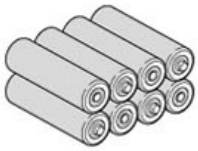
LIGHTNING STADIUM

Instruction Manual

Transmitter Preparation

Battery Installation (Transmitter)



⚠ Caution!

Do not use any damaged batteries.

Car Preparation

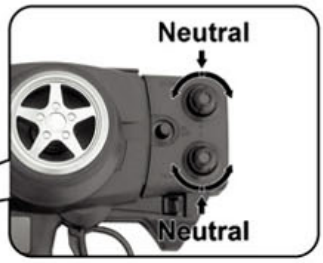
Battery Installation (Receiver)

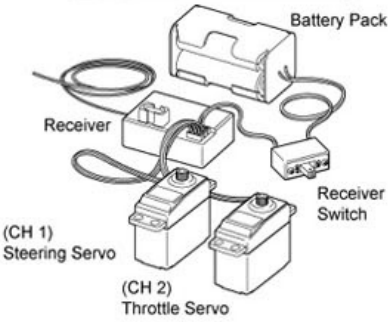
⚠ Caution!

Do not use any damaged batteries.

Transmitter Preparation

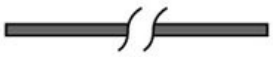
Adjust trim knob to neutral position



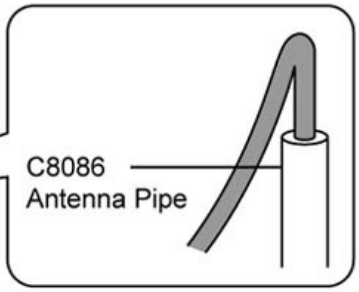


Battery Installation (Transmitter)

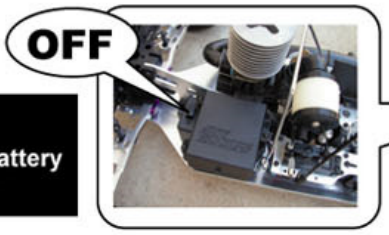
Car Preparation



Install the antenna pipe.

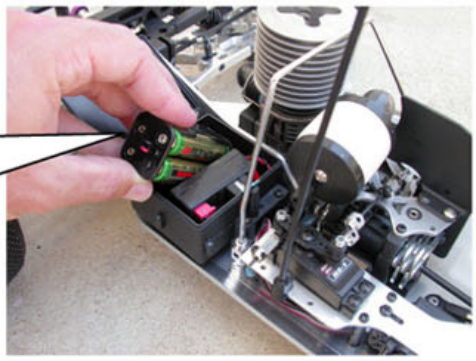


Battery Installation (Receiver)



⚠ Caution!

Alkaline type battery recommended



Note: For Better Performance use rechargeable 6.0v receiver pack.

Pre-Run Check

Turn On Radio:

Let's get ready! First, make sure you have read and understand your radio instructions completely. If you loose control due to radio problems it will likely damage your car and or engine. Install fresh batteries in your transmitter and receiver pack. Extend radio and receiver antennas.

1. Switch on transmitter.
2. Switch on receiver.
3. Make sure servos function properly.
4. Check the radio range by walking away from the car.

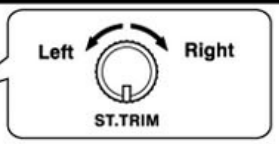
STEP 1

Always turn on your transmitter first.

After the transmitter is on, turn on the receiver.

Steering (Trim):

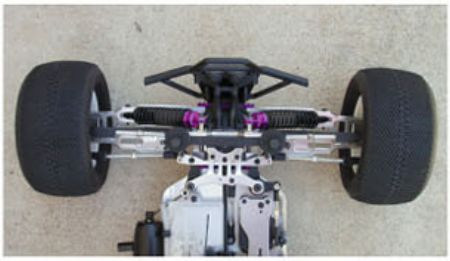
For adjusting the front tires left and right.



Precisely adjust the steering trim in case the front tires are not straight when the steering wheel is placed at neutral position. Adjust again when running.

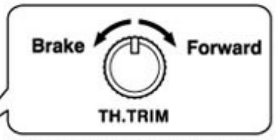
Steering Dual Rate

Steering Dual Rate is used to adjust the amount of steering servo movement.

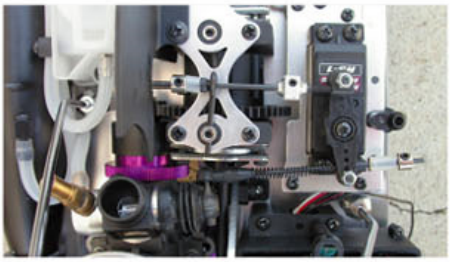


Throttle (Trim):

To use for adjustment if the rear tirse rotate when the receiver switch is turned on.

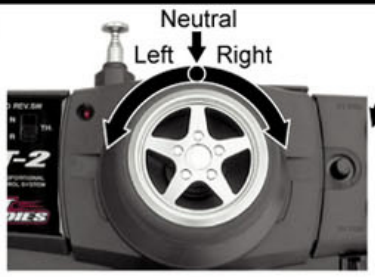


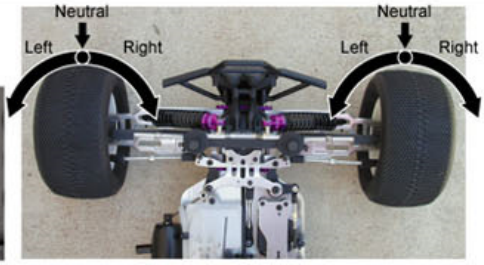
Precisely adjust the throttle trim to make the rear tires stop when not pressing the throttle trigger (Neutral).



Steering Check:

Operate the steering wheel to check if the front wheels move correctly.

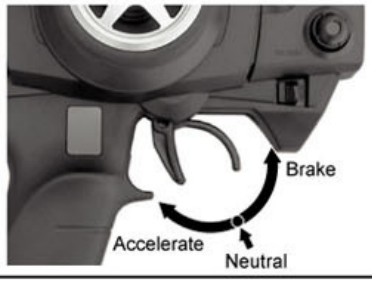


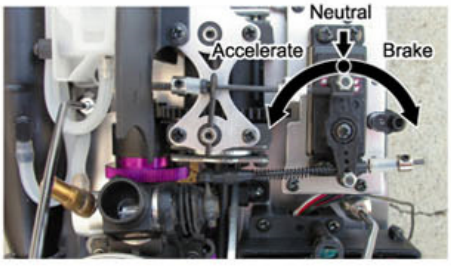


The amount of steering varies according to the steering wheel movement. If the steering wheel is turned all the way left or right, the front wheels will also steer all the way right or left.

Throttle Check:

Operate the throttle trigger to check if the throttle servo moves correctly.





The amount of acceleration varies according to the throttle trigger movement. If the throttle trigger is pulled all the way back, the faster the car will run.

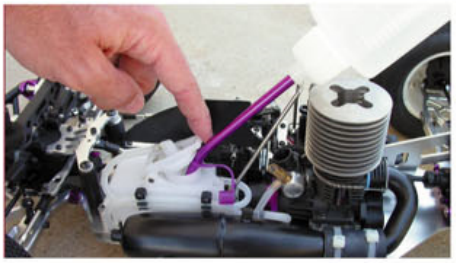
Fueling Up:

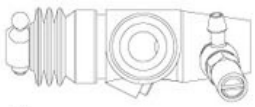
Let's fill up the fuel tank. Make sure you buy good quality fuel designed specifically for R/C cars. Low priced fuel has less lubrication and less cooling ability. New engines are the easiest to damage from low quality fuel!

NOTE:
Never use fuel near a heat source or near open flames

RECOMMENDED FUEL:
15%-20% Nitro Fuel

1. Fill tank with high quality R/C car glow fuel.
2. Close cap securely after filling.





Make sure the throttle valve is in the neutral position!

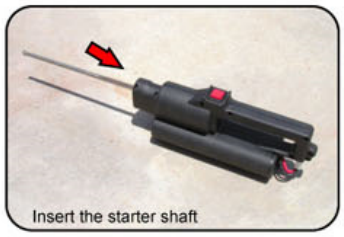
Jump-Start Starting System:

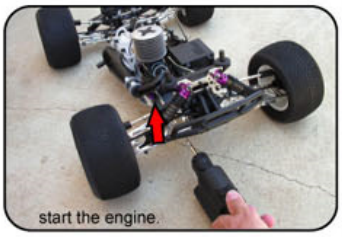
1. Install a fully charged 7.2v battery in to the Jump-Starts battery tray.

Caution!
Make sure there are no obstructions blocking your muffler, air cleaner, or rotating parts (spur gear, clutch bell, etc.)

2. Insert the starter shaft into starter and start the engine.

Caution!
If the engine does not start within ten seconds or the engine becomes difficult to start, stop the Jump-Start. The engine may be flooded. Continued use of the Jump-Start when the engine is flooded may damage the Jump-Start.





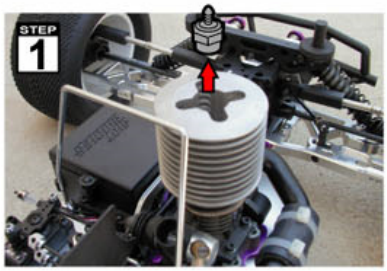
Over-Primmed:

If there is too much fuel inside the cylinder the engine will not start. This is called "over-primmed" or "flooded." To fix this problem, follow these instructions.

Caution!
Make sure that the opening to the cylinder is pointed away from you or anyone else. Be careful, fuel will spray out from cylinder!

1. Remove glow plug from engine using the glow plug wrench.
2. Crank the the engine until all of the fuel is removed from the cylinder. Wipe any fuel spills up immediately. Avoid contact with skin or eyes.

Caution!
Be careful of fuel spaying out of the cylinder!

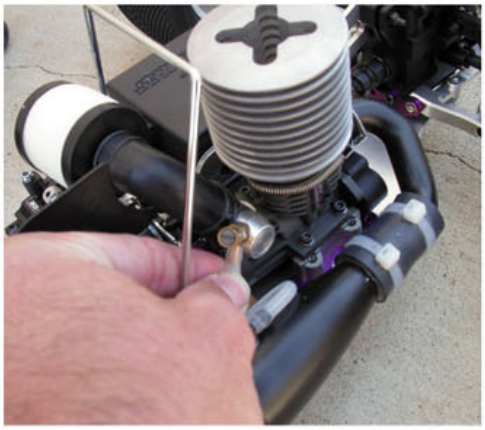


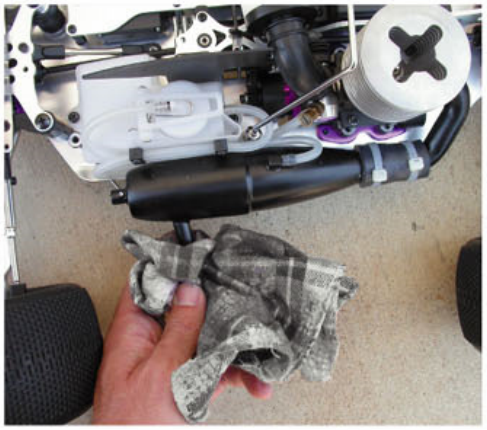
Stopping Engine:

We recommend driving the car until the tank is empty.
Here are two other ways to stop the engine:

1. Stop fuel supply by pinching fuel line.
2. Stop exhaust flow with a rag.

Caution!
Be careful when stopping engine! Do not touch engine or muffler, they may be very hot.





Engine break-in and tuning

Break-in the new engine before driving the car!

Perform the following static break-in to prevent damage to the new engine.
1. Choose a well ventilated outdoor area free from dust and set the car on top of a box so that the wheels are off the ground.
2. Fill the fuel tank and start the engine (see below).
3. Let the engine idle until it runs out of fuel. When the engine stops, allow it to cool then repeat step #2 one more time.
4. Fill fuel tank and run car slowly, checking that the steering and throttle are working correctly. Stay in the low and midrange speeds.

Keep the wheels off the ground for static break-in!

⚠ *Important!*

The engine should always emit light whitish-blue smoke at full throttle. If there is no smoke, the engine is set too lean, and could be damaged. During break-in, it is normal for fuel to spit out of the exhaust pipe.

Note:

Turning the needle CCW makes the mixture **richer** (more fuel, less air)

Turning the needle CW makes the mixture **leaner** (less fuel, more air)

(A) Needle Valve Starting Position:
Turn needle valve clockwise until it stops. (closed)
Open counterclockwise 4 turns. (open)

(B) After the first tank of running the truck, turn needle valve 1/4 turn clockwise (closed). Then follow the same step on next three tanks. So after the 4 tanks of running the truck your needle setting should be 3 turns from fully closed.

Adjust so engine does not stop when brakes are applied. Use removable thread lock to prevent idle screw from vibrating out.

(C) If response on the lower rev is slow, turn the low speed needle valve clockwise (closed) by 30º increments until it shows better low rev response.

(D) Rough at full throttle:
Turn needle 1/4 turn counter clockwise.(open)
Continue 1/4 turn increments until full throttle is smooth and responsive.

(E) Adjusting idle:
Turning clockwise increases idle RPM.
Turning counterclockwise decreases idle RPM.

Tuning after break-in:

1. Set needle valve to starting position (A).
2. Fill fuel tank and start engine.
3. Run car to test the throttle response.
4. If throttle response is sluggish or bogging at high speeds, close needle valve leaning it in gradual increments. (B)
5. After needle valve tuning is complete, adjust idle screw (C) until idle is smooth and consistent.

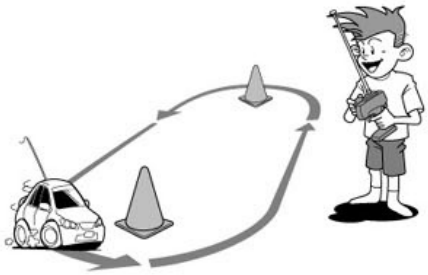
Note: The engine should emit whitish blue smoke at top speed. If there is no smoke, the engine is too lean and could easily be damaged.

⚠ *Important!*

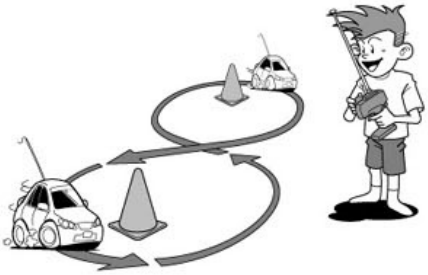
Air Filter Maintenance (After every 5 tanks or as needed)

1. Remove and wash with soap and warm water to remove dirt. Let dry!
2. Apply air filter oil and replace on truck.

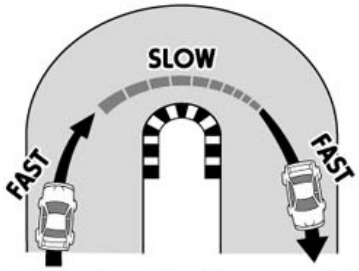
Practicing



Practice to achieve a large regular over.



Use empty cans etc. as pylons for figure "8" drill.

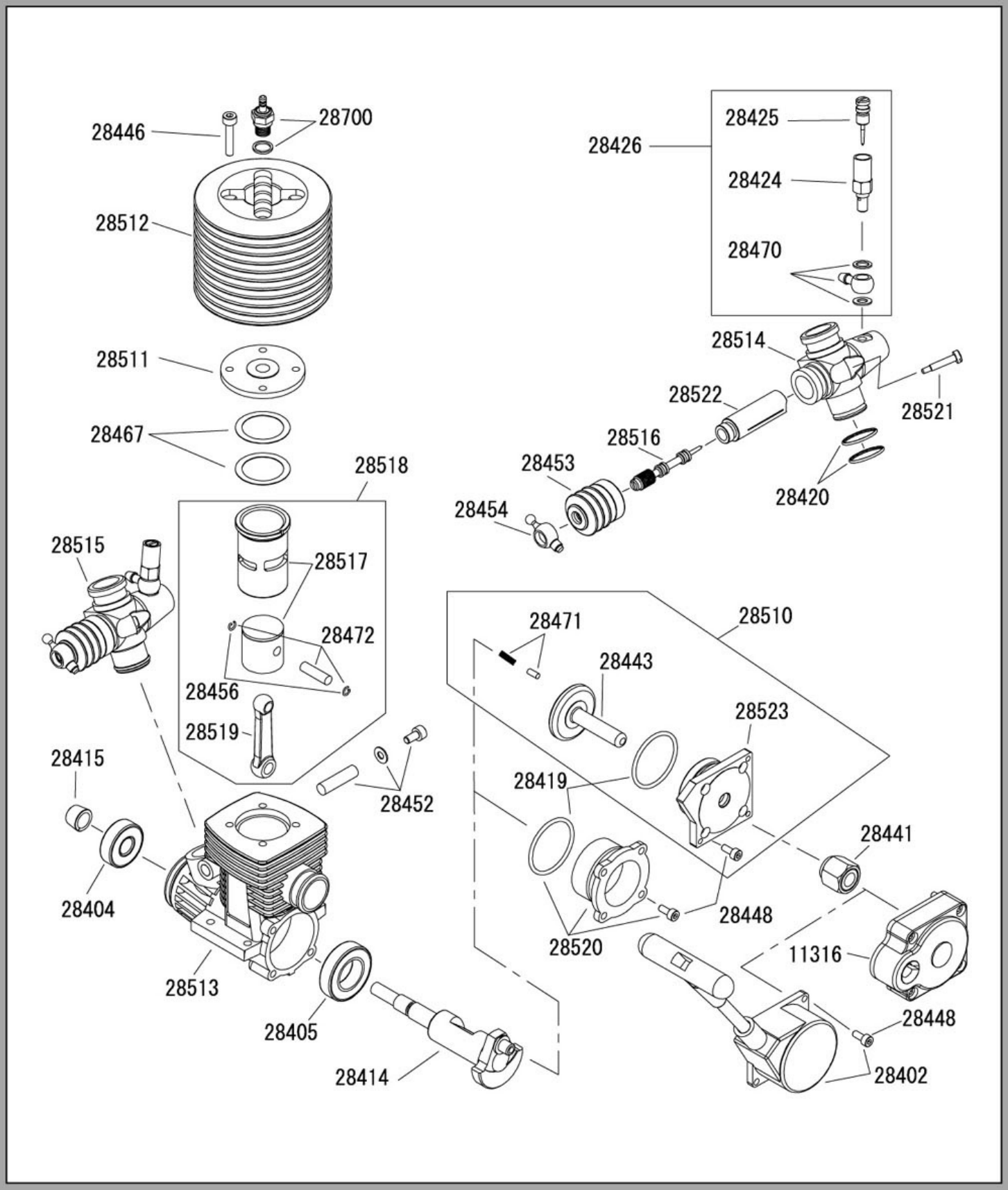


Decelerate when entering into acurve and pick up the speed after a vertex of the curve.

Troubleshooting Guide

Problem	Possible Causes	Solution	
Engine does not start	Fuel tank is empty or throttle valve is not primed.	Fill fuel tank with fuel and prime throttle.	
	Bad glow plug or dead plug booster battery.	Replace glow plug and recharge or replace battery.	
	Fuel lines,air cleaner,or muffler is clogged.	Clean or replace clogged part(s).	
	Engine is flooded due to over-priming.	Remove glow plug and discharge fuel. Also,test the glow plug. Replace the glow plug if it is defective.	
	Throttle valve not adjusted properly.	Set idle and needle valve to standard starting position.	
	Servo linkage not adjusted properly.	Move servo to neutral then re-adjust.	
Engine starts but then stalls	Fuel tank is empty.	Full fuel tank with fuel.	
	Fuel lines,air cleaner,or muffler is clogged.	Clean or replace clogged part(s).	
	Throttle valve not adjusted properly.	Re-adjust idle and needle valve to 2-1/2 turn out.	
	Engine is overheated.	Allow engine to thoroughly cool down and open needle valve 2 to 3 clicks.	
Limited reaction and response from engine or poor performance	Needle valve not adjusted properly.	Re-adjust needle valve to 2-1/2 turn out.	
	Low fuel pressure from muffler.	Properly install pressure line from muffler to fuel tank.	
Car is hard to control	Weak transmitter and/or receiver batteries.	Recharge or replace batteries.	
	Low reception from radio antennas.	Fully extend transmitter and receiver antennas.	
	Servo linkage not adjusted properly.	Move servo to neutral then re-adjust.	
Melted clutch shoes	Break is dragging during running.	Set brake so car rolls freely at neutral throttle.	

.26 Power Factory Engine



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HB

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