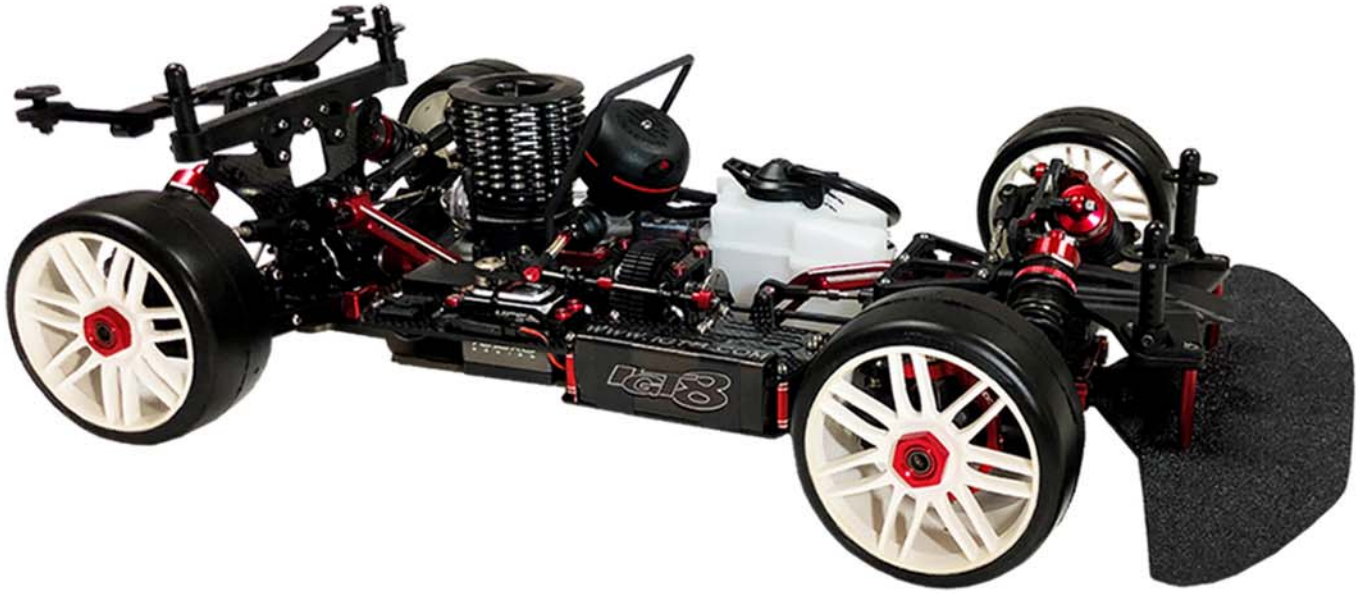
INSTRUCTION MANUAL

GT 2019



www.igt8.com

For any additional questions, please send us an email to: info@igt8.com

OVERVIEW

Components

IGT8 Stickers

USB Manual

Parts Bag

TOOLS NOT INCLUDED IN THE KIT

Body Reamer

Screw Cement

Instant Cemment

Curved Scissors

Cutter

Gear Grease

Needle Nosed Pliers

Craft Knife

Precision Caliper

Equipment Needed

Glow Fuel

Fuel Bottle

Glow Igniter

Glow Plug

Receiver Battery

Receiver Battery Charger

Starter Box

IMPORTANT-READ THIS BEFORE RUNNING

Running nitro kit is fun and easy, but to make this a safe and good experience you must observe a few rules. This kit is extremely fast, easily over 65KPH, and can seriously injure someone if you are not careful.

1. Where to run car?

◎Any running area you choose must be dry. Do not run car near any water or wet dirt.

◎Do not run on public streets. It is very easy to have the car run over or be damaged by hitting the curb.

◎Do not operate the car in tight confined places. The car is very fast and will easily hit something.

◎Do not run near people or animals. The car is very fast and could easily hit someone if you are not an expert driver.

◎Due to noise, you will want to consider the surrounding area when operating the car.

◎Do not operate the car at night. You will not be able to drive it safely.

◎Do not operate the car indoors. Engine exhaust fumes are dangerous.

2. Glow Fuel

◎Glow fuel is poisonous!

◎Glow fuel is flammable!

◎Do not leave in fuel bottle with lid off at any time.

◎Do use any fuel other than glow fuel in this engine.

3. First Time Starting the Engine

Caution!

When starting the engine make sure the following is observed.

◎Set engine Master needle to 3 turns (rich setting)

◎Do not do this alone, get an experienced friend to help for the first time.

◎Fill fuel tank, try not to spill fuel. Do not spill fuel on receiver.

◎Hold car off the ground, so it will not runaway when it first starts.

◎Turn onthe radio and check the linkage before starting engine.

◎Turn on car receiver battery switch.

◎Always have an air filter on the carburetor to keep dirt out.

4. Emergency Engine Stopping

◎Remove air filter and cover carb. intake.

◎Squeeze fuel line and hold until engine stops.

◎With a rag, cover exhaust outlet.

5. Storing Car After Running

◎Remove fuel from tank and fuel lines

◎Turn off radio in the car

◎Put a few drops of after run in the engine to keep it from rusting.

◎Clear oil and dirt from chassis with a degreaser.

6. Precautions

◎This kit is not a toy. Always run car with a second person as a spotter and pitman.

◎Hot Parts-The pipe, manifold, engine and head are very hot and will cause burns.

◎Rotating Parts-Keep hands away from the drive train, wheels, and engine when engine is running.

◎Radio-Check battery life before running the car. The radio does not have full control of the car with steering and/or throttle/brake, do not run until corrected. Failure to correct this will result in possible injury and damage to the car or property. We strongly recommend using a Failsafe.

◎Glow fuel-Do not leave the glow fuel unattended with the lid off. Fuel contains Methanol and Nitro Methane and is flammable and poisonous.

Store fuel in cool ventilated location. Refer to the glow fuel label for additional precautions.

◎Fuel tank in the car-Never store fuel in car tank, it will ruin the engine if left in tank.

◎Always turn off the car BEFORE turning off the radio.

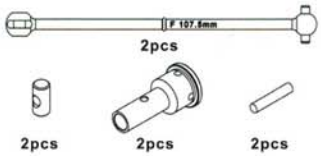
◎DAMAGE DUE CAR RUN AWAY IS NOT A WARRANTY ISSUE .

PARTS REFERENCE

IGT8HF004
Diff. Gear 10Tx4, 20Tx2, 0.15mmx8

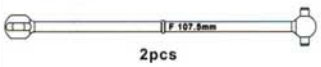
2pcs 4pcs 8pcs

IGT8HD040
Front wheel CVD Shaft Set, 107.5mm



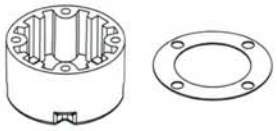
2pcs 2pcs 2pcs 2pcs

IGT8HD04A
Front Wheel CVD Shaft, 107.5mm



2pcs

IGT8HF001
Diff. Case (F&R)



1pcs 1pcs

IGT800H05A
Rear Wheel CVD Shaft, 105mm

2pcs

IGT8HF071
Drive Shaft Insert / 2.5 x12.8 Pin

4pcs 4pcs

IGT8HD004
CVD Wheel Axle

2pcs

IGT8HF019
3.5 x 45.8 Rear Upright Shaft

2pcs

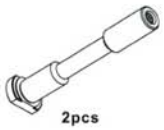
IGT8HF040
Steering King Pin

4pcs

IGT8HF042
Front Arm Bushing

4pcs

IGT8HF024
Servo Saver Post



2pcs

IGT8HF014
Alum. Servo Saver Tube

2pcs

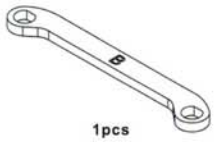
IGT8HF060
Fuel Tank 150cc

1pcs

IGT800H10
Servo Saver Adjuster, 12 x 1.7 O-Ring

1pcs 1pcs

IGT8H00H18
Servo Saver Connecting Plate, BType



1pcs

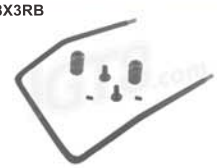
IGT8HF029
Servo Saver Screw

2pcs

IGT8HF030
Servo Saver Bushing

2pcs

IGT8X3RB



1pcs

IGT8HF018
Brake Cam

2pcs

IGT8HF072
Brake Pad Screw

4pcs

IGT8HF054
Brake Rod Spring

2pcs

IGT8HF031
7x8.5mm Ball & Socket

4pcs

IGT8HF033
7x12mm Ball & Socket

4pcs

IGT8HF073
Hex 4mm Ball & Socket

2pcs

IGT8HF036
2.5x11.8 Pins

10pcs

IGT8HF070
2.5x12.8 Pin

10pcs

IGT8HF055
Brake Linkage Rod 1.8 x 95mm

1pcs

IGT8HF035
Diff Gasket 31x20x0.3

3pcs

IGT8HF074
4x8mm Engine Mount Screw

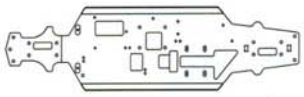
4pcs

IGT8HF046
4x10mmSet Screw, Round Head

4pcs

PARTS REFERENCE

IGT8X3CHS
6061 - 3mm Chassis

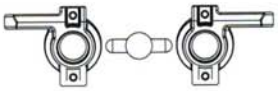


1pcs

IGT8HA004H
Front Lower Arms L&R

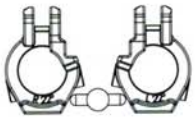
1pcs

IGT8HA013
Steering Knuckle Arm L,R



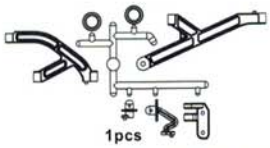
1pcs

IGT8HA015
Front C Hub L,R



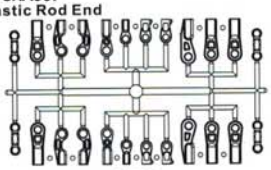
1pcs

IGT8HA011
Body Post/Center Brace



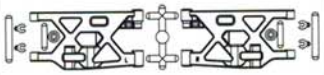
1pcs

IGT8HA007
Plastic Rod End



1pcs

IGT8HA005H
Rear Lower Arms L&R

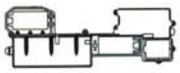


1pcs

IGT8HA014
Rear Hub Carrier L&R

1pcs

IGT8HA009
Receiver/Battery Box



1pcs

IGT8HA010
Throttle/Steering Level Set

1pcs

IGT8HE006
8x14 Ball Bearing

4pcs

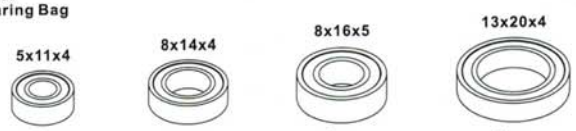
IGT8HE001
13x20 Ball Bearing

4pcs

IGT8HF075
Screw Bag

3x5	10pcs	
3x8	2pcs	
3x10	8pcs	
3x12	8pcs	
3x15	12pcs	
3x18	10pcs	
3x20	2pcs	
3x22	2pcs	
3x25	2pcs	
3x35	2pcs	
4x15	1pcs	
4x18	4pcs	
3x8	10pcs	
3x10	7pcs	
3x15	6pcs	
3x16	2pcs	
3x35	4pcs	
4x12	8pcs	
4x16	4pcs	

IGT8HE007
Ball Bearing Bag

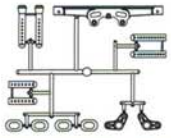


4pcs 4pcs 6pcs 4pcs

IGT800F23 & IGT800F24
Front & Rear Shock Tower

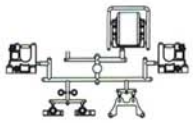
1pcs 1pcs

IGT8HA002
Body Mount



1pcs

IGT8HA003
Center Diff Mount



1pcs

IGT8HD001
98mm Drive Shaft

2pcs

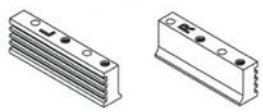
IGT8HF005
Diff. Cap Joint

2pcs

IGT8HD003
Rear Wheel Axle Shaft

2pcs

IGT800H20
Engine Mount L&R



1pcs 1pcs

IGT8HA001
Front & Rear Bumper

1pcs

IGT8HF017
Brake Pad (For:Nitro)

2pcs

IGT800H09
Alum. Chassis Brace Mount

4x20 M4 Nut

1pcs 1pcs 1pcs

IGT8HF015
CNC Brake Disk (Front)

1pcs

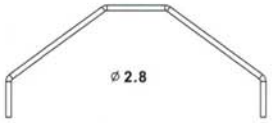
IGT8HF016
CNC Brake Disk (Rear)

1pcs

PARTS REFERENCE

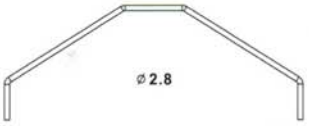
X3GTPROUSB1
Instruction Manual (USB)

IGT8HF078
Front Anti-roll Bar 2.8mm, Black



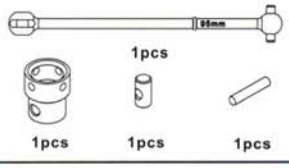
1pcs

IGT8HF026
Rear Anti-roll Bar 2.8mm, Black



1pcs

IGT8HD020
Center CVD Shaft Set, Front



1pcs 1pcs 1pcs 1pcs

IGT800214
60T Spur 1st Gear

1pcs

IGT800213
61T Spur 1st Gear

1pcs

IGT800212
62T Spur 1st Gear

1pcs

IGT800217
56T Spur 2nd Gear

1pcs

IGT800216
57T Spur 2nd Gear

1pcs

IGT800215
58T Spur 2nd Gear

1pcs

IGT800221
20T Pinion 1st Gear

1pcs

IGT800222
19T Pinion 1st Gear

1pcs

IGT800223
18T Pinion 1st Gear

1pcs

IGT800220
23T Pinion 2nd Gear

1pcs

IGT800219
24T Pinion 2nd Gear

1pcs

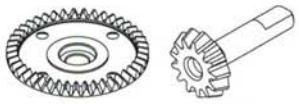
IGT800218
25T Pinion 2nd Gear

1pcs

IGT8HF009
16mm GT Shock Spirng,
Medium (Black)

2.3x35x5.25T-4pcs

IGT8HF002 & IGT8HF003
Spiral Bevel Gear 43T&13T



1pcs 1pcs

IGT800F04
Flex Top Plate

OPT

1 pcs

OPT

IGT800F18
Plastic Bumper

OPT

1 pcs

IGT800F17
Center CVD Cover

OPT

2 pcs

IGT800F21
Carbon Fiber Front Body Podt Suport

OPT

1 pcs

IGT800F16
Center Optional Graphite Brace

OPT

IGT800F12
Lower FF Suspension Block

OPT

1 pcs

IGT800T05
Titanium Turnbuckle Set

OPT

IGT800T06
Aluminum Brake Cam

OPT

2 pcs

IGT800T03
Titanium Rear Brace Screw

OPT

1 pcs

IGT800T04
Titanium Front Arms Screws

OPT

4 pcs

IGT800T09
Aluminum Joint Cups

OPT

2 pcs

IGT800H01
Lightweight Differential Cup Joint

OPT

2 pcs

IGT800T11
Titanium King Pins

OPT

4 pcs

OPTION PARTS REFERENCE

OPT

IGT800H01
Diff. Cap Joint (Lightweight)

2pcs

OPT

IGT800H07
Chassis Brace (Front/Rear)

1pcs 1pcs

3x12 3x10 M3 Nut

1pcs 4pcs 5pcs

OPT

IGT800H04
Alim. Diff Cross Pin(Hard-Coated)

6pcs

OPT

IGT800T07
Aluminum A Bushings

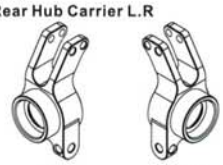
4 pcs

OPT

IGT800T10
Aluminum Ball Set

OPT

IGT800H19
Alum. Rear Hub Carrier L.R



1pcs 1pcs

4mm 8x16x5 13x20x4

4pcs 2pcs 2pcs

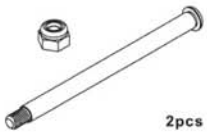
OPT

IGT800T08
Aluminum Steering Ball Joints

4 pcs

OPT

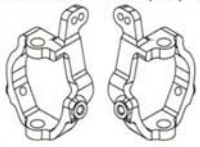
IGT800H06
Screw Type Arms Shaft, 3.5mm



2pcs

OPT

IGT800H14
Alum. CNC C Hub (10°) L,R

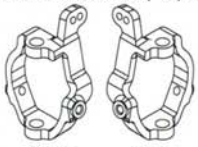


3x18 M3 Nut

1pcs 1pcs 2pcs 2pcs

OPT

IGT800H27
Alum. CNC C Hub (0°) L,R

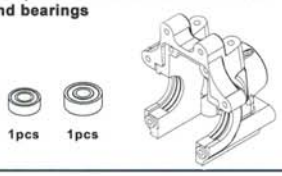


3x18 M3 Nut

1pcs 1pcs 2pcs 2pcs

OPT

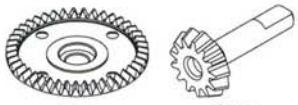
IGT800F10
One-piece bulkhead with CNC insert and bearings



1pcs 1pcs

OPT

IGT8HG003
Spiral Bevel Gear 42T&14T



1pcs 1pcs

OPT

IGT800T02
Titanium Screw Set

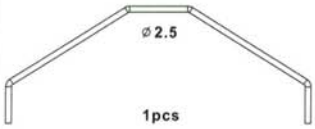
OPT

IGT8HG04A
Center CVD Shaft, Front ,95mm

1pcs

OPT

IGT800H03
Rear Anti-Roll Bar 2.5mm,Nnickel-Plating

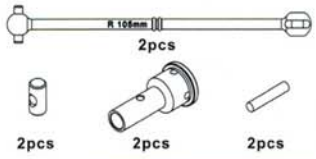


ø2.5

1pcs

OPT

IGT800H05
Rear Wheel CVD Shaft Set, 105mm



2pcs

2pcs 2pcs 2pcs

OPT

IGT800H02
Serrated whel Nuts

4 pcs

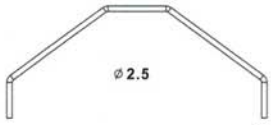
OPT

IGT800T01
Aluminum Front Axle

2 pcs

OPT

IGT800H28
Front Anti-Roll Bar 2.5mm



ø2.5

1pcs

OPT

IGT800F05
Rear Body Suport

1 pcs

OPT

IGT800F01
Carbon Fiber Radio Tray Stiffener

1 pcs

OPT

IGT800F2A, IGT800F2B & IGT800F2C
Carbon Fiber Ackerman A, B & C

OPT

IGT800F03
2.3m Suspension Springs

2 pcs

OPT

IGT800F13
Carbon Fiber Transmission Top Mount

1 pcs

OPT

OPT

SYMBOLS USED THROUGHOUT THE INSTRUCTION MANUAL

Parts Bag Used

Degrease With Motor Spray

Do Not Over Tighten — Do Not Over Tighten

Tighten — Tighten

Ensure Free Movement — Ensure Free Movement

Contact Adhesive — Contact Adhesive

Screw Cement — Apply Screw Cement

Oil — Apply Oil

Apply Grease — Apply Lubricant

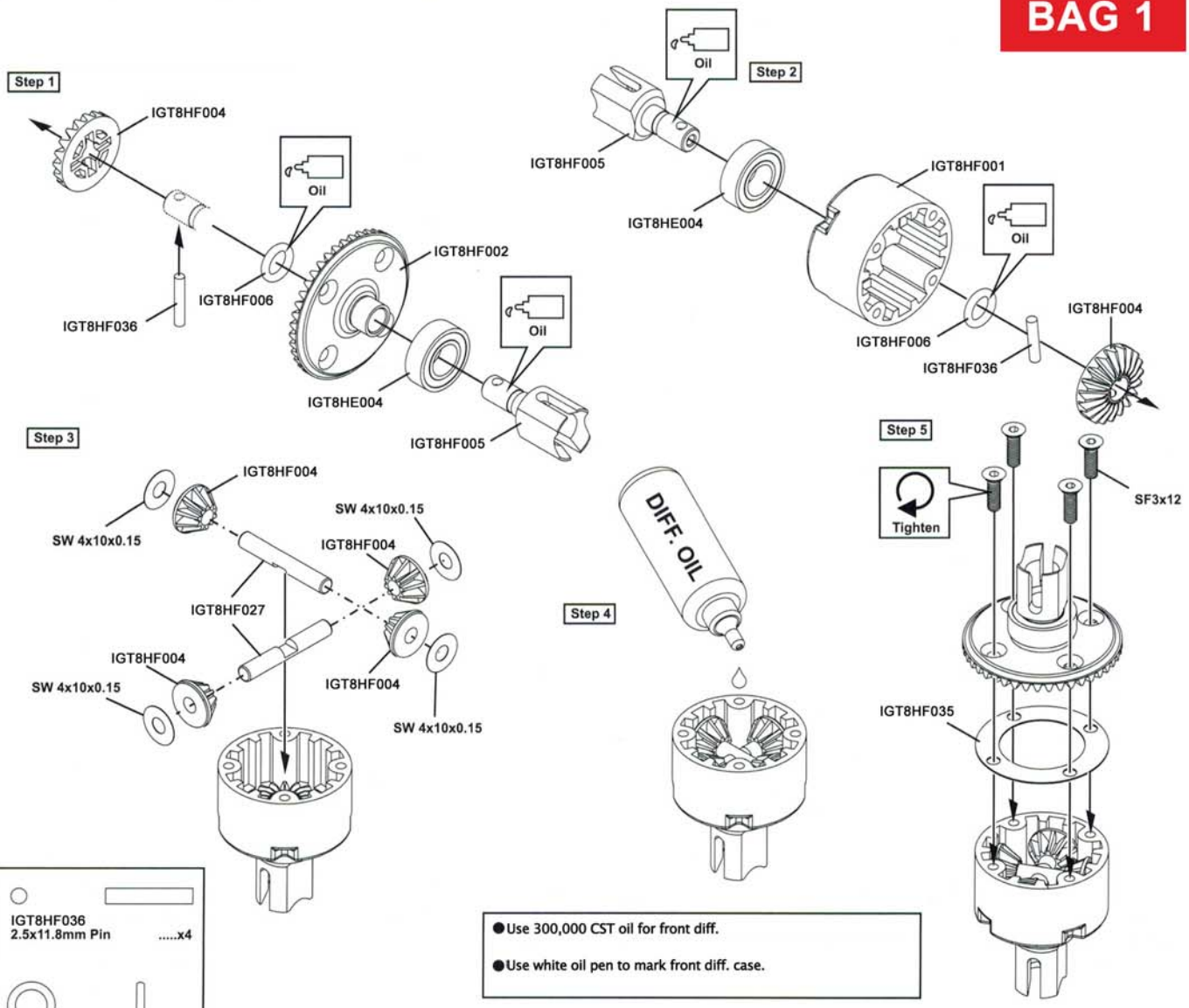
1:1 — True-To-Scale

Time — Time

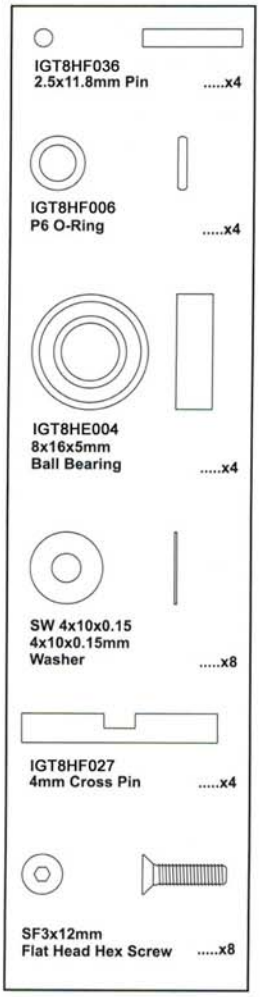
Pay attention here

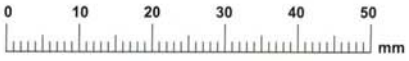
1a ASSEMBLY OF THE FRONT DIFF. (PLASTIC)

BAG 1

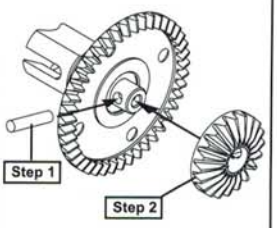


- Use 300,000 CST oil for front diff.
- Use white oil pen to mark front diff. case.

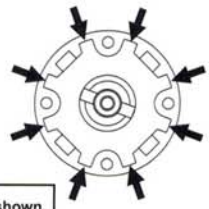




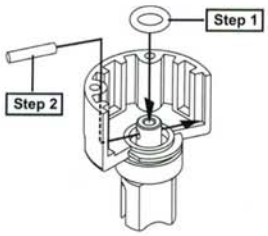
Step detail



Step detail

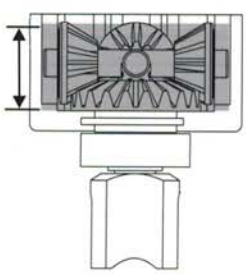


Instructions into the Pin as shown.



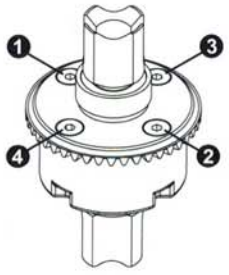
Step detail

Fill the diff oil just level with the top of the satellite pins.

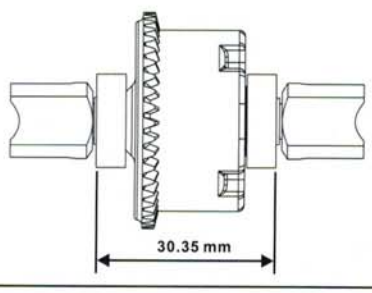


Step detail

Repeat tightening in this order

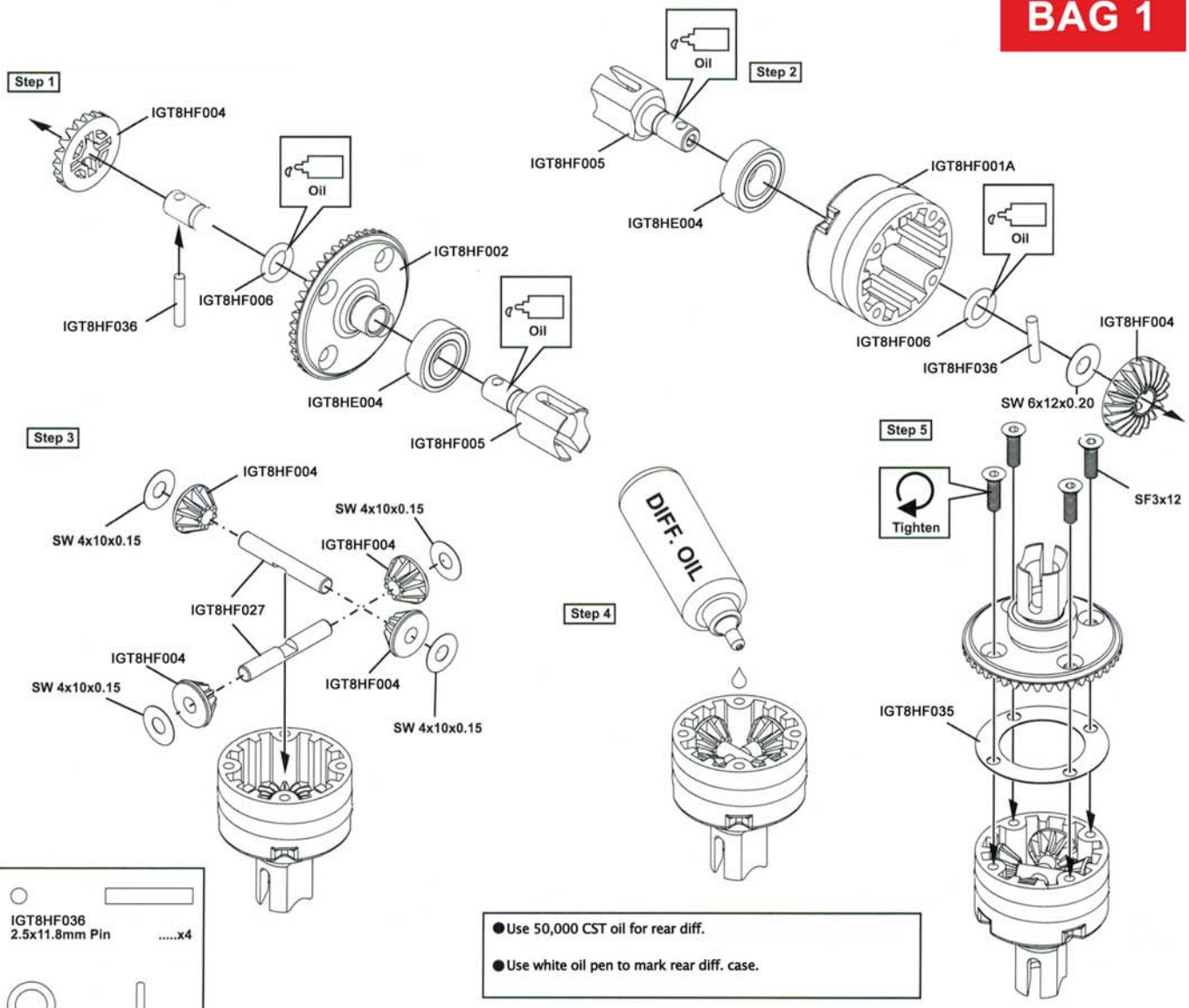


After assembly the differential should be 30.35mm measured from the ends of the installed ball-bearings. If differential is longer, hold the bevel gear and retighten the 4 screws.



1b ASSEMBLY OF THE REAR DIFF. (ALUMINUM)

BAG 1



- Use 50,000 CST oil for rear diff.
- Use white oil pen to mark rear diff. case.

IGT8HF036
2.5x11.8mm Pin x4

IGT8HF006
P6 O-Ring x4

IGT8HE004
8x16x5mm
Ball Bearing x4

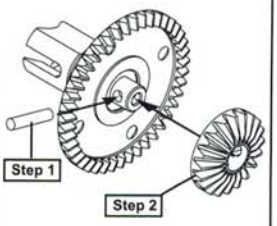
SW 4x10x0.15
4x10x0.15mm
Washer x8

IGT8HF027
4mm Cross Pin x4

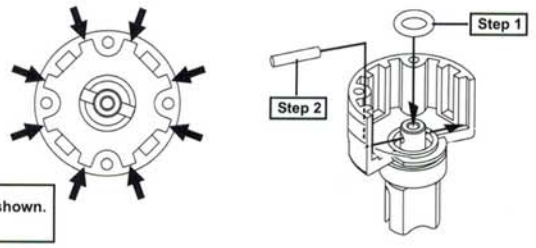
SF3x12mm
Flat Head Hex Screw x8

0 10 20 30 40 50 mm

Step detail



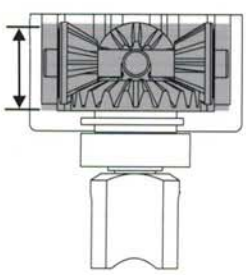
Step detail



Instructions into the Pin as shown.

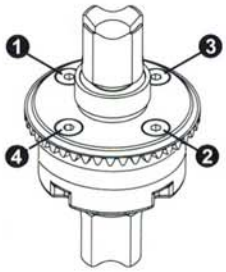
Step detail

Fill the diff oil just level with the top of the satellite pins.

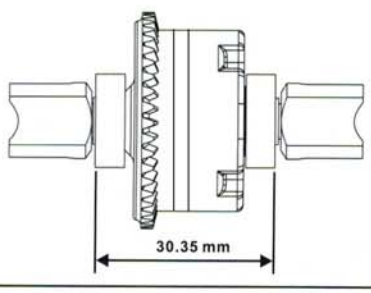


Step detail

Repeat tightening in this order

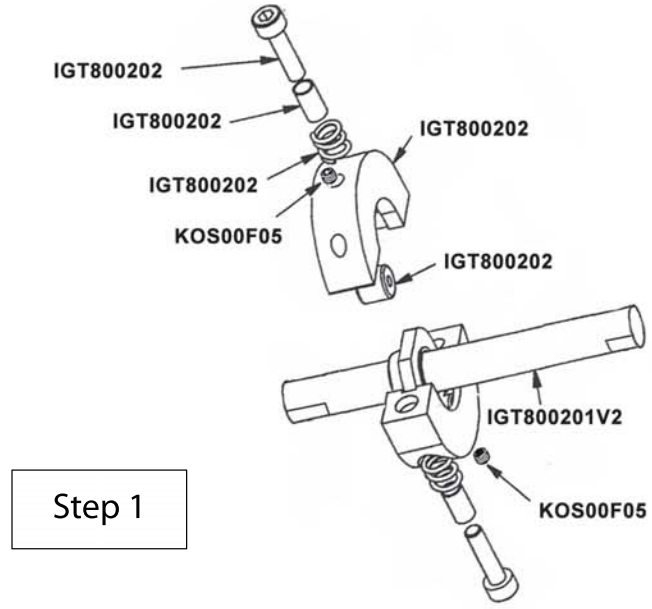


After assembly the differential should be 30.35mm measured from the ends of the installed ball-bearings. If differential is longer, hold the bevel gear and retighten the 4 screws.

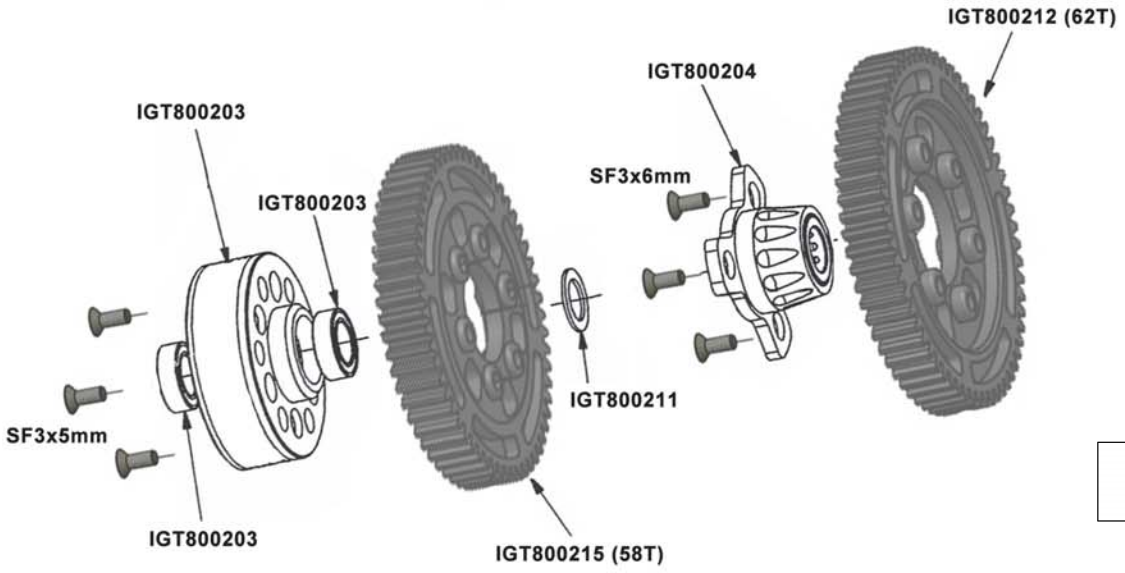


2 ASSEMBLY OF THE TWO SPEED GEAR.

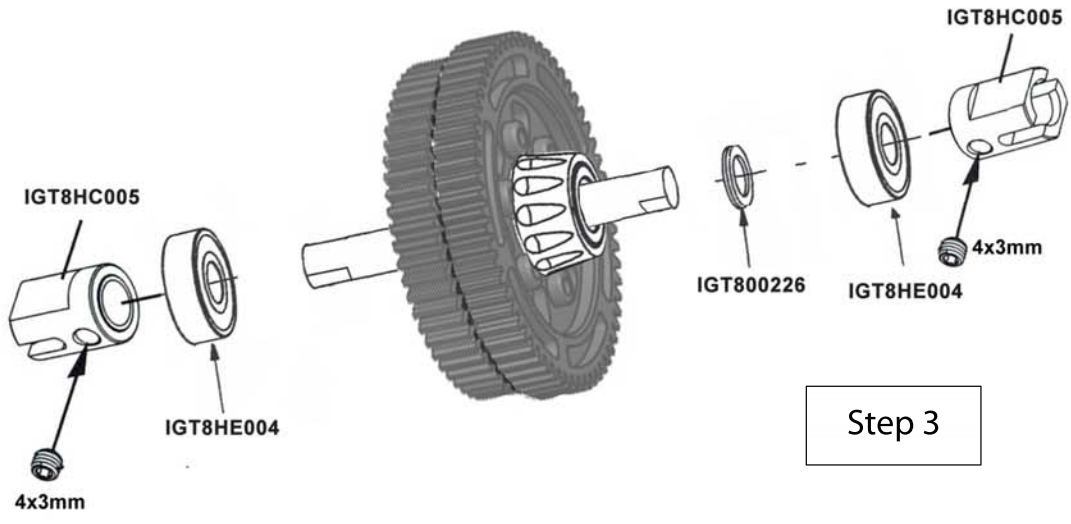
BAG 5



Step 1



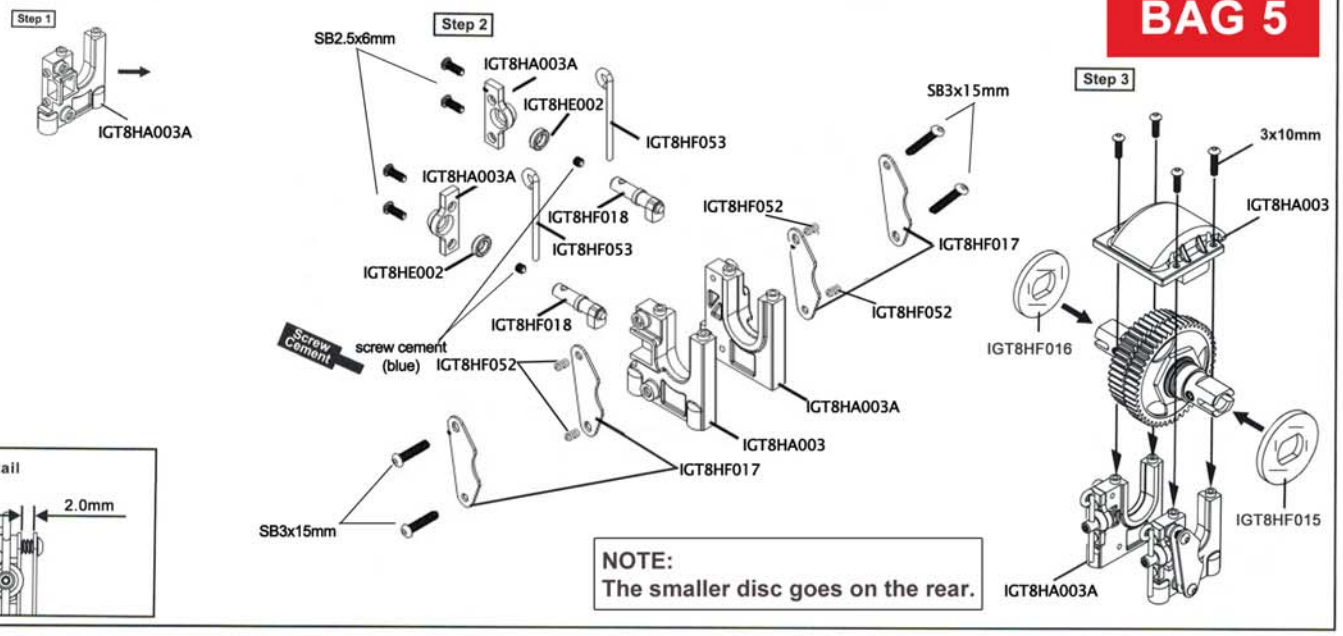
Step 2



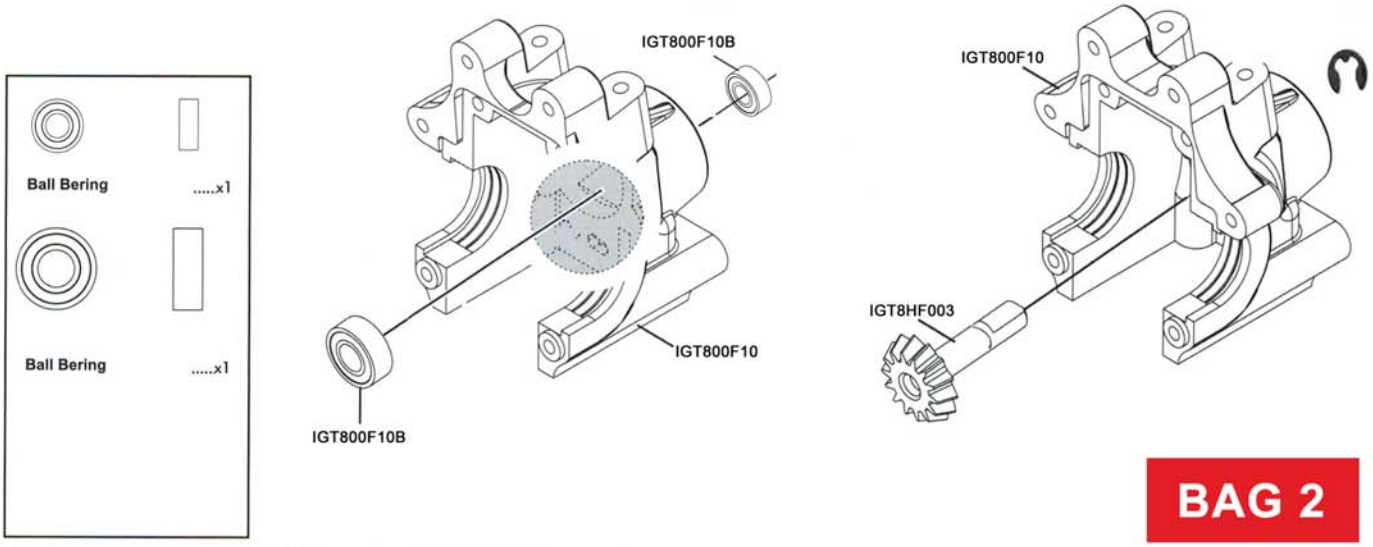
Step 3

3 ASSEMBLY OF THE CENTER DIFF. MOUNT

BAG 5



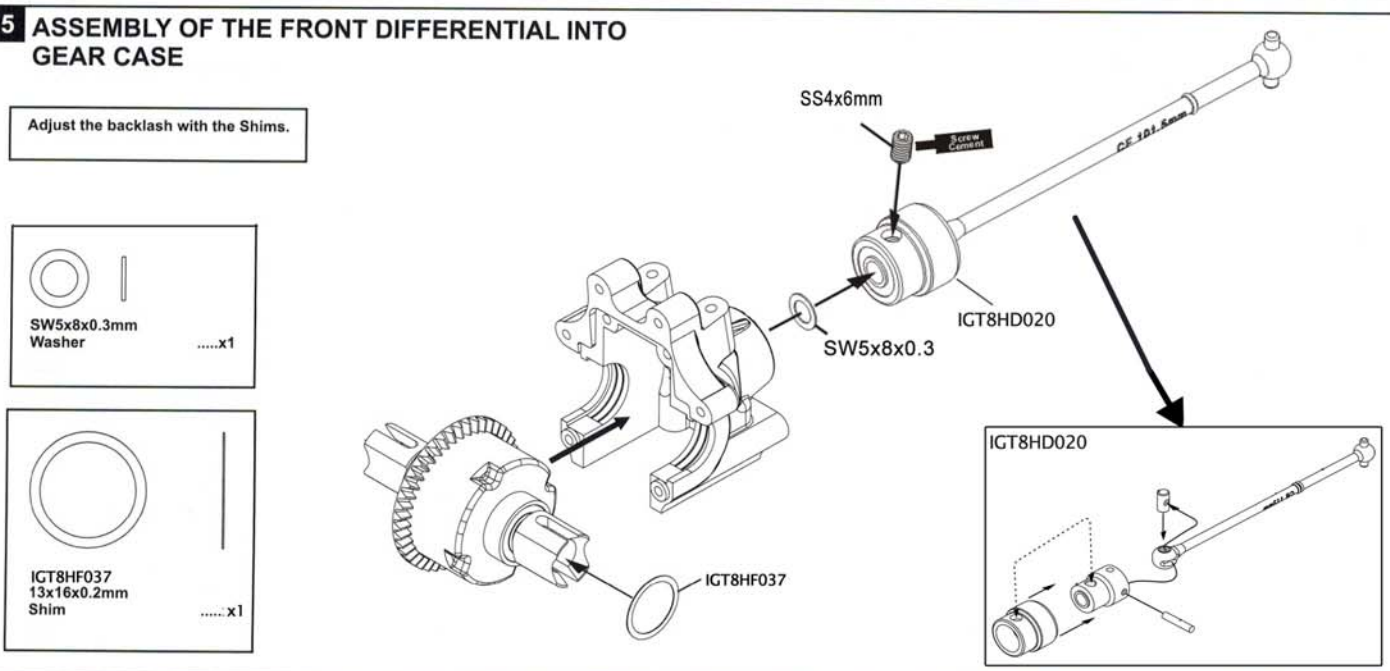
4 ASSEMBLY OF THE FRONT GEAR CASE



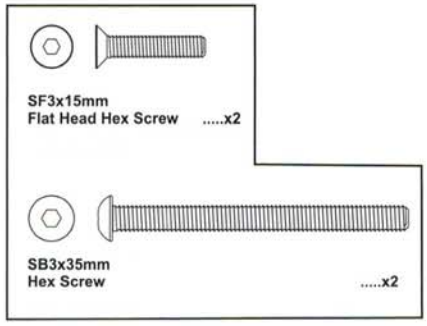
BAG 2

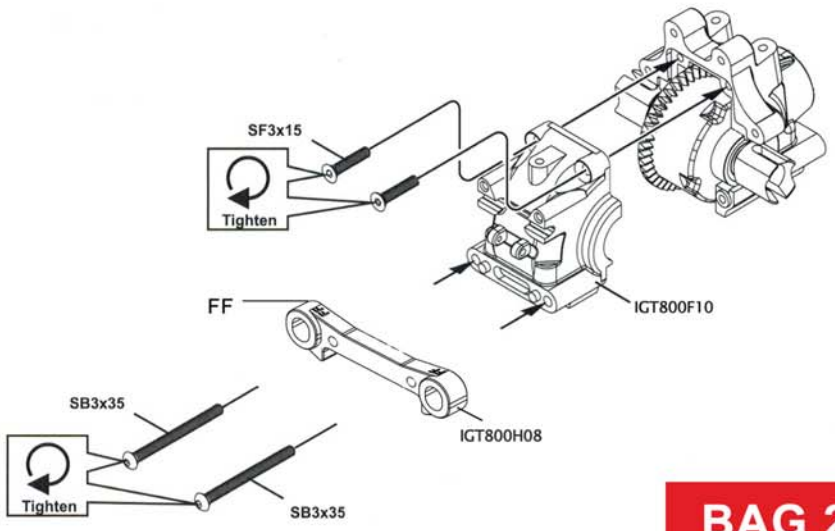
5 ASSEMBLY OF THE FRONT DIFFERENTIAL INTO GEAR CASE

Adjust the backlash with the Shims.



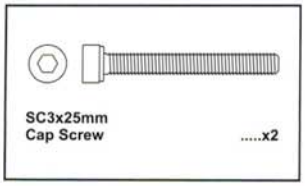
6 ASSEMBLY OF THE FRONT DIFFERENTIAL INTO GEAR CASE

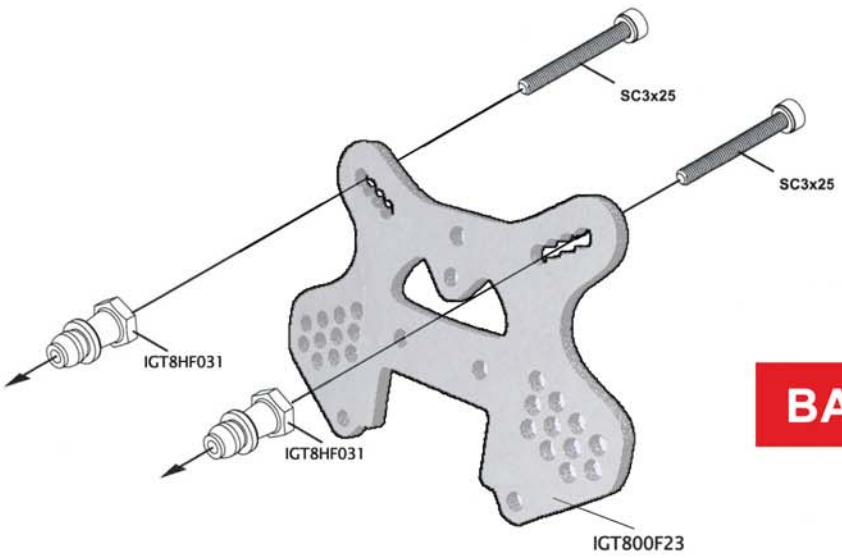




BAG 2

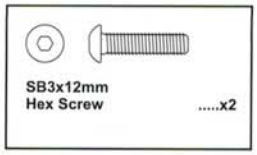
7 ASSEMBLY OF THE FRONT SHOCK STAY

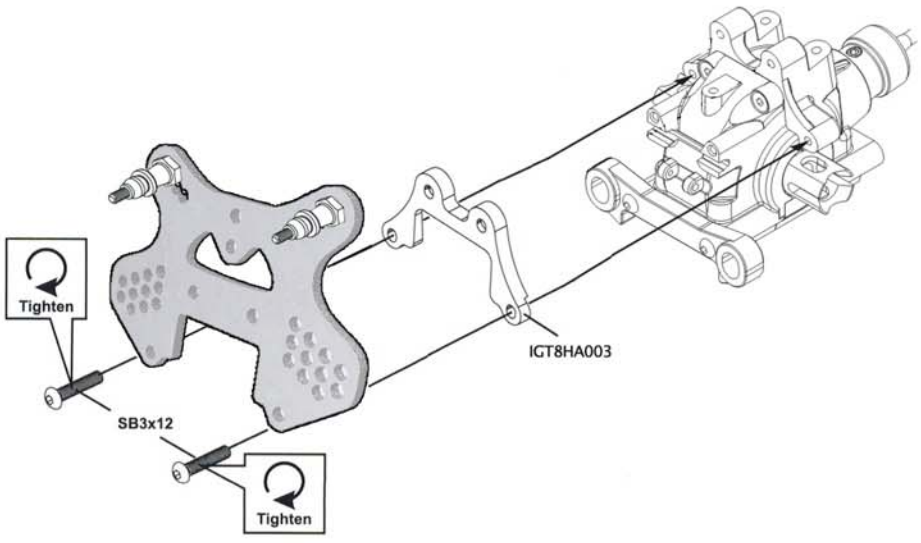




BAG 2

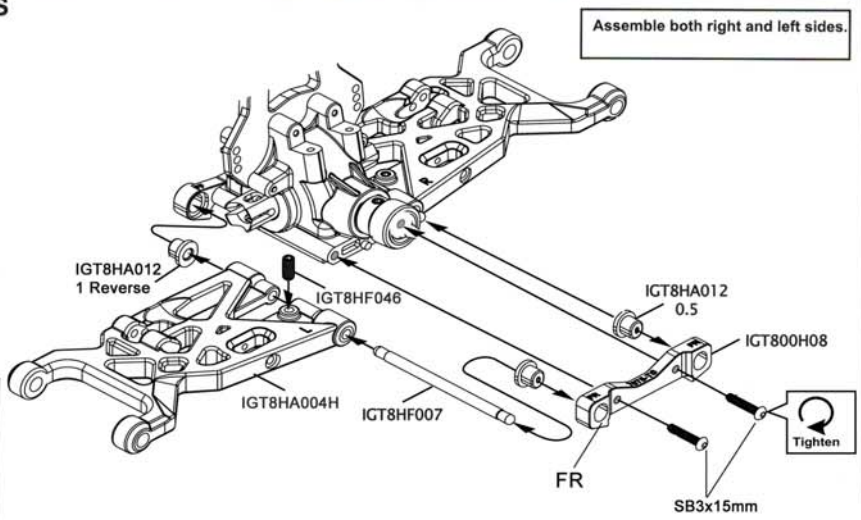
8 ASSEMBLY OF THE FRONT SHOCK STAY ONTO GEAR CASE





9 ASSEMBLY OF THE FRONT LOWER ARMS

Assemble both right and left sides.



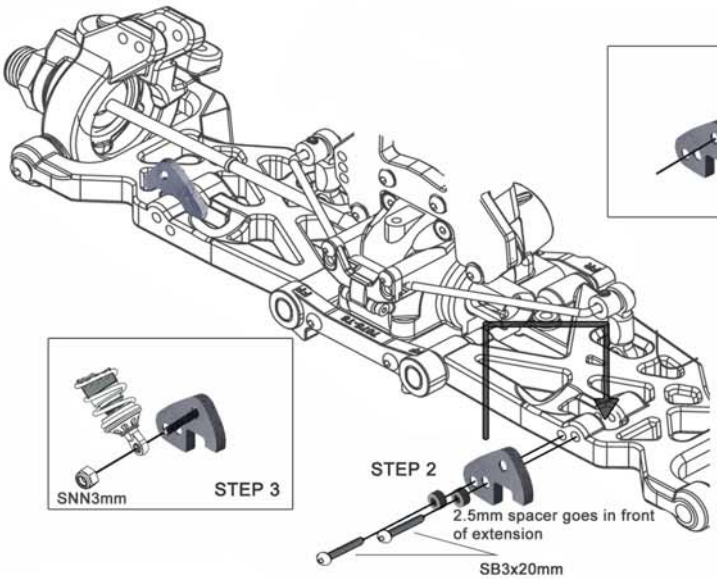
Step detail

IGT8HF046
4x10mm
Round Head Set Screw x2

*A 4x10mm round head set screw is used to adjust droop.

BAG 2

10 ASSEMBLY OF THE SHOCK EXTENSIONS



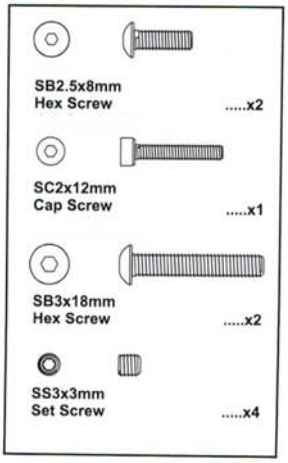
STEP 2

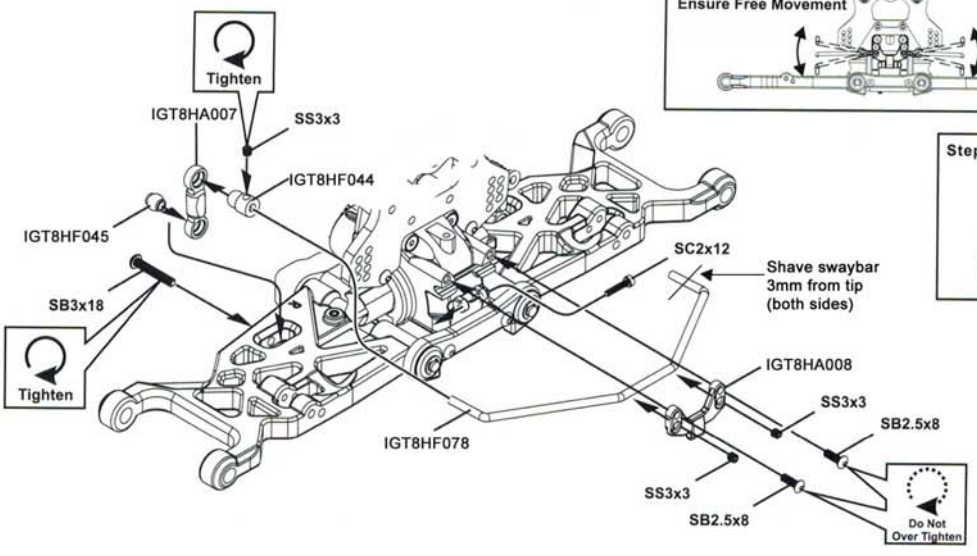
2.5mm spacer goes in front of extension

SB3x20mm

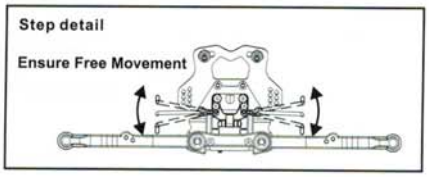
11 ASSEMBLY OF THE FRONT STABILIZER ROD

BAG 2

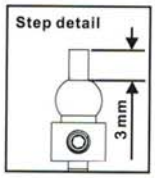




Step detail

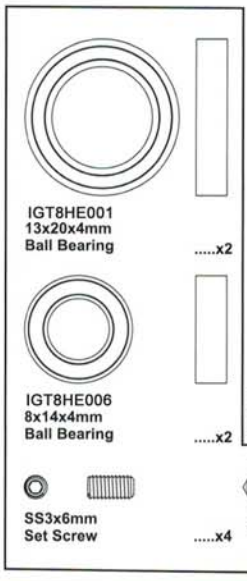


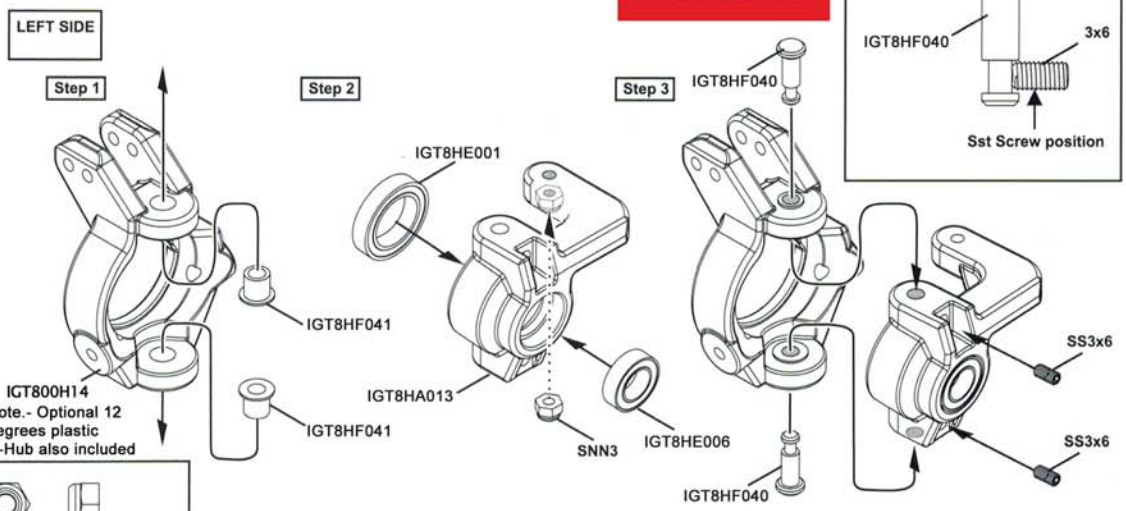
Step detail



12 ASSEMBLY OF THE FRONT KNUCKLE ARMS

BAG 2





Note.- Kit comes with 2 caster options:
12 degree plastic (shown) and
10 degree aluminum

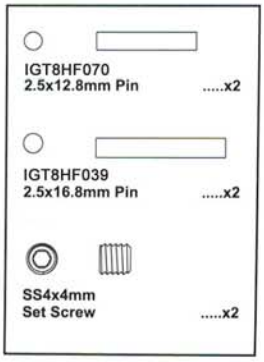
Assemble both right and left sides.

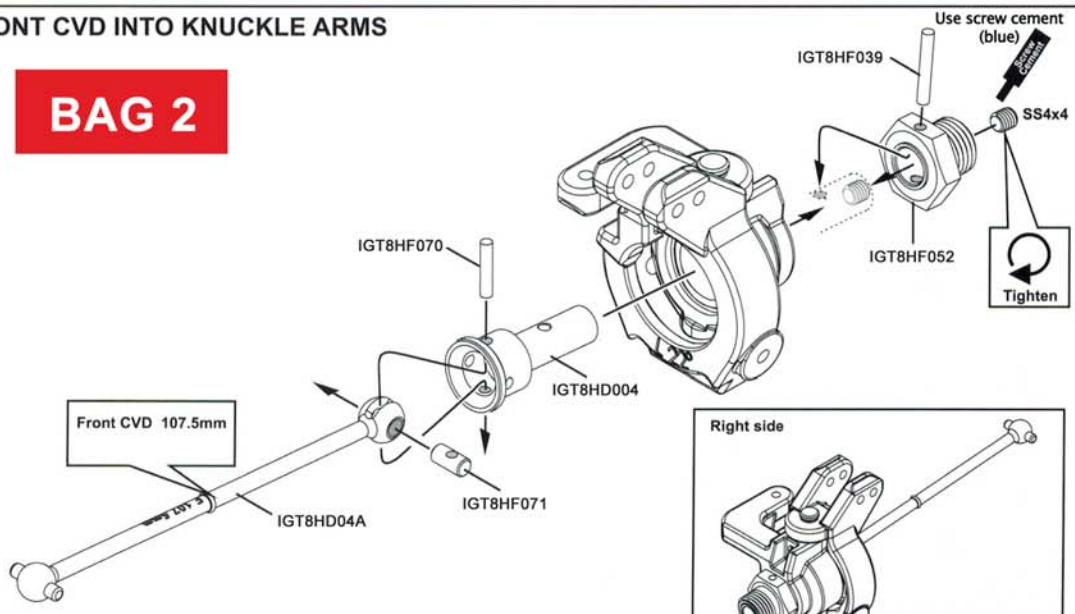
13 ASSEMBLY OF THE FRONT CVD INTO KNUCKLE ARMS

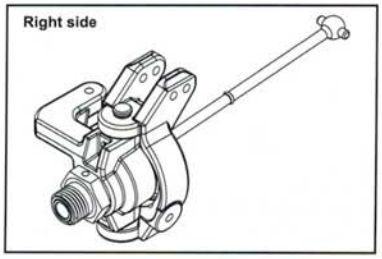
BAG 2

LEFT SIDE

Assemble both right and left side.



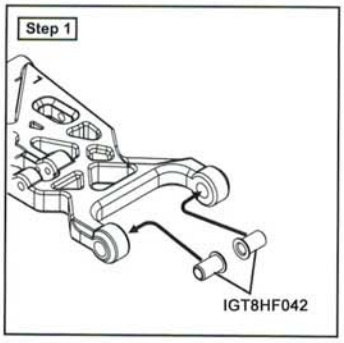


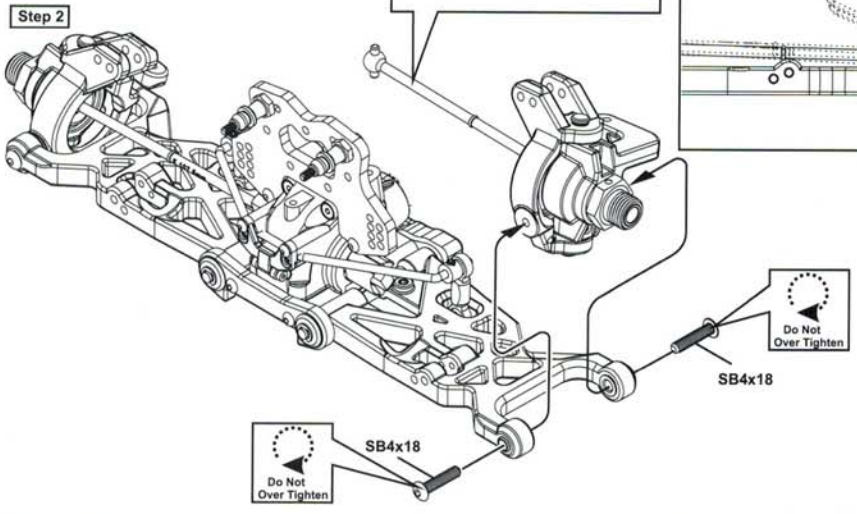


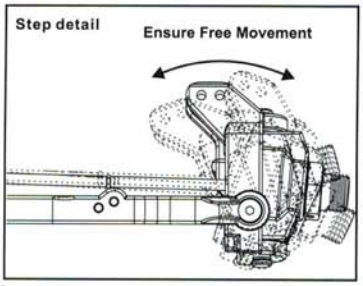
14 ASSEMBLY OF THE KNUCKLE ARMS ONTO FRONT LOWER ARMS

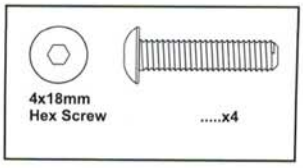
Assemble both right and left sides.

*Insert the front drive shaft into cap joint before assembly.







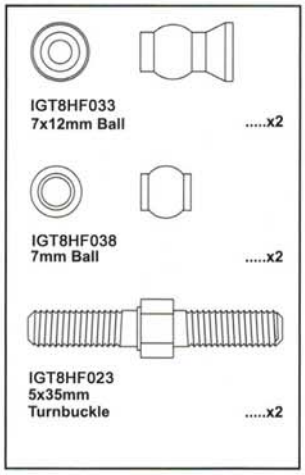


15 ASSEMBLY OF THE FRONT UPPER ARMS

BAG 2

Assemble both left and right sides.

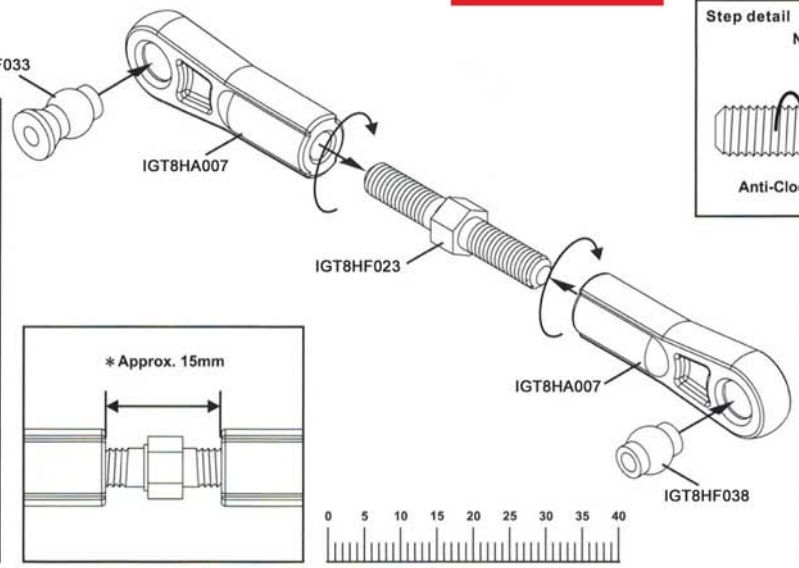
LEFT SIDE



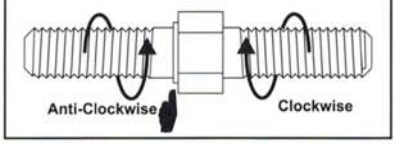
IGT8HF033
7x12mm Ball x2

IGT8HF038
7mm Ball x2

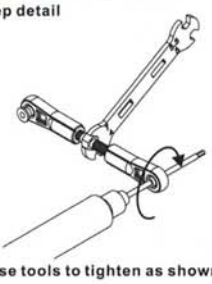
IGT8HF023
5x35mm
Turnbuckle x2



Step detail
Note the locking direction!



Step detail

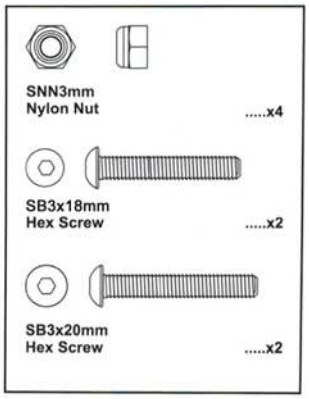


Use tools to tighten as shown.

16 ASSEMBLY OF THE FRONT UPPER ARMS

Assemble both right and left sides.

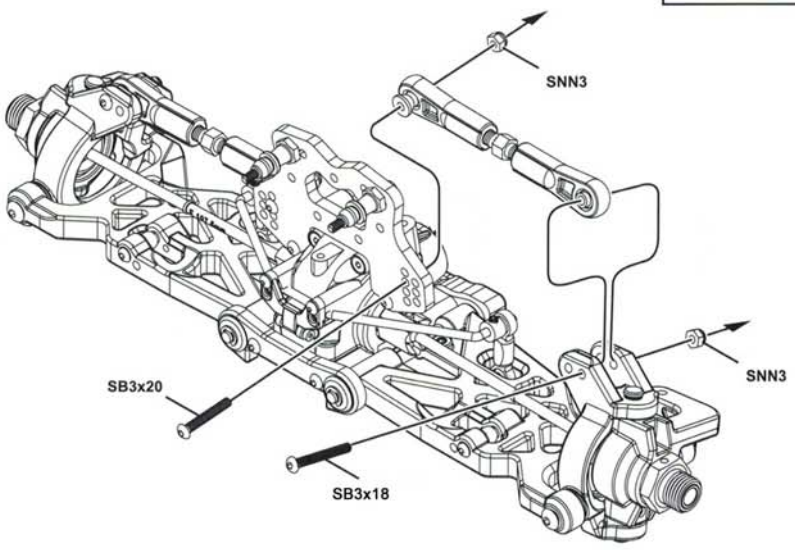
LEFT SIDE



SNN3mm
Nylon Nut x4

SB3x18mm
Hex Screw x2

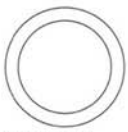
SB3x20mm
Hex Screw x2



17 ASSEMBLY OF THE SERVO SAVER

BAG 3

IGT8HF029
Steering Plat
Hex Screw x2

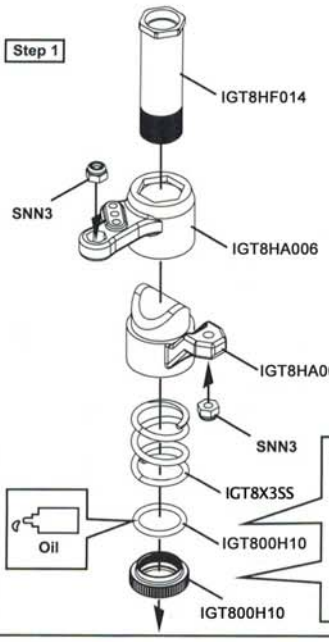


IGT800H10
12x1.7mm O-Ring X1

SNN3mm
Nylon Nut X3

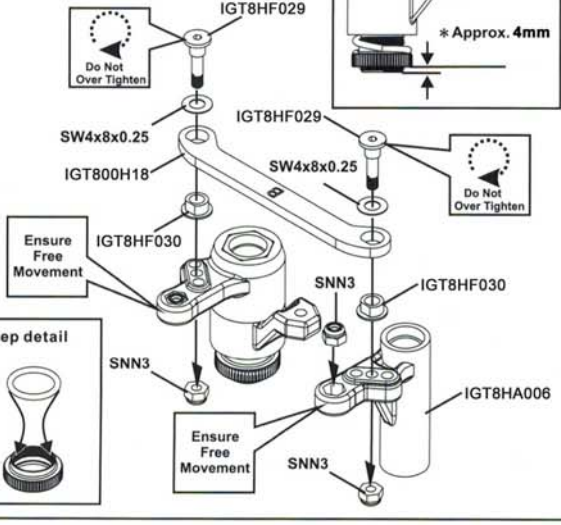
SW4x8x0.25
Washer x2

Step 1

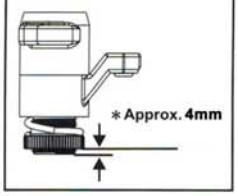


Step detail

Step 2



Servo saver spring preload.



18 ASSEMBLY OF THE FRONT PLATE ONTO SERVO SAVER

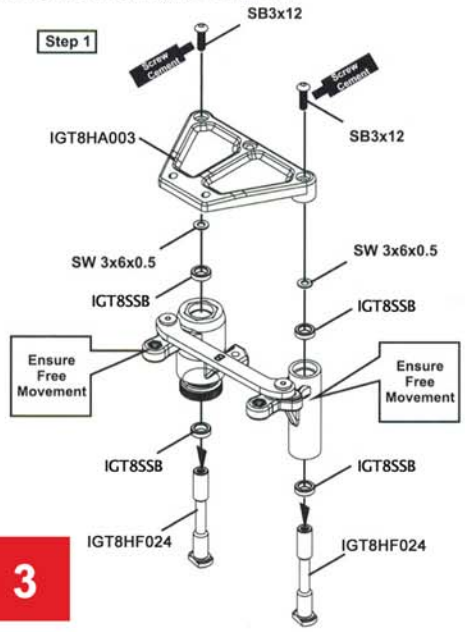
SNN3mm
Nylon Nut x1

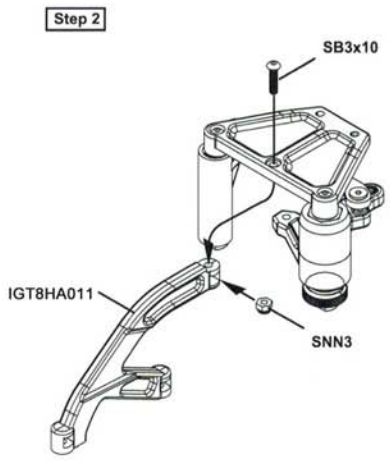
SB3x10mm
Hex Screw x1

SB3x12mm
Hex Screw x2

SW3x6x0.5
Washer x2

BAG 3

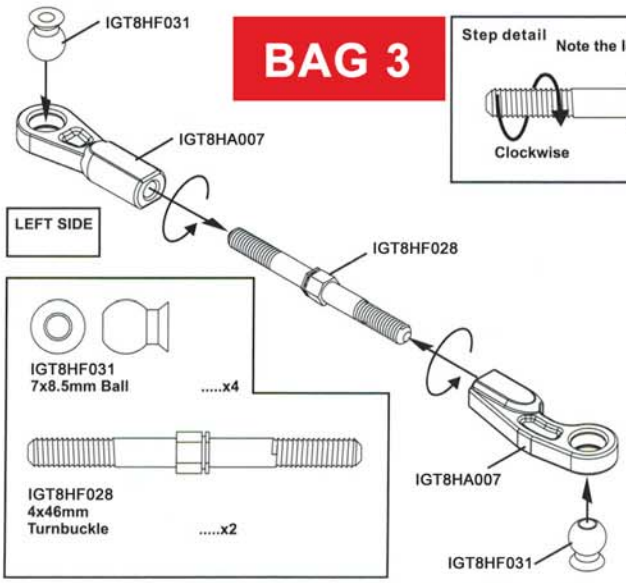




19 ASSEMBLY OF THE STEERING TIE-ROD

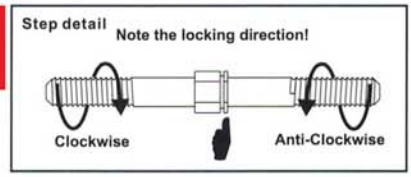
Make two steering rods for left and right hand sides.

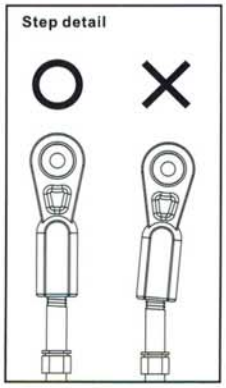
BAG 3

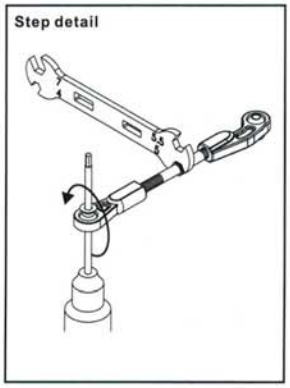


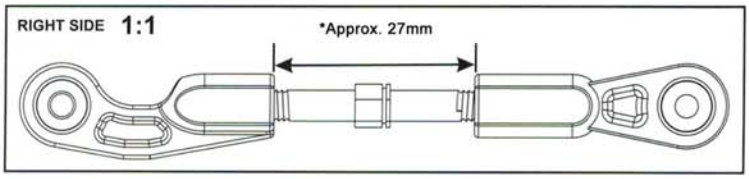
IGT8HF031
7x8.5mm Ball x4

IGT8HF028
4x46mm
Turnbuckle x2



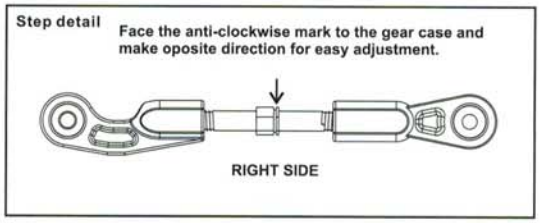




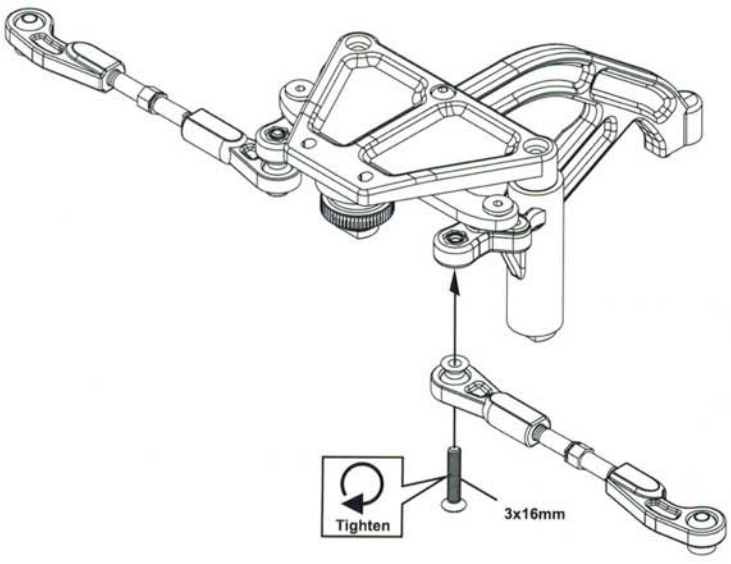


20 ASSEMBLY OF THE STEERING TIE-ROD

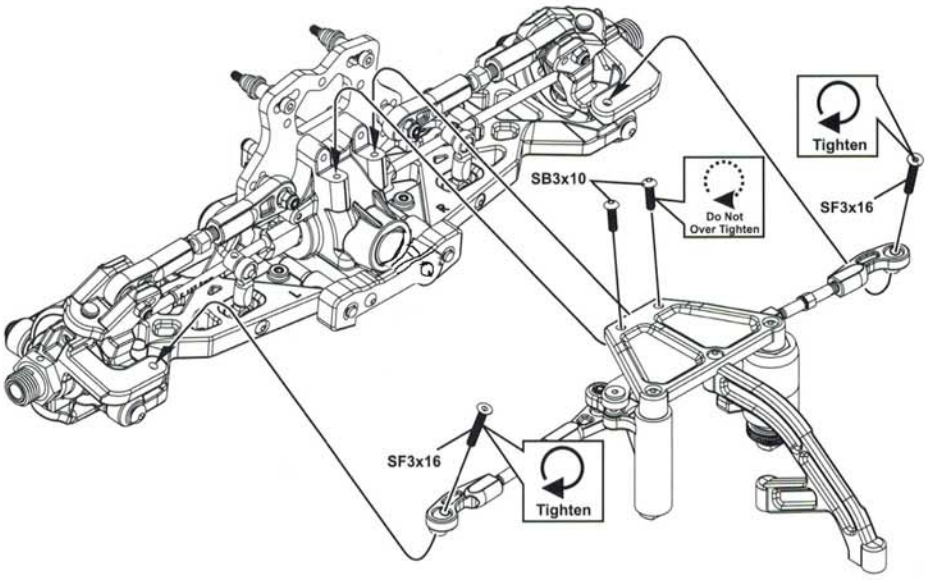
BAG 3



SF3x16mm
Flat Head Hex Screw x2



21 ASSEMBLY OF THE SERVO SAVE R ONTO THE FRONT GEAR BOX

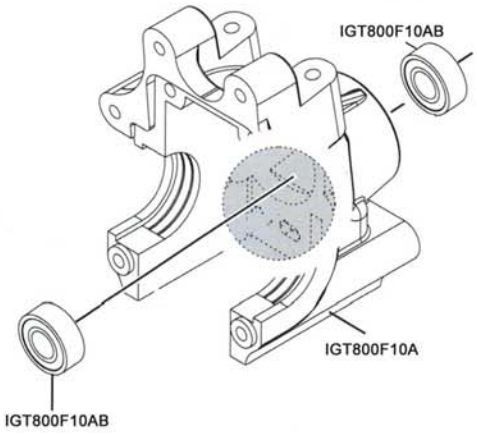


SF3x16mm
Flat Head Hex Screw x2

SB3x10mm
Hex Screw x2

22 ASSEMBLY OF THE REAR GEAR CASE (ALUMINUM)

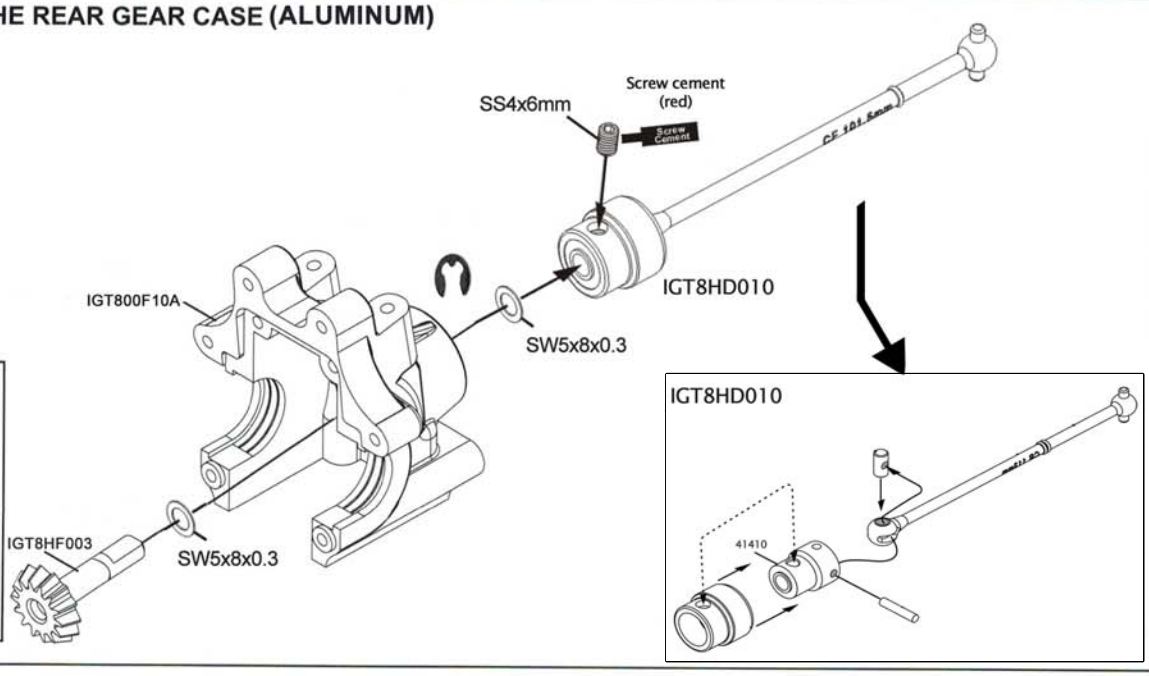
BAG 4



Ball Bering x2

23 ASSEMBLY OF THE REAR GEAR CASE (ALUMINUM)

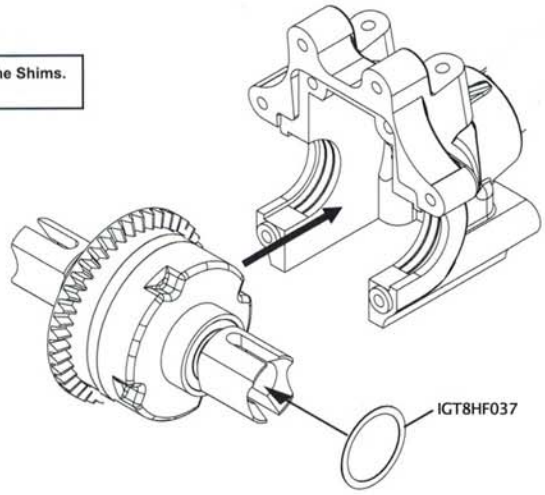
BAG 4

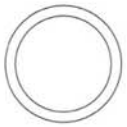


SW5x8x0.3mm
Washer x2

24 ASSEMBLY OF THE REAR DIFFERENTIAL INTO GEAR CASE

Adjust the backlash with the Shims.



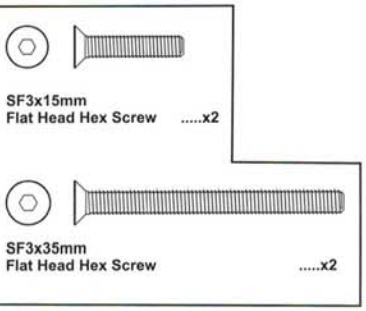


IGT8HF037
13x16x0.2mm
Shim x1

BAG 1

BAG 4

25 ASSEMBLY OF THE REAR GEAR CASE COVER AND LOWER ARM HOLDERS

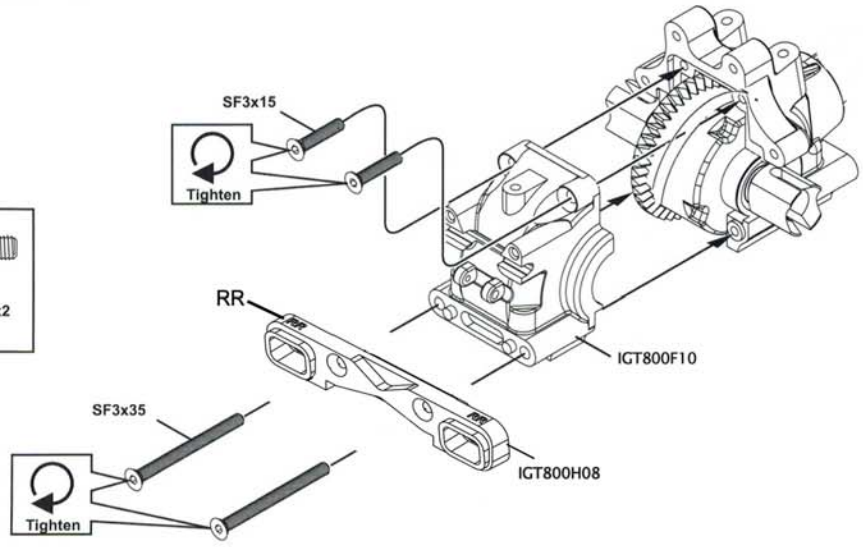


SF3x15mm
Flat Head Hex Screw x2

SF3x35mm
Flat Head Hex Screw x2

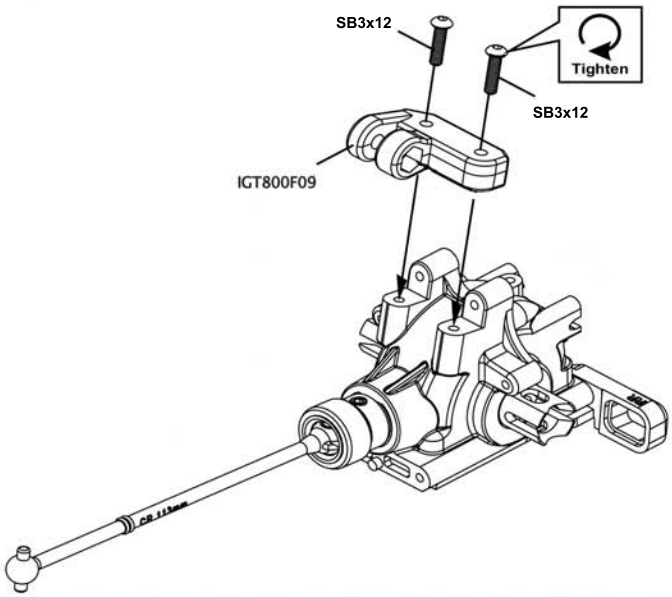
BAG 4

BAG 11

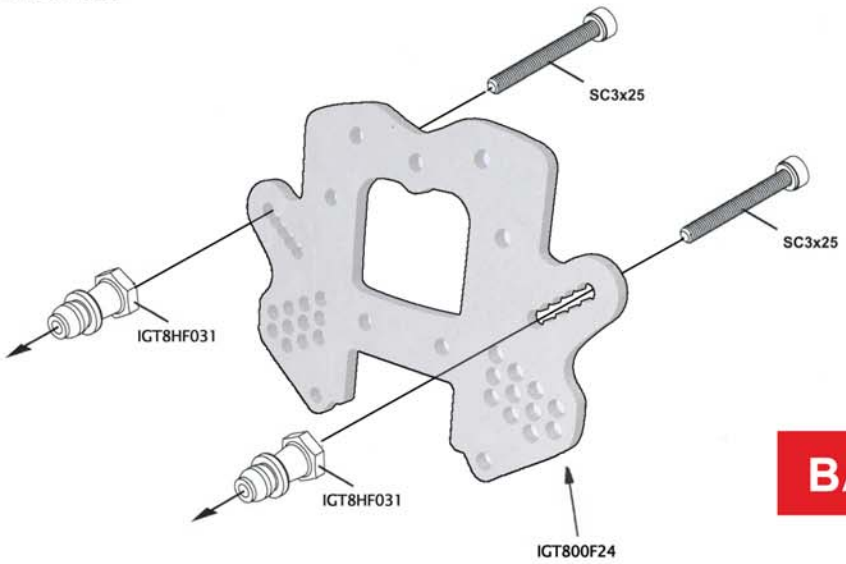


26 ASSEMBLY OF THE REAR BRACE MOUNT

BAG 2



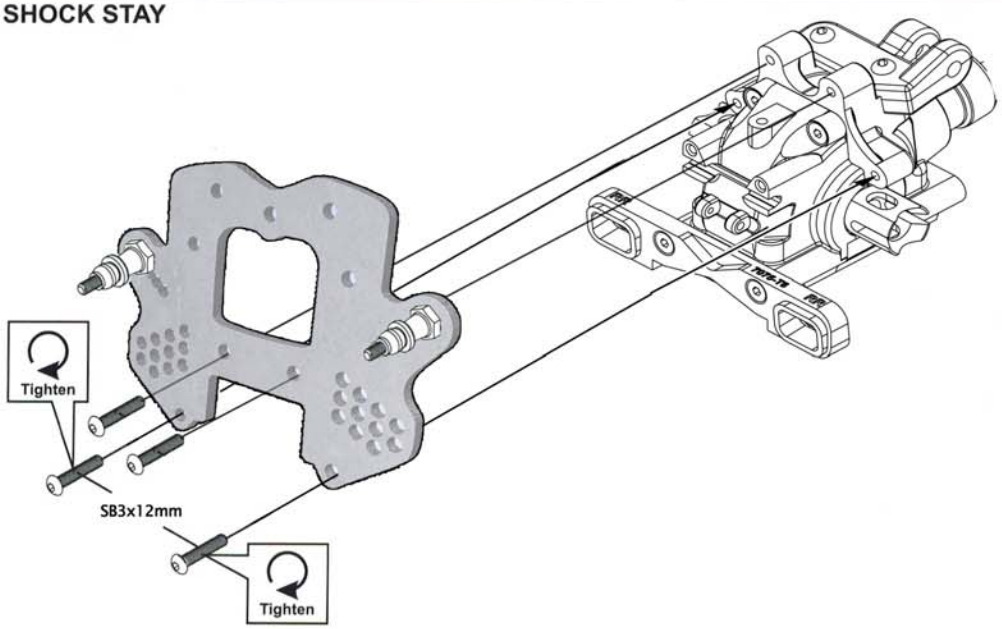
27 ASSEMBLY OF THE REAR SHOCK STAY



BAG 4

SC3x25mm
Cap Screw x2

28 ASSEMBLY OF THE REAR SHOCK STAY ONTO REAR GEAR CASE

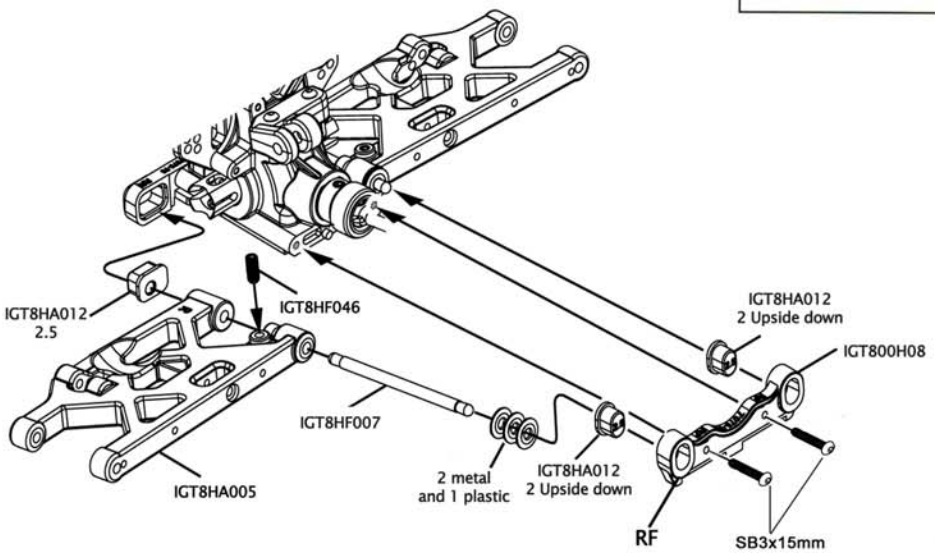


SB3x12mm
Hex Screw x4

29 ASSEMBLY OF THE REAR LOWER ARMS

Assemble both right and left sides.

BAG 4

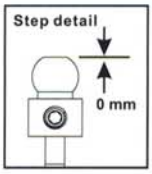


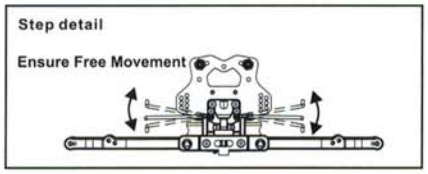
SB3x15mm
Hex Screw x2

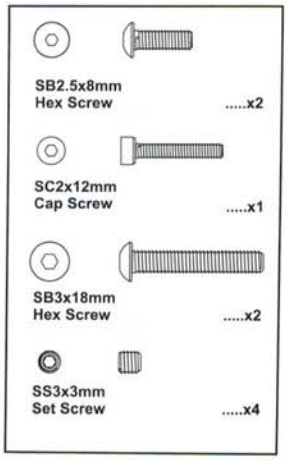
IGT8HF046
4x10mm
Round Head Set Screw x2

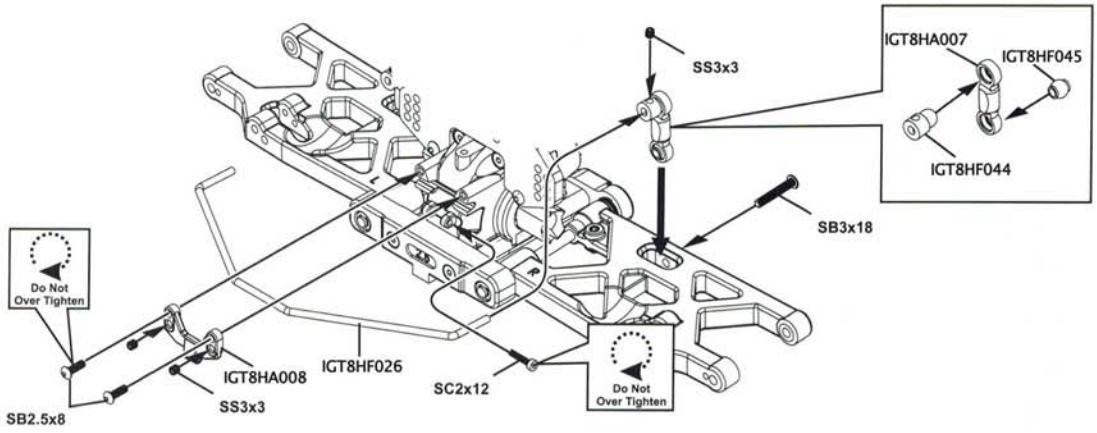
30 ASSEMBLY OF THE REAR STABILIZER

BAG 4

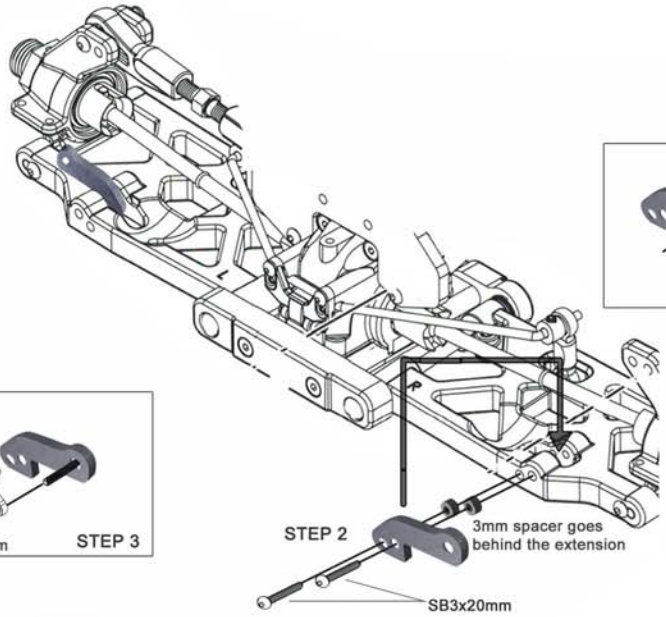








31 ASSEMBLY OF THE SHOCK EXTENSIONS



STEP 2

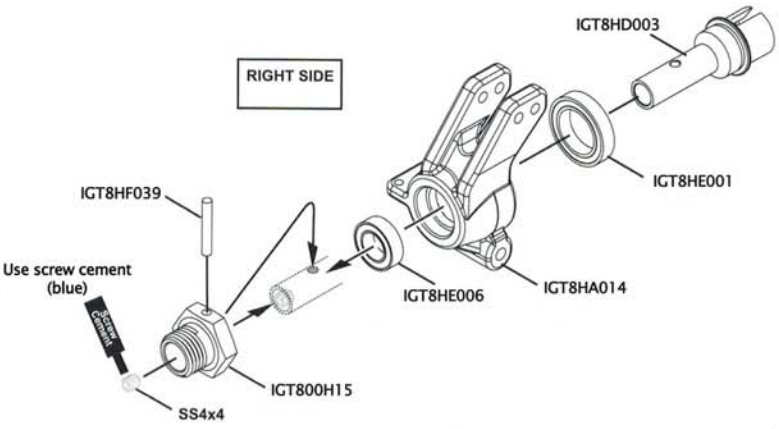
3mm spacer goes behind the extension

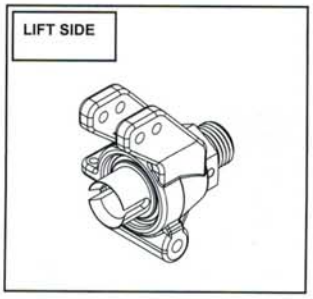
SB3x20mm

32 ASSEMBLY OF THE REAR WHEEL HUBS

Assemble both right and left side.

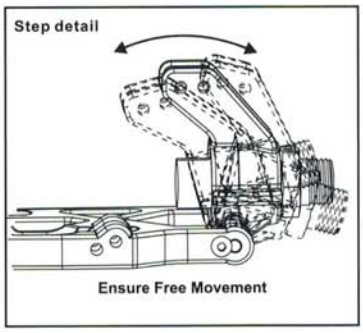
BAG 4

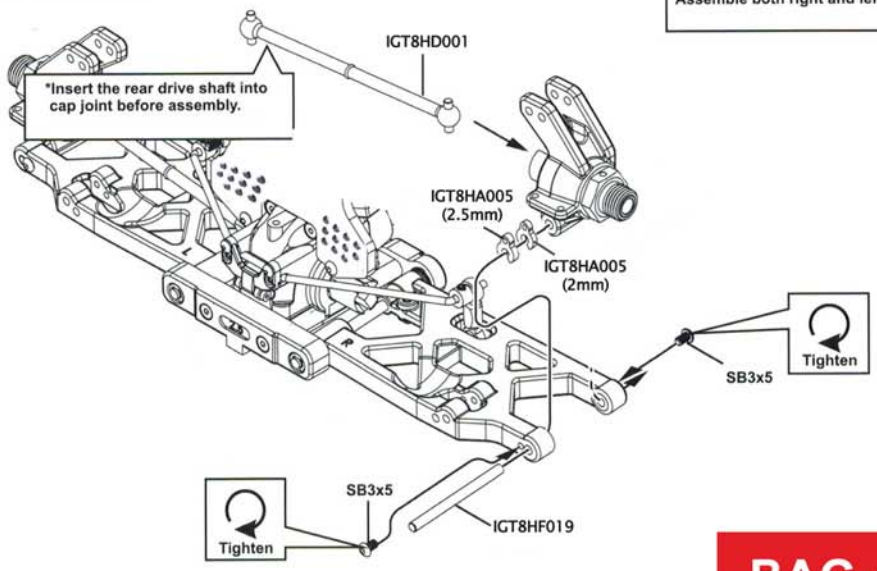


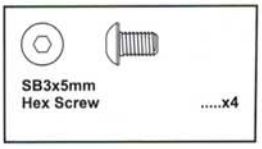


33 ASSEMBLY OF THE REAR SUSPENSION ARMS

Assemble both right and left sides.







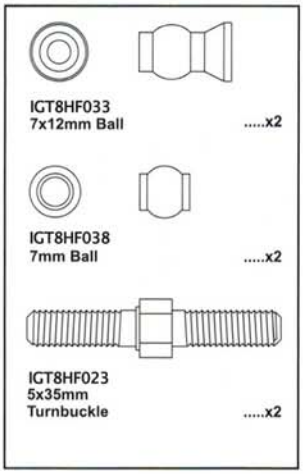
BAG 4

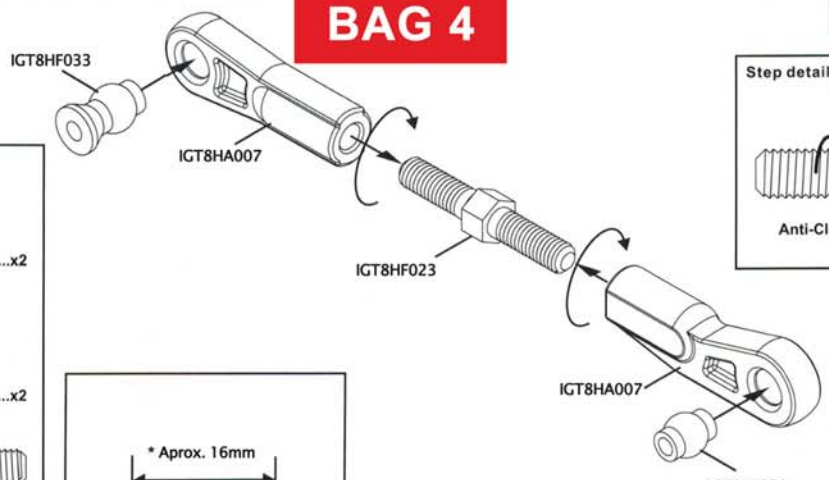
34 ASSEMBLY OF THE REAR UPPER ARMS

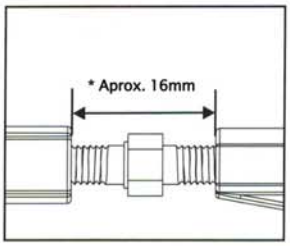
BAG 4

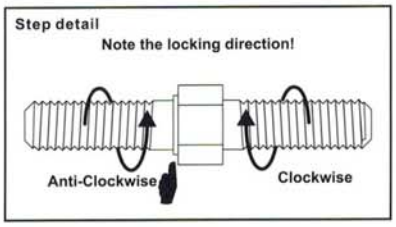
Assemble both left and right sides.

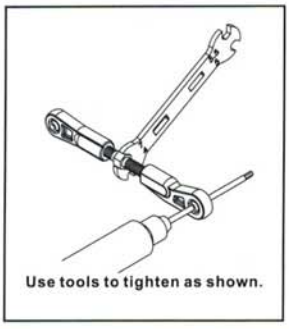
RIGHY SIDE







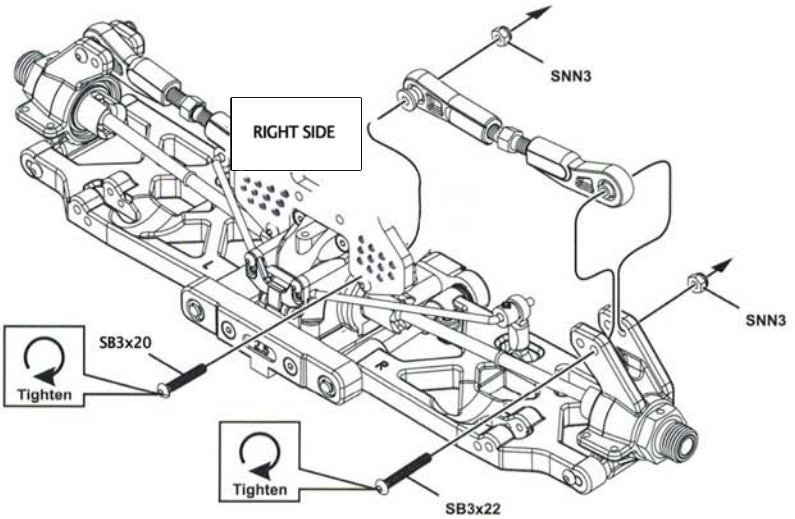


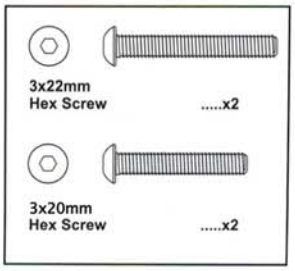


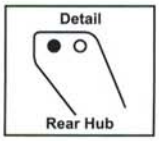
35 ASSEMBLY OF THE REAR UPPER ARMS

Assemble both right and left sides.

BAG 4

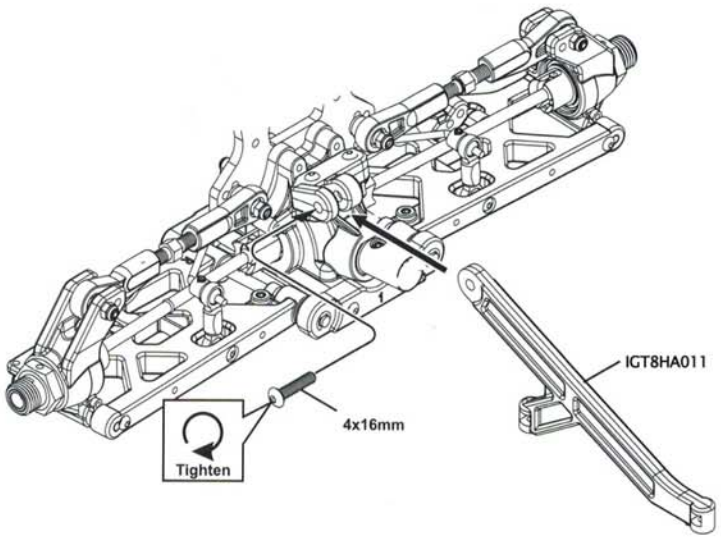


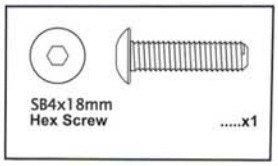




36 ASSEMBLY OF THE REAR CENTER BRACE

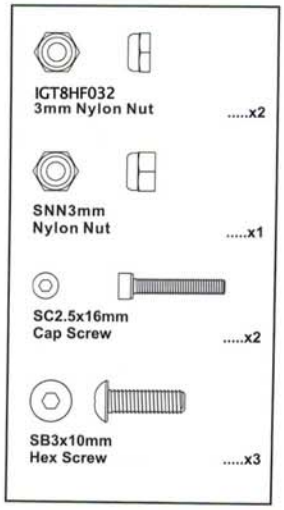
BAG 4

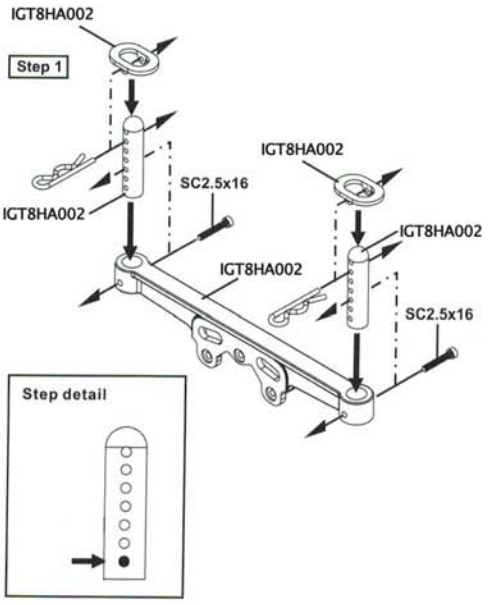


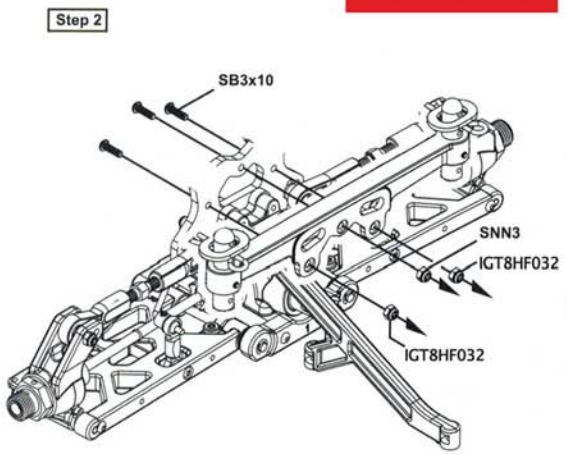


37 ASSEMBLY OF THE REAR BODY POST

BAG 8

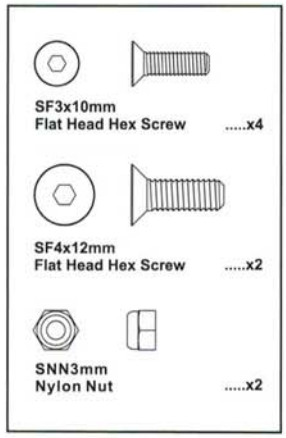


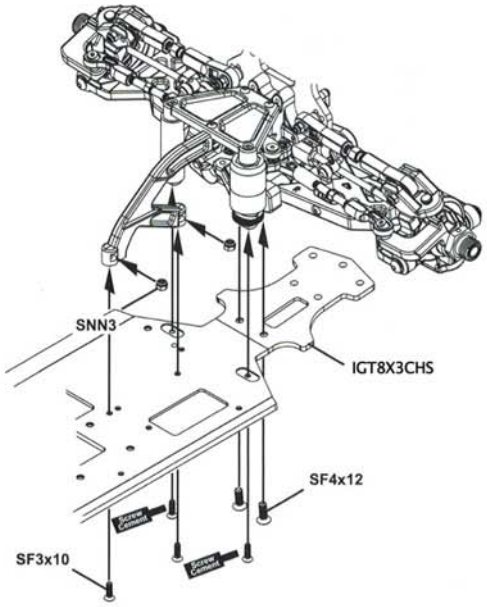


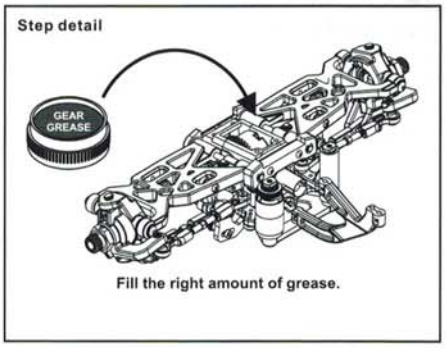


38

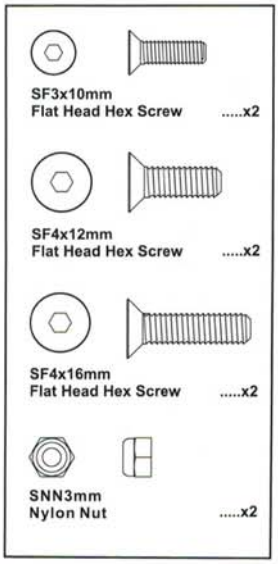
39 ASSEMBLY OF THE FRONT GEAR CASE ONTO CHASSIS

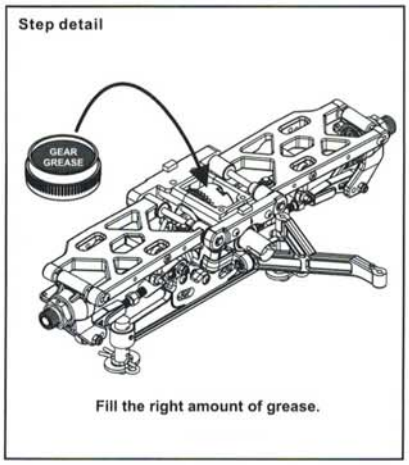


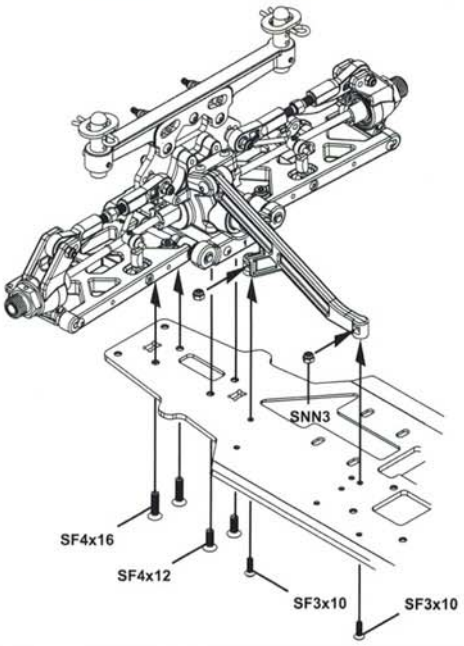




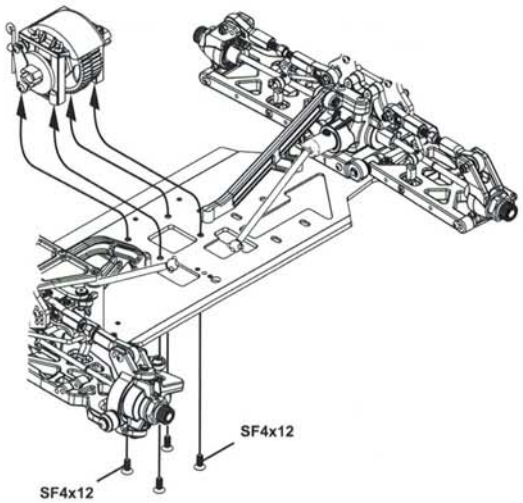
40 ASSEMBLY OF THE REAR GEAR CASE ONTO CHASSIS





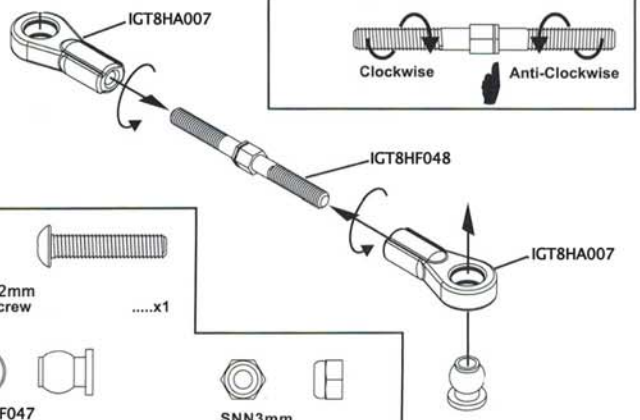


41 ASSEMBLY OF THE CENTER DIFF. ONTO CHASSIS

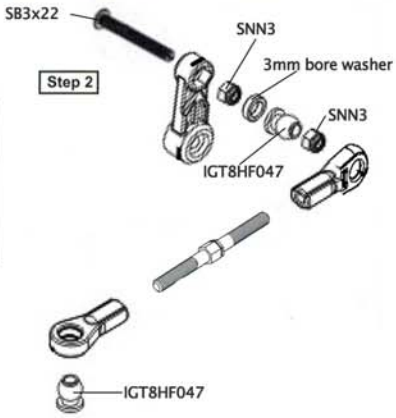


42

43 ASSEMBLY OF THE STEERING ROD

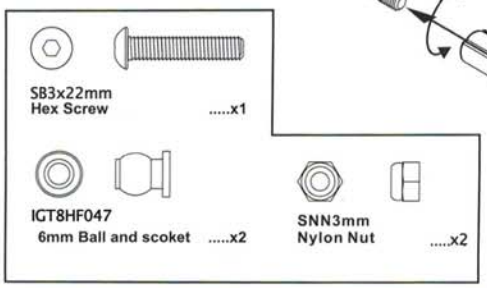


Step detail
Note the locking direction!

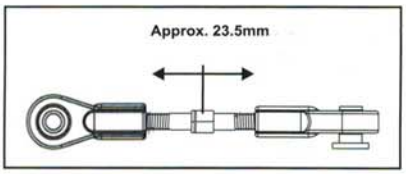


Step detail

Use tools to tighten as shown.

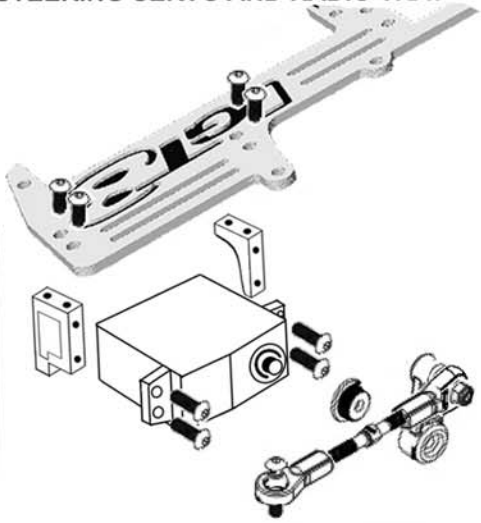


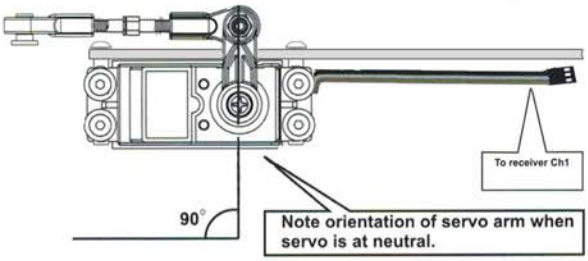
BAG 10

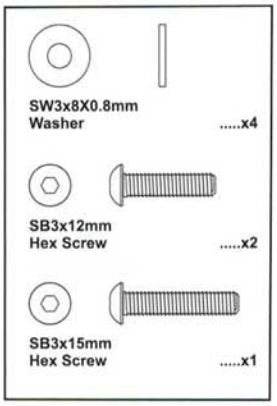


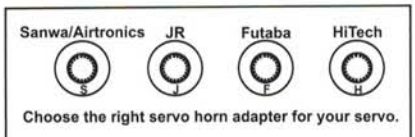
44 ASSEMBLY OF THE STEERING SERVO AND RADIO TRAY

BAG 10



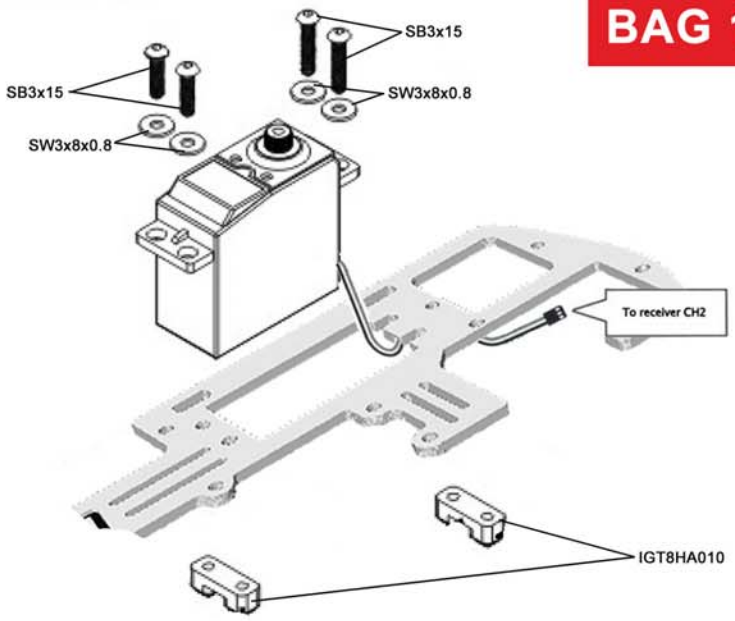


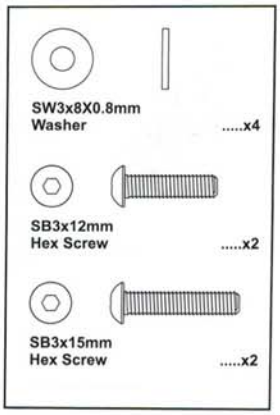




45 ASSEMBLY OF THE THROTTLE SERVO AND RADIO TRAY

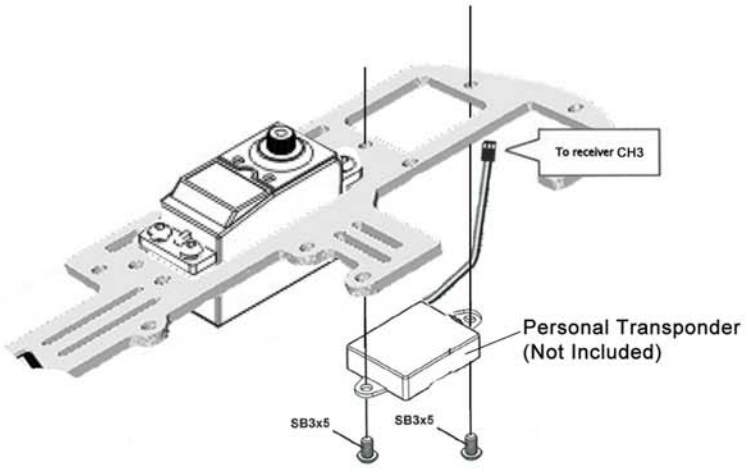
BAG 10

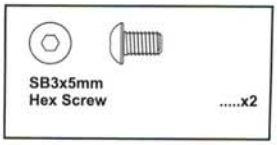




46

47 ASSEMBLY OF THE PERSONAL TRANSPONDER

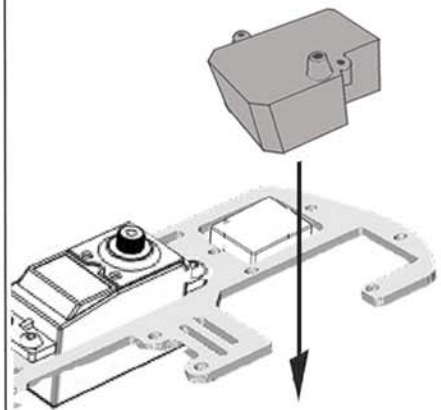


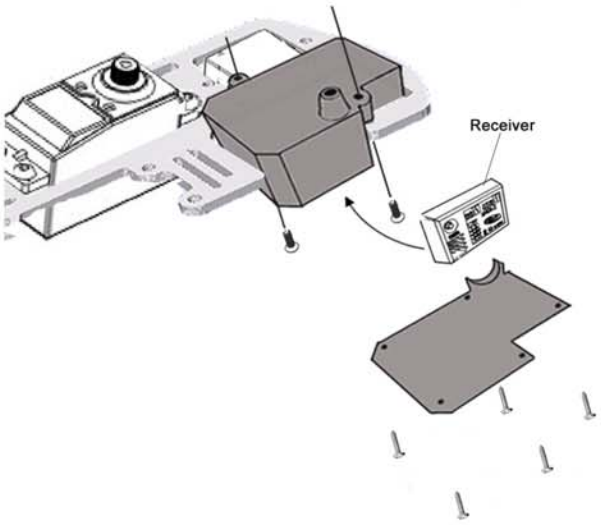


⚠ If participating in a competition, bring your own transponder.

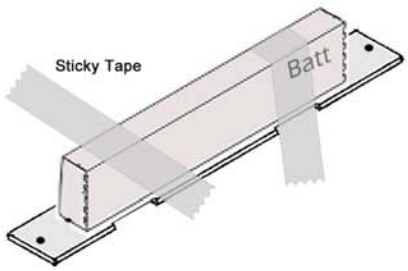
48 ASSEMBLY OF THE RECEIVER INTO RADIO CASE

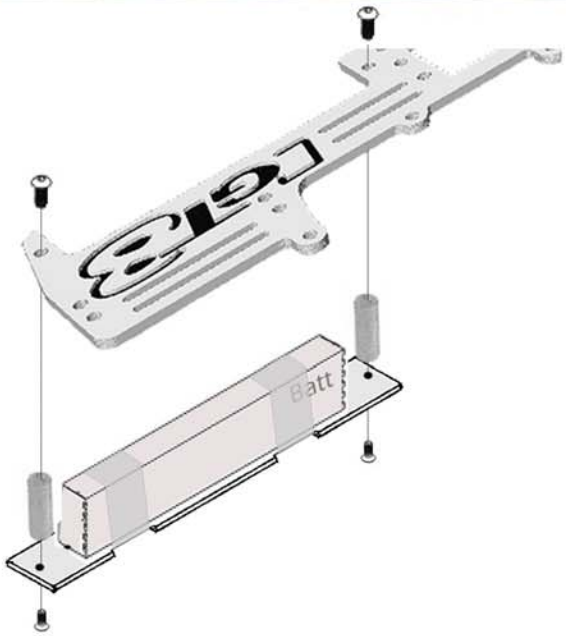
BAG 10



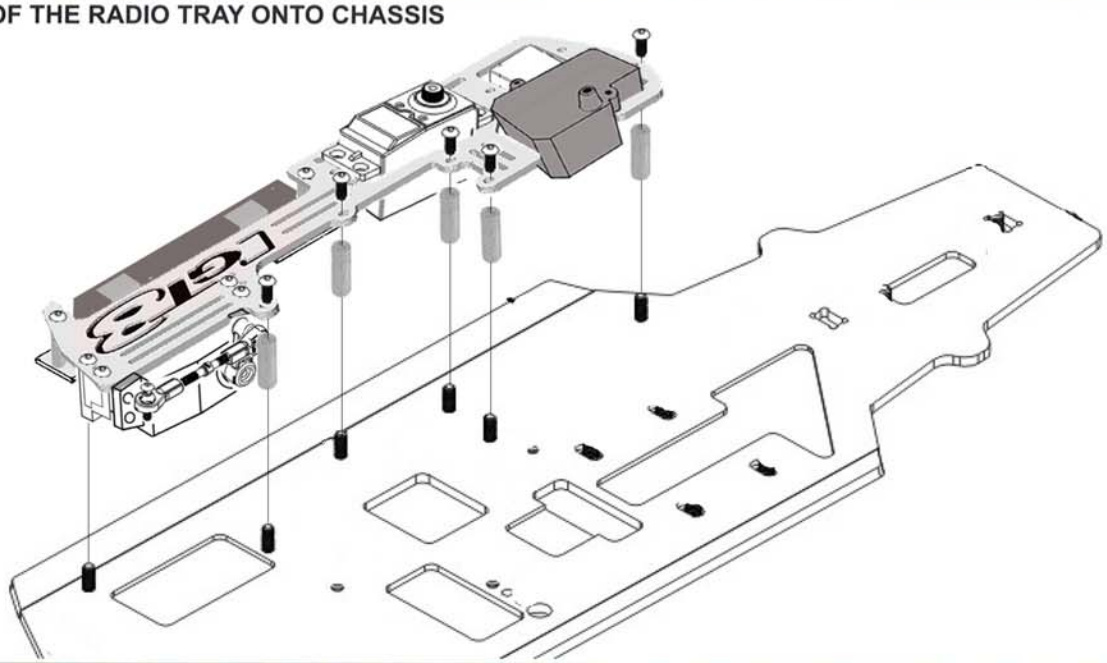


49 ASSEMBLY OF THE BATTERY

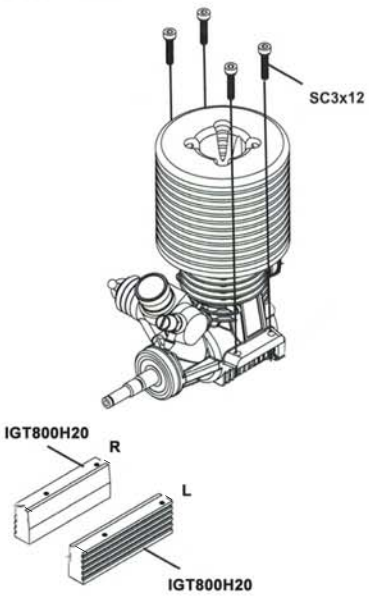




50 ASSEMBLY OF THE RADIO TRAY ONTO CHASSIS



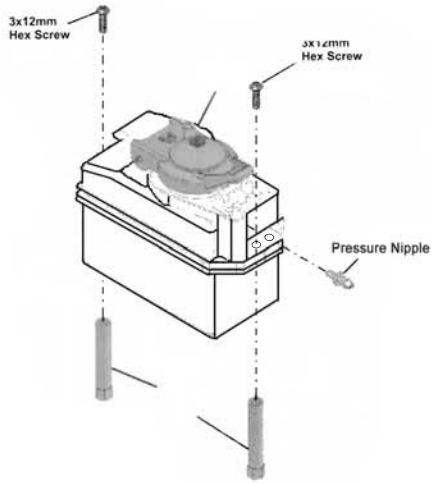
51 ASSEMBLY OF THE ENGINE MOUNT AND FLYWHEEL



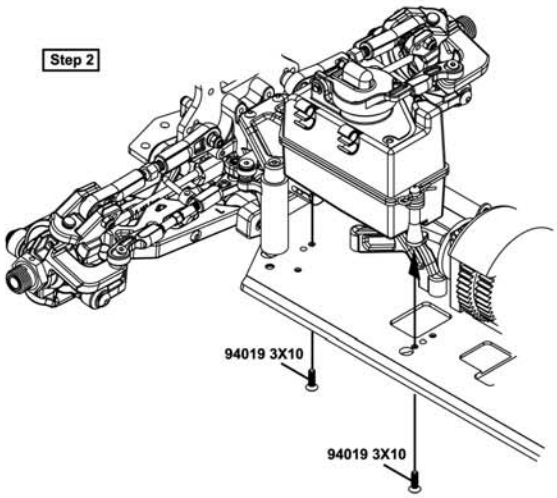
BAG 6

52 ASSEMBLY OF THE FUEL TANK

Step 1



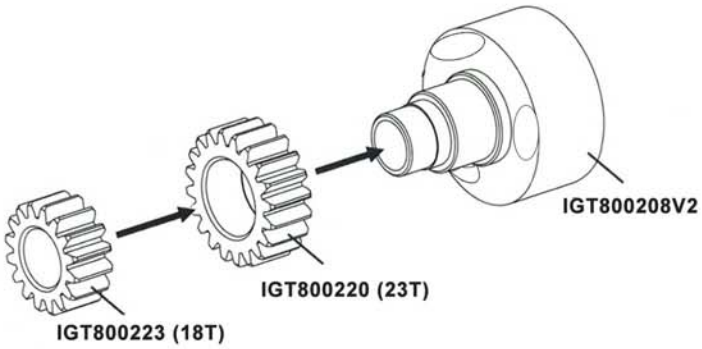
Step 2



BAG 7

53 ASSEMBLY OF THE CLUTCH BELL

BAG 6

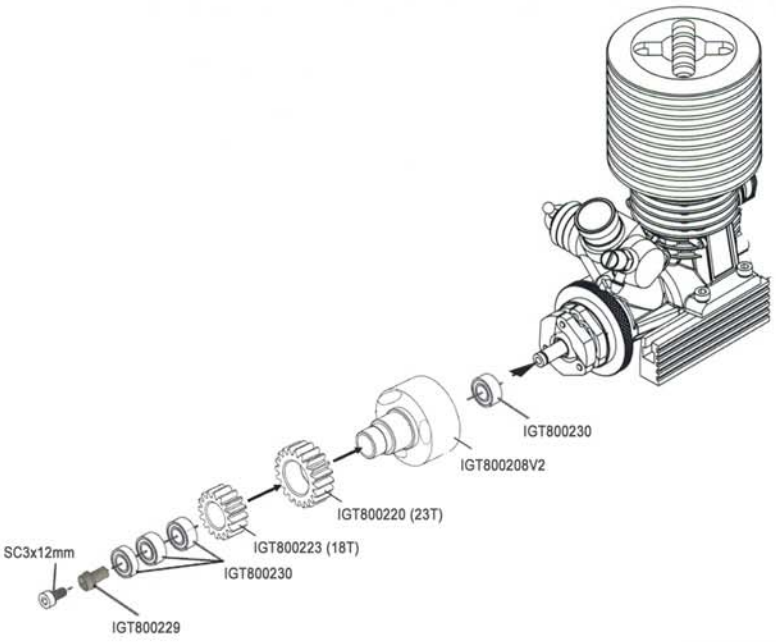


54 ASSEMBLY OF THE CLUTCH BELL

BAG 6

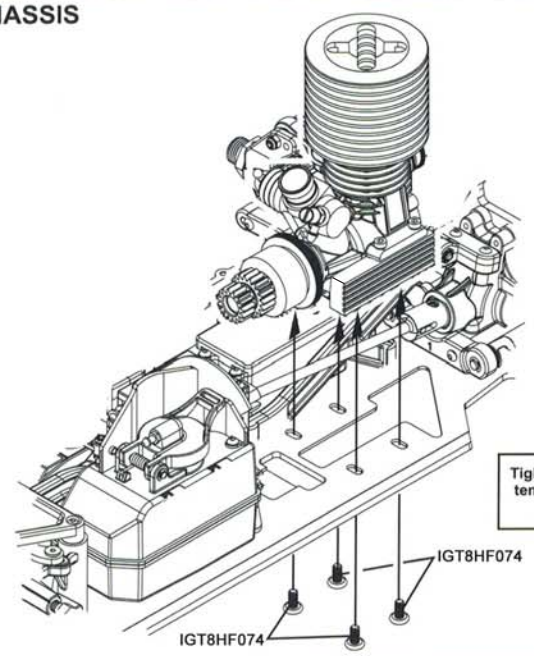
SC3x12mm
Cap Screw x1

IGT800210
Ballbearings .....x 4



55 ASSEMBLY OF THE ENGINE ONTO CHASSIS

IGT8HF074
4x8mm
Engine Mount Screw x4

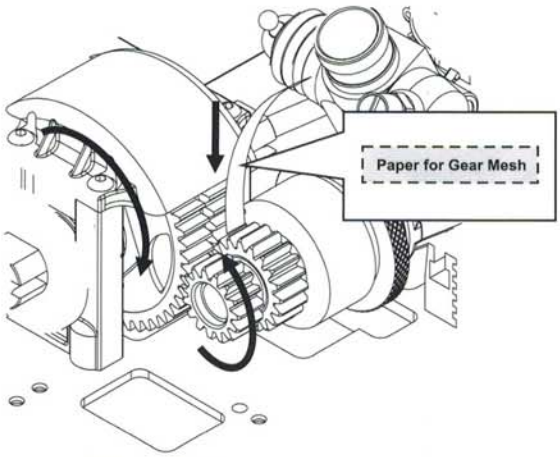


Tighten the X3-39 screw temporary.

56 ADJUST ENGINE AND SPUR GEAR MAINTENANCE

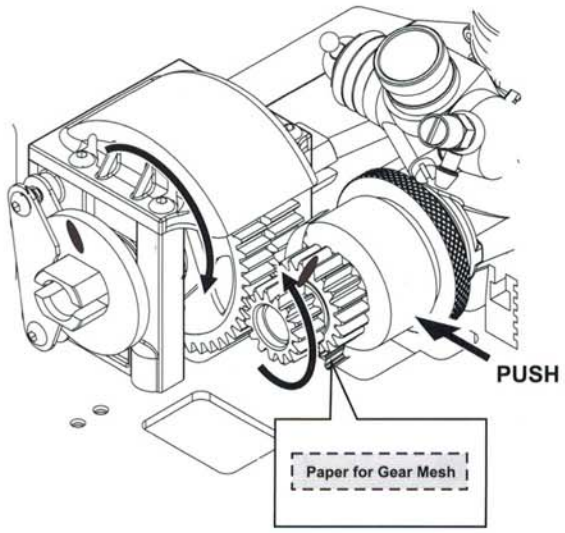
EXTREMELY IMPORTANT

Step 1



Insert a notebook paper between spur gear and motor gear to make correct gear mesh.

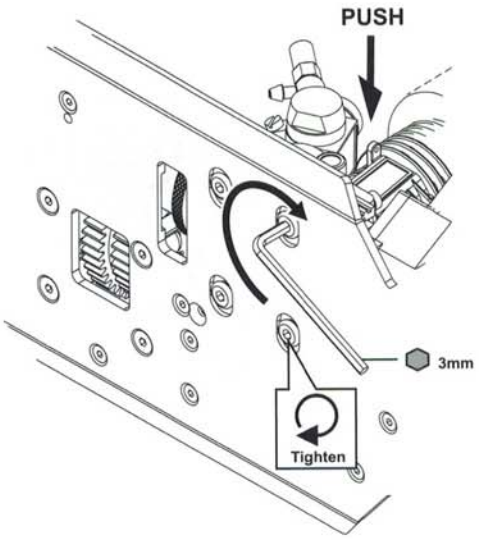
Step 2



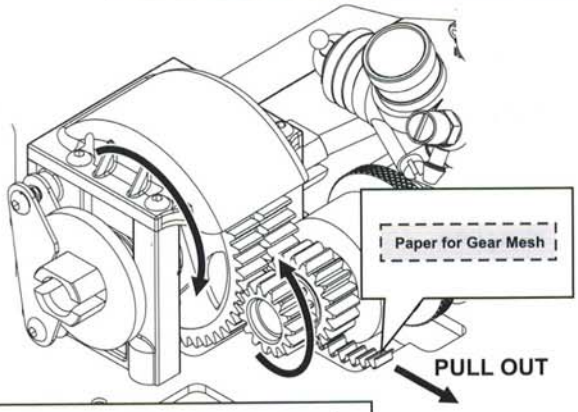
57 ADJUST ENGINE AND SPUR GEAR MAINTENANCE

EXTREMELY IMPORTANT

Step 3



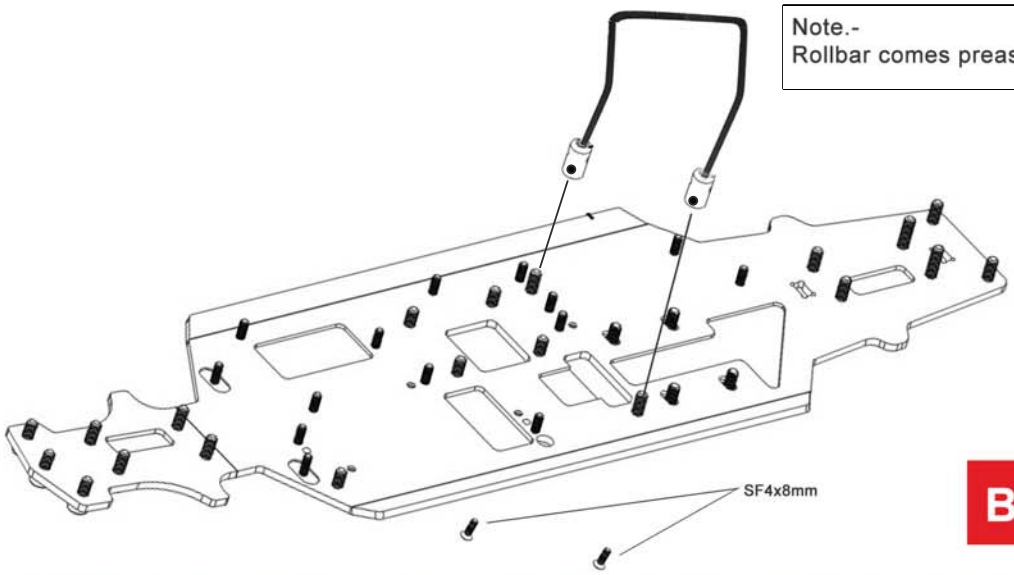
Step 4



- Adjust the engine mount position to get proper gear mesh.
- To get a correct gear mesh , place a piece of notebook paper between the gears and tighten the engine mount screws.
- If the gear mesh is not correct the spur gear will be damaged.

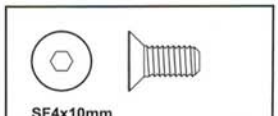
58 ROLL BAR INSTALLATION

Note.-
Rollbar comes preassembled



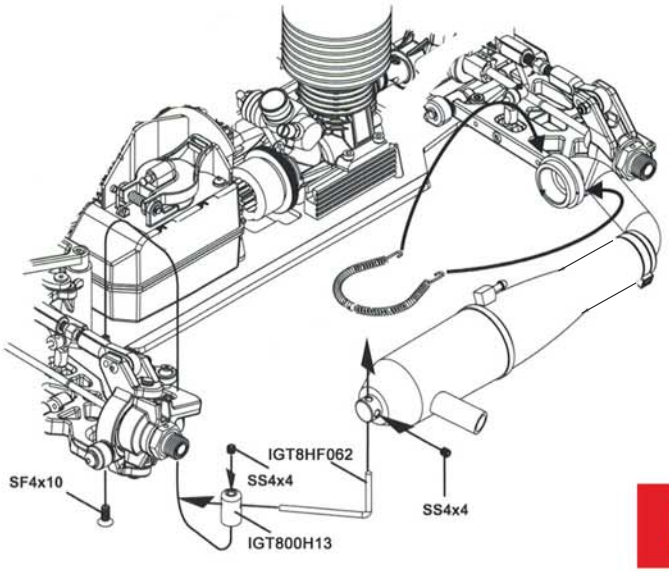
BAG 11

59 ASSEMBLY OF THE MUFFLER ONTO THE ENGINE



SF4x10mm
Flat Head Screw x1

SS4x4mm
Set Screw x2

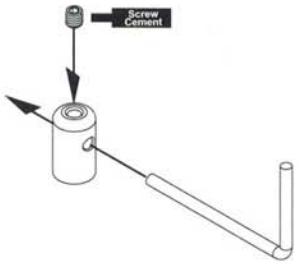


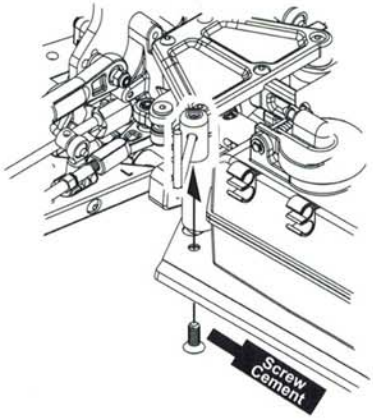
BAG 7

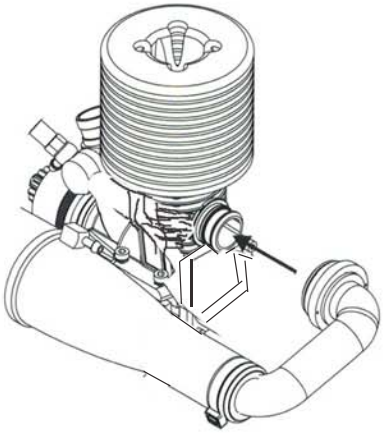
60 ASSEMBLY OF THE MUFFLER ONTO THE ENGINE

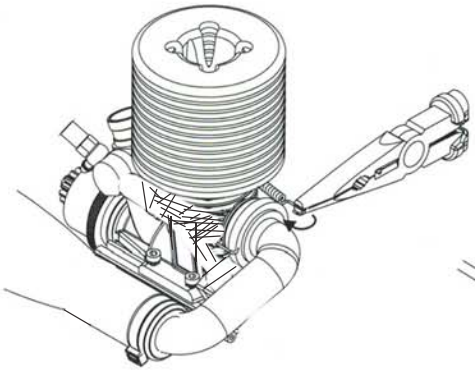
Step detail

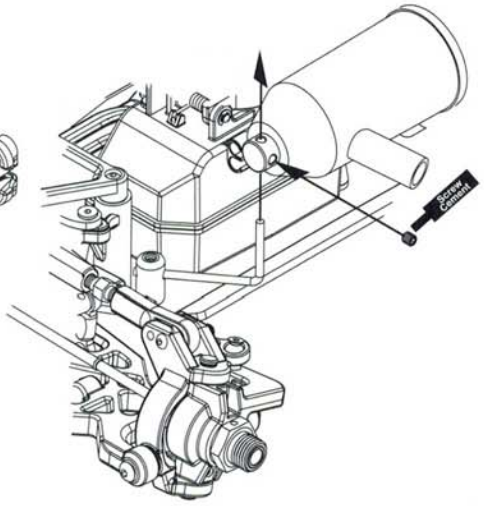
BAG 6





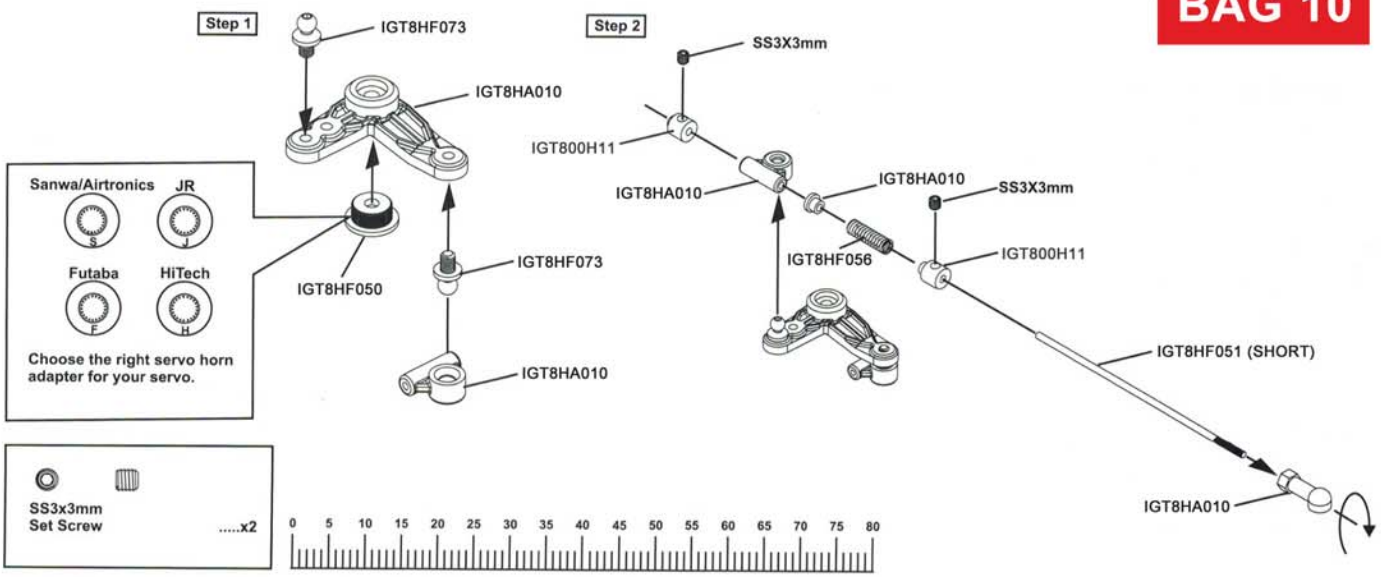




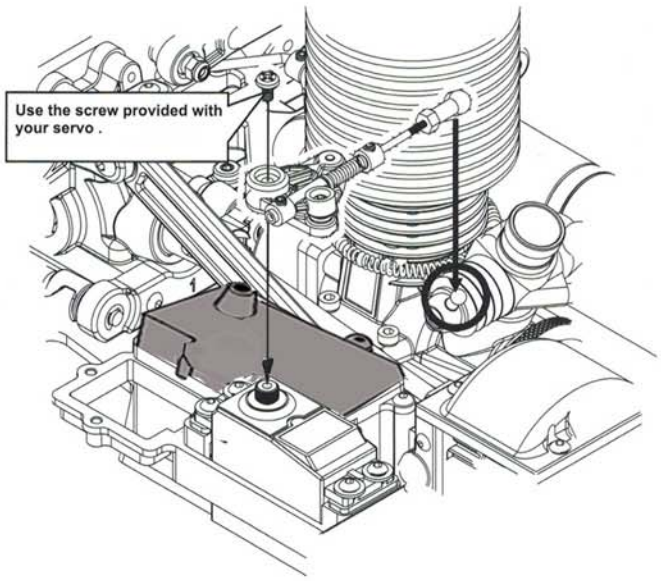


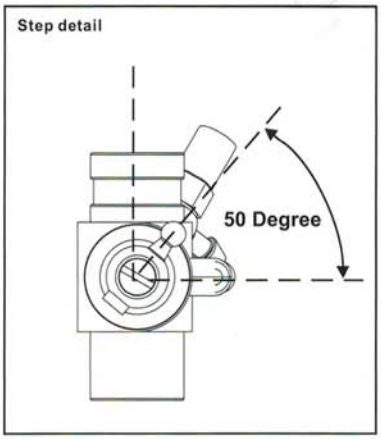
61 ASSEMBLY OF THE THROTTLE LINKAGE

BAG 10



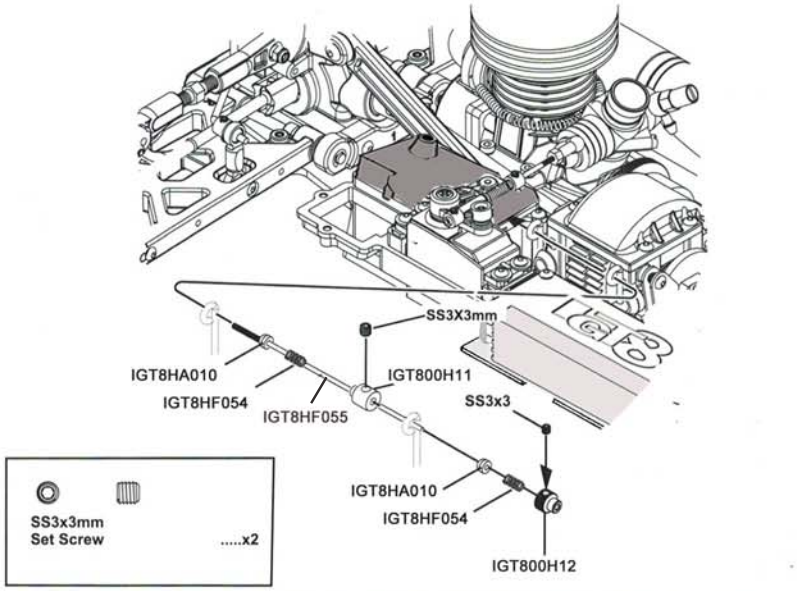
65 ASSEMBLY OF THE THROTTLE LINKAGE ONTO SERVO



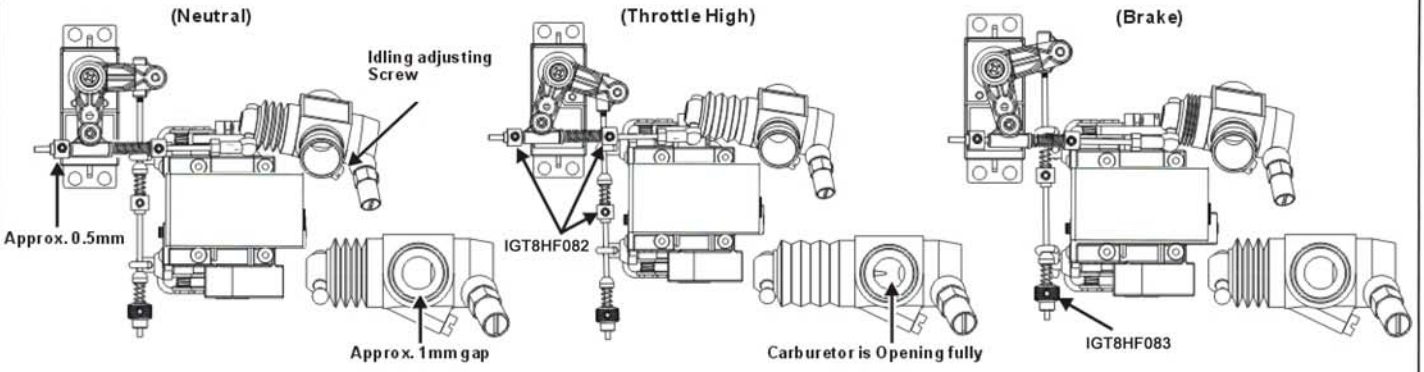


66 ASSEMBLY OF THE BRAKE LINKAGE

BAG 10



67 ADJUSTING THE ENGINE CONTROL LINKAGES



- ∗Turn on the Transmitter then Receiver and set the Engine Control Servo Trim at the neutral position.
- ∗Adjust the idling adjusting screw on the Carburetor to be open approx. 1mm gap.
- ∗Adjust both of the #158 Engine Control and Brake linkage accordingly.
- ∗Adjust the Engine while it is not running.

- ∗Adjust the Servo-Horn mounting position for the Carburetor to be full open.
- ∗Change the pivot mounting position on the servo horn in case the Carburetor is not opening fully or if it is opening excessively. Or if available on the Transmitter, adjust the Throttle high end point to the correct position.

- ∗Adjust #158R so the brakes work smoothly.
- ∗If the brakes apply too much or not enough, adjust A80A accordingly. Or if available on the Transmitter, adjust the High-End Brake adjustment.
- ∗Adjust A-80A and #158 to Change the front or Rear Brake.

68 ASSEMBLY OF THE SHOCK SHAFTS

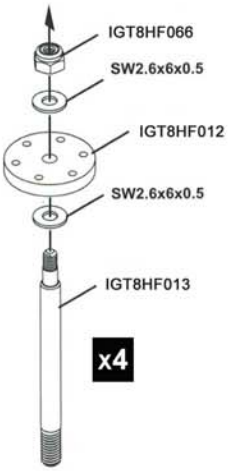
Assemble both left and right sides.

BAG 9

Use 1.3x6 holes piston for front and rear.

SNN2.6mm
Nylon Nut x2

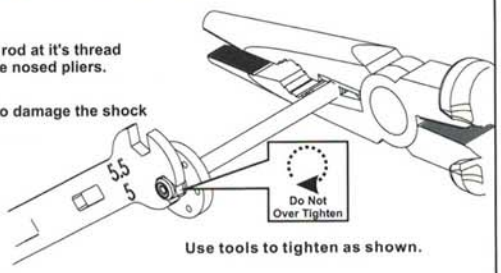
SW2.6x6x0.5mm
Washer x4



FRONT & REAR SHOCK

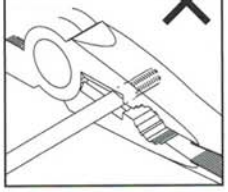
Step detail

- Hold the shock rod at it's thread with side needle nosed pliers.
- Be careful not to damage the shock shaft.

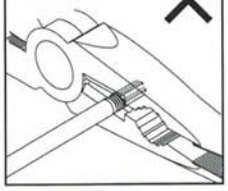


Use tools to tighten as shown.

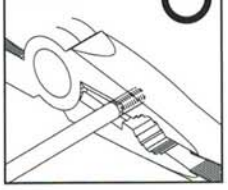
Step detail ✕



Step detail ✕



Step detail ○



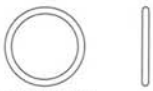
69 ASSEMBLY OF THE SHOCK O-RING

Assemble both left and right sides.

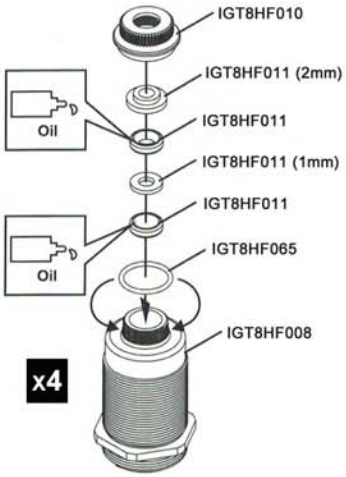
IGT8HF011
1mm Washer x4

IGT8HF011
2mm Washer x4

IGT8HF011
3.5mm O-Ring x8



IGT8HF065
P10 O-RING x4



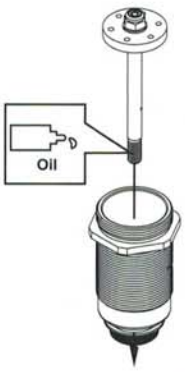
FRONT & REAR SHOCK

BAG 9

70 ASSEMBLY OF THE SHOCK SHAFTS INTO SHOCK BODIES

Assemble both left and right sides.

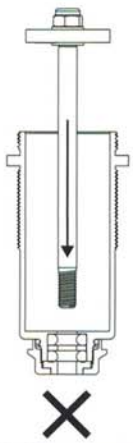
BAG 9



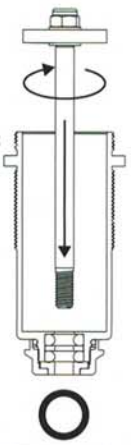
FRONT & REAR SHOCK

⚠ EXTREMELY IMPORTANT

Do not push the shock shaft straight down, O-ring can be damaged.



Slowly twist the shock shaft down to the bottom.



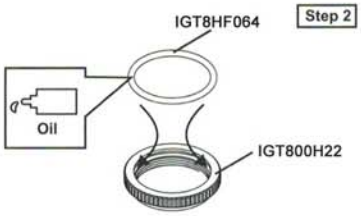
71 ASSEMBLY OF THE SHOCK ADJUST RING

Assemble both left and right sides.

BAG 9

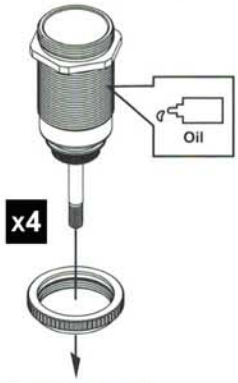
IGT8HF064
19x1.5 O-RING x4

Step 1

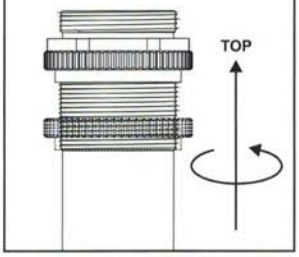


Fit the o-ring into groove before assembly.

Step 2



Step detail



72 ASSEMBLY OF THE SHOCK BALL END

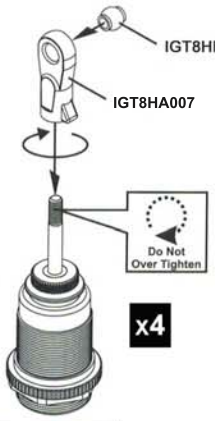
BAG 9

Assemble both left and right sides.

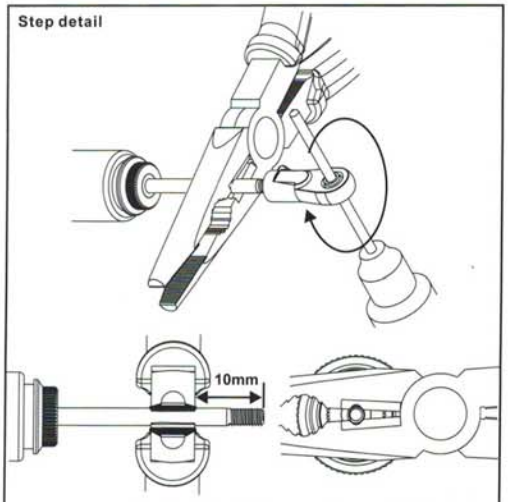
Step detail

Attention distance.

IGT8HF045
6mm Ball x4



Step detail



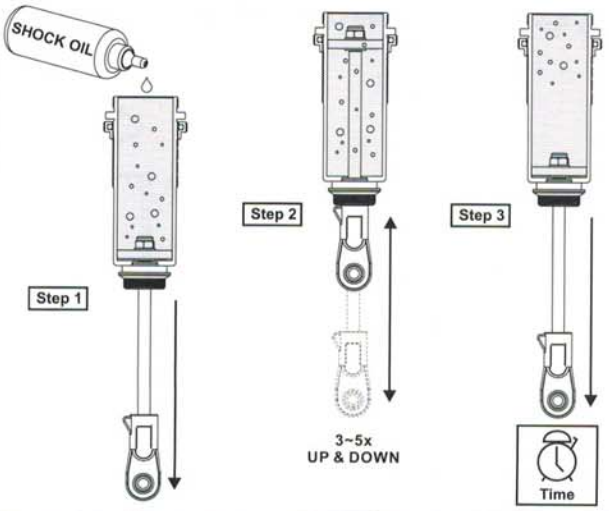
Use tools to tighten as picture shown.

73 SETTING THE SHOCK REBOUND TO 100% (HIGH REBOUND)

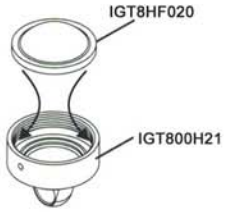
Assemble both left and right sides.

FRONT & REAR SHOCK OIL #800

BAG 9



Step 4



Step detail

- Leave the filled shock vertically for several minutes with the shock shaft fully extended.
- The remaining air bubbles will release.

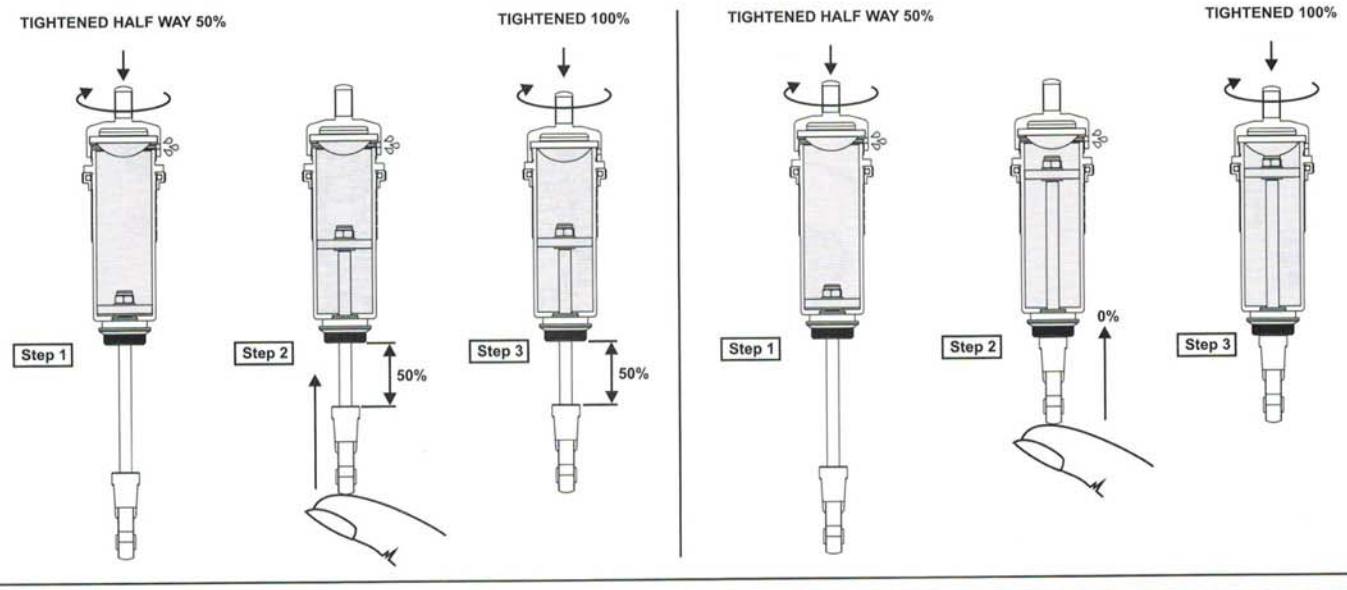
TIGHTENED HALF WAY 50%

Step 5

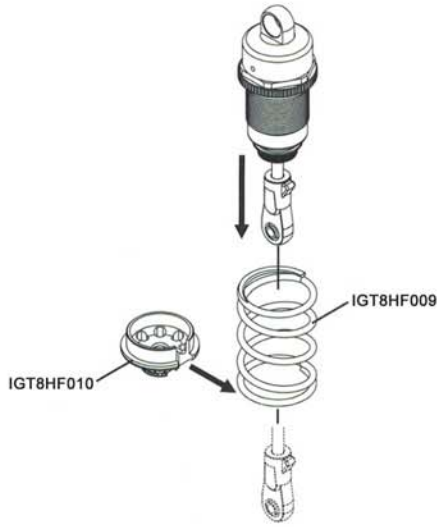
TIGHTENED 100%

Step 6

74 SETTING THE SHOCK REBOUND TO 50% & 0% (MEDIUM REBOUND & LOW REBOUND)

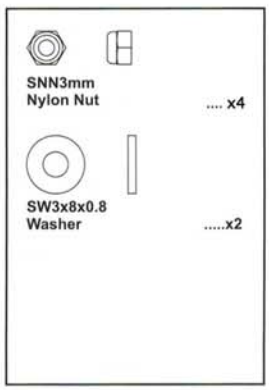


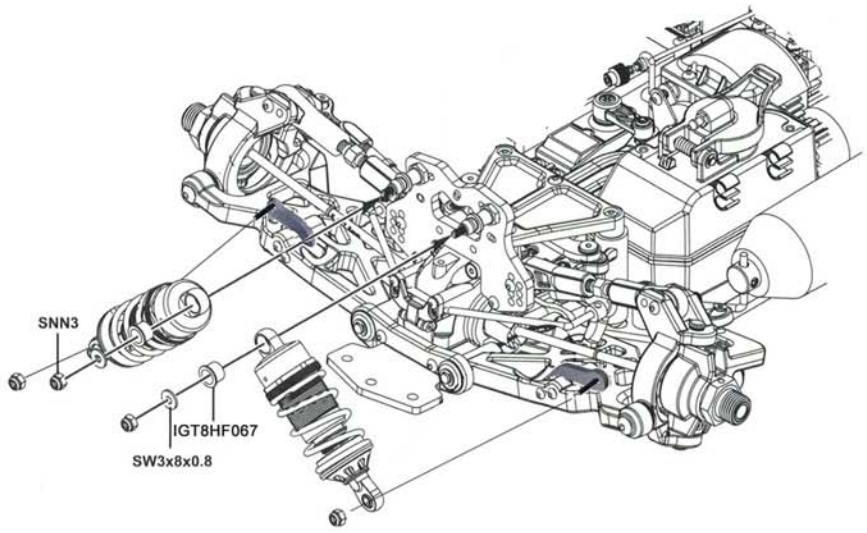
75 ASSEMBLY OF THE SHOCKS SPRING



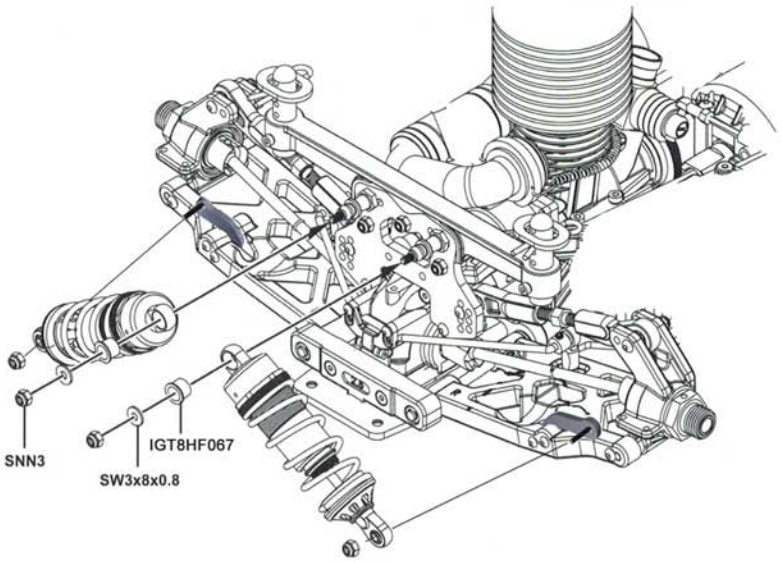
FRONT & REAR SHOCK

76 ASSEMBLY OF THE SHOCKS INTO THE SHOCK STAY





77 ASSEMBLY OF THE SHOCKS INTO THE SHOCK STAY

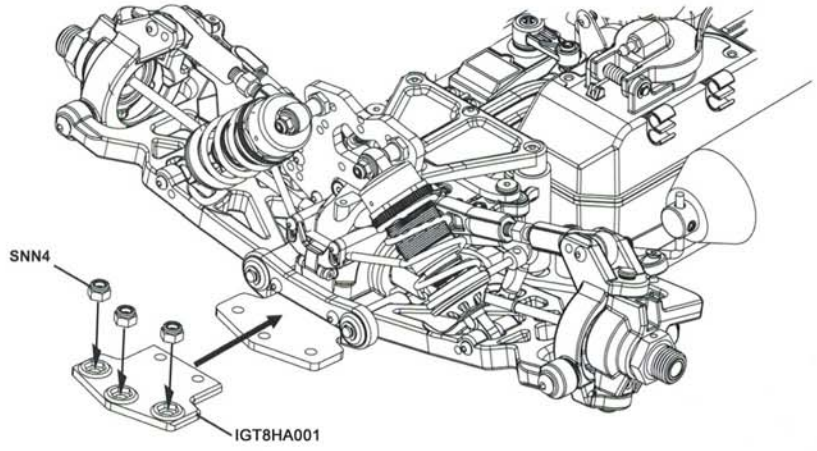



SNN3mm
Nylon Nut x4


SW3x8x0.8
Washer x2

78 ASSEMBLY OF THE FRONT BUMPER

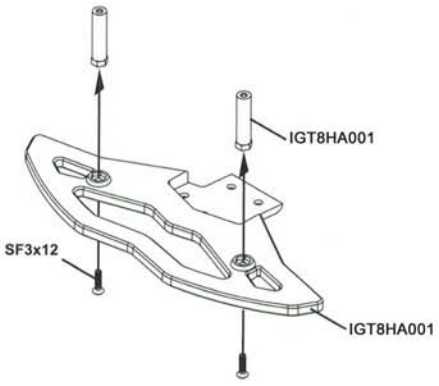
BAG 8



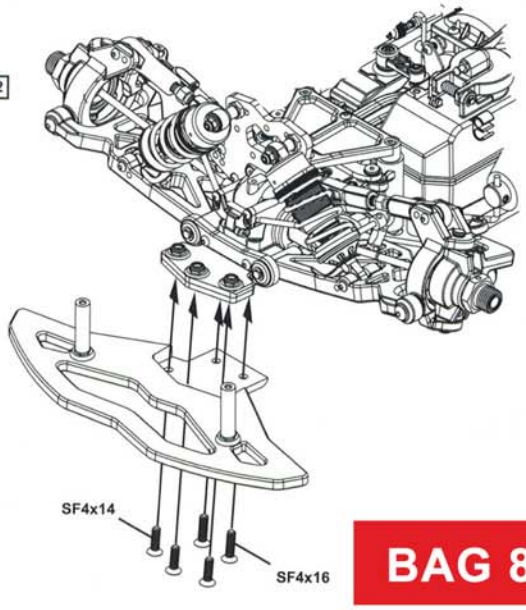

SNN4mm
Nylon Nut x3

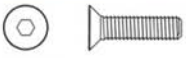
79 ASSEMBLY OF THE FRONT BUMPER

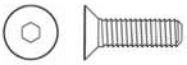
Step 1

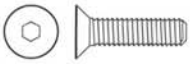


Step 2




SF3x12mm
Flat Head Hex Screw x2

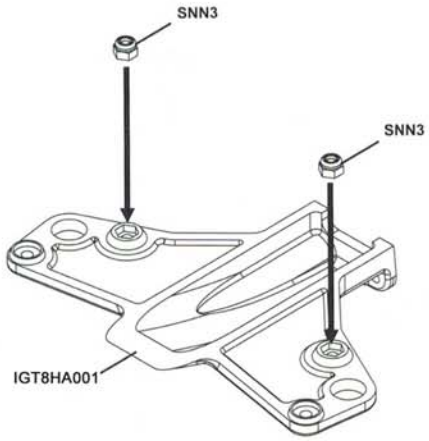

SF4x14
Flat Head
Hex Screw x3

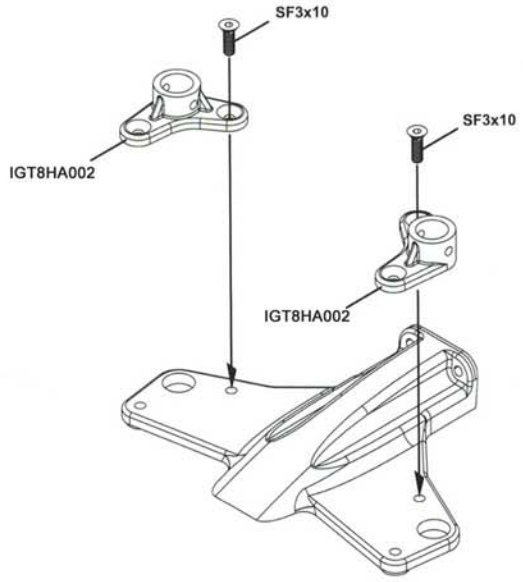

SF4x16
Flat Head
Hex Screw x2

BAG 8

80 ASSEMBLY OF THE FRONT BUMPER

BAG 8



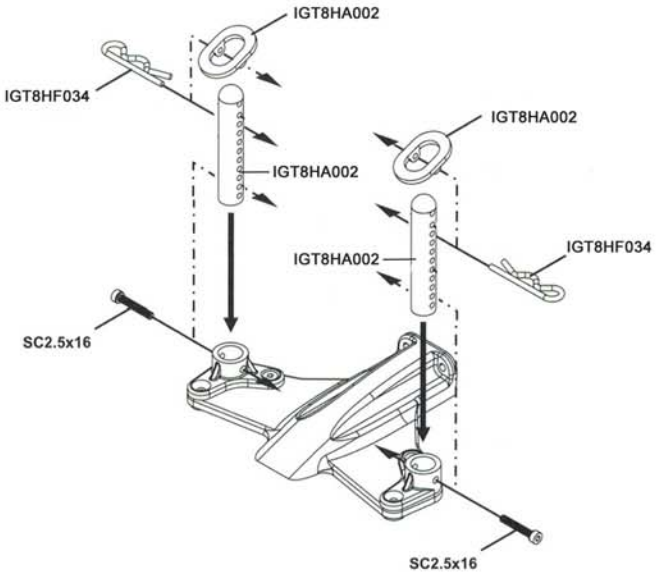


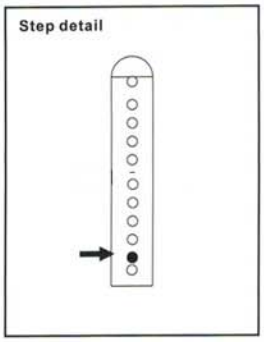

SNN3mm
Nylon Nut x2

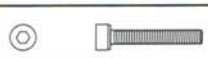

SF3x10mm
Flat Head Hex Screw x2

81 ASSEMBLY OF THE FRONT BUMPER

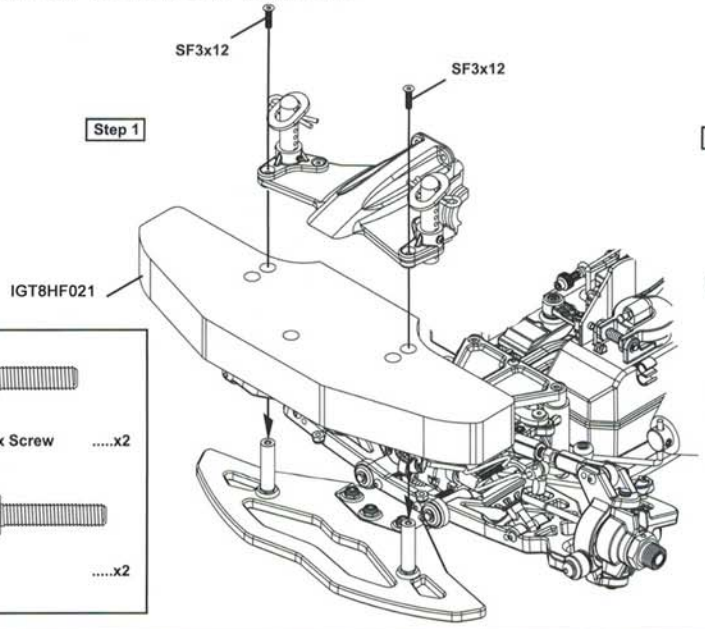
BAG 8

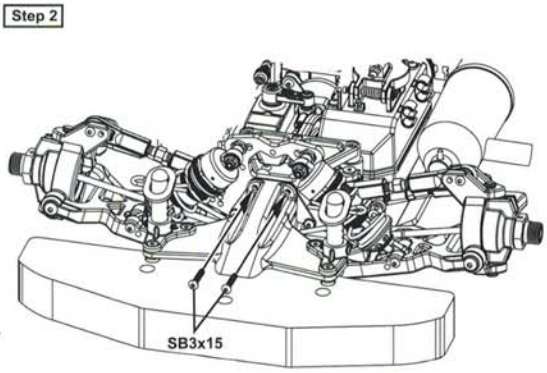





SC2.5x16mm
Cap Screw x2

82 ASSEMBLY OF THE FRONT BUMPER






SF3x12mm
Flat Head Hex Screw x2


SB3x15mm
Hex Screw x2

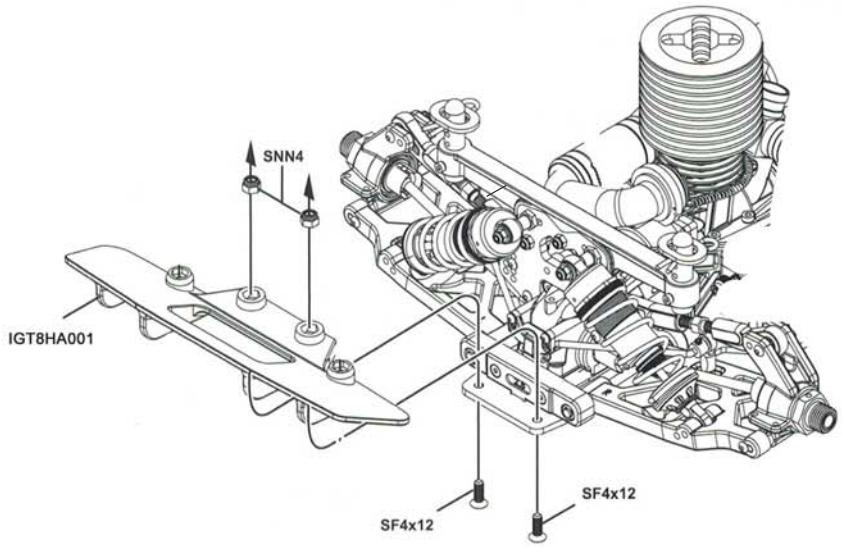
83 ASSEMBLY OF THE REAR BUMPER

BAG 8

SNN4mm
Nylon Nut x2

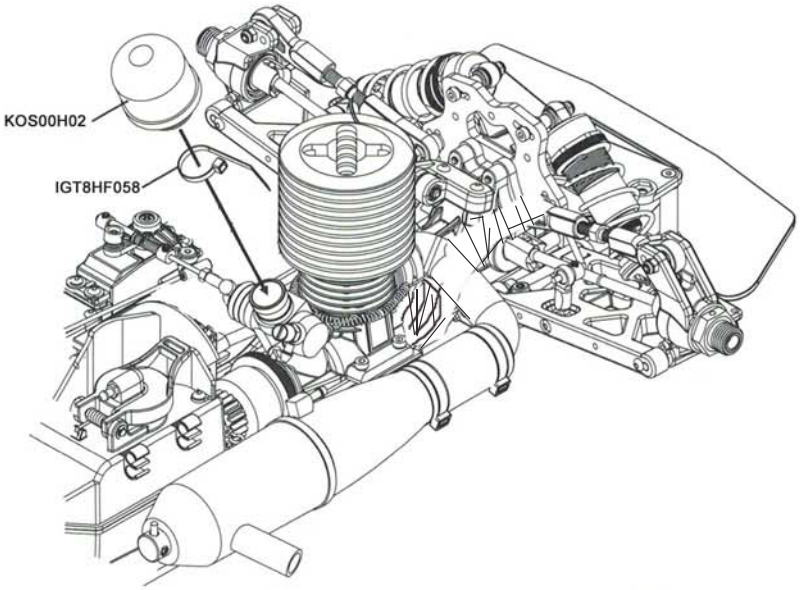
SF3x12mm
Flat Head Hex Screw x2

SF4x12mm
Flat Head Hex Screw x2



84 ASSEMBLY OF THE AIR FILTER ONTO ENGINE

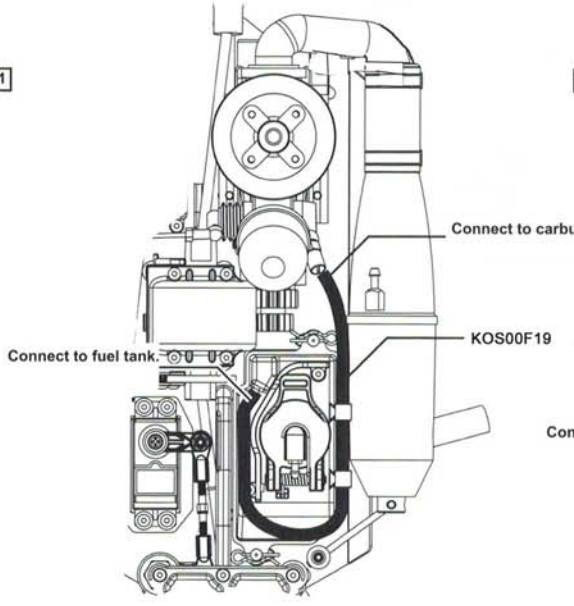
BAG 7



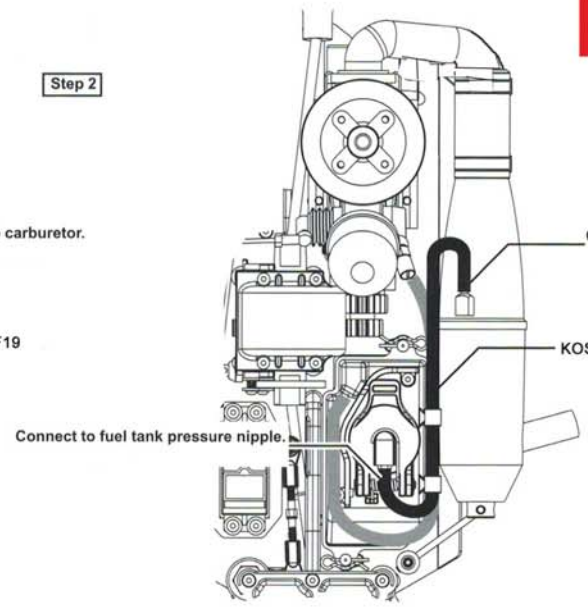
85 ASSEMBLY OF THE FUEL TUBE

BAG 7

Step 1

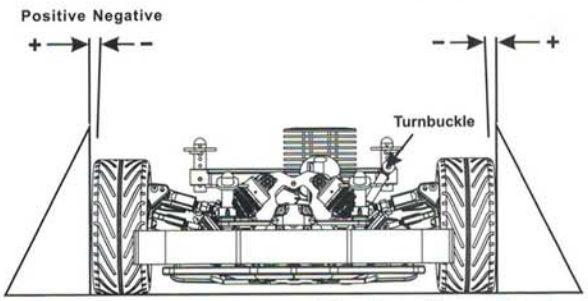


Step 2

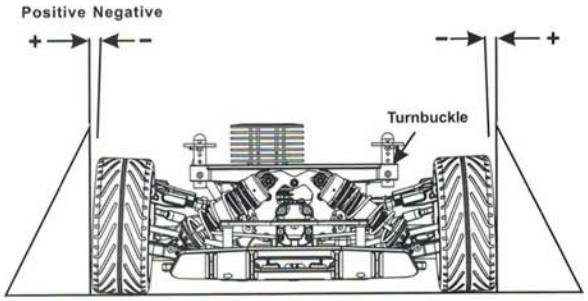


SETTING GUIDE

FRONT CAMBER ANGLE SETTING



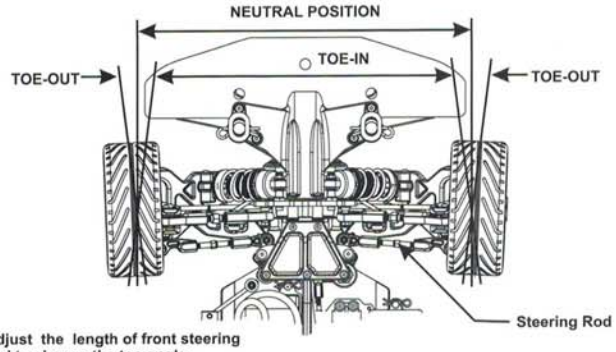
REAR CAMBER ANGLE SETTING



- Place the model car on flat surface. Raise the chassis to its maximum clearance before the wheels leave the ground.
- Adjust the length of the front and rear upper arms so that the wheels are vertical to the ground.
- Adjust the camber angle by turning the turnbuckle rod on the upper arms clockwise or anti-clockwise.

(We suggest to use zero degree for the front and 1.5 degree negative for the rear.)

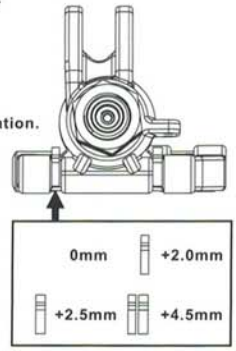
FRONT TOE-IN AND TOE-OUT SETTING



- Adjust the length of front steering rod to change the toe angle.
- Making the tie rod longer will make front tires toed in.
- Response will be slower and may over steer.
- Making the tie rod shorter will make front tires toed out.
- Response will be quicker and may under steer.

REAR WHEELBASE

Adjust the wheelbase by using the spacers on either side of the rear wheel hub (at the bottom pin). IMPORTANT! Make equal adjustments on both left and right sides of the car.



Shorter wheelbase

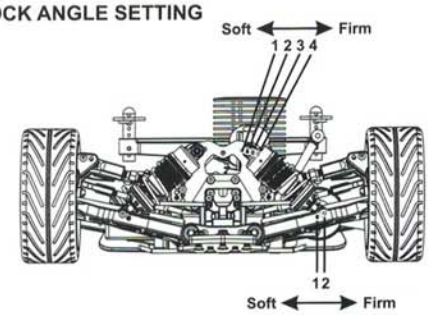
less spacers in front of the rear wheel hub.
- increases rearward weight transfer during acceleration.
- increases on-power traction.
- quicker off-power steering into corners.
- slight tendency to push on-power at corner exit.
- increases steering response.
- better on tighter, more technical tracks.

Longer wheelbase

more spacers in front of the rear wheel hub.
- decreases off-power steering into sharp corners.
- increases stability.
- slower initial steering reaction (off-power).
- improves on-power steering at corner exit.
- better handling over bumps and ruts.
- better on more open tracks with high-speed corners.

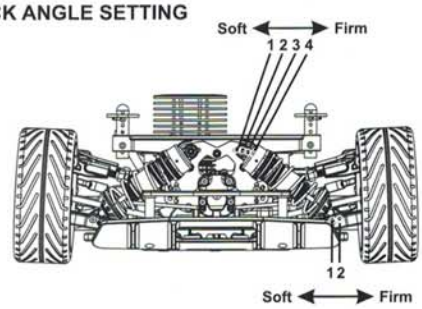
- Different shock positions will result in firmer or softer response of the suspension system.
- Install the shock in an inward angle will cause softer rebound. Softer or firmer suspension system will lead to different steering response.
- Adjust the shock angle positions according to track conditions.

FRONT SHOCK ANGLE SETTING



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

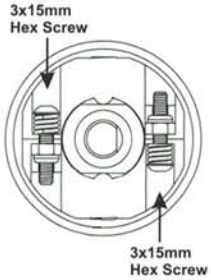
REAR SHOCK ANGLE SETTING

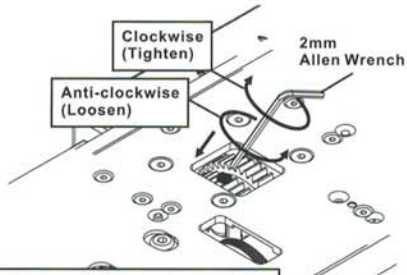


Firm rear suspension, over steering.
Soft rear suspension, under steering.

ADJUSTING THE SHIFT POINT

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





- Use a 2mm allen wrench to set the clutch shoe.
- Use a 2.5mm allen wrench to adjust the 6x6mm set screw witch is used to adjust the distance between the clutch shoe and clutch bell.
- Adjust the 3x15mm hex screw will be change the shift timing of the clutch shoe.

SHIFT UP TIMING ADJUSTMENT

1. Once the engine adjustments have been completed, proceed to the adjustment of the clutch shoe shift timing.
   (Using a 2mm allen wrench to adjust the clutch shoe on either side.)

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

2. Adjust the clutch shift timing for your track conditions.
   As you tighten (Clockwise) the 3x15mm screw, the shift timing will become slower.
   As you loosen (Anti-clockwise) the 3x15mm screw, the shift timing will become quicker.

3. Set the shift timing to the track conditions while the car is running.

2 SPEED GEAR RATION COMBINATIONS

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

Spur Gear	Clutch Gear (3 tooth different)		
	15T-19T	16T-20T	17T-21T
49T/45T			
48T/44T			

Torque

Speed