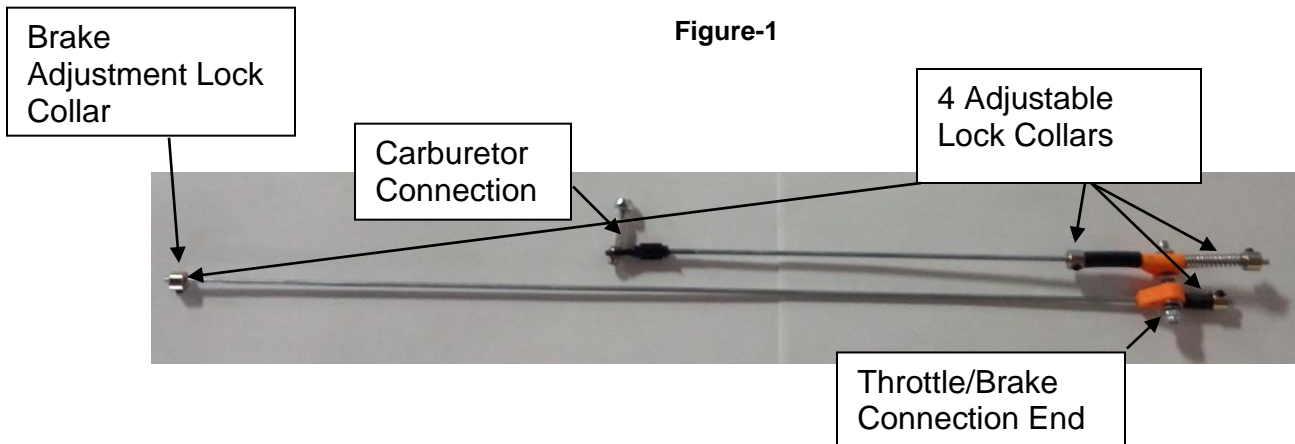
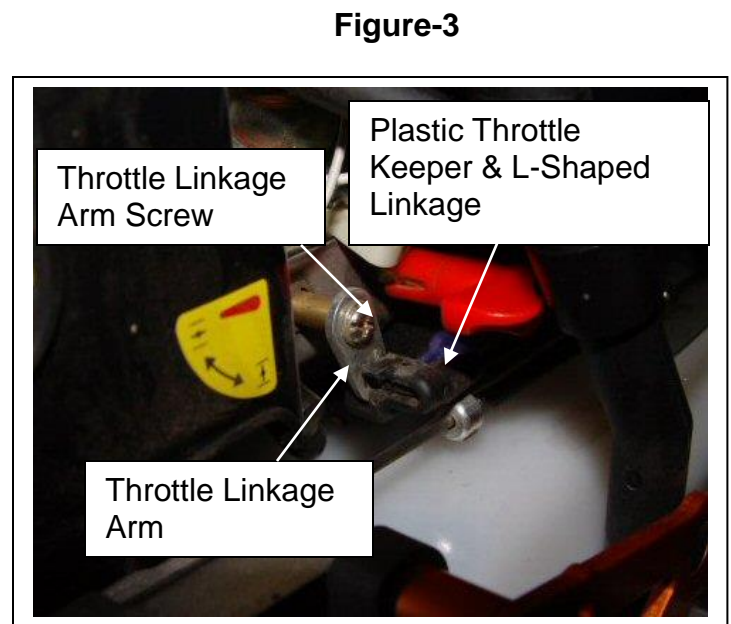
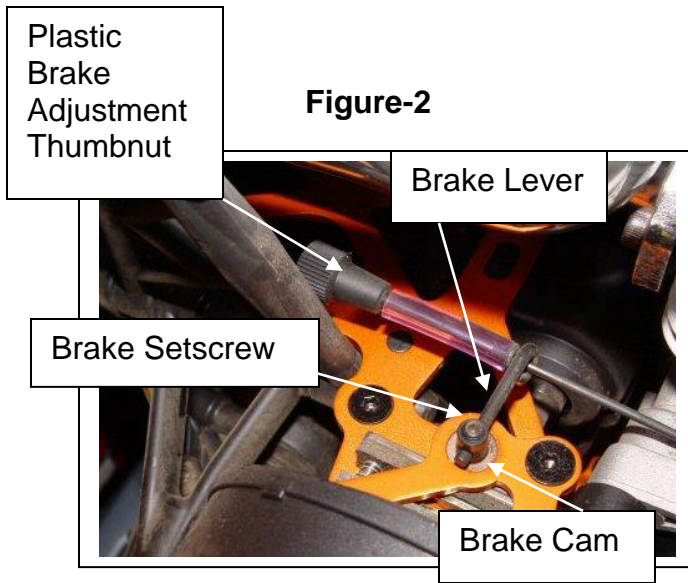


## Installing the Team Twisted RC Linkage System

- 1) Figure-1 defines the sections of the Team Twisted Throttle/Brake Linkage assembly.



- 2) Elevate the Baja by placing it on a stand or box.
- 3) If windows are installed on the Baja then it is necessary to remove the front and right side window.
- 4) Remove the servo horn from the throttle/brake servo.
- 5) Loosen the rear brake setscrew and slide the brake lever out of the brake cam (see figure-2).
- 6) Remove the plastic choke handle by sliding straight out.
- 7) Open the plastic throttle keeper and slide the L-shaped linkage from the throttle linkage arm (see figure-3).
- 8) Slide entire throttle linkage assembly from the Baja and remove the servo arm, plastic brake adjustment thumbnut, plastic cone from the brake spring and the brake lever from the linkage.



**Note:** The screw that secures the throttle linkage arm is installed into the carburetor throttle shaft with red Loctite®. It is highly recommended that a soldering iron be used to heat this screw to loosen the Loctite®.

**Note:** It is suggested that a replacement screw be handy should this screw become damaged. The stock screw is available as a set with a new linkage arm from DDM under part number 15468 – [www.davesmotors.com](http://www.davesmotors.com), but a beadlock screw will also work.

**Note:** If heating the screw did not work and the Phillips screw head stripped then it will be necessary to use a Dremel® style tool to grind the Convex (rounded) head to somewhat flat,

**but do not grind the head off!!**

Then grind a slot so that a large flat-blade screwdriver can be used to remove this screw.

**Note:** If grinding is required then it is necessary to remove the roll-cage from the Baja.

**Note:** It is recommended if at all possible that a new screw be used to re-attach the throttle linkage plate to the carburetor

- 9) Remove the throttle linkage arm (see figure-3) using the largest Phillips screwdriver that will fit into the screw head

**Note:** For REED case engines do not use the brass extension (see figure-5A)

- 10) Separate the Aluminum standoff from the screw and ball-link section of the Team Twisted linkage by unscrewing the spacer. (see Figure-4)

Figure-4

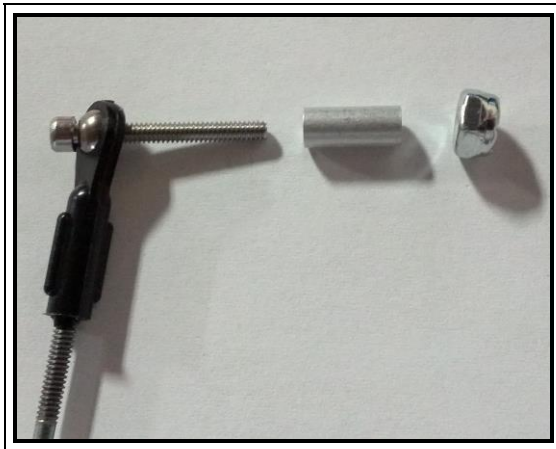


Figure-5

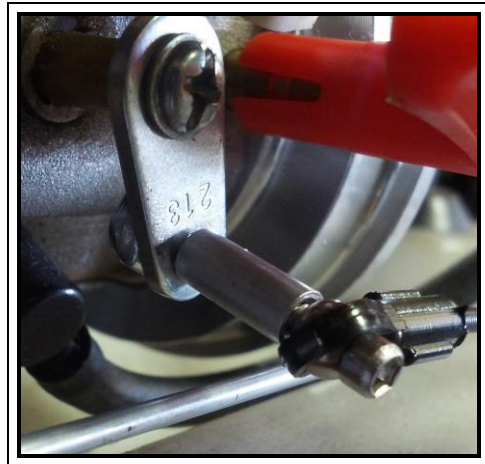
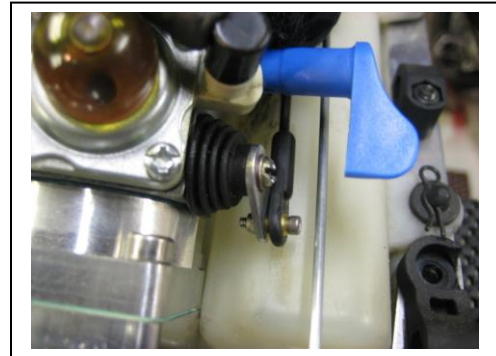


Figure-5A

- 11) Install the aluminum carburetor stand off to the throttle linkage arm (see figure-5) and fully tighten with the 2-56 nut provided. Because a Nylon lock nut is used, Loctite® is not necessary.

**Note: the 2-56 hardware is fragile; take care to not over tighten**



- 12) Once the aluminum standoff has been installed on the throttle linkage arm and the nut properly tightened, it may be necessary to cut off the remaining threaded section using a Dremel® style tool or other appropriate tool. Leave approximately 1/8-inch (3.2mm) of threaded rod exposed.

**Note: This screw is left long for different setups.**

- 13) Install the throttle/brake connection end of the Team Twisted linkage to the top of the servo horn.

**Note: For REED case engines the brake and throttle rods must be inverted (brake rod on top rather than on the bottom of the slider stack), also the stand off sleeve will be deleted from throttle arm assembly.**

- 14) It may be necessary to trim the bottom of the screw using a Dremel® style tool. Leave approximately 1/8-inch (3.2mm) of threaded rod exposed.

**Note: This screw is left long for different setups.**

- 15) Install the brake lever, plastic cone, included fuel tubing and adjustable lock collar onto the Team Twisted linkage as seen in figure-6.

**Figure-6**

**Do not install the brake lever into the brake cam at this time.**



- 16) Re-install the throttle linkage arm onto the carburetor. (Blue Loctite® should be used for this connection).

**Note: The linkage arm has an oblong cutout so the arm is properly indexed to the throttle shaft.**

- 17) Loosen the setscrews on the three stop collars to allow adjustment of the linkage rods (see figure-1 to identify the stop collars). Take care not to allow these collars to fall and become lost.

**Note: Take care to not over-tighten the stop collar setscrews**

- 18) Turn on the transmitter and receiver to allow the throttle/brake servo to center.
- 19) Install the servo horn onto the steering/brake servo so that it is 90-degrees to the linkage rods (see figure-7).

**Figure-7**

- 20) Install the brake lever and secure the setscrew (Blue Loctite® should be used for this connection).



- 21) Now move the top two stop collars (throttle) so that there is approximately 1/32-inch (0.082mm) gap between the collars and their corresponding spring/fuel-line spacer and tighten the stop collar setscrews (Blue Loctite® should be used for this connection).

22) Push the brake lever toward the front of the Baja and move the brake stop collar so that there is approximately 1/32-inch (0.082mm) gap between the collar and the fuel-line spacer and tighten the stop collar setscrew (Blue Loctite® should be used for this connection).

**Note: Once the linkage has been properly setup up it may be necessary to trim the ends of the linkage rods using a Dremel® style tool or other appropriate tool. A small amount should be left protruding to allow future adjustments.**

23) The plastic choke handle must be trimmed down to clear the new throttle linkage. Using a Dremel® style tool or cutters and a file, trim approximately ¼-inch (6.35mm) from the bottom of the flattened section of the handle (see figure-8). Once modified simply re-install the choke handle.

**Note: The choke handle and the choke shaft are keyed so that the handle can only be installed one way.**

24) Turn on the power to the transmitter and the receiver and actuate the throttle and brake to verify that there is no binding and that the collars are properly adjusted for full throttle and full brakes.

25) Calibrate the rear brake by adjusting the brake stop collar for proper brake response, if necessary.

**Figure-8**



**Note: The Plastic Brake Adjustment Thumbnut should no longer be use to adjust the brakes. Moving the stop collars now performs all brake adjustments.**

Note: If a front windshield is to be installed then the bottom right corner (below the body line) of the windshield mite need to be trimmed so as not to interfere with the linkage.

**26) Start the baja and run the wheels off!!**