Thank you for purchasing the Tekno RC MT410 1/10th Scale Electric 4WD Competition Monster Truck. We are always working on new projects, so please check our website at www.teknorc.com or our Facebook page at www.facebook.com/teknorc regularly for the latest news, parts, and kits.

Take your time! When you work your way through these building instructions, keep an eye out for the following important indicators below:

- **RED TEXT** - This indicates important areas of the build process that should be observed.

  - **Thread Lock icons**
    - Thread lock is always used when a screw is inserted into any metal part. (Included with kit)

  - **Grease icons**
    - Grease is usually used on any areas with movement and for sealing. (Included with kit)

- **YOUTUBE** - We also have many useful build videos on Youtube, so be sure to check these out! https://www.youtube.com/c/teknorc

### Additional equipment and parts needed:
- Monster truck body and paint (or equivalent size body)
- 1/8th scale ESC and motor system (or equivalent)
- High torque steering servo (at least 350 oz/in)
- 4s (4 cell) LiPo battery (at least 5000mAh)
- 1/8th scale Monster truck tires, wheels & CA glue (or premounts)
- MOD1 Pinion 15 tooth - 25 tooth (TKR4175 - TKR4185)

### Tools needed:
- Hex drivers 1.5mm (TKR1104), 2.0mm (TKR1105), 2.5mm (TKR1106)
- Nut drivers 5.0mm (TKR1107, 5.5mm (TKR1108), 7.0mm (TKR1109)
- Hobby knife
- Needle-nose pliers
- Shock tool (TKR1115) OR adjustable (Crescent) wrench (for shock assembly)
- 4mm turnbuckle wrench (TKR1103) - 5.5/7.0 two sided wrench (TKR1119)
- 4mm arm reamer (or #19 drill bit)

### Disclaimer:
Tekno RC is not responsible or liable for any property or personal damage, loss, or injury incurred as a result of using this product. This kit is meant for use by persons 14 years of age or older and in the strict confines of a legally permitted RC track or facility.

### Warnings:
Always double-check that your radio gear is working properly before operating vehicle. Never operate the vehicle indoors (unless the RC track is an indoor facility). Use caution while operating vehicle so as not to collide with people who may be turn marshalling or who might otherwise not be aware that a fast moving RC vehicle is in the vicinity.

### Warranty:
We warrant that the parts included in this kit are free from defects. If you find a defective part in your kit, please contact us @ info@teknorc.com and we will help you to resolve the issue. We do not warranty parts that may be broken during operation of the vehicle or otherwise. Refer to the end of this instruction manual for a listing of spare/replacement and option parts. All spare parts and other info are available on our website (www.teknorc.com) and through our network of domestic and international dealers and distributors.
Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

Apply grease to the groove in the outdrive.

Fill with 100,000 wt oil to 1mm below full. DO NOT OVER FILL.
Apply grease to the groove where the o-ring is placed as well as the o-ring itself.

Repeat for rear diff.

Apply grease to the groove in the outdrive.

Repeat for rear diff.

Apply grease to the groove in the outdrive.

Repeat for rear diff.

Fill FRONT with 100,000 wt oil to 1mm below full. DO NOT OVER FILL.
Note: Step C-2 To properly shim the diff, you will start by test fitting the diff with no shims and check for side to side play. If no (or very little) play is present, then continue on to the next step. If you feel excessive side to side play, then start by adding one shim on the gear side of the diff assembly. This will move the mesh tighter and remove any play. If the mesh is too tight at this point, move the shim to the other side. In some rare cases, two shims may be necessary.
Bag D
Rear Gearbox (overview)

Step D-1

Note: Step D-2 To properly shim the diff, you will start by test fitting the diff with no shims and check for side to side play. If no (or very little) play is present, then continue on to the next step. If you feel excessive side to side play, then start by adding one shim on the gear side of the diff assembly. This will move the mesh tighter and remove any play. If the mesh is too tight at this point, move the shim to the other side. In some rare cases, two shims may be necessary.
Note: Do not over-tighten

Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as picture above.

Note: Loosen the M3x4 set screw (TKR1601) if the anti-roll bar does not turn freely.

Note: With these stock center dot settings, Anti-Squat = 2° / Rear Toe = 3°

Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.
Changes to the wheelbase have a dramatic effect on handling, since it shifts the distribution of weight over the rear wheels. This adjusts traction. By shortening the wheelbase at the rear, you are placing more weight over the rear wheels.

Changes to the wheelbase also change the amount of sweep the rear driveshaft will have. More driveshaft sweep creates an effect similar to anti-squat, where the rear end gets pushed upwards on throttle. This helps reduce chassis slap when landing jumps on throttle.

**Note:** Below the TKR1601 set screws are meant to keep the outer hinge pins from moving. After installing the outer hinge pins, install TKR1601 in the locations indicated. Very slowly tighten the set screws until you feel some resistance from contacting the hinge pin. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before removing the hinge pin or you may damage some parts.
**Bag F**

**Rear Camber Links**

This side mounts on hub
Note: no flange

This side mounts on shock tower
Note: flange

- **TKR5052A**
- **TKR5053A**
- **TKR5187**
- **TKR5450**

---

**Actual Size**

Note: notch always goes on left side of vehicle

**TKR5052A**

This side mounts on shock tower
Note: flange

This side mounts on hub
Note: flange

**TKR5053A**

**TKR5187**

**TKR5450**

---

**Step F-3**

**Step F-4**

- **TKR1201**

---

**Actual Measurement**

- **TKR1201**
  - M3 Locknut Black x4

- **TKR1529**
  - M3x20mm Cap Head Screw x4

- **TKR5052A**
  - Pivot Ball M3x6.8mm x2

- **TKR5053A**
  - Pivot Ball M3x6.8mm No Flange x2

---

**Stock position is 5/B**
**Bag F**

*Rear Bumper*

**Step F-5**

TKR1327

TKR5799

TKR1327

*Note: "Top" side up*

**Step F-6**

TKR1528

TKR1327

TKR1327

TKR5799

TKR1327

TKR1528

TKR1327

**Bag F**

Rear Bumper

TKR1327

M3x16mm Flat Head Screw

TKR1528

M3x18mm Cap Head Screw

*Note: "Top" side up*
Use a #19 drill bit or 4mm reamer to ream arms until hinge pin falls through freely.

Note: Do not over-tighten.

Install the sway bar ball onto the sway bar wire until the end of the wire is flush with the ball as picture above.

Loosen the M3x4 set screw (TKR1601) if the anti-roll bar does not turn freely.

Note: With these stock settings, Kick Up = 10° / Arm Sweep = 0°
**Bag H**

**Front Spindle / CVA Assembly**

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**Step H-1**

- TKR5472
- TKR5073
- TKR1445
- TKR5073
- TKR5073
- TKR1601
- TKR5054A
- TKR5071C
- TKR5070
- TKR5193
- TKR8808165
- TKR1447
- TKR8813194
- TKR1221
- TKR1401
- TKR1601
- TKR1447

---

**Step H-2**

- TKR1221
- TKR1401
- TKR1447
- TKR1603
- TKR5054A
- TKR5055A
- TKR5073
- TKR5071C
- TKR8808165
- TKR8813194
- TKR1221

---

**Step H-3**

- TKR1447
- TKR5055A
- TKR1601

---

**Note:** The TKR1601 set screws are meant to keep the TKR1445 screws from coming loose. After installing TKR1445 and ensuring the steering action is free, install TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR1445 screws. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before unscrewing TKR1445 or you will damage the screws and the parts.

**DO NOT SKIP THIS STEP!**

**Note:** The TKR1601 set screws are meant to keep the TKR1447 screws from coming loose. After installing TKR1447 and ensuring the steering action is free, install TKR1601 in the locations indicated. Very slowly tighten the screws until you feel some resistance from contacting the TKR1447 screws. DO NOT OVERTIGHTEN. Also be sure to loosen TKR1601 before unscrewing TKR1447 or you will damage the screws and the parts.

**Note:** The steering stops provide adjustable travel limiters to control overall steering throw. We recommend at least 4 washers on each side. With too much steering travel the rear end will lose traction around corners, the vehicle will be very hard to drive and it will be more prone to breaking parts.
Bag H
Front Camber Links

TKR1201
M3 Lock Nut Black

TKR5187
TKR5052A
This side mounts on hub
Note: no flange

TKR5451
TKR5052A
This side mounts on shock tower
Note: flange

TKR5187
TKR053A
This side mounts on hub
Note: no flange

TKR5052A
TKR5053A
Note: Notch always goes on left side of vehicle

Actual Size
64.00

TKR5187
This side mounts on shock tower
Note: flange

TKR5451
TKR5052A
This side mounts on hub
Note: no flange

TKR5053A
No Flange

This side mounts on hub
Note: no flange

TKR5052A
Pivot Ball M3x6.8mm

TKR5053A
Pivot Ball M3x6.8mm

TKR1529
M3x20mm Cap Head Screw

TKR1201
X4

TKR1201
M3 Lock Nut Black

TKR1529
X4

TKR1201

Stock position is 4/A
**Note:** Apply a small drop of oil for easy o-ring installation.

**Stock Position** (is REAR hole)

---

**Step I-1**

- TKR1201 M3 Lock Nut Black
- TKR1221 M3x6mm Washer
- TKR1403 M3x10mm Button Head Screw
- TKR1529 M3x20mm Cap Head Screw
- TKR5052A Pivot Ball M3x6.8mm
- TKR5231 O-ring 16x12x2
- TKR8050825 Ball Bearing (5x8x2.5)
- TKR806103 Ball Bearing (6x10x3)

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**Step I-2**

- TKR1403 M3 Lock Nut Black
- TKR8104 M3x8mm Cap Head Screw
- TKR1221 M3x6mm Washer
- TKR5122 M3x6mm Wafer Nut Black

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**Step I-3**

**Left**

- TKR5052A
- TKR806103 Ball Bearing (6x10x3)

**Right**

- TKR5052A

**Actual Size**

- Measure 72.60

- Note: Notch always goes on the left side of the vehicle

---

**Step I-4**

- TKR1201 M3 Lock Nut Black
- TKR1221 M3x6mm Washer
- TKR1403 M3 Lock Nut Black
- TKR5231 O-ring 16x12x2

- Measure 4 x TKR1221

**Stock Position** (is REAR hole)

**Note:** Stock bumpsteer setting is 4 washers over the steering ball link.
**Step J-1**

- TKR1201
- TKR8104
- TKR5102A

Note: on steps J-1, J-2 and J-4 Do not tighten the chassis screws all the way down until the assembly steps are complete. Position the entire front assembly on the chassis and tighten each screw evenly.

**Step J-2**

- TKR1221
- TKR1327
- TKR1343
- TKR1346
- TKR1443

Note: Initial bumpsteer setting is 4 washers below the steering ball link.

**Step J-3**

- TKR1327
- TKR1529

**Step J-4**

- TKR1443
- TKR1528
- TKR1522
- TKR5102A
- TKR5062

Note Step J-4: Line up the bottom of the steering posts (TKR5102A) with the corresponding recess cut in the chassis.
**Bag K**

**Center/Rear Assembly**

**Step K-1**

TKR8104

TKR5263
  TKR5262 (option)

**Step K-2**

TKR1524

TKR5263
  TKR5262 (option)

**Step K-3**

TKR191

TKR1443

TKR5062

TKR1344

**Step K-4**

TKR1445

TKR5062

TKR5076

TKR1344 x5

TKR5062

TKR1343 x5

**List of Parts**

- TKR1343
  - M4x10mm Flat Head Screw
  - x5

- TKR1344
  - M4x12mm Flat Head Screw
  - x7

- TKR1443
  - M4x10mm Button Head Screw
  - x1

- TKR1445
  - M4x14mm Button Head Screw
  - x1

- TKR1522
  - M3x8mm Cap Head Screw
  - x2

- TKR1524
  - M3x12mm Cap Head Screw
  - x4

- TKR5263
  - TKR5262 (option)

- TKR5062

- TKR1343
  - TKR1344 x5

- TKR5076

- TKR1524

*Thread Lock
Bag L
Front Shock Assembly

**Step L-1**
- TKR6008
- TKR6015 (Option)
- TKR6009
- TKR6016

Note: shaft guide orientation

**Step L-2**
- TKR1200
- TKR6008
- TKR6051 (Option)

Refer to filling instructions on page 19 during this step.

**Step L-3**
- TKR6017
- TKR6017T (Option)

Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

**Step L-4**
- TKR6144

Note: Use #700wt oil FRONT

**Step L-5**
- TKR1211
- TKR6007
- TKR5527
- TKR5791
- TKR1212

Note: Make sure to tighten both cartridge cap (TKR6008) and shock cap (TKR6018) to ensure a proper seal. Tools may be required.

Note: Make sure the slot in spring perch should face outside of vehicle.

- Stock shock position is outside hole on the arm and outside hole on the tower.
- Shock length (droop) is 115mm.
- Ride height will vary depending on wheels and tires used. Start with driveshafts level.
**Bag M**

**Rear Shock Assembly**

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**Step M-1**

- TKR1200 (Conical)
- TKR6008
- TKR6015 (Option)
- TKR6009
- TKR6060

Note: shaft guide orientation

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**Step M-2**

- TKR6061
- TKR6061T (Option)
- TKR6145

Note: Use green slime or oil on shock shaft threads AND O-rings to prevent tearing and leaking.

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**Step M-3**

- TKR6018 (Option)
- TKR6008
- TKR6051 (Option)
- TKR6140B

Note: Shock boots must be installed before attaching rod end.

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**Step M-4**

- TKR6061
- TKR6062
- TKR6063 (Option)

Refer to filling instructions on page 19 during this step.

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**Step M-5**

- TKR1212 (Option)
- TKR1213 (Option)
- TKR5527
- TKR5791

You MUST drill 1-2mm (1/16th) hole here for bleeder

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**Stock shock position is outside hole on the arm and 2nd from outside hole on the tower.**

**Shock length (droop) is 135mm.**

**Ride height will vary depending on wheels and tires used. Start with driveshafts level.**

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Note: Make sure to tighten both cartridge cap (TKR6008) and shock cap (TKR6018) to ensure a proper seal. Tools may be required.

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Note: Slot in spring perch should face outside of vehicle.
Shock Filling Instructions
For both front and rear shocks

We’ve found it’s easiest to complete steps 1 through 4 on each shock before moving onto step 5. By the time you’ve finished step 4 on the last shock the first one will be ready for step 5.

Step 1. Drill a small bleeder hole on the side of all 4 shock caps with a 1-2mm or 1/16” drill bit. There’s a small dimple on the side of the shock caps over the logo to help guide the bit. Remove the flashing leftover from drilling, insert bladder and set aside.

Step 2. Extend the shock shaft all the way down. Fill the shock with oil until the body is approximately 95% full.

Step 3. SLOWLY pump the shock shaft up and down 3-5 times to release air bubbles from underneath the piston.

Step 4. Let the shock rest vertically with the shock shaft fully extended for approximately five minutes or until all of the air bubbles have released from the oil.

Step 5. Top off each shock with oil (about 1-2mm below the rim of the shock body). Add a few drops of oil on top of each bladder inside of the caps. Put a paper towel down to catch excess oil and have another ready to wipe the shock with. Place the cap on the shock and screw on about half way. Some oil will leak out.

Step 6. Push the shock shaft up to about 90% to set rebound. Some oil will leak out.

Step 7. While holding the shock shaft at 90%, fully tighten the shock cap.
**Bag N**

**Final Assembly**

**Step N-1**
- Steering servo (not included)
- TKR5060
- TKR5060C (Option)
- TKR5065

**Step N-2**
- Electronic Speed Control (not included)
- double sided tape
- CA glue
- TKR5065
- TKR5125

*Note: CA glue 3 black o-rings (TKR5125) to the bottom legs of the ESC tray.*

**Step N-3**
- TKR1525
- TKR1221

**Step N-4**
- Receiver (not included)
- Note: Install ESC tray on the mudguard (do not overtighten).
- TKR1401
- TKR1322
- TKR1525
- TKR5065
- O-ring 3x7mm

*Note: Feed the servo wire underneath the esc tray in between the mounting screws on the mud guard, then feed both ESC and servo wires into the RX box as shown. Install wire retainers (TKR5065) to secure them properly.*
Battery Strap Installation:
1. Fit straps loosely
2. Position on chassis
3. Proceed to step O-2

Note: Install MOD1 pinion 15t - 25t (TKR4175-4185) at this step. Adjust gear mesh and tighten screws (TKR1346) well. *Use thread lock.
Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.
**STEP P-1**

- Choose the post with the offset that matches your specific body holes.

- Insert post and adjust height to provide proper body clearance.

**Front**

- 5mm offset 15° angled
- 10mm offset 15° angled

**TKR1525**

**STEP P-2**

- Choose the post with the angle that matches your specific body.

- 0mm offset 5° angled
- 0mm offset 15° angled

**TKR1525**

**Bag P**

- Body Mounts

**TKR1525**

- M3 x 14mm Cap Head Screw

- x4
Note: Wheels and Tires NOT INCLUDED

Note: Body NOT INCLUDED
Setup Sheet

**Name:** Stock Set Up

**Date:**

**Event:**

**Track:** Indoor □ Outdoor □

**Size:** Small □ Medium □ Large □

**Traction:** Low □ Med □ High □

**Surface:** Smooth □ Bumpy □ Rutted □

**Type:** Loose/Loamy □ Hard Pack □ Blue Groove □ Clay □

**Condition:** Dusty □ Dry □ Wet □ Muddy □

### Bumpsteer/Ackerman/Servo Saver

- Washers over #0
- Ballstud orientation
- Washers under #4

### Front End:

- "A" Block (0° with center dot insert)
- "B" Block (10° with center dot insert)

### Rear End:

- "C" Block (2° with center dot insert)
- "D" Block (3° with center dot insert)

### Suspension:

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### Body/Mounts:

- Body Make

### Shocks:

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### Tires/Wheels:

- Brand/Tread
- Compound
- Insert
- Wheel

### Differential Oil:

- FRONT CENTER REAR
- 100 100 50

### Electronics:

- ESC:
- Battery:
- Motor:
- Radio:
- Servo:

### Drivetrain:

- Pinion Size (teeth)

### Chassis Braces:

- Front □ Middle □ Rear □

### Wheelbase:

- 0 mm/Front
- 5 mm/Rear

- Large 2mm
- Small 1mm

### Notes:

- Front □ Middle □ Rear □

(front brace is always recommended)