

8.3	zelftapper	staal	d 2,9 x 9,5	3	
8.4	zelftapper	staal	d 2,9 x 6,5	2	
8.5	zelftapper	staal	d 2,9 x 9,5	2	
8.6	sluitring	MS	d 3,2 x 7 x 0,5	2	
8.7	veer	staal	gereed deel	4	
8.8	bovenste veerpootdeel	Ku	sputgietdeel	4	
8.9	pen	staal	d 3 x 35	4	
8.10	borgring	staal	d 1,9 inwendig	4	
8.11	band	rubber	gereed deel	4	
8.12	velg	Ku	sputgietdeel	4	
8.13	sluitring	MS	d 5,5 x d 12 x 0,5	4	
8.14	meeneemstift	staal	d 2 x 12	4	
8.15	wielmoer	staal	M 5	4	

Bouwfase 9

9.1	rij-accu	—	gereed deel	1	niet aanwezig
9.2	stuurstang	staal	d 1,5 x 70	2	
9.3	servo-saver bovendeel	Ku	sputgietdeel	1	
9.4	servo-saver middendeel	Ku	sputgietdeel	1	
9.5	servo-saver onderste deel	Ku	sputgietdeel	1	
9.6	sluitring	MS	d 2,6 x d 6,3 x 0,5	1	
9.7	stelring	staal	d 3,2 x d 7 x 5	1	
9.8	inbusmadenschroefje	staal	M 3 x 3	1	
9.9	regelaarkop	—	gereed deel	1	
9.10	voorbumper	Ku	stansdeel	1	
9.11	boutje	staal	M 3 x 10	2	
9.12	sluitring	MS	d 3,2 x d 7 x 0,5	2	
9.13	moertje	MS	M 3	2	

Bouwfase 10

10.1	carrosserie	Ku	gezogen deel	1	
10.2	achterspoiler	Ku	sputgietdeel	1	
10.3	frontspoiler	Ku	sputgietdeel	1	
10.4	koelgrille	Ku	sputgietdeel	1	

Bouwfase 11

11.1	afstandbusje	Ku	d 4 x d 8 x 5	2	
11.2	zelftapper	staal	d 2,2 x 6,5	2	
11.3	sluitring	MS	d 2,6 x d 6,3 x 0,5	2	
11.4	zelftapper	staal	d 2,2 x 6,5	4	
11.5	sluitring	MS	d 2,6 x d 6,3 x 0,5	4	
11.6	veerring	staal	gereed deel	4	
11.7	kogelsnapper	Ku	sputgietdeel	3	
11.8	zelftapper	staal	d 2,2 x 6,5	3	
11.9	sluitring	staal	d 2,6 x d 6,3 x 0,5	3	
11.10	cabine-inzetdeel	Ku	gezogen deel	1	
11.11	dubbelzijdig kleefband	Ku	1,6 x 19 x 50	4	

Specification

Overall length (chassis):	355 mm
Wheelbase:	245 mm
Front track:	153 mm
Rear track:	153 mm
Power:	Electric motor
Transmission:	Spur / bevel gearbox
Suspension:	Independent front and rear
Scale:	1:10

Essential items not included in the kit

- Robbe radio control system in the 27 MHz or 40 MHz band with at least 2 channels, in conjunction with 2 servos. We particularly recommend the Robbe Compact 40-2/2/2, Order No. 8764.	
- 7.2 V/1.2 Ah drive battery	Order No.
6 RSH 1.2	4048
or	
6 RSA 1200	4040

Please refer to the main Robbe catalogue for details of fast chargers and mains chargers.

Please refer to the main Robbe catalogue for details of tuning components.

Tools and aids to building

	Order No.
Small cross-point screwdriver	5639
Allen key, 1.5 mm A/F	5620
Box spanner, 5.5 mm A/F	5624
Box spanner, 7 mm A/F	5625
Screwdriver	5638
Combination pliers	5618
File set	5597
2.5 mm drill	5691
3 mm drill	5692
4 mm drill	5695
5 mm drill	5698
Lexan shears	5646
400-grit abrasive paper	5760
Teflon grease	5532

Sequence of assembly

In general terms the numbering of the kit components corresponds to the sequence of assembly; the number before the point indicates the stage of construction, the number after the point the individual component. Please refer to the stage drawings, the building instructions and the parts list to ensure that you understand each stage.

Directions, such as "right-hand" or "rear" are as seen from the rear of the model, looking forward.

Please store the plan and building instructions carefully, as you may need them later when servicing the car or fitting tuning components.

Key to drawing "0", showing dimensions of screws, nuts, washers etc.:

A: Self-tapping screw, 2.9 x 9.5 mm
B: Threaded pushrod, M2 x 14 mm
C: Socket-head screw, M3 x 3 mm
D: Washer, 5.5 mm ID x 12 mm OD
E: Locking washer, 4 mm ID x 9 mm OD
F: Nut, M5

Adhesives

Cellulose glue: The cellulose adhesive takes 1 to 2 hours to set, depending on the nature of the joint and the thickness of the glue layer. Do not continue working on glued assemblies until the glue has set hard.

Instant glue (cyano-acrylate): This adhesive sets very quickly, and work can proceed after only a few minutes.

Stage 1, assembling the front axle, parts 1.1 to 1.24, allen key, cross-point screwdriver, flat file, abrasive paper, cellulose glue

- Remove any burr on the face of the bevel pinion 1.1 using a small flat file and abrasive paper.
- Fit the ballrace 1.2 onto the shaft of the bevel pinion 1.1 and push it into the right-hand axle holder 1.3.
- Fit the differential 1.4 into the right-hand axle holder 1.3, with the ring gear resting against the bevel pinion.
- Press the left-hand axle holder 1.3 onto the differential ballrace. Using the self-tapping screws 1.5, screw the two axle holders together, with the bevel pinion fully meshed with the ring gear. Check that the bevel pinion rotates freely.
- Place the completed front axle block on the workbench, exactly as shown in the drawing.
- Push the lower transverse arms 1.6 and the upper transverse arms 1.7 into the front axle block in turn, together with the spacer sleeves 1.8, and secure them by pressing in the long pins 1.9.
- Press a spacer sleeve 1.1 onto the upper and lower lug of each stub axle 1.10. Press the plain bearings 1.12 into both sides of the stub axles, using the axles 1.15.
- Press the right-hand stub axle holder 1.13 and the left-hand stub axle holder 1.14 onto the stub axle lugs. Check that the stub axles are in the correct position.
- Slide the axles 1.15 into the plain bearings 1.12.
- The stub axle holders are marked, to avoid the danger of mixing them up. The right-hand holder 1.13 is marked "R", the left-hand unit 1.14 with "L".
- Secure each stub axle holder to the lower transverse arm using the short pin 1.16, then fold them down.
- Apply cellulose glue to the axle and differential couplings, and push a shim washer 1.17 into each.
- Fold the stub axle holders up, and insert the articulated shafts 1.18. Fit the flanged sleeves 1.20 and the washers 1.21 onto the screws 1.19. Fit the parts 1.19-1.21 in the upper transverse arms and screw them to the stub axle holders.
- The shim washers 1.17 are used to compensate for axial play in the articulated shafts. If the play becomes excessive after a long period of operation, fit further shim washers to take up the lost motion.
- Secure the pins 1.9 and 1.16 by fitting the socket-head screws 1.22, fitted from above and below. Take care not to over-tighten the screws, otherwise you risk stripping the threads in the plastic.
- Fit a washer 1.23 onto each of the self-tapping screws 1.24, and screw them into the stub axle lugs.

Stage 2, assembling the rear axle, parts 2.1 to 2.19, allen key, cross-point screwdriver

- Fix the right-hand and left-hand axle holders 2.1 together using the self-tapping screws 2.2.
- Place the completed rear axle block on the workbench, exactly as shown in the drawing.
- Push the lower transverse arms 2.3 and the upper transverse arms 2.4 into the rear axle block in turn, together with the spacer sleeves 2.5, and secure them by pressing in the long pins 2.6.
- Press a spacer sleeve 2.8 onto the upper and lower lug of each stub axle 2.7. Press the plain bearings 2.9 into both sides of the stub axles, using the axles 2.12.
- Press the right-hand stub axle holder 2.10 and the left-hand stub axle holder 2.11 onto the stub axle lugs. Check that the stub axles are in the correct position, and note the "L" and "R" markings.
- Slide the axles 2.12 into the plain bearings.
- Secure each stub axle holder to the upper transverse arms using the short pins 2.13, then fold them down.
- Fold the stub axle holders up. Fit the flanged sleeves 2.15 and the washers 2.16 onto the screws 2.14. Fit the parts 2.14-2.16 in the upper transverse arms and screw them to the stub axle holders.
- Secure the pins 2.6 and 2.13 by fitting the socket-head screws 2.17, fitted from above and below. Take care not to over-tighten the screws, otherwise you risk stripping the threads in the plastic.