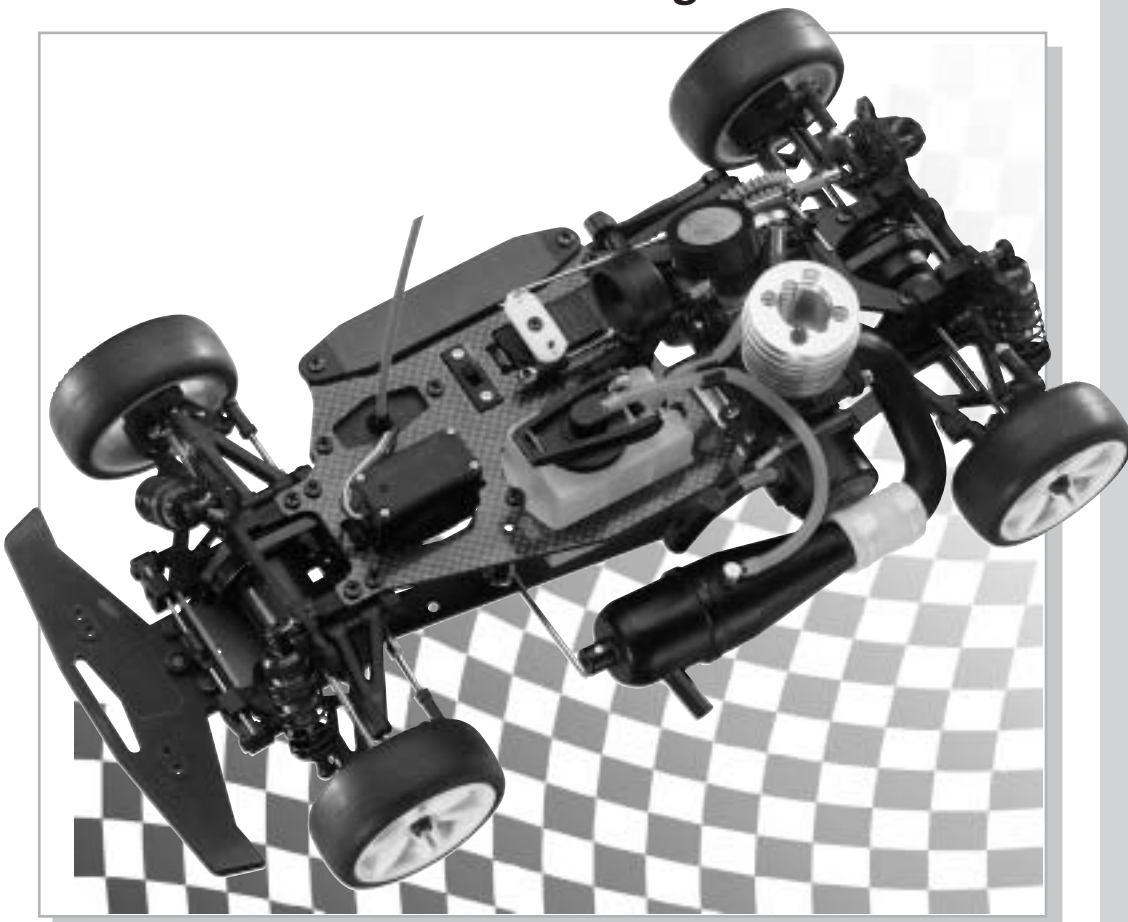


nitro XTA

NITRO CAR COMPETITION
Scale 1/10

Instruction manual
Bouwhandleiding
Plan de montage
Bauanleitung



2 channel radio and battery not included.
Télécommande 2 voies et accus non inclus.
Exclusief 2 kanaalsradiobesturingsset en batterijen.
2 Kanal Fernsteuerung und batterien nicht in Baukasten enthalten.

PROTECH®

SAFETY PRECAUTIONS

This radio-controlled car is not a toy. Always drive your car with a sense of responsibility.

Read the instructions before use. Never drive your car in public areas or playgrounds.

Never drive on public roads as this can cause accidents. Always keep the environment in mind. Don't drive the car in places where the noise can be disturbing. Never drive your car in the neighbourhood of heat sources or flames.

Check whether there is no one driving another car on the same frequency. This can result to interferences or complete incontrolability of the car. Only use special model car fuel. Never use other fuels that are explosive or fire hazardous. A wrong use of the fuel can cause serious injuries or damages. Only the user is responsible for the use of these products. Protech assumes no liability for the use of this model car.

BEFORE DRIVING CHECKS

Your XT4 is 90% ready built but we advice to check the following points before driving.

1. Check that all nuts and bolts, screws are tight.
2. Check that the batteries in the transmitter and the car are fully charged.
3. Adjust steering rod and trim to make the car drive straight when the stick is in the middle.
4. Adjust the throttle push rod so that the carburetor is open about 1-2mm when the throttle stick is in the neutral position.
5. Always drive with an air-filter. Driving without air-filter will cause serious damage to your engine.
6. Check whether the silicone fuel tubing is not split or damaged.
7. Put a little oil on all moving parts i.e.: ball bearings, bushings and ball links.

Before driving the engine needs to be broken in. The first test drives are always done with a certain precaution and driven slowly.

HEAT, FIRE AND FUEL

The engine and muffler become very hot during the use of the car and can cause severe burns. Never touch the rotating parts. They can cause serious injuries as they have a high RPM. Only use the fuel in open air and keep out of reach of children or heat sources. Never fill the fuel tank when the start battery is attached to the motor. The fuel is toxic, avoid therefore all contact with skin or eyes.

MAINTENANCE

Let the engine and muffler cool down before doing the maintenance of the car. Never leave fuel in the fuel tank. It is very important to keep the air filter clean. Use air filter oil (item N° LX906) on the air filter to avoid sand getting in the engine.

ASSEMBLY

1. Tighten all screws and use nut and stud locker to secure all screws that make metal/metal contact.
2. Check all screws again after the first hour of driving. Check whether the differential is well lubricated.
3. Before driving, make sure that all bushings of wheels and transmission are well lubricated.
4. Don't forget to glue the tyres onto the rims with CA glue.
5. Check on a regulary basis the oil level in the shock absorbers.

USING YOUR PROTECH SX-12

We recommend using Protech Daytona or Tornado fuel for running in and driving your Protech car.

STARTING YOUR SX-12

Your Protech SX-12 comes fitted with a pull start system. To start the engine we recommend to use short sharp pulls on the pull start, never pull the pull start to the end of the chord as it is likely to break the pull start. If you can not turn the motor over with the pull start do not force it!! Try to loosen the glow plug on top of the engine and try again. If the motor still will not turn over then release the fuel tubing from the carburetor and take the glow plug out, empty the engine of fuel by pulling on the pull start a few times.

SETTING UP YOUR SX-12

The first needle to set up is the main needle that controls the flow of fuel at full throttle. Before running your SX-12 turn the needle clockwise until it is closed. When the needle is fully closed, turn the needle two turn's open(anti-clockwise), this is the running in position. The next needle to adjust is the low-end needle, this is on the side of the carburetor. Turn the low-end needle until it is flush with the side of the carburetor. Now try to start the car as described above. The engine should run rich (a lot of smoke), drive the car very gently in the beginning to let the motor warm up. The engine will not produce a lot of power but we recommend keeping these settings for the first half an hour.

Once you have run the car for half an hour you can begin to lean the motor out by turning the main needle clockwise. Only turn 1/8 of a turn at time, as you turn the needle inwards the RPM will raise. If you turn it too far the motor will begin to lose RPM and stop when you give full throttle. If this happens then you must open (anti-clockwise) the needle again until the motor runs with not too much smoke. Once you have the top end set up you can adjust the low-end needle. You do this by running the car at idle for around 10 seconds and then give full throttle, if the motor stutters and picks up RPM slowly then the low end needle is too rich (to much fuel) you must turn the needle inwards (clockwise). If the motor picks quickly but then begins to die as you open the throttle, the low-end needle is too lean (not enough fuel). You must open the low-end needle (anti-clockwise)

The adjustment of the main needle and the low-end needle can effect each other, so when you adjust one needle you might need to adjust the other needle.

ATTENTION :

TO EXTEND THE LIFE OF YOUR ENGINE, IT IS BETTER TO RUN YOUR ENGINE TOO RICH THAN TOO LEAN.

VEILIGHEIDSVOORSCHRIFTEN

Gebruik uw telegeleide auto met een zekere verantwoordelijkheidszin, om eventuele materiele schade en of lichamelijk letsel te voorkomen, en lees de volgende aanbevelingen. Houd altijd rekening met uw omgeving en de natuur.

Nooit uw auto laten rijden in de buurt van mensen of dieren.

Nooit uw auto gebruiken op de straat of openbare wegen, het model kan ernstige ongevallen veroorzaken in het verkeer. Houd steeds rekening met de omgeving en de natuur. Vermijd het besturen van uw wagen in omgevingen waar het geluid storend werkt.

Gebruik uw auto nooit in de buurt van warmtebronnen of vlammen om ernstige ongelukken te voorkomen.

Gebruik uw auto steeds in open oppervlaktes of in ruimtes zonder veel obstakels. Hierdoor brengt men geen schade aan andere objecten of aan het model zelf.

Kijk uit dat er niemand in uw omgeving dezelfde frequentie gebruikt als uzelf. Dit kan tot storing of volledige oncontroleerbaarheid van het model leiden. Ernstige ongevallen kunnen het gevolg zijn. Gebruik enkel speciaal voor de modelbouw samengestelde brandstoffen. Gebruik nooit brandstof van het pompstation of andere brandstoffen die ontplofings- en of brandgevaarlijk zijn. Lees steeds de veiligheidsvoorschriften voor het gebruik. Een verkeerd gebruik van de brandstof kan ernstige materiële en of lichamelijke schade aanbrengen. Enkel de gebruiker is persoonlijk verantwoordelijk voor het gebruik van deze producten.

VOOR HET GEBRUIK

Na montage van de auto moet eerst de motor ingelopen worden. Kijk alle elementen van de auto goed na voordat men de auto laat rijden. De eerste ritten gebeuren steeds traag en met een zekere voorzichtigheid.

1. Controleer goed of alle schroeven, moeren en andere onderdelen goed vast zitten.
2. Controleer of de batterijen van de zender en ontvanger nog goed zijn. Slechte of lege batterijen kunnen tot controleverlies van het model leiden.
3. Regel de stuurservo en de stuurtrim zo af dat de auto mooi recht rijdt als de stuurknuppel in de neutrale positie staat.
4. Controleer de neutraalstelling van het gasservo. Een verkeerde instelling kan het model op hol doen slaan.
5. Controleer de instelling van de hoofdregelnaald. De motor mag niet gestart worden als de instelling niet juist gebeurd is.
6. Controleer of het luchtfilter en de uitlaat juist zijn gemonteerd. Nooit de auto laten rijden als één van deze beide elementen niet juist gemonteerd zijn. Dit kan ernstige schade tot gevolg hebben voor de motor.
7. Controleer of de brandstofslangen niet gescheurd of beschadigd zijn.
8. Gebruik een weinig smeermiddel aan alle draaiende delen, scharnierpunten, lagers.

WARMTE, VUUR EN BRANDSTOF

De motor en uitlaat worden heel heet gedurende het gebruik van de auto en kunnen ernstige brandwonden veroorzaken als men deze elementen aanraakt.

Raak nooit de draaiende delen aan. Doordat deze elementen zeer snel draaien kunnen ze ernstige letsels veroorzaken.

Gebruik enkel brandstof voor de modelbouw gemaakt. Gebruik de brandstof enkel in goed geventileerde ruimtes. Houd de brandstof buiten het bereik van kinderen of warmtebronnen. Vul de brandstoftank nooit als de startbatterij op de motor aangesloten is. De brandstof is toxisch, vermijd daarom elk contact met de huid en ogen.

ONDERHOUD

De motor en uitlaat worden tijdens het rijden zeer warm, en kunnen ernstige letsels veroorzaken als men deze aanraakt. Laat steeds deze elementen voldoende afkoelen, vooraleer men met het onderhoud van de auto aanvangt. Laat nooit brandstof in de tank staan. Rijd steeds de brandstoftank volledig leeg. Het is zeer belangrijk de luchtfilter goed zuiver te houden.

MONTAGE

1. Schroef alle schroeven goed vast en gebruik borgmiddel op alle schroeven die metaal/metaal contact maken om lostrillen te voorkomen.
2. Na een tijdje de auto gebruikt te hebben, controleer of alle schroeven nog goed vastzitten en of het differentieel nog voldoende gesmeerd is. Zoniet alle schroeven aandraaien en het differentieel met vet vullen.
3. Voor het gebruik, alle glijlagers van de wielen en aandrijving goed van olie voorzien.
4. Tijdens de montage, niet vergeten de banden op de velgen te lijmen met sekondenlijm.
5. Controleer regelmatig het niveau van de olie in de schokdempers.

HOE DE MOTOR TE STARTEN

1. Vul de brandstoftank
2. Draai de hoofdregelnaald van de carburator dicht om hem vervolgens met 2 toeren te openen.
3. Druk 5 tot 6 maal op het pompje om de brandstof aan te zuigen.
4. Sluit de gloeiplugstekker met zijn batterij op de gloeiplug aan. Laat de stekker op zijn plaats zitten en geef 50 % gas.
5. Start de motor met korte trekjes aan de trekstarter. Trek voorzichtig met herhalende en korte trekjes. Trek het touw nooit verder als 25 cm.
6. Als de motor niet start, ga dan niet verder ! Als de motor teveel brandstof heeft, draai dan de gloeiplug uit de motor en trek ongeveer 10 keer aan de trekstarter tot de motor weer leeg is. Let op voor de ogen ! Blaas op de gloeiplug om het gloeidraadje van de gloeiplug te drogen. Hermonteer de gloeiplug en start terug van stap 4.

HOE DE MOTOR INLOPEN

De motor moet eerst goed ingelopen worden alvorens met het model echt te gaan rijden.

Zoek een zuivere en goed geventileerde ruimte. Plaats het model op een verhoogje zodat de wielen vrij van de grond kunnen draaien.

Vul de brandstoftank en start het model zoals voorheen beschreven werd. Laat de motor op leegloop draaien tot de brandstoftank leeg is. Laat de motor afkoelen en vul de brandstoftank opnieuw voor een nieuwe inlooppessie. Regel de gastrim zo dat de wielen niet aangedreven worden.

Na deze inlooperperiode kan het model gereden worden. Dit dient traag te gebeuren voor een periode van 2 tot 3 tankvullingen.

Vermijd de volgas positie tijdens het inlopen.

Een nieuwe motor reageert minder snel op het gasgeven en het is zelfs mogelijk dat de motor afslaat tijdens het inlopen. In dit geval de motor herstarten en meer progressief gas geven.

HOE DE MOTOR AF TE REGELLEN

Draai eerst de hoofdregelnaald dicht om deze vervolgens met 2 toeren te openen. Nu kunnen we de motor starten. De motor zal veel roken, wat op een zeer rijke afstelling duidt. Rij met de auto rechte lijnen. Om het toptoerental van de motor te regelen gaan wij de hoofdregelnaald dicht draaien, dit doen we met 1/8 toer per keer. Als het toerental van de motor tijdens het rijden afneemt en de motor weinig of bijna geen rook meer verspreidt staat deze te mager afgeregeld.

Laat de motor vervolgens 10 sec op leegloop draaien, om vervolgens volgas te geven. Als de motor niet snel reageert, maar eerst sputtert om dan naar het volgas regime op te lopen moet de onderste regelnaald een weinig ingedraaid worden. Dit doen we ook weer per 1/8 toer. Neemt de motor echter direct op, dan kunnen wij de tegenregelnaald een ietsje opendraaien. De inregeling van de beide regelnaalden kan de afregeling beïnvloeden. Regel de leegloopschroef zo dat de motor in de leegloopstand een zo laag mogelijk toerental draait.

LET OP : OM DE LEVENSDUUR VAN UW MOTOR TE VERLENGEN IS HET STEEDS AAN TE RADEN DE MOTOR EEN WEINIG TE

PRECAUTIONS DE SECURITE

Afin de prévenir tout dommage matériel ou corporel, faire évoluer les modèles radiocommandés de façon responsable en suivant au minimum les quelques recommandations ci-après. Prendre l'environnement en considération.

Ne jamais faire évoluer les modèles R/C près de personne ou animaux, ne pas considérer humains ou animaux comme des obstacles à éviter !

Ne jamais faire évoluer les modèles dans la rue ou sur une route : ils peuvent causer de graves accidents de la circulation.

Pour éviter tout dommage matériel ou corporel, ne pas faire évoluer les modèles dans un espace restreint ou bondé .

Tenir compte de l'environnement. Eviter les évolutions dans les endroits où le bruit peut entraîner des désagréments. Ne jamais faire évoluer le modèle près d'une source de chaleur ou d'une flamme sous peine d'accidents sérieux. La collision du modèle avec d'autres objets entraîne des dommages matériels aux objets et au modèle proprement dit, utiliser votre voiture dans les zones dégagées.

S'assurer que la personne d'autre n'utilise la même fréquence dans les environs. L'utilisations simultanée de la même fréquence pour les modèles roulants, volants ou navigants peut entraîner la perte de contrôle des dits modèles et causer de sérieux accidents.

N'utiliser que du carburant spécial pour modèles réduits. Ne jamais employer d'essence ou autre carburant qui peuvent exploser et brûler causant dommages matériels et blessures graves. Bien lire les précautions d'utilisations sur le contenant et s'y conformer. Un usage incorrect du carburant peut entraîner de dommages matériels et corporels. Seul l'utilisateur est personnellement responsable de l'usage qu'il faut du produit.

VERIFICATION AVANT UTILISATION

La première opération après assemblage est le rodage du moteur. Vérifier deux fois tous les éléments du véhicule avant de le faire évoluer lentement tout en contrôlant la direction et la commande de gaz.

1. S'assurer qu'écrous et boulons, et plus particulièrement les vis pointeau sont bien serrés.
2. S'assurer que les piles d'émetteur et de récepteur sont fraîches. Des piles déchargées peuvent entraîner une perte de contrôle du modèle.
3. Ajuster le servo de direction et régler le trim de façon à ce que la voiture roule en ligne droite lorsque le manche/volant de direction est au neutre.
4. Vérifier doublement le neutre de la commande de gaz. Un réglage incorrect peut entraîner le départ inopiné du modèle.
5. Vérifier doublement le réglage du pointeau de carburateur. Le moteur peut ne pas démarrer si le pointeau n'est pas correctement positionné.
6. S'assurer que le filtre à air et l'échappement sont propres et correctement installés. Ne jamais faire évoluer le modèle sans ces éléments sous peine d'endommagement important du moteur.
7. S'assurer que les durités ne sont pas fendues ou obstruées. Ceci peut entraîner des fuites ou même une casse moteur.
8. Appliquer de la graisse aux suspensions, pignons, paliers ...

CHALEUR, FEU ET CARBURANT

Les éléments tels le moteur, l'échappement ... deviennent très chauds lors des évolutions et peuvent causer de sérieuses brûlures si on les touche !

Ne pas toucher les pièces en mouvement telles que les arbres d'entraînement, les pignons ... car leur rotation rapide peut entraîner de blessures graves.

N'utiliser que du carburant pour le modélisme. Ne jamais employer d'essence ou autres carburants pouvant exploser et s'enflammer et donc provoquer de sérieuses brûlures / blessures. Manipuler le carburant uniquement dans les zones bien ventilées. Le tenir éloigné d'une flamme ou de toutes autres sources de chaleur. Ne jamais faire le plein du modèle ou effectuer l'amorçage avec la batterie ou l'accu de démarrage connecté au moteur. Le carburant est toxique : éviter le contact avec la peau et les yeux. Le tenir éloigné des enfants.

MAINTENANCE

Les éléments tels que le moteur, l'échappement ... deviennent très chauds lors des évolutions et peuvent causer de sérieuses brûlures si on les touche ! En conséquence, laisser refroidir avant d'entamer le nettoyage ou l'entretien du modèle.

Ne jamais laisser de carburant dans le réservoir. Faire évoluer le modèle jusqu'à épuisement du carburant !

Nettoyer la chambre du pot d'échappement.

Il est impératif de maintenir le filtre à air propres.

MONTAGE

1. Bien serrer et appliquer du frein filet sur toutes les vis de connection métal/métal (support d'amortisseurs, support de tirants avant)
2. Au bout d'un certain temps d'utilisation, vérifier le serrage des vis ainsi que le graissage du différentiel. Le cas échéant, resserrer les premières et rajouter de la graisse dans le différentiel.
3. Avant utilisation, huiler tous les paliers métal fritté, roues et transmissions principale.
4. Lors du montage de l'ensemble, ne pas oublier de coller les pneus sur les jantes avec de la colle cyano.
5. Contrôler périodiquement le niveau d'huile des amortisseurs.

PROCEDURE DE DEMARRAGE DU MOTEUR

1. Remplir le réservoir à carburant.
2. Fermer le pointeau situé sur le carburateur. L'ouvrir ensuite de deux tours.
3. Appuyer 5 ou 6 fois sur le bouton d'amorçage du réservoir.
4. Connecter le socquet à la bougie pour chauffer cette dernière.
5. Laisser le socquet en place et amener les gaz à 50 %.
6. Démarrer le moteur par petites tractions sur câble de lancement. Tirer par petits coups et répétifs. Ne pas tirer la corde au delà de 25 cm.
7. Si le moteur ne démarre pas, ne pas insister ! Si le moteur est noyé, enlever la bougie et tirer le lanceur 10 à 20 fois pour vider complètement le cylindre de carburant. Attention aux yeux ! Souffler sur la bougie pour sécher le filament. Réinstaller la bougie et reprendre à l'étape 4.

PROCEDURE DE RODAGE

Bien veiller à effectuer le rodage du moteur avant de faire évoluer le modèle pour la première fois.

Choisir un endroit propre et bien ventilé et poser le modèle sur un socle afin que les roues ne soient pas au contact du sol.

Remplir le réservoir et démarrer le moteur selon la procédure précédemment décrite. Laisser tourner le moteur au ralenti jusqu'à épuisement du carburant. Laisser le moteur refroidir et effectuer ensuite un nouveau remplissage pour une nouvelle séance de ralenti. Agir éventuellement sur le trim de ralenti de façon à ce que les roues soient pas entraînées.

Après ce rodage statique, remplir le réservoir et faire évoluer le modèle lentement en vérifiant les fonctions R/C.

Répéter 2 à 3 fois cette opération.

Eviter la position « Pleins Gaz » lors des séances de rodage.

Un moteur neuf peut répondre mollement et même caler lors de l'accélération. Dans ce cas, réessayer en ouvrant les gaz plus progressivement.

PROCEDURE DE REGLAGE

Réglez d'abord le pointeau en le fermant complètement pour rouvrir ensuite de 2 tours. A présent, l'on peut démarrer le moteur qui tournera très riche tout en dégageant une forte fumée.

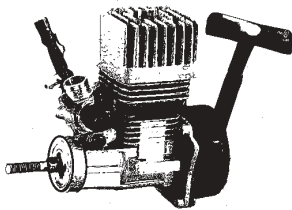
Conduisez la voiture en ligne droite.

Pour accélérer le rythme du moteur : mettre le moteur moins riche (diminuer l'apport du carburant). Il convient de le faire par un 1/8 de tour à chaque fois. Le moteur accéléré. Si à un moment donné le rythme diminue, il suffit de laisser rouler le moteur pendant quelques secondes au ralenti pour ensuite donner plein gaz. Si le moteur ne répond pas aussitôt, il faut tourner d'un 1/8 de tour le contre - pointeau dans le sens horaire des aiguilles d'une horloge. Le maniement du contre pointeau peut néanmoins influencer le réglage du pointeau. Réglez le ralenti du moteur au plus bas de régime possible.

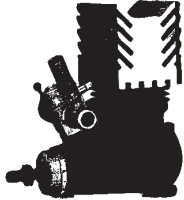
ATTENTION : POUR AUGMENTER LA LONGEVITE DE VOTRE MOTEUR, AJUSTER LE POINTEAU UN RIEN PLUS RICHE !

THINGS NEED BESIDES THE KIT

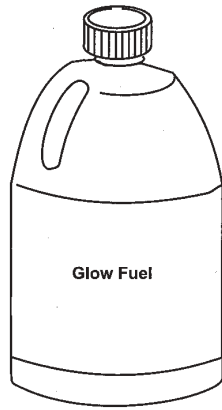
Note: The engine may not include in kit.



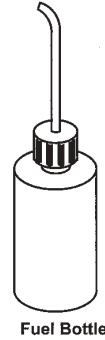
12-15 Class Side-Exhaust Engine
(With Pull Starter)



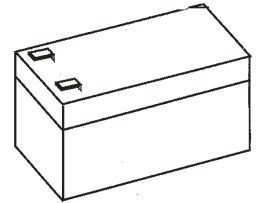
12-15 Class Side-Exhaust Engine
(Without Pull Starter)



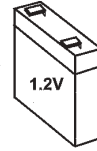
Glow Fuel



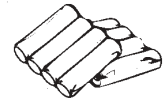
Fuel Bottle



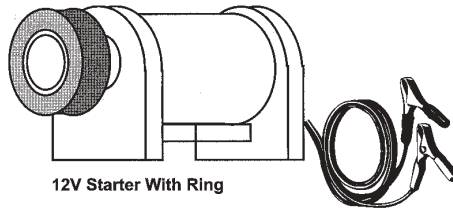
12V Battery for Starter
12V電池 (起動器用)



1.2V Battery for Glow Plug Heat

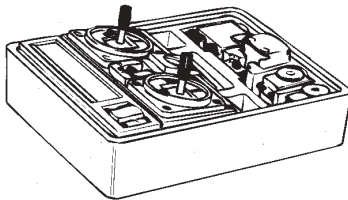


UM-3 Batteries (12 pcs)



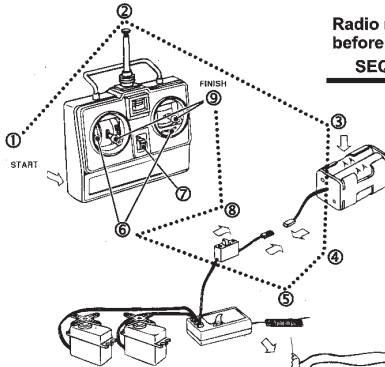
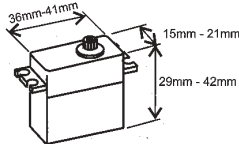
12V Starter With Ring

RADIO CONTROL UNIT



Note: Careful read the instruction manual of your 2 channel radio controller before using.

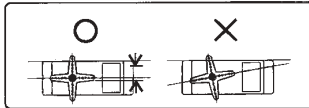
SUITABLE SERVO SIZE



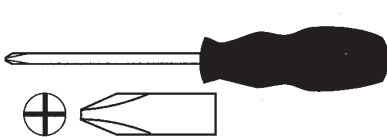
Radio must be set at neutral position before installing in the kit.

SEQUENCE TO SET NEUTRAL

- ① Install UM-3 batteries.
- ② Extend the antenna.(Transmitter)
- ③ Install batteries .
- ④ After installing the battery, connect the battery box.
- ⑤ Extend the antenna. (Receiver)
- ⑥ Set the trim-lever at center.
- ⑦ Turn on the switch. (Transmitter)
- ⑧ Turn on the switch. (Receiver)
- ⑨ Make sure the servos are in command.
- ⑩ When the operation stick is in neutral, servo horns must be in neutral as will.
*Adjustment can be made by re-installing the servo horn.
- ⑪ Turn off the switch. (Receiver)
- ⑫ Turn off the switch. (Transmitter)
- ⑬ Retract the antenna. (Transmitter)



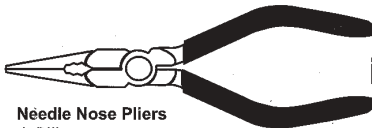
TOOLS NOT INCLUDED IN KIT



Phillips Type Screw Drivers (L)
大型十字螺絲起子



Phillips Type Screw Drivers (S)
小型十字螺絲起子



Needle Nose Pliers
尖嘴鉗



Knife
美工刀



Cutter
斜口鉗



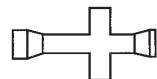
Curved Scissors
彎頭剪刀



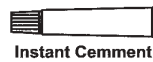
Precision Caliper
游標卡尺



Brush
毛刷



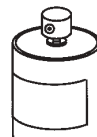
Cross Wrench
六角起子



Instant Cement



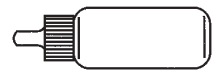
Masking Tape



Paints



INCLUDED WITH KIT



Shock Oil



1.5mm Allen Wrench



2mm Allen Wrench



2.5mm Allen Wrench



5mm Allen Wrench



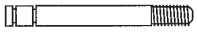
Gear Grease Box

BAG

1

1 Step 1

PARTS USED



H-02 3 x 30mm Shock Shaft x4



E-07 O-Ring (blue) x8



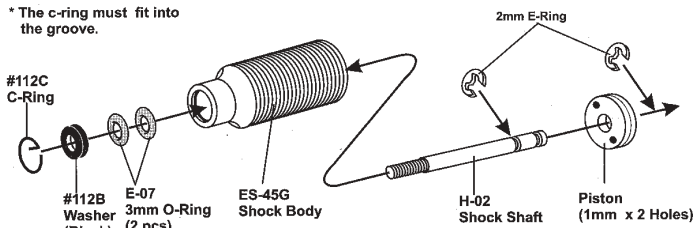
2mm E-Ring x8



E-08 Pressure Top x4

1 SHOCK ASSEMBLY

* The c-ring must fit into the groove.



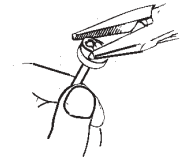
* Put a little oil onto the 3mm o-ring before assembly.

* Use the 1mm x 2 holes piston for this kit.

(1mm x1 Hole)

(1.2mm x2 Holes)

* Cut the piston from the plastic parts tree.



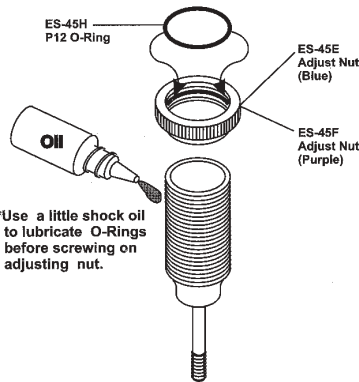
* Use pliers to snap on E-Ring.

2 ASSEMBLY OF THE 4MM BALL END

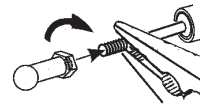
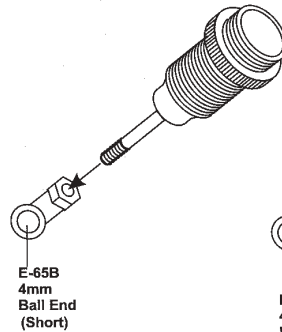
* The O-Ring must be inserted into groove.

Make two for front.

Make two for rear.

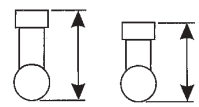


* Use a little shock oil to lubricate O-Rings before screwing on adjusting nut.

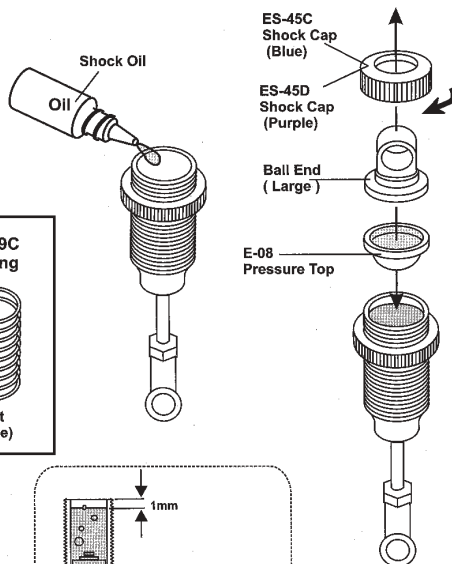


* Be careful not to damage the shock shaft.

Long Short



3 FILLING THE SHOCK OIL



OPTION PARTS: #279A, #279B, #279C Color Shock Spring



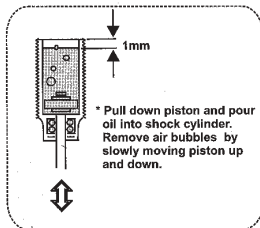
Hard (White)



Middle (Yellow)



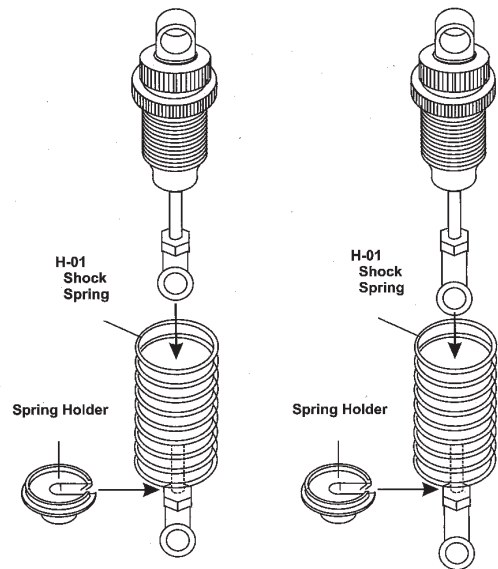
Soft (Blue)



* Pull down piston and pour oil into shock cylinder. Remove air bubbles by slowly moving piston up and down.

(Front)

(Rear)

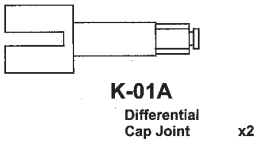


* Take the spring holder from the plastic parts tree.

BAG

4 ~ 5
Step 4-5

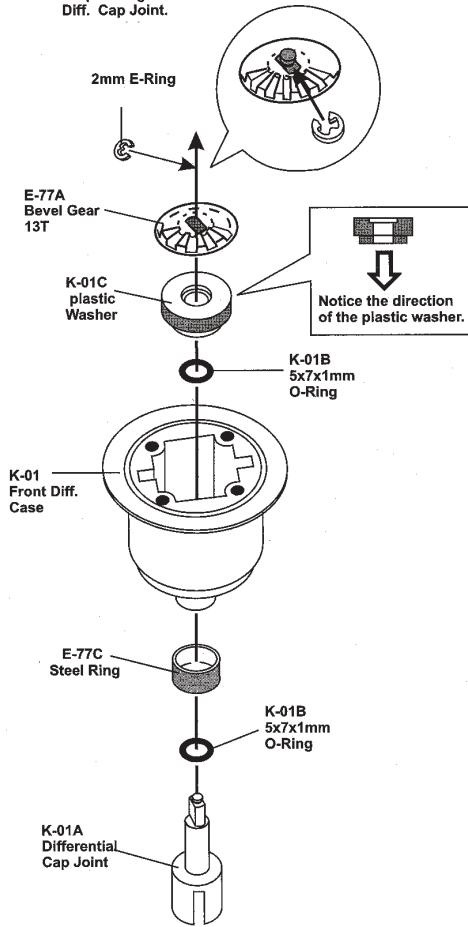
PARTS USED



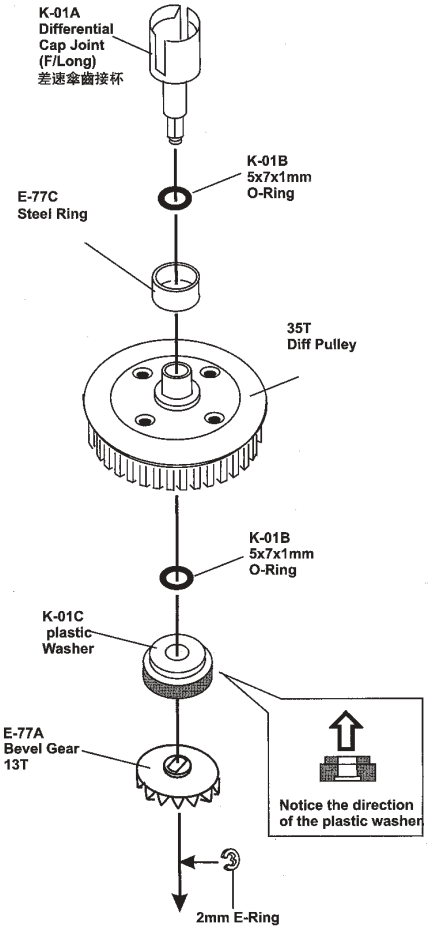
4 FRONT DIFFERENTIAL ASSEMBLY

1.

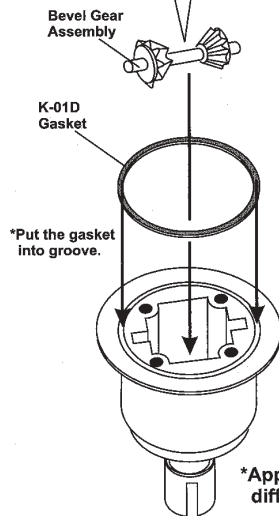
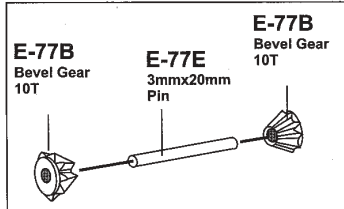
*Snap E-Ring onto Diff. Cap Joint.



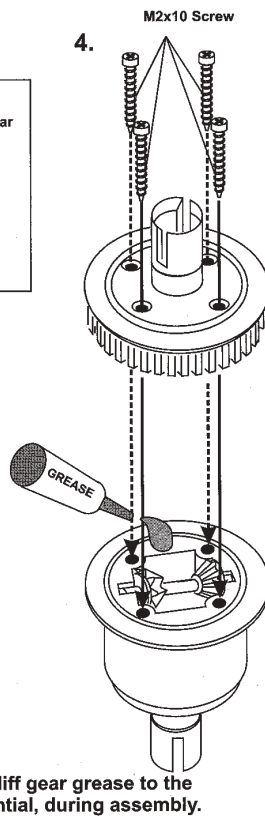
2.



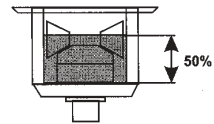
3.



4.

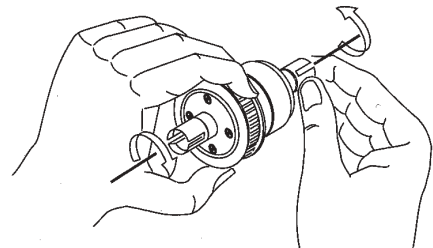


* PUT THE OIL INTO DIFF. CASE ABOUT 50%.







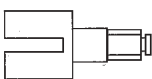


* CHECKING YOUR DIFFERENTIAL ASSEMBLY

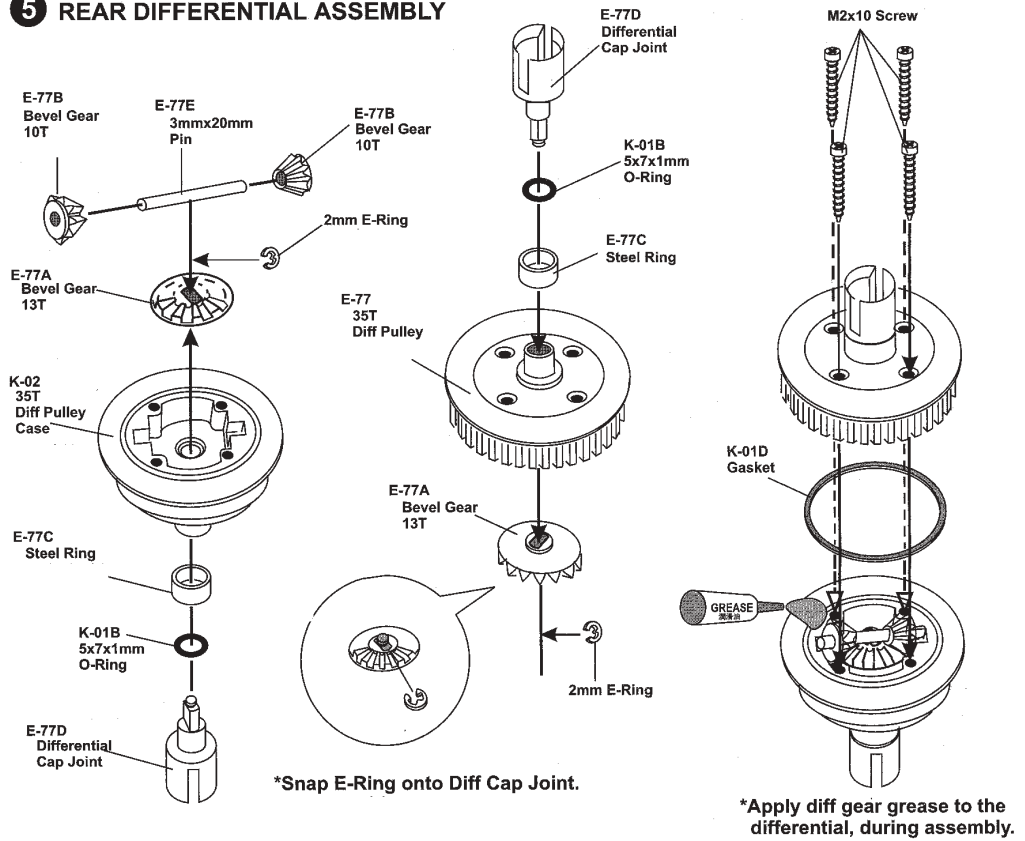
To test the effectiveness of the gear differential hold the gear tightly with one hand and turn one cap joint. Does the other cap joint move in the opposite direction and smoothly? If gear differential does not move smoothly, assemble the gear diff. once again



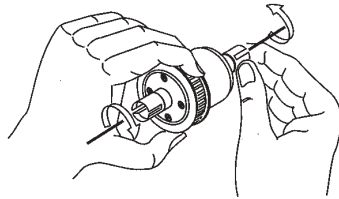
PARTS USED

-  E-77C Steel Ring x2
-  M2x8 Screw x4
-  2mm E-Ring x2
-  E-77E 3mmx20mm Pin x1
-  E-77A Bevel Gear 13T x2
-  E-77B Bevel Gear 10T x2
-  E-77D Differential Cap Joint x2

5 REAR DIFFERENTIAL ASSEMBLY



* CHECKING YOUR DIFFERENTIAL ASSEMBLY

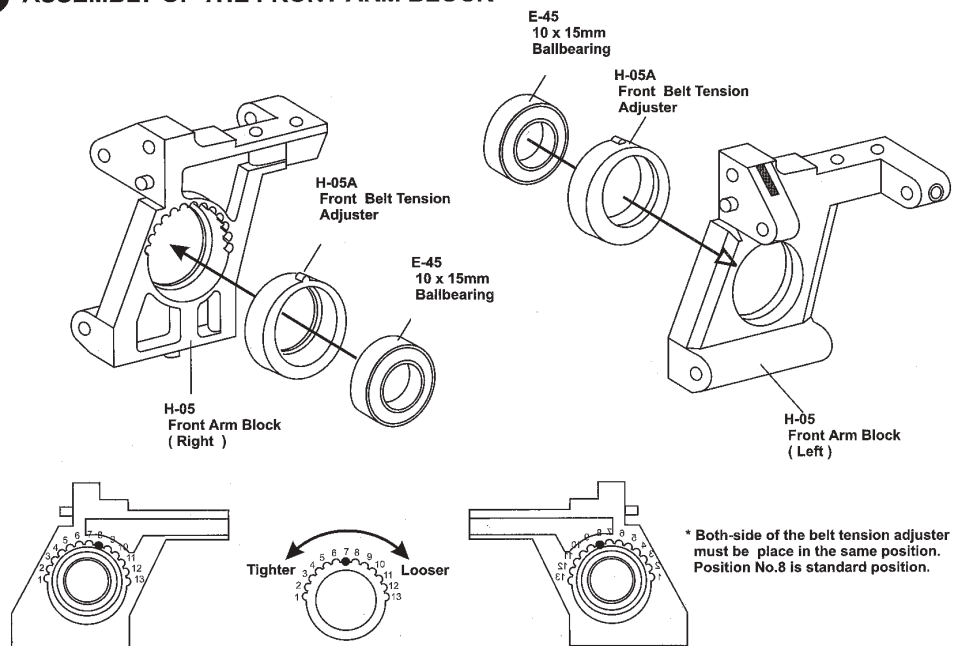


To test the effectiveness of the gear differential hold the gear tightly with one hand and turn one cap joint. Does the other cap joint move in the opposite direction and smoothly? If the gear differential does not move smoothly, assemble the gear diff. once again

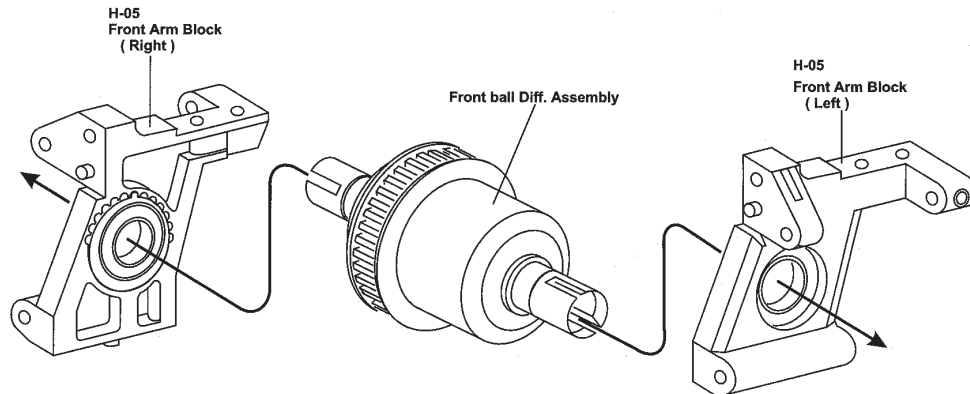
BAG
3

6 ~ 15
Step 6~15

6 ASSEMBLY OF THE FRONT ARM BLOCK

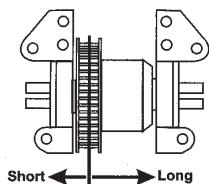


7 ASSEMBLY OF THE FRONT ARM BLOCK

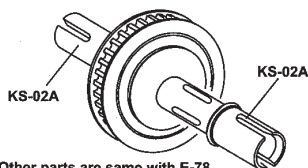


Important

*Notice the position of the differential.

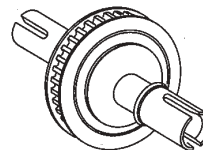


OPTION PARTS: KS-02
Front Ball Differential



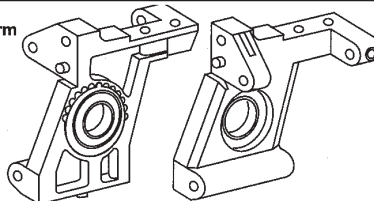
* Other parts are same with E-78.

OPTION PARTS: E-78 Rear Ball Differential



OPTION PARTS: HS-13

Alum. Suspension arm Block (Front)
改装品：鋁合金前擺固定座



Parts:

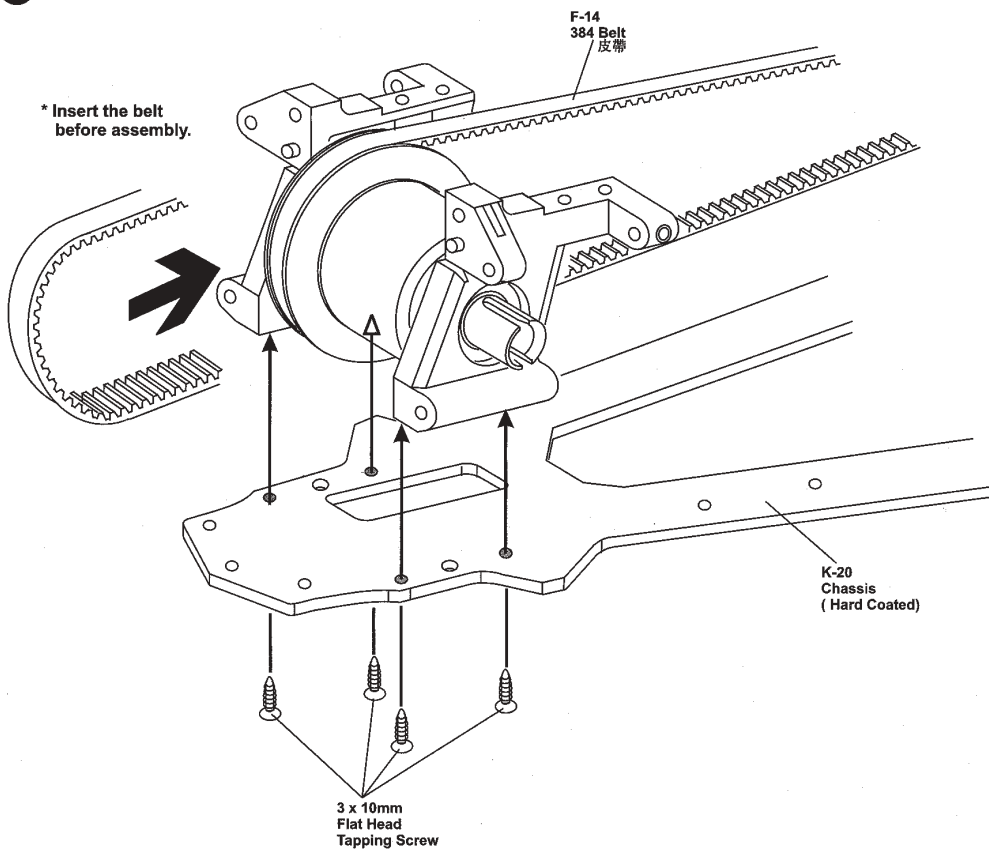
E-48 35T Pulley (Ball Type)
E-11 Diff. Washer
E-12 1/8" Ball (12 Pcs)
E-13A 1/16" Ball (9 Pcs)
E-13B Diff Trust Washer
E-14 Cap Joint
234Y 5x8mm Ballbearing
ES-18A 2.6x4.5 Spring Washer
ES-18B 2.6x25mm Screw

PARTS USED

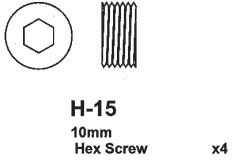


3 x 10mm
Flat Head
Tapping Screw x4

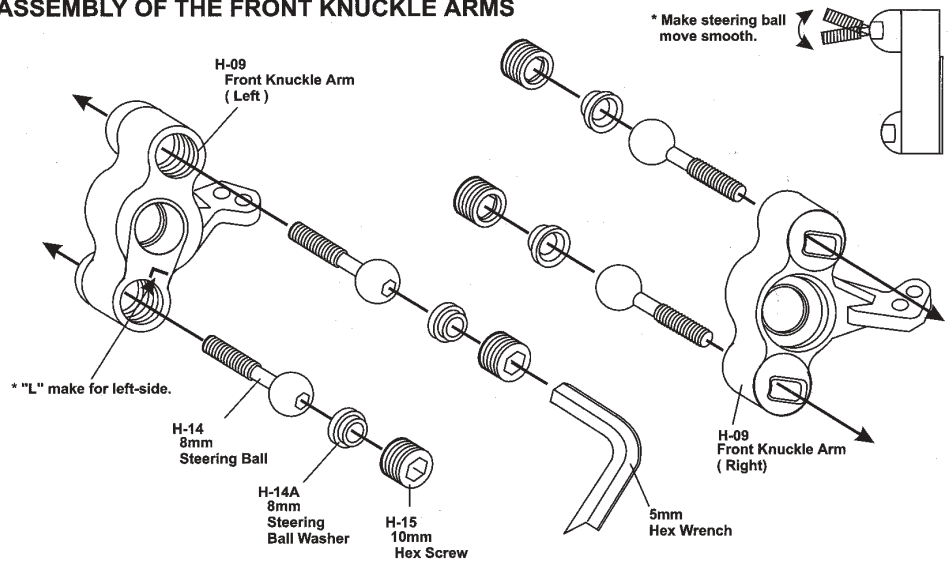
8 ASSEMBLY OF THE FRONT BLOCK ONTO CHASSIS



PARTS USED

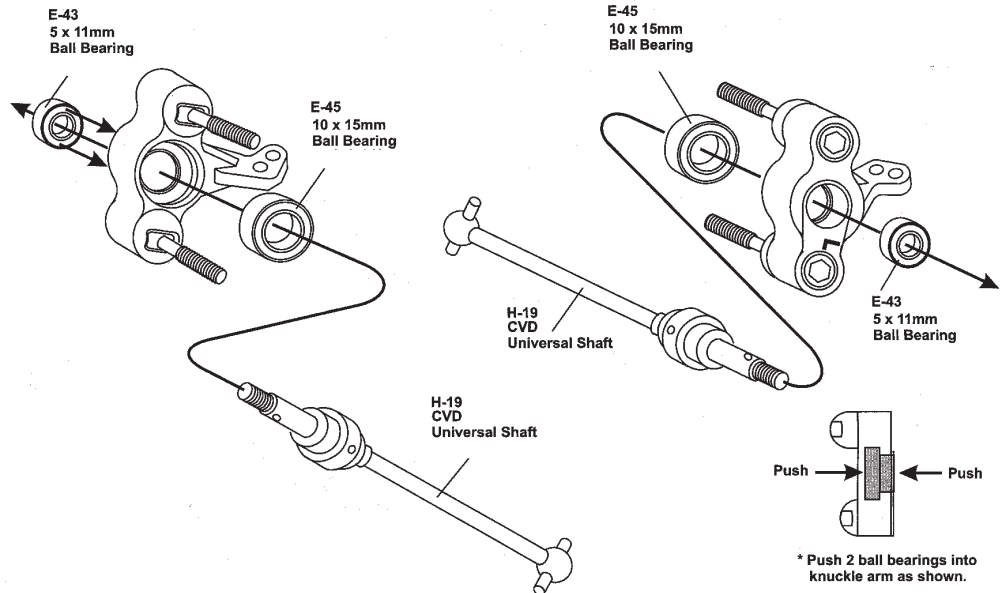
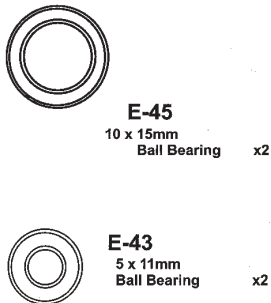


9 ASSEMBLY OF THE FRONT KNUCKLE ARMS

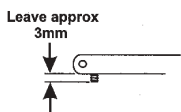
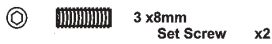


10 ASSEMBLY OF THE CVA UNIVERSAL SHAFT

Assembly of the right and left-side are the same.



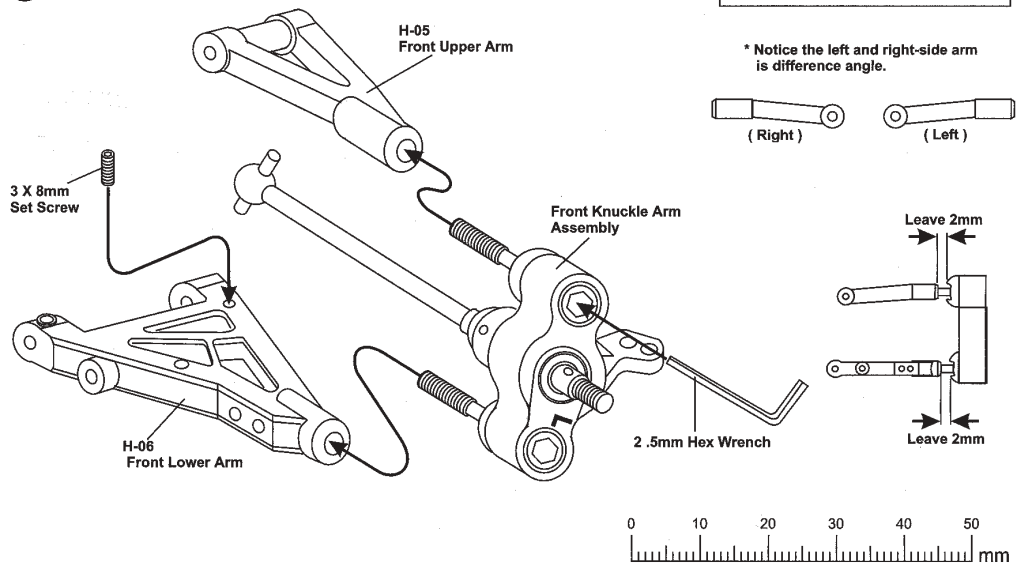
PARTS USED



* A 3 x 8mm set screw is used to adjust the ride height.

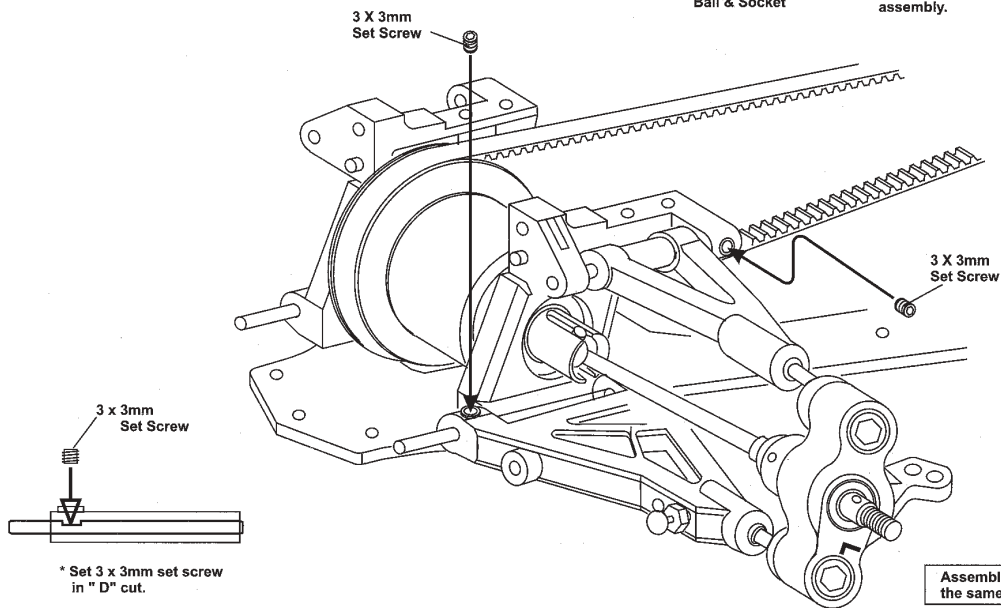
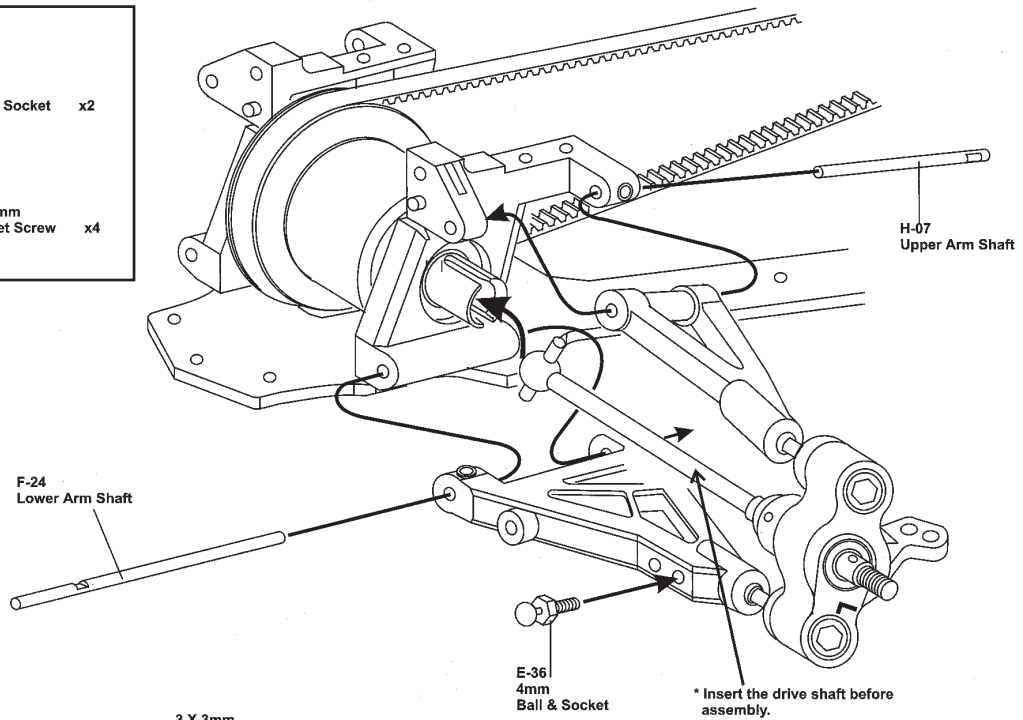
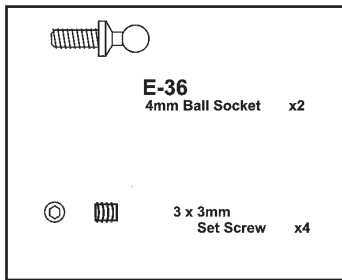
11 ASSEMBLY OF THE FRONT SUSPENSION ARMS

Assembly of the right and left-side are the same.



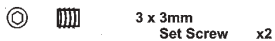
12 ASSEMBLY OF THE FRONT SUSPENSION ARM TO ARM BLOCK

Assembly of the right and left-side are the same.

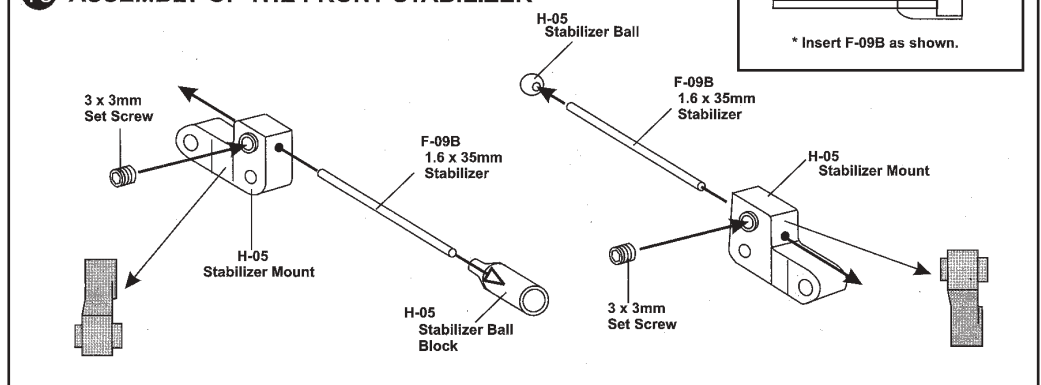
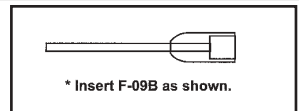


Assembly of the right and left-side are the same.

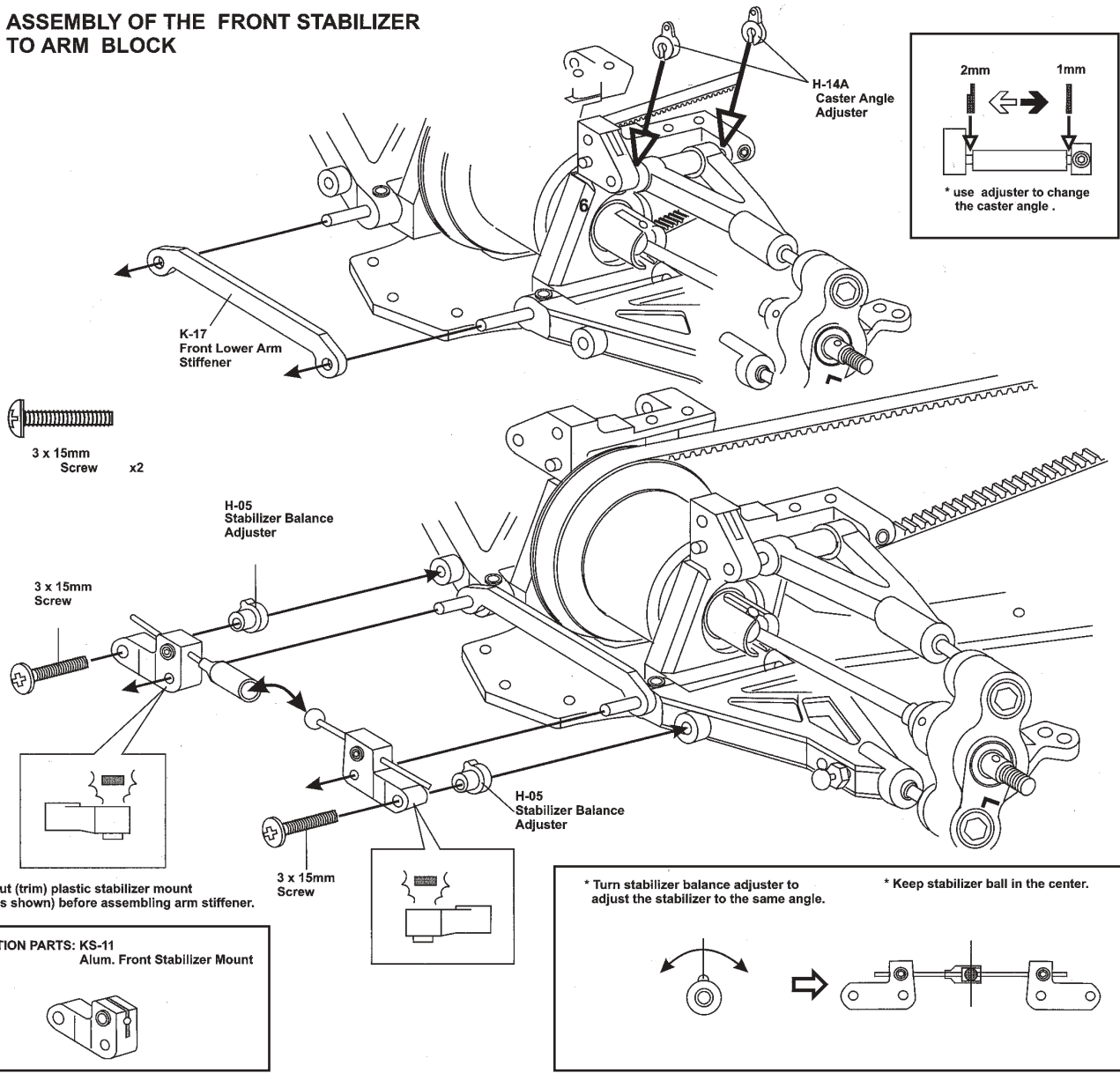
PARTS USED



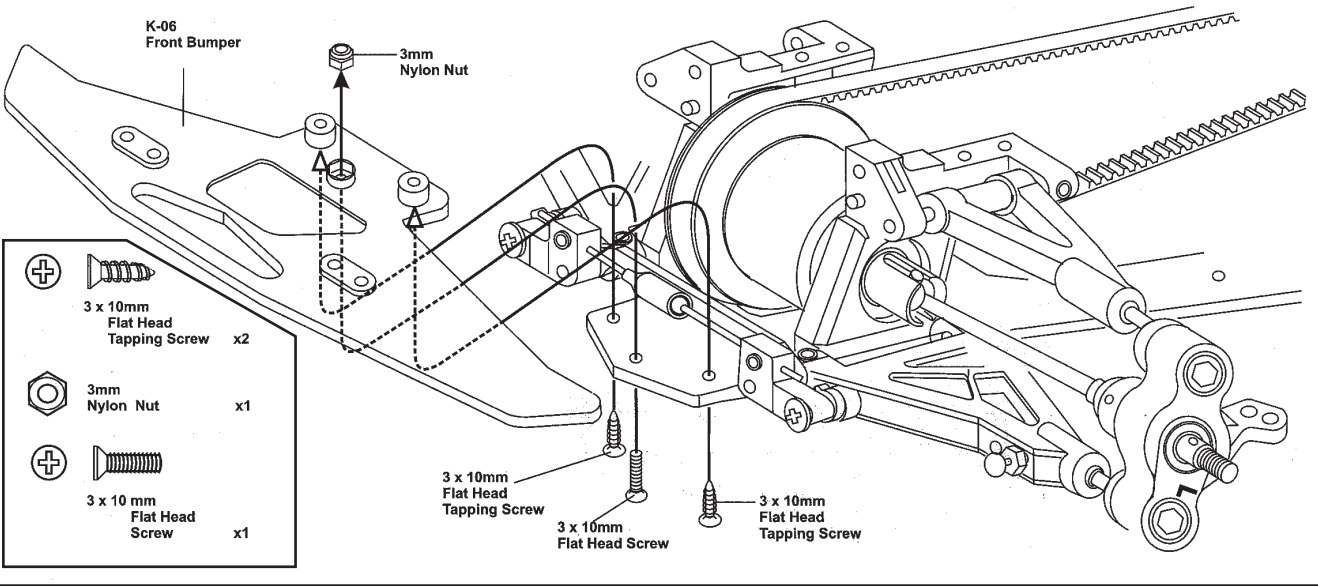
13 ASSEMBLY OF THE FRONT STABILIZER



14 ASSEMBLY OF THE FRONT STABILIZER TO ARM BLOCK

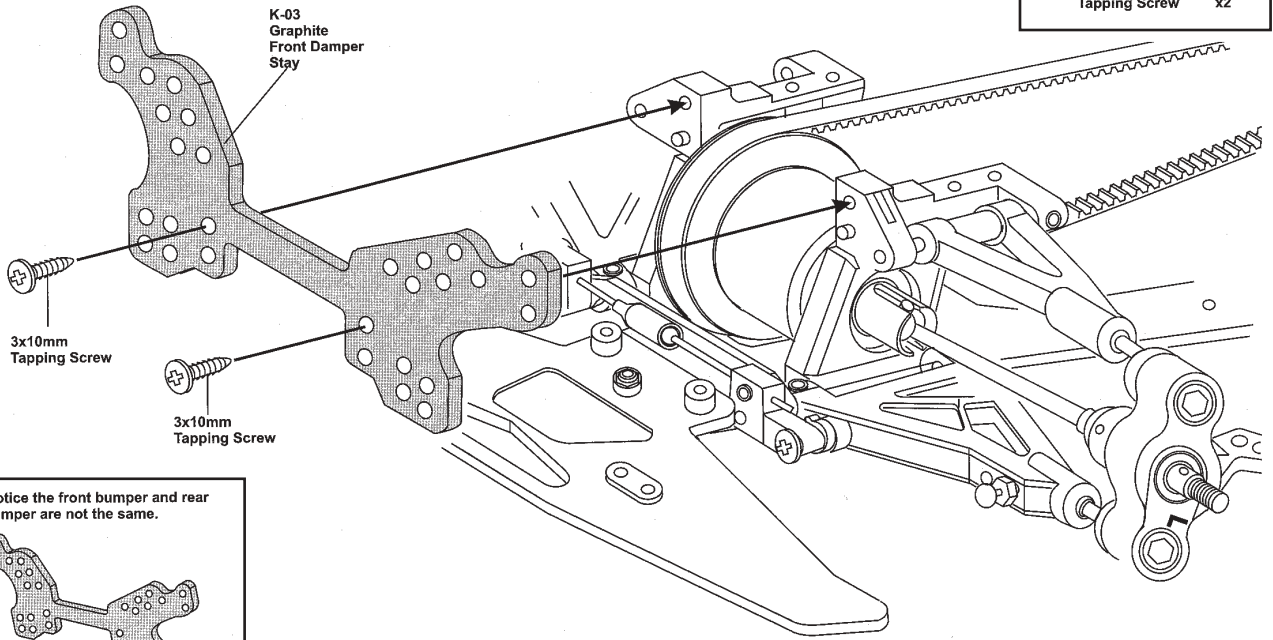


15 ASSEMBLY OF THE FRONT BUMPER

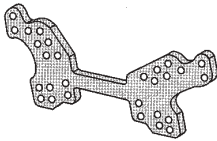


16 ASSEMBLY OF THE FRONT SHOCK STAY

 3 x 10mm Tapping Screw x2



* Notice the front bumper and rear bumper are not the same.

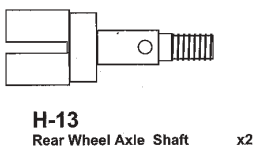
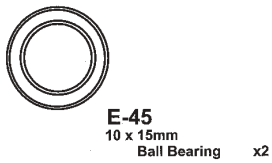
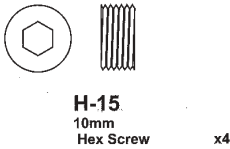
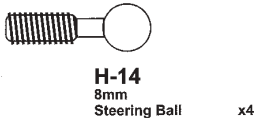


BAG

17 ~ 23
Step 17~23

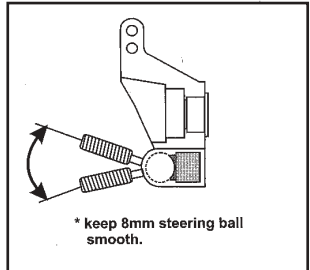
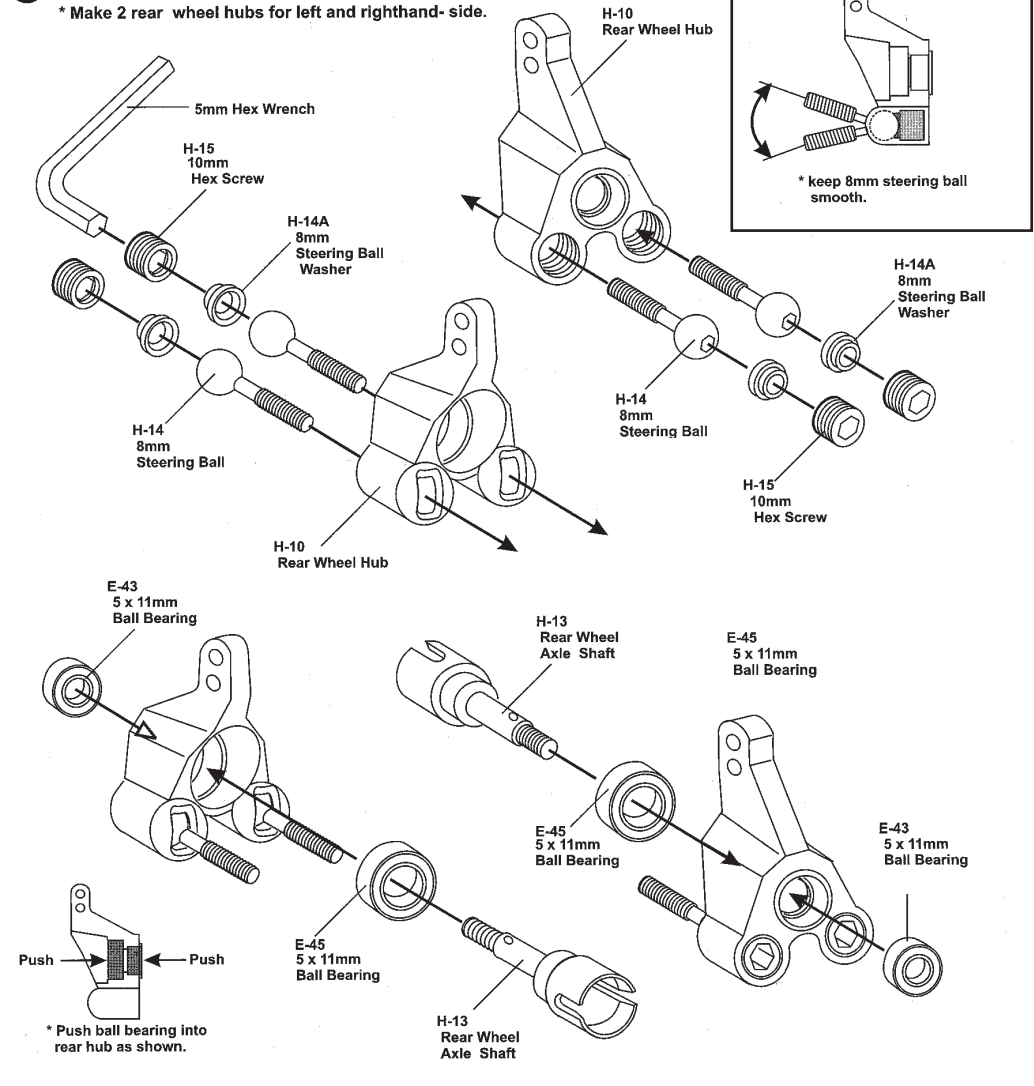
4

PARTS USED



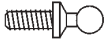
17 ASSEMBLY OF THE REAR WHEEL HUB

* Make 2 rear wheel hubs for left and righthand- side.



PARTS USED

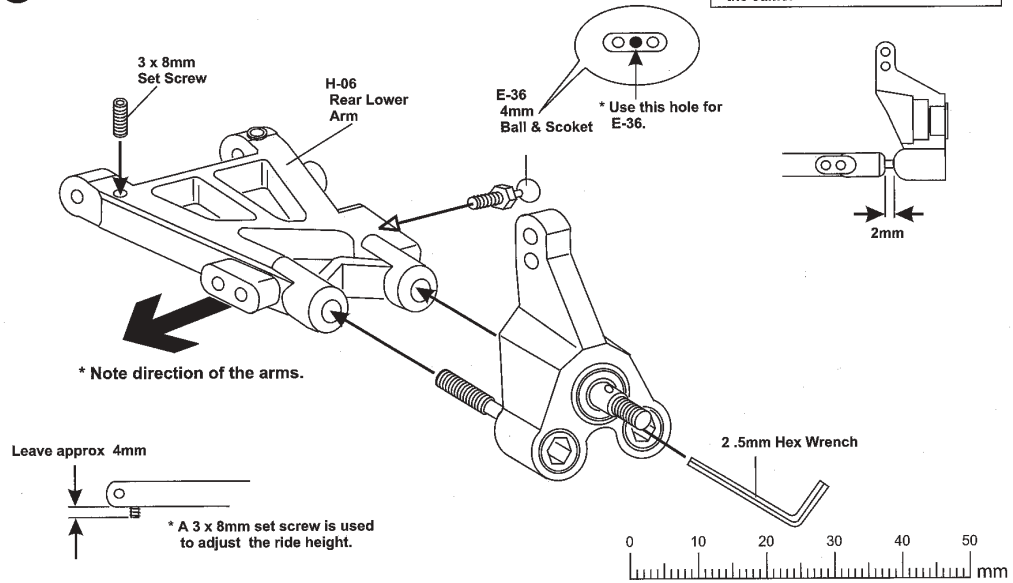
3 x 8mm Set Screw x2



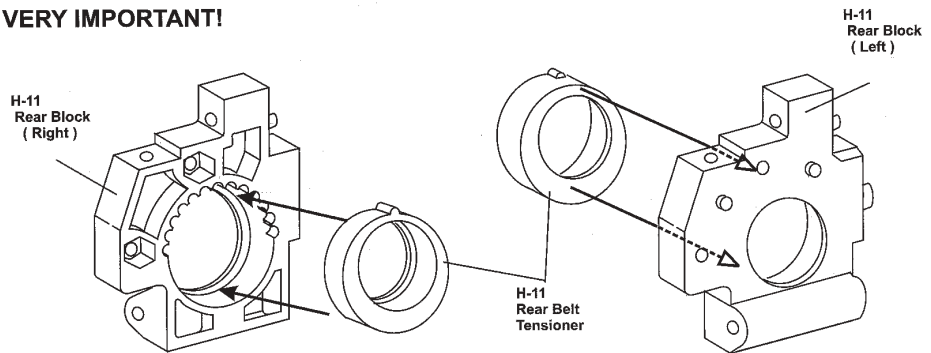
E-36 4mm Ball Socket x2

18 ASSEMBLY OF THE REAR HUBS INTO REAR ARMS

Assembly of the right and left-side are the same.



★ VERY IMPORTANT!

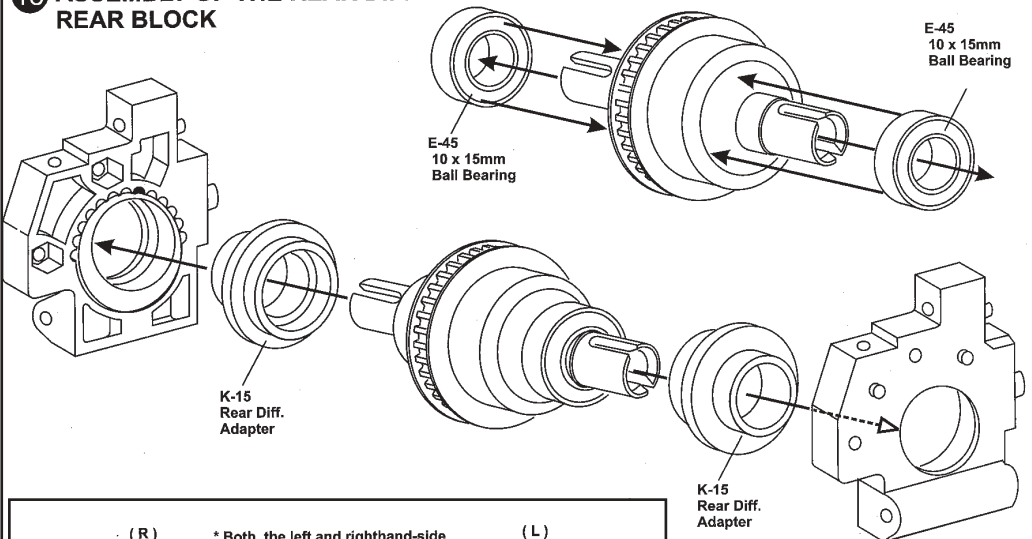


PARTS USED

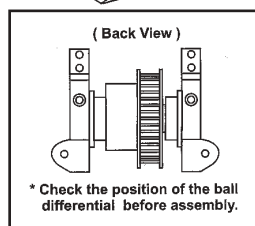
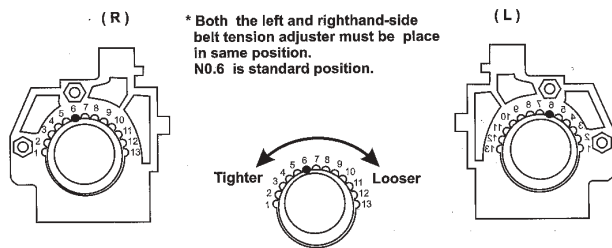
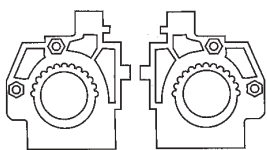


E-45 10 x 15mm Ball Bearing x2

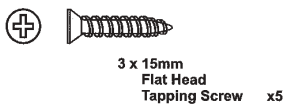
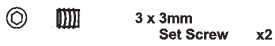
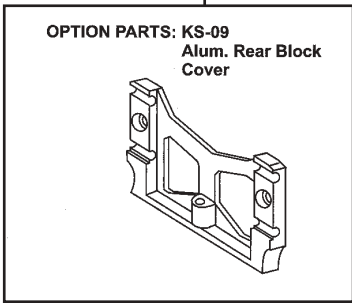
18 ASSEMBLY OF THE REAR DIFFERENTIAL INTO REAR BLOCK



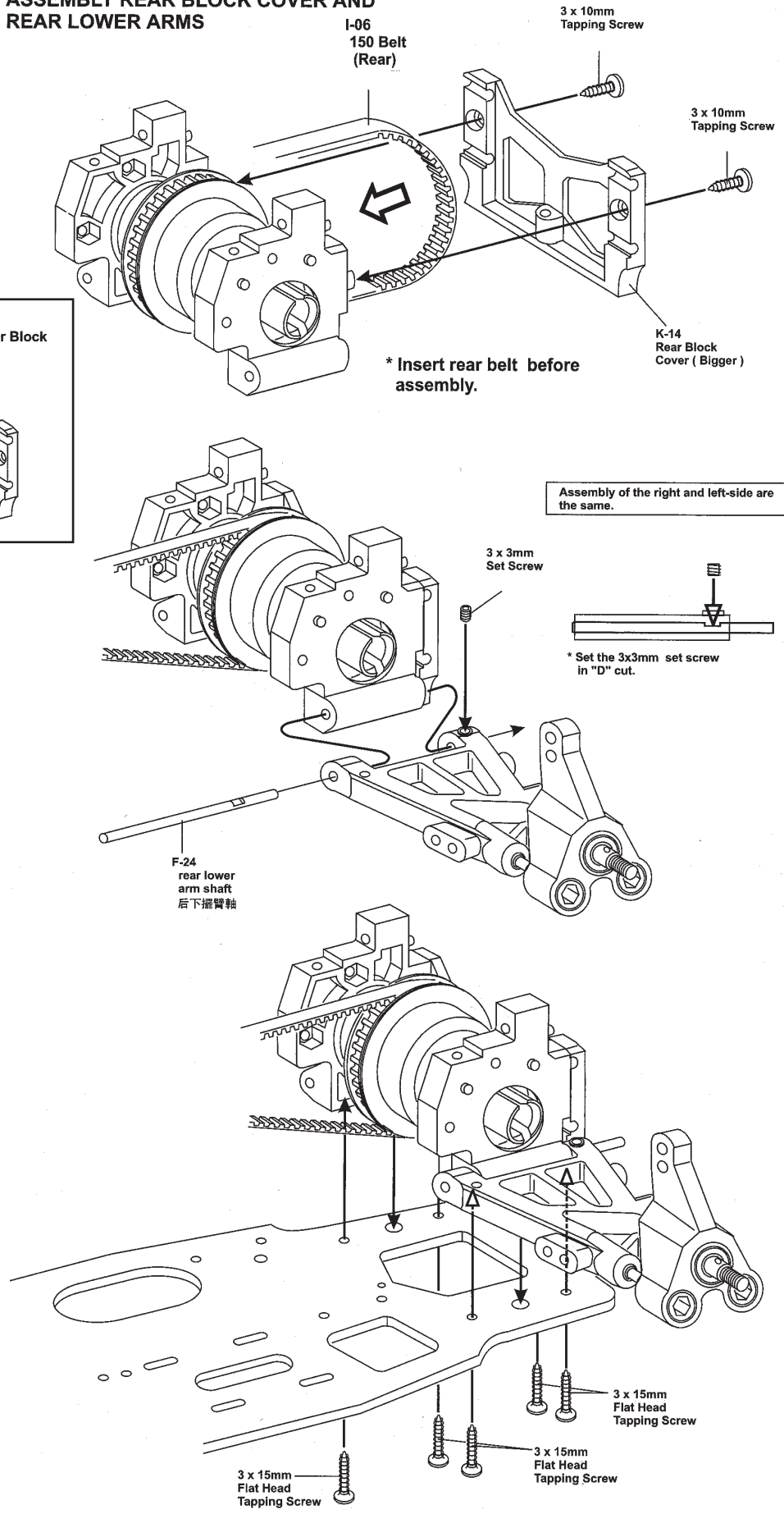
OPTION PARTS: HS-14 Alum. Susp. Block (Rear)



PARTS USED



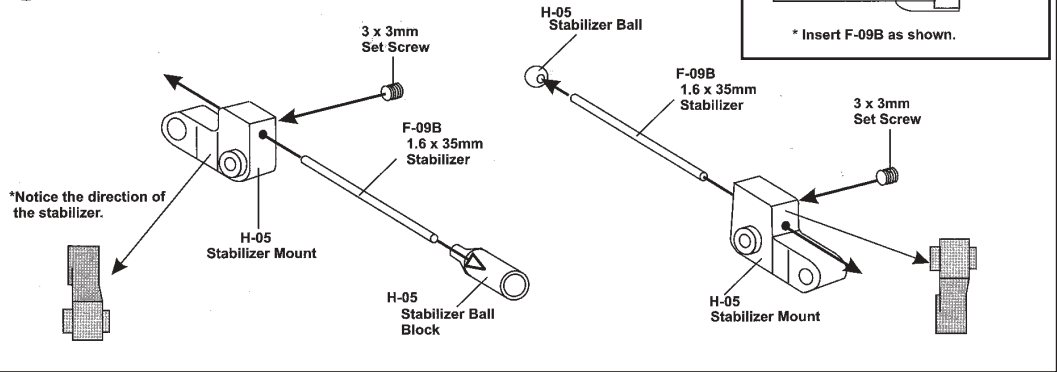
19 ASSEMBLY REAR BLOCK COVER AND REAR LOWER ARMS



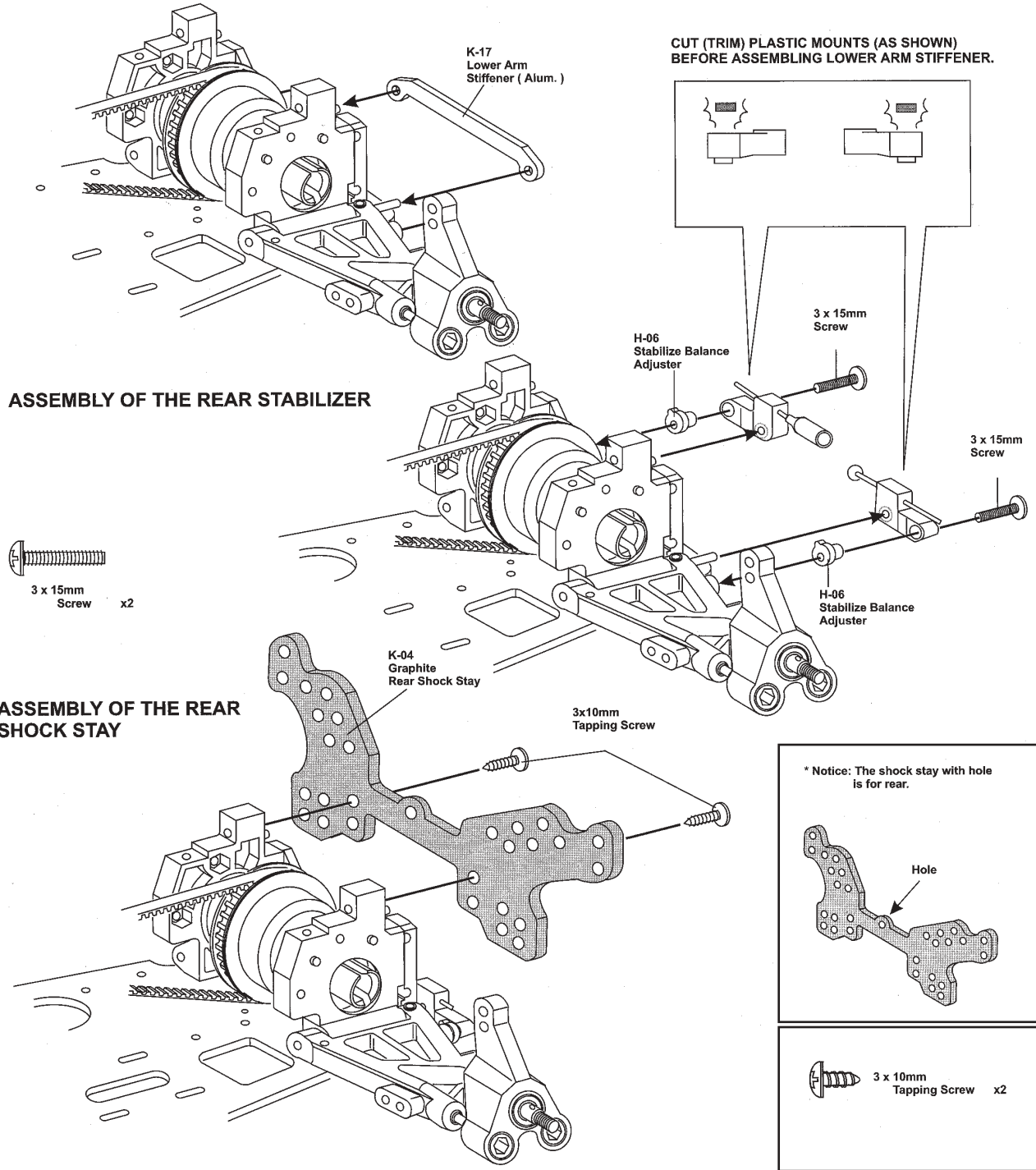
PARTS USED

20 ASSEMBLY OF THE REAR STABILIZER

3 x 3mm Set Screw x2



21 ASSEMBLY OF THE REAR LOWER ARM STIFFENER

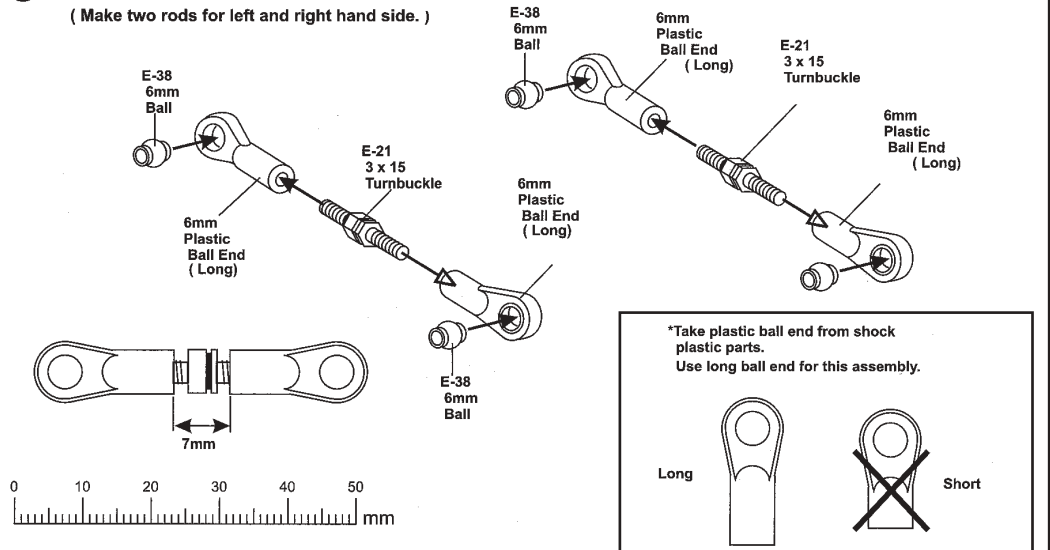


22 ASSEMBLY OF THE REAR UPPER ROD

(Make two rods for left and right hand side.)

E-38 6mm Ball x4

E-21
3 x 15mm Turnbuckle x2



23 ASSEMBLY OF THE REAR DRIVE SHAFT

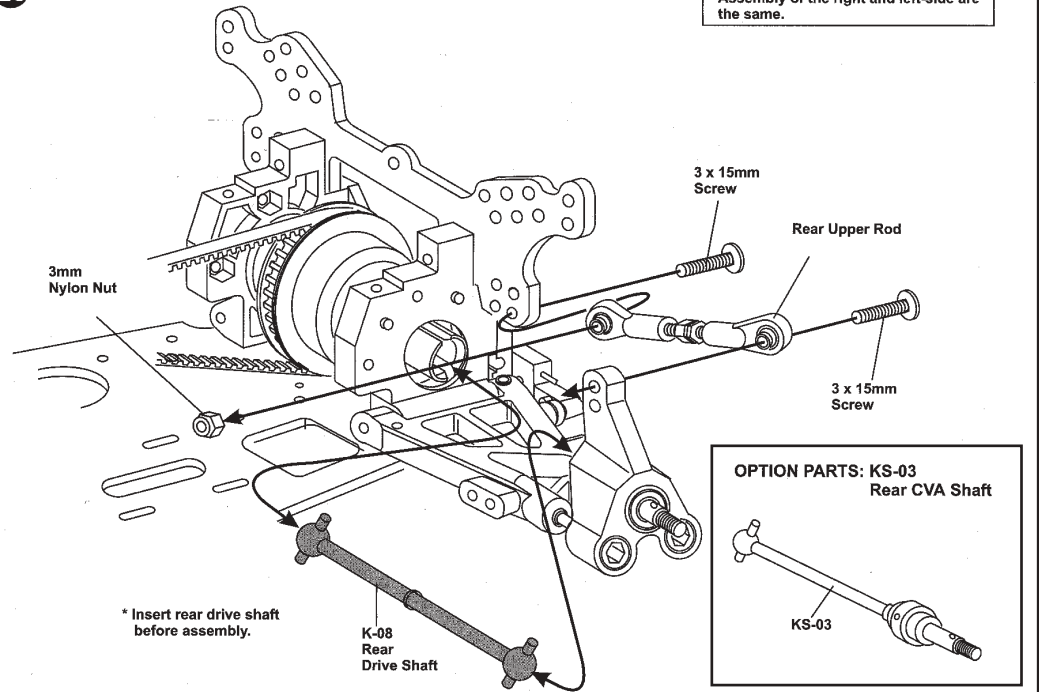
Assembly of the right and left-side are the same.

3 x 15mm Screw x2

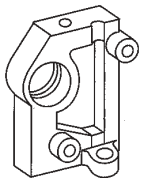
M3 Nylon Nut x2

BAG 24~26
5 Step 24~26

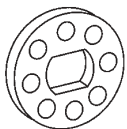
PARTS USED



OPTION PARTS: KS-04 Alum. Main Shaft Bulk Head

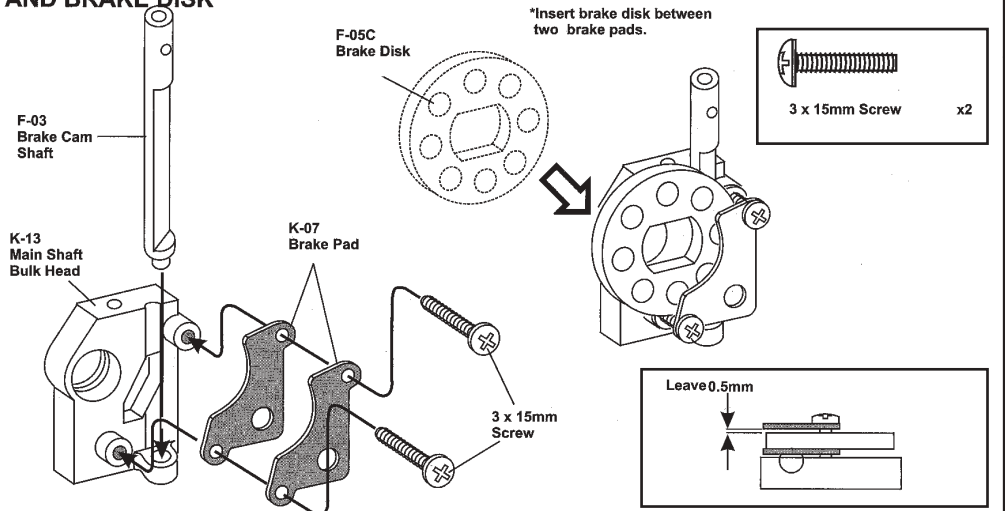


OPTION PARTS: FS-01 Graphite Brake Disk 碳纖維剎更片

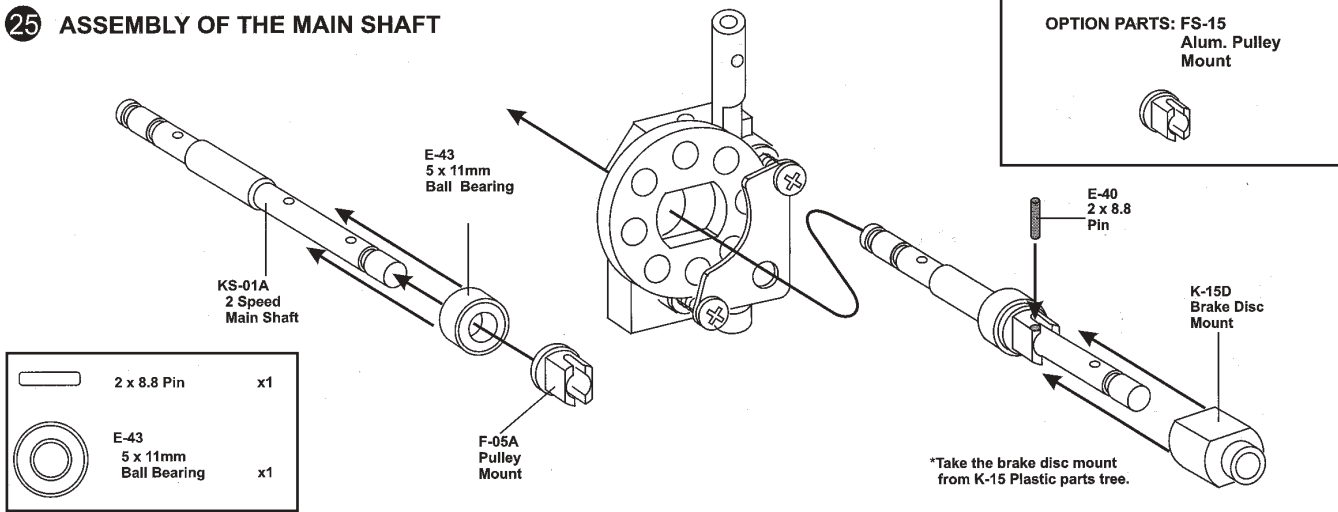


24 ASSEMBLY OF THE BRAKE CAM SHAFT AND BRAKE DISK

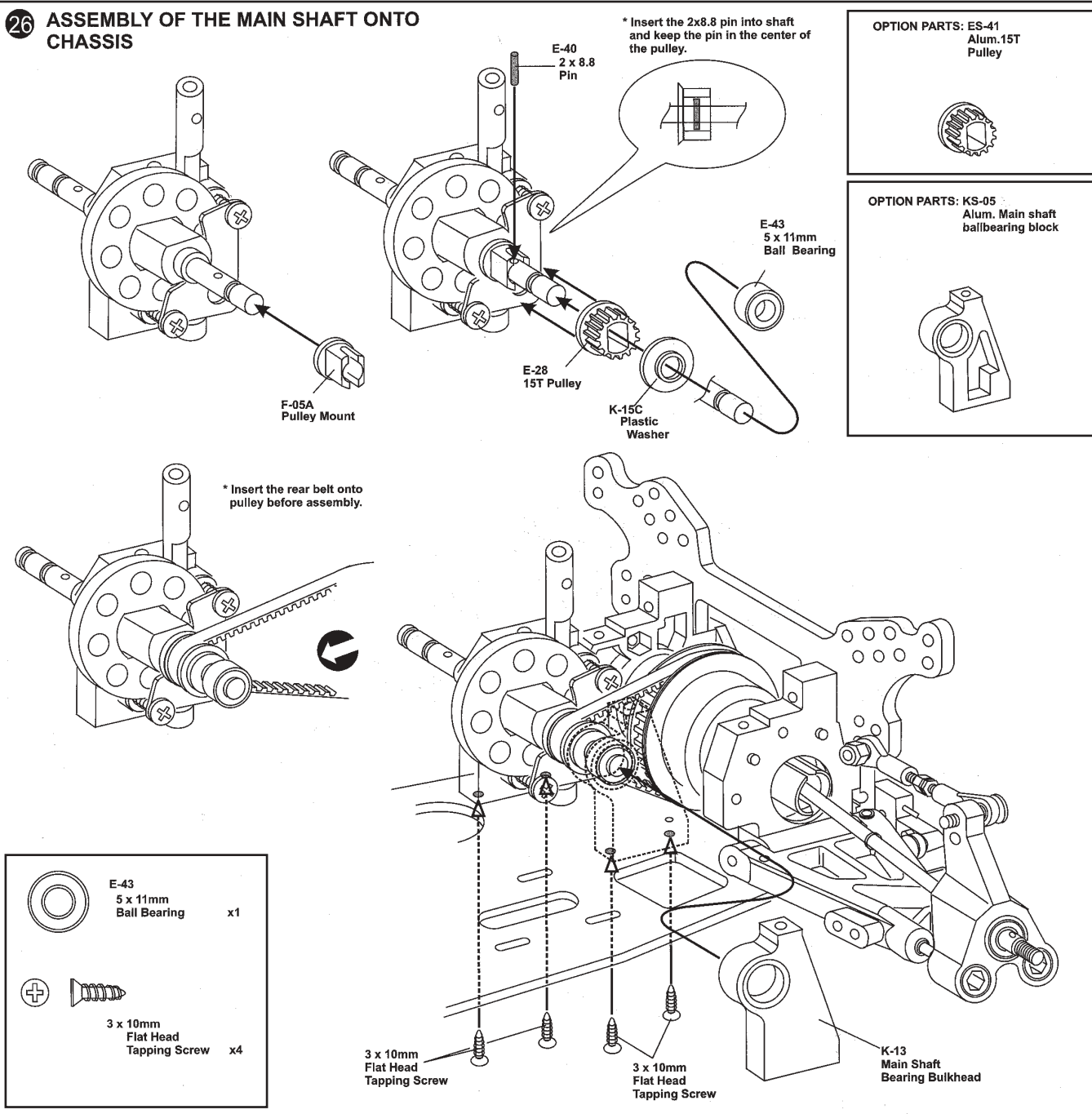
*Insert brake disk between two brake pads.



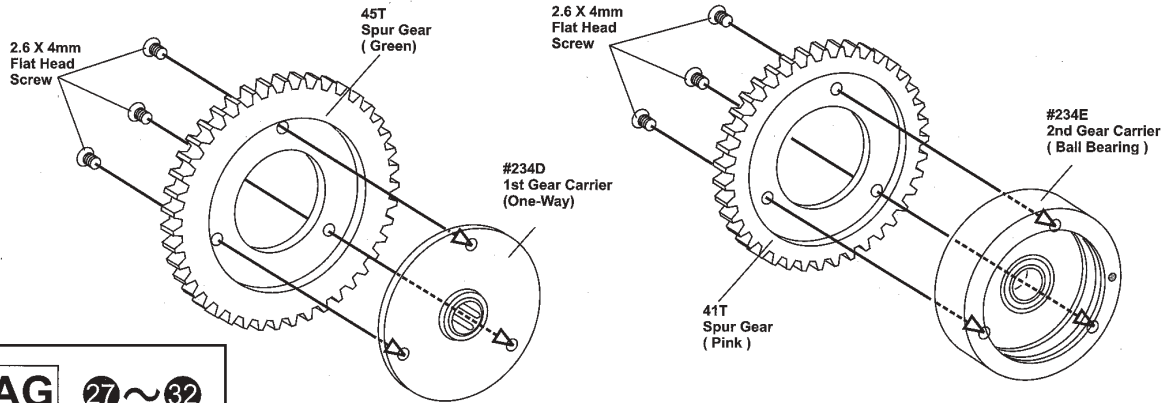
25 ASSEMBLY OF THE MAIN SHAFT



26 ASSEMBLY OF THE MAIN SHAFT ONTO CHASSIS



27 ASSEMBLY OF THE TWO SPEED GEAR
(45T GREEN/41T PINK)

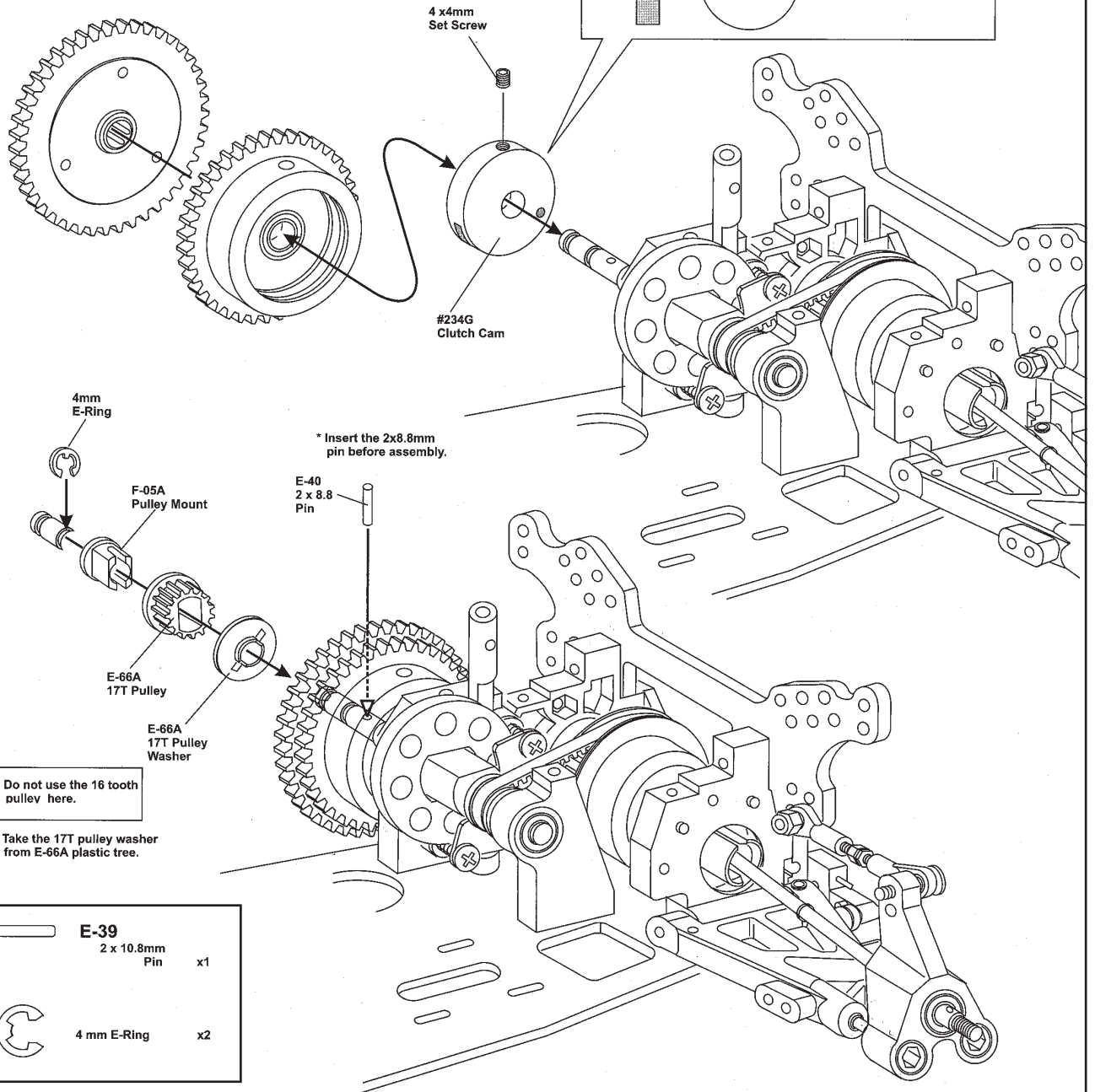


BAG

6

27~32
Step 27-32

28 ASSEMBLY OF THE 2-SPEED TRANSMISSION UNIT



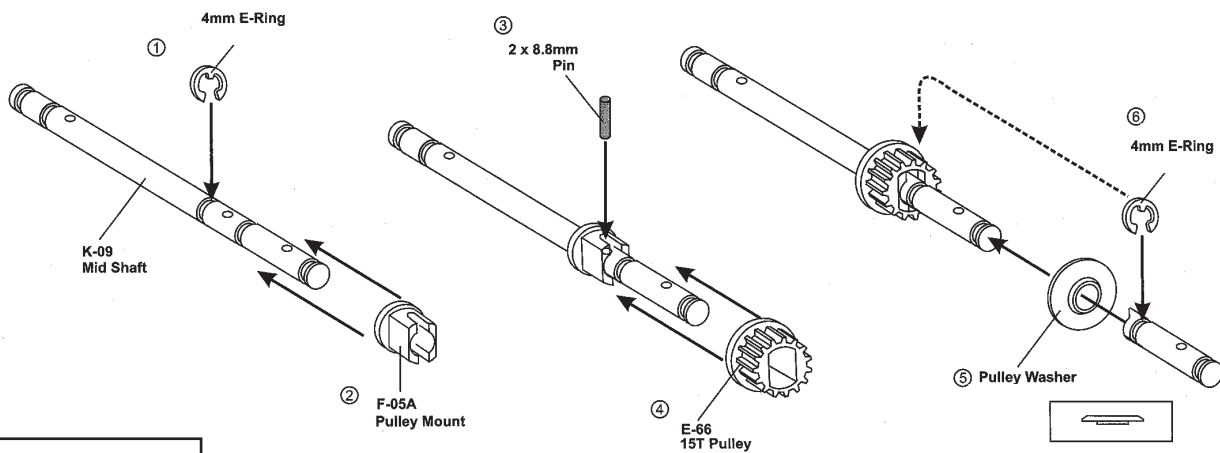
* Do not use the 16 tooth pulley here.

* Take the 17T pulley washer from E-66A plastic tree.

E-39
2 x 10.8mm Pin x1

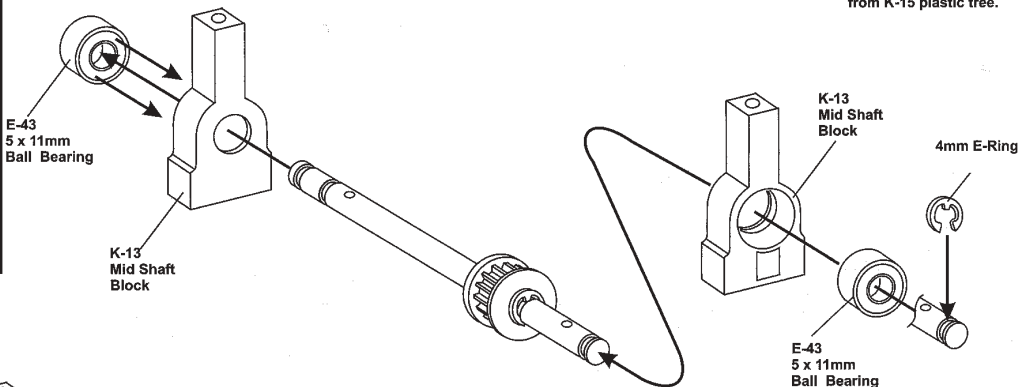
4 mm E-Ring x2

29 ASSEMBLY OF THE MIDDLE SHAFT

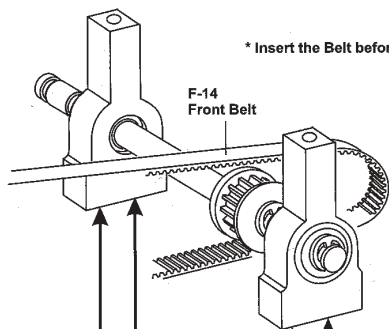


*Take the pulley washer from K-15 plastic tree.

	4 mm E-Ring	x2
	E-43 5 x 11mm Ball Bearing	x2
	E-40 2 x 8.8 Pin	x2

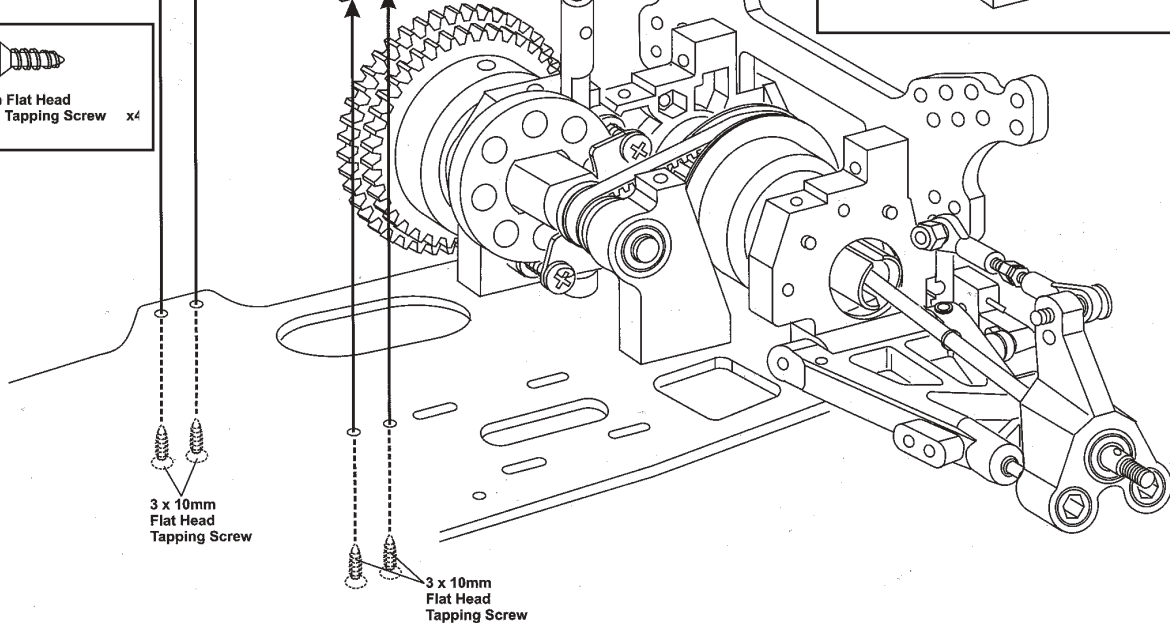


* Insert the Belt before assembly.

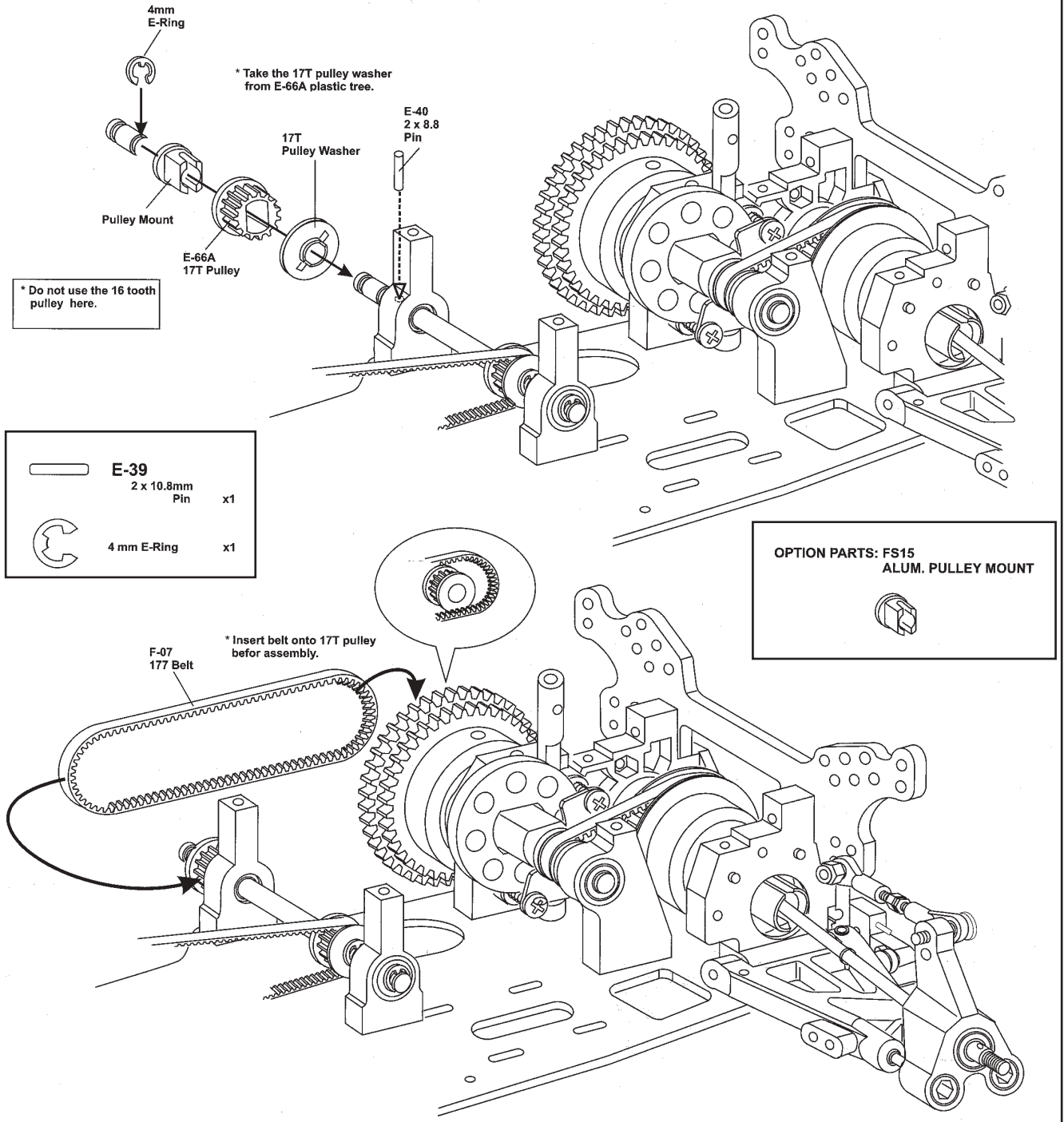


OPTION PARTS: KS-10 Alum. Mid Shaft Block

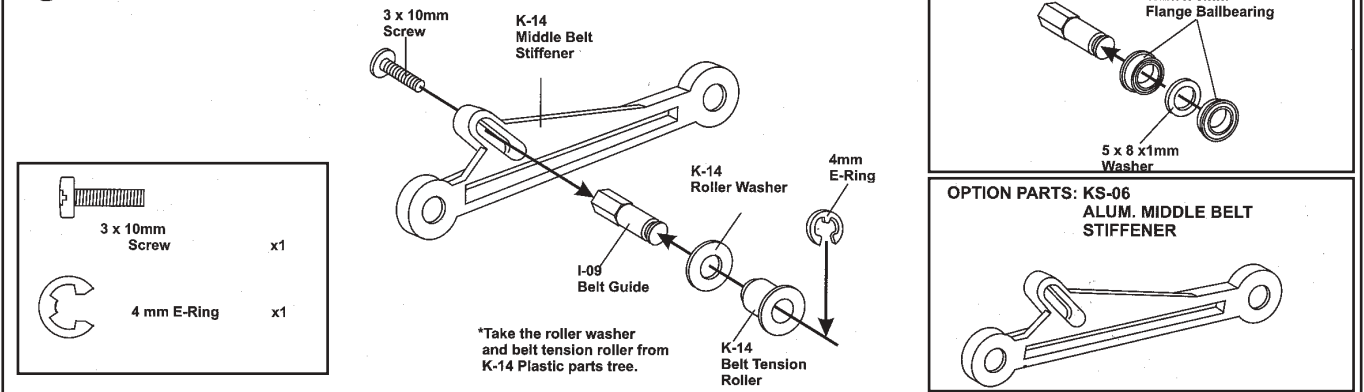
	3 x 10mm Flat Head Tapping Screw	x4
--	----------------------------------	----



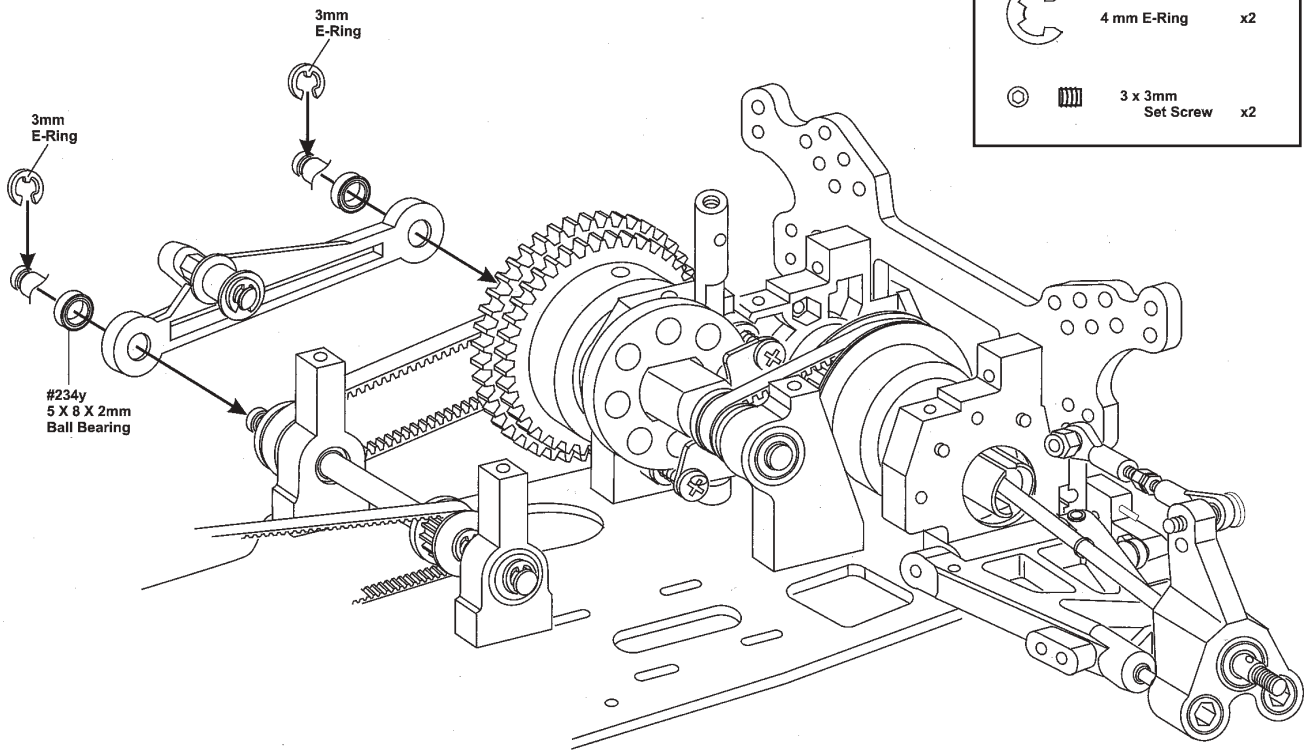
30 ASSEMBLY OF THE MIDDLE BELT



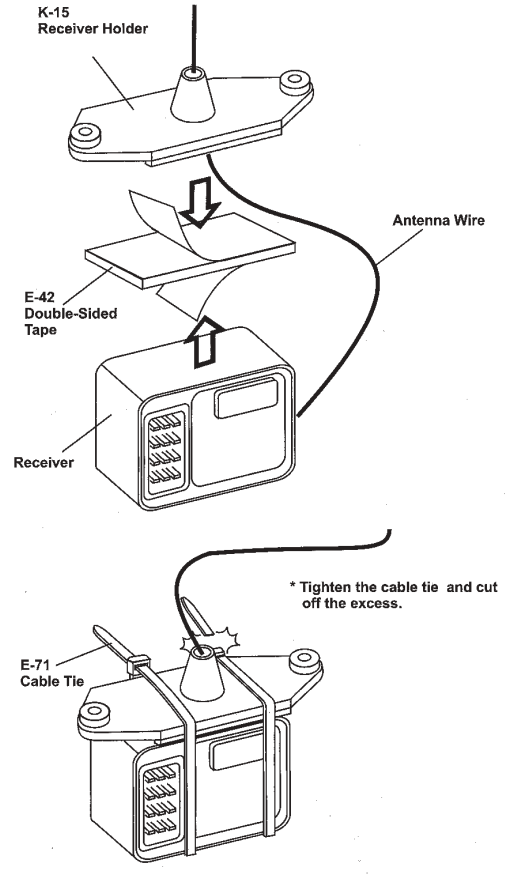
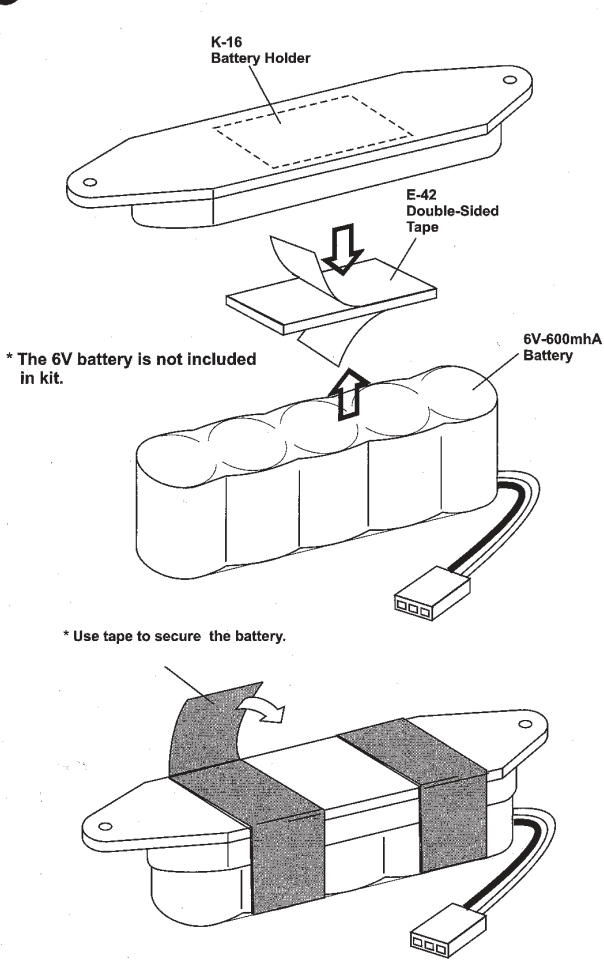
31 ASSEMBLY OF THE MIDDLE BELT TENSIONER



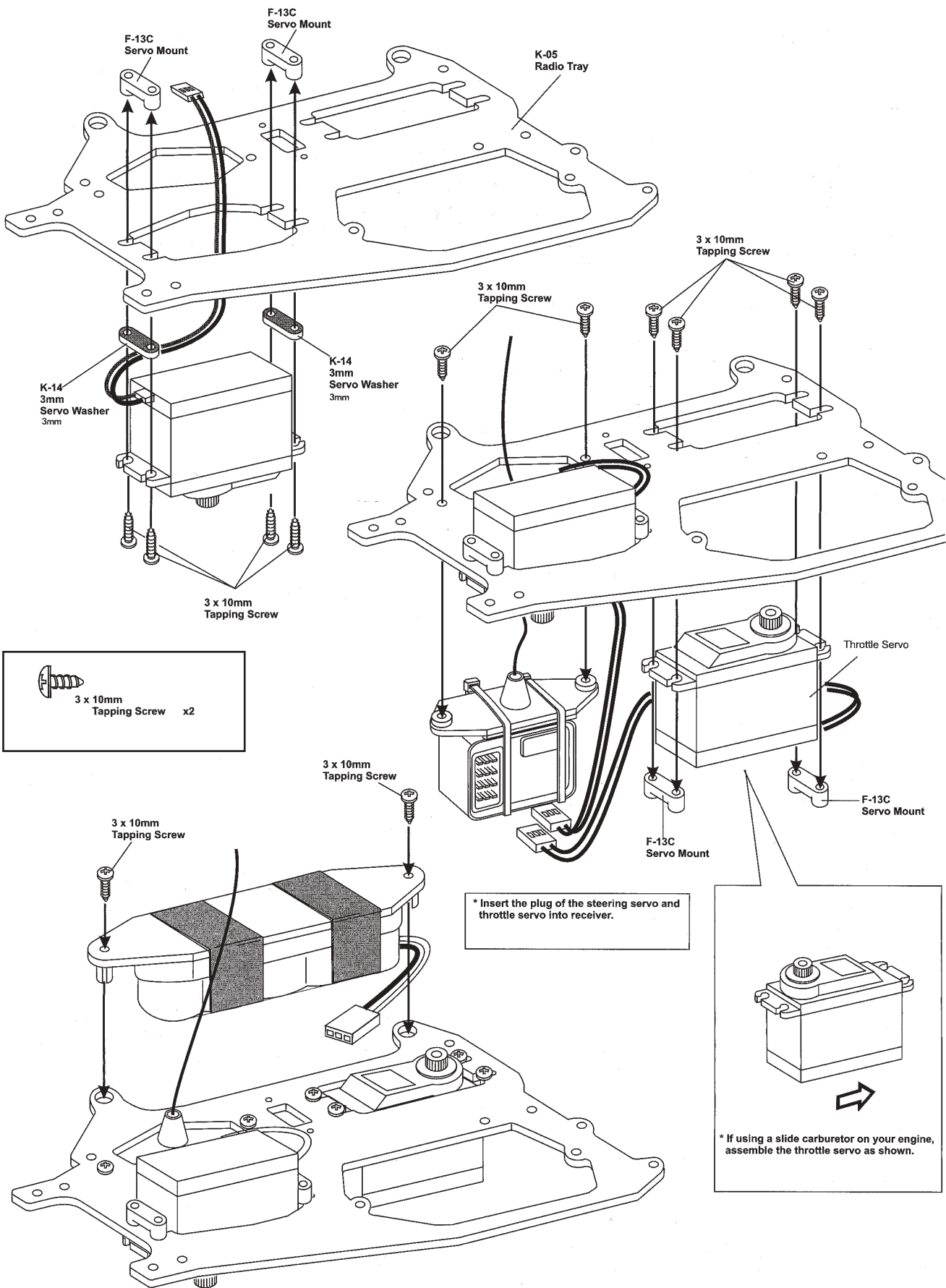
32 ASSEMBLY OF THE MIDDLE TENSIONER ONTO CHASSIS



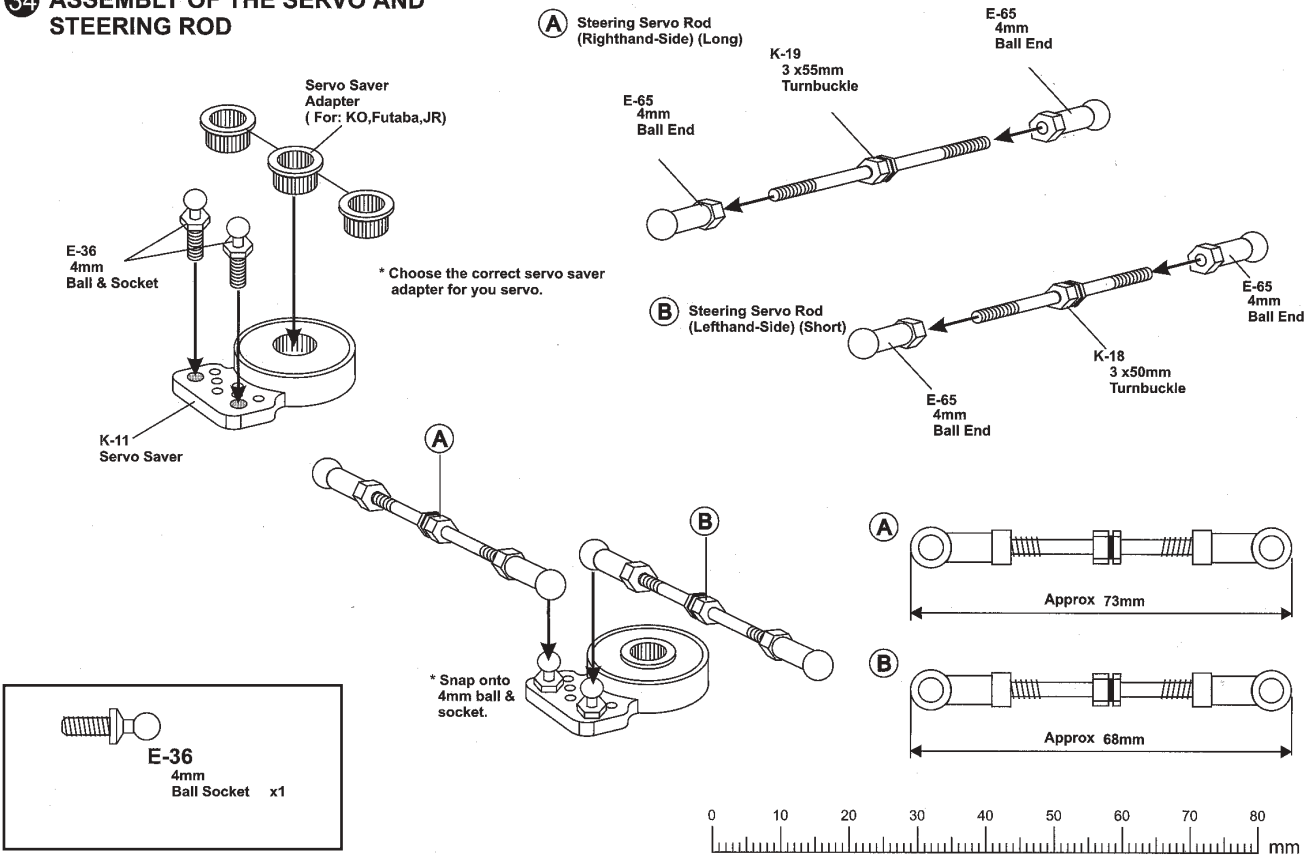
33 ASSEMBLY OF THE BATTERY HOLDER AND RECEIVER



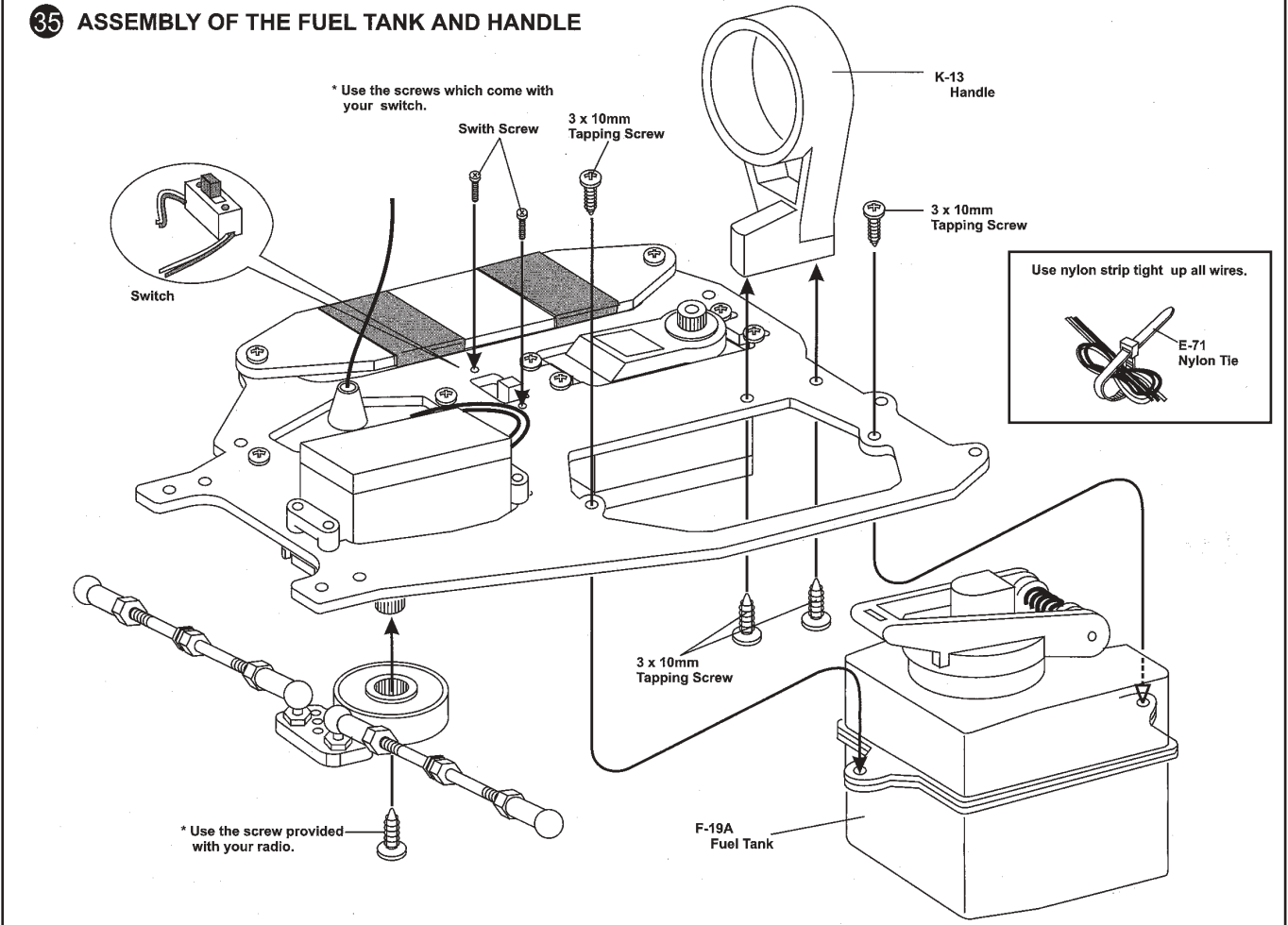
34 ASSEMBLY OF THE STEERING SERVO AND THROTTLE SERVO



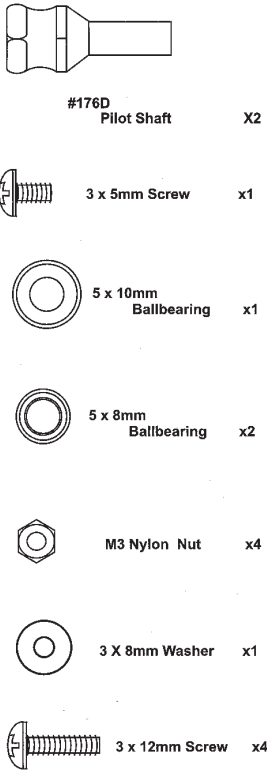
34 ASSEMBLY OF THE SERVO AND STEERING ROD



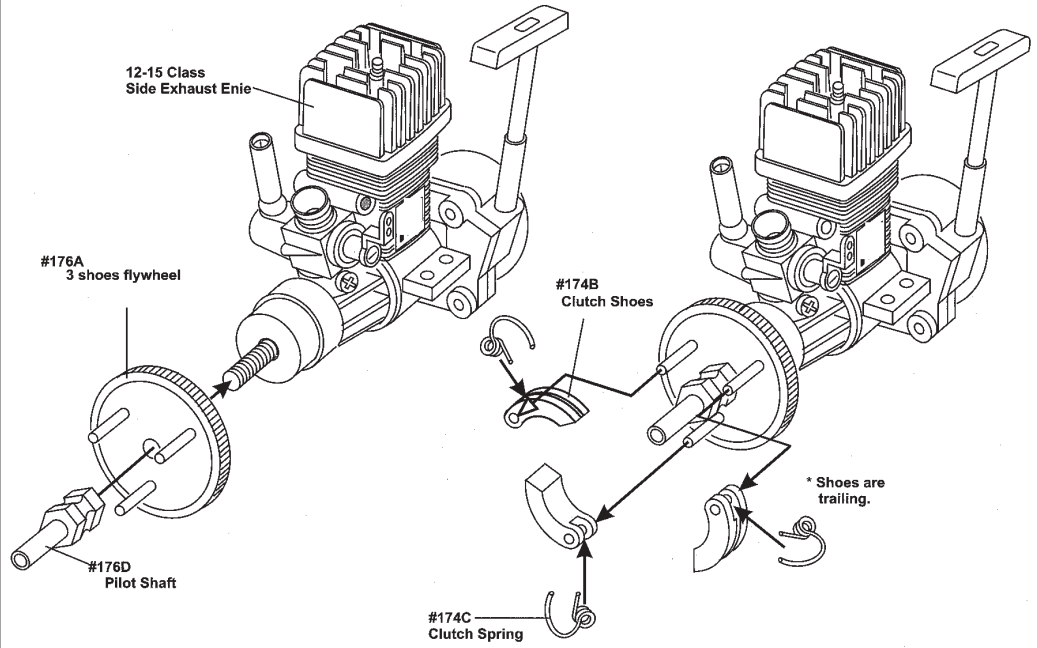
35 ASSEMBLY OF THE FUEL TANK AND HANDLE



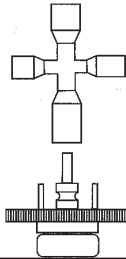
PARTS USED



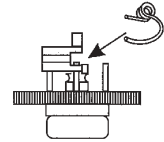
36 ASSEMBLY OF THE CLUTCH



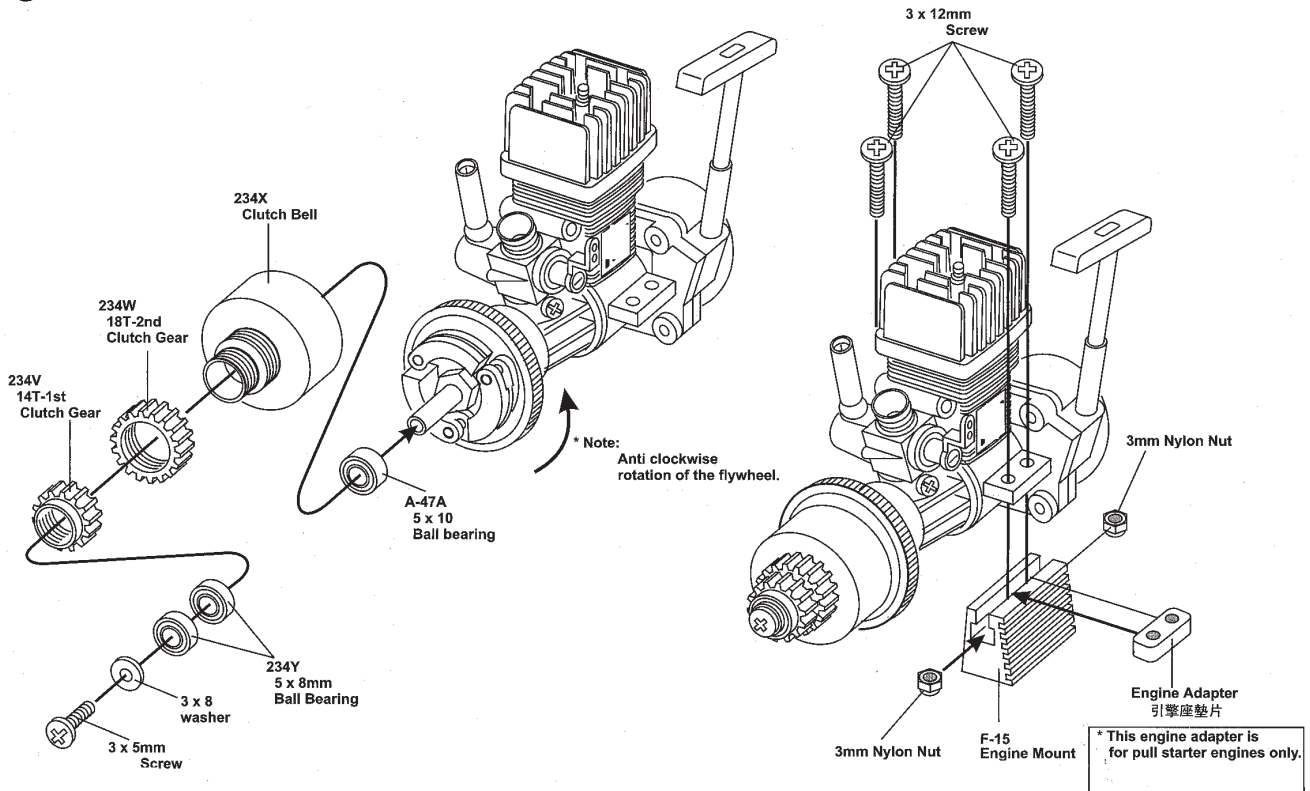
* Fit the flywheel using a pair of plier and cross wrench.



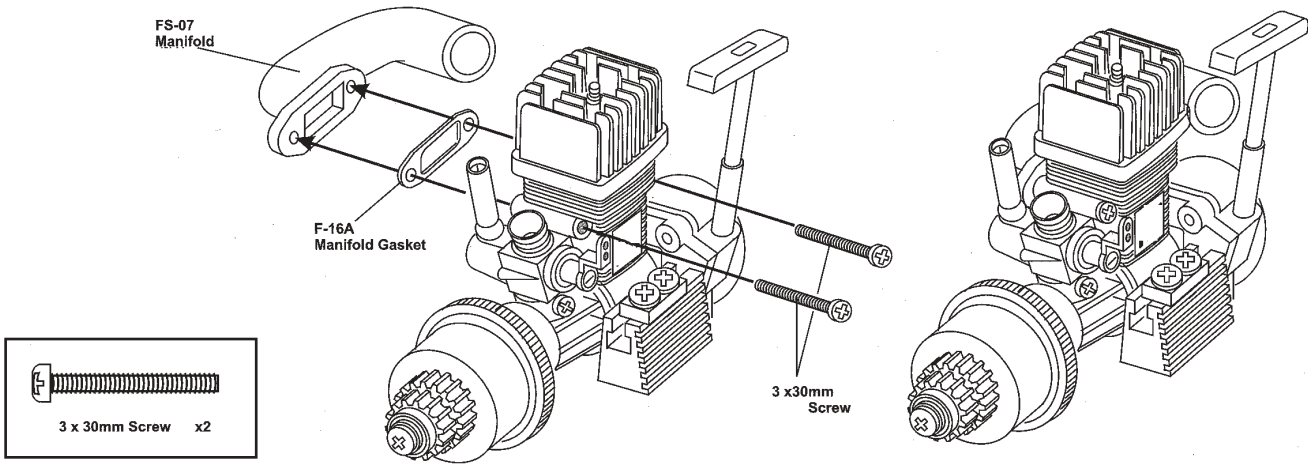
* Place the clutch shoes with the clutch springs over the 3 pins of the flywheel. Using a phillips screw driver or needle nose pliers bend lever the small end of the clutch spring behind the pilot shaft #176D than press down.



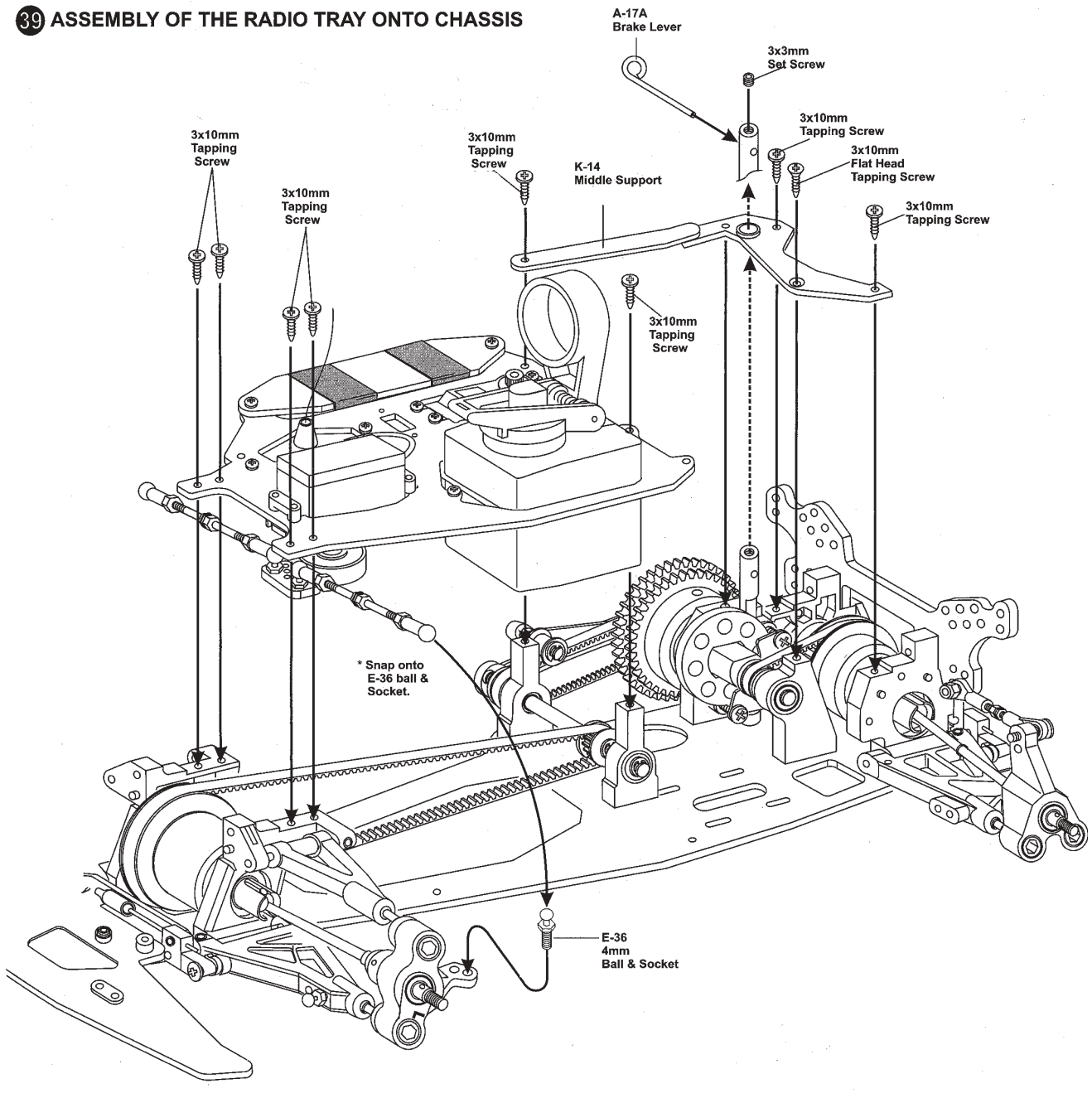
37 ASSEMBLY OF THE 2-SPEED CLUTCH BELL



38 ASSEMBLY OF THE MANIFOLD

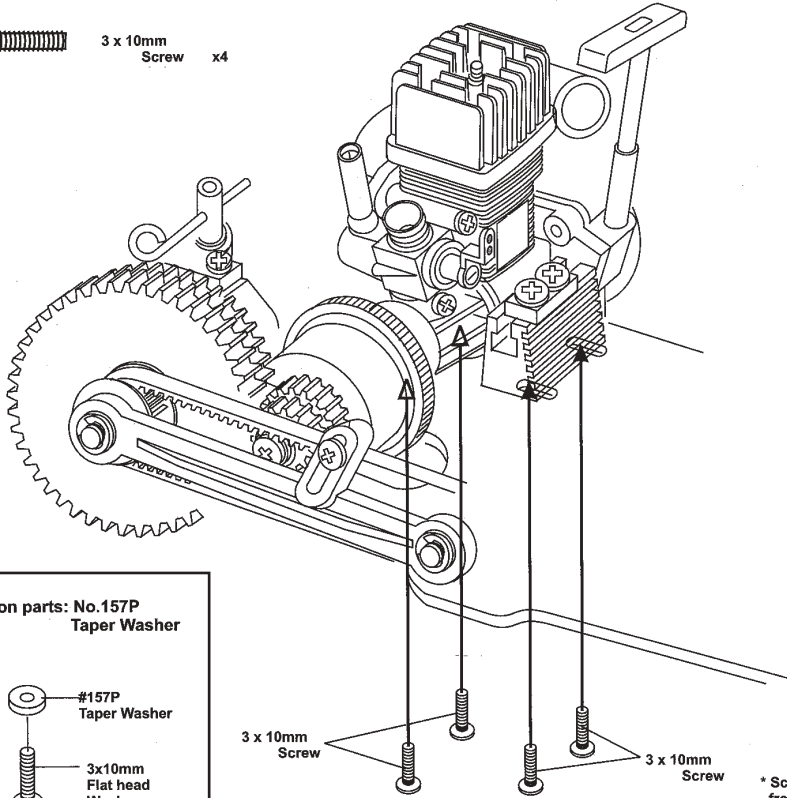


39 ASSEMBLY OF THE RADIO TRAY ONTO CHASSIS

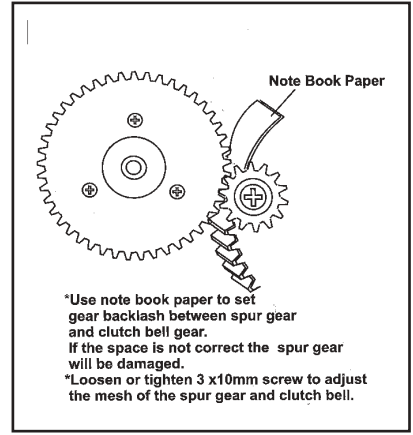
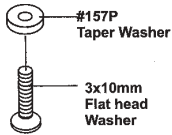


40 ASSEMBLY OF THE ENGINE ONTO CHASSIS

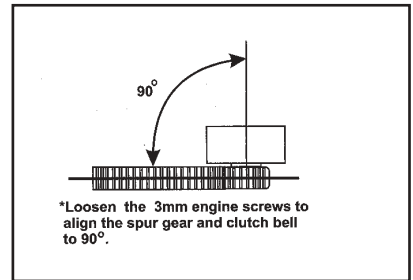
3 x 10mm Screw x4



Option parts: No.157P
Taper Washer



*Use note book paper to set gear backlash between spur gear and clutch bell gear. If the space is not correct the spur gear will be damaged.
*Loosen or tighten 3 x 10mm screw to adjust the mesh of the spur gear and clutch bell.



*Loosen the 3mm engine screws to align the spur gear and clutch bell to 90°.

*Screw in 3 x 10mm screws from the bottom of the chassis.

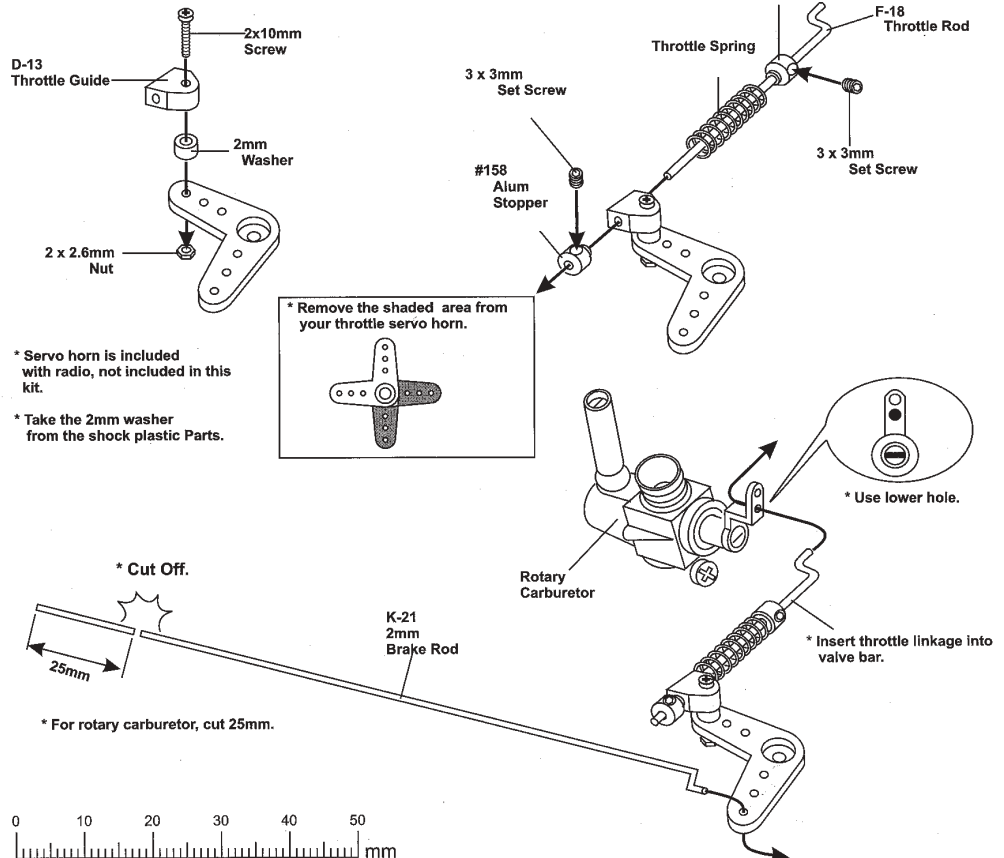
PARTS USED

#158 Alum Stopper x3

3 x 3mm Set Screw x2

2.6mm Nut x1

41 ASSEMBLY OF THE THROTTLE LINKAGE (For rotary carburetor.)



* Remove the shaded area from your throttle servo horn.

* Servo horn is included with radio, not included in this kit.

* Take the 2mm washer from the shock plastic Parts.

* Cut Off.

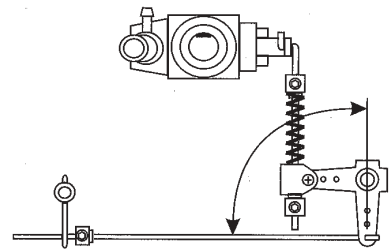
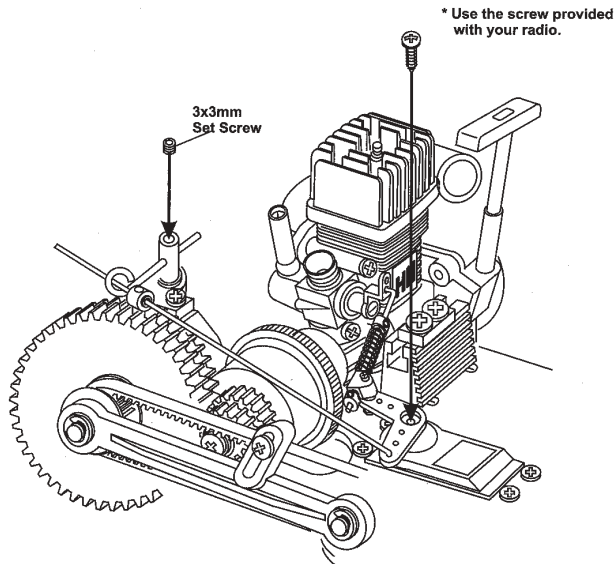
25mm

* For rotary carburetor, cut 25mm.

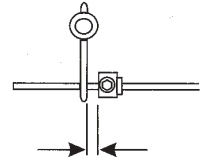
* Use lower hole.

* Insert throttle linkage into valve bar.

42 ASSEMBLY OF THE BRAKE LEVER



* Align the servo horn and servo lever to 90 degree.

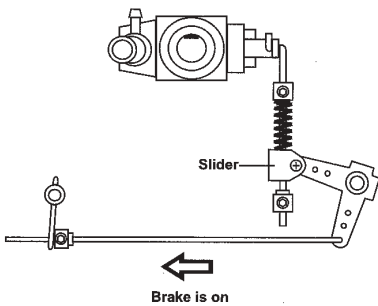


* Keep 2mm distance between alum. stopper and brake lever.

43 CHECKING ENGINE THROTTLE

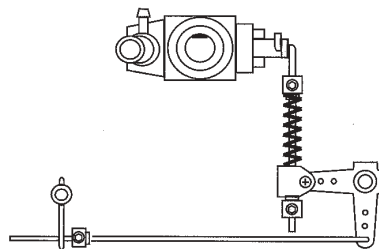
(For rotary carburetor.)

(Braking)



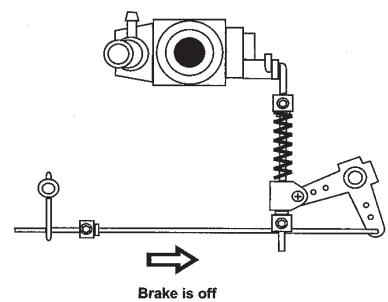
* Full brake, pushing brake lever and throttle still in idle.
Note slider movement on throttle spring.

(Engine at Idle)

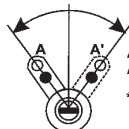


* Neutral position, throttle idle and no brake can be felt.

(Engine at Full Throttle)






* Full throttle, pulling throttle open.
Note brake rod movement.



A = Idle Position
A' = Full Throttle Position

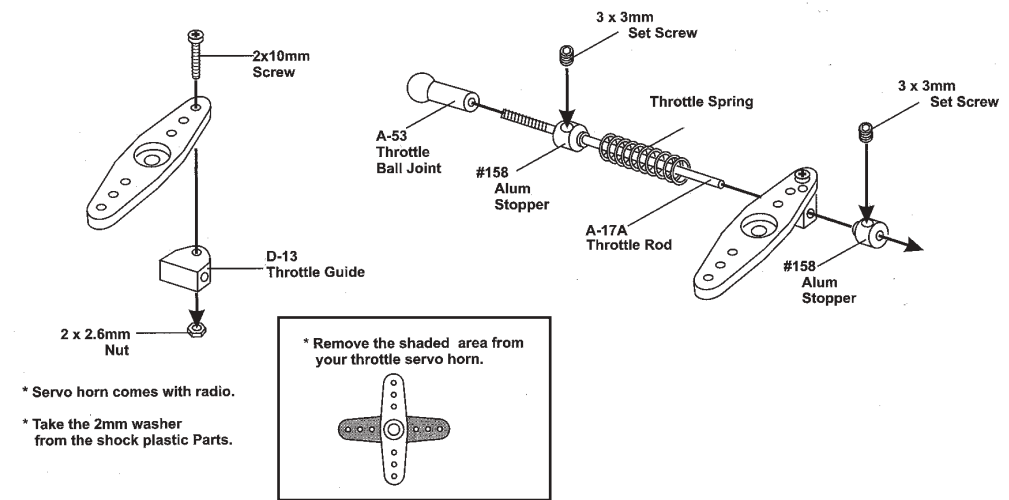
* Keep A and A' at the same angle.

PARTS USED

	#158 Alum Stopper	x3
	3 x 3mm Set Screw	x2
	2.6mm Nut	x1

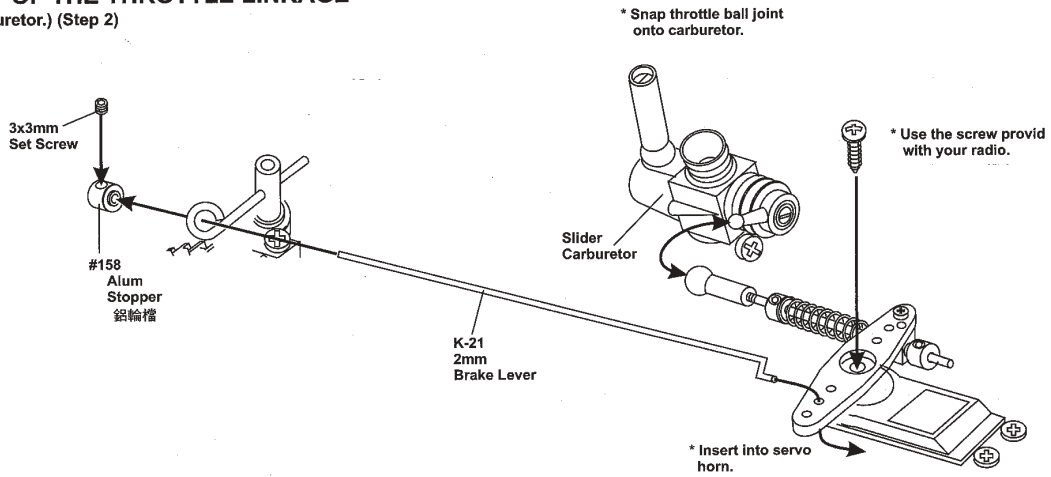
44 ASSEMBLY OF THE THROTTLE LINKAGE

(For slide carburetor.) (Step 1.)



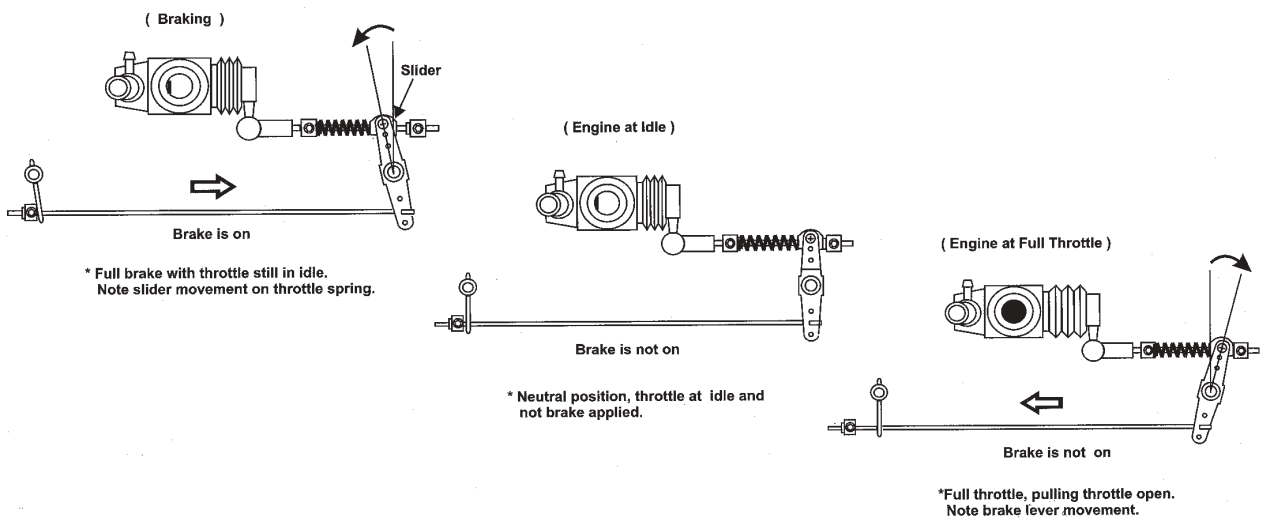
ASSEMBLY OF THE THROTTLE LINKAGE

(For slide carburetor.) (Step 2)

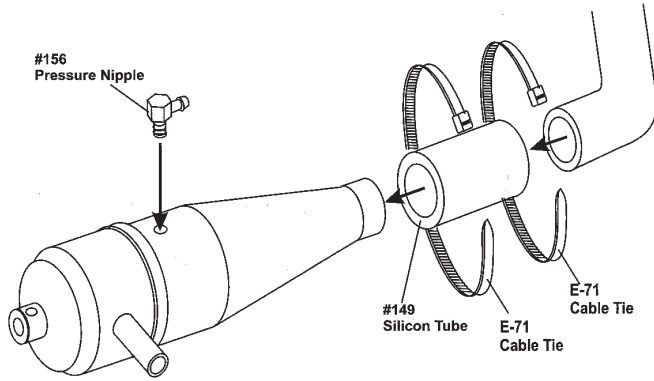


45 CHECKING ENGINE THROTTLE

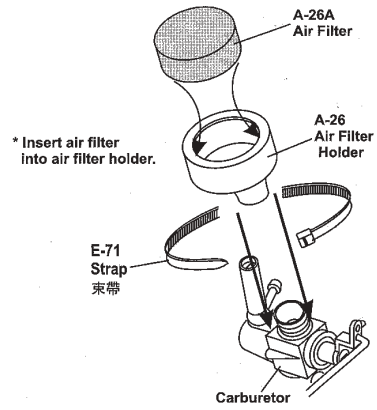
(For rotary carburetor.)



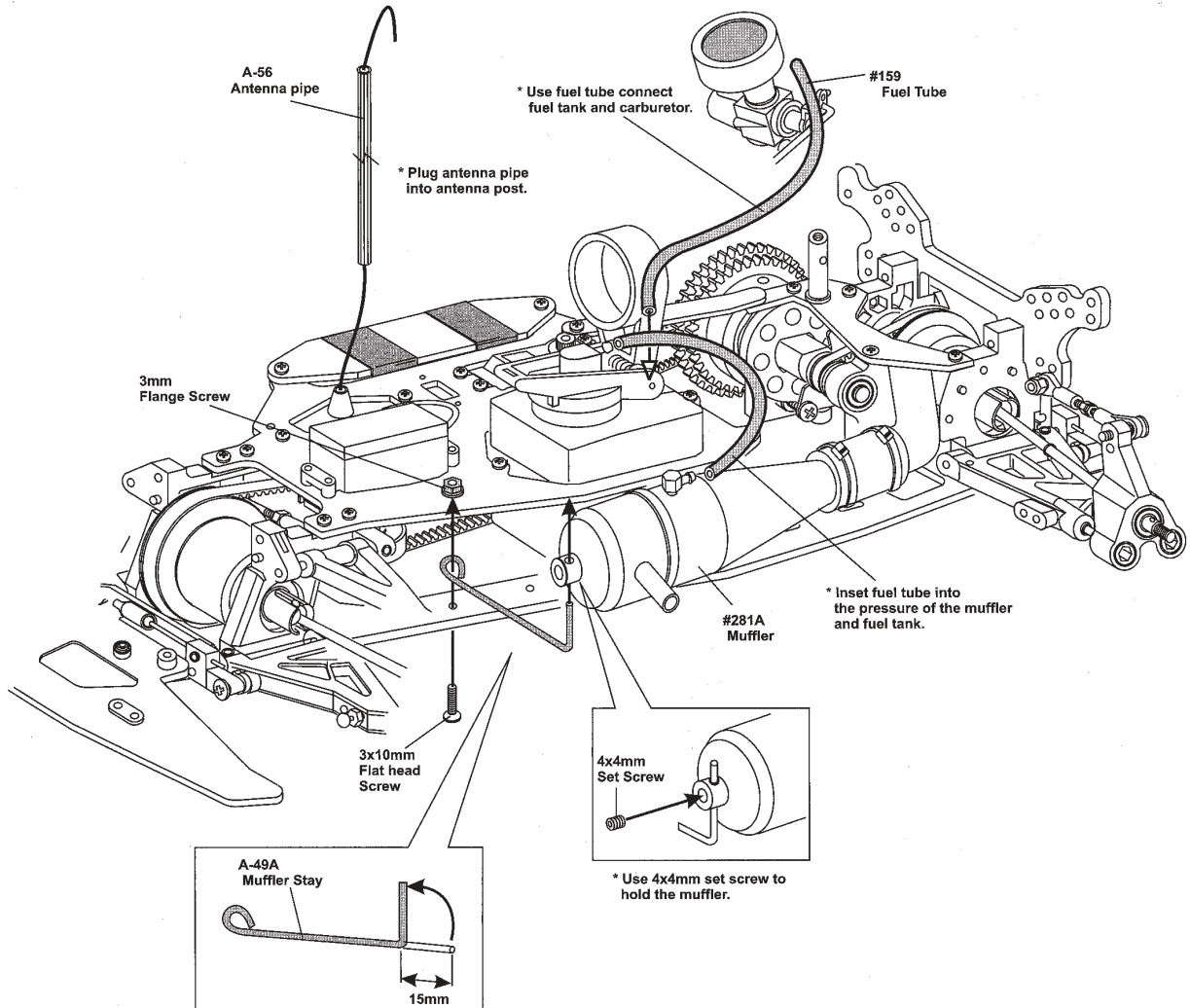
46 ASSEMBLY OF THE MUFFLER



47 INSTALLATION OF AIR FILTER

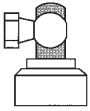


48 ASSEMBLY OF THE MUFFLER ONTO CHASSIS AND FUEL TUBE



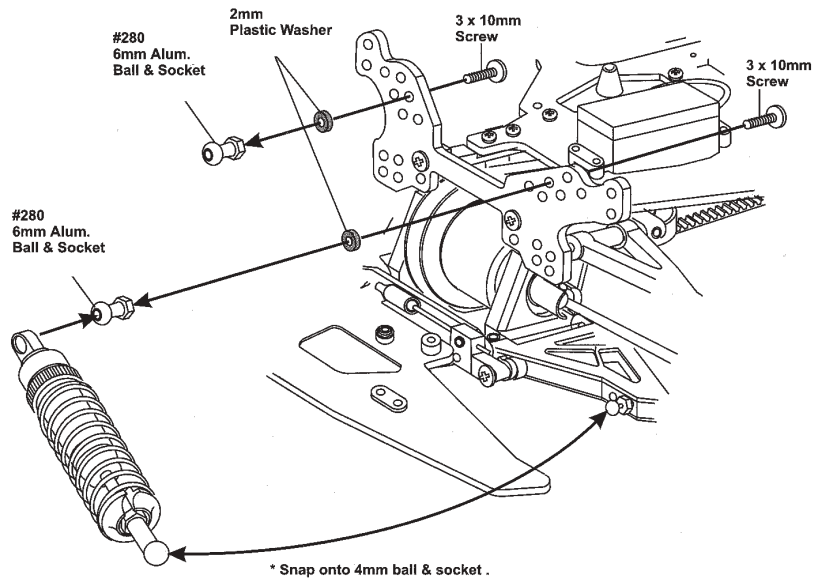
49 INSTALLATION OF THE SHOCK ABSORBER (Front and Rear)

Assembly of the right and lefthand side are the same.

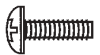


* Push ball & socket into the ball end of the shocks.

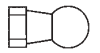
* Take 2mm plastic washer from shock plastic parts.



PARTS USED

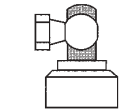


3 x 10mm Screw x4

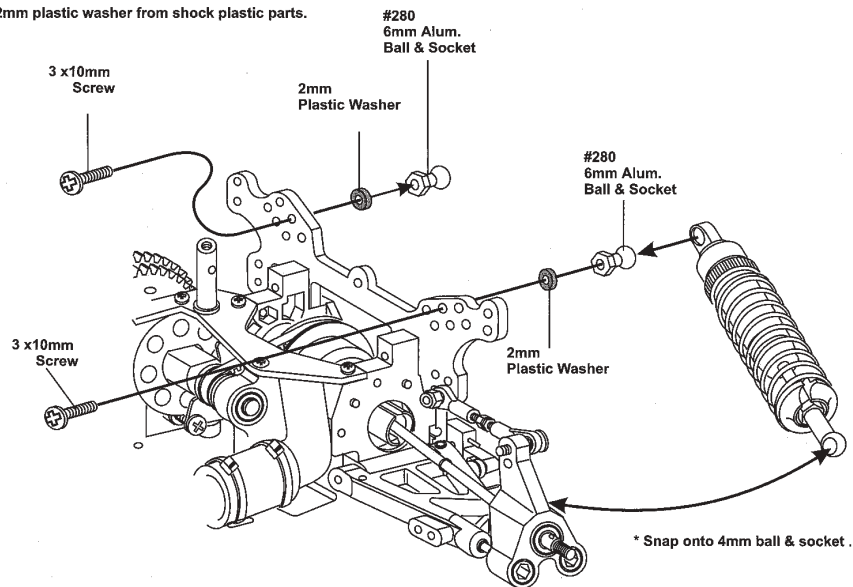


#280 6mm Alum. Ball & Socket x4

* Take 2mm plastic washer from shock plastic parts.

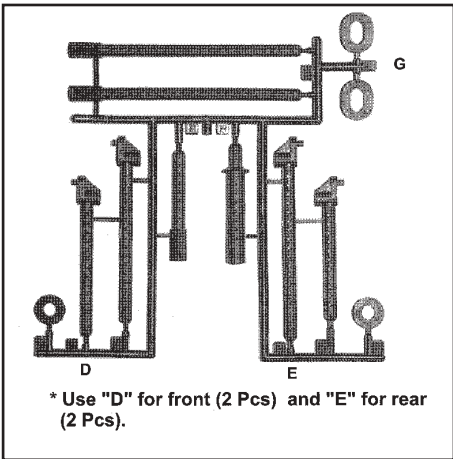


* Push ball & socket into the ball end of the shocks.

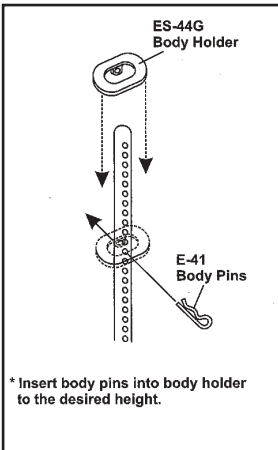


Assembly of the right and lefthand side are the same.

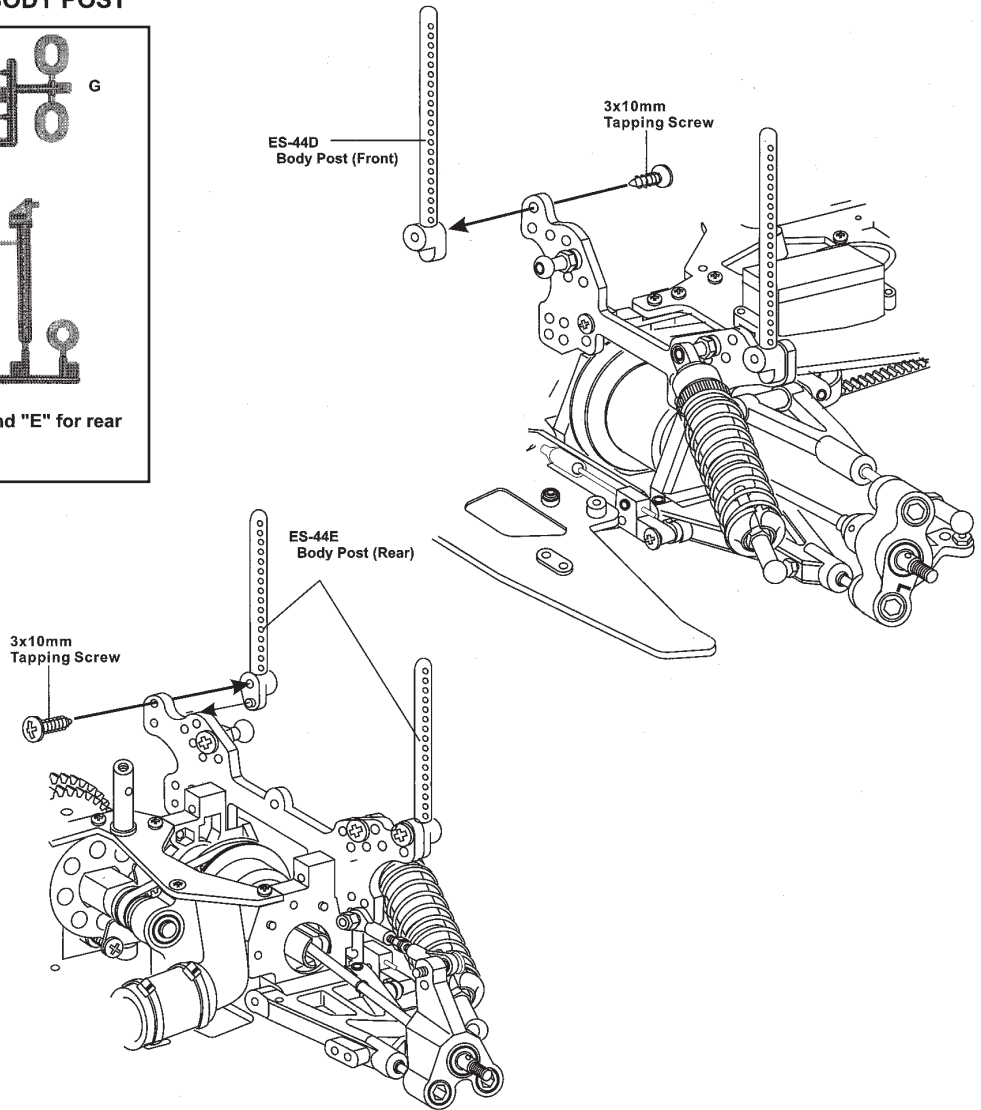
50 ASSEMBLY OF THE BODY POST



* Use "D" for front (2 Pcs) and "E" for rear (2 Pcs).



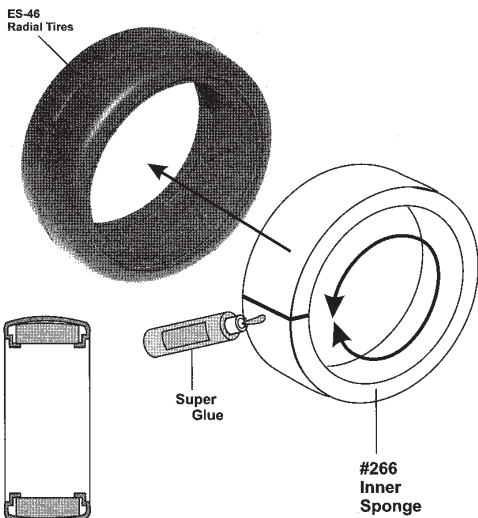
* Insert body pins into body holder to the desired height.



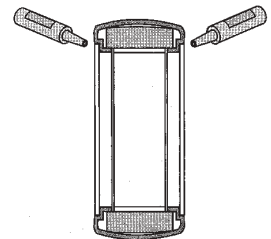
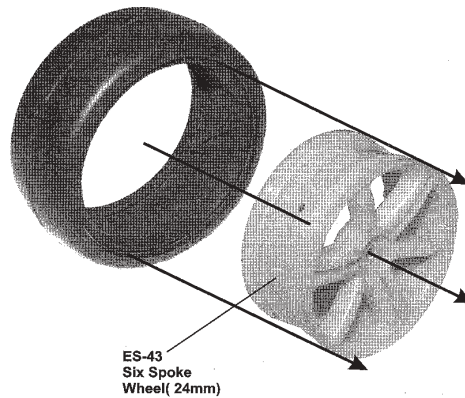
51 ASSEMBLY OF THE TIRES AND WHEELS

* Insert the inner sponge before assembly.

* Insert wheel into tire.



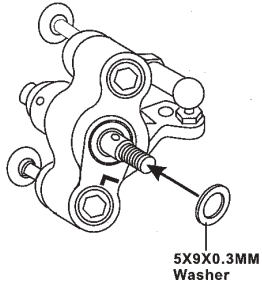
* Insert inner sponge same as shown.



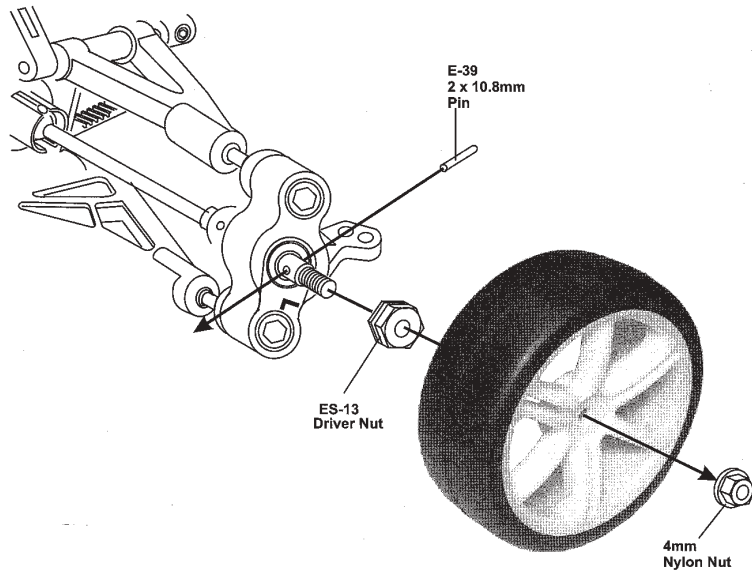
* Apply instant cement.

51 ASSEMBLY OF THE WHEELS INTO WHEEL HUB


* Insert the 5x9x0.3mm washer before assembly the wheel.



(FRONT ASSEMBLY)

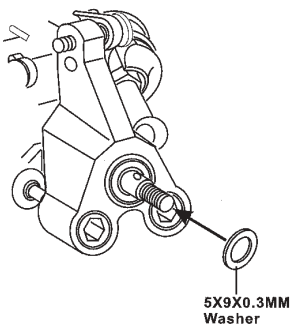


PARTS USED

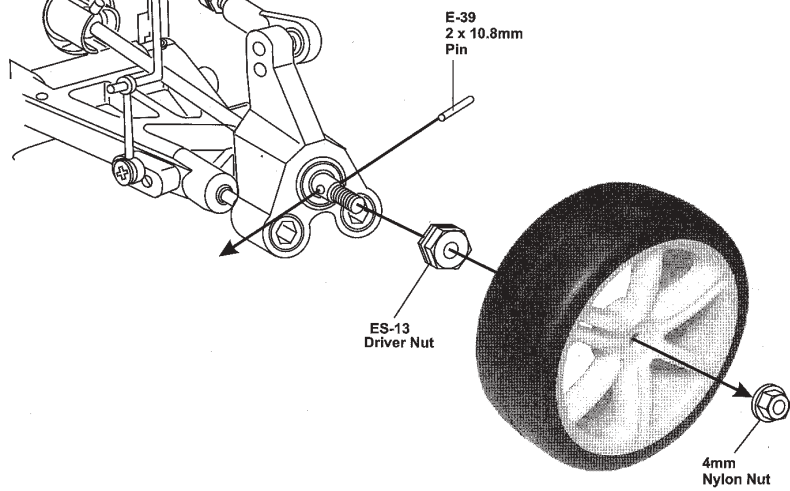
 **E-36**
2 x 10.8 Pin x4

 **MK-18**
M4 Nylon Nut X4

* Insert the 5x9x0.3mm washer before assembly the wheel.



(REAR ASSEMBLY)



INSTRUCTIONS

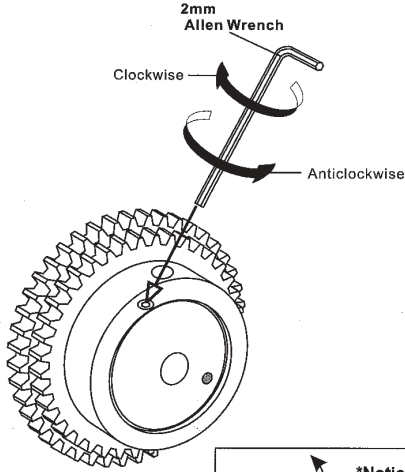
#KS-01 2 SPEED TRANSMISSION

The #KS-01 2 speed transmission allows the car to have more punch out of the corners and higher top speed. We offer many different pinion and spur gear combinations which can be used for different tracks.

* Adjust the engine before adjusting the clutch shift timing.
Adjust the engine as per engine instruction manual.

SHIFT UP TIMING ADJUSTMENT

* Use a 2mm allen wrench to set the clutch cam.



- Once the engine adjustments are completed, proceed to adjustment of the clutch shift timing.
Using 2mm allen wrench to set the clutch cam.

Note:

Clockwise-----Shift timing will become slower.
Anticlockwise-Shift timing will become quicker.

- Adjust the clutch shift timing for your track conditions with 4x4mm set screw. As you tighten (Clockwise) the 4x4mm set screw, the shift timing will become slower. As you loosen (Anticlockwise) the 4x4mm set screw, the shift timing will become quicker.
- Set the shift timing to the track conditions while the car is running.

2 SPEED GEAR RATIO COMBINATIONS

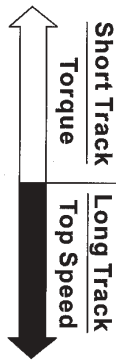
二段變速齒輪組合

IMPORTANT:
The sum of the spur gear and clutch gear for 1st gear must be equal
the sum of the spur gear and clutch gear for 2nd gear be equal.

Example: 1st gear 45+13=58
2nd gear 41+17=58 > Must be equal

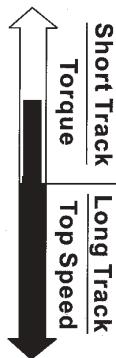
(STANDARD)

SPUR GEAR	CLUTCH GEAR (4 tooth difference)			
	13T/17T	14T/18T	15T/19T	16T/20T
45T/41T				
44T/40T				
43T/39T				
42T/38T				
41T/37T				



(MODIFY)

SPUR GEAR	CLUTCH GEAR (3 tooth difference)			
	13T/16T	14T/17T	15T/18T	16T/19T
45T/43T				
44T/41T				
43T/40T				
42T/39T				
41T/38T				



* Also 2 tooth and 5 tooth differences are available.

2 SPEED OPTION PARTS

SPUR GEAR:

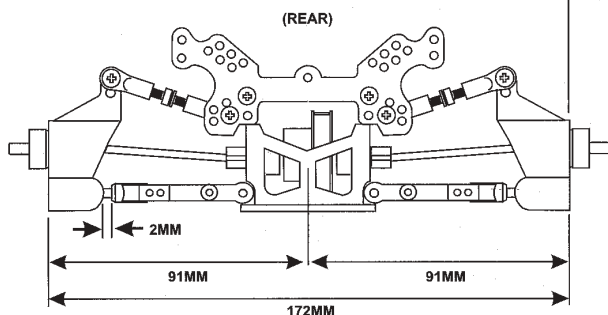
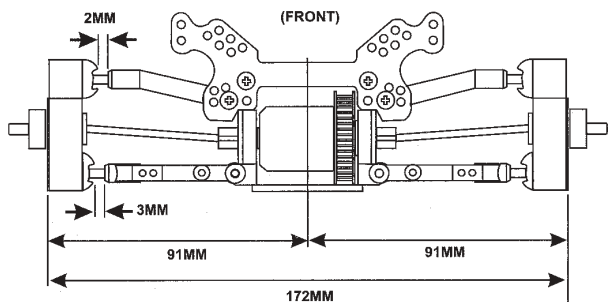
Number	Description
235C	45T Spur Gear (Light Green)
235G	44T Spur Gear (White)
234A	43T Spur Gear (Blue)
234O	42T Spur Gear (Red)
235D	41T Spur Gear (Pink)
235F	40T Spur Gear (Grey)
235B	39T Spur Gear (Yellow)
235E	38T Spur Gear (Orange)
234P	37T Spur Gear (Dark Green)

CLUTCH GEAR:

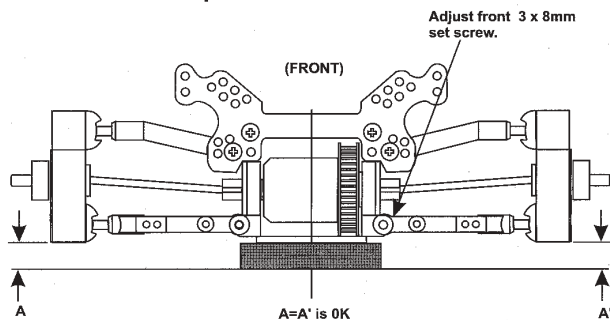
Number	Description
234U	13T-1st Clutch Gear
234V	14T-1st Clutch Gear
234L	15T-1st Clutch Gear
234Q	16T-1st Clutch Gear
234T	17T-2nd Clutch gear
234W	18T-2nd Clutch Gear
234M	19T-2nd Clutch Gear
234R	20T-2nd Clutch Gear

SETTING GUIDE

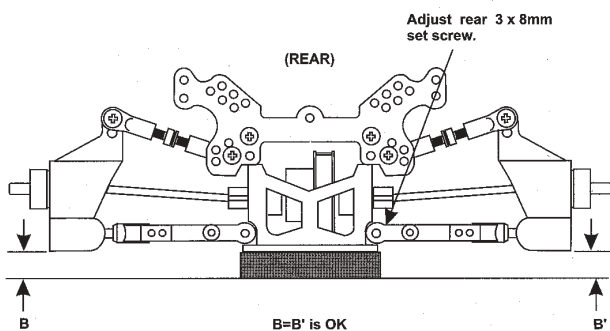
FRONT and REAR WIDTH SETTING



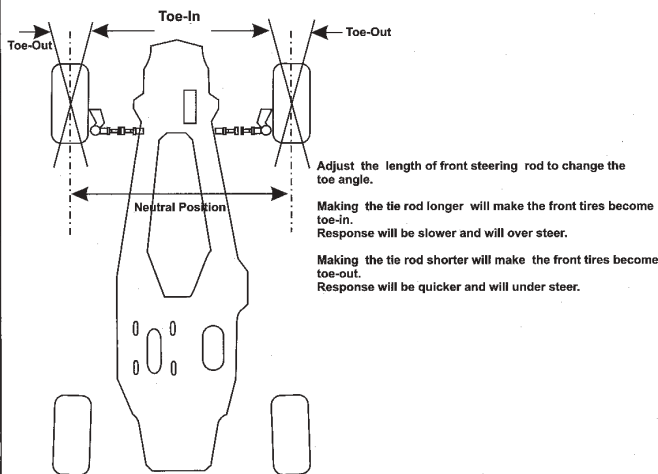
Front Down Stop



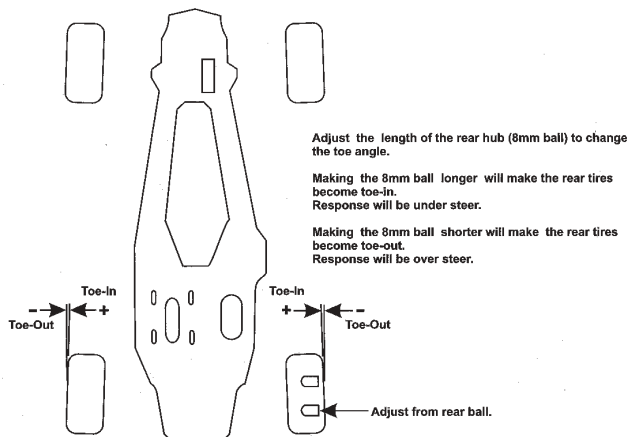
Rear Down Stop



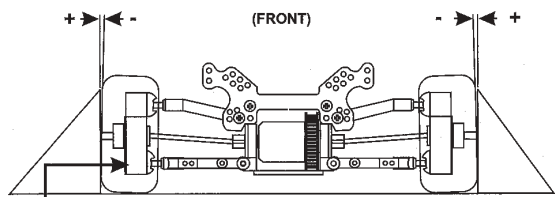
FRONT TOE-IN and TOE-OUT SETTING



REAR TOE-IN and TOE-OUT SETTING



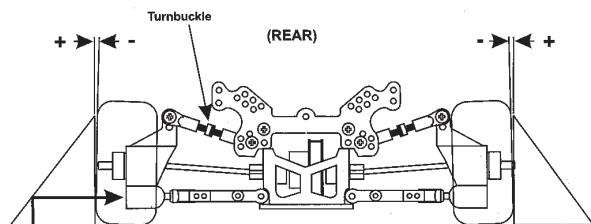
FRONT CAMBER ANGLE SETTING



Use 2.5mm hex wrench to adjust lower arm ball in front.

Place the model car on a flat surface. Raise the chassis to it's maximum clearance before the wheels leave the ground. Adjust length of the front and rear lower ball so that the wheels are at right angles to the ground.

REAR CAMBER ANGLE SETTING

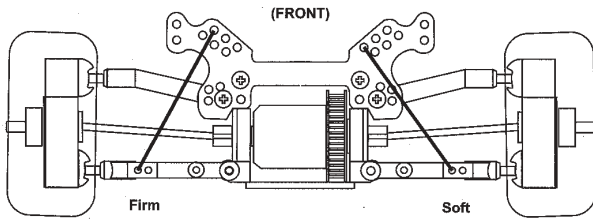


Use 2.5mm hex wrench to adjust lower arm ball in rear.

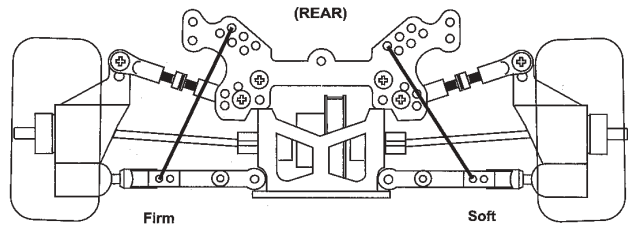
The rear camber adjustment can be made by moving the turnbuckle rod on the upper arms, clockwise or anticlockwise. We suggest zero degrees for the front and one degree negative for the rear.

SETTING GUIDE

SHOCK ANGLE SETTING — USE THESE SETTING TO TUNE YOU CAR

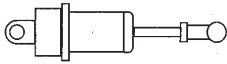


Firm front suspension, less steering.
Soft front suspension, more steering.



Firm rear suspension, over steering.
Soft rear suspension, under steering.

(HARDNESS OF SHOCK OIL)



Be aware that different shock oil will change the models performance.
不同濃度會影響性能。

Hardness	← Softer → Harder →						
Shock Oil	10	20	30	40	50	80	100

(GEAR RATIO)

Adjust gear ratio to suit the motor or course.
依據馬達及場地設定。

	Pinion	20	21	22	23	24	25	26	27
Spur Gear									
78T		← Top-Speed →				Higher			
82T	Slower								
85T	Longer	← Run Times →				Shorter			

SETUP SHEET

DATE	MOTOR	TIRE(F)		
CIRCUIT	Fuel	TIRE(R)		
		TEMP	°C/F	WET

GEAR RATIO	Single Speed	2 Speed		HARDNESS OF DIFF.	Front	Rear	
SPUR GEAR	T	①	②				
CLUTCH GEAR	T	T	T				

BEST LAP		1	2	3	4	5	6	7	8
	Lap 1	'	"						
	Lap 2								
	Lap 3								
	Lap 4								
	Lap 5								
	Lap 6								
	Lap 7								
	Lap 8								
	Lap 9								
	Lap 10								
	Lap 11								

SETUP SHEET

NAME	MOTOR	TIRE(F)	
DATE	Fuel	TIRE(R)	
CIRCUIT		TEMP	°C/F WET

<p style="text-align: center;">Front</p> <p>A= mm</p> <p>B= mm</p> <p>C= mm</p>	<p>FRONT and REAR WIDTH SETTING</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(FRONT)</p> </div> <div style="text-align: center;"> <p>(REAR)</p> </div> </div>
<p style="text-align: center;">Rear</p> <p>A= mm</p> <p>B= mm</p>	

<p style="text-align: center;">Front</p> <p>A= mm</p>	<p>Front Down Stop</p> <p>(FRONT)</p>	<p>Rear Down Stop</p> <p>(REAR)</p>
<p style="text-align: center;">Rear</p> <p>B= mm</p>		

<p style="text-align: center;">Front</p> <p>F.L. <input type="checkbox"/> + -</p> <p>F.R. <input type="checkbox"/> + -</p>	<p>CAMBER ANGLE</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(FRONT)</p> </div> <div style="text-align: center;"> <p>(REAR)</p> </div> </div>
<p style="text-align: center;">Rear</p> <p>R.L. <input type="checkbox"/> + -</p> <p>R.R. <input type="checkbox"/> + -</p>	

<p style="text-align: center;">Front</p> <p><input type="checkbox"/> ° + - N</p> <p><input type="checkbox"/> ° + - N</p>	<p>TOE IN and TOE OUT</p>
<p style="text-align: center;">Rear</p> <p><input type="checkbox"/> ° + - N</p> <p><input type="checkbox"/> ° + - N</p>	

<p style="text-align: center;">Front</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="border: 1px solid black;">A</td><td style="border: 1px solid black;">1</td><td style="border: 1px solid black;">2</td><td style="border: 1px solid black;">3</td></tr> <tr><td></td><td style="border: 1px solid black;">4</td><td style="border: 1px solid black;">5</td><td style="border: 1px solid black;">6</td></tr> </table> <p style="text-align: center;">Rear</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="border: 1px solid black;">A</td><td style="border: 1px solid black;">1</td><td style="border: 1px solid black;">2</td><td style="border: 1px solid black;">3</td></tr> <tr><td></td><td style="border: 1px solid black;">4</td><td style="border: 1px solid black;">5</td><td style="border: 1px solid black;">6</td></tr> </table>	A	1	2	3		4	5	6	A	1	2	3		4	5	6	<p>SHOCK ANGLE</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(FRONT)</p> </div> <div style="text-align: center;"> <p>(REAR)</p> </div> </div>
A	1	2	3														
	4	5	6														
A	1	2	3														
	4	5	6														

HARDNESS OF SPRING	Front			Rear			SHOCK OIL	Front	10W	20W	30W	40W	50W	60W
	H	M	S	H	M	S		Rear	10W	20W	30W	40W	50W	60W

SETUP SHEET

NAME	MOTOR	TIRE(F)
DATE	Fuel	TIRE(R)
CIRCUIT		TEMP °C/F WET

<p style="text-align: center;">Front</p> <p>A= mm</p> <p>B= mm</p> <p>C= mm</p>	<p>FRONT and REAR WIDTH SETTING</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(FRONT)</p> </div> <div style="text-align: center;"> <p>(REAR)</p> </div> </div>
<p style="text-align: center;">Rear</p> <p>A= mm</p> <p>B= mm</p>	

<p style="text-align: center;">Front</p> <p>A= mm</p>	<p>Front Down Stop</p> <p>(FRONT)</p>	<p>Rear Down Stop</p> <p>(REAR)</p>
<p style="text-align: center;">Rear</p> <p>B= mm</p>		

<p style="text-align: center;">Front</p> <p>F.L. <input type="checkbox"/> + -</p> <p>F.R. <input type="checkbox"/> + -</p>	<p>CAMBER ANGLE</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(FRONT)</p> </div> <div style="text-align: center;"> <p>(REAR)</p> </div> </div>
<p style="text-align: center;">Rear</p> <p>R.L. <input type="checkbox"/> + -</p> <p>R.R. <input type="checkbox"/> + -</p>	

<p style="text-align: center;">Front</p> <p><input type="checkbox"/> + - N</p> <p><input type="checkbox"/> + - N</p>	<p>TOE IN and TOE OUT</p>
<p style="text-align: center;">Rear</p> <p><input type="checkbox"/> + - N</p> <p><input type="checkbox"/> + - N</p>	

<p style="text-align: center;">Front</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="border: 1px solid black;">A</td><td style="border: 1px solid black;">1</td><td style="border: 1px solid black;">2</td><td style="border: 1px solid black;">3</td></tr> <tr><td style="border: 1px solid black;"></td><td style="border: 1px solid black;">4</td><td style="border: 1px solid black;">5</td><td style="border: 1px solid black;">6</td></tr> </table> <p style="text-align: center;">Rear</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="border: 1px solid black;">A</td><td style="border: 1px solid black;">1</td><td style="border: 1px solid black;">2</td><td style="border: 1px solid black;">3</td></tr> <tr><td style="border: 1px solid black;"></td><td style="border: 1px solid black;">4</td><td style="border: 1px solid black;">5</td><td style="border: 1px solid black;">6</td></tr> </table>	A	1	2	3		4	5	6	A	1	2	3		4	5	6	<p>SHOCK ANGLE</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>(FRONT)</p> </div> <div style="text-align: center;"> <p>(REAR)</p> </div> </div>
A	1	2	3														
	4	5	6														
A	1	2	3														
	4	5	6														

HARDNESS OF SPRING	Front			Rear			SHOCK OIL	Front	10W	20W	30W	40W	50W	60W
	H	M	S	H	M	S		Rear	10W	20W	30W	40W	50W	60W

Part nr	Order nr	Description
#112B	T58.048	1mm Washer (black)
#149	T58.047	Silicone Tube
#156	T58.049	Pressure Nipple
#158	T58.051	Alum. Stopper
#176	T58.050	3 Shoe Clutch Set
#234A	T58.096	Spur gear 43T (blue)
#234L	T58.105	Clutch gear 15T - 1st
#234M	T58.109	Clutch gear 19T - 2nd
#234O	T58.097	Spur gear 42T (red)
#234P	T58.102	Spur gear 37T (dark green)
#234Q	T58.106	Clutch gear 16T - 1st
#234R	T58.110	Clutch gear 20T - 2nd
#234T	T58.107	Clutch gear 17T - 2nd
#234U	T58.103	Clutch gear 13T - 1st
#234V	T58.104	Clutch gear 14T - 1st
#234W	T58.108	Clutch gear 18T - 2nd
#234Y	T58.043	Ball Bearing 5x8x2,5
#235B	T58.100	Spur gear 39T (yellow)
#235C	T58.094	Spur gear 45T (light green)
#235D	T58.098	Spur gear 41T (pink)
#235E	T58.101	Spur gear 38T (orange)
#235F	T58.099	Spur gear 40T (grey)
#235G	T58.095	Spur gear 44T (white)
#266	T58.052	Inner Sponge
#280	T58.053	Alum, 6mm Shock End
#281A	T58.046	1/10 Muffler
A-17A	T58.045	Brake Lever
A-47A	T58.041	Bearing 5x10x4
A-49A	T58.042	Muffler Stay
D-13	T58.065	Throttle Linkage 3pcs,
E-07	T58.013	P-3 O-Ring
E-08	T58.014	Air Pressure Top
E-21	T58.015	M3x15 Turnbuckle
E-35	T58.016	4mm x 8mm Plastic
E-36	T58.017	4mm Ball & Socket
E-37	T58.018	6mm Ball & Socket
E-38	T58.019	6mm Ball
E-39	T58.020	2x10.8 Drive Pin
E-40	T58.021	2x8.8 Drive Pin
E-43	T58.022	5x11x4 Ball Bearing
E-45	T58.023	10x15x4 Ball Bearing
E-66	T58.024	15 T Belt Pulley
E-66A	T58.025	Plastic 16T, 17T Pulley for XT-4
E-72	T58.026	Antenna
E-77	T58.027	35T Diff Pull
E-77A	T58.028	Bevel Gear 13T
E-77B	T58.029	Bevel Gear 10T
E-77C	T58.030	Steel Ring
E-77D	T58.031	Differential Cap Joint R
E-77E	T58.032	3x20 Pin
ES-35	T58.033	1/10 Mesh Wheels 25mm
ES-44	T58.034	Body Post
ES-45	T58.035	1/10 Shock Absorber, adjustable
ES-45D	T58.039	Shock Cap
ES-45E	T58.036	Adjustment for shock spring
ES-45G	T58.038	Shock Body
ES-45H	T58.037	P-12 O-ring
ES-45S	T58.040	Shock Repair Bag
F-02	T58.054	Main Shaft Bulkhead
F-03	T58.055	Brake Cam Shaft
F-05	T58.056	21T Pully Plastic Set
F-07	T58.057	177 Belt
F-14	T58.059	384 Belt
F-15	T58.060	Adjustable Engine Mount
F-16A	T58.061	Manifold Gasket
F-19A	T58.062	Fuel Tank
F-24	T58.063	Front Lower Arm Shaft
F-26	T58.064	Air Filter
FS-07	T58.058	Alum.Manifold (90 & 90 degree)
H-02	T58.001	Shock Shaft
H-05	T58.002	Front Upper arms, Front Arm Block
H-06	T58.003	Lower Arms (F&R), Body Post
H-07	T58.004	Front Upper Arm Shaft
H-09	T58.005	Knuckle Arm
H-10	T58.006	Rear Wheel Hub
H-11	T58.007	Rear Gear Box
H-13	T58.008	Rear Wheel Axle Shaft

Part nr	Order nr	Description
H-14	T58.009	8mm Ball Eng (black)
H-14A	T58.010	8mm Steering Ball Washer
H-15	T58.011	10mm Alum. Set Screw
H-19	T58.012	CVD Joint for XT-4 front
I-04	T58.066	Slick Tire (normal)
I-06	T58.067	150 Belt
K-01	T58.068	Front Diff Case
K-01A	T58.069	Diff, Cap Joint, L, Front
K-01B	T58.070	5x7x1 O-ring
K-01D	T58.071	Gasket Washer
K-02	T58.072	35T Diff Pully Case
K-03	T58.073	Carbon Shock Stay F
K-04	T58.074	Carbon Shock Stay R
K-05	T58.075	Carbon radio plate
K-06	T58.076	Front Bumper
K-07	T58.077	Brake Pads
K-08	T58.078	Rear Drive Shaft
K-09	T58.079	Middle Shaft
K-10	T58.080	Rear Shaft
K-11	T58.081	Servo Saver
K-12	T58.082	Brake Linkage System
K-13	T58.083	Brake/main Shaft Mount
K-14	T58.084	Rear Gear Box / Stifrene
K-15	T58.085	Diff Mount / Receiver Mount
K-16	T58.086	Battery Holder
K-17	T58.087	Lower Arm Stiffener (F&R)
K-18	T58.088	3x50 Turnbuckle
K-19	T58.089	3x55 Turnbuckle
K-20	T58.090	Chassis (hard-coated)
K-21	T58.091	Brake Rod
KS-01	T58.092	2-Speed Transmission Set
KS-01A	T58.093	Main Shaft for XT-4 Nitro
MK-18	T58.044	4mm Flange Nut

Option Parts :

#266	T58.212	Inner Sponge
#277A	T58.220	Ball Bearing 5x8x2,5 + washer
#279A	T58.215	1/10 SPL Shock Spring (white) hard
#279B	T58.216	1/10 SPL Shock Spring (blue) medium
#279C	T58.217	1/10 SPL Shock Spring (yellow) soft
E-78	T58.208	Diff Set (Ball Type) (rear)
ES-41	T58.218	Aluminium pulley 15T
FS-01	T58.210	Carbon Brake Disk
FS-15	T58.211	Alloy Pulley Mount
HS-13	T58.213	Alum. Front Sus. Block
HS-14	T58.214	Alum. Rear Sus. Block
KS-02	T58.206	Diff Set (Ball Type) (Front)
KS-02A	T58.207	Joint for KS-02
KS-03	T58.209	CVD Joint for XT-4 rear
KS-04	T58.203	Alum.Main Shaft Bulk Head
KS-05	T58.204	Alum. Bearing Block
KS-06	T58.200	Alum. Middle Belt Stiffener
KS-09	T58.202	Alum. Rear Block Cover
KS-10	T58.205	Alum. Middle Shaft Block
KS-11	T58.219	Aluminium stabilizer mount
T-40	T58.201	Aluminium stiffener

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