BEFORE YOU START

The T4 is a high-competition, high-quality, 1/10-scale touring car intended for persons aged 16 years and older with previous experience building and operating RC model racing cars. This is not a toy; it is a precision racing model. This model racing car is not intended for use by beginners, inexperienced customers, or by children without direct supervision of a responsible, knowledgeable adult. If you do not fulfill these requirements, please return the kit in unused and unassembled form back to the shop where you have purchased it.

Before building and operating your T4, YOU MUST read through all of the operating instructions and instruction manual and fully understand them to get the maximum enjoyment and prevent unnecessary damage. Read carefully and fully understand the instructions before beginning assembly.

Make sure you review this entire manual, download and use set-up book from the web, and examine all details carefully. If for some reason you decide The T4 is not what you wanted or expected, do not continue any further. Your hobby dealer cannot accept your T4 kit for return or exchange after it has been partially or fully assembled.

Contents of the box may differ from pictures. In line with our policy of continuous product development, the exact specifications of the kit may vary without prior notice.

CUSTOMER SUPPORT

We have made every effort to make these instructions as easy to understand as possible. However, if you have any difficulties, problems, or questions, please do not hesitate to contact the XRAY support team at info@teamxray.com. Also, please visit our Web site at www.teamxray.com to find the latest updates, set-up information, option parts, and many other goodies. We pride ourselves on taking excellent care of our customers.

You can join thousands of XRAY fans and enthusiasts in our online community at: www.teamxray.com

SAFETY PRECAUTIONS

Improper operation may cause personal and/or property damage. XRAY and its distributors have no control over damage resulting from shipping, improper construction, or improper usage. XRAY assumes and accepts no responsibility for personal and/or property damages resulting from the use of improper building materials, equipment and operations. By purchasing any item produced by XRAY, the buyer expressly warrants that he/she is in compliance with all applicable federal, state and local laws and regulation regarding the purchase, ownership and use of the item. The buyer expressly agrees to indemnify and hold harmless XRAY for all claims resulting directly or indirectly from the purchase, ownership or use of the product. By the act of assembling or operating this product, the user accepts all resulting liability. If the buyer is not prepared to accept this liability, then he/she should return this kit in new, unassembled, and unused condition to the place of purchase.

Failure to follow these instructions will be considered as abuse and/or neglect.

Contents of the box may differ from pictures. In line with our policy of continuous product development, the exact specifications of the kit may vary without prior notice.

SAFETY PRECAUTIONS

Contains:
LEAD (CAS 7439-92-1) ANTIMONY (CAS 7440-36-0)
WARNING: This product contains a chemical known to the state of California to cause cancer and birth defects or other reproductive harm. CAUTION: CANCER HAZARD

Leads and a listed carcinogen. Lead is harmful if ingested. Wash thoroughly after using. DO NOT use product while eating, drinking or using tobacco products. May cause chronic effects to gastrointestinal tract, CNS, kidneys, and blood. MAY CAUSE BIRTH DEFECTS.

When building, using and/or operating this model always wear protective glasses and gloves.

Take appropriate safety precautions prior to operating this model. You are responsible for this model’s assembly and safe operation! Please read the instruction manual before building and operating this model and follow all safety precautions. Always keep the instruction manual at hand for quick reference, even after completing the assembly. Use only genuine and original authentic XRAY parts for maximum performance. Using any third party parts on this model will void guaranty immediately.

IMPORTANT NOTES – GENERAL

- This product is not suitable for children under 16 years of age without the direct supervision of a responsible and knowledgeable adult.
- Carefully read all manufacturers warnings and cautions for any parts used in the construction and use of your model.
- Assemble this kit only in places away from the reach of very small children.
- First-time builders and users should seek advice from people who have building experience in order to assemble the model correctly and to allow the model to reach its performance potential.
- Exercise care when using tools and sharp instruments.
- Take care when building, as some parts may have sharp edges.
- Keep small parts out of reach of small children. Children must not be allowed to put any parts in their mouth, or pull vinyl bag over their head.
- Read and follow instructions supplied with paints and/or cement, if used (not included in kit).
- Immediately after using your model, DO NOT touch equipment on the model such as the motor and speed controller, because they generate high temperatures. You may seriously burn yourself severely touching them.
- Follow the operating instructions for the radio equipment at all times.
- Do not put fingers or any objects inside rotating and moving parts, as this may cause damage or serious injury as your finger, hair, clothes, etc. may get caught.
- Be sure that your operating frequency is clear before turning on or running your model, and never share the same frequency with somebody else at the same time. Ensure that others are aware of the operating frequency you are using and when you are using it.
- Use a transmitter designed for ground use with RC cars. Make sure that no one else is using the same frequency as yours in your operating area. Using the same frequency at the same time, whether it is driving, flying or sailing, can cause loss of control of the RC model, resulting in a serious accident.
- Always turn on your transmitter before you turn on the receiver in the car. Always turn off the receiver before turning your transmitter off.
- Keep the wheels of the model off the ground when checking the operation of the radio equipment.
- Disconnect the battery pack before storing your model.
- When learning to operate your model, go to an area that has no obstacles that can damage your model if your model suffers a collision.
- Remove any sand, mud, dirt, grass or water before putting your model away.
- If the model behaves strangely, immediately stop the model, check and clear the problem.
- To prevent any serious personal injury and/or damage to property, be responsible when operating all remote controlled models.
- The model car is not intended for use on public places and roads or areas where its operation can conflict with or disrupt pedestrian or vehicular traffic.
- Because the model car is controlled by radio, it is subject to radio interference from many sources that are beyond your control. Since radio interference can cause momentary loss of control, always allow a safety margin in all directions around the model in order to prevent collisions.
- Do not use your model:
  - Near real cars, animals, or people that are unaware that an RC car is being driven.
  - In places where children and people gather
  - In residential districts and parks
  - In limited indoor spaces
  - In wet conditions
  - In the street
  - In areas where loud noises can disturb others, such as hospitals and residential areas.
  - At night or anytime your line of sight to the model may be obstructed or impaired in any way.

To prevent any serious personal injury and/or damage to property, please be responsible when operating all remote controlled models.

www.xray.com
Recharge battery when necessary. Continual recharging may damage battery and, in the worst case, could build up heat leading to fire. If battery becomes extremely hot during recharging, please ask your local hobby shop for check and/or repair and/or replacement.

- Regularly check the charger for potential hazards such as damage to the cable, plug, casing or other defects. Ensure that any damage is rectified before using the charger again. Modifying the charger may cause short-circuit or overcharging leading to a serious accident. Therefore do not modify the charger.
- Always unplug charger when recharging is finished.
- Do not recharge battery while battery is still warm. After use, battery retains heat. Wait until it cools down before charging.
- Do not allow any metal part to short circuit the receiver batteries or other electrical/electronic device on the model.
- Immediately stop running if your RC model gets wet as may cause short circuit.
- Please dispose of batteries responsibly. Never put batteries into fire.

**WARRANTY**

XRAY guarantees this model kit to be free from defects in both material and workmanship within 30 days of purchase. The total monetary value under warranty will in no case exceed the cost of the original kit purchased. This warranty does not cover any components damaged by use or modification or as a result of wear. Part or parts missing from this kit must be reported within 30 days of purchase. No part or parts will be sent under warranty without proof of purchase. Should you find a defective or missing part, contact the local distributor. Service and customer support will be provided through local hobby store where you have purchased the kit, therefore make sure to purchase any XRAY products at your local hobby store. This model racing car is considered to be a high-performance racing vehicle. As such this vehicle will be used in an extreme range of conditions and situations, all which may cause premature wear or failure of any component. XRAY has no control over usage of vehicle once they leave the dealer, therefore XRAY can only offer warranty against all manufacturer’s defects in materials, workmanship, and assembly at point of sale and before use. No warranties are expressed or implied that cover damage caused by what is considered normal use, or cover or imply how long any model cars’ components or electronic components will last before requiring replacement.

Due to the high performance level of this model car you will need to periodically maintain and replace consumable components. Any and all warranty coverage will not cover replacement of any part or component damaged by neglect, abuse, or improper or unreasonable use. This includes but is not limited to damage from crashing, chemical and/or water damage, excessive moisture, improper or no maintenance, or user modifications which compromise the integrity of components. Warranty will not cover components that are considered consumable on RC vehicles. XRAY does not pay nor refund shipping on any component sent to XRAY or its distributors for warranty. XRAY reserves the right to make the final determination of the warranty status of any component or part.

**Limitations of Liability**

XRAY makes no other warranties expressed or implied. XRAY shall not be liable for any loss, injury or damages, whether direct, indirect, special, incidental, or consequential, arising from the use, misuse, or abuse of this product and/or any product or accessory required to operate this product. In no case shall XRAY’s liability exceed the monetary value of this product.

Take adequate safety precautions prior to operating this model. You are responsible for this model’s assembly and safe operation.

Disregard of the any of the above cautions may lead to accidents, personal injury, or property damage. XRAY MODEL RACING CARS assumes no responsibility for any injury, damage, or misuse of this product during assembly or operation, nor any additions that may arise from the use of this product. All rights reserved.
To ensure that you always have access to the most up-to-date version of the XRAY Set-up Book, XRAY will now be offering only the digital online version at our website at www.teamxray.com. By offering this online version instead of including a hardcopy printed version in kits, you will always be assured of having the most current updated version.

XRAY offers wide range of optional tuning parts which are listed in tables like these. Please refer to the exploded view of each main section to verify which part is included in the kit while all other parts are available only as an optional part and must be purchased separately.

---

**SYMBOLS USED**

- Part bags used
- Assemble in the specified order
- Assemble left and right sides the same way
- Pay attention here
- Assemble as many times as specified (here twice)
- Apply thread lock
- Apply CA glue
- Apply oil
- Scale
- Apply grease
- Optional parts
- Ensure smooth non-binding movement
- Tighten screw gently
- Completed assembly
- Detail
- Follow Set-Up Book

**TOOLS REQUIRED**

- HUDY TOOLS: Allen: 1.5mm, 2.0mm, 3.0mm, Socket: 5.5mm, 7.0mm
- Combination Pliers (HUDY #189020)
- Side Cutters (HUDY #189010)
- Hobby Knife (HUDY #181040)
- Turnbuckle Wrench 4mm (HUDY #187600) or (HUDY #187601)
- Reamer (HUDY #107600)
- Scissors (HUDY #188990)
- Graphite Grease (HUDY #106210)
- Premium Silicone Oil 400cSt (HUDY #106340)
- Premium Silicone Oil 3000cSt (HUDY #106430)

**ITEMS INCLUDED**

- Premium Silicone Oil 400cSt (HUDY #106340)
- Premium Silicone Oil 3000cSt (HUDY #106430)
- Graphite Grease (HUDY #106210)

**NOT INCLUDED**

To ensure that you always have access to the most up-to-date version of the XRAY Set-up Book, XRAY will now be offering only the digital online version at our website at www.teamxray.com. By offering this online version instead of including a hardcopy printed version in kits, you will always be assured of having the most current updated version.

**EQUIPMENT REQUIRED**

- Transmitter
- Receiver
- Steering Servo
- Electric Motor & Pinion Gear and Setscrew
- Bearing Oil (HUDY #106230)
- Speed Controller
- 190mm Bodyshell
- LiPo Battery
- Lexan™ Paint
- Battery Charger
- Fibre Tape (HUDY #107870) Double-sided Tape
- Wheels & Tires & Inserts
At the beginning of each section is an exploded view of the parts to be assembled. There is also a list of all the parts and part numbers that are related to the assembly of that section.

The part descriptions are color-coded to make it easier for you to identify the source of a part. Here are what the different colors mean:

- **Style A** - indicates parts that are included in the bag marked for the section.
- **STYLE B** - indicates parts that are included in the box.
- **STYLE C** - indicates parts that are already assembled from previous steps.

**CHASSIS PREPARATION**

To protect and seal edges of graphite parts, sand edges smooth and then apply CA glue.

Do this for: chassis edges, countersunk holes, and shock towers.

Apply only a bit of CA glue in the countersunk holes.
After disassembling the gear diff the large O-ring may have an increased size and may be more difficult to re-install. We recommend either inserting the old O-ring carefully in the diff cover, or replacing the old O-ring with a new O-ring if the old one cannot be made to fit properly.
1. GEAR DIFFERENTIAL & FRONT SOLID AXLE

- **903256**: SH M3x10
- **941015**: BB 10x15x4
- **903256**: SH M2.5x6
- **903256**: SFH M2.5x6

**NOTE**: ORIENTATION

**DETAIL**

**BEARING OIL**

(BUY #106230)

- **#305136**: ALU SOLID DRIVESHAFT ADAPTERS
- **#305137**: STEEL SOLID AXLE DRIVESHAFT ADAPTERS
- **HUDY SPRING STEEL™**

**CUTAWAY VIEW**

**Tighten the screws equally but do NOT tighten them completely.**

**Finish tightening in this order.**
2. CENTRAL TRANSMISSION

- HIGH-PERFORMANCE KEVLAR® DRIVE BELT
  - #305432 FRONT 3 x 513 MM STANDARD INCLUDED
  - #305446 REAR 3 x 189 MM STANDARD INCLUDED

- Central Transmission Bag
  - #301144 T4'17 ALU FLEX CHASSIS 2.0MM
  - #301143 T4'17 ALU CHASSIS 2.0MM

- Various parts and components with item numbers and descriptions.
2. CENTRAL TRANSMISSION

OFFSET SPUR GEARS 48P

- #305778 78T / 48P OPTION
- #305781 81T / 48P OPTION
- #305784 84T / 48P INCLUDED

OFFSET SPUR GEARS 64P

- #305860 90T / 64P OPTION
- #305862 92T / 64P OPTION
- #305866 96T / 64P OPTION
- #305870 100T / 64P OPTION
- #305874 104T / 64P OPTION
- #305876 106T / 64P OPTION
- #305878 108T / 64P OPTION
- #305880 110T / 64P OPTION
- #305882 112T / 64P OPTION
- #305884 114T / 64P OPTION

Note orientation only when using XRAY OFFSET spur gears.

Do not tighten fully yet, the nut will be tightened after the motor mount is mounted on the chassis.

The back screw generates more traction and makes the car more stable in the chicanes. Recommended for low-medium traction tracks.

The front screw improves steering response and in-corner steering. Recommended for medium-high traction tracks.

Short belt Long belt

BEARING OIL (HUDY #106230)

IMPORTANT!
Tighten screws in order indicated. M3 nut must always be tightened fully. When tightening the nut, use pliers.

The back screws generates more traction and makes the car more stable in the chicanes. Recommended for low-medium traction tracks.

IMPORTANT!
Tighten screws in order indicated. M3 nut must always be tightened fully. When tightening the nut, use pliers.

NOTE ORIENTATION

Set-up Book

Gearing Adjustment

NOTE ORIENTATION

BEARING OIL (HUDY #106230)

NOTE ORIENTATION

Tighten screws in order indicated. M3 nut must always be tightened fully. When tightening the nut, use pliers.

NOTE ORIENTATION

The back screws generates more traction and makes the car more stable in the chicanes. Recommended for low-medium traction tracks.
### 2. CENTRAL TRANSMISSION

**Option: Belt Tensioner**

May be used when the front belt becomes worn and loose. Belt tensioner is NOT included in the kit and must be purchased separately.

---

**Front Belt Tension Adjustment**

Front diff UPPER position provides more steering, but less front traction.

Recommended for medium-high traction tracks and technical tracks.

**Rear Belt Tension Adjustment**

Rear diff LOWER position provides more on-power steering, but makes the car push more on power.

Recommended for low-traction tracks.

---

INITIAL POSITION FOR CARPET
Place tab in this BOTTOM NOTCH

TO LOOSEN FRONT BELT: Rotate both front nylon hubs in arrow direction A

TO TIGHTEN FRONT BELT: Rotate both front nylon hubs in arrow direction B

INITIAL POSITION FOR ASPHALT
Place tab in this TOP NOTCH

INITIAL POSITION FOR CARPET
Place tab in this BOTTOM NOTCH

INITIAL POSITION FOR ASPHALT
Place tab in this TOP NOTCH

TO LOOSEN REAR BELT: Rotate both rear nylon hubs in arrow direction A

TO TIGHTEN REAR BELT: Rotate both rear nylon hubs in arrow direction B

---

**Front Diff**

- **Lower Position**: Provides more front traction, but makes the car push more on power. Recommended for low-traction tracks.
- **Upper Position**: Provides more steering, but less front traction. Recommended for medium-high traction tracks and technical tracks.

**Rear Diff**

- **Lower Position**: Provides more rear traction (mainly on-power), makes the car more stable in chicanes, but makes the car push on-power. Recommended for low-medium traction tracks.
- **Upper Position**: Provides more on-power steering, but makes the rear slightly more loose. Recommended for medium-high traction tracks.

---

**Initial Position for Carpet**
Place tab in this BOTTOM NOTCH

**Initial Position for Asphalt**
Place tab in this TOP NOTCH

---

**Figures**

Detailed drawings and illustrations of the belt tensioner and belt tighteners are provided to assist in the adjustment process. The front and rear belts can be adjusted using the provided nylon hubs, with arrows indicating the direction of rotation for tightening and loosening.

---

**Carpet and Asphalt**

- **Carpet**: The initial position for carpet is indicated with a tab in the bottom notch.
- **Asphalt**: The initial position for asphalt is indicated with a tab in the top notch.
For better stability and to make the car easier to drive, optional #302190 and #303190 graphite stiffeners may be used on the suspension arms. Using only 4 screws, each graphite stiffener can be installed or removed which would completely change the characteristics of the car. Stiffeners may be used independently at front and/or rear. **IMPORTANT!** Install/remove stiffeners equally on left & right sides.

### STANDARD REAR SUSPENSION

- **#30 2190** GRAPHITE FRONT LOWER ARM PLATE 1.6MM (2)
- **#30 3190** GRAPHITE REAR LOWER ARM PLATE 1.6MM (2)

### ACTIVE REAR SUSPENSION™

- **#30 3192** ARS GRAPHITE REAR LOWER ARM PLATE 1.6MM (2)
3. FRONT & REAR SUSPENSION

**REAR ARMS**

**STANDARD REAR SUSPENSION**

INITIAL SETTING

![Diagram of standard rear suspension](image)

**REAR ARMS**

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#303168</td>
<td>STANDARD HARD OPTION</td>
</tr>
<tr>
<td>#303169</td>
<td>STANDARD GRAPHITE INCLUDED</td>
</tr>
<tr>
<td>#303170</td>
<td>ARS HARD INCLUDED</td>
</tr>
<tr>
<td>#303171</td>
<td>ARS GRAPHITE OPTION</td>
</tr>
</tbody>
</table>

**ACTIVE REAR SUSPENSION™**

![Diagram of active rear suspension](image)

**FRONT ARMS**

![Diagram of front suspension](image)

**FRONT ARMS**

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#302168</td>
<td>HARD OPTION</td>
</tr>
<tr>
<td>#302169</td>
<td>GRAPHITE INCLUDED</td>
</tr>
</tbody>
</table>

**SET-UP BOOK**

REAR DOWNSTOP

ADJUSTMENT

FRONT DOWNSTOP

ADJUSTMENT
ECCENTRIC BUSHINGS HAVE TWO DIFFERENT OFFSETS FROM THE CENTER.

- **Middle position** = 0.5 mm or 0.5° from center
- **Outer position** = 1 mm or 1° from center

The XRAY rear alu lower suspension holders provide even greater range of adjustment for the rear suspension. Using different combinations of eccentric bushings, fine adjustment of rear squat, rear toe-in, rear roll center, and rear track-width can be obtained. For more information about the influence of rear squat, rear toe-in, rear roll center and rear track-width on car handling, please refer to HUDY Set-up Book (#209100).
It is extremely important that the arms move freely on the pivot pins. If they do not, use the #107633 HUDY Arm Reamer to slightly resize the holes in the arms.

Middle position = 0.5 mm or 0.5° from center
Outer position = 1 mm or 1° from center

All possible mounting alternatives of eccentric bushings:

ECCENTRIC BUSHINGS HAVE TWO DIFFERENT OFFSETS FROM THE CENTER.

The XRAY front alu lower suspension holders provide even greater range of adjustment for the front suspension. Using different combinations of eccentric bushings, fine adjustment of front anti-squat, front kick-up, front toe-in, front roll center, and front track-width can be obtained. For more information about the influence of front anti-dive, front kick-up, front toe-in, front roll center and front track-width on car handling, please refer to HUDY Set-up Book (#209100).
4. STEERING

We recommend using the aluminum dual servo saver arms when better steering response is needed. Also recommended for asphalt tracks.

TO CHANGE ACKERMANN ANGLE:

1. Use bearing oil for all bearings.
2. To change Ackermann angle, use 2 identical shims (of same thickness) between the alu steering plate and ball ends.

TIGHTEN THE SCREWS GENTLY BUT FULLY, AND THEN LOOSEN 1/3 TURN SO THE COMPOSITE DUAL SERVO SAVER MOVES FREELY.

NOTE ORIENTATION

SERVO LINK

Adjust servo link to fit your servo.
4. STEERING

**ALTERNATIVE 1**

**STANDARD STEERING ARM MOUNTING**

- Standard steering mounting system provides maximum steering response and makes the car more precise.

**ALTERNATIVE 2**

**FLOATING STEERING ARM MOUNTING**

- Floating steering mounting system makes the car easier to drive over curbs and on bumpy tracks. Helps prevent oversteer.

**NOTE:** The floating steering arms are mounted on the graphite servo holder in the Final Assembly page 33/step 1.

---

**HUDY ALU SERVO HORNS**

- For more in-corner steering and better steering response, aluminum servo horns may be used.

**IMPORTANT!**

- When the aluminum horn is used, the steering servo saver is not used. This increases the risk of breaking the servo in serious crashes.

---

**GRAPHITE STEERING PLATE SET**

- Smart chassis flex adjustment via graphite steering plate which can be mounted with an additional aluminum stand.

**OPTION**

- We recommend using optional 1.6mm top deck for super-low traction conditions as it provides more overall traction and steering.

**ALU TOP DECK MOUNT - ORANGE**

- Optional a/o top deck mount improves forward and rear traction and makes the car more stable and easier to drive under low-traction conditions, however generates more on-power push. Recommended for low and medium traction conditions.

---

**SET-UP BOOK**

- CHASSIS FLEX SETTING TOP DECK SETTING
5. FRONT & REAR TRANSMISSION

FOR ALTERNATIVE SETTING

ACTIVE REAR SUSPENSION™

#305242 DRIVE SHAFT REPLACEMENT CAP 3.5MM - ORANGE - STRONG (4)

#307222 TITAN FRONT ARM PIVOT PIN (2)
#307222 TITAN REAR ARM PIVOT PIN (2)

30 2253 COMPOSITE STEERING BLOCK - HARD
30 2291 STEEL STEERING BUSHING (2+2)
30 2363 COMPOSITE C-HUB RIGHT - 4° DEG. - MEDIUM - V2
30 2364 COMPOSITE C-HUB LEFT - 4° DEG. - MEDIUM - V2
30 2369 COMPOSITE C-HUB RIGHT - 0° DEG. - HARD
30 2370 COMPOSITE C-HUB LEFT - 0° DEG. - HARD
30 2663 COMPOSITE BALL JOINT 4.9MM - OPEN - V2 (8)
30 2804 ANTI-ROLL BAR FOR BALL BEARINGS - FRONT 1.4 MM
30 3122-K ALU SHIM 3x6x1.0MM - BLACK (10)
30 3123-K ALU SHIM 3x6x2.0MM - BLACK (10)
30 3127-K ALU SHIM 3x6x4.0MM - BLACK (10)
30 3129 ALU SET OF SHIMS (3x1MM; 1x2MM) (2)
30 3210 FRONT ARM PIVOT PIN (2)
30 3212 ALU ADJ. TURNBUCKLE M3 L/R 26 MM - SWISS 7075 T6 (2)
30 3354 COMPOSITE UPRIGHT 0° OUTBOARD TOE-IN - HARD
30 3432-O ALU ANTI-ROLL BAR BUSHING - ORANGE (2)
30 3455 COMPOSITE ANTI-ROLL BAR BALL JOINT 4.9 MM (4)
30 3322 COMPOSITE BALL JOINT 4.9MM - OPEN - V2 (8)
30 3721 FRONT ARM PIVOT PIN (2)
30 3803 ANTI-ROLL BAR FOR BALL BEARINGS - REAR 1.3 MM
30 3823 DRIVE SHAFT COUPLING - HURY SPRING STEEL™
30 3841 DRIVE SHAFT REPLACEMENT CAP 3.5 MM (4)
30 3842 DRIVE SHAFT REPLACEMENT CAP 3.5 MM - ORANGE - STRONG (4) (OPTION)
30 3854 ETC (ES) DRIVE SHAFT 52MM FOR 2MM PIN - HUDY SPRING STEEL™ - SET
90 1302 HEX SCREW SB M3x2.5 (10)
90 1305 HEX SCREW SB M3x3 (10)
90 1304 HEX SCREW SB M3x4 (10)
90 2205 HEX SCREW SH M2x5 (2)
90 2310 HEX SCREW SH M3x10 (10)
36 2649 BALL END 4.9MM WITH THREAD 5MM (2)
36 2650 BALL END 4.9MM WITH THREAD 6MM (2)
36 2651 BALL END 4.9MM WITH THREAD 8MM (2)
36 2652 BALL END 4.9MM WITH THREAD 10MM (2)
36 2653 BALL END 4.9MM WITH THREAD 12MM (2)
94 0510 HIGH-SPEED BALL-BEARING 5x10x4 RUBBER SEALED (2)
98 0210 PIN 2x10 (10)

FOR ALTERNATIVE SETTING

ACTIVE REAR SUSPENSION™

#305242 DRIVE SHAFT REPLACEMENT CAP 3.5MM - ORANGE - STRONG (4)

#307222 TITAN FRONT ARM PIVOT PIN (2)
#307222 TITAN REAR ARM PIVOT PIN (2)
**5. FRONT & REAR TRANSMISSION**

### REAR TRANSMISSION

- **Alternative Standard Rear Suspension Initial Setting**
  - **Left Upright** = **Right Upright**
  - **0° Outboard Toe-In Uprights**
  - Use Alu 50mm Drive Shaft in rear

- **Alternative Active Rear Suspension™**
  - **Left Steering Block** = **Right Steering Block**
  - Use Alu 50mm Drive Shaft in rear

### FRONT TRANSMISSION

- **Thread Lock**
- **Graphite Grease** (Hudy #106210)

- Set screw against the flat spot
- **Graphite Grease** (Hudy #106210)

### ECS Drive Shafts

ECS drive shafts are available in both 50mm (optionally) and 52mm lengths. The ECS drive shafts were developed to decrease front wheel vibration when racing with a solid front axle, thus providing a much smoother and quieter ride and increased steering.

### Drive Shafts

- **#305323 50mm - Steel**
- **#305324 50mm - Steel**
- **#305326 50mm - Alu**
- **#305329 50mm - Alu**
- **#305332 50mm - ECS**
- **#305333 50mm - ECS**

### T4 Optional Parts

- **Uprights**
  - **#303351 1° - R Medium (2-Hole)**
  - **#303352 0° - R/L Medium (2-Hole)**
  - **#303353 1° - R Hard (2-Hole)**
  - **#303354 0° - R/L Hard (2-Hole)**
  - **#303360 0° - R/L Graphite (2-Hole)**
  - **#303361 1° - R/L Medium (2-Hole)**
  - **#303362 0° - R/L Medium (1-Hole)**
  - **#303363 1° - R Hard (2-Hole)**
  - **#303364 0° - R/L Hard (1-Hole)**
  - **#303358 Alu 1° - R/L (4-Hole)**
  - **#303359 Alu 2° - R/L (4-Hole)**

- **Wheel Hubs**
  - **#303359K Alu - Offset (0 mm)**
  - **#303351 Alu - Offset (-0.75 mm)**
  - **#303352 Alu - Offset (+0.75 mm)**
  - **#303353 Alu - Offset (+1.5 mm)**

- **Steering Blocks**
  - **#302252 Medium**
  - **#302253 Hard**
  - **#302254 Graphite**
  - **#302256 Alu**

**For easy installation of the #305241 plastic caps, use pliers as shown.**

**T#305242 Drive Shaft Replacement Cap 3.5mm Orange - Strong (4)**

Larger drive shafts (52mm) make the car easier to drive because they give more traction and better stability, mainly in chicanes. However, the car will understeer more than with shorter (50mm) shafts which give a lot of steering and make the car more aggressive.

Both left & right shafts should ALWAYS be the same length at one end of the car (front or rear).

52mm shafts are recommended for carpet and large asphalt tracks. 50mm shafts are recommended for small-medium tight asphalt tracks.

**Set screw against the flat spot**

Longer drive shafts (52mm) make the car easier to drive because they give more traction and better stability, mainly in chicanes. However, the car will understeer more than with shorter (50mm) shafts which give a lot of steering and make the car more aggressive.

Both left & right shafts should ALWAYS be the same length at one end of the car (front or rear).

52mm shafts are recommended for carpet and large asphalt tracks. 50mm shafts are recommended for small-medium tight asphalt tracks.
5. FRONT & REAR TRANSMISSION

### FRONT TRANSMISSION

- Left STEERING BLOCK = Right STEERING BLOCK

- Use Steel 52mm ECS Drive Shafts in front

### ACTIVE REAR SUSPENSION™

- RIGHT C-HUB marked
- LEFT C-HUB marked

### T4 OPTIONAL PARTS

#### WHEEL HUBS

- Included
  - #305350-K: ALU - OFFSET 0 mm
  - #305351: ALU - OFFSET -0.75 mm
  - #305352: ALU - OFFSET +0.75 mm
  - #305353: ALU - OFFSET +1.5 mm

#### STEERING BLOCKS

- Included
  - #302252: MEDIUM
  - #302253: HARD
  - #302254: GRAPHITE
  - #302256: ALU

#### C-HUBS FRONT TRANSMISSION

- Included
  - #302334 ALU 0° - R+L
  - #302335 ALU 2° - RIGHT
  - #302336 ALU 2° - LEFT
  - #302337 ALU 4° - RIGHT
  - #302338 ALU 4° - LEFT
  - #302339 ALU 6° - RIGHT
  - #302340 ALU 6° - LEFT
  - #302361 2° - RIGHT - MEDIUM
  - #302362 2° - LEFT - MEDIUM
  - #302363 4° - RIGHT - MEDIUM
  - #302364 4° - LEFT - MEDIUM
  - #302365 6° - RIGHT - MEDIUM
  - #302366 6° - LEFT - MEDIUM
  - #302371 2° - RIGHT - HARD
  - #302372 2° - LEFT - HARD
  - #302373 4° - RIGHT - HARD
  - #302374 4° - LEFT - HARD
  - #302375 6° - RIGHT - HARD
  - #302376 6° - LEFT - HARD
  - #302383 4° - RIGHT - GRAPHITE
  - #302384 4° - LEFT - GRAPHITE

#### C-HUBS ACTIVE REAR TRANSMISSION

- Included
  - #302334: ALU 0°
  - #302359: 0° - RIGHT - MEDIUM
  - #302360: 0° - LEFT - MEDIUM
  - #302369: 0° - RIGHT - HARD
  - #302370: 0° - LEFT - HARD
  - #302379: 0° - RIGHT - GRAPHITE
  - #302380: 0° - LEFT - GRAPHITE

---

4x FRONT LEFT = FRONT RIGHT

5.5mm
5. FRONT & REAR TRANSMISSION

REAR TRANSMISSION

ALTERNATIVE STANDARD REAR SUSPENSION
INITIAL SETTING

LEFT UPRIGHT = RIGHT UPRIGHT

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

30.5mm

25mm

ALU SHIM 3x6x4mm

INITIAL SETTING
Use inner hole

TIGHTEN GENTLY

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.

ALTERNATIVE ACTIVE REAR SUSPENSION™

STEP 1

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

COMPOSITE SHIM 3x6x1mm

TIGHTEN GENTLY

#307322 TITAN ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

#307322 TITAN REAR ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

INITIAL SETTING

REAR TRANSMISSION

TIGHTEN GENTLY

ALU SHIM 3x6x4mm

INITIAL SETTING

OPTION

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.

ALTERNATIVE ACTIVE REAR SUSPENSION™

STEP 1

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

COMPOSITE SHIM 3x6x1mm

TIGHTEN GENTLY

#307322 TITAN ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

#307322 TITAN REAR ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

INITIAL SETTING

REAR TRANSMISSION

TIGHTEN GENTLY

ALU SHIM 3x6x4mm

INITIAL SETTING

OPTION

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.

ALTERNATIVE ACTIVE REAR SUSPENSION™

STEP 1

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

COMPOSITE SHIM 3x6x1mm

TIGHTEN GENTLY

#307322 TITAN ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

#307322 TITAN REAR ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

INITIAL SETTING

REAR TRANSMISSION

TIGHTEN GENTLY

ALU SHIM 3x6x4mm

INITIAL SETTING

OPTION

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.

ALTERNATIVE ACTIVE REAR SUSPENSION™

STEP 1

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

COMPOSITE SHIM 3x6x1mm

TIGHTEN GENTLY

#307322 TITAN ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

#307322 TITAN REAR ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

INITIAL SETTING

REAR TRANSMISSION

TIGHTEN GENTLY

ALU SHIM 3x6x4mm

INITIAL SETTING

OPTION

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.

ALTERNATIVE ACTIVE REAR SUSPENSION™

STEP 1

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

COMPOSITE SHIM 3x6x1mm

TIGHTEN GENTLY

#307322 TITAN ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

#307322 TITAN REAR ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

INITIAL SETTING

REAR TRANSMISSION

TIGHTEN GENTLY

ALU SHIM 3x6x4mm

INITIAL SETTING

OPTION

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.

ALTERNATIVE ACTIVE REAR SUSPENSION™

STEP 1

5mm THREAD
ALU SHIM 3x6x1mm

8mm THREAD

COMPOSITE SHIM 3x6x1mm

TIGHTEN GENTLY

#307322 TITAN ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

#307322 TITAN REAR ARM PIVOT PIN (2)

1:1

25mm

2x

L=R

INITIAL SETTING

REAR TRANSMISSION

TIGHTEN GENTLY

ALU SHIM 3x6x4mm

INITIAL SETTING

OPTION

1-HOLE REAR UPRIGHTS (See page 19)

An optional 1-hole rear upright is available for fine tuning. This optional upright may be used on high-traction tracks or tracks with long sweepers, since the position of the center hole will allow faster driving through those corners because of better cornering speed.
The angle of the ARS linkage – which is made by adding/removing shims on the steering block and ARS post mount – changes the toe-in characteristics of the rear tires under rolling effect, when the car is pressed the toe-in can either increase or decrease.

Check the toe-in change on your set-up system when the car is in neutral position and when is pressed down. For more information see the HUDY Set-up Book.

**5mm THREAD**

**6mm THREAD**
**FRONT TRANSMISSION**

- **FREE MOVEMENT**
- **INITIAL SETTING**
- **RECOMMENDED BUMPSTEER SETTINGS**:
  - CARPET - 1mm thick shim
  - ASPHALT - 3mm thick shims

The number of shims changes the angles of the steering linkage. When no shims are used, the car is easy to drive into the corner. As the number of shims is increased, in-corner steering increases but the car becomes more difficult to drive.

---

**FRONT & REAR TRANSMISSION**

- **FREE MOVEMENT**
- **COMPOSITE SHIM 3x6x1mm**
- **TIP**

---

**FRONT ANTI-ROLL BARS**

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**REAR ANTI-ROLL BARS**

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</tr>
<tr>
<td>#303806</td>
<td>REAR 1.6 MM</td>
<td></td>
</tr>
</tbody>
</table>

**INCLUDED**

- BEARING OIL (HUDY #106230)
- COMPOSITE SHIM 3x6x1mm

---

**OIL BEARING OIL** (HUDY #106230)
When the bars are set, verify that both sides move at the same time. If they do, the bars are set up correctly. If not, make sure that both downstops are the same and that the bar wire is flat.

If the sides still do not move at the same time, adjust the length of the bar holders.

Set the bar into the center, remove the play in the bushings, and tighten the setscrews fully.
5. FRONT & REAR TRANSMISSION

REAR ANTI-ROLL BAR

INITIAL POSITION

STANDARD SUSPENSION

INITIAL SETTING — MIDDLE BALL

Use the INNER ball on low-traction tracks (mainly low-traction carpet tracks). The car will have more traction & more steering, but will be more difficult to drive because the car will roll more.

Use the MIDDLE ball on low- to medium-traction tracks (asphalt, carpet). The car will have a little less rear traction and the car will roll a little less which will make it easier to drive with more cornering speed.

Use the OUTER ball on high-traction tracks (mainly high-traction asphalt tracks). The car will roll even less which will allow the use of more throttle in the corners, however the car will have less traction.

ACTIVE REAR SUSPENSION™

ARS arm has only two balls which are identical as inner & middle balls on the standard rear arm.

CENTER

OUTER MIDDLE INNER

INITIAL POSITION

2x3mm 3x3mm 3x4mm 3x4mm

DETAIL

When the bars are set, verify that both sides move at the same time. If they do, the bars are set up correctly. If not, make sure that both downstops are the same and that the bar wire is flat.

If the sides still do not move at the same time, adjust the length of the bar holders.

Set the bar into the center, remove the play in the bushings, and tighten the setscrews fully.

OUTER MIDDLE INNER

901303 SB M3x3

901304 SB M3x4

ANTI-ROLL BARS
6. SHOCK ABSORBERS

Progressive shock system for touring cars for improved traction and steering characteristics. Shock insert has 3 triangle cuts and is used with piston without holes. The hardness of the shock is influenced not by the holes in the piston, but rather by the insert.

**#308039**
**ALU PROGRESSIVE SHOCK SYSTEM - SET (2)**

**OPTION**

**#308039**
**ALU PROGRESSIVE SHOCK SYSTEM - SET (2)**

Progressive shock system for touring cars for improved traction and steering characteristics. Shock insert has 3 triangle cuts and is used with piston without holes. The hardness of the shock is influenced not by the holes in the piston, but rather by the insert.

- **30 8321** BALL UNIVERSAL 5.8 MM HEX (4)
- **30 8037** COMPOSITE PISTONS 4-HOLE 1.0-1.2MM, 3-HOLE 1.0-1.2MM
- **30 8042-O** T4 ALU SHOCK ADJUSTABLE NUT - ORANGE (2)
- **30 8082** T4 SHOCK ABSORBER MEMBRANE (4)
- **30 8092** T4 SHOCK FOAM INSERTS (4)
- **30 8307-O** XRAY T4 ALU SHOCK ABSORBER-SET - ORANGE (2)
- **30 8316** SHOCK BALL JOINT - OPEN (4)
- **30 8323** T4 ALU XRAY SHOCK BODY (2)
- **30 8327-O** ALU CAP FOR XRAY SHOCK BODY - ORANGE

**INCLUDED**

- **#308263** C = 2.3-2.6 (2)
- **#308264** C = 2.5-2.8 (2)
- **#308274** C = 2.3 (2)
- **#308275** C = 2.5 (2)
- **#308276** C = 2.7 (2)
- **#308286** C = 2.8 (2)
- **#308277** C = 2.9 (2)

**#308031-O**
**ALU XRAY SHOCK SPRING RETAINING COLLAR - ORANGE (4)**

- **30 8333** T4 COMPOSITE SHOCK PARTS FOR ALU SHOCKS
- **30 8333-O** T4 ALU SHOCK CAP-NUT WITH VENT HOLE - ORANGE (2)
- **30 8364** T4 HARDENED SHOCK SHAFT FOR ALU SHOCKS (2)
- **XRAY SPRING-SET C = 2.5**
- **E-CLIP 2.3 (10)**
- **O-RING 13 x 1.5 (10)**
- **SILICONE O-RING 3 x 2 (10)**
6. SHOCK ABSORBERS

**SHOCK DAMPING**

SHOCK OILS

- #106310 100cSt
- #106315 150cSt
- #106320 200cSt
- #106325 250cSt
- #106330 300cSt
- #106335 350cSt
- #106340 400cSt
- #106345 450cSt
- #106350 500cSt

\[ \text{SHOCK OIL} \]

970130 O 13x1.5

972030 O 3x2

\[ 1 \text{mm} \]

HINT: Pre-thread the ball joint using an M3 screw.

WARNING! Be careful not to pre-thread too far, since the ball joint may split or the plastic threads may strip out.

INCORRECT

CORRECT

\[ \text{SHOCK OIL} \]

WHEN INSTALLING THE SHOCK CAP ASSEMBLY ON THE SHOCK BODY, SOME OIL WILL LEAK OUT... THIS IS NORMAL.

TIGHTEN THE CAP AND CLEAR AWAY ANY EXCESS OIL.

AFTER THE SHOCK IS ASSEMBLED, THE SHOCK ROD WILL PUSH ITSELF OUT OF THE SHOCK BODY FAIRLY QUICKLY.

FOLLOW THE NEXT PROCEDURE TO ADJUST THE REBOUND.
6. SHOCK ABSORBERS

**TECH TIP**

Follow this tech tip to properly install pivot balls into the top pivot and bottom ball joint.

**Parts Needed:**
- M3x16 SH screw
- M3 shim

Note that the composite parts have two sides, noticeable around the pivot ball hole: one side has a shiny finish, the other side has a regular finish.

1. **SHINY FINISH SIDE**
   - Install pivot balls into top pivot or lower ball joint as shown, on the proper sides.
   - Note that the lower pivot ball has an extra shoulder.

2. **SHINY FINISH SIDE**
   - Ensure pivot balls move freely.

3. **SHINY FINISH SIDE**
   - Remove screw and shim.
   - Tighten screw until pivot ball snaps into place.

**AFTER THE SHOCK IS ASSEMBLED YOU HAVE TO SET THE SHOCK REBOUND:**

1. Release the shock cap by 2-3 turns.
2. Push the shock shaft fully up. For the first time the extra oil will release through the hole in the alu cap-nut.
3. Tighten the shock cap. When tightening the shock cap, extra oil will again release through the hole in the alu cap - nut. When tightening, the shock shaft will push out from the shock body.

**REBOUND ADJUSTMENT:**

- Release 2-3 turns
- Tighten fully

**REBOUND CHECK:**

It is very important to push the shock shaft into the shock body slowly otherwise air can come into the shock body which would create bubbles.

- 100% rebound - do not do steps 2 and 3
- 75% rebound - repeat step 2 and 3 until the shock shaft will push out 75% of its length
- 50% rebound - repeat step 2 and 3 until the shock shaft will push out 50% of its length
- 25% rebound - repeat step 2 and 3 until the shock shaft will push out 25% of its length
- 0% rebound - repeat step 2 and 3 until the shock shaft will push out 0% of its length

If the shock shaft does not rebound enough, you will have to refill the shock with shock oil, and then repeat the bleeding and rebound adjustment procedure.

**SHOCK LENGTH ADJUSTMENT:**

It is VERY important that all shocks are equal length. Fully extend the shock absorber and measure the end-to-end length, we recommend using digital calipers to give an accurate measurement. If a shock absorber is shorter or longer than others, adjust the shock length by tightening or loosening the ball joint on the shock rod.

**SEE TECH TIP**

#308031-0 ALU XRAY SHOCK SPRING RETAINING COLLAR - ORANGE (4)
7. FRONT & REAR ASSEMBLY

- **30 1202** COMPOSITE BUMPER
- **30 1213** GRAPHITE BUMPER UPPER HOLDER 2.5MM (OPTION)
- **30 1216** COMPOSITE BUMPER UPPER HOLDER BRACE
- **30 1218** COMPOSITE UPPER HOLDER FOR BUMPER
- **30 1322** FRONT BODY MOUNT SET +1MM HEIGHT (OPTION)
- **30 1324** FRONT BODY MOUNT SET +2MM HEIGHT (OPTION)
- **30 1325** T4 COMPOSITE BRACE FOR BUMPER - LOW (2)
- **30 3129** COMPOSITE SET OF WHEELBASE SHIMS (3x1MM; 1x2MM) (2)

- **90 2308** HEX SCREW SH M3x8 (10)
- **90 2312** HEX SCREW SH M3x12 (10)
- **90 3308** HEX SCREW SFH M3x8 (10)
- **90 3310** HEX SCREW SFH M3x10 (10)
- **96 0030** NUT M3 (10)
- **98 1212** PIN 2x12 (10)
- **30 8307-O** XRAY T4 ALU SHOCK ABSORBER SET - ORANGE (2)

- **30 1227** T4 FOAM BUMPER - LIGHT & STRONG

- **#30 1203** IMPACT ABSORBING FRONT BUMPER
7. FRONT & REAR ASSEMBLY

- **FRONT SHOCK POSITION**
- **RIDE HEIGHT**
- **DROOP**

- **#301226**
  - 7x FOAM BUMPER - HARD

- **#301351-O ALU ADJUSTABLE BODY POST STOP (2)**
  - Very handy, easily externally adjustable body post from Swiss 7075 T6 aluminum. Allows for adjustment of body height by 3mm without needing to change the position on the body post.

- **FRONT BODY MOUNT SET**
  - #301322 0mm INCLUDED
  - #301323 +1mm OPTION
  - #301324 +2mm OPTION

- **INITIAL SETTING**

- **303129**
  - 3mm SHIM

- **902312**
  - SH M3x8

- **902308**
  - SH M3x12

- **SET-UP BOOK**
  - FRONT SHOCK
  - 2.5 SPRING
  - FRONT & REAR ASSEMBLY
7. FRONT & REAR ASSEMBLY

REAR BODY MOUNT SET
#301332 0mm INCLUDED
#301333 +1mm OPTION
#301334 +2mm OPTION

REAR BODY MOUNT SET + 1MM HEIGHT (OPTION)
#301335

REAR BODY MOUNT SET + 2MM HEIGHT (OPTION)
#301336

COMPOSITE SET OF SERVO SHIMS (4)
#308307-O

HEX SCREW SH M3x8 (10)
#902308

PIN 2x12 (10)
#981212

COMPOSITE SHIM 3x6x2mm (ARS)
#306219

COMPOSITE SHIM 3x6x3mm (STANDARD)
#306219

COMPOSITE SHIM 3x6x2mm (ARS)
#306219

COMPOSITE SHIM 3x6x3mm (STANDARD)
#306219

REAR SHOCK C2.5 SPRING

REAR SHOCK C2.5 SPRING

Very handy, easily externally adjustable body post from Swiss 7075 T6 aluminum. Allows for adjustment of body height by 3mm without needing to change the position on the body post.

Very handy, easily externally adjustable body post from Swiss 7075 T6 aluminum. Allows for adjustment of body height by 3mm without needing to change the position on the body post.

REAR BODY MOUNT SET
#301351-O ALU ADJUSTABLE BODY POST STOP (2)

Hex Screw SH M3x8 (10)
#902308

Pin 2x12 (10)
#981212

COMPOSITE SET OF SERVO SHIMS (4)
#308307-O
Add shims between servo and alu servo mounts in case you want to move the servo (weight) more forward. There are 3 different thickness of shims.
**7. FINAL ASSEMBLY**

**INLINE FLEX CHASSIS ADJUSTMENT**
The inline chassis flex adjustment has a direct effect on the steering characteristics of the car. The more stiff the inline chassis flex is, better steering response and more in-corner steering is generated.

**ALTERNATIVE 1**
**STANDARD STEERING ARM MOUNTING**

1. INITIAL SETTING
   - Attach the graphite reinforcement plate from the top so the chassis stays independent from inline chassis flex.

2. ATTACH
   - 3x6mm

3. ATTACH
   - 3x6mm

4. ATTACH
   - 3x6mm

5. ATTACH
   - 3x6mm

**ALTERNATIVE 2**
**FLOATING STEERING ARM MOUNTING**

- Floating steering mounting system makes the car easier to drive over curbs and on bumpy tracks. Helps prevent oversteer.

- Attach servo arm to servo output shaft using screw from servo. Servo saver must be perpendicular to chassis when servo is in neutral.

- The ball joints must be modified (cutted) in order to prevent ball joints touching the belt.
Adjust the motor so the pinion meshes with the spur gear properly. Make sure the gear mesh is not too tight.

There should be a small amount of play between the teeth of the pinion gear and the spur gear.

Some motors do not have a chamfer on the motor housing. If your motor does not have a chamfer on the housing and you want to use a small pinion, the motor may touch the top-deck. Use a moto-tool with grinding bit or file to remove material from the top-deck; this will allow the motor to be moved closer to the spur gear.

NOTE: In case the antenna tube does not hold the antenna properly, apply a small drop of the CA glue to the outside end of the antenna tube while inserting it into the holder. Make sure not to apply glue to the inside of the antenna tube, or the antenna wire may get permanently stuck.

Feed the receiver wire into the antenna tube.

Receiver (not included)

Speed Controller (not included)

Double-sided Tape (not included)
7. FINAL ASSEMBLY

**WARNING!** Follow the adhesive manufacturer’s instructions for proper use and safety. Wear proper eye and hand protection.

*Make sure the wheel nuts are very tight, so the wheels do not loosen during operation.*

*Using the optional stand and shims with screw allows adjustment of battery position, which has a direct influence on balance.*

*The composite battery backstops can be used only when no brace is used (page 33 / step 2).*

*Using #306186 ALU LIPO BATTERY BACKSTOPS (F + R)*

*We recommend using #107670 HUDY Fibre Reinforced Tape (not included)*

*GRAPHITE BATTERY STRAP*

*Designed for LiPo batteries and ensures quick & easy mounting of the battery pack into the car. Depending on the LiPo battery height, additional shims may have to be mounted below the stands.*

*From Kit*