

9-World Champion YOKOMO



MR-4TC CUSTOM



YOKOMO

MR-4TC CUSTOM

English

2002.2.4

【組み立てに必要な物】

ACCESSORIES AND TOOLS NEEDED FOR [MR-4TC CUSTOM] ASSEMBLY

■ 走行の為に別にお買い求め頂く物 ■

ADDITIONAL ITEMS REQUIRED FOR USE (NOT INCLUDED IN KIT)

- 2チャンネルプロポ (1サーボ 1アンプ仕様)
TWO CHANNEL R/C SURFACE RADIO SYSTEM
AND ELECTRONIC SPEED CONTROL
- 走行用 7.2V バッテリーパック
7.2V BATTERY PACK
- 走行用バッテリー充電器
BATTERY CHARGER
- 走行用モーター
MOTOR
- 走行用ボディー (ボディー付キットは不要)
BODY
- ボディー塗装用カラー
BODY SPRAY PAINT

■ 袋以外の箱に入っている物 ■

PARTS INCLUDED IN KIT

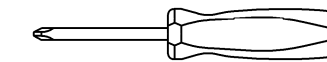
- | | |
|----------------------|---------------|
| ● ボディー (ボディー付キットの場合) | BODY |
| ● バンパー | BUMPER |
| ● ホイール、タイヤ | WHEELS, TIRES |
| ● メインシャーシ | MAIN CHASSIS |
| ● ショックオイル | SHOCK OIL |

[MR-4TC CUSTOM]の性能を十分に発揮させる為に、イラストを良く参照し説明の順番に従って確実に組み上げて下さい。

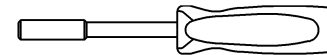
For assembly, follow the figures and the instructions closely so that your [MR-4TC CUSTOM] will perform at its best!!

■ 別途用意する工具 ■

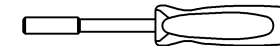
ASSEMBLING TOOLS REQUIRED (NOT INCLUDED IN KIT)



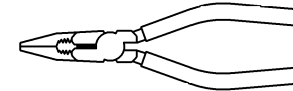
ドライバー (大, 小)
SCREW DRIVER (SMALL & LARGE)



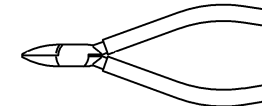
ボックスレンチ (7.0mm)
NUT DRIVER (7.0mm)



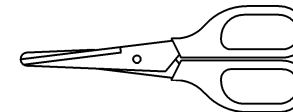
ボックスレンチ (5.5mm)
NUT DRIVER (5.5mm)



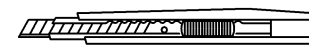
ラジオペンチ
NEEDLE NOSE PLIERS



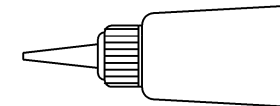
ニッパー
SIDE CUTTER



ハサミ
SCISSORS



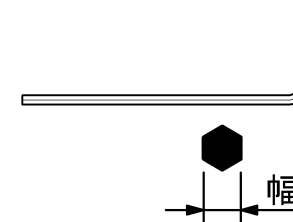
カッター
HOBBY KNIFE



瞬間接着剤
QUICK DRYING GLUE

■ キットに入っている工具 ■

TOOLS (INCLUDED)

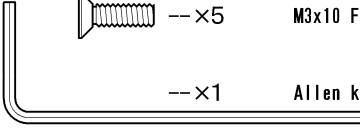


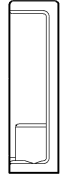
六角レンチ
ALLEN WRENCH
(2.0mm)
(1.5mm)
(1.27mm)

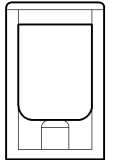
[Bag-1 Contents]

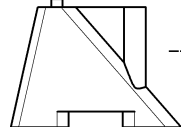
 --×6 M3x8 Flat Head Screw

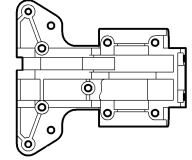
 --×5 M3x10 Flat Head Screw

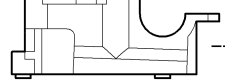
 --×1 Allen key (2.0mm)

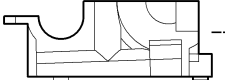
 --×1 Battery Plate Post (A)

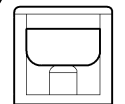
 --×1 Battery Plate Post (BL)

 --×1 Upper Deck Mount

 --×1 Front Bulkhead

 --×1 Rear bulkhead (Left)

 --×1 Rear bulkhead (Right)

 --×1 Battery Plate Post (BS)
If you are using strapping tape to secure your batteries, use the smaller Battery Plate Post (B) instead.

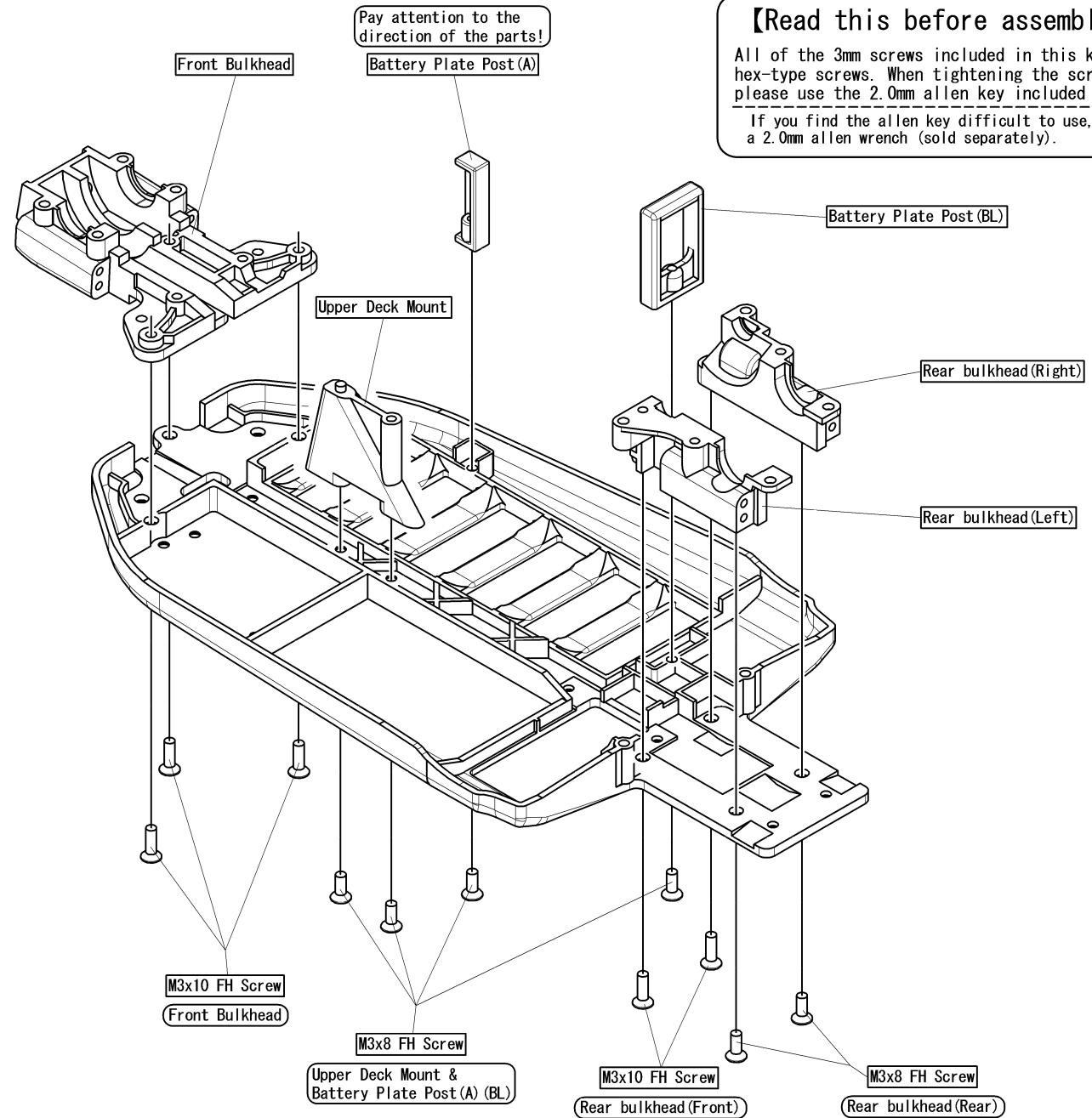
1 Front & Rear Bulkhead, Battery Post Installation

Pay attention to the direction of the parts!

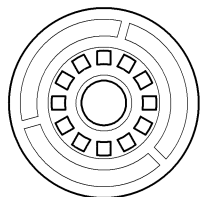
【Read this before assembling!】

All of the 3mm screws included in this kit are hex-type screws. When tightening the screws, please use the 2.0mm allen key included in the kit.

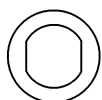
If you find the allen key difficult to use, try using a 2.0mm allen wrench (sold separately).



[Bag-2 Contents]



--x2 33T Diff Pulley



----x4 Diff Rings



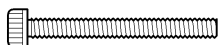
---x24 Diff Balls



----x4 Thrust Washers



----x16 Thrust Balls



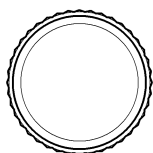
--x2 Cap Screw



----x2 M2.6mm Nylon Nut

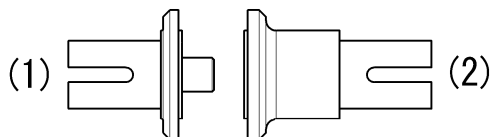


----x2 Diff Spring

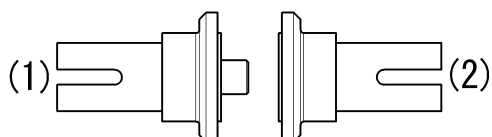


--x1 Diff Lube
(White colored grease)

--x1 Black Grease
(Black colored grease)



--x1 Diff Joint (Front)

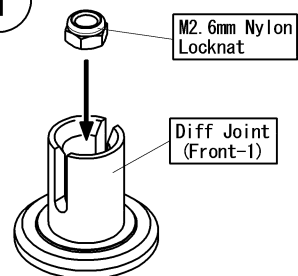


--x1 Diff Joint (Rear)

2 Ball Differential Assembly (Front)

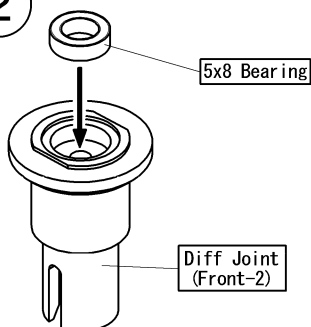
※Carefully read the COUTION note on the next page (Page-5)
before assembling the ball diff.

1



• Press the (M2.6 Nylon Nut) firmly into the hex-shaped hole inside the diff joint.
(When installing the (M2.6 Nylon Nut), make sure that the nylon insert faces outward.)

2



• Make sure that the (5x8 Bearing) is lined up straight before pressing it into the diff joint.

The bearings are included in bag 0 (small bag).



--x4 5x8 Bearing



--x4 10x15 Bearing

1

• When assembling, make sure that the flat, smooth side of the diff pulley faces upwards.

Pay attention to the direction of the pulley!

33T Diff Pulley

2

• Make sure that the polished side of the (Diff Ring) faces the (Diff Balls), and that it fits into the notched area on the diff joint.

Diff Ring

Diff Ring

• Make sure that the polished side of the (Diff Ring) faces the (Diff Balls), and that it fits into the notched area on the diff joint.

4

• Please read the instructions on the following page on how to properly adjust the differential.

3

12 pieces used

Diff Balls

Clear Grease

Diff Lube



5x8 Bearing

33T Diff Pulley

• Make sure that the (5x8 Bearing) is straight before pressing it into the diff joint.
• Apply a generous amount of (Stealth Lube) to the (Diff Balls).

4

Black Grease

Diff Spring

Thrust Washers

Thrust Balls

8 pieces used

Cap Screw

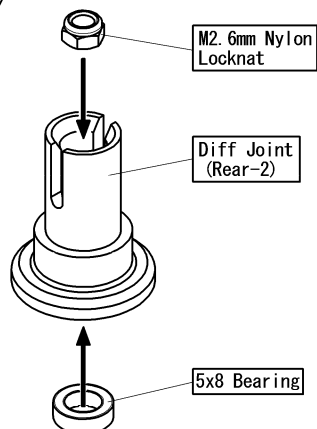
Allen key (2.0mm)

• Follow the steps in the diagram closely when assembling.
• Make sure to apply (Black Grease) to the (Thrust Balls).

2 Ball Differential Assembly(Rear)

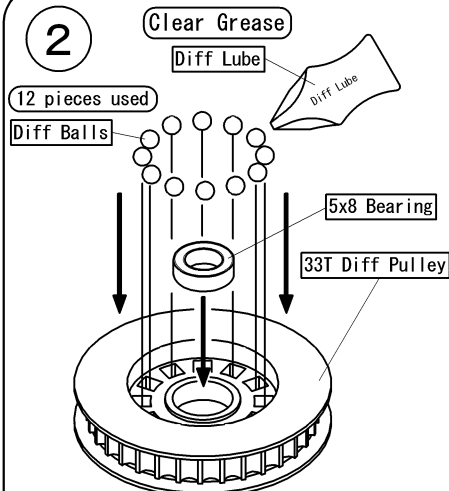
※Carefully read this section before assembling the ball differential.

1



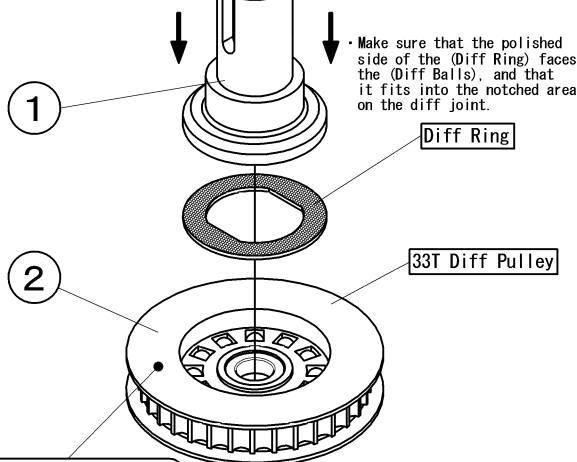
- Press the (M2.6 Nylon Nut) firmly into the hex-shaped hole inside the diff joint. (When installing the (M2.6 Nylon Nut), make sure that the nylon insert faces outward.)
- Make sure that the (5x8 Bearing) is lined up straight before pressing it into the diff joint.

2



- Make sure that the (5x8 Bearing) is straight before pressing it into the diff joint.
- Apply a generous amount of (Stealth Lube) to the (Diff Balls).

1



Pay attention to the direction of the pulley!

- When assembling, make sure that the flat, smooth side of the diff pulley faces upwards.

- Make sure that the polished side of the (Diff Ring) faces the (Diff Balls), and that it fits into the notched area on the diff joint.

Diff Ring

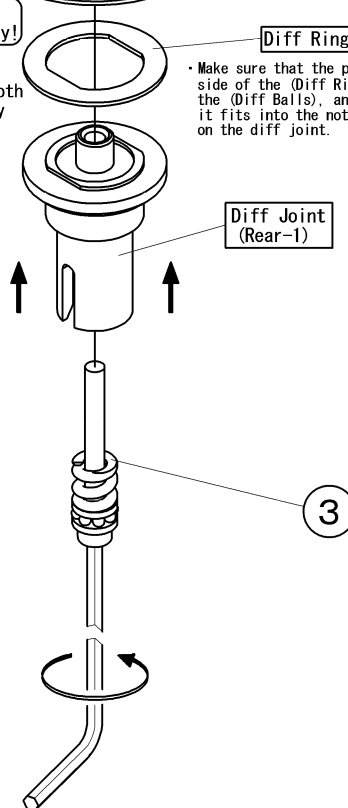
33T Diff Pulley

Diff Ring

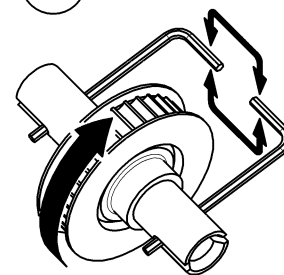
- Make sure that the polished side of the (Diff Ring) faces the (Diff Balls), and that it fits into the notched area on the diff joint.

Diff Joint (Rear-1)

3

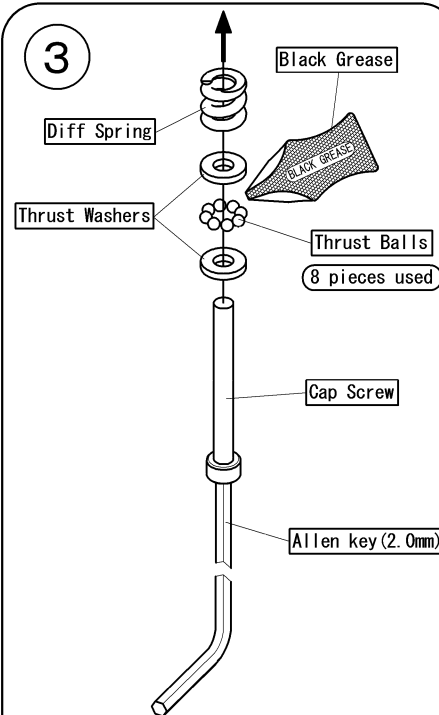


A



- Hold the wrenches tightly and spin the pulley.

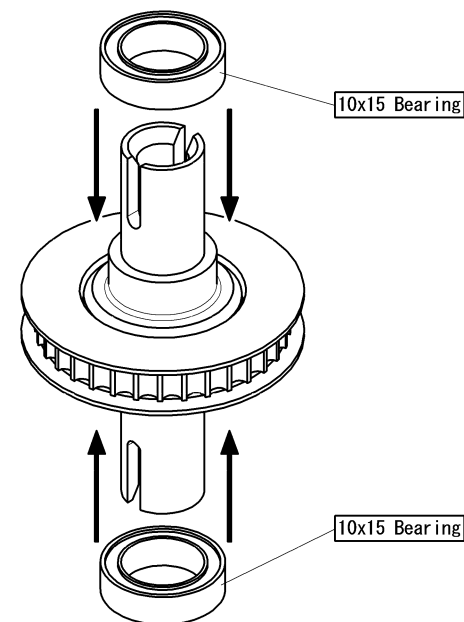
3



- Follow the steps in the diagram closely when assembling.
- Make sure to apply (Black Grease) to the (Thrust Balls).

Caution! ① The (Diff Rings) and (Diff Balls) are coated with a special oil to prevent rust from forming during shipment. If the diffs are built without cleaning the oil off the diff rings, the oil may cause the diffs to slip. Clean the (Diff Rings) and (Diff Balls) with a motor spray cleaner before assembling the diffs. This will help the diffs operate much more smoothly and consistently.

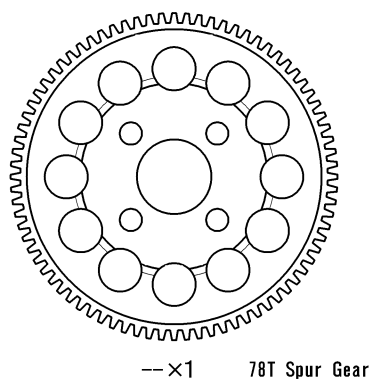
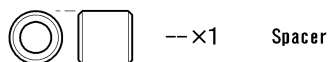
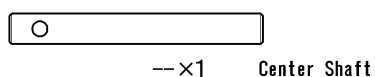
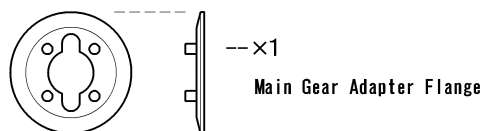
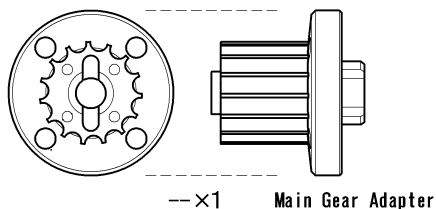
- Assemble the diff so that the unpolished side of the (Diff Ring) locks onto the notched area of the diff joints.
- Make sure to lubricate the (Diff Balls) with (Diff lube) and the (Thrust Balls) with (Black grease).
- Slide two allen keys into the slots of the diff joints as shown in diagram A. To check the tightness of the diff, hold the two wrenches tightly and spin the pulley forward. If the pulley spins, tighten the diff with the diff adjustment screw. But be careful not to overtighten the screw, causing the diff action to become heavy or notchy. If the differentials seem to slip while running the car, tighten the adjustment screw in small increments until it no longer slips.



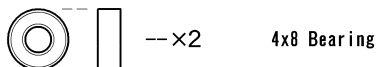
- Securely attach one (10x15 Bearing) to each side of the assembled diff.

[Bag-3 Contents]

 --×4 M3x7.2 Button Head Screw



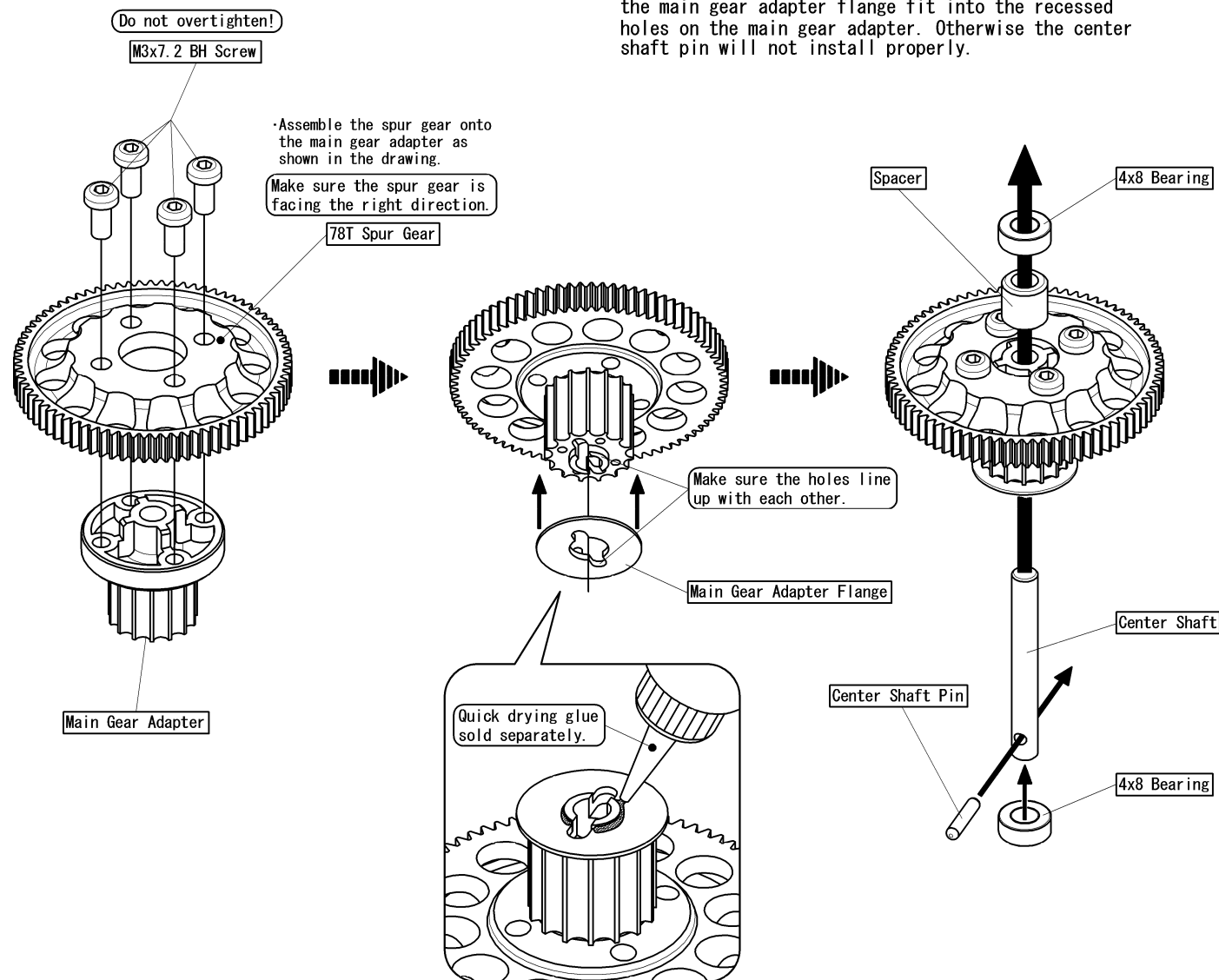
The bearings are included in bag 0 (small bag).



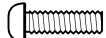
3 Center Shaft Assembly

Caution! ① When tightening the M3x7.2 screw into the main gear adapter, Please be careful not to overtighten them.

② When attaching the main gear adapter flange to the main gear adapter, make sure that the four pins on the main gear adapter flange fit into the recessed holes on the main gear adapter. Otherwise the center shaft pin will not install properly.

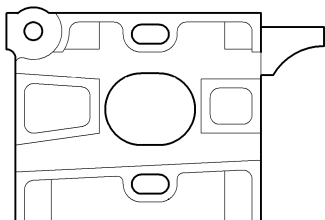


[Bag-4 Contents]

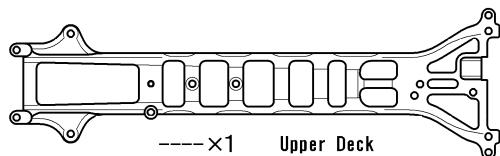
 ----×1 M3x10 Button Head Screw

 ----×2 M3x8 Flat Head Screw

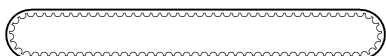
 ----×1 Tensioner Collar



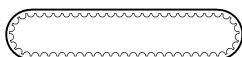
----×1 Motor Mount



----×1 Upper Deck



----×1 Front Drive Belt



----×1 Rear Drive Belt

•Double-sided tape and antenna pipe are included in bag 4-2.

※Use on (Page-28).

4 Center Shaft & Differential Installation

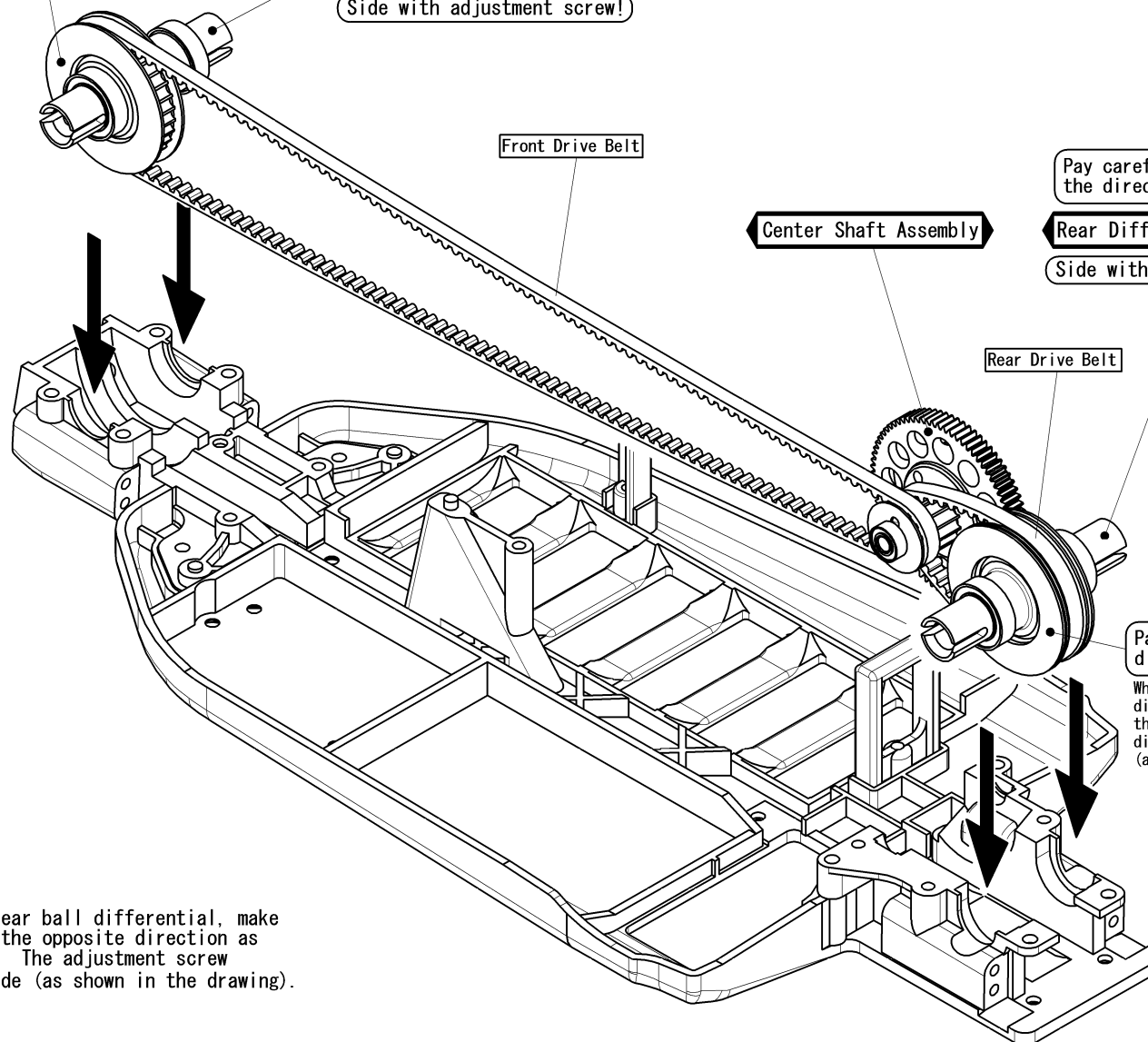
When installing the front ball differential, make sure that the flat, smooth side of the diff pulley is facing right (as shown in the drawing).

Pay attention to the direction of the pulley!

Pay careful attention to the direction of the parts.

Front Differential Assembly

Side with adjustment screw!



Front Drive Belt

Center Shaft Assembly

Pay careful attention to the direction of the parts.

Rear Differential Assembly

Side with adjustment screw!

Rear Drive Belt

Pay attention to the direction of the pulley!

When installing the rear ball differential, make sure that the flat, smooth side of the diff pulley is facing right (as shown in the drawing).

Caution!— When installing the front & rear ball differential, make sure that it is installed in the opposite direction as indicated in the main manual. The adjustment screw should be on the left-hand side (as shown in the drawing).

4x8 Bushing

Belt Tensioner Installation

Motor Mount

M3x10 Button Head Screw

4x8 Bushing

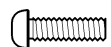
Tensioner Collar

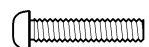
M3x8 FH Screw

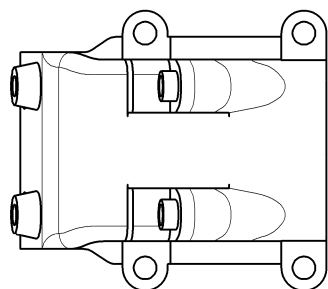
(Completed motor mount installation)

[Bag-5 Contents]

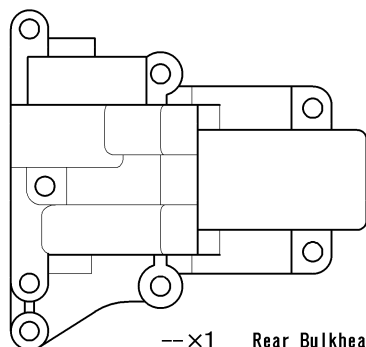
 ---×1 M3x8 Button Head Screw

 ---×2 M3x10 Button Head Screw

 ---×2 M3x15 Button Head Screw



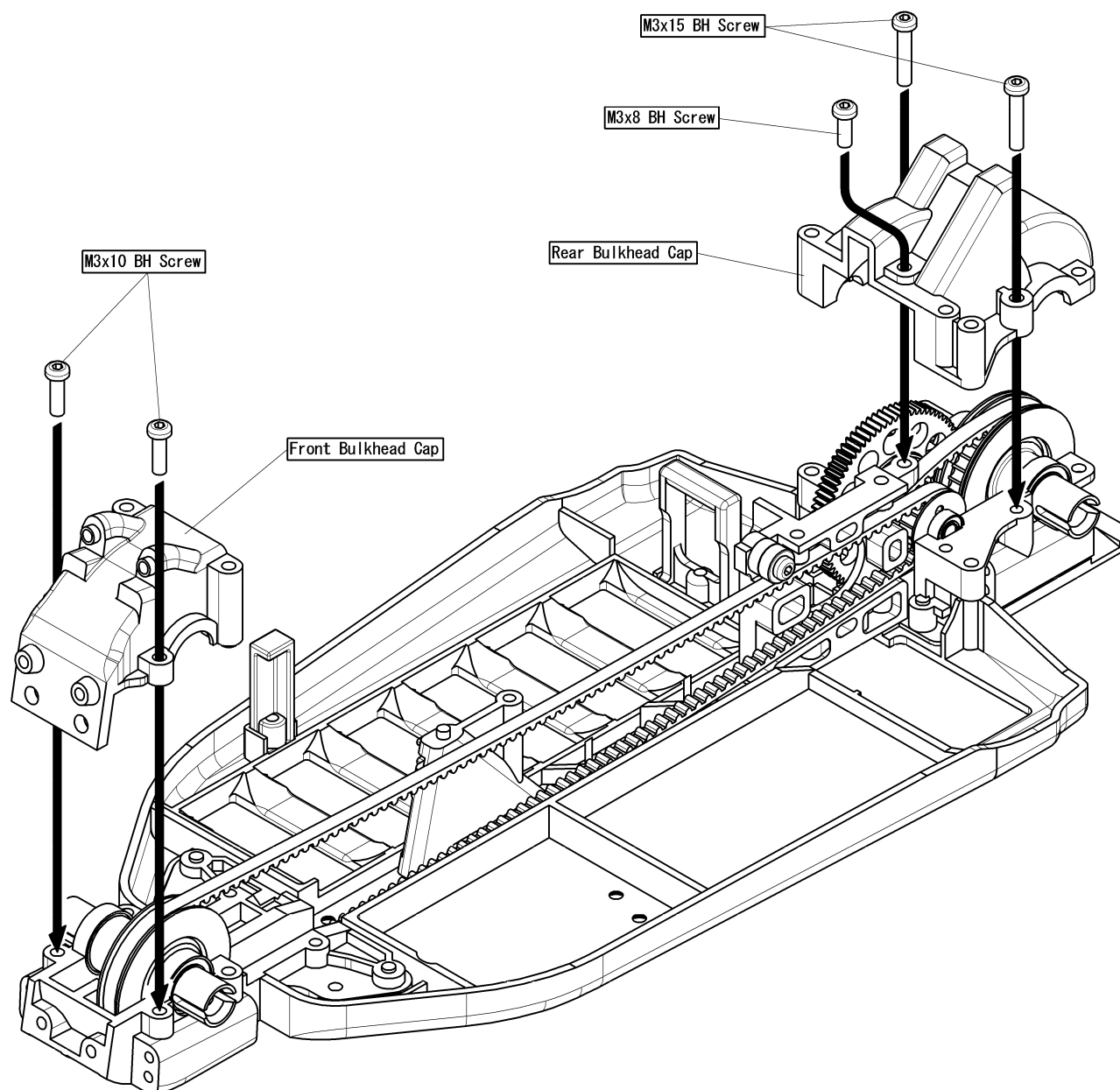
---×1 Front Bulkhead Cap



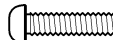
---×1 Rear Bulkhead Cap

Attach the bulkhead caps as shown, and secure them using the specified screws.

6 Front & Rear Bulkhead Cap Installation



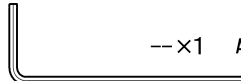
[Bag-6 Contents]

 ----×2 M3x12 Button Head Screw

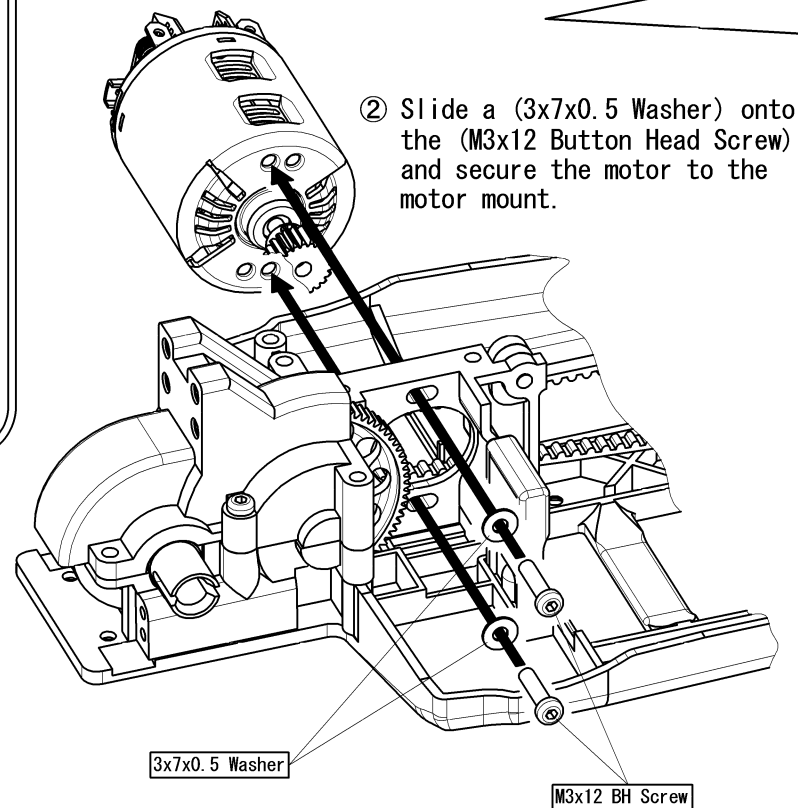
 ----×2 3x7x0.5 Washer

 ----×1 22T Pinion Gear

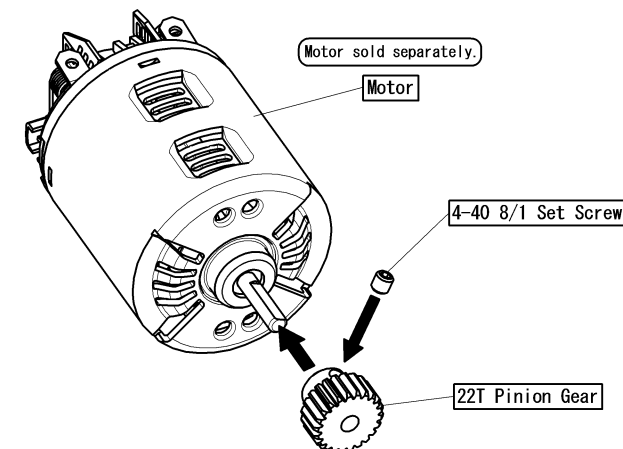
 ----×1 4-40 1/8 Set Screw

 --×1 Allen key (1.27mm)

7 Motor & Pinion Gear Installation

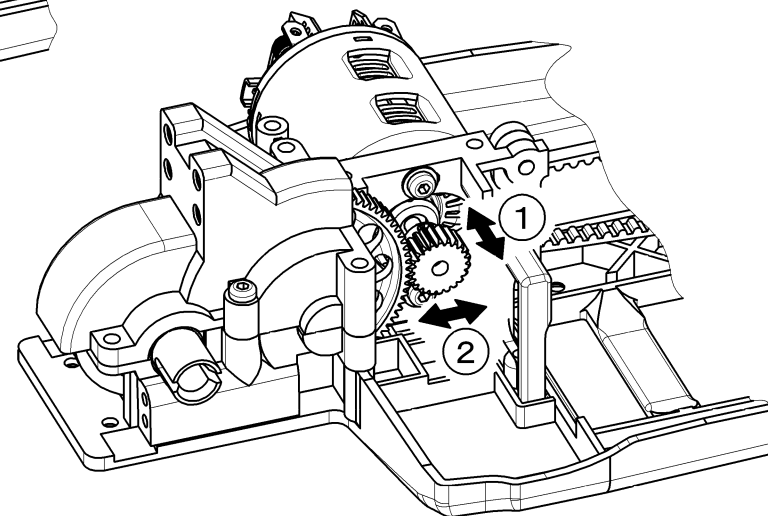


- ① Screw the (4-40 1/8 Set Screw) into the (22T Pinion) and slide it onto the motor shaft. Line the set screw on the pinion with the flat sided area on the motor shaft and lightly tighten the set screw.



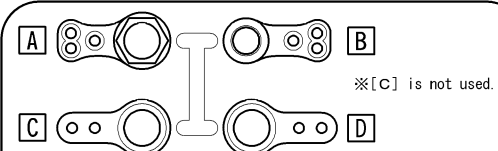
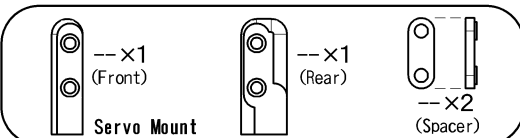
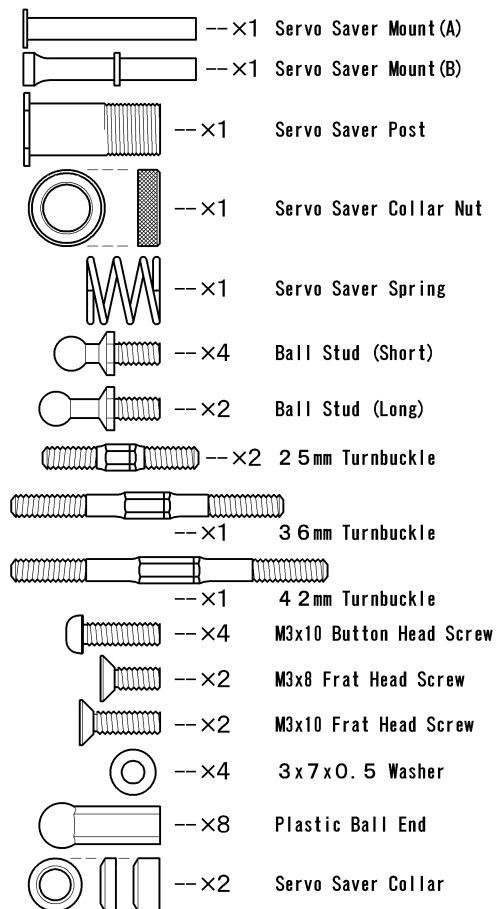
Caution! ① A motor is not included in this kit. Please purchase separately.

- ② When installing the pinion gear, make sure that the set screw is lined up with the flat spotted area on the motor shaft. Tighten the set screw to secure the pinion.
- ③ Adjust the gear mesh so that there is a small amount of play between the gear teeth. (Gear noise and wear may result from improper gear mesh settings.)
- ④ Constantly running the motor will cause excess stress on the motor, resulting in shorter motor life. Make sure to allow the motor to cool down between each run.



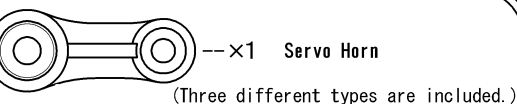
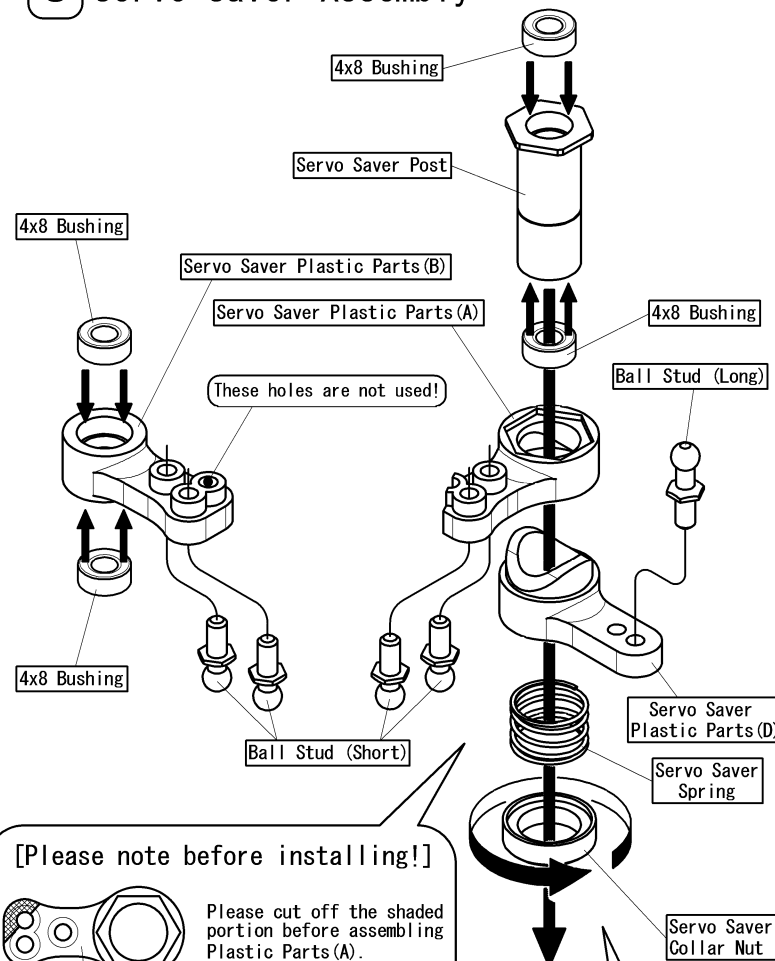
- ③ Adjust the pinion so that it lines up with the spur gear and tighten the set screw to secure the pinion. Adjust the motor position so that the gears mesh correctly and tighten the two button head screws to secure the motor.

[Bag-8 Contents]



- A --×1 Servo Saver Plastic Parts (A)
- B --×1 Servo Saver Plastic Parts (B)
- D --×1 Servo Saver Plastic Parts (D)

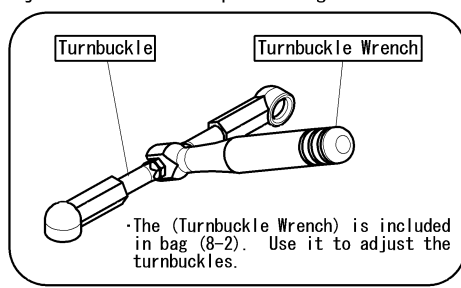
8 Servo Saver Assembly



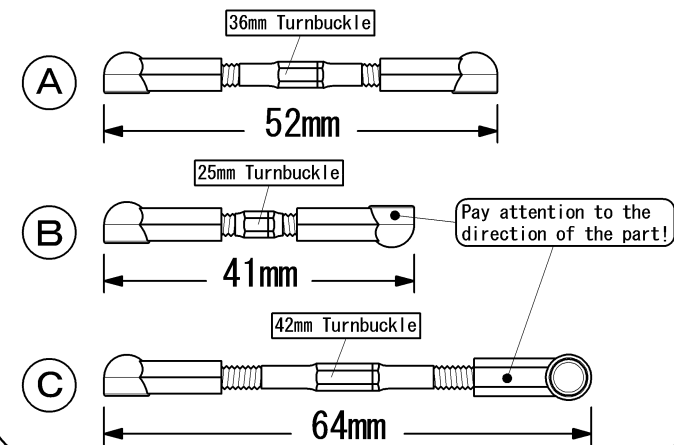
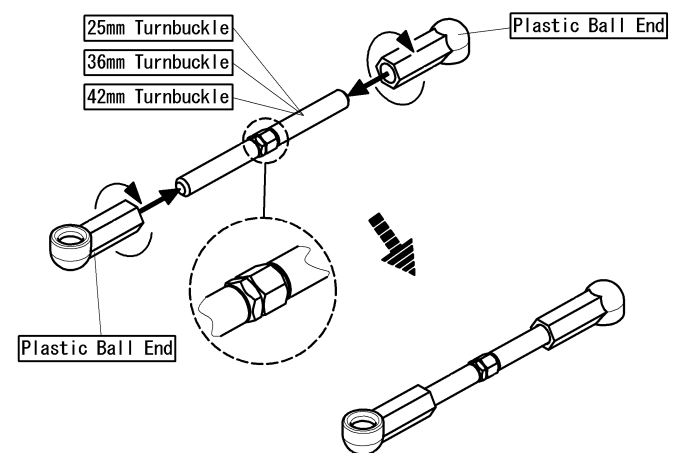
The bearings are included in bag 0 (small bag).

Tie-Rod Assembly

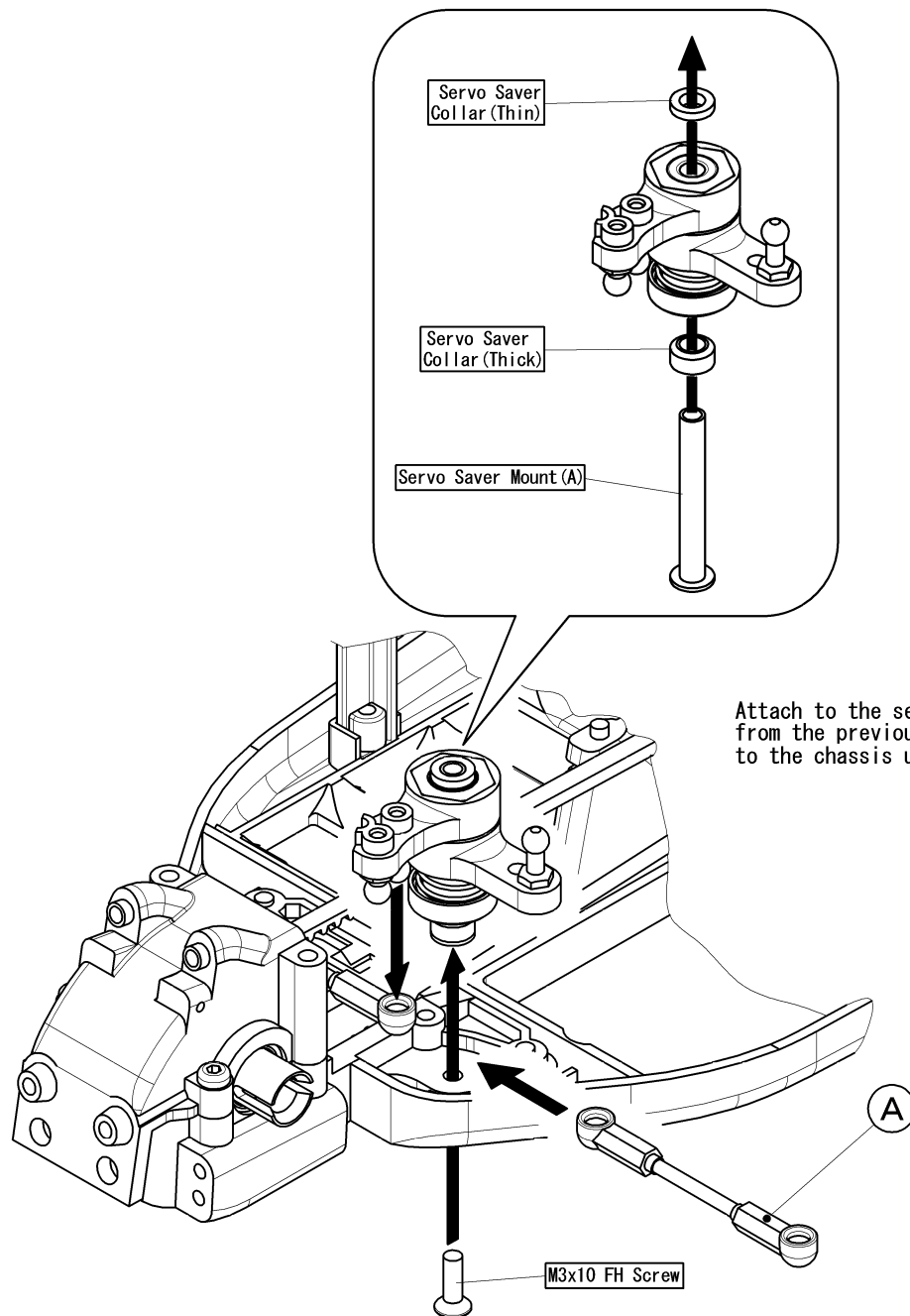
Attach a (Plastic Ball End) to each end of the turnbuckle and adjust them to the required lengths.



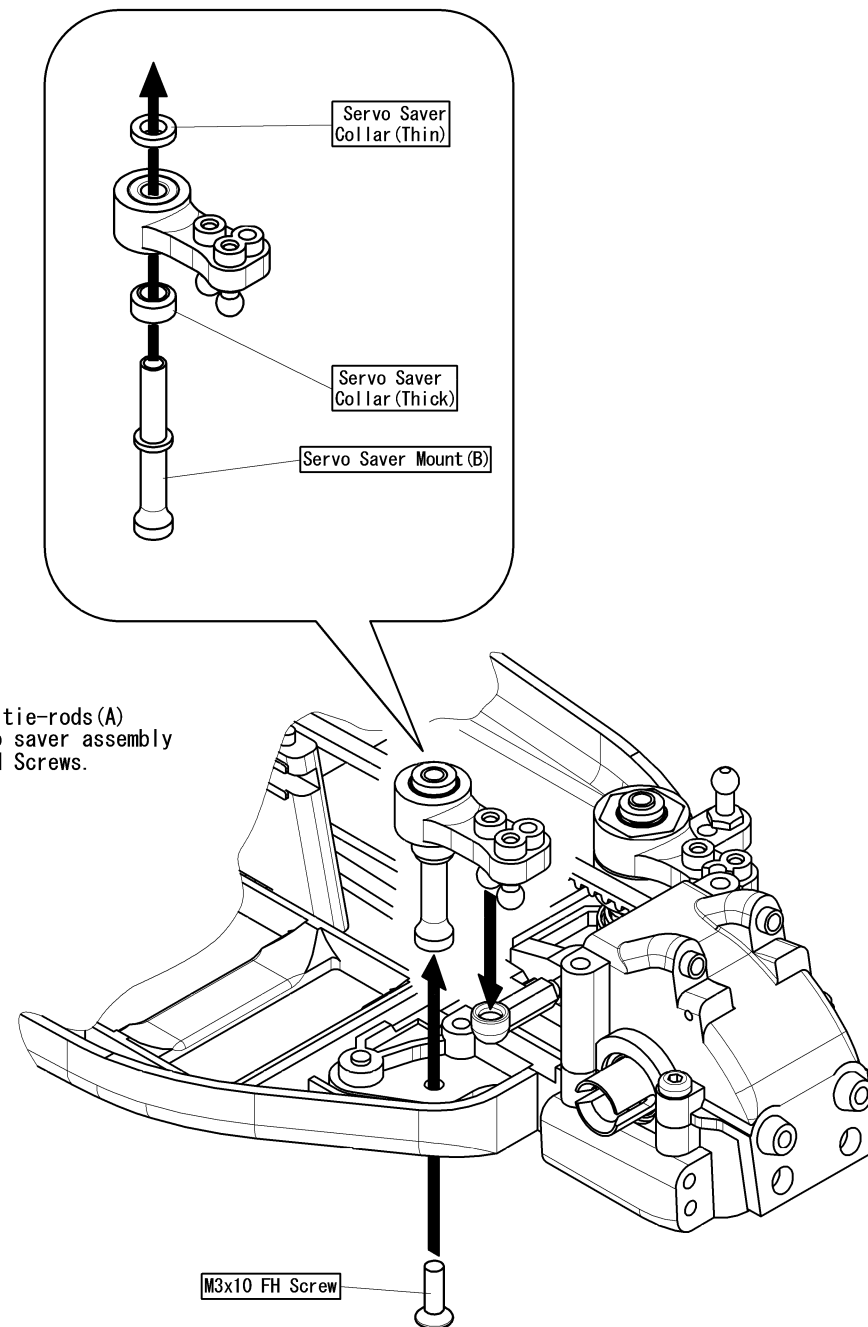
One side of the turnbuckle is reverse threaded.



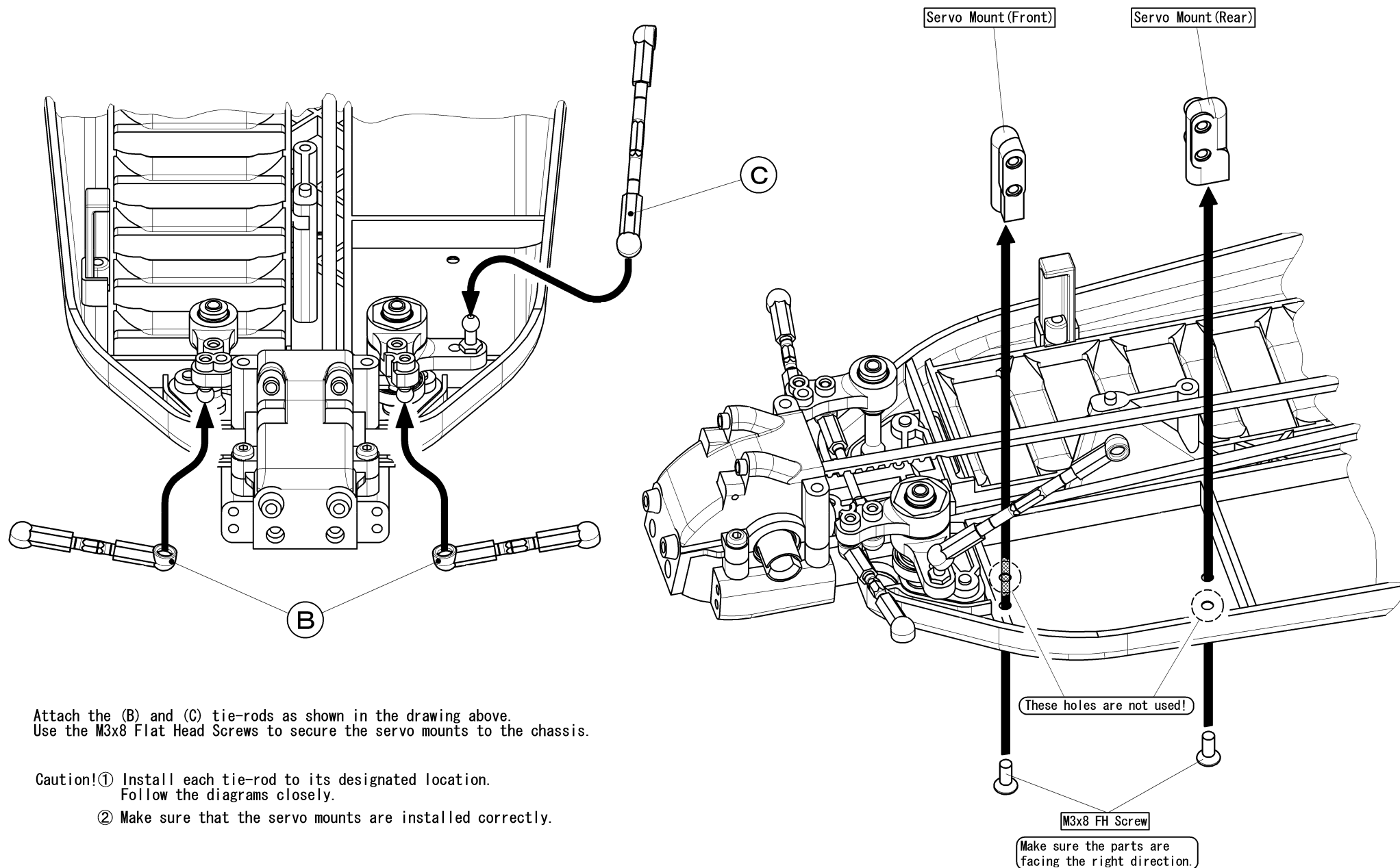
9 Servo Saver Installation



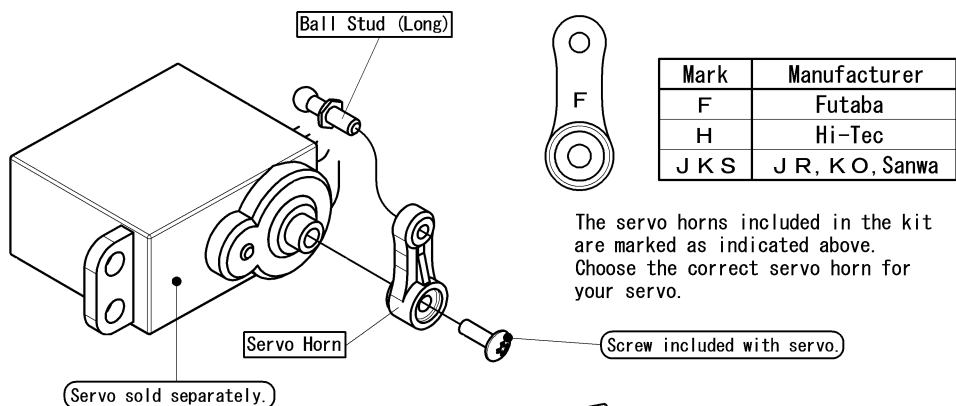
Attach to the servo saver the assembled tie-rods (A) from the previous page. Secure the servo saver assembly to the chassis using the M3x10 Flat Head Screws.



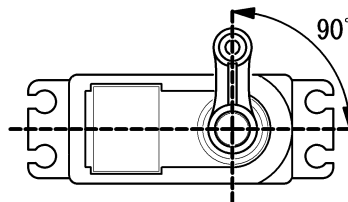
10 Steering Tie-Rod & Servo Mount Installation



11 Servo Installation

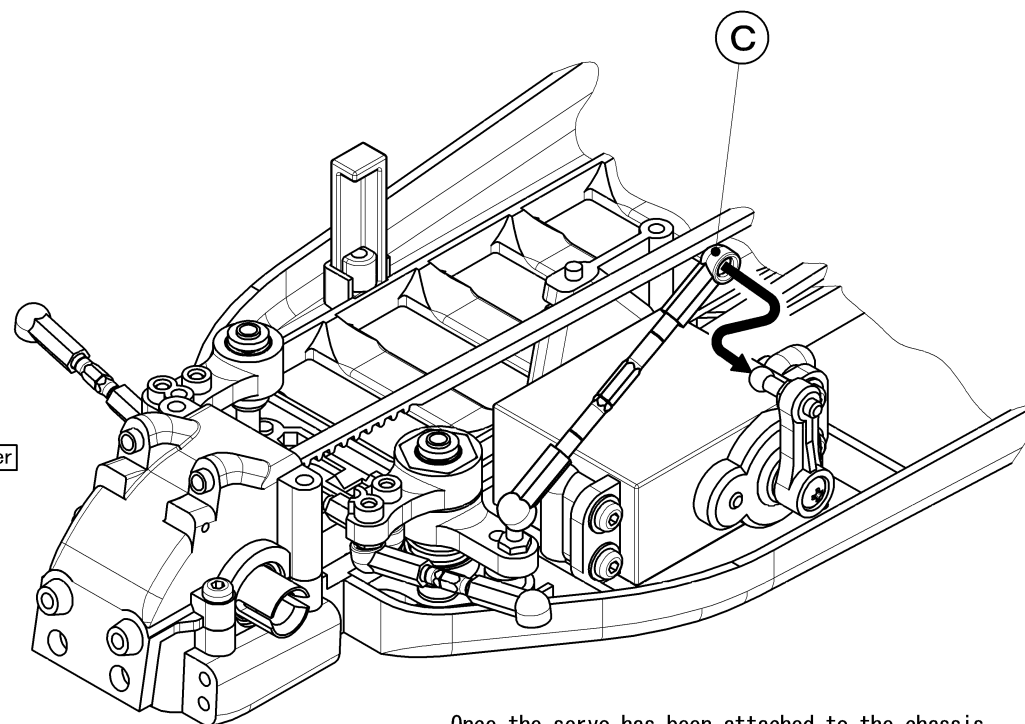
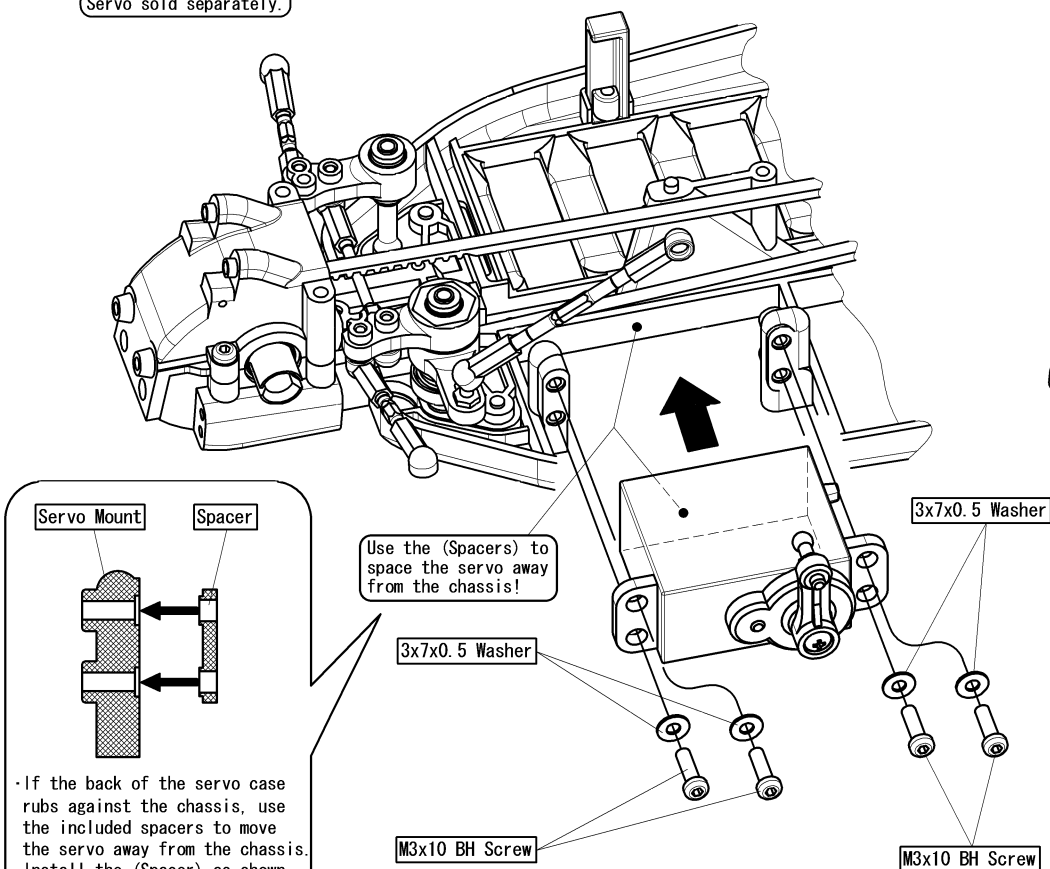


Make sure that the servo is centered before attaching the servo horn. Attach the servo as shown below.



Caution! ① Make sure to center the servo before attaching the (Servo Horn). (For further instructions on centering the servo, please refer to your transmitter radio instruction manual.)

② There are three types of (Servo Horns) to fit the most common servo types. Use the horn that works best with your servo. (Using a servo horn that does not fit your servo properly may cause damage to the servo.)



Once the servo has been attached to the chassis, connect the (C) tie-rod to the (Long Ball Stud) on the servo horn.

[Bag-9 Contents]

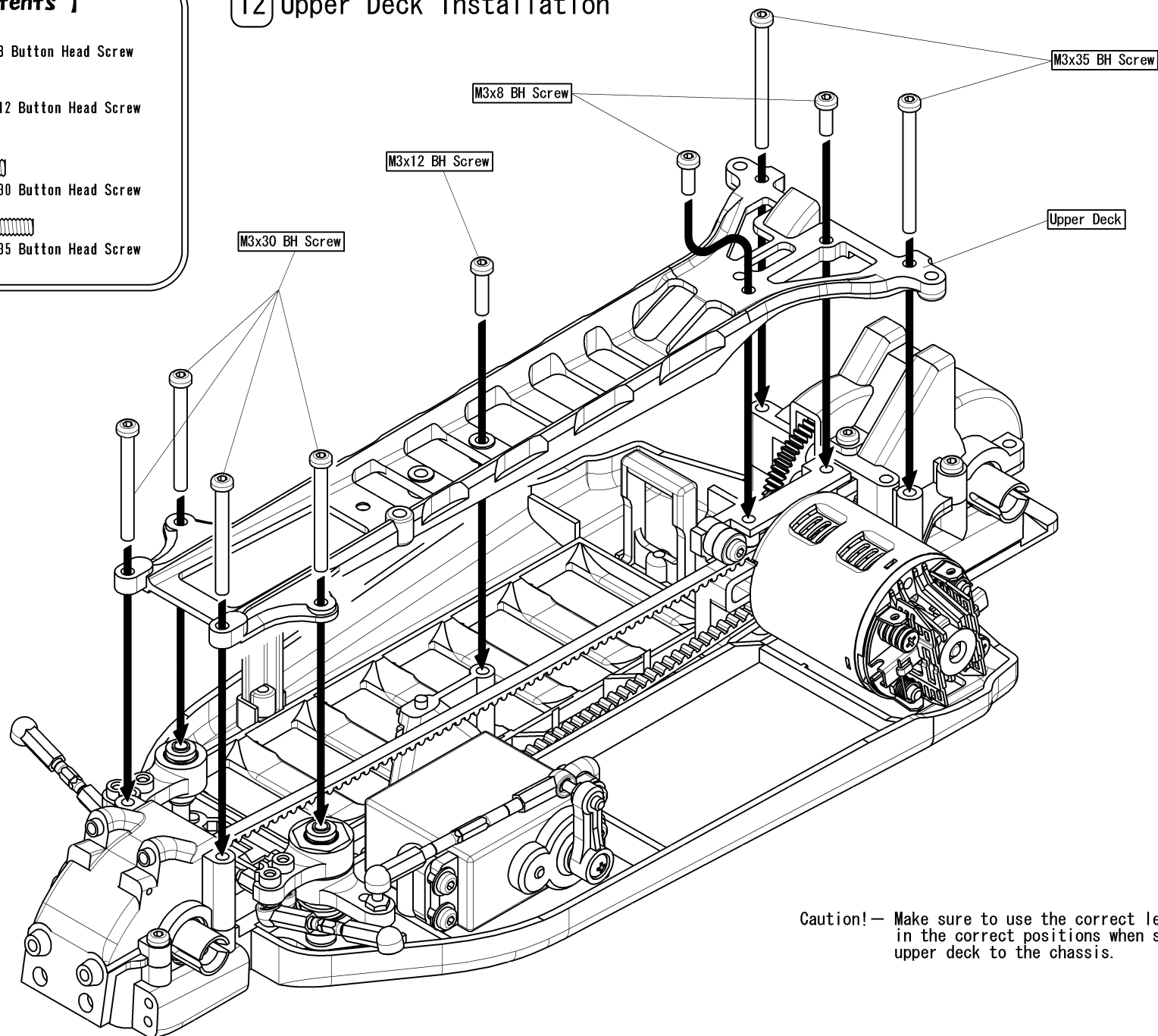
 ---×2 M3x8 Button Head Screw

 --×1 M3x12 Button Head Screw

 --×4 M3x30 Button Head Screw

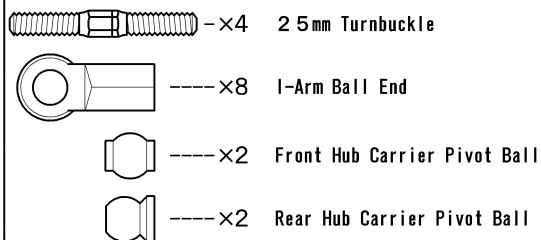
 --×2 M3x35 Button Head Screw

12 Upper Deck Installation

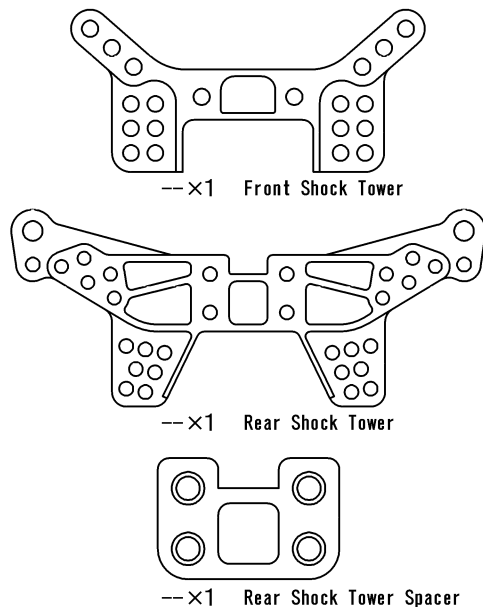
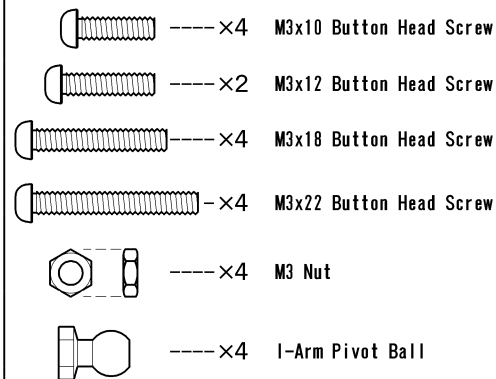


Caution!— Make sure to use the correct length screws in the correct positions when securing the upper deck to the chassis.

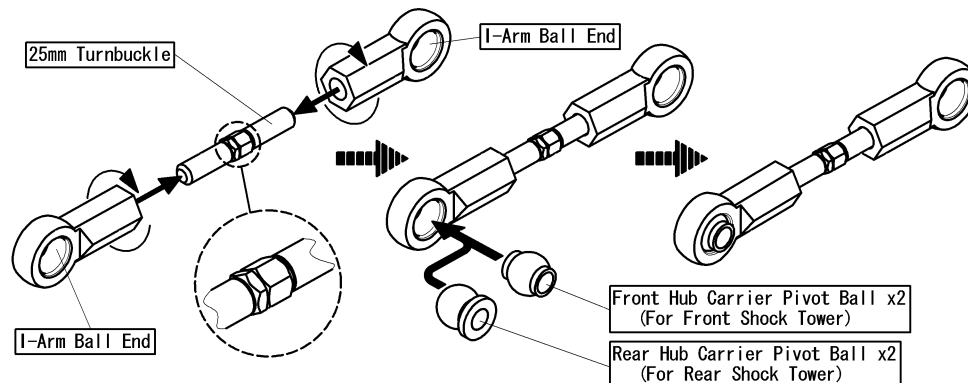
[Bag-10 Contents]



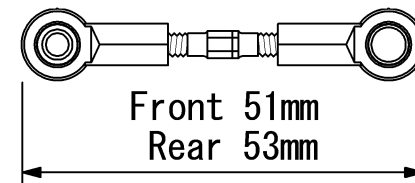
[Bag-11 Contents]



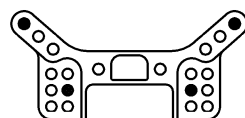
13 Front & Rear Upper I-Arm Assembly



Attach I-Arm ball ends to each end of the turnbuckles, and adjust them to the length shown below.



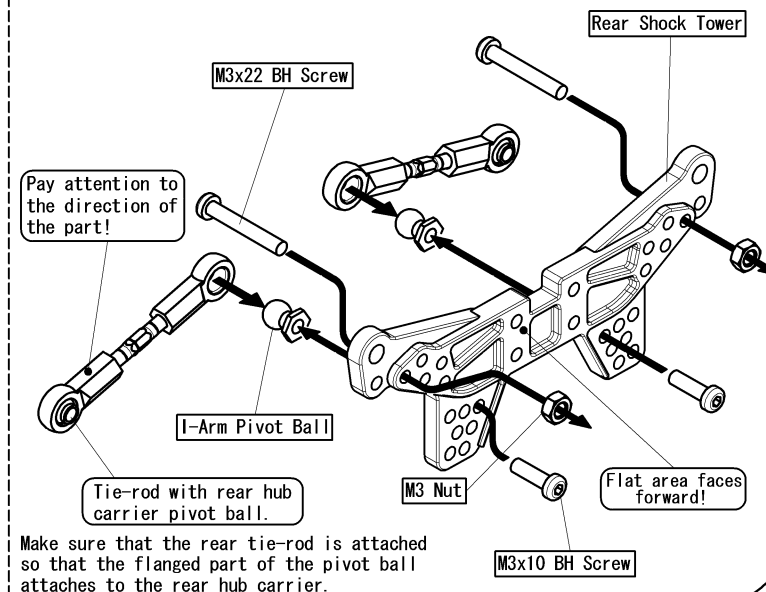
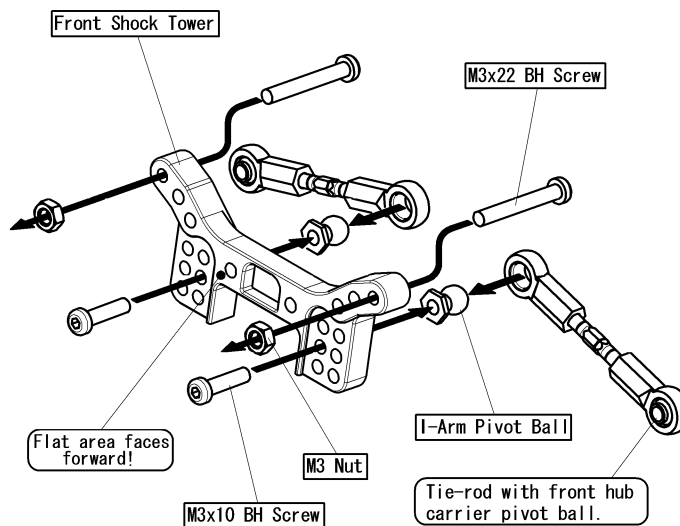
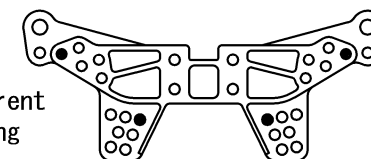
Installation onto front shock tower



Use the ● marked holes.

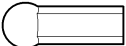
The front and rear shock towers have different front/back shapes. Please follow the drawing closely when assembling.

Installation onto rear shock tower



[Bag-11 Contents]

 ×2 25mm Turnbuckle

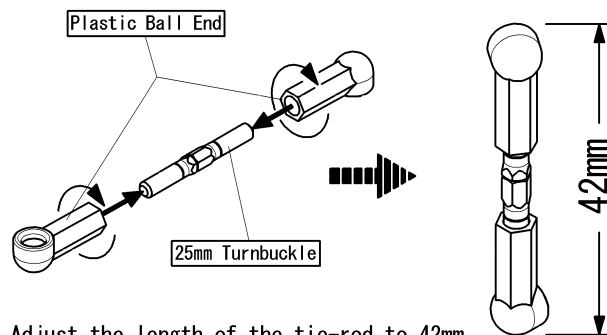
 --- ×4 Plastic Ball End

 --- ×2 Anti-Roll Bar Ball

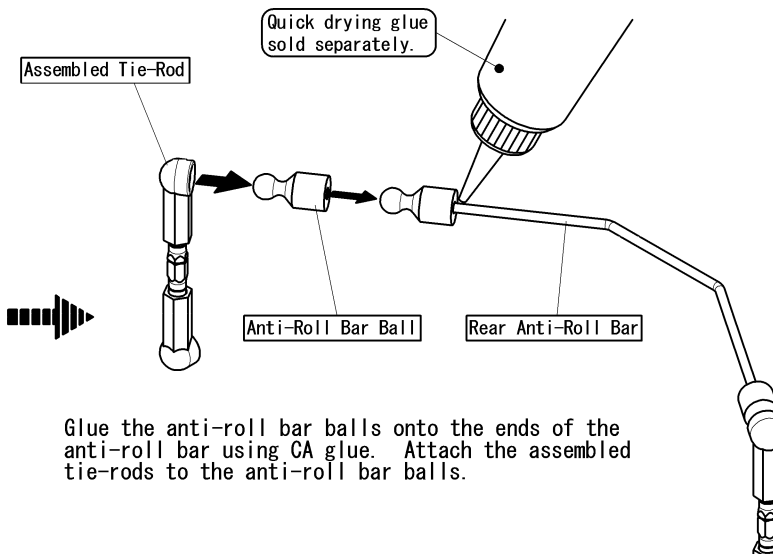
 --- ×1 Rear Anti-Roll Bar

14 Front & Rear Shock Tower Installation

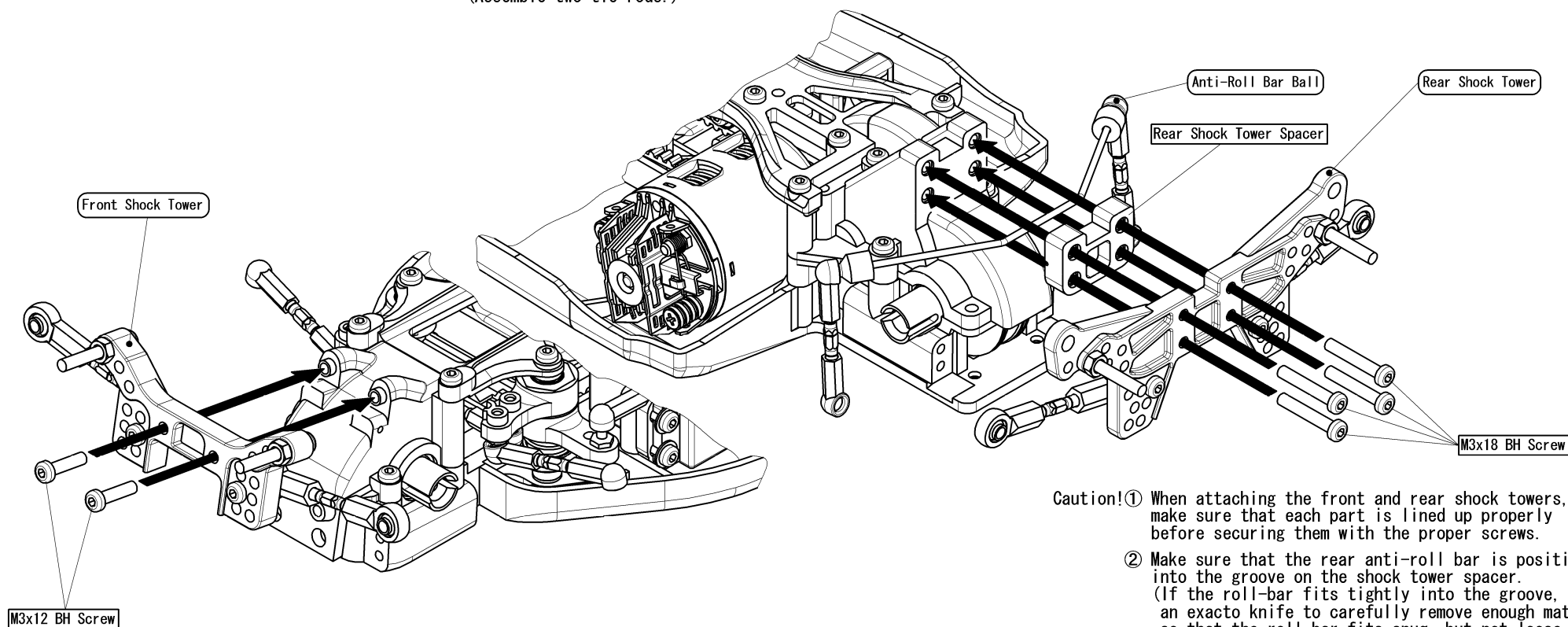
Rear Anti-Roll Bar Assembly



Adjust the length of the tie-rod to 42mm.
(Assemble two tie-rods.)



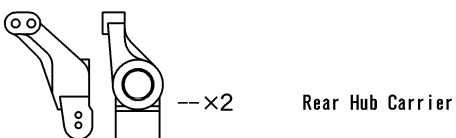
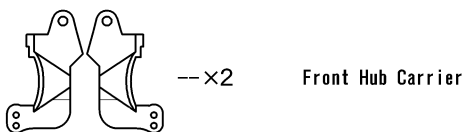
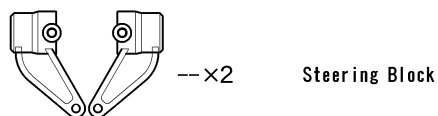
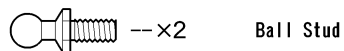
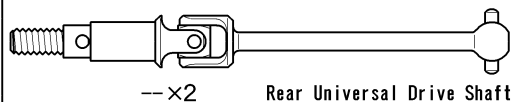
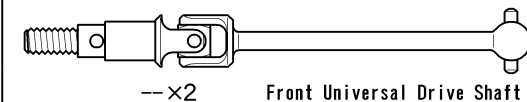
Glue the anti-roll bar balls onto the ends of the anti-roll bar using CA glue. Attach the assembled tie-rods to the anti-roll bar balls.



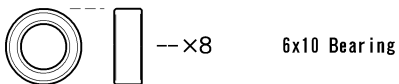
Caution! ① When attaching the front and rear shock towers, make sure that each part is lined up properly before securing them with the proper screws.

② Make sure that the rear anti-roll bar is positioned into the groove on the shock tower spacer. (If the roll-bar fits tightly into the groove, use an exacto knife to carefully remove enough material so that the roll bar fits snug, but not loose. Adjust the size of the groove so that the roll-bar moves freely, but not loose.)

[Bag-12 Contents]

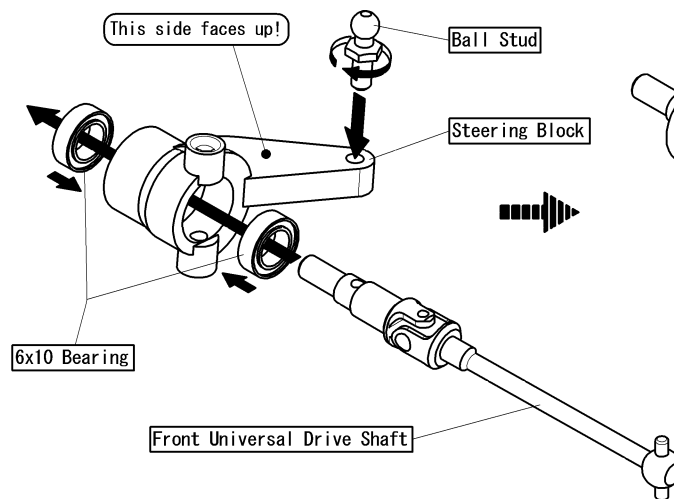


The bearings are included in bag 0 (small bag).

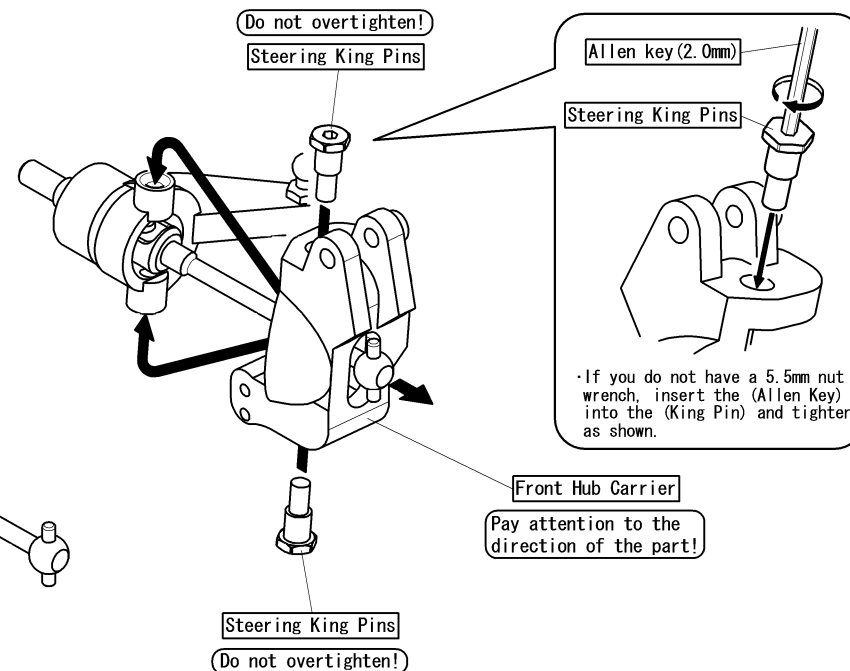
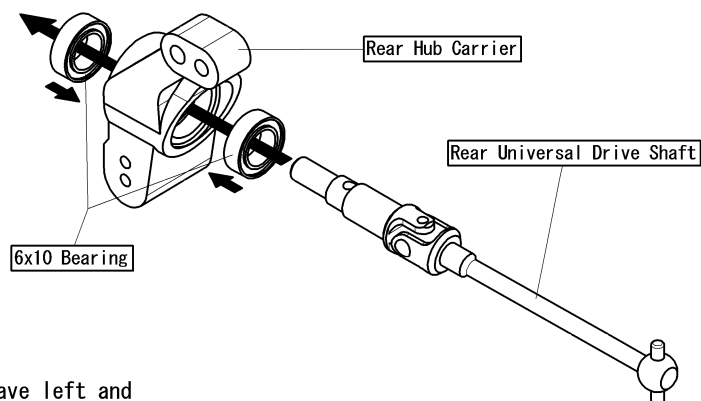


15 Front & Rear Hub Carrier Assembly

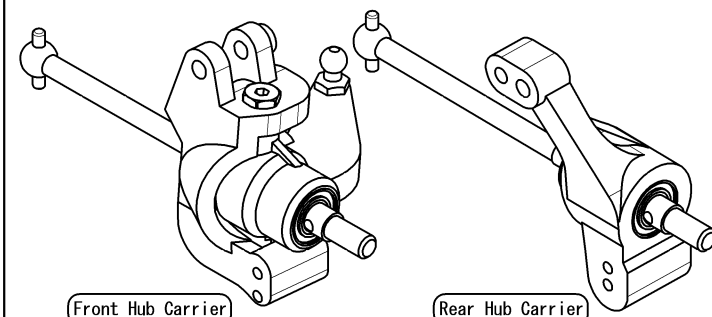
Front Hub Carrier Assembly



Rear Hub Carrier Assembly

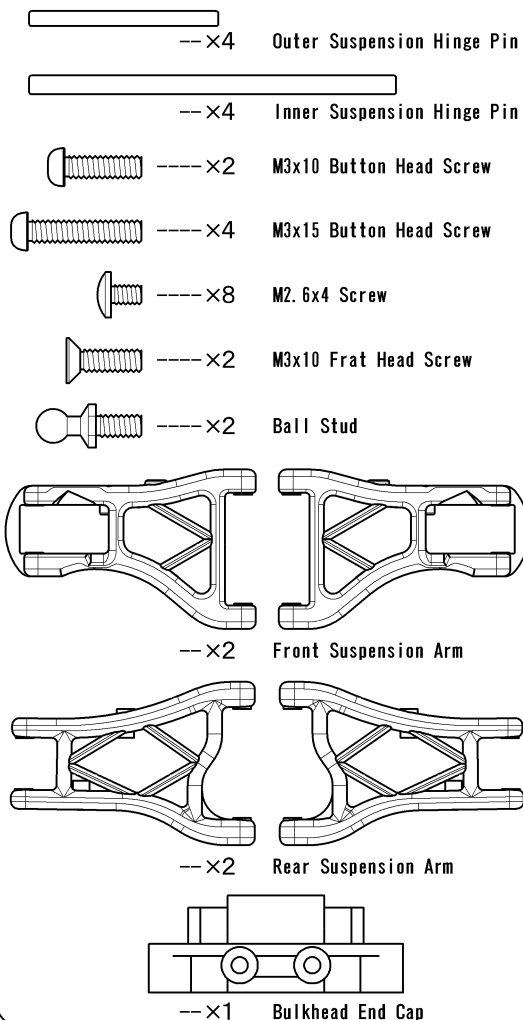


【 Build the opposite side in the same fashion. 】



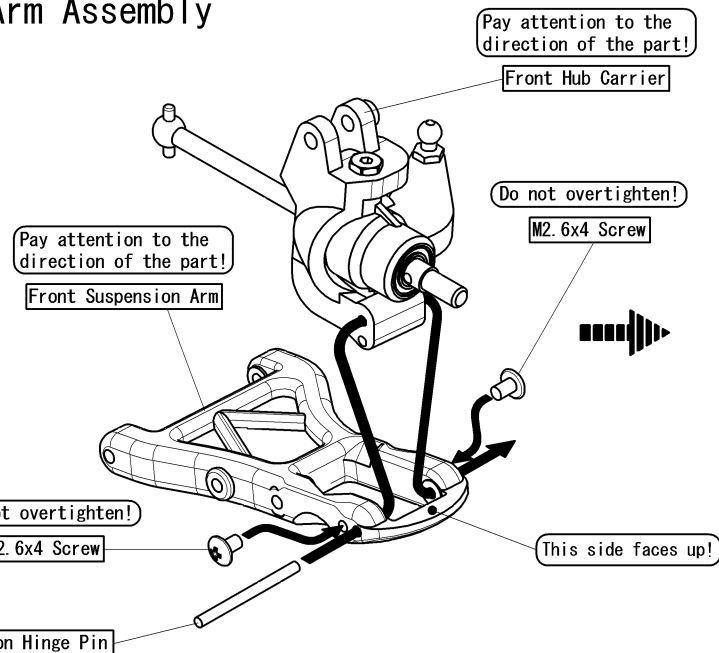
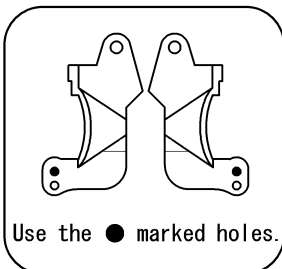
Caution!— The (Steering Blocks) and (Hub Carriers) have left and right-hand sides. Installing these parts incorrectly will prevent the car from steering properly. Please pay careful attention when building this section.

[Bag-13 Contents]



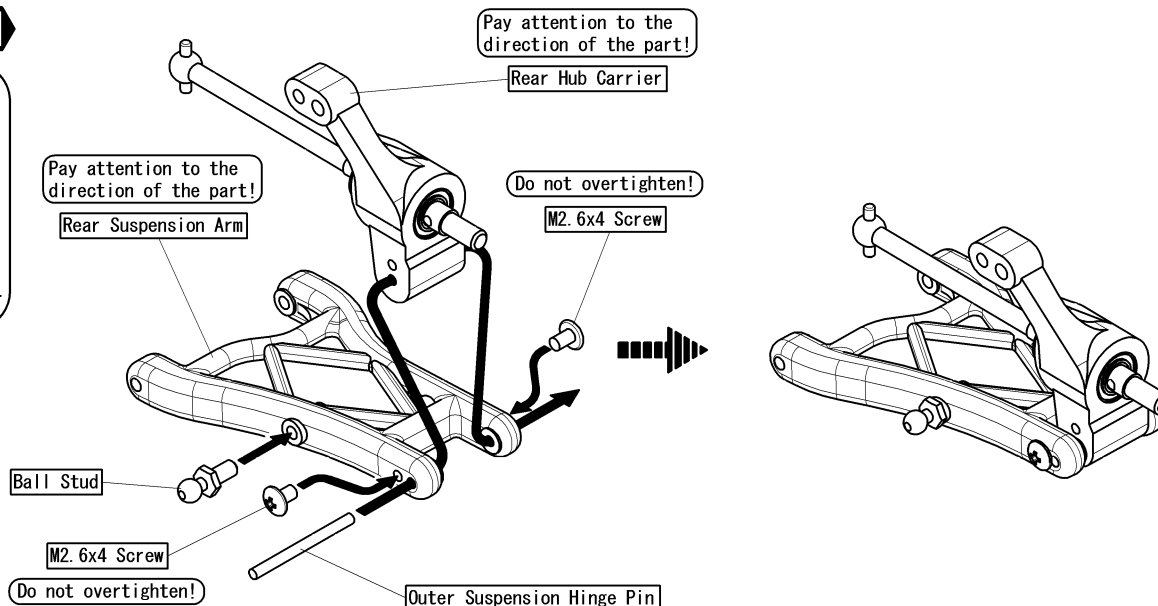
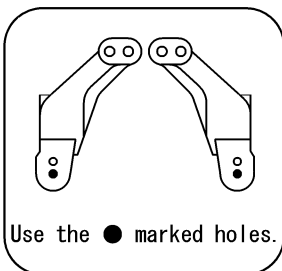
16 Suspension Arm Assembly

Front Suspension Arms



【 Build the opposite side in the same fashion. 】

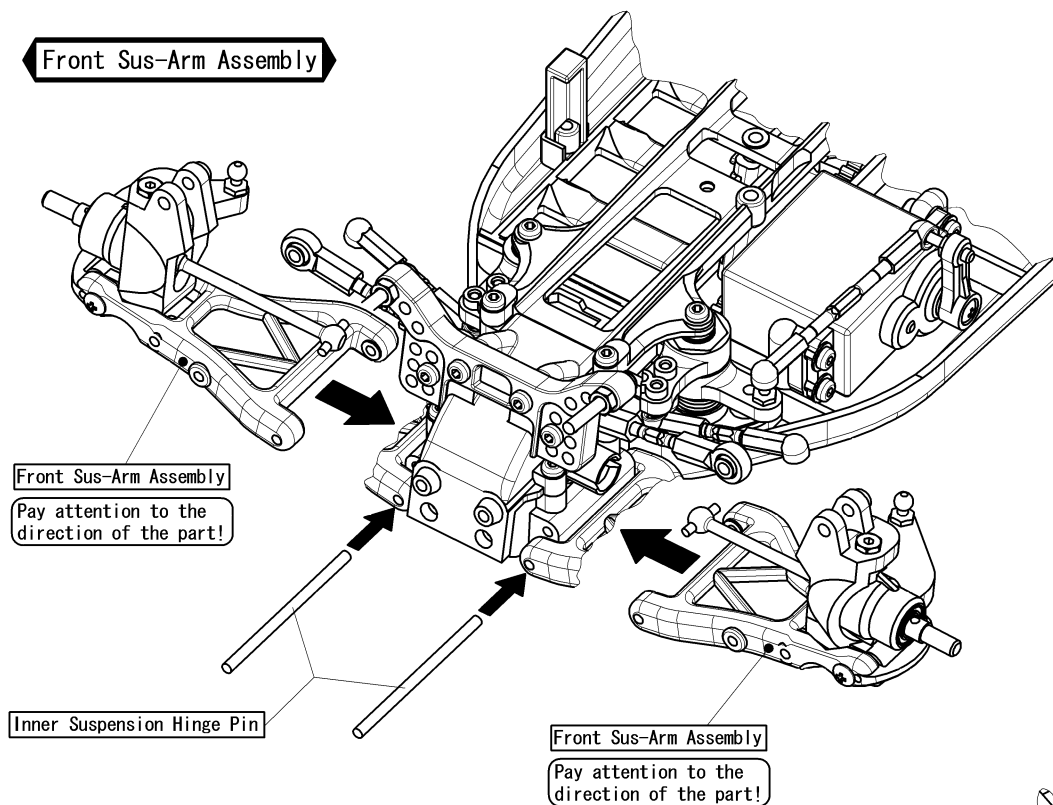
Rear Suspension Arms



- Caution! ① Attach the (M2.6x4 Screws) to the (Front Suspension Arms) using a standard screw driver. Using an electric screw driver may strip out the screw holes.
- ② Once the (M2.6x4 Screw) has been tighten all the way, back of the screw about 1/4 turn to prevent the suspension parts from binding. (Overtightening may cause the suspension to bind.)
- ③ Make sure to install the (Front Suspension Arms) and (Rear Suspension Arms) in the correct locations when assembling. Refer to the drawings if necessary.

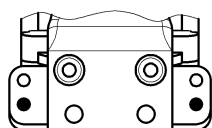
17 Front & Rear Suspension Arm Assembly Installation

Front Sus-Arm Assembly



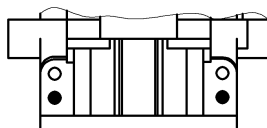
[Use the ● marked holes.]

Front Bulkhead



Use the lower holes

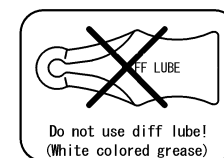
Rear Bulkhead



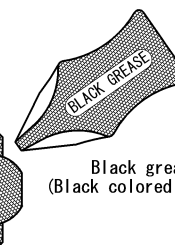
Use the lower holes

- Caution! ① Make sure to apply (Black Grease) to the universal driveshaft pins.
- ② Follow the drawings closely when attaching the front and rear suspension arm assemblies.

[Read before installing!]



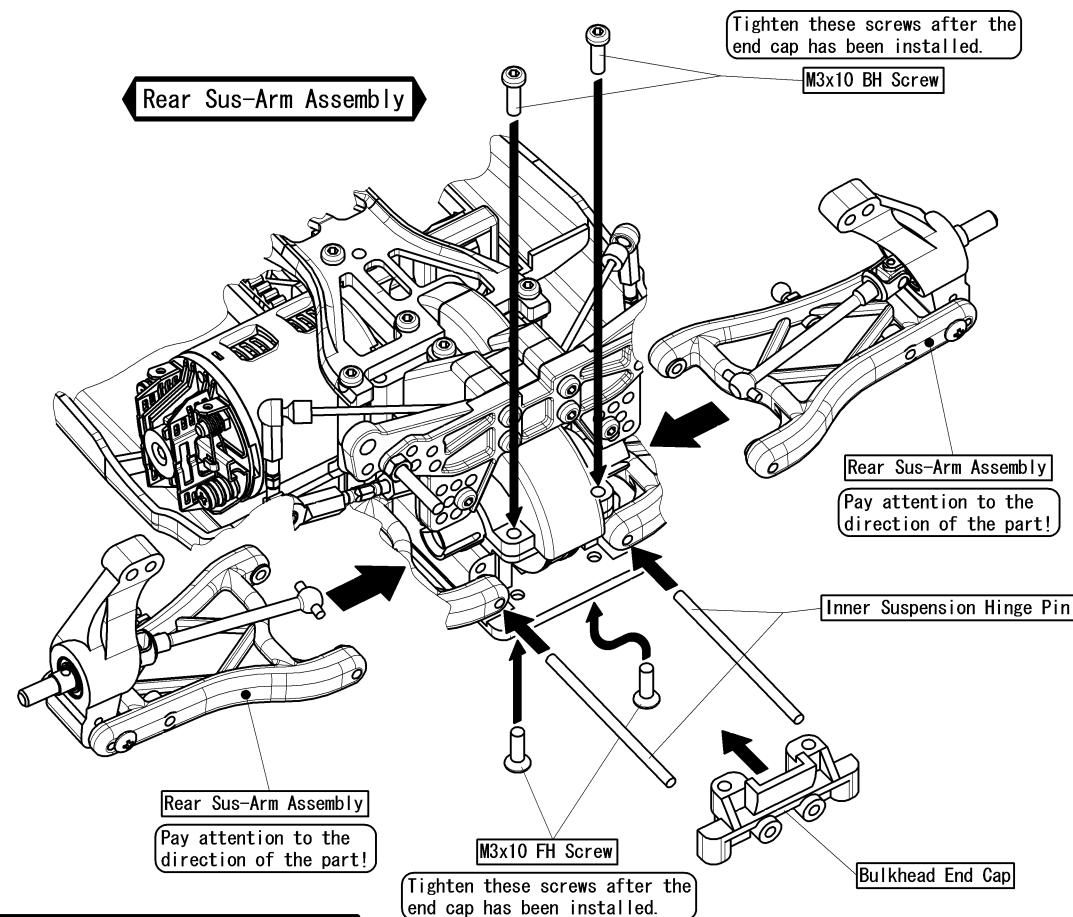
Do not use diff lube!
(White colored grease)



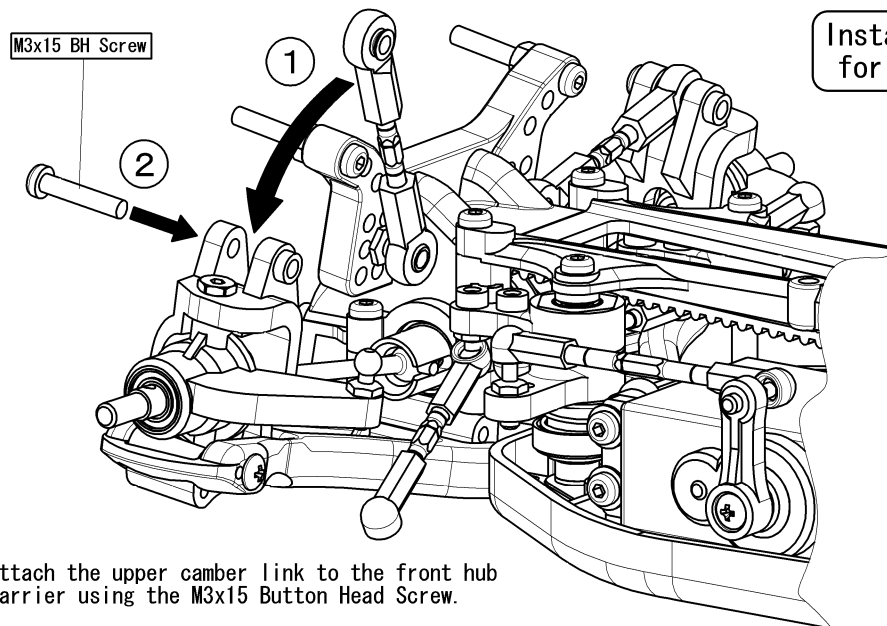
Black grease
(Black colored grease)

Apply (Black Grease) to the universal driveshaft pins.

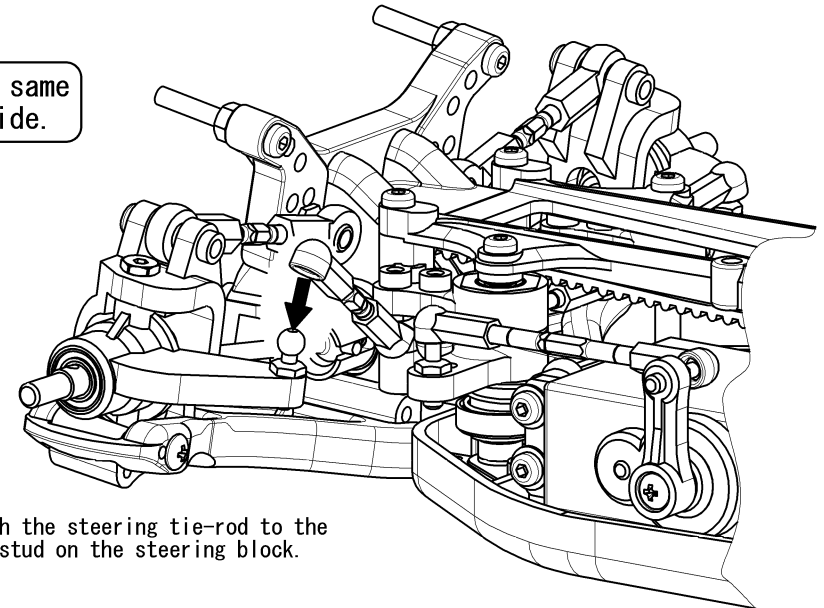
Rear Sus-Arm Assembly



18 Camber Link & Tie-Rod Installation



Installation is the same for the opposite side.

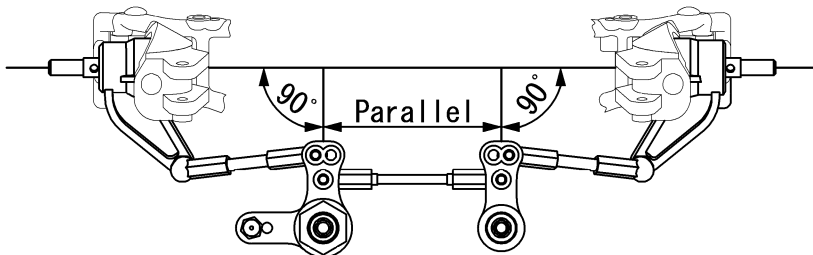


• Attach the upper camber link to the rear hub carrier using the M3x15 Button Head Screw. Attach the anti-roll bar tie-rod to the ball stud on the lower arm.

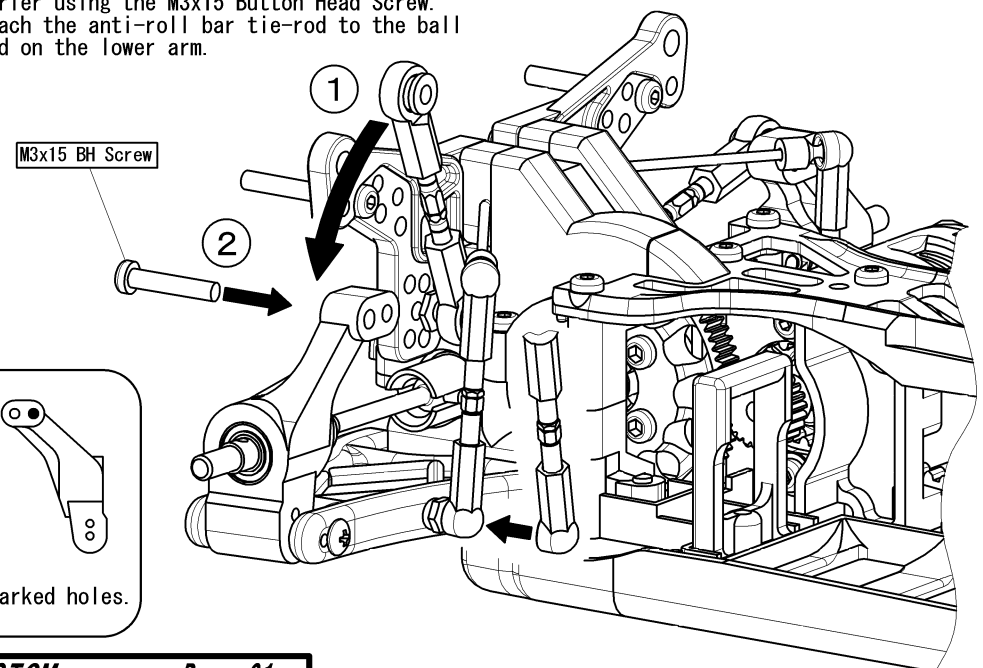
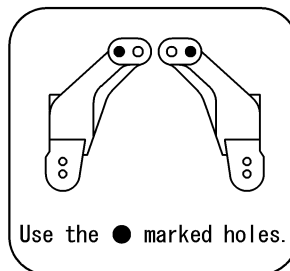
Standard Linkage Setting

Make sure to adjust these settings after all rods have been attached.

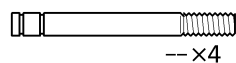
• First adjust the center tie-rod so that the servo savers are parallel of each other.



• Next adjust the outer tie-rod so that they are lined up a straight line.



[Bag-14 Contents]



--x4

Shock Shaft



---x8

2mm E-Ring



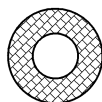
--x4

Shock Spring



---x8

Shock Inner O-Ring (Clear)



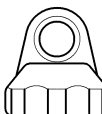
--x4

Shock Sponge



--x4

Shock Outer O-Ring (10mm Dia.)



---x4

Shock Cap

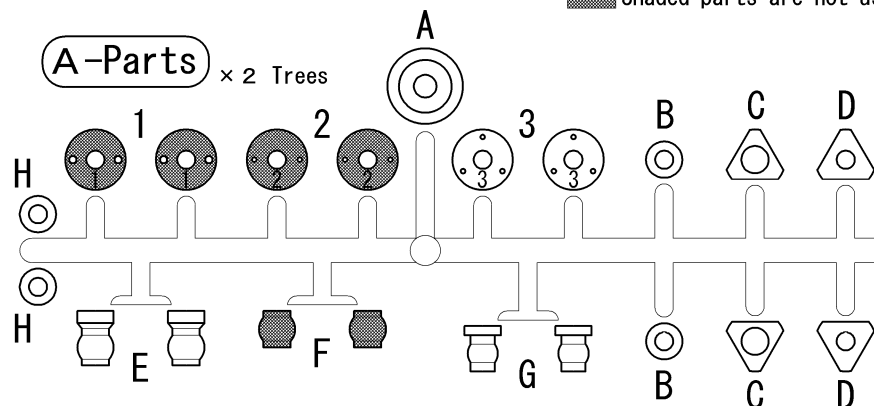


---x4

M2x5 Tapping Screw

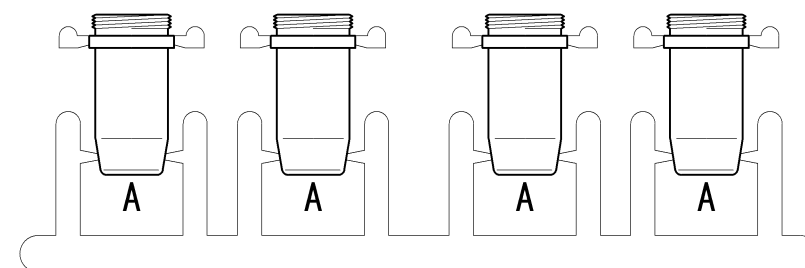
A-Parts

x 2 Trees



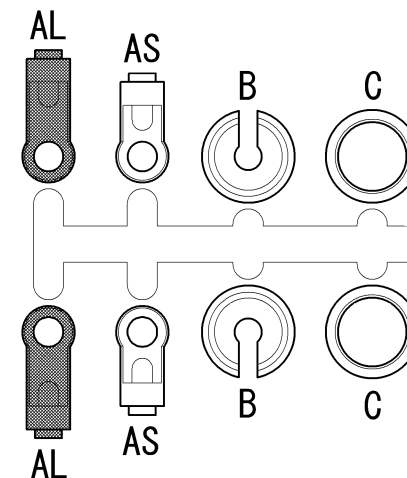
B-Parts

x 1 Trees



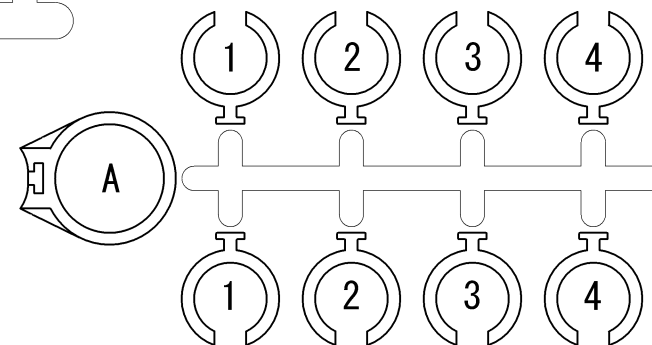
C-Parts

x 2 Trees



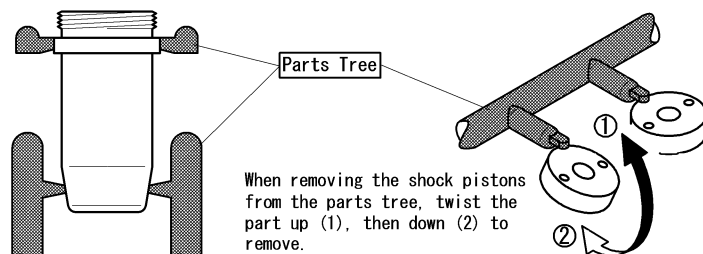
D-Parts

x 1 Trees



【 Remove the required parts from each parts tree. 】

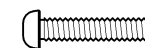
【 Use a hobby knife to remove any burrs remaining on the shock pistons. 】



Caution!

When removing the parts from the parts tree, twist the part up then down to remove. Parts can also be removed by using a pair of cutters. Use a hobby knife to remove any burrs remaining on the parts.

(It is important that the parts removed from the A-Parts tree do not have any burrs remaining on them. Burrs remaining on the parts will prevent the shock from operating smoothly.)



--x4

M3x15 Button Head Screw



---x4

M3 Nylon Nut

	--x4	Shock Shaft
	----x8	2mm E-Ring
	----x8	Shock Inner O-Ring (Clear)
	----x4	Shock Sponge
	----x4	Shock Outer O-Ring (10mm Dia.)

A-3 ×4 Shock Piston

A-A ×2 Installation Jig
 (Used to build the shocks)

A-B ×4 Shaft Guide

A-C ×4 Collar (A)

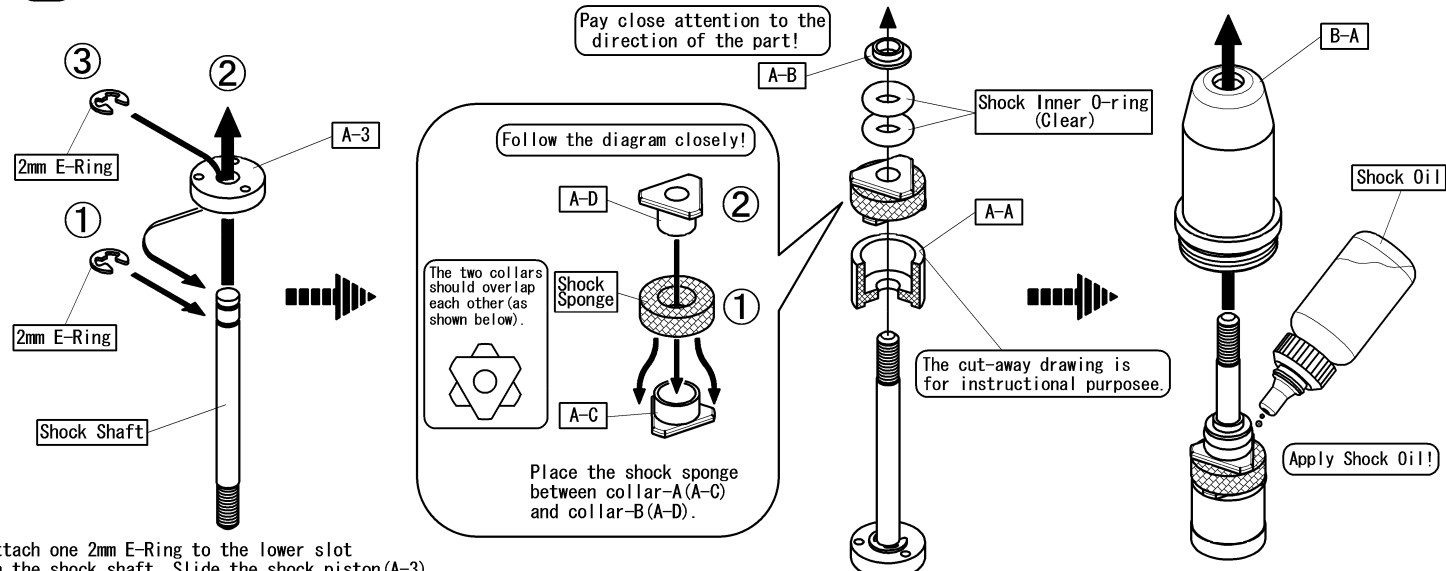
A-D ×4 Collar (B)

A-E ×4 Shock Bushing
 (Large)

 B-A ×4 Shock Body

C-AS×4 Shock End

19 Front & Rear Shock Assembly (Instructions apply to all four shocks)



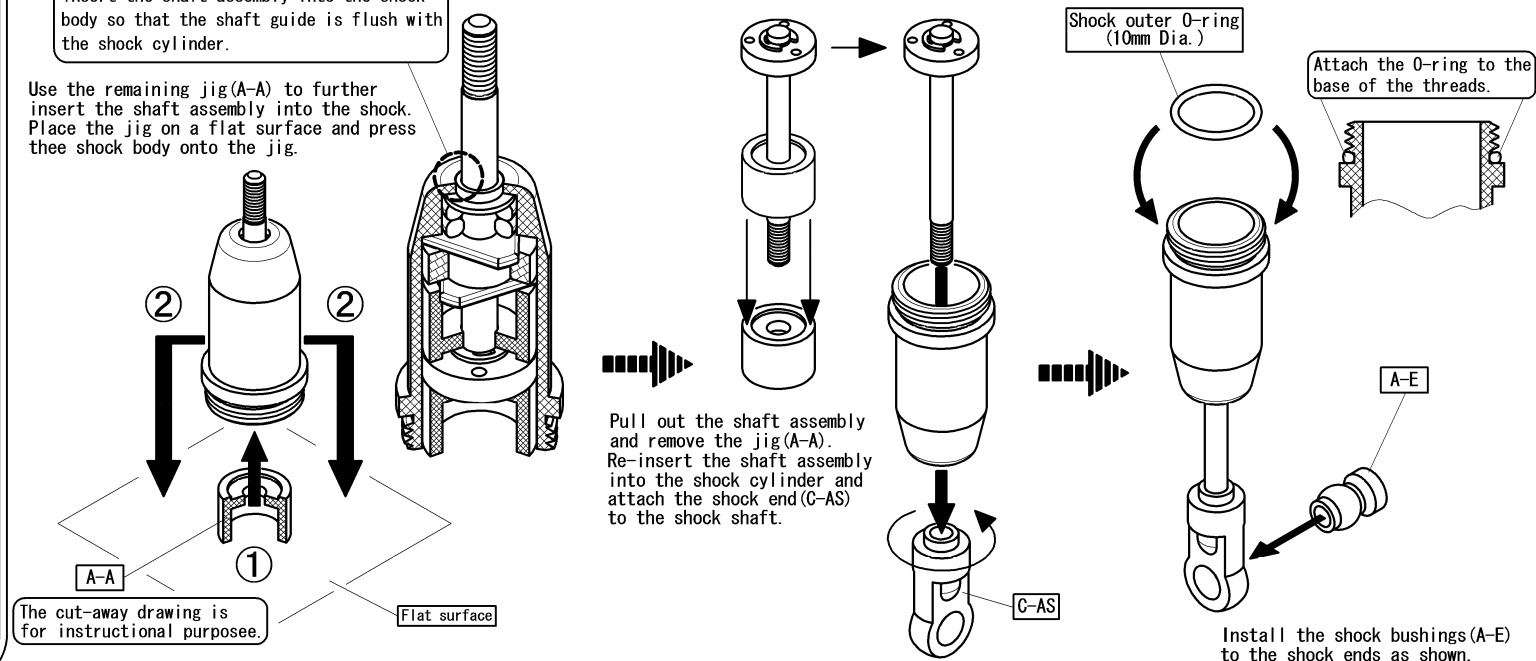
Attach one 2mm E-Ring to the lower slot on the shock shaft. Slide the shock piston (A-3) onto the shock shaft and attach the second E-Ring to the top slot on the shock shaft.

Slide the indicated parts onto the shock shaft assembly.
(Pay special attention to the direction of the parts.)

Apply a small amount of shock oil to the O-Ring and sponge. Insert the shaft assembly into the shock until the piston fits into the shock body.

Insert the shaft assembly into the shock body so that the shaft guide is flush with the shock cylinder.

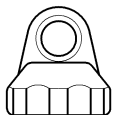
Use the remaining jig(A-A) to further insert the shaft assembly into the shock. Place the jig on a flat surface and press the shock body onto the jig.



[Parts used on this page]



--x4 Shock Spring



----x4 Shock Cap

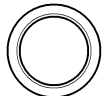


----x4 M2x5 Tapping Screw

[C-Parts]



C-B x4 Spring Retainer



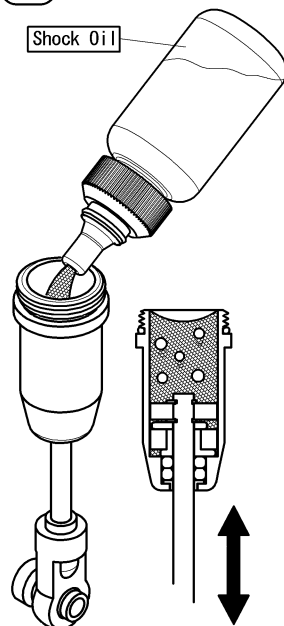
C-C x4 Spring Collar

[D-Parts]

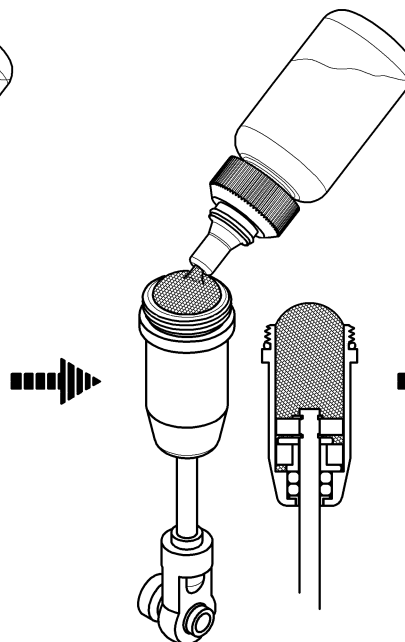


D-1~3 2 Each
Setting spacer

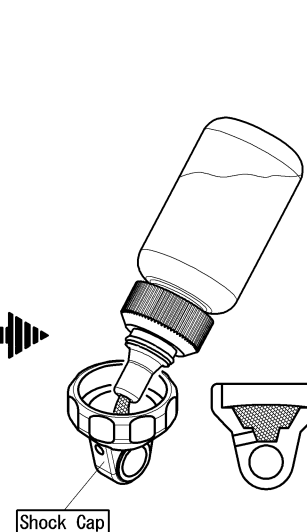
19 Front & Rear Shock Assembly (Instructions apply to all four shocks)



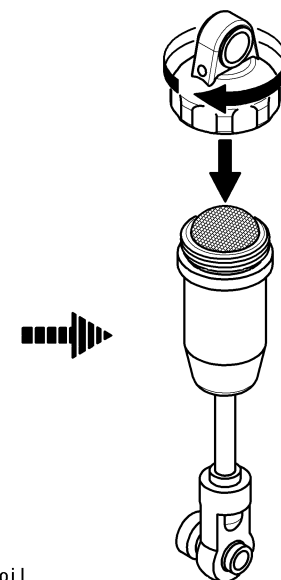
Fill the shock body with shock oil and slowly move the shaft up and down to allow the air bubbles to escape.



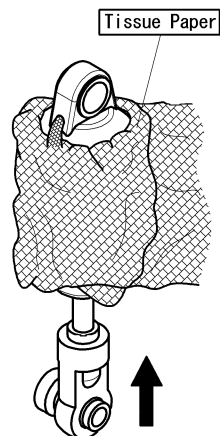
Refill the shock with oil as shown above. (Be careful not to create air bubbles!)



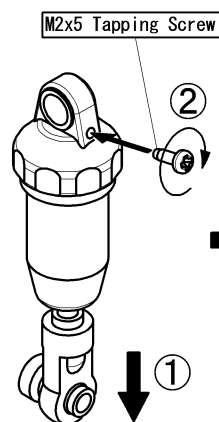
Fill half of the shock cap with oil.



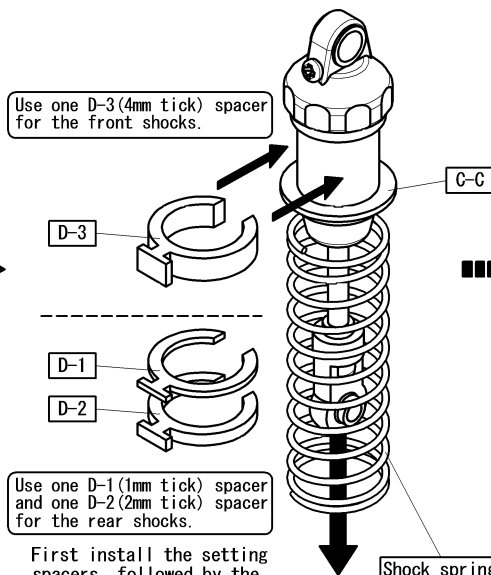
Attach the shock cap onto the shock body. Try to retain as much oil as possible when assembling.



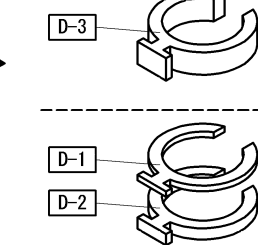
Wrap the shock body with a piece of tissue and slowly push the shock shaft up until it stops.
(If oil does not flow out from the hole in the shock cap, try to fill oil into the shock through the hole.)



Screw the M2.5x5 tapping screw into the hole in the shock cap and slowly pull out the shaft. (Oil may leak out of the hole unless the tapping screw is tightened properly. The shaft may pull back into the shock body after being pulled out.)



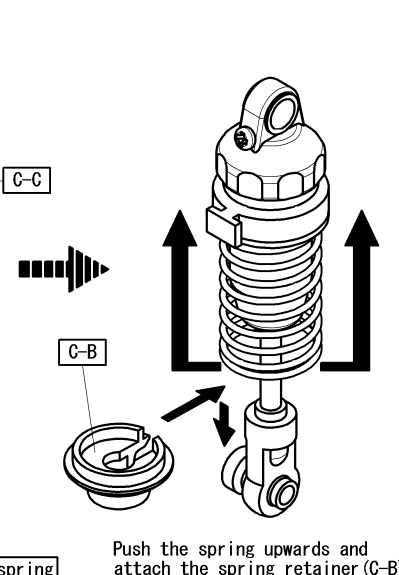
Use one D-3 (4mm tick) spacer for the front shocks.



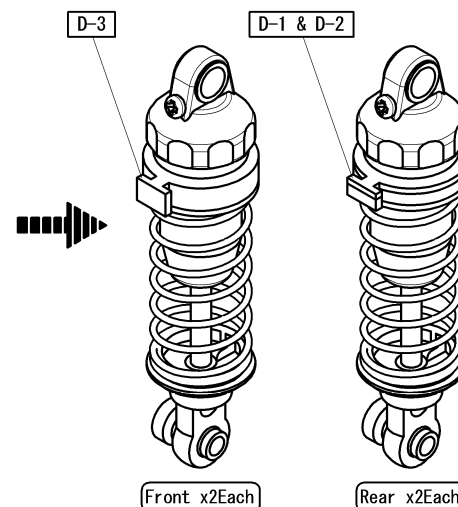
Use one D-1 (1mm tick) spacer and one D-2 (2mm tick) spacer for the rear shocks.

First install the setting spacers, followed by the spring collar (C-C) and spring.

Shock spring



Push the spring upwards and attach the spring retainer (C-B)

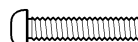


Front x2Each

Rear x2Each

Shock assembly completed!

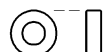
[Parts used on this page]

 --×4 M3x15 Button Head Screw

 --×4 M3 Nylon Nut

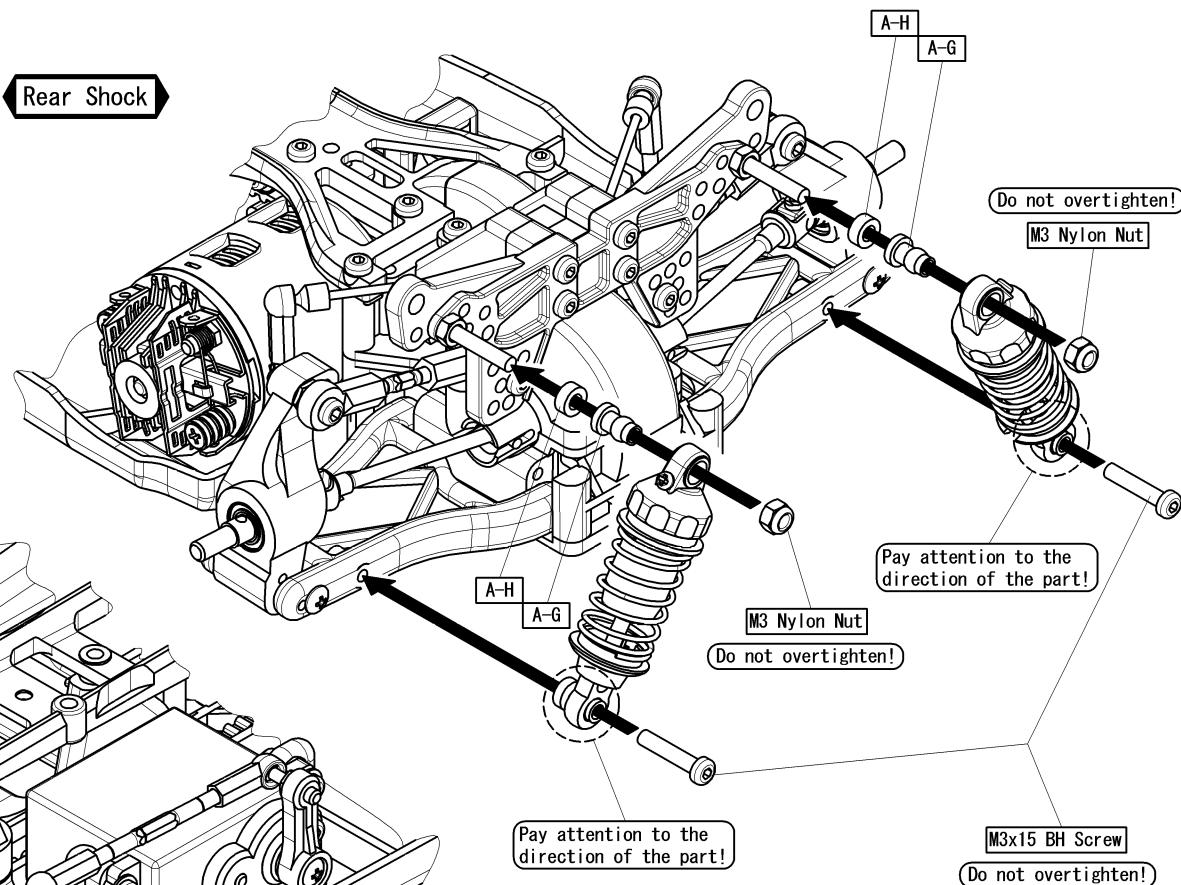
[A-Parts]

 A-G×4 Upper Shock Bushing

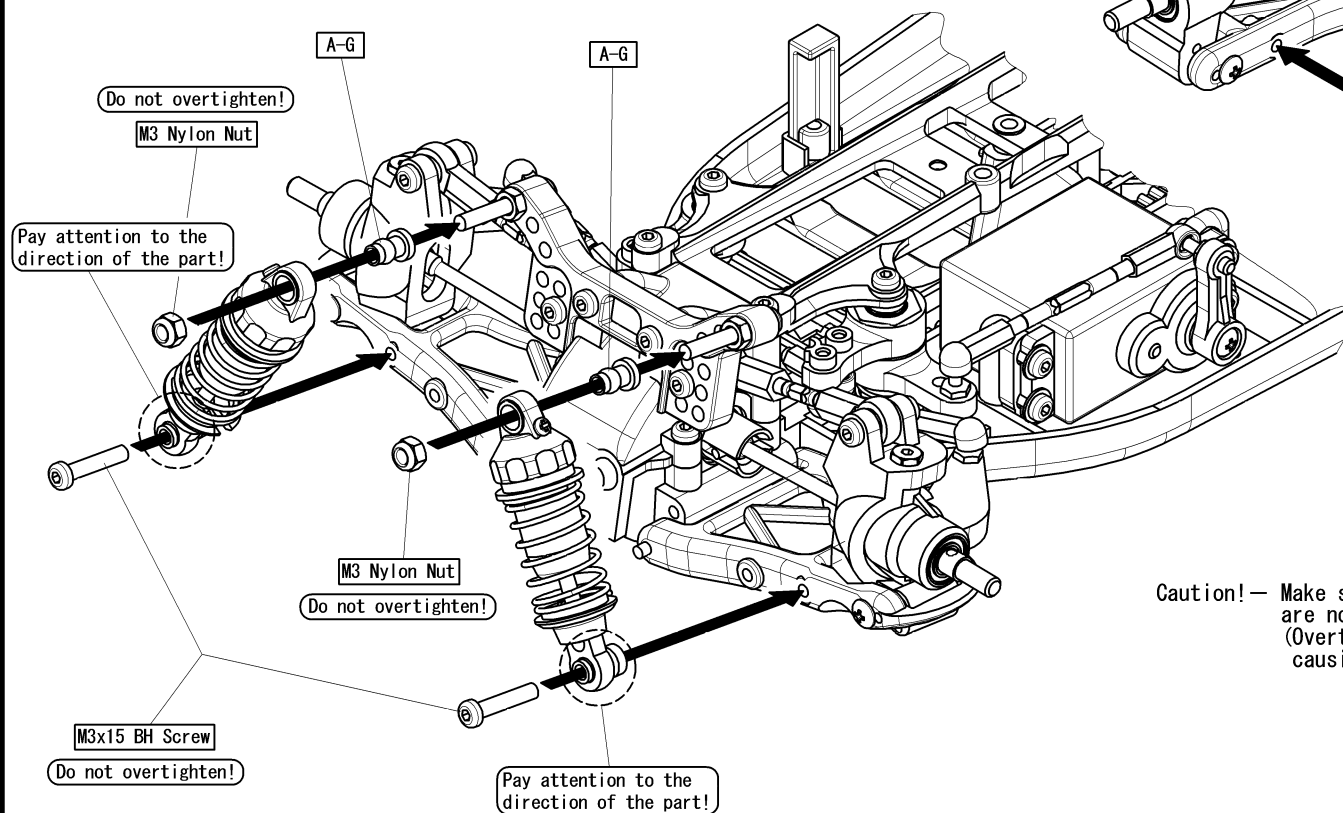
 A-H×4 Spacer

20 Front & Rear Shock Installation

Rear Shock

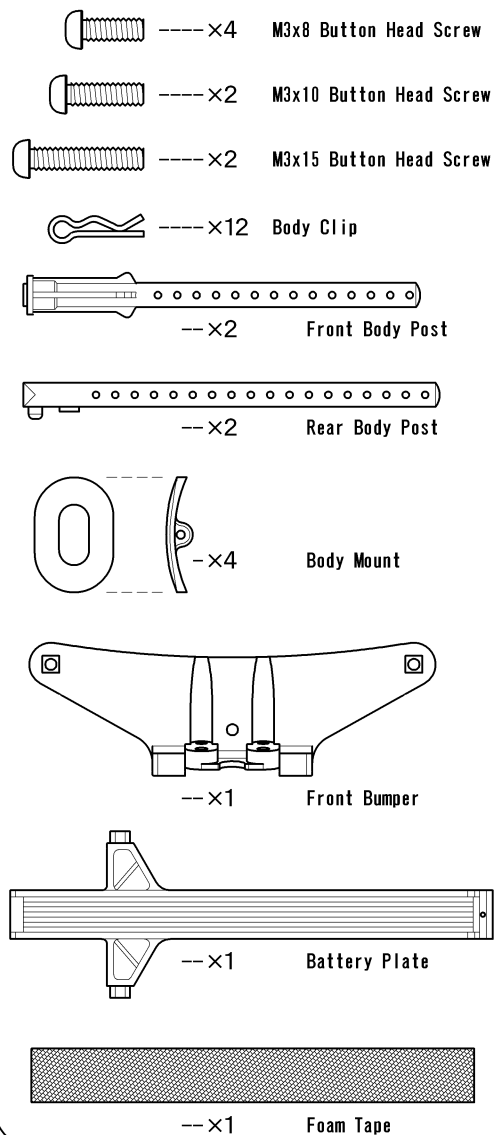


Front Shock

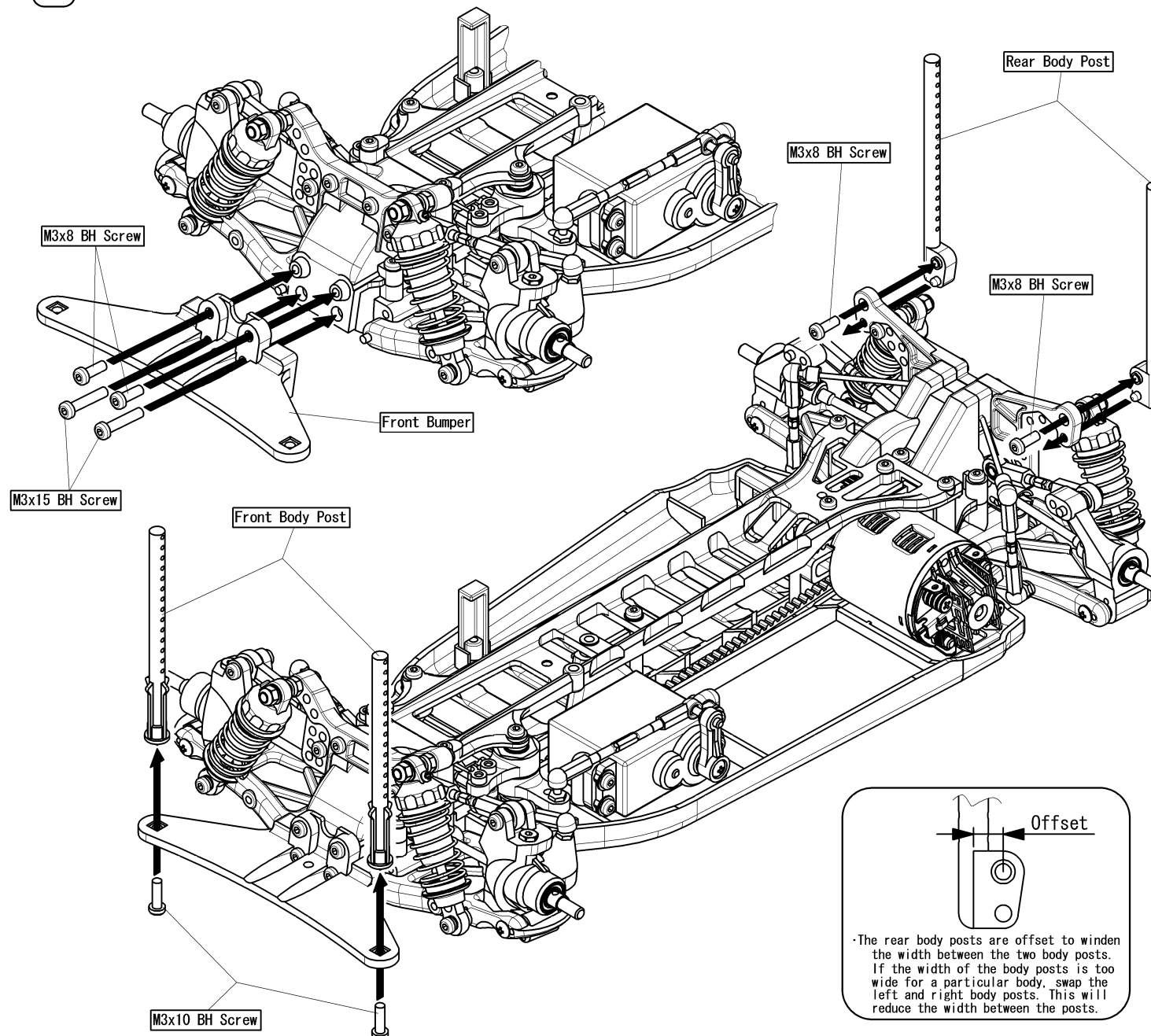


Caution!— Make sure that the screws and lock nuts used to secure the shocks are not overtightened. (Overtightening may cause the plastic shock bushings to warp, causing a bind in the movement of the shocks.)

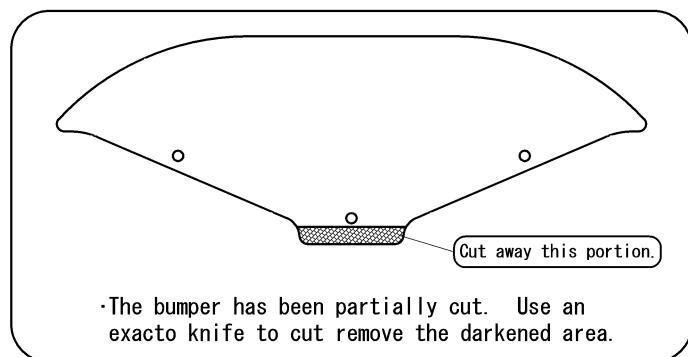
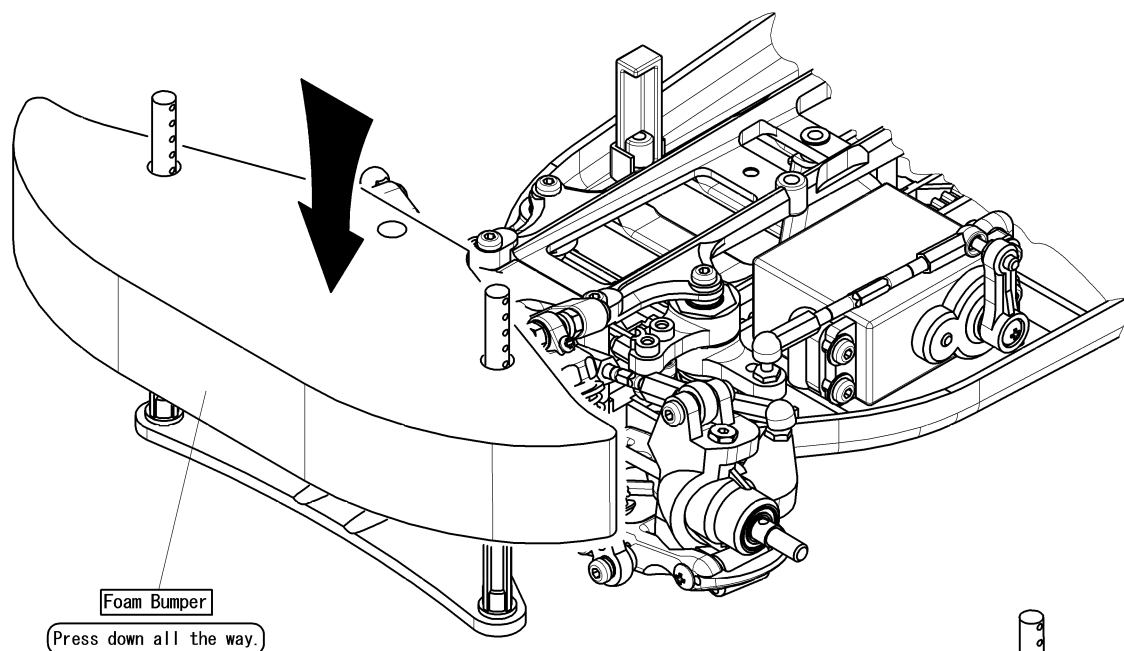
[Bag-15 Contents]



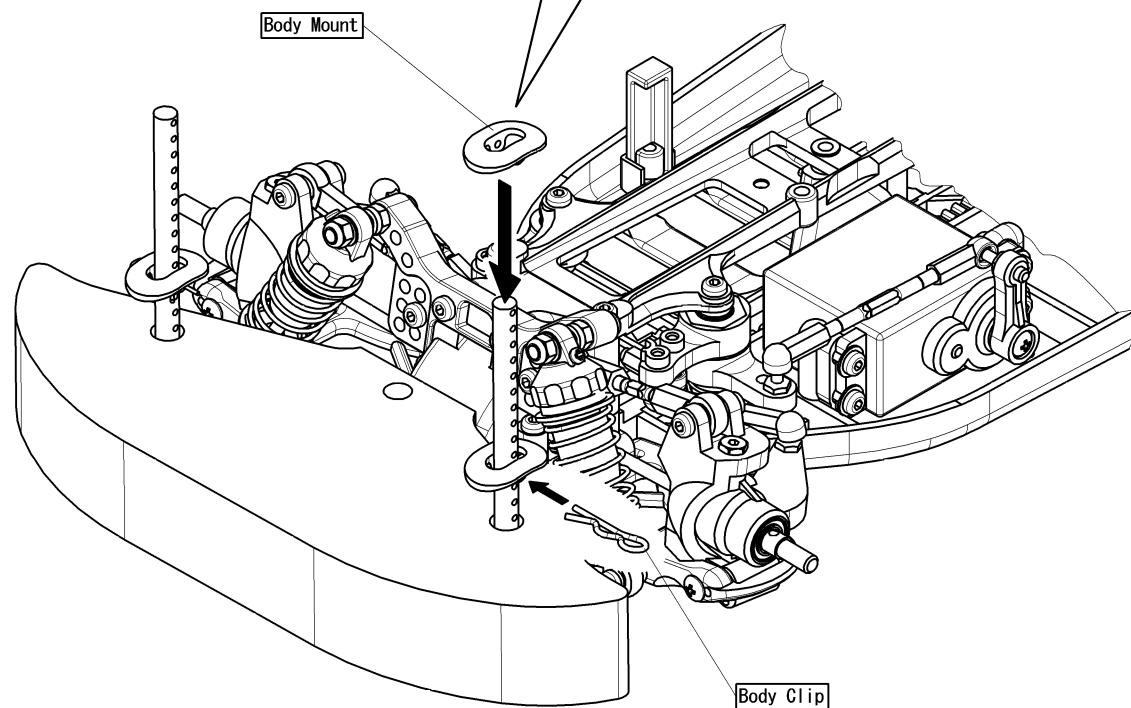
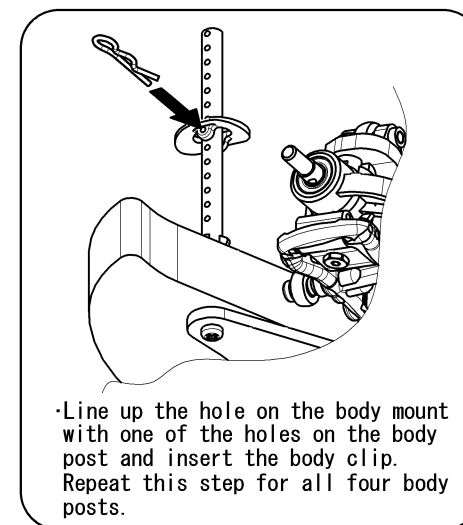
21 Front Bumper & Body Post Installation



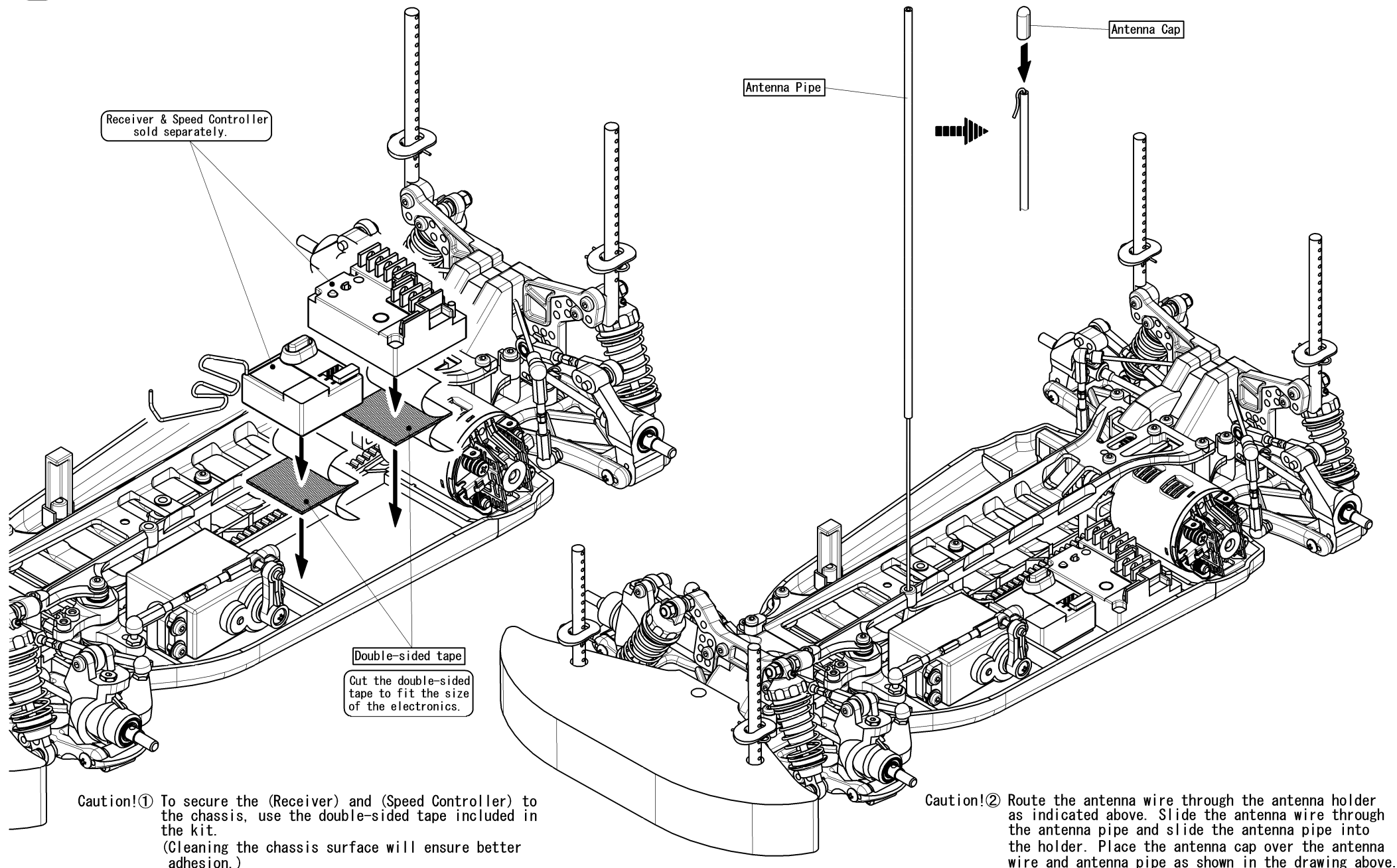
22 Foam Bumper & Body Mount Installation



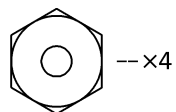
Caution!— Adjust the position of the body mounts to match the body you will be using.



23 Receiver & Speed Controller Installation



[Bag-16 Contents]



--×4

Wheel Hub



--×4

Wheel Hub Pin

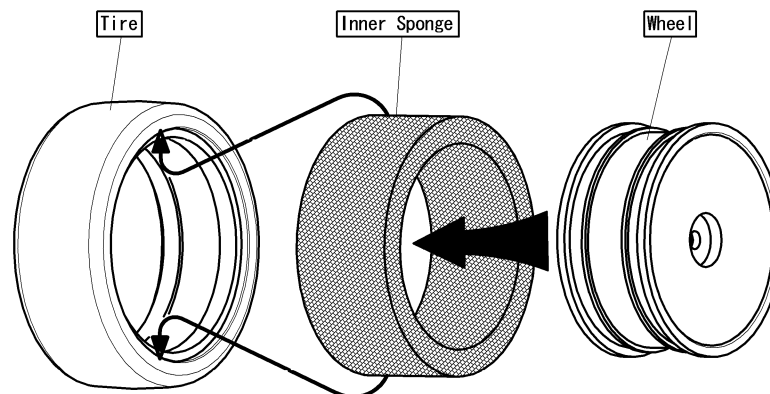


--×4

M4 Nylon Locknut

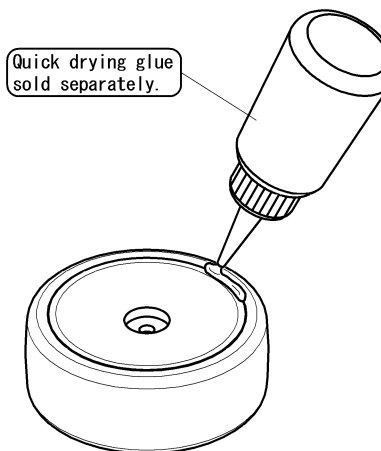
24 Wheel Hub Installation, Tire Gluing

Insert the inner sponge into the tire and mount the tire onto the wheel.
(Tires, inner sponges and wheels are included in kit.)



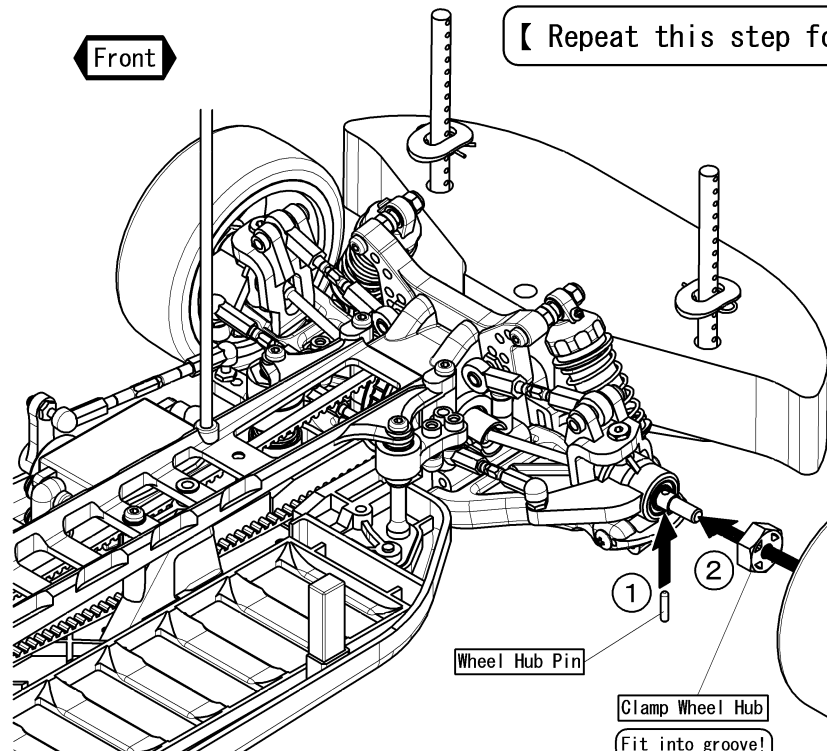
Pull the tire away from the rim and apply glue between the tire and rim. Slowly work your way around the entire wheel. Repeat this step for the back side of the wheel also.

Quick drying glue
sold separately.



Front

【 Repeat this step for the opposite side. 】



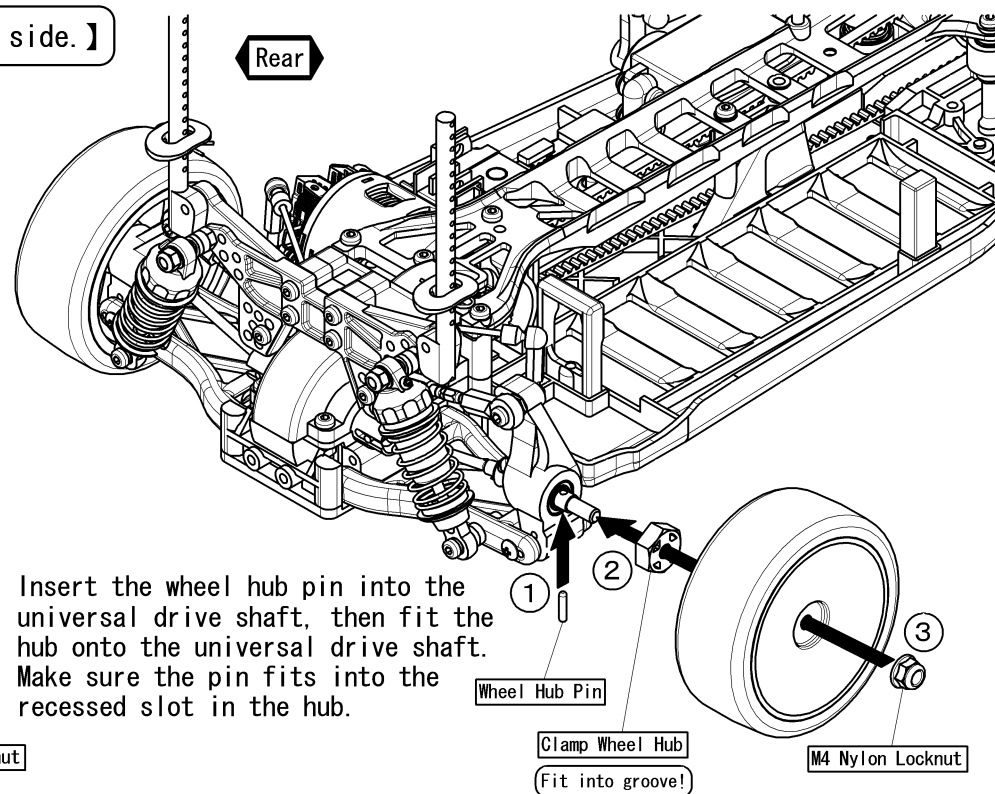
Wheel Hub Pin

Clamp Wheel Hub

Fit into groove!

M4 Nylon Locknut

Rear



Wheel Hub Pin

Clamp Wheel Hub

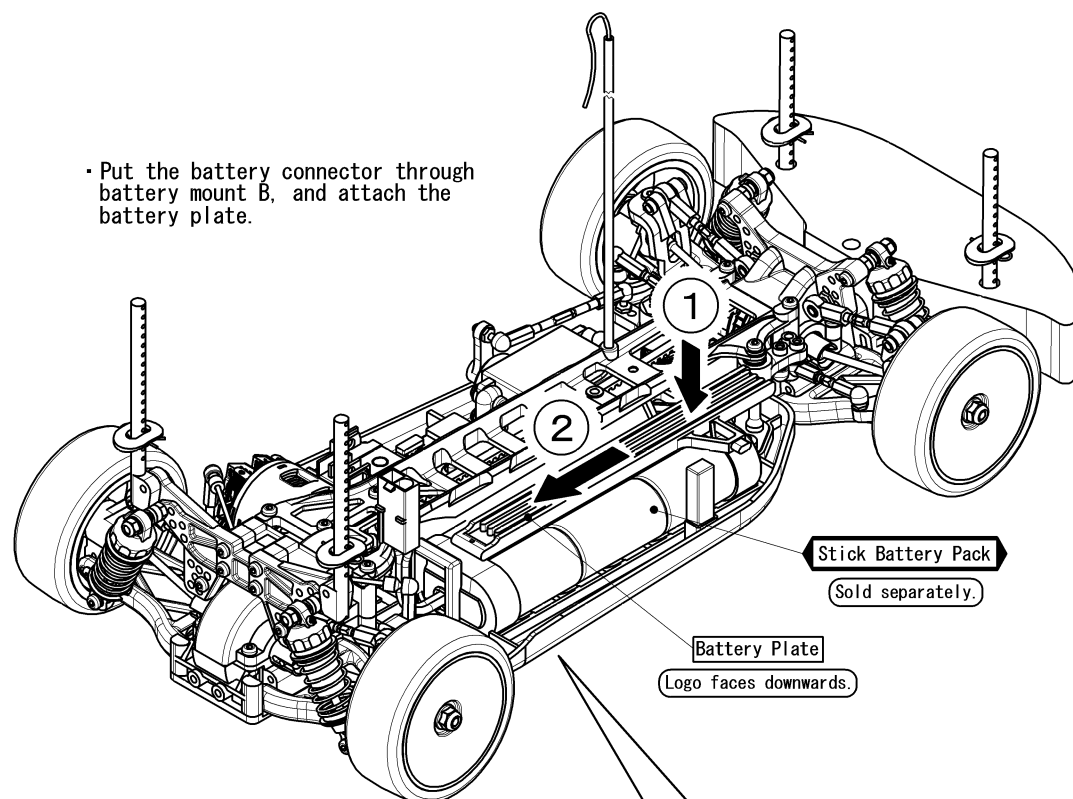
Fit into groove!

M4 Nylon Locknut

Insert the wheel hub pin into the universal drive shaft, then fit the hub onto the universal drive shaft. Make sure the pin fits into the recessed slot in the hub.

25 Battery Installation(for Stick Battery Pack)

- Put the battery connector through battery mount B, and attach the battery plate.

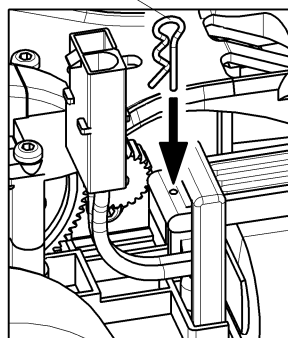


Caution! ① Batteries are not included. Please purchase separately.

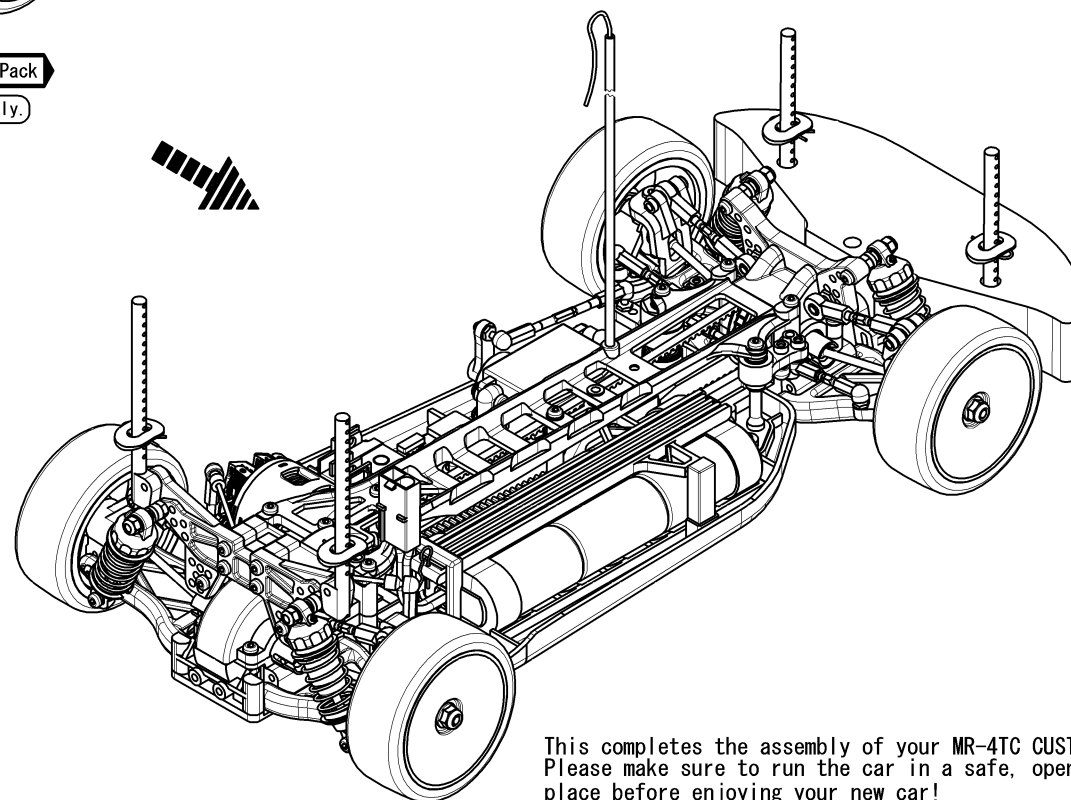
- ② Constantly running the motor will cause excess stress on the motor, resulting in shorter motor life. Make sure to allow the motor to cool down between each run.



Body Clip



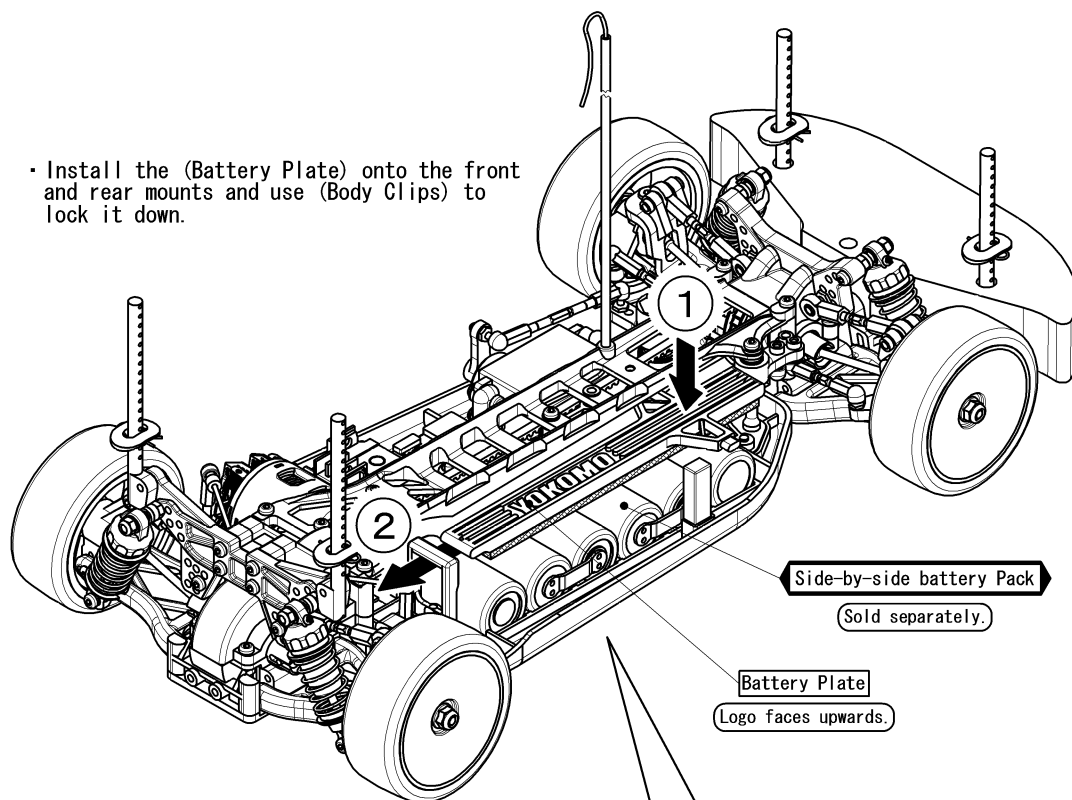
- Insert the battery plate through the battery plate post, and use a body clip to secure the battery plate from moving.



This completes the assembly of your MR-4TC CUSTOM. Please make sure to run the car in a safe, open place before enjoying your new car!

25 Battery Installation(for Side-by-side Battery Pack)

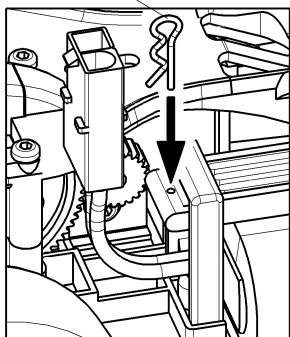
- Install the (Battery Plate) onto the front and rear mounts and use (Body Clips) to lock it down.



Caution! ① Batteries are not included. Please purchase separately.

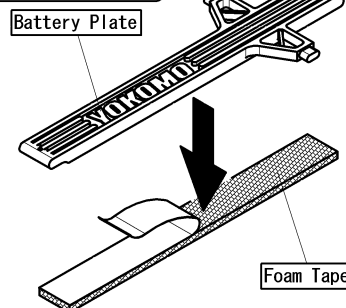
- ② Constantly running the motor will cause excess stress on the motor, resulting in shorter motor life. Make sure to allow the motor to cool down between each run.

Body Clip



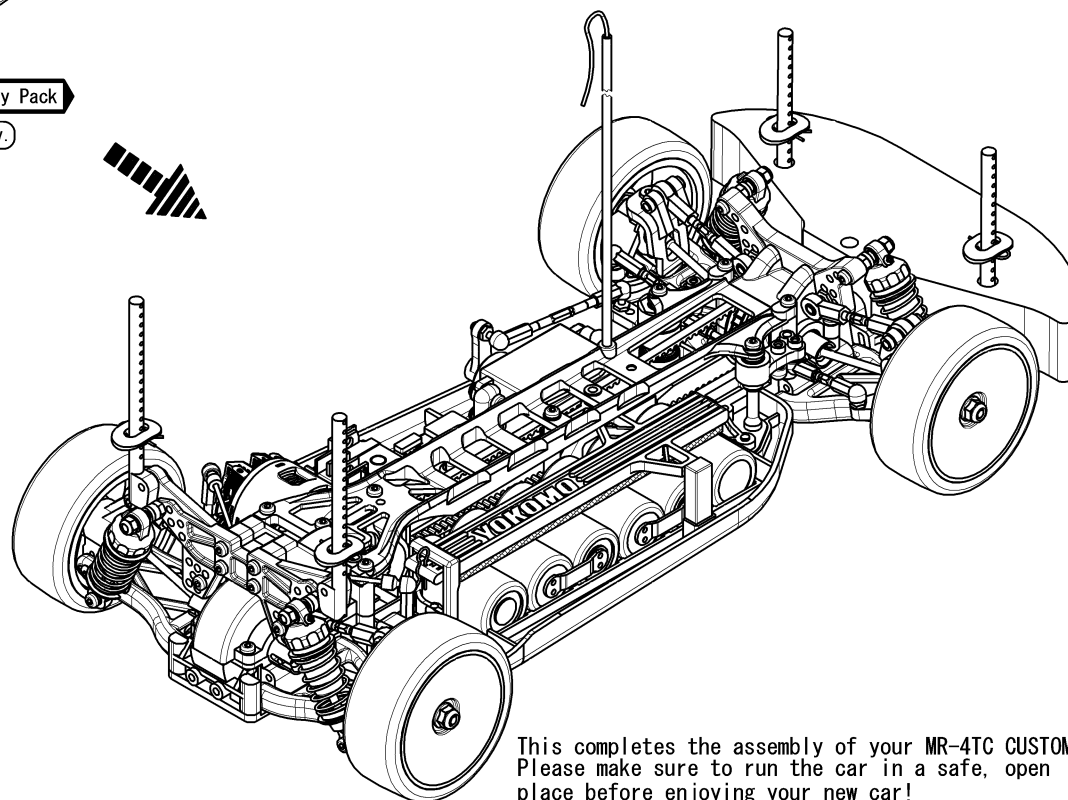
- Insert the battery plate through the battery plate post, and use a body clip to secure the battery plate from moving.

Logo faces upwards.



Foam Tape

- Cut the foam tape to fit the length of the battery plate and apply it to the battery plate as shown.

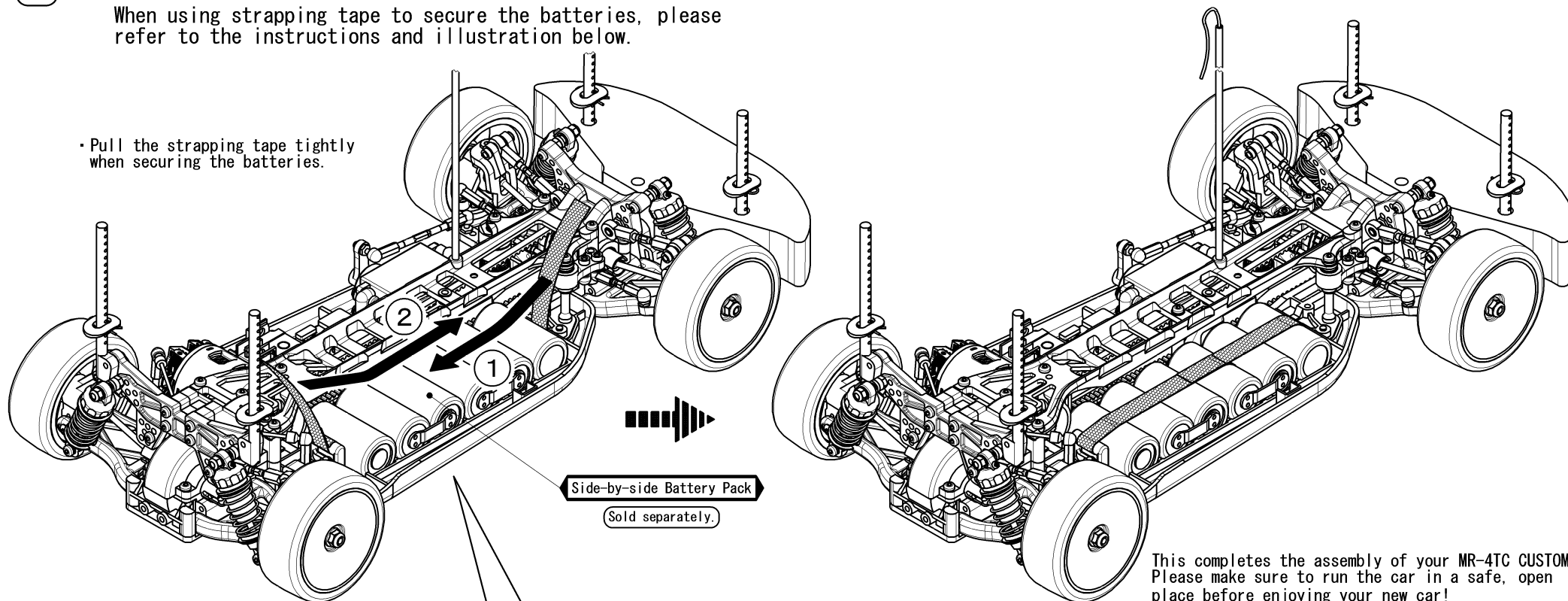


This completes the assembly of your MR-4TC CUSTOM. Please make sure to run the car in a safe, open place before enjoying your new car!

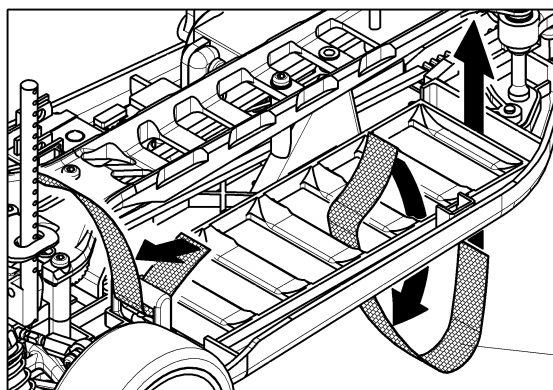
25 Battery Installation(for Side-by-side Battery Pack)

When using strapping tape to secure the batteries, please refer to the instructions and illustration below.

- Pull the strapping tape tightly when securing the batteries.

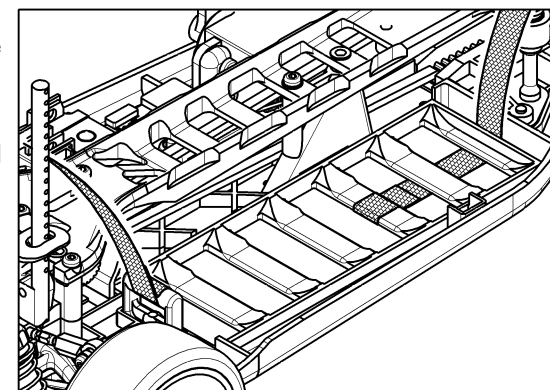


This completes the assembly of your MR-4TC CUSTOM. Please make sure to run the car in a safe, open place before enjoying your new car!



- ① Remove the Battery Posts (A&B) that were installed on page 3 and install the smaller Battery Plate Post.
- ② Place a piece of strapping tape around the bridge between the battery slots and thread it through the opening behind the steering post. Wrap another piece of strapping tape around the shorter Battery Plate Post and secure it as shown.

Strapping Tape
Sold separately.



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