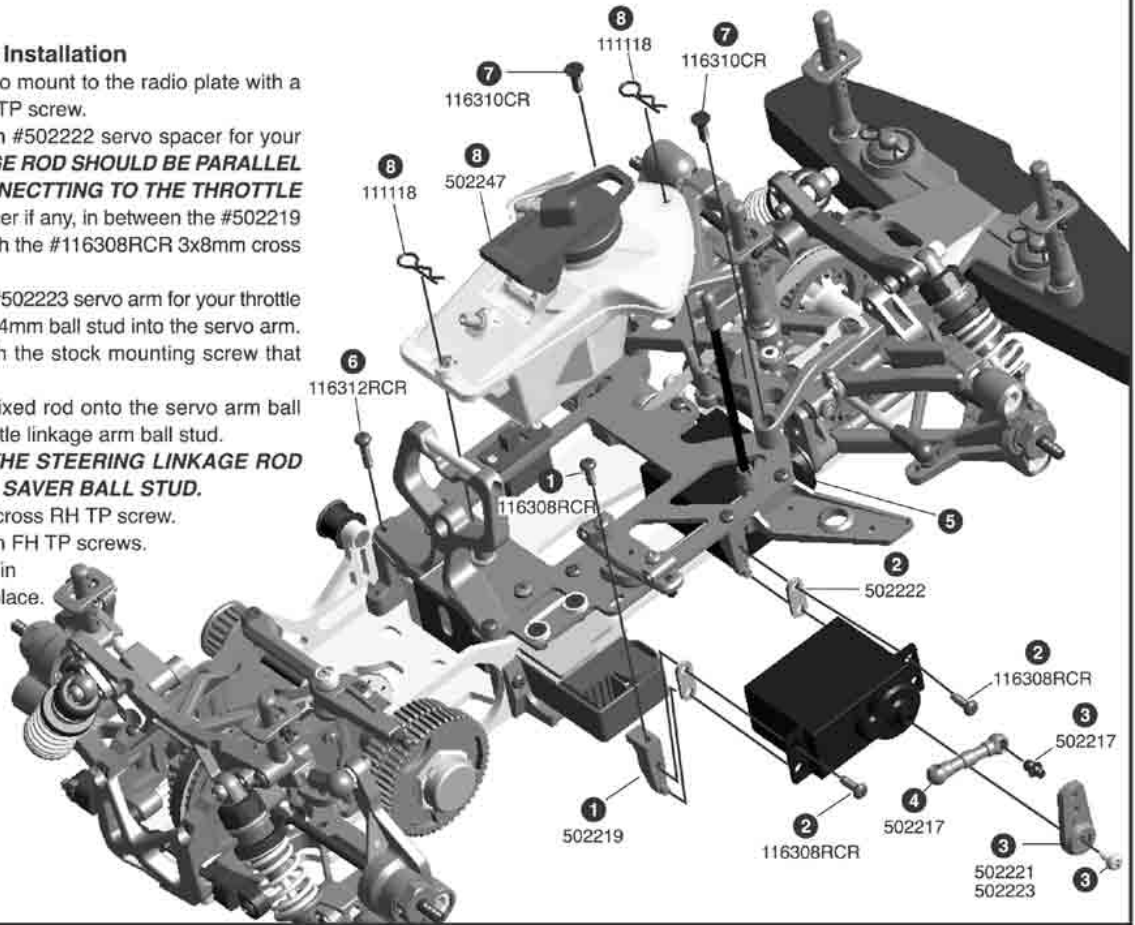


## STEP 6

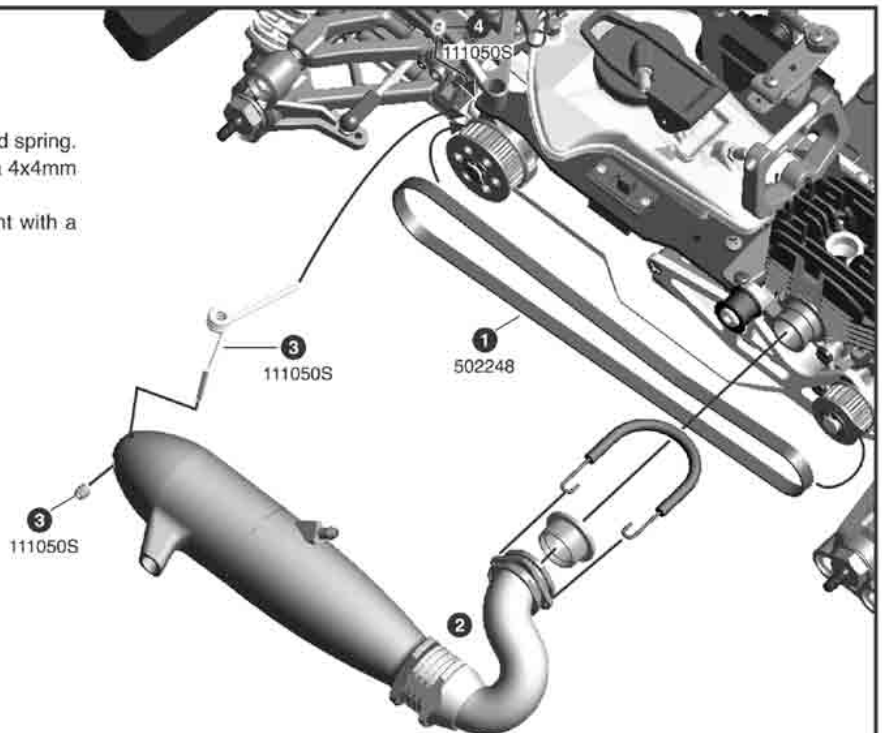
### Throttle Servo & Fuel Tank Installation

- 1 Attach the #502219 throttle servo mount to the radio plate with a #116308RCR 3x8mm cross RH TP screw.
- 2 Find the appropriate thick or thin #502222 servo spacer for your servo. **THE THROTTLE LINKAGE ROD SHOULD BE PARALLEL TO THE CHASSIS WHEN CONNECTING TO THE THROTTLE LINKAGE ARM.** Attach the spacer if any, in between the #502219 servo mount & steering servo with the #116308RCR 3x8mm cross RH TP screws.
- 3 Find the appropriate #502221 or #502223 servo arm for your throttle servo. Install the #502217 short 4mm ball stud into the servo arm. Fasten the servo arm down with the stock mounting screw that came with your servo.
- 4 Snap one end of the #502217 fixed rod onto the servo arm ball stud & the other end on the throttle linkage arm ball stud.
- 5 **SNAP THE OTHER END OF THE STEERING LINKAGE ROD BALL CUP ONTO THE SERVO SAVER BALL STUD.**
- 6 Install a #116312RRCR 3x12mm cross RH TP screw.
- 7 Install 2pcs #116310CR 3x10mm FH TP screws.
- 8 Install #502247 fuel tank & slide in #111118 R5 R-clips to hold it in place.



## STEP 7

- 1 Slip the #502248 middle belt onto the two pulleys.
- 2 Attach the rear exhaust manifold to your engine with manifold spring.
- 3 Slide the #111050S spring into the muffler & secure it with a 4x4mm set screw.
- 4 Attach the other end of the spring to the pipe holder mount with a 3x3mm set screw.



## BAG N

1:1



111040B, qty 4  
Alum. 4mm  
Flanged Nut

01

1:1



115023BK, qty 2  
Throttle Ball Cup

03

1:1



117001S, qty 4  
3x3mm Set Screw

04

1:1



117001S, qty 4  
Collar

02

1:1



116207, qty 1  
Throttle/Brake  
Spring

03



116208, qty 2  
Throttle/Brake  
Linkage Rod

04



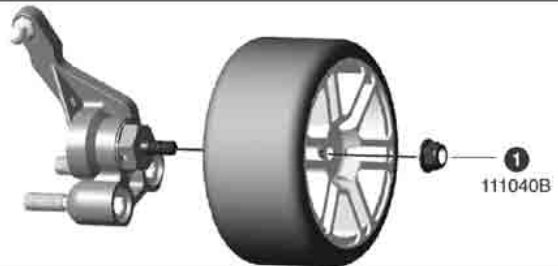
119001SK, qty 1  
Fuel Tube

05

## STEP 1

### Wheel Installation

- Slide the tires over the axle and tighten it down with a #111040B 4mm flanged locknut.
- Install the remaining 3pcs tires.



## STEP 2

### Throttle & Brake Linkage

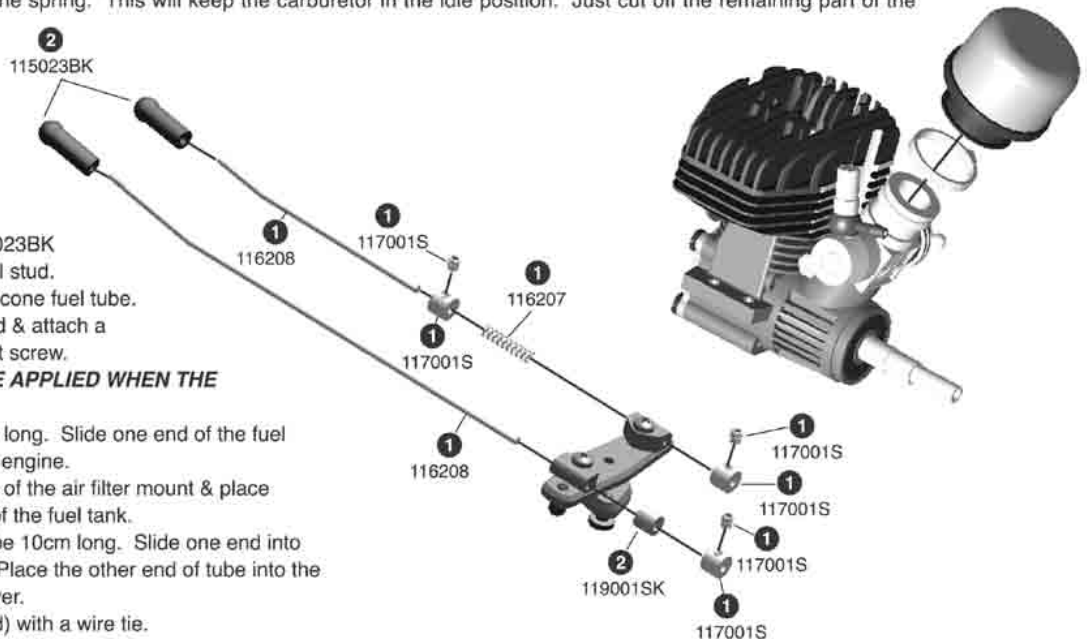
- MAKE SURE YOUR SERVO IN THE NEUTRAL POSITION.** Thread a #115023BK throttle ball cup onto the end of the #116208 linkage rod. Slide on a #117001S collar & attach it 12mm from the end of the throttle ball cup with one 3x3mm set screw. Slide one #116207 throttle spring onto the rod. Slide the throttle rod through the throttle pivot. Snap the #115023BK throttle ball cup onto the engine carburetor ball stud.

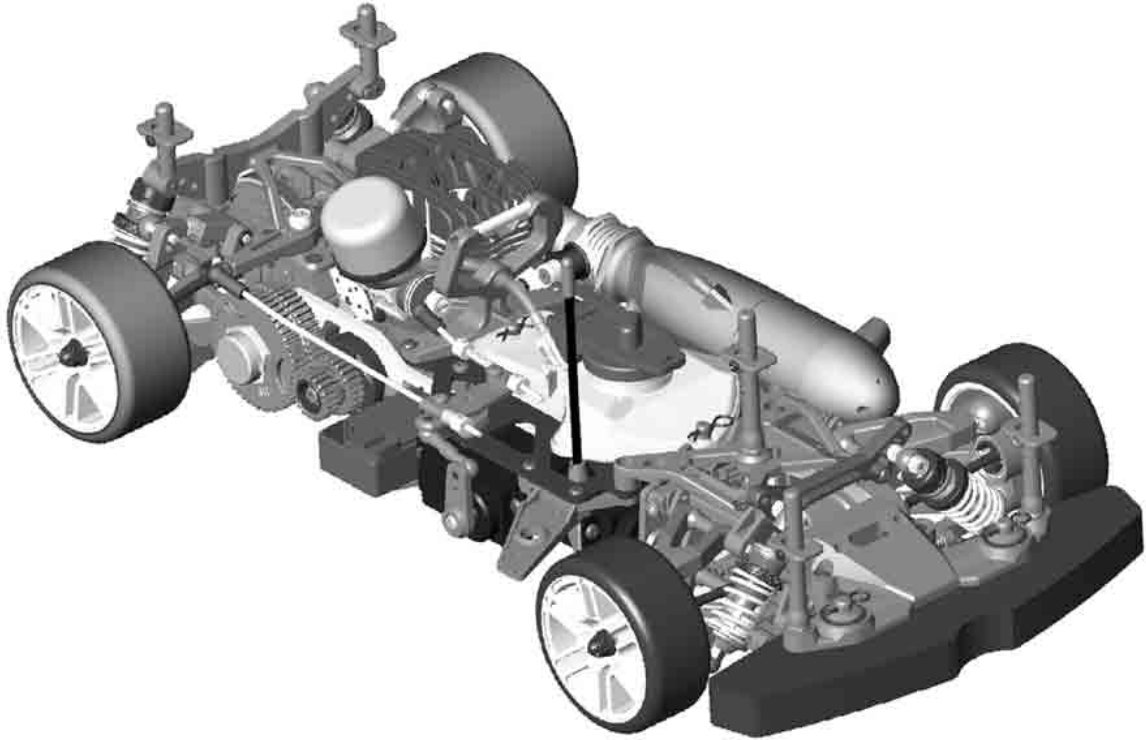
**PUSH THE ROD TO CLOSE THE CARBURETOR.** Attach the second #117001S collar to the end with a 3x3mm set screw. There should have tension on the spring. This will keep the carburetor in the idle position. Just cut off the remaining part of the throttle rod, leaving 10mm length protruding so you can adjust your throttle linkage.

- Thread a #115023BK ball cup onto the end of the #116208 linkage rod. Slide the brake rod through the brake pivot. Snap the #115023BK ball cup onto the brake lever ball stud. Cut approx. 1cm #119001SK silicone fuel tube. Slide the silicone tube on the rod & attach a #117001S collar with 3x3mm set screw.

**THE BRAKE SHOULD NOT BE APPLIED WHEN THE THROTTLE IS AT IDLE.**

- Cut one piece of fuel tube 10cm long. Slide one end of the fuel tube onto the fuel fitting on your engine. Run the fuel tube along the side of the air filter mount & place the other end into the fuel inlet of the fuel tank.
- Cut one second piece of fuel tube 10cm long. Slide one end into the pressure fitting of the pipe. Place the other end of tube into the second inlet on the fuel tank cover.
- Secure the air filter (not included) with a wire tie.





## Final Adjustments

### Two Speed Adjustment

By increasing or decrease the spring tension you can change the shift point of your two speed. If you want the car to shift into second gear earlier, screw out both screws equally 1/4 turn to decrease the sprint tension, and vice verse. Run your car first before you make any adjustments to the two speed.

To adjust your 2 speed (please turn off your engine):

Lift the car and hold the spur gear in place, the 2 speed housing facing up.

Turn the rear tire slowly.

Watch for the 2 speed screw to appear in the opening of 2 speed housing.

Insert your Allen wrench and adjust as needed.

Remove the Allen wrench and turn the rear tire again and repeat for the second 2 speed screw, adjusting it the same mount.

### Droop

Droop can be adjusted on the G4 to help speed up or slow down how fast the car changes direction when cornering. If the track is bumpy, you may want to add droop to your car by going to a lower number. For example, from 4mm to 3mm. If the track has very high traction, you may want to decrease droop by going to a higher number. For example, from 4mm to 5mm.

### Camber

Camber describes the angle the wheels relative to the ground when looked at from the front or rear. Negative camber means that the tire leans inward at the top.

### Front Toe-In

Front Toe-In can make your car easier to drive. Toe-Out will increase steering when entering corners, but will be slightly more difficult to drive.

### Rear Toe-In

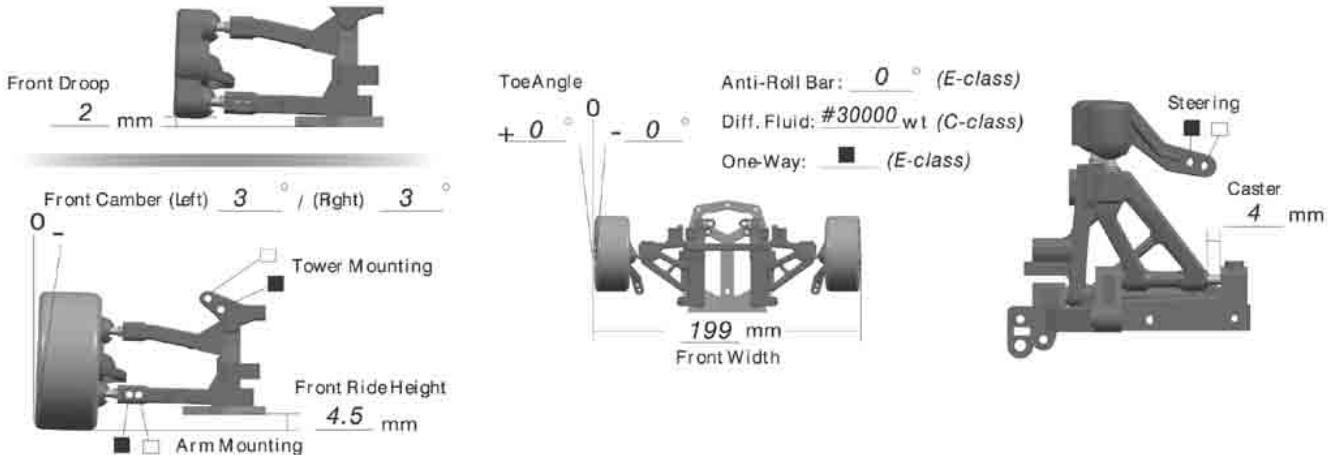
Decreasing the rear toe you will decrease rear traction and add steering.

### TRACK CONDITIONS

Date: \_\_\_\_\_ Driver: \_\_\_\_\_  
 Event: \_\_\_\_\_ Car: \_\_\_\_\_  
 Track: \_\_\_\_\_ Weight: \_\_\_\_\_ g

Surface: \_\_\_\_\_ Smooth \_\_\_\_\_ Med. \_\_\_\_\_ Bumpy  
 Size: \_\_\_\_\_ Open \_\_\_\_\_ Med. \_\_\_\_\_ Tight  
 Traction: \_\_\_\_\_ High \_\_\_\_\_ Med. \_\_\_\_\_ Low  
 Track Temp / Air Temp: \_\_\_\_\_ ° / \_\_\_\_\_ °  
 Note: \_\_\_\_\_

### FRONT SUSPENSION



Front Droop: 2 mm

Front Camber (Left) 3 ° / (Right) 3 °

Anti-Roll Bar: 0 ° (E-class)  
 Diff. Fluid: #30000 wt (C-class)  
 One-Way:  (E-class)

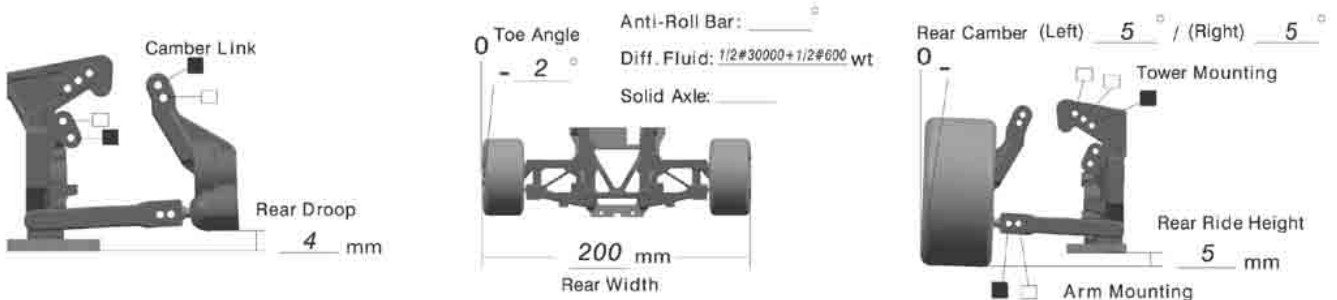
Toe Angle: + 0 ° / - 0 °

Steering: \_\_\_\_\_  
 Caster: 4 mm

Tower Mounting: \_\_\_\_\_  
 Front Ride Height: 4.5 mm  
 Arm Mounting: \_\_\_\_\_

199 mm Front Width

### REAR SUSPENSION



Camber Link: \_\_\_\_\_

Anti-Roll Bar: \_\_\_\_\_  
 Diff. Fluid: 1/2#30000+1/2#600 wt  
 Solid Axle: \_\_\_\_\_

Toe Angle: 0 / - 2 °

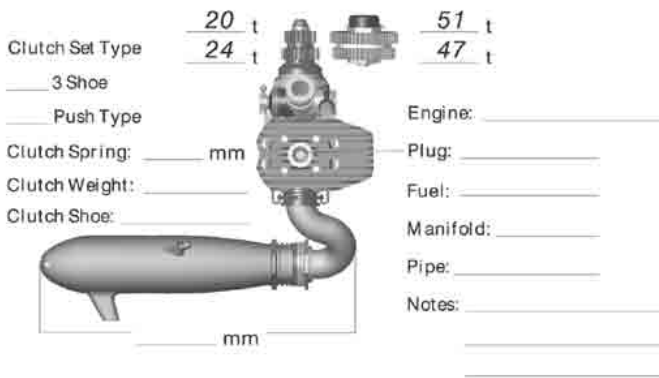
Rear Droop: 4 mm

Rear Camber (Left) 5 ° / (Right) 5 °

Tower Mounting: \_\_\_\_\_  
 Rear Ride Height: 5 mm  
 Arm Mounting: \_\_\_\_\_

200 mm Rear Width

### ENGINE



Clutch Set Type: 20 t / 51 t  
 \_\_\_\_\_ 3 Shoe / 24 t / 47 t

Clutch Spring: \_\_\_\_\_ mm

Clutch Weight: \_\_\_\_\_

Clutch Shoe: \_\_\_\_\_

Engine: \_\_\_\_\_  
 Plug: \_\_\_\_\_  
 Fuel: \_\_\_\_\_  
 Manifold: \_\_\_\_\_  
 Pipe: \_\_\_\_\_  
 Notes: \_\_\_\_\_



Front: 63.5 mm / Rear: 63.5 mm

Oil: #600 / #600 wt  
 Piston: std. / std.

Spring: \_\_\_\_\_  
 Front: std. mm / Rear: std. mm

Front Tire: GRP

Shore: Left 45 ° / Right 45 °

Diameter (Start): 64 / 64 mm  
 Diameter (Finish): \_\_\_\_\_ / \_\_\_\_\_ mm

Rear Tire: GRP

Shore: Left 42 ° / Right 42 °

Diameter (Start): 64 / 64 mm  
 Diameter (Finish): \_\_\_\_\_ / \_\_\_\_\_ mm

### COMMENTS

Lap / Race Time: \_\_\_\_\_  
 Best Lap Time: \_\_\_\_\_  
 Position: \_\_\_\_\_  
 Notes: \_\_\_\_\_



Body: \_\_\_\_\_  
 Radio: \_\_\_\_\_  
 ST. Servo: \_\_\_\_\_  
 TH. Servo: \_\_\_\_\_