 2.81 \text{ Final drive ratio}$$

Nitro Rustler comes with a 70-tooth spur gear and an 20-tooth pinion (clutch bell) gear. This combination will provide the best overall acceleration and top speed. If you want more acceleration and less top speed, then use a smaller clutch bell gear (fewer teeth). For more top speed, use a larger clutch bell gear.

PINION	SPUR GEAR	FINAL DRIVE	
22	66	8.43:1	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">↑</div> <div style="margin-right: 10px;">↓</div> <div>TOP SPEED ACCELERATION</div> </div>
22	70	8.94:1	
22	72	9.19:1	
20	70	9.80:1	
20	72	10.11:1	
18	70	10.92:1	
18	72	11.24:1	
16	70	12.27:1	
16	72	12.64:1	

MAINTENANCE

- 1) Check the wheels and steering for binding. Check the operation of the shock absorbers.
- 2) Check the wiring for any frayed wires or loose connections, including the wires on the EZ-Start quick connector. Fraying or melting of the blue wire on your EZ Start system can cause your glow plugs to immediately short out.
- 3) Check the tightness of the grub screws in the collars on the throttle and steering linkages.
- 4) Check the air filter for proper mounting and filtration.
- 5) Check the mounting of the receiver and servos.
- 6) Check the tightness of the wheel nuts with a wrench.

- 7) Check the fuel tank and all hoses for signs of leaks.
- 8) Check the operation of the radio system, especially the condition of the batteries.
- 9) Check the exhaust system for leaks, cracks, or tears. Do not run the model if there are any exhaust leaks.
- 10) Use Traxxas Nitro Wash spray cleaner to keep the model clean of accumulated dirt and oil. Do not spray any radio components with Nitro Wash. Do not spray Nitro Wash into a dirty air filter while it is installed on the engine.
- 11) The steering servo saver will wear out over time. If the steering becomes loose, the servo saver should be replaced.

Traxxas Nitro Rustler Manual

**Len Taylor (Author of Jeep Liberty
automotive repair manual), Tim Imhoff**

Traxxas Nitro Rustler Manual:

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