

# DIRT-ROAD 10

SERIES

# DATSUN 4WD

RADIO CONTROLLED ENGINE POWERED OFF-ROAD RECREATIONAL VEHICLE

\*FOUR WHEELS ARE DRIVEN THROUGH A CHAIN. ALL WHEELS INDEPENDENT SUSPENSION SYSTEMS WITH LONG STROKED OIL DAMPERS.

\*INTRICATED GEARBOX IS FACTORY-ASSEMBLED.

\*NEW DEVICE OF ZIP STARTER ASSURES EASY STARTING OF THE ENGINE.

\*MUFFLER, FUEL TANK, NEW TYPE OF ANTENNA ARE INCLUDED IN THE KIT.

## SPECIFICATIONS:

Overall Length .....	492 mm	Road Clearance .....	45 mm
Overall Width .....	220 mm	Front Wheel Tread ...	185 mm
Overall Height .....	210 mm	Rear Wheel Tread ....	185 mm
Whole Equipped Weight ..	2300 mm	Tire .....	98 mm Dia. x 32 mm
Wheelbase .....	287 mm	Radio Adaptability ..	2 ch.
Gear Ratio .....	19 : 1	Engine .....	09 to 11

## 1:10 SCALE

ENGINE: 10SIZE/RADIO 2ch.

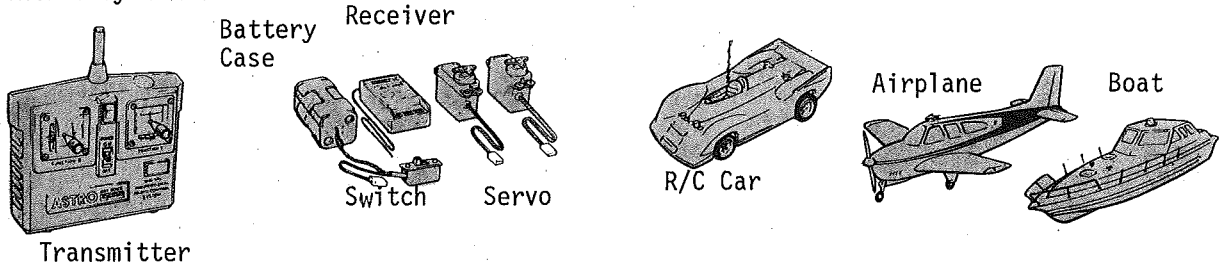


COMPETITION  
A WEB SITE FOR THE SERIOUS

**KYOSHO**  
THE FINEST RADIO CONTROL MODELS  
KIT NO.3038

RADIO CONTROL SET

A 2 channel, 2 servo digital proportional radio control unit is required for driving this model car. A unit of such a radio can be used for any models with 2 channel control systems.



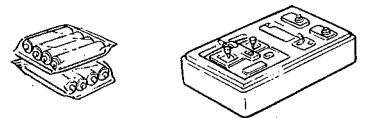
ACCESSORIES NECESSARY TO COMPLETE YOUR KIT.

[2 Ch Radio Control Set]

The 10 Datsun 4WD is provided with a large space for mounting a rather type radio control units.

For example; Futaba EP-S 22 Servo  
 Sanwa SM-394 Servo  
 JR NES-601 Servo

\*Any of these servos can be mounted.

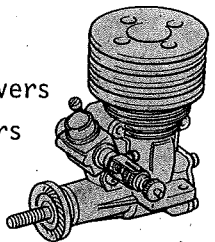


Battery for Radio Control Units      2 ch. Radio

[09 - 11 Engine]

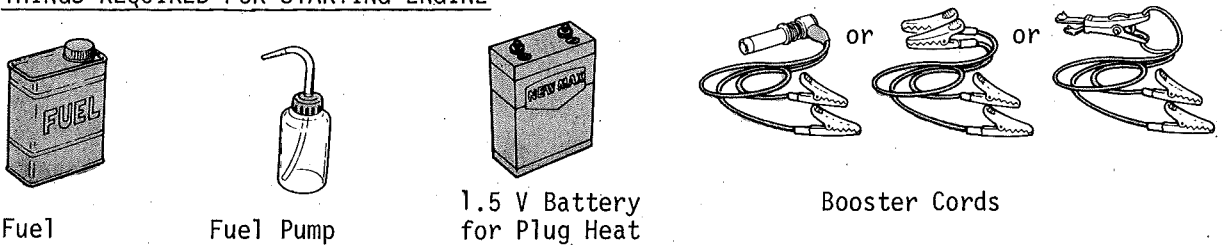
Any of the following engines can be used for the 10 Datsun 4WD. Each engine outputs varied power, so select a suitable one for your driving technique.

Enya 09 VI	For beginners	OS MAX 10 FSR	For Beginners-
09 VI BB	"	10 FSR-CAR	For Skilled Drivers
Enya 11 CX	Fro Skilled Drivers	G Mark 11 RC	For Skilled Drivers
11 CX CAR	"	11RC-CAR	"

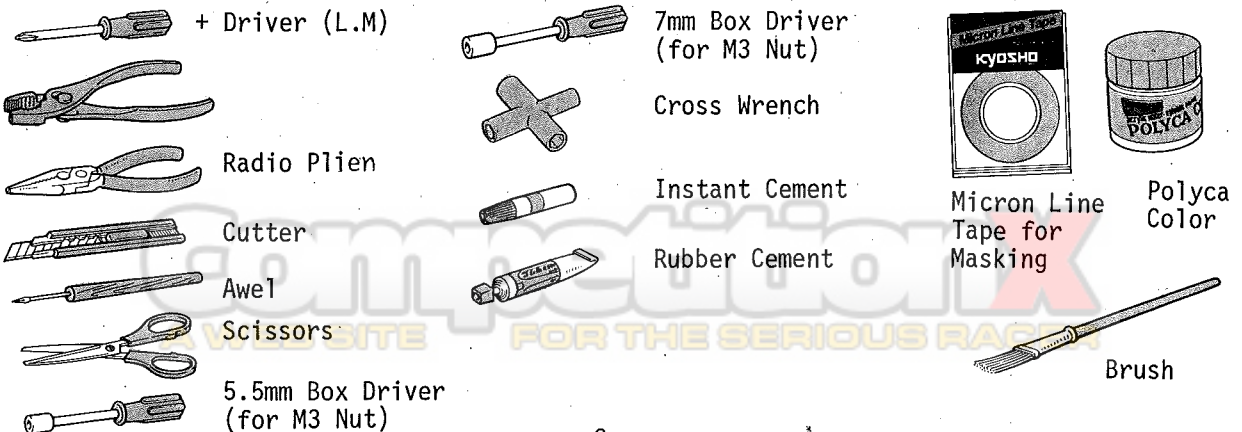


\* If your engine is not fitted with a heat sink, get one which is available at Kyosho. (Optional Parts No. PN-59)

THINGS REQUIRED FOR STARTING ENGINE

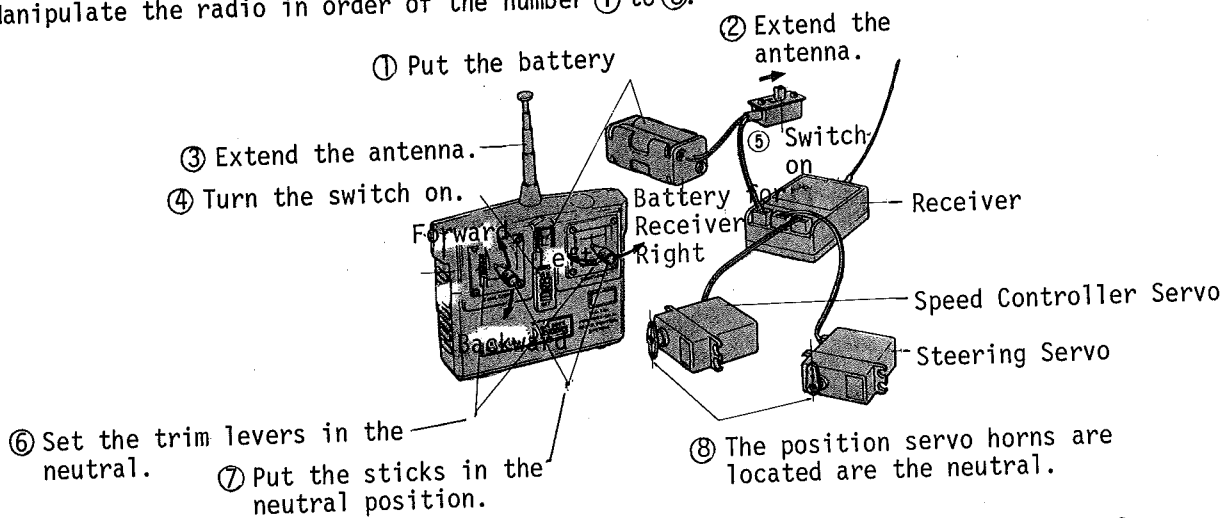


TOOLS REQUIRED FOR ASSEMBLING



## HOW TO CHECK THE RADIO CONTROL UNIT

Manipulate the radio in order of the number ① to ⑧.



\*When turning the switch on, get the switch of the transmitter first, then that of the receiver.

A 2 channel radio control set is composed of a transmitter, a receiver, two servos, and a battery box.

- \*Transmitter ..... This is to control the models. The manipulation of the control sticks is signaled from an antenna in the form of electric waves.
- \*Receiver ..... Transmits the wave signals received to the servos.
- \*Servos ..... Operate the controls by means of motor and gears according to signals provided from the receiver.
- \*Antenna ..... Plays an important role of emitting the wave signals from the transmitter antenna, and the receiver antenna catches them. They must be fully extended when in operation.
- \*Trim Levers ..... Adjust the neutral position of the servos and fine tuning of steering, and of the speed controller to control forward or backward advancement.
- \*Level Meter ..... This is to detect the amount of electricity left in the battery, and how distinctly the signal waves are emitted.
- \*Servo Horn ..... This is to transfer the movements of the servo to a controlled component. There are several types in shape to be selected depending upon the use.

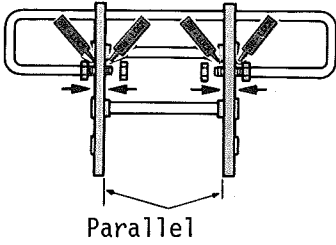
### BEFORE ASSEMBLY

Reading through this instruction in order to grasp the general structure previously assures your smooth assembly of the model.

**CompetitionX**  
A WEB SITE FOR THE SERIOUS RACER

**1 ASSEMBLY OF FRONT GUARD**

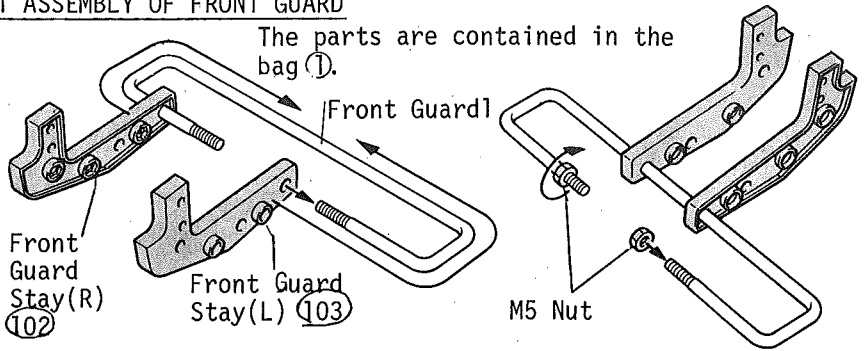
Tighten the M5 nut in a way so that the front guard stays will be parallel each other.



[Assembled View of Front Guard]

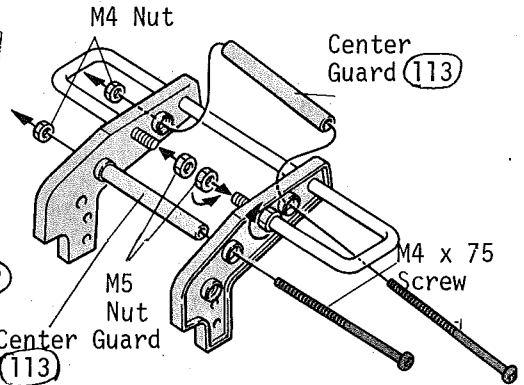
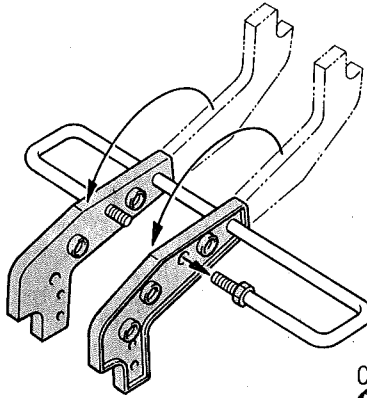
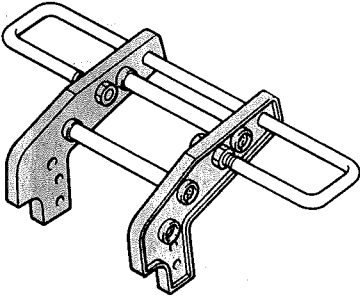
**1 ASSEMBLY OF FRONT GUARD**

The parts are contained in the bag ①.



① Put the front guard stays with its upper holes fitting onto the front guard. (Be careful about the shape.)

② Screw the M5 nut all the way onto the thread.



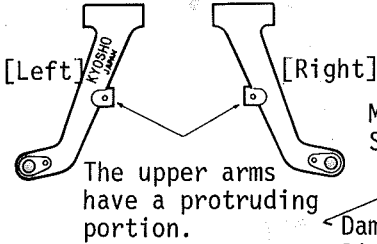
③ Turn the front guard stay halfway, and fit the lower hole onto the front guard.

④ Attach the center guard to fix the assembly with M5 nut. (Refer the illustration on the column, too.)

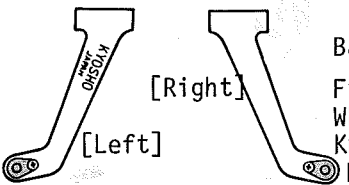
**2 ASSEMBLY OF FRONT SUSPENSION ARM**

There are two types of the front suspension arms, the upper one and the lower one. Be careful about their shapes when assembling them.

[Upper Suspension Arm]



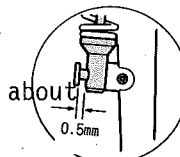
[Lower Suspension Arm]



Assemble these in the lower position.

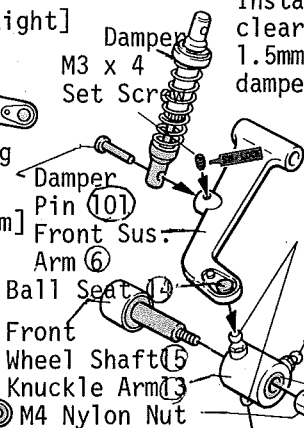
**2 ASSEMBLY OF FRONT SUSPENSION ARM**

Install it with a clearance of about 1.5mm so that the damper will be operated smoothly.

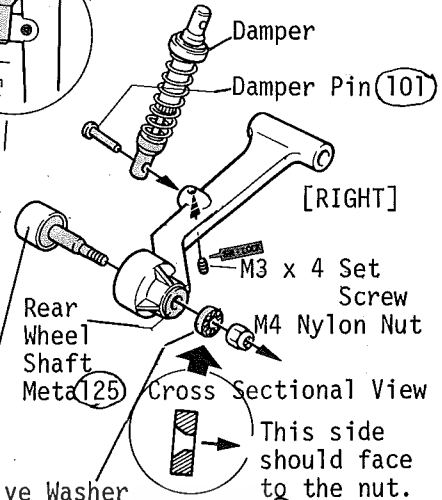


Push it until it makes a click sound.

Install the pillow ball in this direction.



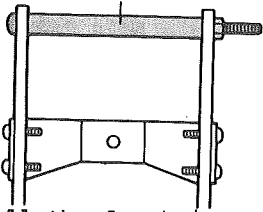
The parts are packed in the bag ②.



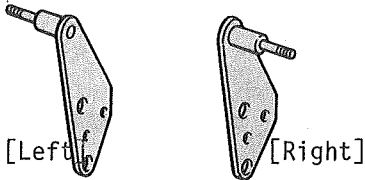
### 3 INSTALLATION OF FRONT GUARD AND DAMPER STAY

Take away the front frame joint temporarily from the chassis temporarily before installing the front guard.

Front Frame Joint ③

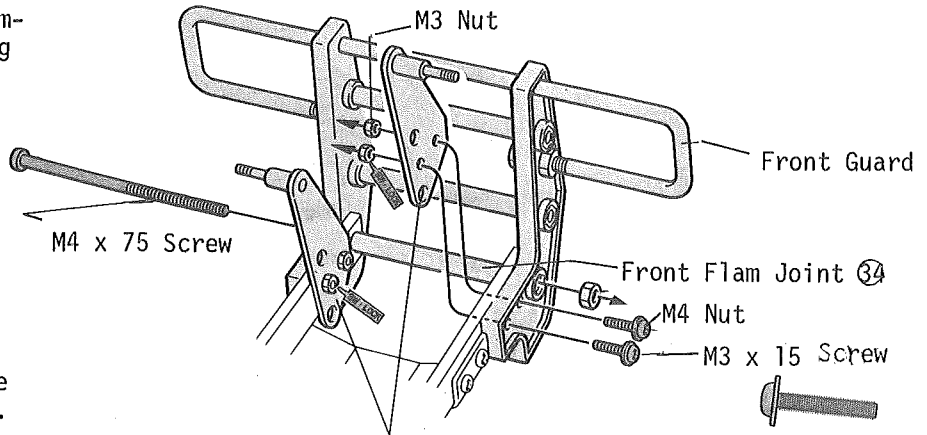


Install the front damper stays with care, there are the right and left halves.



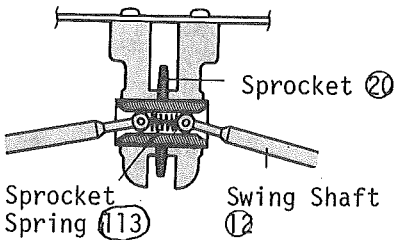
### 3 INSTALLATION OF FRONT GUARD AND DAMPER STAY

The parts are packed in the bag of ②.



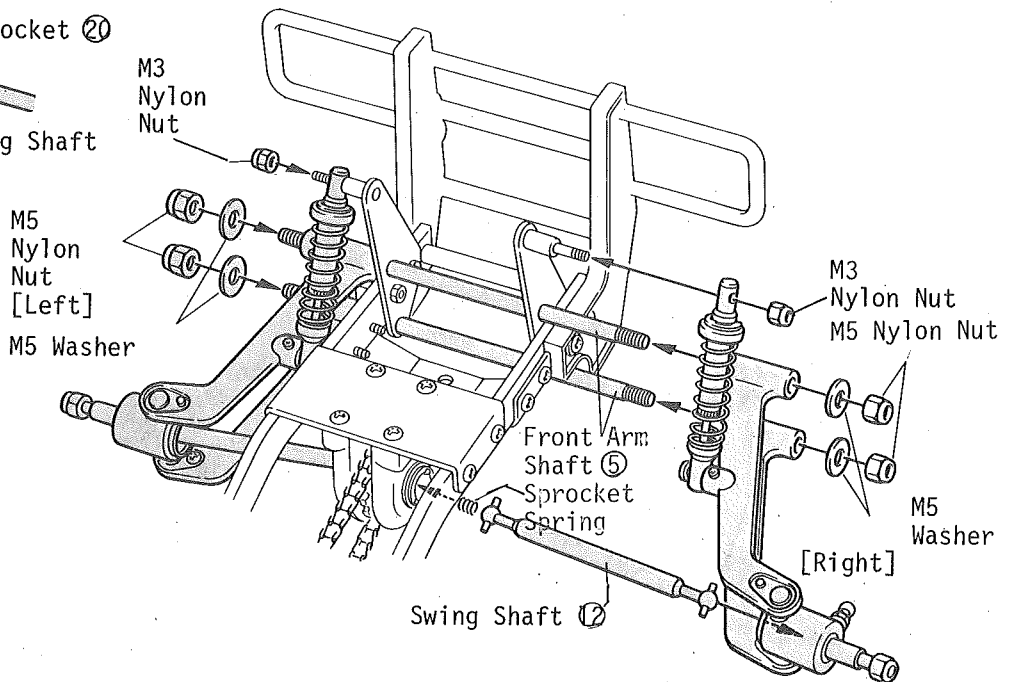
Front Damper Stay ④

### 4 INSTALLATION OF FRONT SUSPENSION ARMS



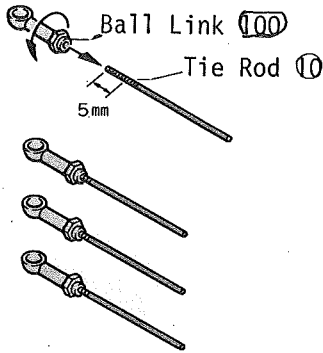
### 4 INSTALLATION OF FRONT SUSPENSION ARMS

The parts are packed in the bag of ②.

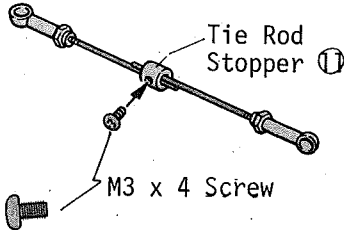


### 5 ASSEMBLY OF TIE ROD

The parts are packed in the bag. Screw the tie rods into the ball link adjuster more than 5 mm deep. Make four sets of the same.

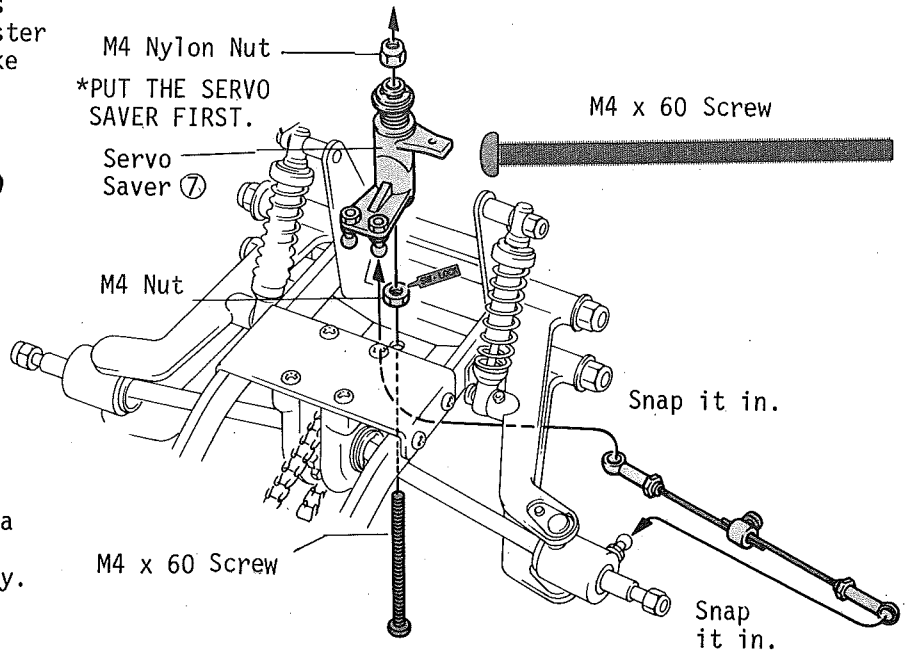


Joint the tie rods with a stopper. Tighten the stopper screw tentatively.



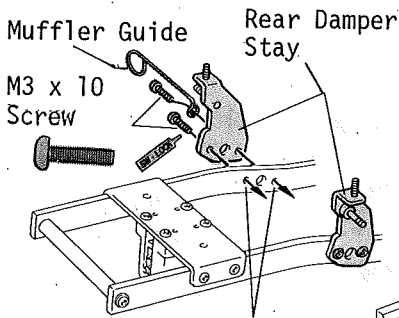
### 5 ATTACHMENT OF SERVO SAVER AND TIE ROD

The parts are packed in the bag of ①.



### 6 ASSEMBLY OF REAR SUSPENSION ARM

The parts are packed in the bag of ③.

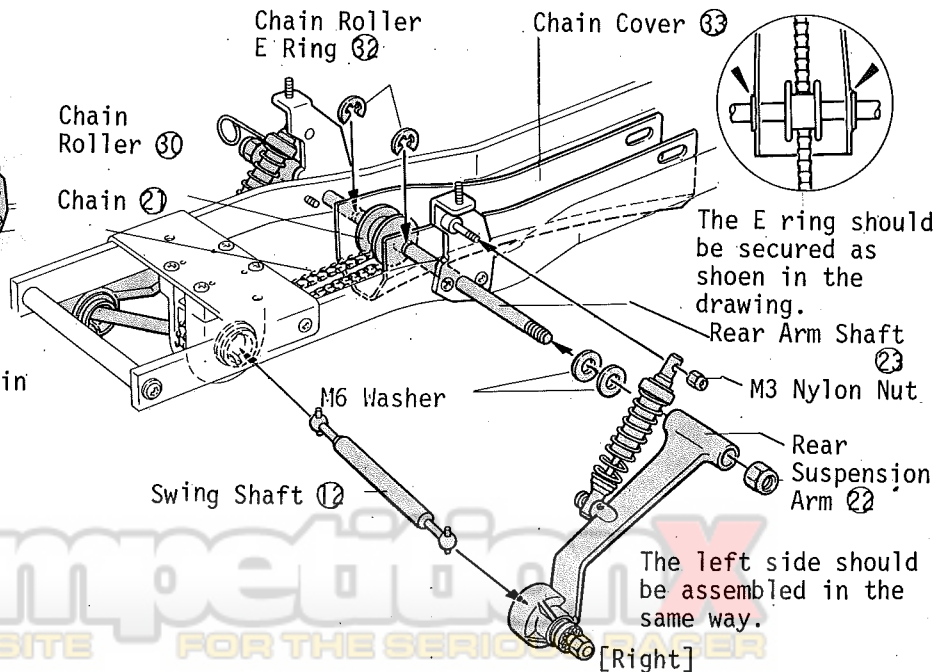


The female thread is not provided, screw the screw in carefully.

### 6 INSTALLATION OF REAR SUSPENSION ARM

The parts are packed in the bag of ③

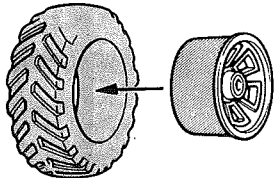
HOUSE THE CHAIN ROLLER AND THE CHAIN IN THE CHAIN COVER, AND INSERT THE REAR ARM SPINDLE THROUGH THEM.



COMPETITIVE  
A WEB SITE FOR THE SERVO RACER

## 7 CEMENTING TIRES AND WHEELS

Roughen the gluing surface (indicated with diagonal lines) with sandpaper in order to attain more reliable gluing.

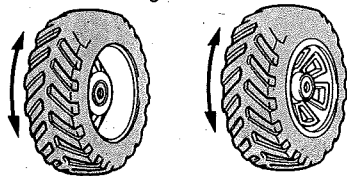


Fit the wheel into the tire exactly, and cement them with instant glue. Do not try to cement all area at once, but glue it little by little. Cement the other side too.

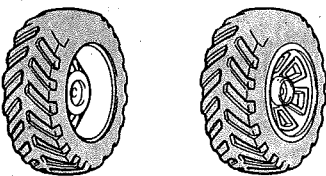
Instant Glue

Be careful about the direction of the tire. (See the drawings [Front Tire] below)

Watch the right and left side tires. Do not attach them on the wrong side. Idle Running



Rotation is engaged. [Left] [Right] [Rear Tire]

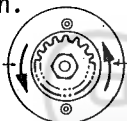


## 8 ASSEMBLY OF CLUTCH

[About the starter gear]

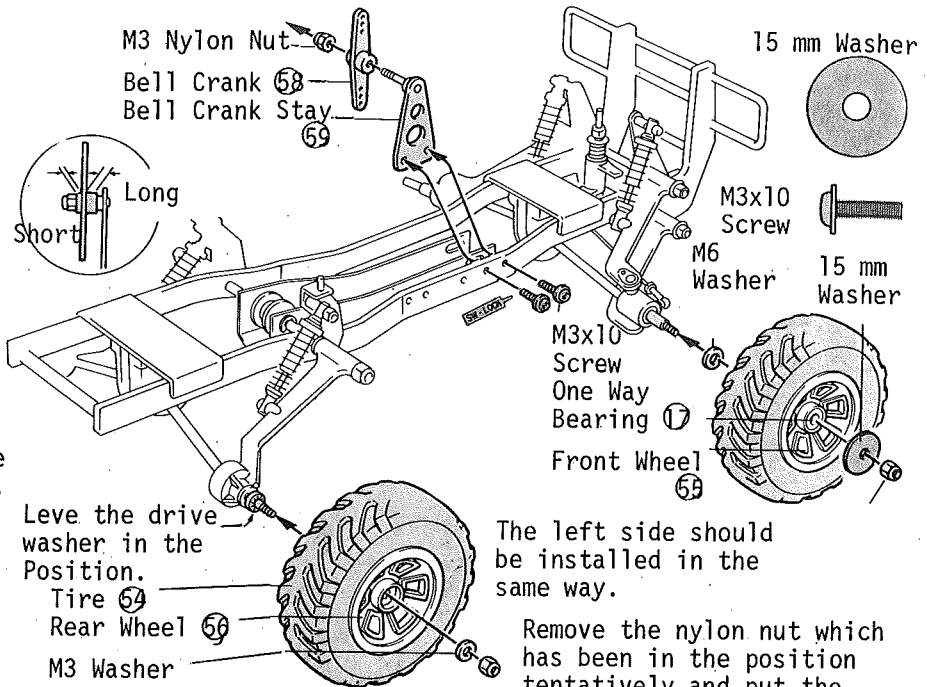
Check to see if the starter gear runs idle lightly. When turning the engine clockwise, the tire runs idle; and unlockwise the wheel is engaged in rotation.

Engaged disengaged



## 7 INSTALLATION OF TIRE AND BELL CRANK

The parts are packed in the bag of ② and ③.



Leve the drive washer in the Position.

The left side should be installed in the same way.

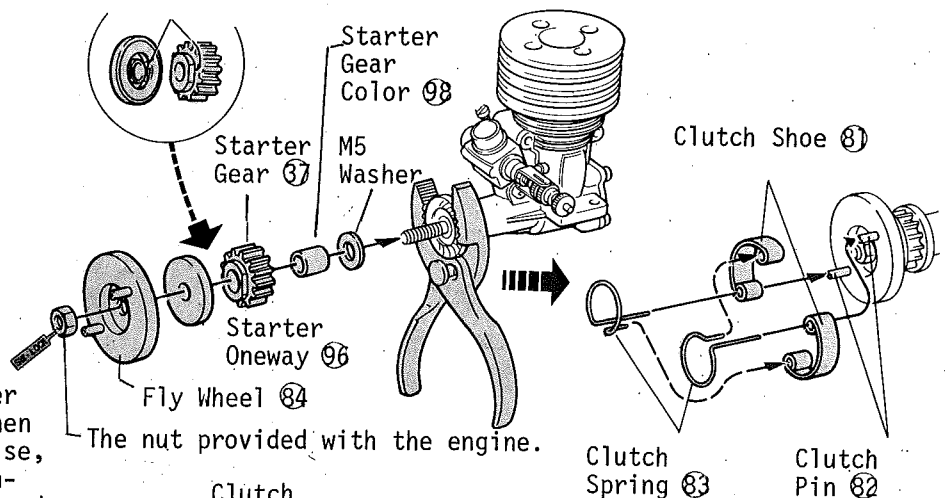
Remove the nylon nut which has been in the position tentatively and put the tires.

## 8 ASSEMBLY OF CLUTCH

The parts are packed in the bag of ④.

Fit the index marks.

Tighten the crank shaft nut with a cross wrench very firmly while holding the driver washer with a pair of pliers.

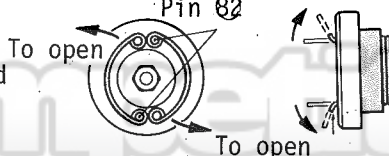


The nut provided with the engine.

Clutch Pin (82)

Clutch Spring (83)

Clutch Pin (82)



Bend the clutch spring and out it off.

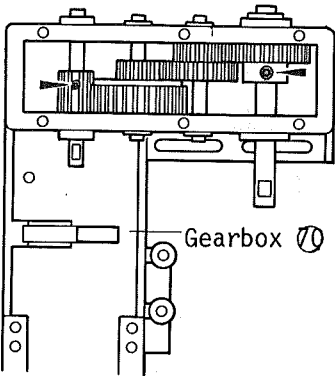
[Installation of Clutch Shoe]

Install the clutch shoe in the direction as shown.

9 ATTACHING COMPONENTS TO THE GEAR BOX

[Retightening of the screws]

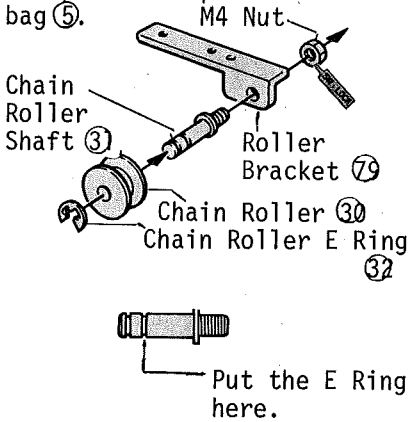
Take away the cover of the gearbox and retighten the set screws for making it double sure.



Apply "thread lock" to the set screws and the bolts holding the cover.

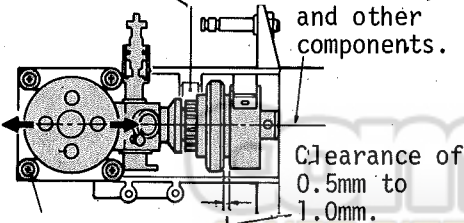
[Assembly of Chain Tentioner]

The parts are packed in the bag ⑤.



10 MOUNTING OF ENGINE

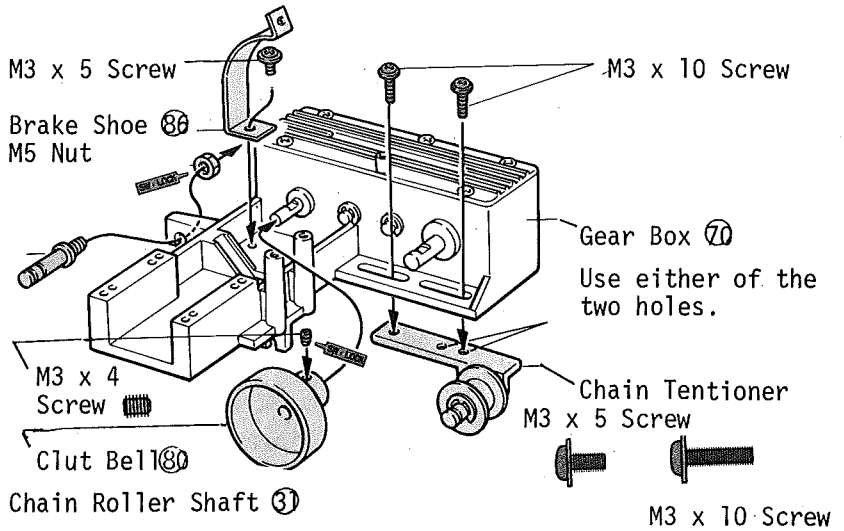
Adjust the positions of the starter gear and the starter guide by sliding the engine in the direction along with the shaft. (Alignment of the gear and the groove of the gear box.) Align the center line of the engine, the mount, and other components.



The four mounting bolts of the engine should be tightened firmly after the adjustment.

9 ATTACHING COMPONENTS TO THE GEAR BOX

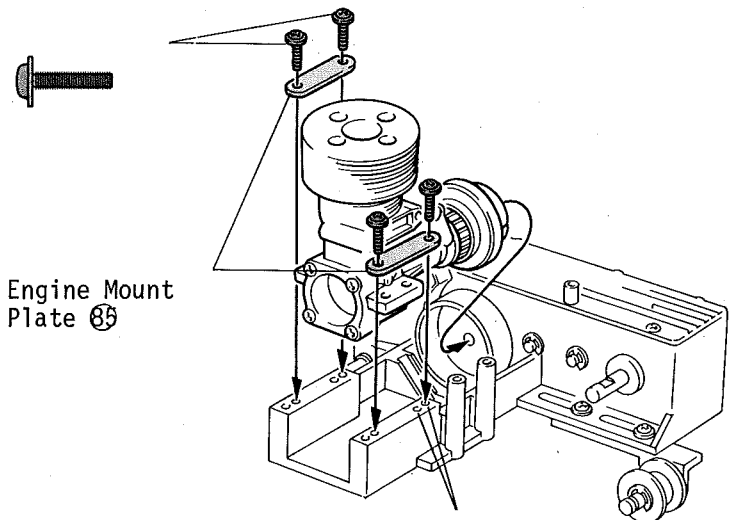
The parts are packed in the bag of ④.



10 MOUNTING OF ENGINE

The parts are packed in the bag of ④.

M3 x 12 Screw



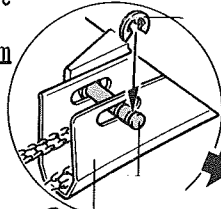
Select the suitable holes according to the engine.



T1 INSTALLATION OF GEAR BOX

[Adjustment of Chain]

Arrange the chain as shown in the drawing. Adjust the slackness of the chain to be about 5 mm by sliding the chain tentioner right of left.



Chain Cover 31  
Chain Roller Shaft 31

M3 Washer  
M3 x 10 Screw

T1 INSTALLATION OF GEAR BOX

The parts are packed in the bag of 5.

Chain Roller E Ring 32

M3 x 10 Screw  
M3 Washer

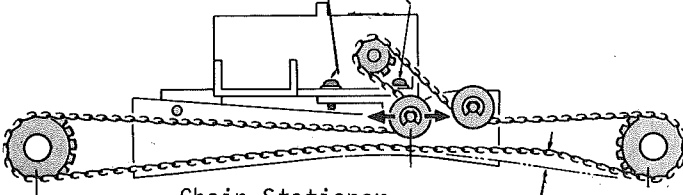
M4 x 4 Set Screw

Drive Sprocket 60

Tighten them after adjustment.



The female thread is not tapped here, so screw the bolt in with care.



Sprocket 20

Chain Stationer

Sprocket 20

There should be about 5 mm slackness when the chain is held slightly.

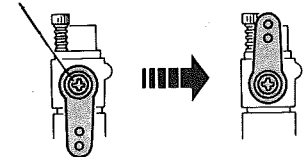
M3 x 10 Screw

M4 x 4 Set Screw

T2 INSTALLATION OF BELL CRANK

[Rearrangement of Throttle Crank]

Unscrew the fixing bolt, and reset the throttle lever upward.



T2 INSTALLATION OF BELL CRANK

The parts are packed in the bag of 8.

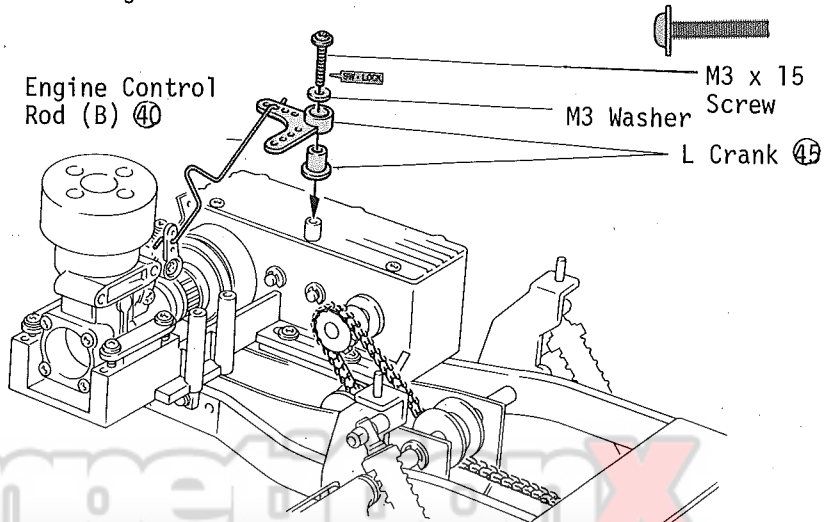
Connect the control rod to the bell crank first, then bolt it to the gear box cover.

Engine Control Rod (B) 40

M3 Washer

M3 x 15 Screw

L Crank 45

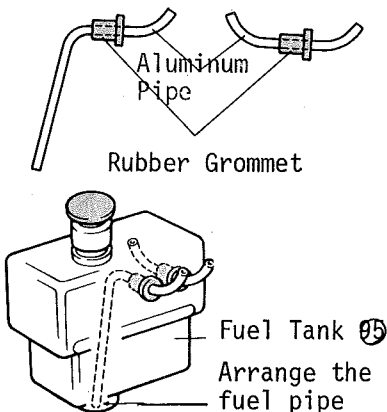


COMPETITION X  
A WEB SITE FOR THE SERIOUS RACER

### 13 ASSEMBLY OF FUEL TANK

Bend the aluminum pipes as shown in the drawing with care not to crush the pipes. Put the rubber grommets on the pipes, then attach them to the fuel tank.

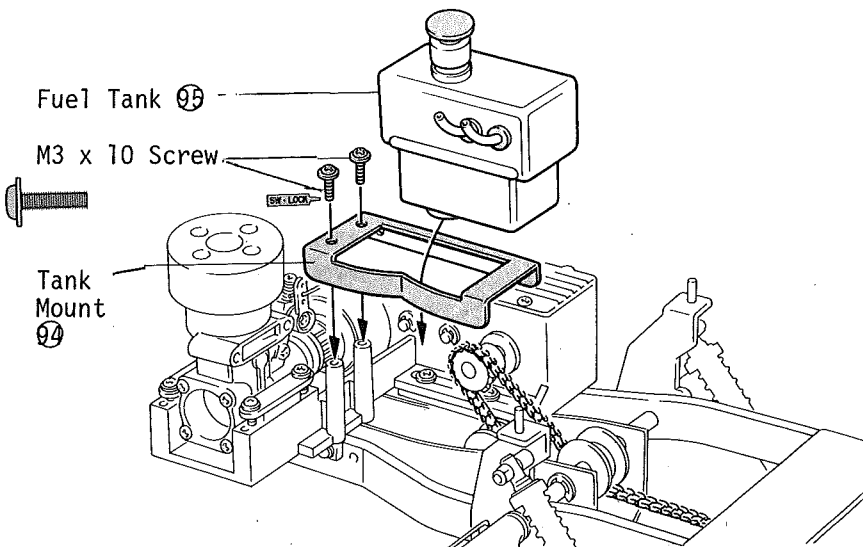
For Fuel Tank      For Air Vent



Arrange the fuel pipe close the tank bottom.

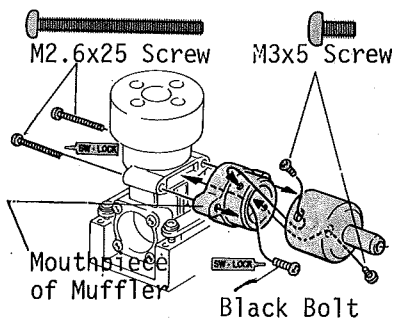
### 13 ASSEMBLY OF FUEL TANK

The parts are packed in the bag of ⑥.



### 14 INSTALLATION OF MUFFLER ADAPTER

\*Install the muffler adapter in varied ways of fixing from engine to engine.



(Some engine requires this type of bolt)

With the G Mark 11, bore a hole of 3.2 mm diameter on one side of the muffler adapter, and secure it with the bolt provided with the engine.

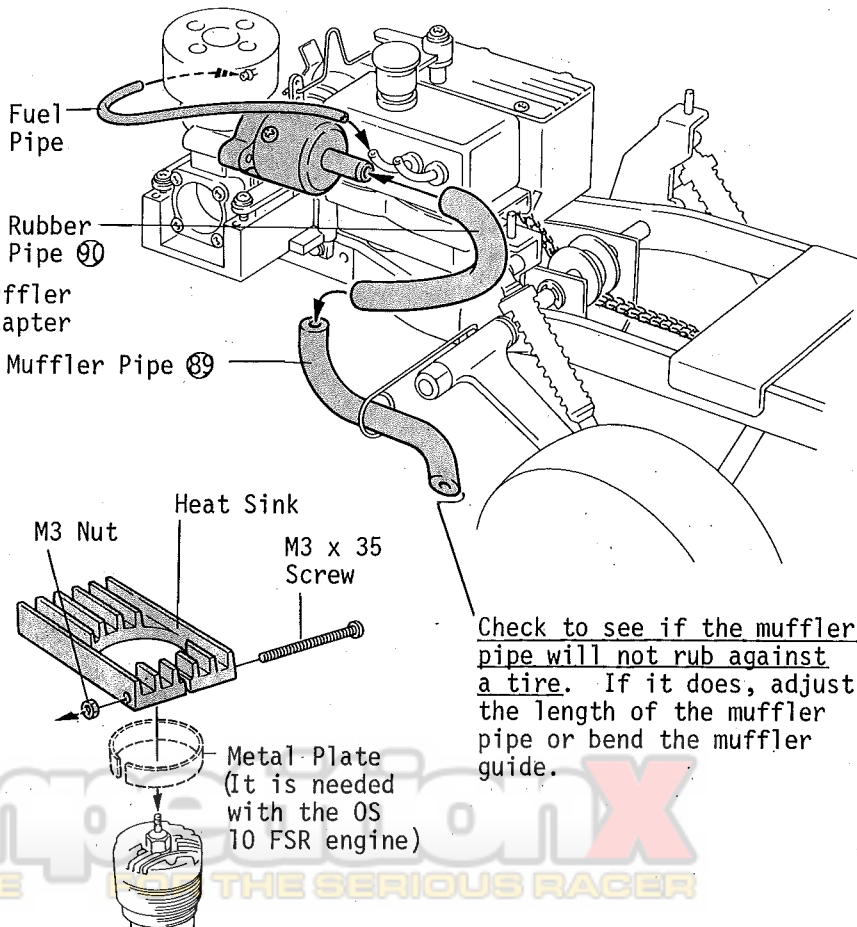
#### [Attachment of Heat Sink]

When mounting an airplane engine, procure the heat sink separately (Optional part PN-59) and attach it to the engine.

\*When attaching the heat sink to the OS 10FSR, use a metal liner in between the engine head is small.

### 14 INSTALLATION OF MUFFLER

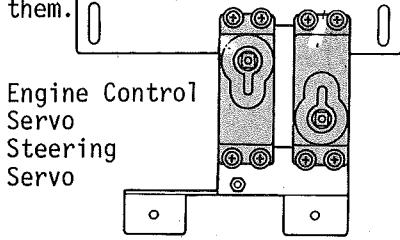
The parts are packed in the bag of ⑥.



Check to see if the muffler pipe will not rub against a tire. If it does, adjust the length of the muffler pipe or bend the muffler guide.

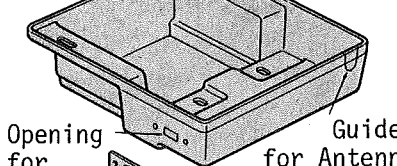
**15 MOUNTING OF SERVO**

When mounting the servos, be sure about the direction of them.



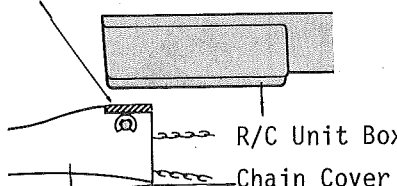
**16 MOUNTING OF R/C UNITS**  
[Processing on R/C Unit Box]

Cut off the portions indicated with .

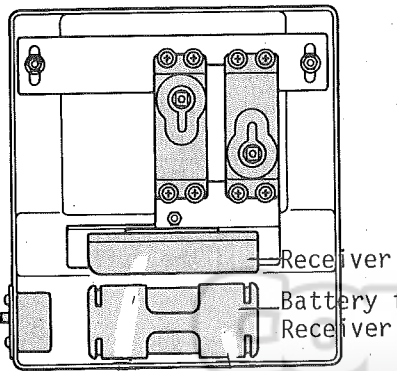


Opening for Switch  
Guide for Antenna  
Switch Plate

Make the opening for switch according to the switch plate included in your radio control set.  
[Cutting of Chain Cover] Cut away the part which will rub against the R/C unit Box.



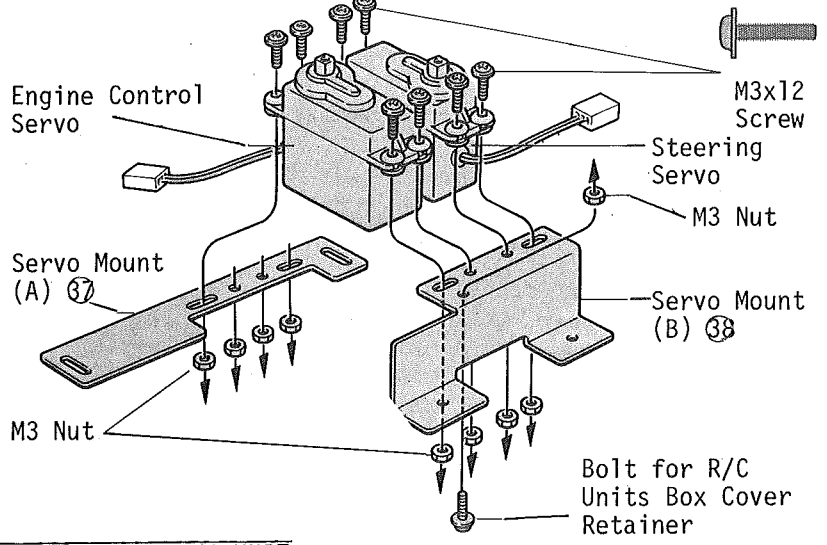
When the servos are too big and there is no space left for the receiver battery, set the receiver upright and put the battery behind of it. (Use pressure sensitive tape to fix them)



Extend the antenna wire for 100mm to 150 mm, and wind the remainder around a bobbin.

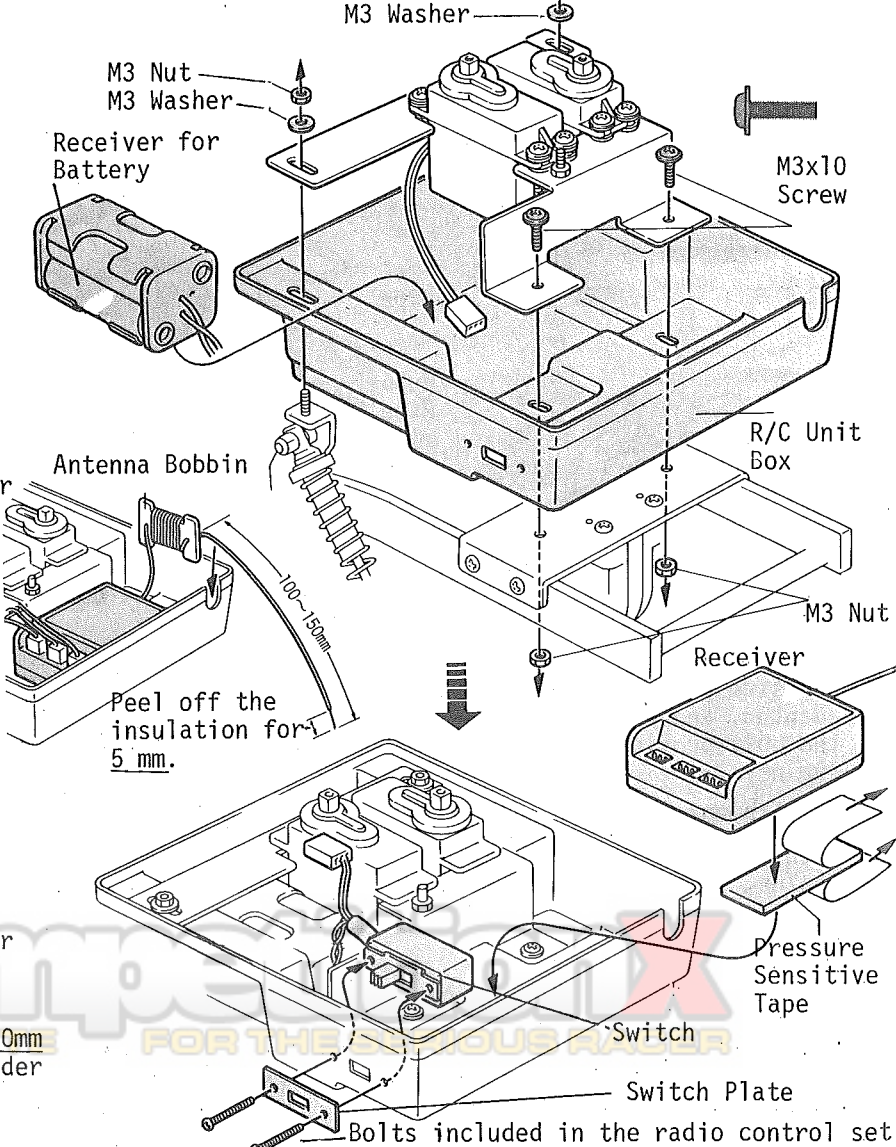
**15 MOUNTING OF SERVO**

The parts are packed in the bag of ⑦.



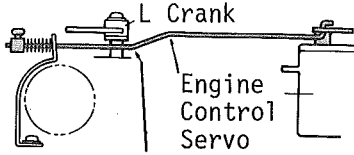
**16 MOUNTING OF R/C UNIT**

The parts are packed in the bag of ⑦.



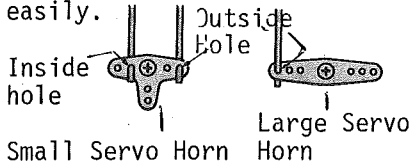
**17 LINKAGE**

[Work on Brake Control Rod]

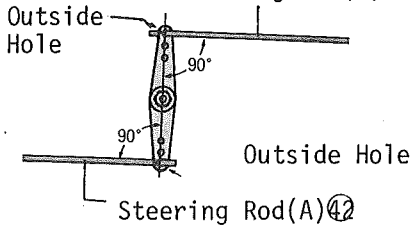


Give it a Z bend and pass it through under the bell crank.

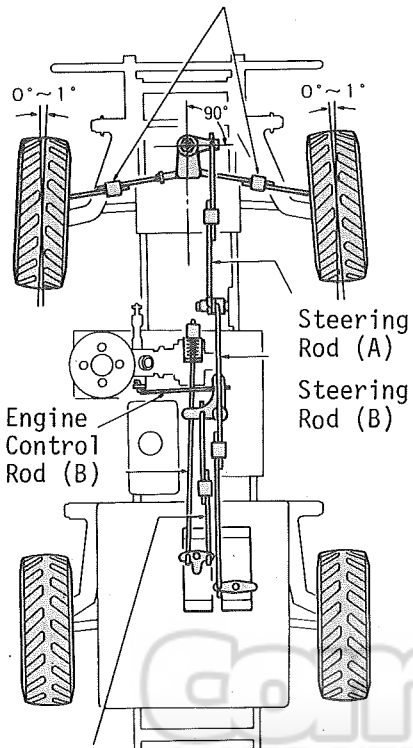
[Which Hole on the Servo Horn the Control Rod Should be connected to]  
 Enlarge the size of the hole with an awl so that the control rod can be connected easily.



[Bell Crank] Steering Rod (B) 43



[Completed View of Linkage]  
 Adjust the toe-in arrangement (0° to 1°) with these stoppers.



Engine Control Rod (A)

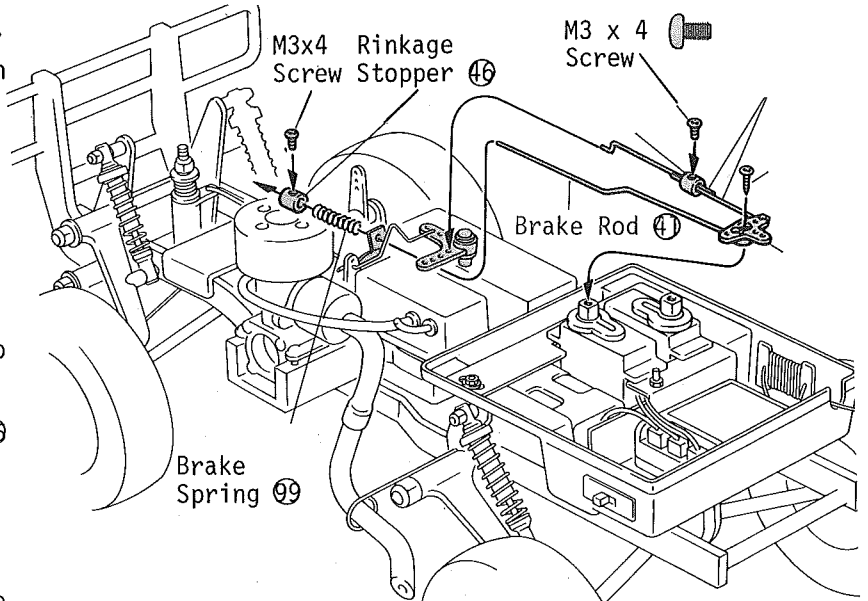
**17 LINKAGE**

The parts are packed in the bag of ⑧.

[Engine Control Rod and Brake Control Rod]

Engine Control Servo (Small Horn)  
 Screw provided with your radio control set.

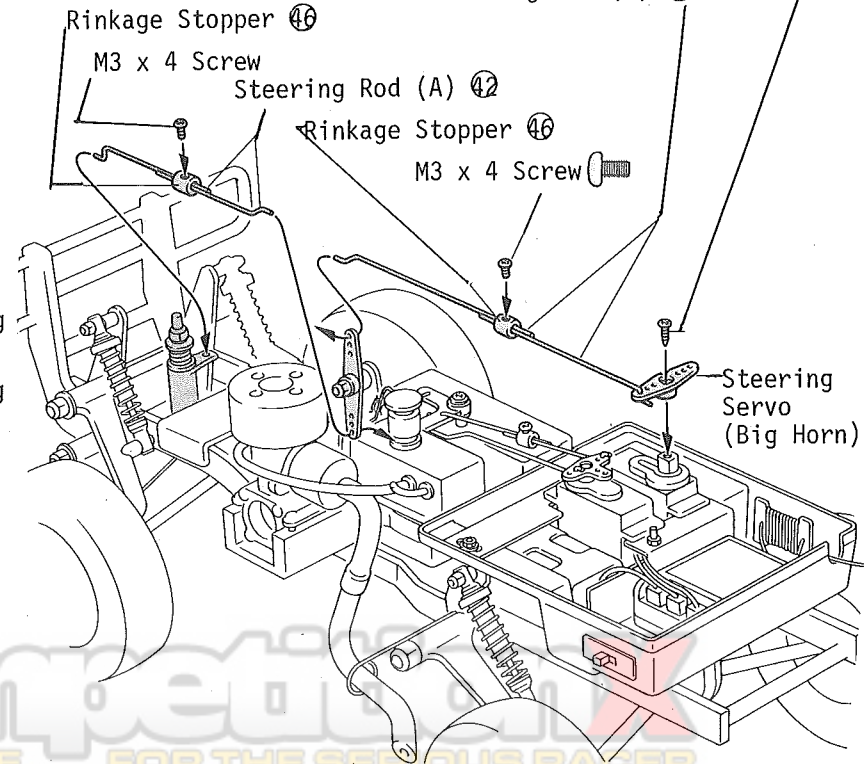
Engine Control Rod (A) 39



[Steering Rod]

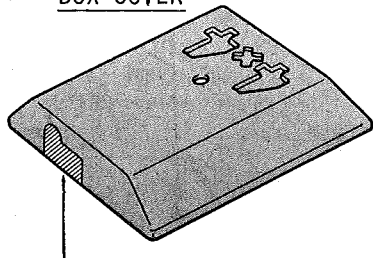
Screw provided with your radio control set.

Steering Rod (B) 43



A WEB SITE FOR THE SERIOUS RACER

## 18 PROCESSING ON R/C UNIT BOX COVER



Cut off where the control rods will pass through.

## 19 PAINTING ON CAR BODY

[Work on Body]

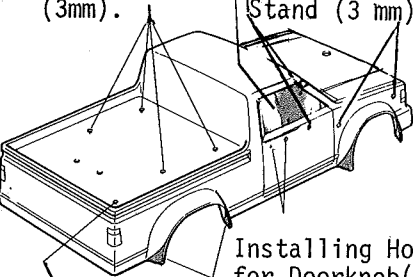
Finish the body with scissors, knife and awl before painting.

Perforate the windows on both sides.

Holes for Roll Bar (3mm).

Installing holes for Rear View Mirror (2mm)

Holes for Body Stand (3 mm)



Installing Holes for Doorknob(2mm)

Cut off the corners of the overfender diagonally.

Holes for Antenna Installation (3mm)

[Application of Decals]

Affix the decals referring to the picture on the display box of the model. Clip out the decals meticulously with scissors without leaving transparent margin, and peel off the backing paper before application.



The Kyosho Micron Tape can be used as masking tape and as design drawing tape. Six different colors and three widths are available. No.1841-3

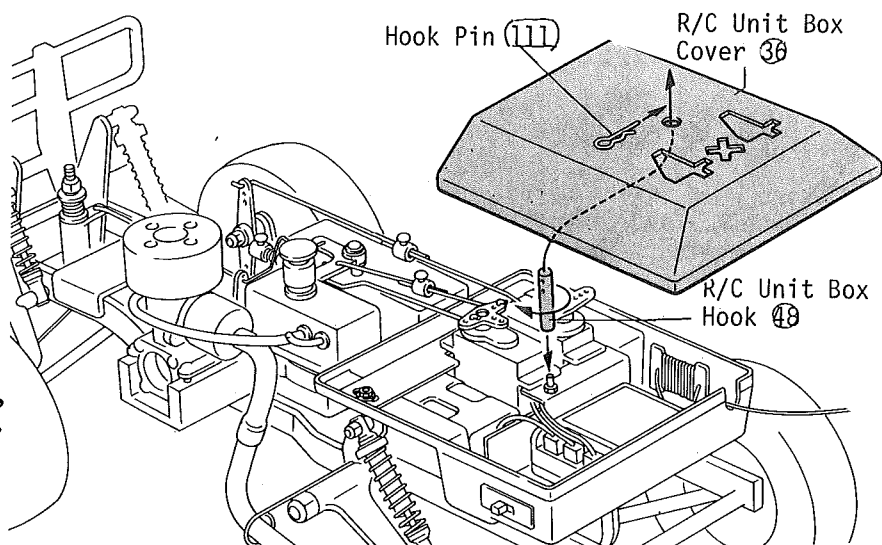


No.2230

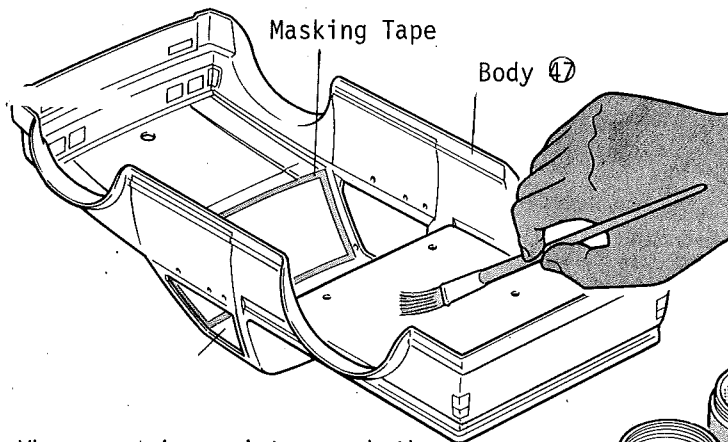
The Kyosho Polycolors are acrylic paint in the exclusive use for polycarbonate car body, it is very easy to handle. 12 colors are available.

## 18 INSTALLATION OF R/C UNIT BOX COVER

The parts are packed in the bag of ⑦.



## 19 PAINTING ON CAR BODY



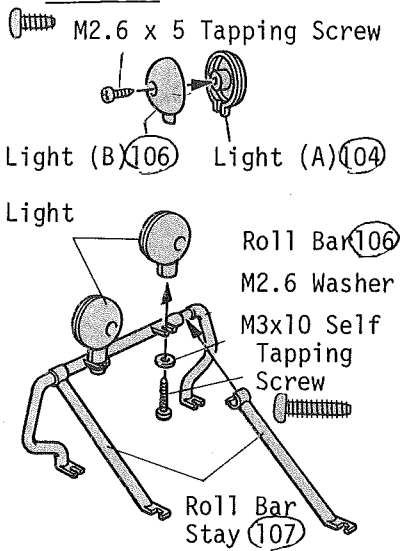
When spraying paints, mask the outside of the body, too, in order to prevent bleeding of the colors.




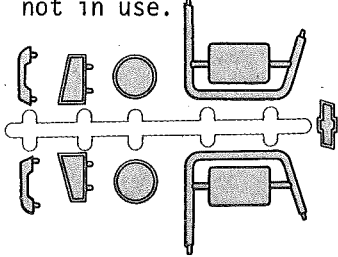
Polyca Color

**Competition X**  
FOR THE SERIOUS RACER

**20 ASSEMBLY OF LIGHT AND ROLL BAR**



Parts indicated with  are not in use.



The parts are packed in the bag of (7) and (9).

Hook pin (101)

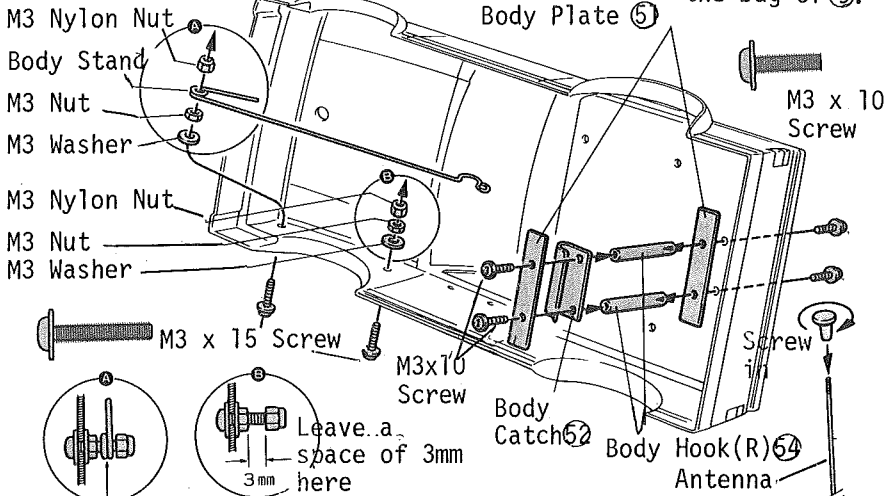
Body Hook (F) (49)

Hook Pin (101)

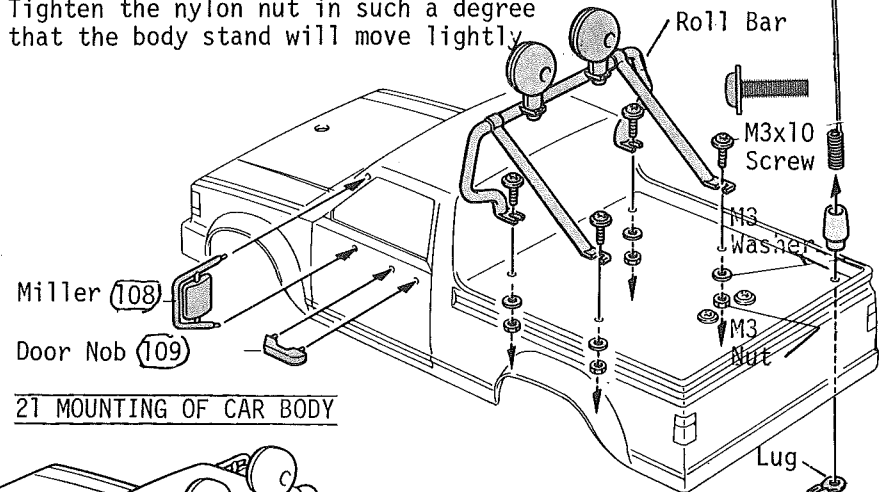
The body should be mounted after adjustment and starting of the engine, see page (12).

**20 ATTACHING ACCESSORIES TO THE BODY**

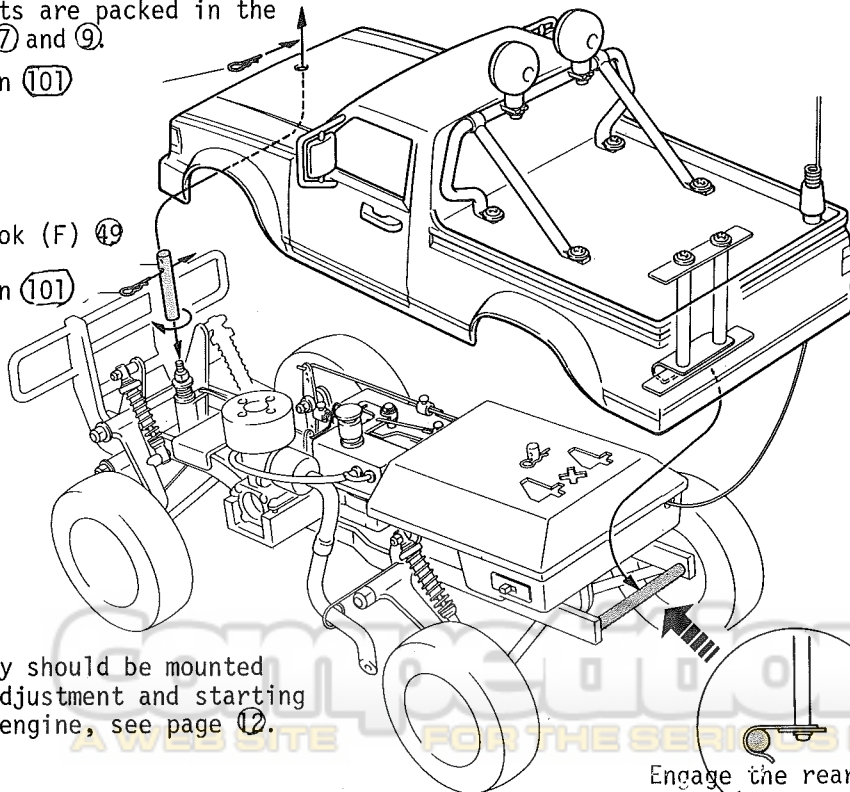
The parts are packed in the bag of (9).



Tighten the nylon nut in such a degree that the body stand will move lightly.



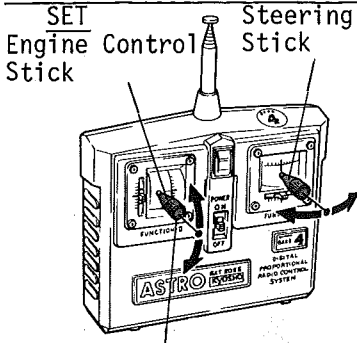
**21 MOUNTING OF CAR BODY**



Soldering Iron

[Fixing of Plastic Parts]  
Rivet plastic parts by melting the protruded portion of the parts with a soldering iron.

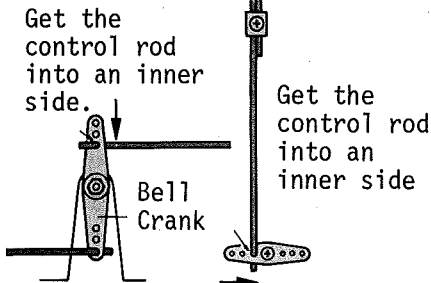
22 CHECK UP OF RADIO CONTROL 22 CHECK UP OF RADIO CONTROL SET



With a variable radio, adjust it so that the neutrality is gained when the stick is pulled all the way down.

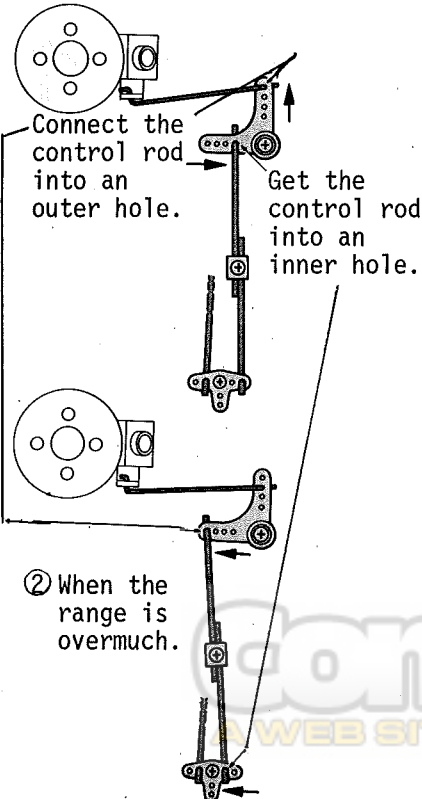
[Adjustment of Engine Control Stroke]

- ① When the stroke is inadequate.
- ② When the stroke is excessive.

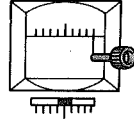
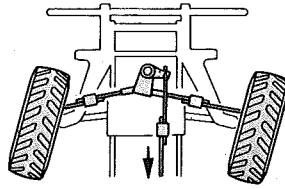


[Adjustment of Engine Control Stroke]

- ① When the range is insufficient.

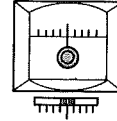
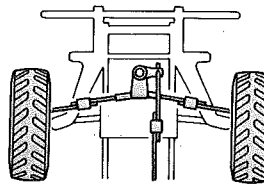


[Steering Stick] Right Turning



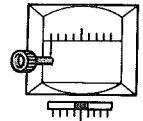
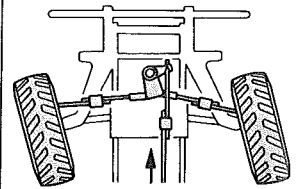
The trim lever is in neutral and the stick is set for right turning.

Straight Going



The trim lever and the stick are in the neutral position.

Left Turning



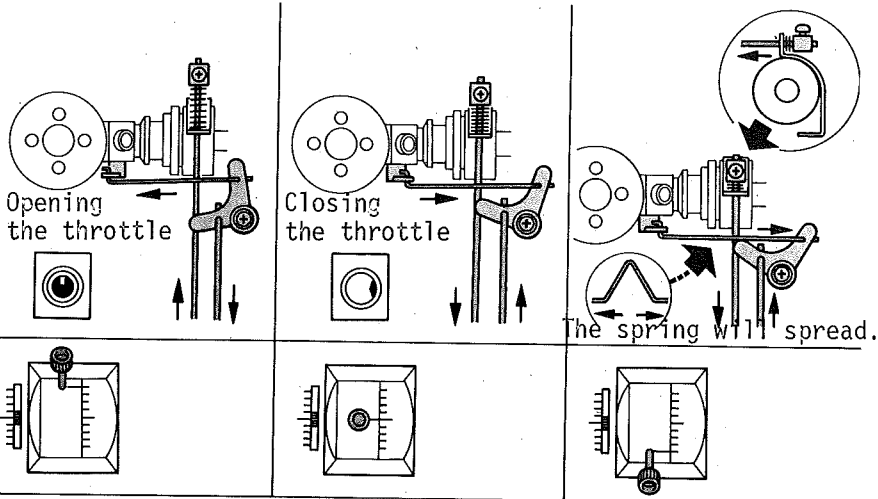
The trim lever is in neutral and the stick is controlled for left turning.

[Engine Control Stick]

High Speed

Low Speed

Brake



The trim lever is in neutral and the stick is pushed all the way.

Both the trim lever and the stick are in the neutral position.

The trim lever is in neutral and the stick is pulled fully.

Competition X  
WEB SITE FOR THE SERIOUS RACER

## SETTING AND STARTING OF ENGINE

### [Before Starting Engine]

To those who will start an engine for the first time, please read through the instruction of your engine to attain the knowledge of it, particularly the mechanism of needle valve, throttle valve and idling adjustment screw.

This is the needle valve. This is the idling adjustment screw.



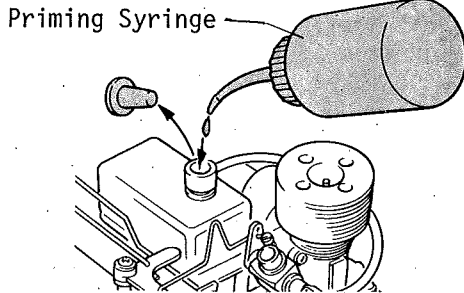
This is the lever to control the throttle.

### [Starting Engine]

This model car can be started easily with the ZIP starting device, which dispenses with an electric starter. Now let's start the engine.

\*It is recommended to dismount the engine from the chassis for an unexperienced person for practicing the starting or when your engine is brand new and it requires a break-in running.

- ① Remove the cap of the fuel and fill the tank.

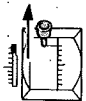


- ② Connect the glow plug clip, squirt a few drops of fuel into the engine.

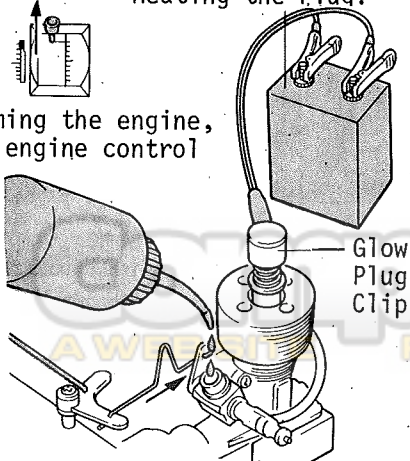
\*With the ZIP starting system, you can start an engine more easily with less drops of fuel for priming, sometimes no priming will result in better.

1.5V Battery for Heating the Plug.

Open the throttle

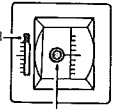


When priming the engine, keep the engine control stick in the high position.



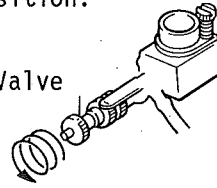
- ③ Open the needle valve as explained in the instruction of the engine, pull the control stick to the neutral position.

Put the trim lever to the high position.

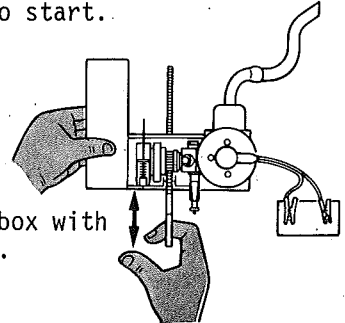


Needle Valve

Keep the engine control stick in the neutrality.

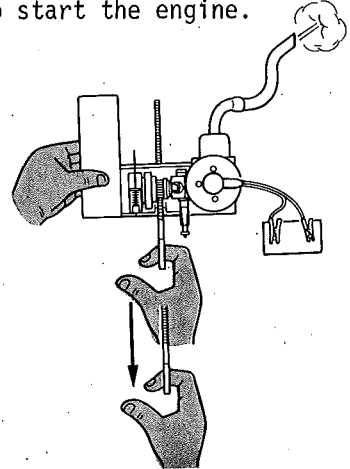


- ④ Insert the ZIP starter, try pull and push actions several times till you feel the engine ready to start.

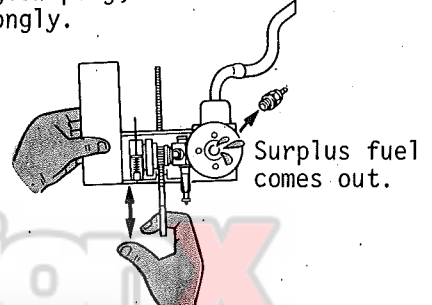


Hold the gear box with your left hand.

- ⑤ When it is ready, pull the ZIP starter at a breath to start the engine.



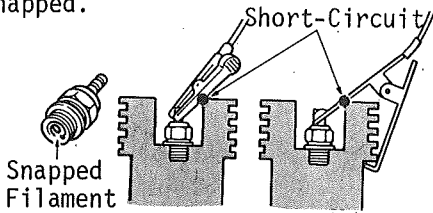
- ⑥ In case the engine will not start to run, check the following points;  
Flooding: When excessive fuel is squirted into the engine, close the needle valve, remove the glow plug, and work the ZIP starter strongly.



Inadequate Priming: Squirt more fuel and try to start it again. When flooding, the engine will be cranked with more resistance.



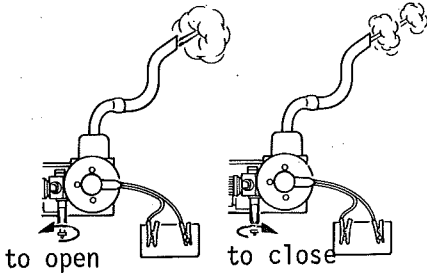
When the Glow Plug is not Heated: Check to see any poor contact around the glow clip or if the filament of the glow plug is snapped.



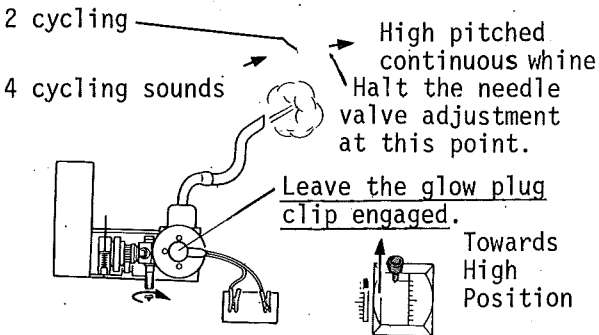
- ⑦ When the engine makes explosive sounds and rotates well for a moment, but does not continue, it shows that the needle valve is not adjusted properly. Readjustment is required.

When the engine runs too fast from the beginning, open the needle valve by 1/4 turns at a time.

When the engine runs shakily with low pitched sounds and stalls, close the needle valve by 1/4 turns at a time.



- ⑧ Once the engine starts, push the engine control stick on your radio all the way up, and close the needle valve until the engine sounds shifts from low pitched sounds to high pitched. By closing it further the sounds will become a continuous whine. Hold the needle valve just before the continuous whine stage. (This is the needle valve setting for break-in running.)

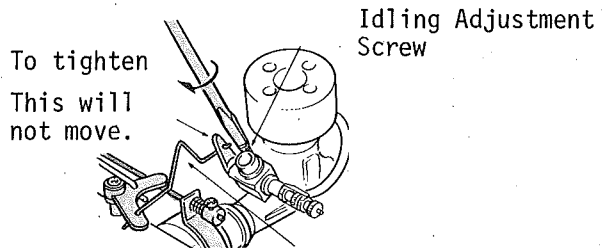


- ⑨ Pull the control stick to the neutral position, remove the glow plug clip. Now pull the trim lever downward slowly to adjust the engine for idling. (If the engine is adjusted too low, it will stall. In this stage the rear wheels should be kept aloof from the ground.)



Pull down the trim lever gradually for idling setting.

- ⑩ Next tighten the idling adjustment screw in order to set the throttle barrel not to be closed further when the engine control stick is operated downward over the neutrality towards the braking range.



When the engine control stick is manipulated towards the braking range, the engine control rod will be extended at this bend.

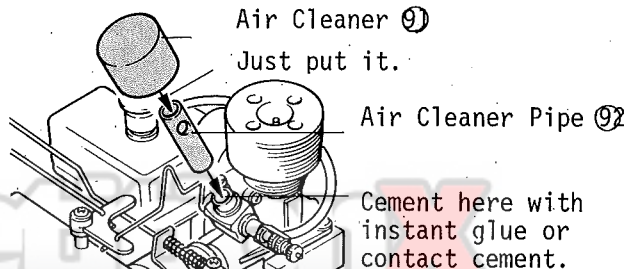
\*By setting the engine this way, the engine will not stall but will keep idling due to the function of the centrifugal clutch even when the wheels are arrested.

\*After the setting in the way stated, the break-in running can be done while the car is running. (Racing the engine too much may cause it overheated.)

\*While break-in running, close the needle valve little by little every tankful fuel consumption at such a degree that the break-in running will be completed after using up six tankful fuel.

#### CHECK POINT BEFORE RUNNING

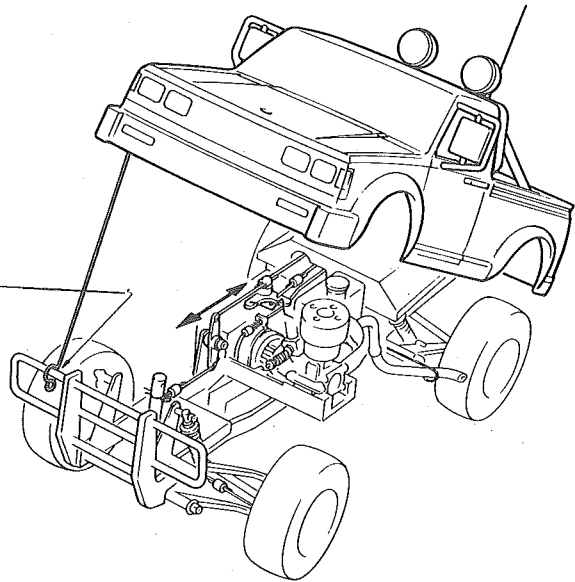
When it is confirmed that the carburettor is adjusted properly, wipe off oil and stains around it and attach the air cleaner.



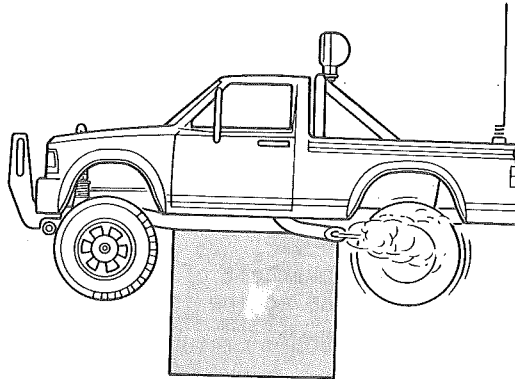
Care should be taken that any glue will not stick to the moving parts or threaded portions.

Release the body retainer and raise body, secure it with the body stand hooking on the front guard. Turn on the switch of your radio to check the movement of the controls.

Hook it up to the front guard.

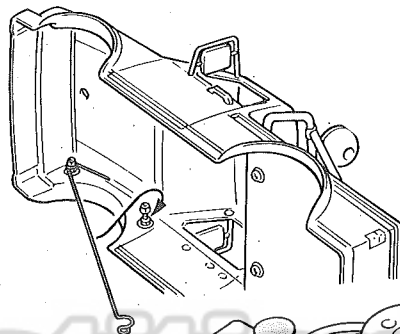


After the engine starts, put the car on a box and race the engine 2 or 3 times to check the rotation.

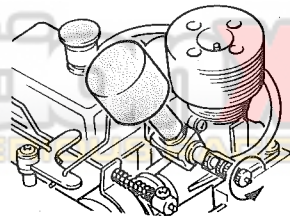


House the body stand inside of the body, secure it with the retainer, and have the car run.

With the first two or three tankful fuel, the engine should run moderately with the needle valve not closed too tight, because the gear train and the bearings are starting to seat themselves and to wear out a little, even when the engine is a used one.



COMPETITOR  
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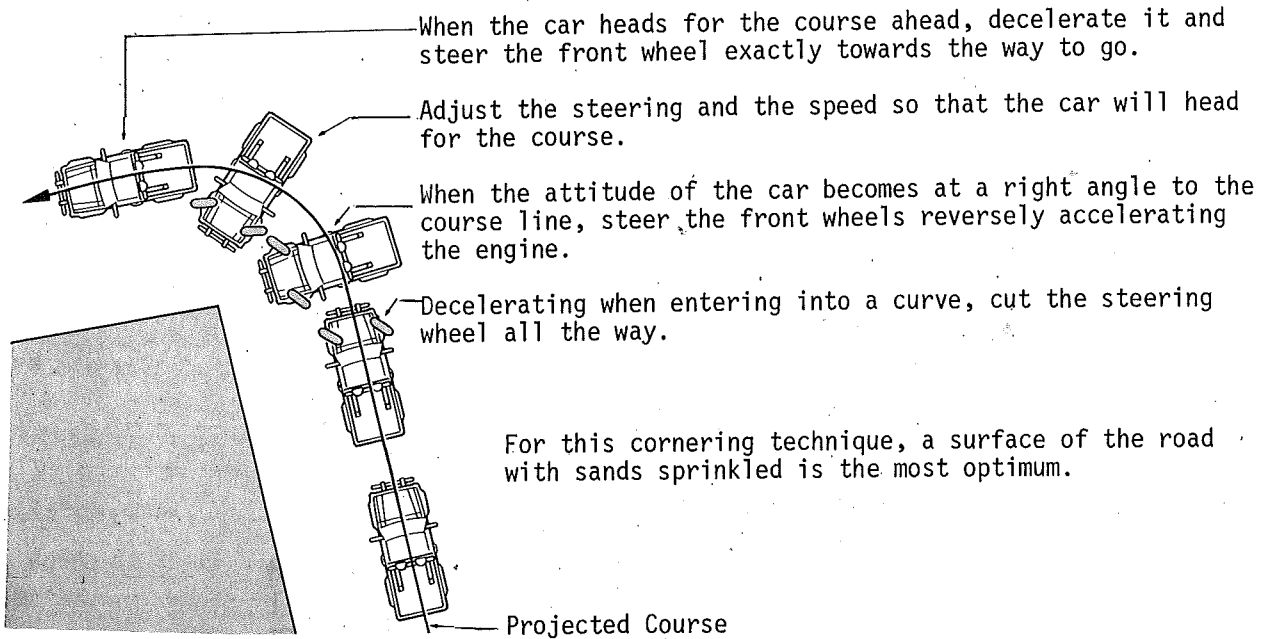
Not to close too tight.

## RUNNING TECHNIQUES

Since the 10 Datsun 4WD is of four wheel drive system, you can enjoy it running in its exciting way.

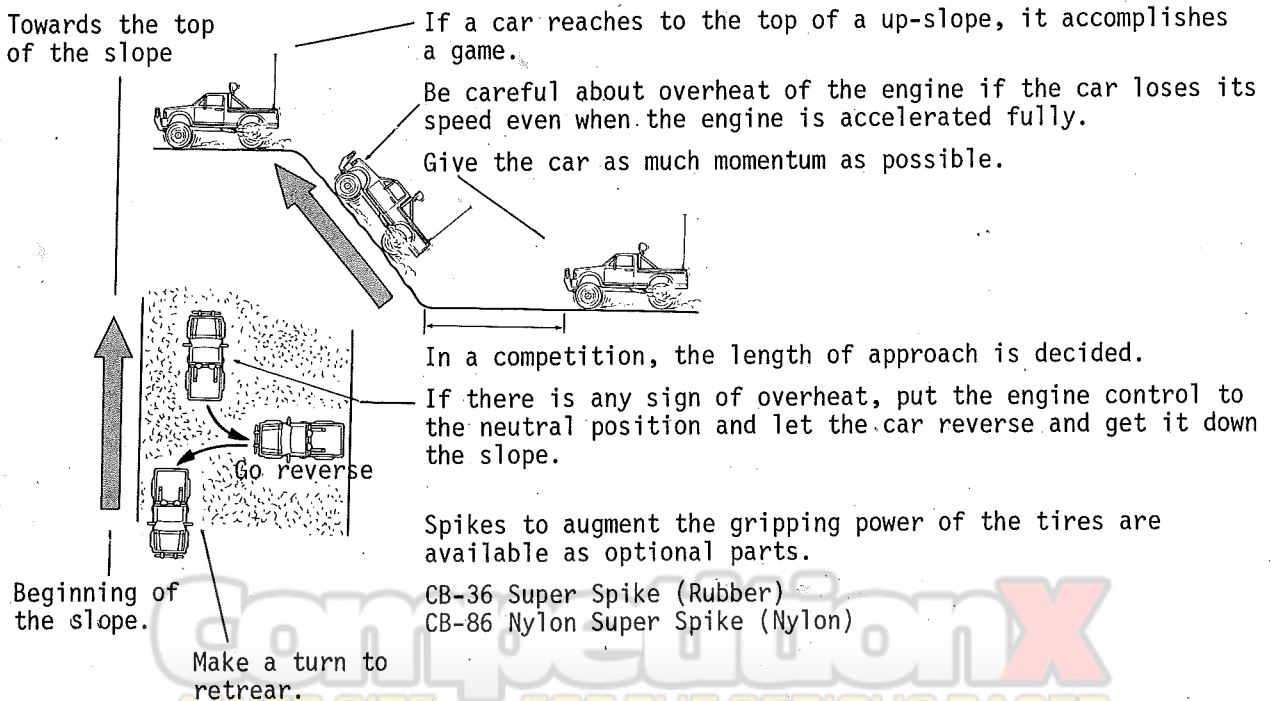
### [Four Wheel Drifting]

Skidding all four wheels at curves is the technique. you can take corners without reducing the speed.



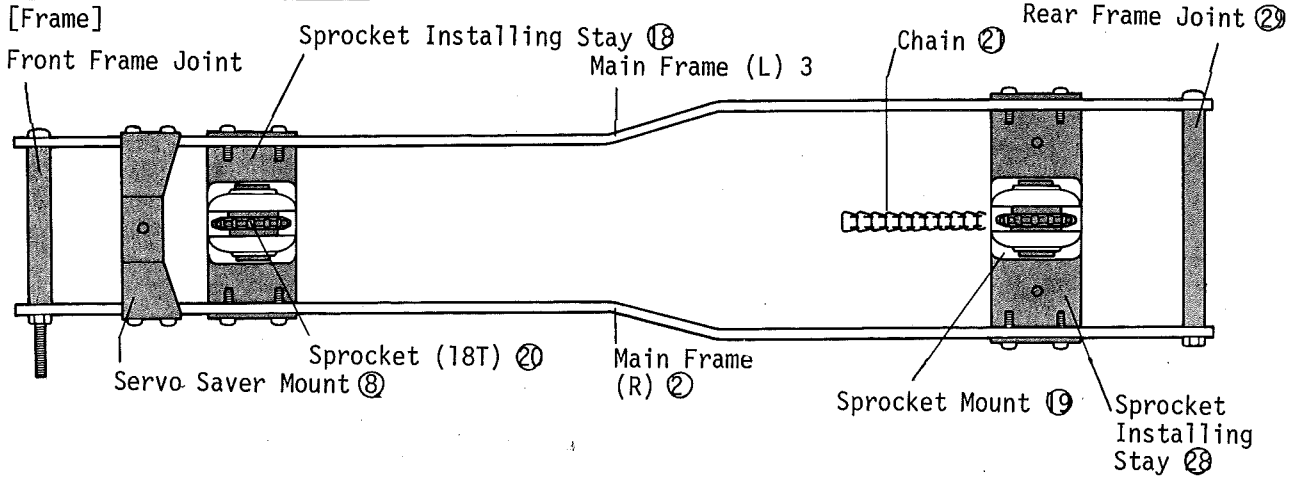
### [Hill Climb]

With a real car version, the race is held by competing along a step upgrade.

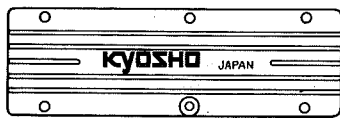


DETAILS OF ASSEMBLED PARTS

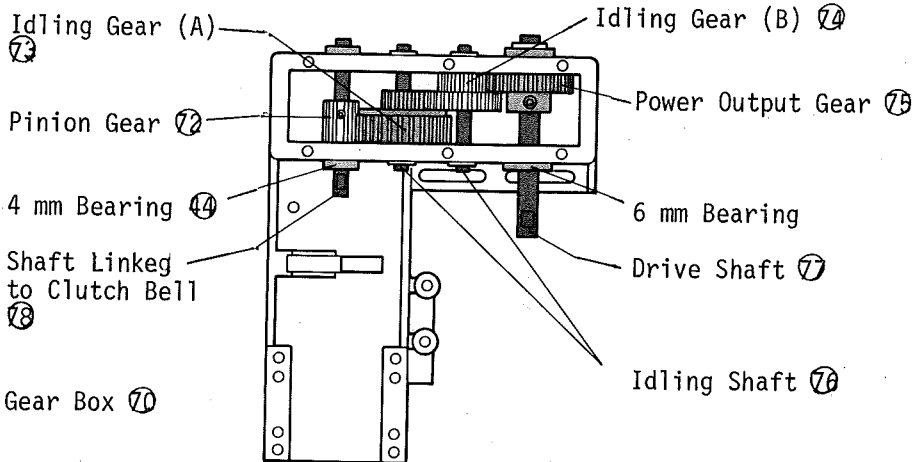
[Frame]



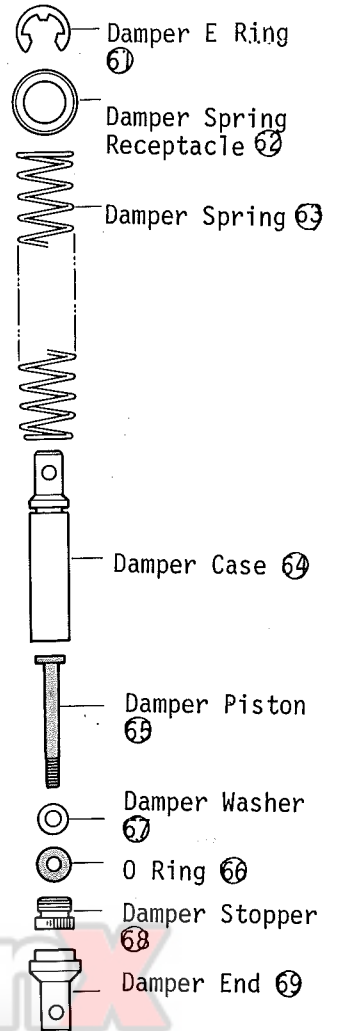
[Gear Box]



Gear Box Cover 71



[Damper]



**COMPETITOR**  
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PARTS LIST

No.	Parts Name	Qty.	No.	Parts Name	Qty.
①	Front Guard	1	62	Damper Spring Receptacle	4
②	Main Frame (R)	1	63	Damper Spring	4
③	Main Frame (L)	1	64	Damper Case	4
④	Front Damper Stay	2	65	Damper Piston	4
⑤	Front Arm Spindle	2	66	O Ring	4
⑥	Front Suspension Arm	4	67	Washer	4
⑦	Servo Saver	1	68	Damper Stopper	4
⑧	Servo Saver Mount	1	69	Damper End	4
⑨	Pillow Ball	8	70	Gear Box	1
⑩	Tie Rod	4	71	Gear Box Cover	1
⑪	Tie Rod Stopper	2	72	Pinion Gear	1
⑫	Swing Shaft	4	73	Idle Gear (A)	1
⑬	Knuckle Arm	2	74	Idle Gear (B)	1
⑭	Ball Seat	4	75	Power Output Gear	1
⑮	Front Wheel Shaft	2	76	Idle Shaft	2
⑯	Front Wheel Shaft Metal	2	77	Drive Shaft	1
⑰	Oneway Bearing	2	78	Bell Shaft	1
⑱	F Sprocket Install Stay	1	79	Roller Bracket	1
⑲	Sprocket Mount	4	80	Clutch Bell	1
⑳	Sprocket (18T)	2	81	Clutch Shoe	2
㉑	Chain	1	82	Clutch Pin	2
㉒	Rear Suspension Arm	2	83	Clutch Spring	2
㉓	Rear Arm Spindle	1	84	Flywheel	1
㉔	Rear Wheel Shaft	2	85	Engine Mount Plate	2
㉕	Rear Wheel Shaft Metal	1 set	86	Brake Shoe	1
㉖	Drive Washer	2	87	Mouthpiece of Muffler	1
㉗	Rear Damper Stay	2	88	Muffler Adapter	1
㉘	R Sprocket Install Stay	1	89	Muffler Pipe	1
㉙	Rear Frame Joint	1	90	Rubber Pipe	1
㉚	Chain Roller	2	91	Air Cleaner	1
㉛	Chain Roller Shaft	2	92	Air Cleaner Pipe	1
㉜	Chain Roller E Ring	4	93	Starter Rack	1
㉝	Chain Cover	1	94	Tank Mount	1
㉞	Front Frame Joint	1	95	Fuel Tank	1 set
㉟	R/C Unit Box	1	96	Starter Oneway	1
㊱	R/C Unit Box Cover	1	97	Starter Gear	1
㊲	Servo Mount (A)	1	98	Starter Gear Collar	1
㊳	Servo Mount (B)	1	99	Brake Spring	1
㊴	Engine Control Rod (A)	2	100	Ball Rink	4
㊵	Engine Control Rod (B)	1	101	Damper Pin	4
㊶	Brake Rod	1	102	Front Guard Stay (R)	1
㊷	Steering Rod (A)	2	103	Front Guard Stay (L)	1
㊸	Steering Rod (B)	2	104	Light (A)	2
㊹	4 mm Bearing	2	105	Light (B)	2
㊺	L Crank	1 set	106	Roll Bar	1
㊻	Linkage Stopper	4	107	Roll Bar Stay	2
㊼	Body	1	108	Miller	2
㊽	R/C Unit Box	1	109	Door Knob	2
㊾	Body Hook (F)	1	110	Pressure Sensitive Tape	1
㊿	Body Hook (R)	2	111	Hook Pin	5
1	Body Plate	2	112	Decal	1
2	Body Catch	1	113	Center Guard	2
3	Body Stand	1			
4	Tire	4			
5	Front Wheel	2			
6	Rear Wheel	2			
7	6 mm Bearing	2			
8	Bell Crank	1			
9	Bell Crank Stay	1			
0	Drive Sprocket (11T)	1			
1	Damper E Ring	4			



No.	Description	Key NO. & Consisting of
DT- 1	Gear Box	70 71 x 1
DT- 2	Pinion Gear	72 x 1
DT- 3	Gear Set	73 73 75 x 1
DT- 4	Shaft Set	77 78 79 x 1
DT- 5	Clutch Bell	80 x 1
DT- 6	Flywheel	82 x 2, 84 x 1
DT- 7	Fuel Tank Set	94 95 x 1
DT- 8	R/C Unit Box	95 96 x 1
DT- 9	Servo Mount	97 98 x 1
DT-10	Linkage Set	39 42 43 x 2, 40 41 45 86 x 1
DT-11	Body	47 53 x 1
DT-12	Body Hook Set	48 49 52 x 1, 50 51 x 2
DT-13	Muffler Pipe	89 x 1
DT-14	Starter Gear	97 98 x 1
DT-15	Roller Bracket	79 x 1
DT-16	Bearing Set	16 25 44 57 x 2
DT-17	Chain	21 x 1
DT-18	Screw Set	Screw, Nut Set
DT-19	Decal	112 x 1
JP- 2	Main Frame	23 x 1
JP- 3	Damper Stay	4 27 x 2
JP- 4	Arm Spindle Set	5 23 x 1
JP- 5	Front Suspension Arm	6 x 4
JP- 6	Servo Saver Mount	8 x 1
JP- 7	Tie Rod Set	9 x 8, 10 14 100 x 4, 11 x 2
JP- 8	Swing Shaft	12 x 2
JP- 9	Knuckle Arm	13 x 2
JP-10	Wheel Shaft	15 24 x 2
JP-11	Sprocket Installing Stay	18 28 x 2
JP-12	Sprocket Mount	19 x 4
JP-13	Sprocket (18T)	20 x 2
JP-15	Rear Suspension Arm	22 x 2
JP-16	Drive Washer	26 x 2
JP-18	Chain Roller Set	31 32 x 2, 30 x 2
JP-19	Chain Cover	33 x 1
JP-24	Right	104 105 x 2
JP-27	Tire	54 x 2
JP-28	Front Wheel	55 x 2
JP-29	Rear Wheel	56 x 2
JP-31	Bell Crank Set	58 59 x 1
JP-44	Sprocket (11T)	60 x 1
JP-47	Front Guard Set	1 x 1, 102 103 113 x 2
JP-48	Accessory Set	108 109 x 2
JP-63	Joint Set	29 84 x 1
JP-65	Roll Bar Set	106 x 1, 107 x 2
CK- 2	Servo Saver Set	7 x 1
CK- 8	Damper Set	61 62 63 64 65 66 67 68 69 x 2
CK-33	Clutch Shoe	81 x 6
CK-34	Clutch Spring	83 x 10
CK-58	Rubber Pipe	90 x 1
PR-14	Muffler Set	87 88 x 1
PR-16	Engine Mount Plate	85 x 2
PR-21	Air Cleaner	91 92 x 1
MT-62	Zip Oneway Clutch	96 x 1
MT-63	Zip Starter	93 x 4
MT-17	Oneway Clutch	17 x 1
1885	Antenna Set	Antenna set
SC-46	Pressure Sensitive Tape	110 x 1
EP-22	Hook Pin	111 x 1
<u>OPTION PARTS</u>		
PN-59	Heatsink	When using airplane engine.
JP-61	Spring Set	Normal spring & strong spring as a set.
MS-26	6mm Bearing (2pcs.)	Replace to 6mm metal.
CK-63	4mm Bearing (2pcs.)	replace to 4mm metal.