

- Fit a washer 2.18 onto each of the self-tapping screws 2.19, and screw them into the stub axle lugs.

Stage 3, installing the trackrods and steering system, parts 3.1 to 3.14, allen key, spanner, cross-point screwdriver.

- Press a collet 3.3 into the steering arm 3.1 and the bellcranks 3.2, and fit the socket-head screw 3.4 through, engaging in the threaded hole in the collet.
- Fit the shafts 3.5 into the rear flange of the front axle block 1.3 from the top. Install the spacer sleeves 3.6 and the prepared bellcranks at the same time.
- Slide the shafts 3.5 through as far as they will go.
- Tighten the socket-head screws 3.4 in the bellcranks.
- The steering arm 3.1 is not fitted until stage 9.

- The next step is to make up the trackrods and connecting linkage. Screw two ball-links 3.7 onto each of the threaded pushrods 3.8, 3.9 and 3.10.
- Set the two trackrods 3.8 to a length of about 33 mm, and the two trackrods 3.9 to a length of about 36 mm. The connecting rod 3.10 should be set to a length of 69 mm.
- Press the balls 3.11 into the ball-links 3.7 in the trackrods 3.8 and 3.9 and the connecting rod 3.10.
- Mount the two 33 mm long trackrods 3.8 on the bellcranks and the front stub axle steering arms, using the self-tapping screws 3.12.
- Screw the connecting rod 3.10 to the underside of the bellcranks, using the self-tapping screws 3.12.
- Fix the outside ends of the trackrods 3.9 (36 mm) to the steering arms 2.7, using the self tapping screws 3.12, which are fitted from the top. Fix the inside ends of the trackrods to the rear axle block 2.1, using the self-tapping screws 3.13 and spacer sleeves 3.14, again working from above.

Stage 4, final assembly of the axles, parts 4.1 to 4.8, allen key

- Press the circlip 4.1 into the groove in the bevel gear shaft of the front axle block.
- Fit the bearing 4.3 into the bracket 4.2 and slide it onto the bevel pinion shaft. The inner ring of the bearing should rest against the circlip 4.1.
- Fit the washer 4.4 on the bevel gear shaft, and slip the driver pin 4.5 through the transverse hole.
- Push the main gear 4.6 onto the shaft, engaging it on the driver pin.
- Slip the collet 4.7 onto the bevel pinion shaft.
- Screw the socket-head screw 4.8 into the collet 4.7 and tighten it well.

Stage 5, preparing the chassis bottom section, installing the steering servo, parts 5.1 to 5.13, cross-point screwdriver, screwdriver

- Pass the latch bolts 5.1 through the holes in the battery cover 5.2 from underneath, and secure them with the locking washers 5.3.
- Fix the clips 5.4 next to the battery compartment in the chassis bottom section 5.5 using the self-tapping screws 5.6.
- Temporarily insert the battery cover in the outer slots from underneath, and allow the latch bolts to snap into the clips (sectional drawing "zu" - closed).
- Rotate the latch bolts through 90° to disengage the latch, so that the cover can be removed again.
- Undo the screw 5.7 and remove the output disk from the steering servo 5.8. The disk is not needed.
- Press the rubber grommets 5.9 and the eyelets 5.10 into the mounting lugs of the steering servo 5.8.
- Fix the mounts 5.11 to the servo with the self-tapping screws supplied with the servo.
- The servo complete with mounts can now be fitted to the chassis bottom section. Fix the mounts to the chassis using the self-tapping screws 5.13.

Stage 6, installing the motor and the receiving system, parts 6.1 to 6.18, cross-point screwdriver

- Undo the screw 6.1 and remove the output disk from the controller servo 6.2. The disk is not needed.
- Press the rubber grommets 6.3 and the eyelets 6.4 into the mounting lugs

- of the controller servo 6.2.
- Fix the mounts 6.5 to the servo using the self-tapping screws 6.6 supplied with the servo.
- Place the servo complete with mounts in the chassis bottom section. Fix the mounts to the chassis using the self-tapping screws 6.7.
- **Note:** The electric motor and controller board are factory-wired. During the next stage please take care not to disconnect any of the wires.
- Fix the electric motor 6.8 to the motor bracket 6.10 using the cross-point machine screws 6.9. Tighten the screws well.
- Fit the motor pinion 6.11 on the motor shaft and insert the socket-head screw 6.12. Tighten the screw lightly.
- Fix the motor bracket to the chassis bottom section using the self-tapping screws 6.13 and washers 6.14. **Do not tighten** the screws yet.
- The controller board is fitted in Stage 7.
- Install the switch 6.15 in the chassis bottom section as shown in the drawing, using the screws and nuts supplied with it.
- Connect the servos and switch to the receiver 6.16, and the receiver battery 6.17 to the switch harness, referring to the operating instructions supplied with your radio.
- Coil up the receiver aerial for the moment.
- Fix the receiver and receiver battery to the chassis bottom section using the double-sided foam tape 6.18.

Stage 7, installing the axles, assembling the chassis, parts 7.1 to 7.11, cross-point screwdriver

- Place the complete front and rear axle assemblies on the chassis bottom section 5.5. Fix the axle blocks 1.3 and 2.1 and the bearing bracket 4.2 in place from underneath, using the self-tapping screws 7.1.
- Screw the four machine screws 7.2 and washers 7.3 into the holes in the spring strut bottom parts 7.4.
- Fit the extra washers 7.3 onto each, screw the collets 7.5 in place, and tighten them well. The hole in the collet and the spring strut bottom part must be at right-angles to each other.
- Undo the screws 1.19 and 2.14, fit the collets into the fork of the corresponding stub axle holders, and retighten the screws.
- Install the rear bodywork stand-off pillars 7.7 and the front stand-off pillar 7.8 in the chassis top section 7.6 using the self-tapping screws 7.9.
- Thread the motor controller 7.10 through the rectangular opening in the chassis top section, and fix it in place with the self-tapping screws 7.11.

Stage 8, completing the chassis, parts 8.1 to 8.15, cross-point screwdriver, screwdriver, box spanner

- Pass the connecting lead from the motor controller to the drive battery through the rectangular opening in the battery compartment (chassis bottom section).
- Screw the chassis top section to the axles using the self-tapping screws 8.1, installing the spring strut holders 8.2 at the same time.
- Drive the three self-tapping screws 8.3 into the moulded-in stand-off pillars in the chassis bottom section.
- Fit the two screws 8.4 through the chassis top section into the bearing bracket 4.2.
- Fit the washers 8.6 onto the screws 8.5, and screw them into the motor bracket 6.10 from the top; **do not tighten** them at this stage.
- Undo the socket-head screw 6.12 in the motor pinion, passing the allen key through the hole in the chassis top section.
- Adjust the position of the motor pinion on the motor shaft until it engages with the main gear 4.6 over its entire width.
- Tighten the socket-head screw.
- Press the electric motor and motor bracket against the pinion until the pinion and main gear mesh snugly, without jamming.
- Lightly tighten the self-tapping screws 6.13 and 8.5 in the motor bracket.
- Fit the springs 8.7 onto the spring strut top parts 8.8.
- Place the spring strut top parts on the bottom parts 7.4 and secure them with the bolts 8.9, which are fitted through the holders 8.2.
- Secure each bolt with a circlip 8.10.
- Pull the tyres 8.11 onto the wheels 8.12, check that they are a snug fit all round, and fix them together with instant glue.
- Slip one washer 8.13 onto each axle 1.15 and 2.12. Press the driver pins 8.14 through the transverse holes in the axles.
- Mount the completed wheels on the axles, engaging on the driver pins. Fit the wheel nuts 8.15 and tighten them.

- Check the direction of rotation of the tyres. The point in the tyre profile must face forward.

Stage 9, final work on the radio control system, parts 9.1 to 9.13, cross-point screwdriver, screwdriver

- Set the radio control system servos to neutral (transmitter sticks and trim levers central).
- Connect the drive battery 9.1 and place it in the battery compartment.
- Switch the radio control system on.
- Connect the steering pushrods 9.2 to the servo-saver top section 9.3 and the steering arm 3.1.
- Plug the steering arm onto the left-hand shaft 3.5, set it at right-angles to the vehicle's centreline, and tighten the socket-head screw 3.4. The front wheels should be set to the "straight-ahead position", i.e. there should be no "toe-in" visible.
- Place the servo-saver centre part 9.4 and the servo-saver bottom part 9.5 on the top part, as shown in the drawing.
- Set the complete servo-saver on the steering servo, at right-angles to the vehicle's centreline, and fix it in place with the washer 9.6 and servo output screw 5.7.
- Connect the two steering pushrods 9.2 together with the collet 9.7 and the socket-head screw 9.8. The steering arm and the servo-saver must be at right-angles to the vehicle's centreline.
- Fit the controller head 9.9 on the mechanical motor controller, exactly as shown in the plan view, and secure it with the servo output screw 6.1.
- Deploy the receiver aerial by wrapping it alternately round the grooves in the chassis.
- Drill 3 mm diameter holes in the front ram 9.10 where marked, and fix it to the chassis front section using the screws 9.11, washers 9.12 and nuts 9.13.

Stage 10, the bodywork, parts 10.1 to 10.4, shears, abrasive paper, 2.5 mm, 3 mm and 4 mm diameter drills, round file

- Cut out the bodywork moulding 10.1 along the marked lines. Smooth off the cut edges with abrasive paper.
- Drill the 2.5 mm holes, and the 3 mm and 4 mm holes.
- Offer up the rear and front aprons, parts 10.2 and 10.3, allowing the lugs to snap into the 3 mm holes of the bodywork.
- Check that parts 10.1-10.3 fit snugly, and file out the holes for the lugs if necessary.
- Mark the position of the holes for fixing the front and rear aprons from the inside, using the screw holes as a guide. Drill them 2.5 mm diameter after removing parts 10.2 and 10.3.
- Carefully de-burr all holes on the inside.
- Place the radiator grille 1.04 against the bodywork, and check the hole positions.

- Apply waterproof adhesive tape over the outside of the holes to seal them.
- Mask off the windows of the bodywork 10.1 on the inside, using the window masks supplied.
- Rub the inside of the bodywork with 400-grit abrasive paper to key the surface for the paint, taking care not to damage the window masks.
- Wash off the bodywork with hot water, allow it to dry, then apply paint in the colour of your choice.
- Peel off the window masks when the paint is touch-dry.
- Any spray mist which lands on the outside can be removed with white spirit or lighter fluid (**not cellulose thinners**).
- Remove the strips of tape.
- The window frames can be marked on the model using a waterproof felt-tip pen.
- Paint the aprons and radiator grille.

Stage 11, mounting the bodywork, parts 11.1 to 11.11, cross-point screwdriver, shears, 5 mm drill, round file

Note: In this stage please take care not to over-tighten the screws in the plastic.

- Fix the radiator grille 10.4 in place with the spacer sleeves 11.1, the

- screws 11.2 and the washers 11.3. Tighten the screws so that the grille fits snugly, with no gaps.
- Install the front and rear aprons using the self-tapping screws 11.4 and washers 11.5.
- Press the spring washers 11.6 onto the lugs in the front and rear aprons, as shown in the drawing.
- Fix the three ball snappers 11.7 in place with the screws 11.8 and washers 11.9.
- Cut the insert 11.10 to shape, as shown in the drawing, and check that it fits neatly. Drill the holes 5 mm diameter where marked, then file them out to 10 mm.
- Paint the insert in the scheme of your choice.
- Place the insert on the chassis, and fix it in place with strips of double-sided foam tape 11.11 on either side.
- Place the bodywork on the model and press the ball snappers into the bodywork stand-off pillars.

- Your model is now complete.

Checking the working systems, test running

- Charge up the drive battery and connect it to the plug from the motor controller. Place it in the battery compartment, fit the cover and lock it closed.
- **Switch the transmitter on first, then the receiving system.**
- The wheels should be exactly at the "straight ahead" position, with no toe-in on either side. Adjust the trackrod ends if necessary.
- The motor should not run. Adjust the transmitter trim lever if necessary.
- For your first test runs, find a fairly large, unobstructed asphalt surface. Take your time getting used to the model's steering response and speed.
- Apply full throttle gradually, leaving the steering alone. The car should run in a perfectly straight line. If this is not the case, adjust the steering linkage.
- Avoid opening the throttle abruptly. If you accelerate gradually, the motor and transmission will have a longer life, and running times will also benefit. For the same reason, never switch directly from "full throttle forwards" to "full throttle reverse".
- When the drive battery is becoming depleted, you will notice a marked reduction in speed at full throttle. At this point you should recharge the battery, or replace it with a spare, fully charged pack.
- When you have finished a session, switch off the receiving system first, then the transmitter. Disconnect the drive battery from the motor controller.

Cleaning and maintenance

- At the end of each session, remove all traces of dust and dirt with a paintbrush. Take particular care over cleaning the tracks of the mechanical motor controller, the wheel suspension units, the articulated shafts and the spring struts.
- The articulated shafts and couplings can be lubricated from time to time with a little Robbe Teflon grease, Order No. 5532.

Replacement parts

Spare parts are only available in the sets listed. When ordering replacements, please state the exact Order No. and a description of the parts required.

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