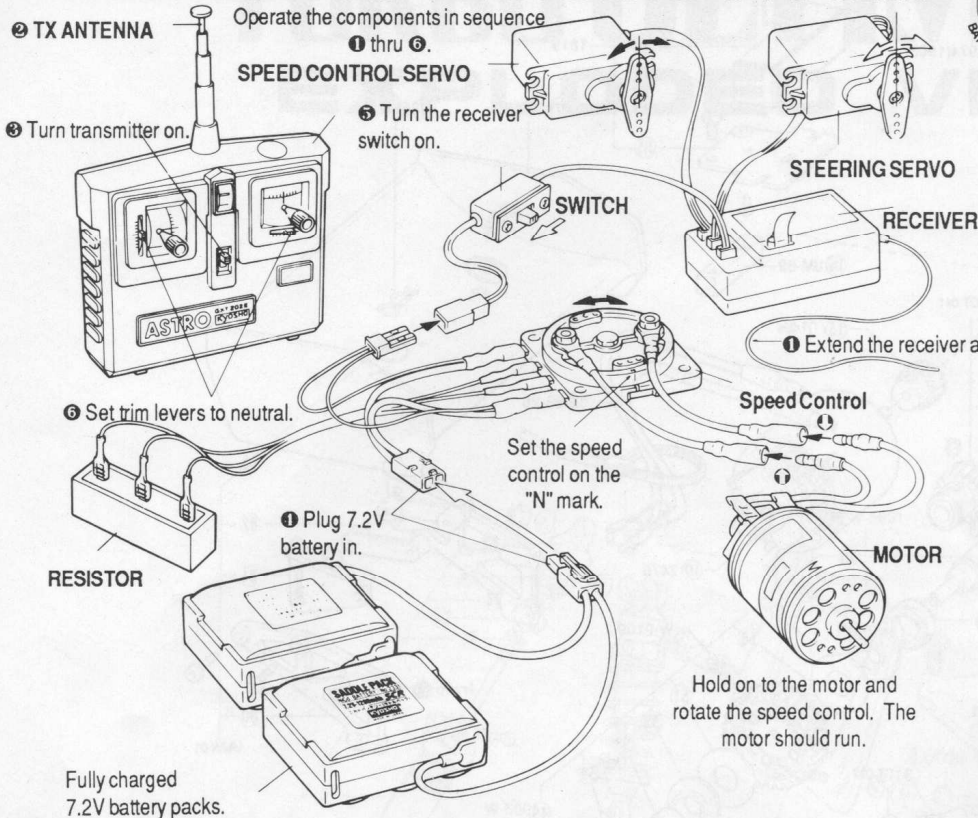


18 CHECKING THE RADIO SYSTEM

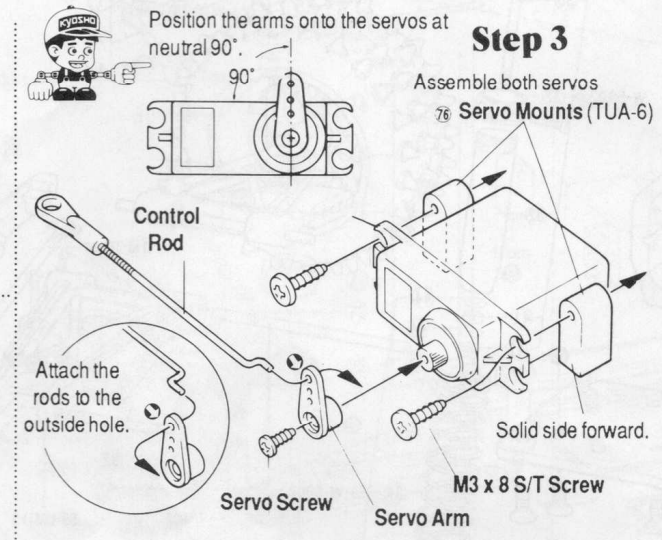
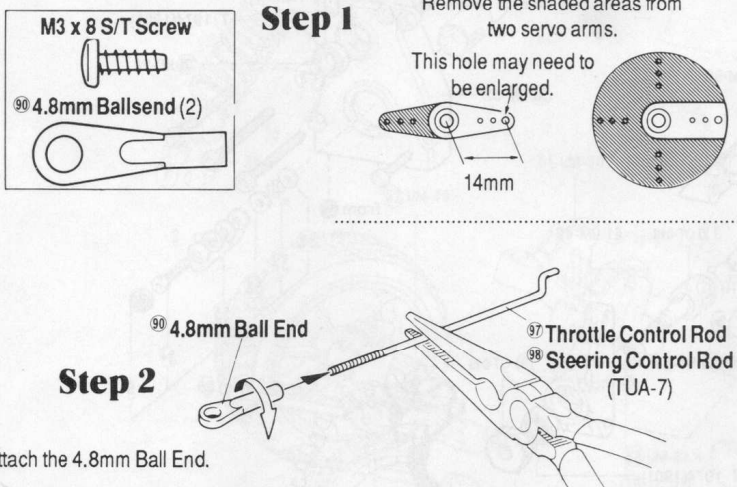


This R/C model car is designed for BEC type receiver only.

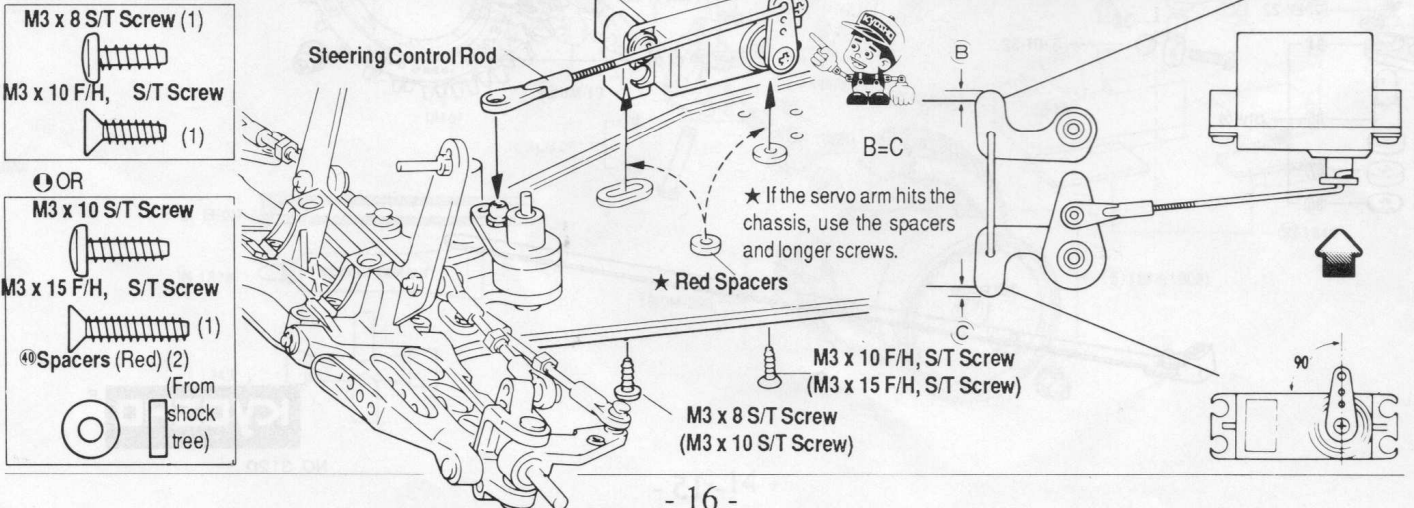


- **Transmitter** It is a control box that provides a signal according to the stick movement.
- **Receiver** It receives the signal from the transmitter and sends a signal to the servo.
- **Servo** They move the mechanism of the car in accordance with the signal from the receiver.
- **Antenna** The antenna on the transmitter transmits the signal and the receiver antenna receives the signal. Both antennas must be fully extended.
- **Trim Lever** It adjusts the neutral position of the servo and allows the fine tuning of the servo position.
- **Battery Meter** It allows you to monitor the battery power.
- **Servo Horn** It transmits the mechanical power of the servo to the control rod.

19 SERVO PREPARATION

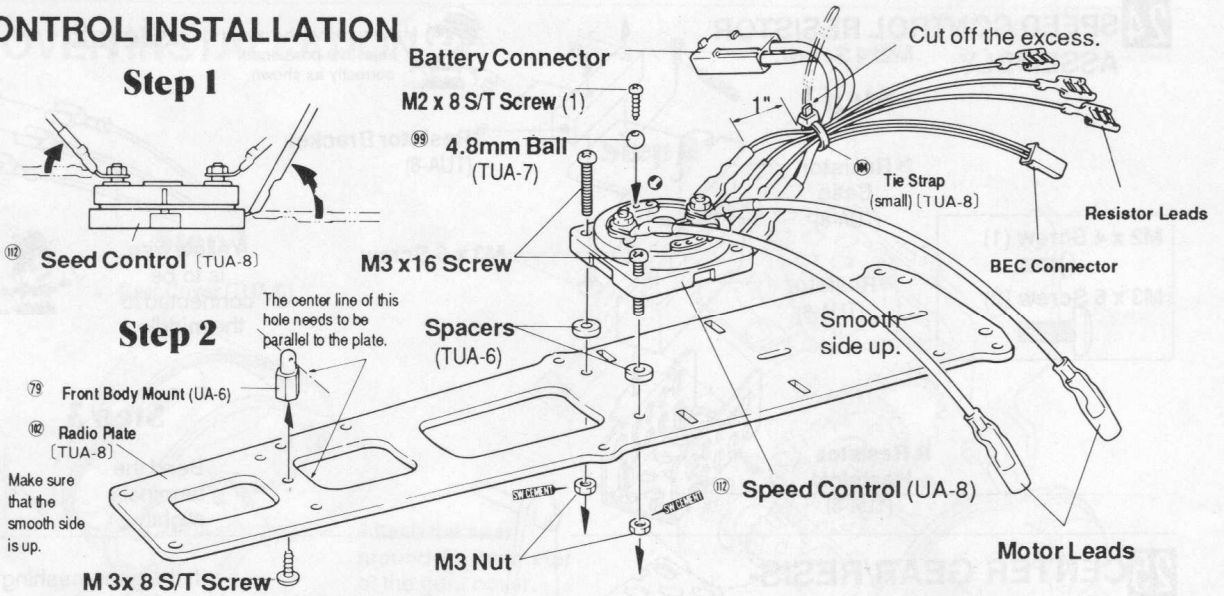


20 STEERING SERVO INSTALLATION



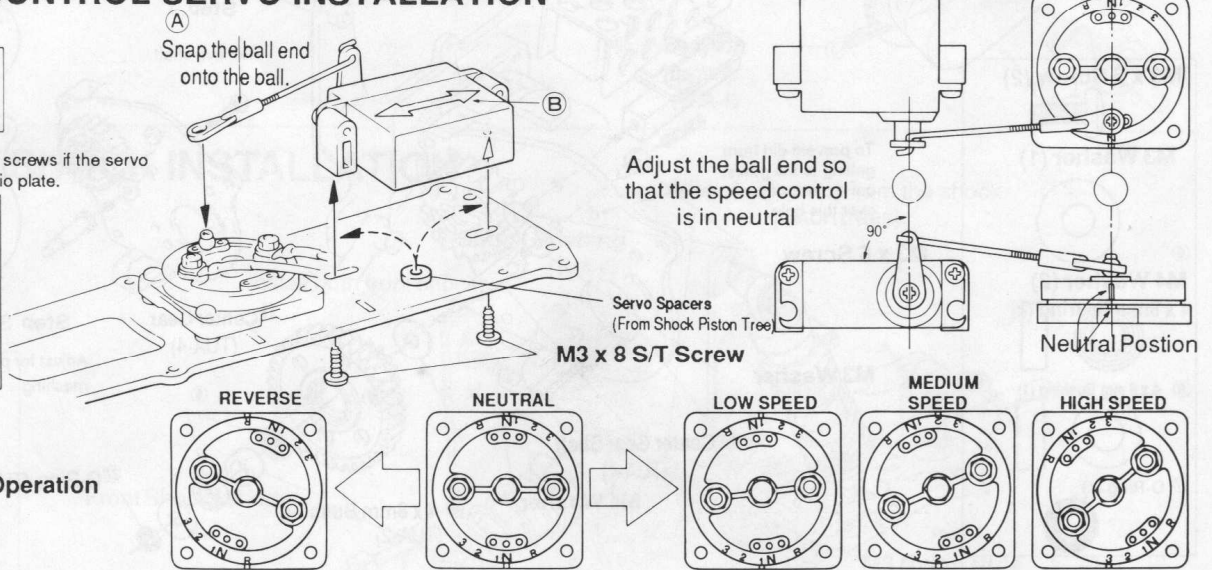
21 SPEED CONTROL INSTALLATION

- M2 X 10 S/T Screw (1)
- M3 x 8 S/T Screw (1)
- M3 x 16 Screw (2)
- M3 Nut (2)
- Spacers (Black) (2)
- 4.8mm Ball (1)



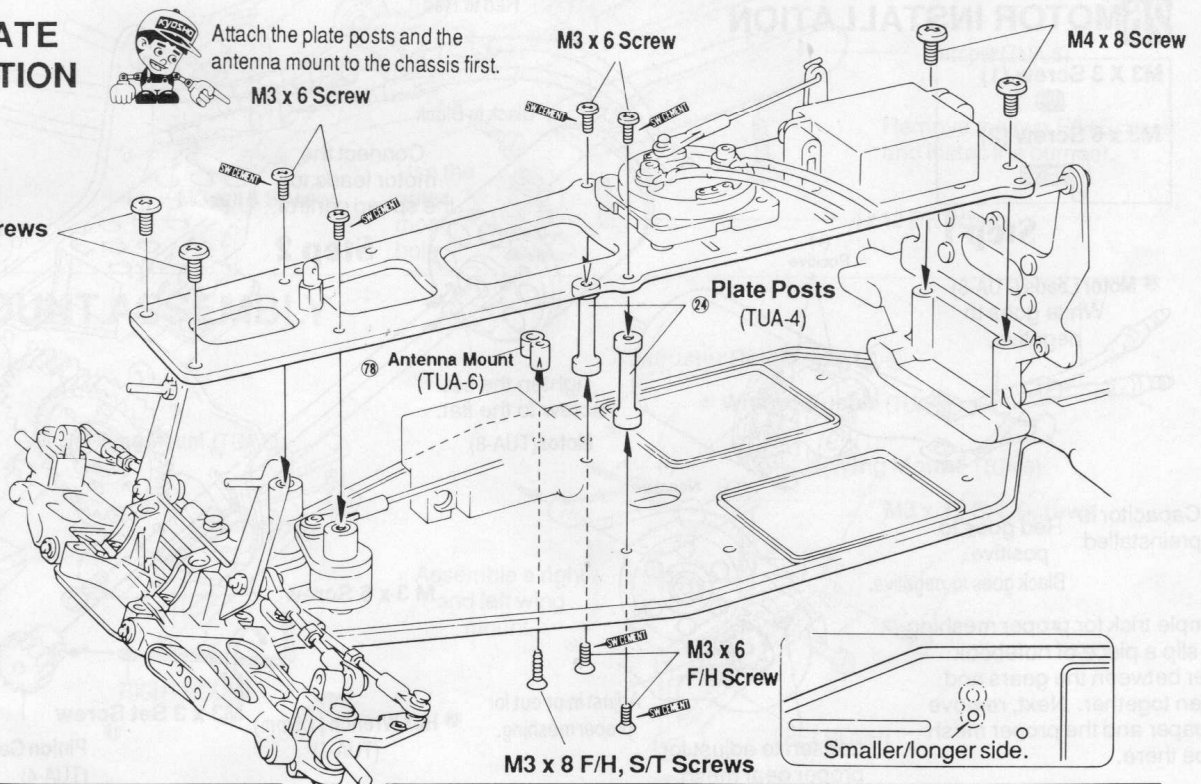
22 SPEED CONTROL SERVO INSTALLATION

- M3 x 8 S/T Screw (2)
- M3 x 10 S/T Screw (2)
- Spacers (Red) (2)
- (From shock tree)



23 RADIO PLATE INSTALLATION

- M2.6 x 6 Screws (4)
- M4 x 8 Screws (4)
- M3 x 6 F/H Screw (2)
- M3 x 8 F/H, S/T Screw (1)



24 SPEED CONTROL RESISTOR ASSEMBLY

M2x4 Screw

Step 1

16 Resistor Base (TUA-8)

18 Resistor (TUA-8)

14 Resistor Heatsink (TUA-8)



Make sure that the off-set holes are positioned correctly as shown.

18 Resistor Bracket (TUA-8)

M3 x 6 Screw

Step 2

Yellow wire is to be connected to the middle.



Step 3

Bend the terminals slightly.

Bend here 45°

M2 x 4 Screw (1)

M3 x 6 Screw (2)

25 CENTER GEAR/RESISTOR INSTALLATION

M3 x 6 Screw (2)

M3 Washer (1)

M4 Washer (2)

4 x 8mm Bearing (2)

4 x 8 mm Bushing (1)

O-Ring (1)

To prevent dirt from getting to the gears, put a piece of tape over this hole.

M3 x 6 Screw

M3 Washer

17 Center Gear Shaft (TUA-4)

M4 Washer

4 x 8mm Bushing (TUA-2)

Step 1

Remove shaft.

Elongate the hole 2mm

Step 2

Adjust for proper meshing

Step 3

Adjust for proper meshing

O-Ring (TUA-4)

Center Gear (TUA-4)

26 MOTOR INSTALLATION

M3 X 3 Screw (1)

M3 x 6 Screw (2)

Step 1

10 Motor Leads (TUA-8)
White goes to positive.
Black goes to negative.

(+) Positive

(-) Negative

Capacitor is preinstalled
Red goes to positive.
Black goes to negative.

A simple trick for proper meshing is to slip a piece of notebook paper between the gears and tighten together. Next, remove the paper and the proper mesh will be there.

Loosen to adjust for proper gear mesh.

Adjust in or out for proper meshing.

Red to Red

Black to Black

Connect the motor leads to the speed control.

Step 2

Tighten the set screw to the flat.

Motor (TUA-8)

Install the pinion gear so it is 16mm from the motor.

M3 x 6 Screw

15 Hex Wrench (1.5mm) (TUA-1)

M3 x 3 Set Screw

Pinion Gear (TUA-4)

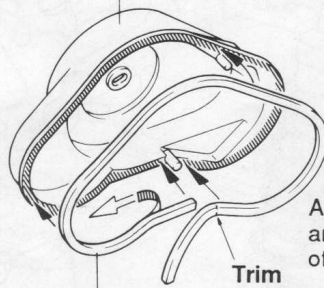
16mm

27 GEAR COVER INSTALLATION

Step 1

67 Gear Cover (TUA-6)

77 Body Pin (small) (1)

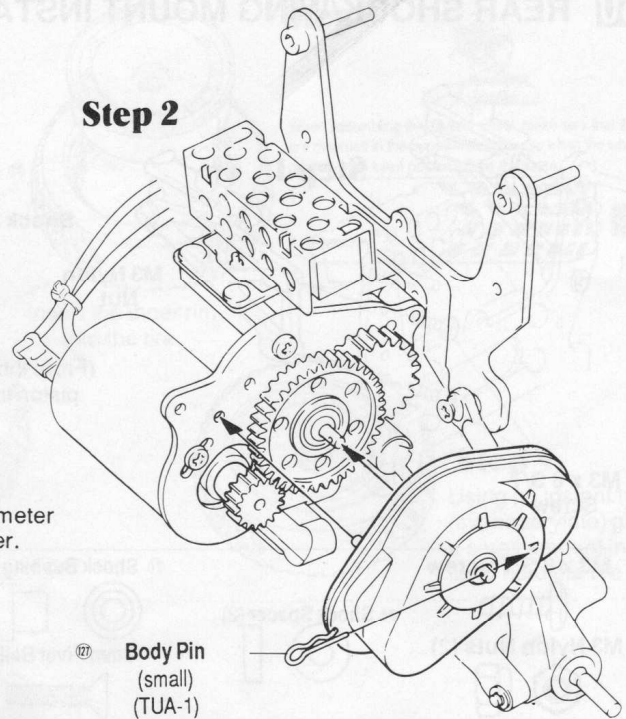


100 Gear Cover Seal (TUA-8)

Trim

Attach the seal around the perimeter of the gear cover.

Step 2



77 Body Pin (small) (TUA-1)

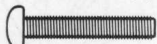
28 FRONT SHOCK INSTALLATION

Shock Spacer (From the shock piston trees)

77 Shock Bushing (TUA-6)

Install both front shocks.

M3 X 16 Screw (2)



M3 Nylon Nuts (2)



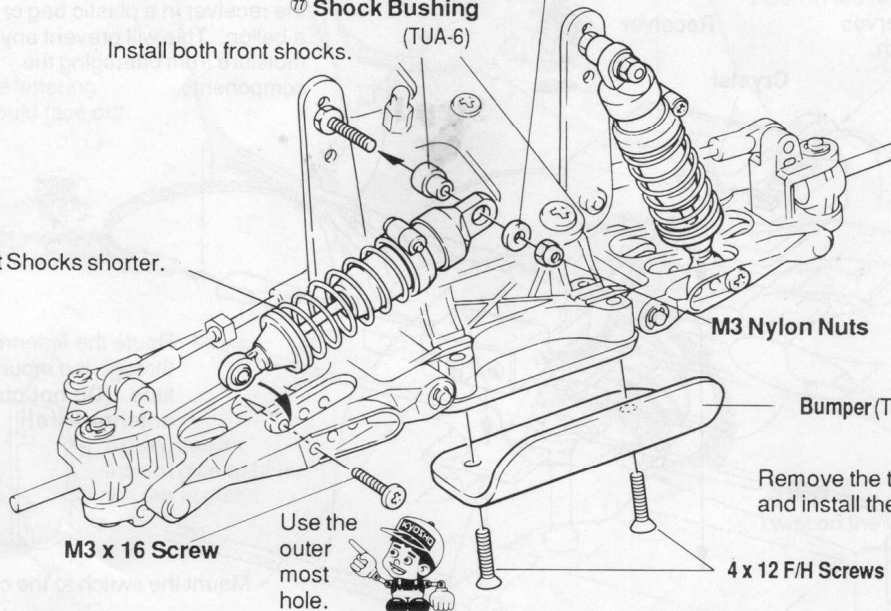
77 Shock Bushing (2)



40 Shock Spacers (2)



Front Shocks shorter.



M3 Nylon Nuts

Bumper (TUA-6)

Remove the two F/H Screws and install the bumper.

M3 x 16 Screw

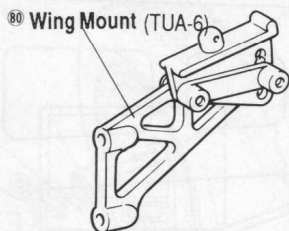
Use the outer most hole.



4 x 12 F/H Screws

29 WING MOUNT ASSEMBLY

M3 x 12 S/T Screw (4)



RIGHT MOUNT

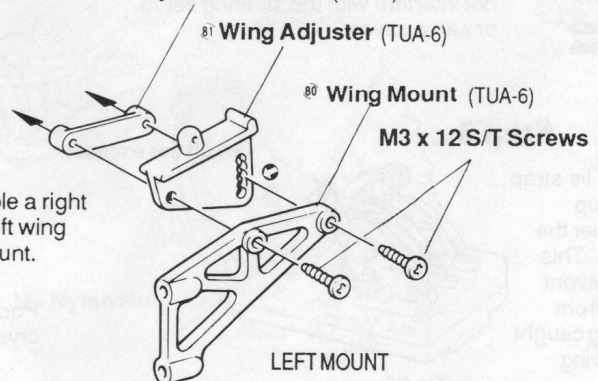
82 Adjuster Retainer (TUA-6)

81 Wing Adjuster (TUA-6)

80 Wing Mount (TUA-6)

M3 x 12 S/T Screws

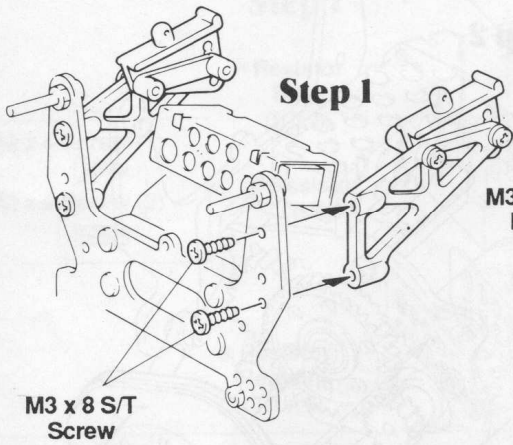
Assemble a right and left wing mount.



LEFT MOUNT

30 REAR SHOCK/WING MOUNT INSTALLATION

Step 2



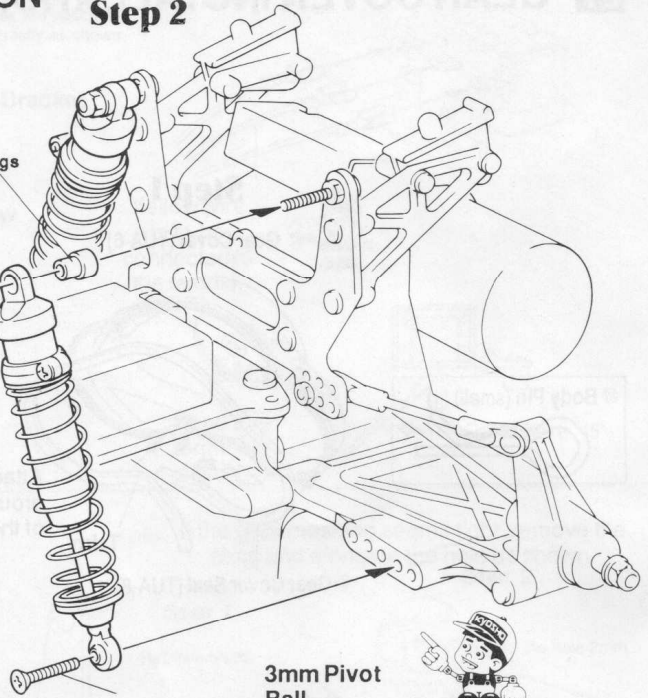
Step 1

M3 x 8 S/T Screw

M3 Nylon Nut

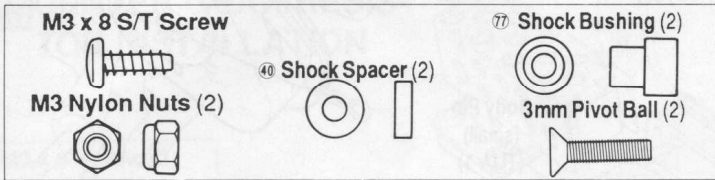
(From the shock piston trees.)

Shock Spacer
Shock Bushings (TUA-6)



3mm Pivot Ball

Use the 2nd hole



31 RECEIVER/SWITCH INSTALLATION

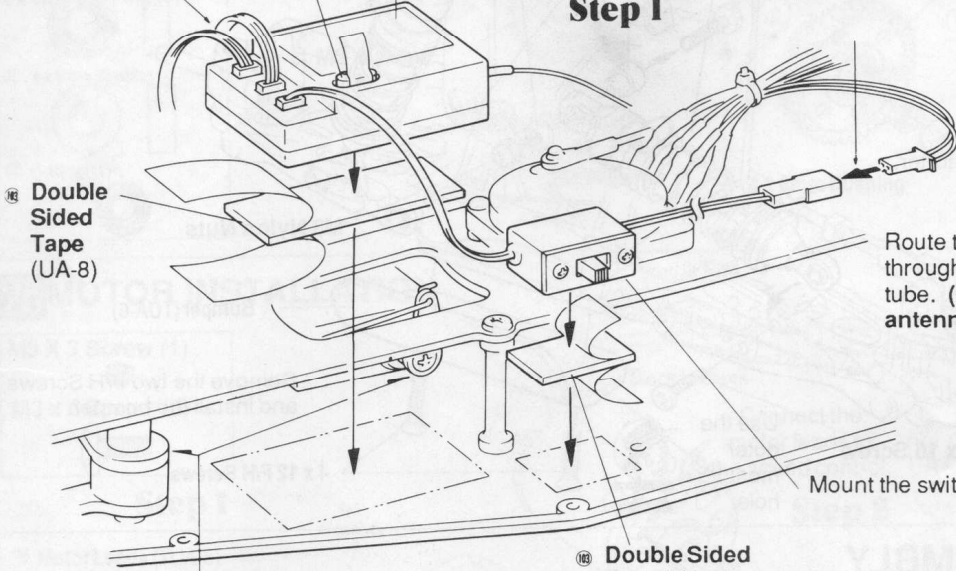
We strongly suggest that you wrap the receiver in a plastic bag or inside a balloon. This will prevent any moisture from damaging the components.

Plug in the servos and the switch leads.

Receiver

Crystal

Step 1



Double Sided Tape (UA-8)

Route the antenna wire through the mount and tube. (Do not cut the antenna wire!)

Mount the switch to the chassis.

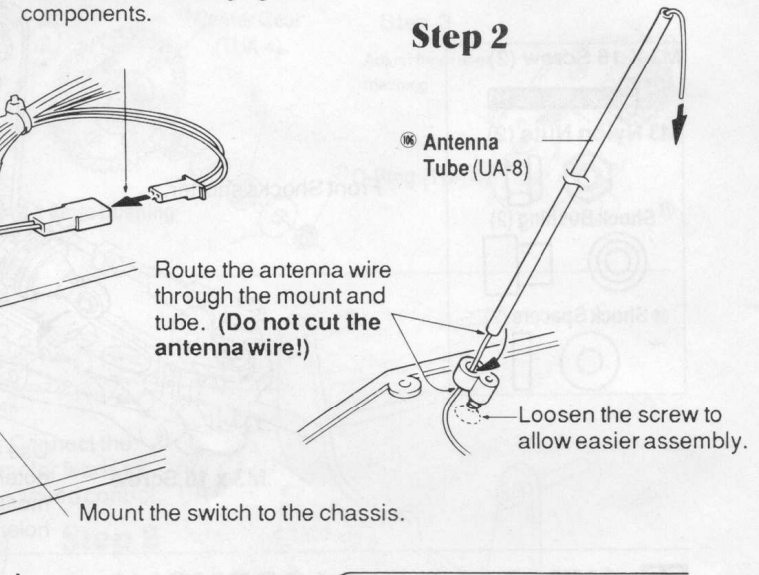
Double Sided Tape (UA-8)

Make sure that the receiver does not interfere with the steering servo or servo saver.

Step 2

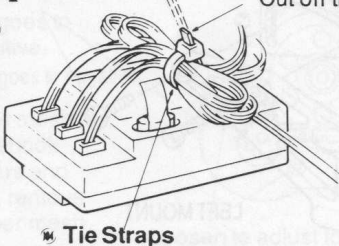
Antenna Tube (UA-8)

Loosen the screw to allow easier assembly.



Step 3

Use a tie strap to group together the leads. This will prevent them from getting caught in moving parts.



Tie Straps

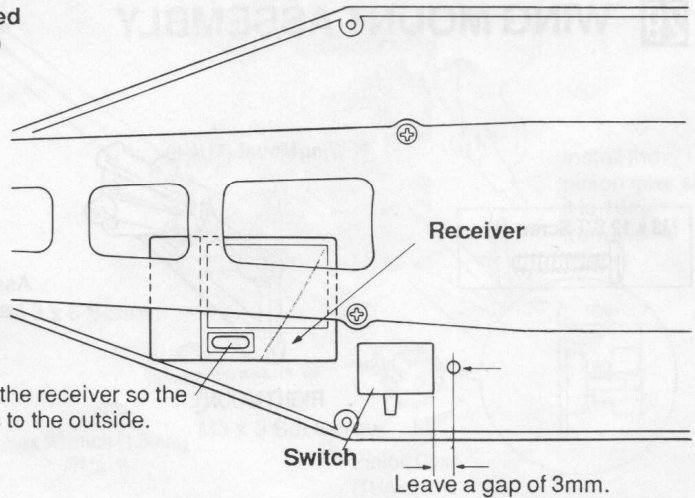
Cut off the excess.

Position the receiver so the crystal is to the outside.

Receiver

Switch

Leave a gap of 3mm.

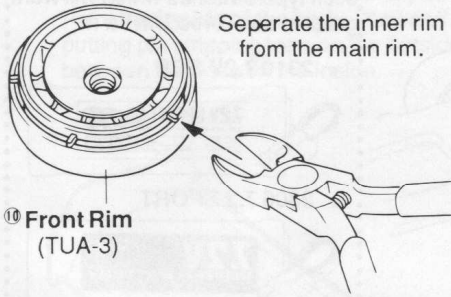


32 TIRE AND WHEEL ASSEMBLY

(FRONT)

Step 1

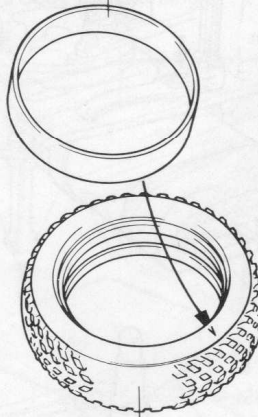
Separate the inner rim from the main rim.



10 Front Rim (TUA-3)

Step 2

Inner Rim



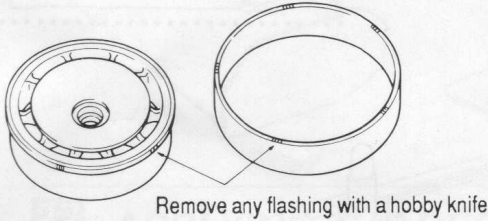
Insert the inner rim into the tire.

10 Front Tire

Step 3



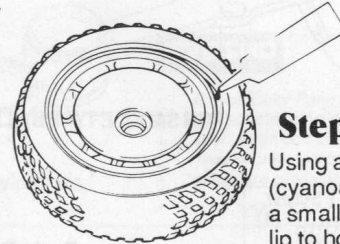
When assembling the second wheel, make sure that the threads are mounted in the opposite direction, so when the wheels are mounted the tread pattern will be the same.



Remove any flashing with a hobby knife

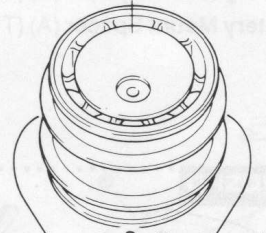
Step 4

Using an instant type (cyanoacrylate) glue, apply a small amount inside the lip to hold the tire in place.

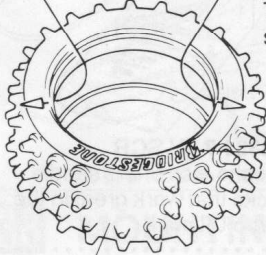


(BACK)

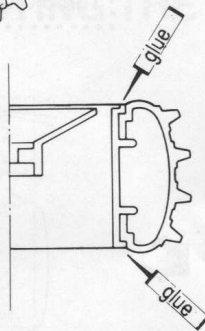
11 Rear Rim (TUA-3)



The lettering should face out.



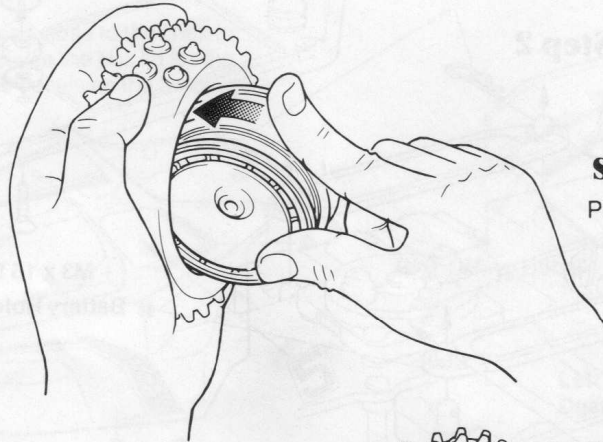
10 Rear Tire



Again, use an instant glue to hold the tire in place.

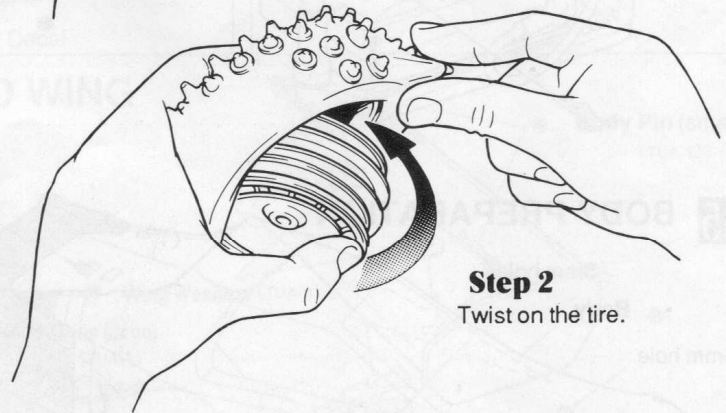
Step 1

Push in the rim sideways.



Step 2

Twist on the tire.



33 WHEEL INSTALLATION

Install the wheel onto the drive washer.

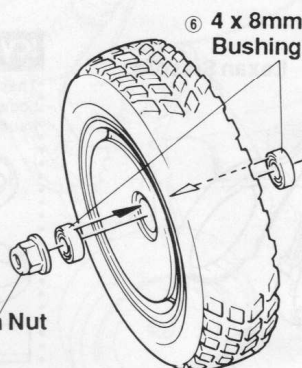
M4 Nylon Nut (4)



6 4 x 8mm Bushing (4)

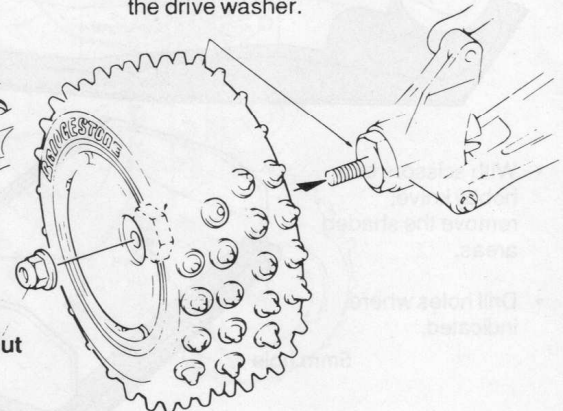


M4 Nylon Nut



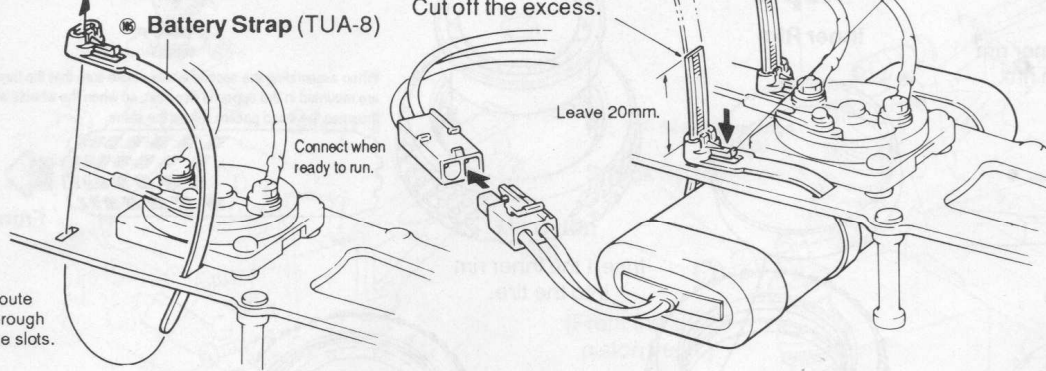
6 4 x 8mm Bushing

M4 Nylon Nut



34 BATTERY INSTALLATION

Step 1 (FOR STICK TYPE BATTERIES)



Kyosho offers a wide variety of stick type batteries which will work great in the Turbo Ultima II.

- 2310 7.2V SCR



- 2306 7.2 SPORT



(FOR SADDLE TYPE BATTERIES)

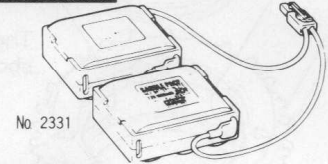
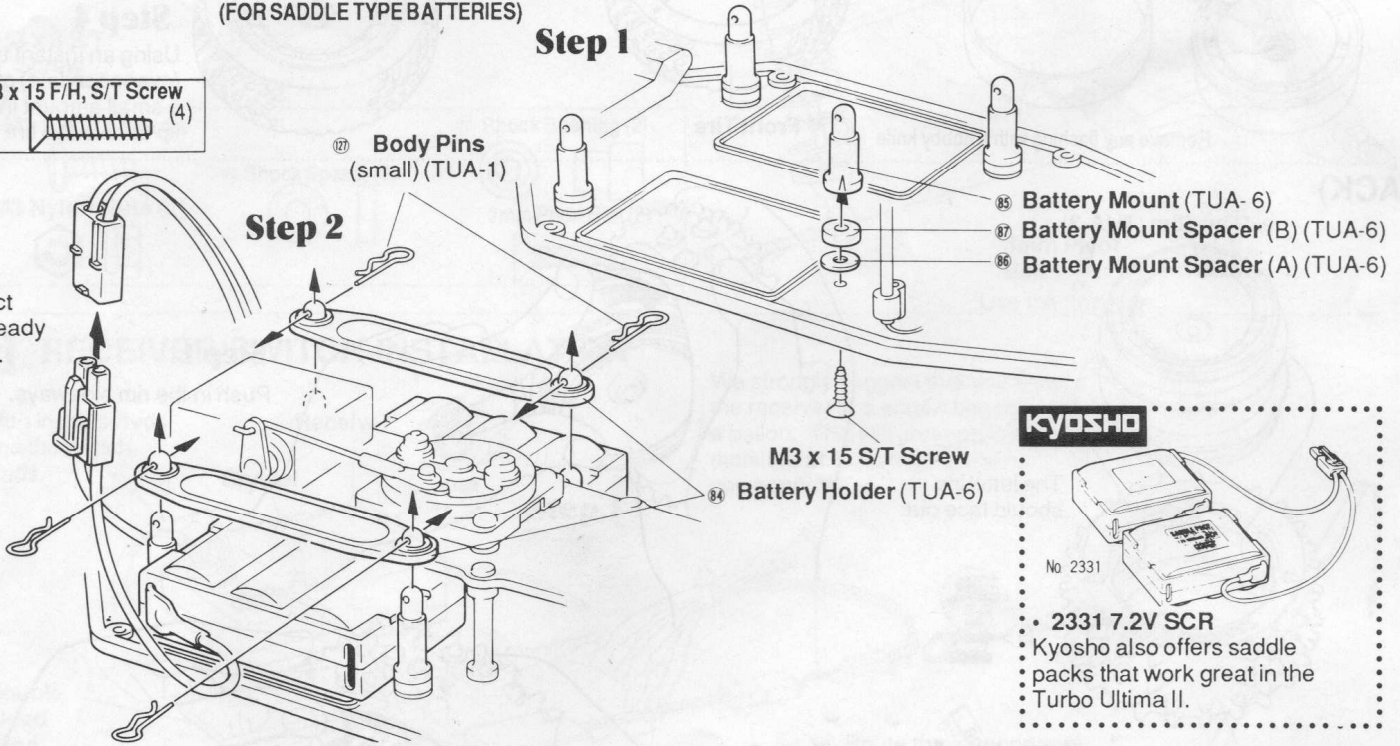
Step 1



Body Pins (small) (TUA-1)

Step 2

Connect when ready to race.

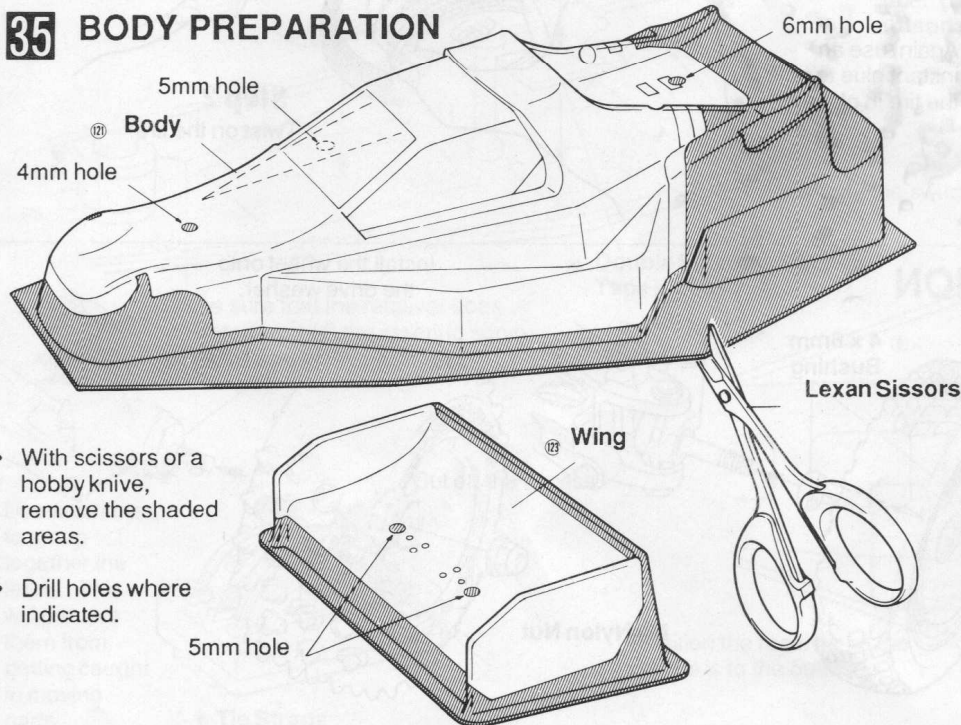


No. 2331

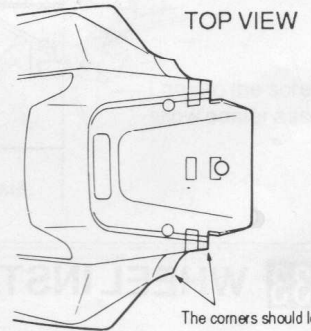
• 2331 7.2V SCR

Kyosho also offers saddle packs that work great in the Turbo Ultima II.

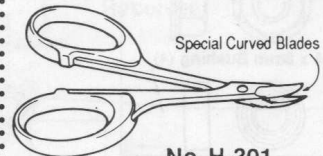
35 BODY PREPARATION



- With scissors or a hobby knife, remove the shaded areas.
- Drill holes where indicated.



These special Lexan scissors make trimming bodies a breeze and the sander comes in handy for finishing the rough edges.

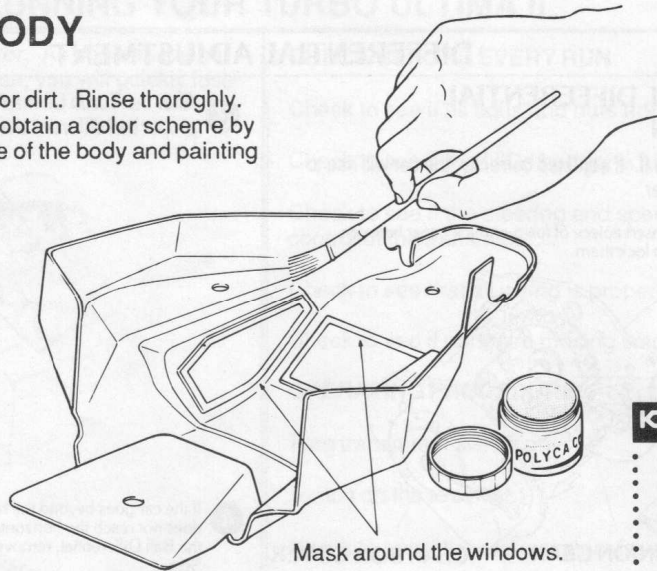
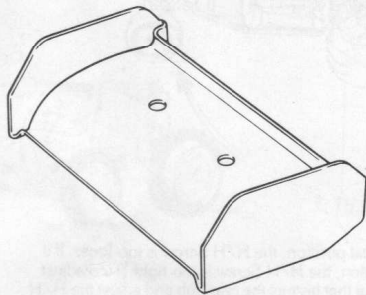


No. H-301



36 PAINTING THE BODY

First, wash the body to remove any oil or dirt. Rinse thoroughly. Paint the **inside** of the body. You can obtain a color scheme by putting pin stripping tape on the outside of the body and painting between the lines on the inside.



Mask around the windows.

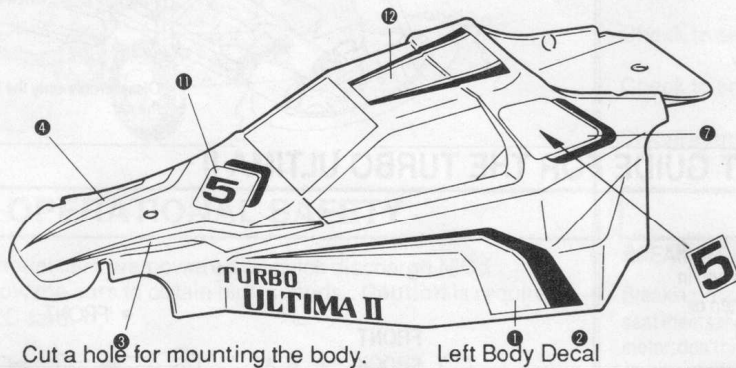
KYOSHO

Polyca Color Paint is available for painting your Lexan bodies. Twelve great looking colors are available.



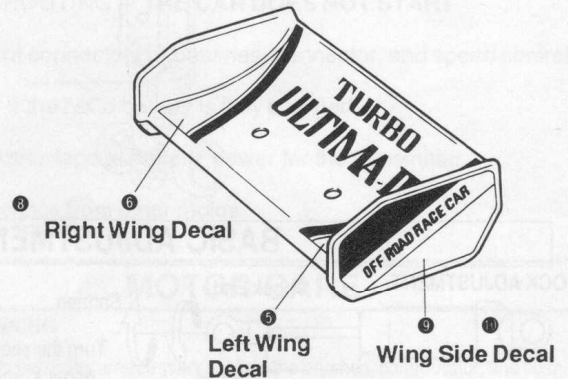
37 APPLYING THE DECALS

Cut out the decals as close to the lines as possible. You can use the box lid for the placement of the decals on the body.



Cut a hole for mounting the body.

Left Body Decal

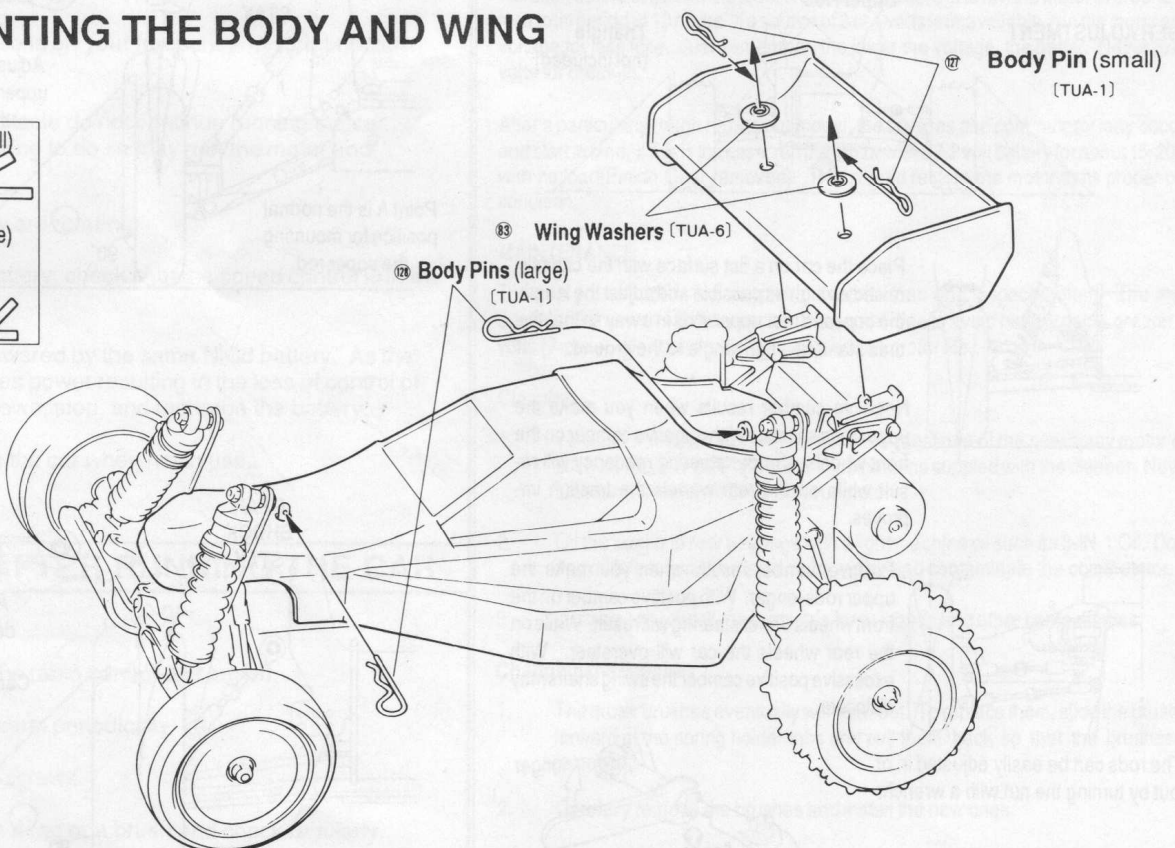
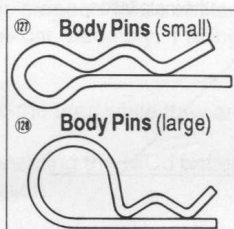


Right Wing Decal

Left Wing Decal

Wing Side Decal

38 MOUNTING THE BODY AND WING



Body Pin (small)
[TUA-1]

Wing Washers [TUA-6]

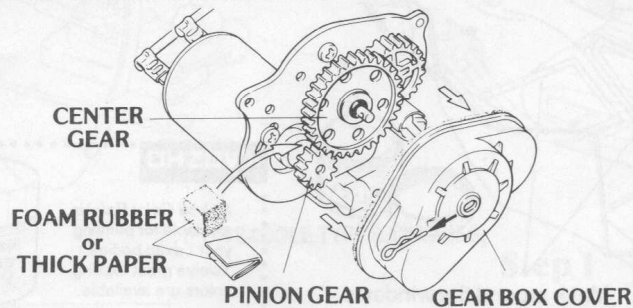
Body Pins (large)
[TUA-1]

DIFFERENTIAL ADJUSTMENT

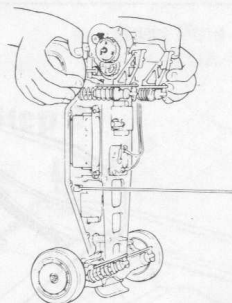
ADJUSTMENT OF BALL DIFFERENTIAL AFTER INSTALLATION

Swing the front of the Turbo Ultima II. If adjusted correctly, the car will rise to the horizontal position and no farther.

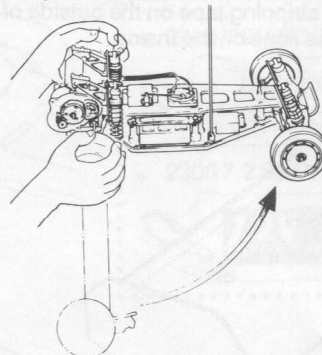
- 1 Remove the Gear Box Cover and insert a piece of foam or thick paper between the Pinion Gear and Center Gear to lock them.



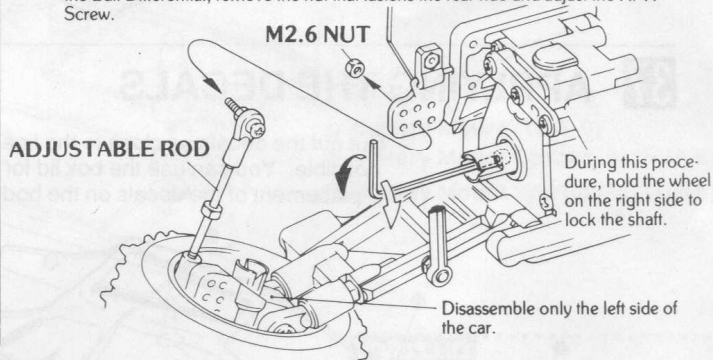
- 2 Hold both rear wheels with your hands.



- 3 After the Turbo Ultima II is assembled, perform the following test to assure proper ball differential adjustment

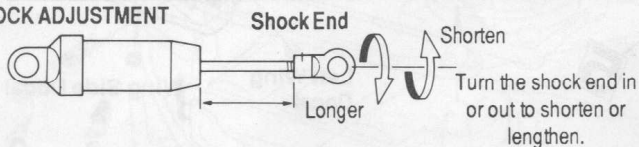


- 4 If the car goes beyond the horizontal position, the H/H Screw is too loose. If it does not reach the horizontal position, the H/H Screw is too tight. To readjust the Ball Differential, remove the nut that fastens the rear hub and adjust the H/H Screw.

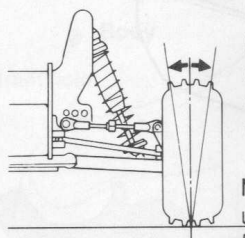


BASIC ADJUSTMENT GUIDE FOR THE TURBO ULTIMA II

SHOCK ADJUSTMENT

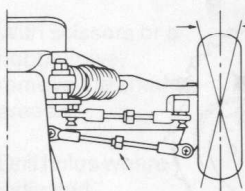


CAMBER ADJUSTMENT



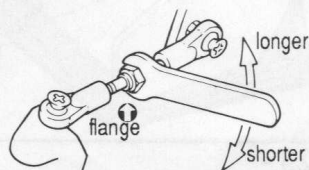
Place the car on a flat surface with the chassis raised as high as possible and adjust the length of the front and rear upper rods in a way so that the tires stand at a right angle to the ground.

Negative camber results when you make the upper rods shorter. With negative camber on the front wheels, sharper steering tendency will result while on the rear wheels the traction improves.

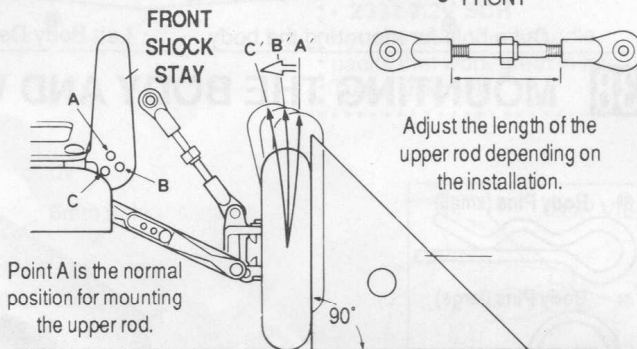


Positive camber results when you make the upper rods longer. With positive camber on the front wheels under steering will result. While on the rear wheels the car will oversteer. With excessive positive camber the swing shafts may dislocate.

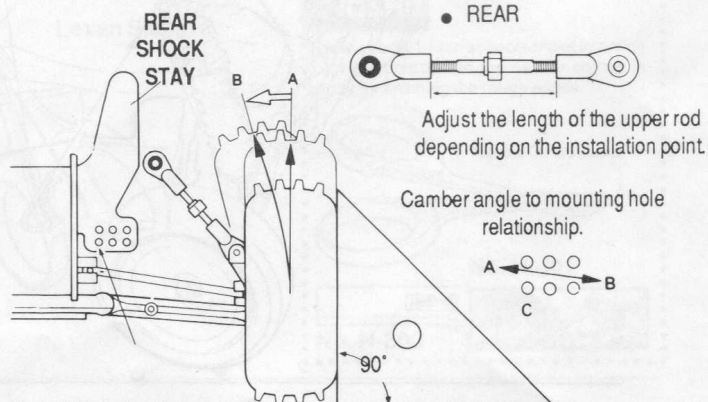
The rods can be easily adjusted in or out by turning the nut with a wrench.



FRONT

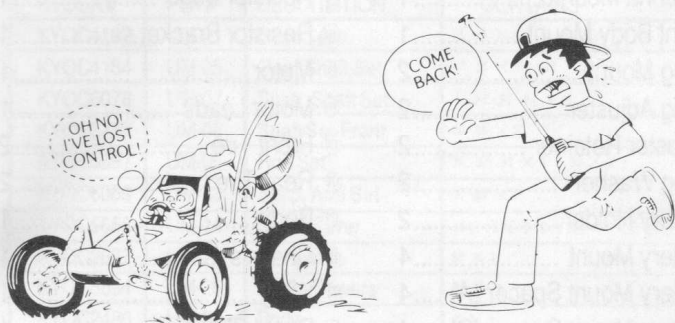


REAR

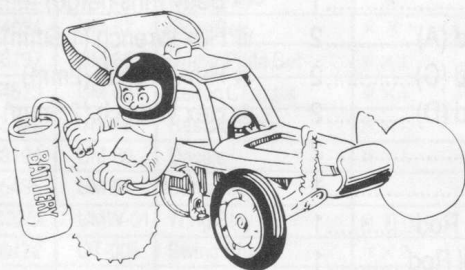


RUNNING YOUR TURBO ULTIMA II

Note: The same battery powers the radio **and** motor. As soon as the car starts to slow down, recharge the battery. Otherwise, you will quickly lose control.



After running, always remove the battery from the car.



OPERATIONAL SAFETY

Radio controlled model cars are powered by quick discharge NiCd batteries which allow the cars to obtain high speeds. **Caution** is required when operating R/C cars.

Do not run R/C cars on the street.

Check to make sure no one else is on your frequency. If so do not turn your radio on.

If your car is stopped by an obstacle do not continue running the car. Remove the car manually. Failing to do so may ruin the motor and wiring.

Do not grab the tires while they are rotating.

Before connecting the NiCd battery, check that the speed control is in the neutral position.

The motor and receiver are powered by the same NiCd battery. As the battery lowers the receiver loses power resulting in the loss of control of the car. When the car slows down, stop, and recharge the battery.

Remove the NiCd battery from the car when not in use..

MAINTENANCE AFTER RUNNING THE CAR

Wipe the dirt off of the car.

Make sure all the switches of the radio control unit are off.

Clean and grease the moving parts periodically.

Check and tighten all nuts and screws.

Wipe the speed control off with a rag or a brush and check regularly.

CHECK BEFORE EVERY RUN

Check to see if all bolts and nuts are tightened firmly.

Check to see if the NiCd battery is fully charged.

Check to see if the steering and speed control is in proportion to your control of the transmitter.

Check to see that all wiring is properly insulated.

Check to see if parts are moving smoothly.

OPERATING PROCEDURES

Turn transmitter switch on.

Switch on the receiver.

Check to see if the radio system is working properly.

NOTE: When turning off the switches, turn off the receiver first then transmitter. Otherwise, the servos may be left in a position other than neutral.

TROUBLE SHOOTING IF THE CAR DOES NOT START

Poor contact of connectors of batteries, connector, and speed control.

Check to see if the NiCd battery is fully charged.

Check to see shortage of battery power for the transmitter.

Signal interference from other radios.

MOTOR CARE

BREAK-IN RUNNING

Breaking in your new motor is necessary to allow the brushes, commutator, and bushings to seat themselves into position. Break-in running should be done with no load placed on the motor; don't break it in while installed in your model. Since higher voltages tend to cause some vibration before break-in, the ideal break-in procedure is to run the motor at around 3-4 volts for a total period of 10 hours. If a source of 3 or 4 volts is unavailable, run the motor at a higher voltage for less time. Just remember, the lower the voltage, the better. Never exceed 7.2 volts for break-in.

After a particularly rough run in your model, the brushes and commutator may become dirty and start to bind. If this is the case, run the motor with a 7.2 volt battery for about 15-20 minutes with no load (Pinion Gear removed). This should restore the motor to its proper operating condition.

MAINTENANCE

To keep your motor in top condition, keep it clean and inspect it often. The motor was designed for use with battery packs. It is a good idea to avoid battery packs greater than 8.4 volts (7-cells). Using more voltage will shorten motor life.

Cleaning

1. To clean the inside working parts, we suggest one of the new spray motor cleaners such as "BLAST OFF" (follow the instructions supplied with the cleaner. Never spray lubricants such as WD-40 on your motor!
2. Oil the front and rear bearings with a light machine oil such as 3-IN-1 Oil. Don't allow any oil to get into the inside of the motor and contaminate the commutator.
3. Occasionally check the terminals for oxidation and other contaminants.

Changing the Brushes

1. The motor brushes eventually will wear out. To replace them, slide the brush springs forward at the spring holder tabs and pull them back so that the brushes can be removed.
2. Carefully remove the brushes and install the new ones.
3. You will now have to break-in the motor again to allow the brushes to seat.

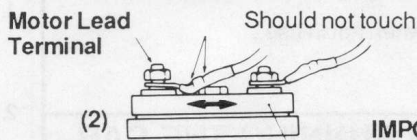
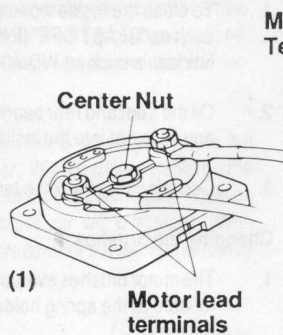
PARTS LIST

① Suspension Rod (B) 2	⊙39 E-Ring (E-2.5) 16	76 Servo Mounts 4	113 Resistor 1
② Motor Plate 1	⊙40 Shock Piston Tree 4	77 Shock Bushing 4	114 Resistor Headsink 1
③ 5.8mm Ball (silver) 10	⊙41 Shock Seal (A) 4	78 Antenna Mount 1	115 Resistor Base 1
④ Front Shock Tower 1	⊙42 Shock Seal (B) 4	79 Front Body Mount 1	116 Resistor Bracket 1
⑤ Rear Shock Tower 1	43 Diaphragm 4	80 Wing Mount 2	117 Motor 1
⑥ 4 x 8mm Bearing 6	⊙44 O-Ring Seal 8	81 Wing Adjuster 2	118 Motor Leads 1
⑦ 5 x 10mm Bearing 6	⊙45 C-Ring 4	82 Adjuster Retainer 2	119 Front Tire 2
⑧ Bearing Spacer 1	46 M3 x 18 Hex Head Screw 4	83 Wing Washer 2	120 Rear Tire 2
Sponge Cap 1	●47 8 x 14mm Bearing 2	84 Battery Holder 2	121 Body 1
10 Front Rim 2	●48 Differential Gear 1	85 Battery Mount 4	122 Chassis 1
11 Rear Rim 2	●49 Differential Shaft (A) 1	86 Battery Mount Spacer (A) 4	123 Wing 1
12 Rear Wheel Shaft 2	●50 Differential Shaft (B) 1	87 Battery Mount Spacer (B) 4	124 Decal Sheet 1
13 Driver Washer 2	●51 Ball Plate 2	88 Bumper 1	125 E-Ring (E-3) 2
14 Final Pinion Gear 1	●52 Pressure Plate 2	89 Ball End 12	126 E-Ring (E-4) 1
15 Pinion Gear (15T) 1	●53 Collar 1	90 4.8mm Ball End 2	127 Body Pins (small) 7
16 Swing Shaft 2	●54 M2.6 x 15 Hex Head Screw 1	91 Ball Nut 1	128 Body Pins (large) 2
17 Center Gear Shaft 1	●55 Cup Washers 4	92 Suspension Rod (A) 2	129 Hex Wrench (1.5mm) 1
18 Counter Gear 1	●56 Chrome Balls (large) 10	93 Suspension Rod (C) 2	130 Hex Wrench (2mm) 1
19 Center Gear 1	●57 Chrome Balls (small) 8	94 Suspension Rod (D) 2	131 Hex Wrench (2.5mm) 1
20 Front Wheel Shaft 2	●58 Spacers 2	95 King Pin 2	
21 Counter Gear Shaft 1	●59 8 x 12mm Shims 2	96 Center Rod 1	
22 2 x 11mm Pin 2	60 Front Hub 2	97 Throttle Control Rod 1	
23 Servo Saver 2	61 Rear Hub 2	98 Steering Control Rod 1	
24 Plate Post 2	62 Knuckle Arm (R) 1	99 4.8mm Ball 1	
25 M3 x 27 Rod 4	63 Knuckle Arm (L) 1	100 Gear Box (R) 1	
26 M3 x 50 Rod 2	64 Front Bulk Head 1	101 Gear Box (L) 1	
27 O-Ring 1	65 Rear Axle Stopper 1	102 Radio Plate 1	
28 5.8mm Ball (Black) 6	66 Rear Bulk Head 1	103 Double Sided Tape 1	
⊙29 Front Shock Shaft 2	67 Gear Cover 1	104 Tie Strap (small) 2	
⊙30 Rear Shock Shaft 2	68 Front Suspension Arms 2	105 Battery Strap 2	
⊙31 Front Shock Body 2	69 Rear Suspension Arms 2	106 Antenna Tube 1	
⊙32 Rear Shock Body 2	70 Servo Saver (A) 1	107 Shock Oil 1	
⊙33 Front Spring 2	71 Servo Saver (B) 1	108 Screw Cement 1	
⊙34 Rear Spring 2	72 Servo Saver (C) 1	109 Hobby Grease 1	
⊙35 Spring Retainer 4	73 Servo Saver (D) 1	110 4-Way Wrench 1	
⊙36 Shock Cap 4	74 Servo Saver Collar 2	111 Gear Cover Seal 1	
⊙37 Spring Adjuster 4	75 Gear Box Hatch 1	112 Speed Control 1	
⊙38 Shock End 4			

SPEED CONTROL MAINTENANCE

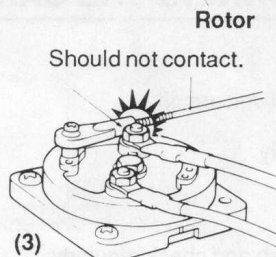
Check the following points before running the Speed Control.

1. Make sure that the Center Nut and the Motor Lead Terminals are tight.
2. Check the Motor Lead Terminals and Wires to make sure they do not hit on the Center Nut.
3. Make sure that the Speed Control Rod does not hit on the Motor Lead Terminals



IMPORTANT!

Every once in awhile it is necessary to remove the Center Nut and clean the Speed Control. This will ensure longer life and higher performance from your Speed Control.



PARTS LIST

You can purchase replacement and optional parts for your kit. All of the parts identified by key numbers (see page 26 for complete list) are usually not available singularly, but we offer these parts in convenient parts "packs" which can be purchased separately. To figure out which parts pack you need, find the

key number for that part within the manual. Then consult our parts pack guide below. When referring to the parts you need, always use the **Parts Pack Number**. For instance, if you need a Center Gear Shaft (Key#17) ask your dealer for Kyosho Parts Pack UM-05 (Gear Shaft Set).

STOCK #	Part #	DESCRIPTION	CONTAINS
KYOC4182	UM-01	Gear Set	18 19 X 1
KYOC4184	UM-05	Gear Shaft Set	17 21 X 1 22 X 2
KYOC6078	UM-07	Susp. Shaft Set	1 92 93 94 X 2
KYOC3737	UM-08	Shaft Set-Front	20 95 X 2
KYOC5387	UM-09	Rod Set	96 97 98 X 1 90 X 2
KYOC6069	UM-13	Susp. Arm Set	68 69 X 2
KYOC5653	UM-14	Servo Saver	70 71 72 73 75 76 79 X 1 74 X 2 76 77 X 4
KYOC2677	UM-21	Bumper	88 X 1
KYOC5694	UM-26	Shock Towers	4 5 X 1
KYOC2486	UM-34	Body	121 X 1
KYOC6349	UM-39G	Wheels-Frt.	10 X 2
KYOC5639	UM-42	Servo Saver Set	23 24 X 2
KYOC6301	UM-49	Upright Set	62 63 X 1 60 61 X 2
KYOC2626	UM-50	Bulk Head Set	64 65 66 67 101 X 1
KYOC4622	UM-51	Motor Plate	2 X 1
KYOC4034	UM-52	Gear Box	100 101 X 1
KYOC6297	UM-65	Upper Plate Set	102 X 1
KYOC4523	UM-66	Kelron Chassis	102 X 1
KYOC5372	UM-69	Resistor Stay	105 X 1
KYOC3194	UM-80	Decals	104 X 1
KYOC5485	UM-81	Screw Set	
KYOC2258	UMW-01	Wing Stay Set	80 81 82 X 2 83 X 4
KYOC6122	OT-006	Swing Shafts	16 X 2
KYOC5658	OT-018	Shafts-Rear	12 X 2
KYOC3332	OT-019	Drive Washer	13 X 4
KYOC4782	OT-024	Pinion Gear (15T)	15 X 1
KYOC4707	OT-029	O-Ring	27 X 10
KYOC2167	OT-032	Balls-5.8mm	3 X 10
KYOC2242	OT-033	Ball Rcptl.-2.6mm	91 X 10
KYOC3392	OT-039	E-Ring (E-2.5)	99 X 10
KYOC6246	OT-066	Tires-Low Pro	126 X 2
KYOC2169	OT-101	5.8mm Ball	28 X 10
KYOC6363	OT-107	Wing	129 X 1
KYOC4485	OT-129	Linkage Set	90 X 2 99 X 1
KYOC3517	OT-041	Final Pinion	14 X 1
KYOC4827	OTW-09	Plastic Parts	84 X 2 85 86 87 X 4
KYOC2037	OTW-11	Adjustable Rod (S)	25 X 2
KYOC2039	OTW-13	Adjustable Rod (L)	26 X 2
KYOC5692	W-5001	Gold Shocks (S)	29 31 33 35 36 37 38 40 41 42 43 46 X 2 39 44 45 X 4
KYOC5693	W-5002	Gold Shocks (L)	30 32 34 35 36 37 38 40 41 42 43 46 X 2 39 44 45 X 4
KYOC6253	W-5071	Tires Front	115 X 2
KYOC2176	W-0109	Ball Differential	9 48 49 50 53 54 X 1 51 52 58 59 X 2 55 X 4 57 X 8 56 X 10
KYOC5823	1819	Resistor-15W	113 114 115 X 1
KYOC5785	1831	Speed Control	112 X 1
KYOC6141	1840	Double Sided Tape	116 X 1
KYOC5451	1878	Screw Cement	118 2
KYOC2517	1889	Body Pins (Large)	118 X 5
KYOC2197	1901	5mmx10mm Bearing	7 X 2
KYOC2207	1903	4mm x 8mm Bearing	6 X 2
KYOC2217	1911	8 x 14mm Bearing	47 X 2
KYOC6390	1942	Wrench Set	119 X 1
KYOC2194	1974	Bearing Set	8 X 1 47 X 2 6 7 X 6
KYOG2476	2476	Outlaw Stock Motor	117 X 1
KYOC4586	BB-26	Motor Cord	119 1
KYOC2520	EP-22	Body Pins (small)	117 X 5

STOCK #	Part #	DESCRIPTION	CONTAINS
KYOC6025	EF-037	Straps (small)	100 X 6
KYOC6020	EF-039	Battery Straps	100 X 6
KYOC2055	SD-79	Antenna Tube	106 X 5
KYOC3395	CB-072	E-Ring (E-3)	105 X 4
KYOC3400	KC-20	E-Ring (E-4)	106 X 4
KYOC2171	LA-43	5.8mm Ball End	89 X 12
KYOC6314	MA-17HG	Wheel - Rear	11 X 4

OPTIONAL PARTS

STOCK #	Part #	DESCRIPTION	CONTAINS
KYOC4767	OT-050	Pinion Gear (13T)	Ratio 9.5 : 1
KYOC4777	OT-051	Pinion Gear (14T)	Ratio 8.8 : 1
KYOC4787	OT-052	Pinion Gear (16T)	Ratio 7.7 : 1
KYOC4792	OT-053	Pinion Gear (17T)	Ratio 7.3 : 1
KYOC4797	UM-23	Pinion Gear (18T)	Ratio 6.9 : 1
KYOC4802	UM-24	Pinion Gear (19T)	Ratio 6.5 : 1
KYOC4807	UM-25	Pinion Gear (20T)	Ratio 6.2 : 1
KYOC4604	UM-28	Motor Guard	
KYOC5944	UM-29	Stabilizer Set	
KYOC3518	OT-076	Final Pinion	Hard
KYOC5638	OTW-10	Servo Saver	Special
KYOC4708	1883	Hobby Oil	
KYOC5681	1951	Shock Oil Set	(Thin, Medium, Thick)
KYOC5736	1953	Silicone Oil	Thin
KYOC5737	1954	Silicone Oil	Medium
KYOC5738	1955	Silicone Oil	Thick
KYOC5897	W-0110	Spur Gear	
KYOC3089	W-0111	Counter Gear	
KYOC5703	W-5003	Platinum Shocks (S)	
KYOC5704	W-5004	Platinum Shocks (L)	
KYOC6236	W-5031	Tires-Hard	Low-Pro Rears
KYOC6237	W-5032	Tires-Soft	Low-Pro Rears
KYOC6127	W-5061	Swing Shafts	Universal (2)
KYOC6254	W-5072	Tires Block	Front-Hard
KYOC6223	W-5073	Tires-Pin Spike	Front-Soft
KYOC6224	W-5074	Tires-Pin Spike	Front-Hard
KYOC6227	W-5077	Tires-Pin Spike	Low Profile
KYOC6228	W-5078	Tires-Block	Low Profile
See Your Local Hobby Dealer For Listing	W-5085 thru W-5093	(15T - 25T) Pinion Gears	Hardened Performance Gears
KYOC2177	WBD-01	Ball Differential Joint	
KYOC2178	WBD-02	Ball Differential Balls	
KYOC2179	WBD-03	Ball Differential Gear	

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