

**DURATRAX<sup>®</sup>**

**FIRE HAMMER<sup>™</sup>**  
**MT**



**ASSEMBLY AND OPERATION MANUAL**  
[www.duratrax.com](http://www.duratrax.com)

# ITEMS INCLUDED

The following items are included:

- Chassis
- Body
- Fail Safe Unit (Installed)
- Decal Sheet
- Transmitter
- Transmitter Antenna
- Receiver Antenna Tube
- Receiver Battery
- Receiver Battery Charger
- Exploded View/Parts Listing
- Tools



## YOU WILL NEED



2-CYCLE OIL



GASOLINE



AA x 8  
ALKALINE BATTERIES



AIR FILTER OIL  
DTXC2465

# THINGS TO KNOW

## SAFETY PRECAUTIONS

When the safety precautions are followed, the FireHammer MT will provide years of enjoyment. Use care and good sense at all times when operating this radio controlled truck. Failure to use this vehicle in a safe, sensible manner can result in injury or damage to property. You and you alone must insure that the instructions are carefully followed and all safety precautions are obeyed.

- Do not operate the FireHammer MT near people. Spectators should be behind the driver or at a safe distance away from the vehicle.
- Water can cause the electronics to short out and can cause permanent damage.
- Always turn on the transmitter before turning on the receiver.
- Fully extend the transmitter antenna before operating your vehicle.
- Before turning on your radio system, check to make sure that no one else is running on the same frequency.
- The engine and exhaust produce quite a bit of noise. Do not run this vehicle when or where it can disturb others.
- The engine and exhaust can become very hot. Avoid touching any of these parts during use and until they have cooled down.
- Gasoline is extremely flammable. Keep it away from open flame, excessive heat or sparks. Do not smoke while operating the FireHammer MT.
- This engine was designed for R/C vehicles and should not be used for any other purpose.
- The engine emits harmful fumes just like real vehicles. Do not operate this model indoors.
- Avoid running the truck in cold weather. The plastic and metal parts can become brittle at low temperatures. In addition, grease and oil become thick, causing premature wear and poor performance.

## SPECIFICATION AND DESCRIPTION CHANGES

All pictures, descriptions and specifications found in this instruction manual are subject to change without notice. DuraTrax maintains no responsibility for inadvertent errors in this manual. Visit [www.duratrax.com](http://www.duratrax.com) for the latest updates and information for your model.

## STRESS-TECH™ PARTS GUARANTEE

We have engineered the FireHammer MT to take the rough and tumble abuse that makes R/C trucks fun. We are so confident of the quality and durability of the Stress-Tech plastic parts that we will replace any Stress-Tech plastic part you break during the first 12 months you own the truck. Just send in the part to us and we will send you a **FREE** replacement. Please see the FireHammer MT parts list for the items covered under the Stress-Tech guarantee.

To receive your free replacement part please send the following to the Hobby Services address listed under the warranty.

- 1. The broken part must be included.
- 2. The part number and description of the broken part.
- 3. Copy of your dated invoice or purchase receipt.
- 4. Your name, phone number and shipping address.

## WARRANTY

- DuraTrax guarantees this kit to be free from defects in both material and workmanship at the date of purchase. DuraTrax will warranty this kit for 90 days after the purchase date. DuraTrax will repair or replace, at no charge, the incorrectly made part.
- Make sure you save the receipt or invoice you were given when you bought your model! It is your proof of purchase and we must see it before we can honor the warranty. Further, DuraTrax reserves the right to change or modify this warranty without notice.
- In that DuraTrax has no control over the final user assembly or material used for final user assembly, no liability shall be assumed nor accepted for any damage resulting from the use by the user of the final user-assembled product. By the act of using the user-assembled product, the user accepts all resulting liability.
- The engine is under a limited warranty for 3 years. DuraTrax warrants this engine to be free from defects in materials and workmanship for a period of three years from the date of purchase. During that period, DuraTrax will, at its option, repair or replace without service charge any product deemed defective due to those causes. You will be required to provide proof of purchase date (receipt or invoice).
- This warranty does not cover damage caused by crash, abuse, misuse, alterations or accident. Damaged caused by customer disassembly, tampering, use of substandard fuel, use of incorrect

accessories (spark plug, etc) or any use of the engine for which it is not specifically intended will automatically void the warranty of the engine. If there is damage resulting from these causes within the stated warranty period, DuraTrax will, at its option, repair or replace it for a service charge not greater than 50% of the current retail list value. Be sure to include your daytime telephone number and e-mail address in case we need to contact you about your repair.

- Under no circumstances will the purchaser be entitled to consequential or incidental damages. This warranty gives you specific legal rights and you may also have other rights, which vary from state to state.
- If you attempt to disassemble or repair this unit yourself, it may void your warranty.

To return your FireHammer MT for repairs covered under warranty you should send your truck to:

Hobby Services  
3002 N. Apollo Drive Suite 1  
Champaign, Illinois 61822  
Attn: Service Department  
Phone: (217) 398-0007 9:00 am-5:00 pm  
Central Time M-F  
E-mail: [hobbyservices@hobbico.com](mailto:hobbyservices@hobbico.com)  
[www.hobbyservices.com](http://www.hobbyservices.com)

**If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately in new and unused condition to the place of purchase.**

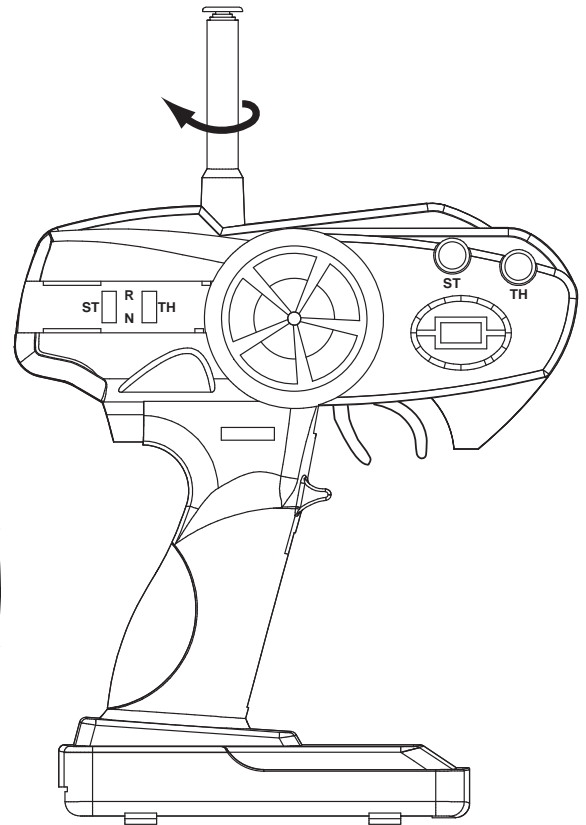
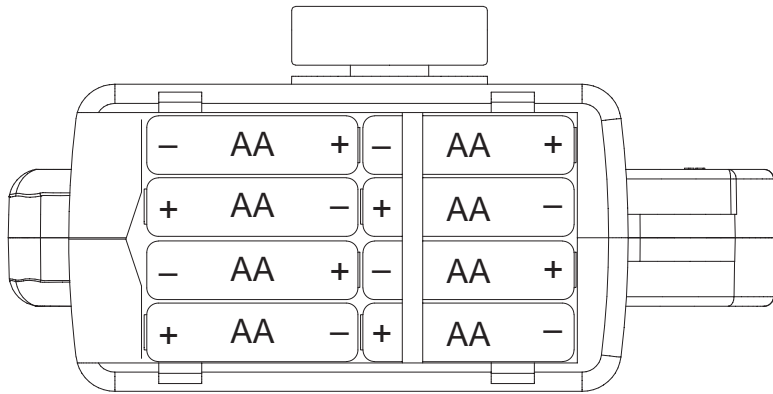
## REPAIR SERVICE

**Repair service is available anytime.**

- After the 90 day warranty, you can still have your FireHammer MT repaired for a small charge by the experts at DuraTrax's authorized repair facility, Hobby Services.
- To speed up the repair process, please follow the instructions listed below.
  - 1. Under most circumstances return the **ENTIRE** vehicle. The exception would be sending in a Stress-Tech part. See the instruction under the Stress-Tech Guarantee.
  - 2. Make sure the transmitter is turned off, all of the batteries are removed and the fuel tank is completely empty.
  - 3. Send written instructions which include: a list of all items returned, a **THOROUGH** explanation of the problem, the service needed and your phone number during the day. If you expect the repair to be covered under warranty, be sure to include a proof of date of purchase (your store receipt or purchase invoice).

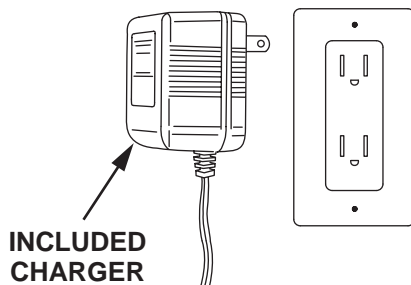
# FINISHING THE FIREHAMMER MT

## TRANSMITTER PREPARATION

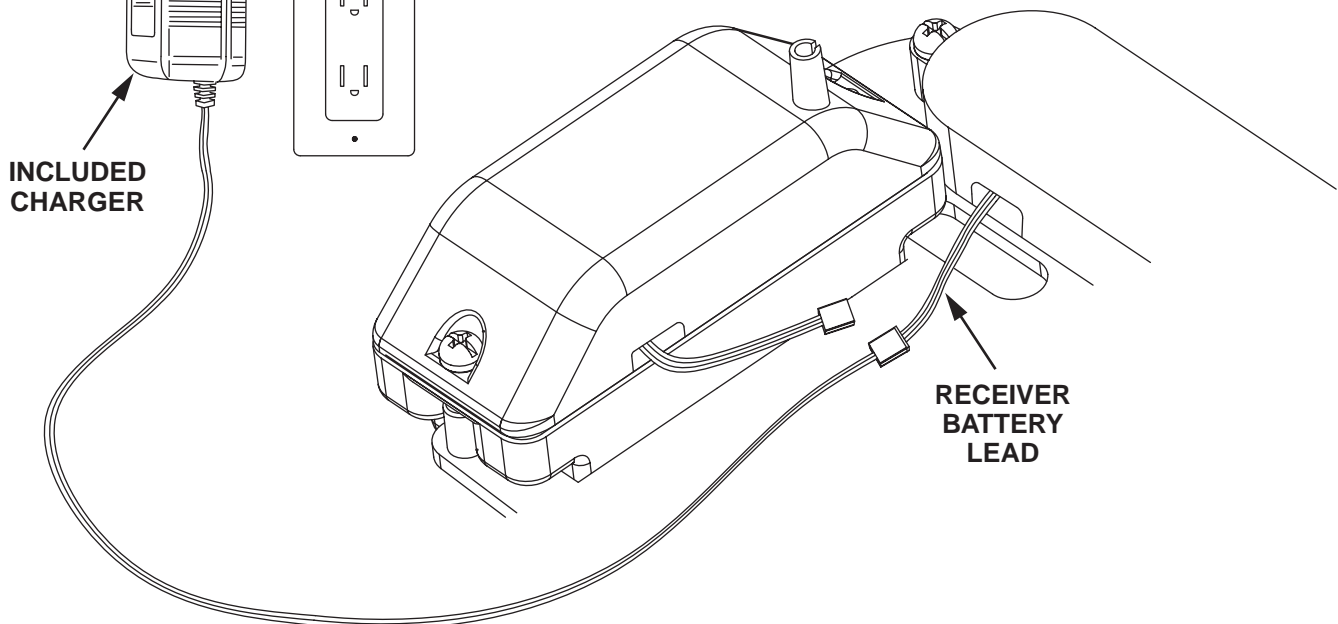


- Install eight “AA” batteries into transmitter, making sure the polarity is correct.
- Insert the antenna into the top of the transmitter and tighten.
- Turn the transmitter on and check the battery light.
- If both LEDs light up, the batteries are acceptable. If only the red LED lights up, immediately replace the batteries.

## CHARGING THE RECEIVER BATTERY



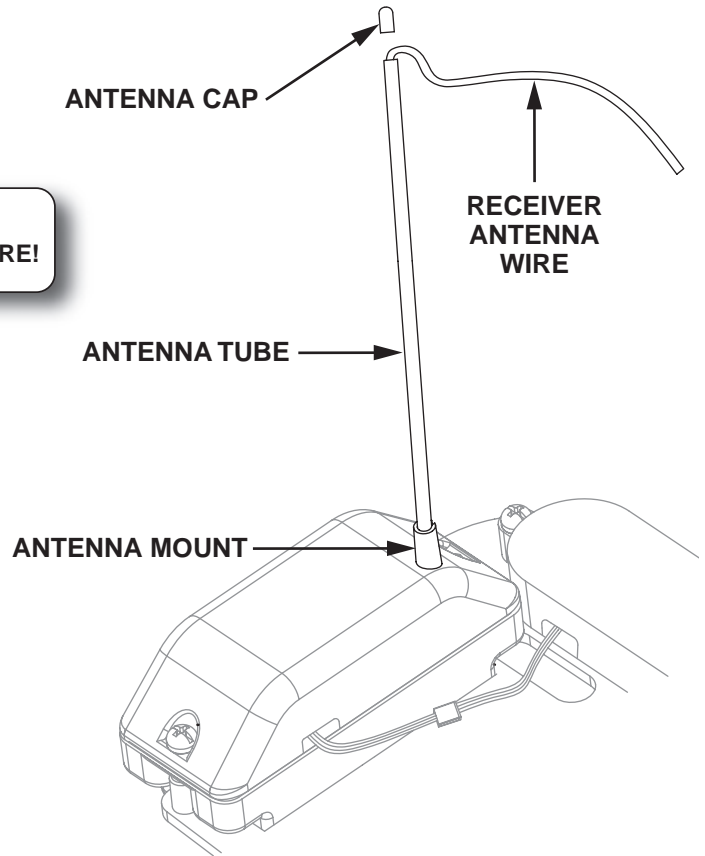
- Disconnect the receiver battery lead from the ON/OFF switch lead.
- Plug the charger (included) into an electrical outlet.
- Plug the battery into the charger.
- Charge the battery.



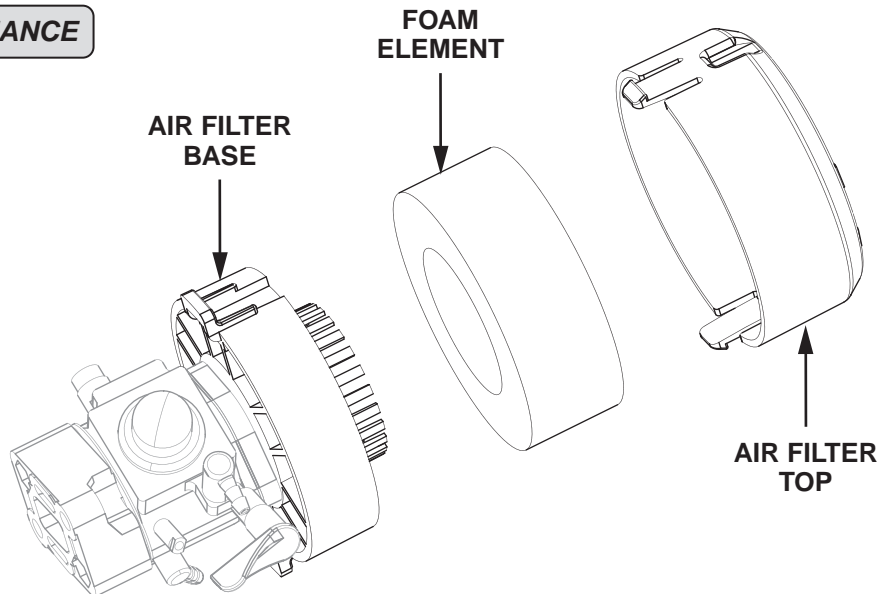
## RECEIVER ANTENNA INSTALLATION

**X DO NOT CUT  
ANTENNA WIRE!**

- Uncoil and **straighten** the antenna wire.
- Route the receiver antenna wire through the antenna tube.
- Install the tube into the antenna mount.
- Install the antenna cap onto the top of the antenna tube to hold the assembly in place.



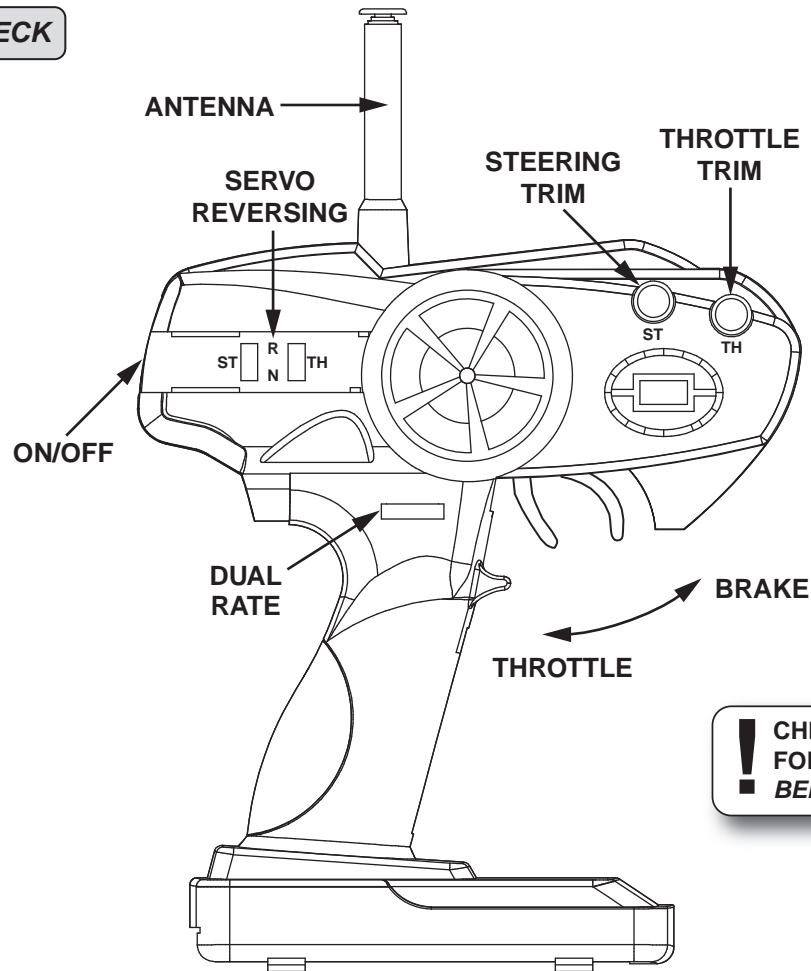
## AIR FILTER MAINTENANCE



- The air filter comes pre-oiled. However, after runs in dusty conditions, clean and re-oil the foam element.
- Remove the air filter top and foam element.
- Clean the foam using soap and water.
- Apply air filter oil (DTXC2465) onto the foam element, squeezing the element until it is completely coated with the oil. **TIP!** Placing the element in a plastic bag will help keep your hands clean.
- Remove any excess oil with a paper towel.
- Reinstall, making sure the filter is properly seated on the base.



## RADIO SYSTEM CHECK



**! CHECK THE RADIO SYSTEM FOR PROPER FUNCTION BEFORE EACH RUN**

- Fully extend the transmitter antenna.
- Turn the transmitter on, then turn the receiver on.
- Turn the transmitter wheel to the right—the front wheels should turn to the right. If not, move the steering servo reverse switch.
- When running, adjust the steering trim so the truck tracks straight.
- Pull the throttle trigger to make sure the carburetor opens fully and the throttle linkage functions properly without binding.
- Adjust the throttle trim until the carb is at the idle position. Always adjust idle speed with the idle stop screw on the carb, not the throttle trim.
- Push the trigger and roll the truck to make sure the brakes are applied.

## BODY INSTALLATION

- Decal the body to your liking. Use the photos on the box as a reference.
- Install the body onto the chassis using four body clips.



# PREPARE THE ENGINE

## BEFORE OPERATION:

- Prepare only the amount of gasoline needed.
- If the engine was just run, make sure you allow enough time for it to cool down before you run it again. Also, wipe off any residue the engine may have blown on the FireHammer MT.
- Fuel the FireHammer MT with the adequate gasoline mix.

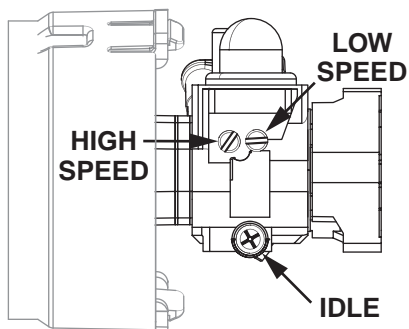
## ENGINE BREAK IN:

- To break in your FireHammer MT engine, you need to run the engine for two tanks of fuel with a fuel mixture that contains a 25:1 (4%) fuel/oil ratio (5oz. per 1 gallon).
- Do not adjust the high-speed needle on the carburetor to break in the engine. If you do so, carbon will accumulate in the spark plug and making ignition difficult.
- Do not run at full power for extended periods of time while breaking in your engine.
- Run the FireHammer MT with the body off for break in.

## RUNNING THE FIREHAMMER MT AFTER BREAK IN:

- Once the engine is broken in, use 40:1 (2.5%) fuel/oil mix (3.2oz. per 1 gallon).

## ENGINE ADJUSTMENTS:



- Always make high and low speed needle adjustments with the engine shut off.
- Always make small adjustment to the needles to prevent over-adjustment.
- To lean the engine, make a clockwise adjustment to the desired needle.
- It is not necessary to change the needle settings if the engine is running smoothly. Normally only the high speed needle will need adjustment from time to time, and only a small amount.

## IDLE ADJUSTMENT:

Do not confuse the idle screw with the low speed needle. The idle screw physically adjusts how much the carburetor valve can close. The low speed needle adjusts the gasoline to air mixture when the engine is running at low rpm. If your engine appears to work correctly except that the low rpm are not as low as you want them to be, then adjust the idle screw. If your engine behaves erratically at low rpm, then adjust the low speed needle. When adjusting, turn the screw about 1/8th of a turn each time. A dirty plug will make it difficult to adjust the idle rpm.

# RUNNING THE ENGINE

## PRECAUTIONS

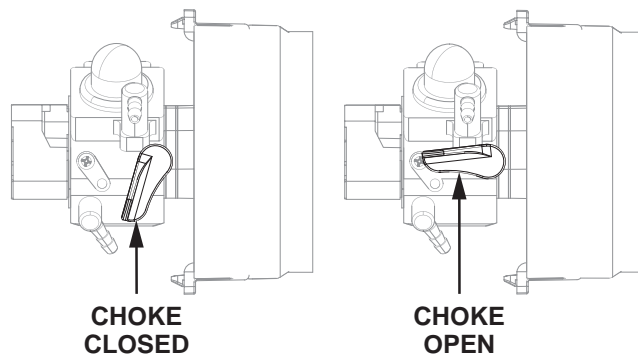
- Do not use silicone fuel tubing on the model. The gasoline will attack it. Use vinyl or neoprene rubber fuel line.
- Make sure the fuel line is not against the cylinder head. The heat from the head can damage the fuel tubing.
- The engine will be hot after being run. Allow the engine to thoroughly cool before touching it.
- Do not leave fuel in the tank or lines while transporting.

## FUELING THE FIREHAMMER MT

1. Unscrew the fuel cap from the fuel tank.
2. Pour the proper fuel mixture into the fuel tank.
3. Thread the fuel cap back into the fuel tank, making sure that the fuel cap is thoroughly tightened.
4. Wipe off any fuel that may have spilled onto the truck during the fueling process with an old towel.

## STARTING THE FIREHAMMER MT

1. Turn on the transmitter and then the receiver.
2. Check the throttle and steering to make sure they are functioning properly.



3. Prime the engine. Push the primer button until you start to see fuel in it. **Note: Do not press the primer after you start to see fuel. This will flood the engine and cause it to be hard to start.**
4. Rotate the choke lever to the closed position.
5. Tug on the recoil until the engine starts. (The engine should start after a few pulls). It may be necessary to slightly open the throttle to get the engine to start.
6. Once the engine starts, return the throttle to neutral and open the choke back up. **Note: If you do not open the choke after the engine starts, it will probably die quickly.**

## SHUTTING THE FIREHAMMER MT OFF

To stop the engine press the red shut off switch on the engine. We recommend that you familiarize yourself with the switch and what the easiest way is to get to it with the body on. This way you are not fumbling around to find it in case of an emergency.

## SPARK PLUG

The recommended spark plug is a DuraTrax NGK CMR 7H Spark Plug (DTXG3100). To avoid improper operation or possible engine damage, do not use any other type of spark plugs. The plug gap should be .025" to .030" (if the plug gap is incorrect, adjust it with a spark plug gapping tool, wash it with gasoline and allow it to dry completely before you reinstall the plug into the engine).

## FAIL SAFE SET-UP

The fail safe is designed with a signal fail safe and a battery fail safe. If the receiver loses contact with the transmitter, the fail safe will set the throttle to the designated position and the red LED will be constantly lit. If the battery goes below the preset voltage, the fail safe will set the throttle to the designated position and the red LED will be constant and the green LED will flash. If this occurs, shut the FireHammer MT off and recharge the receiver battery before running the model again.

The fail safe should be set from the factory, but we recommend that you double check it before running the FireHammer MT.

1. Check that the fail safe is functioning properly **before** starting the engine.
2. With the receiver on, advance your throttle on the transmitter. Then shut off the transmitter and see if the throttle servo moves to the desired position (idle).
3. Turn on the radio system and make sure the throttle is positioned at idle. Press and hold the "SET" button for 2 seconds.

# MAINTENANCE TIPS

## BEFORE EACH RUN

1. Check to make sure that all screws are tight and there are not any screws missing.
2. Check that the transmitter and receiver batteries are not low.
3. Check that all of the moving parts of the FireHammer MT move freely and do not bind.
4. Check for broken or damaged parts. Replace any broken or damaged parts before running the FireHammer MT. Running of the FireHammer MT with broken or damaged parts could result in damage to other parts.
5. Check to make sure that all wires are properly connected and secure.

## AFTER EACH RUN

1. Clean any large globs of dirt or debris from the chassis and moving parts.
2. Drain any remaining gas from the tank.
3. Check for any broken or damaged parts. This way parts may be replaced before the next run.

## AFTER EVERY 10 RUNS

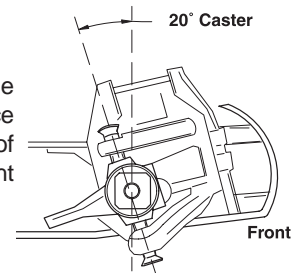
1. Check to make sure that the bearings are free of dirt and debris and roll smoothly.
2. Check the shocks for leakage. If the shocks have leaked any shock fluid out, you should properly refill the shocks for best performance.
3. Make sure the servo saver does not bind. This will help prevent stripping of the servo during running. Clean as needed.
4. Check for proper gear mesh between the spur gear and the pinion gear.

# TUNING GUIDE

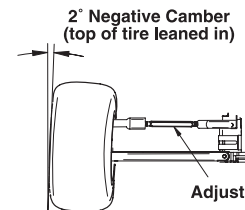
When tuning the FireHammer MT, make sure that you have equal lengths from one side to the other on the shocks, camber rods and steering rods. Also, make sure to have the shock pre-load adjusters at the same setting from left to right. They do not have to be the same front to rear.

## CASTER

Caster refers to the angle which the kingpin is at in relation to the surface when viewed from the side. 0-degrees of caster means that the kingpin is straight up and down.



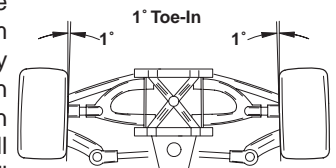
## CAMBER



Camber refers to the angle at which the tire and wheel ride in relation to the ground when viewed from the front or rear. Negative camber is when the tire and wheel lean inward and positive camber is when the tire and wheel lean outward. Typically you want 0 to -2 degrees of camber. Never put in positive camber. Make sure that both sides are equal.

## FRONT AND REAR TOE-IN AND TOE-OUT

Toe-in and toe-out refers to the angle at which the tire is at when view from above. Toe-in increases stability under acceleration. However, toe-in also decreases steering when entering a corner. Toe-out will increase steering into corners, but will decrease the overall stability during acceleration. The front typically is set-up with 0 to -2 degrees of toe-in.



## RIDE HEIGHT

The ride height of the FireHammer MT affects how it jumps and handles. The ride height of the FireHammer MT is adjustable through the threaded pre-load adjusters on the shock bodies. To measure the ride height of the FireHammer MT, set the truck up as if you are ready to run. Push the front of the truck down all of the way and release it. When the truck returns the front arms should be parallel with the surface. The rear ride height is set up the same except that the drive shafts are parallel with the surface. Lowering the front ride height will increase steering response due to more weight on the front wheels. Lowering the rear ride height will increase rear traction and reduce steering response due to more weight on the rear wheels.

## REAR SHOCK ADJUSTMENT

Moving the tops of the shocks in will result in more traction in the corners and smoother handling over the bumps. Moving the tops of the shocks out will give the truck more steering and better ability to handle large jumps.

## SHOCK OILS

Thinner shock oil makes the shock react faster, but makes the truck less stable and may cause the truck to bottom out over large jumps. Thicker shock oil makes the truck smoother over large jumps and in straights, but less reactive over rough sections.