RADIO CONTROLLED ELECTRIC POWERED SPECIAL RACING BUGGY
4WD OFF-ROAD RACER

OPTIMA MID
CUSTOM SPECIAL

- Competition long wheel base version of Optima Mid.
- Four-wheel drive by light, reliable, efficient toothed belt.
- Top-quality oil filled shock absorbers.
- Full set of ball bearings (16).
- Differential gears have been installed inside both the front and rear gear box.
- Equipped with double wishbone 4 wheel individual swinging arm suspensions.

- Motor: Le Mans 240/360 Type. Battery 7.2V - 1200/1700mAh NiCd Battery. (NOT INCLUDED)
- Radio: 2 channel radio control system for electric speed controller specification. (NOT INCLUDED)

1:10 SCALE
BELT DRIVE
4WD

KYOSHO®
The finest radio control models

KIT NO.3140FG
BEFORE YOU BEGIN ASSEMBLY!

Thank you for purchasing the Kyosho's R/C "1/10 EP 4WD Off-Road Racer OPTIMA MID CUSTOM SPECIAL"

In order to keep your Optima Mid Custom Special in top condition to enjoy the most pleasure from the R/C world, you should thoroughly read this instruction manual and the operation instruction of the radio control units to keep the correct way of assembling.

### Before You Begin Assembly

Before Assembly: .................................................. 2
Bagged Parts List (1) ........................................... 3
Bagged Parts List (2) ........................................... 4
Layout Drawing of Plastic Parts on Runners .......... 6

- **ASSEMBLY OF CHASSIS PORTION** 1 ~ 8
  1. ASSEMBLY OF RODS ........................................... 7
  2. ASSEMBLY OF REAR GEAR BOX ......................... 8
  3. INSTALLATION OF REAR PLATE ....................... 9
  4. INSTALLATION OF SPUR GEAR ......................... 9
  5. INSTALLATION OF REAR SHOCK STAY ............... 9
  6. ASSEMBLY OF FRONT GEAR BOX ...................... 10
  7. INSTALLATION OF GEAR BOX ......................... 10
  8. INSTALLATION OF REAR SUSPENSION-ARM ....... 11
  9. INSTALLATION OF UPPER CHASSIS PARTS ....... 11
  10. INSTALLATION OF BATTERY HOLDER ................. 11
  11. ASSEMBLY OF KNuckle ARM ......................... 12
  12. INSTALLATION OF FRONT SUSPENSION ARM ...... 12
  13. ASSEMBLY OF FRONT UPPER ROD ................. 12
  14. INSTALLATION OF REAR HUB ....................... 13
  15. INSTALLATION OF REAR UPPER ROD ............... 13
  16. ASSEMBLY OF SERVO SAVER ......................... 13
  17. INSTALLATION OF SERVO SAVER ................... 13
  18. INSTALLATION OF TIE ROD ......................... 14
  19. DISASSEMBLY OF SHOCK ......................... 14
  20. ASSEMBLY OF SHOCK .................................... 15
  21. FILLING THE SHOCK OIL ......................... 15
  22. INSTALLATION OF SHOCK ......................... 15

- New type Aero-body with excellent aerodynamic characteristics. Equipped with Under-cowl to prevent dirt and pebbles entering inside.
- Stylish Aero type wheels adopted bright fluorescent yellow for easy tracking while running.
- Top quality oil filled shock absorbers.
- Equipped with ball bearings in all the main driving areas. (With 16 pcs.:Full Bearing)

- **INSTALLATION OF R/C UNIT AND LINKAGE** 11 ~ 56
  21. INSTALLATION OF UPPER DECK ...................... 16
  24. INSTALLATION OF BELT COVER (R),(C) ............ 16
  25. CHECKING THE BELT COVER ......................... 17
  26. INSTALLATION OF MOTOR CORD ..................... 17
  27. INSTALLATION OF MOTOR ......................... 17
  28. INSTALLATION OF WING STAY ....................... 18
  29. ASSEMBLY OF TIRE AND WHEEL ..................... 18
  30. INSTALLATION OF TIRE ......................... 18
  31. INSTALLATION OF BATTERY ......................... 21

- **CUTTING AND INSTALLATION OF BODY** 36 ~ 50
  33. CUTTING OF BODY, UNDER COWL AND WING .... 22
  34. PAINTING .................................................. 22
  35. APPLYING DECALS ......................................... 23
  36. INSTALLATION OF UNDER COWL, BODY AND WING .... 23

- **GUIDE FOR SET UP** (1) .......................... 24
  GUIDE FOR SET UP (2) ................................... 25
  KEY NUMBERS FOR PARTS ............................. 26
  PURCHASABLE PARTS FOR YOUR KIT .................. 27
  EXPLODED VIEW ........................................... 28
  EXPLODED VIEW ........................................... 29

NO: 3140
BEFORE ASSEMBLY
*Read the instruction carefully.
You can assemble the kit more easily if you have grasped the general idea of steps and structure beforehand by reading it through to the end.
*Check the parts in the kit.
Check to see if all parts are correctly bagged as they are listed in the “List of Bagged Parts”.
Your thorough understanding of the assembly will enable you to build the kit without any difficulty. Check the components in the kit prior to your starting of the assembly.

Any claims for replacements or refunds for the model in the process of assembly will not be accepted.
*Learn the marks described in the instruction.

Place to put some locktite.
It will prevent the screws and nuts from loosen by vibration while running.
Point where grease should be applied.
It will reduce friction and assure smooth movement.

*Things needed beside the kit.
(2 Channel Radio System)
Two types of radio control set are on the market, the stick type and the steering wheel type. Choose which ever you like,

Transmitter
Servo
Speed Control Amp.

Receiver
(Battery for Radio System)
For Transmitter... 8 pcs.

(Ni-Cd Battery)
NO.2331 7.2V-1200mA SCR Saddle Pack
NO.2310 7.2V-1200mA Sprint Battery SCR

"Optima Mid Custom Special" is designed to use a rechargeable 7.2V Ni-Cd Battery pack.
7.2V Sprint Battery and 7.2V SCR Saddle Pack Battery are ideal for the purpose.

(Motor)
The Optima Mid Custom Special not come with a motor.
A Le Mans series type motor is recommended for top performance.

NO, 1986 Le Mans Speed 240T
1926 Le Mans H-240S
1925 Le Mans 360G
W/1011 SPA 240WS

(Charger for Ni-Cd Battery)
The Kyosho's Ni-Cd battery is of high performance.
If it is charged correctly, it will operate for a considerable period of time.

*Use one of the Chargers listed below which suits your need,

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Time</th>
<th>Rate</th>
<th>Features</th>
</tr>
</thead>
<tbody>
<tr>
<td>2323</td>
<td>7.2V Power Charger (DC12V)</td>
<td>15 min.</td>
<td>70%</td>
<td>For Beginners Built-in timer</td>
</tr>
<tr>
<td>1845</td>
<td>Lambda Quick Charger (DC12V)</td>
<td>20 min.</td>
<td>100%</td>
<td>Trickle charging Automatic cut-off at peak of charge</td>
</tr>
<tr>
<td>1849</td>
<td>Multi Charger II (DC12V)</td>
<td>20 min.</td>
<td>100%</td>
<td>Timer,Ammeter built-in</td>
</tr>
</tbody>
</table>

(Tools Required) A Hex Key,Grease and SW-cement are included in the kit.

Phillips Screw Driver
Box Driver (for M3,M4,Nat)
Sharp Hobby Knife
Sander
Awl
Wire Cutter
Rubber Cement
Instant Glue

Micron Line Tape
Polyca Paint
Brush
LIST OF BAGGED PARTS (1)  The key numbers with * indicated plastic parts on a runner. See page 6 for the
(Do not throw away a bag header)
- The symbol in the round brackets after the name of parts in this
  instruction means the header number of the bag  in which
  the part is contained.
- The header is the only thing to rely upon
  when looking for a part. Do not discard it
  until you finish the assembly.

<table>
<thead>
<tr>
<th>Bag No.</th>
<th>Key #</th>
<th>Name</th>
<th>Qty</th>
<th>Step</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>Front Shock Shaft</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Rear Shock Shaft</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Front Shock Case</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Rear Shock Case</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Front Shock Spring</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Rear Shock Spring</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Spring Holder</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Shock Cap</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>Spring Stopper</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Shock End</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>E Ring (22.5)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>12</td>
<td>Front Differential Case</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Rear Differential Case</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>Sprocket</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Differential Ring (Yellow)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>Bevel Gear (A)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>Bevel Gear (B)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>Bevel Shaft</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>Drive Washer</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Joint</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>Pinion Gear (20) T</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>Main Gear Pinion</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>Main Gear</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>24</td>
<td>Center Gear</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>Toothed Belt</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>26</td>
<td>8 x 14 Bearing</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>5 x 10 Bearing</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>4 x 8 Bearing</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>29</td>
<td>Main Chassis</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30</td>
<td>Front Gear Box (R)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>31</td>
<td>Rear Gear Box (R)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>32</td>
<td>Rear Gear Box (L)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>33</td>
<td>Sponge Tape</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>34</td>
<td>Rubber Cover</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>35</td>
<td>Steering Rod</td>
<td>1</td>
<td>45mm</td>
</tr>
<tr>
<td></td>
<td>36</td>
<td>Double Sided Tape</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>37</td>
<td>Shock Oil (Green)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>38</td>
<td>Strap (S)</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>Silicone Grease</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>Screw Locking Compound</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

MCS-3

<table>
<thead>
<tr>
<th>Bag No.</th>
<th>Key #</th>
<th>Name</th>
<th>Qty</th>
<th>Step</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>40</td>
<td>Front Wheel</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>41</td>
<td>Rear Wheel</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>42</td>
<td>Servo Saver Shaft</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>43</td>
<td>Main Gear</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>44</td>
<td>Gear Protector Plate (B)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>45</td>
<td>Gear Protector Collar</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

MCS-4

<table>
<thead>
<tr>
<th>Bag No.</th>
<th>Key #</th>
<th>Name</th>
<th>Qty</th>
<th>Step</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>46</td>
<td>Center Gear Shaft</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>Gear Protector Washer</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>48</td>
<td>King Pin</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>49</td>
<td>5 x 11 Pin</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>Upper Deck Post</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>51</td>
<td>Rear Wheel Shaft</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>52</td>
<td>Ball Nut</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>53</td>
<td>Rear Plate (R)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>54</td>
<td>Front Shock Stay</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>55</td>
<td>Rear Shock Stay</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>56</td>
<td>Upper Plate</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>57</td>
<td>Rear Suspension Plate</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>58</td>
<td>Front Suspension Plate</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>59</td>
<td>Gear Protector Plate (A)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>60</td>
<td>Motor Plate</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

MCS-5

<table>
<thead>
<tr>
<th>Bag No.</th>
<th>Key #</th>
<th>Name</th>
<th>Qty</th>
<th>Step</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>61</td>
<td>Fully Flange (Yellow)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>62</td>
<td>5 x 11 Collar (L) (Yellow)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>63</td>
<td>5 x 11 Collar (S) (Yellow)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>64</td>
<td>Fully (Yellow)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>65</td>
<td>Wing Stay (A) (R)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>66</td>
<td>Wing Stay (A) (L)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>67</td>
<td>Wing Stay (B)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>68</td>
<td>Wing Stay Joint</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>69</td>
<td>Wing Washer</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>70</td>
<td>Battery Holder</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>71</td>
<td>Servo Spacer</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>72</td>
<td>Front Stabilizer End</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>73</td>
<td>Servo Stay Spacer</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>74</td>
<td>Switch Holder</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>75</td>
<td>Rear Suspension Holder</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>76</td>
<td>Upper Deck Mount</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>77</td>
<td>Belt Cover Stopper</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>78</td>
<td>Battery Stopper</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>79</td>
<td>Stopper Post</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>80</td>
<td>Stopper Washer (Thin)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>81</td>
<td>Stopper Washer (Thick)</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>82</td>
<td>Front Body Hook</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>83</td>
<td>Rear Body Hook (R)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>84</td>
<td>Rear Body Hook (L)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>85</td>
<td>Belt Cover (C)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>86</td>
<td>Servo Saver (A)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>87</td>
<td>Servo Saver (B)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>88</td>
<td>Servo Saver (C)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>89</td>
<td>Servo Saver (D)</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>90</td>
<td>Servo Saver Collar</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td>91</td>
<td>M3 Plastic Nut</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>92</td>
<td>Servo Stay</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>
## LIST OF BAGGED PARTS (2)

<table>
<thead>
<tr>
<th>Bag No.</th>
<th>Key #</th>
<th>Name</th>
<th>Qty</th>
<th>Step</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MCS-6</strong> Plastic Parts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>94</strong></td>
<td>94</td>
<td>Shock Collar</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td><strong>95</strong></td>
<td>95</td>
<td>Antenna Post</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td><strong>9154</strong></td>
<td>954</td>
<td>Servo Stay Collar</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>96</td>
<td></td>
<td>Bumper</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>97</td>
<td></td>
<td>Front Hub (R)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>98</td>
<td></td>
<td>Front Hub (L)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>99</td>
<td></td>
<td>Rear Hub (R)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>100</td>
<td></td>
<td>Rear Hub (L)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>101</td>
<td></td>
<td>Front Sus,Shaft (A)</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>102</td>
<td></td>
<td>Front Sus,Shaft (B)</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td><strong>139</strong></td>
<td>139</td>
<td>M3 Pillow Ball (Silver)</td>
<td>4</td>
<td>5, 12</td>
</tr>
<tr>
<td>104</td>
<td></td>
<td>M3 Pillow Ball (Black)</td>
<td>4</td>
<td>5, 12</td>
</tr>
<tr>
<td>105</td>
<td></td>
<td>5,8 φ Ball (Silver)</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>106</td>
<td></td>
<td>Ball End (L)</td>
<td>12</td>
<td>5</td>
</tr>
<tr>
<td>107</td>
<td></td>
<td>Ball End (S)</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>108</td>
<td></td>
<td>Front Suspension Shaft B</td>
<td>2</td>
<td>5, 50</td>
</tr>
<tr>
<td>109</td>
<td></td>
<td>Rear Suspension Shaft B</td>
<td>2</td>
<td>5, 50</td>
</tr>
<tr>
<td><strong>111</strong></td>
<td>111</td>
<td>Upper Deck</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>112</td>
<td></td>
<td>Belt Cover (A)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>113</td>
<td></td>
<td>Belt Cover (B)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>114</td>
<td></td>
<td>Gear Cover</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>115</td>
<td></td>
<td>One Touch Tape</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>116</td>
<td></td>
<td>Motor Cord (Red,White)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>117</td>
<td></td>
<td>Front Suspension Arm</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>118</td>
<td></td>
<td>Rear Suspension Arm</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>119</td>
<td></td>
<td>Antenna Pipe</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>120</td>
<td></td>
<td>Knuckle Arm (R)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>121</td>
<td></td>
<td>Knuckle Arm (L)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>122</td>
<td></td>
<td>Saver Spring</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>123</td>
<td></td>
<td>Cemical Condencer</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>124</td>
<td></td>
<td>Rear Plate (L)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>125</td>
<td></td>
<td>5 φ x 8 Metal</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>126</td>
<td></td>
<td>Ni-Cd Strap</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td><strong>127</strong></td>
<td>127</td>
<td>3 φ x 32 Adjust Rod</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>128</td>
<td></td>
<td>3 φ x 50 Adjust Rod</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>129</td>
<td></td>
<td>Universal Swing Shaft</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>130</td>
<td></td>
<td>Swing Shaft</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td><strong>131</strong></td>
<td>131</td>
<td>Shock Piston</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>132</td>
<td></td>
<td>Shock Collar (White)</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>133</td>
<td></td>
<td>Shock Collar (Black)</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>134</td>
<td></td>
<td>Pressure Top</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>135</td>
<td></td>
<td>O Ring (F2,Red)</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>136</td>
<td></td>
<td>C Ring</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>137</td>
<td></td>
<td>E Ring (E2,5)</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td><strong>142</strong></td>
<td>142</td>
<td>M3x18 Cap Screw</td>
<td>4</td>
<td>5, 50</td>
</tr>
<tr>
<td>137</td>
<td></td>
<td>Front Tire</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>138</td>
<td></td>
<td>Rear Tire</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>139</td>
<td></td>
<td>Wing</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>140</td>
<td></td>
<td>Body</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>141</td>
<td></td>
<td>Under Cowl</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>142</td>
<td></td>
<td>Decal</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bag No.</th>
<th>Key #</th>
<th>Name</th>
<th>Qty</th>
<th>Step</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MCS-7</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>143</strong></td>
<td>143</td>
<td>E Ring (E2,5)</td>
<td>13</td>
<td>5, 50</td>
</tr>
<tr>
<td>144</td>
<td></td>
<td>E Ring (E3) (Black)</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>145</td>
<td></td>
<td>E Ring (E4)</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>146</td>
<td></td>
<td>M2x10 Shaft</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>147</td>
<td></td>
<td>5 φ Shim</td>
<td>8</td>
<td>5, 5</td>
</tr>
<tr>
<td>148</td>
<td></td>
<td>Wave Washer</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>149</td>
<td></td>
<td>Hook Pin</td>
<td>11</td>
<td>5, 5</td>
</tr>
<tr>
<td>150</td>
<td></td>
<td>Body Pin</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>151</td>
<td></td>
<td>Allen Wrench (1.5mm)</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>152</td>
<td></td>
<td>Allen Wrench (2mm)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>153</td>
<td></td>
<td>Allen Wrench (2.5mm)</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td><strong>MCS-1</strong> Screws, Nuts, Washers &amp; Others</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>154</td>
<td></td>
<td>M2x6x4 Bind Screw</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>155</td>
<td></td>
<td>M2x6x6 Bind Screw</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>156</td>
<td></td>
<td>M2x6x12 Bind Screw</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>157</td>
<td></td>
<td>M3x6 Bind Screw</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>158</td>
<td></td>
<td>M3x10 Bind Screw</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>159</td>
<td></td>
<td>M3x15 Bind Screw</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>160</td>
<td></td>
<td>M3x35 Bind Screw</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>161</td>
<td></td>
<td>M3x45 Bind Screw</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>162</td>
<td></td>
<td>M4x12 Bind Screw</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>163</td>
<td></td>
<td>M3x4 Screw</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>164</td>
<td></td>
<td>M3x6 Flat Head Screw</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>165</td>
<td></td>
<td>M3x12 Flat Head Screw</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>166</td>
<td></td>
<td>M2,5x6 TP Bind Screw</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>167</td>
<td></td>
<td>M2,5x12 TP Bind Screw</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>168</td>
<td></td>
<td>M3x6 TP Bind Screw</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>169</td>
<td></td>
<td>M3x10 TP Bind Screw</td>
<td>19</td>
<td>5</td>
</tr>
<tr>
<td>170</td>
<td></td>
<td>M3x18 TP Screw</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>171</td>
<td></td>
<td>M2,5x8 TP Flat Head Screw</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>172</td>
<td></td>
<td>M3x6 TP Flat Head Screw</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>173</td>
<td></td>
<td>M3x10 TP Flat Head Screw</td>
<td>21</td>
<td>5</td>
</tr>
<tr>
<td>174</td>
<td></td>
<td>M3x15 TP Flat Head Screw</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>175</td>
<td></td>
<td>M2,5 Nut</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>176</td>
<td></td>
<td>M3 Nut</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>177</td>
<td></td>
<td>M3 Nylon Nut</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>178</td>
<td></td>
<td>M4 Nylon Nut</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>179</td>
<td></td>
<td>'M2,3 Washer (Black)</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>180</td>
<td></td>
<td>M3 Washer</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>181</td>
<td></td>
<td>M4 Washer</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>182</td>
<td></td>
<td>M5 Washer</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>183</td>
<td></td>
<td>M3x3 Set Screw</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>184</td>
<td></td>
<td>M4x4 Set Screw</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>
LAYOUT DRAWING OF PLASTIC PARTS ON RUNNERS

(When cutting off parts from a runner...) *Pay particular attention when detaching the position.

Cut it off with a wire cutter.

Leave a root of the runner on.

Remove the root with a hobby knife. (Be careful not to cut your finger.)

Cut both sides.

This part is marred by cutting excessively.

The roots till remains.

This is how it should be done.

Wing Stay parts

Battery Stopper Parts

Servo Saver Parts

Pulley parts

Arm Pivot Parts

1. Push in till the end.
   * If plane bearing is hard to push in then use a shaft,
   And hit gently with screw driver's head.

2. After installed plane bearing.
   * Check if shaft will turn smoothly, if not, bearing in not correct.

3. Be sure to put the grease on.
   * Not too much.

*Shaded parts are not used with this car.

Shock Piston

NO. 0140
**ASSEMBLY OF CHASSIS PORTION**

**ASSEMBLY OF RODS**

- Screw in the ball ends, identifying the length with the life size drawing. Two rods of each size are required.

1. Screw in the ball end (L)
   - LEFT
   - 5.8 φ Ball (Black)
   - 3 φ x 32 Adjust Rod

2. Screw in the ball end (S)
   - BALL END (S)
   - 5.8 φ Ball (Silver)
   - 3 φ x 32 Adjust Rod

3. Screw in the ball end (S)
   - BALL END (S)
   - 3 φ x 50 Adjust Rod

4. 5.8 φ Balls (Black)...
   - 6

5. 5.8 φ Ball (Silver)...
   - 6

6. Ball End (L)...
   - 12

7. Ball End (S)...
   - 1

8. Rods...
   - 4

9. Rods...
   - 2

**Actual Size**

- Front Upper Rod
  - 1
  - 10mm

- Rear Upper Rod
  - 3.5mm

- Tie Rod
  - 34mm

---

**Adjustment of Length**

- Use 5.5 mm wrench.
  - Turn Forward...Become Long
  - Turn Backward...Become Short

- Screw In...Become Short
  - Loosened...Becomes Long

---

Have it screwed in half and adjust the length in step 32.
ASSEMBLY OF REAR GEAR BOX

STAGE 1

- M4x4 Set Screw's"-----4
- M3x18 TP Screw"-----2
- N4 Washers"-----4
- M5 Washers"-----4
- 8 x 14 Bearings"-----4
- 5 x 10 Bearing"-----2
- Pully Flange (Yellow)"-----4
- Pully (Yellow)"-----1
- 5 Collar (S)"-----1
- 8 x 11 Pin (MCS-4)"-----2
- E Ring (E4) (MCS-14)"-----1
- Main Gear Pinion (Blister A) (MCS-9)
- Main Gear Shaft (MCS-4)
- Center Gear (Blister A) (MCS-4)
- Center Gear Shaft (MCS-2)
- 4 x 8 Bearing (Blister B)
- 5 x 8 Metal (MCS-8)
- 5 Collar (S) (Yellow) (MCS-6)
- Pully (Yellow) (MCS-9)
- Cyanacrate Glue
- Fully Flange (Yellow) (MCS-6)

* Be careful about the orientation.

STAGE 2

- 6 x 10 Bearing (Blister B)
- Rear Gear Box (L)
- Rear Gear Box (R)

STAGE 3

- Hex Key (2) (MCS-1)
- M4x4 Set Screw
- M5 Washer
- 8 x 14 Bearing (Blister B)
- Joint (Blister A) (Rear Differential)
- Joint (Blister A) (Front Differential)
- 5 x 8 Metal's"-----2
- 5 x 10 Bearing"-----2
- E Ring (E4)"-----1

* Tighten a set screw or a cap bolt with an hex key.

STAGE 4

- 8 x 14 Bearing
- M5 Washer
- Joint
- M4x4 Set Screw
- 8 x 14 Bearing (Blister B)
- M5 Washer
- Joint
- Rear Gearbox (R)
- Rear Gearbox (L)

Never apply grease on these portion.

After assembling the parts in order from 1 to 8 steps, put on as illustrated below, and fasten with bolts in the position.

Assembly View

(Rear Diff.)

Toothed Belt (Blister A)
3 INSTALLATION OF REAR PLATE

Stage 1: Cut Rear Cover
- Cut the rear plate into the gear cover, hold them together firmly, and trim off the part of the cover extending above the plate.
- The gear cover used in step 27.

Stage 2: Rear Plate (L) (MCS-8)

4 INSTALLATION OF SPUR GEAR

When assembling as shown in the drawing at right and if you find too much end play in the shaft, remove the O-ring on this side once and put another one 147 or two.

5 INSTALLATION OF REAR SHOCK STAY

- M3x18 Cap Screws
- M3 Nuts
- M3x10 TP Bind Screw
- M3 Nut
**ASSEMBLY OF FRONT GEARBOX**

**STAGE 1**

- Front Gearbox (R) (MCS-2)
- Front Gearbox (L) (MCS-2)
- Front Differential

**STAGE 2**

- M3x18 Cap Screw
- Small bag (MCS-9)
- Hex Key (2.5) (MCS-1)
- Front Shock Stay (MCS-5)
- Front Suspension Plate (MCS-5)

**INSTALLATION OF GEARBOX**

**STAGE 1**

- Cut off the end along the outline.
- Belt Cover (A) (MCS-8)
- One Touch Tape (MCS-8)
- Remove the backing paper from and put it on the surface indicated with diagonal lines.

**STAGE 2**

- Cut off small pieces out of 115 and put them.

**STAGE 3**

- Remove the backing paper from 115 and put it on the surface indicated with diagonal lines.

Clean the surface, particularly make it free from oily stain, where tape be applied.
8 INSTALLATION OF REAR SUSPENSION ARM

STAGE 1
Stick the sponge parts to the side of the pivot, as shown, then the center part in wards.

STAGE 2
- Sponge Tape (MCS-2)
- Rear Suspension Pivot (MCS-6)
- E Ring (E2.5) (MCS-1)
- E Ring (E2.5)
- Rear Sus. Shaft (MCS-7)
- Rear Sus. Arm (MCS-1)

STAGE 3
Be careful about orientation of the parts.

9 INSTALLATION OF CHASSIS (UPPER)

- M3x10 TP Flathead Screw .... 2
- M3x10 TP Bind Screw .... 2
- E Ring (E2.5) .............. 4
- Rear Sus. Shaft (MCS-7)
- Rear Sus. Arm (MCS-1)

10 INSTALLATION OF BATTERY HOLDER

* SEPARATE TYPE
- Stopper Post (MCS-6)
- Stopper Washer (MCS-6)

* STICK TYPE
- Battery Holder (MCS-6)
- Stopper Post (MCS-6)
11 ASSEMBLY OF KNUCKLE ARM

STAGE 1 RIGHT

- M3,6 Nuts
- 5 φ x 10 Bearings
- M2,6 Pillow Balls (Black)

Description
- L • 1
- H • Bearing (Bikeler B)
- X • Knuckle Arm (L)

Put the bearings into the hub carrier, and push the shaft fully into place.

STAGE 2

- King Pin (MCS-4)
- M2,6 Pillow Ball (Black) (MCS-7)
- 2,8 Nut

STAGE 3 LEFT

- Knuckle Arm (K) (MCS-8)
- Front Hub (R) (MCS-6)

This left side knuckle arm should be assembled in the same way as the right side.

12 INSTALLATION OF FRONT SUSPENSION ARM

STAGE 1 RIGHT

- Front Sus. Shafts (A) (Silver) • 2
- M3 Pillow Balls (Silver) • 2
- Front Sus. Shaft (B) Length • 54mm

- E Ring (E2,5) (Silver) • 2
- Front Stabilizer Ends • 2
- E Ring (E3) (Black) • 2

STAGE 2

- E Ring (E2,5) (MCS-1)
- M3 Pillow Ball (Silver) (MCS-7)
- Front Sus. Shaft (A) (Silver) (MCS-7)

STAGE 3 LEFT

- E Ring (E2,5) (MCS-1)
- Front Sus. Shaft (B) (MCS-7)

13 INSTALLATION OF FRONT UPPER ROD

- M2,6x12 Bind Screws
- M3x12 Flat Head Screws
- M2,6x12 Bind Screw
- M3x15 TP Flat Head Screw
- M2,6 Nuts

5,8 φ Black Ball should come inside.

- M2,6 Nut

- 3,8 φ Silver Ball

- Bumper (MCS-6)
14 INSTALLATION OF REAR HUB
STAGE 1

15 INSTALLATION OF REAR UPPER ROD

16 ASSEMBLY OF SERVO SAVER

STAGE 1

STAGE 2

STAGE 3
17 INSTALLATION OF SERVO SAVER

- M3.6x6 TP Flat Head Screw: 1
- M3x10 TP Bind Screw: 4
- M3 Washers: 2
- Servo Stay Spacer: 2
- Servo Stay Collars: 2
- E Rings: 2
- Shim: 2

Install the servo saver under the belt as shown in the drawing above.

18 INSTALLATION OF TIE ROD

The side with the step for right & left to be on this side.

19 DISASSEMBLY OF SHOCK

Shock are assembled temporarily, and must be disassembled to add parts and oil.

Pressure Shock (S) For Front (Shorter one)
Pressure Shock (L) For Rear (Longer one)

STAGE 1
- Spring Holder

STAGE 2
- Front Shock Spring
- Rear Shock Spring

STAGE 3
- Front Shock Shaft
- Rear Shock Shaft
- E Ring (E2.5) (Do not remove the ring)
- Spring Stopper
ASSEMBLY OF SHOCK

STAGE 1
Assemble two each of this for the front and the rear.
- E Ring (E2.5)
- Rear Shock Shaft (Longer one)

STAGE 2
(Front & Rear)
Fit into the groove.
- C Ring
- Shock Collar (Black)
- Shock Collar (White)

STAGE 3
(Front & Rear)
- O Ring (P3+Red)
- Rear Shock Case (Longer one case)
- Front Shock Case (Shorter one)

SHOCK END
For Rear 2pcs.
For Front 2pcs.

Shaded area, they will not be used.

FULLING THE SHOCK OIL

STAGE 1
Pull down the piston to the bottom and pour oil slowly. Then move the piston up and down gently to get rid of air bubbles.
- Shock Oil (MCS-2)

STAGE 2
Keep the piston in the lowest position and tight 2 gradually, then excessive oil will run over.

STAGE 3
Confirm that it will work smoothly by moving the piston up and down.

It should move without any binding.

INSTALLATION OF SHOCK

(Front)
- Shock Collar (MCS-6)

Tighten this screw temporarily since the upper part of the shock will be unfastened for a short time in the step 27 "Installation of Motor"
INSTALLATION OF UPPER DECK

[Adjustment of Toothed Belt Tension] The toothed belt should be engaged with a little harder tension. But if you find it too tight, enlarge the installing holes on the upper deck with a file and bolt down the frames with M4x12 binding screws as you are pushing the front gearbox from the front to the rear.

INSTALLATION OF BELT COVER (B) · (C)

STAGE 1
Cut of the shaded area along with the cutout line.

Belt Cover (B) (MCS-8)

M2.6x6 Bind Screws
M2.6x6 TP Bind Screws
2.6 # Washers (Black)

After installing the belt cover, apply screw locking compound along the obliquely lined edges (both sides) as done in step 9.

STAGE 2

M2.6x6 TP Bind Screw
M2.6x6 Bind Screw
2.6 # Washer (Black)

[M2.6x6 TP Print Screw]

[Installation of Belt Cover] Upper Deck

Insert 85 under the upper deck from the side and side it forward.

Belt Cover (C) (MCS-6)

Rubber Cover (MCS-12)

Spread the lips of the cover and fit it over the matching parts.

Screw locking compound prevents dust from entering through the belt cover and the chassis.
25 CHECKING THE BELT COVER

CAUTION
If the cover is not sealed as described, the gear may be broken by built-up dust.

Dust enter through a gap no matter how small it is, along the seam of the belt cover. The dust may cause such troubles as damaging the belt or the gear teeth or a failure in power transmission. Check again to see if the seam and a thread are filled with locking agent completely.

26 INSTALLATION OF MOTOR CORD

STAGE 1
- Motor Cord (Red, White) (MCS-8)
- Electroneics Condenser (MCS-8)
- SPA240WS
- Le Mans H240S
- Le Mans Speed 240T
- Le Mans 360GOLD

STAGE 2
- Solder the red lead to the red terminal, the white to white.
- Rout the lead wire through this hole.

27 INSTALLATION OF MOTOR

STAGE 1
- Set the set screw to the flat on the shaft.
- Hex Key (1.5mm) (MCS-1)
- M3x3 Set Screw
- M3x10 Bind Screw
- M3x4 Round Head Screw
- Pinion Gear (20T) (Blister A)
- Motor Plate (MCS-8)

STAGE 2
- After installing 114 fix the shock as it was before.
- Adjustment of Backlash}

Loosen the two screws marked with # and move the gear 20 to forward/rearward for the adjustment.

M3x4 Round Head Screw
Gear Cover
28 INSTALLATION OF WING STAY

*Parts to be used here for assembling are all included in (MCS-6)

M2.6x12 TP Bind Screw ×4
M3x30 Bind Screws ×2
M3x30 Bind Screw

29 ASSEMBLY OF TIRE AND WHEEL

(Front)
Front Wheel (MCS-3)
Front Tire (Packed in box)

(Rear)
Rear Wheel (MCS-2)
Rear Tire (Packed in box)

Check to see if all edges and rims have fitted completely - instant glue along the fitting seams.

30 INSTALLATION OF TIRE

Be careful about orientation, the bigger hole should be inside.

Align the hexagonal points.

M3x10 TP Flat Head Screw
M4 Nylon Nuts ×4
5 φ Shims ×4

If there is too much slackness put a shim 106.
**Installation of R/C Unit and Linkage**

### How to Check Radio System

1. Extend the antenna.
2. Set the trim lever in neutral position.
3. Join the two parts of the connector.
4. Connect the motor leads.
5. Turn on the switch.
6. Operate the radio control units in order of the numerical figures.
7. Fully charged NiCd battery.

**A two-channel radio is composed of things like a transmitter, receiver, servos, and battery.**

- **Transmitter**: It is in effect a control box; signal waves are transmitted through an antenna and are received by the receiver.
- **Receiver**: Receives the signals from the transmitter and sends them to the servos.
- **Servo**: They really move the control mechanism of a model car in accordance with the signals from the receiver.
- **Antenna**: An antenna on the transmitter sends signals, and one on the receiver accepts them. They should be fully extended.
- **Trim Lever**: They will adjust the neutral position of servos, thus regulate the steering and advancing controls.
- **Battery**
  - **NiCd battery**
  - **You can tell the amount of electricity in a battery and how the signals are utilized.**
- **Servo Horn**: They are intermediate devices on the servos to activate the controls. There are several types in shape. They should be selected depending upon the usage.

**When switch on the radio...**
- Get the switches in order from transmitter to receiver.

**When switch off the radio...**
- In order from receiver to transmitter.

### Installation of Steering Servo

#### Stage 1
Enlarge this hole so that the control rod can be fitted easily in the next step.

- About 13 mm

#### Stage 2
The lines should be aligned in the neutral position.

- Neutral
- It will hit to the body so bend it like picture below.

#### Stage 3
You can make it shorter.

- Steering Rod
- Servo Horn
- Use the screw provided with your radio units.

**Either of them are not straight.**
33 INSTALLATION OF ELECTRICAL CONTROLLER

- SMALL TYPE
  - Mount controller as shown. Be sure that the case does not interfere with the servo horn.
  - Cut tape to suit width of case.
  - Double Sided Tape (TSP-6)
  - Clean oil, fingerprints, etc., from case.
  - Refer to installed view.

- SERVO TYPE
  - Servo Stay (MCS-6)
  - Be careful about the orientation.
  - Servo Spacer (MCS-6)
  - Use spacers (MCS-6) if bottom of case interferes with belt.
  - M3x10 TP Bind Screw
  - Illustration shows typical connectors. Use a controller suited to your radio set.

- OBLONG TYPE
  - Clean oil, fingerprints, etc., from case.
  - Double sided tape have to be cut off according to the shape of switch and receiver.
  - Double Sided Tape (MCS-2)
  - Avoid cording side when you apply the tape.

[After Installment of Receiver]

- Connect the motor connector.
- Bundle the cord together with strap (S)
- Bundle wires with strap and cut off the excess strap.

Red
White
Black
Red
INSTALLATION OF SWITCH AND RECEIVER

STAGE 1

[In case of Electric speed Controller (w/switch)]

- Switch Holder (MCS-6)
- Switch Plate
- M2.6x8 Blind Screw

Use the screw provided with your switch.

STAGE 2

[Cutting Double Sided Tape]
- Double Sided Tape (MCS-2)

- Antenna Pipe (MCS-8)

(Actual Size)
2 pcs.

After fixing 119 in position pull out the antenna wire.

Pass the antenna through the pipe.

STAGE 3

- Receiver
- Plug in the connector.

Clean the under side of the receiver and the shaded portion and affix SO.

STAGE 4

- Strap (S) (MCS-2)
- Fasten firmly and cut off the excessive part at this point.

INSTALLATION OF BATTERY

REMOVE THE NIMh BATTERY PACK WHEN CAR IS NOT IN OPERATION OR BEING STORED.

The chassis of this model is made of carbon fiber and electricity will flow through. Please be careful for wire short circuit and battery connection.

KYOSHO

No.2331

Kyosho offers 7.2V-1200SCR and 6.2V-1700SCS Saddle Pack as experienced driver. (Incl. Hard battery case)

(Servo Type)
- 7.2V-1200SCR Saddle Pack
- 6.2V-1700SCS Saddle Pack

(Stick Type)
- 7.2V Sprint Battery SCR
- 7.2V Racing Battery

KYOSHO

No.2301

Select a high performance NIMh battery pack high is powerful enough to drive a model buggy car regularly. Kyosho offers the 7.2V Sprint Battery SCR which is prepared for the buggy car. specially.

NO 3140
36 CUTTING OUT BODY, UNDER COWL AND WING

Cut off shaded area.
Finish the cut line with sander.

Antenna Hole (5 φ)

The opening is for installing the body.

Round Cutter

Rear Body Hook Hole (5 φ) (Left・Right)

Front Body Hook Hole (5 φ) (Left・Right)

Cutout Line

(Rear Body Hook Hole (5 φ) (Left・Right)

Cutout Line

Under Cowl (Packed in box)

Under Cowl (Packed in box)

Front Body Hook Hole (5 φ) (Left・Right)

Cutout Line

Wing (Packed in box)

37 PAINTING

1. Before painting, wash the body to remove any oil or dirt and rinse thoroughly.

2. You can obtain a color scheme by masking a portion with tape then removing the tape and painting.

3. Paint the inside of the body to produce a smooth looking outer finish.

4. Use your darker colors first, then the lighter colors. This will prevent the darker colors from bleeding through the lighter colors.

Make the windows with the micron tape and paint the body in any color you like,

KYOSHO

Micron Line Tape
No.1841...100mm
No.1842...15mm
No.1843...25mm
Color
White, Red, Yellow, Green, Blue & Black

KYOSHO

Polycolor
No.2239

White, Red, Yellow, Green, Blue, Sky Blue, Orange, Black, Violet, F.Pink, Yellow Green & F.Orange.
38 APPLY OF DECAL

[Hints for Applying Decals]
Cut off the decals along the cutout line with scissors.

Do not apply it abruptly. Convince yourself of the position by trying the decals with the backing paper on.

Be careful not to have air bubbles left. Try to smooth out the decal's surface from the center to the periphery. (Particularly be cautious with a large decal.)

Cut off body hook hole.

39 INSTALLATION OF UNDER COWL BODY AND WING

Bend hook pins like the picture.

6 Body Pin (MCS-1)

7 Wing Washer (MCS-6)

8 Hook Pin (MCS-1)

Fix 70 with the flat surface downward.

3 Hook Pins

6 Body Pins

6 Wing Washers

Double Sided Tape

Use the screw which were disassembled in step 8.
GUIDE FOR SET UP (1)

Basic Setting 1]

Place the model car on a flat surface and keep the car with the maximum body clearance and adjust length of the front and rear upper rods so that the wheels stand at a right angle to the ground.

[Adjustment of Shock Oil and Spring]

Front (With lighter shock oil With less spring tension) → Quicker steering response
Front (With heavier shock oil With more spring tension) → Slower steering response
Rear (With lighter shock oil With less spring tension) → More traction
Rear (With heavier shock oil With more spring tension) → Less traction

[Adjustment of Hardness of Shock Action]

*Take this chart just as general indication.

<table>
<thead>
<tr>
<th>No.1951 Oil Set</th>
<th>Yellow</th>
<th>Green</th>
<th>Yellow</th>
<th>Red</th>
<th>Green</th>
<th>Red</th>
</tr>
</thead>
<tbody>
<tr>
<td>Piston</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hardness</td>
<td>Harder</td>
<td></td>
<td>Softer</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

[Adjustment of Car Clearance] Adjust it with the binding screw.

1) Adjustment of front clearance

Installing position for lower clearance. (This is the position as shown in the instruction.)

For higher clearance, use the lower hole.

By lengthening the upper rod, positive camber adjustment is gained. With positive camber on the front wheels, you will have a trait of under steering, while on the rear wheels you will have the car with over steering traits.

* Excessive positive camber adjustment may make the swing shaft dislocated.

[Basic Setting 2]

Adjust the right and left shocks in such a way that both sides of the front wheels will touch down the ground simultaneously when raising the front portion of the model and lowering it down gently. In the case the right and left side wheels land not in the same instant, the steerage of each wheel won't be same.

Adjust it longer Make it shorter. Adjust it shorter Make it longer

The length of the shock is shortened. It becomes longer.

Turn the shock end in or out for the adjustment. Leave the clearance of 5mm to 10mm here.

Loosen this screw for the adjustment. (Adjust the right and left sides to the same degree.)

* You can adjust the car clearance as shown above depending upon the conditions of a running course. Generally, low clearance for turf or anywhere that gives you a good traction, a high clearance for a poor traction.

[Concerning Gear Protector]

Gear protector's function to protect the gear from jump landing impact and from shock caused by crash. If gear slips, go back to page 9 and tighten the MS nylon nut about 1/4 turn.

<table>
<thead>
<tr>
<th>Pinion Gear</th>
<th>15</th>
<th>16</th>
<th>17</th>
<th>18</th>
<th>19</th>
<th>20</th>
<th>21</th>
<th>22</th>
<th>23</th>
<th>24</th>
<th>25</th>
</tr>
</thead>
</table>

Proper Motor

Le Mans Speed 2400 SPANISH
Le Mans 3500
Le Mans 246ST
Le Mans 3500CLD

NO.3140

-24-
[Adjustment of Differential Gear]
This model's differential is a gear type, and adjustable by the oil amount and hardness of the oil.
To make hard...Use 15% silicone (super hard) Oil or a little bit more than usual.
To make softer...Mix 10% to 30% of the silicone oil (H) with differential oil.

<table>
<thead>
<tr>
<th>Differential Type</th>
<th>Low Speed Corner</th>
<th>High Speed Corner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Diff. (Hard)</td>
<td>Neutral Steer</td>
<td>Under Steer</td>
</tr>
<tr>
<td>Rear Diff. (Hard)</td>
<td>Under Steer</td>
<td>Over Steer</td>
</tr>
<tr>
<td>Front Rear (Soft)</td>
<td>Over Steer</td>
<td>Neutral Steer</td>
</tr>
</tbody>
</table>

*Take this chart just as a general indication.

[Maintenance of Differential Gears]
Check and clear the differential frequently.

[Checking Inside of Gearbox]
The following illustration shows the necessary parts to take off and the steps for checking the gearbox.

Stage 1
Remove the screws and E-rings marked by *.

Stage 2
Take off the screw and E-ring shown in the drawing below. Disconnect the motor too.

Stage 3
Remove the rear gearbox (L) by turning it left as pulling it rearward.

[Adjustment of Wing Stay]
When assembling the wing stay (B), fastening the wing part to the position A will place the wing stay (B) to A, B, and C. To C: that is, the installation angle becomes bigger in order, A → B → C.

Use these holes when you like to set the wing low.
Employ these points for setting the wing high.

[Modification of Tire]
By changing the shape of the knobs on the tire, you can improve the running performance of the car.
With your car display the quick steering response, cut off the knobs by 1/2 to 1/3 then you can make it with milder response.

<table>
<thead>
<tr>
<th>Type of Course Surface</th>
<th>Amount of Lowering Knob</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turf</td>
<td>Cut 1/2</td>
</tr>
<tr>
<td>Concrete</td>
<td>Cut 2/3</td>
</tr>
<tr>
<td>Sandy</td>
<td>No Cutting</td>
</tr>
<tr>
<td>Hard Dirt Track</td>
<td>Cut 1/3</td>
</tr>
<tr>
<td>Soft Dirt Track</td>
<td>No Cutting</td>
</tr>
</tbody>
</table>

If you change your tire to fit to the condition of track surface, you can gain even wider settings range.

<table>
<thead>
<tr>
<th>H</th>
<th>MH</th>
<th>M</th>
<th>S</th>
<th>SS</th>
</tr>
</thead>
<tbody>
<tr>
<td>W5024 Narrow Tire</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>W5023 Low Profile Tire</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>W5024 Narrow Tire</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>W5023 Low Profile Tire</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

W5024 Low Profile Tire (Pin Type)

W5027 Low Profile Tire

W5023 Low Profile Tire

W5027 Low Profile Tire (Pin Type)

W5027 Low Profile Tire (SS-M)
<table>
<thead>
<tr>
<th>Key #</th>
<th>Part Name</th>
<th>Qty</th>
<th>Key #</th>
<th>Part Name</th>
<th>Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Front Shock Shaft</td>
<td>2</td>
<td>8</td>
<td>Upper Deck Post</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Rear Shock Shaft</td>
<td>2</td>
<td>9</td>
<td>Rear Wheel Shaft</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>Front Shock Case</td>
<td>2</td>
<td>10</td>
<td>Ball Nut</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Rear Shock Case</td>
<td>2</td>
<td>11</td>
<td>Rear Plate (R)</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Front Shock Spring</td>
<td>2</td>
<td>12</td>
<td>Front Shock Stay</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>Rear Shock Spring</td>
<td>2</td>
<td>13</td>
<td>Rear Shock Stay</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>Spring Holder</td>
<td>4</td>
<td>14</td>
<td>Rear Upper Plate</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>Shock Cap</td>
<td>4</td>
<td>15</td>
<td>Rear Sus, Plate</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Spring Stopper</td>
<td>4</td>
<td>16</td>
<td>Front Sus, Plate</td>
<td>1</td>
</tr>
<tr>
<td>10</td>
<td>Shock End</td>
<td>4</td>
<td>17</td>
<td>Gear Protector Plate (A)</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>Front Diff, Case</td>
<td>1</td>
<td>18</td>
<td>Motor Plate</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>Rear Diff, Case</td>
<td>1</td>
<td>19</td>
<td>Fully Flange (Yellow)</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>Sprocket</td>
<td>2</td>
<td>20</td>
<td>5 φ Collar (L) (Yellow)</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>Diff. Ring (Yellow)</td>
<td>2</td>
<td>21</td>
<td>6 φ Collar (S) (Yellow)</td>
<td>1</td>
</tr>
<tr>
<td>15</td>
<td>Bevel Gear (A)</td>
<td>4</td>
<td>22</td>
<td>Fully (Yellow)</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>Bevel Gear (B)</td>
<td>4</td>
<td>23</td>
<td>Wing Stay (A) (R)</td>
<td>1</td>
</tr>
<tr>
<td>17</td>
<td>Bevel Shaft</td>
<td>4</td>
<td>24</td>
<td>Wing Stay (A) (L)</td>
<td>1</td>
</tr>
<tr>
<td>18</td>
<td>Drive Washer</td>
<td>4</td>
<td>25</td>
<td>Wing Stay (B)</td>
<td>1</td>
</tr>
<tr>
<td>19</td>
<td>Joint</td>
<td>4</td>
<td>26</td>
<td>Wing Stay Joint</td>
<td>1</td>
</tr>
<tr>
<td>20</td>
<td>Pinion Gear (2CT)</td>
<td>1</td>
<td>27</td>
<td>Wing Washer</td>
<td>2</td>
</tr>
<tr>
<td>21</td>
<td>Main Gear Pinion</td>
<td>1</td>
<td>28</td>
<td>Battery Holder</td>
<td>2</td>
</tr>
<tr>
<td>22</td>
<td>Main Gear</td>
<td>1</td>
<td>29</td>
<td>Servo Saver</td>
<td>2</td>
</tr>
<tr>
<td>23</td>
<td>Center Gear</td>
<td>1</td>
<td>30</td>
<td>Front Stabilizer</td>
<td>2</td>
</tr>
<tr>
<td>24</td>
<td>Thethood Belt</td>
<td>1</td>
<td>31</td>
<td>Servo Stay Spacer</td>
<td>2</td>
</tr>
<tr>
<td>25</td>
<td>6 φ x4 Bearing</td>
<td>4</td>
<td>32</td>
<td>Switch Holder</td>
<td>1</td>
</tr>
<tr>
<td>26</td>
<td>5 φ x10 Bearing</td>
<td>10</td>
<td>33</td>
<td>Rear Sus. Pivot</td>
<td>2</td>
</tr>
<tr>
<td>27</td>
<td>4 φ x8 Bearing</td>
<td>2</td>
<td>34</td>
<td>Upper Deck Mount</td>
<td>1</td>
</tr>
<tr>
<td>28</td>
<td>Front Gearbox (R)</td>
<td>1</td>
<td>35</td>
<td>Belt Cover Stopper</td>
<td>2</td>
</tr>
<tr>
<td>29</td>
<td>Front Gearbox (L)</td>
<td>1</td>
<td>36</td>
<td>Battery Stopper</td>
<td>2</td>
</tr>
<tr>
<td>30</td>
<td>Rear Gearbox (R)</td>
<td>1</td>
<td>37</td>
<td>Stopper Post</td>
<td>4</td>
</tr>
<tr>
<td>31</td>
<td>Rear Gearbox (L)</td>
<td>1</td>
<td>38</td>
<td>Stopper Washer (Thinner)-4</td>
<td>4</td>
</tr>
<tr>
<td>32</td>
<td>Sponge Tape</td>
<td>2</td>
<td>39</td>
<td>Stopper Washer (Thicker)-4</td>
<td>4</td>
</tr>
<tr>
<td>33</td>
<td>Rubber Cover</td>
<td>1</td>
<td>40</td>
<td>Front Body Hook</td>
<td>2</td>
</tr>
<tr>
<td>34</td>
<td>Steering Rod</td>
<td>1</td>
<td>41</td>
<td>Rear Body Hook (R)</td>
<td>1</td>
</tr>
<tr>
<td>35</td>
<td>Double Sided Tape</td>
<td>1</td>
<td>42</td>
<td>Rear Body Hook (L)</td>
<td>1</td>
</tr>
<tr>
<td>36</td>
<td>Shock Oil (Green)</td>
<td>1</td>
<td>43</td>
<td>Belt Cover (C)</td>
<td>1</td>
</tr>
<tr>
<td>37</td>
<td>Strap (S)</td>
<td>3</td>
<td>44</td>
<td>Servo Saver (A)</td>
<td>1</td>
</tr>
<tr>
<td>38</td>
<td>Silicon Grease</td>
<td>1</td>
<td>45</td>
<td>Servo Saver (B)</td>
<td>1</td>
</tr>
<tr>
<td>39</td>
<td>Screw Cement (Locktite)-2</td>
<td>2</td>
<td>46</td>
<td>Servo Saver (C)</td>
<td>1</td>
</tr>
<tr>
<td>40</td>
<td>Front Wheel</td>
<td>2</td>
<td>47</td>
<td>Servo Saver (D)</td>
<td>1</td>
</tr>
<tr>
<td>41</td>
<td>Rear Wheel</td>
<td>2</td>
<td>48</td>
<td>Servo Saver Collar</td>
<td>2</td>
</tr>
<tr>
<td>42</td>
<td>Servo Saver Shaft</td>
<td>2</td>
<td>49</td>
<td>M3 Plastic Nut</td>
<td>4</td>
</tr>
<tr>
<td>43</td>
<td>Main Gear Shaft</td>
<td>1</td>
<td>50</td>
<td>Servo Saver</td>
<td>4</td>
</tr>
<tr>
<td>44</td>
<td>Gear Protector Plate (B)</td>
<td>1</td>
<td>51</td>
<td>Shock Collar</td>
<td>4</td>
</tr>
<tr>
<td>45</td>
<td>Gear Protector Collar</td>
<td>1</td>
<td>52</td>
<td>Antenna Post</td>
<td>1</td>
</tr>
<tr>
<td>46</td>
<td>Center Gear Shaft</td>
<td>1</td>
<td>53</td>
<td>Shock</td>
<td>1</td>
</tr>
<tr>
<td>47</td>
<td>Gear Protector Washer</td>
<td>1</td>
<td>54</td>
<td>Front Hub (R)</td>
<td>1</td>
</tr>
<tr>
<td>48</td>
<td>King Pin</td>
<td>4</td>
<td>55</td>
<td>Front Hub (L)</td>
<td>1</td>
</tr>
<tr>
<td>49</td>
<td>5 φ x11 Pin</td>
<td>4</td>
<td>56</td>
<td>Rear Hub (R)</td>
<td>2</td>
</tr>
<tr>
<td>50</td>
<td>2 φ x11 Pin</td>
<td>2</td>
<td>57</td>
<td>Rear Hub (L)</td>
<td>2</td>
</tr>
</tbody>
</table>

**Key # | Part Name                  | Qty |
100    | Hex Key                     | 1   |
101    | Hex Key (2)                 | 1   |
102    | Hex Key (2.5)               | 1   |
103    | Serve Stay Collar           | 2   |

**End Screw M2.6x4** ... 4
M2.6x6 ... 1
M2.6x12 ... 4
M3x6 ... 2
M3x10 ... 4
M3x30 ... 2
M3x35 ... 1
M3x45 ... 2
M4x12 ... 2
Round Head Screw M3x4 ... 2
Flat Head Screw M3x6 ... 4
M3x12 ... 2
TP Bind Screw M2.6x6 ... 6
M2.6x12 ... 4
M3x6 ... 3
M3x10 ... 18
TP Round Head Screw M3x184
TP Flat Head Screw M2.6x6-1
M3x6 ... 5
M3x10-21
M3x15-3
Nut M2.6 (3 kinds) ... 10
M3 ... 1
Nylon Nut M3 ... 4
M4 ... 4
Washer M2.6 (Black) ... 8
M3 ... 4
M4 ... 2
M5 ... 4
Set Screw M3x3 ... 4
M4x4 ... 4

NOTE:
The parts showing work ● are temporary pre-assembled.
The parts showing work ○ are packed in the Blister-pack (Bubble-pack).
The parts showing work * are including spares besides indicated quantity.
Purchasable Parts for Your Kit

You can purchase replacement and optional parts for your kit. All of the parts identified by key number are usually not available singularly, but we offer these parts as convenient parts "packs" which can be purchased separately. To figure out which parts pack you need, find the key number for that part with the manual.

Then consult our parts pack guide below. When referring to the parts you need, always use the Parts Pack Number. For example, if you need a King Pin (Key #48) ask your dealer for Kyoshio Parts Pack OT-4 (King Pin).

### Optional Parts

<table>
<thead>
<tr>
<th>No.</th>
<th>Parts Name</th>
<th>Key No.</th>
<th>Qty.</th>
</tr>
</thead>
<tbody>
<tr>
<td>DT-47</td>
<td>Front Hub Set</td>
<td>Low Later Type</td>
<td></td>
</tr>
<tr>
<td>DT-47</td>
<td>Wheel (Low Profile Tire)</td>
<td>3 Pieces Type</td>
<td>x 2</td>
</tr>
<tr>
<td>DT-49</td>
<td>Wheel (Low Profile Tire)</td>
<td>One Piece Type</td>
<td>x 4</td>
</tr>
<tr>
<td>FD-2</td>
<td>Wheel (Neo door Yellow)</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>EF-103</td>
<td>Racing Wire</td>
<td>4 p. Silicon Cord</td>
<td></td>
</tr>
<tr>
<td>LM-15</td>
<td>Motor Cooling Set</td>
<td>Le Vaux Motor, Cooling Plate</td>
<td></td>
</tr>
<tr>
<td>LM-16</td>
<td>Maintenance Kit</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>RK-15</td>
<td>Low Profile Tire (Large stock pattern)</td>
<td>Rear Tire x2</td>
<td></td>
</tr>
<tr>
<td>1953</td>
<td>Spenser Sticker</td>
<td>Decal Spenser Mark</td>
<td></td>
</tr>
<tr>
<td>1972</td>
<td>Sponge Tire (A)</td>
<td>Set-hard Surface Type</td>
<td></td>
</tr>
<tr>
<td>1983</td>
<td>Frontier Hobby Oil</td>
<td>30c.</td>
<td></td>
</tr>
<tr>
<td>1981</td>
<td>Shock Oil Set (ST, MM)</td>
<td>Soft, Medium, Hard</td>
<td></td>
</tr>
<tr>
<td>1983</td>
<td>Silicon Oil (S)</td>
<td>Viscosity 10cs, 100cs x 1 (Same as 16/5)</td>
<td></td>
</tr>
<tr>
<td>1954</td>
<td>Silicon Oil (M)</td>
<td>Viscosity 50cs, 500cs x 1 (Same as 16/5)</td>
<td></td>
</tr>
<tr>
<td>1955</td>
<td>Silicon Oil (H)</td>
<td>Viscosity 50cs, 500cs x 1 (Same as 16/5)</td>
<td></td>
</tr>
<tr>
<td>1902</td>
<td>5 x 8 x Bearing</td>
<td>W-307 Ball Diff. (Front)</td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Ball Diff. (Rear)</td>
<td>W-503 Adjustable Shock (S)</td>
<td>Easy adjusting</td>
</tr>
<tr>
<td>1904</td>
<td>Adjustable Shock (L)</td>
<td>W-501 Low Profile Wheel</td>
<td>Silver Plate 2 pcs.</td>
</tr>
<tr>
<td>1902</td>
<td>Narrow Wheel</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>1903</td>
<td>Low Profile Wheel</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>1904</td>
<td>Narrow Wheel</td>
<td>Yellow 2 pcs.</td>
<td></td>
</tr>
<tr>
<td>1905</td>
<td>Low Profile Wheel</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>1906</td>
<td>Narrow Wheel</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>1907</td>
<td>Low Profile Tire (Hard)</td>
<td>For Hard Truck 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1908</td>
<td>Low Profile Tire (Soft)</td>
<td>For Soft Truck 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1909</td>
<td>Narrow Tire (Hard)</td>
<td>For Hard Truck 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1910</td>
<td>Narrow Tire SS-M</td>
<td>Low Height Pin Spike 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1911</td>
<td>Narrow Tire M-M</td>
<td>Multi Spike 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1912</td>
<td>Low Profile Tire SS-M</td>
<td>Low Height Pin Spike 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1913</td>
<td>Low Profile Tire M-H</td>
<td>Multi Spike 2pcs.</td>
<td></td>
</tr>
<tr>
<td>1914</td>
<td>Hard Pinion Gear</td>
<td>Hard Aluminum</td>
<td></td>
</tr>
<tr>
<td>W-505</td>
<td>Hard Pinion Gear</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>W-506</td>
<td>1956 Silicon Oil (Super Hard)</td>
<td>Adjustable Oil for Diff.</td>
<td></td>
</tr>
<tr>
<td>OTW-1</td>
<td>Stabilizer Set</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>OTW-5</td>
<td>Main Chassis (Carbon)</td>
<td>Tough chassis</td>
<td></td>
</tr>
</tbody>
</table>
| OT-124 | Main Chassis (178) | - 

---

No. 3104