



1/12 Scale 4WD Gas Powered Touring Car

Instruction Manual



Thank you for purchasing AMR SCUD 09R

SCUD 09R is NOT a toy. It is a high performance radio controlled model. Before assembling and operating, please must read the instruction manual carefully, understand fully and follow correctly. Improper use can be very dangerous and result in damage or injury.

In General

- 1.Small and sharp parts are included in SCUD 09R. Only assemble, operate, and store this product in the place out of children's reach.
- 2.During the assembly, be careful of the tools and parts for which may have sharp edge, such as cutter and screwdrivers, to avoid any injury. Always wear protective glasses and gloves.
- 3.If paints are used (not included in kit), always read and follow the instruction supplied with. Only paint in the place with good ventilation.
- 4.Beginner should seek the advice from well-experienced builders before starting the assembly and operation.
- 5.SCUD 09R is designed for the user who is over 14 years old.
- 6.Before assembling and operating SCUD 09R, must take necessary and enough safety precaution. You are fully responsible and liable for SCUD 09R's assembly and safety operation. AMR shall not be liable for damage, injury or loss caused by the use of SCUD 09R.
- 7.For keeping the performance, regular maintenance is necessary.
- 8.Check and make sure that screws and nuts are properly tightened before operating.
- 9.Save this instruction manual for future reference.

Nitro Fuel

- 1.The exhausts and fuel vapors are poisonous to health. Only use fuel outdoors.
- 2.Fuel is highly inflammable, explosive and noxious. Never use fuel indoors, near the source of heat, in any place with a fire, or sparks.
- 3.Do not leave the empty fuel container in a fire. It may explode.
- 4.Store fuel in a safe place. The place should be dry, dark, and cool. Keep it away from children's reach, heating devices or batteries. Also, keep the fuel container cap shut tightly always.
- 5.Fuel is not allowed to drink. If fuel was accidentally drank, induce vomiting right away and see a doctor.
- 6.Do not let fuel get into your eyes. If fuel gets into your eyes, rinse your eyes right away, and see a doctor.
- 7.Please choose a good quality named branded fuel designed for R/C model car.
Do not use gasoline or kerosene in this product, as it might cause a fire or explosion.
For long engine life and best performance, we recommend the fuel with 18% lubricant content and 20%~30% Nitro content.
- 8.When R/C car is not used, do not leave any fuel in fuel tank and engine.
- 9.Using fuel with caution. If the fuel tank overflows or leaks, it might cause a fire or explosion.
Wipe up with a dry cloth once overflowed.

Battery

- 1.Low battery power will result in loss of control. Loss of control can happen due to a weak battery in either the transmitter or the receiver. Always check the battery power in transmitter and receiver before operating.
- 2.SCUD 09R fuel tank capacity is 50c.c. After using 12 tanks, please recharge the receiver battery or change the receiver battery to a new one.
- 3.When R/C car is not used, always remove the battery, and turn off the receiver switch.
- 4.Do not disassemble battery, cut battery cables and use the damaged battery.
- 5.Recharge the battery by following the instruction manual correctly. Only recharge battery when necessary. Do not continual recharging for which may damage battery or could lead to fire.
- 6.When you finish the recharging, unplug the charger.
- 7.Do not recharge the battery when the battery is still warm. During the recharging, if the battery became hot, disconnect the battery from the charger right away.
- 8.Be responsible for disposing the battery. Do not throw batteries in fire.

Electrical

- 1.Cables should be connected safely always. Do not use damaged wires.
- 2.Do not modify the charger, as it is dangerous. It may cause short-circuit or over-charging.

Engine

- 1.Do not run R/C car without the air filter. If running without the air filter, it will shorten the engine life-time, or even damage the engine. Apply proper filter oil to air filter.
- 2.Keep your hands and objects away from the rotating parts, such as engine parts or gears, as they can cause injury.
- 3.During running and after running, parts around the engine, engine, and battery will be extremely hot. Before they cool down, do not touch them for avoiding getting burn.
- 4.Please refer to the instruction manual supplied with the engine for proper run-in.
For run-in, recommend to use the fuel with no more than 20% Nitro content.

Transmitter

- 1.For operating, firstly, turn on transmitter, and then extend the transmitter antenna fully. In the end, turn on the receiver. For turning off, turn off the receiver first, and then the transmitter. In the end, collapse the transmitter antenna.
- 2.Make sure that no one is using the same frequency as yours at the same time.
- 3.Do not point the antenna toward your or anyone's face, as the front end may hurt people.

Environment

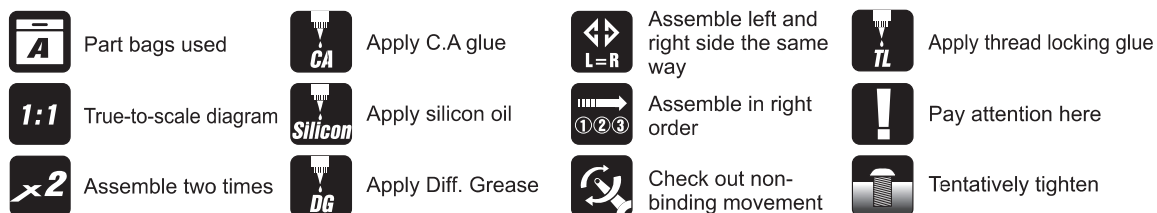
- 1.Do not run the R/C car on the road, or near railroads.
- 2.Do not run the R/C in a crowded place where many people gather, or near small children or animals.
- 3.Do not run in the rain or through the puddle. During running, if your R/C car or radio system get wet, stop right away as it may cause short circuit.
- 4.Do not run indoors or in narrow space.
- 5.Do not run at night or anytime that your line of sight to SCUD 09R is limited or impaired

Car storage

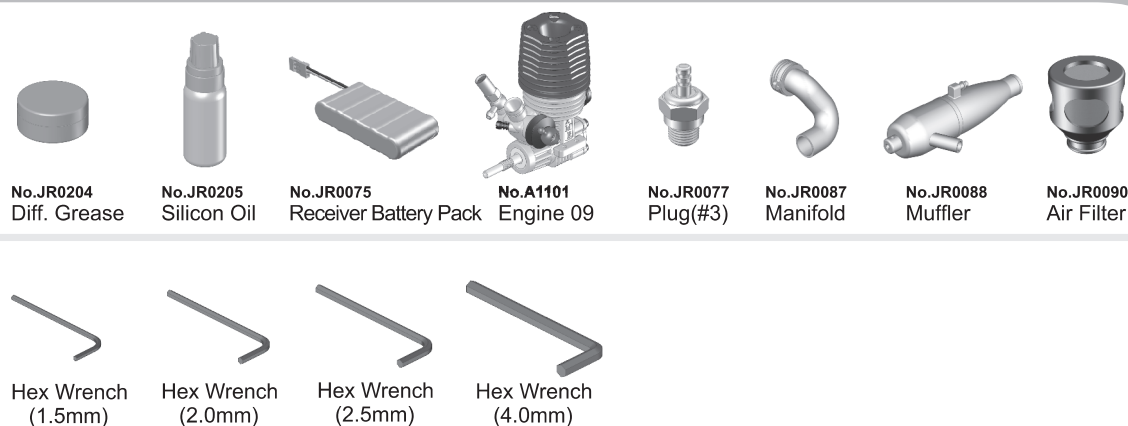
- 1.Do not store R/C car in the heat, near the fire, or in direct sunlight.
- 2.Keep the wheel off the ground.
- 3.Keep away from children.

SYMBOLS & TOOLS

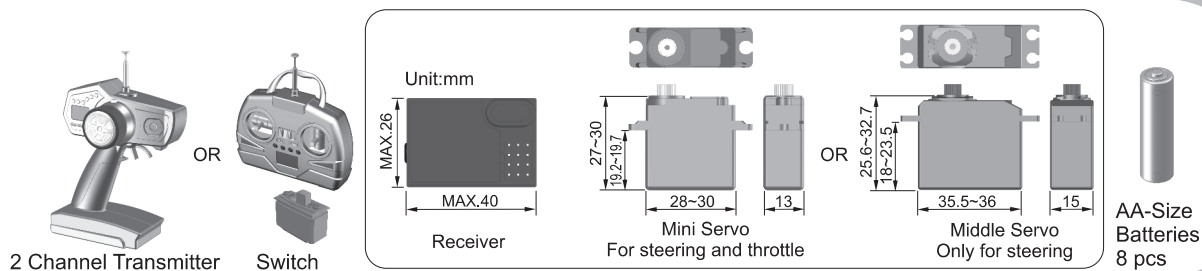
Symbols used



Equipment included



Additional items needed for completion



Additional items needed for starting engine



Tools required



Equipment required





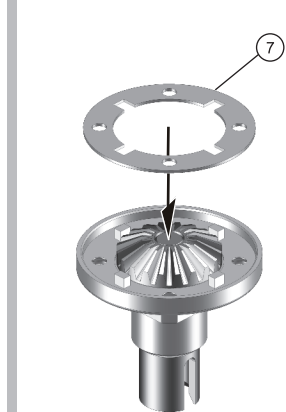
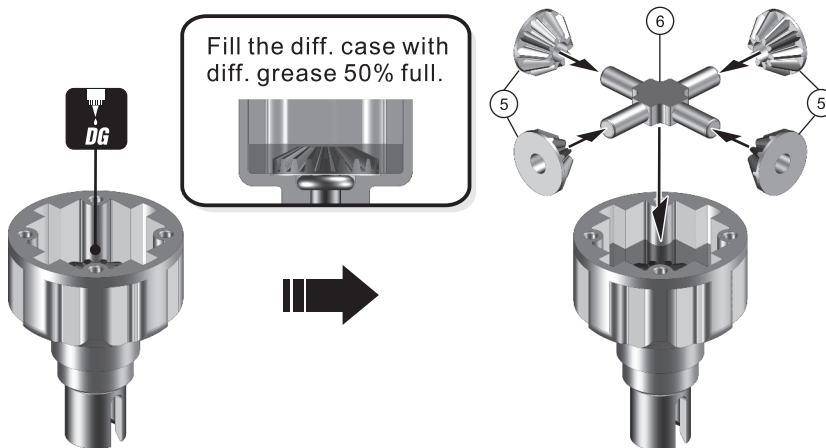
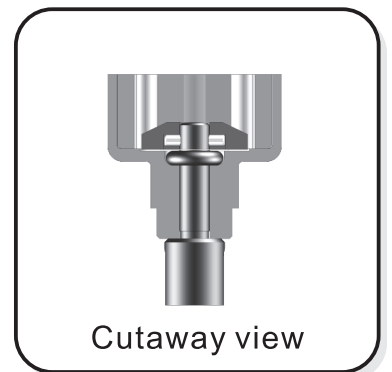
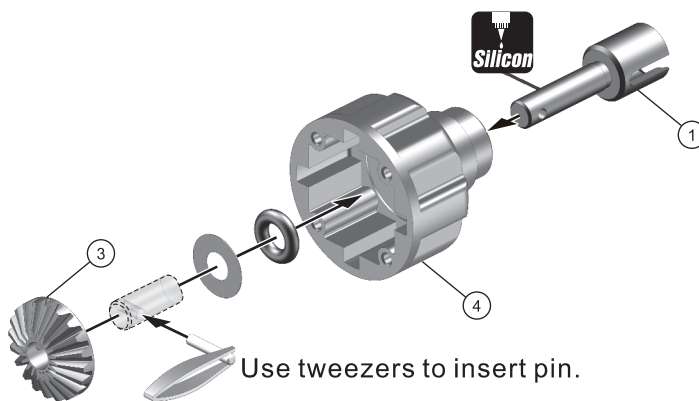
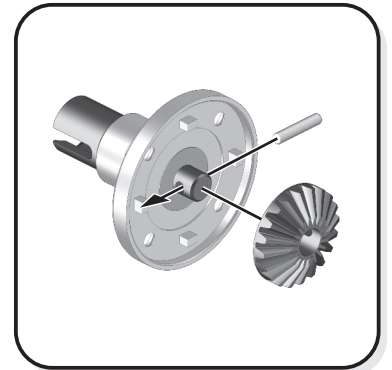
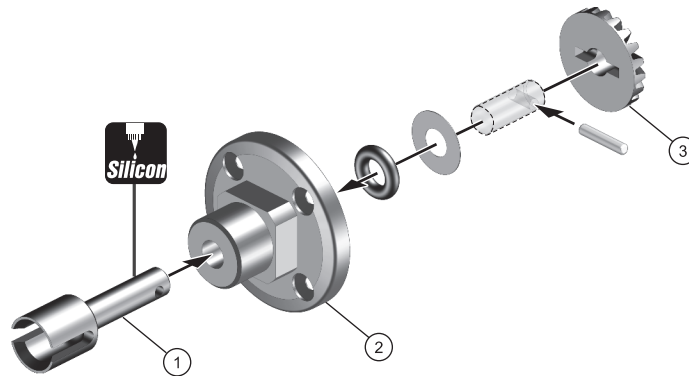
Oring
φ 3.8x1.9mm.....2



Shim
φ 4x φ 9x0.1mm....2



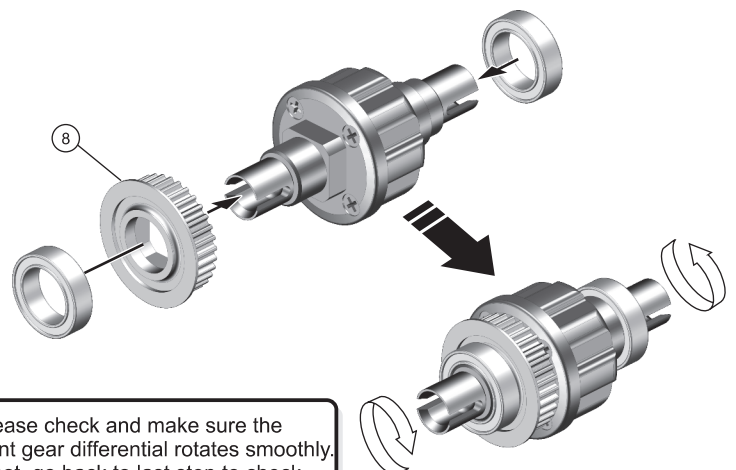
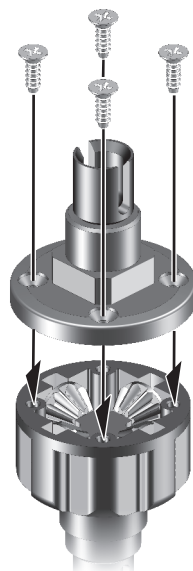
Pin
φ 1.5x8mm.....2



Ball bearing
φ 10x φ 15x4mm...2



Screw
2x6mm.....4





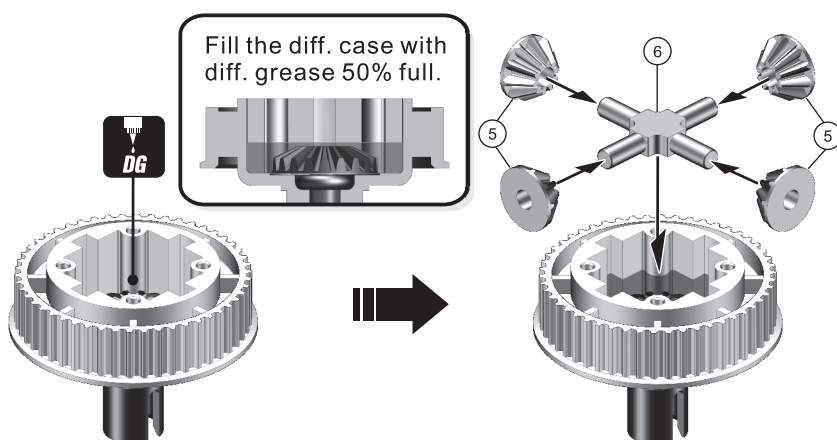
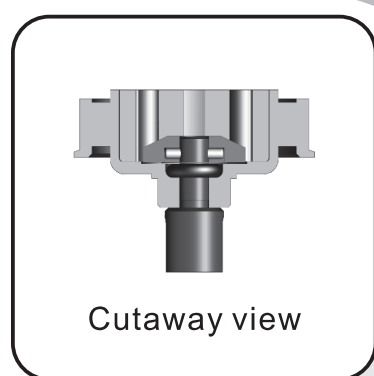
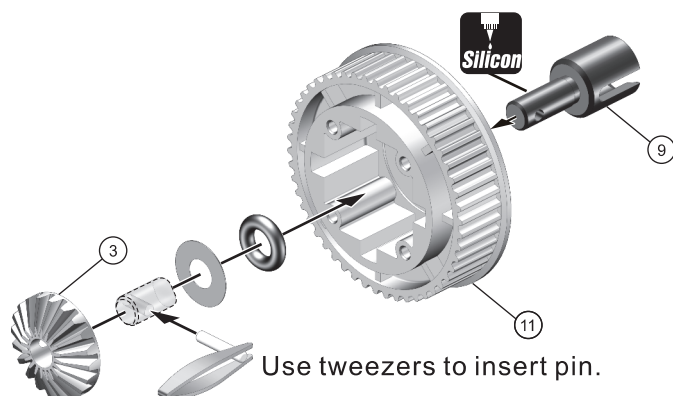
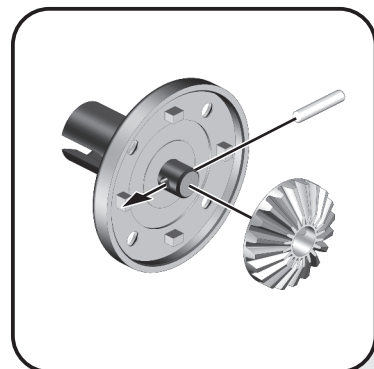
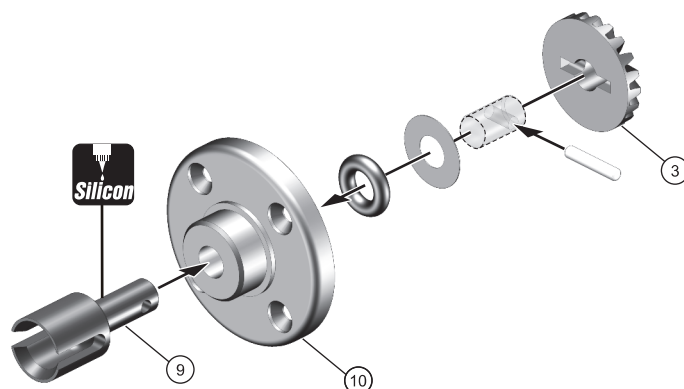
Oring
φ 3.8x1.9mm.....2



Shim
φ 4x φ 9x0.1mm....2



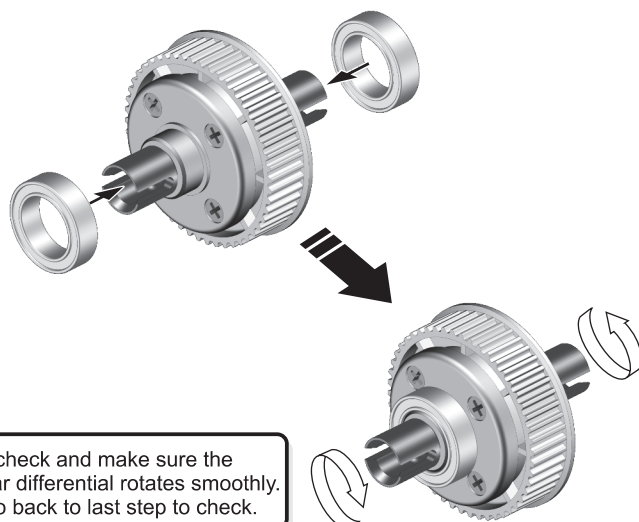
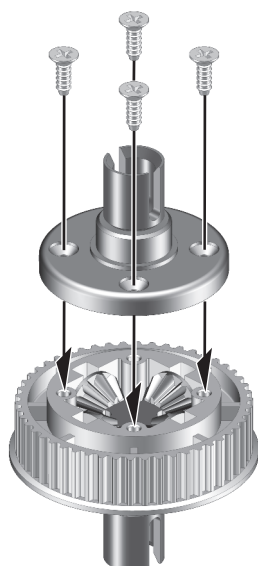
Pin
φ 1.5x8mm.....2



Ball bearing
φ 10x φ 15x4mm...2

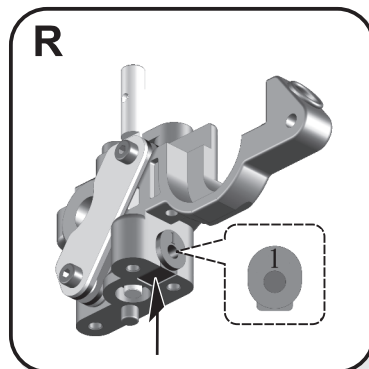
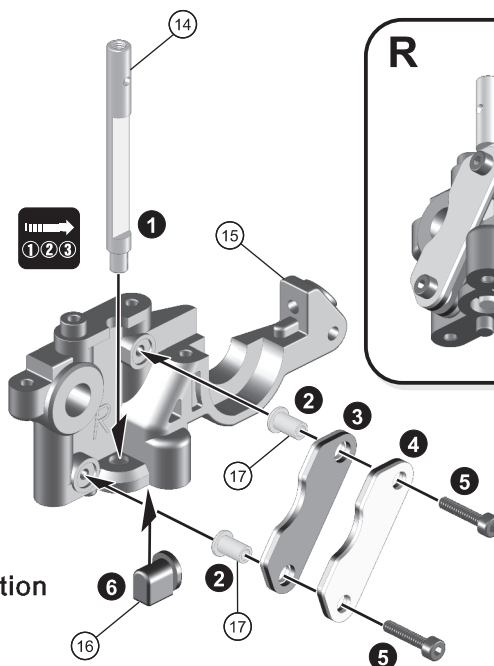
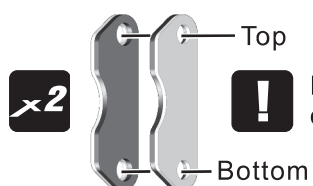
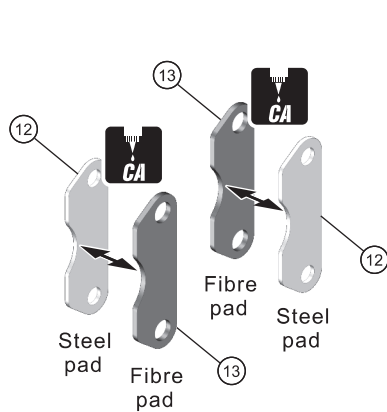


Screw
2x6mm.....4





Screw
2x10mm.....2



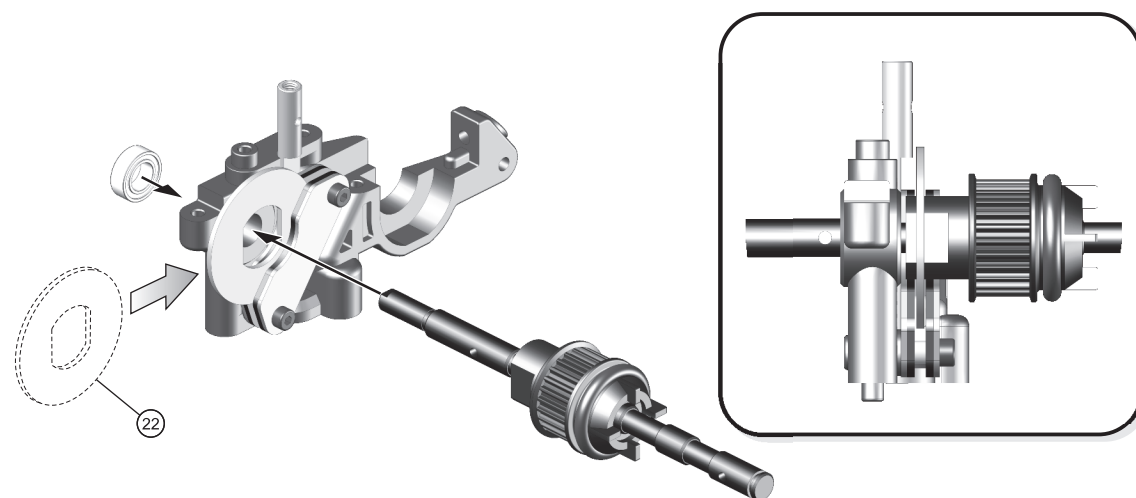
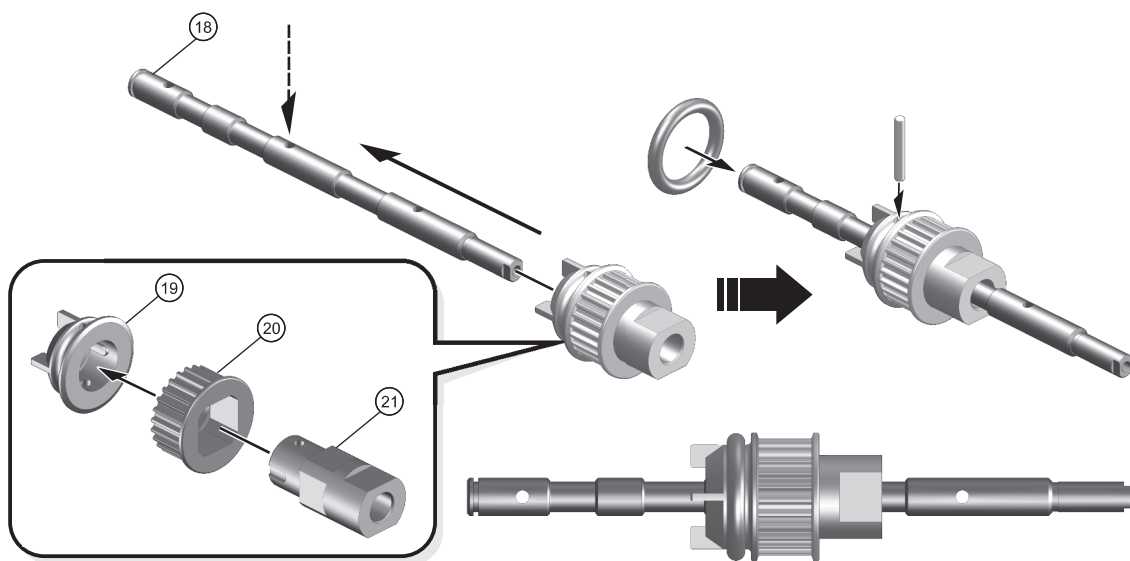
Ball bearing
 $\phi 5 \times \phi 9 \times 3 \text{mm}$1



O-ring
 $\phi 11 \times 2.4 \text{mm}$1



Pin
 $\phi 1.7 \times 12 \text{mm}$1



REAR BULKHEAD



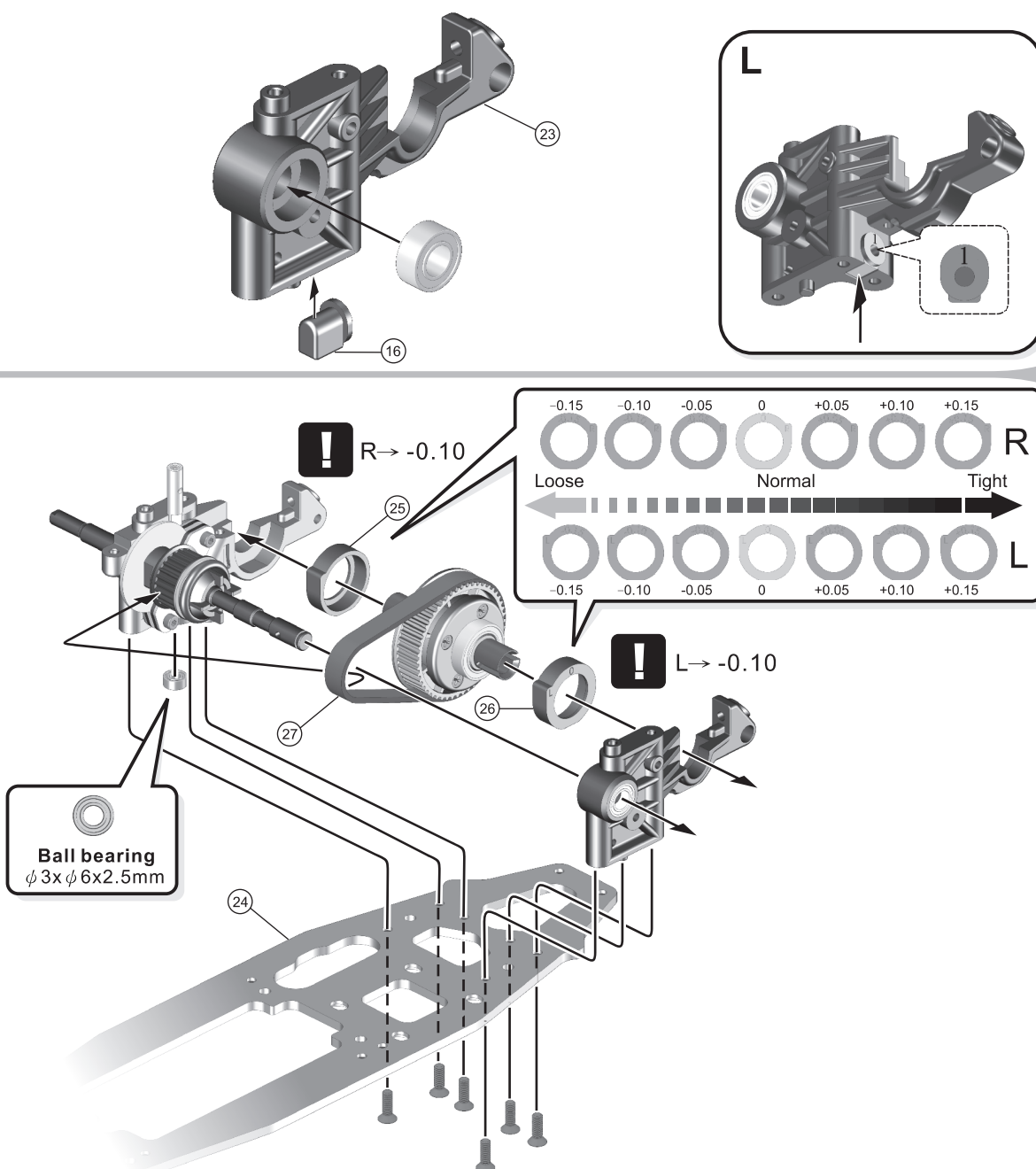
Ball bearing
 $\phi 5 \times \phi 10 \times 4 \text{ mm} \dots 1$



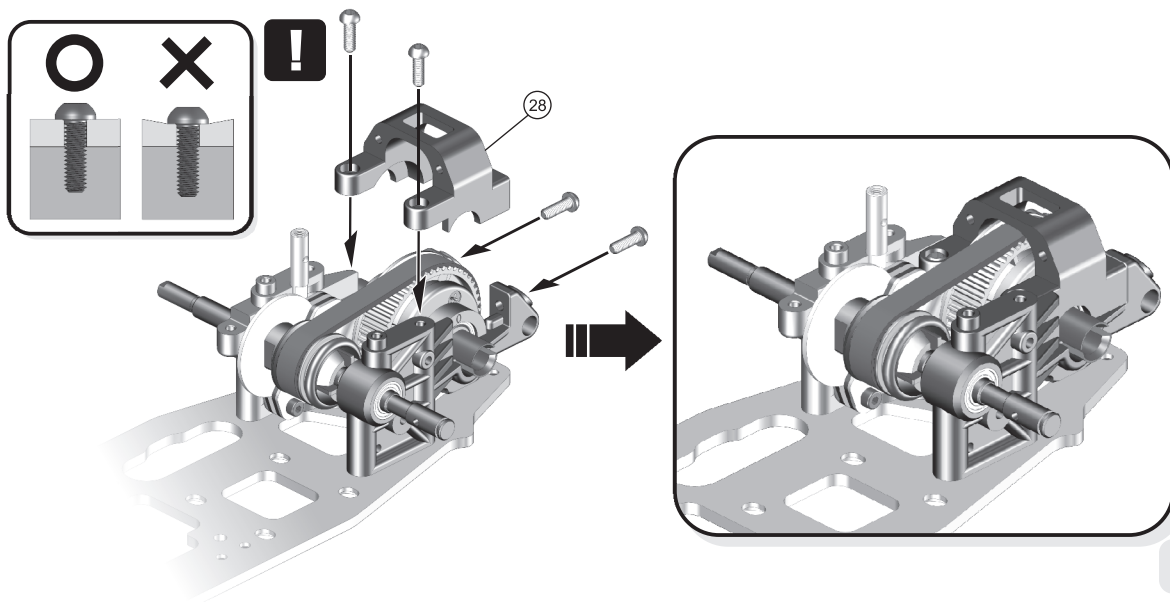
Screw
 $2.5 \times 8 \text{ mm} \dots 6$

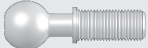


Ball bearing
 $\phi 3 \times \phi 6 \times 2.5 \text{ mm} \dots 1$



Screw
 $2.5 \times 8 \text{ mm} \dots 4$





Pivot ball
L=9mm.....4



Rear hub upper pivot ball
L=7.5mm.....2



Ball bearing
φ 8x φ 12x3.5mm...2



Ball bearing
φ 6x φ 10x3mm.....2



Pin
φ 2x10mm.....2



Flanged nylon nut
3mm.....2



Set screw
3x10mm.....2



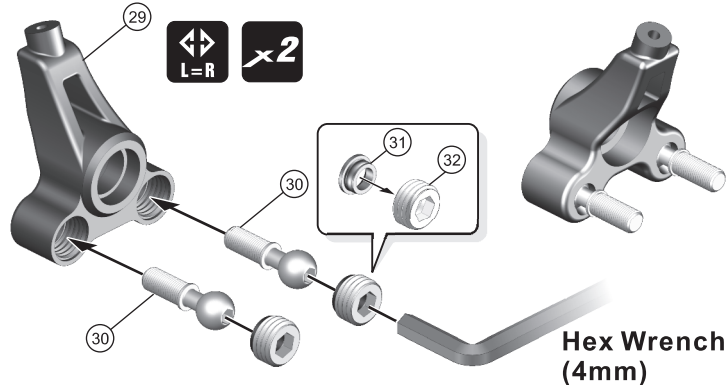
Screw
2.5x8mm.....2



Set screw
3x6mm.....2



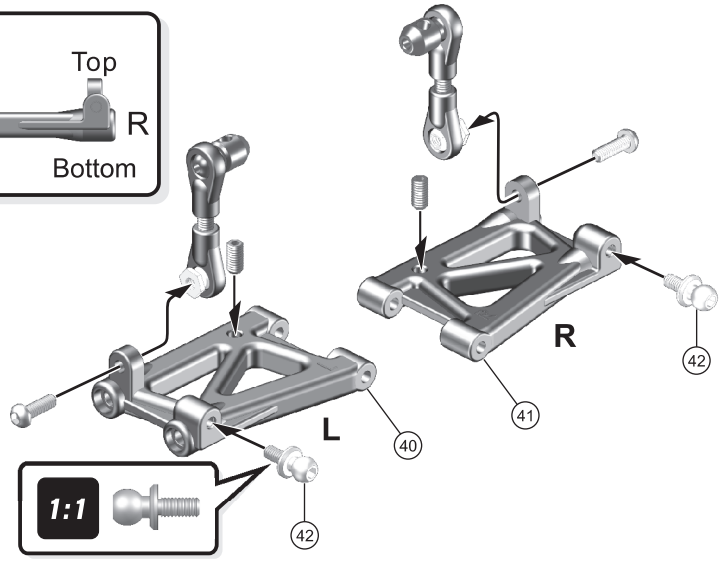
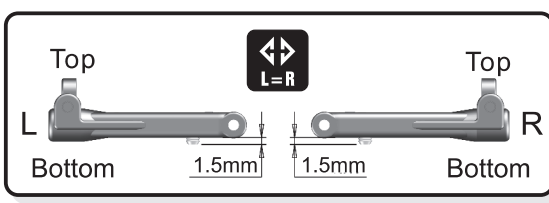
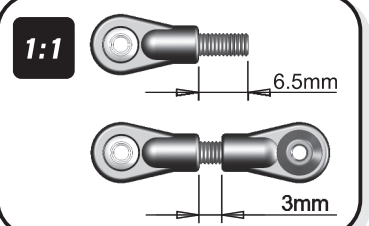
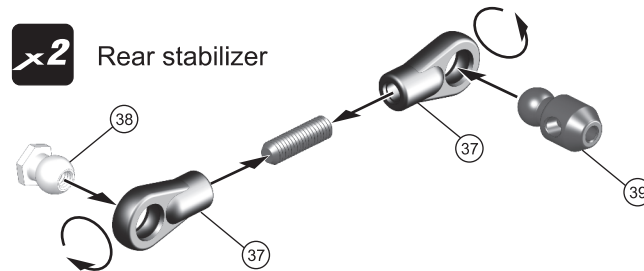
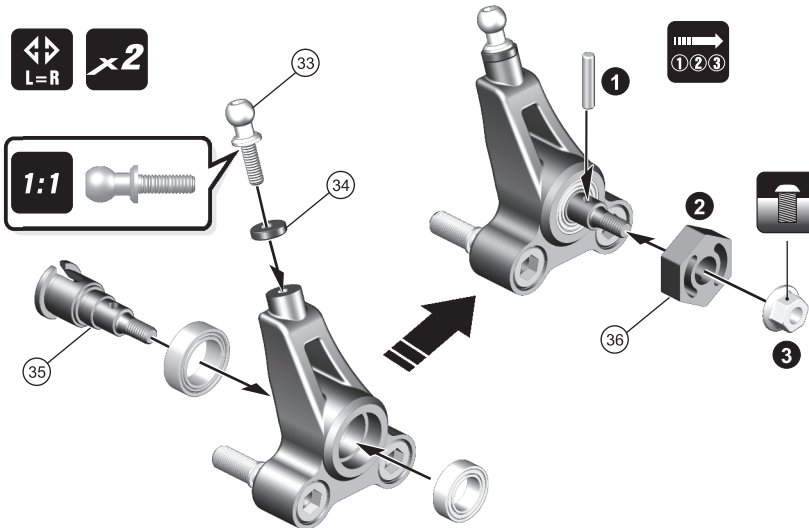
Flange ball joint
L=5.5mm.....2

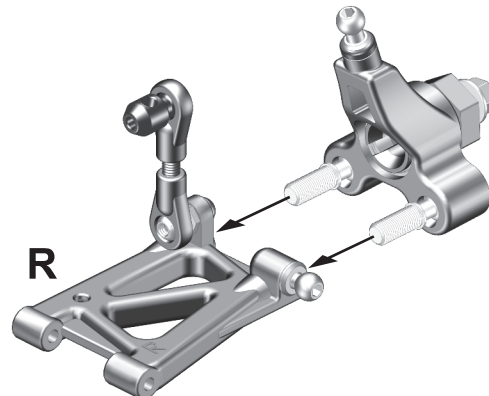
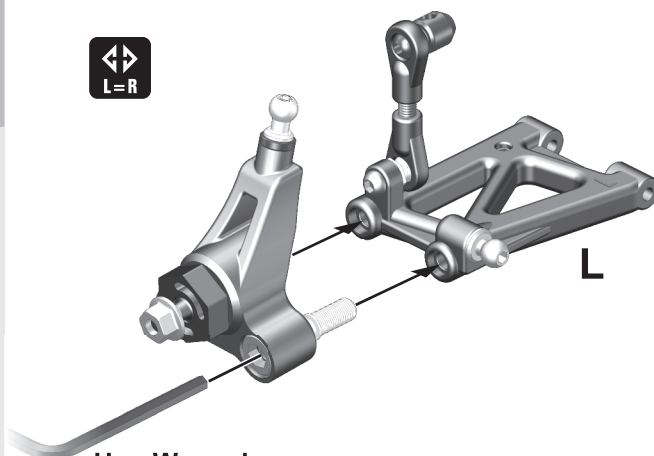


Hex Wrench
(4mm)

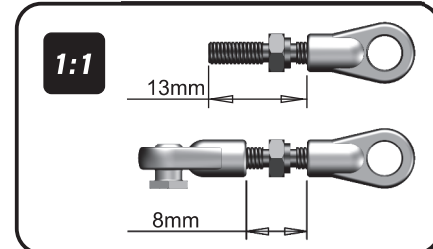
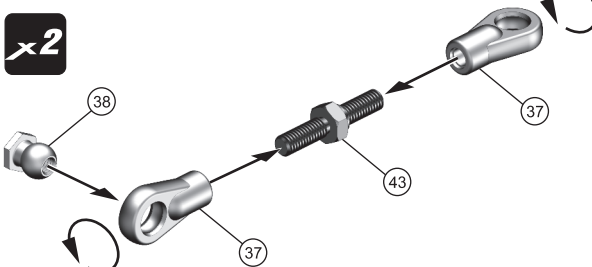
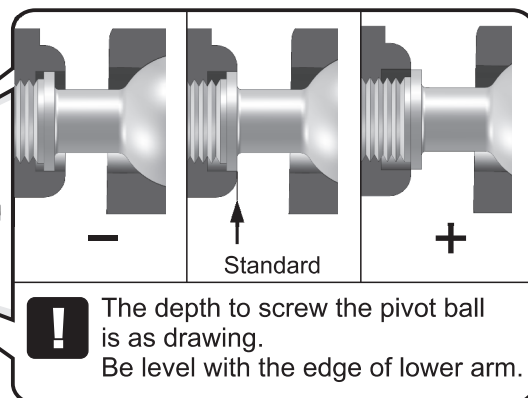
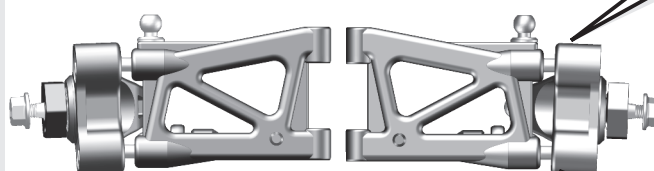


Pivot balls must move freely.





Hex Wrench
(2.5mm)



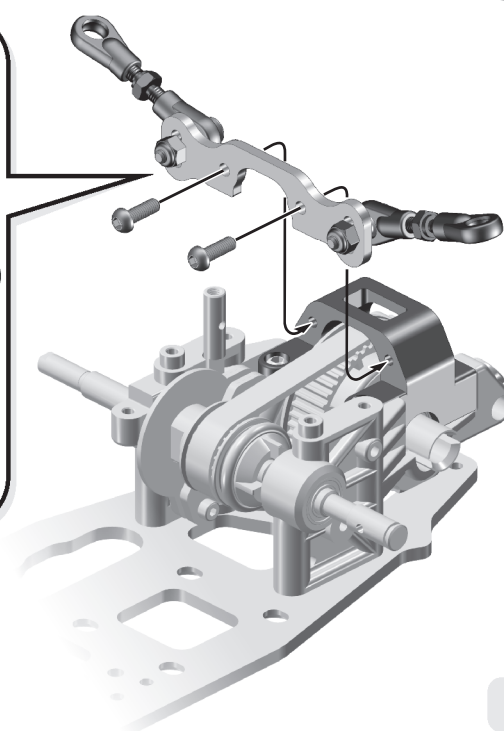
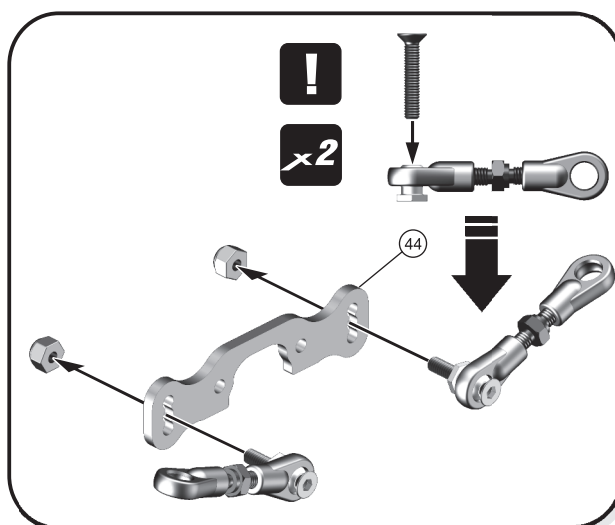
Nylon nut
2.5mm.....2



Screw
2.5x14mm.....2



Screw
2.5x8mm.....2



BAG



Screw
2.5x8mm.....2



Screw
2.5x8mm.....2



Screw
2.5x8mm.....1



Screw
2.5x8mm.....4



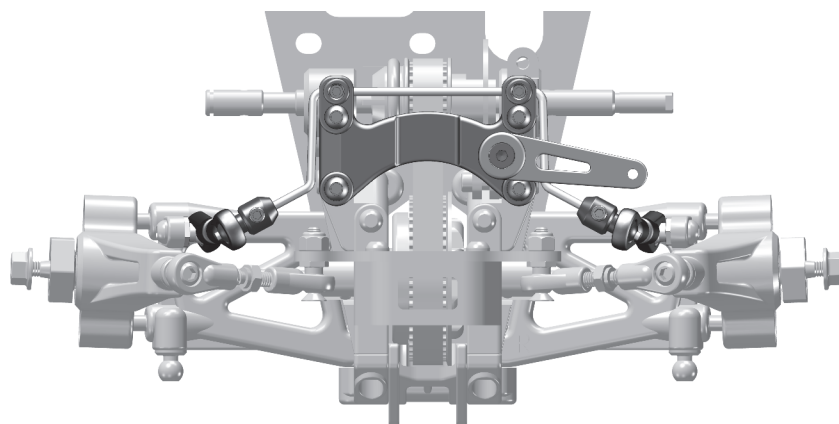
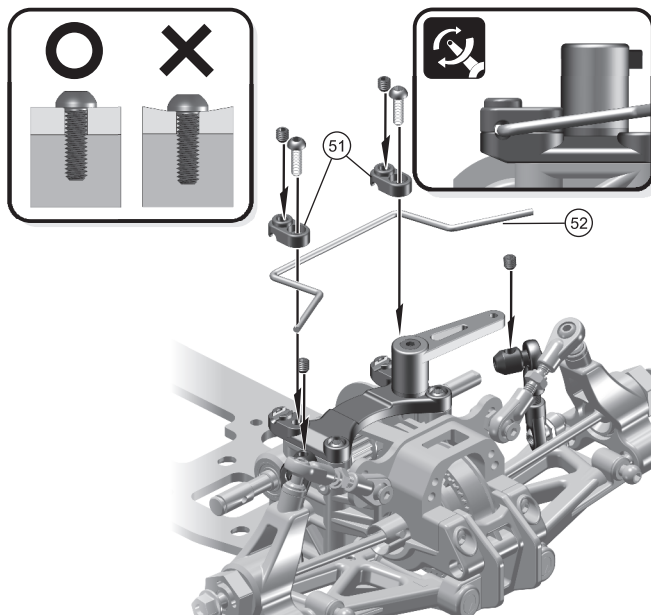
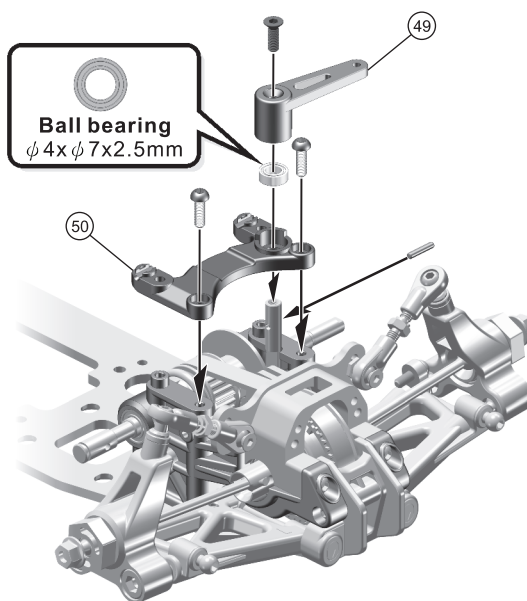
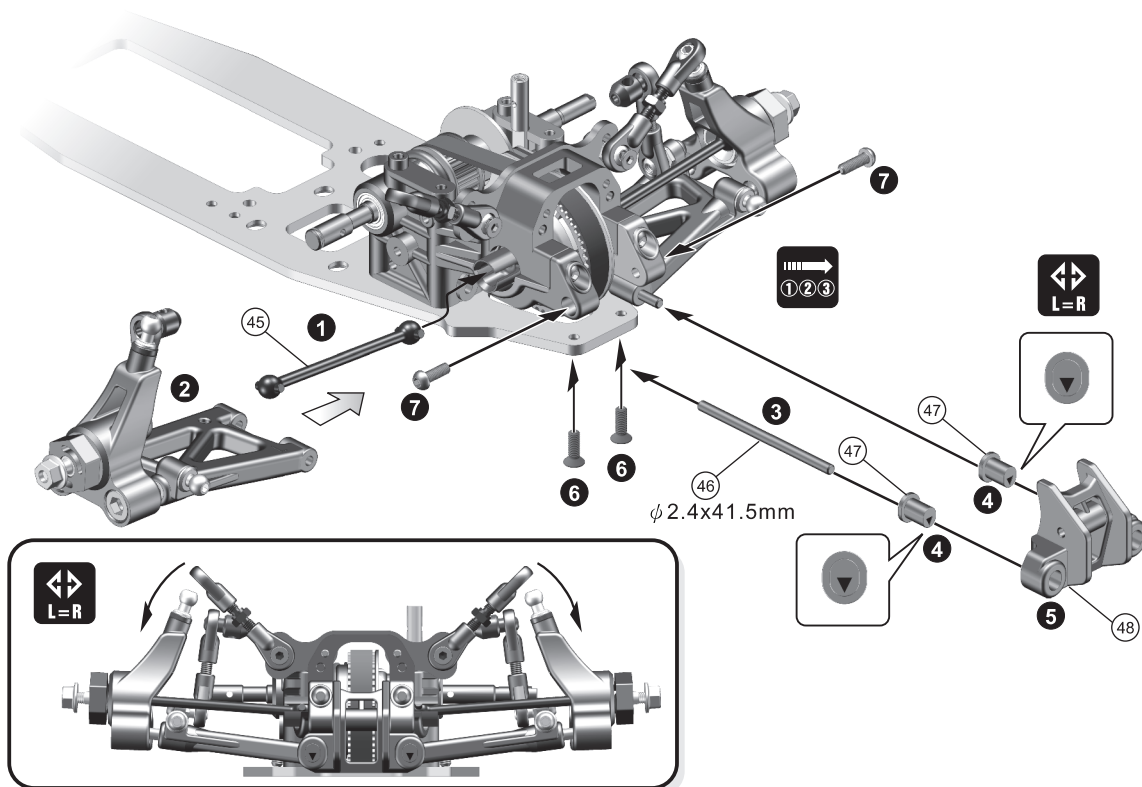
Pin
 ϕ 1.5x8mm.....1



Set screw
3x3mm.....4



Ball bearing
 ϕ 4x ϕ 7x2.5mm....1

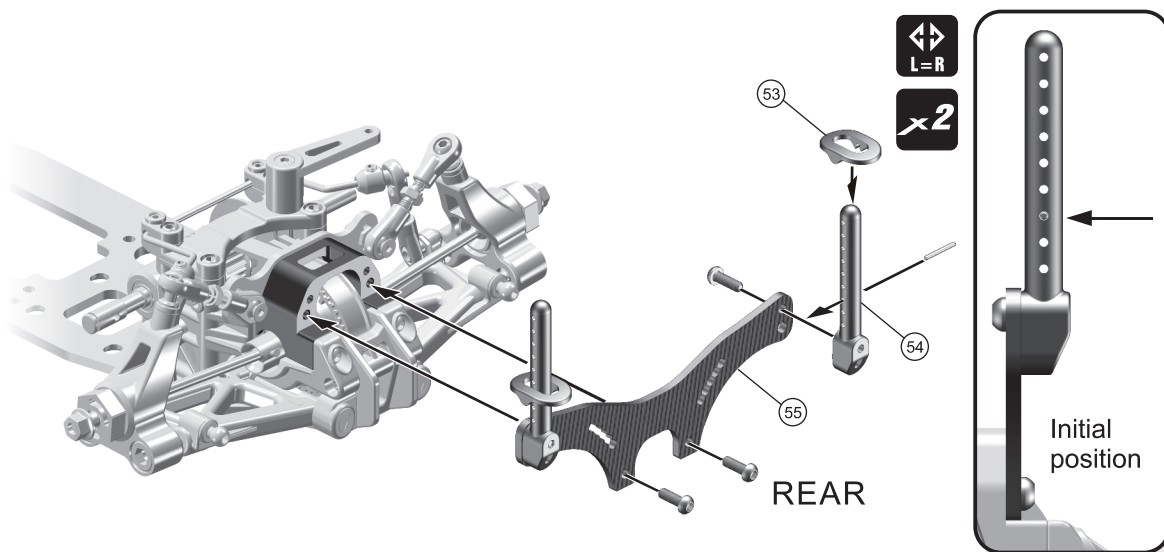


BAG



Screw
2.5x8mm.....4

Pin
φ 1x10mm.....2



BAG



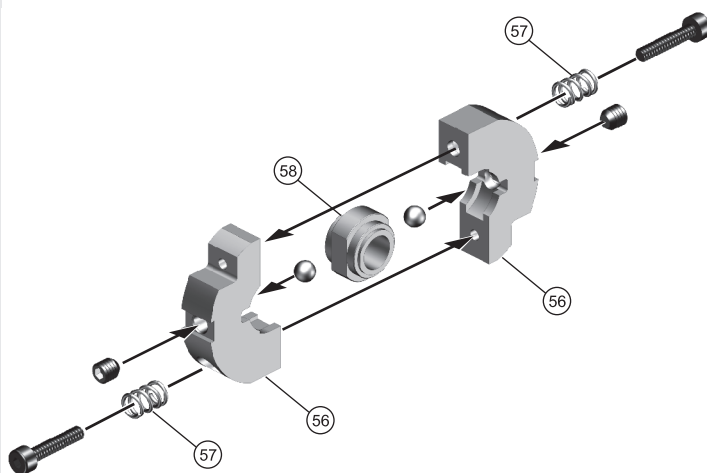
Set screw
3x3mm.....2



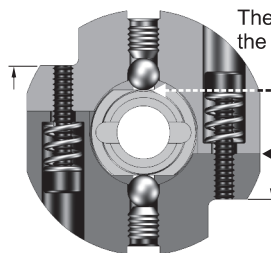
Screw
2x10mm.....2



Ball
3mm.....2



0mm:
Tighten both 2 set
screw (3x3mm)
until the gap be 0mm.
The ball just touches
the surface.

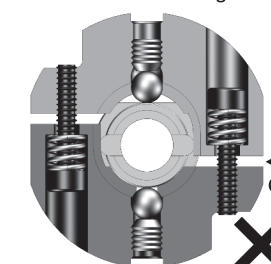


0mm

Shift timing adjustment:

*Tighten both 2 screws(2x10mm),
shift timing will delay.

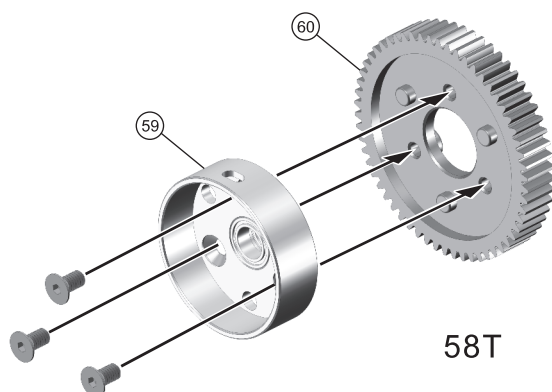
*Loosen both 2 screws (2x10mm),
shift timing will be earlier.



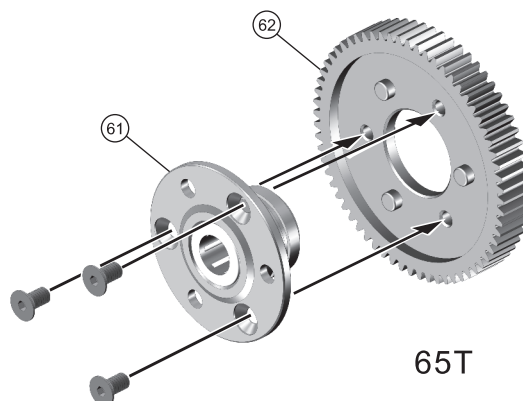
Gap is too big.



Screw
2.5x5mm.....6



58T



65T

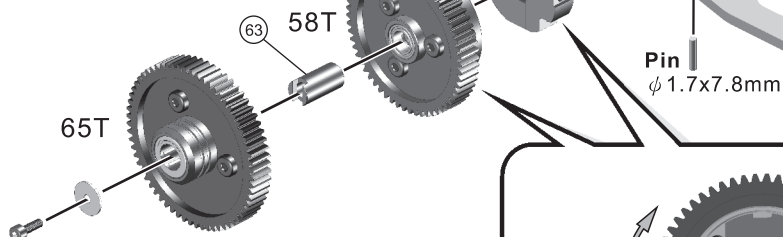
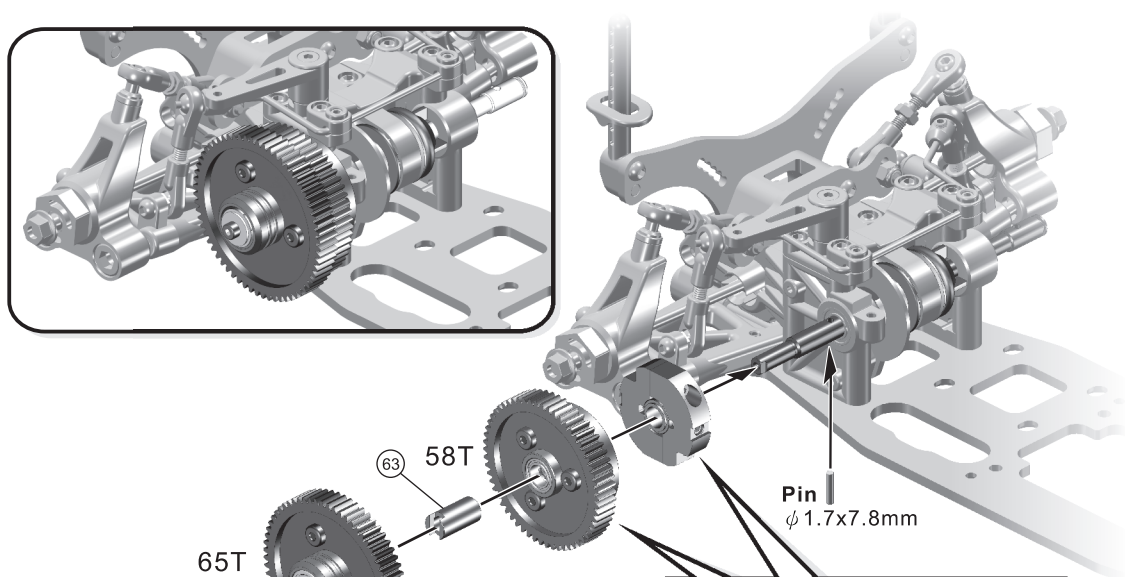
BAG



Pin
 $\phi 1.7 \times 7.8 \text{mm}$1

Shim
 $\phi 2 \times \phi 8 \times 0.5 \text{mm}$1

Screw
 $2 \times 6 \text{mm}$1



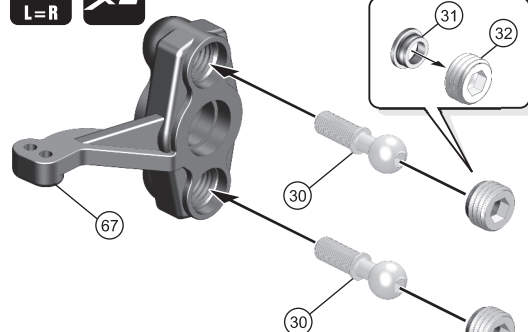
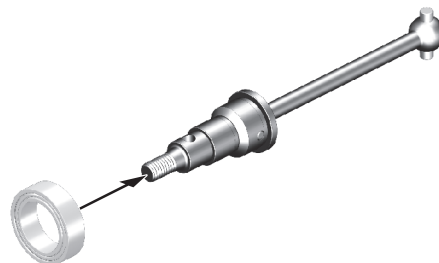
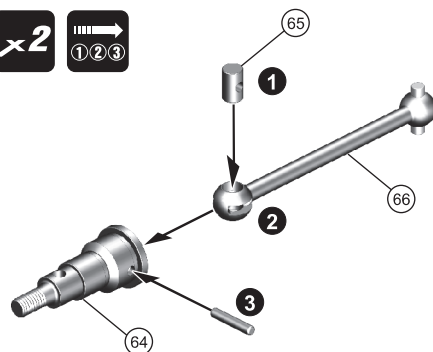
Before assembly, please check if it rotates smoothly.

BAG

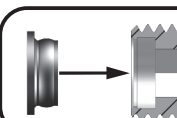


Ball bearing
 $\phi 8 \times \phi 12 \times 3.5 \text{mm}$..2

Pin
 $\phi 1.5 \times 8 \text{mm}$2

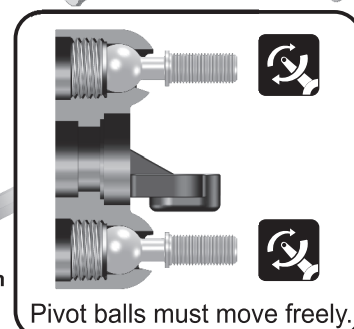
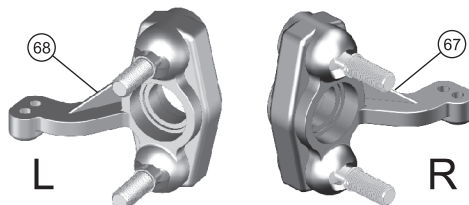


Pivot ball
 $L=9 \text{mm}$4



Note the direction

Hex Wrench
 (4mm)



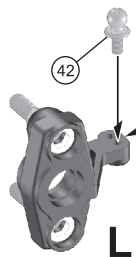
Pivot balls must move freely.

FRONT SUSPENSION

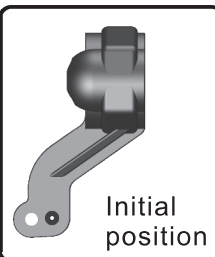
BAG



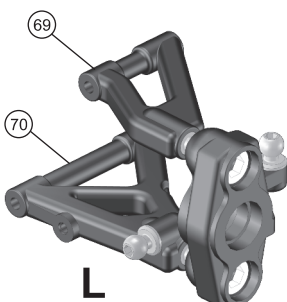
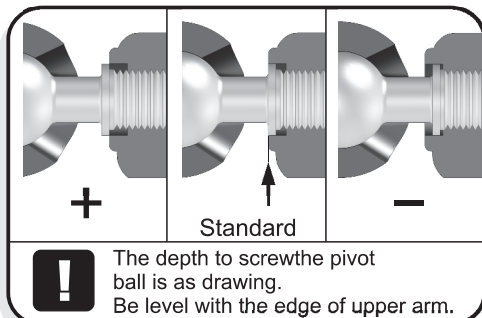
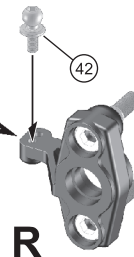
Flange ball joint
L=5.5mm.....4



Initial position

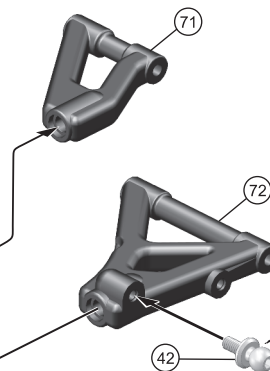


Initial position

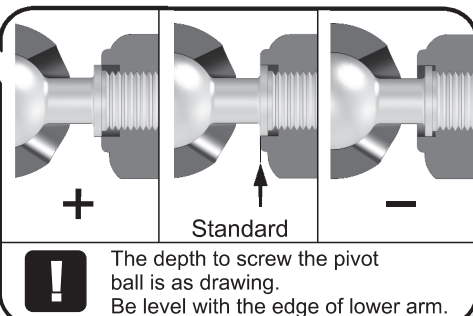


Hex Wrench
(2.5mm)

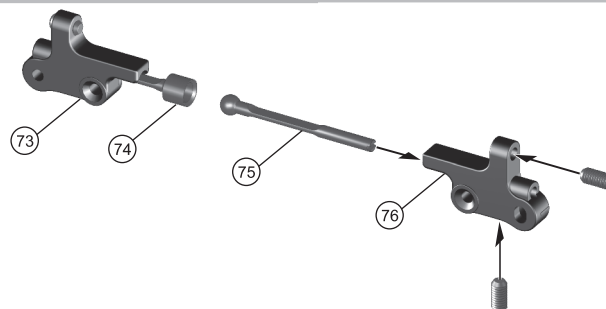
R



1:1



Set screw
3x6mm.....4



Anti-roll bar is at the same level of the edge.



1mm

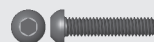


Use slotted screwdriver to adjust the hardness of anti-roll bar.

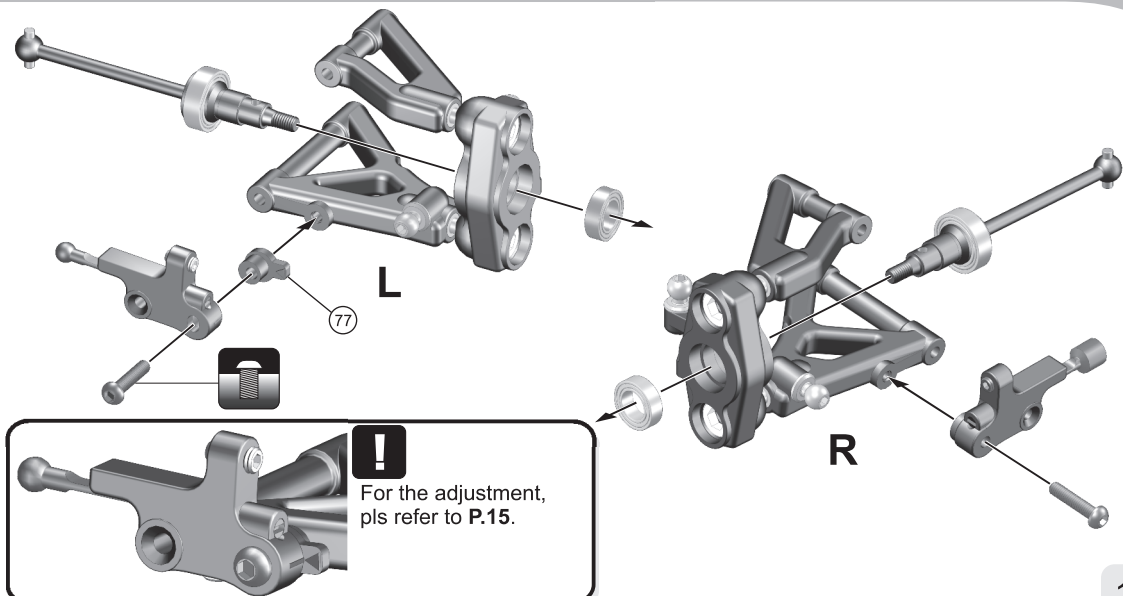
Cutaway view



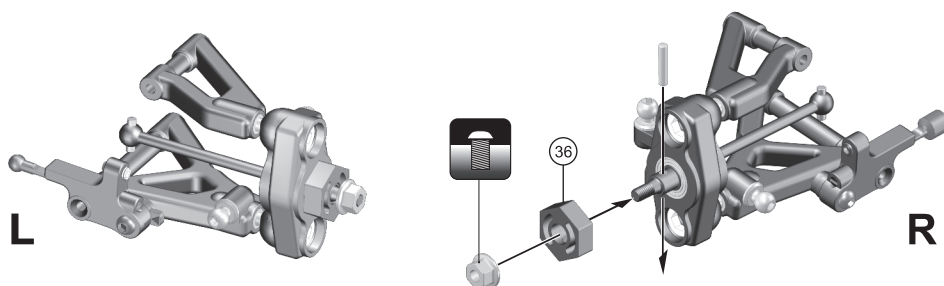
Ball bearing
φ 6x φ 10x3mm.....2



Screw
2.5x12mm.....2



x2 \leftrightarrow
L=R



BAG



Pin
 ϕ 2x10mm.....2



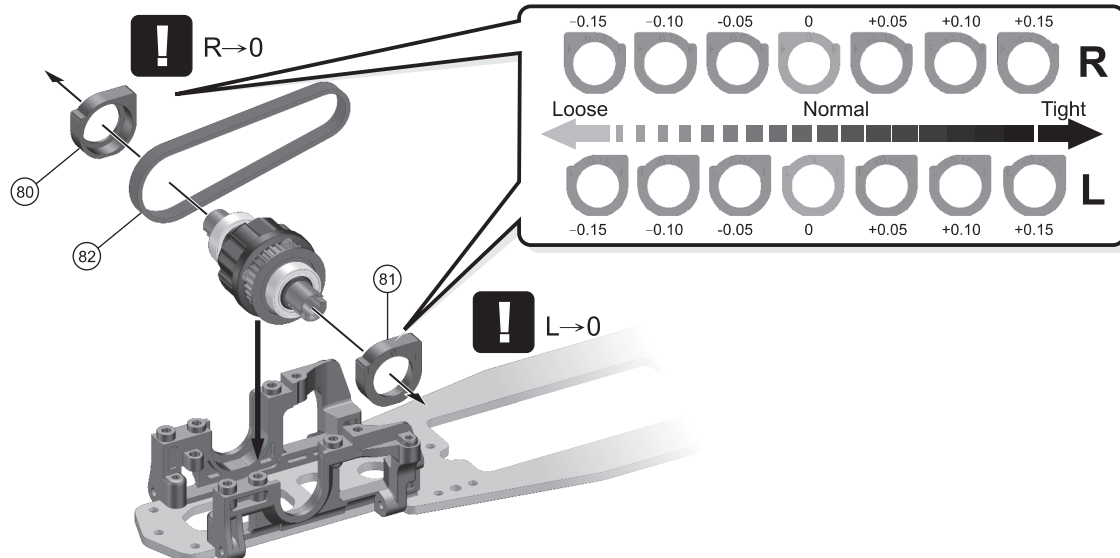
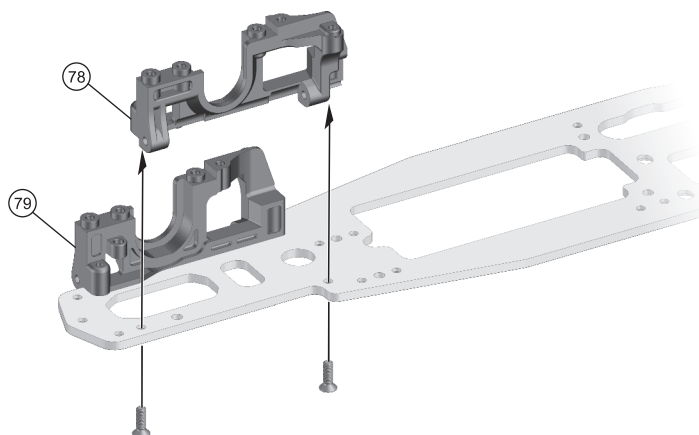
Flanged nylon nut
3mm.....2

BAG

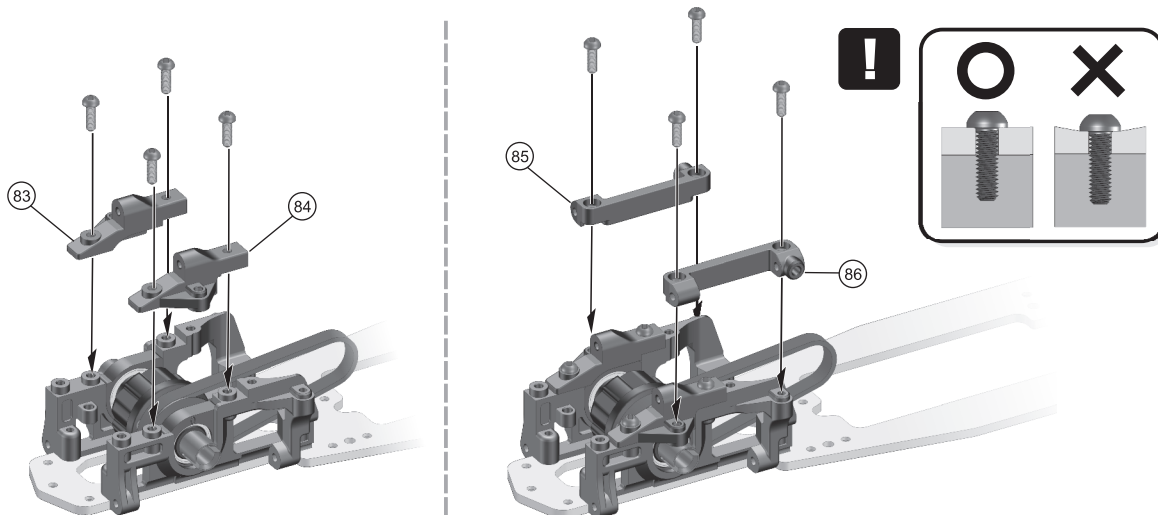


Screw
2.5x8mm.....4

x2 \leftrightarrow
L=R



Screw
2.5x8mm.....8



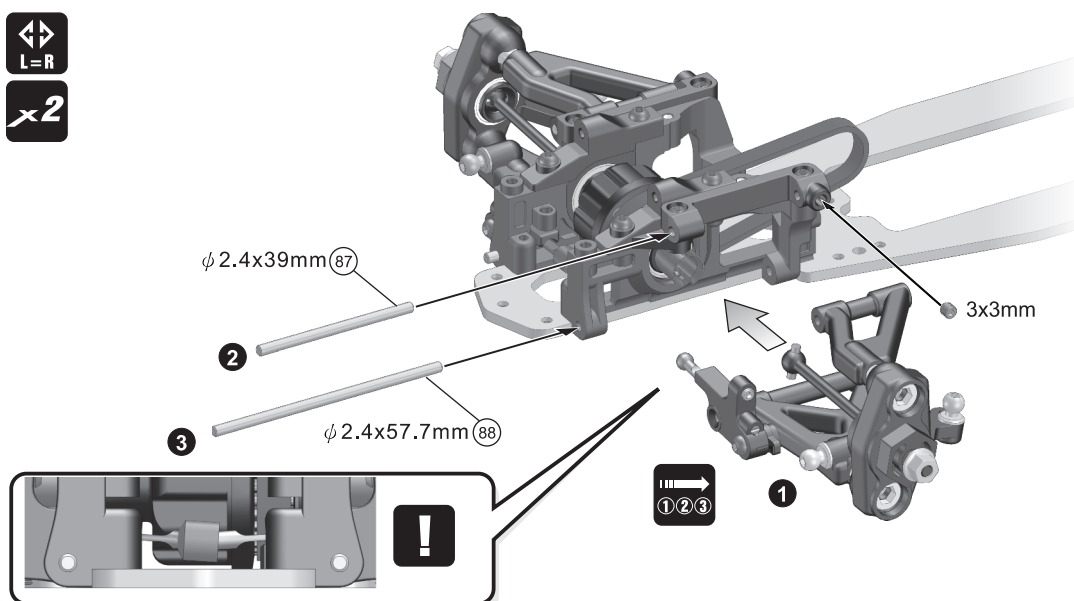


BAG



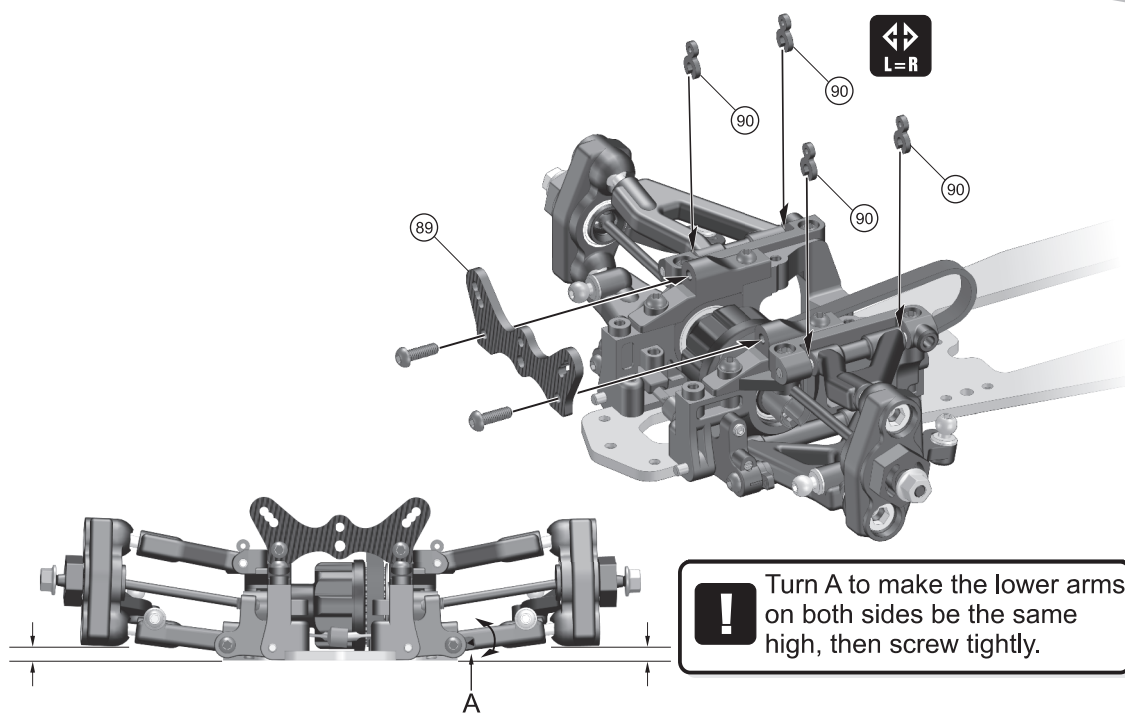
Set screw

3x3mm.....2



Screw

2.5x8mm.....2

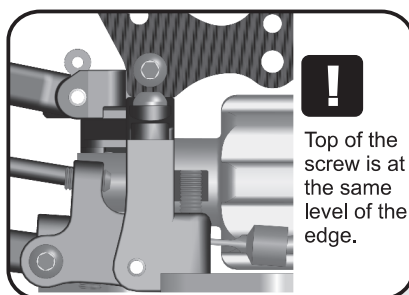


! Turn A to make the lower arms on both sides be the same high, then screw tightly.

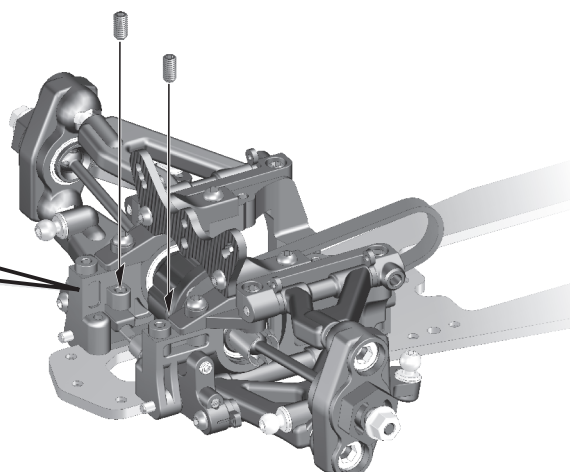


Set screw

3x6mm.....2



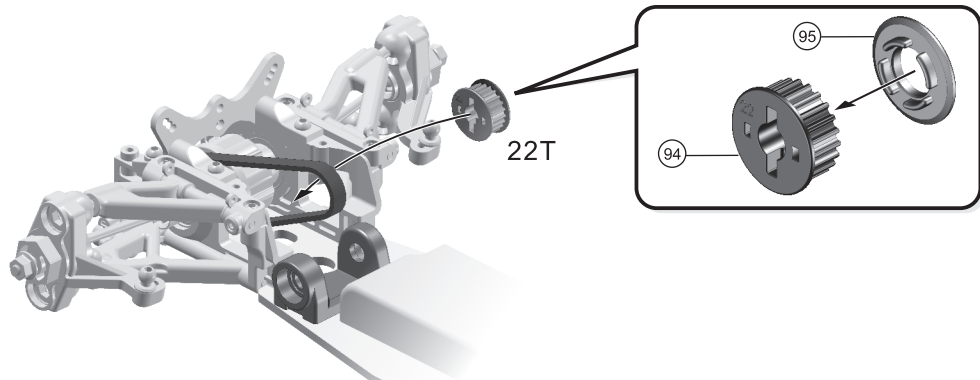
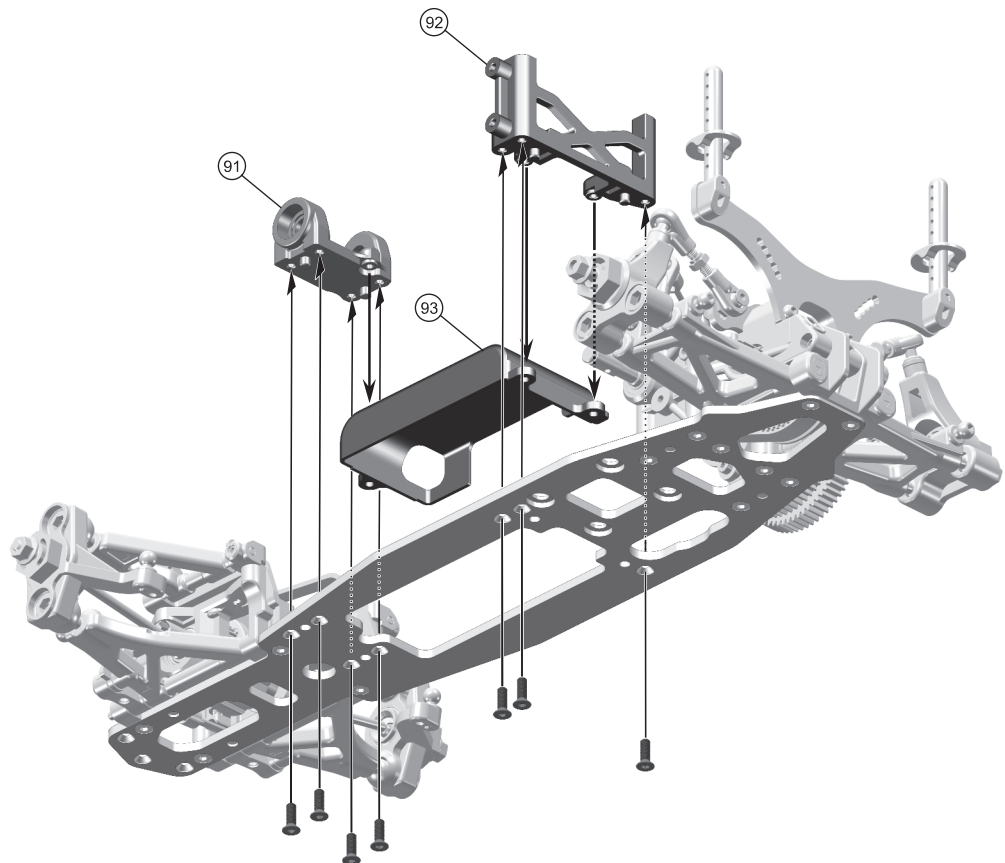
! Top of the screw is at the same level of the edge.



BAG



Screw
2.5x8mm.....7



Ball bearing
 $\phi 5 \times \phi 9 \times 3 \text{mm}$1



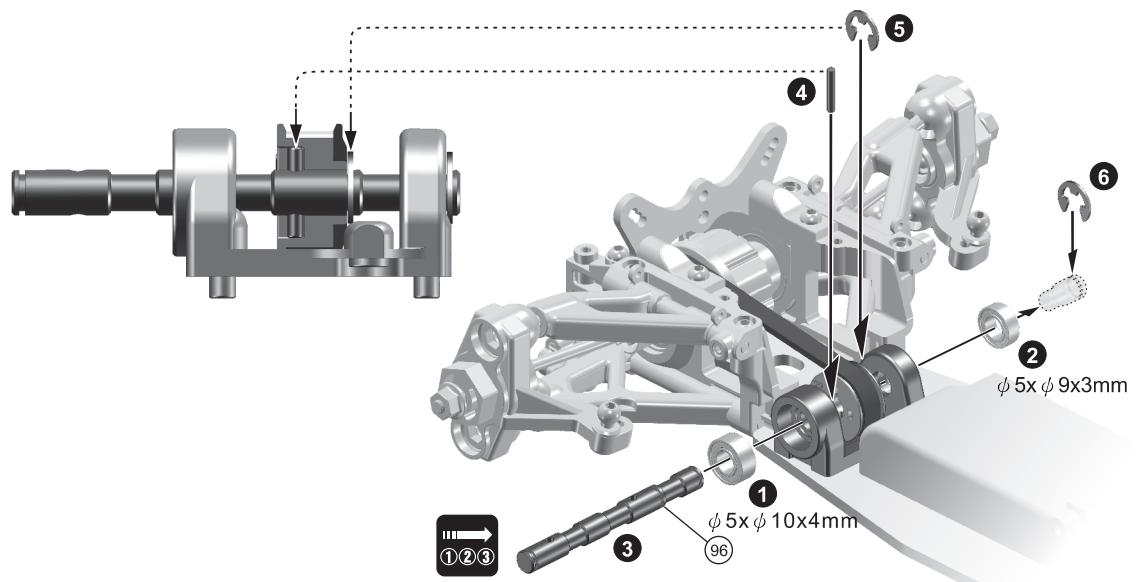
Ball bearing
 $\phi 5 \times \phi 10 \times 4 \text{mm}$1



E-clip
E4.....2



Pin
 $\phi 1.7 \times 10 \text{mm}$1



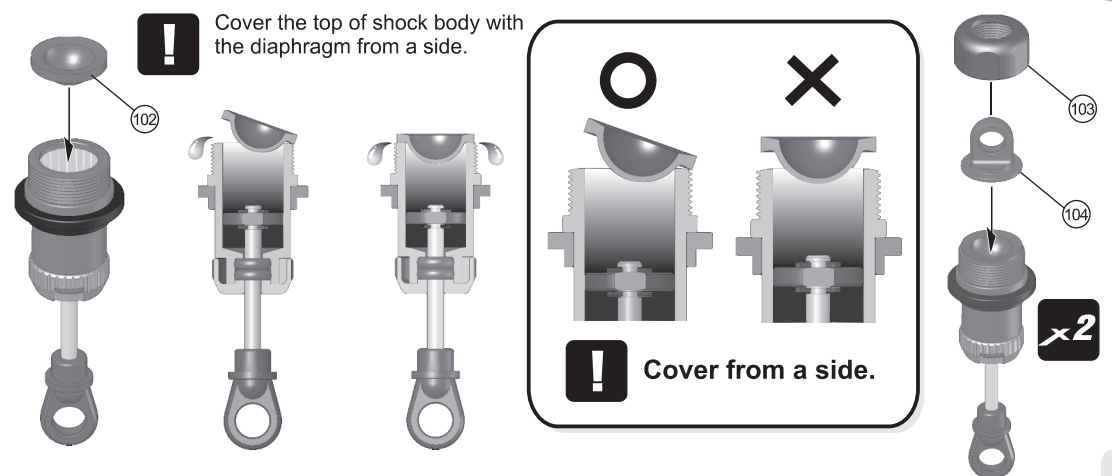
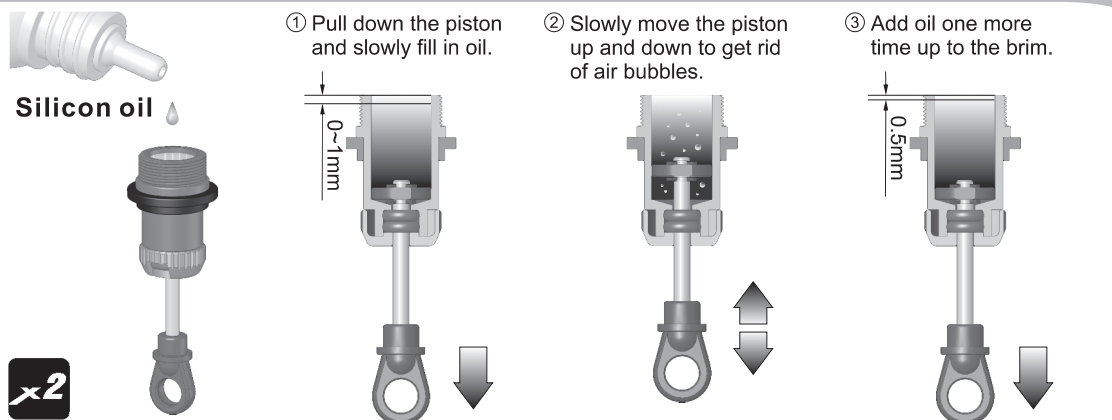
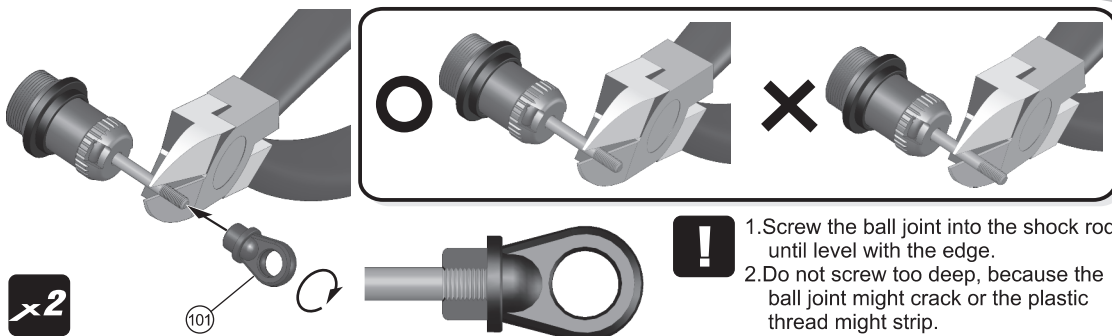
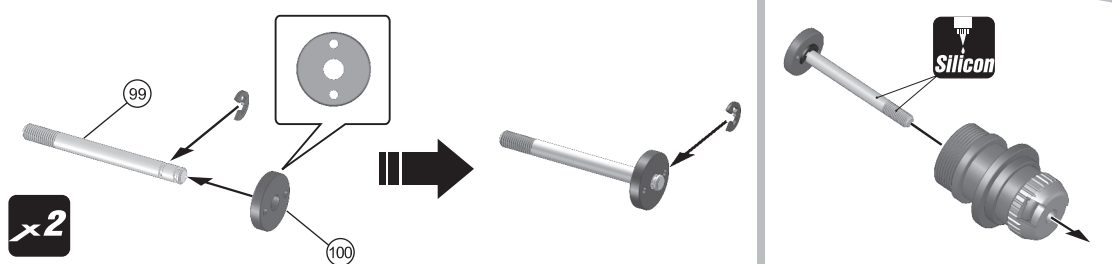
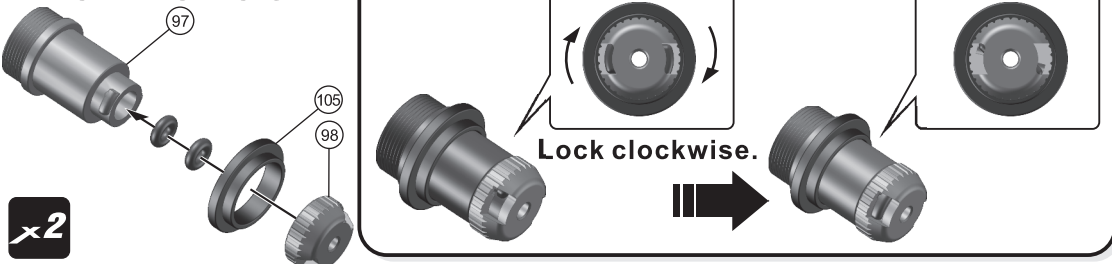
SHOCK ABSORBERS

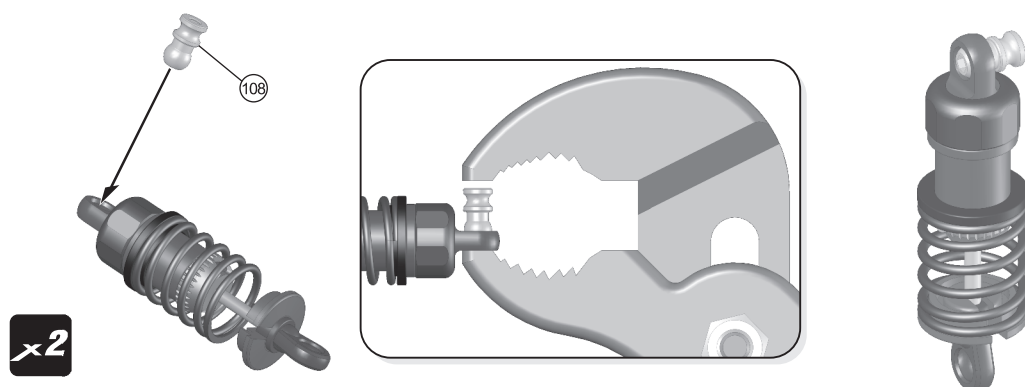
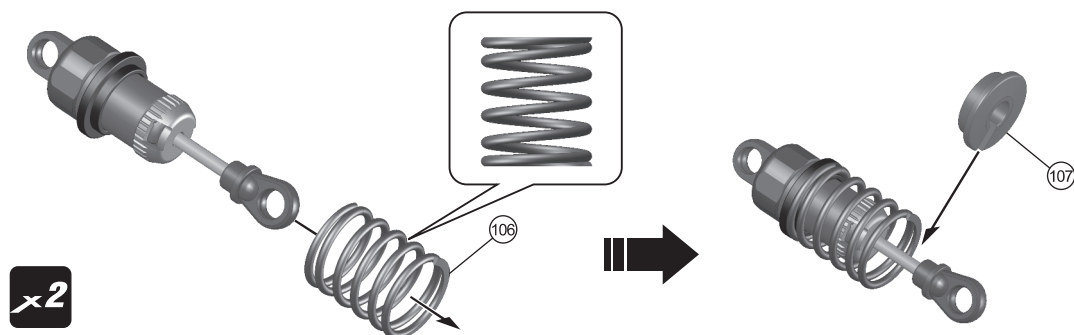
FRONT SHOCK



Oring
φ 2x1.5mm.....4

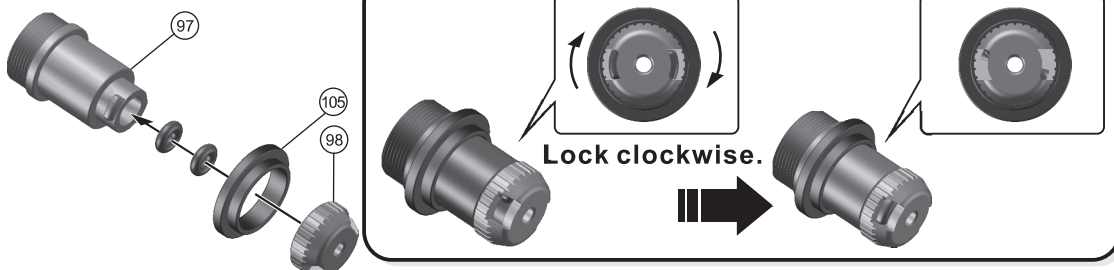
E-clip
E1.5.....4



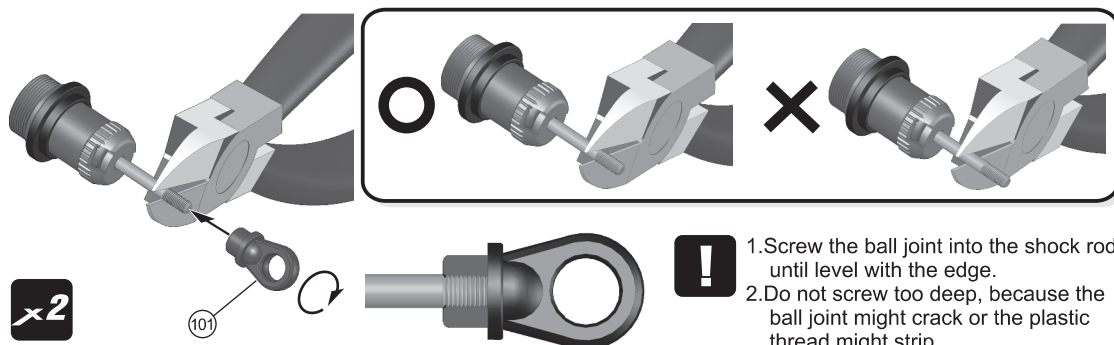
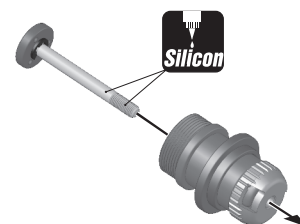
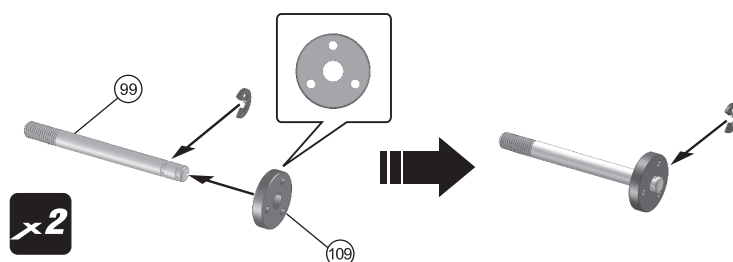


Oring
φ 2x1.5mm.....4

REAR SHOCK



E-clip
E1.5.....4



1. Screw the ball joint into the shock rod until level with the edge.
2. Do not screw too deep, because the ball joint might crack or the plastic thread might strip.

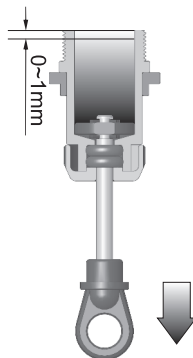
SHOCK ABSORBERS



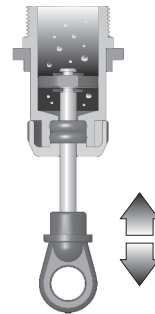
Silicon oil

x2

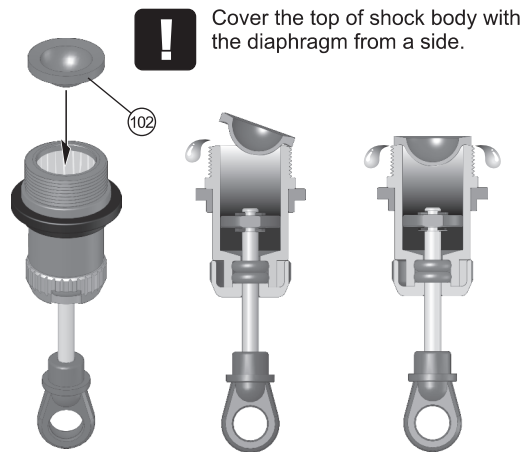
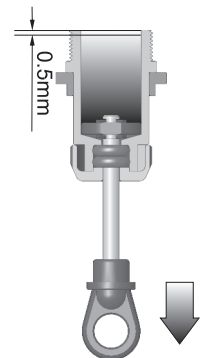
① Pull down the piston and slowly fill in oil.



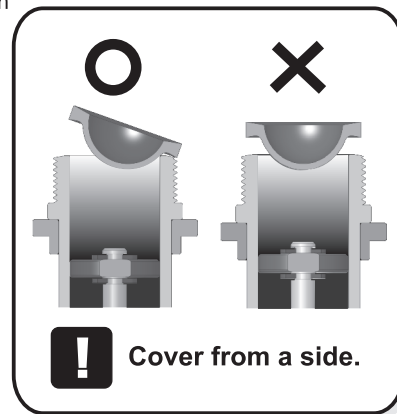
② Slowly move the piston up and down to get rid of air bubbles.



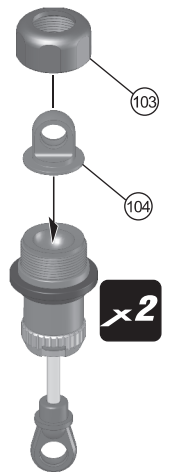
③ Add oil one more time up to the brim.



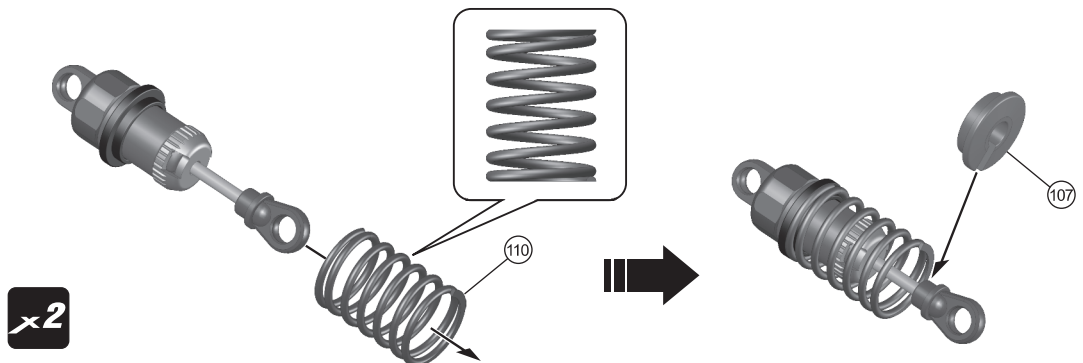
! Cover the top of shock body with the diaphragm from a side.



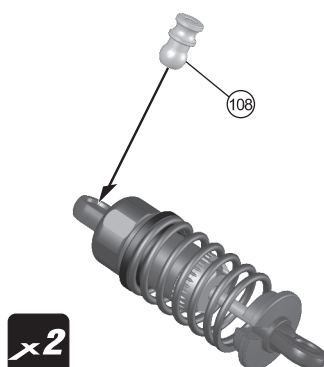
! Cover from a side.



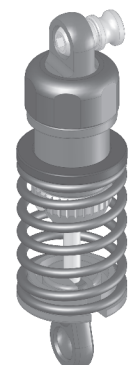
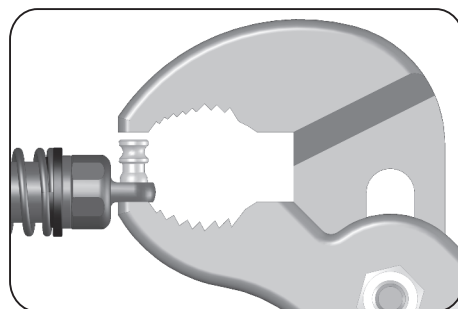
x2



x2



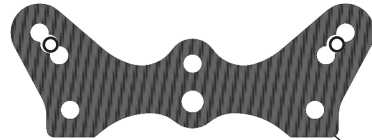
x2





Screw
2.5x8mm.....2

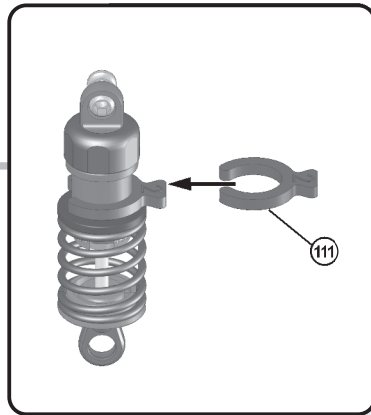
FRONT



INITIAL POSITION

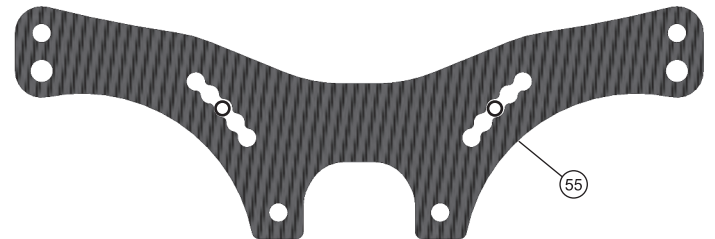
89

Hex Wrench
(2.5mm)



111

x2 L=R



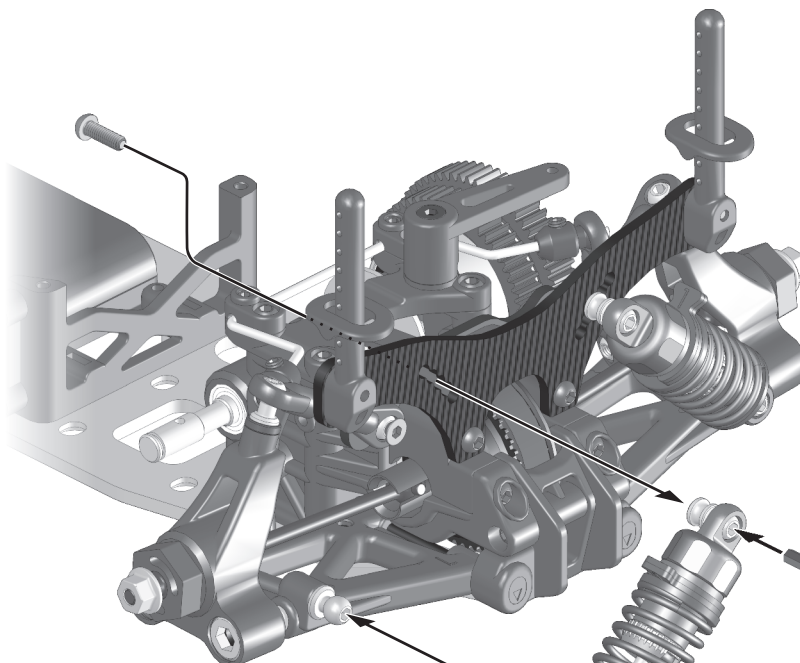
55

REAR

INITIAL POSITION

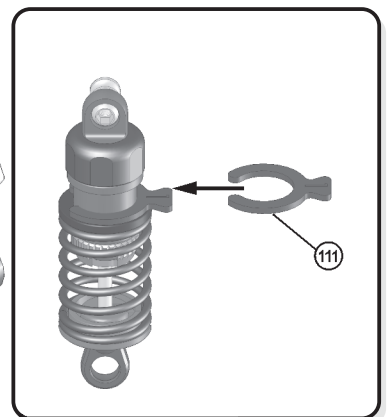


Screw
2.5x8mm.....2



x2 L=R

Hex Wrench
(2.5mm)



111

BAG



Screw
2.5x8mm.....2



Nylon nut
2.5mm.....2



Screw
2.5x8mm.....5



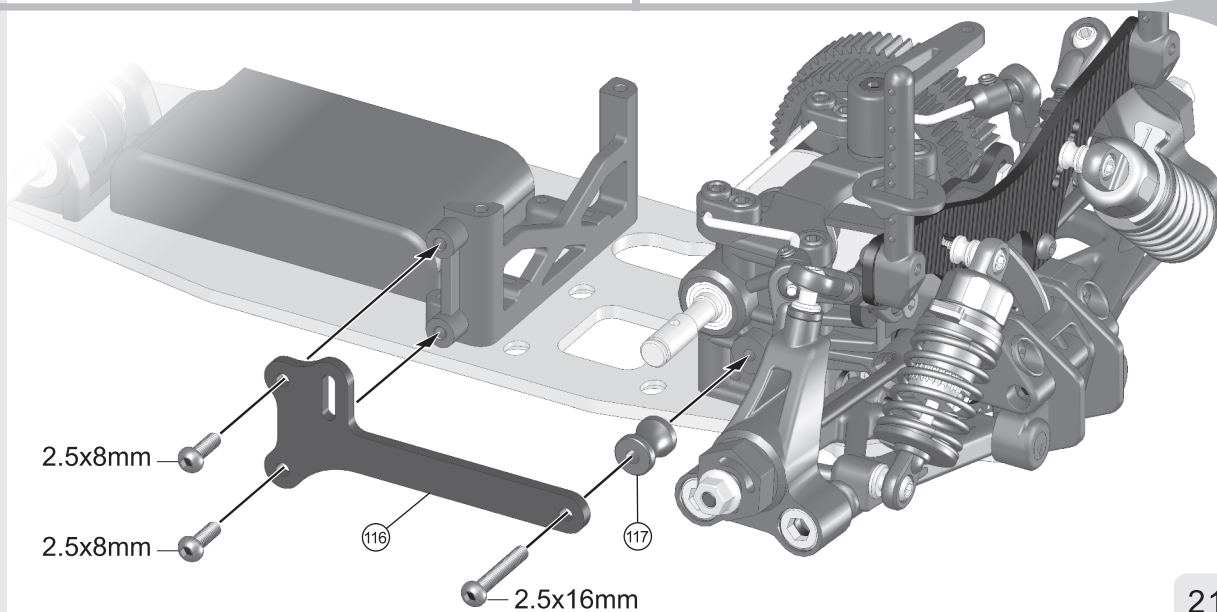
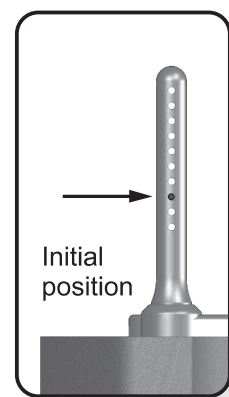
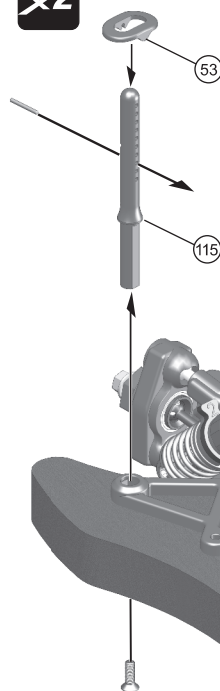
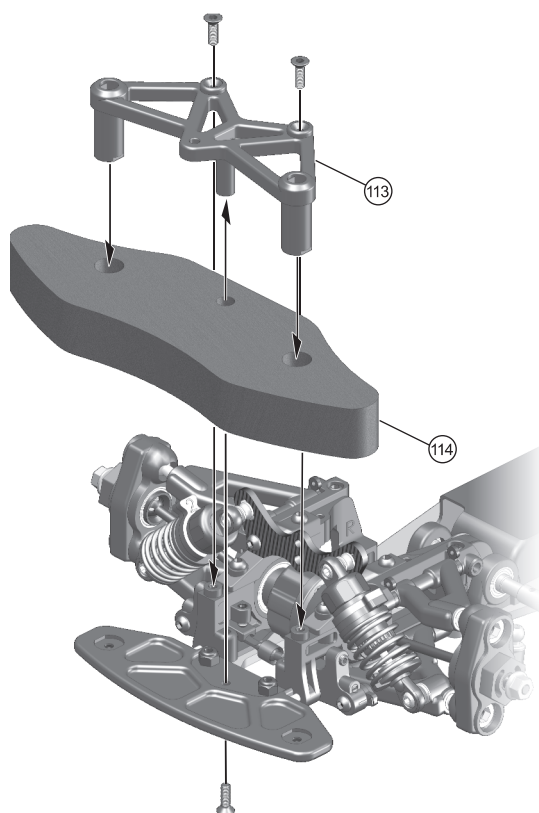
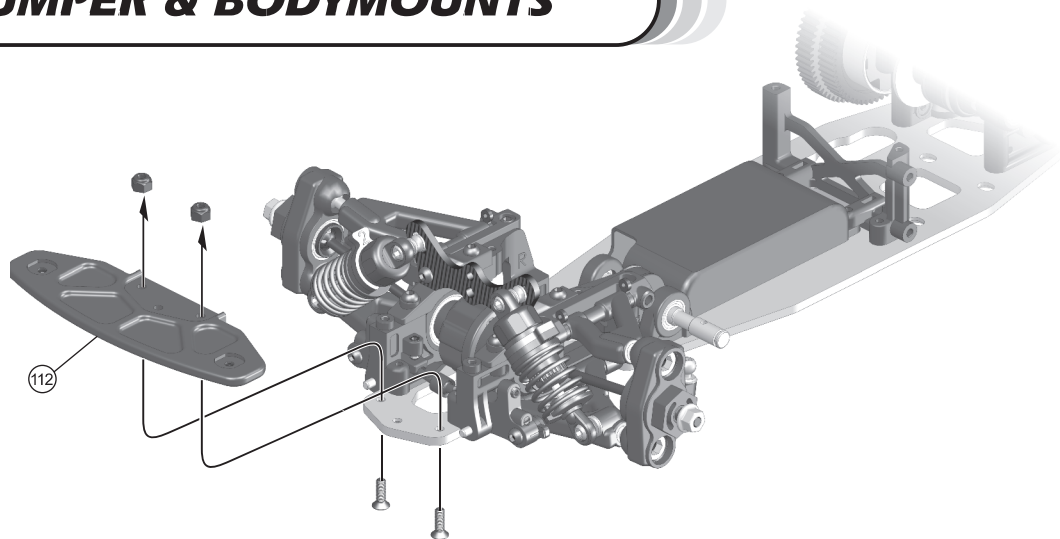
Pin
φ 1x10mm.....2



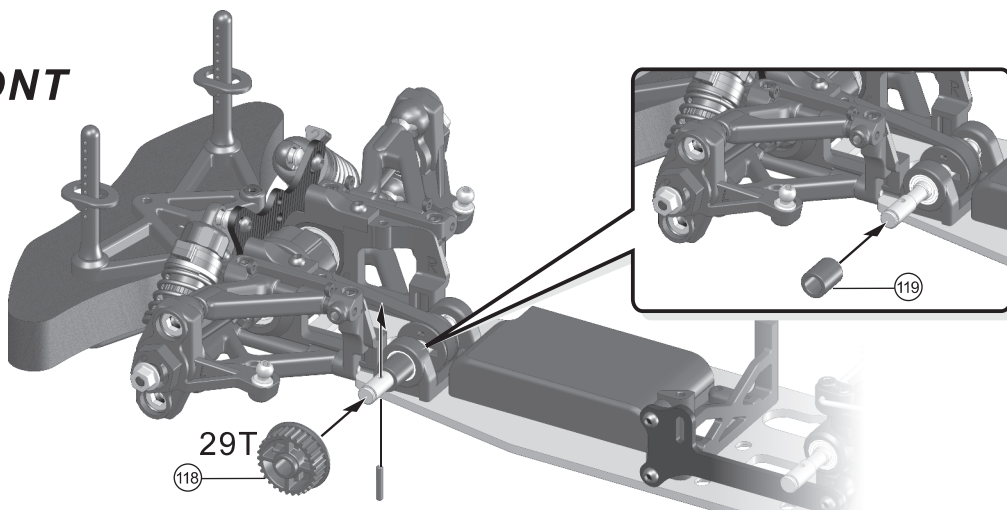
Screw
2.5x16mm.....1



Screw
2.5x8mm.....2

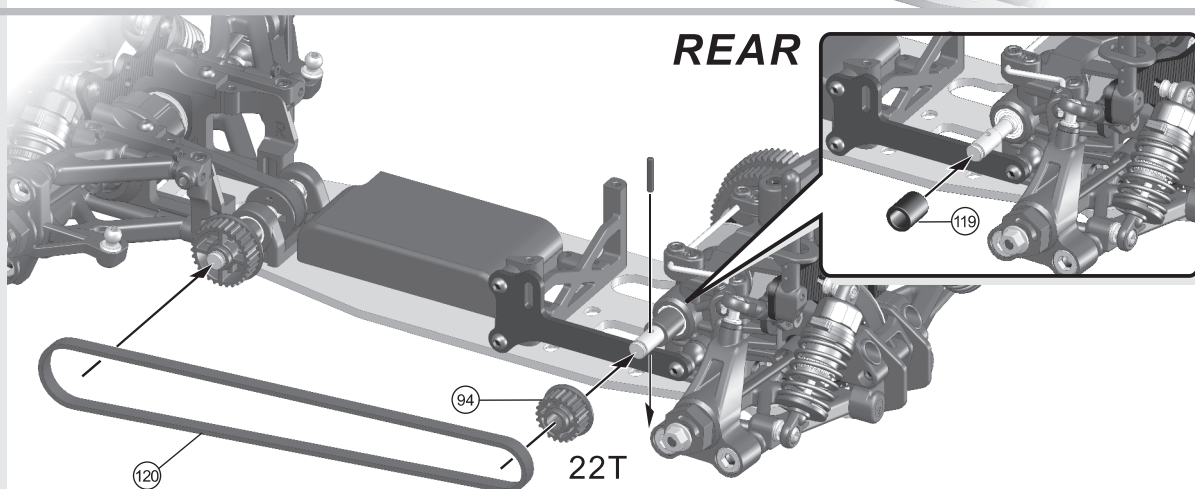


FRONT



Pin
φ 1.7x10mm.....1

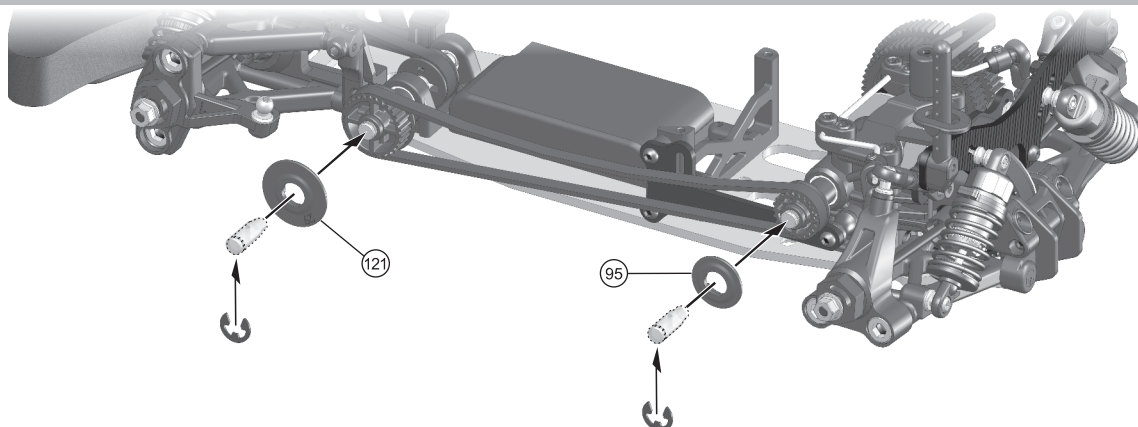
REAR



Pin
φ 1.7x10mm.....1



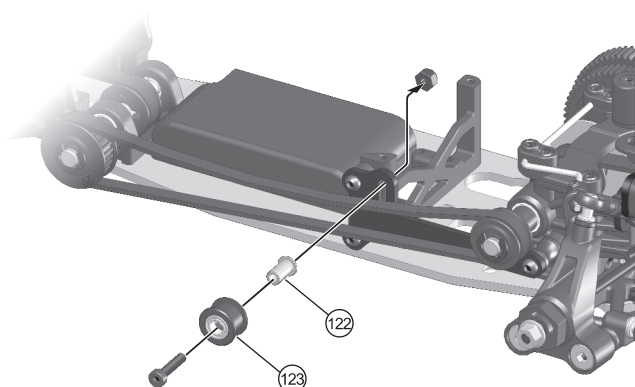
E-clip
E4.....2



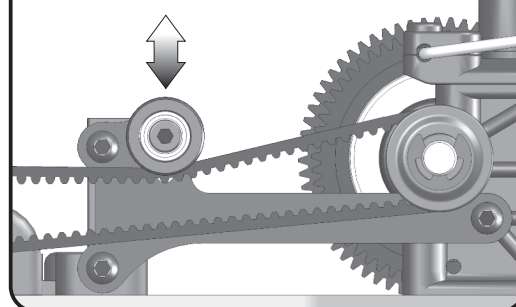
Screw
2.5x14mm.....1



Nylon nut
2.5mm.....1



After driving, you can adjust the height of belt tensioner to get proper belt tension.





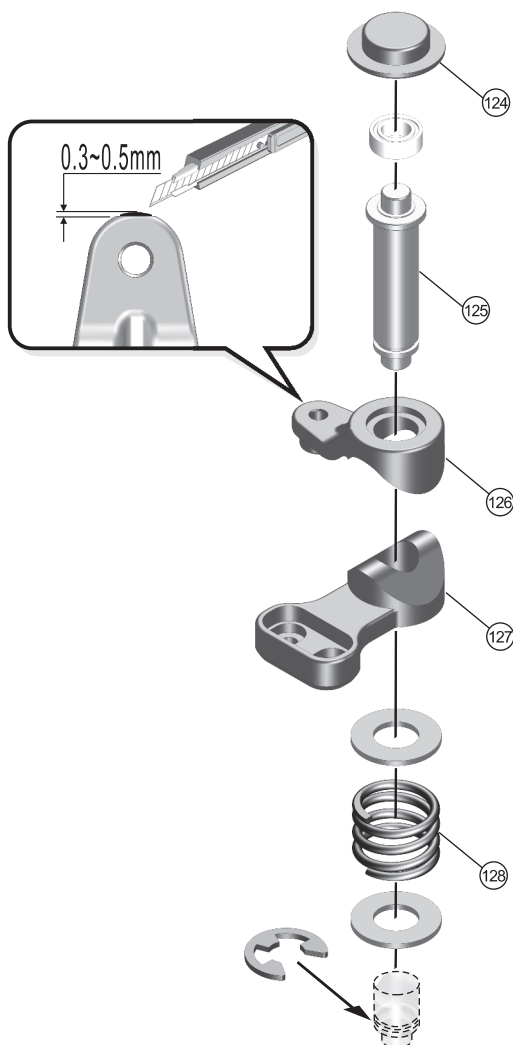
Ball bearing
φ 4x φ 7x2.5mm....1



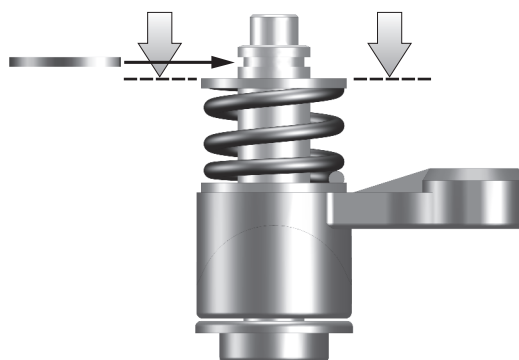
E-clip
E5.....1



Shim
φ 6x φ 12x0.8mm...2



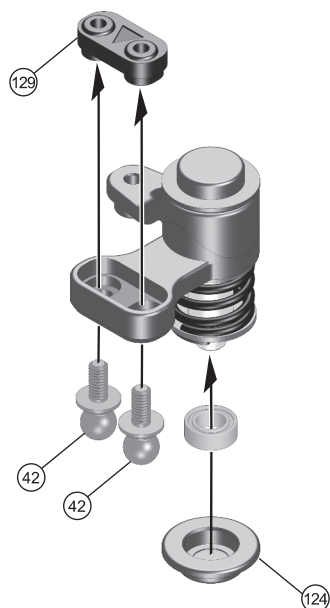
Push the spacer down, then hook the e-clip into servo saver post.



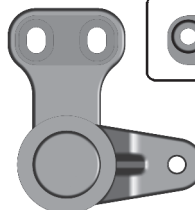
Ball bearing
φ 4x φ 7x2.5mm....1



Flange ball joint
L=5.5mm.....2



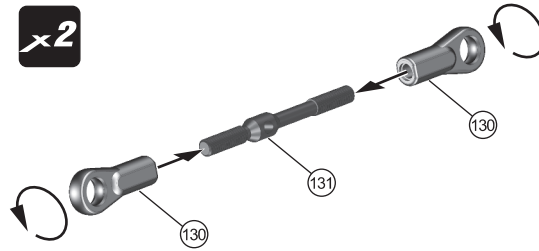
Ackermann settings



Initial setting



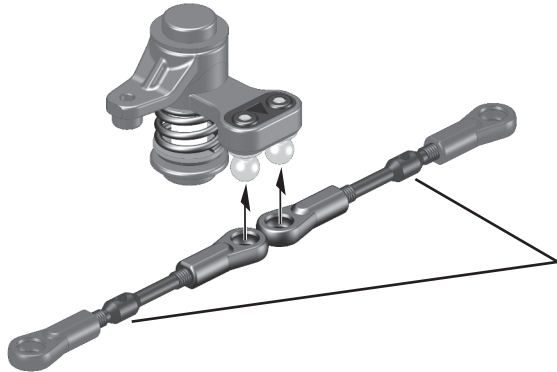
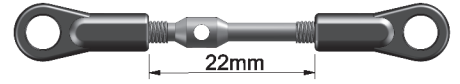
x2



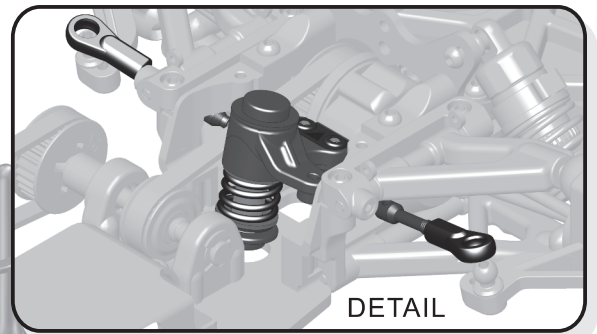
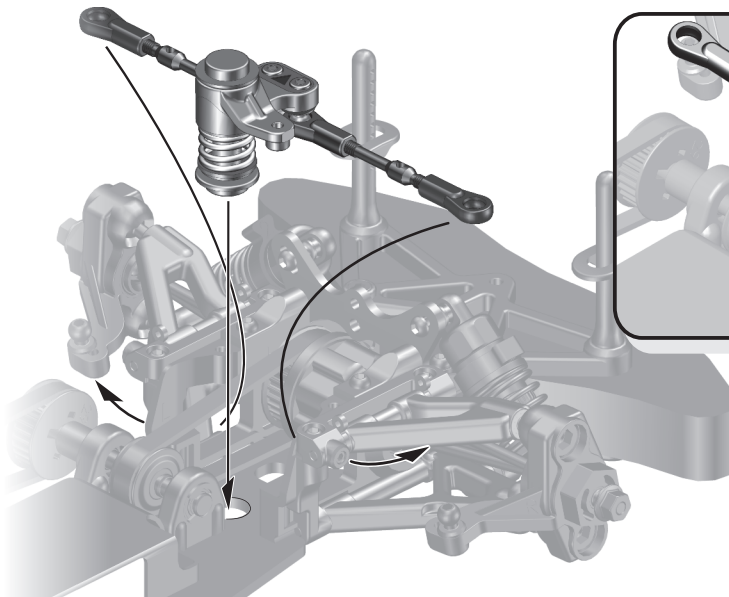
1:1



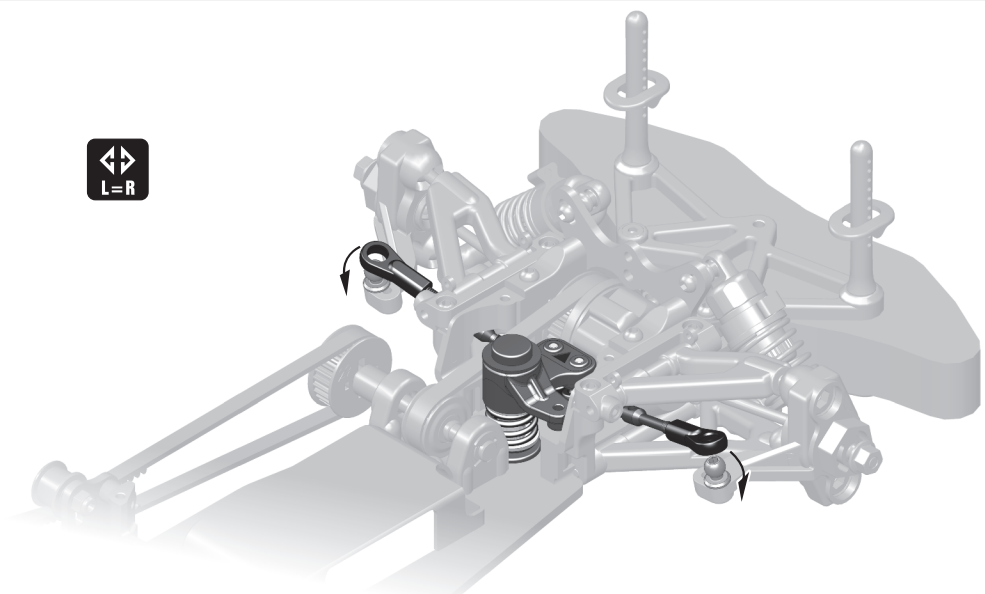
L=R



Note orientation



L=R



BAG



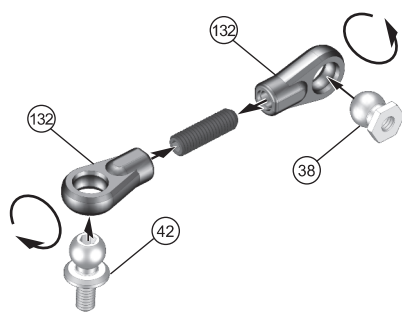
Set screw
3x10mm.....1



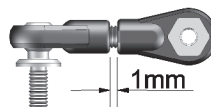
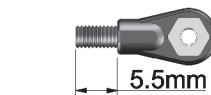
Flange ball joint
L=5.5mm.....1



Screw
2.5x8mm.....3



Futaba



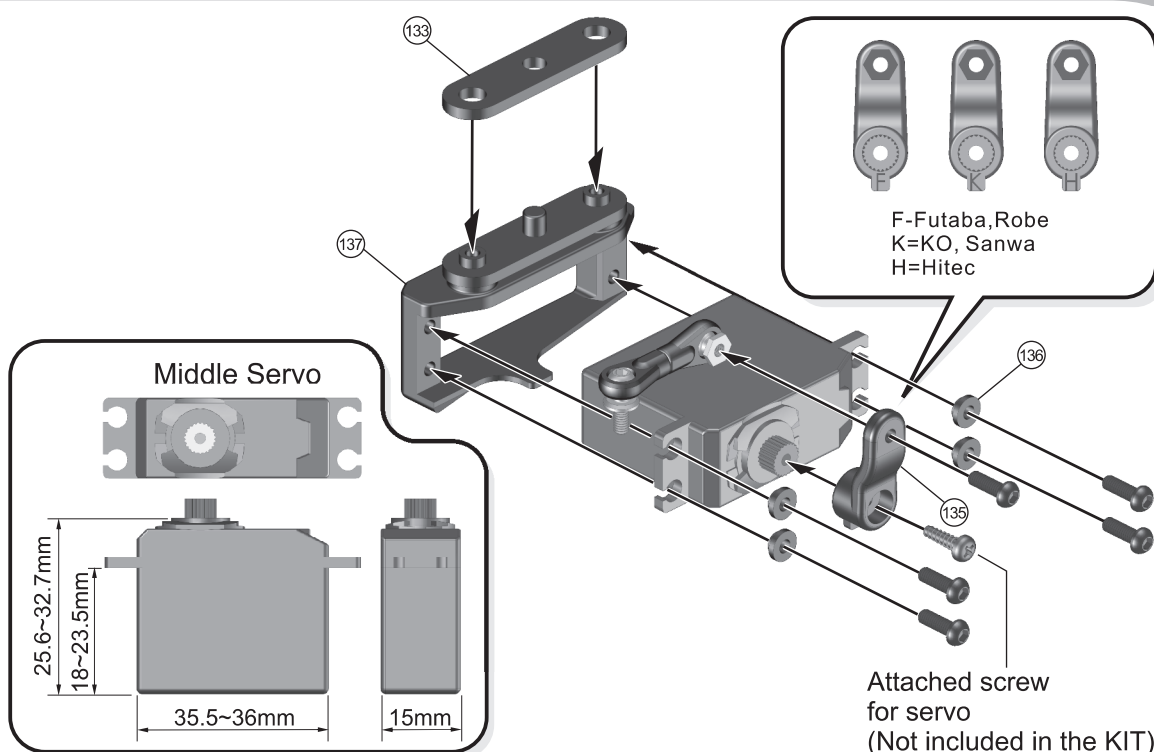
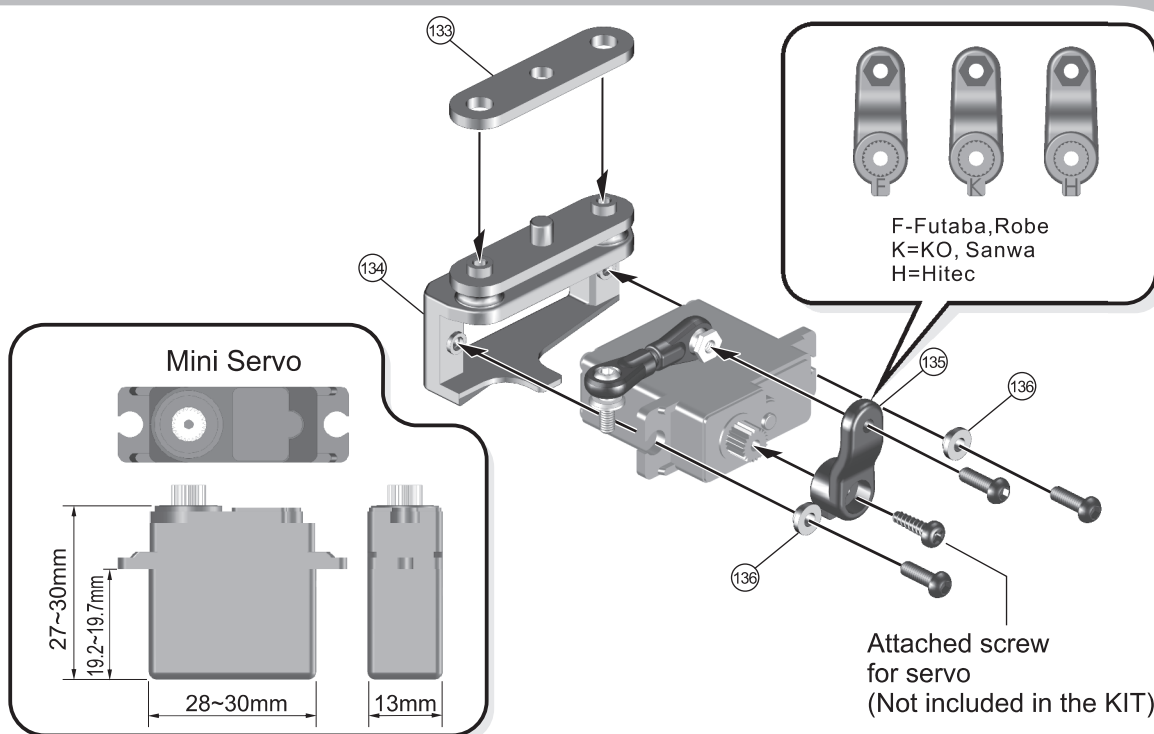
KO, Hitec



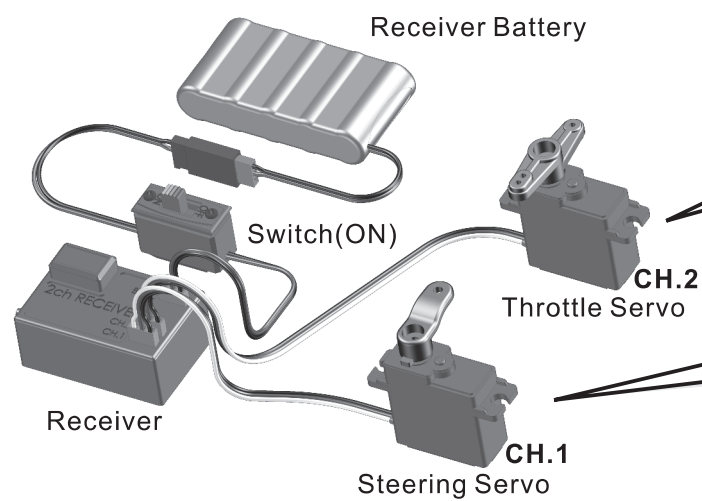
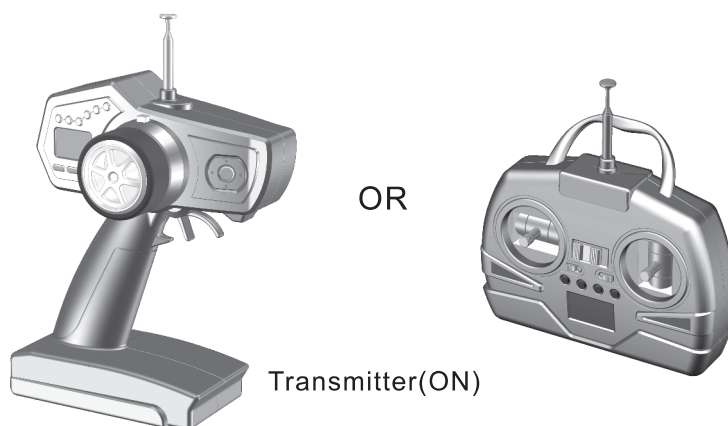
1:1



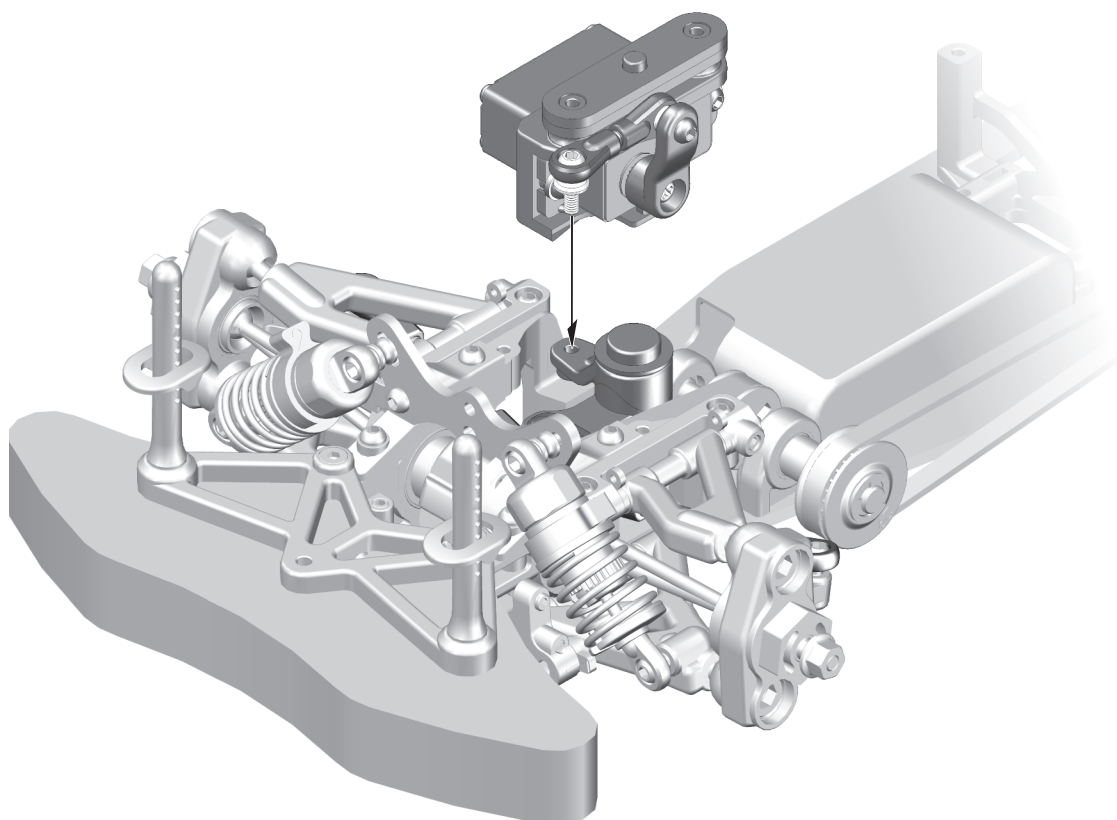
Note the 90 angle difference between the ball joints.



Screw
2.5x8mm.....5



! Set the servo in neutral position.





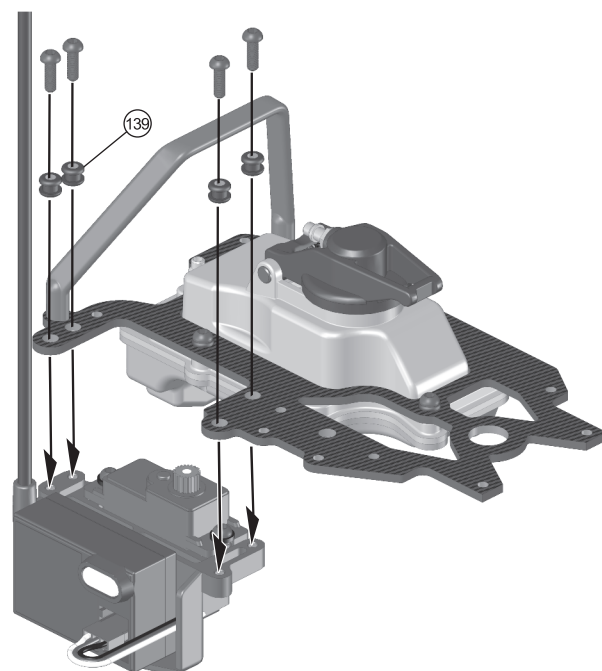
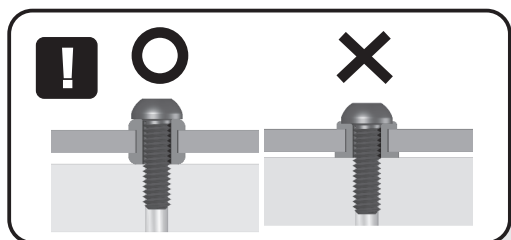
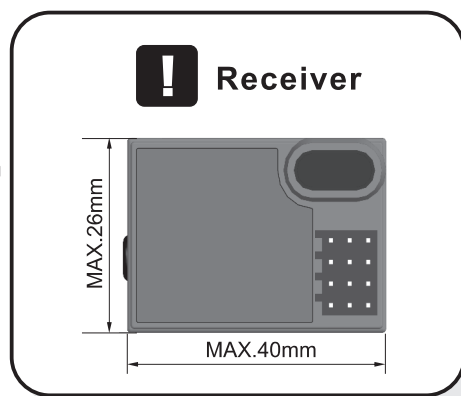
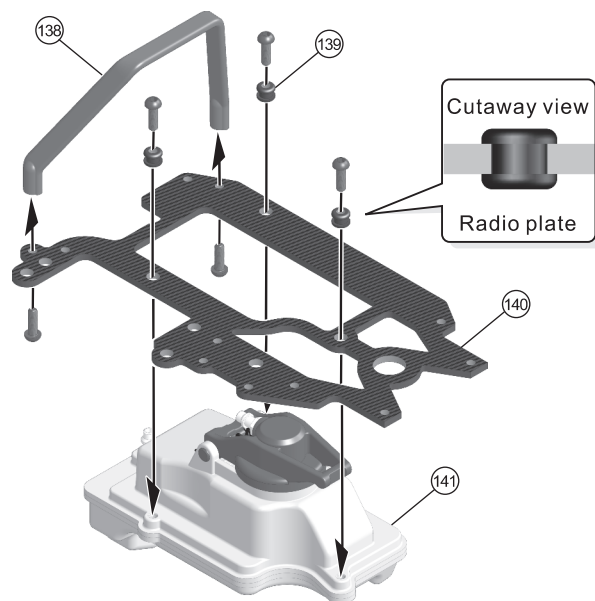
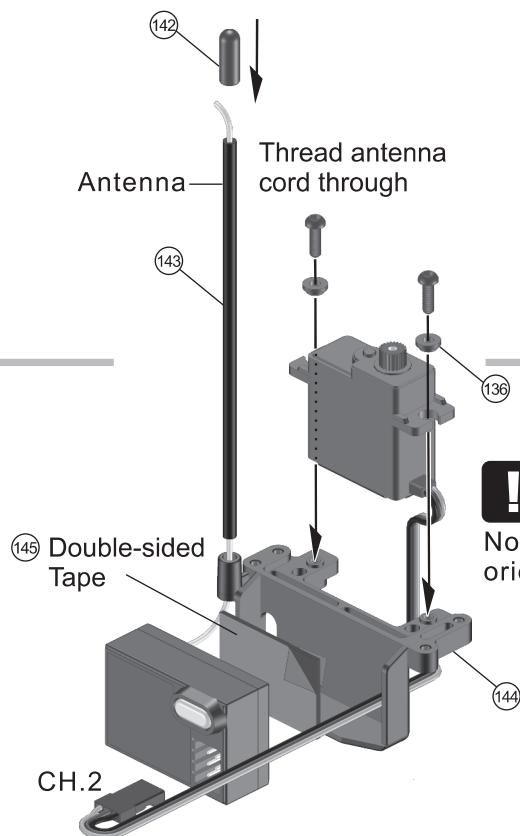
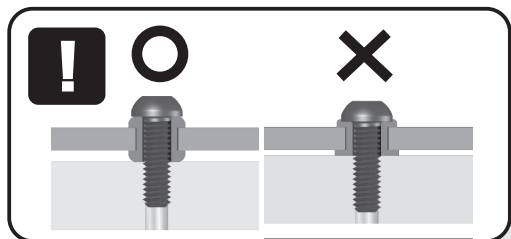
Screw
2.5x8mm.....5



Screw
2.5x8mm.....2

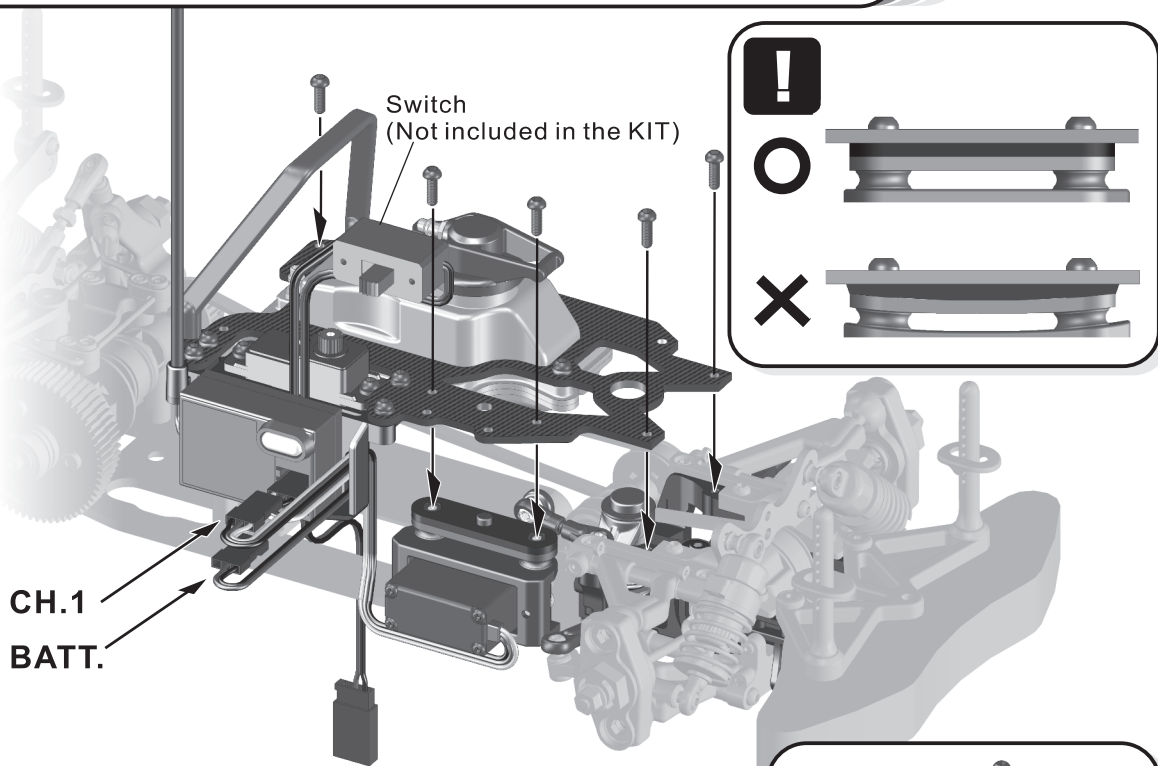


Screw
2.5x8mm.....4

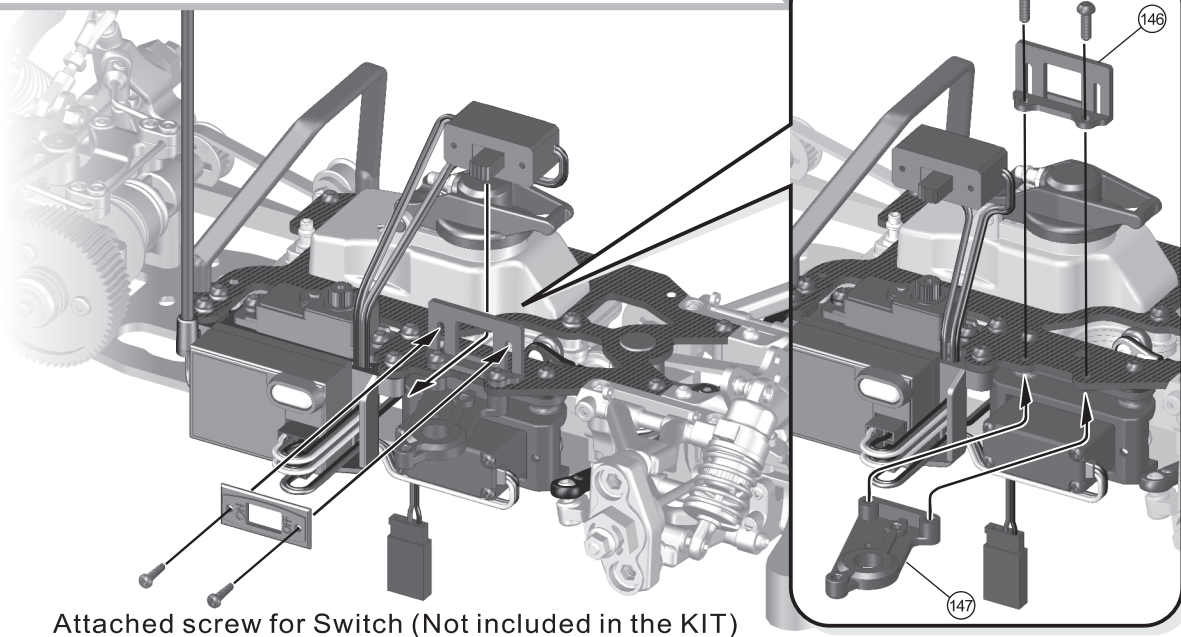




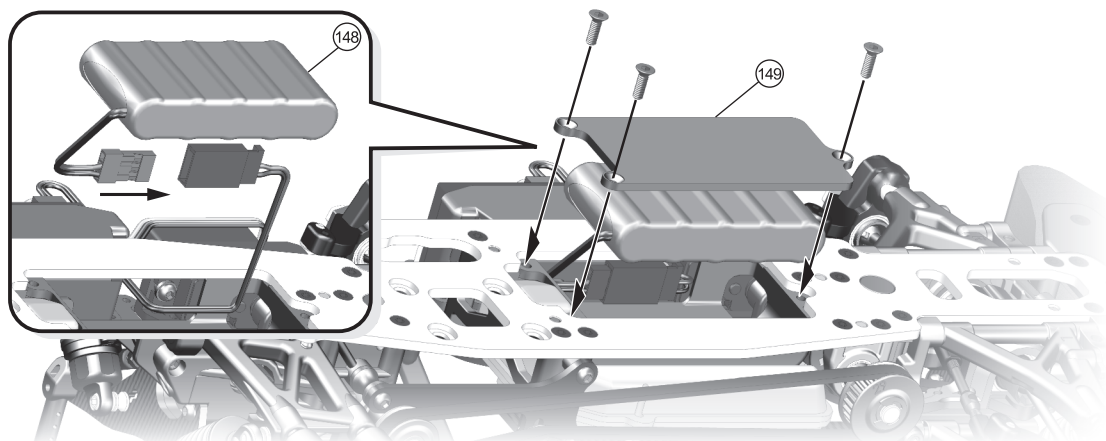
Screw
2.5x8mm.....5

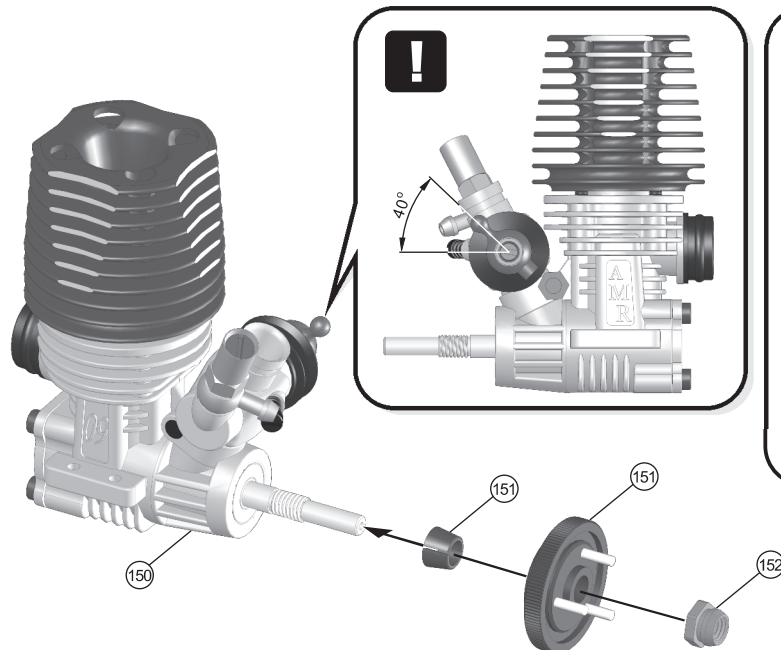


Screw
2.5x8mm.....2

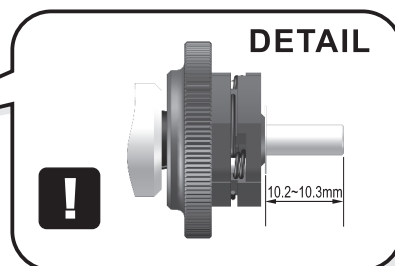
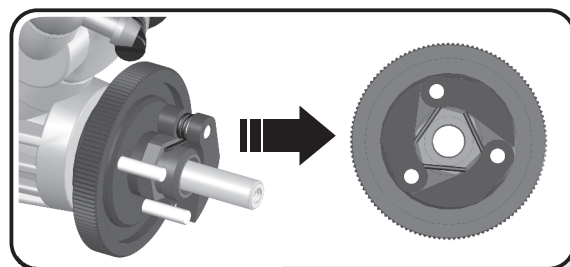
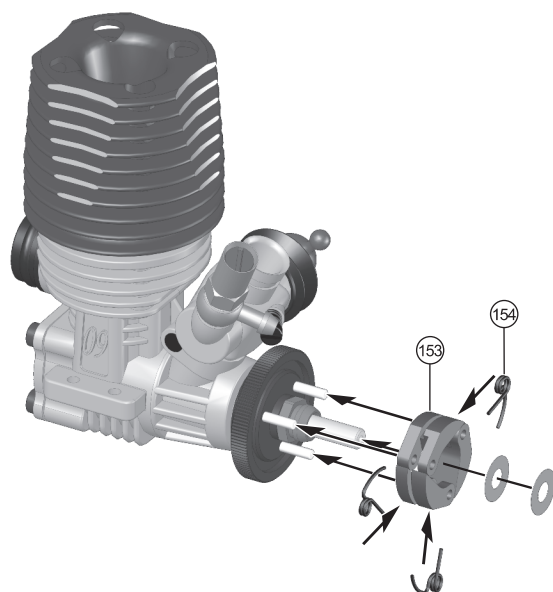


Screw
2.5x8mm.....3





Shim
 $\phi 4 \times \phi 9 \times 0.1 \text{ mm} \dots 4$



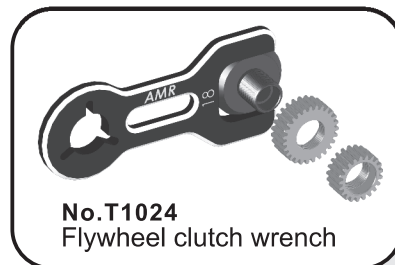
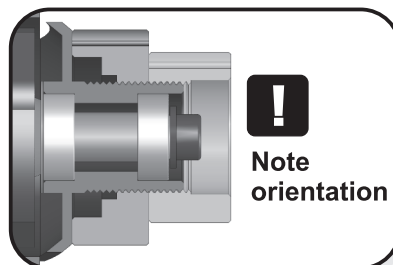
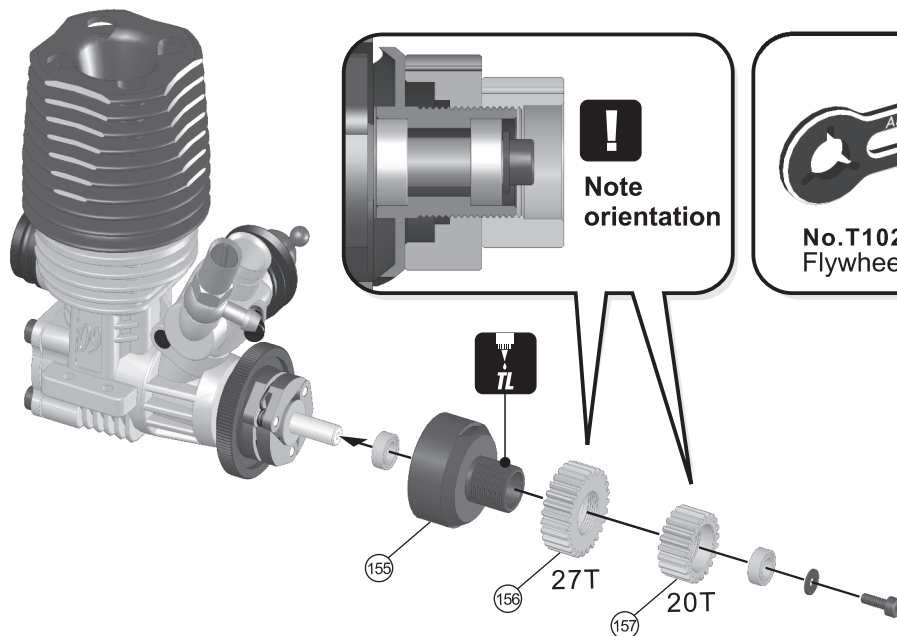
Ball bearing
 $\phi 4 \times \phi 7 \times 2.5 \text{ mm} \dots 2$



Screw
 $2 \times 6 \text{ mm} \dots 1$



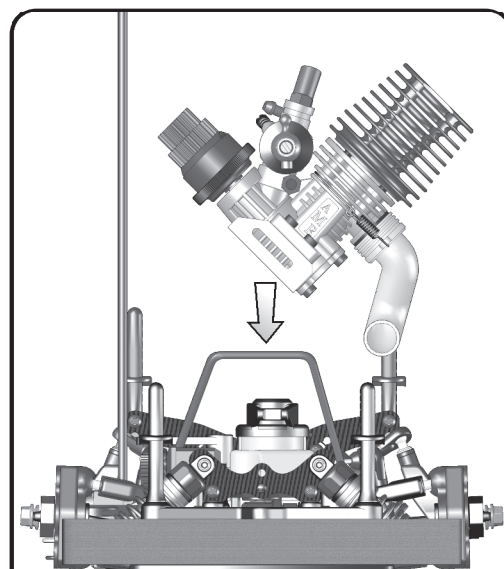
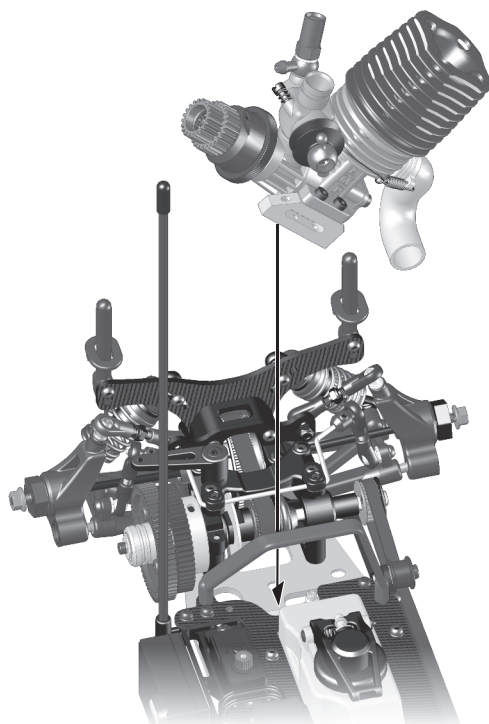
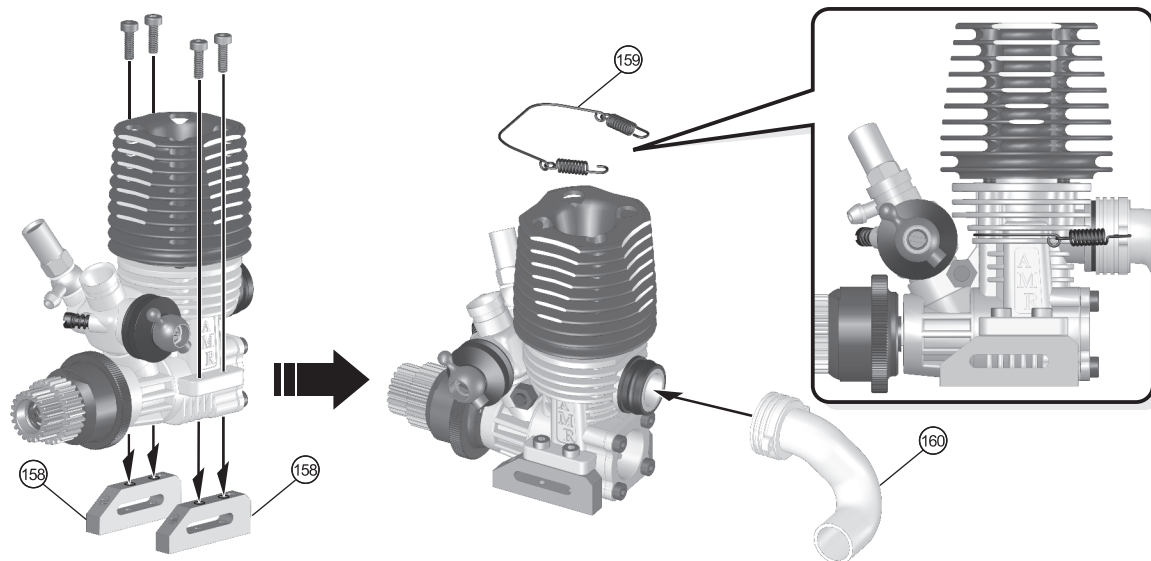
Shim
 $\phi 2 \times \phi 5 \times 0.5 \text{ mm} \dots 1$



BAG



Screw
2.5x8mm.....4



! Turn the engine to incline 45°, as it will be easier to install into the chassis. Refer to the drawing.

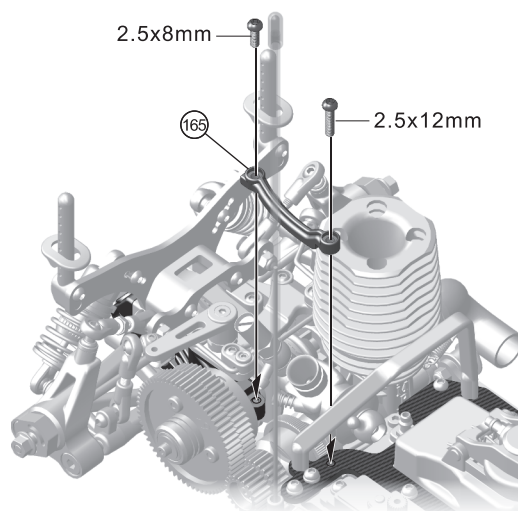
BAG



Screw
2.5x12mm.....1

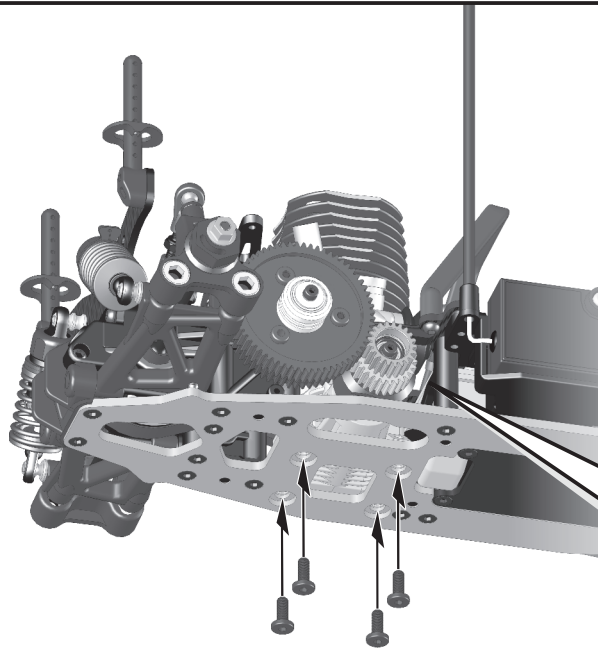


Screw
2.5x8mm.....1





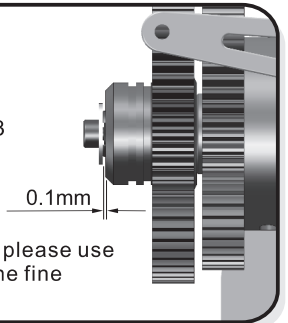
Engine mount screw
3x8mm.....4



Shim
 $\phi 6 \times \phi 9 \times 0.1 \text{mm} \dots 3$



If the gap is too big, please use this shim to make the fine adjustment.



Adjust gear mesh so there is minimal play between the gears.



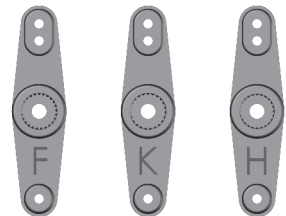
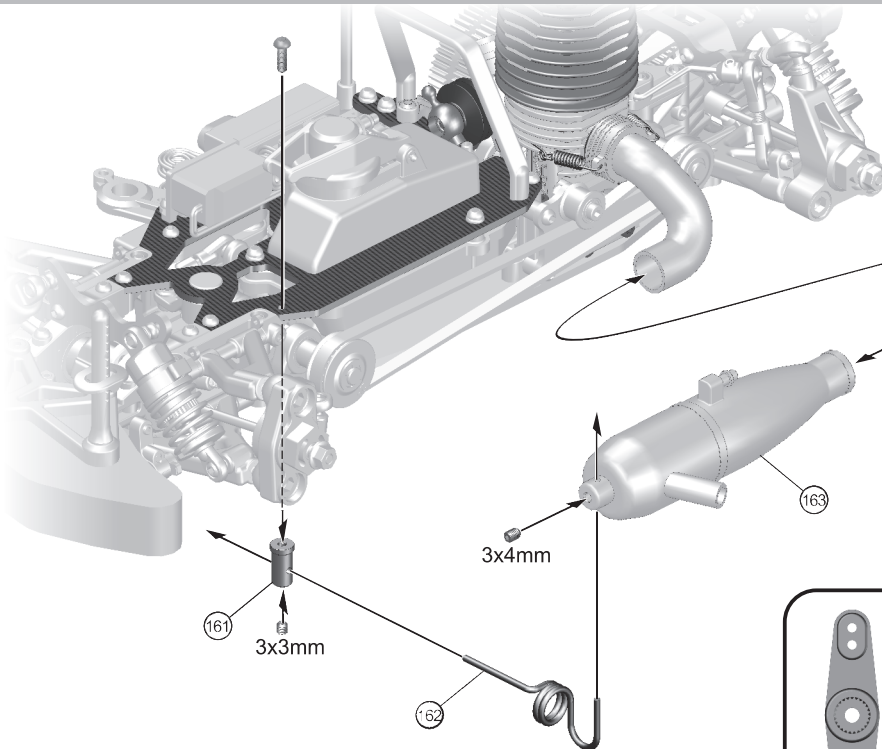
Screw
2.5x8mm.....1



Set screw
3x3mm.....1



Set screw
3x4mm.....1



F=Futaba, Robe
K=KO, Sanwa
H=Hitec

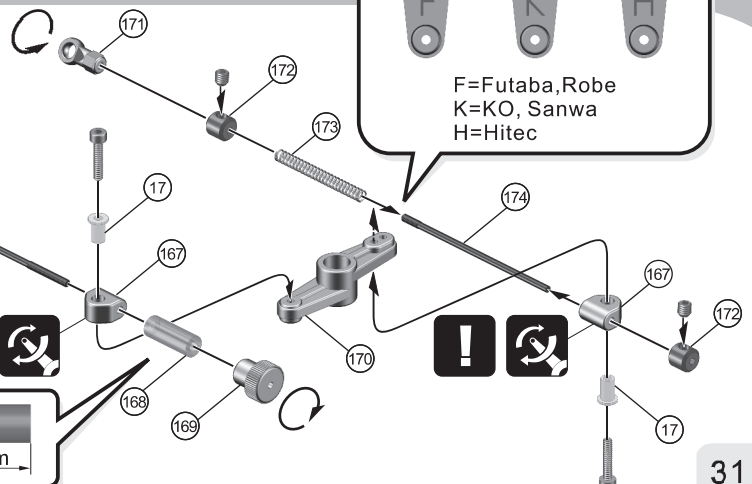
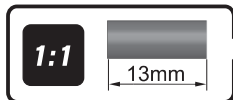


Screw
2x10mm.....2



Set screw
3x3mm.....2

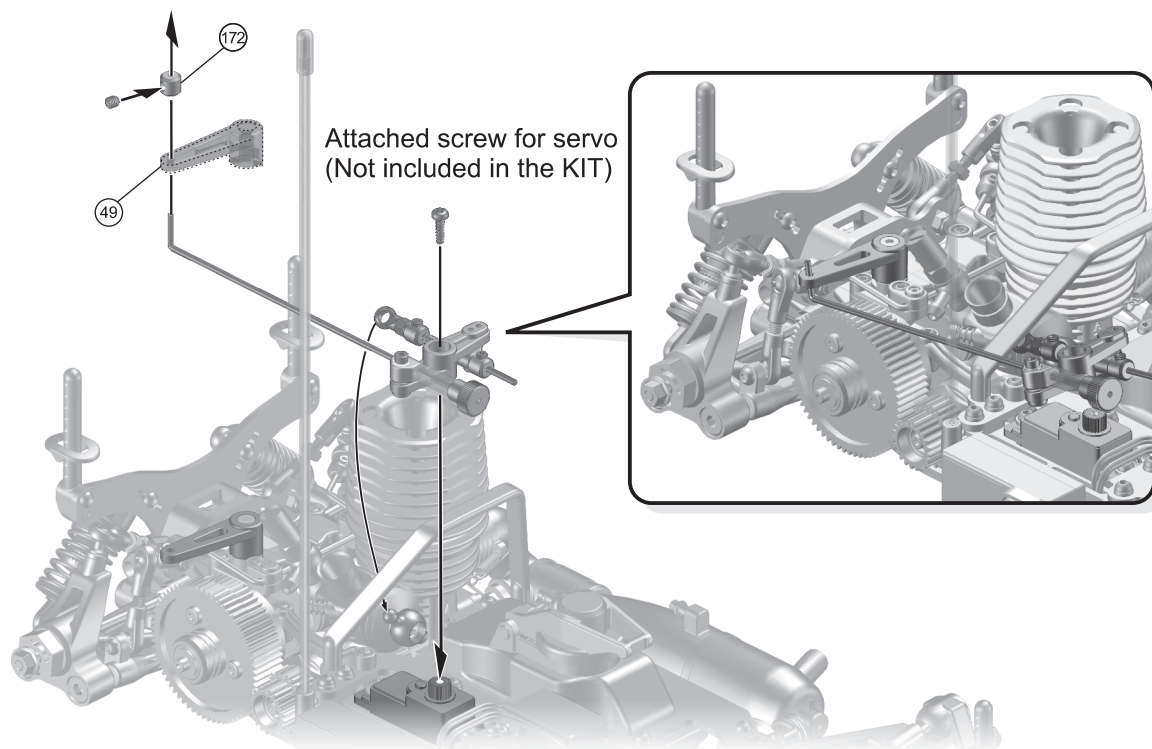
Do not overtighten screws, pivots must rotate freely.



BAG



Set screw
3x3mm.....1

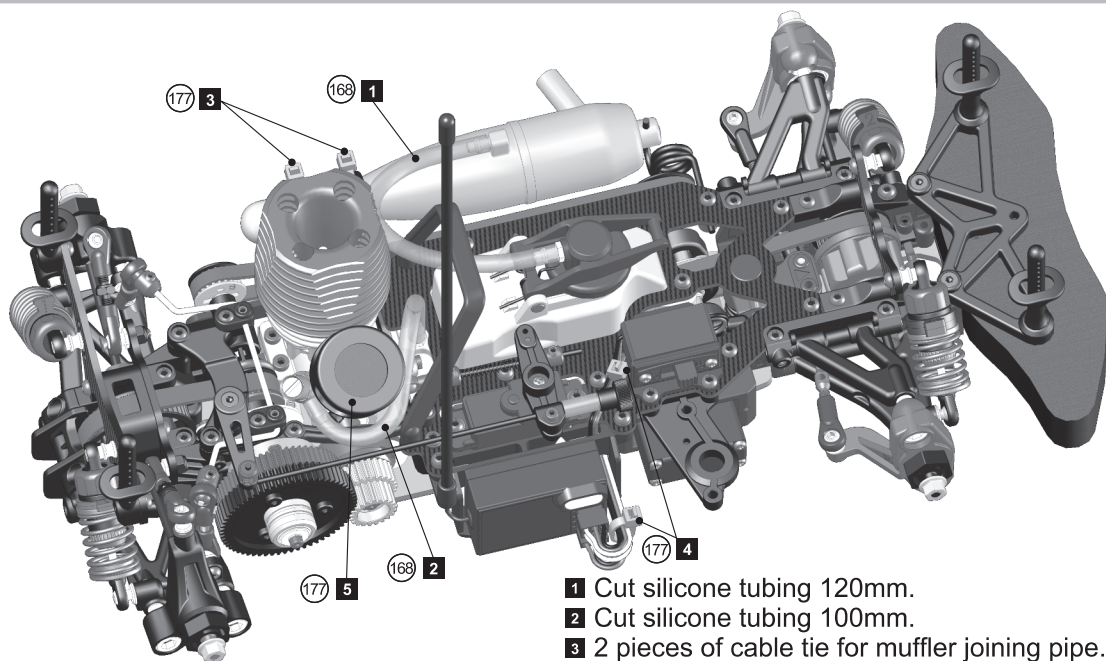
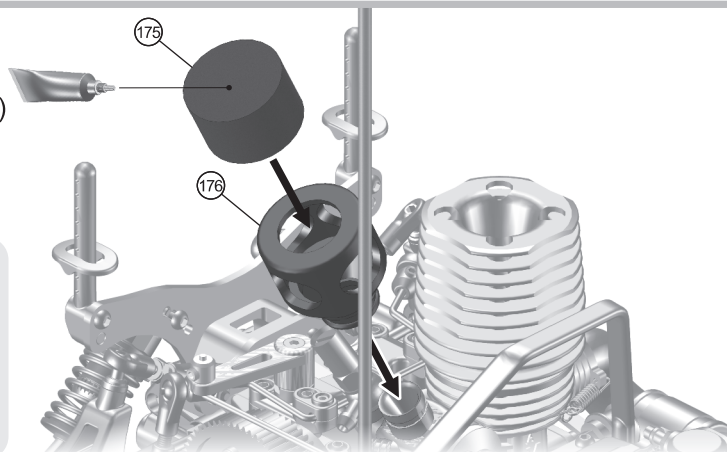


BAG



Air filter foam:
Apply proper filter oil.
(Not included in the KIT)

No. JR0009
Air filter oil

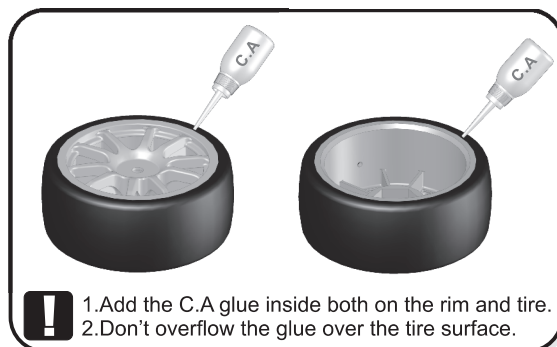
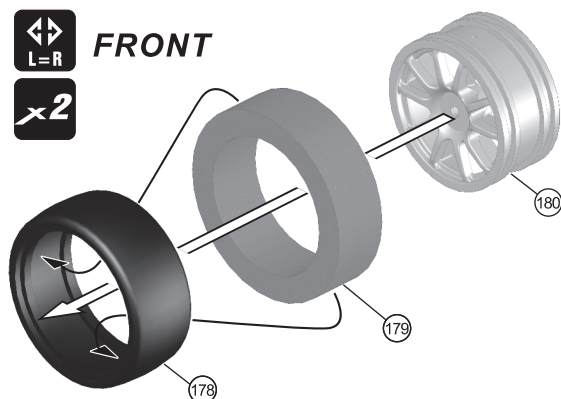


- 1 Cut silicone tubing 120mm.
- 2 Cut silicone tubing 100mm.
- 3 2 pieces of cable tie for muffler joining pipe.
- 4 2 pieces of cable tie for switch and receiver.
- 5 1 pieces of cable tie for air filter.



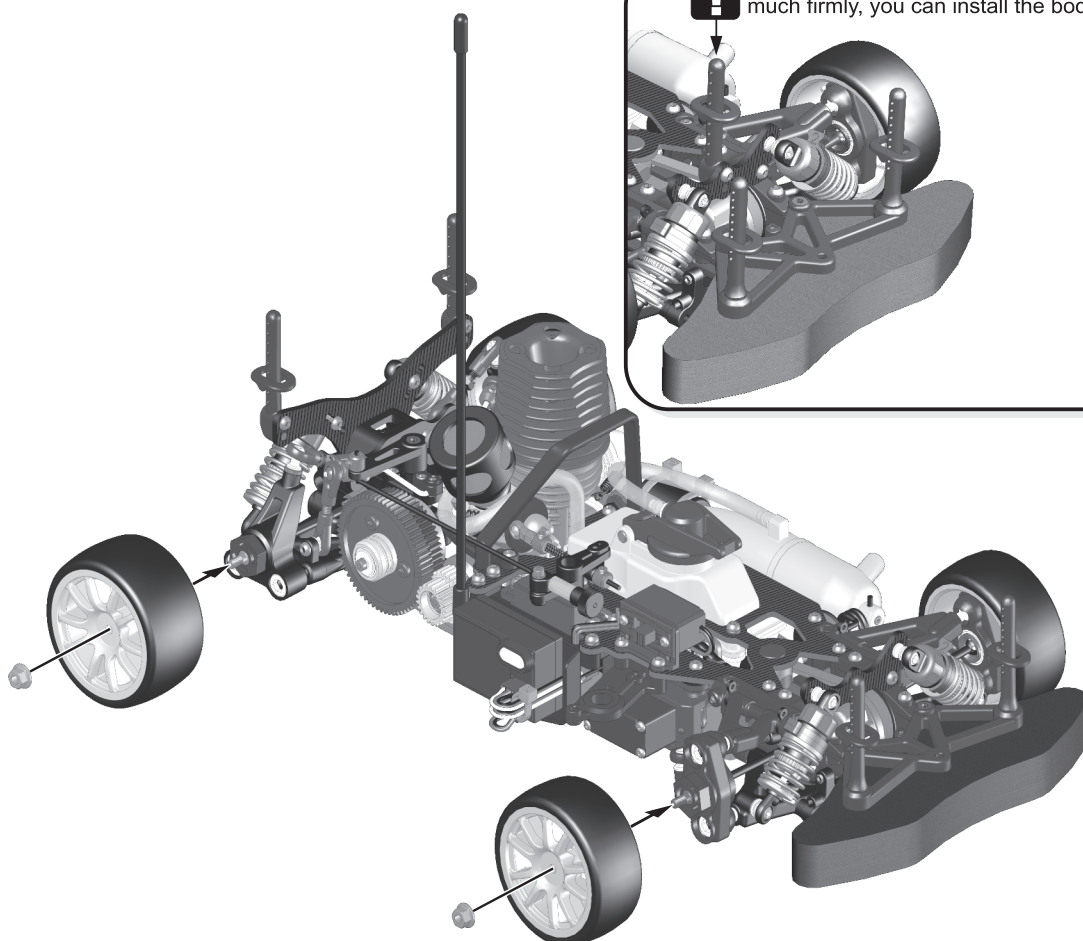
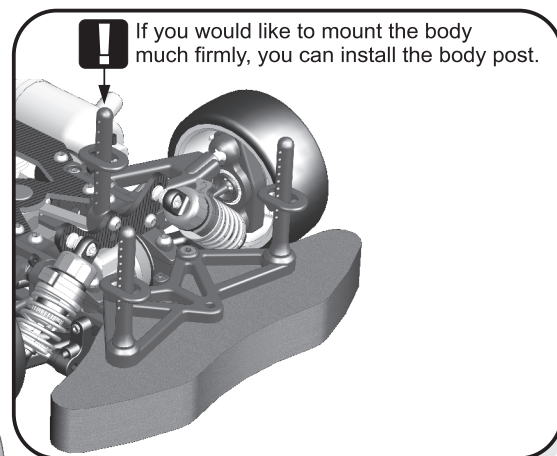
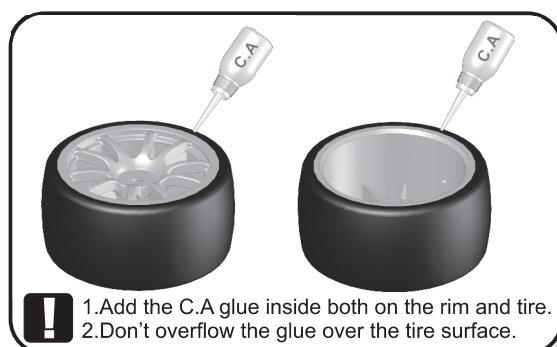
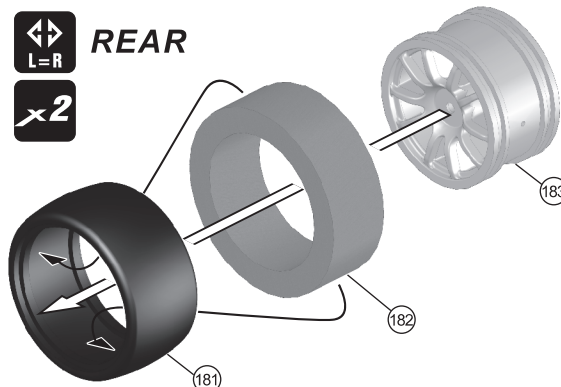
FRONT

x2



REAR

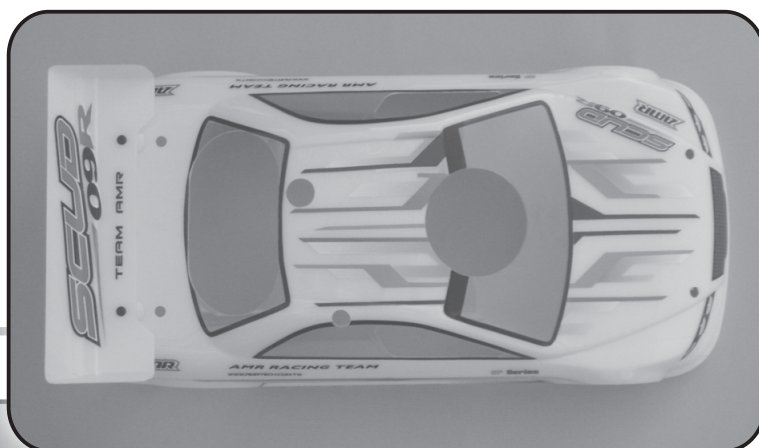
x2



TIP:

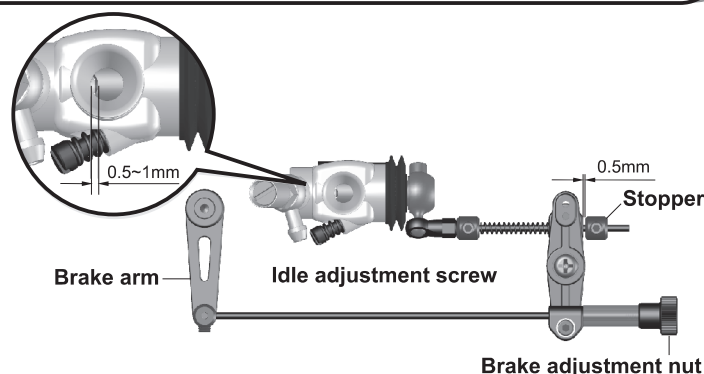


! You can spray water or suds on the body for easier adjusting the decal.



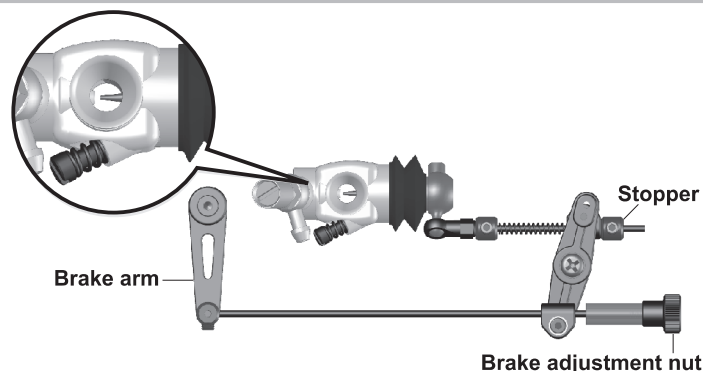
ADJUST THE ENGINE CONTROL LINKAGE

Neutral (Idle)



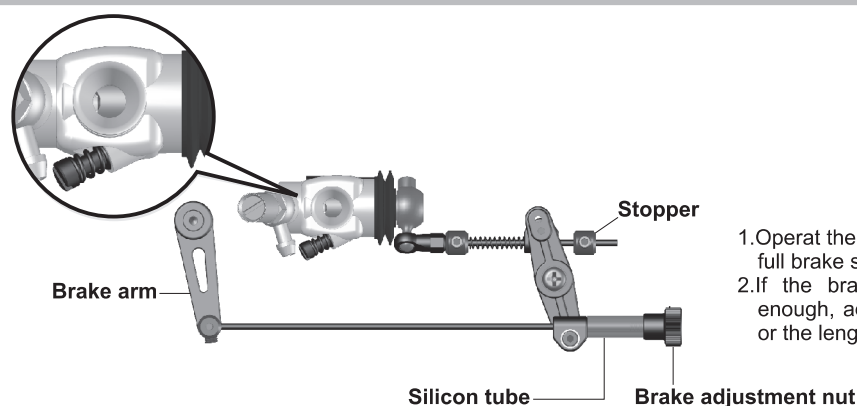
1. Turn on the power in transmitter and then in receiver.
2. Adjust the transmitter and throttle servo trim to the neutral position.
3. Adjust the stopper to make the gap be approx. 0.5mm.
4. Adjust the idle adjustment screw to open approx. 0.5~1mm.
5. Adjust the brake adjustment nut until you feel the brake starts to become slightly tight.

Full throttle



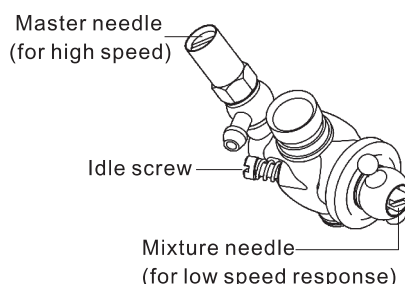
1. Operate the forward side of the transmitter in full high state for the carburetor to be fully open.
2. Be sure that the throttle linkage does not apply excessive force to the servo and carburetor.
3. In case the carburetor is not fully open or open excessively, follow the below:
 - a. If your transmitter is equipped with EPA (End Point Adjustment) function, please adjust the forward side of throttle EPA to be 70%~80%.
 - b. If your transmitter is not equipped with EPA function, please adjust the gap for Stopper.

Brake



1. Operate the brake side of the transmitter in full brake state.
2. If the brakes apply too much or not enough, adjust the brake adjustment nut or the length of the silicon tube.

Adjustments in carburetor



Master needle (for high speed) adjustment

Function: adjust the fuel mixture to get the max. rpm and max. power.

Adjusting method:

1. If you turn the master needle clockwise, rpm and power will increase when the throttle is at full open. Also, the fuel mixture will be leaner, the engine temperature will become higher, and smoke from the exhaust pipe will be fewer (thinner and lighter).
2. If you turn the master needle counter-clockwise, rpm and the power will reduce when the throttle is at full open. Also, the fuel mixture will be richer and the engine temperature will become lower. The smoke and un-burned fuel from the exhaust pipe will be a lot.
3. Each adjustment for master needle should not over 45°.

Idle screw adjustment

Function: set the min. idle speed while the throttle valve is closed.

Adjusting method:

1. Idle speed will increase by turning the idle screw clockwise.
2. Idle speed will reduce by turning the idle screw counter-clockwise.

Mixture needle (for low speed response) adjustment

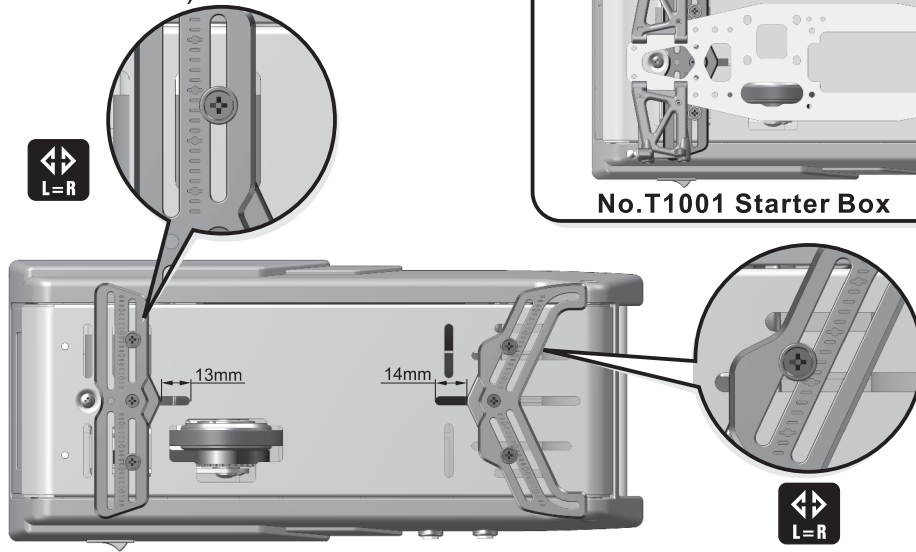
Function: adjust the throttle response to transit rapidly without delay.

Adjusting method:

1. Turn the mixture needle clockwise, the throttle response will be quicker, the air/fuel mixture will be leaner, and the engine temperature will get higher.
2. Turn the mixture needle counter-clockwise, the throttle response will be slower, the air/fuel mixture will be richer, and the engine temperature will get lower.
3. Each adjustment of the master needle should not over 45°.
4. If the air/fuel mixture is too rich, idle speed will be very low or even getting stall. Under this, please turn the idle screw clockwise for raising the idle speed.

AMR A-S1 STARTER BOX

(Not included)



No.T1001 Starter Box



NO.JR0208

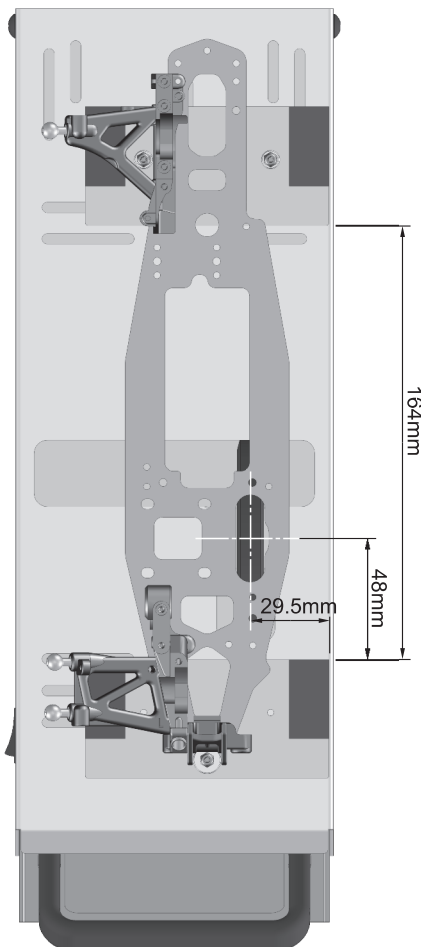
USED FOR: THE STARTER BOX ON THE MARKET



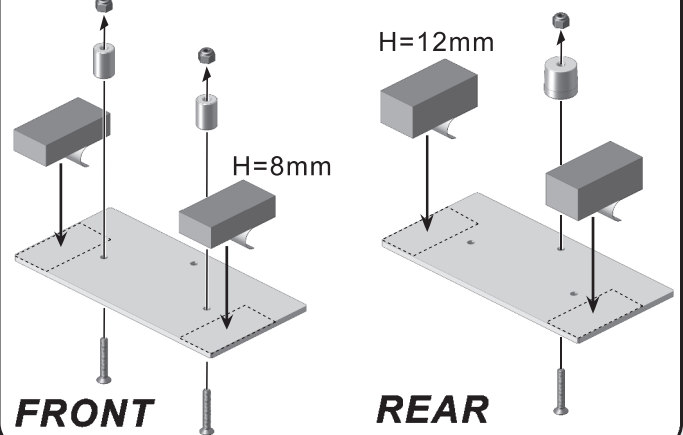
Screw
2.5x16mm.....3



Nylon nut
2.5mm.....3

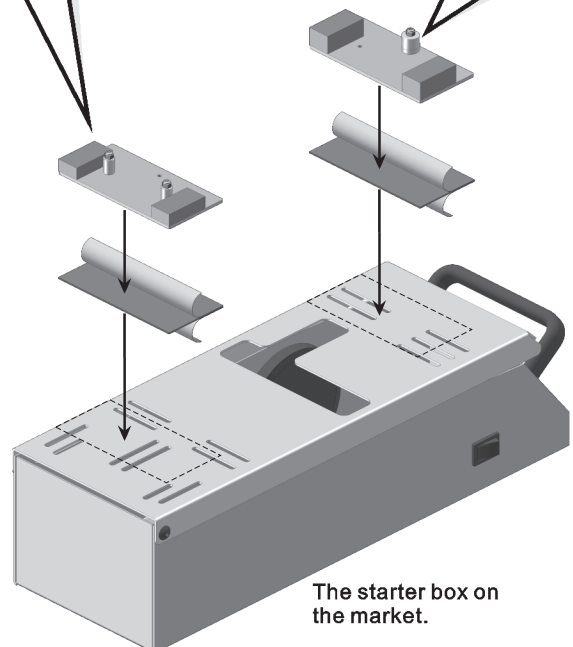


No.JR0208 Adapter plate set



FRONT

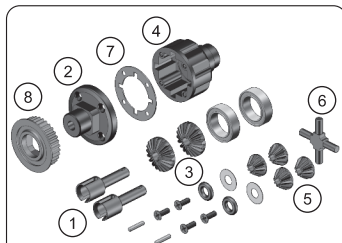
REAR



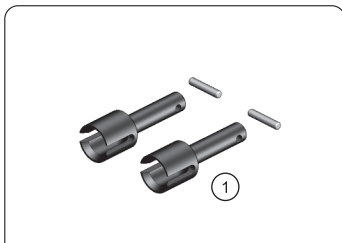
You can mount this included adapter plate set on you own starter box to start SCUD 09R.

The starter box on the market.

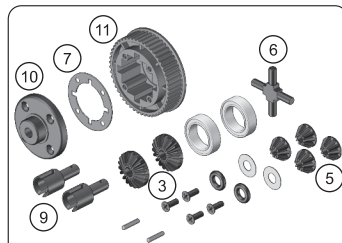
SPARE PARTS LIST



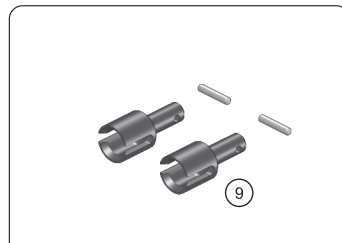
JR0001 FRONT GEAR DIFFERENTIAL



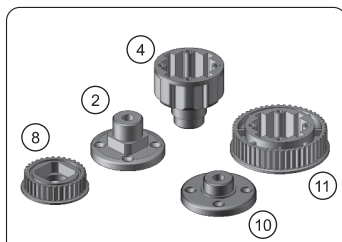
JR0002 FRONT DIFF. JOINT



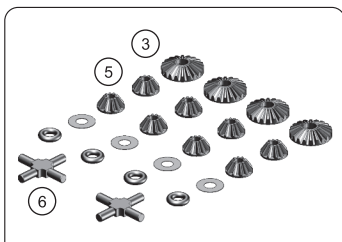
JR0003 REAR GEAR DIFFERENTIAL



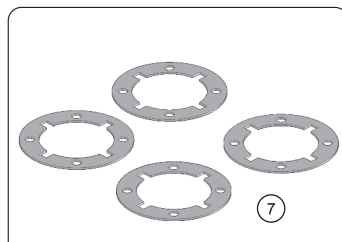
JR0004 REAR DIFF. JOINT



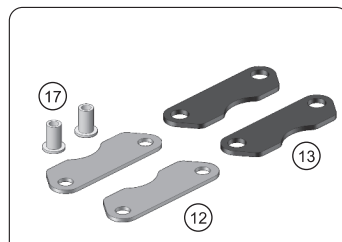
JR0005 DIFF. PULLEY & DIFF. CASE



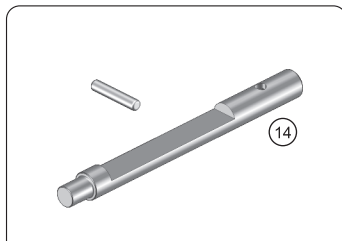
JR0006 DIFFERENTIAL GEAR SET



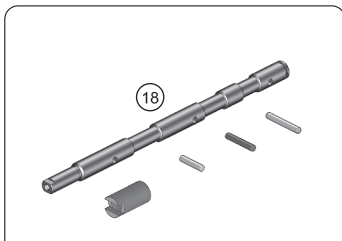
JR0007 DIFF. GASKET



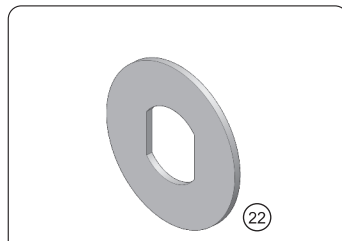
JR0008 BRAKE PAD



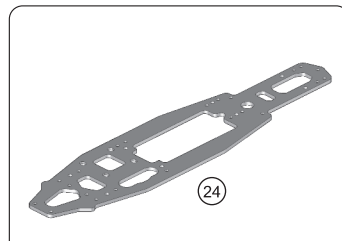
JR0009 BRAKE SHAFT



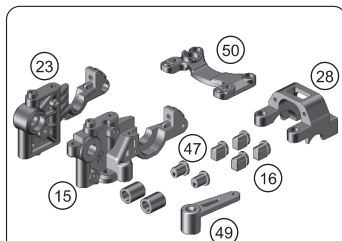
JR0010 GEAR MAIN SHAFT



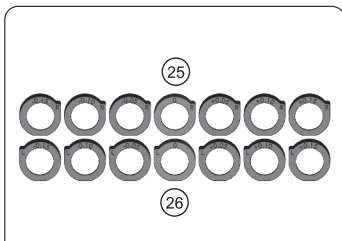
JR0011 METAL BRAKE DISC



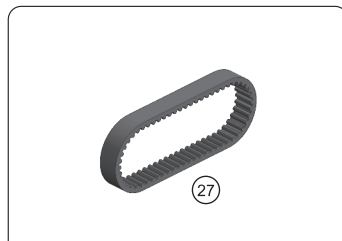
JR0012 MAIN CHASSIS



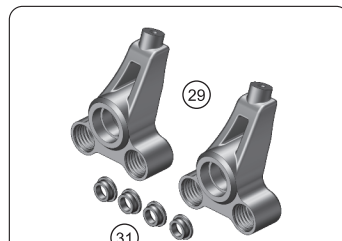
JR0013 REAR BULKHEAD



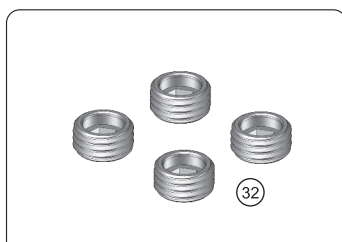
JR0014 REAR BELT TENSION
ADJUST. HUB



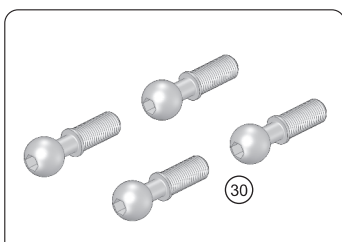
JR0015 REAR DRIVE BELT



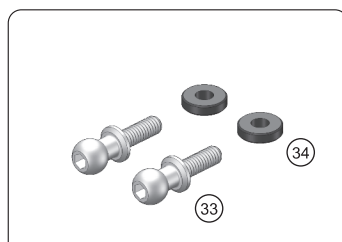
JR0016 REAR HUB



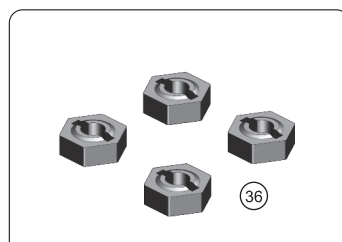
JR0017 ADJUST. SCREW CAP



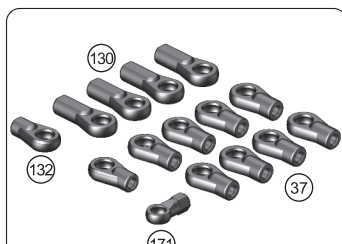
JR0018 PIVOT BALL



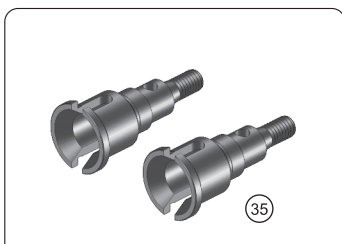
JR0019 REAR HUB UPPER
PIVOT BALL



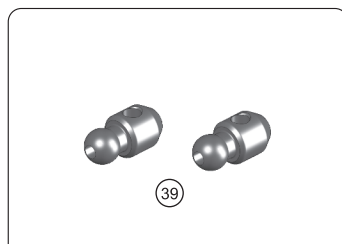
JR0020 WHEEL ADAPTER



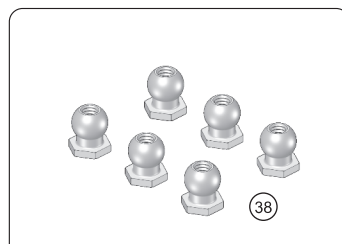
JR0021 TIE-END SET



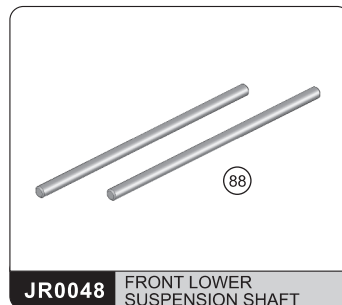
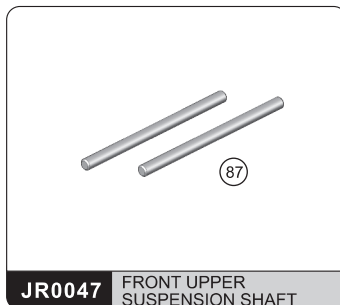
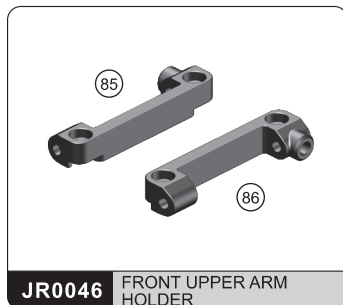
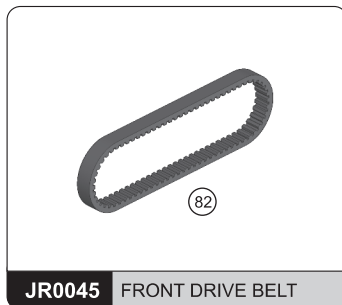
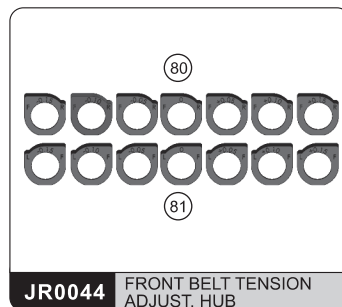
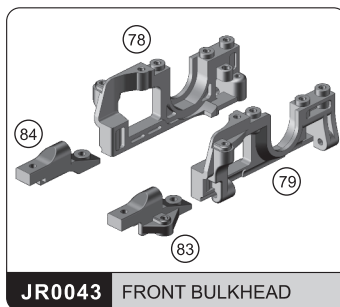
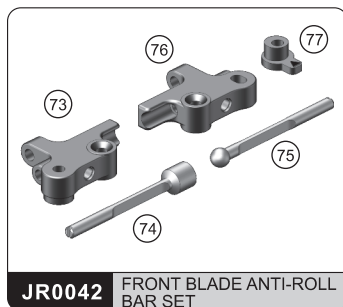
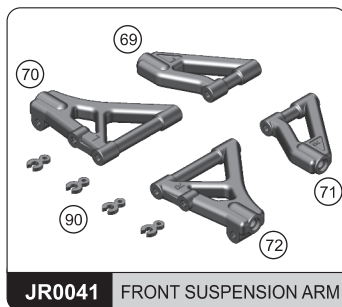
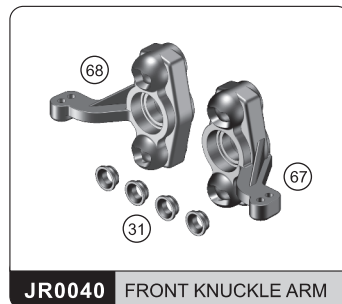
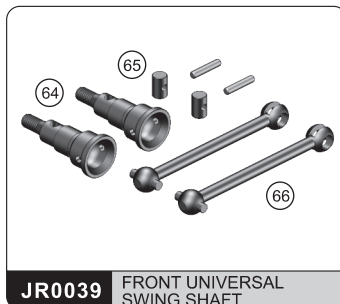
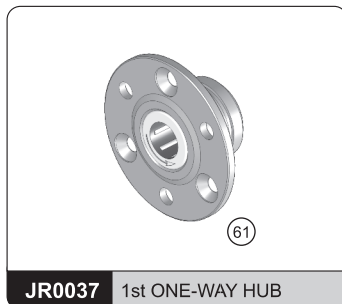
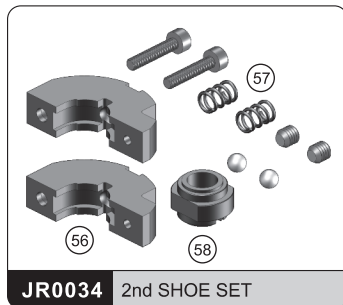
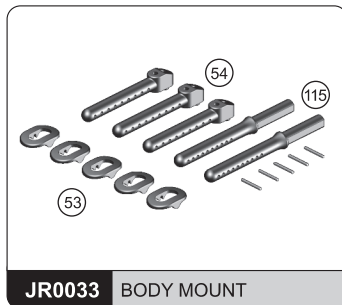
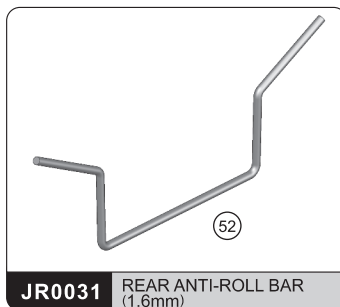
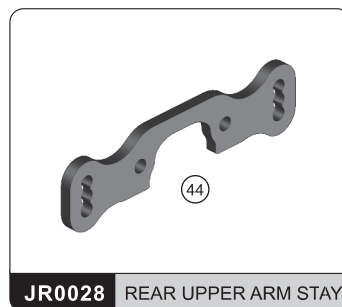
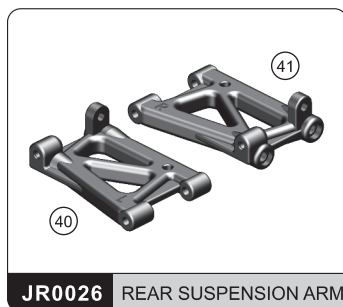
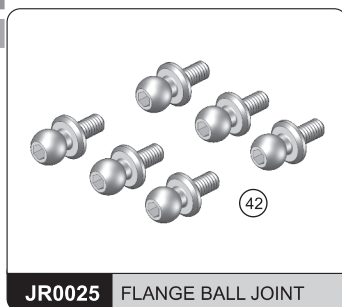
JR0022 WHEEL DRIVE AXLE




JR0023 REAR ANTI-ROLL BAR
BALL JOINT

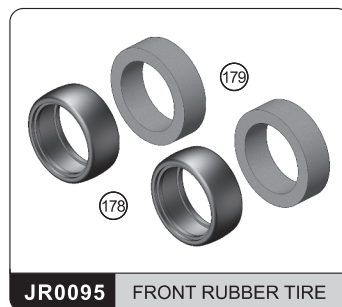
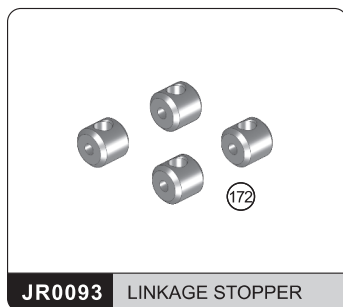
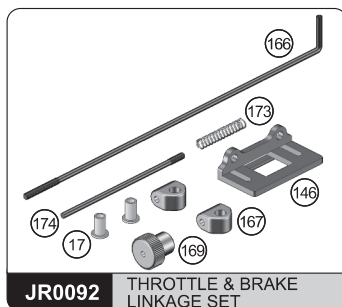
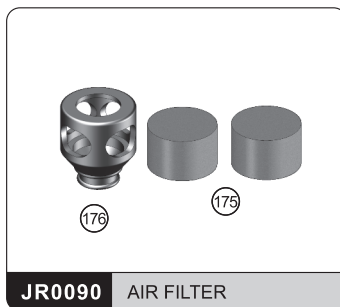
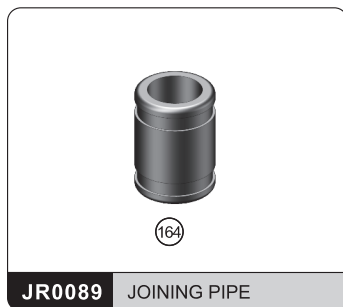
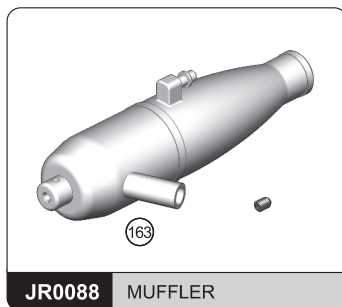
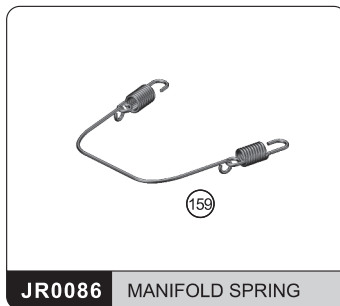
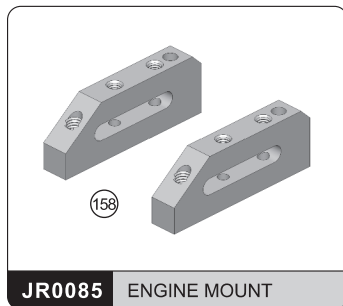
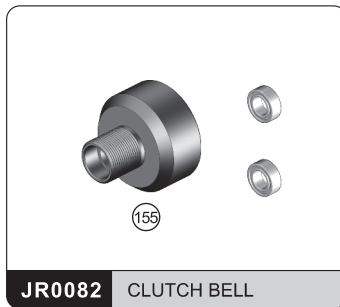
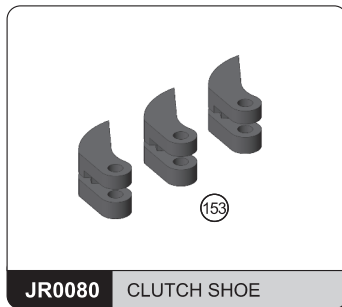
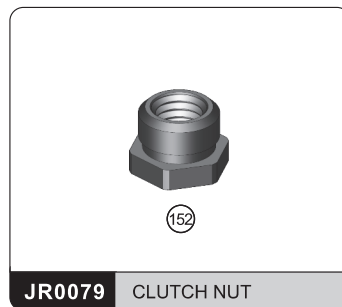
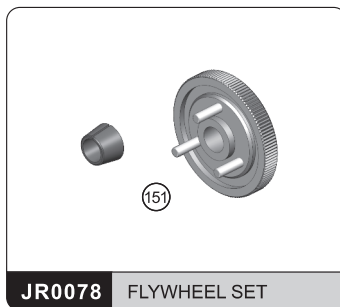
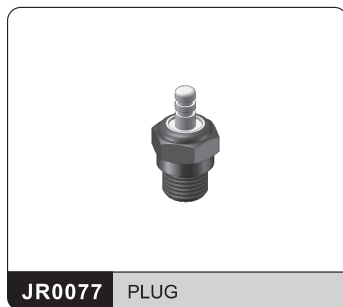
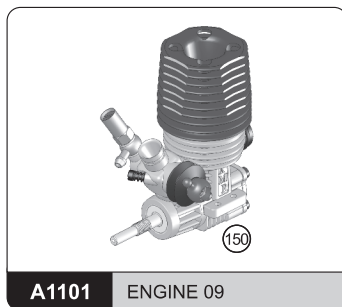
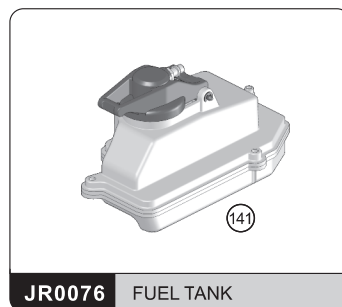
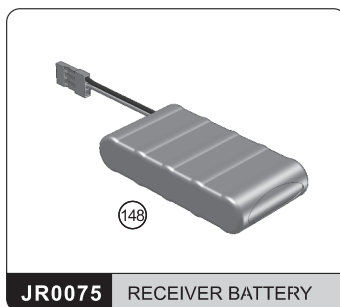
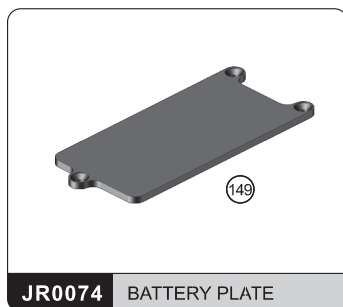
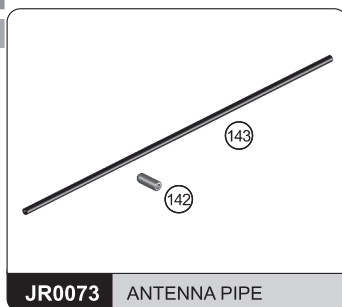


JR0024 HEX. BALL JOINT

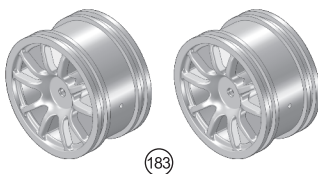
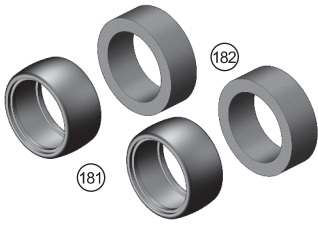

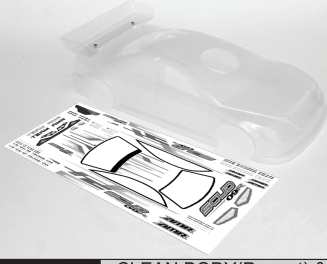
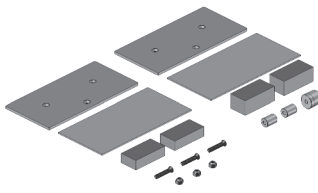










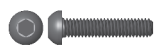




























SPARE PARTS LIST

 <p>JR0049 CARBON FRONT SHOCK TOWER</p>	 <p>JR0050 CENTER BULK</p>	 <p>JR0051 HANDLE & RADIO PLATE MOUNT</p>	 <p>JR0052 BATT. COVER & TRANSPONDER MOUNT</p>
 <p>JR0053 PULLEY SET</p>	 <p>JR0054 FRONT MIDDLE SHAFT</p>	 <p>JR0055 SHOCK SET</p>	 <p>JR0056 SHOCK PLASTIC PARTS</p>
 <p>JR0057 FRONT SHOCK SPRING (1.3mm)</p>	 <p>JR0058 REAR SHOCK SPRING (1.3mm)</p>	 <p>JR0059 SHOCK ABSORBER SEAL</p>	 <p>JR0060 SHOCK SHAFT</p>
 <p>JR0061 SHOCK BALL END</p>	 <p>JR0062 FRONT BUMPER HOLDER</p>	 <p>JR0063 FRONT FOAM BUMPER</p>	 <p>JR0064 SIDE BRACE</p>
 <p>JR0065 MIDDLE DRIVE BELT</p>	 <p>JR0066 BELT TENSIONER SET</p>	 <p>JR0067 SERVO SAVER</p>	 <p>JR0068 TURNBUCKLE</p>
 <p>JR0069 SERVO & RECEIVER HOLDER</p>	 <p>JR0070 SERVO HORN</p>	 <p>JR0071 CARBON RADIO PLATE</p>	 <p>JR0072 RUBBER GASKET</p>



SPARE PARTS LIST

 183	 181 182	 169	
JR0096 REAR WHEELS	JR0097 REAR RUBBER TIRE	JR0098 SILICONE TUBE (24cm)	JR0207 CLEAN BODY(Pre-cut) & DECAL
	 3x ϕ 6x2.5mm	 4x ϕ 7x2.5mm	 5x ϕ 9x3mm
JR0208 ADAPTER PLATE SET	JR0099 BALL BEARING ϕ 3x ϕ 6x2.5mm	JR0100 BALL BEARING ϕ 4x ϕ 7x2.5mm	JR0101 BALL BEARING ϕ 5x ϕ 9x3mm
 10x ϕ 15x4mm	 5x ϕ 10x4mm	 6x ϕ 10x3mm	 8x ϕ 12x3.5mm
JR0104 BALL BEARING ϕ 10x ϕ 15x4mm	JR0209 BALL BEARING ϕ 5x ϕ 10x4mm	JR0102 BALL BEARING ϕ 6x ϕ 10x3mm	JR0103 BALL BEARING ϕ 8x ϕ 12x3.5mm
 2.5x16mm	 2.5x5mm	 2.5x8mm	 2.5x12mm
JR0107 SCREW 2.5x16mm	JR0210 SCREW 2.5x5mm	JR0105 SCREW 2.5x8mm	JR0106 SCREW 2.5x12mm
 2x6mm	 2.5x5mm	 2.5x8mm	 2.5x14mm
JR0108 SCREW 2x6mm	JR0109 SCREW 2.5x5mm	JR0110 SCREW 2.5x8mm	JR0111 SCREW 2.5x14mm
 2x6mm	 2x10mm	 2.5x8mm	 2.5x14mm
JR0112 SCREW 2x6mm	JR0113 SCREW 2x10mm	JR0114 SCREW 2.5x8mm	JR0115 SCREW 2.5x14mm
 3x8mm	 3x3mm	 3x4mm	 3x6mm
JR0116 ENGINE MOUNT SCREW 3x8mm	JR0117 SET SCREW 3x3mm	JR0118 SET SCREW 3x4mm	JR0119 SET SCREW 3x6mm
 3x10mm	 2.5mm	 3mm	 E1.5
JR0120 SET SCREW 3x10mm	JR0121 NYLON NUT 2.5mm	JR0122 FLANGED NYLON NUT 3mm	JR0123 E-CLIP E1.5
 E4	 E5	 ϕ 1x10mm	 ϕ 1.5x8mm
JR0124 E-CLIP E4	JR0125 E-CLIP E5	JR0126 PIN ϕ 1x10mm	JR0127 PIN ϕ 1.5x8mm
 ϕ 1.7x7.8mm	 ϕ 1.7x10mm	 ϕ 1.7x12mm	 ϕ 2x10mm
JR0128 PIN ϕ 1.7x7.8mm	JR0129 PIN ϕ 1.7x10mm	JR0130 PIN ϕ 1.7x12mm	JR0131 PIN ϕ 2x10mm
 ϕ 2x ϕ 5x0.5mm	 ϕ 2x ϕ 8x0.5mm		
JR0133 SHIM ϕ 2x ϕ 5x0.5mm	JR0134 SHIM ϕ 2x ϕ 8x0.5mm		

SPARE PARTS LIST

 10pcs JR0135 SHIM $\phi 4 \times \phi 9 \times 0.1 \text{mm}$	 10pcs JR0136 SHIM $\phi 6 \times \phi 9 \times 0.1 \text{mm}$	 10pcs JR0137 SHIM $\phi 6 \times \phi 12 \times 0.8 \text{mm}$	 6pcs JR0138 BALL 3mm
 10pcs JR0211 BODY CLIP			



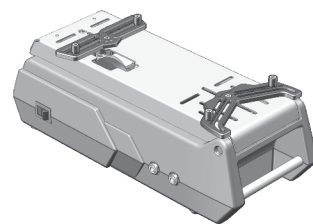
JR0204 DIFF. GREASE



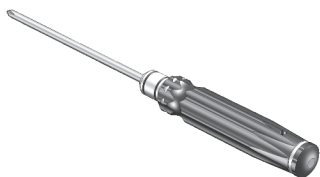
JR0205 SILICON OIL (#500)



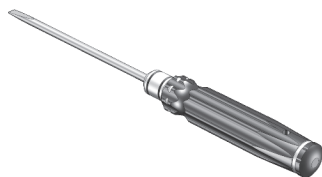
JR0206 AIR FILTER OIL



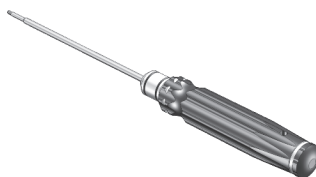
T1001 STARTER BOX



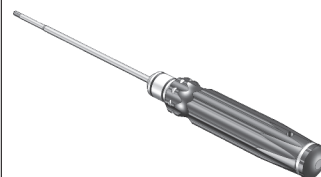
T1002 PHILLIPS SCREWDRIVER (Ph0)



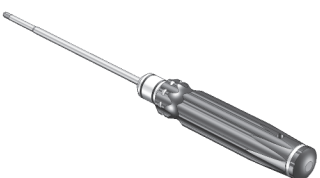
T1006 FLAT SCREWDRIVER (SL3)



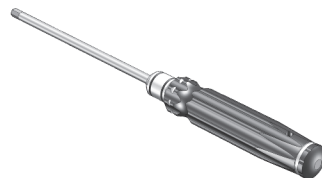
T1009 HEX WRENCH (1.5mm)



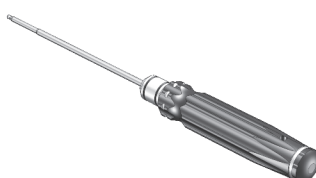
T1010 HEX WRENCH (2mm)



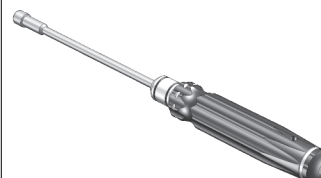
T1011 HEX WRENCH (2.5mm)



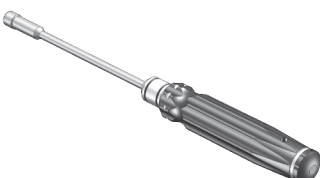
T1013 HEX WRENCH (4mm)



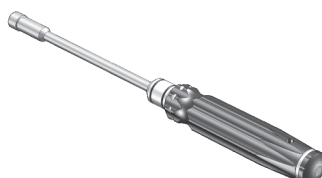
T1015 HEX BALL WRENCH(2.0mm)



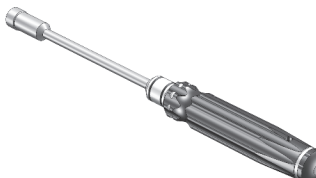
T1020 NUT DRIVER (5mm)



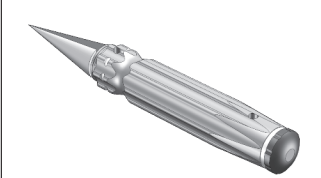
T1021 NUT DRIVER (5.5mm)



T1022 NUT DRIVER (6mm)



T1029 NUT DRIVER (8mm)

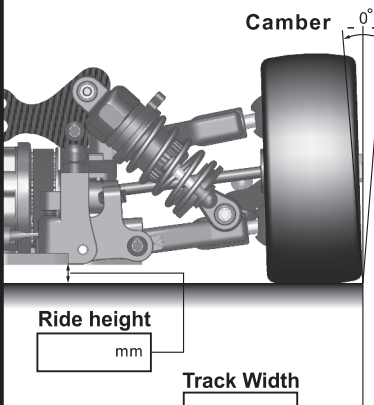


T1023 REAMER



T1024 FLYWHEEL CLUTCH WRENCH(ALUM.)

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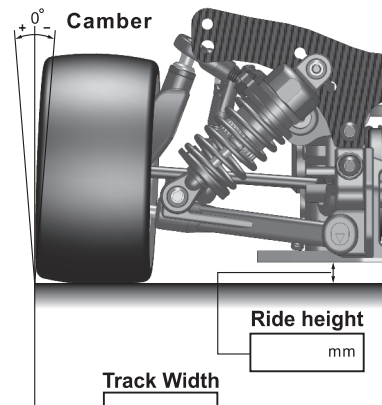
Camber °

Ride height mm

Track Width mm

Camber	
° LEFT	<input style="width:40px;" type="text"/>
° RIGHT	<input style="width:40px;" type="text"/>
Front Shock	
Piston	<input style="width:40px;" type="text"/>
Oil	<input style="width:40px;" type="text"/>
Spring	<input style="width:40px;" type="text"/>
Front Diff.	
Gear diff. Oil:	<input style="width:40px;" type="text"/>
One way	<input style="width:40px;" type="text"/>
Rigid	<input style="width:40px;" type="text"/>

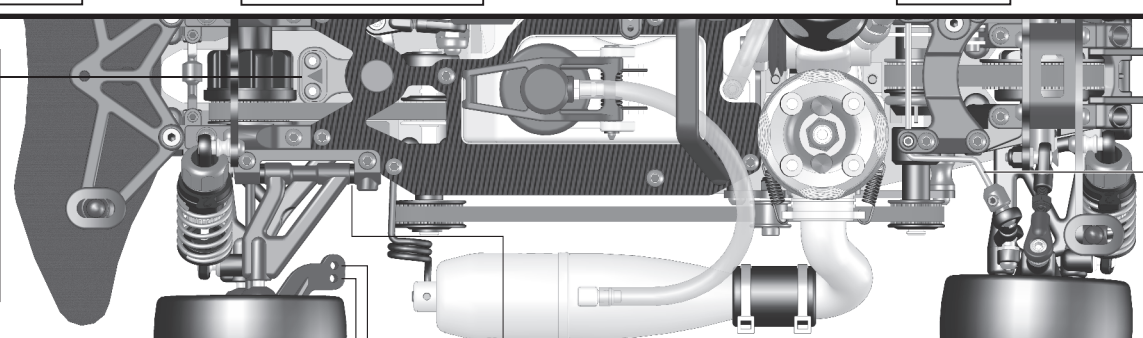
Camber	
° LEFT	<input style="width:40px;" type="text"/>
° RIGHT	<input style="width:40px;" type="text"/>
Rear Shock	
Piston	<input style="width:40px;" type="text"/>
Oil	<input style="width:40px;" type="text"/>
Spring	<input style="width:40px;" type="text"/>
Rear Diff.	
Gear diff. Oil:	<input style="width:40px;" type="text"/>
Rigid	<input style="width:40px;" type="text"/>



Camber °

Ride height mm

Track Width mm



Least ackermann

Most ackermann

Front Toe angle deg. IN OUT

Caster Adjustment

☐ 0 ☐ ☐ ☐

More Caster Angle ← → Less Caster Angle

Rear Toe angle deg. IN OUT

Least ackermann

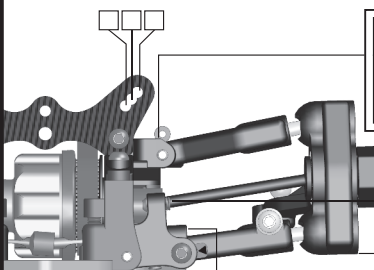
Most ackermann

Rear Anti-Roll Bar

☐ φ 1.6 ☐ φ 1.7 ☐ φ 1.8

Optional

☐ 0° ☐ 30° ☐ 45° ☐ 60° ☐ 90°



Front Upper Arm Holder

☐ Stander → Lower Front Roll Center

☐ Optional(-0.8) → Higher Front Roll Center

Up stop

☐ USE ☐ NONE

Down stop mm

Front Anti-Roll Bar

☐ 0° ☐ 30° ☐ 45° ☐ 60° ☐ 90°

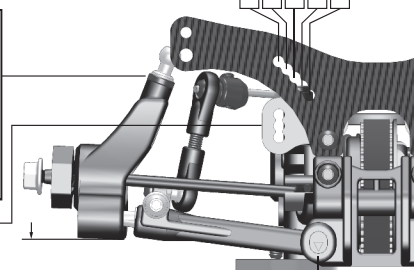
SOFT ← → HARD

Rear Upper Arm Stay Holes

☐ ☐ ☐

Effect on Rear Roll Center: Highest ← → Lowest

Down stop mm



Rear Upper Arm Spacer

☐ 1.5mm ☐ 1.5mm ☐ 1mm ☐ 0mm

Effect on Rear Roll Center: Highest ← → Lowest

Main Rear Roll Center Adjustments

Rear lower arm insert position

☐ Higher rear roll center

☐ Lower rear roll center

Side pulley

☐ 28T ☐ 29T

Engine				Clutch			
Type	<input style="width:100%;" type="text"/>			Clutch shoe :	Spring:		
Gasket	<input style="width:100%;" type="text"/>						
Plug	<input style="width:100%;" type="text"/>						
Front		Tire	Rear	1st		2nd	Side pulley
Type	<input style="width:100%;" type="text"/>			Spur			
Dia.	<input style="width:100%;" type="text"/>			Pinion			
Tire hardness	<input style="width:100%;" type="text"/>			1st		2nd	
				20T		21T	
				22T		23T	
				24T		25T	
				26T		27T	
				28T		29T	
Body				Comments:			
Type	<input style="width:100%;" type="text"/>						
Wing	<input style="width:100%;" type="text"/>						



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