

whats next...



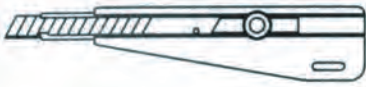
(N.E.X.T.) 1:16 NITRO TRUGGY

TRINITY
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Before You Run Your NEXT Truggy

Required equipment for operation

1. Tools required for building and maintenance:



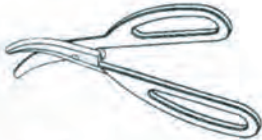
● Hobby knife



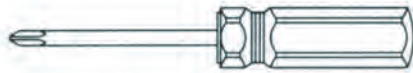
● Precision ruler or caliper



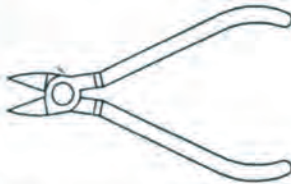
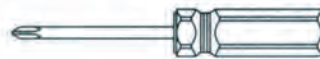
● Needle nose pliers



● Hobby scissors



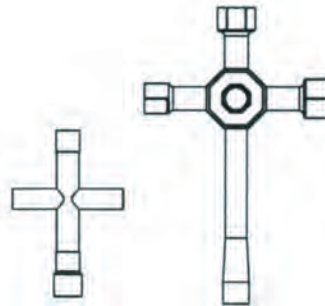
● Phillips screwdriver



● Wire cutters



● Thread locking compound



● Cross wrench



1.5mm



2.0mm



2.5mm



5.0mm

● Hex wrench



● CA glue & rubber cement

When working on your Next Truggy or any R/C vehicle never use an electric screwdriver when putting screws into plastic parts. The high torque and speed of an electric screwdriver can strip or melt the plastic components. Always use a hand held screwdriver and take care to not over tighten the screws.

To run your Next Truggy you will also need the following items:

4 "AAA" batteries for the receiver in the truggy.

8 "AA" batteries for the transmitter.

20% Trinity Monster Horsepower fuel, MH0020.

Fuel Bottle, RC8106.

Glow Ignitor with charger, RC8112.

Nitro Blast cleaning spray, RC4499.

Or Nitro Starter Kit, TRI40040.

3 or 4 spare glow plugs, McCoy 9 or equivalent.

⚠ SAFETY PRECAUTIONS

THIS RADIO CONTROLLED RACING CAR IS NOT A TOY!
RECOMMENDED FOR AGES 14 AND OLDER AND
WE SUGGEST ADULT SUPERVISION.

THIS IS ONLY FOR YOUR REFERENCE BEFORE YOU OPERATE THE MODEL CAR.

FIRST-TIME BUILDERS SHOULD SEEK THE ADVICE OF EXPERIENCED MODELLERS BEFORE
COMMENCING ASSEMBLY AND IF THEY DO NOT FULLY UNDERSTAND ANY PART OF THE
CONSTRUCTION.

ASSEMBLE THIS KIT OUT OF CHILDREN'S REACH!

TAKE ENOUGH SAFETY PRECAUTIONS PRIOR TO OPERATING THIS MODEL, YOU ARE
RESPONSIBLE FOR THIS MODEL'S ASSEMBLY AND SAFE OPERATION!



PLEASE READ BEFORE STARTING!

Before you throw down this manual and try to start your NEXT Truggy, please continue reading for just a few minutes. In addition to important safety precautions, below you will also find some quick tips for getting the maximum enjoyment out of your new nitro vehicle.

We would sincerely like to thank you for your purchase and hope that you enjoy the fun and excitement that come from owning a high performance nitro R/C vehicle.

SAFETY GUIDELINES

NEXT Truggy is not intended for use by children without direct supervision of a responsible, knowledgeable adult. Trinity Products Inc. shall not be liable for any loss or damages, whether direct, indirect, special, incidental, or consequential, arising from the use, misuse, or abuse of this product and/or any product or accessory required to operate this product.

IMPORTANT POINTS TO REMEMBER

Always, turn on your transmitter first before turning on your vehicle's receiver switch. When turning an R/C vehicle off, the order is just the opposite; turn the receiver switch off first and then turn the transmitter off. Just remember that when your truck is turned ON, your transmitter should always be turned ON. If not, your NEXT Truggy will no longer be under the control of your transmitter, and could unexpectedly take off on its own causing damage to itself and other people.

Never use old, worn out batteries in your transmitter or truck. Use only fresh alkaline batteries or fully charged rechargeable batteries to ensure that you will not exceed the range of your radio system while driving your truck.

Nitro vehicle engines get very hot. Take care when handling your vehicle to keep from burning your fingers.

Keep nitro fuel away from all sources of heat and open flame.

Keep nitro fuel away from eyes and do not take internally. If ingested follow instructions on the fuel container and call physician.

Never use cleaning spray of any kind on your Truggy until it is completely cooled down. Using cleaning spray on a hot engine will cause a fire.

Make sure you always keep the exhaust pointing away from your hands and face as hot exhaust gasses and unburned fuel will be expelled when the engine is running.

Never store your Truggy with fuel in the tank.

Only run your Truggy in safe, open areas that will not put anything or anyone in danger of a collision. Use common sense when driving your truck to insure that you are not causing a potential hazard to anyone (crowds of people and confined areas should be avoided).

Although the NEXT Truggy is small and lightweight, it can still hurt when it runs into you at ankle height. It can also startle someone who is not expecting it, so it is extremely important to ALWAYS keep a safe distance between any people and the path of your truck (don't forget this includes yourself).

Never run your NEXT Truggy through puddles, wet grass, snow or any other type of moisture. Also never use any liquid cleaners around the electronic components on your NEXT Truggy. Any small amount of moisture can cause severe damage to your electronics.

If you will be running with other R/C vehicles, always confirm before turning your transmitter on, that no one else is using your same frequency channel. If necessary, you may change frequencies.

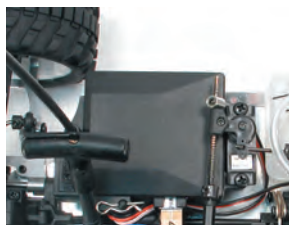
Always let your cool down completely between runs (2 tanks of fuel) when the weather is hot. Over heating the engine will cause failure of the plug and could cause damage to the engine. Always let your engine cool down with the piston at the bottom of the stroke, the point in the engine revolution where there is no resistance.

Prolonged running on high drag surfaces like grass, can cause excessive heat and cause premature failure of the clutch and engine.

GETTING STARTED

The first thing you need to do is install the batteries in your transmitter and into the radio box to power the receiver.

8 "AA" batteries go into the bottom of the transmitter and 4 "AAA" batteries go in the cell holder located in the radio box.



By removing the clip that holds the lid on you will see the battery holder that holds the 4 "AAA" cells.



Check the life and proper installation of your batteries by switching the transmitter to on. You should see all three LED's light up (red, yellow, and green). If you do not, your batteries may be low on voltage or you may not have installed them all correctly.

As the life of your transmitter batteries begins to decline, the green LED will no longer light. When you notice that you are down to only the yellow and red lights, this is a caution sign that it is time to install new batteries. We recommend changing both the transmitter and receiver batteries at the same time. If you continue operating your Truggy and see that the yellow light goes out (and only the red light is lit), STOP IMMEDIATELY! Your Truggy may easily travel out of range causing you to lose all control, which could result in a collision causing damage to the vehicle or other property.

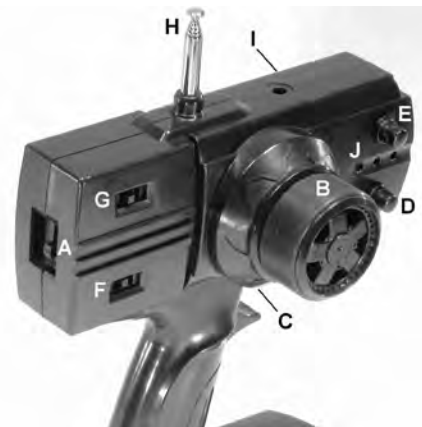
ASSEMBLING THE ANTENNA

Locate the plastic antenna tube (found inside the box). Also locate the black antenna wire coming out the radio box. Thread the antenna wire into the plastic antenna tube until it comes out the other side. Pull the remaining wire through the tube, and then press the tube into the antenna mount in the lid of the radio box. Bend the antenna wire down around the tube and install the black rubber antenna cap on the top of the tube. You may then wrap the remaining wire around the tube.

DO NOT cut the antenna wire off! This could shorten the range of your radio system.

LEARNING THE TRANSMITTER

Before turning on your Truggy, please familiarize yourself with the controls and adjustments of the radio transmitter. You may use the following diagram to confirm the location and function of each of these features.



A - ON/OFF Switch: Controls power to the transmitter.

B - Steering Wheel: Steers the vehicle left and right.

C - Throttle Trigger: Controls the speed and the brakes of the vehicle.

D - Throttle Trim: Adjusts the neutral position

of the throttle so your truck responds correctly to the trigger.

E - Steering Trim: Adjusts the center position of the steering so your truck travels straight.

F - Throttle Reverse Switch: Reverses the forward/ reverse direction of your throttle trigger.

G - Steering Reverse Switch: Reverses the left/right direction of the steering wheel.

H - Antenna: Transmits radio signals to your receiver.

I - Frequency Crystal: Controls the operating frequency (channel) of your transmitter.

J - Battery Power Indicators: Signal when it is time to replace your transmitter batteries.



Please familiarize yourself with the function of the steering and throttle controls as shown below. Like most other pistol grip style radio systems, the reverse function of the transmitter applies the brakes. This function needs to be used to slow/stop your Truggy and to keep it stationary while it idles.

RUNNING MULTIPLE TRUGGIES

If you have some buddies that would like to get a NEXT Truggy of their own or already have friends with other RC vehicles that you will be racing with, it is very important that you first check what frequency channel your Truggy is on and confirm that none of your friends have the same frequency as you.

If you do find that someone else is using the same frequency channel that you are, you must either wait for them to turn their transmitter and vehicle OFF or you may choose to change the frequency crystals in your transmitter and receiver (so that you can run together at the same time without causing any radio interference). Additional frequency crystal sets can be purchased separately and installed in a few quick seconds.

To change frequency crystals simply remove the black plastic crystal holder from the back of your transmitter by carefully pulling it straight out. Slide the crystal out of the holder and install the new crystal labeled "T" in its place. Carefully align the two pins that extend from the crystal with the socket in the back of your



transmitter, and gently press it into place. DO NOT force the crystal! The pins can easily be broken!

Remove the crystal from your receiver in the same careful manner. The crystal extends from the side of the radio box.

PLEASE NOTE: It is very important that the crystal labeled "T" is installed in the transmitter and the crystal marked "R" is installed in the receiver.

KNOWING YOUR ENGINE BEFORE STARTING YOUR ENGINE

The air filter is one of the most critical components of your car engine. A well maintained air filtration system will increase the life expectancy of your engine.

Remember to keep it clean and to check for replacement often. Running your engine for a second with the filter off can destroy your engine. Dirt getting inside the carburetor will grind the piston and sleeve away causing the engine to lose compression and fail.

Before starting your engine, put a few drops of filter oil, household oil, castor oil or automotive motor oil on the outside surface of the air filter and rub it into the surface. This will help the filter trap more dirt and dust. NEVER USE SILICONE SHOCK OIL AS IT DOES NOT BURN AND WILL FOUL THE ENGINE.

FUEL

Use only top quality model two-stroke engine fuel. We only recommend Trinity MH0020 20% Monster Horsepower or TRI4300 Monster Brew Fuel because of the known oil quality and content. Use of any other fuel will void any warranty on the engine.

CARBURETOR

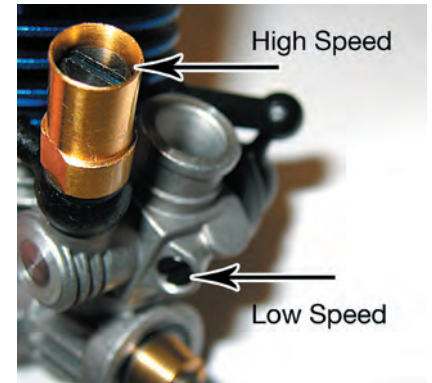
Carburetors are pre-adjusted and only a fine adjustment may be required. As your engine breaks in the adjustment will change and of course the weather effects the settings. The settings we offer are basic all around settings.

Two adjustable needles are provided on your carburetor.

The high speed needle (the big screw on the top) is for adjusting the mixture when the throttle is fully open. If you turn the needle counter-clockwise you will make the mixture richer, more fuel. Turning the needle clockwise will make the mixture leaner, less fuel.

The low speed needle (small screw on the bottom) is for adjusting the mixture strength at part-throttle and idling speeds, to obtain steady idling and smooth acceleration to mid speeds.

If you turn the needle counter-clockwise you will make the mixture richer, more fuel. Turning the needle clockwise will make the mixture leaner, less fuel.



Basic carburetor settings. 2 to 2.5 turns out from having the needles screwed all the way in. This is the setting for both needles.

Adjusting a nitro engine can be a tricky process. We recommend you have an expert help you the first time you run your Truggy.

BREAK-IN

The first time the engine is started it should be used with a very rich mixture setting, basically as rich as the engine will run. Engines require a running-in of about 10-20 minutes using moderate rpm. During this running-in period a lot of smoke and oil should come out of the muffler, indicating excessive lubrication.

The default needle setting of the carburetor is a good starting place for break-in.

ALWAYS REMEMBER SMOKE IS GOOD! YOU ALWAYS WANT TO SEE SMOKE WHEN RUNNING YOUR ENGINE.

Start tuning only after you have given the engine 2 to 3 minutes to warm up to its full operating temperature. Do not tune it before then, a cold engine will seem to run rich but will lean out on its own as it approaches its operating temperature.

Once your engine is broken in and idling and running well, you can tune the high speed needle by turning it in slightly to lean out the engine and make more power. Remember to make 1/16th to 1/8 of a turn at a time. It is a small engine and only small adjustments are necessary. Remember you always need to see smoke when running at full throttle. That means the engine is getting enough oil.

Weather effects the tuning of your engine. You need to run it rich, (more fuel) in hot weather and leaner, (less fuel) in cold weather.

GLOW PLUGS

Most times the inability to start your engine is due to failure of the glow plug. The glow plug on nitro engines is a disposable commodity like fuel. We recommend replacing the plug as a first step if you have trouble starting your engine. Most racers will start out with a new plug when running their car for the first time each day. We recommend the McCoy 9 as the best all around plug.

PULL STARTER

When using it do not pull it to its whole length, but use quick short pulls. If there is excessive resistance make sure the engine is not flooded. You may have hydro-locked it and cause damage by trying to pull the pull start. If you flood engine, remove the plug and pull the starter a few times to pump out the extra fuel.

CARE AND MAINTENANCE

At the end of each operating session, drain the fuel tank. Afterwards energize the glow plug and try to restart the engine, to burn off any fuel that may remain inside the engine. Repeat this procedure until the engine fails to fire.

To reach the delicate parts of the engine you only need to unscrew the glow plug and then you can wash out the engine with Trinity Nitro Blast RC4449 and lubricate it with Final Solution Engine Run Oil RC8104. These maintenance procedures will reduce the risk of corrosion after a period of storage.

The air filter should also be regularly checked and cleaned or replaced if necessary.

STARTING YOUR ENGINE

After reading all of the above information, you are likely ready to get started. It is much easier to start your car with 2 people especially when the engine is new. One person to start it and the other to blip the throttle to keep the engine running. Just proceed as follows:

Make sure your glow plug charger is fully charged.

Fill your fuel tank. Make sure the filler cap is fully closed so the tank stays pressurized.

Turn on your transmitter, pull up the antenna and turn on the receiver. Test the radio to make sure that the throttle and steering work smoothly and in the correct direction. The throttle servo should pull away from the carburetor under full power. When pushing the trigger forward the brake should engage and the car should not be able to be pushed forward by hand.

If either servo works in the wrong direction simply using the servo reversing switches on

the transmitter to change the direction.

Pull the starter a few times and you should see the fuel move from the tank into the carburetor. Holding your finger over the exhaust pipe exit will help suck the fuel into the engine a little easier.

Clip the glow starter to your plug. Wait a few seconds for the plug to heat up. Hold down on the glow starter to insure a good connection and rapidly pull the starter in quick short bursts. The pull start should have some resistance but be easy to pull.

If it is very hard you have the engine flooded. Stop what you are doing, remove the plug turn the car upside down and pull the starter a few times. The excess fuel will squirt out of the plug hole. Watch your eyes. Reinstall the plug and you are ready to go.

The engine should fire after a few fast short pulls and as soon as it does blip the throttle to keep it running until it warms up and starts to idle smoothly. Some times it helps to give the radio 1/4 throttle while starting it to get more air into the mixture. You can do this simply by turning up the throttle trim, (clockwise) 25 to 50%. Once the engine warms up turn it back all the way to counter clockwise.

After a minute remove the glow starter and blip the throttle to make sure it is getting enough fuel. Once the engine warms up and breaks in it will idle at a lower speed and produce more power at top speed.

Run through the first 2 tanks of fuel with the stock settings, making sure the engine smokes a lot. This will allow the piston and sleeve to properly break-in. Run in a 30 foot oval pattern and vary the throttle from low to 1/2 throttle. Let the engine cool completely between tanks of fuel so you do not over heat it during the break in process.

After the first 2 tanks turn the big high speed needle clockwise 1/8th turn and run 2 more tanks of fuel running the oval pattern again. Vary the throttle from low to full but only go to full throttle for a few second, (2 or 3) at a time.

TUNING YOUR ENGINE

Once you have your engine broken in and running well you can start to tune it. Unless you have a temperature gauge where you can monitor head temperature, (try to stay below 220 degrees) you have to use the visible tuning aid of blue smoke coming from the pipe.

As long as the pipe is smoking under top speed you are getting enough oil to the engine and you will be OK. Turn the high speed needle in, (clockwise) to lean out the engine 1/16 to 1/8 of a turn at a time. Make a few high speed passes. You will notice a higher pitch sound and more power.

If your engine cuts out during a high speed run, sounds like it is starving for fuel or stops blowing out smoke you are too lean and you need to stop immediately and turn the high speed needle counter clockwise 1/2 the adjustment you just made to lean it out and run a few more laps.

When adjusted correctly your engine should see a nice crisp sound all the way down the straight, run through a tank of fuel with out changing and blow smoke constantly. The smoke is a big deal as that means enough oil is getting to the engine. No smoke and you can cause serious damage to the piston and sleeve.

In most cases the low speed needle will not need any adjustments. You can use the low speed needle to adjust your idle speed. Turning it in, (clockwise) leans out the engine increasing idle speed while turning it out, (counter clockwise) will decrease idle speed. You always want your engine to idle as slow as possible with out stalling.

TROUBLE SHOOTING

You have run your engine and now it simply will not start no matter how many times you pull the pull start. The first thing to check is your glow plug. Remove the plug and put it in the glow ignitor while holding it with a pliers as it will get hot. Check to see if the coil glows red. If it does not it needs to be replaced.

Still won't start? Then the best thing to do is to put your settings back to a point where the engine should run.

Make sure the idle adjustment is not set too low. Take the air filter off and look into the carburetor. there should be a 1/16th to 3/32



opening in the throttle body for the air to flow through. If this opening is too small the engine will be starved for air. You can adjust this by turning the throttle trim on your radio to the right.

If the idle setting looks fine then you will probably have to adjust the low speed needle. Turn the needle all the way clockwise until it stops. Then turn it out 2 1/2 turns. 2 to 2.5 turns is the point where most engines will run.

Make sure your fuel tank lid is snapped closed when running the engine.

Make sure the fuel line is not pinched by a chassis component or by the body.

RULES OF NITRO ENGINES

Every nitro engine has its own personality and will require slightly different settings than every other engine. It takes some time to get a new engine dialed in but once you get the setting down it will run the same every time.

Always run your engine rich. Too rich is better than lean. When the engine is running rich it is getting enough oil, when it is too lean it is not and could overheat and damage the engine. Running too lean can ruin your plug in one tank of fuel.

An easy way to remember is the oil is mixed with the fuel, so the more fuel you put through the engine the better lubricated it will be. Rich is more fuel than air, lean is more air than fuel.

R/C nitro engines run very hot, over 200 degrees. It is easy to burn your hands and fingers, so be careful.

When you adjust a setting on the carburetor, the motor needs to run for at least 30 seconds for the motor temperature to adjust to the new setting before you can tell if that setting works better or worse.

The single most important thing when it comes to tuning a nitro motor is having a lot of patience.

WARRANTY INFORMATION

Your NEXT Truggy is considered to be a high performance off-road racing vehicle. As such this vehicle will be used in an extreme range of conditions and situations, all which may cause premature wear or failure of any component.

Trinity has no control over usage of vehicles once they leave the dealer, therefore Trinity can only offer a warranty against all manufacturer's defects in materials, workmanship, and assembly at point of sale (before use). No warranties are expressed or implied that cover damage caused by what is considered normal use, or cover or imply how long any engine, chassis or electronic component will last before requiring replacement.

Any and all warranty coverage will not cover replacement of any part or component damaged by neglect, abuse or improper or unreasonable use. This includes but is not limited to damage from crashing, improper adjustment of engine, improper fuel, chemical and/or water damage, excessive moisture, improper or no maintenance, or user modifications which compromise the integrity of components.

Warranty will not cover components that are considered consumable on R/C vehicles.

Trinity does not pay nor refund shipping on any component sent to Trinity for warranty.

All NEXT warranty issues are handled directly by Trinity Products Inc. in Edison, NJ.

All warranty claims must be accompanied by original receipt UPC bar code from the side of the box and a Warranty Authorization number.

This number is obtained by contacting Trinity at the e-mail address listed below.

Trinity reserves the right to make the final determination of the warranty status of any component or part.

Any component sent in for warranty without the proper information will be held for 60 days. The sender will be notified on return shipping charges via e-mail or parcel post within 3 days. After 60 days the parts will be discarded.

You may contact us for warranty or technical support through our e-mail tech support address:
tsupport@teamtrinity.com.
All e-mail is usually answered within 24 hours.

Limitations of Liability

Trinity Products Inc. makes no other warranties expressed or implied. Trinity shall not be held liable for any damages resulting in the use of this product or any accessories and/or chemicals required to use this product.

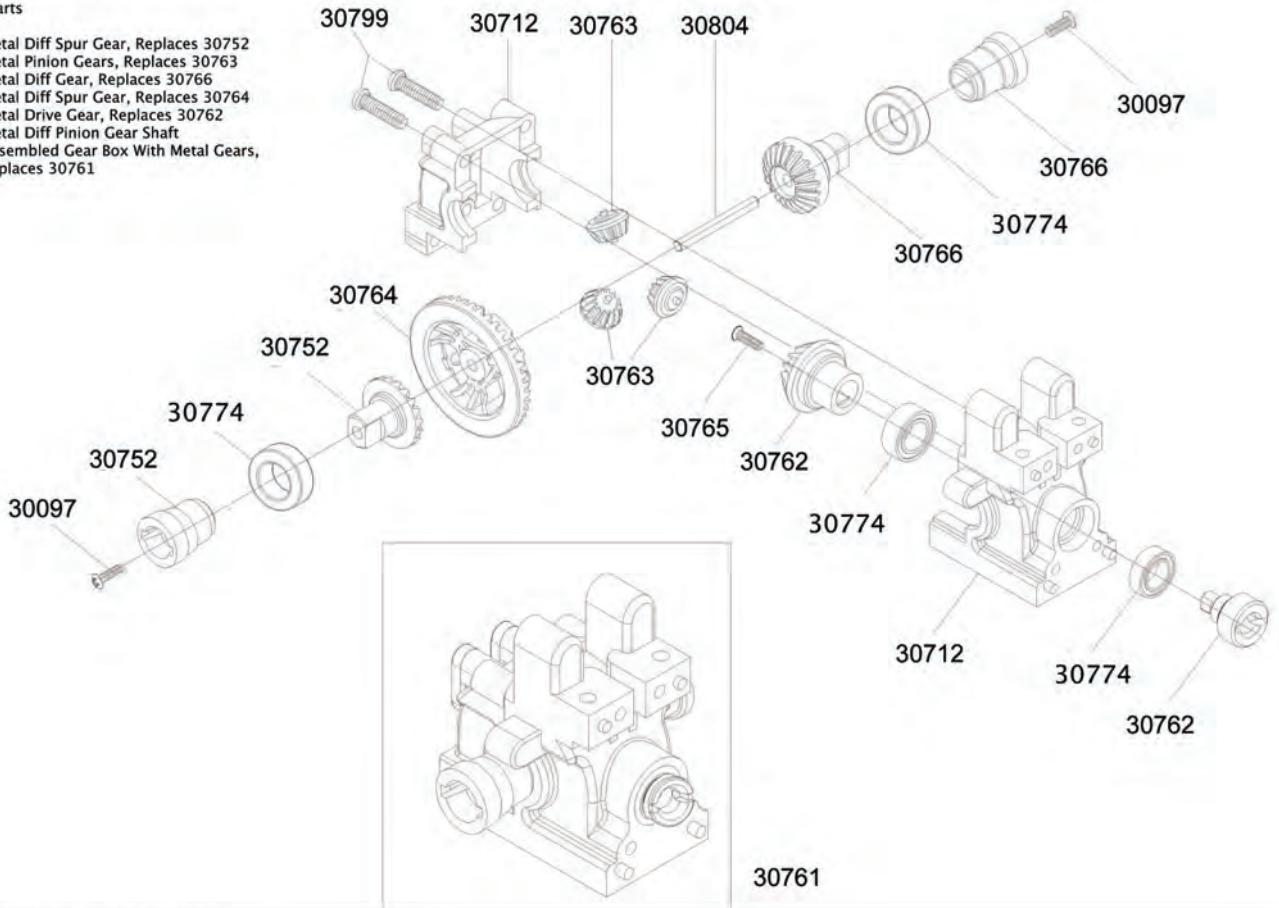
In the act of purchasing, using or operating this vehicle, the user accepts all resulting liability. In no case shall Trinity's liability exceed the purchase price of the vehicle.

Due to the high performance level of this vehicle you will need to periodically maintain and replace consumable components such as tires, gears, glow plugs, body and eventually engine to maintain the same performance level as when new.

FRONT DIFF ASSEMBLY

Hop Up Parts

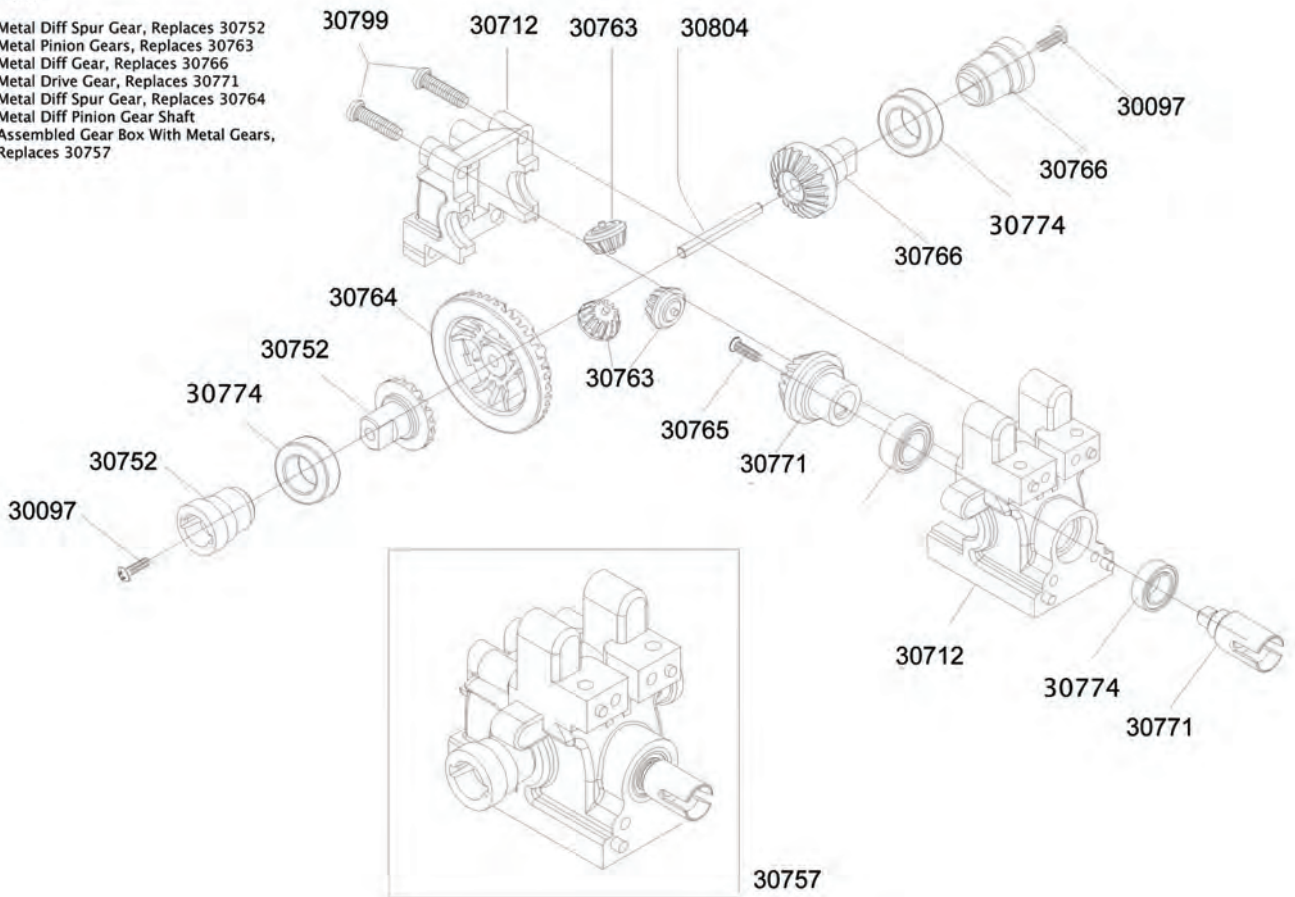
- 32005 Metal Diff Spur Gear, Replaces 30752
- 32006 Metal Pinion Gears, Replaces 30763
- 32007 Metal Diff Gear, Replaces 30766
- 32009 Metal Diff Spur Gear, Replaces 30764
- 32010 Metal Drive Gear, Replaces 30762
- 32013 Metal Diff Pinion Gear Shaft
- 32011 Assembled Gear Box With Metal Gears, Replaces 30761



REAR DIFF ASSEMBLY

Hop Up Parts

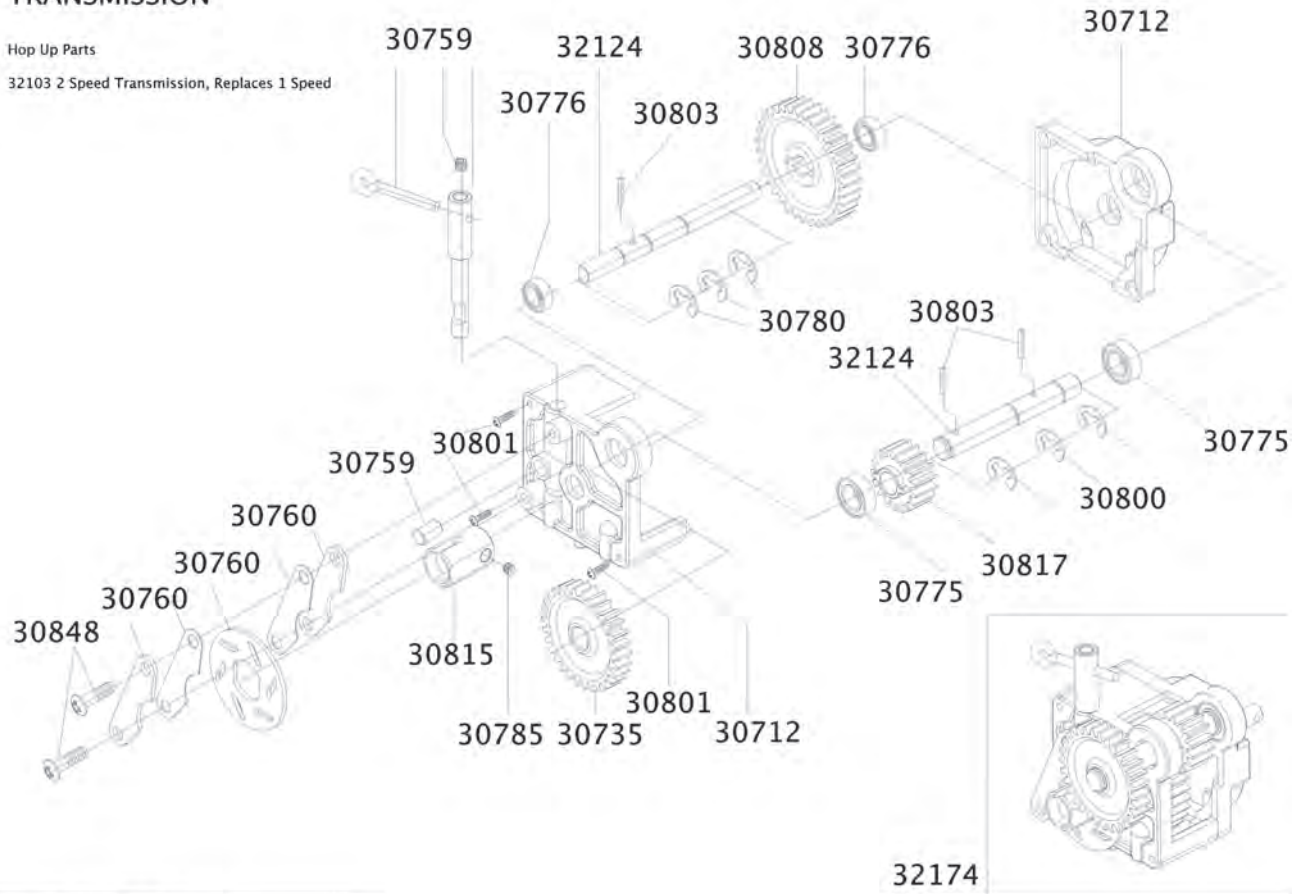
- 32005 Metal Diff Spur Gear, Replaces 30752
- 32006 Metal Pinion Gears, Replaces 30763
- 32007 Metal Diff Gear, Replaces 30766
- 32008 Metal Drive Gear, Replaces 30771
- 32009 Metal Diff Spur Gear, Replaces 30764
- 32013 Metal Diff Pinion Gear Shaft
- 32002 Assembled Gear Box With Metal Gears, Replaces 30757



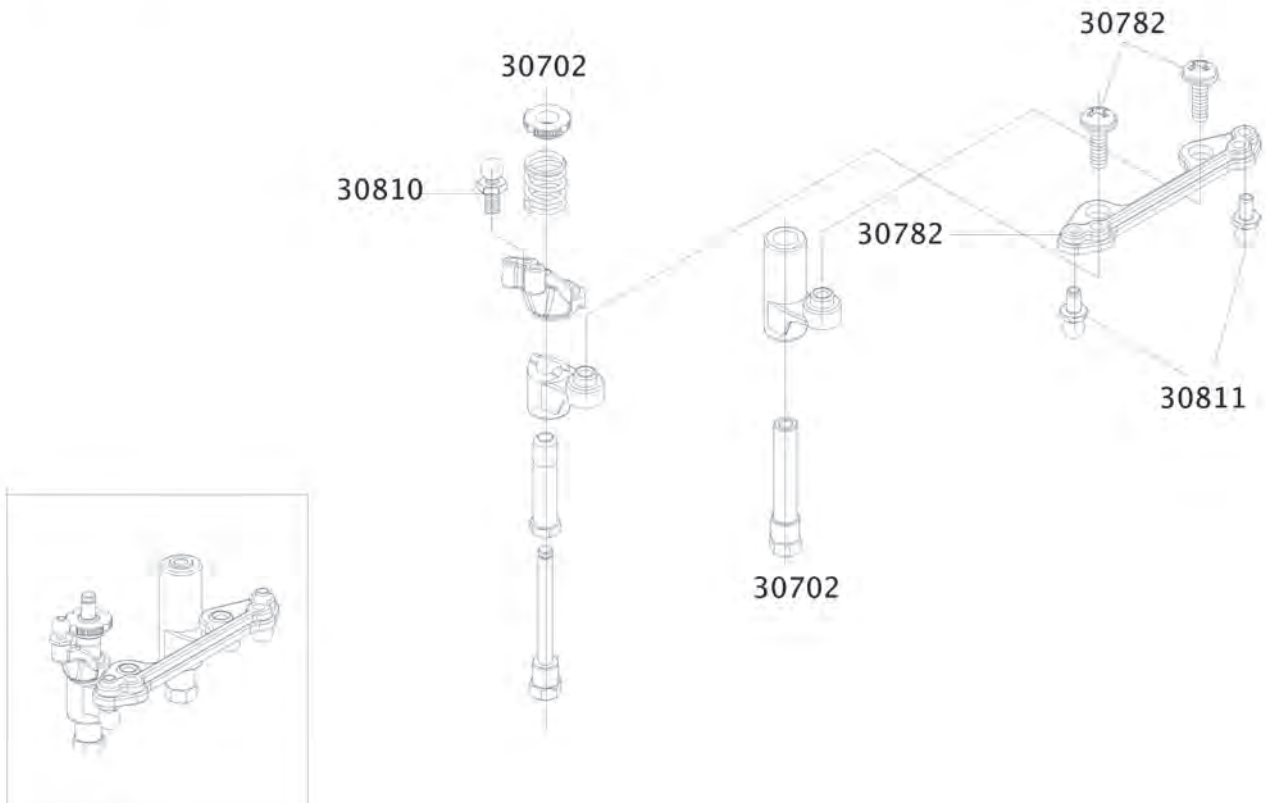
TRANSMISSION

Hop Up Parts

32103 2 Speed Transmission, Replaces 1 Speed



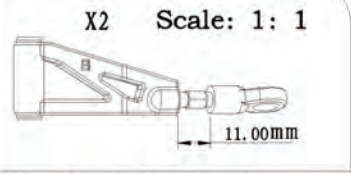
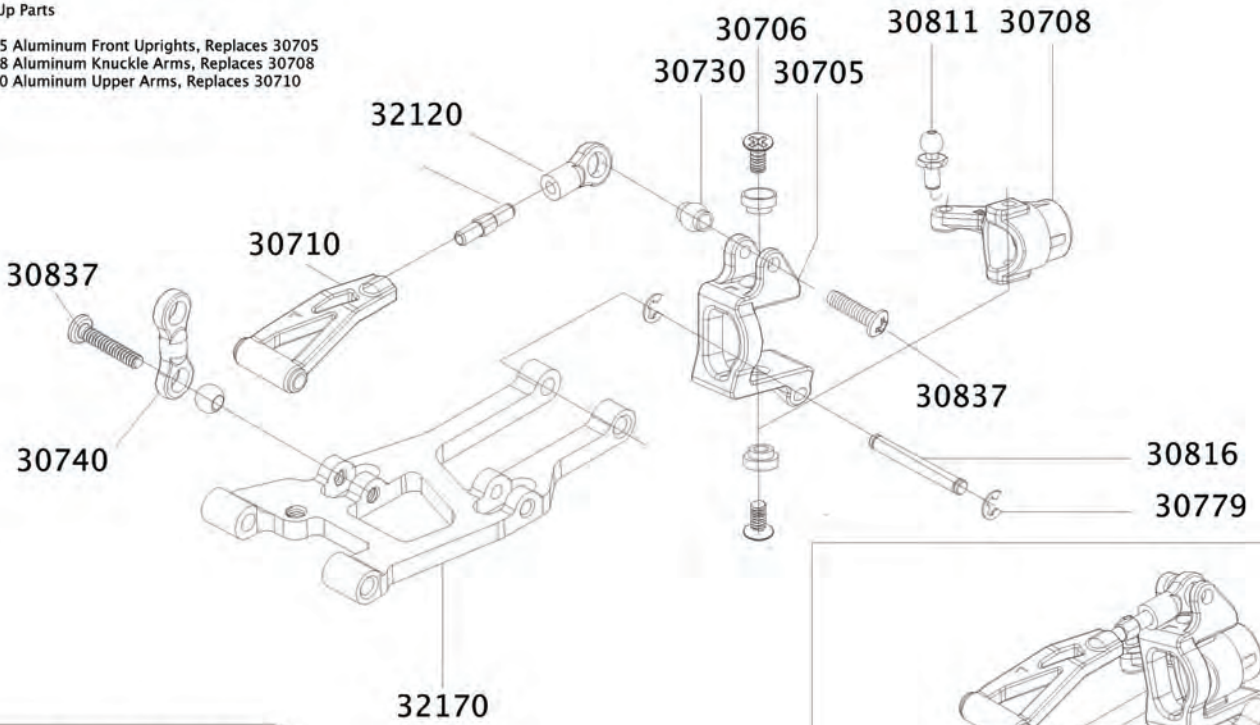
STEERING RACK & SERVO SAVER ASSEMBLY



FRONT SUSPENSION

Hop Up Parts

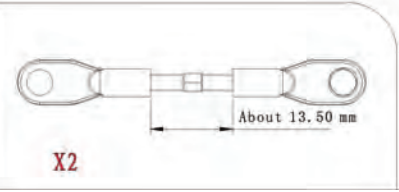
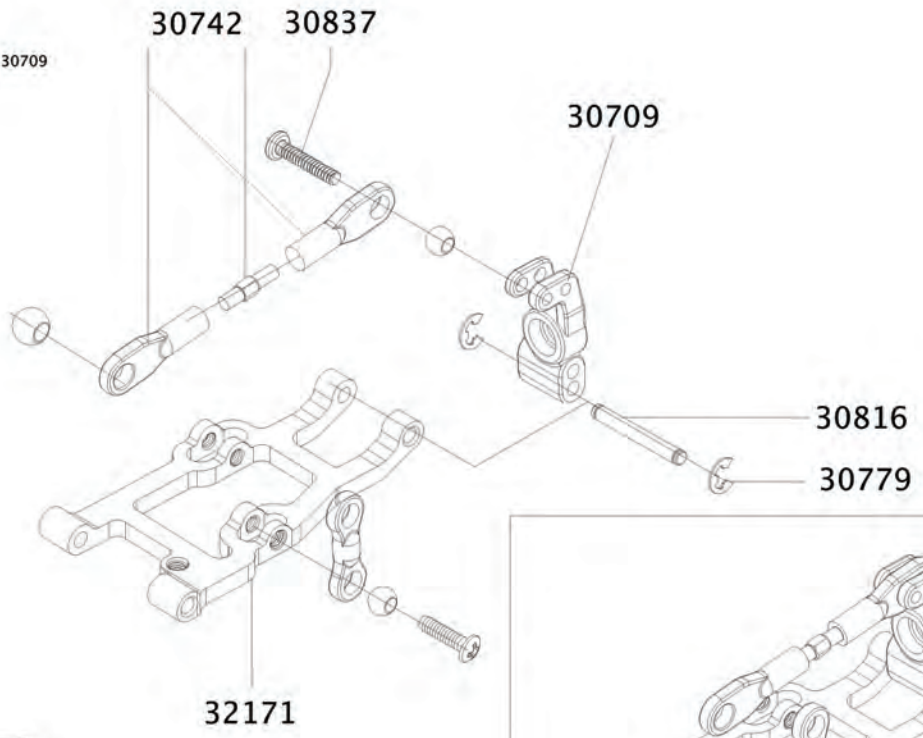
- 30905 Aluminum Front Uprights, Replaces 30705
- 30908 Aluminum Knuckle Arms, Replaces 30708
- 30910 Aluminum Upper Arms, Replaces 30710



REAR SUSPENSION

Hop Up Parts

- 30909 Aluminum Rear Hub Carrier, Replaces 30709

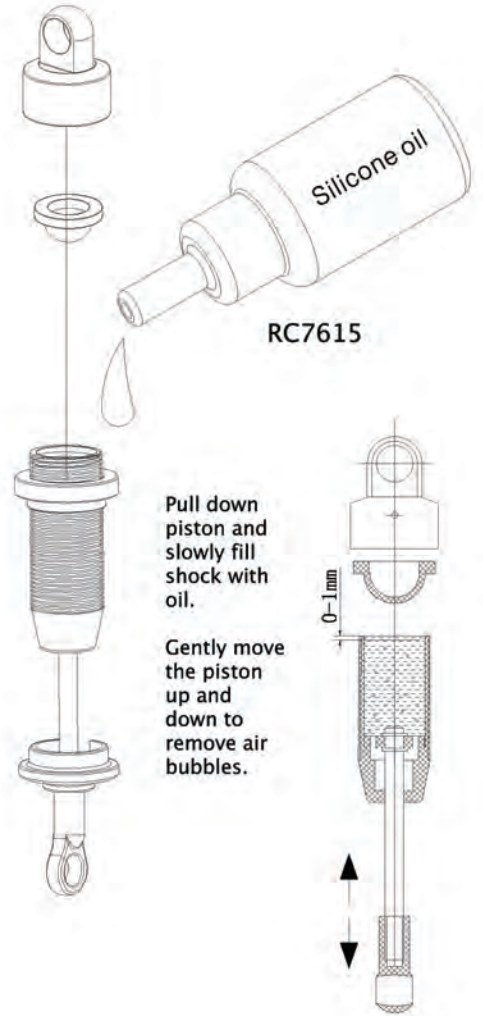
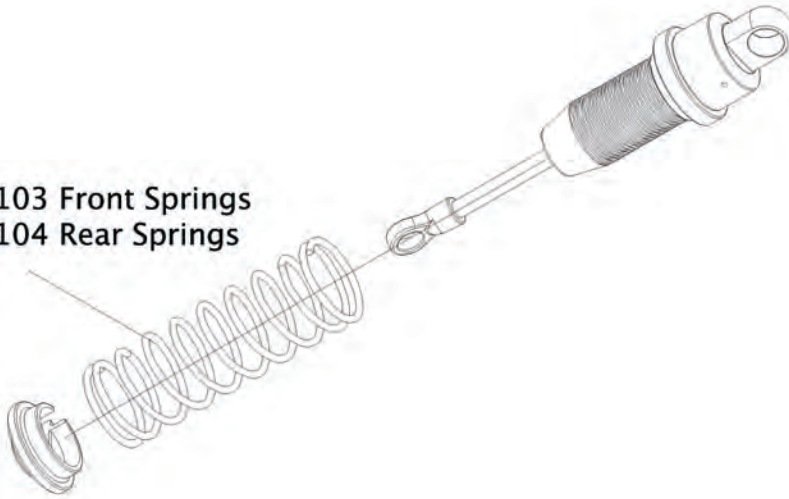


SHOCKS

Hop Up Parts

32105 Aluminum Front Shocks, Replaces 32156
32106 Aluminum Rear Shocks, Replaces 32157
RC7620 20 Weight Shock Oil

32103 Front Springs
32104 Rear Springs



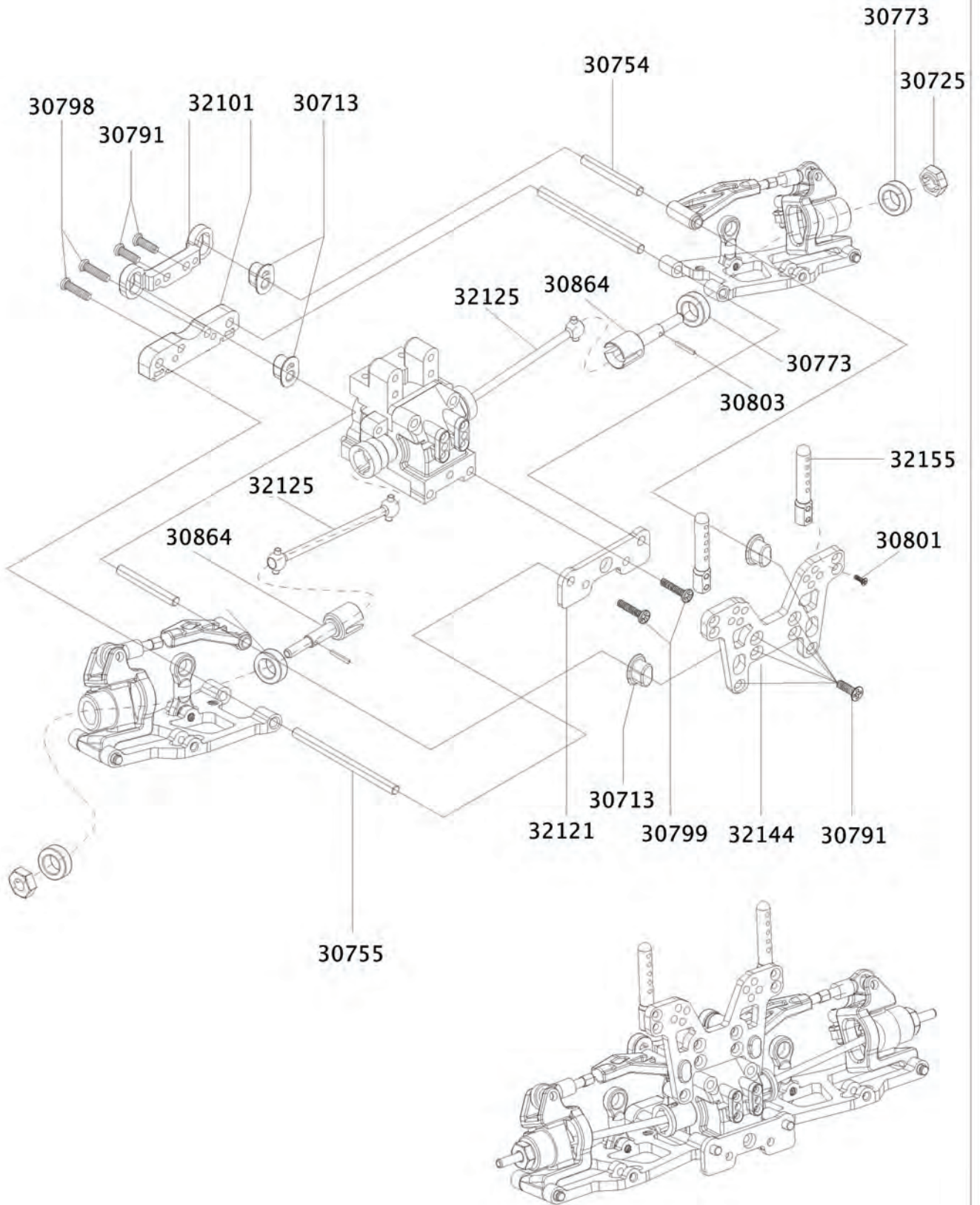
32156 Front Shocks
32157 Rear Shocks



FRONT SUSPENSION

Hop Up Parts

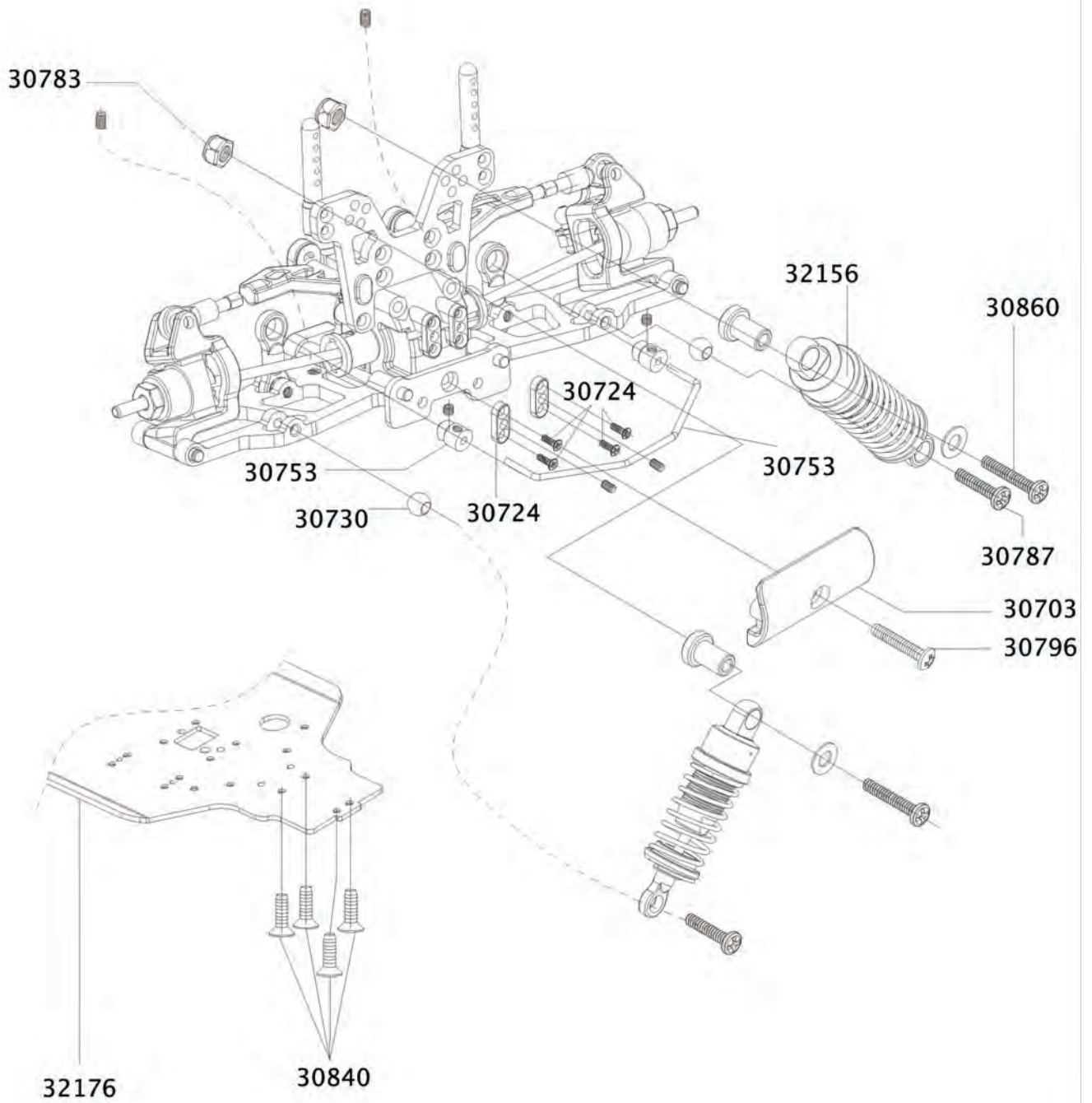
32127 Front CVD, Replaces 32125



FRONT SUSPENSION

Hop Up Parts

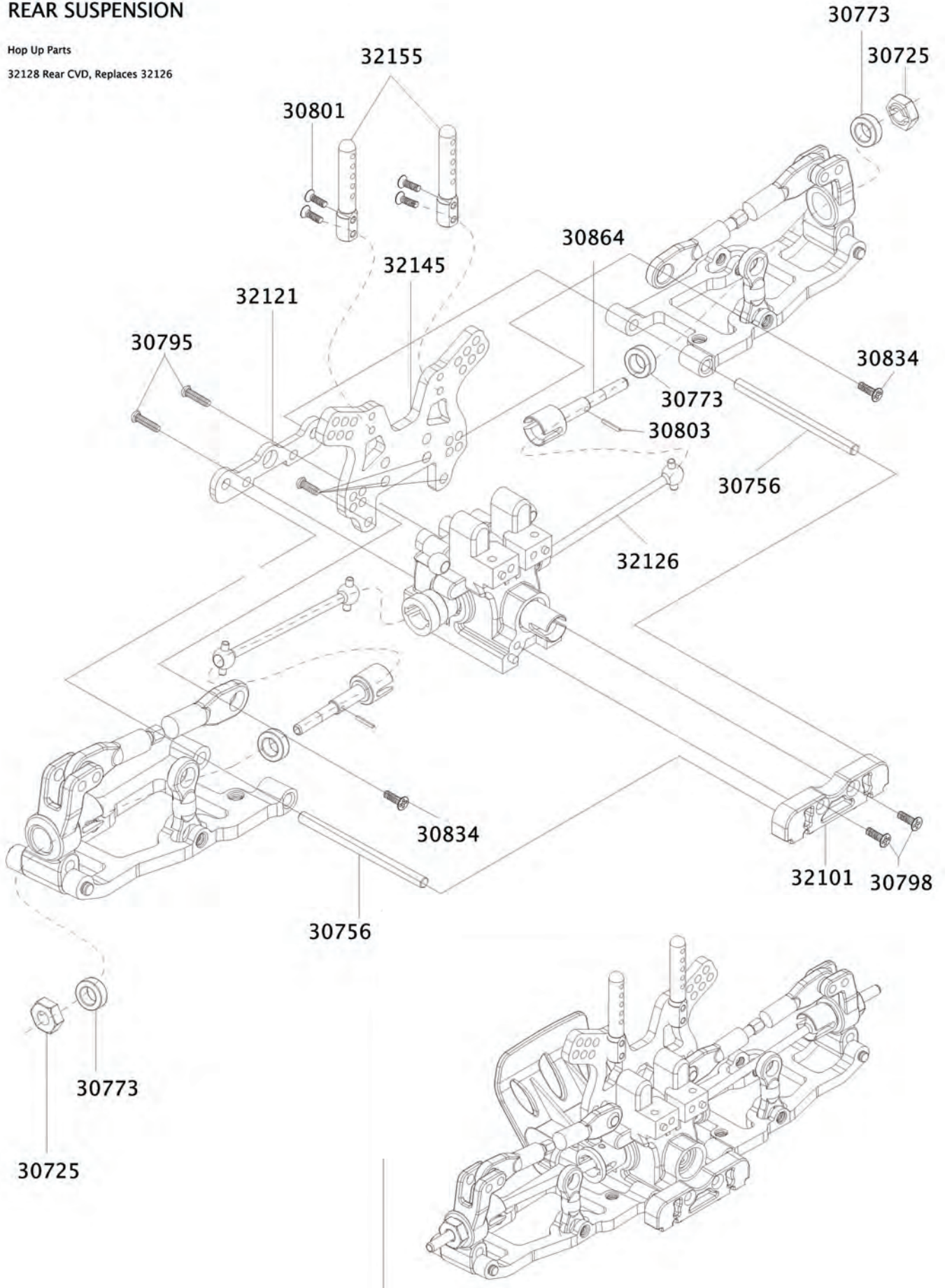
30920 Aluminum Bumper, Replaces 30703
30915 Blue Front Sway Bar, Replaces 30753
32105 Aluminum Shocks. Replaces 32156



REAR SUSPENSION

Hop Up Parts

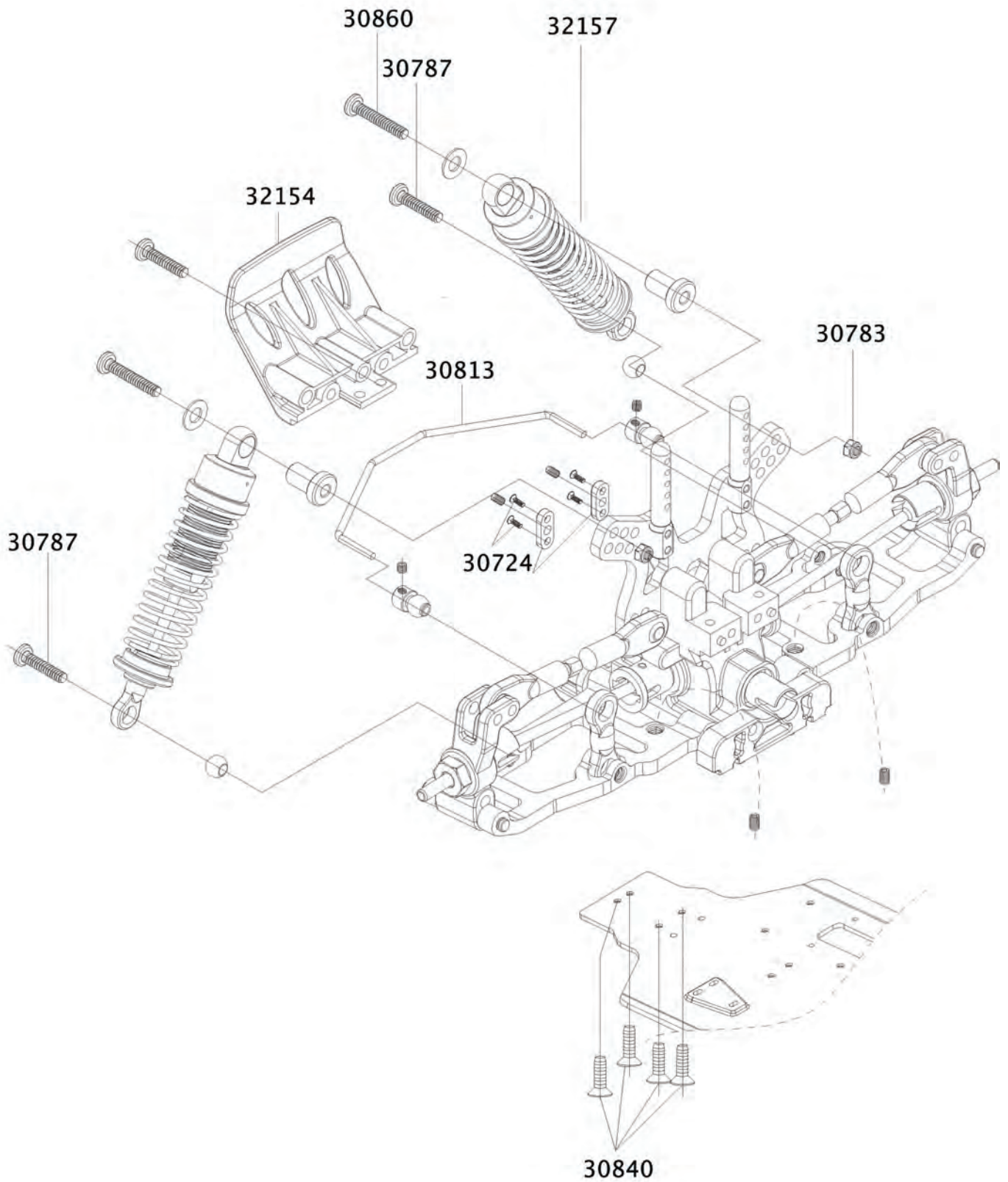
32128 Rear CVD, Replaces 32126



REAR SUSPENSION

Hop Up Parts

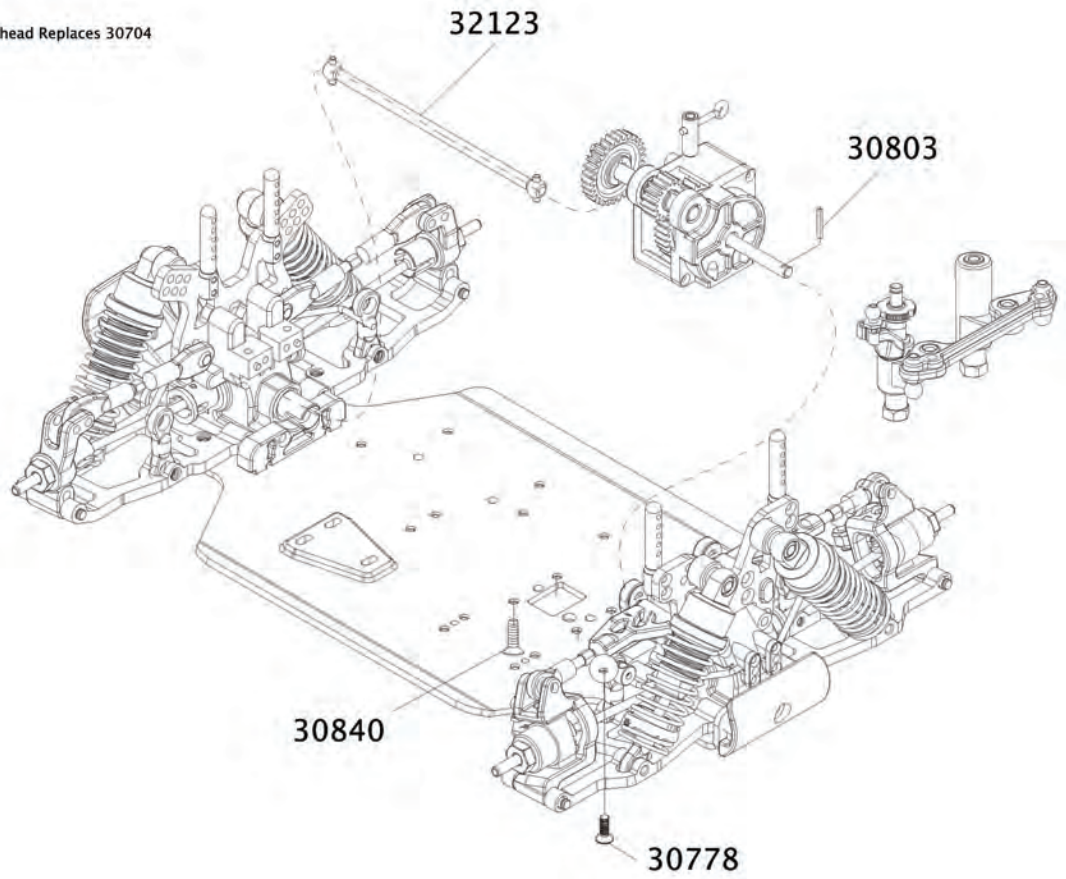
30916 Blue Sway Bar, Replaces 30813
30918 Aluminum Sway Bar Plate, Replaces 30724
30908 Aluminum Knuckle Arms, Replaces 30708
30910 Aluminum Upper Arms, Replaces 30710



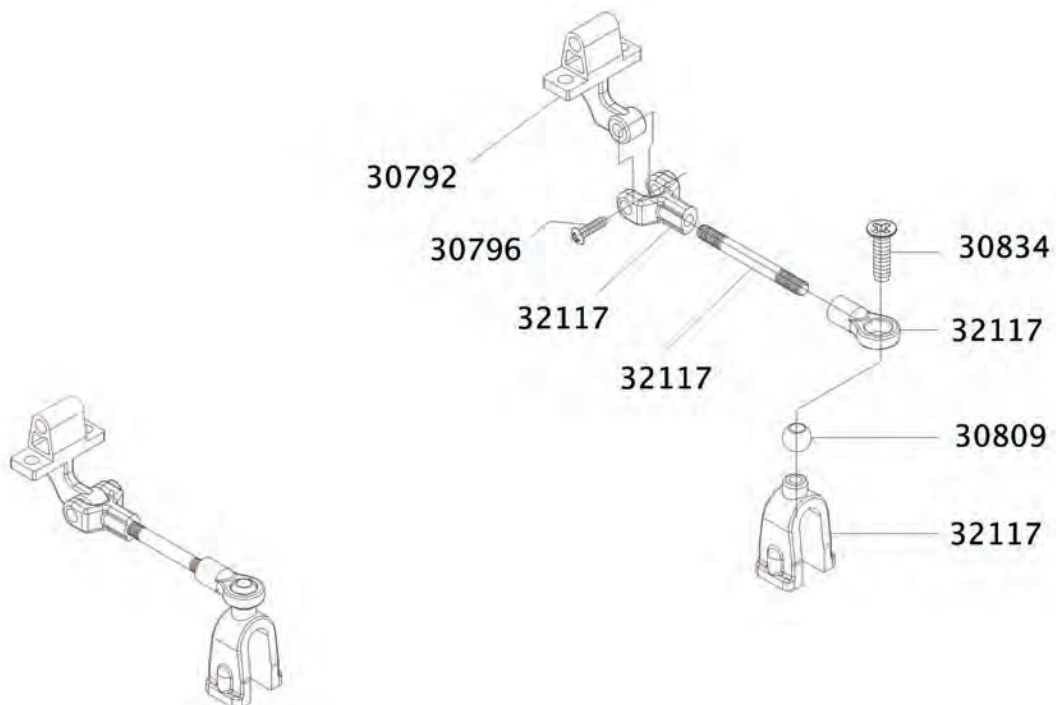
CENTRAL ASSEMBLY

Hop Up Parts

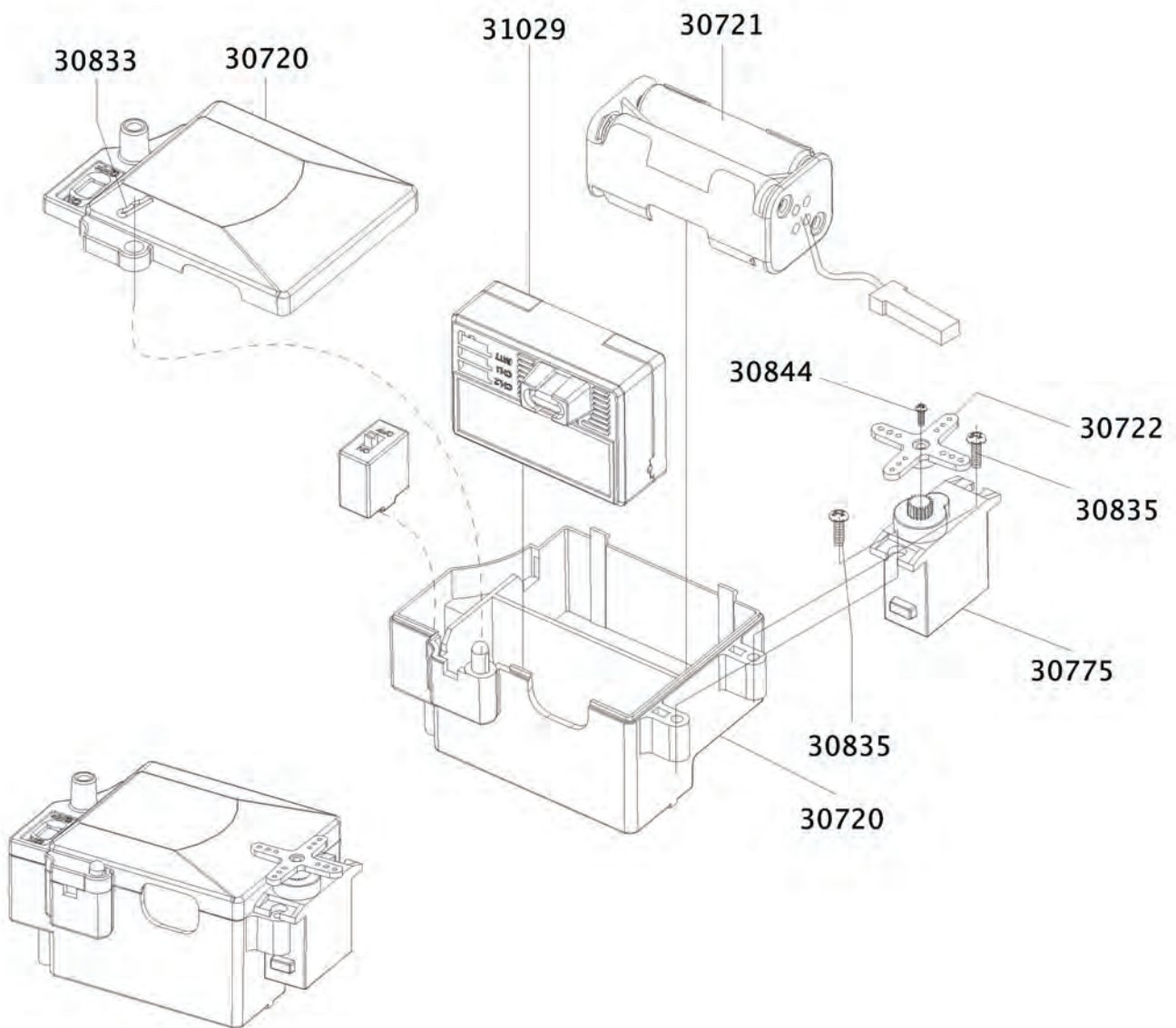
30904 Aluminum Front Bulkhead Replaces 30704



REAR TORQUE BRACKET



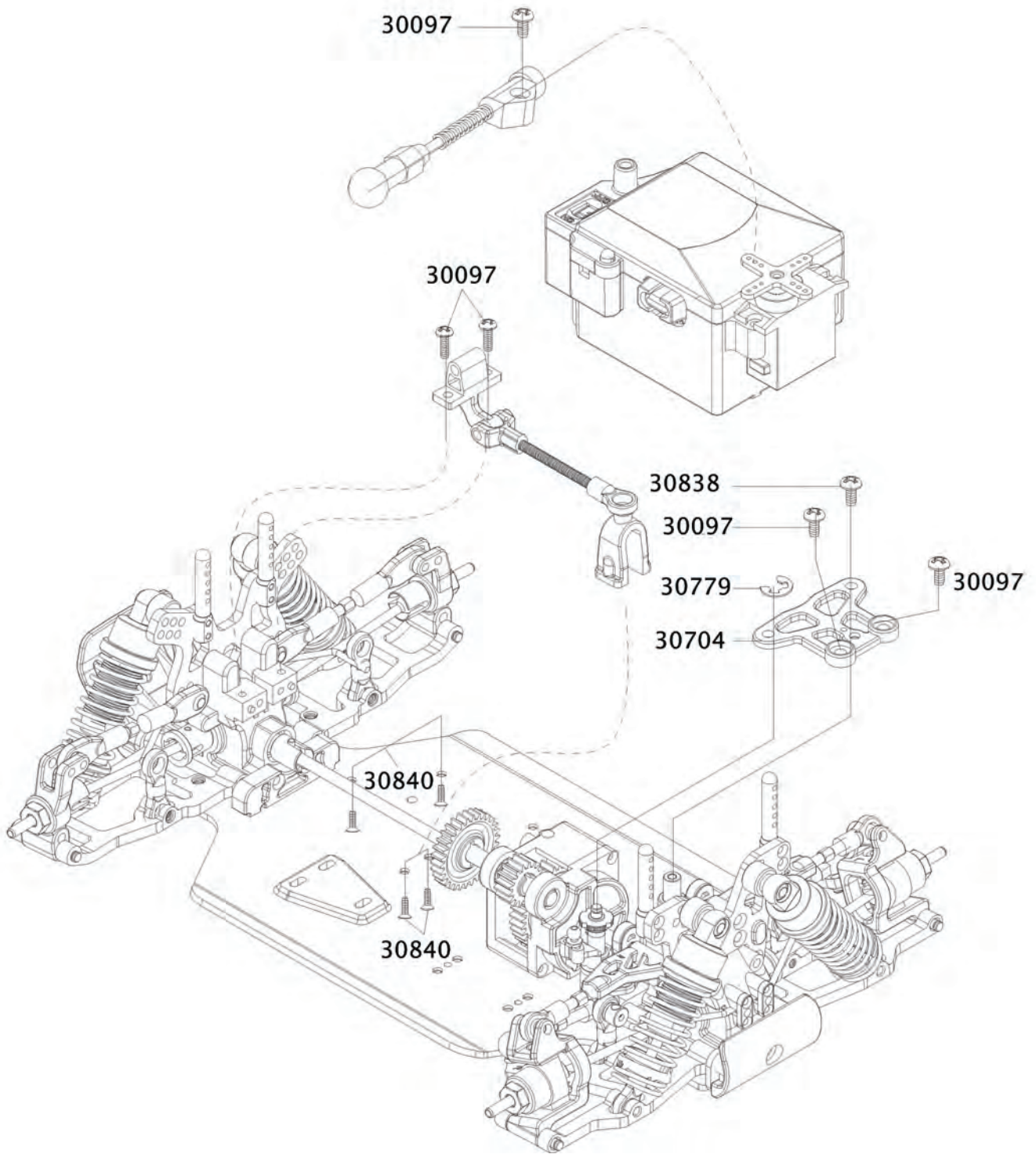
RECEIVER BOX



THROTTLE ROD



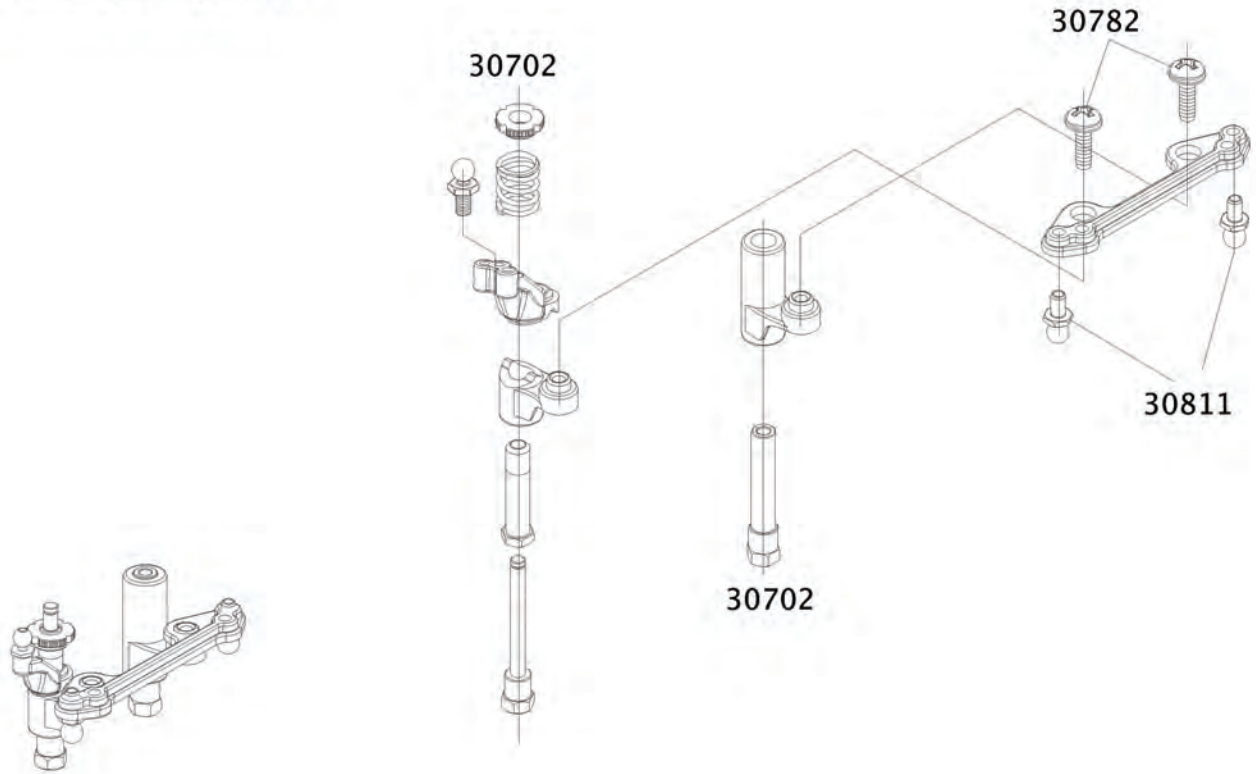
RECEIVER BOX MOUNTING



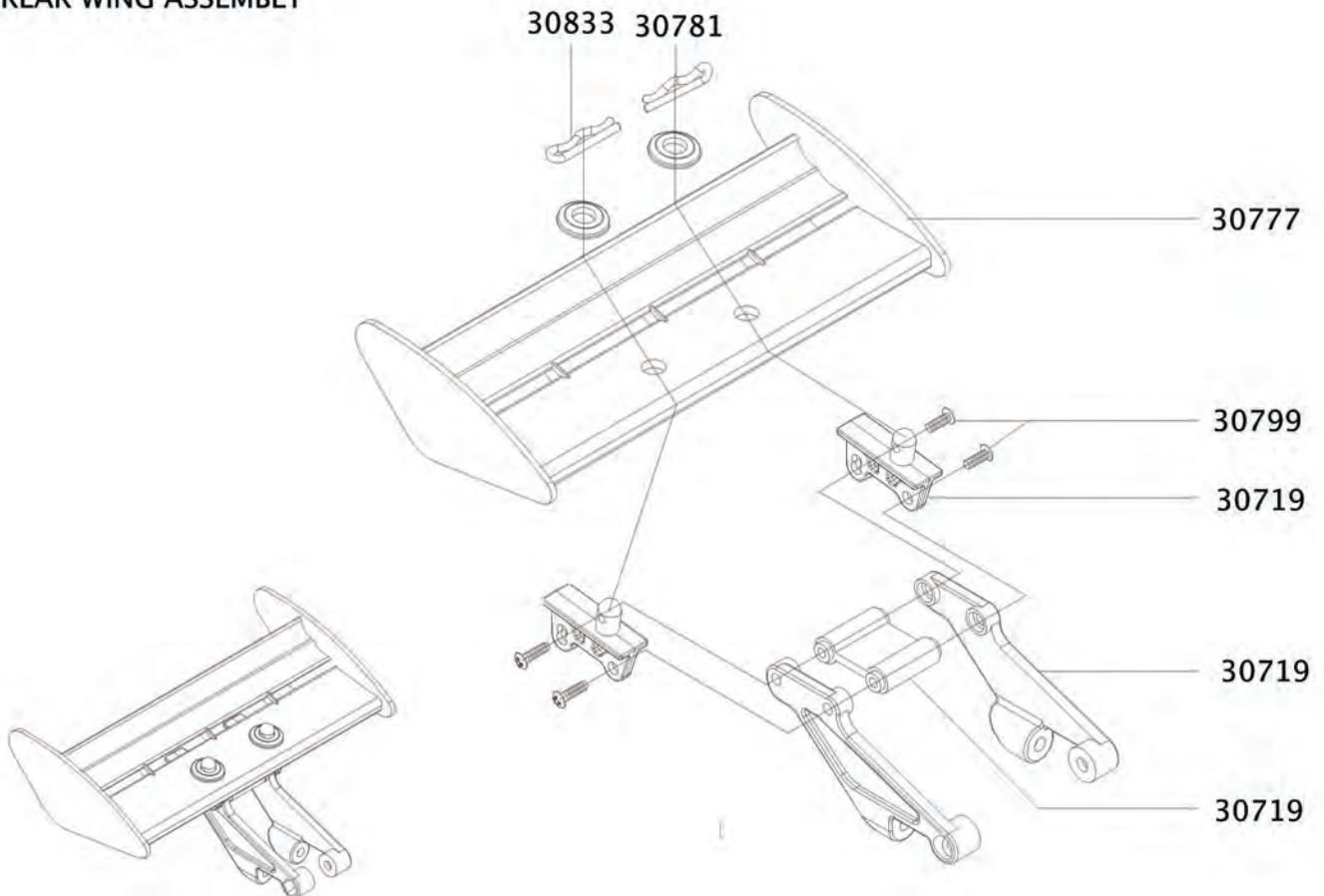
STEERING SERVO

Hop Up Parts

30702 Aluminum Servo Saver, Replaces 30702



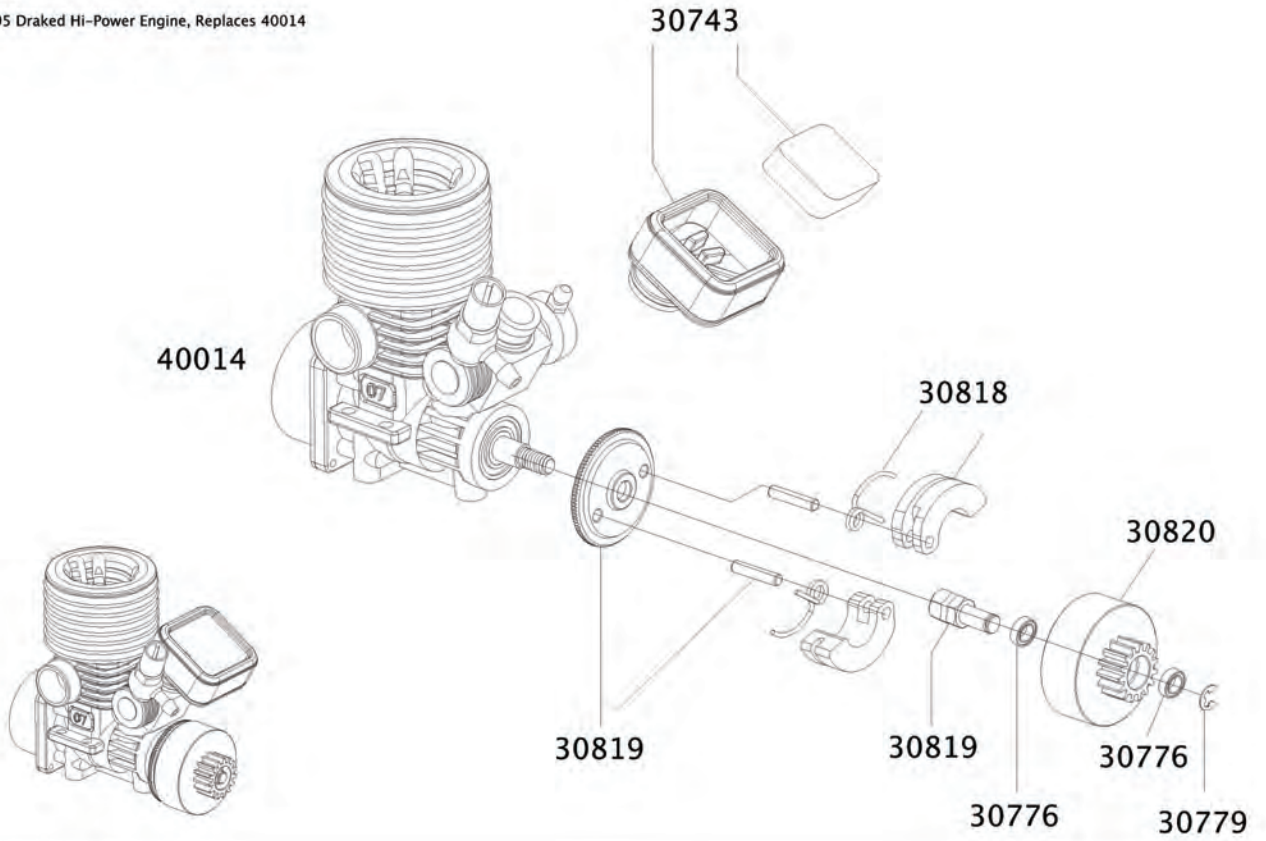
REAR WING ASSEMBLY



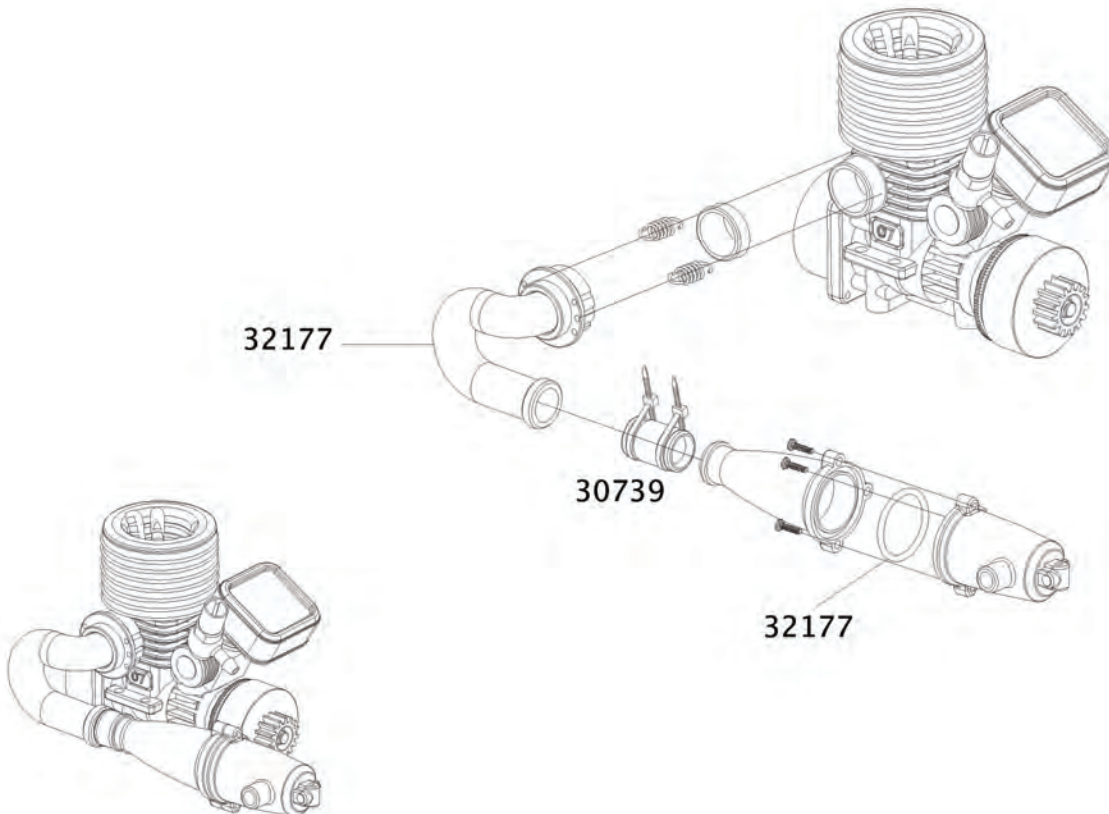
ENGINE CLUTCH ASSEMBLY

Hop Up Parts

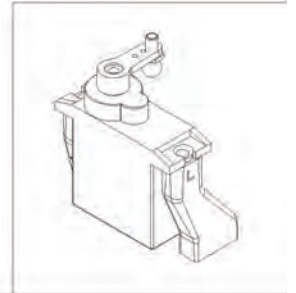
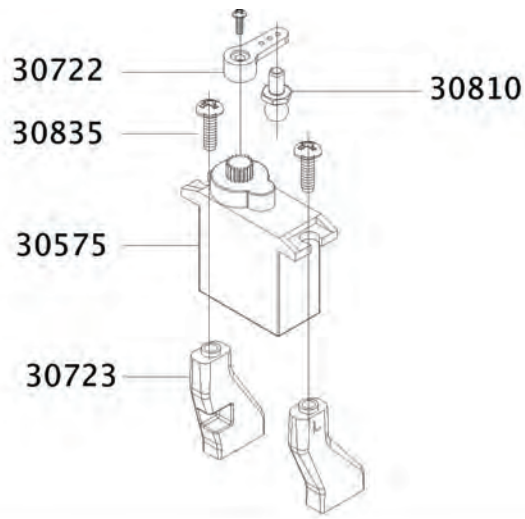
40019 .095 Draked HI-Power Engine, Replaces 40014



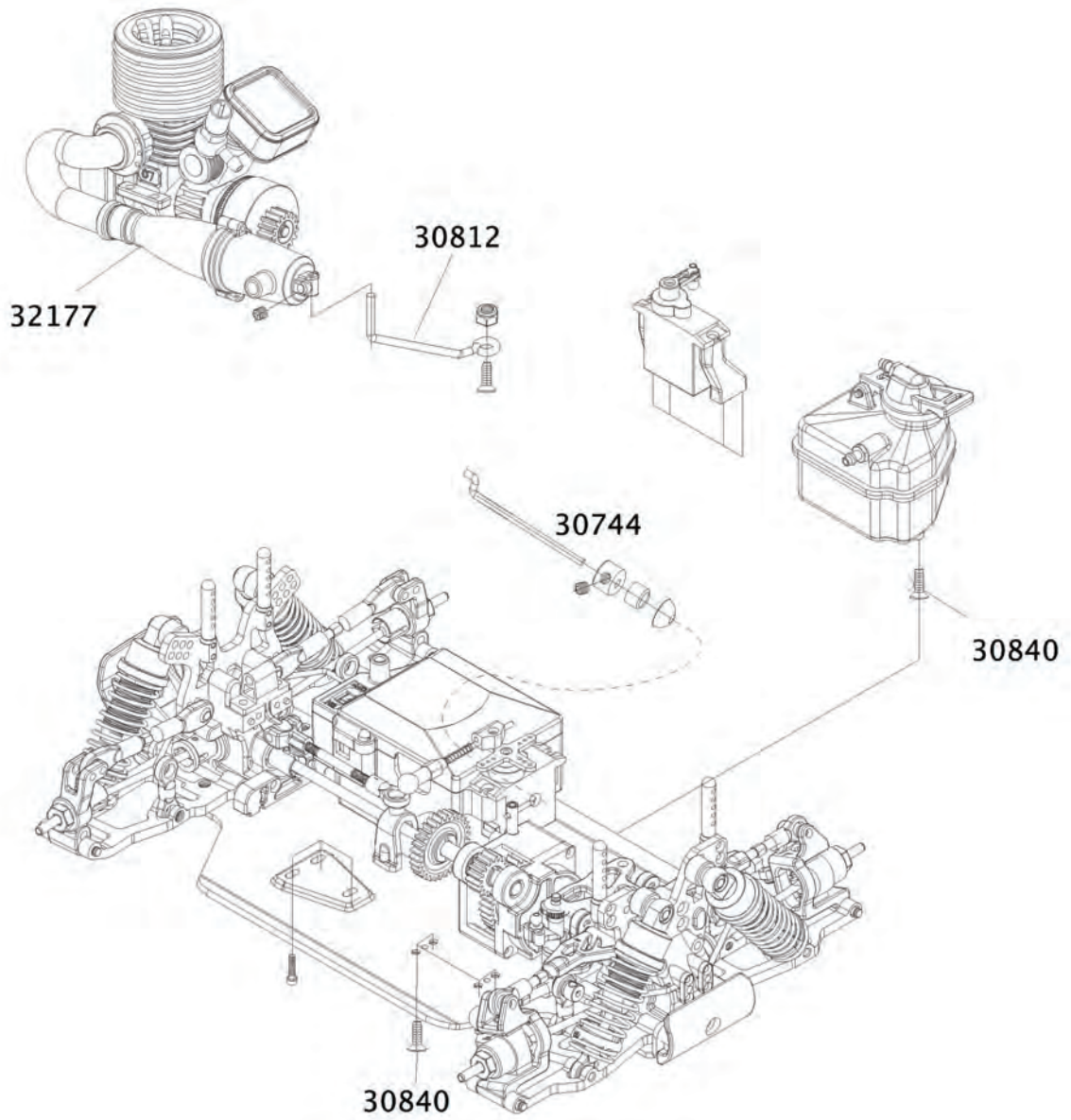
MANIFOLD & PIPE



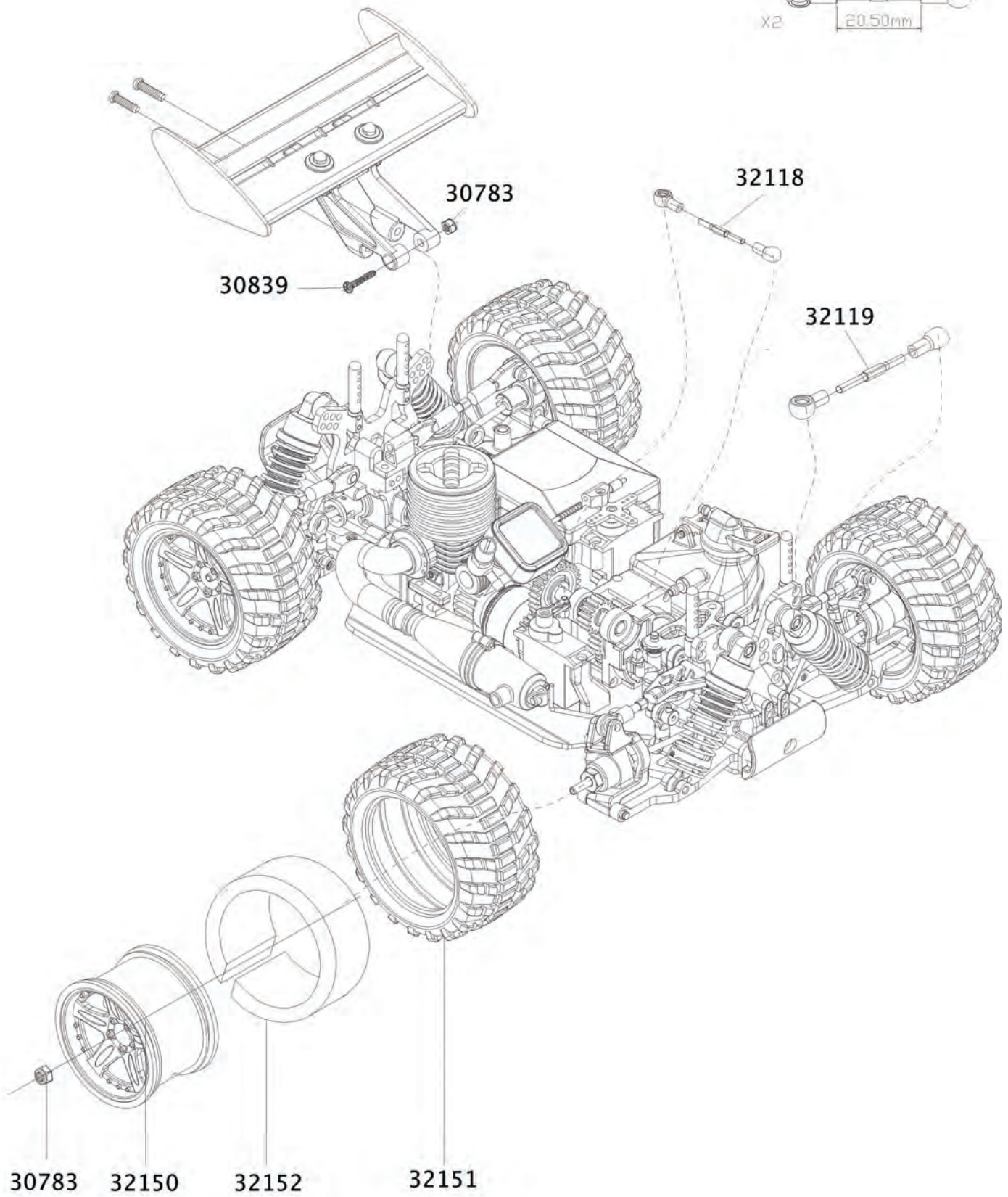
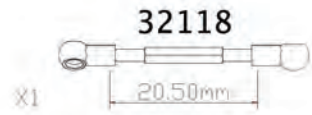
SERVO



ENGINE ASSEMBLY



TIRE ASSEMBLY



NEXT PARTS LIST

TRI40014	.095 Platinum Engine Standard	\$99.99	TRI30790	2.6 x 6mm Flat Head Screws (10)	\$0.99
TRI30568	Transmitter No Crystal	\$39.99	TRI30791	2.6 x 8mm Flat Head Screws (10)	\$0.99
TRI30575	Mini Servo	\$19.99	TRI30792	Rear Torque Set Bracket	\$1.29
TRI31029	AM Reciever No Crystal	\$22.50	TRI30795	2.6 x 16mm Flat Head Screw (10)	\$0.99
TRI30028	Antenna Tube & Cap	\$1.29	TRI30796	3 x 12mm Button Head Screw (10)	\$0.99
TRI30097	2.6 x 6mm BH Screw (10)	\$1.29	TRI30797	3 x 10mm Button Head Screw (10)	\$0.99
TRI30702	Servo Saver Complete	\$4.99	TRI30798	2.6 x 10mm Flat Head Screw (10)	\$0.99
TRI30703	Front Bumper	\$1.29	TRI30799	2.6 x 12mm Button Head Scr (10)	\$0.99
TRI30704	Front Bulkhead	\$0.99	TRI30800	4 x .4mm E Clip (12)	\$1.59
TRI30705	Front Uprights (L&R)	\$1.79	TRI30801	2 x 8mm Flat Head Screw (10)	\$0.99
TRI30706	Nuckle Arm Spacer W/Screws (4)	\$0.99	TRI30803	1.5 x 7.5mm Pin (10)	\$1.99
TRI30707	Fuel Tank	\$4.99	TRI30804	2 x 18mm Pin (10)	\$2.49
TRI30708	Front Knuckle Arms (L&R)	\$1.79	TRI30805	2.6 x 6 Button Head Screws (10)	\$0.99
TRI30709	Rear Hub Carrier (L&R)	\$1.79	TRI30808	35 Tooth Gear	\$1.99
TRI30710	Front Upper Arms (L&R)	\$1.99	TRI30809	5.8mm Balls (10)	\$2.99
TRI30712	Transmission Bulkheads	\$3.50	TRI30810	2 x 4mm Ball Stud (10)	\$4.99
TRI30713	Front Upper Arm Spacers (4)	\$0.99	TRI30811	3 x 4.7mm Ball Stud (10)	\$4.99
TRI30717	3 x 8mm FH Screw (10)	\$0.99	TRI30812	Exhaust Pipe Holder	\$0.99
TRI30719	Rear Wing Mount	\$2.99	TRI30813	Rear Sway Bar Set	\$2.99
TRI30720	Reciever Case	\$3.99	TRI30815	Drive Coupler (1)	\$1.79
TRI30721	Receiver Battery Holder	\$2.99	TRI30816	Upright Pins (4)	\$1.99
TRI30722	Servo Horn Set	\$1.79	TRI30817	17 Tooth Gear	\$0.99
TRI30723	Servo Mount Set	\$1.79	TRI30818	Clutch Shoes With Springs (2)	\$2.99
TRI30724	Sway Bar Back Plate W/Screws	\$1.79	TRI30819	Flywheel With Shaft & Pins	\$4.99
TRI30725	Wheel Hubs (4)	\$0.99	TRI30820	Clutch Gear	\$1.99
TRI30730	Front Suspension Arm Balls (2)	\$0.79	TRI30827	3 x7 mm Flat Head Screws (10)	\$0.99
TRI30735	Spur Gear 30 Tooth	\$1.59	TRI30828	2 x 9.4mm Pin (5)	\$1.99
TRI30736	Gear Box Housing	\$3.99	TRI30832	1.5 x 7mm Pin (10)	\$2.50
TRI30738	Fuel Line (2)	\$0.99	TRI30833	Body Clip D (10)	\$1.99
TRI30739	Silicone Manifold to Pipe Coupler	\$1.59	TRI30834	3 x 10mm Flat Head Screws (10)	\$0.99
TRI30740	Sway Bar Tie Rods (4)	\$0.99	TRI30835	3 x 6mm Button Head Screw (10)	\$0.99
TRI30742	Rear Upper Arms (2)	\$1.79	TRI30837	3 x 12mm Button Head Screw (10)	\$0.99
TRI30743	Air Filter Set	\$1.79	TRI30838	2.5 x 6mm Button Head Scr. (10)	\$0.99
TRI30744	Brake Rod Set	\$1.59	TRI30839	3 x 17mm Button Head Screw (10)	\$1.29
TRI30752	Diff Spur Gear (1) Outdrive (1)	\$1.59	TRI30840	2.6 x 8 Flat Head Screw (10)	\$2.99
TRI30753	Front Sway Bar Set	\$2.99	TRI30841	3 x 5mm Set Screw (10)	\$3.99
TRI30754	Pin For Front Suspension Top (2)	\$1.29	TRI30843	2 x 6mm Flat Head Screws	\$0.99
TRI30755	Pin For Lower Suspension (2)	\$1.29	TRI30844	1.7 x 5mm Button Head Scr. (10)	\$0.99
TRI30756	Pin For Rear Suspension (2)	\$1.99	TRI30846	2 x 8mm Button Head Screws (10)	\$0.99
TRI30757	Front Differential Box Complete	\$15.99	TRI30847	2.5 x 10mm Button Head Scr. (10)	\$0.99
TRI30758	Stopper with Allen Screws	\$1.29	TRI30848	2.5 x 10mm 1/2 Button Head (10)	\$1.29
TRI30759	Brake Pole Set	\$2.49	TRI30849	3 x 6mm Screw (10)	\$1.29
TRI30760	Brake Disc	\$1.99	TRI30853	3 x 6mm Button Head Screw (10)	\$0.99
TRI30761	Rear Differential Box Complete	\$15.99	TRI30854	2.6 x 6 Flat Head Screw (10)	\$0.99
TRI30762	Drive Gear W Outdrive Set (1)	\$2.49	TRI30855	Rear Drive Coupler (2)	\$2.49
TRI30763	Diff Pinion Gears (3)	\$2.49	TRI30856	Copper Spacer (2)	\$1.79
TRI30764	Diff Spur Gear	\$2.49	TRI30857	2.6 x 8mm Button Head Scr. (10)	\$0.99
TRI30765	2 x 8mm Flat Head Screws (10)	\$0.99	TRI30860	3 x 20.5mm Button Head (10)	\$1.99
TRI30766	Diff Gear 2 Left With Outdrive	\$1.99	TRI30864	Drive Shafts (2)	\$3.99
TRI30771	Drive Gear With Outdrive	\$2.99	TRI32101	Suspension Arm Bracket	\$0.99
TRI30773	Ball Bearing 4 x 8 x 3mm (8)	\$19.99	TRI32103	Front Shock Spring Black (2)	\$1.99
TRI30774	Ball Bearing 6 x 10 x 3mm (8)	\$19.99	TRI32104	Rear Shock Spring Black (2)	\$1.99
TRI30775	Ball Bearing 5 x 9 x 3mm (2)	\$5.99	TRI32117	Rear Torque Rod Set	\$2.29
TRI30776	Ball Bearing 4 x 7 x 2.5mm (4)	\$9.99	TRI32118	Servo Tie Rod Set	\$1.59
TRI30777	Rear Wing With Spacer	\$1.99	TRI32119	Steering Turnbuckle Set (2)	\$1.99
TRI30778	2.5 x 6mm Flat Head Screw (10)	\$0.99	TRI32120	Front Upper Arm Rod (2)	\$1.59
TRI30779	2.3 x .4mm E Clips (10)	\$0.99	TRI32121	Lower Arm Bracket	\$1.59
TRI30780	3 x .04mm E Clips (10)	\$0.99	TRI32123	Central Drive Shaft	\$4.49
TRI30781	Clip A (10)	\$1.99	TRI32124	Transmission Shaft Set	\$1.99
TRI30782	Steering Rack With Screws	\$1.59	TRI32125	Front Dog Bones (2)	\$5.99
TRI30783	3mm Lock Nut (10)	\$0.99	TRI32126	Rear Dog Bones (2)	\$5.99
TRI30785	3 x 3mm Set Screw (10)	\$3.49	TRI32151	Tires (2)	\$9.99
TRI30786	3 x 10mm Set Screw (10)	\$3.49	TRI32156	Front Shocks (2)	\$5.99
			TRI32172	Clear Body	\$15.99

TRI32176	Chassis Plate	\$21.99
TRI32144	Front Shock Tower	\$8.99
TRI32145	Rear Shock Tower	\$10.99
TRI32150	Wheels (2)	\$5.99
TRI32152	Inserts Standard (2)	\$1.99
TRI32154	Rear Bumper	\$1.99
TRI32155	Body Mount Posts (4)	\$1.59
TRI32157	Rear Shocks (2)	\$5.99
TRI32170	Front Suspension Arms (2)	\$29.99
TRI32171	Rear Suspension Arms (2)	\$29.99
TRI32173	Transmission Shafts	\$1.99
TRI32174	Complete Transmission	\$15.99
TRI32175	Throttle Linkage	\$1.99
TRI32177	Manifold & Pipe Set	13.99
TRI32178	3 x 6mm Hex Screws	\$3.29
TRI32181	Painted Body W Stickers	\$19.99
TRI32182	NEXT Sticker Sheet	\$4.99

OPTION PARTS

TRI40040	Starter Kit, Fuel, Glo-Ignitor etc.	\$64.99
TRI40015	.095 Platinum Draked Engine	\$149.99
TRI32106	Rear Aluminum Shocks	\$17.99
TRI30902	Servo Saver Set Aluminum	\$29.99
TRI30904	Front Bulkhead Aluminum	\$8.99
TRI30905	Front Uprights L & R Aluminum	\$29.99
TRI30908	Front Knuckle Arms L & R Alum.	\$15.99
TRI30909	Rear Hub Carrier L & R Aluminum	\$16.99
TRI30910	Front Upper Suspension Arm Set	\$15.99
TRI30915	Blue Front Sway Bar Set	\$2.50
TRI30916	Blue Rear Sway Bar	\$2.50
TRI30918	Sway Bar Back Plate Aluminum	\$4.99
TRI30920	Bumper Aluminum	\$2.99
TRI32002	Rear Diff With Metal Gears	\$29.99
TRI32005	Metal Diff Spur Gear & Outdrive	\$5.99
TRI32006	Metal Diff Pinion Gear (3)	\$6.99
TRI32007	Metal Diff Gear 2 With Outdrive	\$5.99
TRI32008	Metal Drive Gear With Outdrive	\$7.99
TRI32009	Metal Diff Spur Gear	\$4.99
TRI32010	Metal Drive Gear With Outdrive	\$7.99
TRI32011	Front Diff With Metal Gears	\$29.99
TRI32013	Shaft For Metal Diff Pinion (6)	\$6.99
TRI32127	Front CVD (2)	\$29.99
TRI32128	Rear CVD (2)	\$29.99
TRI32130	2 Speed Transmission	\$29.99
TRI32105	Front Aluminum Shocks (2)	\$17.99



Due to ongoing R&D parts shown in drawings and pictures may differ from those on your NEXT Truggy.

whats next...



(N.E.X.T.) 1:16 NITRO TRUGGY

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