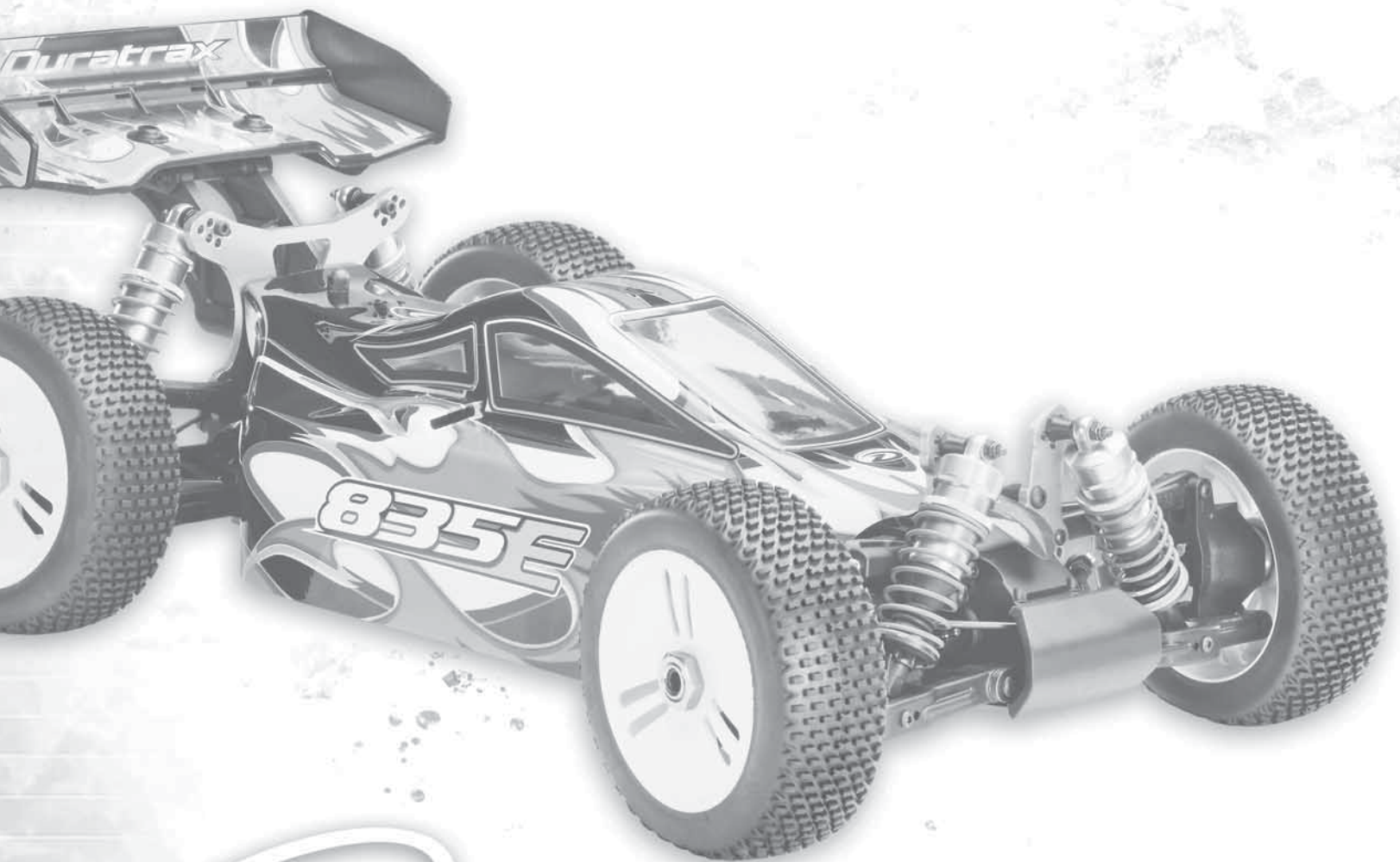






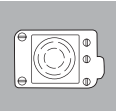
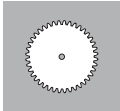
835E



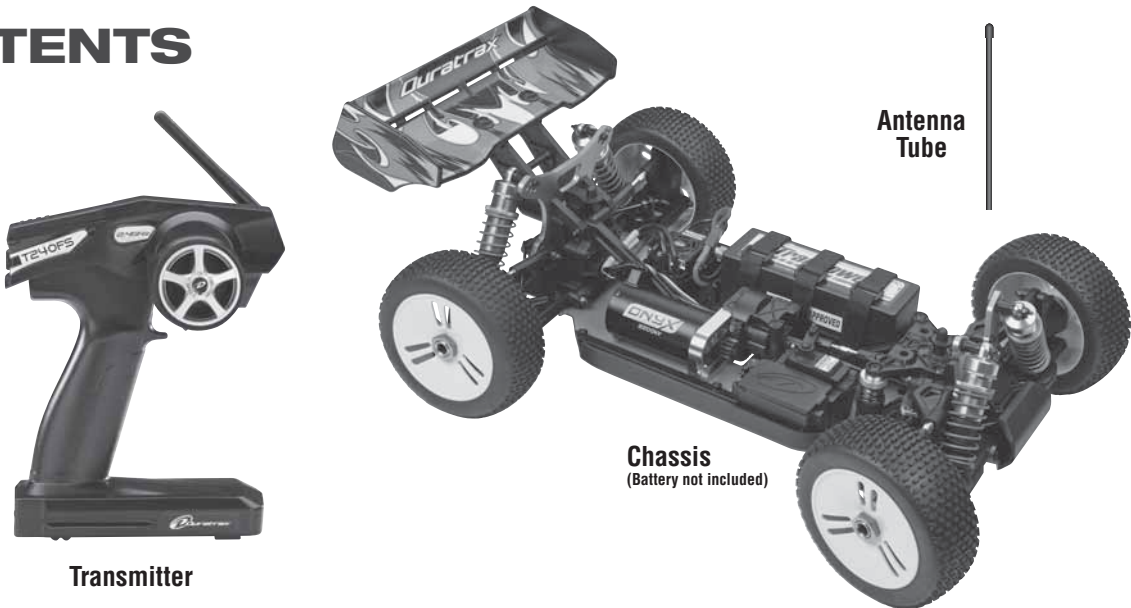
Duratrax[®]



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REQUIRES





SAFETY PRECAUTIONS

To prevent injury and damage to property, follow these safety precautions when operating any radio control vehicle.

- Keep all spectators a safe distance away from the vehicle.
- **ALWAYS** turn the transmitter on before the receiver.
- **ALWAYS** disconnect the battery from the ESC when finished running.
- Use a mat or towel when working on your model to protect your work surface.
- Do NOT run your radio control vehicle in cold weather as plastic parts may become brittle.

SPECIFICATIONS & DESCRIPTION CHANGES

All information found in this manual is subject to change without notice. Visit Duratrax.com for the latest updates and information on your model. Duratrax maintains no responsibility for inadvertent errors in this manual.

LIMITED WARRANTY

Duratrax guarantees this kit to be free from defects in materials or workmanship for 90 days after the date of purchase. Duratrax will repair or replace at no charge any incorrectly made part.

Your receipt or invoice at time of purchase is your proof of purchase and is required for Duratrax to honor any warranty. Duratrax reserves the right to change or modify this warranty without notice.

For warranty repairs, contact or send to:

Hobby Services
 3002 N. Apollo Drive Suite 1
 Champaign, IL 61822
 ATTN: Service Department
 Phone: (217) 398-0007
 9:00 am – 5:00 pm Central Time M-F
 E-mail: hobbyservices@hobbico.com
www.hobbyservices.com

If the buyer is not prepared to accept the liability associated with the use of this product, the buyer is advised to return the kit immediately in new and unused condition to the place of purchase.

STRESS-TECH PARTS GUARANTEE

Stress-Tech parts are guaranteed for 12 months from the date of purchase. Check the parts list for items covered under the Stress-Tech guarantee. Should a Stress-Tech part break during the first 12 months after purchase, return the part to Hobby Services and we will send you a FREE replacement.

To receive your FREE replacement Stress-Tech part, include the following and return to Hobby Services at the address above:

1. Broken part
2. Part number and description of the broken part
3. COPY of your dated purchase invoice or receipt
4. Name, phone number and shipping address



REPAIR SERVICE

Hobby Services offers repair services after the 90 day limited warranty or 12 month Stress-Tech parts replacement for a minimal charge.

Follow these instructions for your repair request:

1. Most circumstances require the return of the **ENTIRE** vehicle. **STRESS-TECH** requires **ONLY** the broken part to be returned following the instructions above.
2. Turn off the transmitter and remove the batteries.
3. Disconnect battery from ESC.
4. Include written instructions listing **ALL** items being returned with a **THOROUGH** description of the problem, service needed and your **DAYTIME** phone number. IF you expect the repair to be covered under the 90 day limited warranty, include copy of receipt or invoice with date of purchase.

5. Send to Hobby Services at the address above. When shipping your item(s) to us, we recommend that you insure them and use a company that offers tracking service (such as UPS or Federal Express).

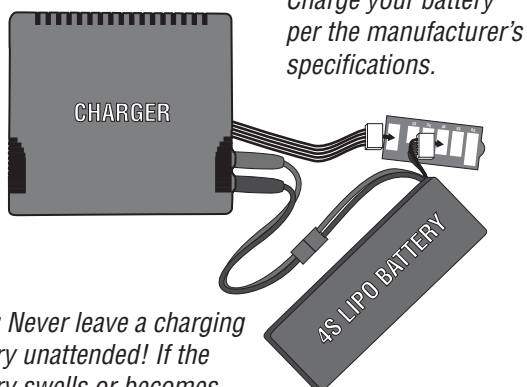
We will carefully inspect your item and notify you of our findings. You will be advised of your options for return, repair, or replacement. Please note that items sent back unrepared will carry a return shipping and service charge.

Hobby Services accepts Visa®, MasterCard®, or you can send a check. We can return the item C.O.D., but additional charges will apply.

CE 0678



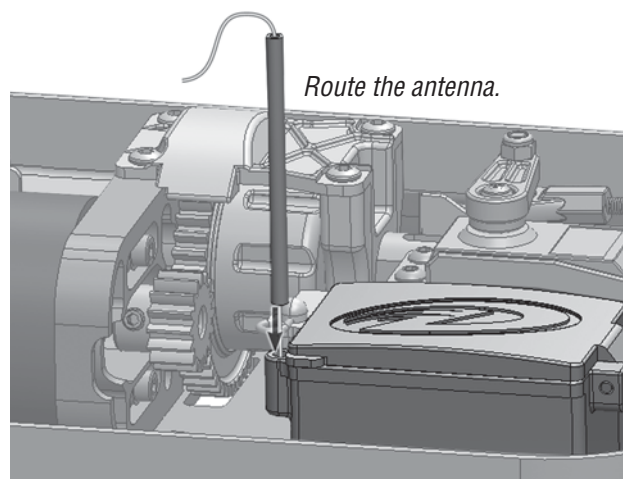
1 CHARGE THE LIPO BATTERY



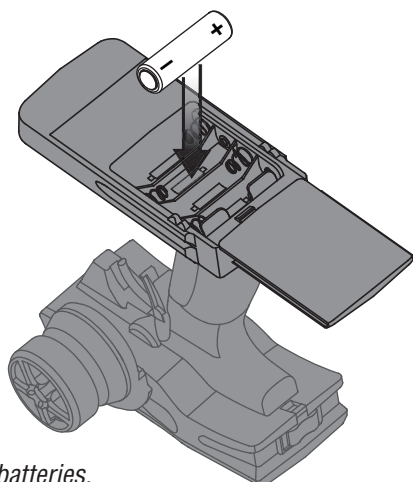
Charge your battery per the manufacturer's specifications.

Note: Never leave a charging battery unattended! If the battery swells or becomes hot, disconnect immediately!

2 INSTALL RECEIVER ANTENNA TUBE



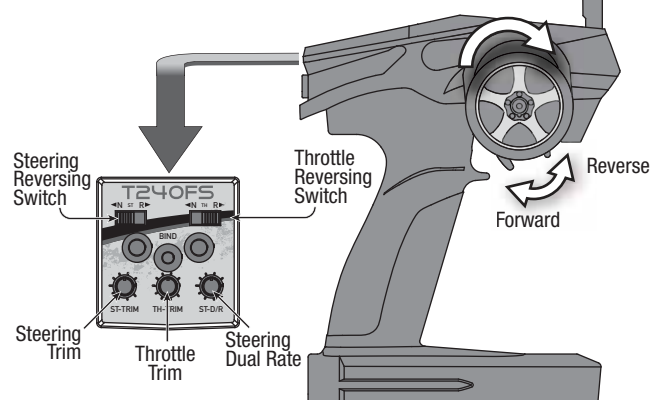
3 INSTALL TRANSMITTER BATTERIES



Install (4) AA batteries.

4 CHECK TRANSMITTER

Note: ALWAYS turn on your transmitter then your ESC. When finished ALWAYS turn off your ESC then your transmitter.

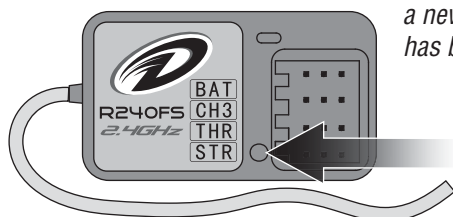


5 FAILSAFE

The R240FS receiver has a built in failsafe. If the receiver loses contact with the transmitter, it will automatically return the throttle to a preset point.

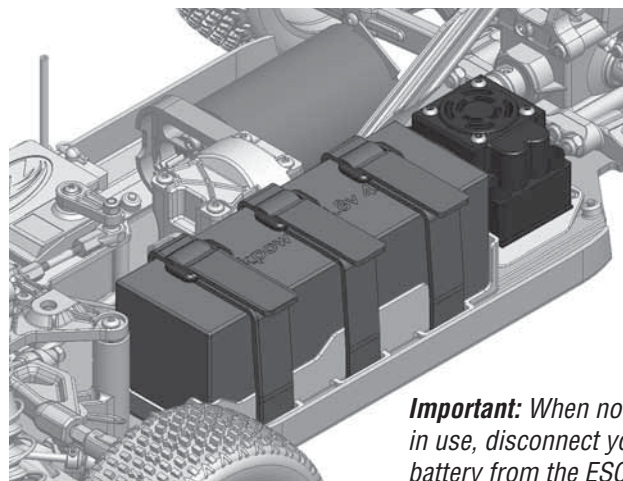
To set:

1. Power up the transmitter and receiver.
2. Hold the buggy so the wheels are off the ground and clear of all objects.
3. With the transmitter throttle in neutral, press the failsafe set button on the receiver. The receiver LED will flash to indicate a new failsafe point has been set.



Failsafe Set Button

6 INSTALL/CONNECT LIPO BATTERY TO ESC



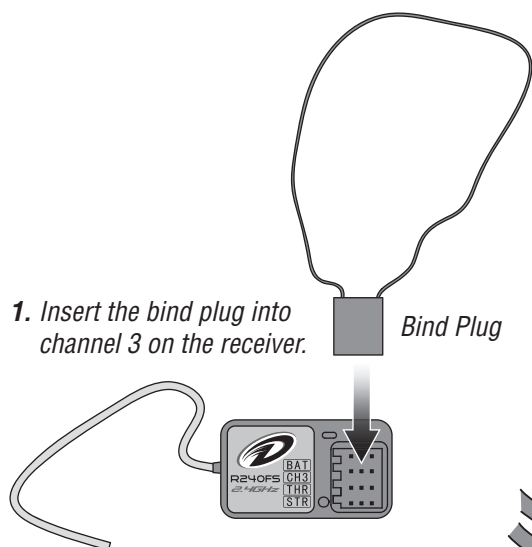
Important: When not in use, disconnect your battery from the ESC.



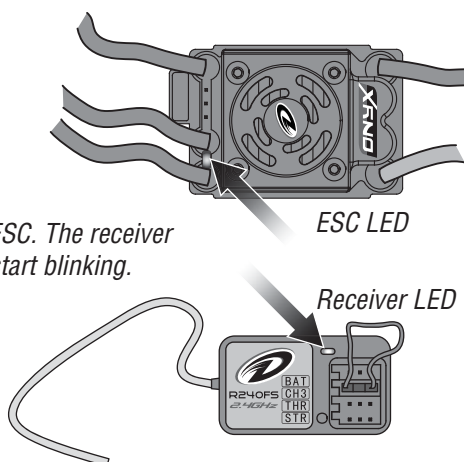
7 RE-BINDING THE TRANSMITTER TO THE RECEIVER

Your radio system is preset at the factory. If you need to re-bind your system, follow these steps.

1. Insert the bind plug into channel 3 on the receiver.

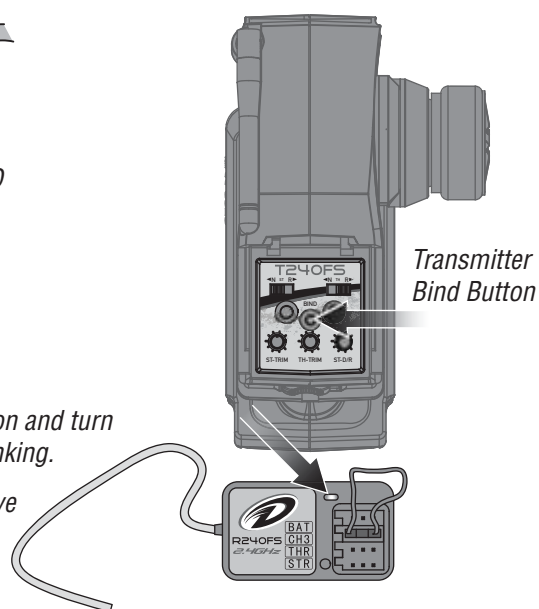


2. Turn on the ESC. The receiver LED should start blinking.



3. Press and hold down the transmitter's bind button and turn the transmitter on. The receiver LED will stop blinking.

4. Turn off the ESC and transmitter and remove the bind plug from the receiver.





ESC INSTRUCTIONS

SPECIAL FEATURES:

- Completely waterproof and dustproof.
- Excellent start-up, acceleration and linearity features, suitable for buggies, trucks and short course vehicles.
- Multiple protection modes: low voltage cut-off, thermal, throttle signal loss and motor blocked protections.
- Powerful 6V/3A BEC.
- Easy manual programming through the SET button located on the switch and also compatible with the Onyx Programming Card (DTXM1352).
- Special programming port for connecting to Programming Card eliminates the need to remove the receiver lead.

THROTTLE CALIBRATION:



Warning: Prior to throttle calibration, be sure that all trims and sub-trims are at zero. Failure to do so could result in improper calibration.

1. Turn the transmitter on and set its throttle and brake EPA (End Point Adjustment) to maximum.
2. Hold the SET button located on the ESC power switch and turn the ESC on. Release the SET button as soon as the red LED flashes on the ESC and the motor beeps.
3. With the red LED flashing, ensure that the Tx throttle is at neutral and all trims and sub-trims are at zero. After confirmation, press the SET button. The ESC will confirm the neutral setting has been completed by beeping one time and flashing the green LED once.
4. Move the trigger to the full throttle position and press the SET button. The green LED will flash two times and the motor will beep twice to confirm that the setting has been made.
5. Push the trigger to the full brake position and press the SET button. The green LED will flash three times and the motor will beep three times to confirm that the setting has been made. The trigger may be released to neutral at this time. A second group of flashes by the green LED will confirm that throttle calibration has been completed properly and the ESC is ready for use.

LED indication in Normal Running mode:

- A. Neutral – No LED indication.
- B. Forward or Reverse – Indicated by a red LED.
- C. Full Throttle – Indicated by green and red LED.

PROGRAMMABLE SETTINGS:

Running Mode: In “Forward with Brake” the car can go forward and brake, but will not run in reverse. This setting is mainly used for competition where reverse should be disabled. “Forward/Reverse with Brake” mode provides reverse, which is suitable for practice or everyday driving.

Note: “Forward/Reverse with Brake” mode uses a double brake input to enable reverse. This means that in order to activate reverse, the throttle trigger must be pushed forward twice before reverse is enabled. The first push will activate the brake. The second push will enable reverse.

“Forward/Reverse” mode is forward and reverse only. The car will go to reverse immediately once the trigger is pushed to the full brake position.

Drag Brake: Sets the amount of brake applied at neutral throttle to simulate the slight braking effect at the neutral position.

Low Voltage Cut-off: Prevents the lithium battery pack from over discharging. The ESC monitors the battery’s voltage at all times. If the

voltage is lower than the threshold for 2 seconds, the output power will be cut off, and the red LED will flash twice in sets of three.

Start Mode (also referred to as “Punch”): Select from “Level 1” to “Level 9”. Level 1 has a very soft start effect, while Level 9 has a very aggressive start effect.

Note: To use Level 7 through 9, you must use a good quality battery pack with a powerful discharge ability. Otherwise these modes cannot get the burst start effect as you want. If the motor cannot run smoothly (the motor is stuttering), it may be the weak discharge ability of the battery pack. Choose a better battery pack or reduce the gear ratio.

Maximum Brake Force: The ESC provides proportional brake function. The brake force is related to the position of the throttle trigger. Maximum brake force refers to the force when the throttle is located at the end point of the backward zone. A very large brake force can shorten the brake time, but it may damage the gears. The “disable” option inhibits the inherent brake function of the speed controller. When this option is selected, the brake function is realized by a traditional mechanical disc-brake system driven by a servo.

Maximum Reverse Force: Sets how much power will be applied in the reverse direction. Different value makes different reverse speed.

Initial Brake Force: It is also called “minimum brake force” and refers to the force when the throttle is located at the initial position of the brake. The default value is equal to the drag brake setting so the brake effect can be very smooth.

Throttle Neutral Range: The amount of travel in the trigger between neutral and brake, and between neutral and throttle.

Timing: 0° of advance is the lowest setting resulting in more torque, less RPM, least motor heat, but longest run times. Turning the timing up to the highest setting will do just the opposite.

Thermal Protection: Protects the ESC from damage occurring by excessive heat.

Motor Rotation: Changes the direction that the motor turns.

LiPo Cells: Must be set to correspond to the number of LiPo cells being used in application. If you are using a discharged 4S battery, the ESC may mistakenly measure it as a fully charged 3S battery and then the LVC protection function will be incorrect. Always be sure to use a fully charged LiPo when using the “Auto Calculate” setting.

Note: To reset all programming to its default value, hold the SET button for 3 seconds while the trigger is at neutral. The red and green LEDs will flash at the same time confirming the settings have been changed to default.

SPECIFICATIONS:

Motor:

kV: 2200
Input Voltage: 3-4S
Connectors: 4mm Male Bullet
Pole: 4
Shaft Diameter: 5mm
Dimension: 39.8mm x 73.8mm
Weight: 374g

ESC:

Cont./Burst Current: 120A / 760A
Motor Type: Sensorless Brushless
Motor Limit: 2S LiPo – kV ≤ 6000
3S LiPo – kV ≤ 4000
4S LiPo – kV ≤ 3000
Resistance: 0.0004Ω
Battery: 2-4S LiPo
BEC Output: 6V/3A (Switching mode built in BEC)
Dimension: 59.3 x 38.4 x 33.6mm
Weight: 110g (w/five 12AWG 200mm wires)



PROGRAMMING THE ESC:

Programming of the ESC involves LED flashes and matching audible tones. Each LED indication and audible tone will represent a different adjustable feature.

Below is a chart of programmable values that each setting can be changed with audible and LED indications for each feature. A “—” will represent a long beep and flash, where a “•” will represent a short beep and flash.

To program the ESC:

1. Turn on the transmitter.
2. Press and hold the SET button on the ESC and apply power. The red LED will flash repeatedly for a few seconds. Continue to hold the SET button until the green LED starts to flash in a pattern according to the INDICATION column in the chart.
3. Release the SET button once the given indication matches the feature to be adjusted. Example: Releasing the SET button when the green LED and beep is long (—) will enter the “Maximum Brake Force” feature.
4. Once the feature to be changed is entered, press the SET button to achieve the desired setting. The red LED will confirm the chosen setting after pressing the SET button.
5. Turn the ESC off when completed.
6. If you wish to change another feature, repeat the above steps.

NOTE: The power to the ESC must be reset each time a feature is adjusted.

FEATURE	INDICATION GREEN LED	SETTINGS (RED LED)								
		1 •	2 ••	3 •••	4 ••••	5 —	6 —•	7 —••	8 —•••	9 —••••
Running Mode	•	Forward w/Brake	Fwd/Rev w/Brake	Forward & Reverse						
Drag Brake Force	••	0%	5%	10%	20%	40%	60%	80%	100%	
Low Voltage Cut-Off Threshold	•••	3.0V/Cell	3.2V/Cell	3.4V/Cell						
Start Mode (Punch)	••••	Level1	Level2	Level3	Level4	Level5	Level6	Level7	Level8	Level9
Max Brake Force	—	25%	50%	75%	100%	Disable				
Max Rev Force	—•	25%	50%	75%	100%					
Initial Brake Force	—••	=Drag Brake Force	0%	20%	40%					
Neutral Range	—•••	6% (Narrow)	9% (Normal)	12% (Wide)						
Timing (only for sensorless motors)	—••••	0.00°	3.75°	7.50°	11.25°	15.00°	18.75°	22.50°	26.25°	
Heat Protection	—••	Enable	Disable							
Motor Rotation	—•••	Counter Clockwise	Clockwise							
LiPo Cells	—••••	Auto Calculate	2 Cells	3 Cells	4 Cells					Default settings

Short (•) Long (—)

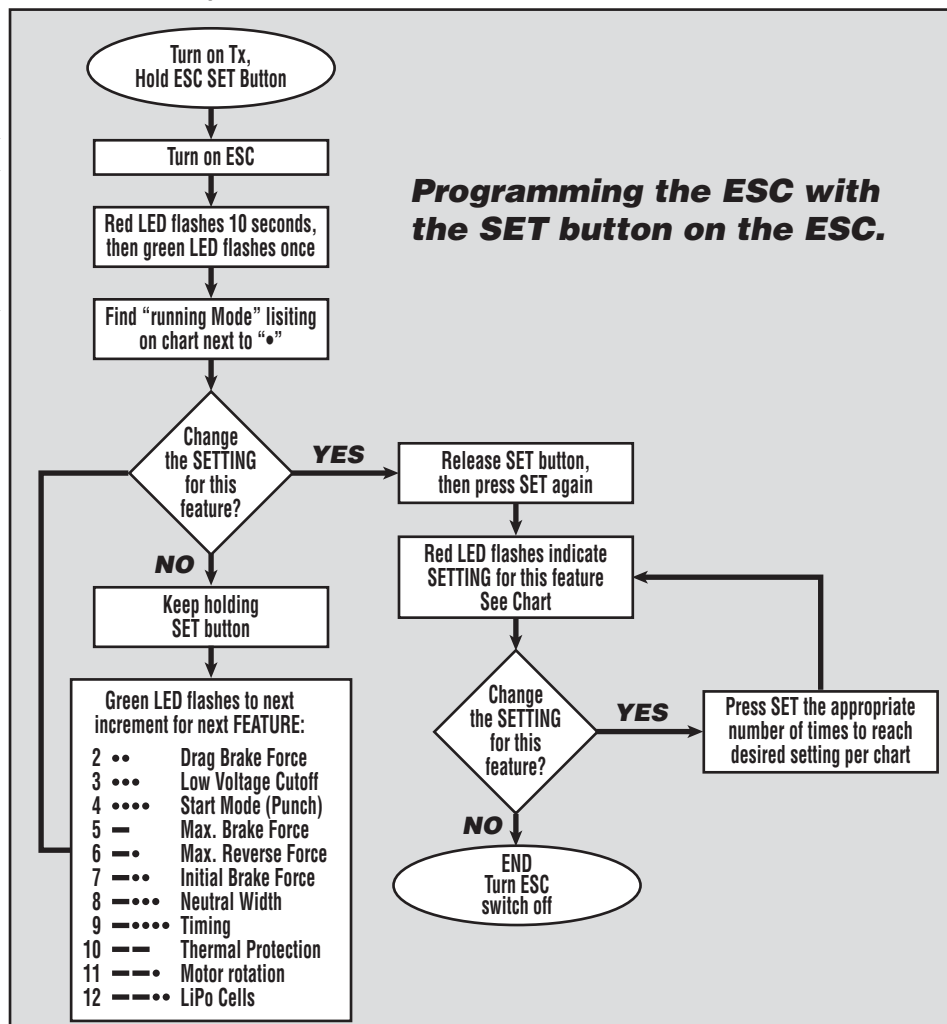
TROUBLESHOOTING:

When the ESC is turned on, the LED and audible indications do not match that of the connected LiPo battery: Battery is not fully charged and the ESC is recognizing it differently. Also, check that the “LiPo” cells feature setting is correct.

Red LED flashes twice, in sets of three: ESC has reached low voltage cut-off. Disconnect battery and recharge.

OPTIONAL:

The optional hand-held Programming Card simplifies programming and allows for quick parameter adjustments. DTXM1352



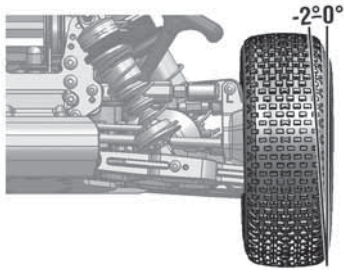


TUNING GUIDE

As a starting point, make sure your car has equal lengths on shocks, camber links and steering rods on both sides (left and right). Front and rear do not need to be equal.

CAMBER

Angle of the tire and wheel in relation to the ground when viewed from the front.



Negative Camber = Top of the tire and wheel lean inward (Typically 0° to -2°)

- Improved traction while cornering.
- Adds overall stability.

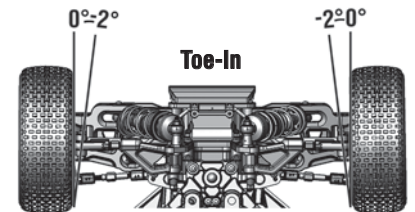
Positive Camber = Tire and wheel lean outward (NOT recommended).

FRONT TOE-IN AND TOE-OUT

Direction the wheels point in relationship with each other, when viewed from the front.

Toe-In: Front of the wheels point toward each other. (Typically 0 to -2°)

- Increased stability when accelerating. Decreased steering when entering a corner.

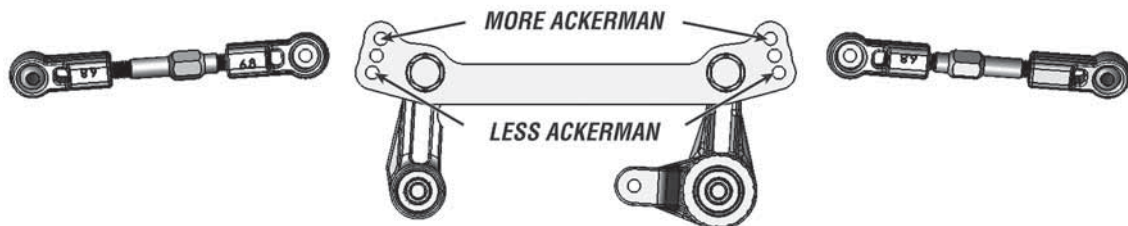


Toe-Out: Fronts of the wheels point away from each other.

- Decreased stability when accelerating and increased steering when entering a corner.

ACKERMAN

The difference in turning angle between the inside wheel and outside wheel in a turn.



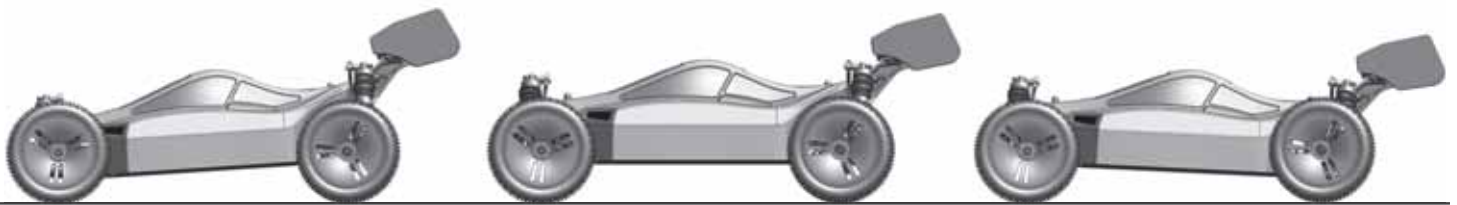
Forward Hole: More initial steering into corner. Steering is more aggressive. Better for tight technical tracks.

Rear Hole: Less initial steering into a corner. Smoother steering response. Better for large flowing tracks.

RIDE HEIGHT

Distance the chassis sits from the ground and how much weight is transferred when the vehicle changes speed and direction.

Rotate the collar on the shock to change ride height. Adjust left and right equally.



Lower Front: Increases steering but can cause rear end to lose traction.

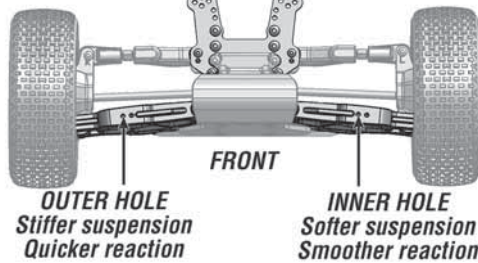
Lower Rear: More rear traction but reduces steering.



SHOCK ADJUSTMENTS

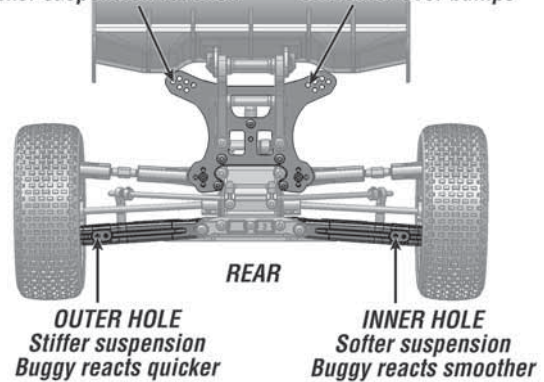
OUTER HOLES
Decreased steering
Quicker suspension reaction

INNER HOLES
More aggressive steering
Smoother over bumps



OUTER HOLES
Increased steering
Quicker suspension reaction

INNER HOLES
More rear grip
Smoother over bumps



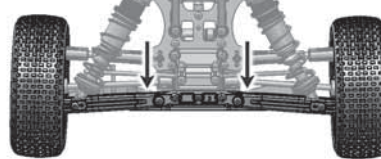
DROOP

Distance the chassis can lift from ride height before the wheels come off the ground.

SCREWS ADJUSTED SO ARMS DROP LESS (LESS DROOP).



SCREWS ADJUSTED SO ARMS DROP MORE (MORE DROOP).

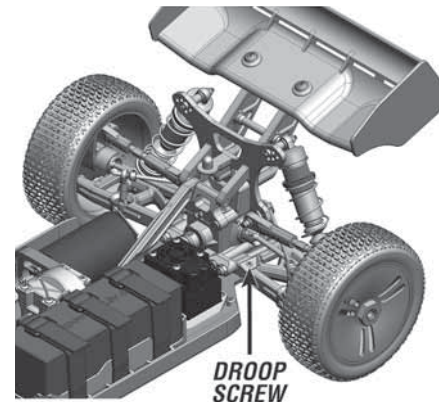


More Front Droop: Increases chassis up travel when on throttle and decreases high speed steering, making vehicle turn smoother. Good for low traction and bumpy surfaces.

Less Front Droop: Decreases chassis up travel when on throttle, making steering more aggressive. Good for high speed smooth surfaces.

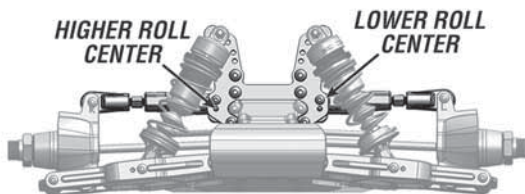
More Rear Droop: Increases chassis up travel when off throttle and under braking. Increases steering in low speed corners and under braking.

Less Rear Droop: Decreases steering in low speed corners, making the vehicle turn smoother.



ROLL CENTER

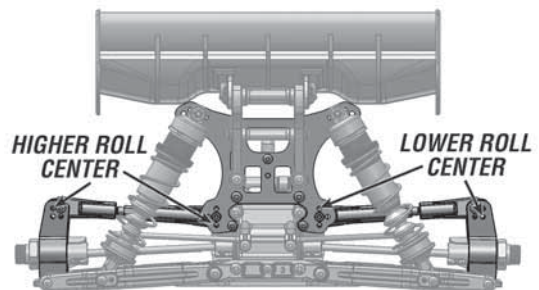
Point at which the vehicle rolls laterally when cornering.



FRONT ROLL CENTER

Higher Roll Center: Reduces chassis roll and on-power steering. The car feels more responsive. Reduces front traction going into corners. Good for high grip, technical tracks.

Lower Roll Center: Increases the chassis roll and on-power steering. Steering is less responsive, but smoother and more stable. Better for smooth tracks with high speed corners.



REAR ROLL CENTER

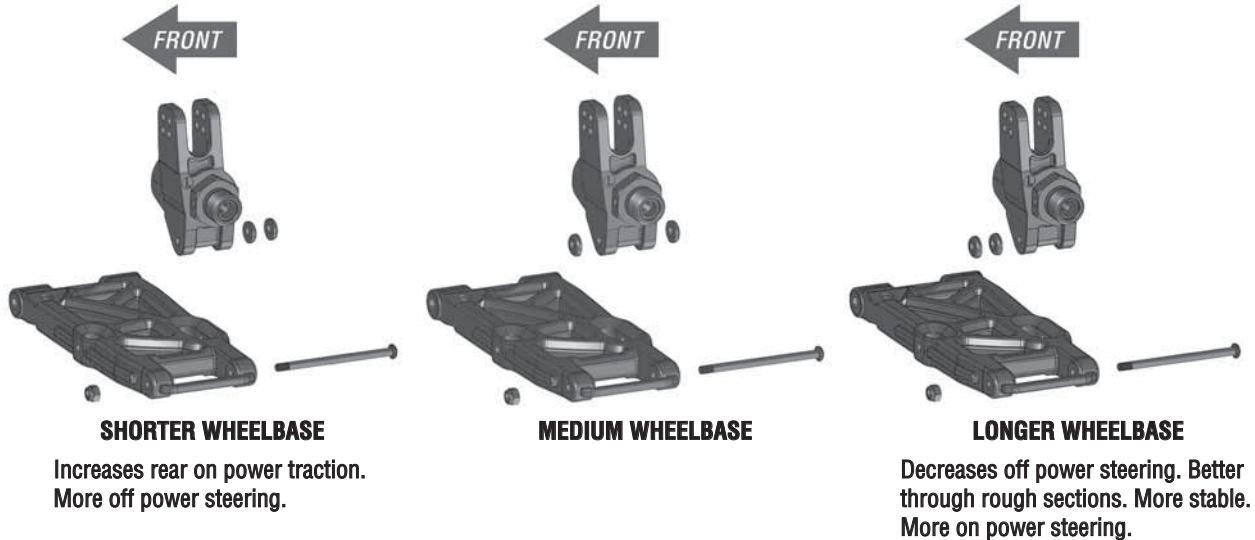
Higher Roll Center: Increases the chassis roll on the rear of the car. Increases rear traction on-power. Decreases rear traction during braking.

Lower Roll Center: Decreases the chassis roll at the rear of the car. Decreases rear on-power traction. Reduces corner entry steering. Increases corner exit steering.



WHEELBASE

Distance between the front and rear wheels.



SHOCK OIL

Thinner: Increased traction. Chassis transitions quicker. Increased chance of the chassis bottoming out. Better for rough tracks.

Thicker: Decreased traction. Chassis transitions slower. Decreased chance of chassis bottoming out. Better for smooth tracks.



DIFFERENTIAL OIL



FRONT: Thinner: Increased off power steering (too thin will make it inconsistent.) Decreased on power steering.
Thicker: Increased stability while braking into a corner. Increased on power steering exiting a corner.



CENTER: Thinner: Better for rough track conditions. Causes the front to unload under acceleration. Decreases on power steering.
Thicker: Better acceleration. Increases on power steering. Less stable. Better for smooth high bite tracks.



REAR: Thinner: More rear traction in the corners. Increases mid corner steering.
Thicker: Decreases rear traction in the corners. Increases forward traction. Less mid corner steering

CHASSIS MAINTENANCE TIPS

Check before every run:

1. All hardware to be sure everything is tight.
2. Transmitter batteries.
3. Moving parts are free from binding.
4. Parts are not broken or damaged.
5. Wires are properly connected.
6. Remove dirt or debris from chassis and moving parts.
7. Bearings should roll smoothly.
8. Shocks should operate smoothly. Check for leakage and refill as needed.
9. Gear mesh between the spur and pinion gears.

ASSEMBLY GUIDE

FOR MAINTENANCE AND REPAIRS ON YOUR 835B



1



B (x3)
8x16mm



BB (x3)
4x5mm

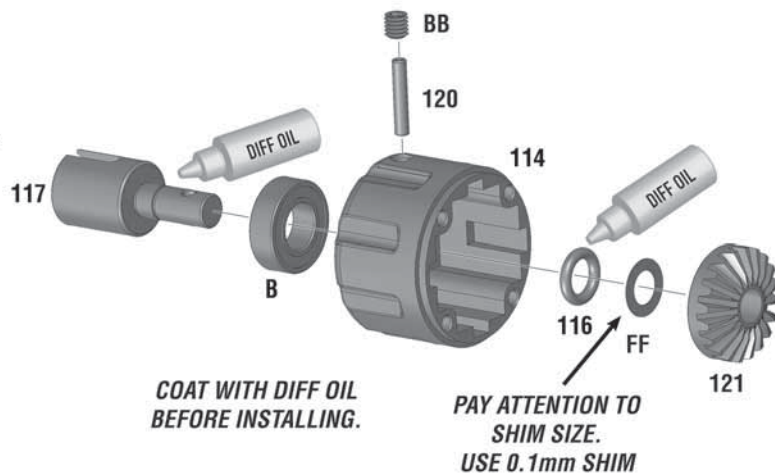


FF (x3)
6x13mm



120 (x3)
2.5x13mm

FRONT / REAR
x2



2



B (x1)
8x16mm



BB (x1)
4x5mm

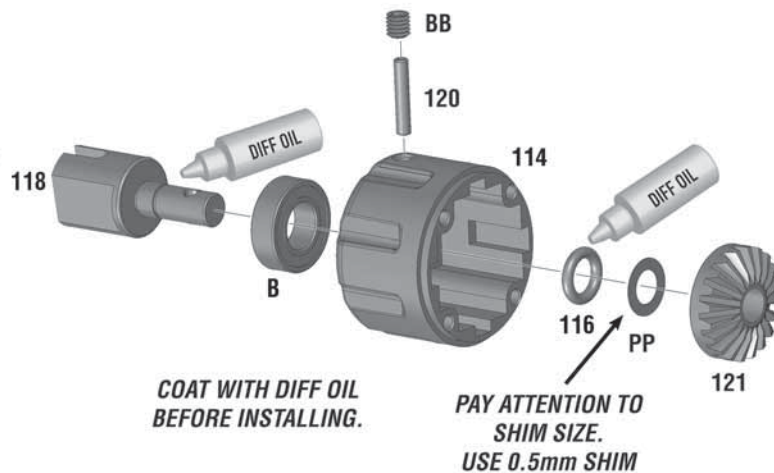


PP (x1)
6x13x0.5mm



120 (x1)
2.5x13mm

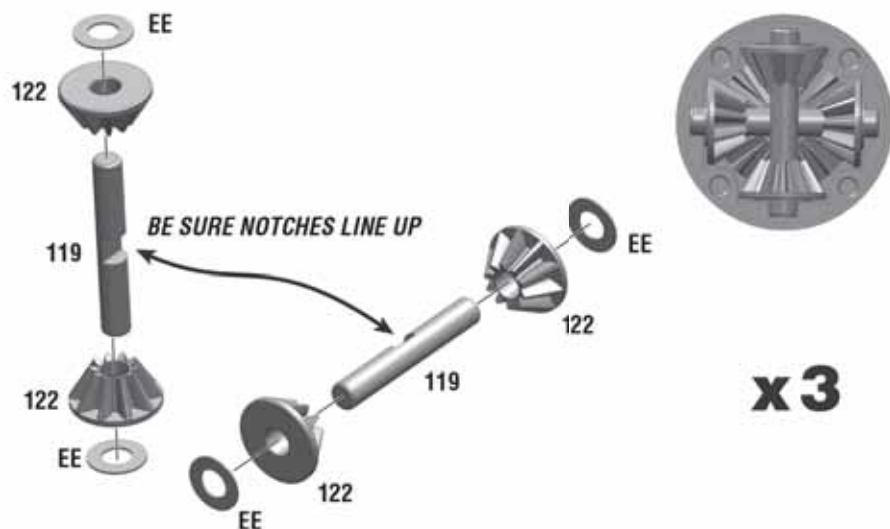
CENTER
x1



3



EE (x12)
4x7mm





4



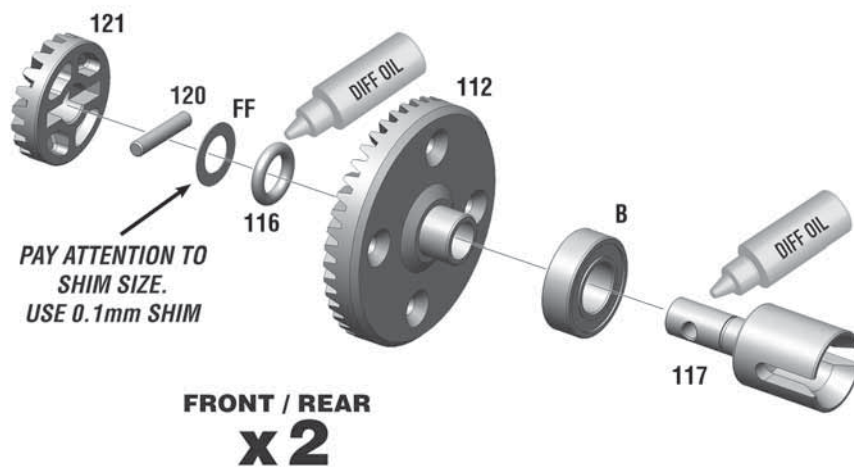
B (x2)
8x16mm



FF (x2)
6x13x0.1mm



120 (x2)
2.5x13mm



5



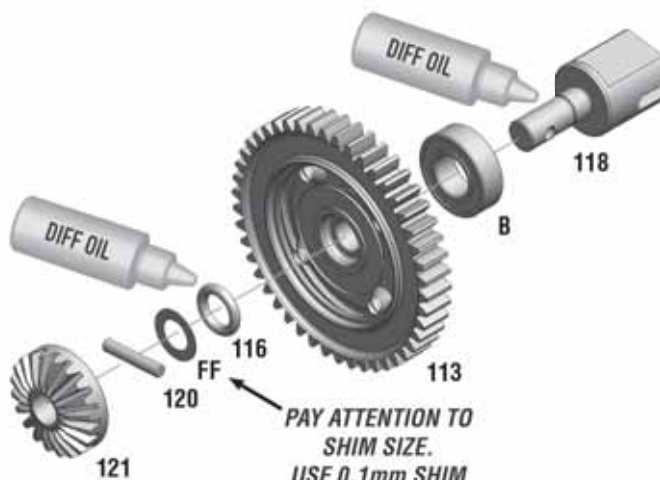
B (x1)
8x16mm



FF (x1)
6x13x0.1mm



120 (x1)
2.5x13mm

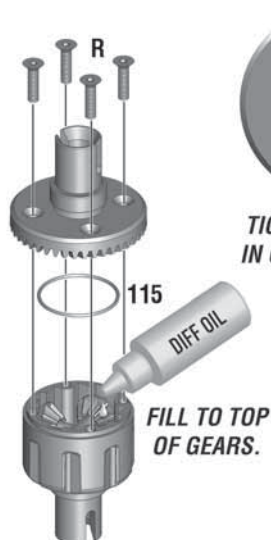


6



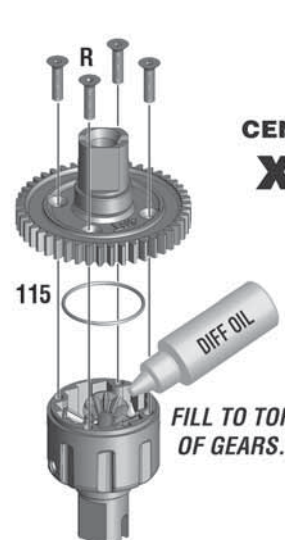
R (x12)
3x12mm

FRONT / REAR
x2



TIGHTEN SCREWS
IN ORDER SHOWN.

CENTER
x1





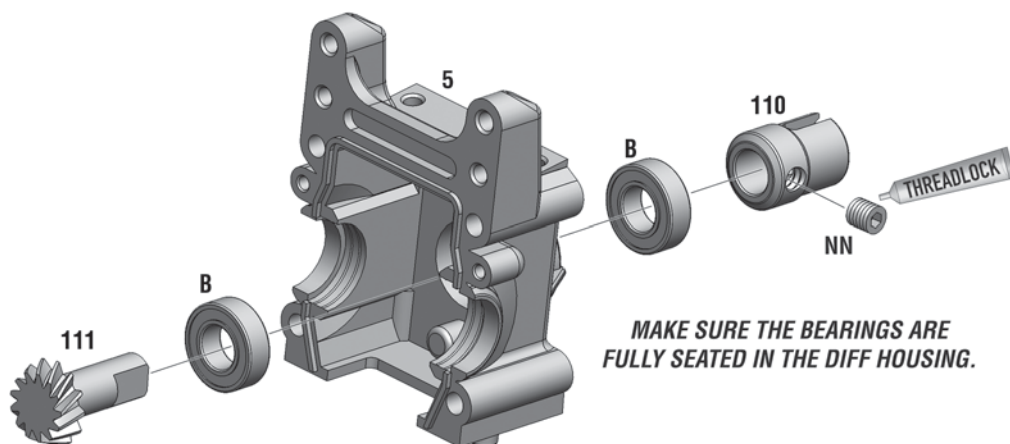
B (x2)
8x16mm



NN (x1)
5x4mm

7

FRONT



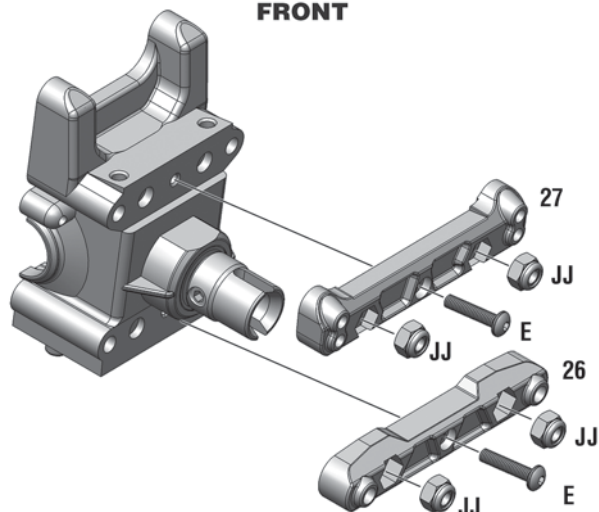
E (x2)
3x10mm



JJ (x4)
4mm

8

FRONT



E (x1)
3x10mm



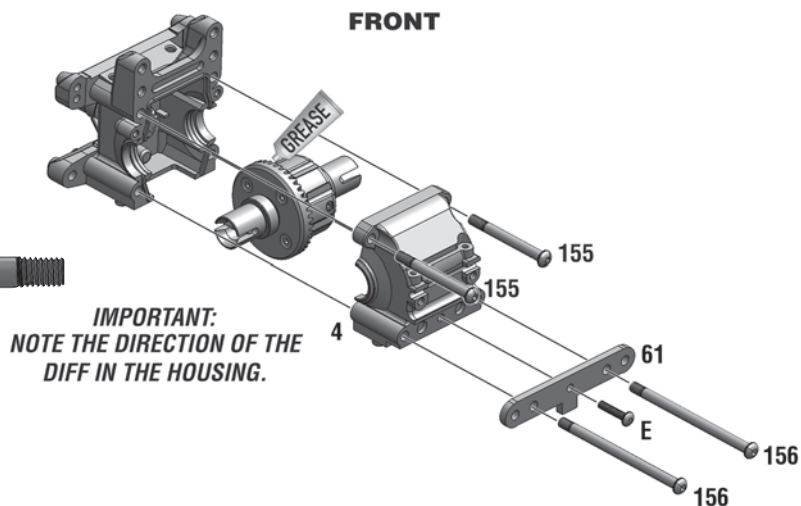
155 (x2)
4x37mm



156 (x2)
4x62mm

9

FRONT





10



E (x2)
3x10mm

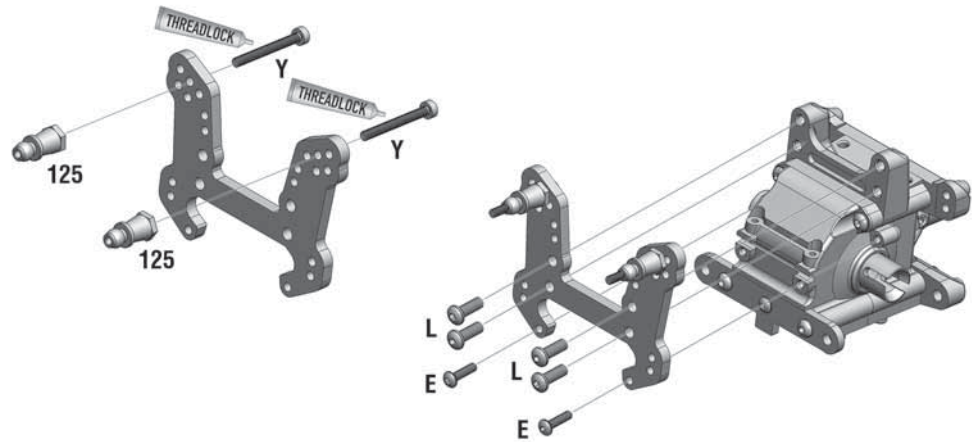


L (x4)
4x12mm



Y (x2)
3x30mm

FRONT

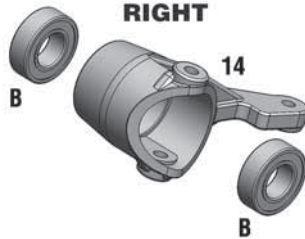


11



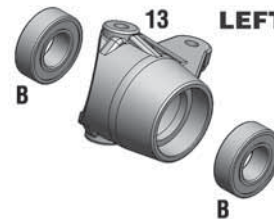
B (x4)
8x16mm

RIGHT



MAKE SURE THE BEARINGS ARE FULLY SEATED IN THE KNUCKLE ARMS.

LEFT



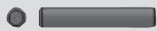
12



L (x4)
4x12mm

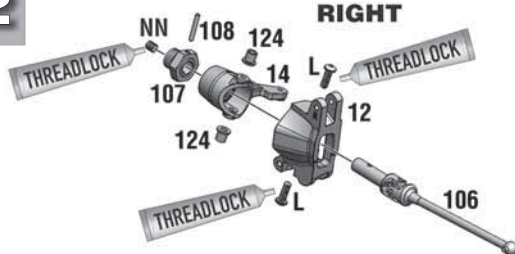


NN (x2)
5x4mm

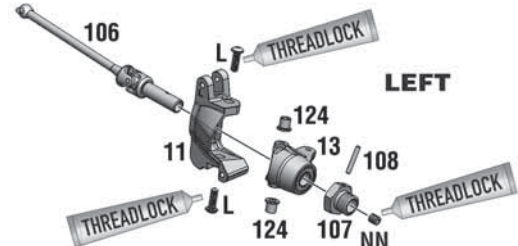


108 (x2)
2.5x16mm

RIGHT



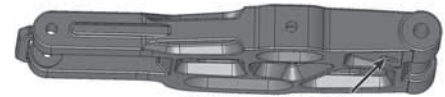
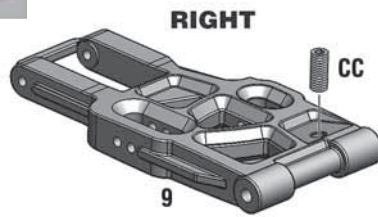
LEFT



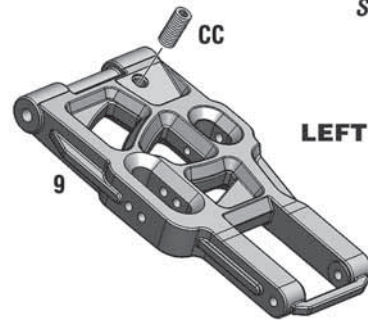



CC (x2)
4x12mm

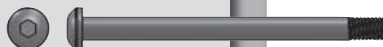
13



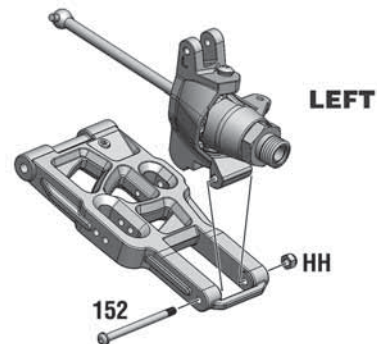
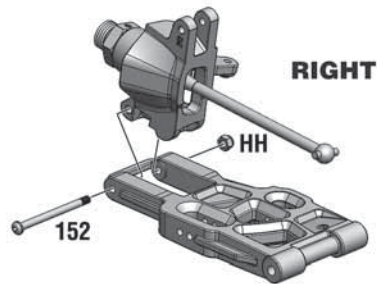
INITIAL SETTING:
DROOP SCREW FLUSH
WITH BOTTOM OF
SUSPENSION ARM



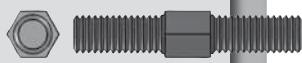

HH (x2)
3mm


152 (x2)
3x40mm

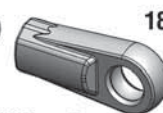
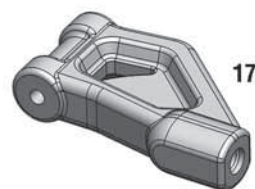
14



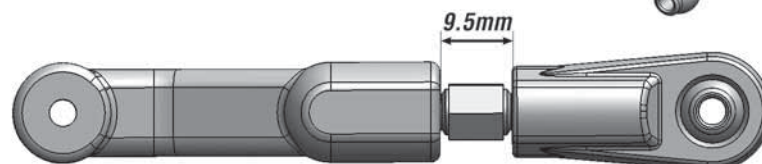

168 (x2)


19 (x2)
5x30mm

15



x2

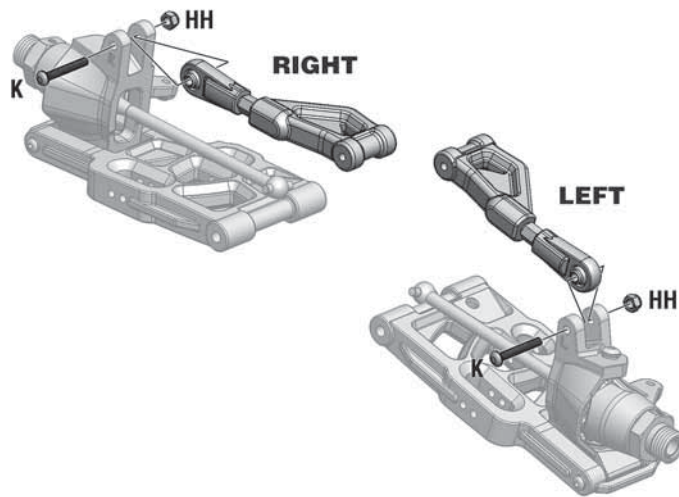




16

K (x2)
3x22mm

HH (x2)
3mm



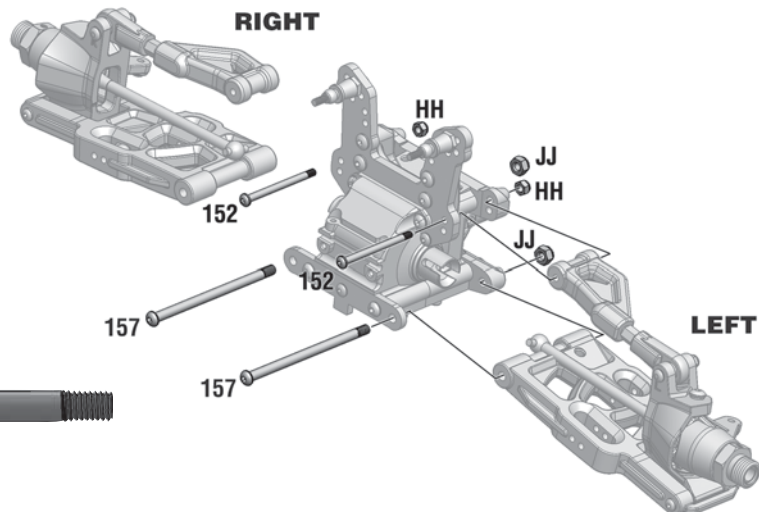
17

HH (x2)
3mm

JJ (x2)
4mm

152 (x2)
3x40mm

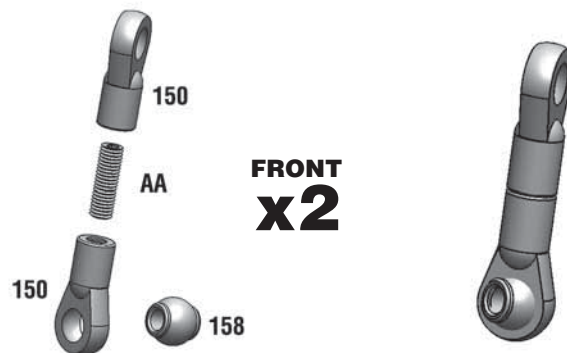
157 (x2)
4x70mm



18

AA (x2)
3x10mm

158 (x2)

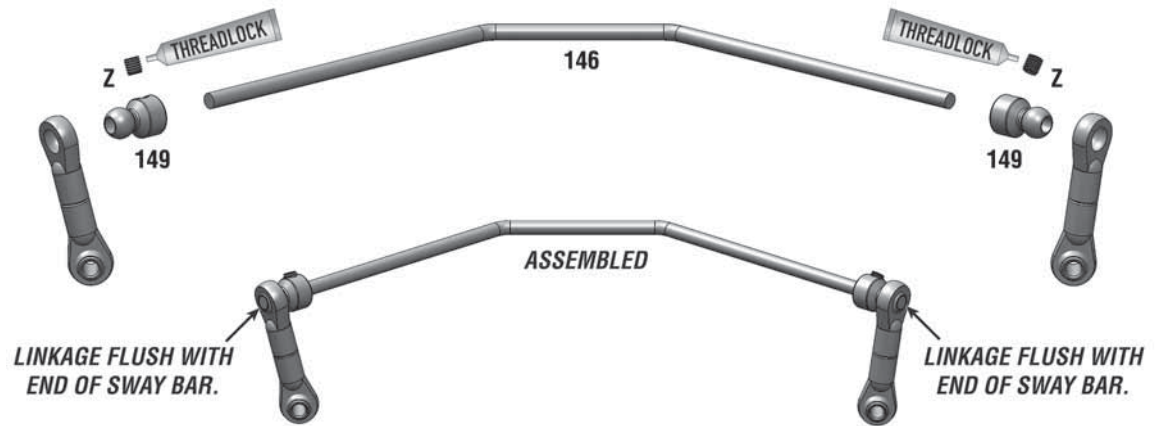




● ■
Z (x2)
3x3mm

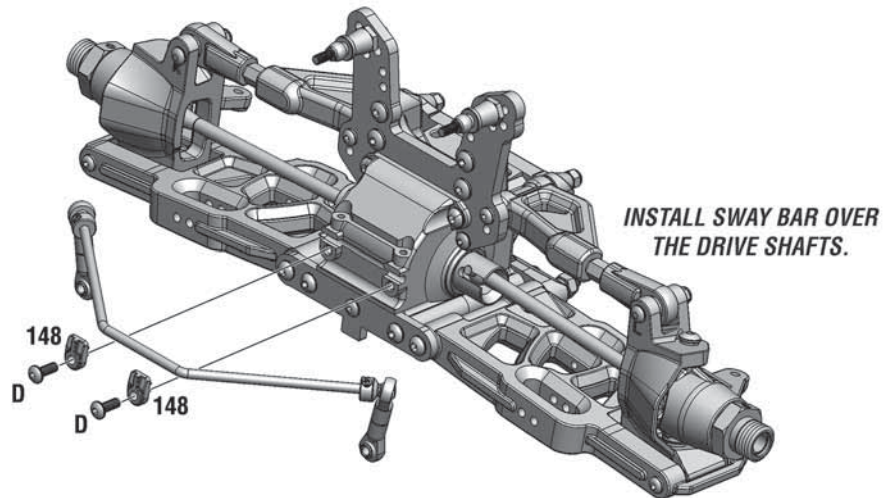
● ●
149 (x2)

19



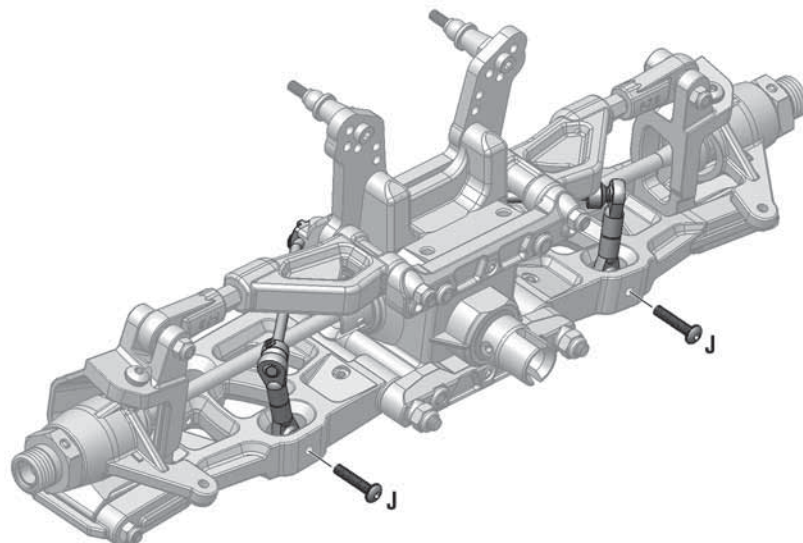
● ●
D (x2)
3x8mm

20



● ●
J (x2)
3x18mm

21





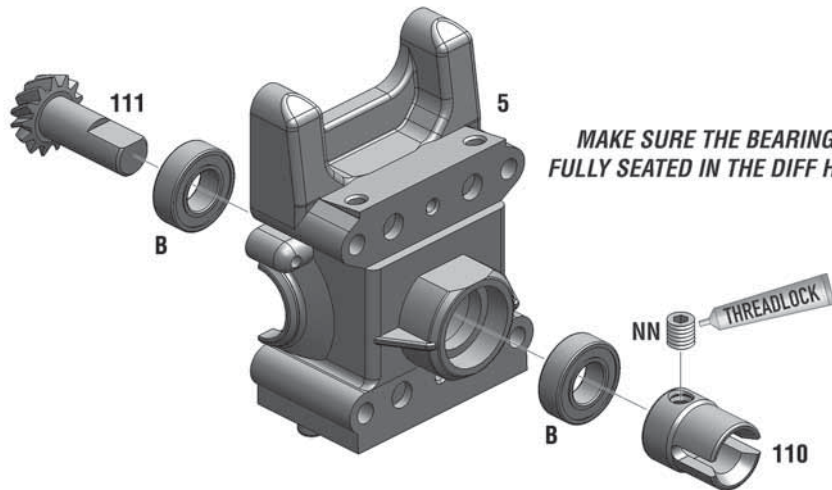
B (x2)
8x16mm



NN (x1)
5x4mm

22

REAR

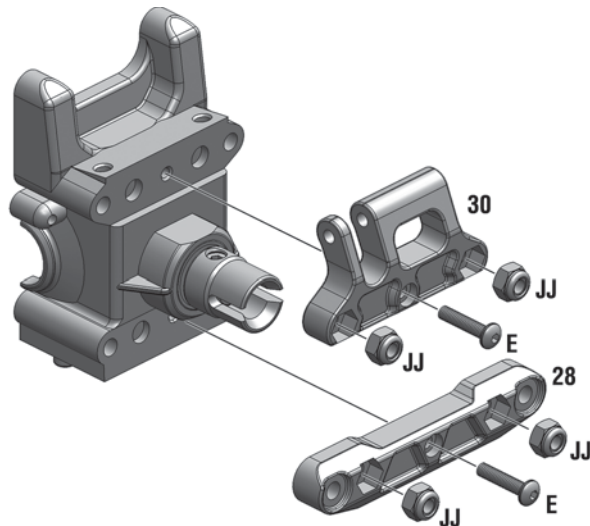


E (x2)
3x10mm

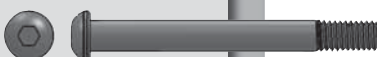


JJ (x4)
4mm

23



E (x1)
3x10mm

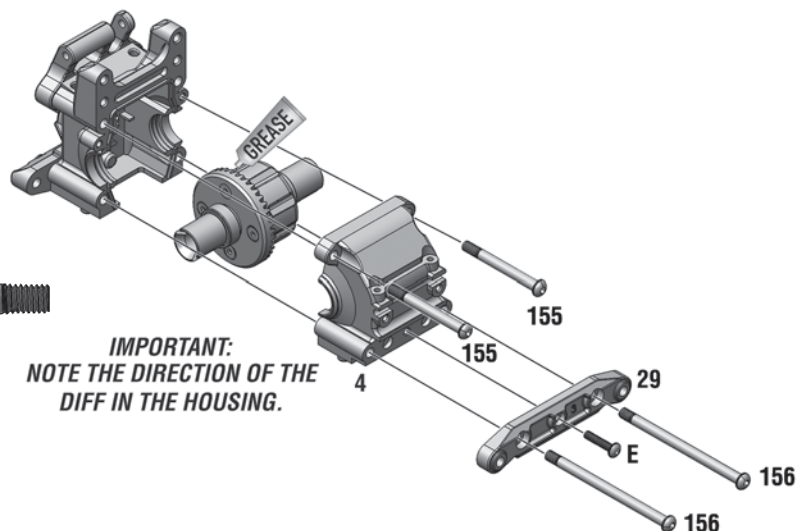


155 (x2)
4x37mm



156 (x2)
4x62mm

24

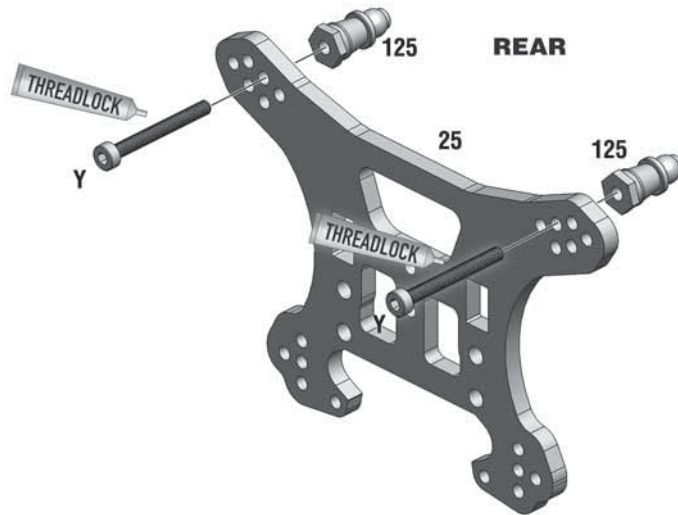




25



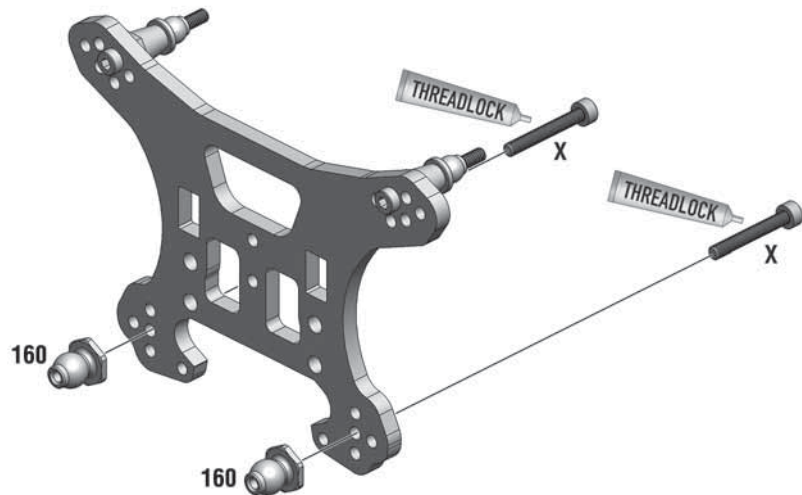
Y (x2)
3x30mm



26



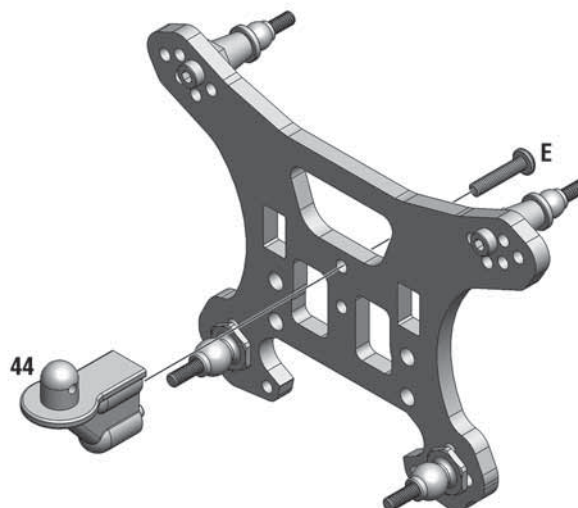
X (x2)
3x20mm



27



E (x1)
3x10mm



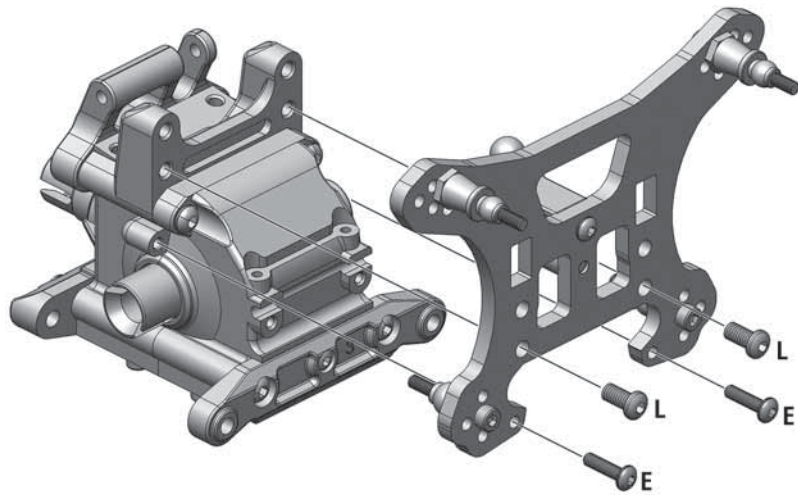


E (x2)
3x10mm



L (x2)
4x12mm

28



B (x4)
8x16mm

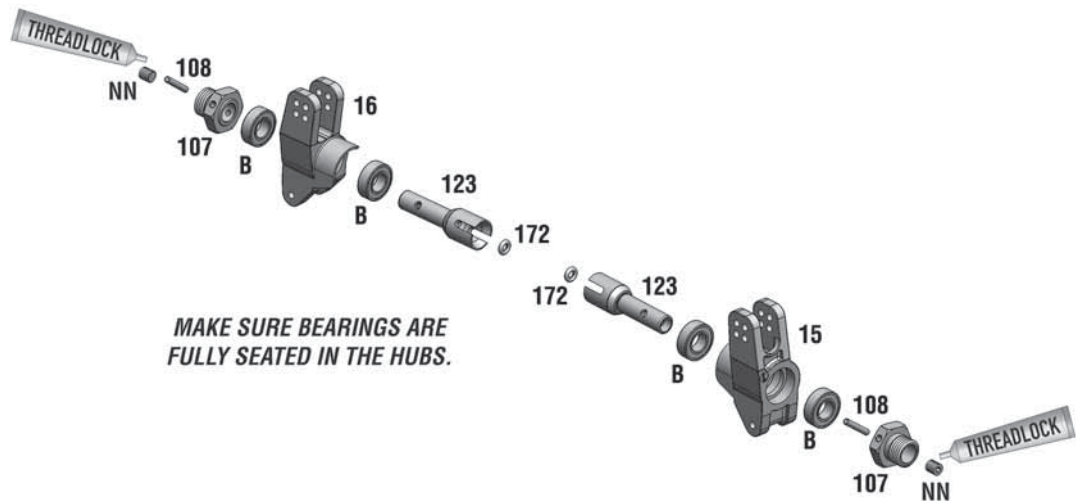


NN (x2)
5x4mm



108 (x2)
2.5x16mm

29

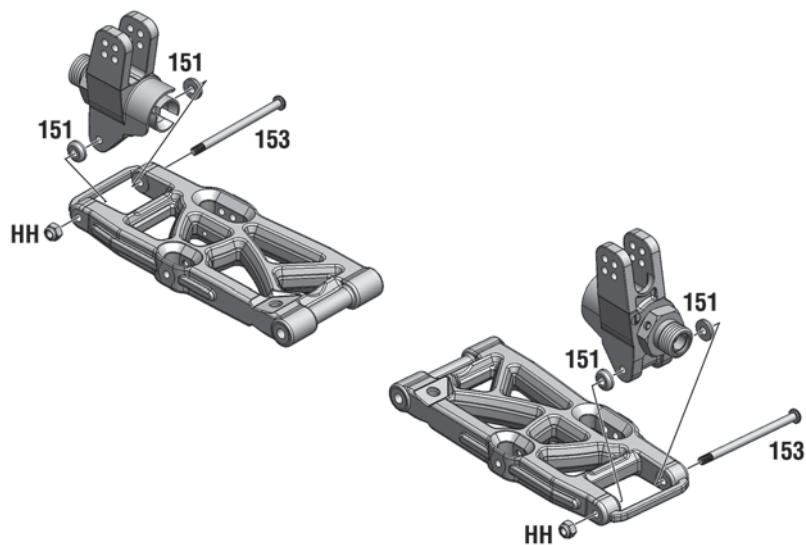


HH (x2)
3mm



153 (x2)
3x45mm

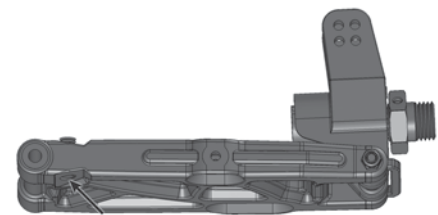
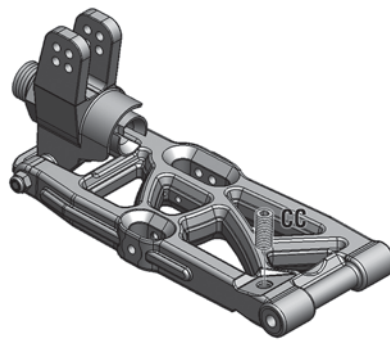
30





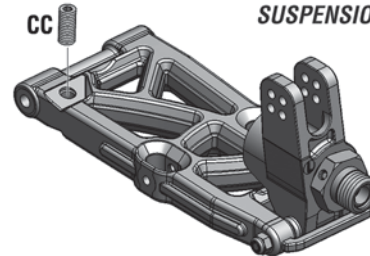
-  
- CC (x2)
- 4x12mm

31






INITIAL SETTING:
DROOP SCREW FLUSH
WITH BOTTOM OF
SUSPENSION ARM



REFER TO THE TUNING GUIDE
FOR DROOP SETTINGS.



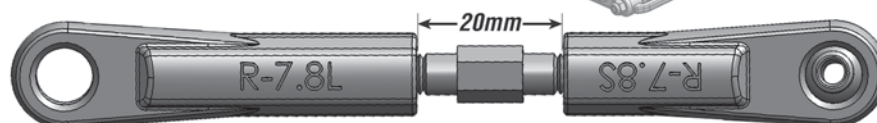
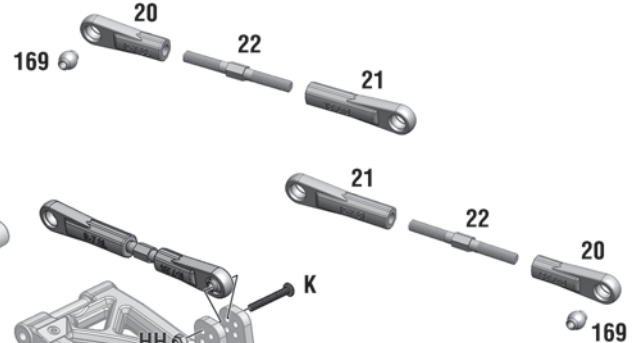
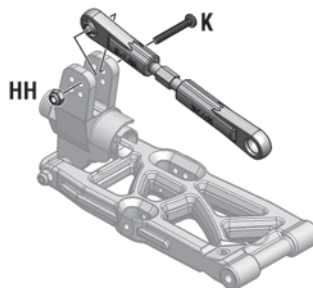
-  
- HH (x2)
- 3mm



-  
- K (x2)
- 3x22mm

-  
- 22 (x2)
- 5x50mm

-  
- 169 (x2)

32





-  
- DD (x2)
- 3x8mm

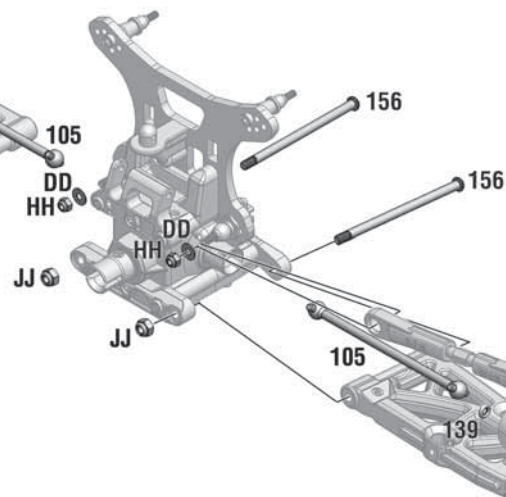
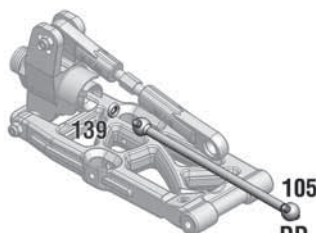
-  
- HH (x2)
- 3mm

-  
- JJ (x2)
- 4mm

-  
- 156 (x2)
- 4x62mm

-  
- 139 (x2)
- 3x7mm

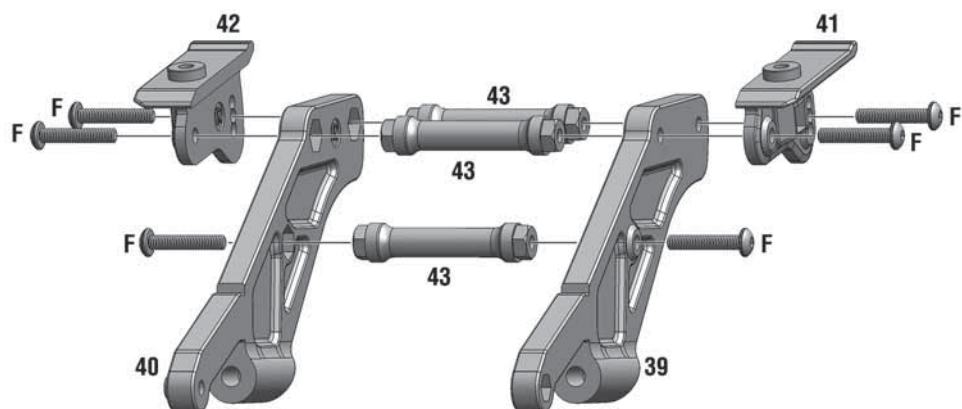
33





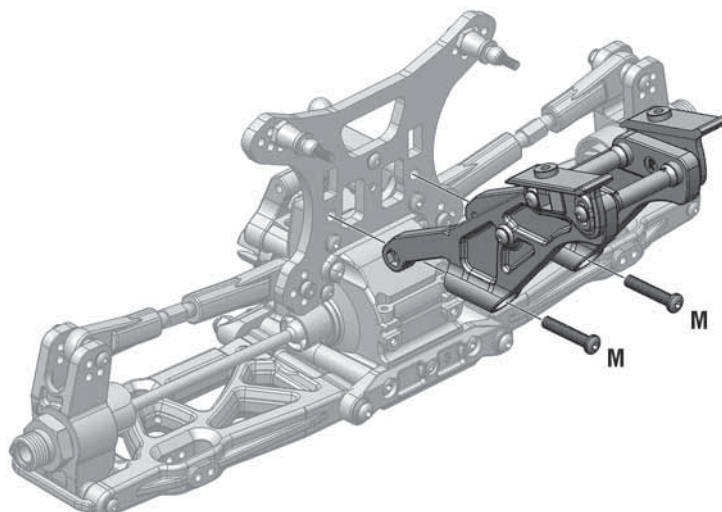
F (x6)
3x12mm

34



M (x2)
4x20mm

35

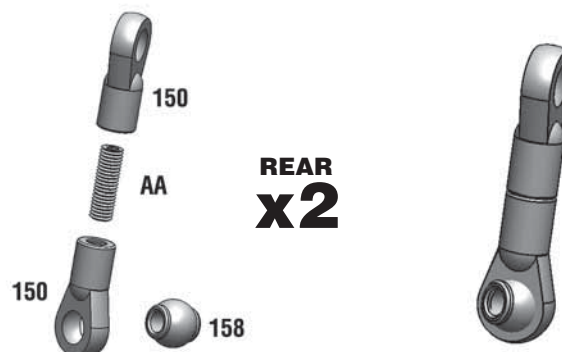


AA (x2)
3x10mm



158 (x2)

36

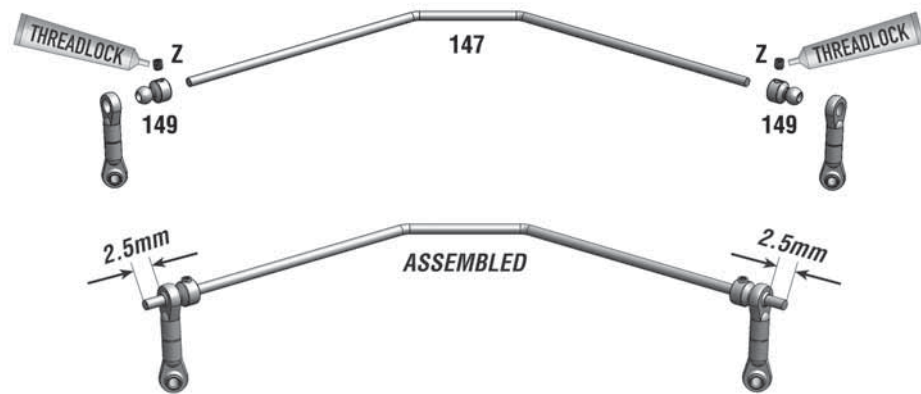




● ■
Z (x2)
3x3mm

● ●
149 (x2)

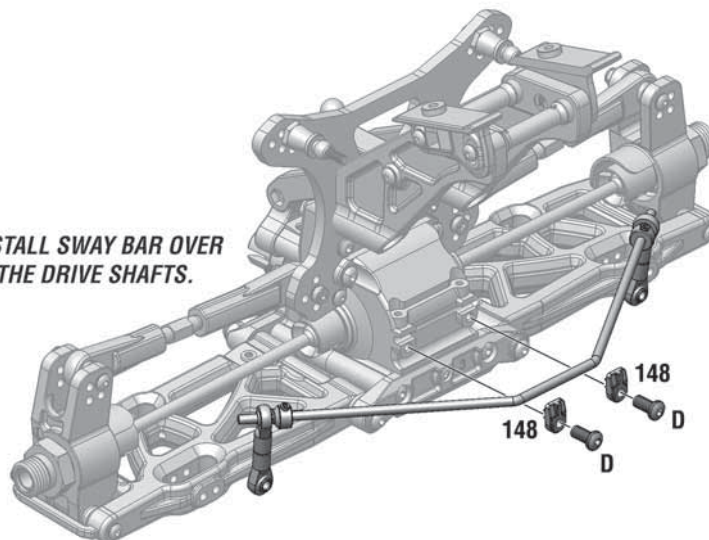
37



● ●
D (x2)
3x8mm

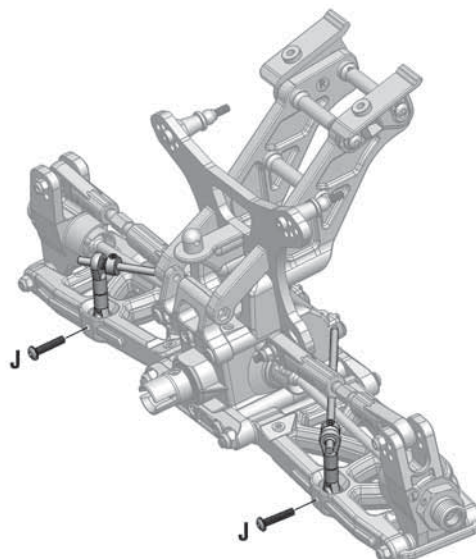
38

INSTALL SWAY BAR OVER
THE DRIVE SHAFTS.



● ●
J (x2)
3x18mm

39



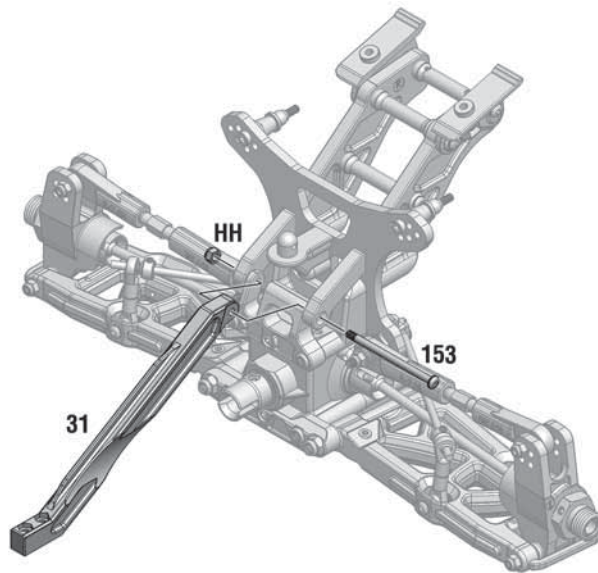


HH (x1)
3mm



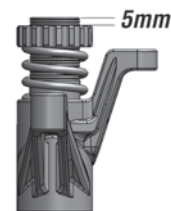
153 (x1)
3x45mm

40



C (x4)
6x10mm

41



MAKE SURE THE BUSHINGS ARE
FULLY SEATED IN THE BELLCRANKS.

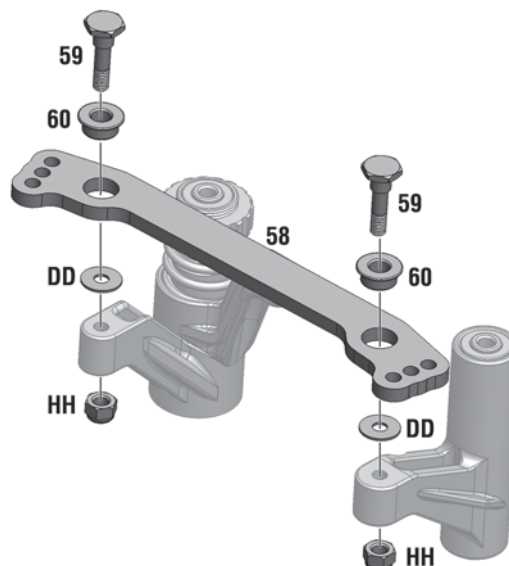


DD (x2)
3x8mm



HH (x2)
3mm

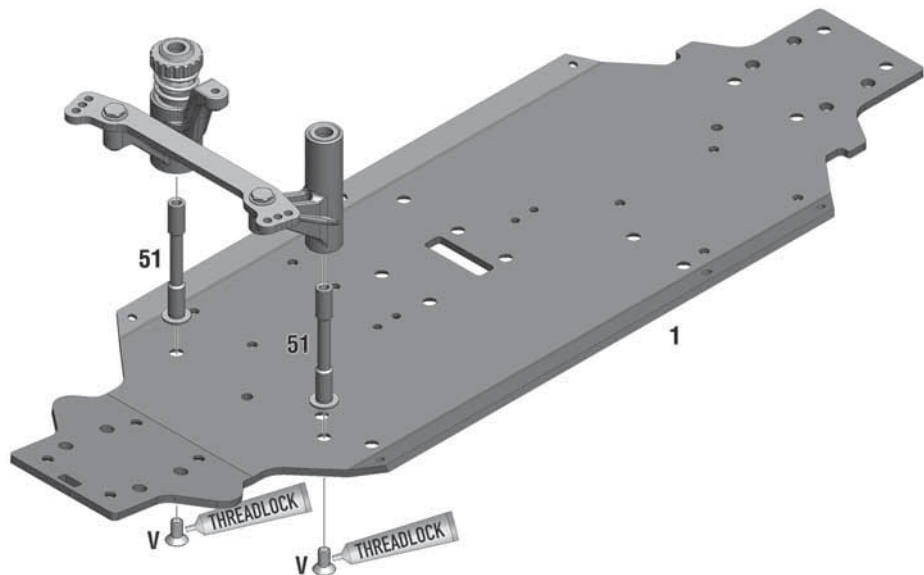
42





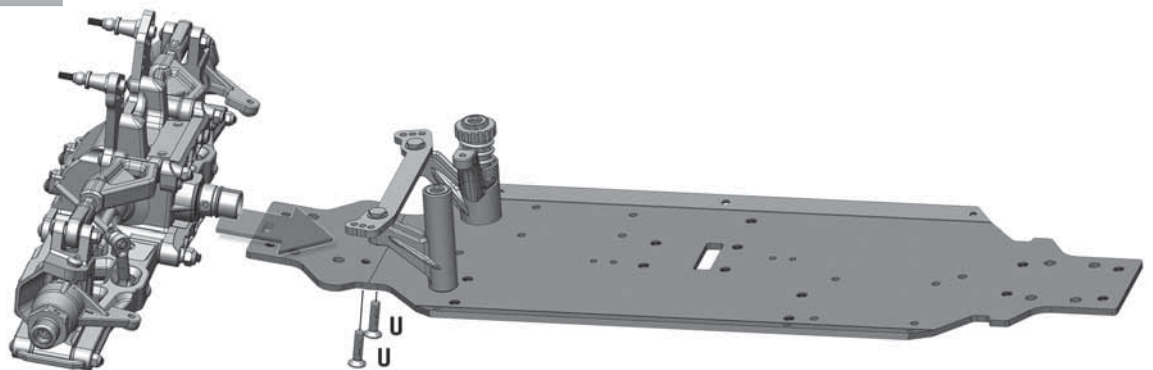
V (x2)
4x8mm

43



U (x2)
4x14mm

44

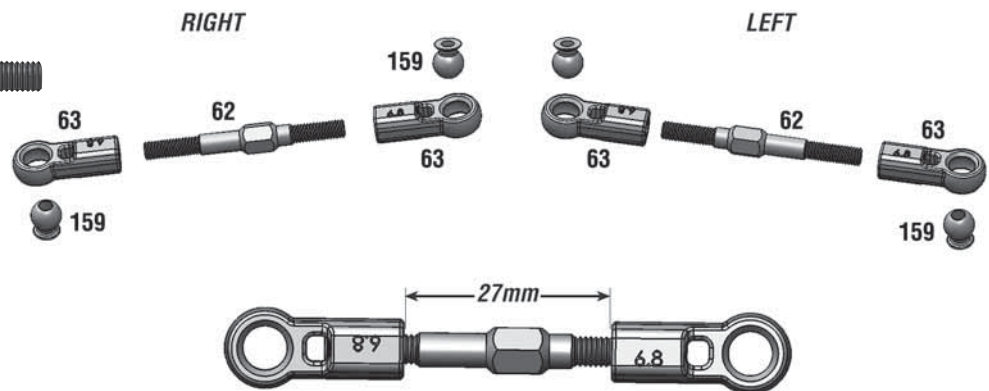


159 (x4)



62 (x2)
4x45mm

45



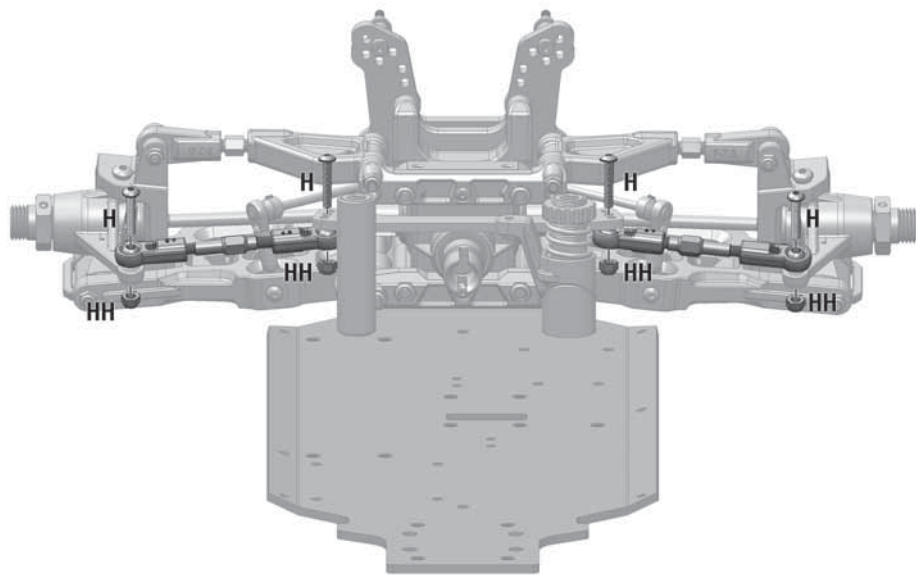


H (x4)
3x16mm



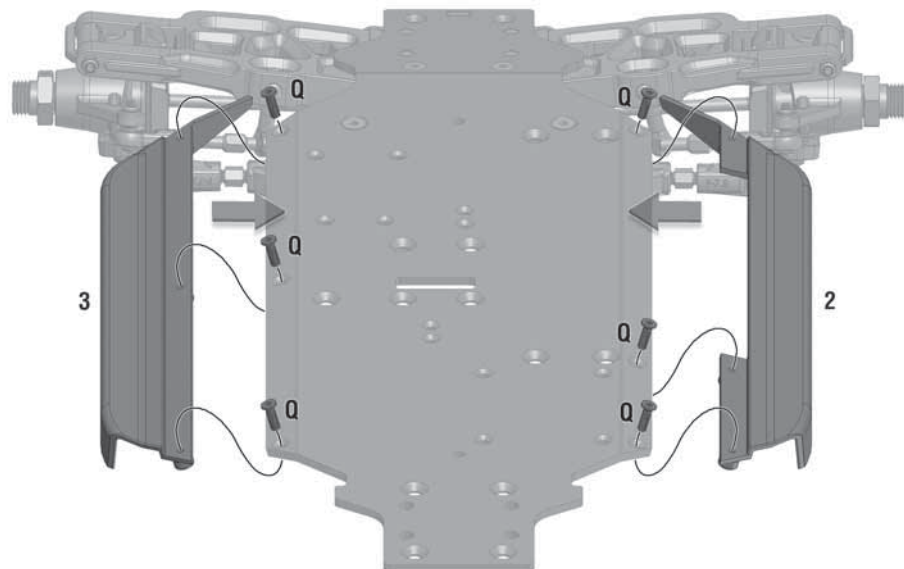
HH (x4)
3mm

46



Q (x6)
3x10mm

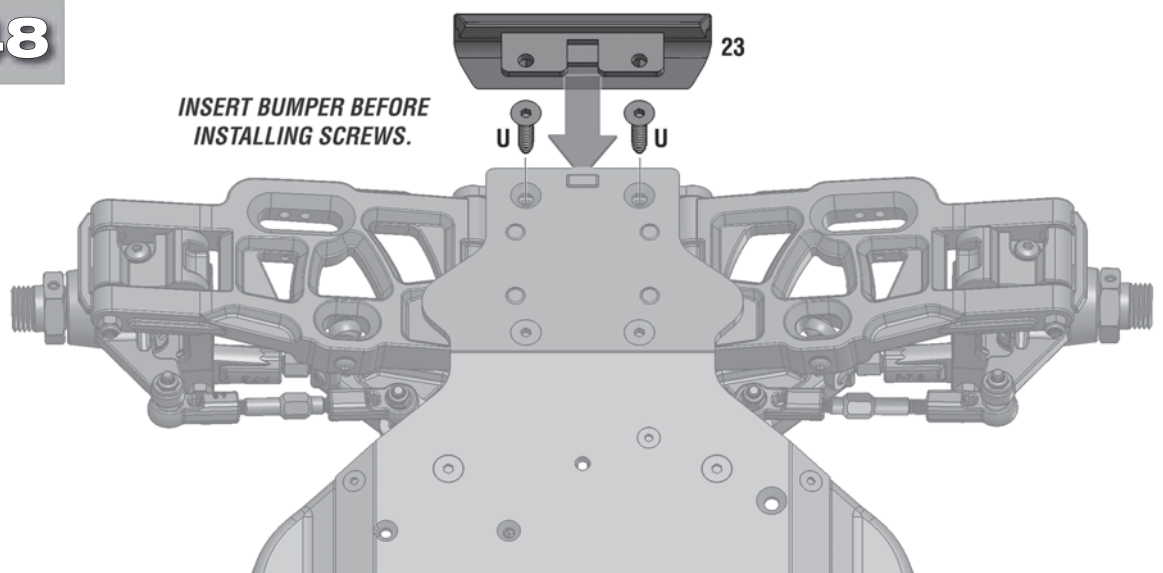
47



U (x2)
4x14mm

48

INSERT BUMPER BEFORE
INSTALLING SCREWS.



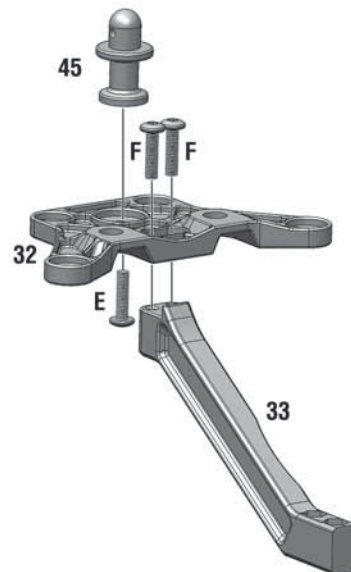


E (x1)
3x10mm



F (x2)
3x12mm

49



L (x4)
4x12mm

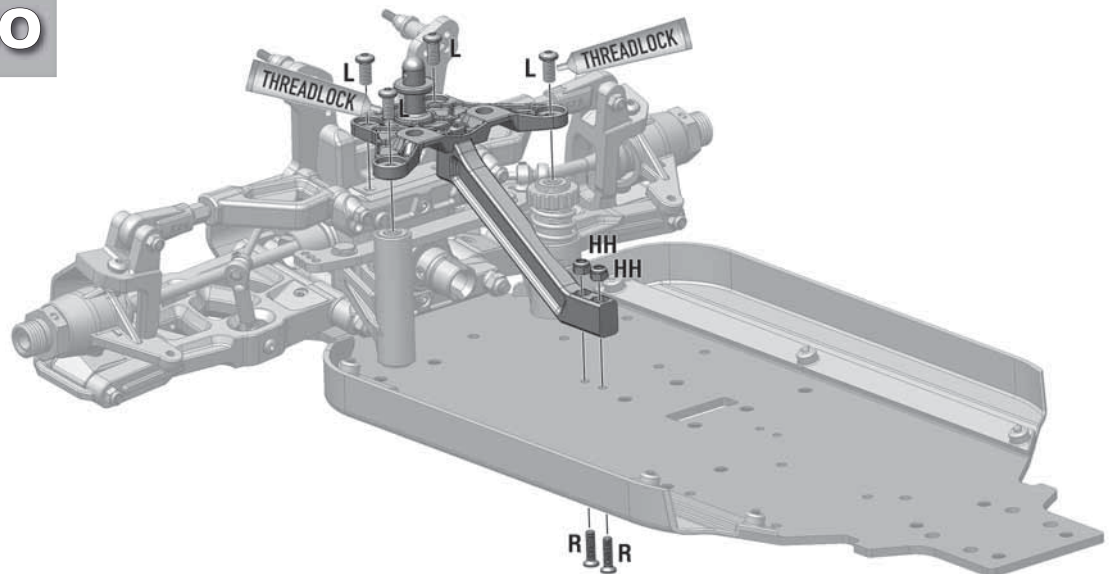


R (x2)
3x12mm



HH (x2)
3mm

50



R (x2)
3x12mm

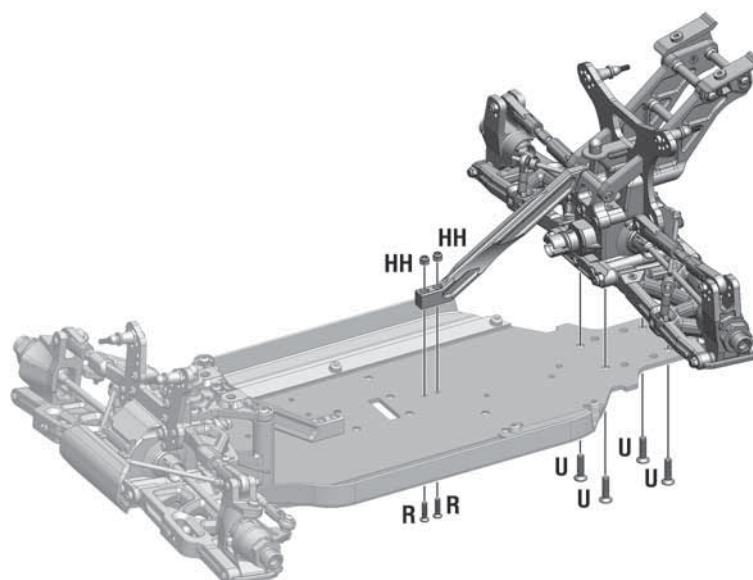


U (x4)
4x14mm



HH (x2)
3mm

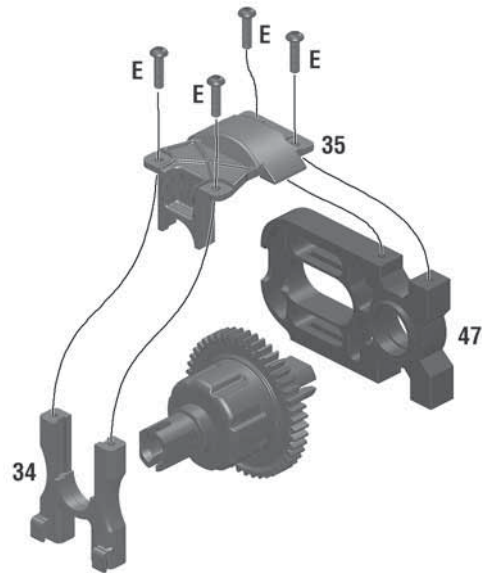
51





E (x4)
3x10mm

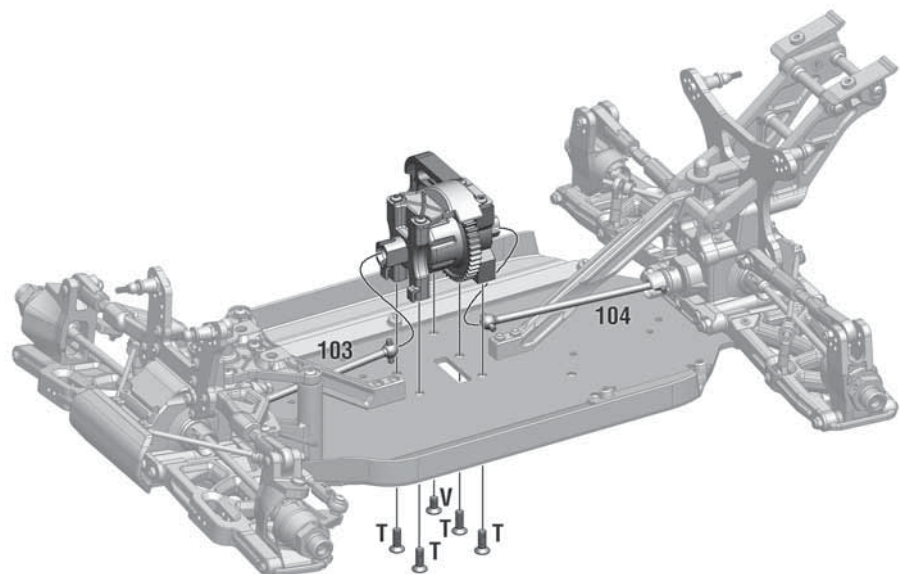
52



T (x4)
4x12mm

V (x1)
4x8mm

53



DD (x4)
3x8mm



HH (x4)
3mm



139 (x8)
3x7mm

54



137 FRONT (SHORT)
138 REAR (LONG)

FRONT x2
REAR x2



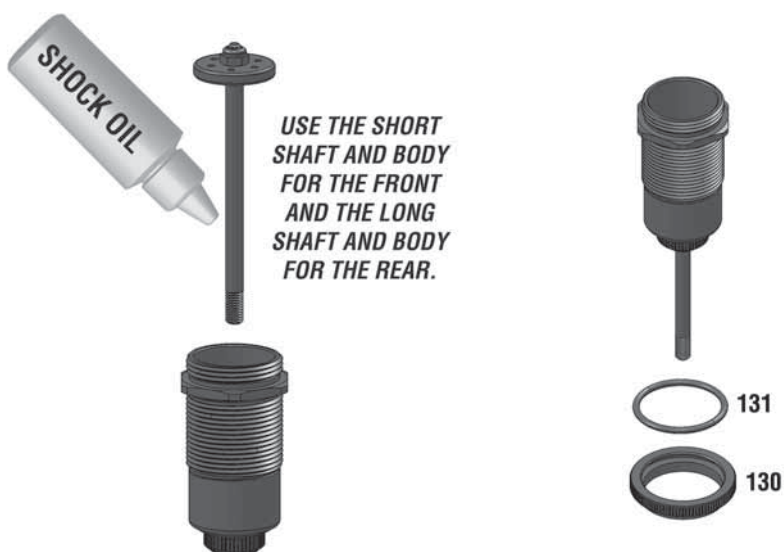
127 FRONT (SHORT)
128 REAR (LONG)

APPLY A SMALL
AMOUNT OF SHOCK
OIL TO THE O-RINGS
BEFORE INSTALLING.

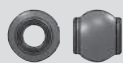
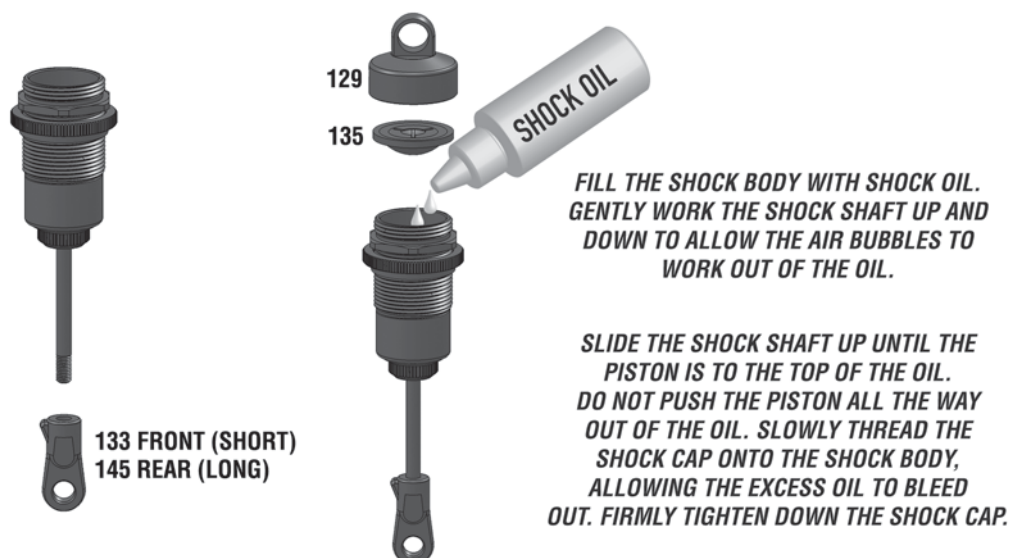
MAKE SURE THE O-RINGS
ARE PROPERLY SEATED
IN THE SHOCK BODY.



55

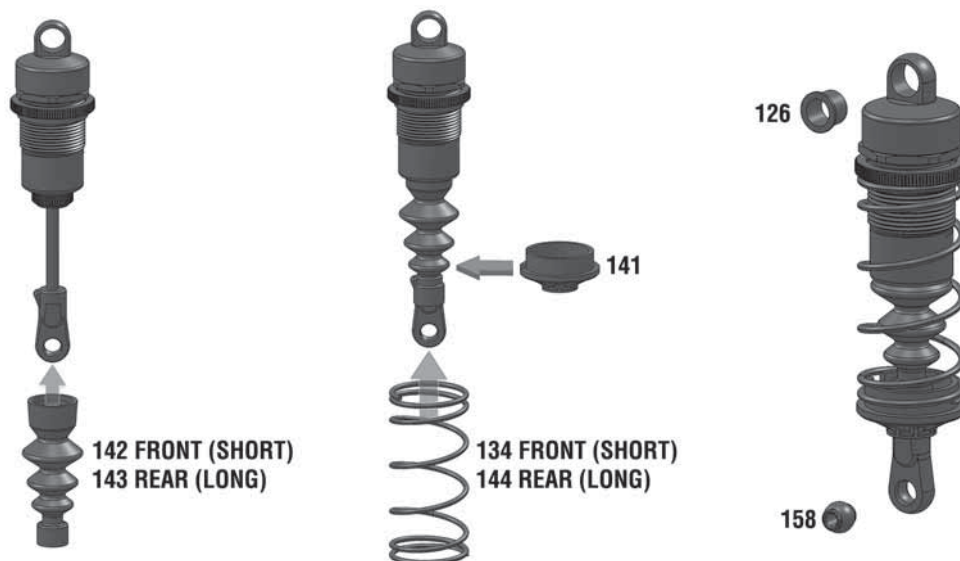


56



158 (x4)
3mm

57





DD (x2)
3x8mm

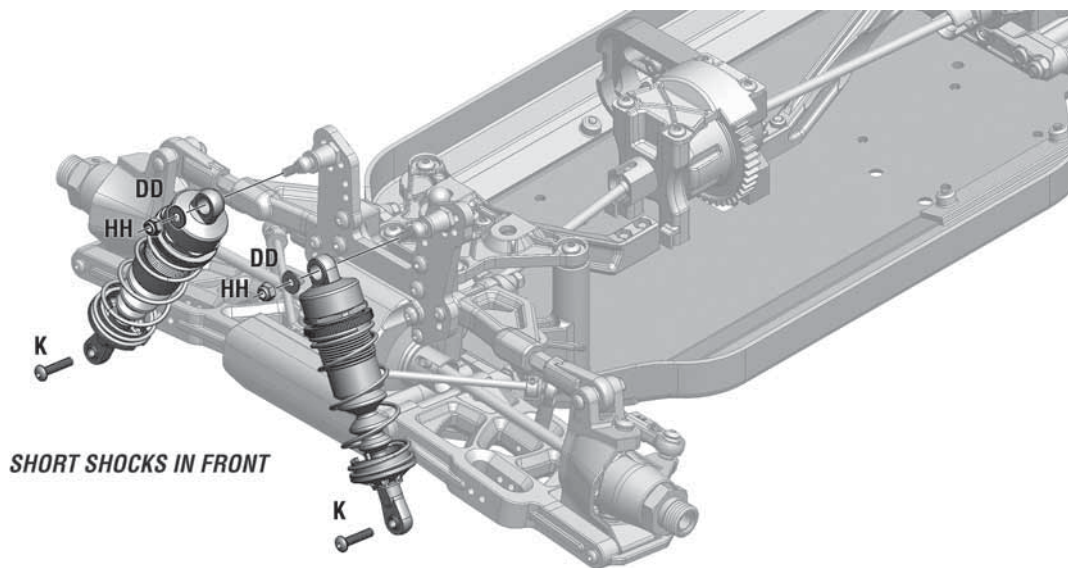


K (x2)
3x22mm



HH (x2)
3mm

58



DD (x2)
3x8mm

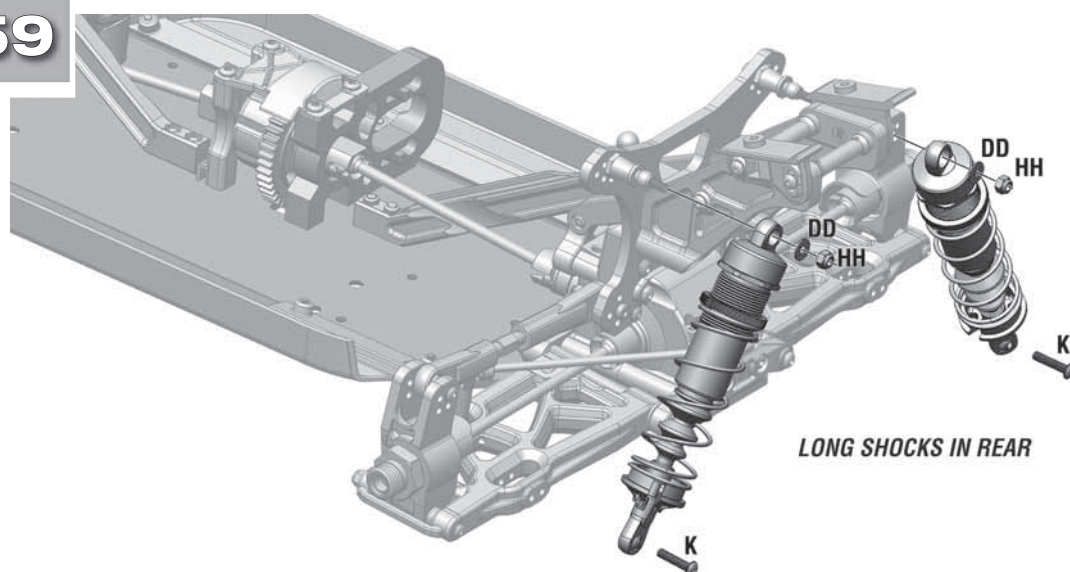


K (x2)
3x22mm



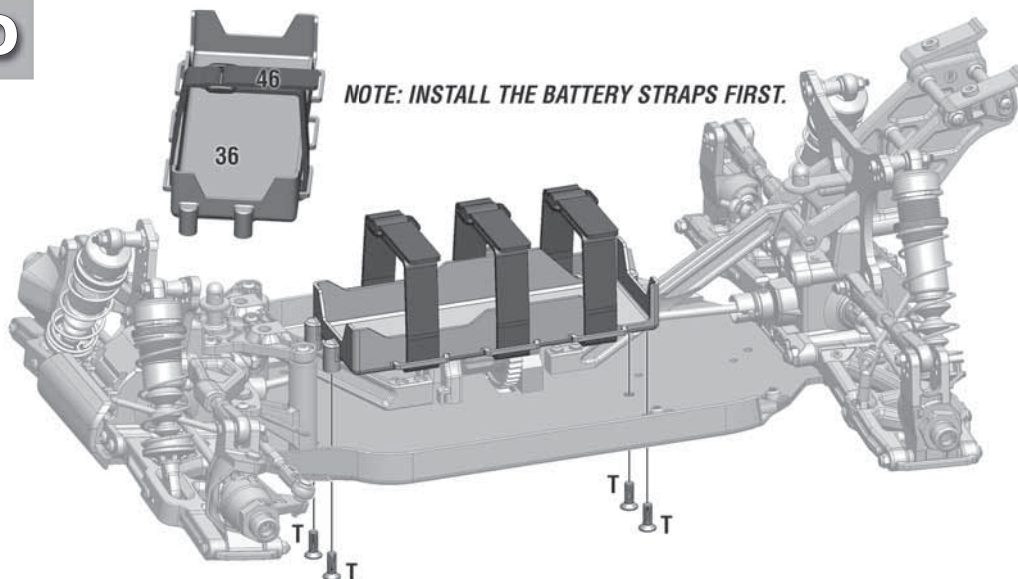
HH (x2)
3mm

59



T (x4)
4x12mm

60





Q (x4)
3x10mm

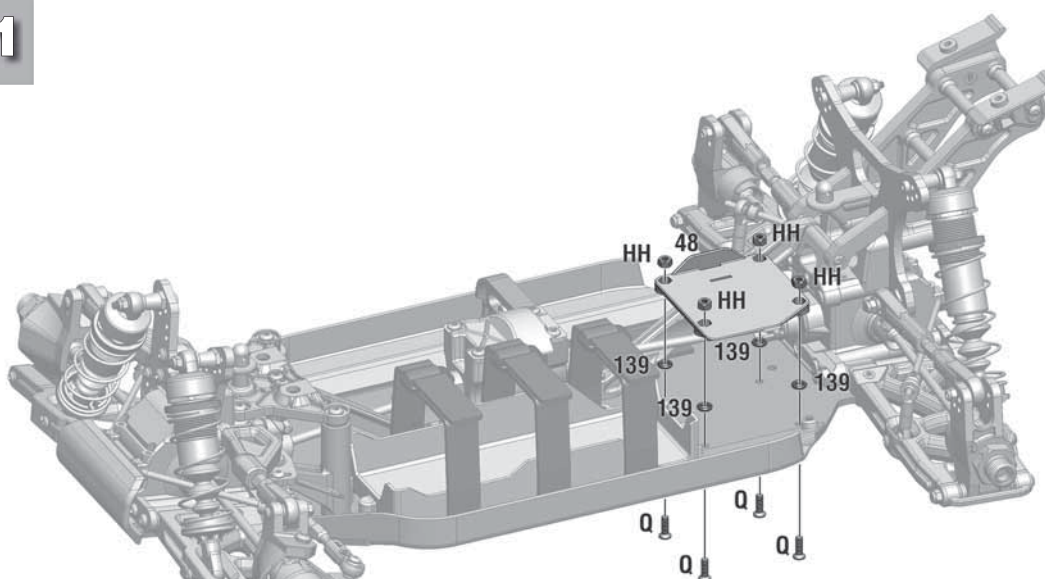


HH (x4)
3mm



139 (x4)
3x7mm

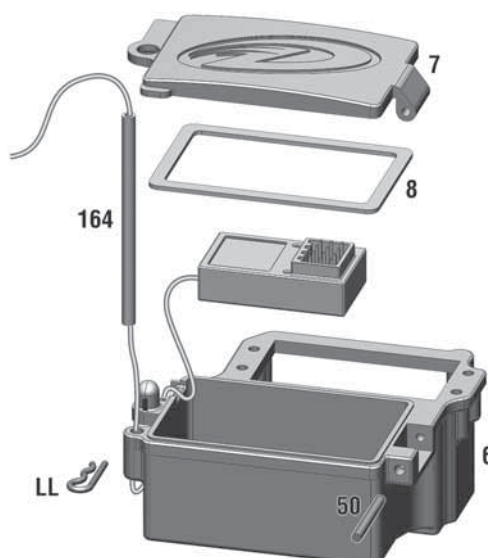
61



LL (x1)

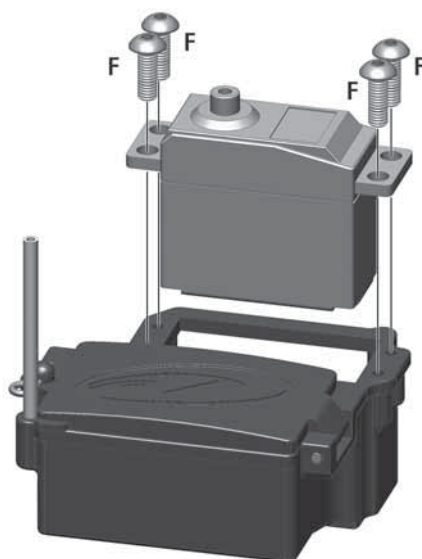
50 (x1)
2x16.5mm

62



F (x4)
3x8mm

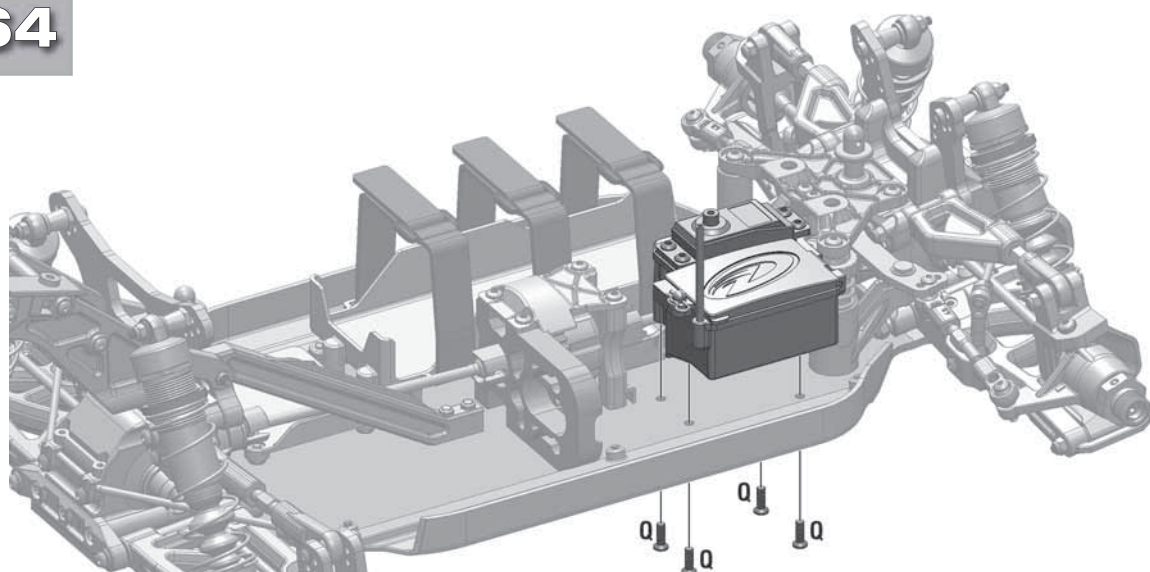
63





Q (x4)
3x10mm

64



F (x1)
3x12mm

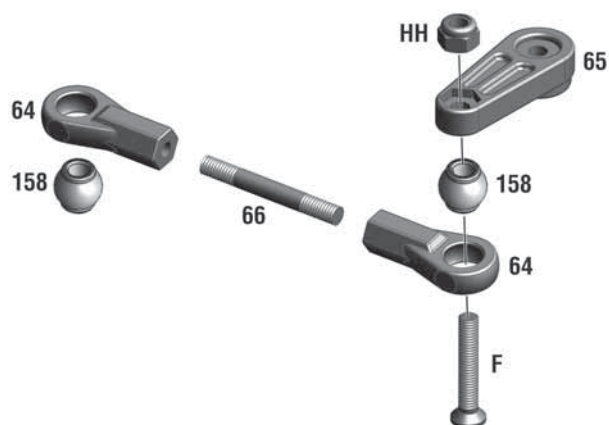


HH (x1)
3mm



158 (x2)
3mm

65

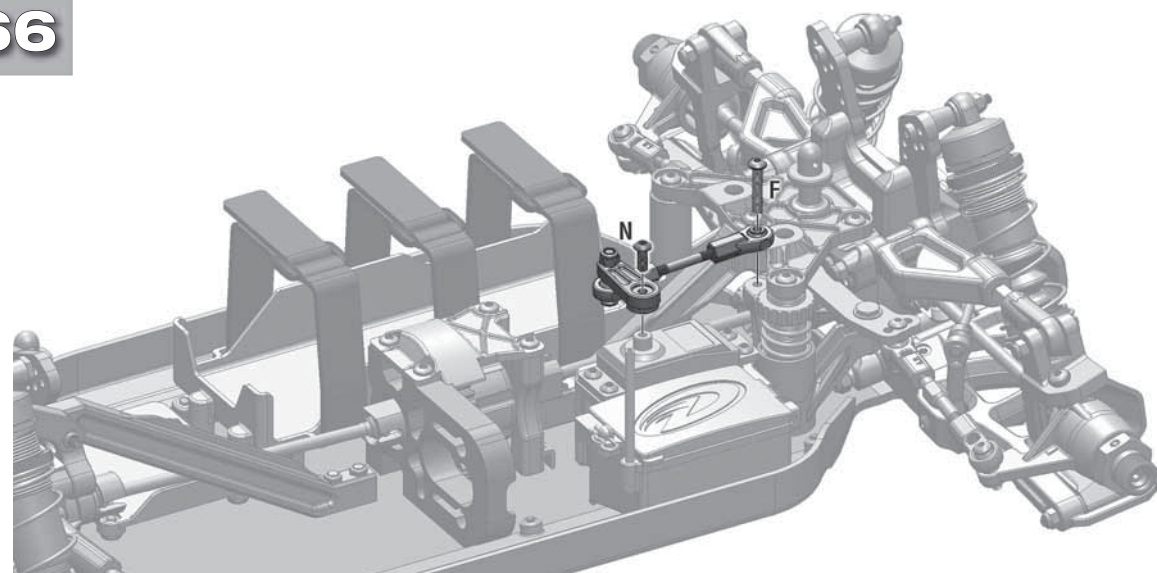


F (x1)
3x12mm



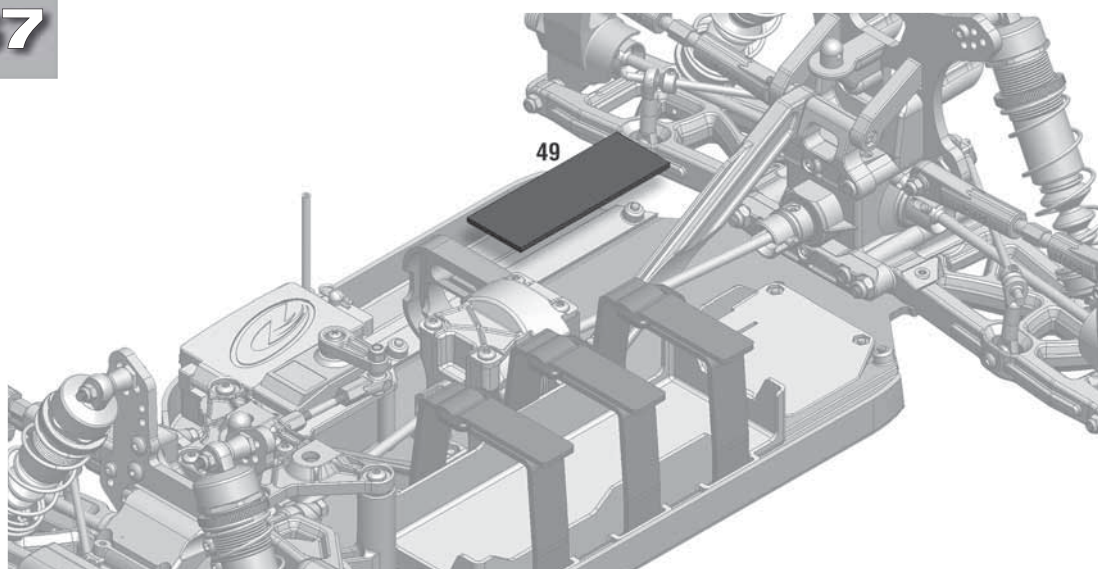
N (x1)
3x8mm

66



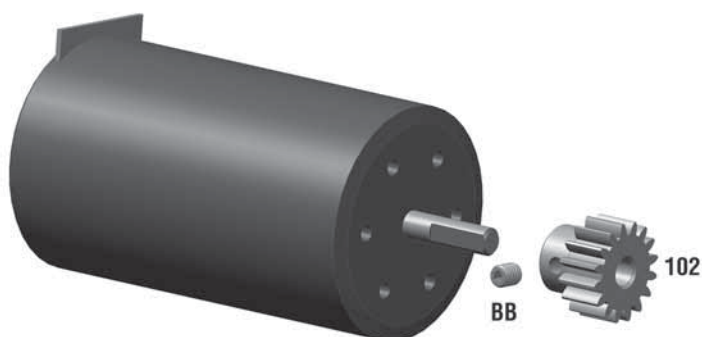


67



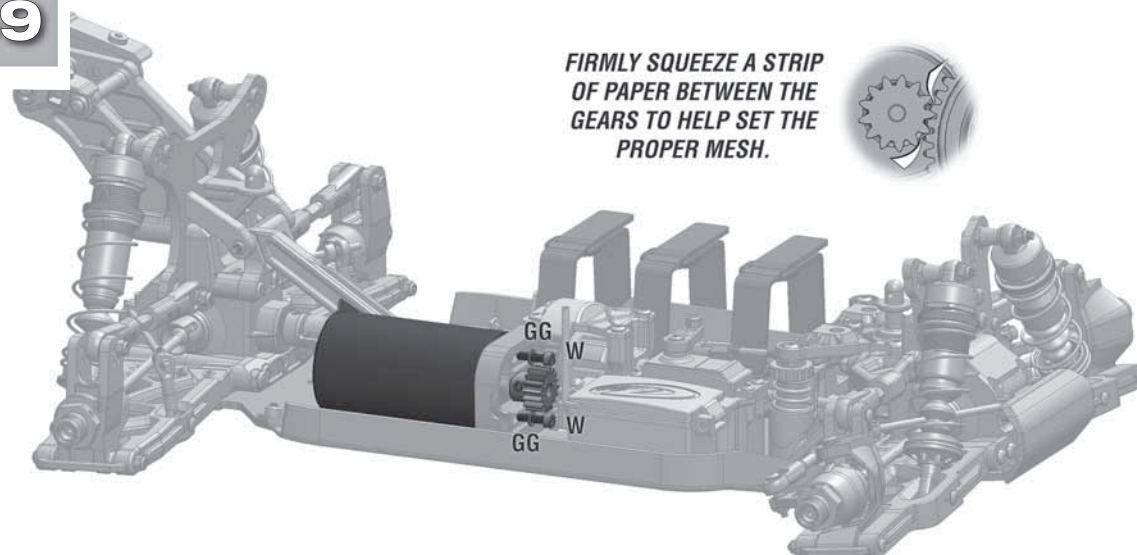
 BB (x1)
4x5mm

68



 W (x2)
3x12mm
 GG (x2)
3x6mm

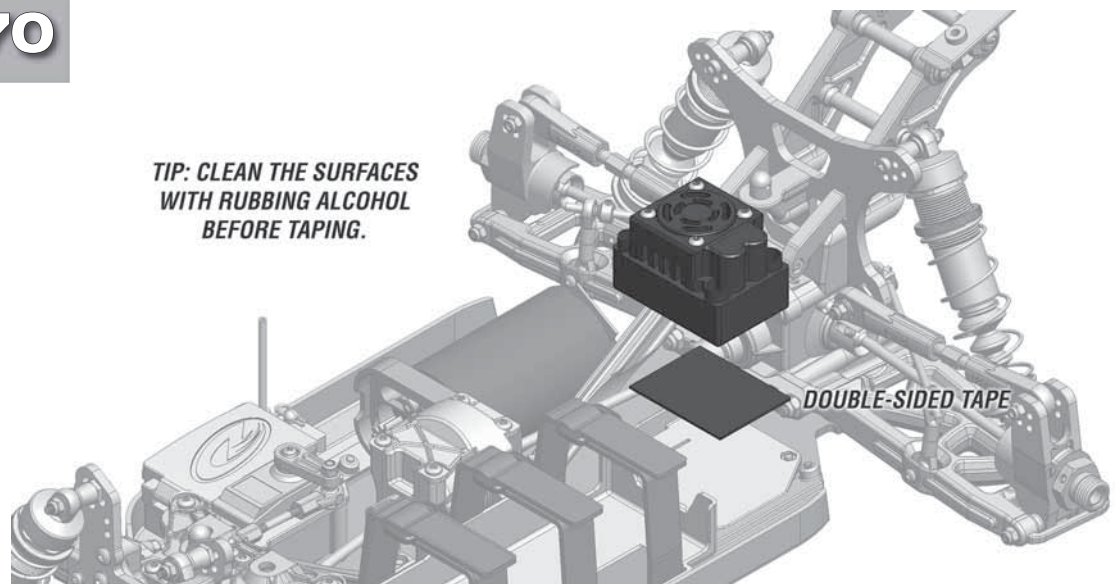
69





70

**TIP: CLEAN THE SURFACES
WITH RUBBING ALCOHOL
BEFORE TAPING.**



H (x2)
3x16mm

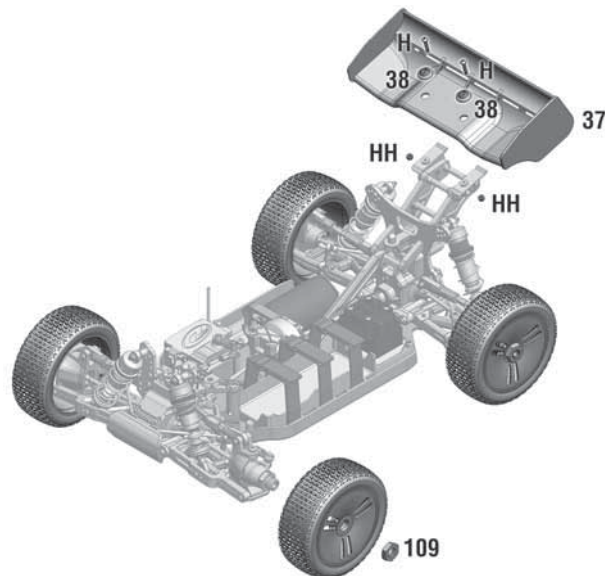


HH (x2)
3mm



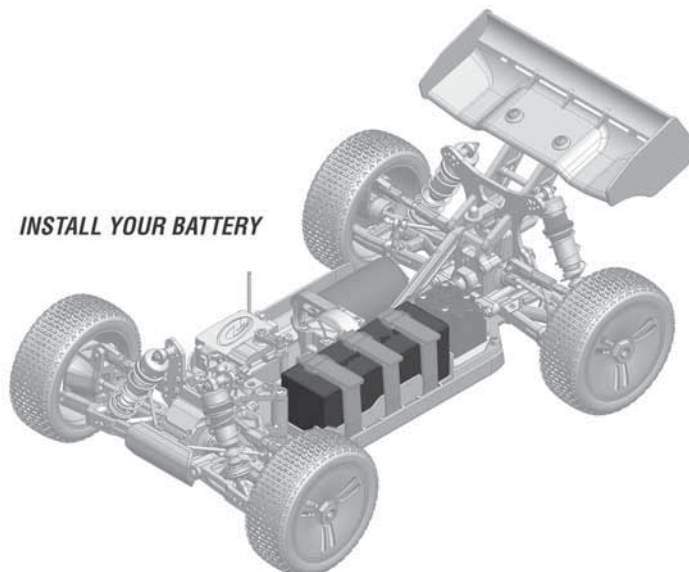
109 (x4)

71



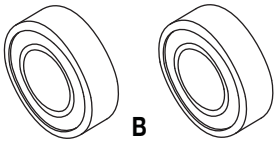
72

INSTALL YOUR BATTERY

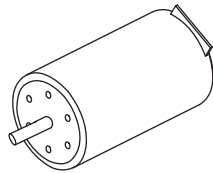


REPLACEMENT PARTS

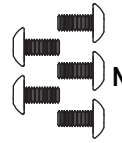
PARTS LISTS, PARTS SETS, AND EXPLODED VIEWS



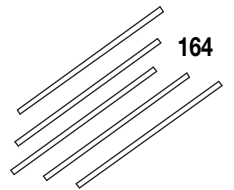
**8x16mm Ball Bearing
DTXC1585**



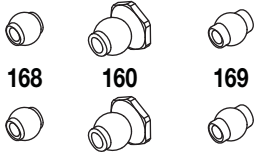
**2200kV Motor
DTXC3250**



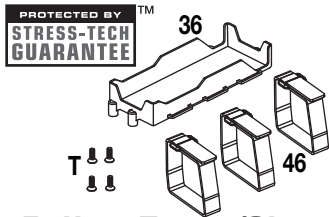
**3x6mm B/H Screw
DTXC4390**



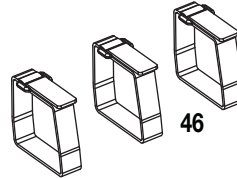
**Antenna Tube
DTXC6161**



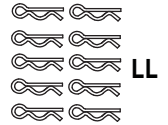
**3mm Ball Set
DTXC6191**



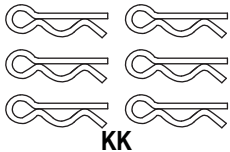
**Battery Tray w/Straps
DTXC6202**



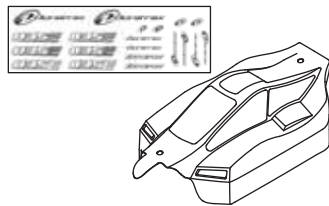
**Battery Straps
DTXC6203**



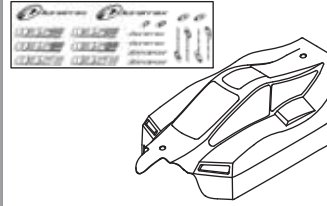
**Body Clips (Small)
DTXC6442**



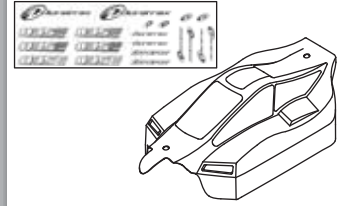
**Body Clips (Large)
DTXC6472**



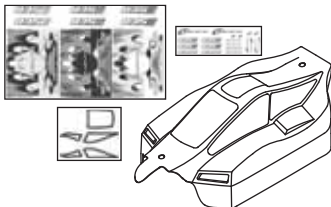
**Black Body w/Decals
DTXC6557**



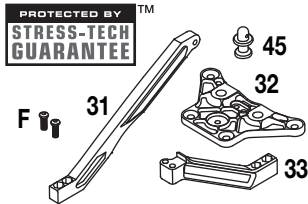
**White Body w/Decals
DTXC6558**



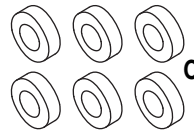
**Yellow Body w/Decals
DTXC6559**



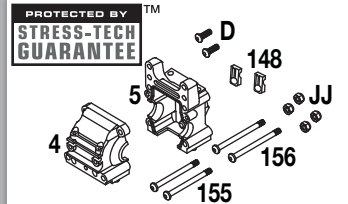
**Clear Body w/Decals
DTXC6560**



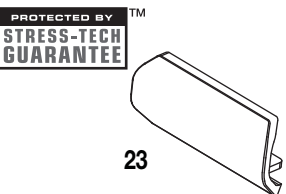
**Chassis Brace Set
DTXC6598**



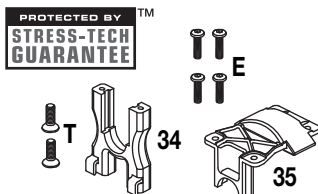
**6x10mm Bushing
DTXC6781**



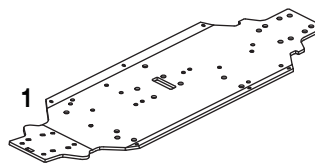
**Bulkhead/Gearbox Set
DTXC6831**



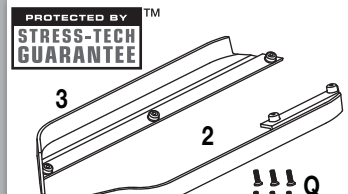
**Front Bumper
DTXC6915**



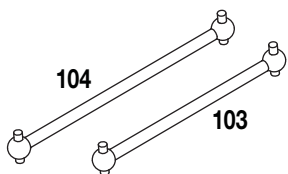
**Center Diff Mount & Brace
DTXC6956**



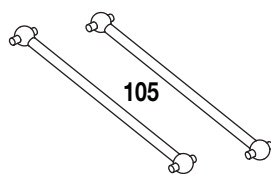
**Chassis
DTXC6968**



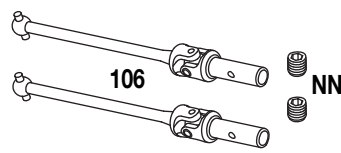
**Chassis Side Pod
DTXC6969**



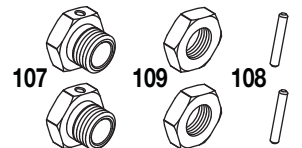
**Center Dogbone Set
DTXC7501**



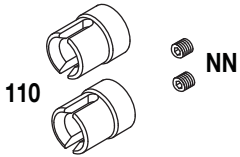
**Rear Dogbone Set
DTXC7502**



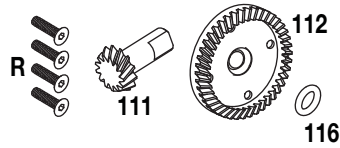
**Universal Drive Shaft Set
DTXC7503**



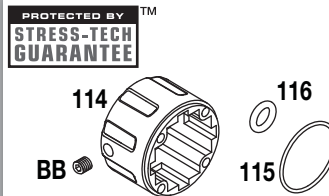
**Drive Hex
w/Wheel Nut Set
DTXC7504**



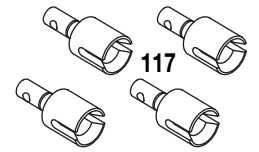
Center Drive Joint Set
DTXC7512



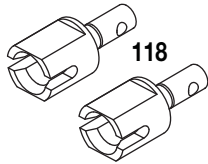
Diff Ring & Pinion Gear
DTXC7513



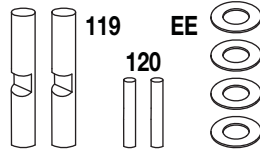
Diff Case Set
DTXC7514



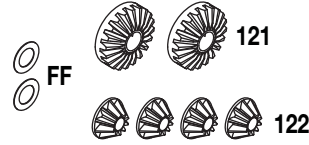
Front/Rear Diff Output Joint Set
DTXC7515



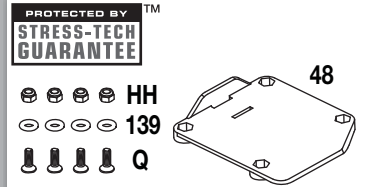
Center Diff Output Joint Set
DTXC7516



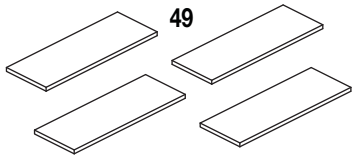
Diff Shaft Set
DTXC7517



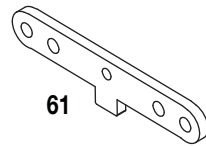
Diff Bevel Gear Set
DTXC7518



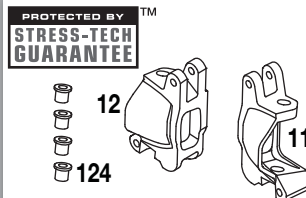
ESC Tray
DTXC7571



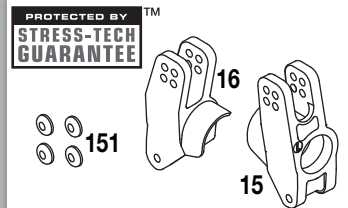
Single-Sided Foam Tape
DTXC7668



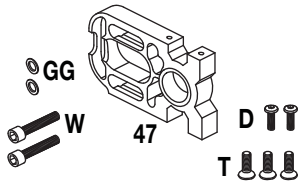
Aluminum Front Hinge Pin Mount
DTXC7974



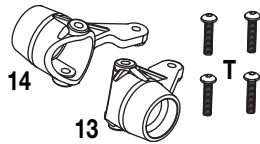
Front Hub Carrier Set
DTXC8093



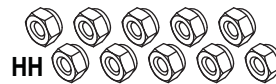
Rear Hub Set
DTXC8094



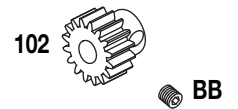
Motor Mount
DTXC8185



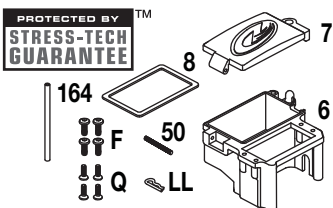
Front Knuckle Arm Set
DTXC8234



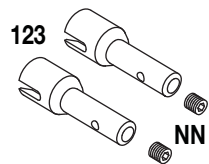
3mm Lock Nuts
DTXC8240



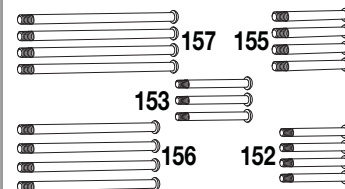
13T Pinion Gear
DTXC8372



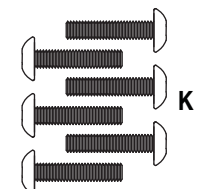
Radio Box / Servo Tray
DTXC8397



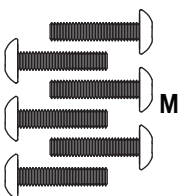
Rear Axle Set
DTXC8456



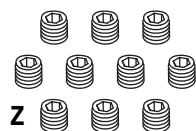
Screw Pin Set
DTXC8601



3x22mm B/H Screws
DTXC8652



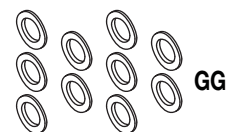
4x20mm B/H Screws
DTXC8657



3x3mm Set Screws
DTXC8660



3x10mm Set Screws
DTXC8661



3x6mm Motor Mount Washer
DTXC8694



4x7mm Washers
PTXC8697

6x13mm Shims
DTXC8698

Servo Arm
DTXC8806

**Servo Saver Shaft,
Spring, and Adjuster
DTXC8842**

**Servo Saver
Plastic Parts Set
DTXC8843**

Assembled Front Shocks
DTXC8938

Assembled Rear Shocks
DTXC8939

Front Shock Springs DTXC8940

Rear Shock Springs DTXC8941

Shock Boot Set DTXC8944

Shock Parts Set DTXC8945

Shock Body Set DTXC8947

Upper Shock Mount Set DTXC8948

3x7mm O-Ring
DTXC9061

Front Shock Tower
DTXC9292

Rear Shock Tower
DTXC9293

46T Spur Gear
DTXC9329

Suspension Mount Set
DTXC9338

**Rear Upper
Suspension Arm Set
DTXC9339**

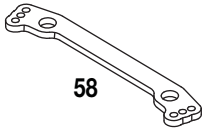
**Front Upper
Suspension Arm Set
DTXC9340**

Front Suspension Arm Set DTXC9341

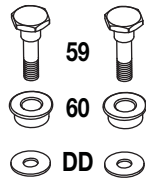
Rear Suspension Arm Set DTXC9342

Steering Linkage DTXC9447

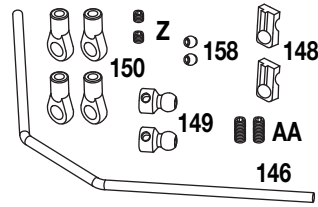
Steering Post Set DTXC9468



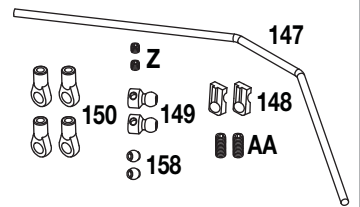
Steering Drag Link
DTXC9469



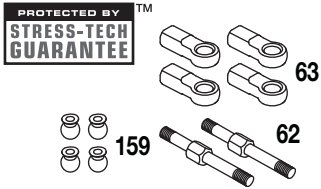
Steering Swivel Set
DTXC9477



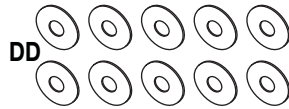
Front Sway Bar Set
DTXC9607



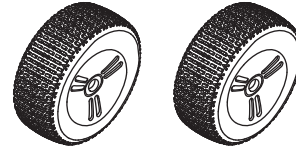
Rear Sway Bar Set
DTXC9608



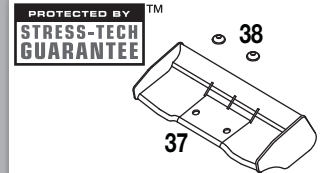
Tie-Rod Set
DTXC9634



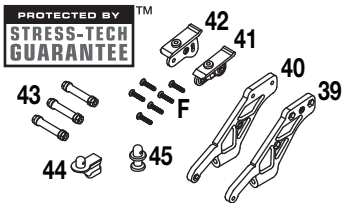
3x8mm Washers
DTXC9763



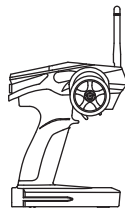
**Assembled
Wheel & Tire Set**
DTXC9795



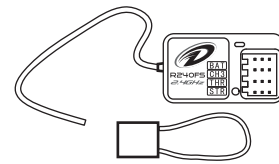
**Black Wing
w/Wing Washers**
DTXC9964



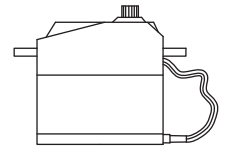
Wing Mount Set
DTXC9965



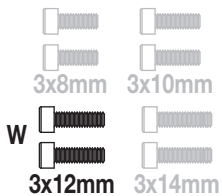
Transmitter
DTXJ2000



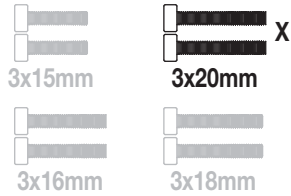
Receiver w/Bind Plug
DTXL1500



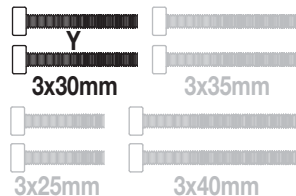
**SX-501WP
Steering Servo**
DTXM3320



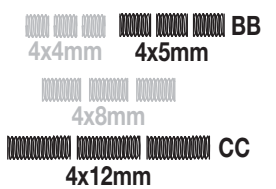
3mm H/H Screw Set
DTXQ0285



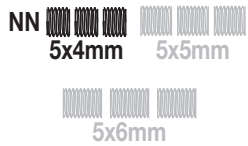
3mm H/H Screw Set
DTXQ0286



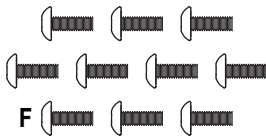
3mm H/H Screw Set
DTXQ0287



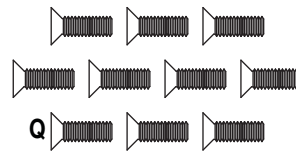
4mm Set Screws
DTXQ0305



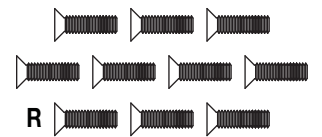
5mm Set Screws
DTXQ0307



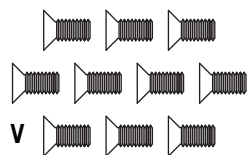
3x12mm B/H Screw Set
DTXQ5060



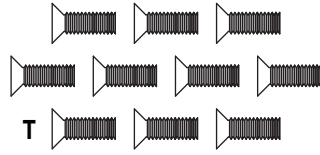
3x10mm F/H Screws
TKPQ0102



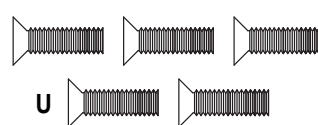
3x12mm F/H Screws
TKPQ0103



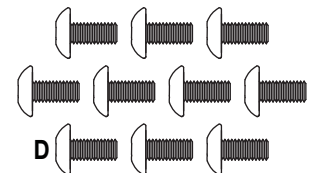
4x8mm F/H Screws
TKPQ0120



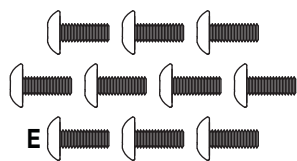
4x12mm F/H Screws
TKPQ0122



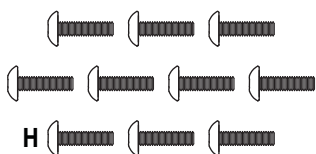
4x14mm F/H Screws
TKPQ0123



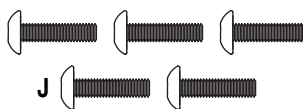
3x8mm B/H Screws
TKPQ0201



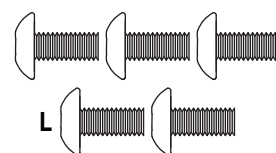
**3x10mm B/H Screws
TKPQ0202**



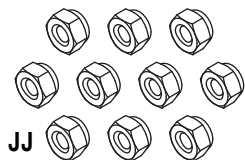
**3x16mm B/H Screws
TKPQ0205**



**3x18mm B/H Screws
TKPQ0206**



**4x12mm B/H Screws
TKPQ0222**



**4mm Lock Nuts
TKPQ1004**

Hop Up Accessories

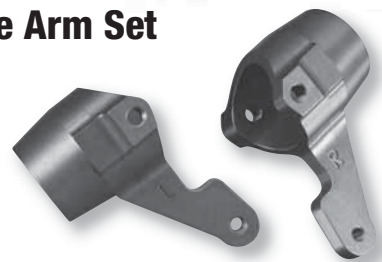
Machined 7075-T6 Aluminum Shock Tower

DTXR9298 Front
DTXR9299 Rear



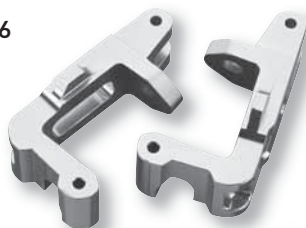
Machined 7075-T6 Aluminum Knuckle Arm Set

DTXC8180



Machined 7075-T6 Aluminum Front Hub Carrier Set

DTXC7976



Machined 7075-T6 Aluminum Rear Hub Set

DTXC7977



Machined 7075-T6 Aluminum Chassis Brace

DTXR6635 Front
DTXR6636 Rear





This parts list shows the key number, part description, and stock number for the replacement parts sets. When more than one stock number is listed, that part is available in multiple replacement parts sets. For contents found in each replacement parts set, refer to the illustrated parts guide.

#	Item Description	Available in Stock #
1	Main Chassis	DTXC6968
2	Side Pod (Left)	DTXC6969
3	Side Pod (Right)	DTXC6969
4	Gearbox/Bulkhead A.....	DTXC6831
5	Gearbox/Bulkhead B.....	DTXC6831
6	Radio Box / Servo Tray	DTXC8397
7	Radio Box Lid	DTXC8397
8	Radio Box Seal	DTXC8397
9	Front Suspension Arm	DTXC9341
10	Rear Suspension Arm	DTXC9342
11	Front Hub Carrier/C-Hub (Left)	DTXC8093
12	Front Hub Carrier/C-Hub (Right).....	DTXC8093
13	Front Knuckle (Left)	DTXC8234
14	Front Knuckle (Right).....	DTXC8234
15	Rear Hub (Left).....	DTXC8094
16	Rear Hub (Right).....	DTXC8094
17	Front Upper Susp Arm.....	DTXC9340
18	Front Upper Susp Arm Ball End	DTXC9340
19	5x30mm Turnbuckle (Front Upper Arm).....	DTXC9340
20	Rear Upper Susp Arm Ball End (Long)	DTXC9339
21	Rear Upper Susp Arm Ball End (Short).....	DTXC9339
22	5x50mm Turnbuckle (Rear Upper Arm)	DTXC9339
23	Front Bumper.....	DTXC6915
24	Front Shock Tower	DTXC9292
25	Rear Shock Tower.....	DTXC9293
26	Front, Rear Lower Susp Mount.....	DTXC9338
27	Front, Rear Upper Susp Mount.....	DTXC9338
28	Rear, Front Lower Susp Mount.....	DTXC9338
29	Rear, Rear Lower Susp Mount	DTXC9338
30	Rear Chassis Brace Mount.....	DTXC9338
31	Rear Chassis Brace.....	DTXC6598
32	Front Upper Brace	DTXC6598
33	Front Chassis Brace	DTXC6598
34	Center Differential Mount.....	DTXC6956
35	Center Brace.....	DTXC6956
36	Battery Tray.....	DTXC6202
37	Rear Wing (Black).....	DTXC9964
38	Wing Washer	DTXC9964
39	Lower Wing Mount (Left).....	DTXC9965
40	Lower Wing Mount (Right)	DTXC9965
41	Upper Wing Mount (Left)	DTXC9965
42	Upper Wing Mount (Right)	DTXC9965
43	Wing Mount Support	DTXC9965
44	Rear Body Mount.....	DTXC9965
45	Front Body Mount	DTXC6598, DTXC9965
46	Battery Strap.....	DTXC6203, DTXC6202
47	Motor Mount.....	DTXC8185
48	ESC Tray.....	DTXC7571
49	Foam Tape	DTXC7668
50	Radio Box Hinge Pin.....	DTXC8397
51	Steering Post	DTXC9468
52	Steering Bellcrank	DTXC8843
53	Upper Servo Saver	DTXC8843
54	Lower Servo Saver	DTXC8843

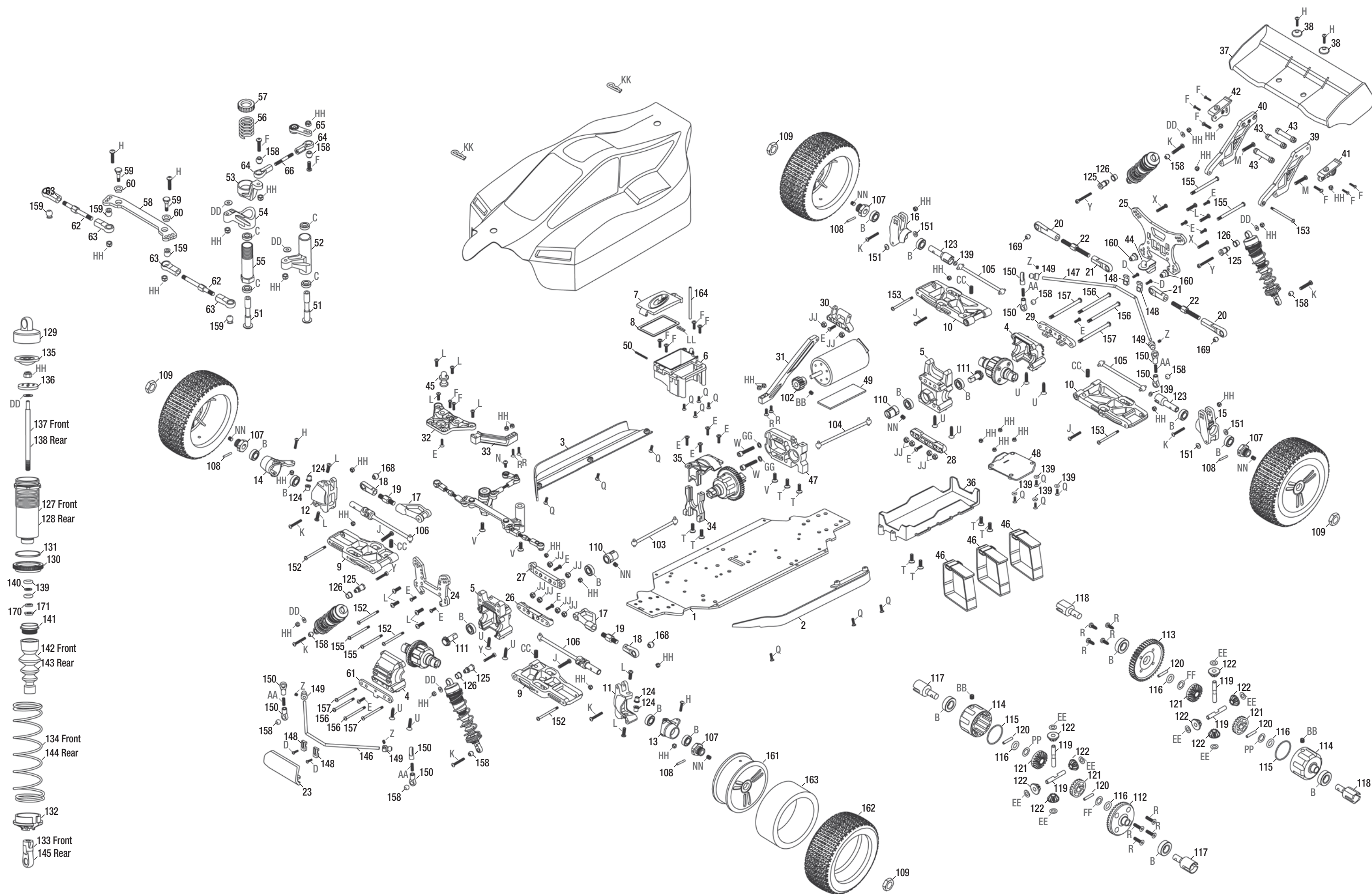
55	Servo Saver Shaft.....	DTXC8842
56	Servo Saver Spring.....	DTXC8842
57	Servo Saver Adjustment Nut	DTXC8842
58	Steering Drag Link.....	DTXC9469
59	Drag Link Bolt	DTXC9477
60	Drag Link Bushing	DTXC9477
61	Aluminum Front Hinge Pin Mount.....	DTXC7974
62	4x45mm Tie-Rod Turnbuckle	DTXC9634
63	Tie Rod Ball End.....	DTXC9634
64	Steering Linkage Ball End	DTXC9447
65	Steering Servo Arm	DTXC8806
66	Steering Linkage Rod	DTXC9447
102	Pinion Gear 13T (Module 1, 5mm Shaft).....	DTXC8372
103	Center Dogbone (85mm, Front).....	DTXC7501
104	Center Dogbone (96mm, Rear)	DTXC7501
105	Rear Dogbone (88mm)	DTXC7502
106	Front Universal Drive Shaft.....	DTXC7503
107	Drive Hex	DTXC7504
108	Drive Pin (2.5x16mm)	DTXC7504
109	Wheel Nut.....	DTXC7504
110	Differential Pinion Drive Joint.....	DTXC7512
111	Differential Pinion Gear (13T).....	DTXC7513
112	Differential Ring Gear (43T).....	DTXC7513
113	Spur Gear (46T, Module 1)	DTXC9329
114	Differential Case	DTXC7514
115	Differential Case O-Ring	DTXC7514
116	Differential Shaft O-Ring.....	DTXC7514, DTXC9329, DTXC7513
117	Differential Output Joint	DTXC7515
118	Center Differential Output Joint	DTXC7516
119	Differential Cross Pin Shaft.....	DTXC7517
120	Differential Output Joint Pin (2.5x13mm).....	DTXC7517
121	Differential Large Bevel Gear.....	DTXC7518
122	Differential Small Bevel Gear	DTXC7518
123	Rear Axle	DTXC8456
124	King Pin Bushing	DTXC8093
125	Upper Shock Mount.....	DTXC8948
126	Upper Shock Mount Bushing	DTXC8945
127	Front Shock Body	DTXC8947, DTXC8938
128	Rear Shock Body.....	DTXC8947, DTXC8939
129	Shock Cap	DTXC8947, DTXC8938, DTXC8939
130	Upper Spring Mount	DTXC8947, DTXC8938, DTXC8939
131	Upper Spring Mount O-Ring	DTXC8947, DTXC8938, DTXC8939
132	Lower Spring Mount.....	DTXC8945, DTXC8938, DTXC8939
133	Front Shock End	DTXC8945, DTXC8938, DTXC8939
134	Front Shock Spring	DTXC8940, DTXC8938
135	Shock Diaphragm	DTXC8945, DTXC8938, DTXC8939
136	Shock Piston.....	DTXC8945, DTXC8938, DTXC8939
137	Front Shock Shaft	DTXC8945, DTXC8938
138	Rear Shock Shaft.....	DTXC8945, DTXC8939
139	3x7mm O-Ring.....	DTXC8945, DTXC8938, DTXC8939
140	Shock O-Ring Spacer (Thin).....	DTXC8945, DTXC8938, DTXC8939



141	Shock Seal Retainer	DTXC8947, DTXC8938, DTXC8939
142	Front Shock Boot	DTXC8944, DTXC8938
143	Rear Shock Boot.....	DTXC8944, DTXC8939
144	Rear Shock Spring.....	DTXC8941, DTXC8939
145	Rear Shock End.....	DTXC8945, DTXC8939
146	Front Sway Bar	DTXC9607
147	Rear Sway Bar.....	DTXC9608
148	Sway Bar Retainer	DTXC9607, DTXC9608, DTXC6831
149	Sway Bar End Pivot	DTXC9607, DTXC9608
150	Sway Bar Ball End	DTXC9607, DTXC9608
151	Rear Hub Spacer	DTXC8094
152	3x40mm Screw Pin.....	DTXC8601
153	3x45mm Screw Pin.....	DTXC8601
155	4x37mm Screw Pin.....	DTXC8601, DTXC6831
156	4x62mm Screw Pin.....	DTXC8601, DTXC6831
157	4x70mm Screw Pin.....	DTXC8601
158	3mm Ball.....	DTXC9447, DTXC8945
159	3mm Stand-Off Ball	DTXC9634
160	Ball Nut	DTXC6191, DTXC9339
161	Wheel.....	DTXC9795
162	Tire.....	DTXC9795
163	Foam Tire Insert	DTXC9795
164	Antenna Tube.....	DTXC6161, DTXC8397
168	3x8mm Ball (Tall)	DTXC6191, DTXC9340
169	3x8mm Ball (Short).....	DTXC6191, DTXC9339
170	Shock O-Ring Spacer (Thick) ...	DTXC8945, DTXC8938, DTXC8939
171	Shock Shaft Guide.....	DTXC8945, DTXC8938, DTXC8939

HARDWARE

B	8x16mm Ball Bearing	DTXC1585
C	6x10mm Bushing	DTXC6781
D	3x8mm Button Head Hex Screw	TKPQ0201
E	3x10mm Button Head Hex Screw	TKPQ0202
F	3x12mm Button Head Hex Screw	DTXQ5060
H	3x16mm Button Head Hex Screw	TKPQ0205
J	3x18mm Button Head Hex Screw	TKPQ0206
K	3x22mm Button Head Hex Screw	DTXC8652
L	4x12mm Button Head Hex Screw	TKPQ0222
M	4x20mm Button Head Hex Screw	DTXC8657
N	3x6mm Button Head Screw	DTXC4390
Q	3x10mm Flat Head Hex Screw	TKPQ0102
R	3x12mm Flat Head Hex Screw	TKPQ0103
T	4x12mm Flat Head Hex Screw	TKPQ0122
U	4x14mm Flat Head Hex Screw	TKPQ0123
V	4x8mm Flat Head Hex Screw	TKPQ0120
W	3x12mm Cap Screw	DTXQ0285
X	3x20mm Socket Head Screw.....	DTXQ0286
Y	3x30mm Socket Head Screw.....	DTXQ0287
Z	3x3mm Set Screw.....	DTXC8660
AA	3x10mm Set Screw.....	DTXC8661
BB	4x5mm Set Screw.....	DTXQ0305
CC	4x12mm Set Screw.....	DTXQ0305
DD	3x8mm Washer	DTXC9763
EE	4x7mm Washer	DTXC8697
FF	6x13x0.1mm Washer	DTXC8698
GG	3x6mm Washer	DTXC8694
HH	3mm Locknut	DTXC8240
JJ	4mm Locknut	TKPQ1004
KK	Body Clip (Large).....	DTXC6472
LL	Body Clip (Small)	DTXC6442
NN	5x4mm Set Screw.....	DTXQ0307
PP	6x13x0.5mm Washer	DTXC8698



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