



XRAY NIT1

1/10 LUXURY NITRO TOURING CAR

FLYING

INSTRUCTION MANUAL

BEFORE YOU START

The NT1 is a high-competition, high-quality, 1/10-scale nitro car intended for persons aged 16 years and older with previous experience building and operating RC model racing cars. This is not a toy; it is a precision racing model. This model racing car is not intended for use by beginners, inexperienced customers, or by children without direct supervision of a responsible, knowledgeable adult. If you do not fulfill these requirements, please return the kit in unused and unassembled form back to the shop where you have purchased it.

Before building and operating your NT1, YOU MUST read through all of the operating instructions and instruction manual and fully understand them to get the maximum enjoyment and prevent unnecessary damage.

CUSTOMER SUPPORT

We have made every effort to make these instructions as easy to understand as possible. However, if you have any difficulties, problems, or questions, please do not hesitate to contact the XRAY support team at info@teamxray.com. Also, please visit our Web site at www.teamxray.com to find the latest updates, set-up information, option parts, and many other goodies. We pride ourselves on taking excellent care of our customers.

You can join thousands of XRAY fans and enthusiasts in our online community at: www.teamxray.com

Read carefully and fully understand the instructions before beginning assembly.

Make sure you review this entire manual, the included set-up book, and examine all details carefully. If for some reason you decide the NT1 is not what you wanted or expected, do not continue any further. Your hobby dealer cannot accept your NT1 kit for return or exchange after it has been partially or fully assembled.

Contents of the box may differ from pictures. In line with our policy of continuous product development, the exact specifications of the kit may vary without prior notice.

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FAILURE TO FOLLOW THESE INSTRUCTIONS WILL BE CONSIDERED AS ABUSE AND/OR NEGLIGENCE.

SAFETY PRECAUTIONS

WARNING: This product contains a chemical known to the state of California to cause cancer and birth defects or other reproductive harm.

CAUTION: CANCER HAZARD

Wash thoroughly after using. DO NOT use product while eating, drinking or using tobacco products. May cause chronic effects to gastrointestinal tract, CNS, kidneys, and blood. MAY CAUSE BIRTH DEFECTS.

When building, using and/or operating this model always wear protective glasses and gloves.

Take appropriate safety precautions prior to operating this model. You are responsible for this model's assembly and safe operation! Please read the instruction manual before building and operating this model and follow all safety precautions. Always keep the instruction manual at hand for quick reference, even after completing the assembly. Use only genuine and original authentic XRAY parts for maximum performance.

Using any third party parts on this model will void warranty immediately.

Improper operation may cause personal and/or property damage. XRAY and its distributors have no control over damage resulting from shipping, improper construction, or improper usage. XRAY assumes and accepts no responsibility for personal and/or property damages resulting from the use of improper building materials, equipment and operations. By purchasing any item produced by XRAY, the buyer expressly warrants that he/she is in compliance with all applicable federal, state and local laws and regulation regarding the purchase, ownership and use of the item. The buyer expressly agrees to indemnify and hold harmless XRAY for all claims resulting directly or indirectly from the purchase, ownership or use of the product. By the act of assembling or operating this product, the user accepts all resulting liability. If the buyer is not prepared to accept this liability, then he/she should return this kit in new, unassembled, and unused condition to the place of purchase.



IMPORTANT NOTES – GENERAL

- This product is not suitable for children under 16 years of age without the direct supervision of a responsible and knowledgeable adult.
- Carefully read all manufacturers warnings and cautions for any parts used in the construction and use of your model.
- Assemble this kit only in places away from the reach of very small children.
- First-time builders and users should seek advice from people who have building experience in order to assemble the model correctly and to allow the model to reach its performance potential.
- Exercise care when using tools and sharp instruments.
- Take care when building, as some parts may have sharp edges.
- Keep small parts out of reach of small children. Children must not be allowed to put any parts in their mouth, or pull vinyl bag over their head.
- Read and follow instructions supplied with paints and/or cement, if used (not included in kit).
- Immediately after using your model, do NOT touch equipment on the model such as the motor and speed controller, because they generate high temperatures. You may seriously burn yourself seriously touching them.
- Follow the operating instructions for the radio equipment at all times.
- Do not put fingers or any objects inside rotating and moving parts, as this may cause damage or serious injury as your finger, hair, clothes, etc. may get caught.
- Be sure that your operating frequency is clear before turning on or running your model, and never share the same frequency with somebody else at the same time. Ensure that others are aware of the operating frequency you are using and when you are using it.
- Use a transmitter designed for ground use with RC cars. Make sure that no one else is using the same frequency as yours in your operating area. Using the same frequency at the same time, whether it is driving, flying or sailing, can cause loss of control of the RC model, resulting in a serious accident.
- Always turn on your transmitter before you turn on the receiver in the car. Always turn off the receiver before turning your transmitter off.
- Keep the wheels of the model off the ground when checking the operation of the radio equipment.
- Disconnect the battery pack before storing your model.
- When learning to operate your model, go to an area that has no obstacles that can damage your model if your model suffers a collision.
- Remove any sand, mud, dirt, grass or water before putting your model away.
- If the model behaves strangely, immediately stop the model, check and clear the problem.
- To prevent any serious personal injury and/or damage to property, be responsible when operating all remote controlled models.
 - The model car is not intended for use on public places and roads or areas where its operation can conflict with or disrupt pedestrian or vehicular traffic.
 - Because the model car is controlled by radio, it is subject to radio interference from many sources that are beyond your control. Since radio interference can cause momentary loss of control, always allow a safety margin in all directions around the model in order to prevent collisions.
- Do not use your model:
 - Near real cars, animals, or people that are unaware that an RC car is being driven.
 - In places where children and people gather
 - In residential districts and parks
 - In limited indoor spaces
 - In wet conditions
 - In the street
 - In areas where loud noises can disturb others, such as hospitals and residential areas.
 - At night or anytime your line of sight to the model may be obstructed or impaired in any way.

To prevent any serious personal injury and/or damage to property, please be responsible when operating all remote controlled models.



IMPORTANT NOTES – NITRO ENGINES

- Always test the brakes and the throttle before starting your engine to avoid losing control of the model.
- Make sure the air filter is clean and oiled.
- Never run your engine without an air filter. Your engine can be seriously damaged if dirt and debris get inside the engine.
- For proper engine break-in, please refer to the manual that came with the engine.
- Do not run near open flames or smoke while running your model or while handling fuel.
- Some parts will be hot after operation. Do not touch the exhaust or the engine until they have cooled. These parts may reach 275°F during operation!



IMPORTANT NOTES – ELECTRICAL

- Insulate any exposed electrical wiring (using heat shrink tubing or electrical tape) to prevent dangerous short circuits. Take maximum care in wiring, connecting and insulating cables. Make sure cables are always connected securely. Check connectors for if they become loose. And if so, reconnect them securely. Never use R/C models with damaged wires. A damaged wire is extremely dangerous, and can cause short-circuits resulting in fire. Please have wires repaired at your local hobby shop.
- Low battery power will result in loss of control. Loss of control can occur due to a weak battery in either the transmitter or the receiver. Weak running battery may also result in an out of control car if your car's receiver power is supplied by the running battery. Stop operation immediately if the car starts to slow down.
- When not using RC model, always disconnect and remove battery.
- Do not disassemble battery or cut battery cables. If the running battery short-circuits, approximately 300W of electricity can be discharged, leading to fire or burns. Never disassemble battery or cut battery cables.
- Use a recommended charger for the receiver and transmitter batteries and follow the instructions



IMPORTANT NOTES – NITRO FUEL

- Handle fuel only outdoors. Never handle nitro fuel indoors, or mix nitro fuel in a place where ventilation is bad.
- Only use nitro fuel for R/C models. Do not use gasoline or kerosene in R/C models as it may cause a fire or explosion, and ruin your engine.
- Nitro fuel is highly inflammable, explosive, and poisonous. Never use fuel indoors or in places with open fires and sources of heat.
- Always keep the fuel container cap tightly shut.
- Always read the warning label on the fuel container for safety information.
- Nitro-powered model engines emit poisonous vapors and gasses. These vapors irritate eyes and can be highly dangerous to your health. We recommend wearing rubber or vinyl gloves to avoid direct contact with nitro fuel.
- Nitro fuel for RC model cars is made of the combination of the methyl alcohol, castor or synthetic oil,

correctly. Over-charging, incorrect charging, or using inferior chargers can cause the batteries to become dangerously hot. Recharge battery when necessary. Continual recharging may damage battery and, in the worst case, could build up heat leading to fire. If battery becomes extremely hot during recharging, please ask your local hobby shop for check and/or repair and/or replacement.

- Regularly check the charger for potential hazards such as damage to the cable, plug, casing or other defects. Ensure that any damage is rectified before using the charger again. Modifying the charger may cause short-circuit or overcharging leading to a serious accident. Therefore do not modify the charger.
- Always unplug charger when recharging is finished.
- Do not recharge battery while battery is still warm. After use, battery retains heat. Wait until it cools down before charging.
- Do not allow any metal part to short circuit the receiver batteries or other electrical/electronic device on the model.
- Immediately stop running if your RC model gets wet as may cause short circuit.
- Please dispose of batteries responsibly. Never put batteries into fire.

nitro methane etc. The flammability and volatility of these elements is very high, so be very careful during handling and storage of nitro fuel.

- Keep nitro fuel away from open flame, sources of heat, direct sunlight, high temperatures, or near batteries.
- Store fuel in a cool, dry, dark, well-ventilated place, away from heating devices, open flames, direct sunlight, or batteries. Keep nitro fuel away from children.
- Do not leave the fuel in the carburetor or fuel tank when the model is not in use. There is danger that the fuel may leak out.
- Wipe up any spilled fuel with a cloth
- Be aware of spilled or leaking fuel. Fuel leaks can cause fires or explosions.
- Do not dispose of fuel or empty fuel containers in a fire. There is danger of explosion.

R/C & BUILDING TIPS

- Make sure all fasteners are properly tightened. Check them periodically.
- Make sure that chassis screws do not protrude from the chassis.
- For the best performance, it is very important that great care is taken to ensure the free movement of all parts.
- Clean all ball-bearings so they move very easily and freely.
- Tap or pre-thread the plastic parts when threading screws.
- Self-tapping screws cut threads into the parts when being tightened. Do not use excessive force when tightening the self-tapping screws because you may strip out the thread in the plastic. We recommended

you stop tightening a screw when you feel some resistance.

- Ask your local hobby shop for any advice.

Please support your local hobby shop. We at XRAY Model Racing Cars support all local hobby dealers. Therefore we ask you, if at all possible, to purchase XRAY products at your hobby dealer and give them your support like we do. If you have difficulty finding XRAY products, please check out www.teamxray.com to get advice, or contact us via email at info@teamxray.com, or contact the XRAY distributor in your country.

WARRANTY

XRAY guarantees this model kit to be free from defects in both material and workmanship within 30 days of purchase. The total monetary value under warranty will in no case exceed the cost of the original kit purchased. This warranty does not cover any components damaged by use or modification or as a result of wear. Part or parts missing from this kit must be reported within 30 days of purchase. No part or parts will be sent under warranty without proof of purchase. Should you find a defective or missing part, contact the local distributor. Service and customer support will be provided through local hobby store where you have purchased the kit, therefore make sure to purchase any XRAY products at your local hobby store. This model racing car is considered to be a high-performance racing vehicle. As such this vehicle will be used in an extreme range of conditions and situations, all which may cause premature wear or failure of any component. XRAY has no control over usage of vehicles once they leave the dealer, therefore XRAY can only offer warranty against all manufacturer's defects in materials, workmanship, and assembly at point of sale and before use. No warranties are expressed or implied that cover damage caused by what is considered normal use, or cover or imply how long any model cars' components or electronic components will last before requiring replacement.

Due to the high performance level of this model car you will need to periodically maintain and replace consumable components. Any and all warranty coverage will not cover replacement of any part or component damaged by neglect, abuse, or improper or unreasonable use. This includes but is not limited to damage from crashing, chemical and/or water damage, excessive moisture, improper or no maintenance, or user

modifications which compromise the integrity of components. Warranty will not cover components that are considered consumable on RC vehicles. XRAY does not pay nor refund shipping on any component sent to XRAY or its distributors for warranty. XRAY reserves the right to make the final determination of the warranty status of any component or part.

Limitations of Liability

XRAY makes no other warranties expressed or implied. XRAY shall not be liable for any loss, injury or damages, whether direct, indirect, special, incidental, or consequential, arising from the use, misuse, or abuse of this product and/or any product or accessory required to operate this product. In no case shall XRAY's liability exceed the monetary value of this product.

Take adequate safety precautions prior to operating this model. You are responsible for this model's assembly and safe operation.

Disregard of the any of the above cautions may lead to accidents, personal injury, or property damage. XRAY MODEL RACING CARS assumes no responsibility for any injury, damage, or misuse of this product during assembly or operation, nor any addictions that may arise from the use of this product.

All rights reserved.

QUALITY CERTIFICATE

XRAY MODEL RACING CARS uses only the highest quality materials, the best compounds for molded parts and the most sophisticated manufacturing processes of TQM (Total Quality Management). We guarantee that all parts of a newly-purchased kit are manufactured with the highest regard to quality. However, due to the many factors inherent in model racecar competition, we cannot guarantee any parts once you start racing the car. Products which have been worn out, abused, neglected or improperly operated will not be covered under warranty. We wish you enjoyment of this high-quality and high-performance RC car and wish you best success on the track!

Please note that raw materials such as aluminum, steel, brass, fiberglass, or carbon fibre may have small scratches on the surface which is a standard characteristic of any raw material. Scratches on the surface of any materials are NOT considered to be material defects.

Products may potentially have small amounts of corrosion on them. This may be caused by variances in weather during different times of the year, humidity in the shop or during shipping, and other contributing factors. Even though we have taken all precautions and protection methods to prevent corrosion, these small amounts of corrosion (if present) are unavoidable and considered to be acceptable.

In line with our policy of continuous product development, the exact specifications of the kit may vary. In the unlikely event of any problems with your new kit, you should contact the model shop where you purchased it, quoting the part number. We do reserve all rights to change any specification without prior notice. All rights reserved.

SYMBOLS USED

Apply thread lock	Assemble left and right sides the same way	Number of teeth	Use pliers
Apply oil (may indicate specific type)	Ensure smooth non-binding movement	Scale	Part bags used
Apply cyanoacrylate (CA) glue	Cut off remaining material	Pay attention here	Assemble in the specified order
Apply grease	Assemble as many times as specified (here twice)	Follow tip here	Follow Set-Up Book
Assembly view	Detail view		

INCLUDED NOT INCLUDED



To ensure that you always have access to the most up-to-date version of the XRAY Set-up Book, XRAY will now be offering only the digital online version at our Web site at www.teamxray.com. By offering this online version instead of including a hardcopy printed version in kits, you will always be assured of having the most up-to-date version.

TOOLS REQUIRED

HUDY TOOLS Allen 1.5 / 2.0 / 2.5 / 3.0mm Phillips 3.5mm Exhaust Spring / Caster Clip Remover			Turnbuckle Tool 3.0mm (HUDY #181030)
Flywheel Tool (HUDY #182010)	Pinion Tool Set (XRAY #339901)	Pliers (HUDY #189020)	Scissors (HUDY #188990)
Side Cutters (HUDY #189010)	Hobby Knife	Wrench Glowplug/Clutchnut (HUDY #107581)	Reamer (HUDY #107602) (HUDY #107601)

EQUIPMENT REQUIRED

Transmitter	Receiver & Personal Transponder	Steering & Throttle Servos	Engine	Starter Box (HUDY #104400) & Battery Pack	Glowplug Igniter
Manifold & Exhaust	Lexan® Paint Bodyshell	One-Way Lube (HUDY #106231)	Receiver Battery Pack Battery Charger	Fibre Tape (HUDY #107870)	Wheels & Tires
Model R/C Car Fuel (nitromethane)	Bearing Oil (HUDY #106230)	Graphite Grease (HUDY #106210)	Air Filter & Oil	Threadlock & CA Glue	Tire Truer (HUDY #102003)

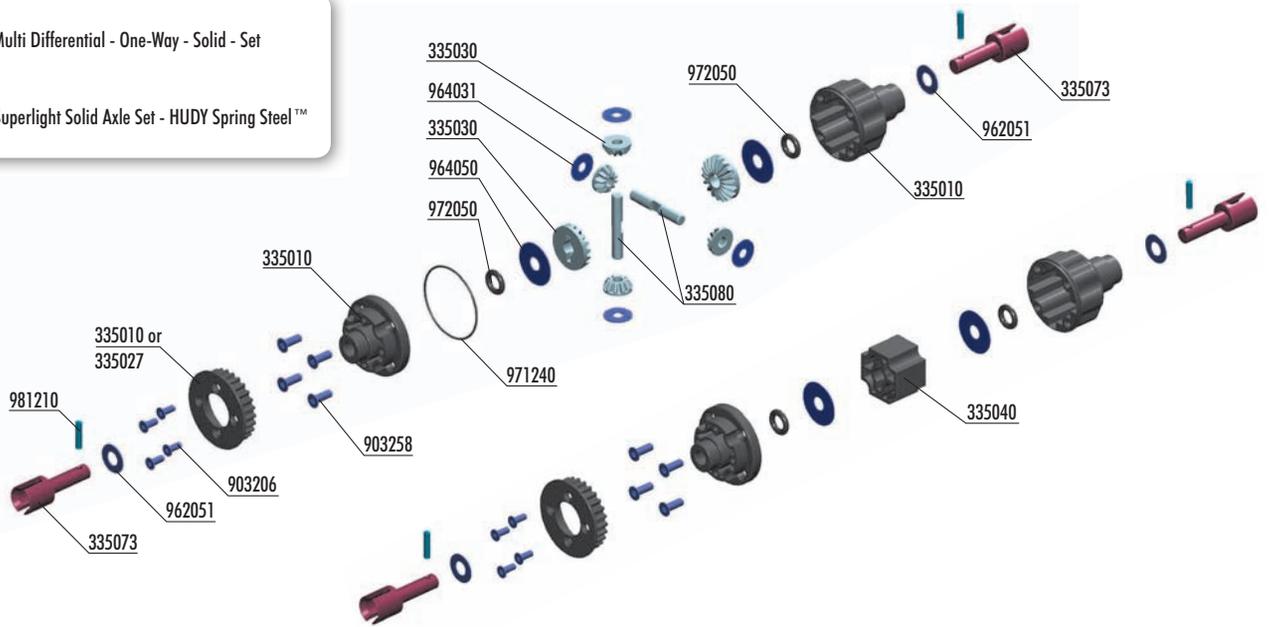
1. FRONT GEAR DIFFERENTIAL & SOLID AXLE

OPTIONAL:

#335100 XRAY Multi Differential - One-Way - Solid - Set

OPTIONAL:

#335180 XRAY Superlight Solid Axle Set - HUDY Spring Steel™



BAG



33 5000	FRONT GEAR DIFFERENTIAL - SET	90 3206	HEX SCREW SFH M2x6 (10)
33 5010	COMPOSITE FRONT DIFF. CASE, COVER & 27T BELT PULLEY	90 3258	HEX SCREW SFH M2.5x8 (10)
33 5027	COMPOSITE TIMING BELT PULLEY 27T	96 2051	WASHER S 5x10x0.2 (10)
33 5030	DIFF BEVEL & SATELLITE GEARS (2+4)	96 4031	WASHER S 3.5x10x0.2 (10)
33 5040	COMPOSITE SOLID AXLE ADAPTER	96 4050	WASHER S 5x15x0.3 (10)
33 5073	LIGHTWEIGHT DIFF OUTDRIVE ADAPTER - LONG - HUDY SPRING STEEL™ (2)	97 1240	SILICONE O-RING 24x0.7 (10)
33 5080	DIFF PIN (2)	97 2050	SILICONE O-RING 5x2 (10)
33 5081	ALU DIFF PIN - HARD COATED (2) (OPTION)	98 1210	PIN 2x10 (10)



962051
S 5x10x0.2



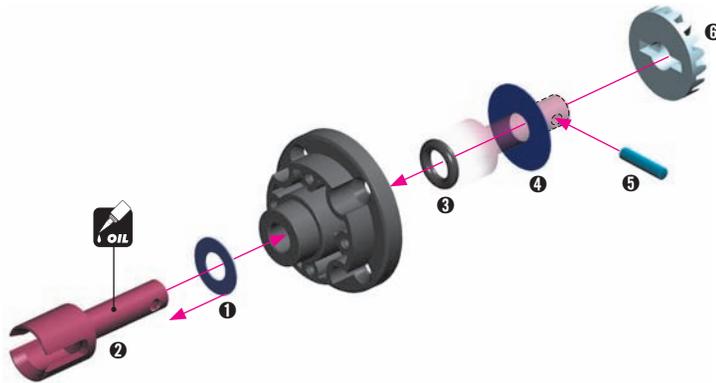
964050
S 5x15x0.3



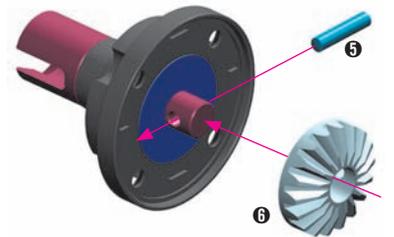
972050
O 5x2



981210
P 2x10



STEP 5 & 6 DETAIL



962051
S 5x10x0.2



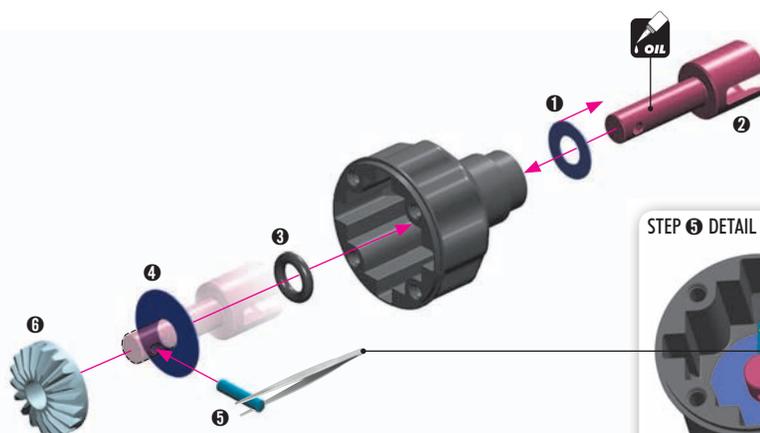
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S 5x15x0.3



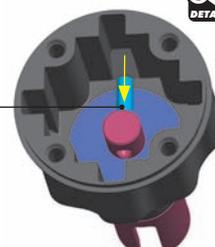
972050
O 5x2



981210
P 2x10

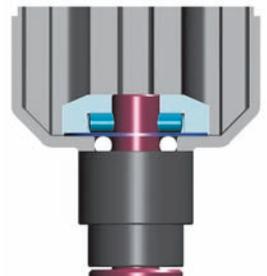


STEP 5 DETAIL



Use tweezers to insert pin

CUTAWAY VIEW



FRONT GEAR DIFFERENTIAL & SOLID AXLE

 Silicone oil 100.000 cSt



NET TIP

Fill differential up to the top of the diff pins. DO NOT fill the diff to the top of the housing.

Remove the nozzle of the bottle to allow easy filling of the diff.



TO ENSURE YOU HAVE THE SAME AMOUNT OF OIL FROM REBUILD TO REBUILD, DO THE FOLLOWING:

#107865 HUDY Ultimate Digital Pocket Scale 300g ± 0.01g



14.06g

① Put the diff (without oil) on the scale and check the weight (approximately 14.06g)

 OIL

$$14.06g + 1.6g = 15.66g$$



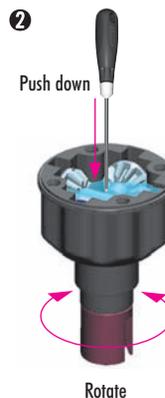
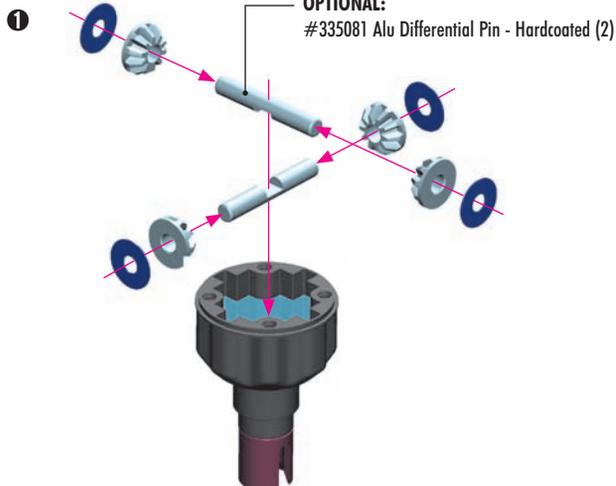
Silicone oil 100.000 cSt

15.66g

② Slowly pour oil into the diff and watch the weight. Add 1.6g of oil into the diff. The approximate weight of the diff including oil is 15.66g.

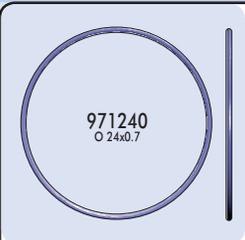


964031
S 3.5x10x0.2

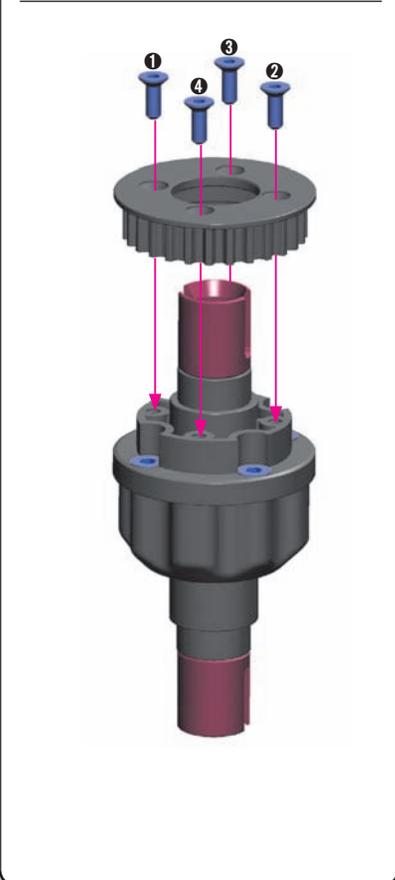
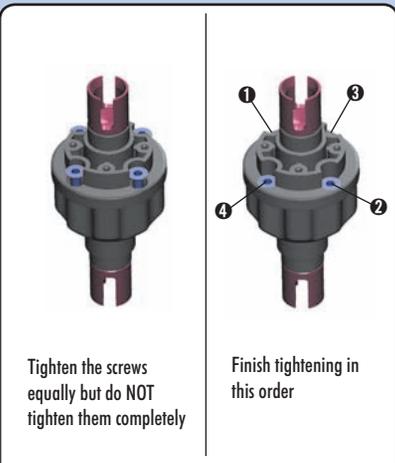
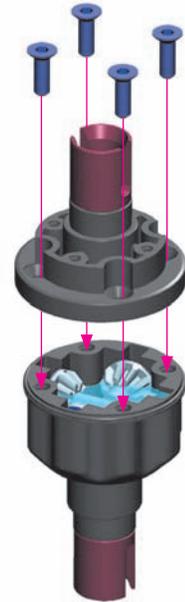


SET-UP BOOK
GEAR DIFF ADJUSTMENT

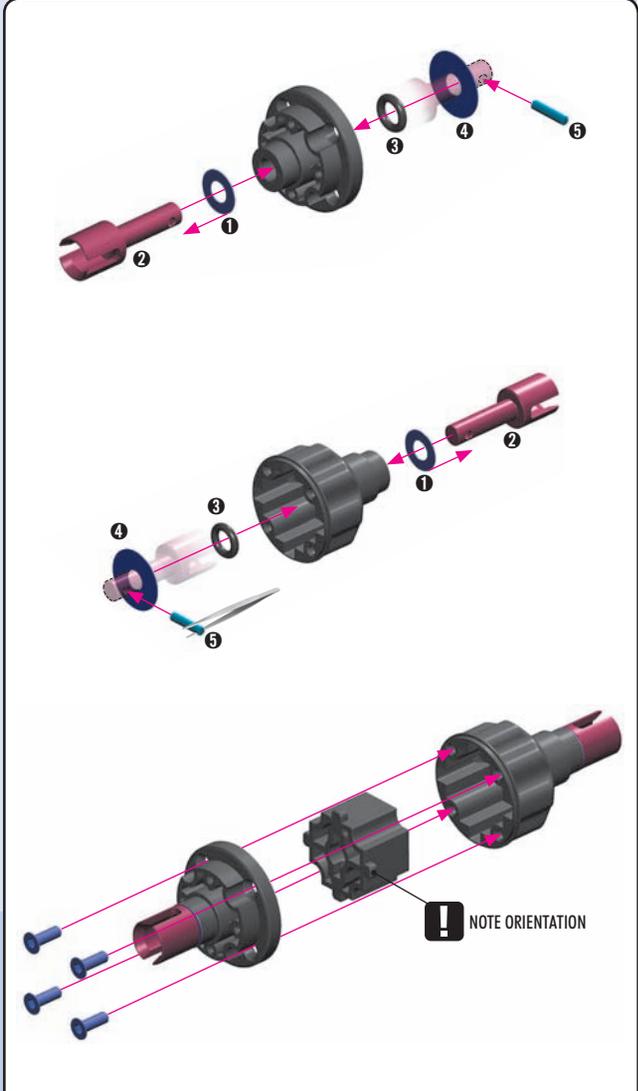
FRONT GEAR DIFFERENTIAL & SOLID AXLE



After disassembling the differential, the large O-ring may have an increased size and may be more difficult to re-install. We recommend either replacing the O-ring or carefully inserting the O-ring in the diff cover.

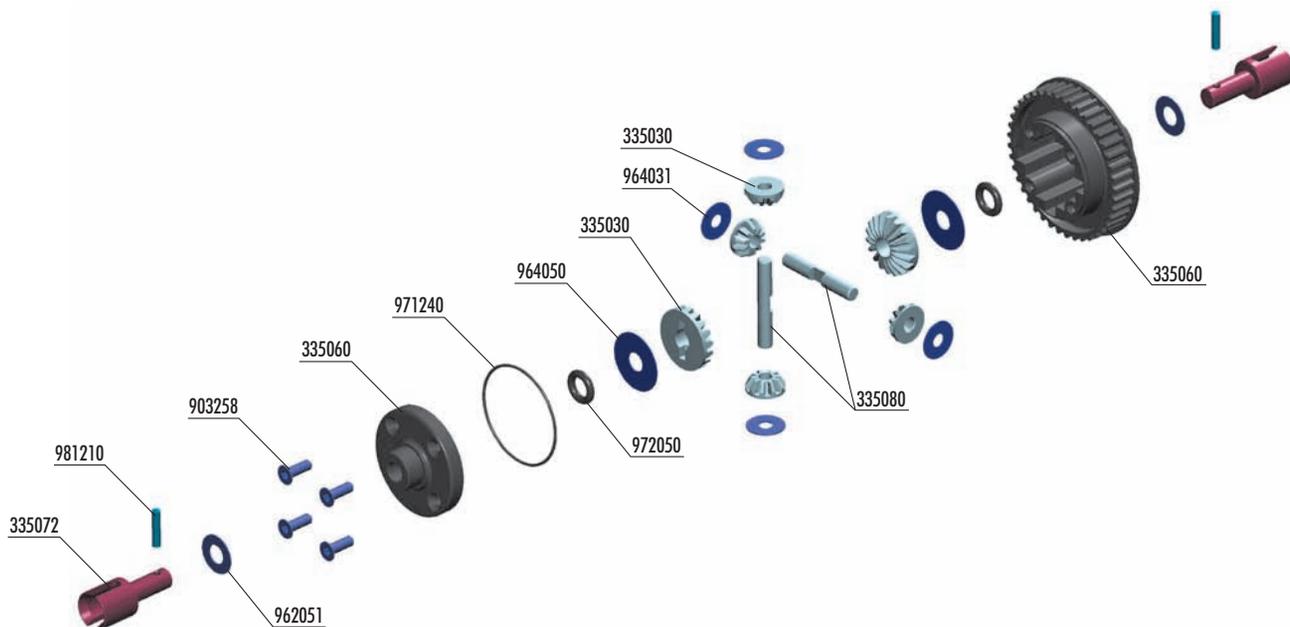


SOLID AXLE



The front diff can be easily changed into a solid axle. Remove the internal gears and replace with the solid axle locking body. DO NOT add silicone oil inside the housing when making a solid axle.

1. REAR GEAR DIFFERENTIAL



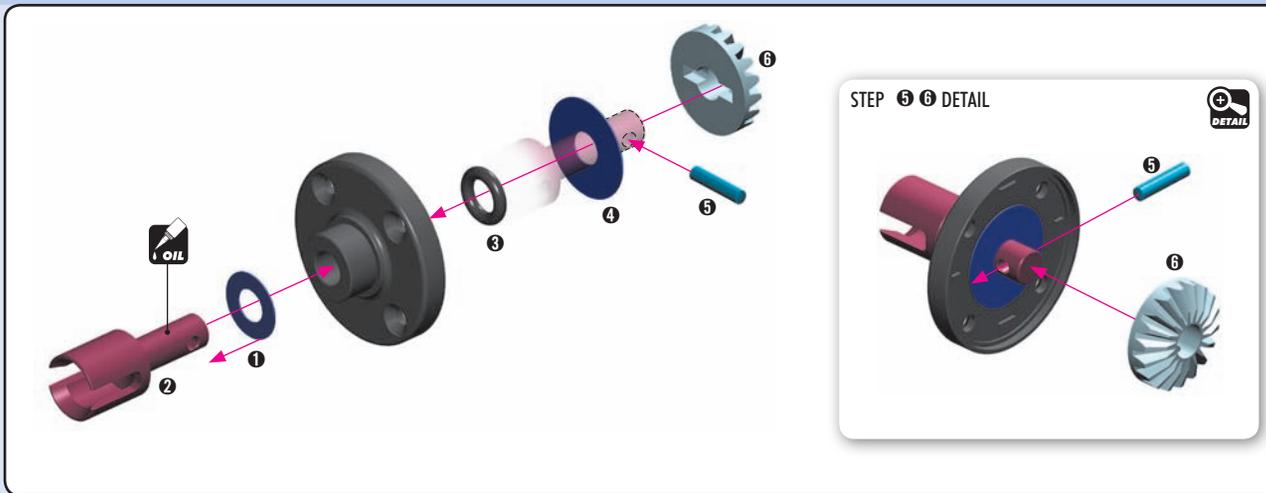
BAG

01.2

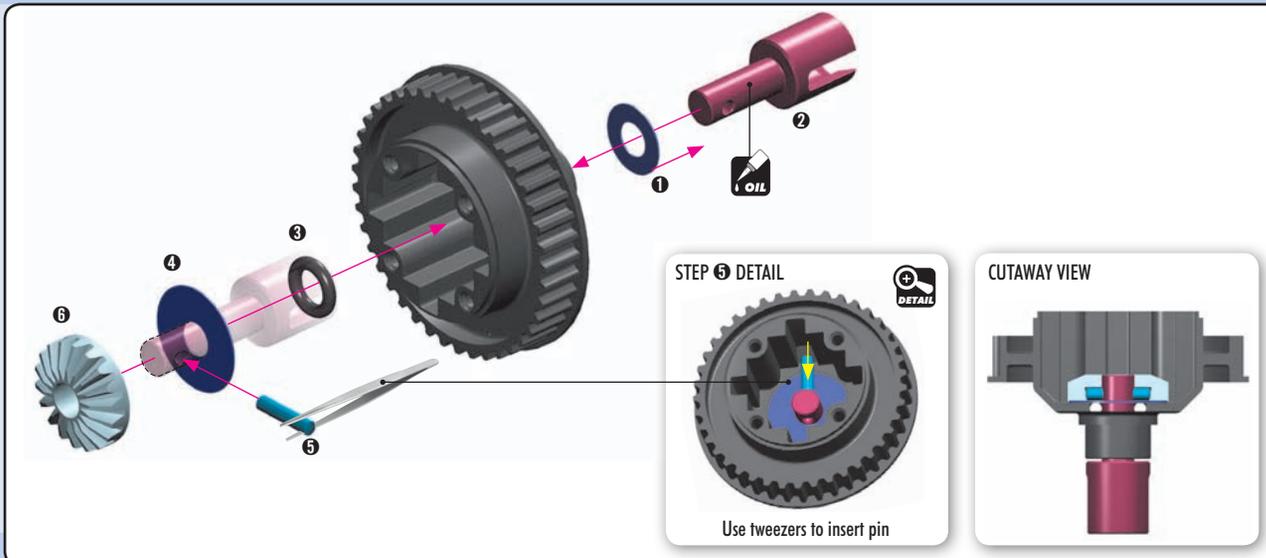
- 33 5030 DIFF BEVEL & SATELLITE GEARS (2+4)
- 33 5050 REAR GEAR DIFFERENTIAL - SET
- 33 5060 COMPOSITE REAR DIFF. CASE & COVER
- 33 5072 LIGHTWEIGHT DIFF OUTDRIVE ADAPTER - HUDY SPRING STEEL™ (2)
- 33 5080 DIFF PIN (2)
- 33 5081 ALU DIFF PIN - HARD COATED (2) (OPTION)

- 90 3258 HEX SCREW SFH M2.5x8 (10)
- 96 2051 WASHER S 5x10x0.2 (10)
- 96 4031 WASHER S 3.5x10x0.2 (10)
- 96 4050 WASHER S 5x15x0.3 (10)
- 97 1240 SILICONE O-RING 24x0.7 (10)
- 97 2050 SILICONE O-RING 5x2 (10)
- 98 1210 PIN 2x10 (10)

- 962051
S 5x10x0.2
- 964050
S 5x15x0.3
- 972050
O 5x2
- 981210
P 2x10

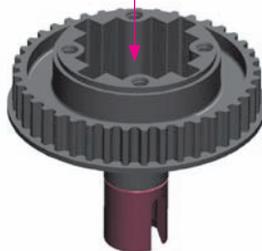


- 962051
S 5x10x0.2
- 964050
S 5x15x0.3
- 972050
O 5x2
- 981210
P 2x10



REAR GEAR DIFFERENTIAL

 Silicone oil 60.000 cSt



NTI TIP

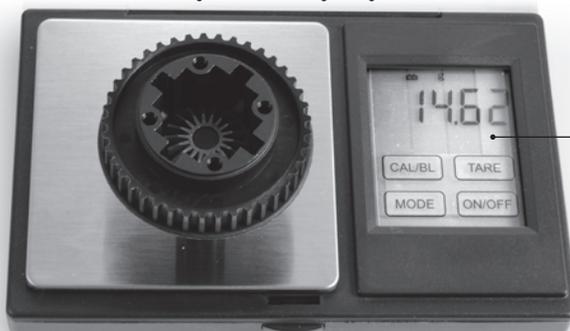
Fill differential up to the top of the diff pins. DO NOT fill the diff to the top of the housing.

Remove the nozzle of the bottle to allow easy filling of the diff.



TO ENSURE YOU HAVE THE SAME AMOUNT OF OIL FROM REBUILD TO REBUILD, DO THE FOLLOWING:

#107865 HUDY Ultimate Digital Pocket Scale 300g ± 0.01g



14.62g

① Put the diff (without oil) on the scale and check the weight (approximately 14.62g)



$$14.62g + 1.6g = 16.22g$$



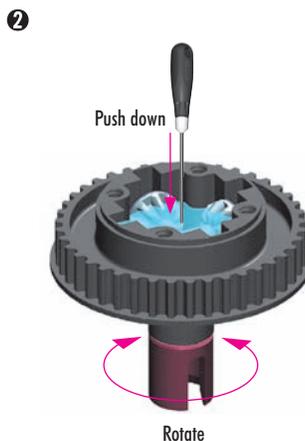
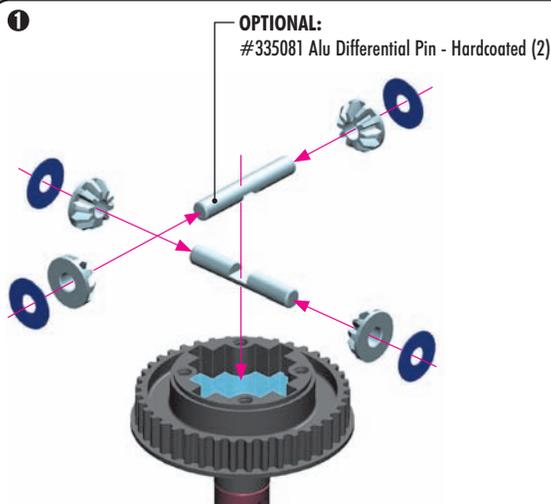
Silicone oil 60.000 cSt

16.22g

② Slowly pour oil into the diff and watch the weight. Add 1.6g of oil into the diff. The approximate weight of the diff including oil is 16.22g.



964031
S 3.5x10x0.2



SET-UP BOOK

GEAR DIFF ADJUSTMENT

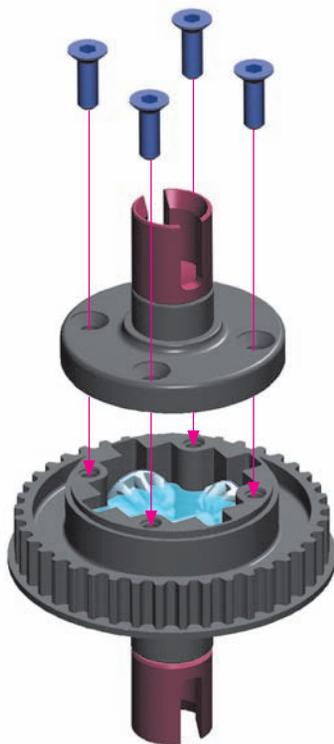
REAR GEAR DIFFERENTIAL



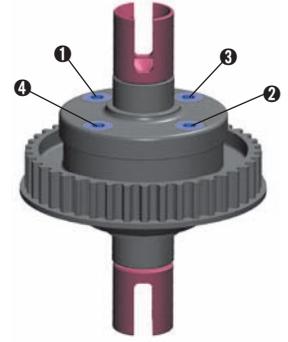
After disassembling the differential, the large O-ring may have an increased size and may be more difficult to re-install. We recommend either replacing the O-ring or carefully inserting the O-ring in the diff cover.



903258
SFH M2.5x8



Tighten the screws equally but do NOT tighten them completely



Finish tightening in this order

2. REAR SUSPENSION

REAR ANTI-ROLL BARS

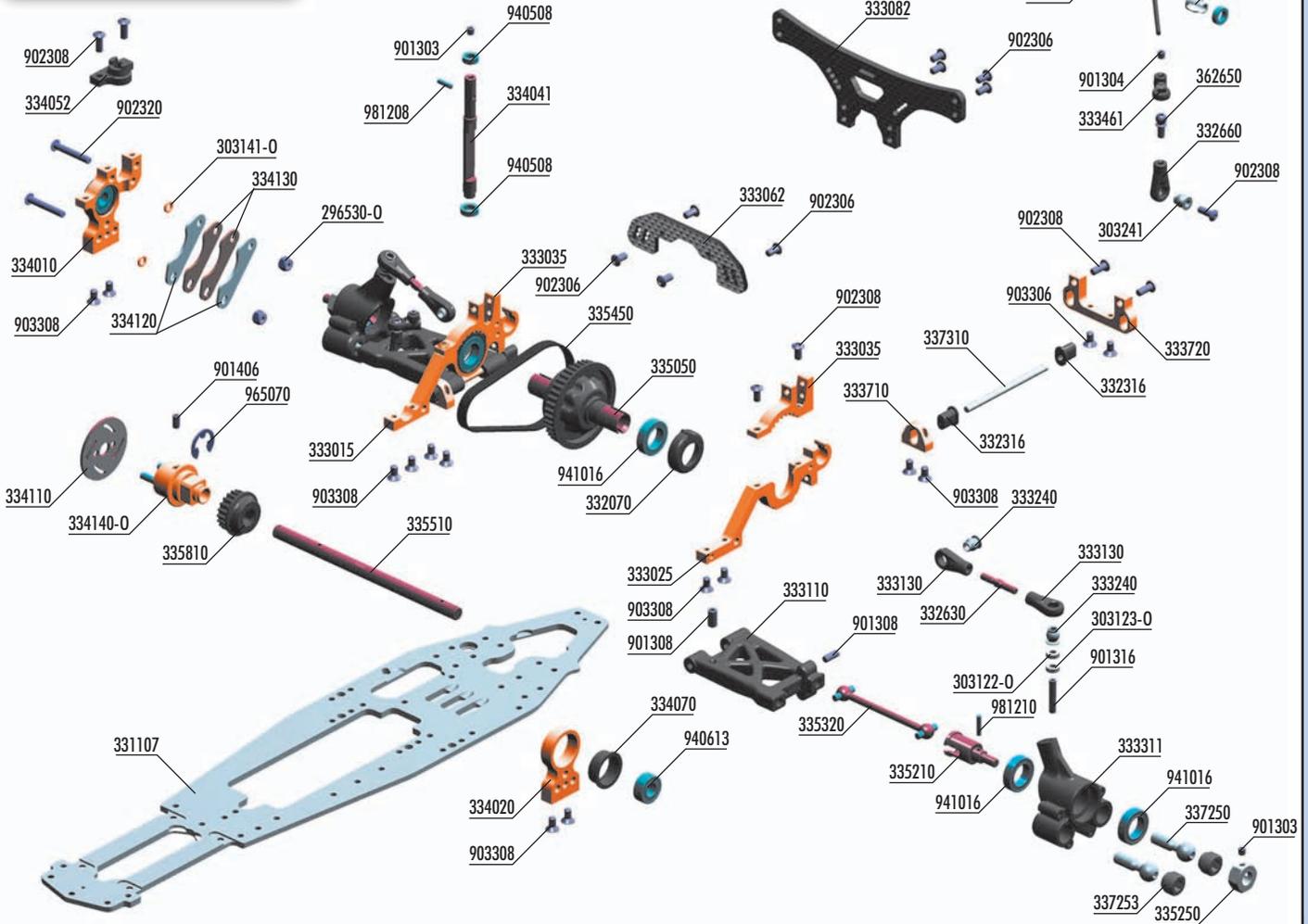
333470	2.0 MM WIRE	STANDARD
333472	2.2 MM WIRE	OPTION
333474	2.4 MM WIRE	OPTION
333476	2.6 MM WIRE	OPTION

PIVOT BALLS

337250	STEEL	STANDARD
337251	ALU	OPTION
337255	TITAN	OPTION

WHEEL HUBS

335250	STANDARD	
335251	OFFSET -0.75MM	OPTION
335252	OFFSET +0.75MM	OPTION



BAG

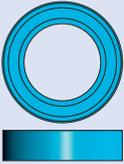
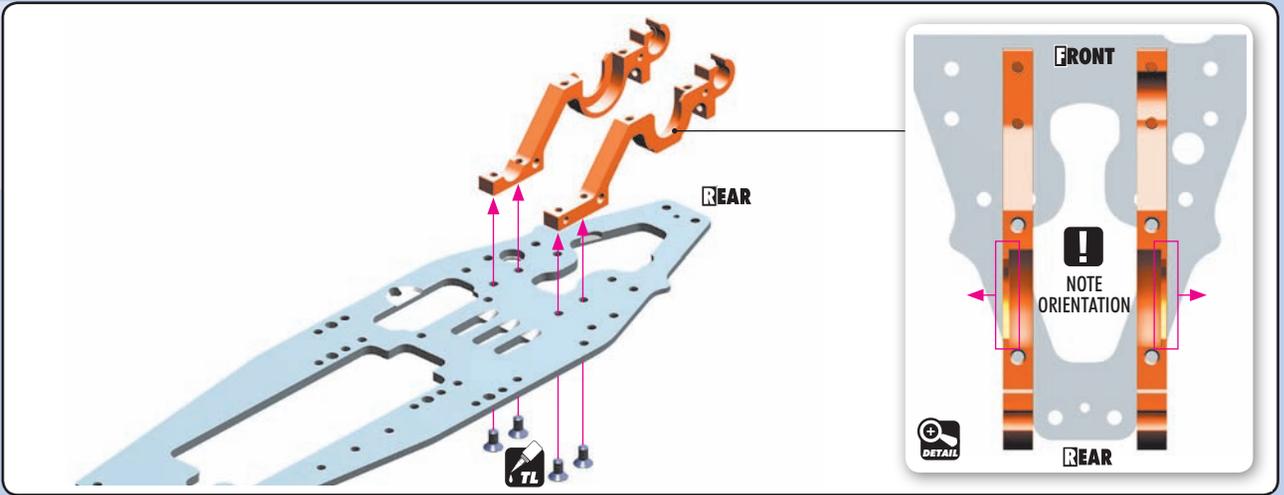
02

- 29 6530-0 ALU NUT M3 - ORANGE (10)
- 30 3122-0 ALU SHIM 3x6x1.0MM - ORANGE (10)
- 30 3123-0 ALU SHIM 3x6x2.0MM - ORANGE (10)
- 30 3141-0 ALU SHIM 3x5x1.0MM - ORANGE (10)
- 30 3241 BALL UNIVERSAL 5.8 MM HEX (4)
- 33 1107 CHASSIS 3MM - CNC MACHINED - SWISS 7075 T6
- 33 2070 COMPOSITE ADJUST. BALL-BEARING HUB (4)
- 33 2316 COMPOSITE SUSP. ECCENTRIC BUSHING (4)
- 33 2630 ADJ. TURNBUCKLE L/R 25 MM - HUDY SPRING STEEL™ (2)
- 33 2660 COMPOSITE STEERING & SERVO BALL JOINT 5.8 MM (4+2)
- 33 3015 ALU LOWER BULKHEAD REAR RIGHT - SWISS 7075 T6
- 33 3025 ALU LOWER BULKHEAD REAR LEFT - SWISS 7075 T6
- 33 3035 ALU UPPER CLAMP REAR (L+R) - SWISS 7075 T6
- 33 3062 GRAPHITE ROLL-CENTER BRIDGE
- 33 3082 GRAPHITE SHOCK TOWER REAR 3 MM
- 33 3110 COMPOSITE SUSPENSION ARM REAR LOWER - V2
- 33 3130 COMPOSITE REAR UPPER CAMBER LINK BALL JOINT 5.8 MM (4)
- 33 3240 BALL UNIVERSAL 5.8 MM HEX (4)
- 33 3311 COMPOSITE UPRIGHT REAR FOR AERO DISC
- 33 3461 COMPOSITE ANTI-ROLL BAR BALL JOINT 4.9 MM - V2 (4)
- 33 3470 ANTI-ROLL BAR FOR BALL-BEARINGS - REAR 2.0 MM
- 33 3710 ALU LOWER 2-PIECE REAR SUSPENSION HOLDER (1)
- 33 3720 ALU REAR LOWER 1-PIECE SUSPENSION HOLDER - REAR - RR
- 33 4010 ALU BRAKE STAND - SWISS 7075 T6
- 33 4020 ALU FRONT MIDDLE SHAFT HOLDER - SWISS 7075 T6
- 33 4041 BRAKE CAM POST - STEEL
- 33 4052 COMPOSITE BRAKE UPPER PLATE
- 33 4070 COMPOSITE 6x13x5 BALL-BEARING HUB (2)
- 33 4110 VENTILATED BRAKE DISK - LASER CUT - PRECISION-GROUND
- 33 4120 HARDENED STEEL BRAKE PAD - LASER CUT (2)
- 33 4130 BRAKE PAD FERODO (2)
- 33 4140-0 BRAKE DISK ADAPTER - ALU 7075 T6 - ORANGE
- 33 5050 REAR GEAR DIFFERENTIAL - SET
- 33 5210 DRIVE AXLE - HUDY SPRING STEEL™
- 33 5250 ALU WHEEL HUB 12MM - BLACK (2)
- 33 5320 DRIVE SHAFT - 60 MM - HUDY SPRING STEEL™
- 33 5450 PUR-REFINFORCED DRIVE BELT REAR 5.5 x 177 MM
- 33 5510 2-SPEED SHAFT - V2
- 33 5810 COMPOSITE BELT PULLEY 20T - 2-SPEED-CENTER
- 33 7250 STEEL PIVOT BALL 8.4 MM (2)
- 33 7252 ALU ADJUSTING NUT M10x1 (4) (OPTION)
- 33 7253 COMPOSITE ADJUSTING NUT M10x1 WITH BALL CUP (4)
- 33 7310 REAR LOWER INNER PIVOT PIN (2)
- 34 3481-K ALU CUTTED ANTI-ROLL BAR COLLAR - BLACK (2)
- 36 2650 BALL END 4.9MM WITH THREAD 6MM (2)
- 90 1303 HEX SCREW SB M3x3 (10)
- 90 1304 HEX SCREW SB M3x4 (10)
- 90 1308 HEX SCREW SB M3x8 (10)
- 90 1316 HEX SCREW SB M3x16 (10)
- 90 1406 HEX SCREW SB M4x6 (10)
- 90 2306 HEX SCREW SH M3x6 (10)
- 90 2308 HEX SCREW SH M3x8 (10)
- 90 2320 HEX SCREW SH M3x20 (10)
- 90 3306 HEX SCREW SFH M3x6 (10)
- 90 3308 HEX SCREW SFH M3x8 (10)
- 93 0508 BALL-BEARING 5x8x2.5 RUBBER SEALED (2)
- 94 0508 HIGH-SPEED BALL-BEARING 5x8x2.5 RUBBER SEALED (2)
- 94 0613 HIGH-SPEED BALL-BEARING 6x13x5 RUBBER SEALED (2)
- 94 1016 HIGH-SPEED BALL-BEARING 10x16x4 RUBBER SEALED (2)
- 96 5070 E-CLIP 7 (10)
- 98 1208 PIN 2x8 (10)
- 98 1210 PIN 2x10 (10)

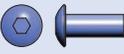
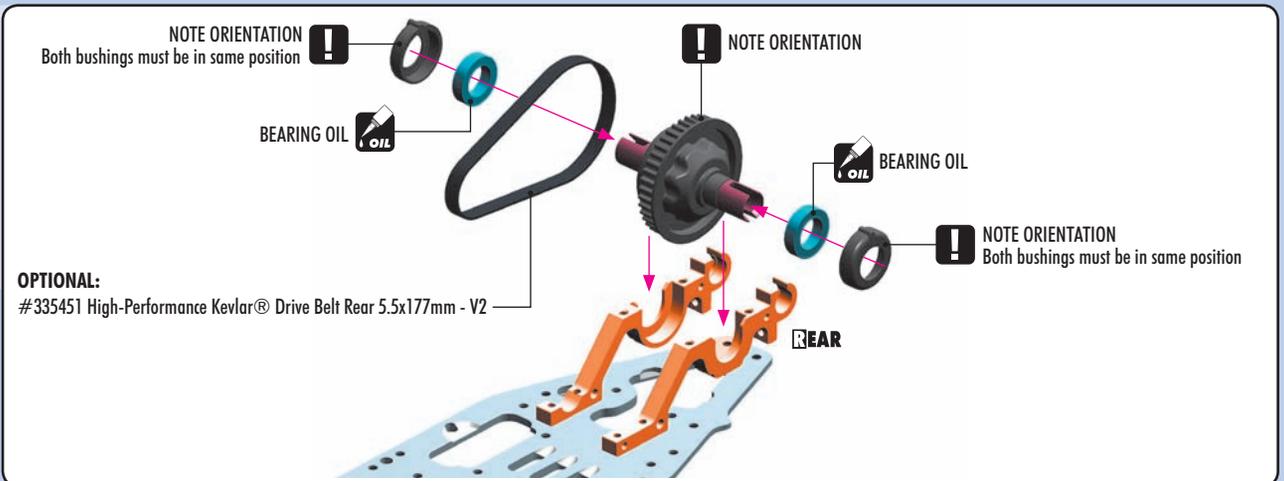
REAR SUSPENSION



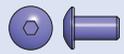
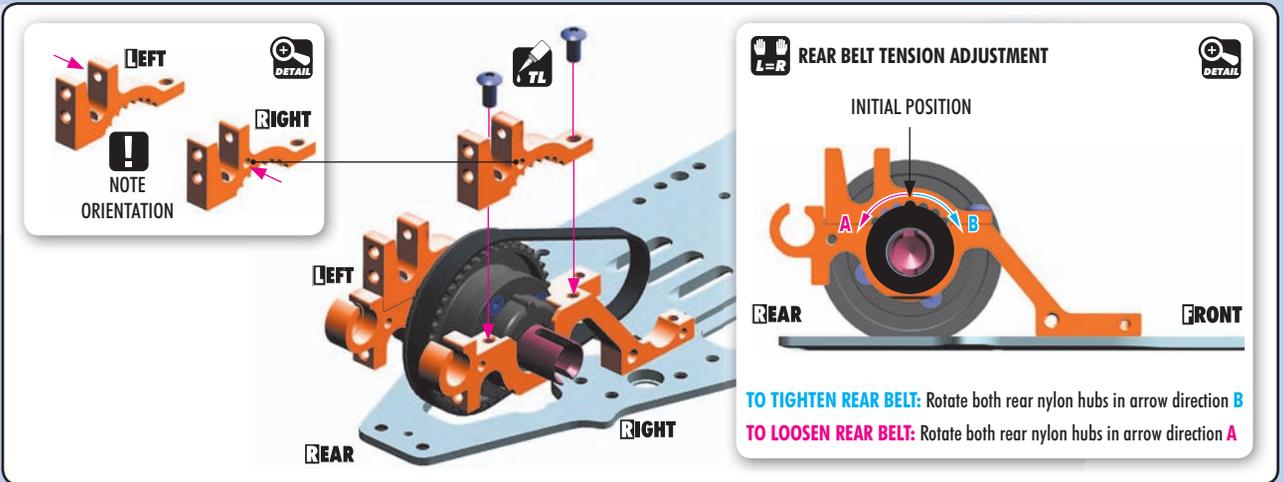
903308
SFH M3x8



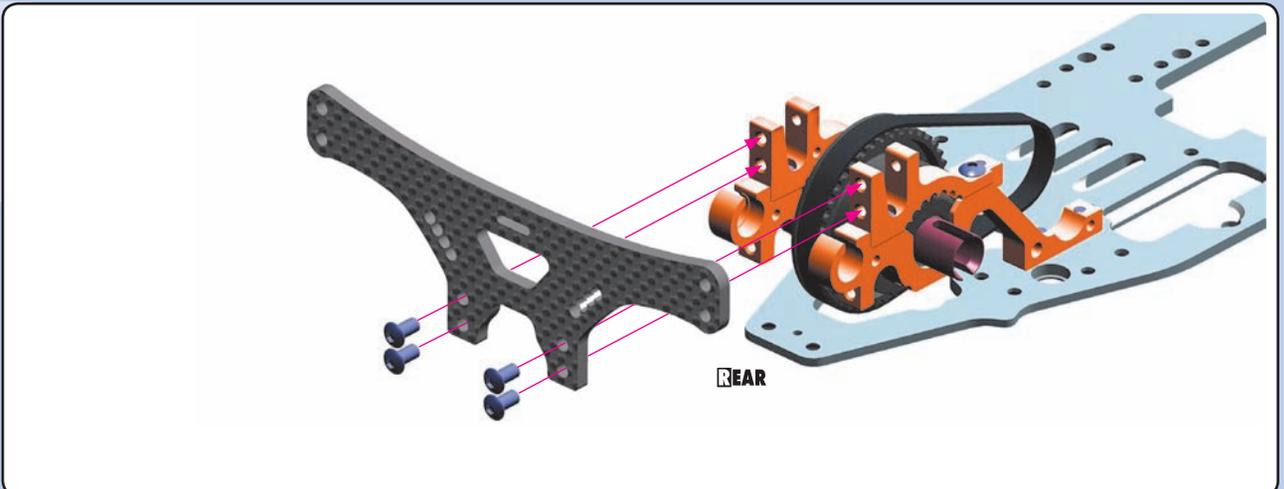
941016
BB 10x16x4



902308
SH M3x8

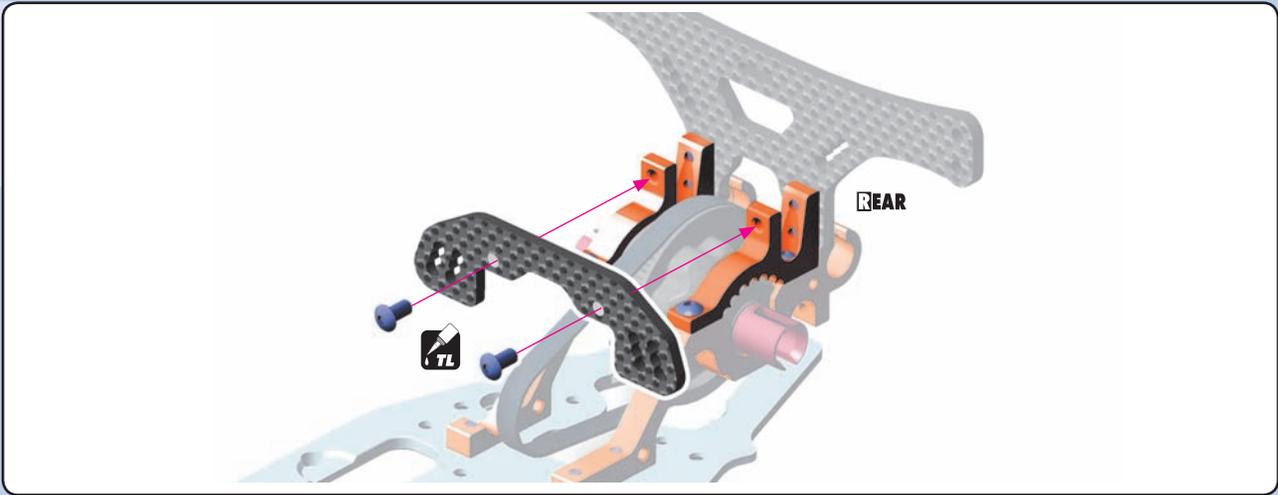


902306
SH M3x6



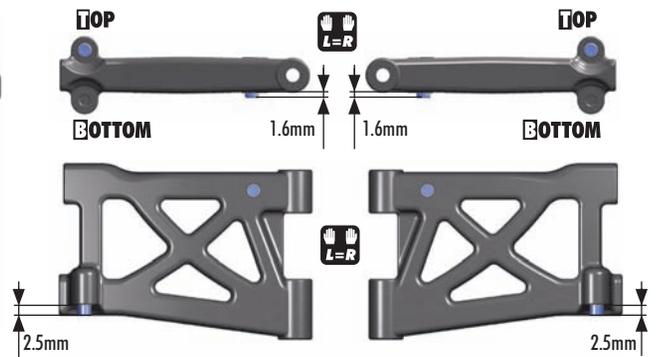
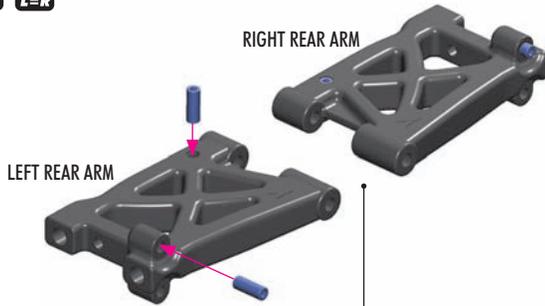


902306
SH M3x6



901308
SB M3x8

2x REAR ARMS



REAR DOWNSTOP
ADJUSTMENT

OPTIONAL:
#333111 Composite Suspension Arm, Rear Lower - Hard



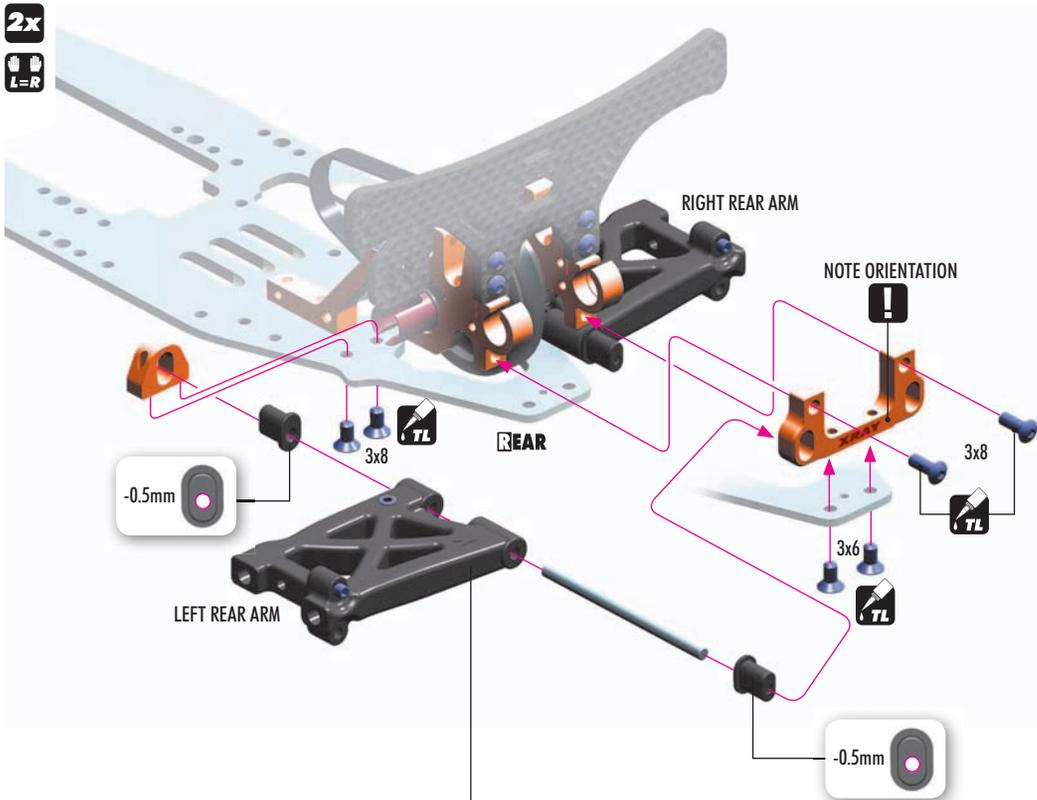
902308
SH M3x8



903306
SFH M3x6



903308
SFH M3x8



-0.5mm

LEFT REAR ARM

RIGHT REAR ARM

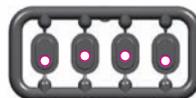
NOTE ORIENTATION



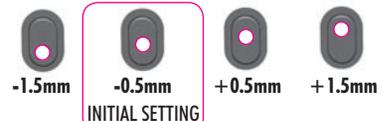
It is extremely important that the arms move freely on the pivot pins. If they do not, use the #107633 HUDY Arm Reamer to slightly resize the holes in the arms.



Use (-0.5mm) suspension holders for initial assembly.



REAR ROLL CENTER INSERT POSITIONS



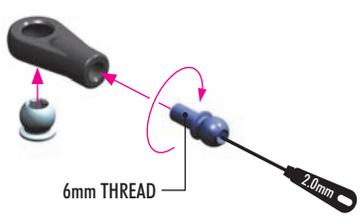
ROLL CENTER
ADJUSTMENT

REAR SUSPENSION



303241
BALL 5.8

2x



6mm THREAD

2.0mm

2x



DETAIL



27mm



930508
BB 5x8x2.5



BEARING OIL

BEARING WITH STEEL COVERS

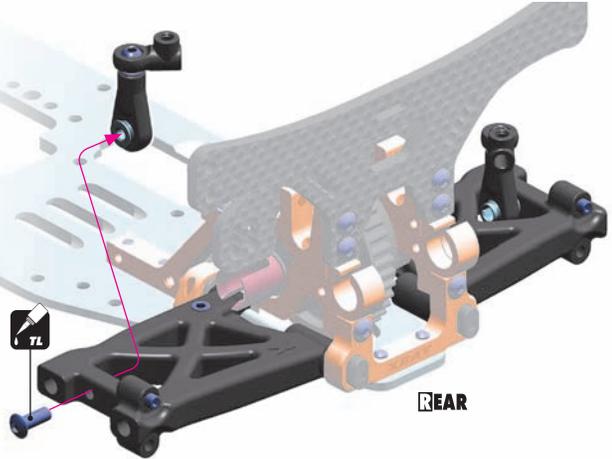
REAR ANTI-ROLL BARS		
333470	2.0 MM WIRE	STANDARD
333472	2.2 MM WIRE	OPTION
333474	2.4 MM WIRE	OPTION
333476	2.6 MM WIRE	OPTION



902308
SH M3x8

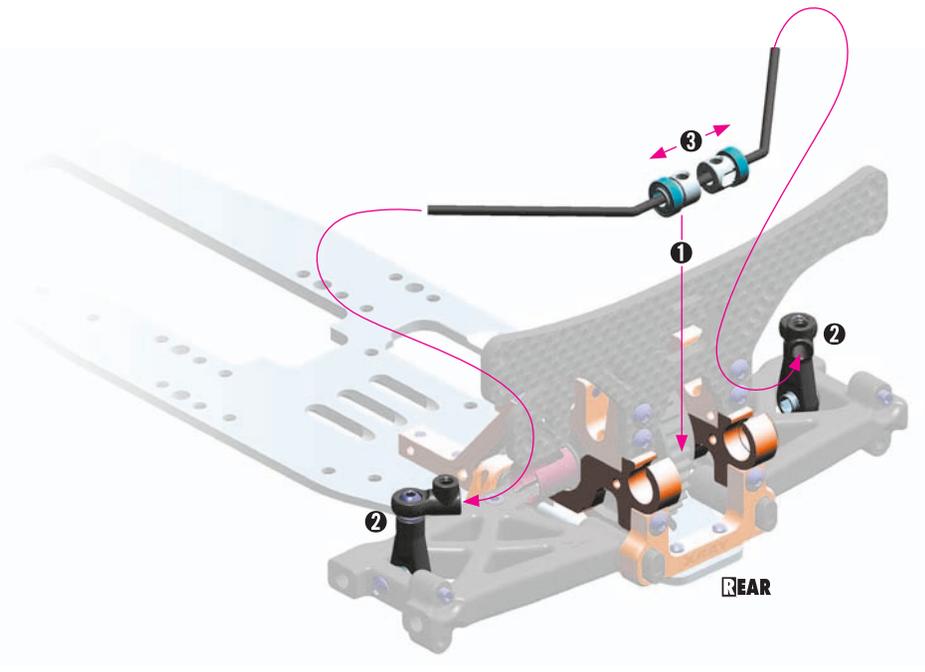
2x

L=R



TL

REAR



1

2

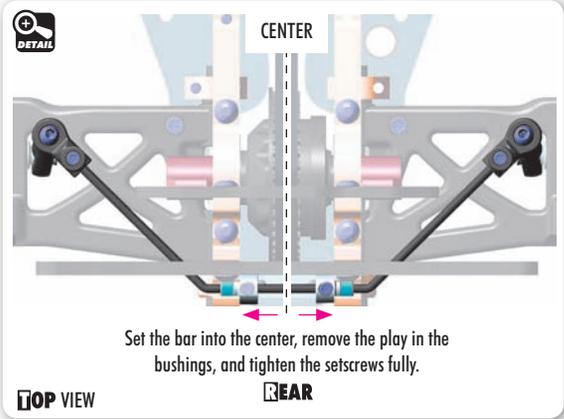
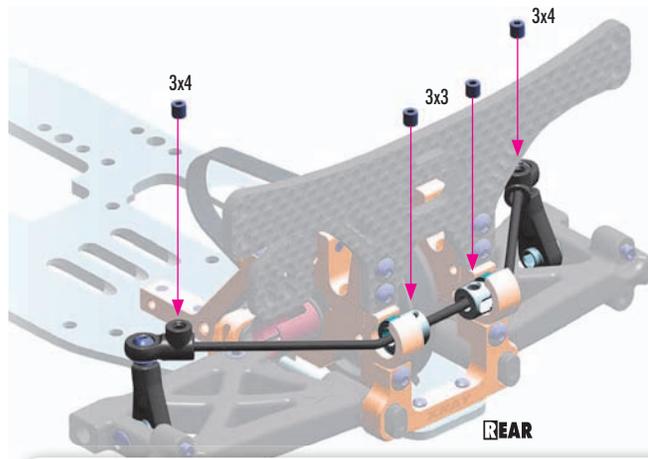
3

REAR

REAR SUSPENSION

901303
SB M3x3

901304
SB M3x4

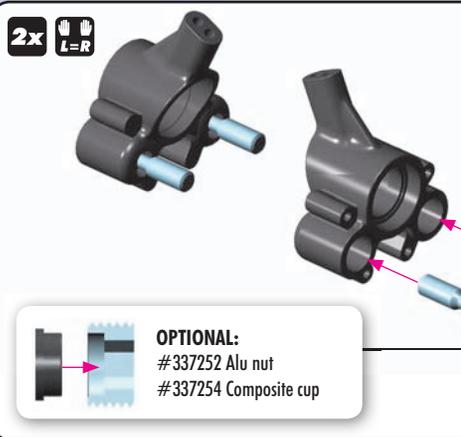


When the bars are set, verify that both sides move at the same time. If they do, the bars are set up correctly. If not, make sure that both downstops are the same and that the bar wire is flat.



If the sides still does not move at the same time, adjust the length of the bar holders.

SET-UP BOOK
REAR ANTI-ROLL BAR ADJUSTMENT

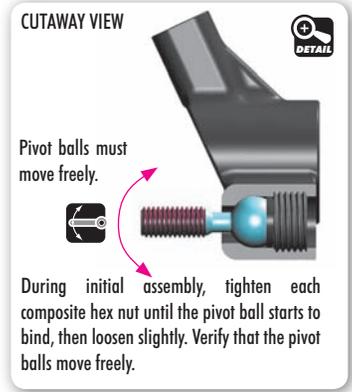


PIVOT BALLS		
337250	STEEL	STANDARD
337251	ALU	OPTION
337255	TITAN	OPTION

NOTE ORIENTATION

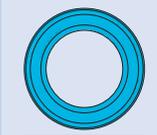
OPTIONAL:
#337252 Alu nut
#337254 Composite cup

Tighten composite hex nuts using HUDY tool #107581



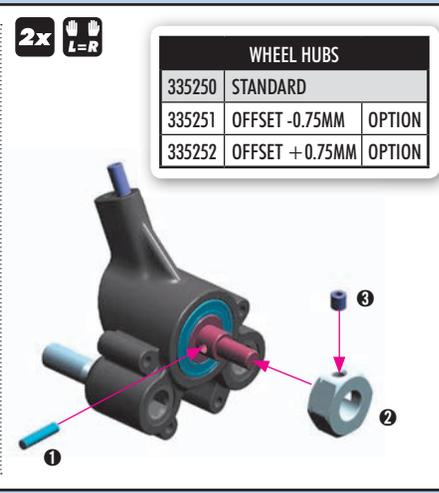
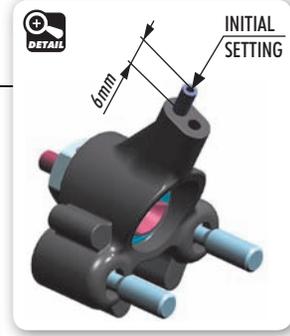
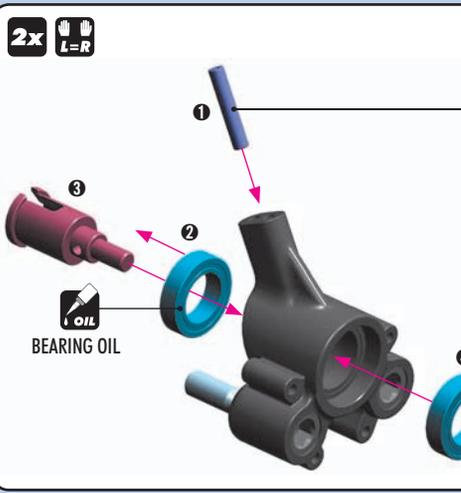
901316
SB M3x16

981210
P 2x10



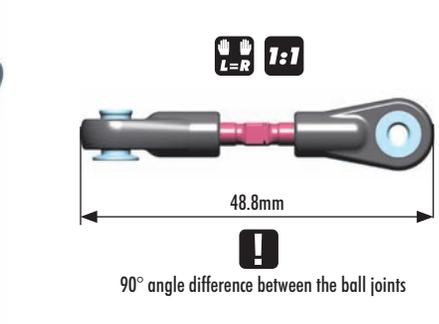
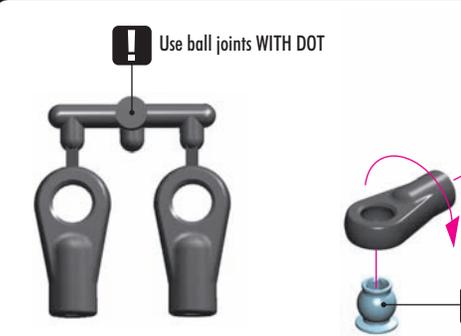
941016
BB 10x16x4

901303
SB M3x3



WHEEL HUBS		
335250	STANDARD	
335251	OFFSET -0.75MM	OPTION
335252	OFFSET +0.75MM	OPTION

333240
BALL 5.8



SET-UP BOOK
REAR CAMBER ADJUSTMENT

REAR SUSPENSION

2x **L=R**

Ensure that both suspension assemblies move freely.

REAR

OPTIONAL:
#335305 CVD Rear Drive Shaft - Set - HUDY Spring Steel™ (1)

OPTIONAL:
#335321 Alu Rear Drive Shaft - Alu 7075 T6

2x **L=R**

902306
SH M3x6

303122-O
SHIM 3x6x1

303123-O
SHIM 3x6x2

Ensure that both suspension assemblies move freely.

REAR

1mm
2mm

INITIAL SETTING

DETAIL

3.2mm
3mm

REAR **FRONT**

902320
SH M3x20

303141-O
SHIM 3x5x1

296530-O
N M3

TIP Roughen steel plates with sandpaper before gluing fibre pads

CA

2x

TOP HOLE - ROUND

NOTE ORIENTATION

BOTTOM HOLE - OVAL

STEEL PAD

FIBRE PAD

3x5x1mm

3x5x1mm

FIBRE PADS FACE TOGETHER

7.5mm

DETAIL

903308
SFH M3x8

940508
BB 5x8x2.5

940613
BB 6x13x5

NOTE ORIENTATION

BEARING OIL

6x13x5

3

REAR

OPTIONAL:
#334131 Glued Brake Pad Set - Ultra-Efficient (2)

5x8x2.5

6x13x5

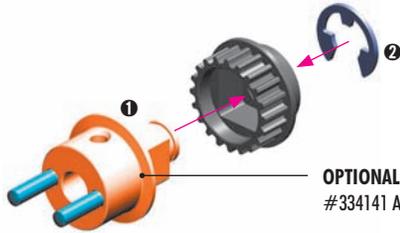
BEARING OIL

NOTE ORIENTATION
Hole on outer side.

3
3x8



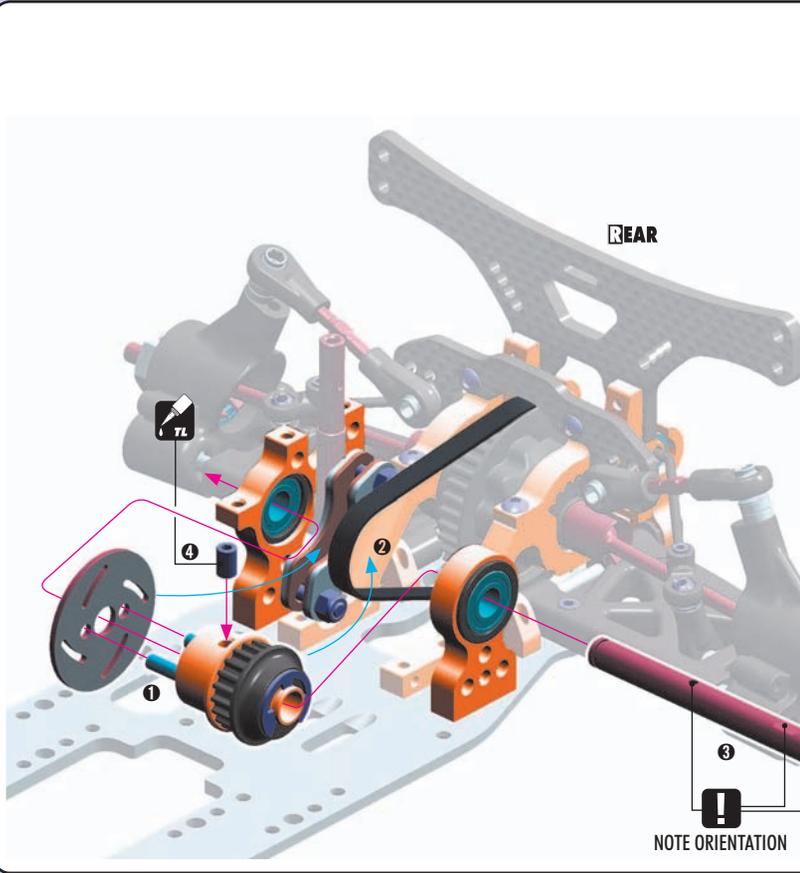
965070
C7



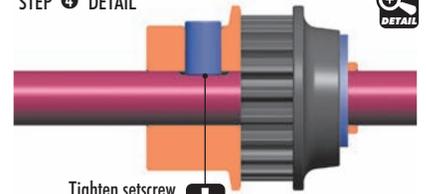
OPTIONAL:
#334141 Alu Lightweight Brake Disk Adapter - Swiss 7075 T6



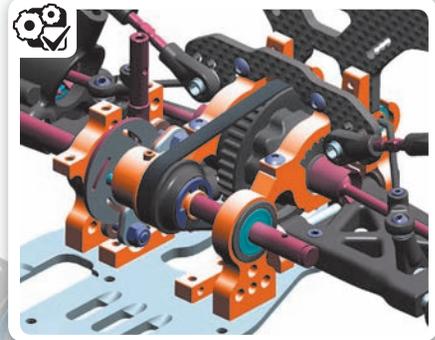
901406
SB M4x6



STEP 4 DETAIL



Tighten setscrew
onto flat spot



OPTIONAL:
#335511 2-Speed Shaft - Lightweight

NOTE ORIENTATION



901303
SB M3x3



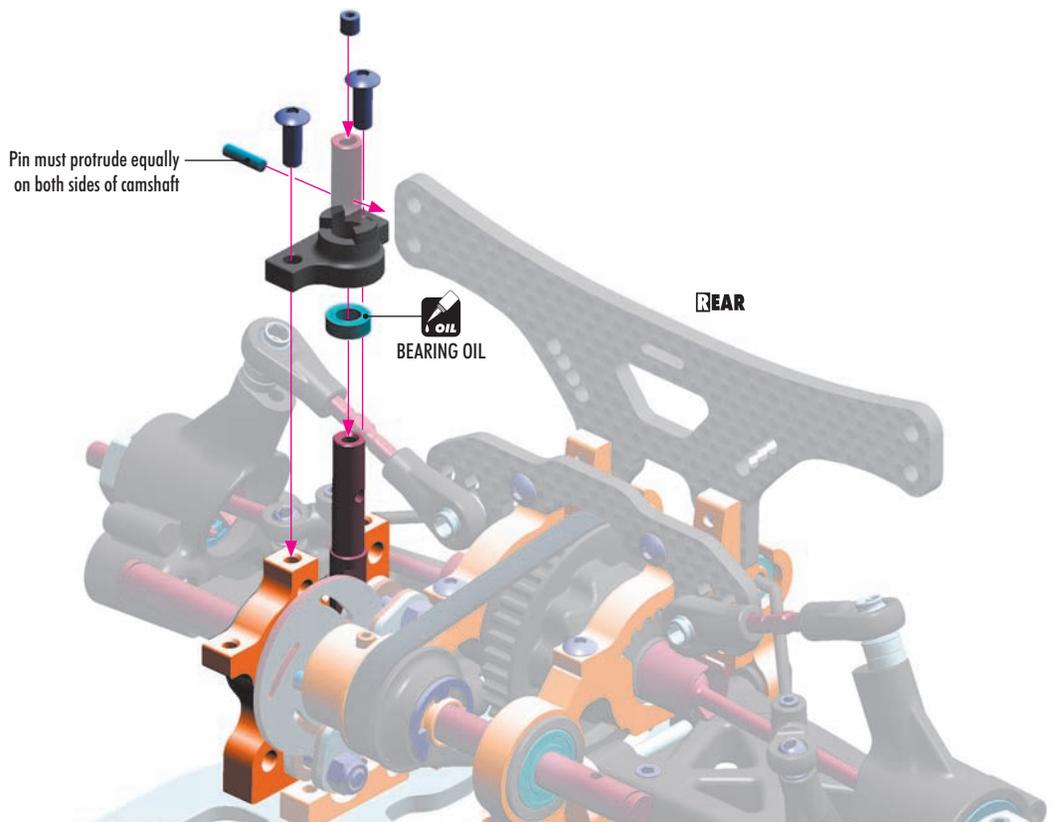
902308
SH M3x8



940508
BB 5x8x2.5



981208
P 2x8



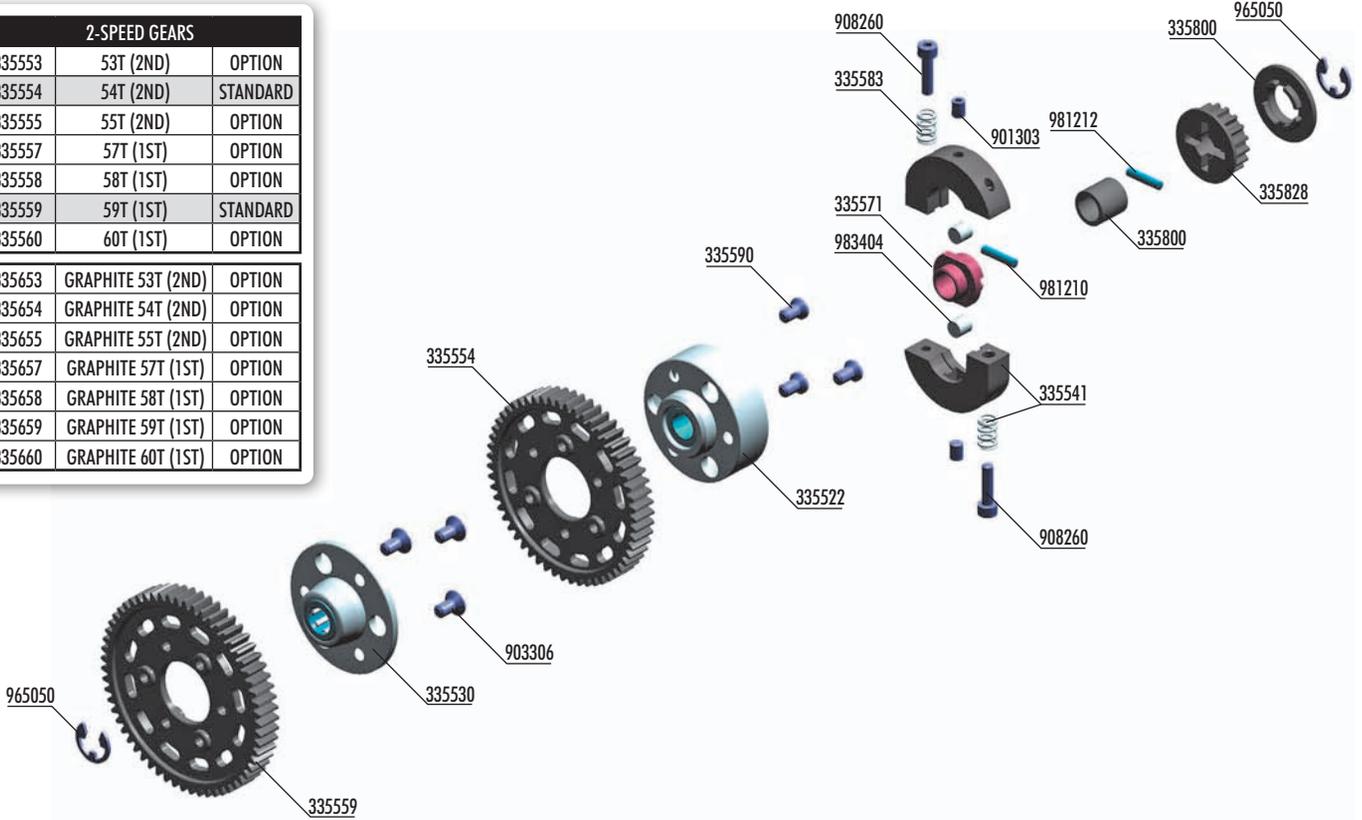
Pin must protrude equally
on both sides of camshaft

BEARING OIL

3. REAR TRANSMISSION

2-SPEED GEARS		
335553	53T (2ND)	OPTION
335554	54T (2ND)	STANDARD
335555	55T (2ND)	OPTION
335557	57T (1ST)	OPTION
335558	58T (1ST)	OPTION
335559	59T (1ST)	STANDARD
335560	60T (1ST)	OPTION

335653	GRAPHITE 53T (2ND)	OPTION
335654	GRAPHITE 54T (2ND)	OPTION
335655	GRAPHITE 55T (2ND)	OPTION
335657	GRAPHITE 57T (1ST)	OPTION
335658	GRAPHITE 58T (1ST)	OPTION
335659	GRAPHITE 59T (1ST)	OPTION
335660	GRAPHITE 60T (1ST)	OPTION



BAG

03

- 33 5522 ALU SMALL CARRIER FOR 2-SPEED GEAR (2nd) + BALL-BEARING - ALU 7075 T6
- 33 5530 DRIVE FLANGE WITH ONE-WAY BEARING - ALU 7075 T6
- 33 5541 COMPOSITE SMALL 2-SPEED GEAR BOX SHOE - SET
- 33 5554 COMPOSITE 2-SPEED GEAR 54T (2nd) - V3
- 33 5559 COMPOSITE 2-SPEED GEAR 59T (1st)
- 33 5571 ADAPTER SMALL 2-SPEED
- 33 5590 HEX SCREW SFH M3x6 - GRINDED (3)
- 33 5583 SPRING FOR SMALL GEAR BOX - MEDIUM-HARD (2)
- 33 5800 COMPOSITE BELT PULLEY COVER SET

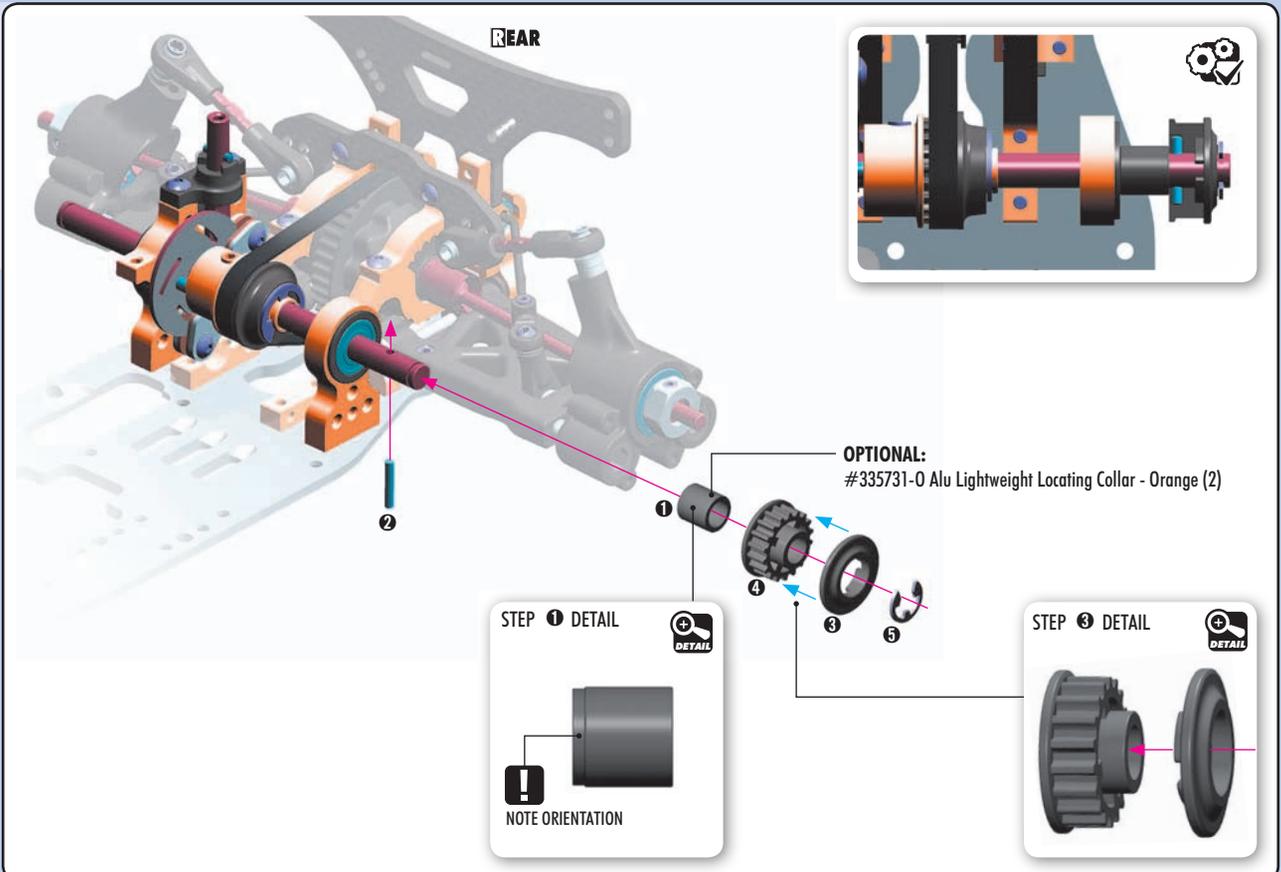
- 33 5828 COMPOSITE BELT PULLEY 18T - 2-SPEED-SIDE
- 90 1303 HEX SCREW SB M3x3 (10)
- 90 3306 HEX SCREW SFH M3x6 (10)
- 90 8260 HEX SCREW SOCKET HEAD CAP M2.5x10 (10)
- 96 5050 E-CLIP 5 (10)
- 98 1210 PIN 2x10 (10)
- 98 1212 PIN 2x12 (10)
- 98 3404 ROLLER PIN 4x4 MM (2)



965050
C5



981212
P 2x12





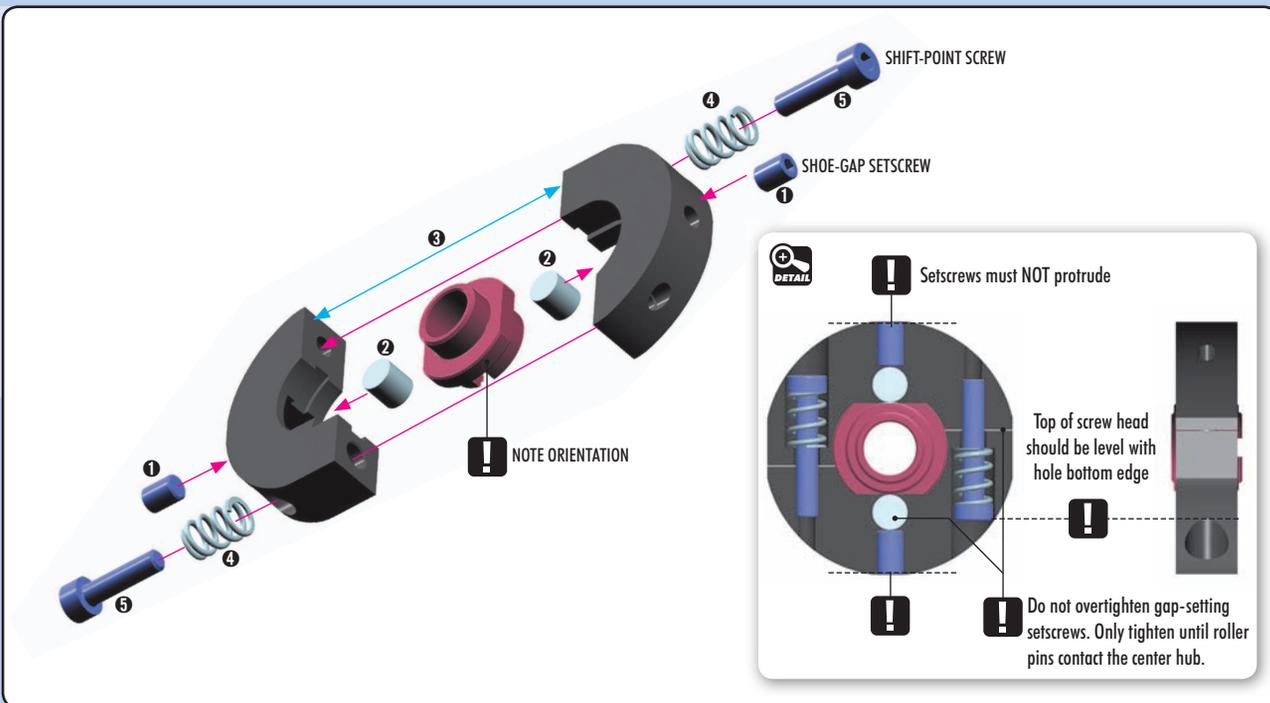
901303
SB M3x3



908260
SCH M2.5x10



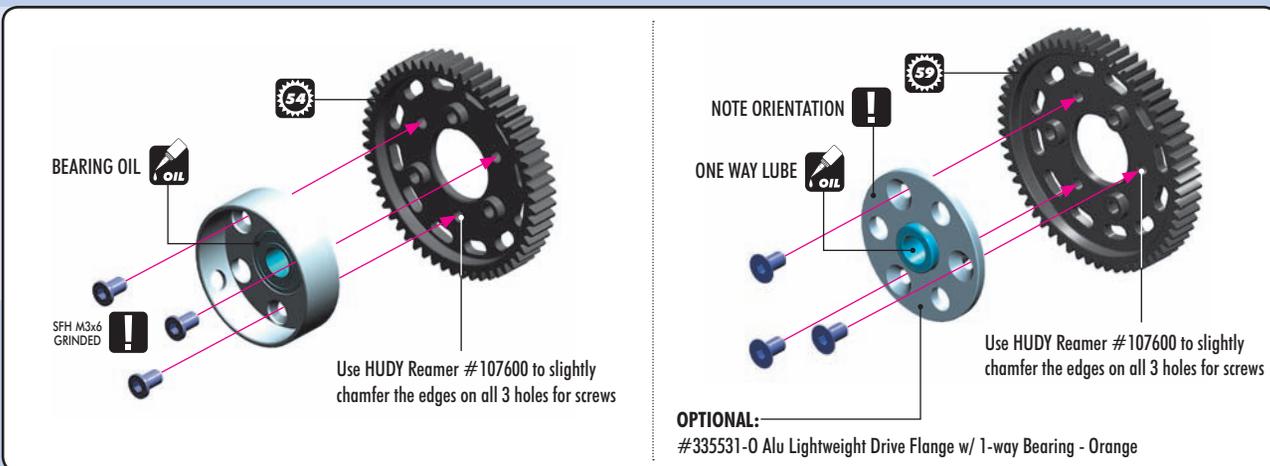
983404
RP 4x4



335590
SFH M3x6
GRINDED



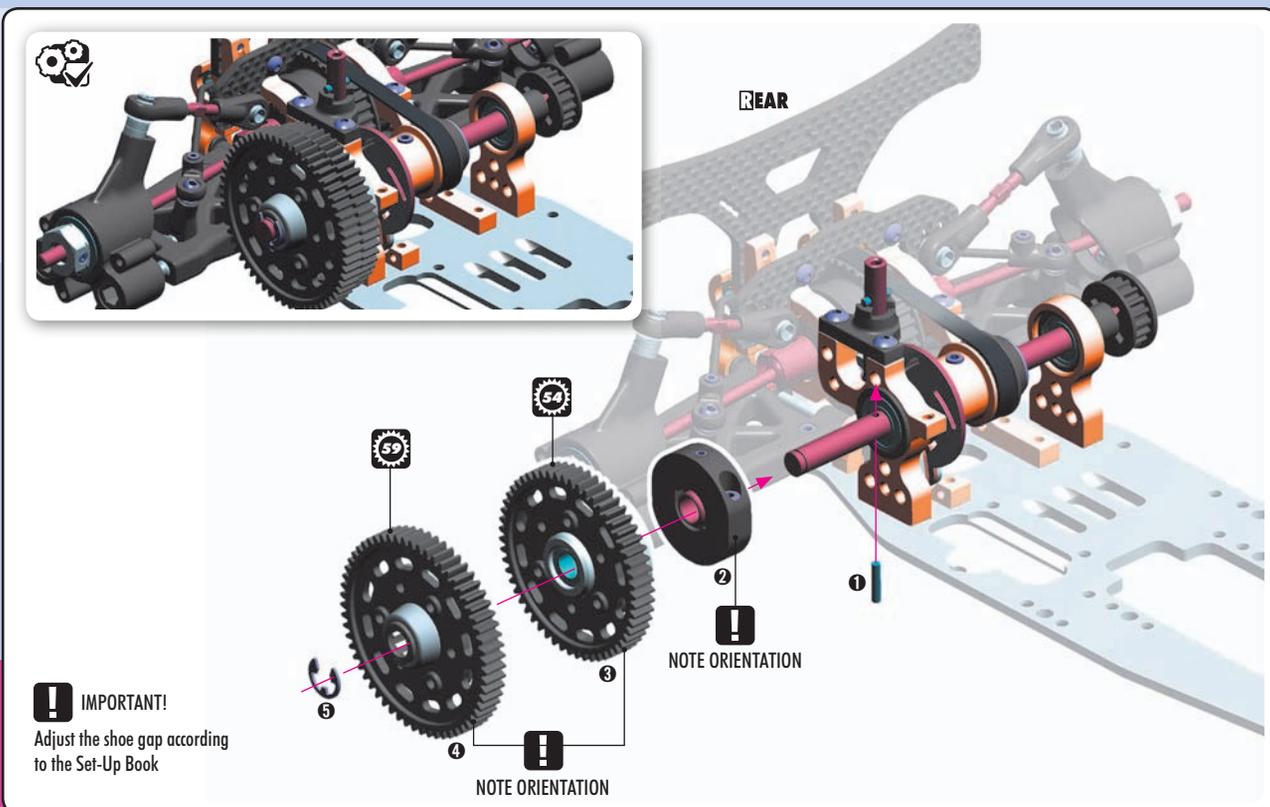
903306
SFH M3x6



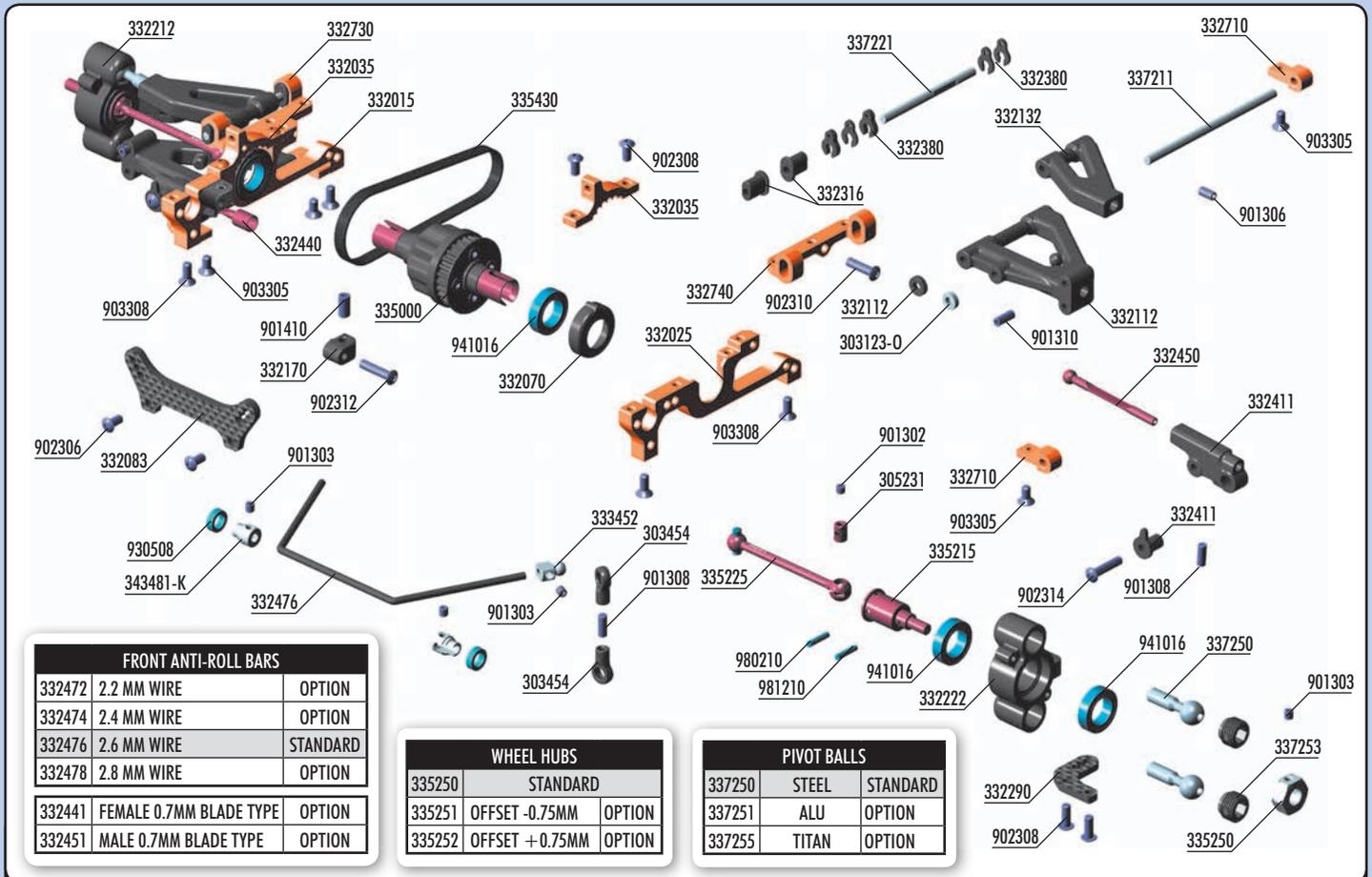
965050
C5



981210
P 2x10



4. FRONT SUSPENSION



FRONT ANTI-ROLL BARS		
332472	2.2 MM WIRE	OPTION
332474	2.4 MM WIRE	OPTION
332476	2.6 MM WIRE	STANDARD
332478	2.8 MM WIRE	OPTION
332441	FEMALE 0.7MM BLADE TYPE	OPTION
332451	MALE 0.7MM BLADE TYPE	OPTION

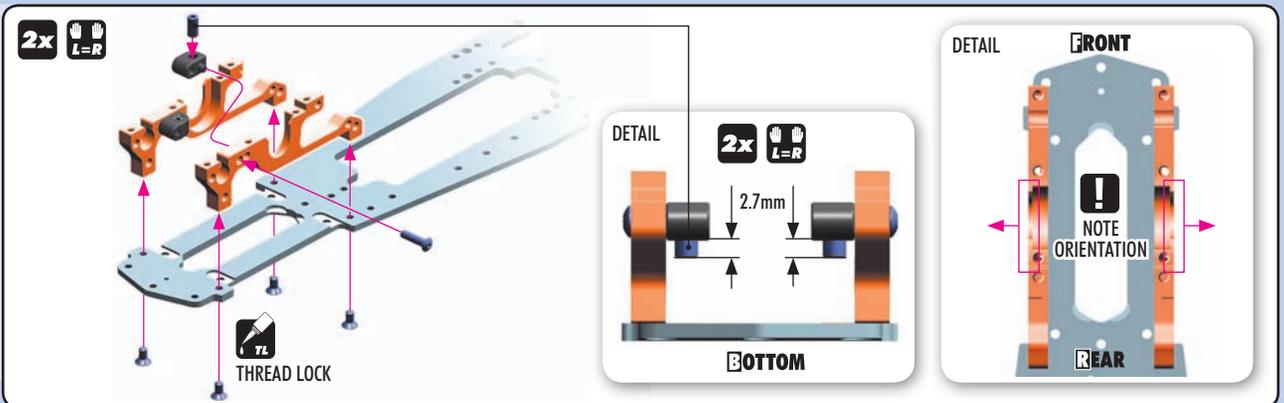
WHEEL HUBS		
335250	STANDARD	
335251	OFFSET -0.75MM	OPTION
335252	OFFSET +0.75MM	OPTION

PIVOT BALLS		
337250	STEEL	STANDARD
337251	ALU	OPTION
337255	TITAN	OPTION

BAG

04

- 30 3123-0 ALU SHIM 3x6x2.0MM - ORANGE (10)
- 30 3454 BALL JOINT 4.9MM - OPEN (4)
- 30 5231 DRIVE SHAFT COUPLING - HUDY SPRING STEEL™
- 33 2015 ALU LOWER BULKHEAD FRONT RIGHT - SWISS 7075 T6
- 33 2025 ALU LOWER BULKHEAD FRONT LEFT - SWISS 7075 T6
- 33 2035 ALU UPPER CLAMP FRONT (L+R) - SWISS 7075 T6
- 33 2070 COMPOSITE ADJUST. BALL-BEARING HUB (4)
- 33 2083 GRAPHITE SHOCK TOWER FRONT 2.5MM
- 33 2112 COMPOSITE SUSPENSION ARM FRONT LOWER FOR WIRE ANTI-ROLL BAR
- 33 2132 COMPOSITE SUSPENSION ARM FRONT UPPER WITH HOLE
- 33 2170 COMPOSITE SUSPENSION ARM BACKSTOP (2)
- 33 2212 COMPOSITE STEERING BLOCK RIGHT FOR AERO DISC
- 33 2222 COMPOSITE STEERING BLOCK LEFT FOR AERO DISC
- 33 2290 GRAPHITE EXTENSION FOR STEERING BLOCK (2)
- 33 2316 COMPOSITE SUSP. ECCENTRIC BUSHING (2+2)
- 33 2380 COMPOSITE CASTER CLIPS (2)
- 33 2411 COMPOSITE FRONT ANTI-ROLL BAR HOLDER & ECCENTRIC W/O UPSTOP (2+2)
- 33 2440 ANTI-ROLL BAR FRONT FEMALE - HUDY SPRING STEEL™
- 33 2450 ANTI-ROLL BAR FRONT MALE - HUDY SPRING STEEL™
- 33 2476 ANTI-ROLL BAR FRONT 2.6 MM
- 33 2710 ALU LOWER 2-PIECE FRONT SUSPENSION HOLDER (1)
- 33 2730 ALU UPPER ARM HOLDER RIGHT - SWISS 7075 T6 - SET
- 33 2740 ALU UPPER ARM HOLDER LEFT - SWISS 7075 T6 - SET
- 33 3452 ALU ANTI-ROLL BAR PIVOT BALL 4.9 MM (2)
- 33 5000 FRONT GEAR DIFFERENTIAL - SET
- 33 5215 CVD AXLE - SUPER LIGHT - HUDY SPRING STEEL™
- 33 5225 CVD DRIVE SHAFT - FRONT - HUDY SPRING STEEL™
- 33 5250 ALU WHEEL HUB 12MM - BLACK (2)
- 33 5430 PUR-REINFORCED DRIVE BELT FRONT 5 x 186 MM
- 33 7211 FRONT LOWER INNER PIVOT PIN (2)
- 33 7221 FRONT UPPER PIVOT PIN WITH FLAT SPOT (2)
- 33 7250 STEEL PIVOT BALL 8.4 MM (2)
- 33 7252 ALU ADJUSTING NUT M10x1 (4) (OPTION)
- 33 7253 COMPOSITE ADJUSTING NUT M10x1 WITH BALL CUP (4)
- 34 3481-K ALU CUTTED ANTI-ROLL BAR COLLAR - BLACK (2)
- 90 1302 HEX SCREW SB M3x2.5 (10)
- 90 1303 HEX SCREW SB M3x3 (10)
- 90 1306 HEX SCREW SB M3x6 (10)
- 90 1308 HEX SCREW SB M3x8 (10)
- 90 1310 HEX SCREW SB M3x10 (10)
- 90 1410 HEX SCREW SB M4x10 (10)
- 90 2306 HEX SCREW SH M3x6 (10)
- 90 2308 HEX SCREW SH M3x8 (10)
- 90 2310 HEX SCREW SH M3x10 (10)
- 90 2312 HEX SCREW SH M3x12 (10)
- 90 2314 HEX SCREW SH M3x14 (10)
- 90 3305 HEX SCREW SFH M3x5 (10)
- 90 3308 HEX SCREW SFH M3x8 (10)
- 93 0508 BALL-BEARING 5x8x2.5 (2)
- 94 1016 HIGH-SPEED BALL-BEARING 10x16x4 RUBBER SEALED (2)
- 98 0210 PIN 2x10 (10)
- 98 1210 PIN 2x10 (10)



The NT1 kit comes with both types of front anti-roll bars; blade-style or wire. Decide which anti-roll bar to use.

Blade anti-roll bar (Alternative 1) is recommended for long, fast tracks when maximum cornering speed is needed. With the blade anti-roll bar, the car will not dive in the corners and will maintain maximum speed. Follow the "Alternative 1" assembly steps (starting on page 25).

Wire anti-roll bar (Alternative 2) is recommended for smaller, technical tracks when fast direction changes and side weight changes are needed. Follow the "Alternative 2" assembly later in this section; do not assemble the blade bar as described immediately below.

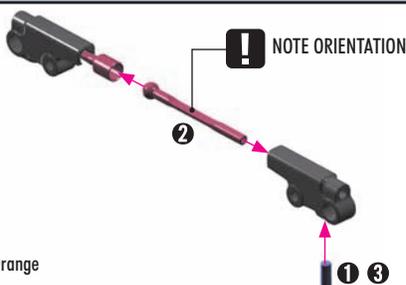
ALTERNATIVE 1 (BLADE ANTI-ROLL BAR)



901308
SB M3x8

1 Pre-thread mount with the set-screw

3 After anti-roll bar is inserted, install and tighten the set-screw



OPTIONAL:

#332401-0 Downstop Independent Alu Front Anti-Roll Bar - Orange

FRONT BLADE ANTI-ROLL BARS		
332441	FEMALE 0.7MM BLADE TYPE	OPTION
332451	MALE 0.7MM BLADE TYPE	OPTION



303123-O
SHIM 3x6x2



901310
SB M3x10



902314
SH M3x14



903305
SFH M3x5



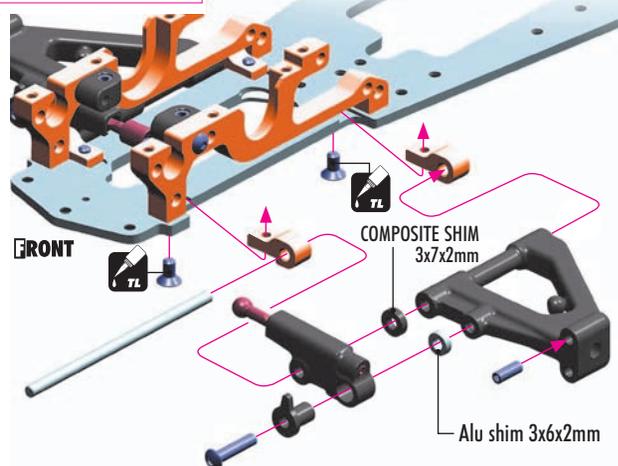
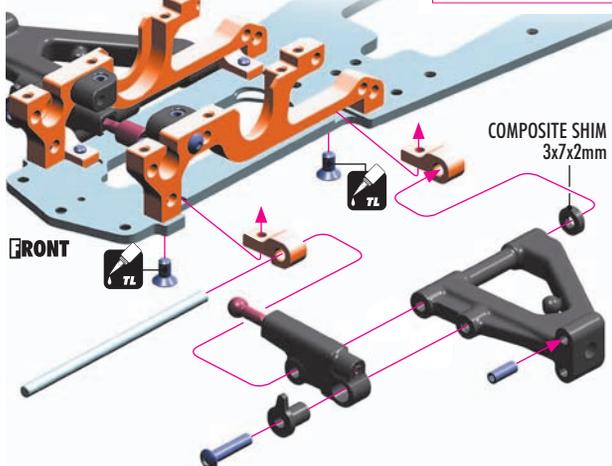
Forward Arm Position (A)
Shim behind arm

IMPORTANT!

The position of the front arm directly influences the steering Ackermann (angle of the steering linkages). When the arm is moved to rearward position (shim in front of the arm), the angle of the steering linkages changes and gives less Ackermann. By decreasing the Ackermann, the car gets more turn-in & increased steering at corner exit, but less cornering speed. The Ackermann can be changed by Ackermann inserts (see page 30, step 1).



Rearward Arm Position (B)
(INITIAL SETTING)
Shim in front of arm

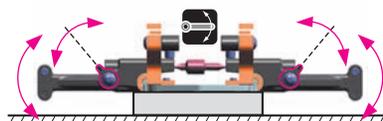


Each anti-roll bar blade has a hex hole at its end. Use a 1.5mm hex wrench to adjust the blades.

1.5mm



Do not insert ball into cup too deeply or bars will bind during operation



Ensure that the suspension arms move freely. Ensure that the eccentric holders move freely.

When the bar is set, verify that both sides move at the same time. If they do, the bars are set up correctly. If not, make sure that both downstops are the same. If the arms still do not move at the same time, gently loosen the screw which holds eccentric bushing and rotate the bushing until the arms move at the same time. Retighten the screws fully.

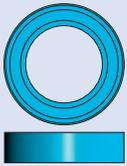


OPTIONAL:
#332113 Suspension Arm Front Lower for Wire Anti-Roll Bar - Hard

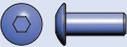
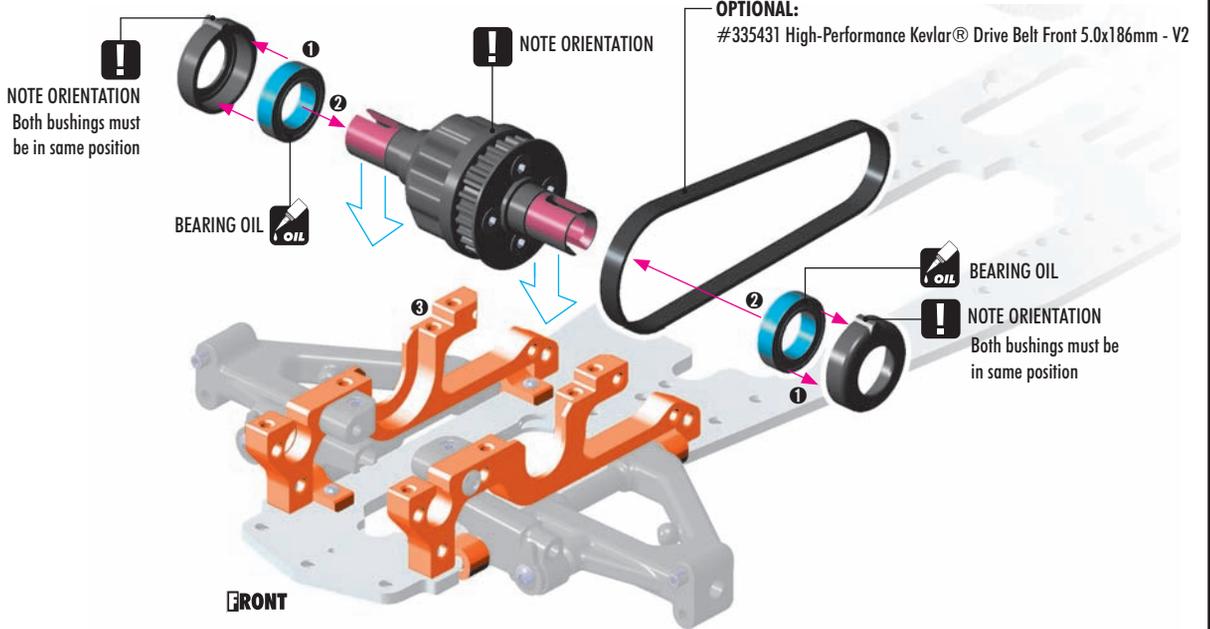


FRONT ANTI-ROLL BAR
ADJUSTMENT
DOWNSTOP ADJUSTMENT

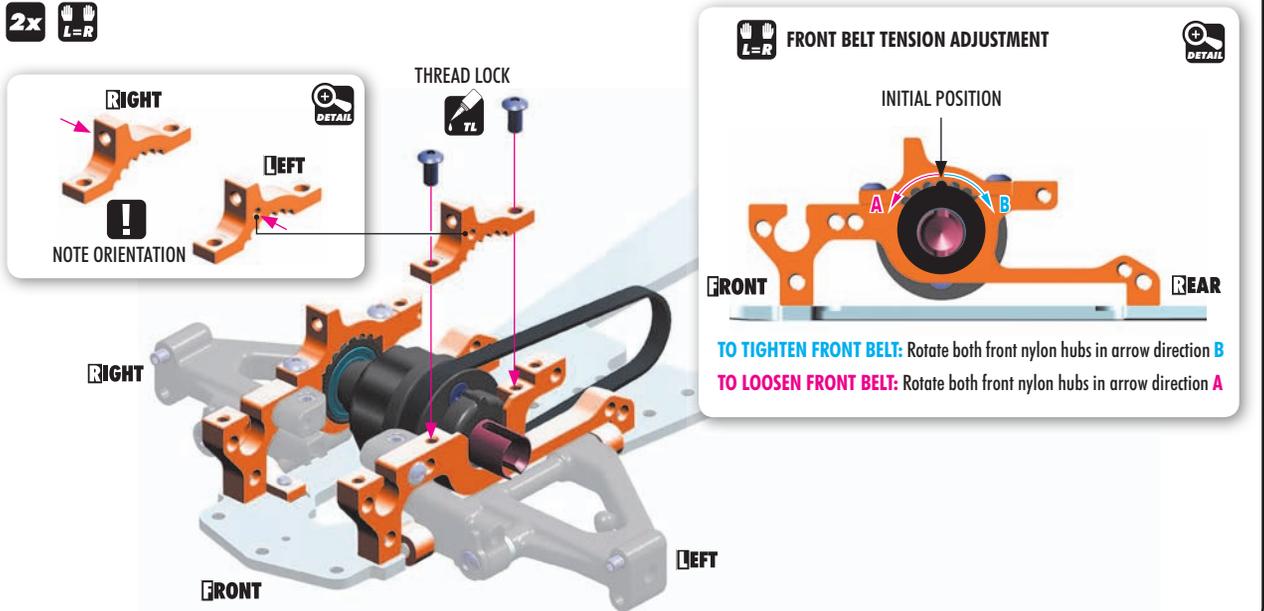
FRONT SUSPENSION



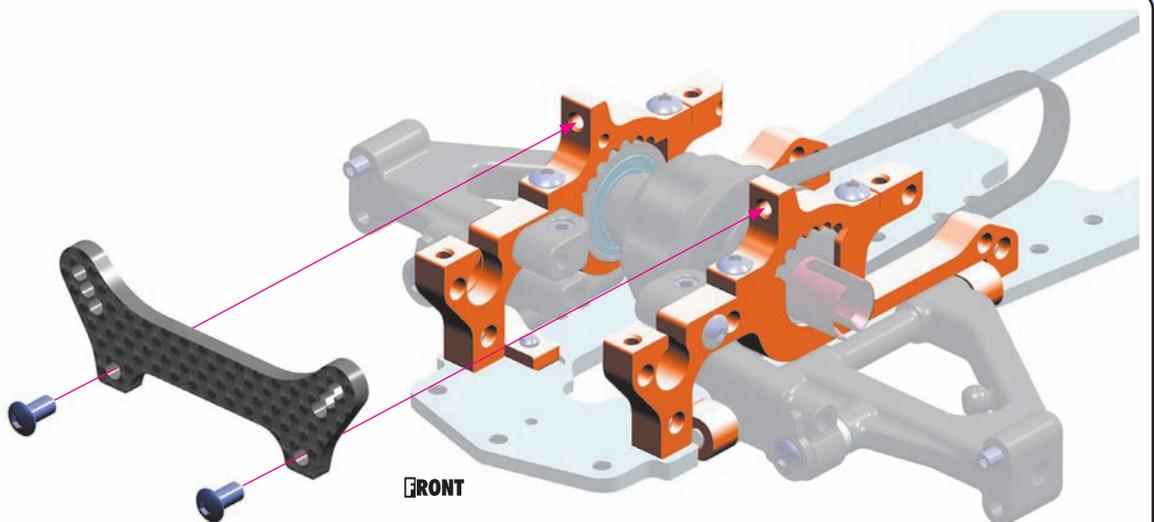
941016
BB 10x16x4



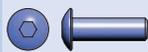
902308
SH M3x8



902306
SH M3x6

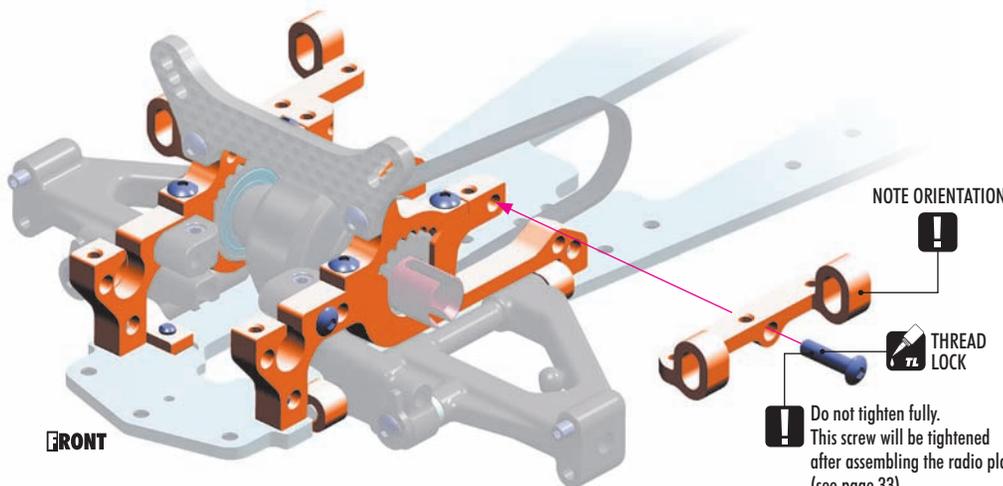


FRONT SUSPENSION



902310
SH M3x10

2x
L=R



NOTE ORIENTATION



THREAD LOCK

Do not tighten fully.
This screw will be tightened
after assembling the radio plate
(see page 33).



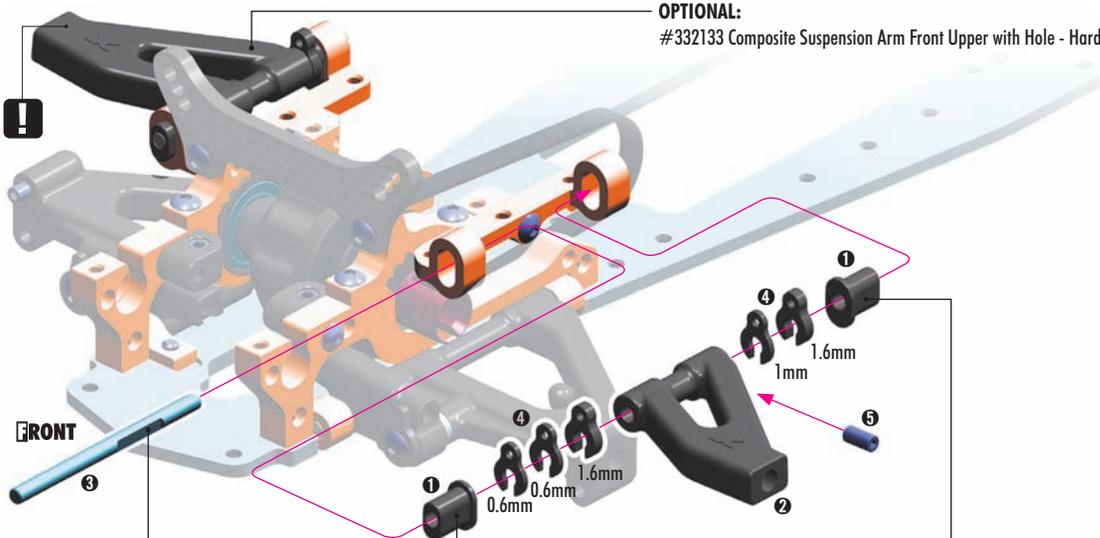
901306
SB M3x6

2x
L=R

Left and right arms
are identical

OPTIONAL:

#332133 Composite Suspension Arm Front Upper with Hole - Hard



FRONT

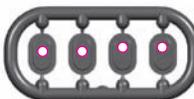
STEP 2 DETAIL



NOTE ORIENTATION

DETAIL

Use (+0.5mm) suspension
holders for initial assembly



FRONT ROLL CENTER INSERT POSITIONS



FRONT ROLL CENTER
ADJUSTMENT

2x
L=R

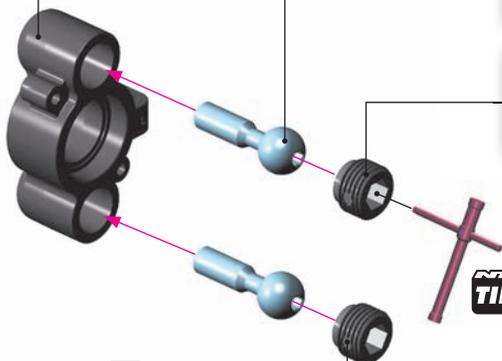
Use the composite ball cup #337254 from **BAG 02**

OPTIONAL:

332213 Composite Steering Block 1° Kingpin Right for Aero Disc
332223 Composite Steering Block 1° Kingpin Left for Aero Disc
(Recommended to use for more steering)

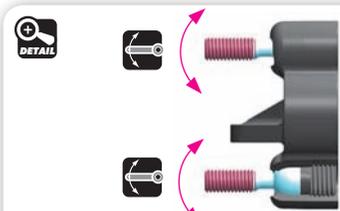
PIVOT BALLS		
337250	STEEL	STANDARD
337251	ALU	OPTION
337255	TITAN	OPTION

OPTIONAL:
#337252 Alu Nut
#337254 Composite Cup

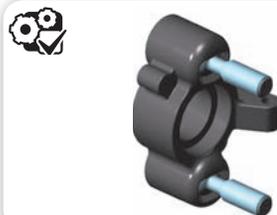


NOTE ORIENTATION

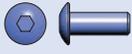
TIP Tighten composite hex nuts
using HUDY tool #107581



Pivot balls must move freely.
During initial assembly, tighten each composite hex
nut until the pivot ball starts to bind, then loosen
slightly. Verify that the pivot balls move freely.

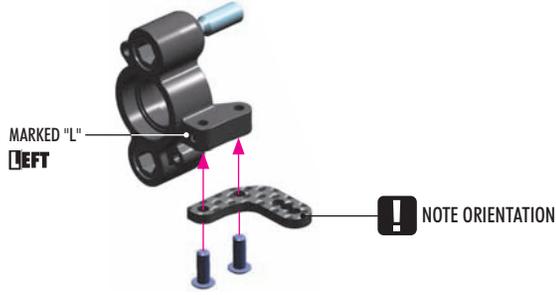


FRONT SUSPENSION



902308
SH M3x8

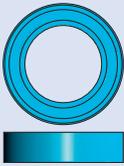
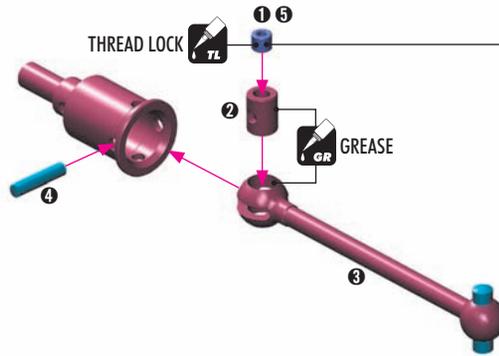
2x L=R



901302
SB M3x2.5

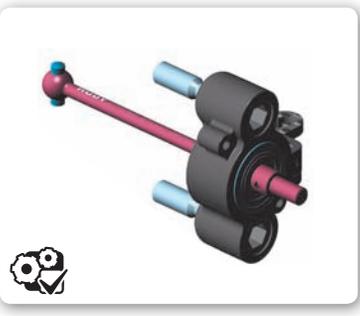
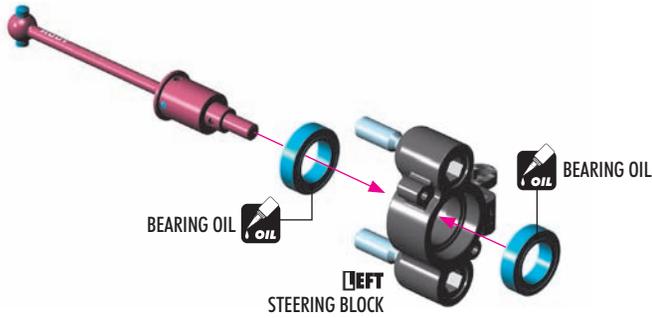
980210
P 2x10

2x L=R



941016
BB 10x1.6x4

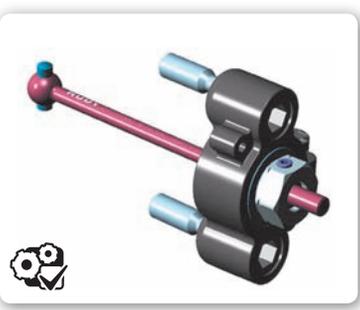
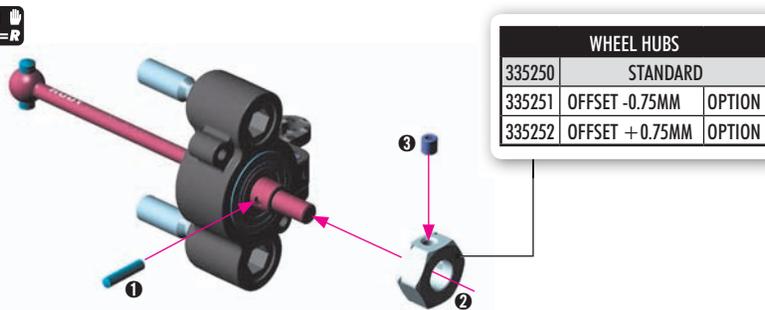
2x L=R



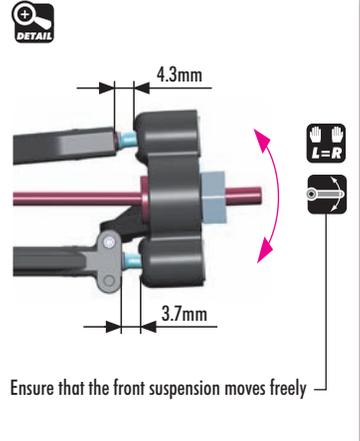
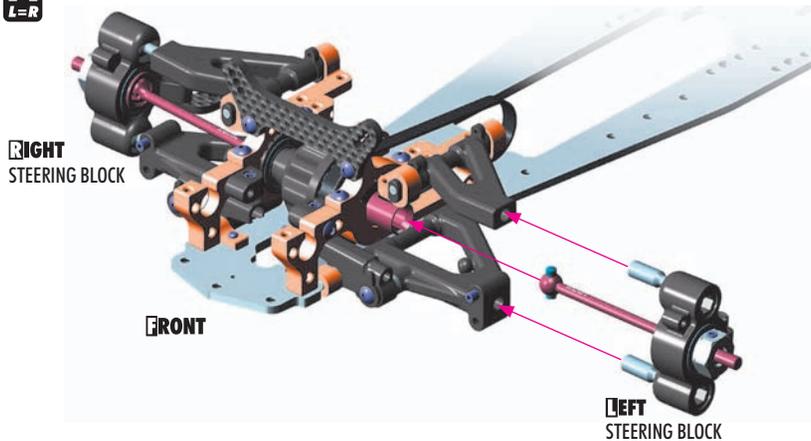
901303
SB M3x3

981210
P 2x10

2x L=R



2x L=R

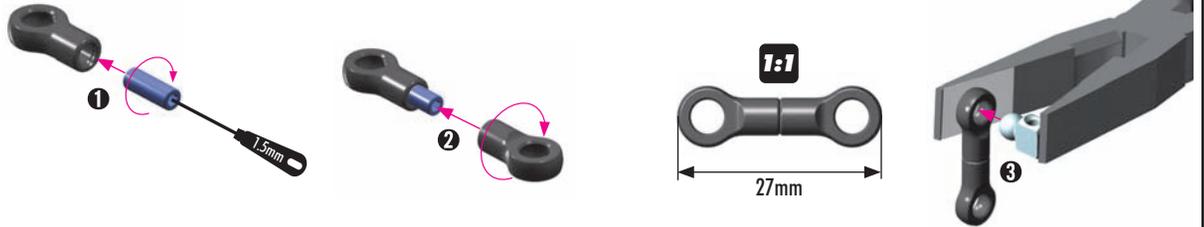


FRONT WHEELBASE & CAMBER ADJUSTMENT

ALTERNATIVE 2 (WIRE ANTI-ROLL BAR)

901308
SB M3x8

2x



303123-O
SHIM 3x6x2

9013010
SB M3x10



902314
SH M3x14



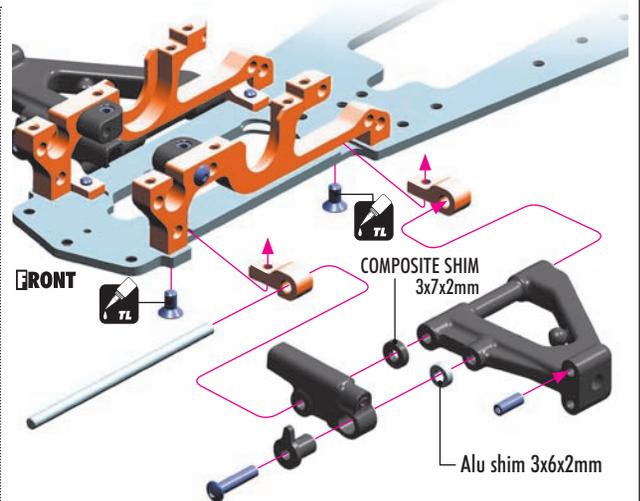
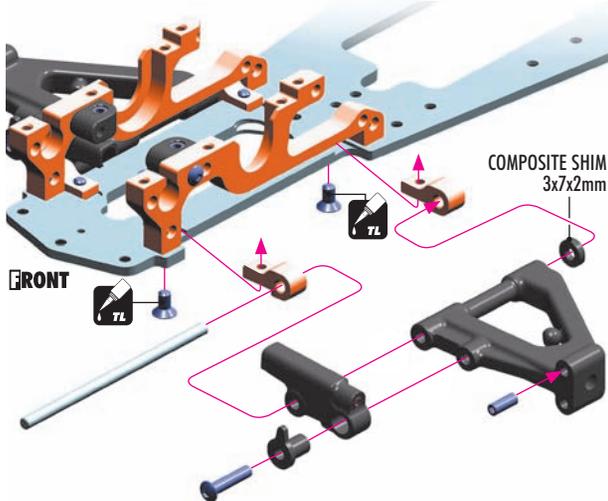
903305
SFH M3x5

Forward Arm Position (A) Shim behind arm

IMPORTANT!

The position of the front arm directly influences the steering Ackermann (angle of the steering linkages). When the arm is moved to rearward position (shim in front of the arm), the angle of the steering linkages changes and gives less Ackermann. By decreasing the Ackermann, the car gets more turn-in & increased steering at corner exit, but less cornering speed. The Ackermann can be changed by Ackermann inserts (see page 30, step 1).

Rearward Arm Position (B) (INITIAL SETTING) Shim in front of arm

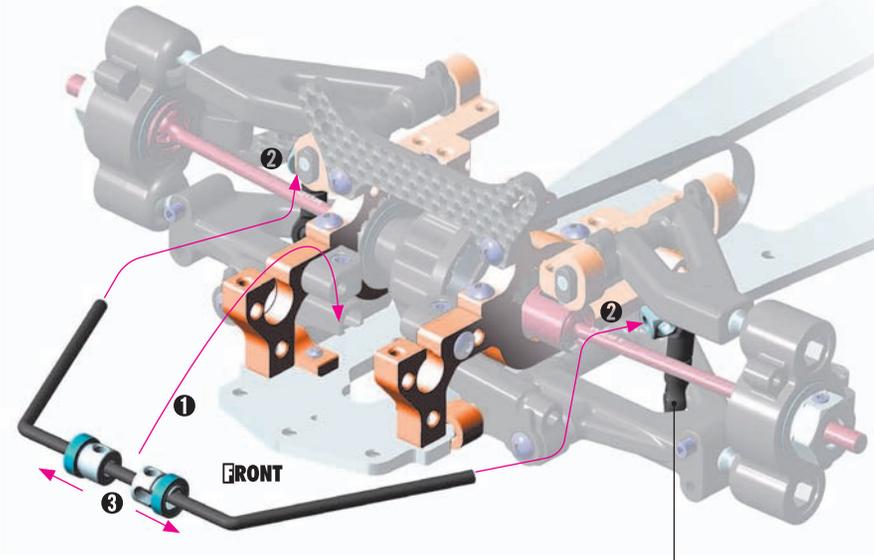


930508
BB 5x8x2.5



FRONT ANTI-ROLL BARS		
332472	2.2 MM WIRE	OPTION
332474	2.4 MM WIRE	OPTION
332476	2.6 MM WIRE	STANDARD
332478	2.8 MM WIRE	OPTION

FRONT SUSPENSION



L=R Wire should be flush with end of pivot ball. **DETAIL**

! NOTE ORIENTATION

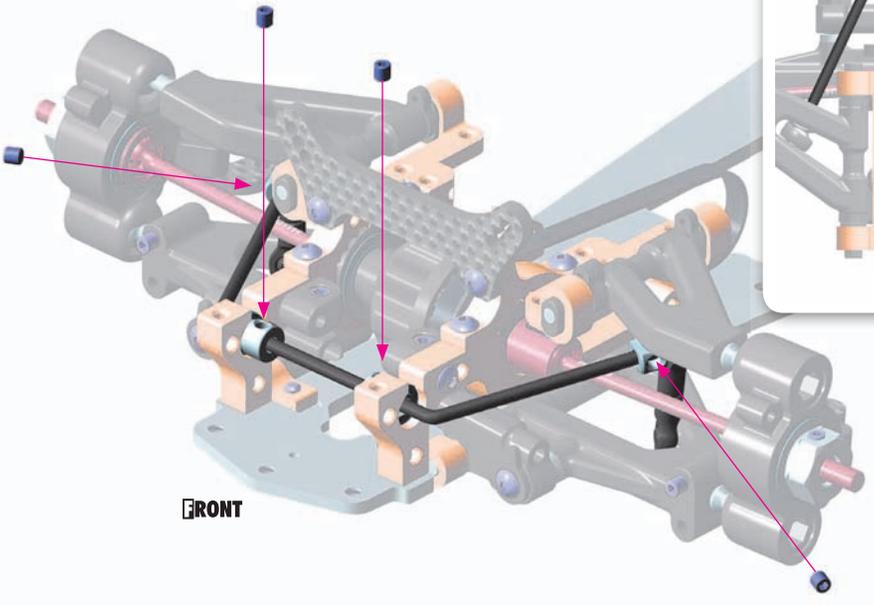
0mm

The alu ball end must be parallel with the upper arm in order to prevent the ball end from touching the upper arm when the suspension is lifted up.

2x **L=R**

BOTTOM **DETAIL**

901303
SB M3x3



TOP VIEW **DETAIL**

Set the bar into the center, remove the play in the bushings, and tighten the set-screws fully.

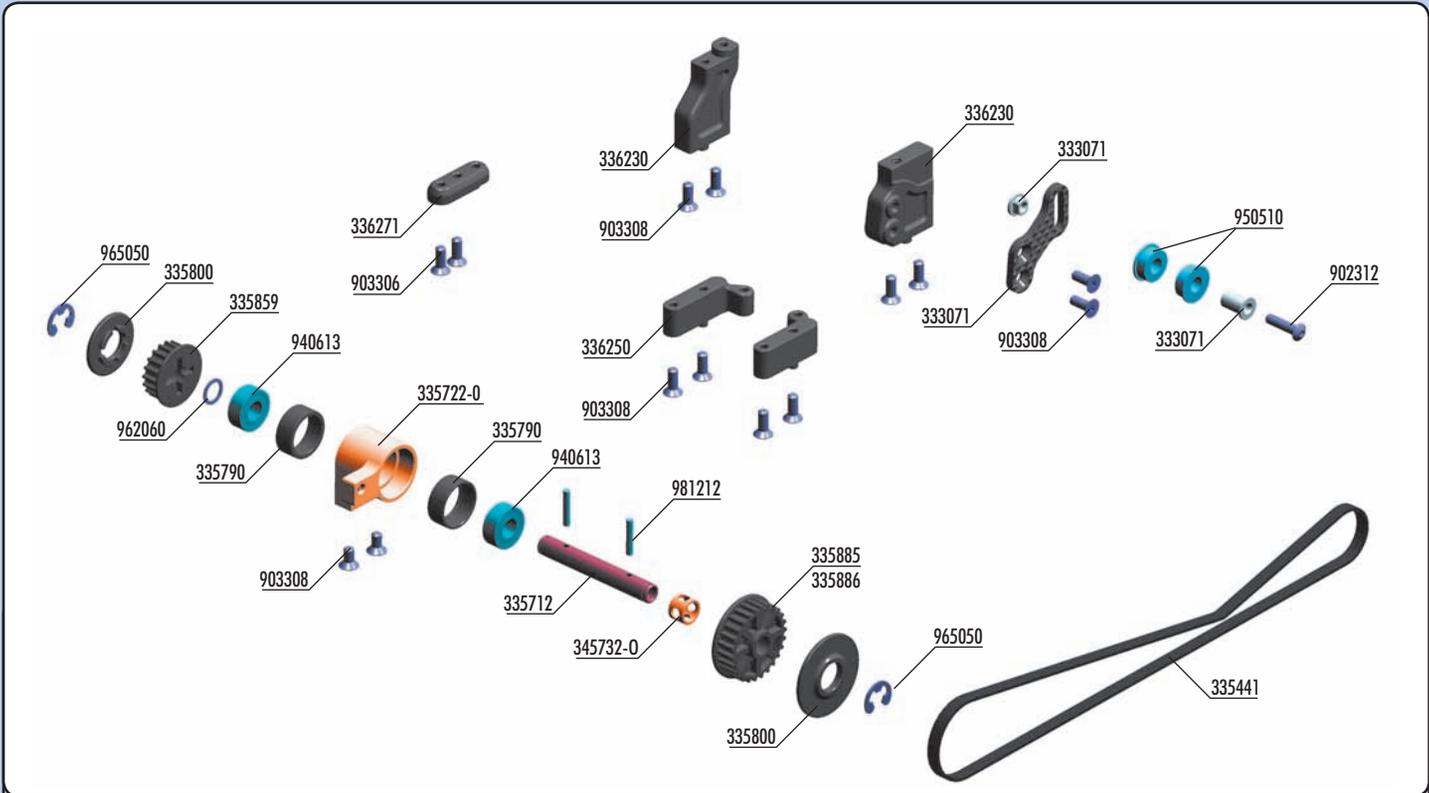
FRONT

CENTER



When the bars are set, verify that both sides move at the same time. If they do, the bars are set up correctly. If not, make sure that both downstops are the same and that the bar wire is flat. If the sides still do not move at the same time, adjust the length of the bar holders. **DETAIL**

5. FRONT TRANSMISSION



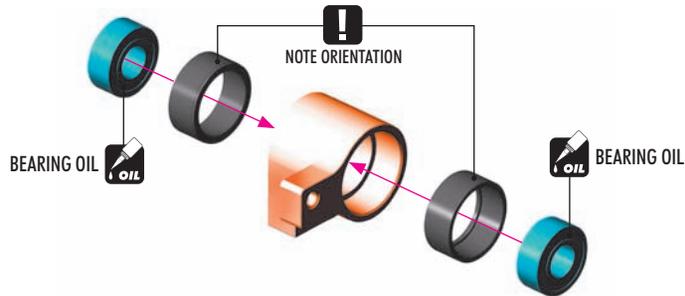
BAG

05

- | | | | |
|-----------|--|-----------|---|
| 33 3071 | BELT TENSIONER SET | 33 6250 | COMPOSITE BATTERY MOUNT L + R (2) |
| 33 5441 | PUR-REINFORCED DRIVE BELT SIDE 4.5 x 390 MM | 33 6271 | COMPOSITE BATTERY PLATE HOLDER |
| 33 5712 | FRONT MIDDLE SHAFT - HUDY SPRING STEEL™ - LIGHTWEIGHT | 34 5732-0 | ALU MIDDLE SHAFT LOCATING COLLAR - SHORT - LIGHTWEIGHT - ORANGE |
| 33 5722-0 | ALU FRONT MIDDLE SHAFT HOLDER - ORANGE | 90 2312 | HEX SCREW SH M3x12 (10) |
| 33 5790 | COMPOSITE BALL-BEARING BUSHING FOR MIDDLE SHAFT (2) | 90 3306 | HEX SCREW SFH M3x6 (10) |
| 33 5800 | COMPOSITE BELT PULLEY COVER SET | 90 3308 | HEX SCREW SFH M3x8 (10) |
| 33 5859 | COMPOSITE BELT PULLEY 19T - MID-CENTER | 94 0613 | HIGH-SPEED BALL-BEARING 6x13x5 RUBBER SEALED (2) |
| 33 5885 | COMPOSITE BELT PULLEY 25T - MID-SIDE | 95 0510 | BALL-BEARING FR85ZZ 5x10x4 FLANGED (2) |
| 33 5886 | COMPOSITE BELT PULLEY 26T - MID-SIDE | 96 2060 | WASHER S 6x8x0.5 (10) |
| 33 6230 | COMPOSITE RADIO PLATE MOUNTS (1+1) | 96 5050 | E-CLIP 5 (10) |
| 33 6231-0 | ALU RADIO PLATE MOUNTS (L + R) - SWISS 7075 T6 - ORANGE (OPTION) | 98 1212 | PIN 2x12 (10) |



940613
BB 6x13x5



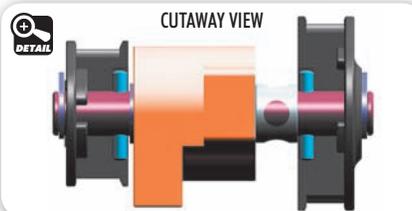
962060
SHIM 6x8x0.5



965050
C 5



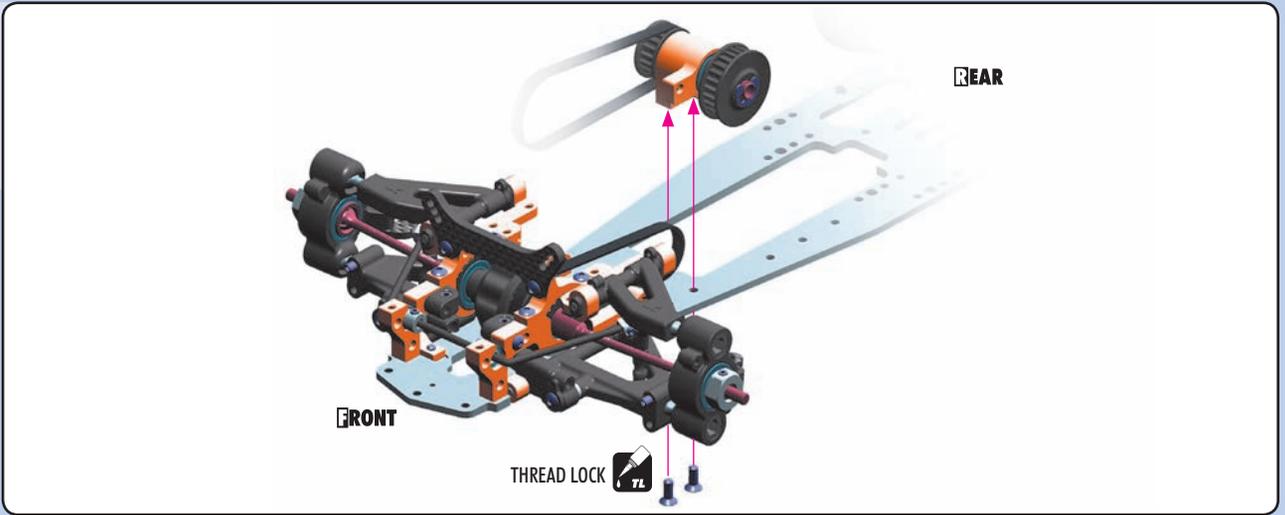
981212
P 2x12



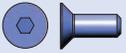
FRONT TRANSMISSION



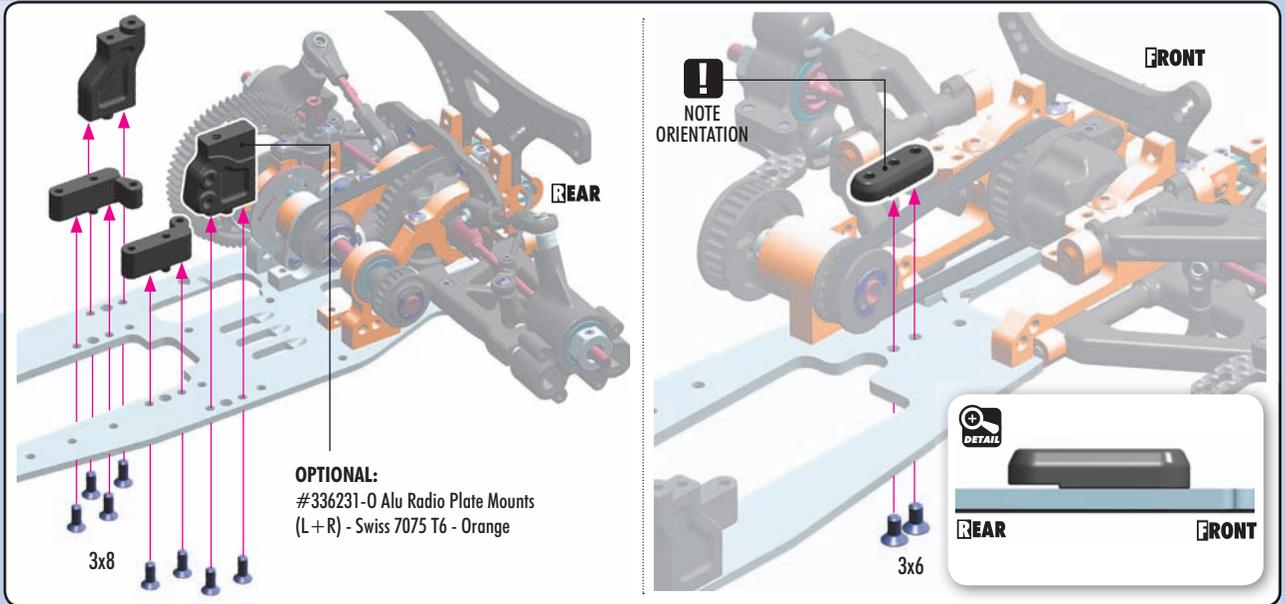
903308
SFH M3x8



903306
SFH M3x6



903308
SFH M3x8



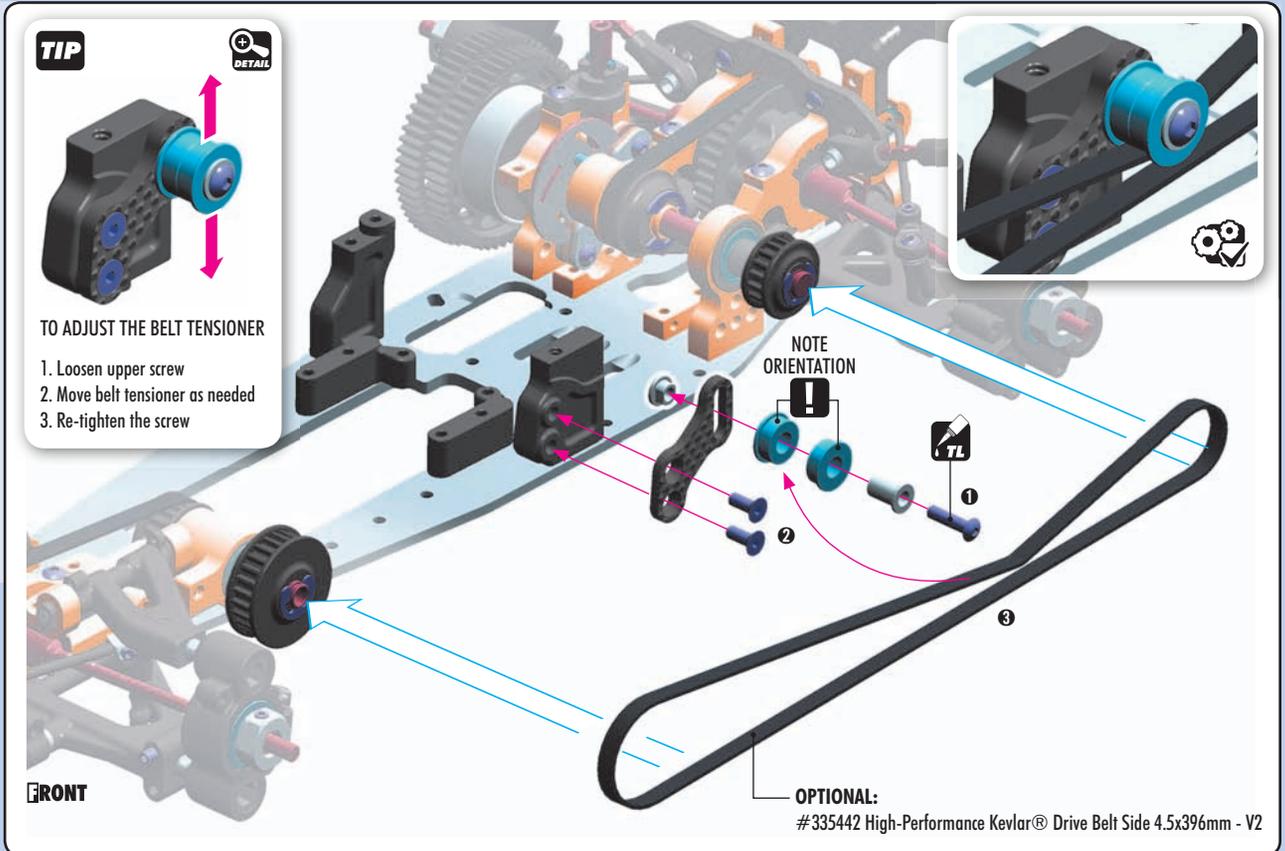
902312
SH M3x12

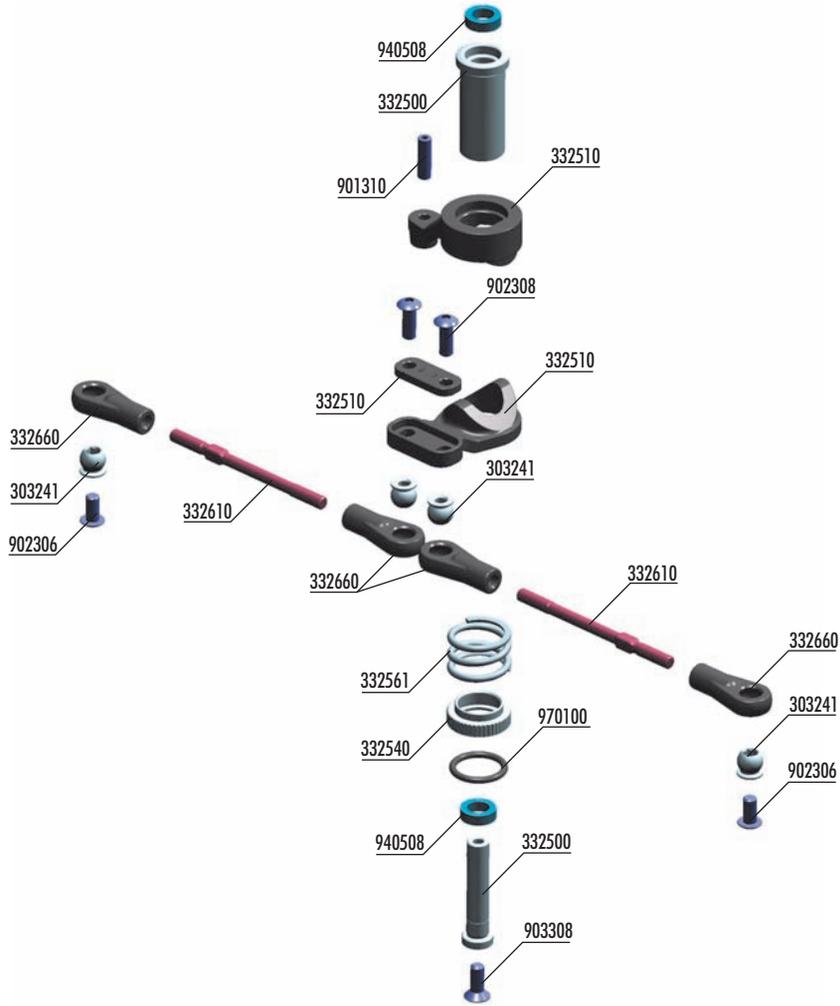


903308
SFH M3x8



950510
BB 5x10x4





BAG

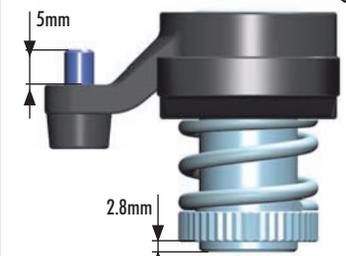


- 30 3241 PIVOT BALL UNIVERSAL 5.8 MM WITH HEX (4)
- 33 2500 SERVO SAVER COMPLETE SET
- 33 2510 COMPOSITE SERVO SAVER
- 33 2540 ALU SERVO SAVER ADJUSTABLE NUT
- 33 2561 SERVO SAVER SPRING C=14
- 33 2610 ADJ. TURNBUCKLE L/R 42 MM - HUDY SPRING STEEL™ (2)
- 33 2660 COMPOSITE STEERING & SERVO BALL JOINT 5.8 MM (4+2)

- 90 1310 HEX SCREW SFH M3x10 (10)
- 90 2306 HEX SCREW SH M3x6 (10)
- 90 2308 HEX SCREW SH M3x8 (10)
- 90 3308 HEX SCREW SFH M3x8 (10)
- 94 0508 HIGH-SPEED BALL-BEARING 5x8x2.5 RUBBER SEALED (2)
- 97 0100 O-RING 10 x 1.5 (10)



INITIAL PRELOAD



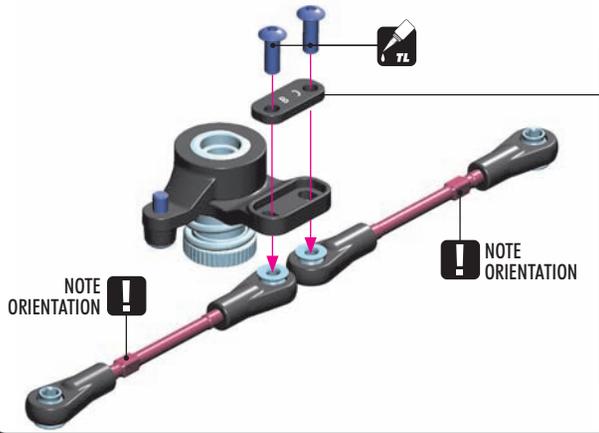
Tightening the nut makes the servo saver work harder. A harder servo saver gives the car better in-corner steering and steering response. However, a hard servo saver increases the risk of breaking the servo in serious crashes.

TIP Follow the TECH TIP on page 43 to install the pivot balls





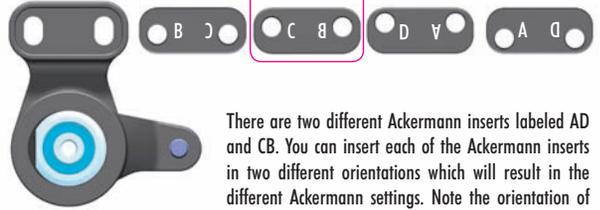
902308
SH M3x8



ACKERMANN SETTINGS



INITIAL SETTING



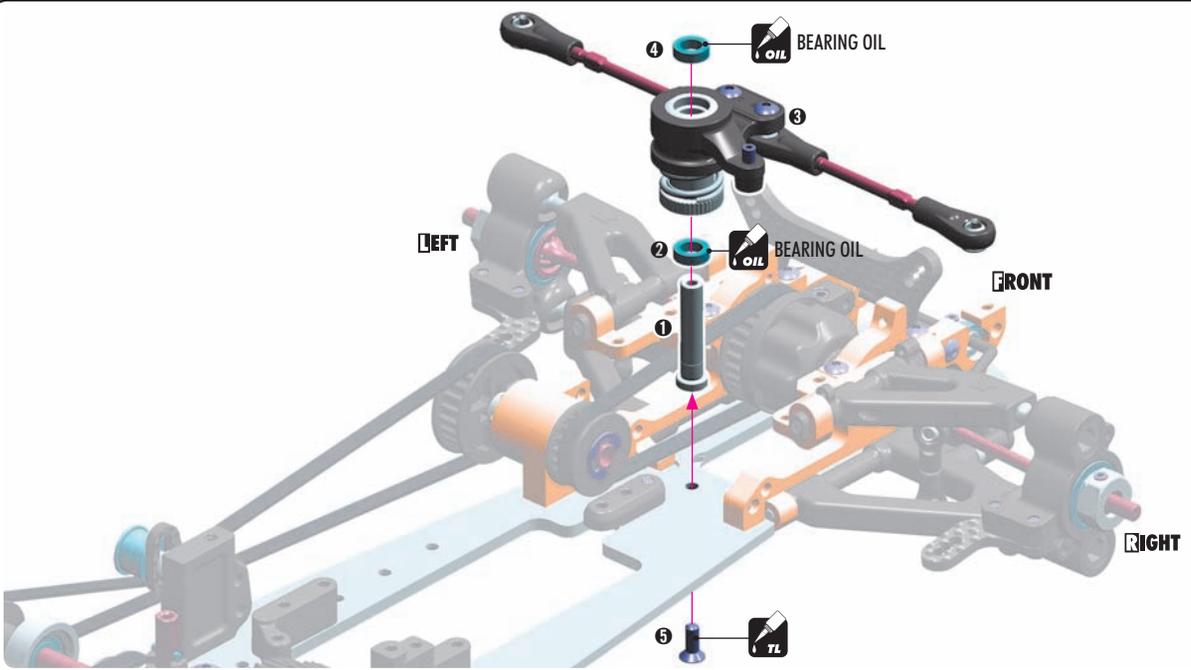
There are two different Ackermann inserts labeled AD and CB. You can insert each of the Ackermann inserts in two different orientations which will result in the different Ackermann settings. Note the orientation of the mounting positions.



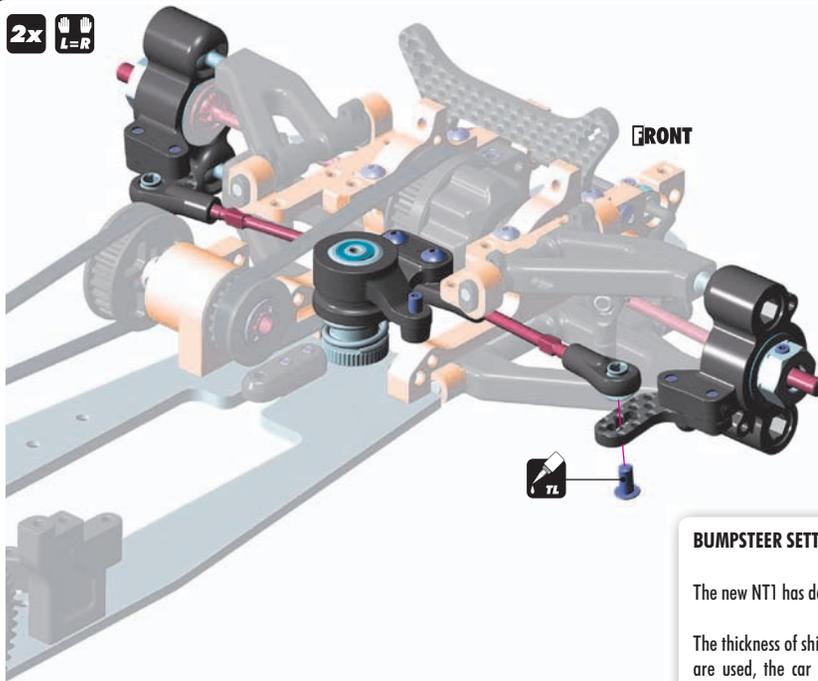
903308
SFH M3x8



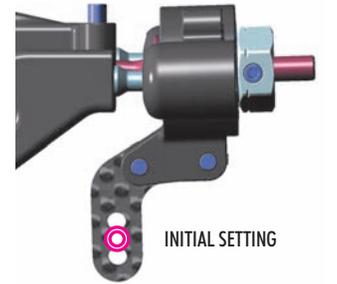
940508
BB 5x8x2.5



902306
SH M3x6



2x L=R



INITIAL SETTING

BUMPSTEER SETTING

The new NT1 has decreased bumpsteer by 4mm compared to the previous version.

The thickness of shims changes the angles of the steering linkage. When no shims are used, the car has maximum steering response and in-corner steering. By adding shims, the car becomes less responsive, but easier to drive.

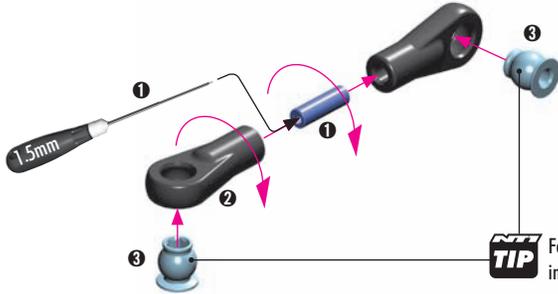
RECOMMENDED BUMPSTEER SETTING:

- when spec (big, hard tires) are used: no shims
- when softer tires or tires with additive are used: 4mm thick shim

FUEL TANK & ELECTRONICS



901312
SB M3x12



TECH TIP Follow the TECH TIP on page 43 to install the pivot balls



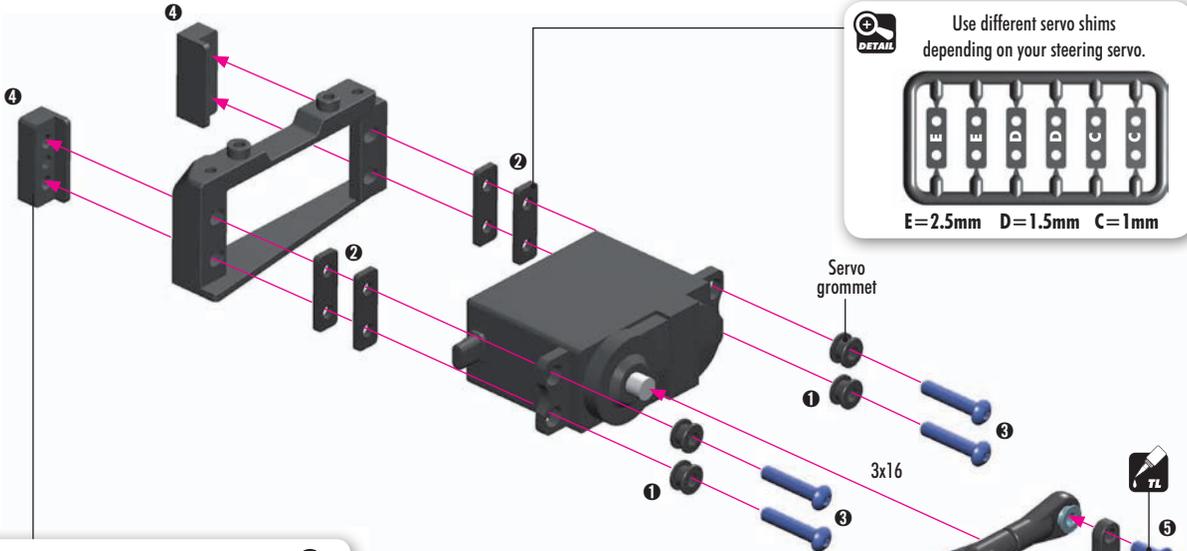
Note the 90° angle difference between the ball joints



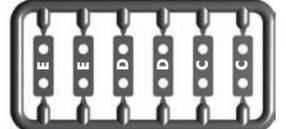
902308
SH M3x8



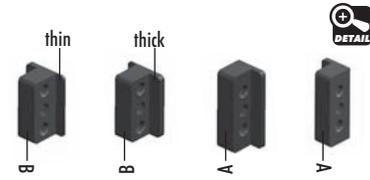
902316
SH M3x16



Use different servo shims depending on your steering servo.



E=2.5mm D=1.5mm C=1mm



Use appropriate inserts for your servo, to ensure the servo has minimal play (movement) in the servo holder.

HUDY ALU SERVO HORNS	
#293491	23T KO Propo, Airtronics, JR, Sanwa (OPTION)
#293492	24T Hitec (OPTION)
#293493	25T Futaba (OPTION)

For more in-corner steering and better steering response, aluminum servo horns may be used.

Use appropriate servo arm:
K - (23T)
H - (24T)
F - (25T)



902306
SH M3x6



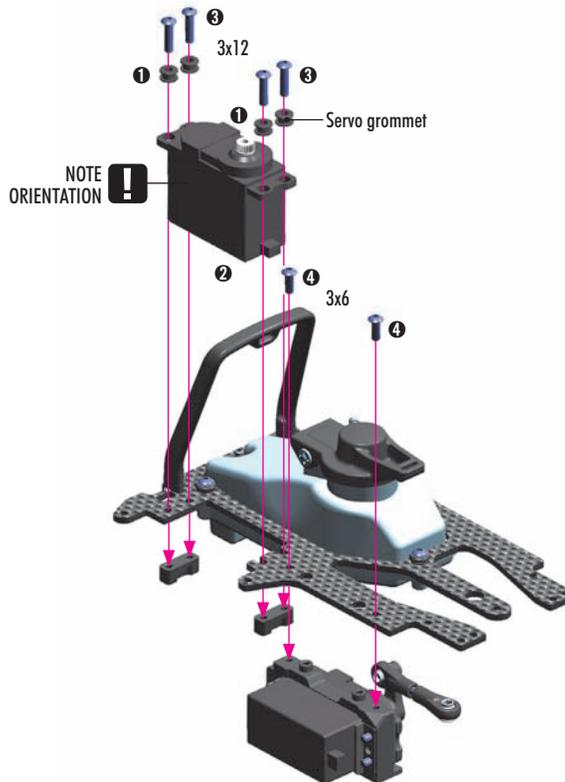
902312
SH M3x12



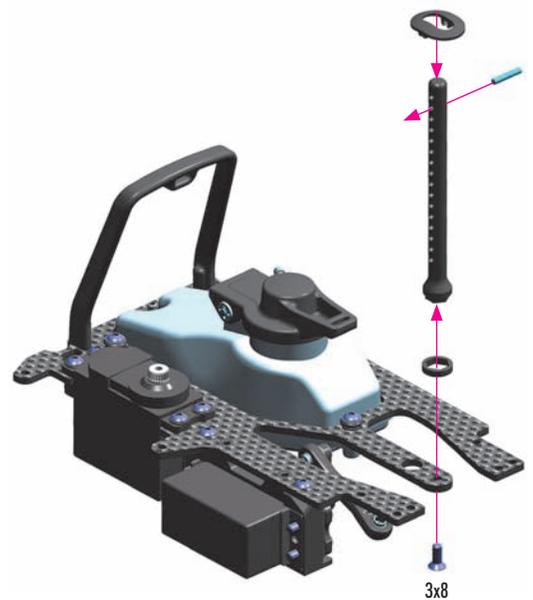
903308
SFH M3x8



981212
P 2x12



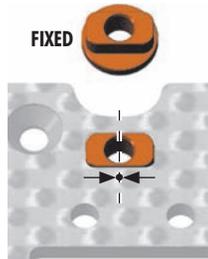
NOTE ORIENTATION





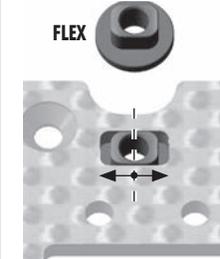
INITIAL SETTING

When using fixed bushing, tighten fully.



The fixed setting is recommended for high-traction conditions.

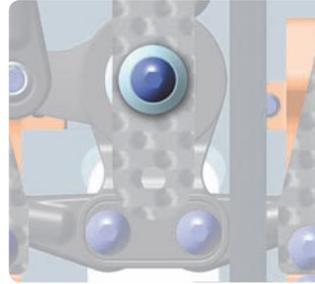
When using the flex bushing, tighten the screw fully and then loosen 1/8 of a turn to allow the top deck to flex.



The flex setting is recommended for low-traction tracks to generate more traction.

NO FLEX

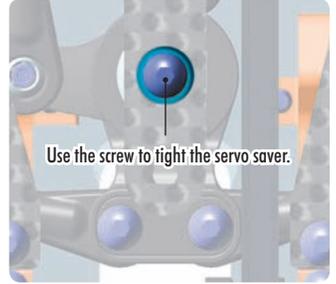
When the bushing is used, the flex of the radio plate around the servo saver is deactivated.



Recommended for softer tires or tires with additive to improve stability and make the car easier to drive.

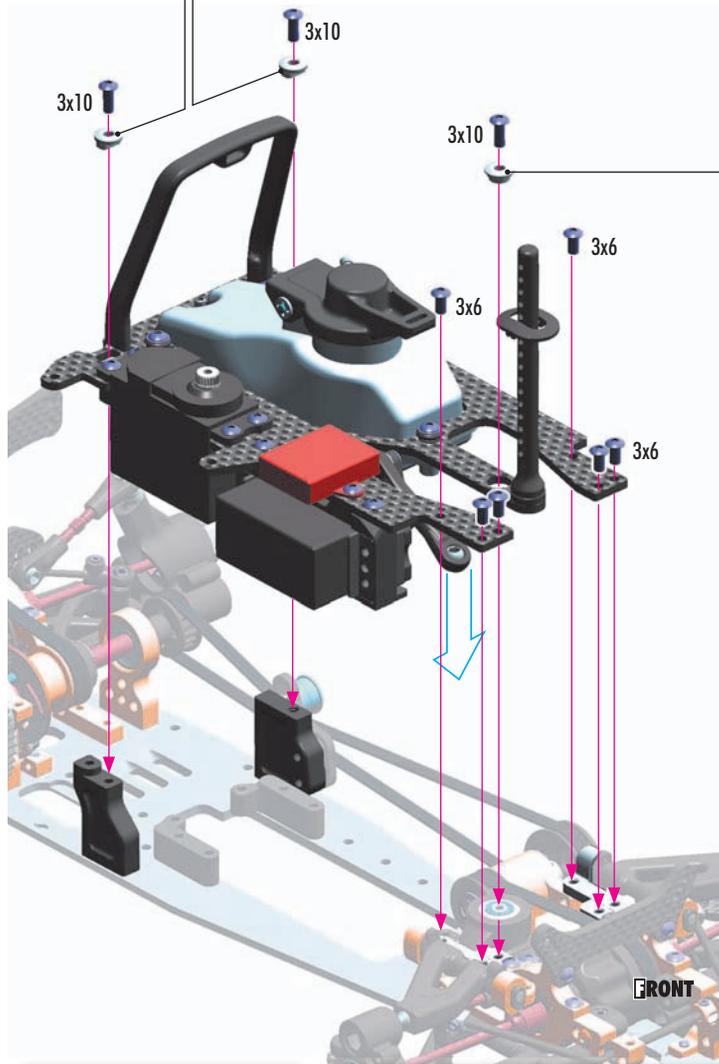
FLEX INITIAL SETTING

When the bushing is not used, the flex of the radio plate around the servo saver is activated.



Recommended for spec hard tires to improve in-corner steering.

ALU RADIO PLATE MULTI-FLEX™ BUSHINGS



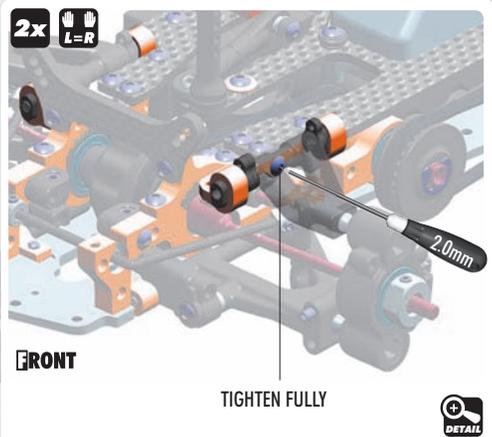
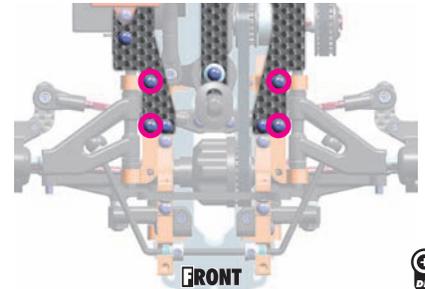
ALU RADIO PLATE MULTI-FLEX™ BUSHING

RADIO PLATE MULTI-FLEX™

NT1 has the option to set the flex setting also by tightening and untightening the screws that connects the radio plate with the upper arm holder. By removing one of the 2 set of screws, in-corner steering is improved.

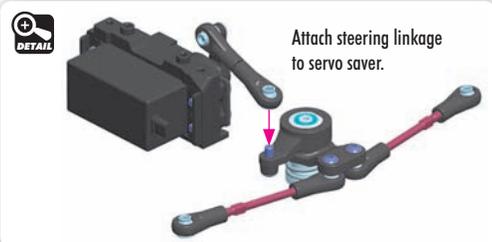
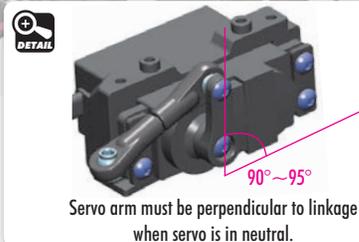
! IMPORTANT

Remove only 1 screw per side: either the front or the rear screw. Repeat for the other side. Never drive with all four screws removed.



OPTIONAL:

#336091 Graphite Brace for Flex Radio Plate 2.5mm



FUEL TANK & ELECTRONICS



Antenna

Receiver (not included)

Personal Transponder (not included)

Route servo and transponder leads into box and seal with silicone sealant

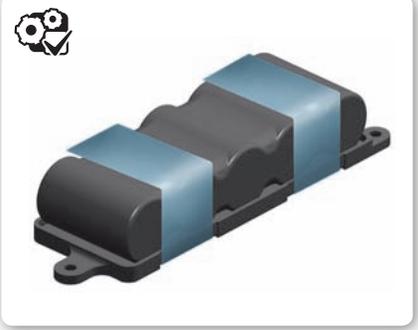
If the receiver box has 2 different-size openings for cable entry (narrow and wider), cut away the tab for the appropriate opening to allow the cables to fit properly.

Use an appropriate receiver battery pack.

The NT1 accommodates standard 5-cell receiver packs or optional micro-size packs.

Battery (not included)

Use tape to mount the receiver battery pack to the lower holder.



OPTIONAL:

- #336155 - Graphite Battery Plate - V2
- #336156 - Brass Battery Plate for LiPo Batteries - V2

The battery holder has a direct effect on chassis flex and car weight.

Use the graphite battery plate to slightly stiffen the chassis flex for better stability.

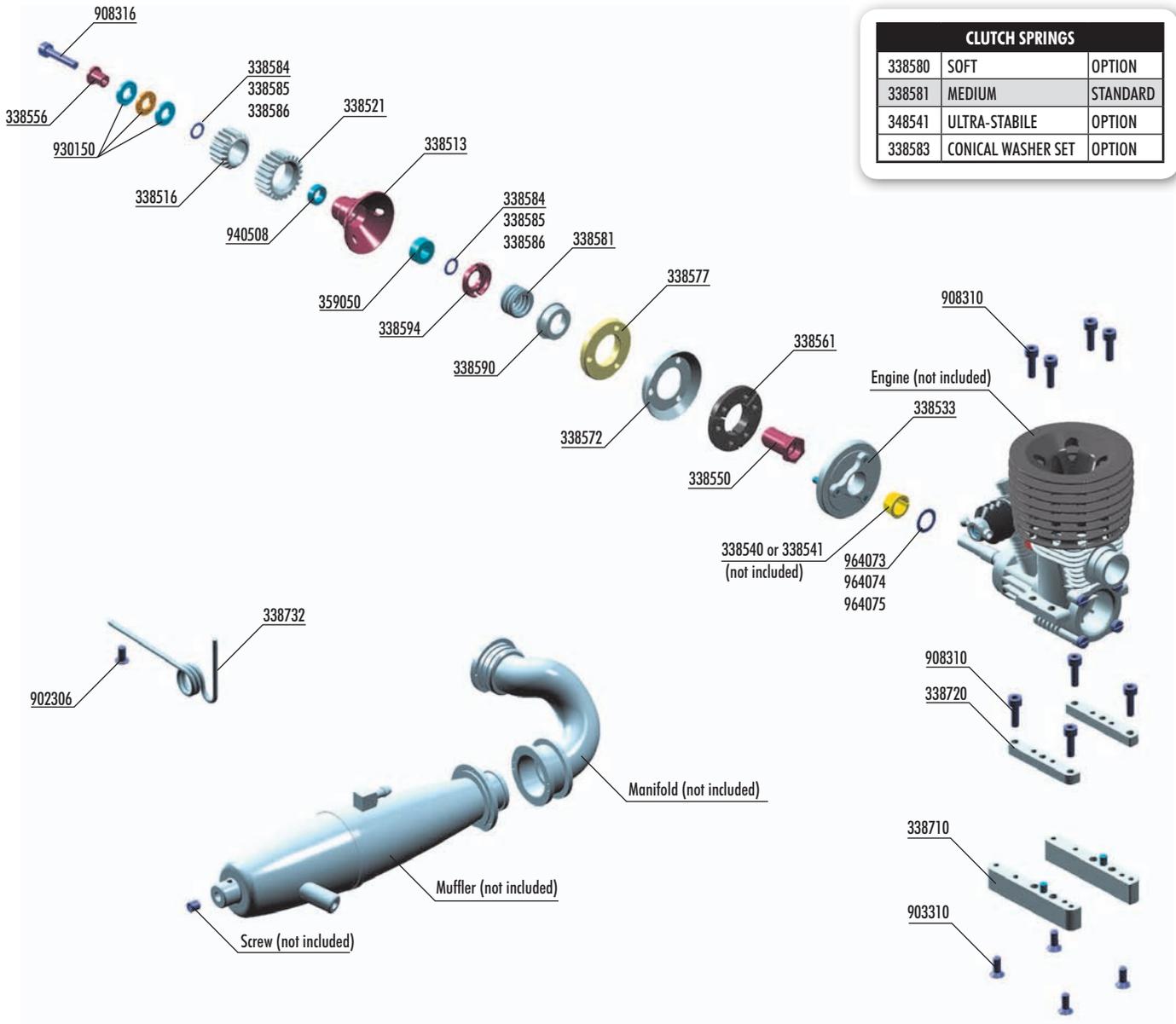
Use the brass battery plate to stiffen the chassis flex and increase weight. Recommended for high-traction tracks or soft tires (or tires with additive) to eliminate traction roll and make the car easier to drive.



FRONT

REAR

8. ENGINE & CLUTCH



CLUTCH SPRINGS		
338580	SOFT	OPTION
338581	MEDIUM	STANDARD
348541	ULTRA-STABLE	OPTION
338583	CONICAL WASHER SET	OPTION

1ST PINION GEARS		
338515	XCA HARDCOATED PINION GEAR - 15T (1st)	OPTION
338516	XCA HARDCOATED PINION GEAR 16T (1st)	STANDARD
338517	XCA HARDCOATED PINION GEAR - 17T (1st)	OPTION
338518	XCA HARDCOATED PINION GEAR - 18T (1st)	OPTION

2ST PINION GEARS		
338520	XCA HARDCOATED PINION GEAR - 20T (2nd)	OPTION
338521	XCA HARDCOATED PINION GEAR 21T (2nd)	STANDARD
338522	XCA HARDCOATED PINION GEAR - 22T (2nd)	OPTION
338523	XCA HARDCOATED PINION GEAR - 23T (2nd)	OPTION
338524	XCA HARDCOATED PINION GEAR - 24T (2nd)	OPTION

BAG

08

- 33 8502 XCA (XRAY CENTRIFUGAL-AXIAL) CLUTCH SET - REVERSE
- 33 8513 XCA CLUTCHBELL - HIGH DYNAMIC - HUDY STEEL
- 33 8516 XCA ALU 7075 T6 HARD COATED PINION GEAR - 16T (1ST)
- 33 8521 XCA ALU 7075 T6 HARD COATED PINION GEAR - 21T (2ND)
- 33 8533 FLYWHEEL REVERSE - FLAT - ALU 7075 T6 - HARDCOATED - 32MM
- 33 8540 FLYWHEEL COLLAR 7MM - NOVAROSS (OPTION)
- 33 8541 FLYWHEEL COLLAR 6MM - PICCO (OPTION)
- 33 8550 FLYWHEEL NUT - HUDY SPRING STEEL™
- 33 8556 CLUTCH BELL BUSHING - HUDY SPRING STEEL™
- 33 8561 CLUTCH FLYWEIGHT SET - HIGH DYNAMIC
- 33 8572 ALU CLUTCH DISK - CONICAL - SWISS 7075 T6
- 33 8577 CLUTCH SHOE - HIGH DYNAMIC - YELLOW
- 33 8581 CLUTCH SPRING - MEDIUM
- 33 8584 SHIM 5x7x0.2 (10)
- 33 8585 SHIM 5x7x0.3 (10)
- 33 8586 SHIM 5x7x0.5 (10)
- 33 8590 CLUTCH SPRING CUP - ALU 7075 T6

- 33 8594 CLUTCH PRELOAD ADJ. NUT - HUDY SPRING STEEL™
- 33 8710 ALU ENGINE MOUNT (2)
- 33 8720 ALU STAND FOR ENGINE MOUNT (2)
- 33 8732 EXHAUST MOUNTING WIRE - EXTRA-LONG
- 35 9050 CLUTCH BELL BALL-BEARING MR105ZZ 5x10x4 (2)
- 90 2306 HEX SCREW SH M3x6 (10)
- 90 3310 HEX SCREW SFH M3x10 (10)
- 90 8310 HEX SCREW SOCKET HEAD CAP M3x10 (10)
- 90 8316 HEX SCREW SOCKET HEAD CAP M3x16 (10)
- 93 0150 CARBIDE BALL-BEARING AXIAL F5-10 5x10x4 WITH GROOVE
- 94 0508 HIGH-SPEED BALL-BEARING 5x8x2.5 RUBBER SEALED (2)
- 96 4073 WASHER S 7x10x0.2 (10)
- 96 4074 WASHER S 7x10x0.3 (10)
- 96 4075 WASHER S 7x10x0.5 (10)



964073
5.7x10x0.2



964074
5.7x10x0.3



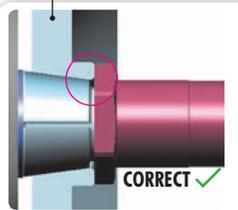
964075
5.7x10x0.5



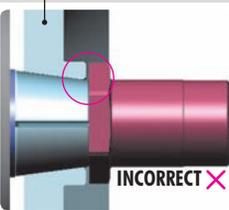
Shim (for adjusting flywheel distance)

Use the flywheel collar that comes with your engine, or use optional XRAY collars:

#338540 – XRAY flywheel collar for Ø6mm crankshafts
#338541 – XRAY flywheel collar for Ø7mm crankshafts



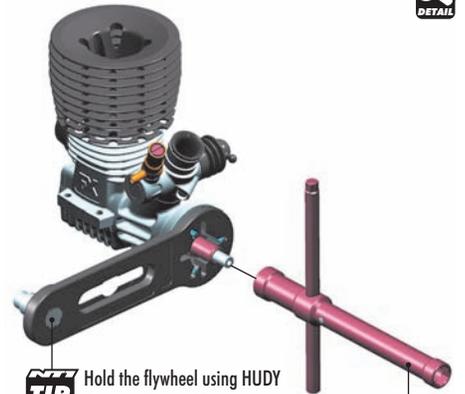
CORRECT ✓



INCORRECT ✗

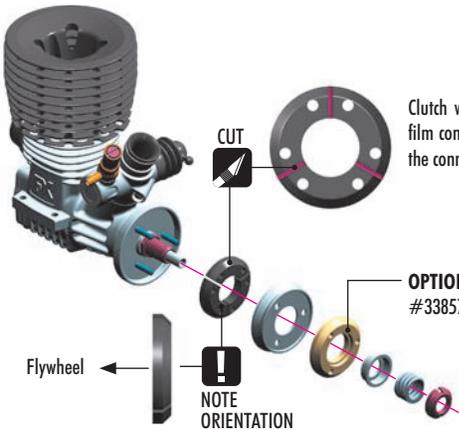
The flywheel collar must stay inside the flywheel.

If the flywheel collar is too long – if it is flush with the flywheel or protrudes slightly – remove a small amount of material from the end, or use an XRAY collar.



NET TIP Hold the flywheel using HUDY Flywheel Tool #182010

Tighten the clutch nut using HUDY tool #107581



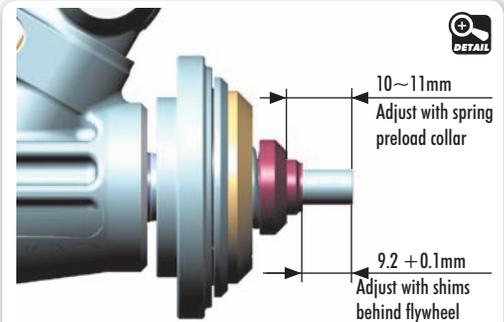
CUT

Clutch weights are machined as 1 piece, with thin film connecting the pieces together. You need to cut the connecting film to separate the 3 shoes.

OPTIONAL:
#338578 Clutch Shoe - High-Dynamic - Red

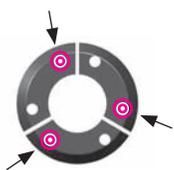
Flywheel

NOTE
ORIENTATION



10~11mm
Adjust with spring
preload collar

9.2 ± 0.1mm
Adjust with shims
behind flywheel



INITIAL POSITION FOR FLYWHEEL PINS

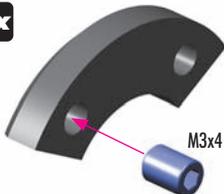
TECH TIP FOR EXTRA BOTTOM-END POWER

For extra bottom-end power, thread a M3x4 setscrew (#901304) into each clutch flyweight as shown. The setscrew will add more weight to the end of the flyweight which will cause the flyweight to open harder, giving more bottom-end power. This is recommended for high-traction tracks where bottom-end power is required.

IMPORTANT!

Install setscrew into free (non-pivot) end of flyweight.

3x



(#901304 not included)

After inserting the setscrew, some excess material may come out of the hole. REMOVE this excess material with a knife.



CUTAWAY VIEW

TECH TIP FOR NT1 CLUTCH SHOE

To ensure that the NT1 clutch shoe works properly and for a long time, it is very important to run in the clutch shoe.

Please follow these run-in steps to help ensure proper clutch operation:



- 1 Install clutch according to this Instruction Manual.
- 2 Check that the spring preload is not too much; for run-in process use less preload.
- 3 When you start the engine, the clutch should start to engage under low RPM. If the clutch engages only under high RPM, stop the engine and loosen the spring preload collar. Repeat until the clutch engages under low RPM.
- 4 Run in the clutch shoe on the track, or on the starter box if you have only limited time. (We recommend running it in on the track.)
- 5 Run in the clutch shoe for 1 tank of fuel using a soft preload setting, and then after that slightly tighten the spring preload. DO NOT run in the clutch shoe under high RPM.
- 6 Continue this process until the clutch shoe is properly run in; this will be indicated by a dark and glossy surface colour on the top of the clutch shoe.



903310
SFH M3x10



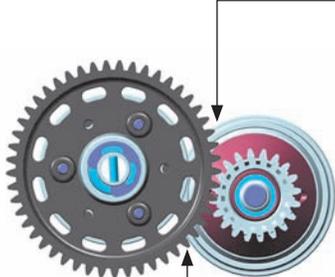
908310
SCH M3x10



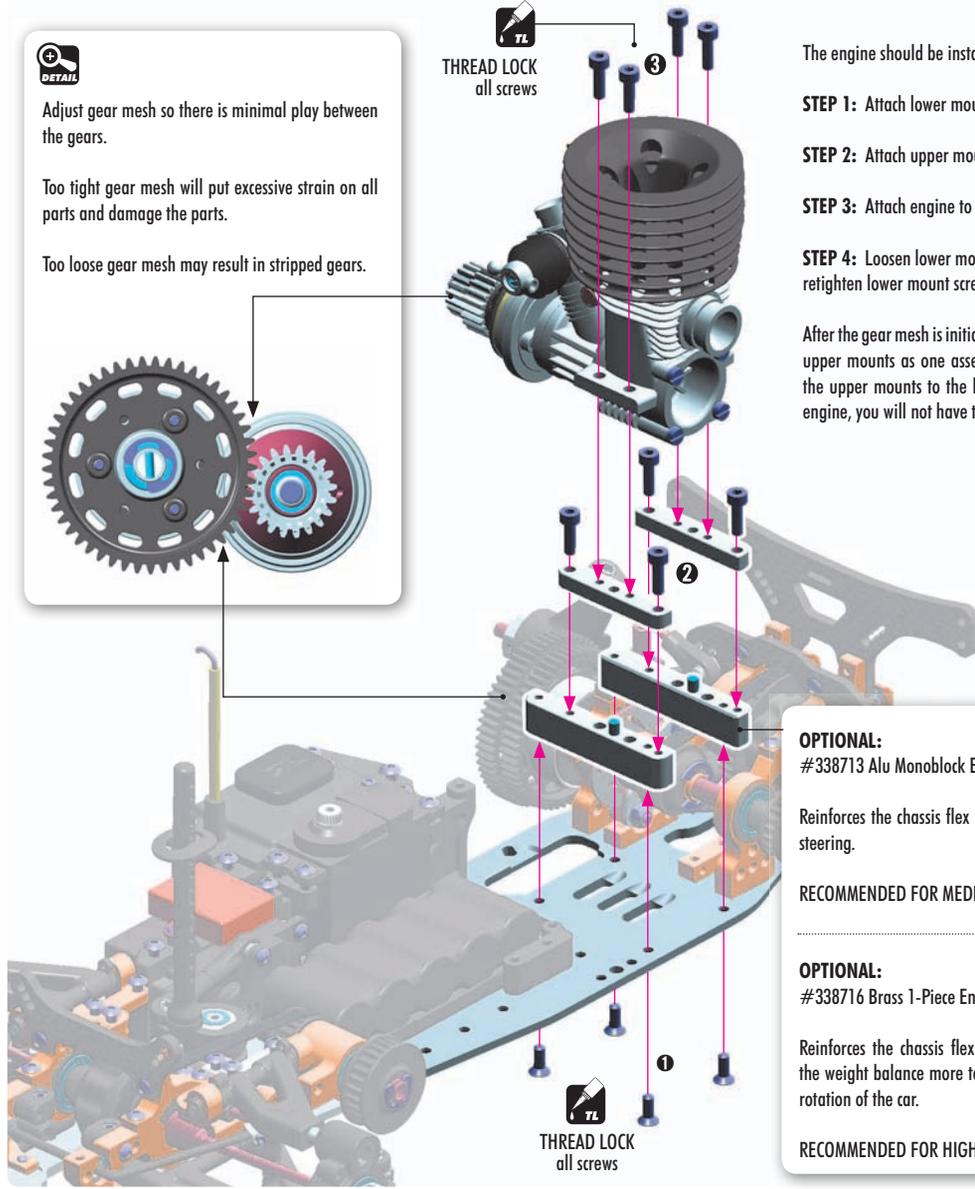
Adjust gear mesh so there is minimal play between the gears.

Too tight gear mesh will put excessive strain on all parts and damage the parts.

Too loose gear mesh may result in stripped gears.



THREAD LOCK
all screws



The engine should be installed on the split mounts as follows:

STEP 1: Attach lower mounts to chassis.

STEP 2: Attach upper mounts to lower mounts.

STEP 3: Attach engine to upper mounts.

STEP 4: Loosen lower mount screws, adjust gear mesh, and then retighten lower mount screws.

After the gear mesh is initially set, you can remove the engine AND upper mounts as one assembly by removing the screws holding the upper mounts to the lower mounts. When re-installing the engine, you will not have to re-adjust the gear mesh.

OPTIONAL:
#338713 Alu Monoblock Engine Mount

Reinforces the chassis flex around the engine area for improved steering.

RECOMMENDED FOR MEDIUM-HIGH TRACTION TRACKS

OPTIONAL:
#338716 Brass 1-Piece Engine Mount:

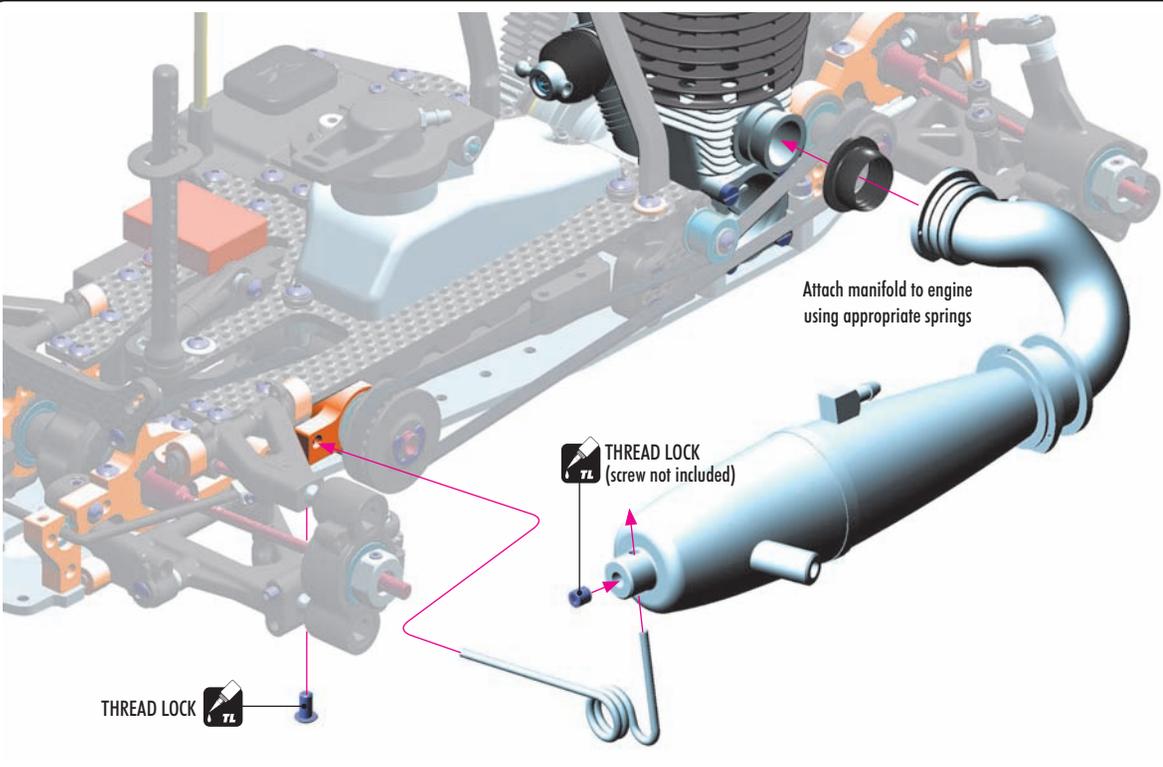
Reinforces the chassis flex around the engine area and moves the weight balance more to the rear for even more steering and rotation of the car.

RECOMMENDED FOR HIGH-TRACTION TRACKS

THREAD LOCK
all screws



902306
SH M3x6

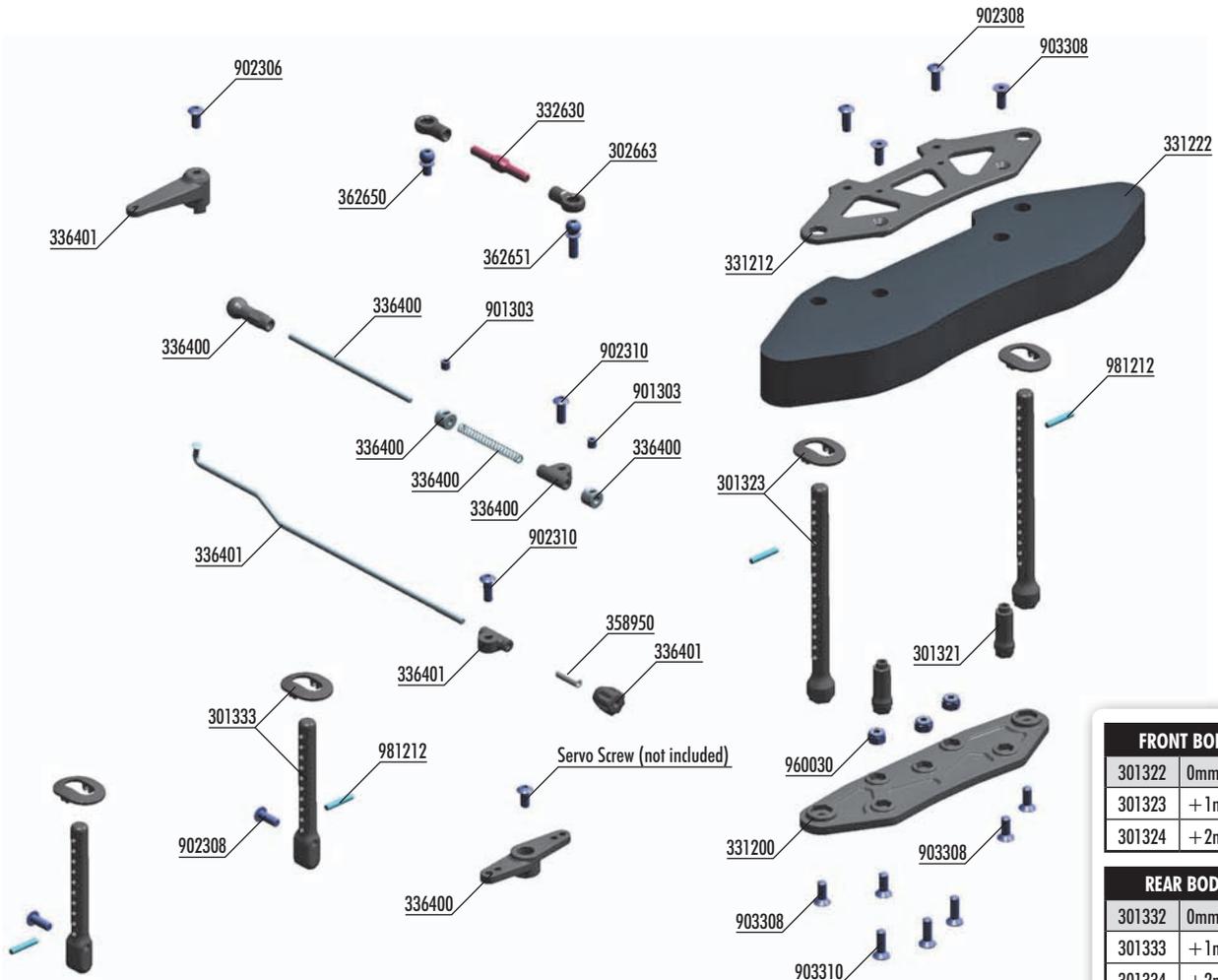


Attach manifold to engine using appropriate springs

THREAD LOCK
(screw not included)

THREAD LOCK

9. CARB LINKAGE & BODYMOUNTS



FRONT BODY MOUNTS		
301322	0mm	STANDARD
301323	+1mm	STANDARD
301324	+2mm	OPTION

REAR BODY MOUNTS		
301332	0mm	STANDARD
301333	+1mm	STANDARD
301334	+2mm	OPTION

BAG



- | | | | | | |
|---------|---------------------------------------|---------|--|---------|--------------------------|
| 30 1321 | COMPOSITE BRACE FOR BUMPER (2) | 33 1222 | FOAM BUMPER FOR ANTI-ROLL BAR | 90 1303 | HEX SCREW SB M3x3 (10) |
| 30 1323 | FRONT BODY MOUNT SET +1MM HEIGHT | 33 2630 | ADJ. TURNBUCKLE L/R 25 MM - HUDY SPRING STEEL™ (2) | 90 2306 | HEX SCREW SH M3x6 (10) |
| 30 1333 | REAR BODY MOUNT SET +1MM HEIGHT | 33 6400 | THROTTLE SYSTEM SET | 90 2308 | HEX SCREW SH M3x8 (10) |
| 30 2663 | COMPOSITE BALL JOINT 4.9MM - OPEN (8) | 33 6401 | BRAKE SYSTEM SET | 90 2310 | HEX SCREW SH M3x10 (10) |
| 33 1200 | COMPOSITE BUMPER | 35 8950 | SILICONE TUBING 1M (2.4 x 5.5MM) | 90 3308 | HEX SCREW SFH M3x8 (10) |
| 33 1201 | COMPOSITE WIDE BUMPER (OPTION) | 35 8951 | SIL. TUBING 1M (2.4 x 5.5MM) YELLOW (OPTION) | 90 3310 | HEX SCREW SFH M3x10 (10) |
| 33 1212 | COMPOSITE UPPER HOLDER FOR BUMPER | 36 2650 | BALL END 4.9MM WITH THREAD 6MM (2) | 96 0030 | NUT M3 (10) |
| 33 1221 | FOAM BUMPER - HARD - V2 (OPTION) | 36 2651 | BALL END 4.9MM WITH THREAD 8MM (2) | 98 1212 | PIN 2x12 (10) |



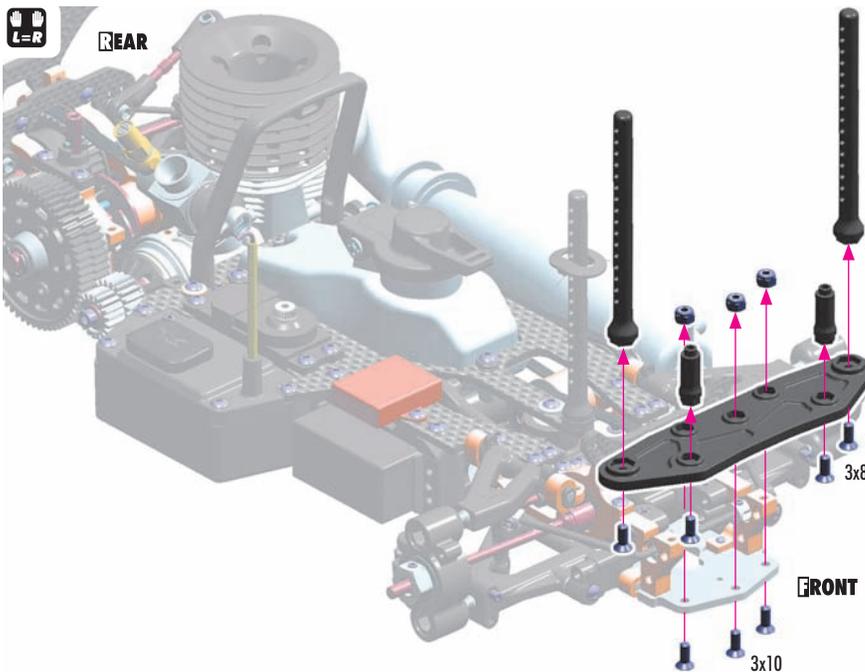
903308
SFH M3x8



903310
SFH M3x10



960030
N M3



FRONT BODY MOUNTS		
301322	0mm	STANDARD
301323	+1mm	STANDARD
301324	+2mm	OPTION

OPTIONAL:
#301351-O Alu Adjustable Body Post Stop (2)

OPTIONAL:
#331201 Composite Wide Bumper

The wider front bumper is used without the foam bumper.

The wider front bumper improves steering, but may allow more front damage under hard crashes.

CARB LINKAGE & BODYMOUNTS



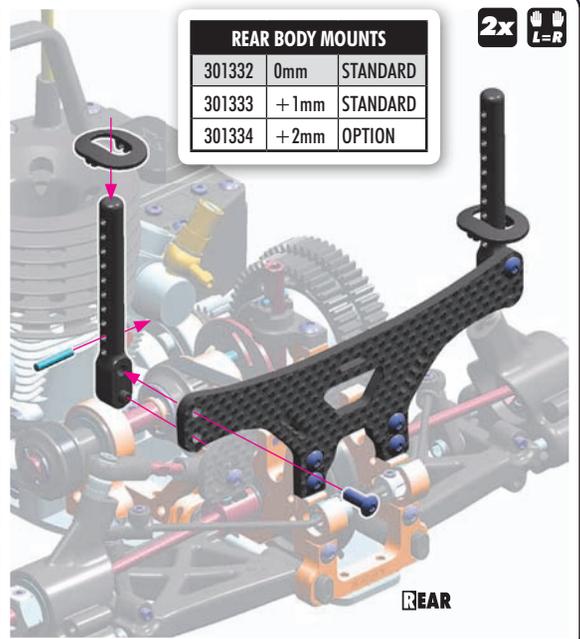
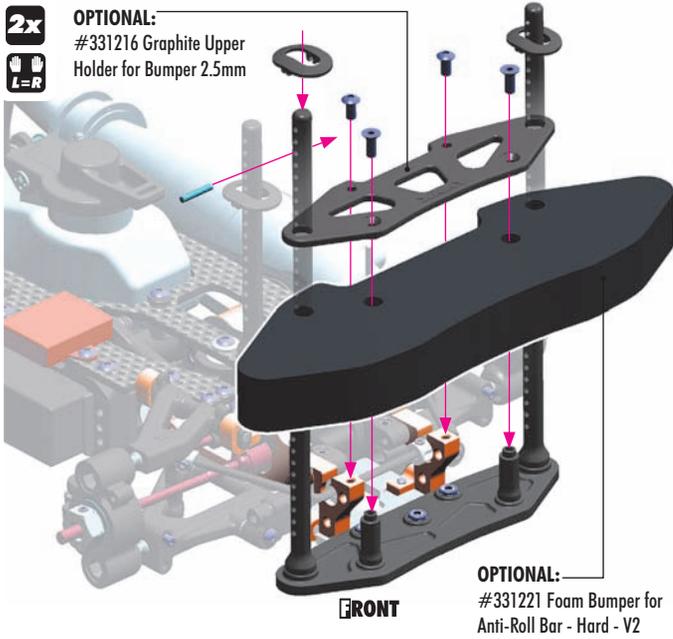
902308
SH M3x8



903308
SFH M3x8



981212
P 2x12



901303
SB M3x3



902310
SH M3x10

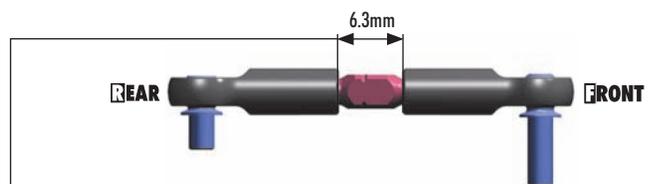
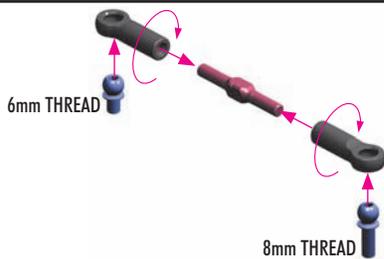
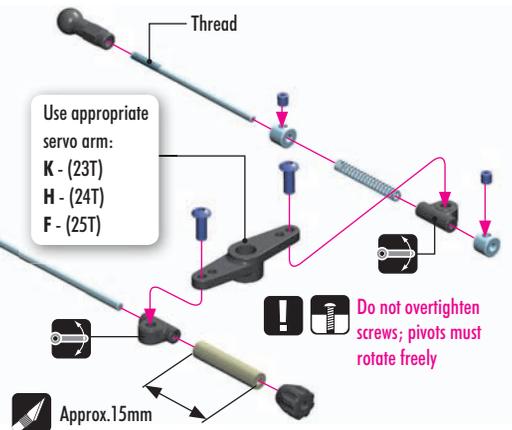
Insert rod through hole in brake arm. Bend rod to proper shape.



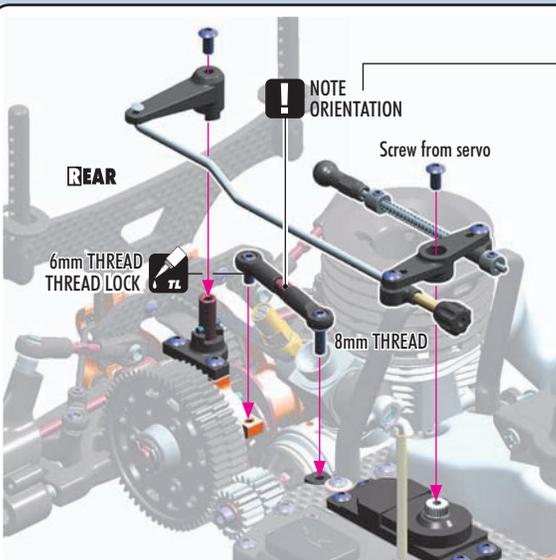
OPTIONAL:
#334061-0 Alu Brake Post Arm - Swiss 7075 T6 - Orange



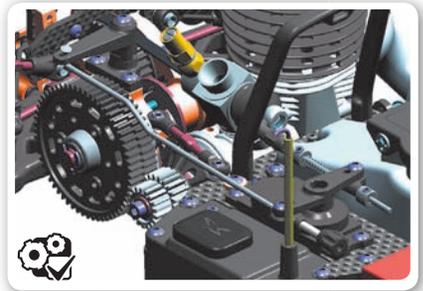
HUDY ALU SERVO HORNS	
#293494	23T KO Propo, Airtronics, JR, Sanwa (OPTION)
#293495	24T Hitec (OPTION)
#293496	25T Futaba (OPTION)



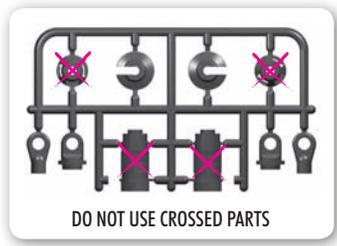
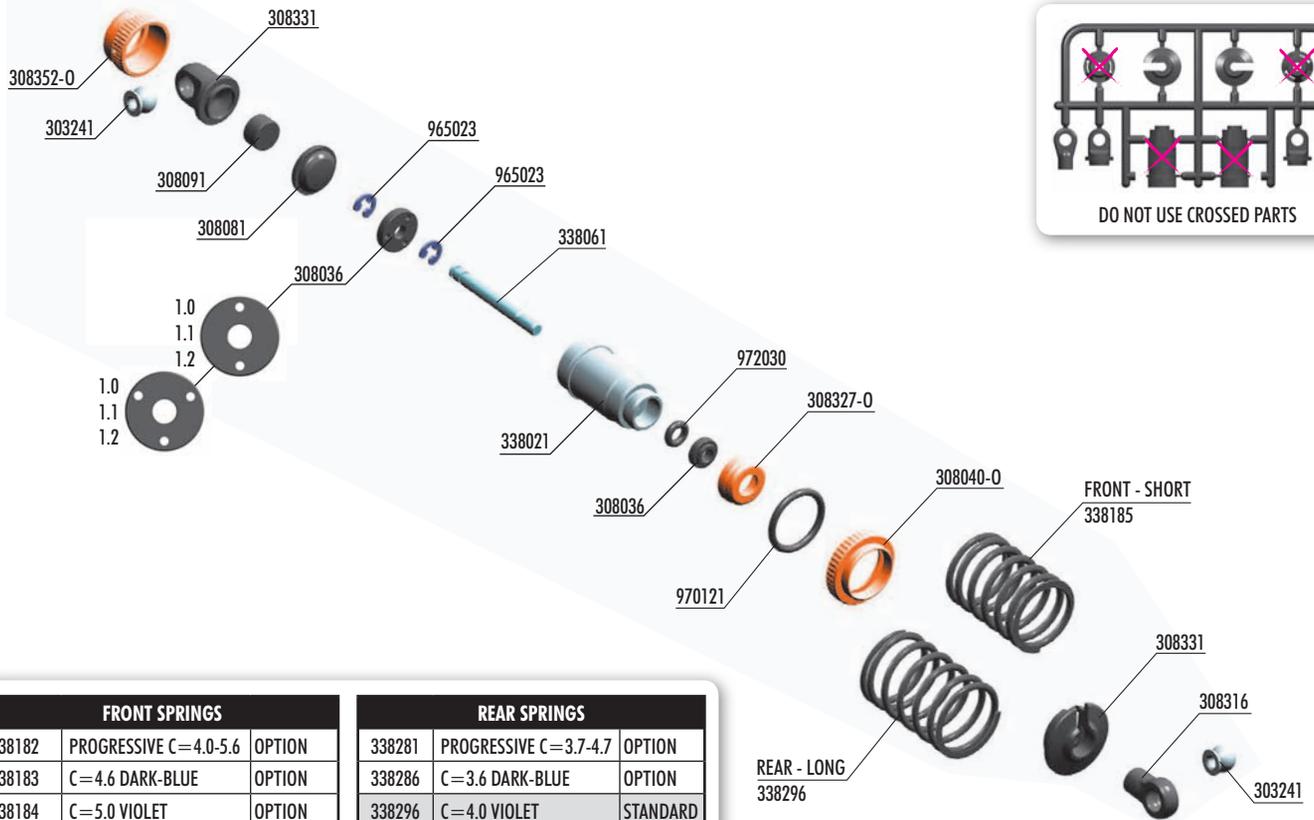
902306
SH M3x6



IMPORTANT:
It is important to have the exact length of the linkage. Too long or too short link will cause the chassis bend and unwanted tweak problems. To check that the length is correct, composite balls must move freely.



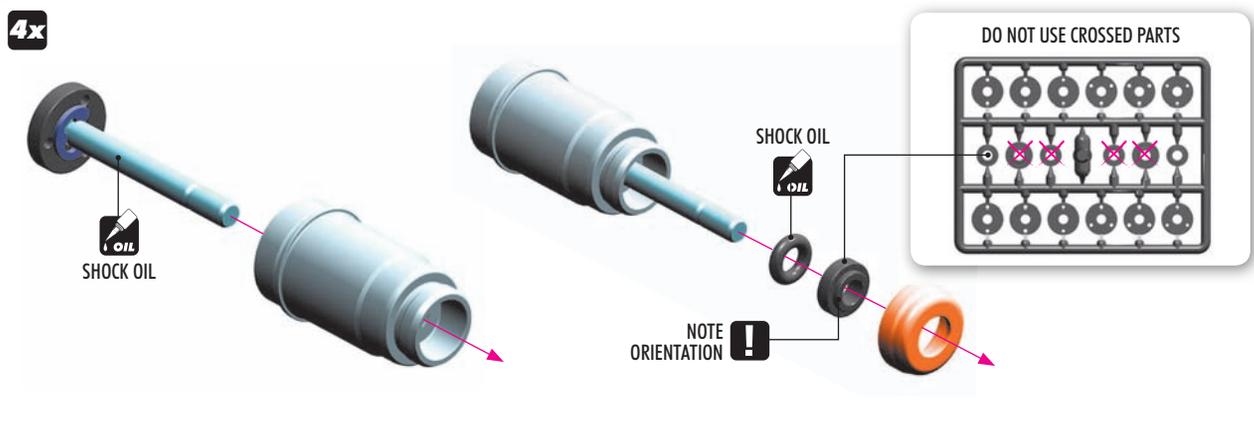
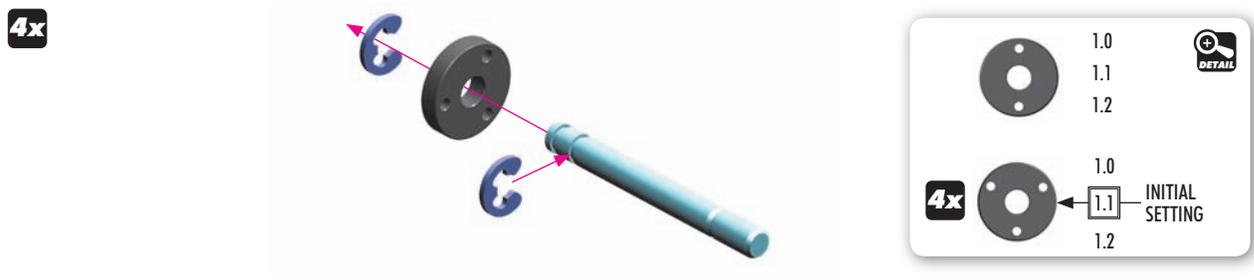
10. SHOCK ABSORBERS



FRONT SPRINGS			REAR SPRINGS		
338182	PROGRESSIVE C=4.0-5.6	OPTION	338281	PROGRESSIVE C=3.7-4.7	OPTION
338183	C=4.6 DARK-BLUE	OPTION	338286	C=3.6 DARK-BLUE	OPTION
338184	C=5.0 VIOLET	OPTION	338296	C=4.0 VIOLET	STANDARD
338185	C=5.4 LIGHT-PURPLE	STANDARD	338287	C=4.5 LIGHT-PURPLE	OPTION
338186	C=5.8 PURPLE	OPTION	338297	C=5.0 PURPLE	OPTION
338187	C=6.3 LIGHT-RED	OPTION	338288	C=5.6 LIGHT-RED	OPTION



- 303241 BALL UNIVERSAL 5.8 MM HEX (4)
- 308036 COMPOSITE NON-ADJUSTABLE PISTONS - DELRIN - V4
- 308040-0 SHOCK ADJ. NUT ALU + O-RING - ORANGE (4)
- 308081 SHOCK ABSORBER MEMBRANE - LOW (4)
- 308091 SHOCK FOAM INSERTS - LOW (4)
- 308316 COMPOSITE SHOCK BALL JOINT - OPEN (4)
- 308327-0 ALU CAP FOR XRAY SHOCK BODY - ORANGE (2)
- 308331 COMPOSITE FRAME SHOCK PARTS 4-STEP - SHORT
- 308352-0 ALU SHOCK CAP-NUT WITH HOLE - ORANGE (2)
- 338001-0 ALU SHOCK ABSORBER-SET - ORANGE (2)
- 338021 ALU SHOCK BODY (2)
- 338061 HARDENED SHOCK SHAFT (2)
- 338185 SPRING-SET D=1.8 (33 LB) LIGHT-PURPLE - MEDIUM-MEDIUM HARD - FRONT (2)
- 338296 SPRING-SET D=1.7 (28 LB) VIOLET - MEDIUM - REAR (2)
- 965023 E-CLIP 2.3 (10)
- 970121 O-RING 12.1x1.6 (10)
- 972030 SILICONE O-RING 3x2 (10)





4x

SHOCK OIL

1

2

Be careful not to cross-thread the collar on the shock body.

INCORRECT ✗

CORRECT ✓

4x

1~2mm

4x

SHOCK OIL

SHOCK FILLING

- 1 Fully extend the piston rod so the piston is at the bottom of the shock body.
- 2 Hold the shock upright and slightly overfill the shock body with shock oil.
- 3 Let the oil settle and allow air bubbles to rise to the top. Slowly move the piston up and down until no more air bubbles appear. Add shock oil as necessary.
- 4 Pull the piston rod most of the way out of the shock body. Let the shock rest for 5 minutes to allow the air bubbles to escape.

4x

CUTAWAY VIEW

After you insert the membrane ensure that it sits properly all around the alu cup properly.

4x

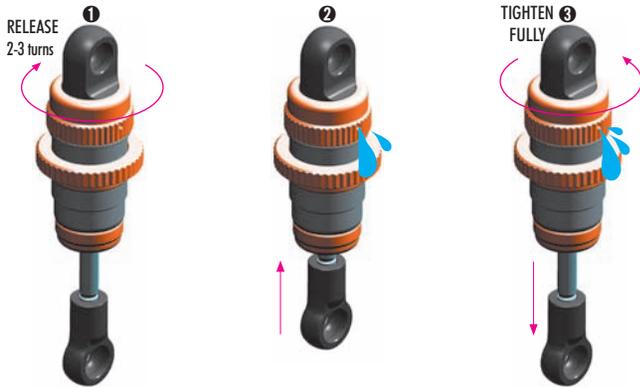
When installing the shock cap assembly on the shock body, some oil will leak out... this is normal.

Fully tighten the cap and clean off any excess oil.

After the shock is assembled, the shock rod will push itself out of the shock body fairly quickly.

Follow the next procedure to adjust the rebound.

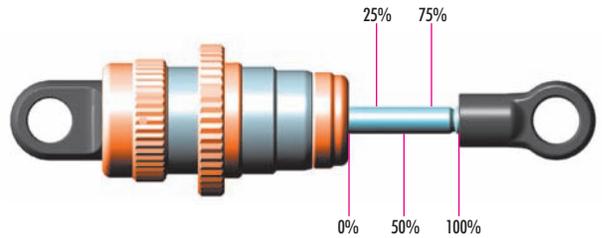
4x



REBOUND ADJUSTMENT

AFTER THE SHOCK IS ASSEMBLED YOU HAVE TO SET THE SHOCK REBOUND.

- 1 Release the shock cap by 2-3 turns.
- 2 Push the shock shaft fully up. For the first time the extra oil will release through the hole in the alu cap-nut.
- 3 Tighten the shock cap. When tightening the shock cap, extra oil will again release through the hole in the alu cap - nut. When tightening, the shock shaft will push out from the shock body.



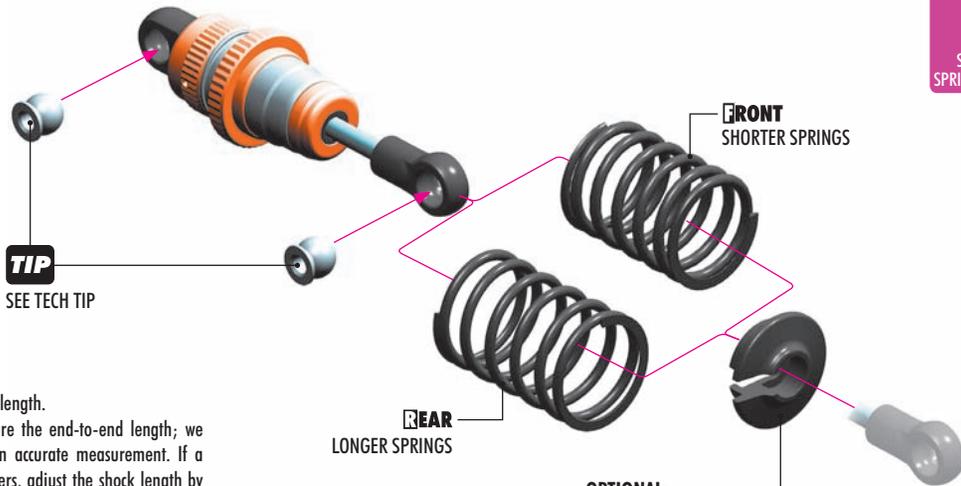
REBOUND CHECK

It is very important to push the shock shaft into the shock body slowly otherwise air can come into the shock body which would create bubbles.

- 100% rebound - repeat step 2 and 3 two - three times
- 75% rebound - repeat step 2 and 3 until the shock shaft will push out 75% of its length
- 50% rebound - repeat step 2 and 3 until the shock shaft will push out 50% of its length
- 25% rebound - repeat step 2 and 3 until the shock shaft will push out 25% of its length
- 0% rebound - repeat step 2 and 3 until the shock shaft will push out 0% of its length

If the shock shaft does not rebound enough, you will have to refill the shock with shock oil, and then repeat the bleeding and rebound adjustment procedure.

4x



TIP
SEE TECH TIP

SHOCK LENGTH ADJUSTMENT:

It is VERY important that all shocks are equal length. Fully extend the shock absorber and measure the end-to-end length; we recommend using digital calipers to give an accurate measurement. If a shock absorber is shorter or longer than others, adjust the shock length by tightening or loosening the ball joint on the shock rod.

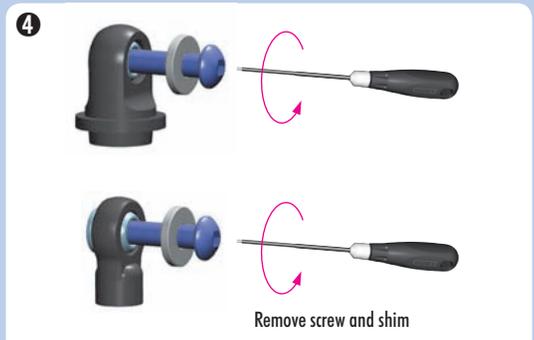
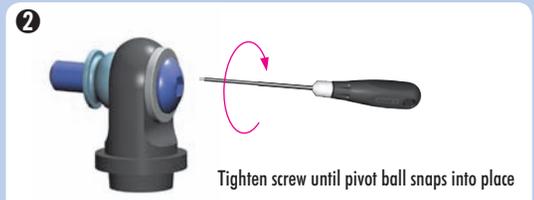
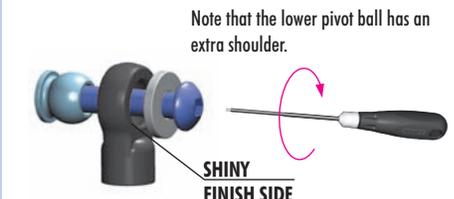
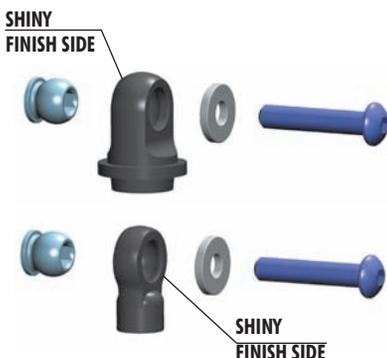


TECH TIP

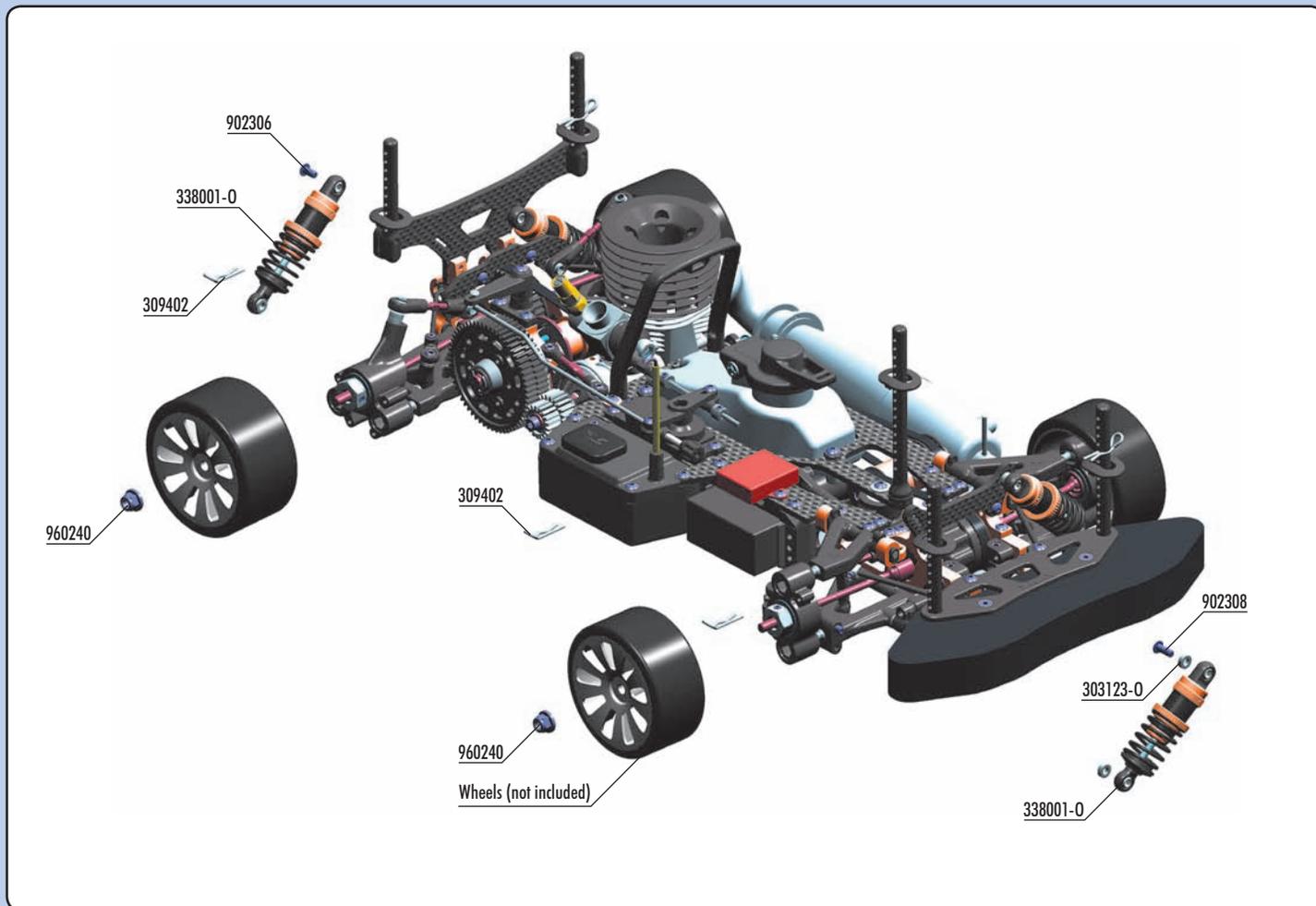
Follow this tech tip to properly install pivot balls into the top pivot and bottom ball joint.

- Parts needed:
- M3 x 16 SH screw
 - M3 shim

Note that the composite parts have two sides, noticeable around the pivot ball hole: one side has a shiny finish, the other side has a regular finish.



FINAL ASSEMBLY



- 30 3123-0 ALU SHOCK ABSORBER-SET - ORANGE (2)
- 30 9402 BODY CLIP FOR 6MM BODY POST (4)
- 33 8001-0 ALU SHOCK ABSORBER-SET - ORANGE (2)

- 90 2306 HEX SCREW SH M3x6 (10)
- 90 2308 HEX SCREW SH M3x8 (10)
- 96 0240 NUT M4 WITH SERRATED FLANGE (10)



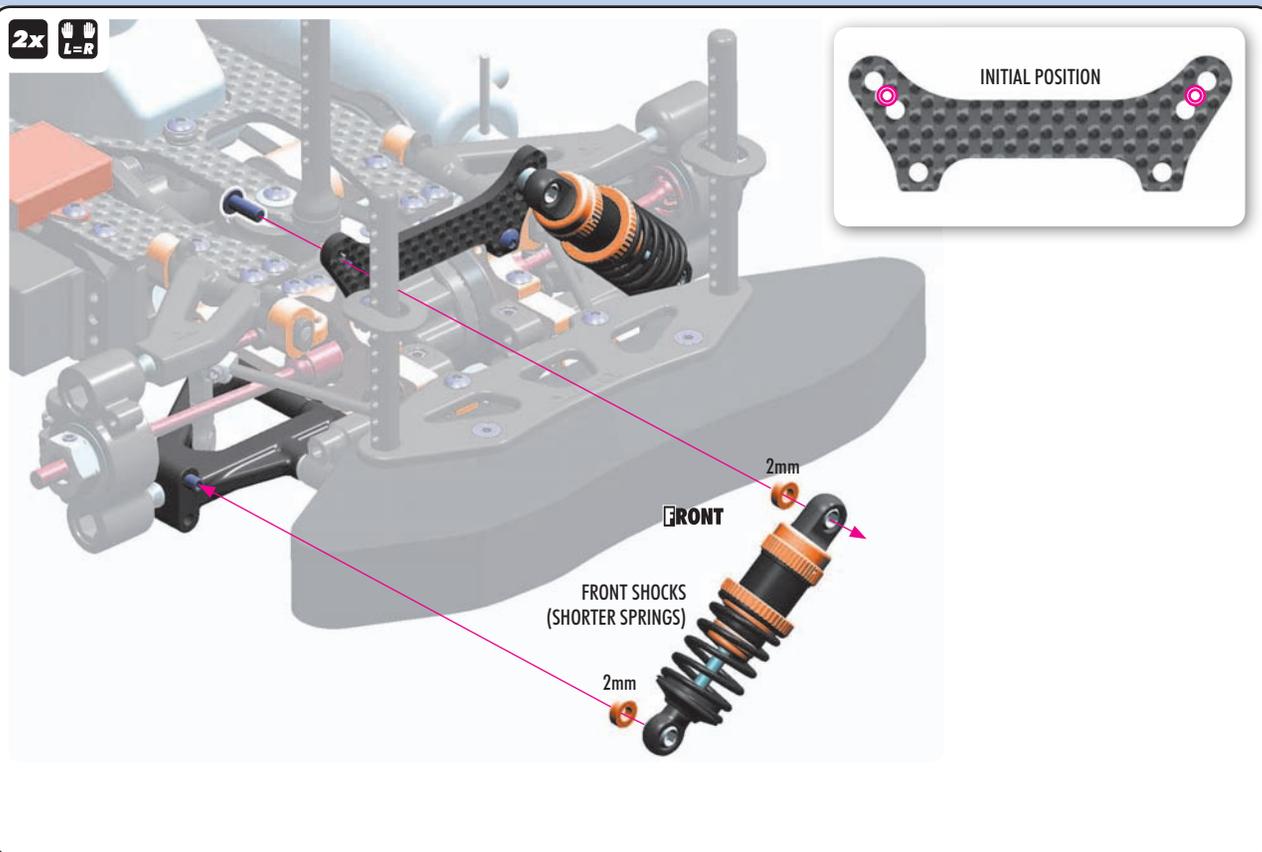
303123-O

 SHIM 3x6x2



902308

 SH M3x8





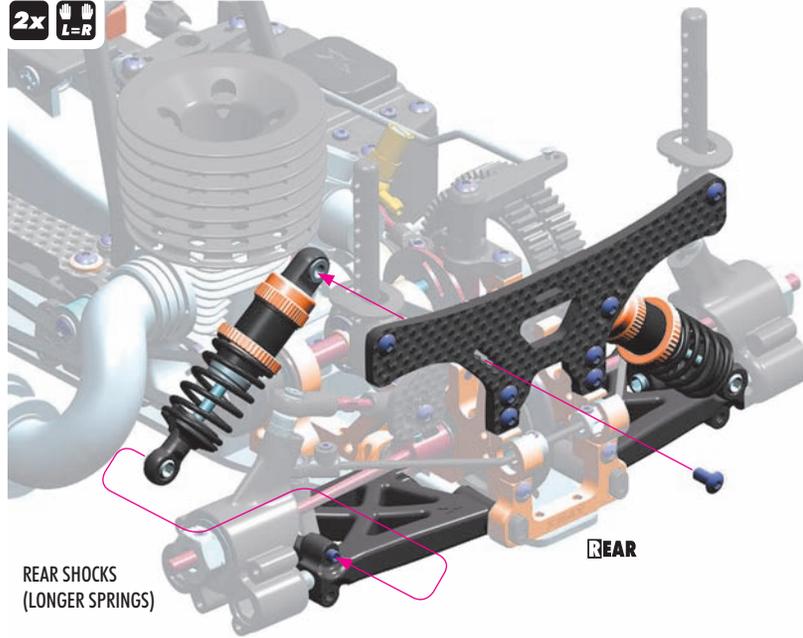
SET-UP BOOK

 SHOCK POSITION ADJUSTMENT



902306
SH M3x6

2x
L=R



REAR SHOCKS
(LONGER SPRINGS)

REAR



INITIAL POSITION

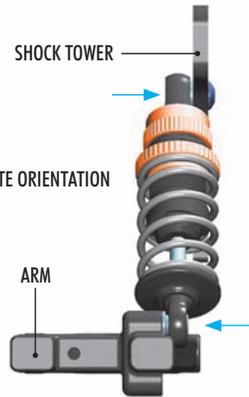


SHOCK TOWER



NOTE ORIENTATION

ARM



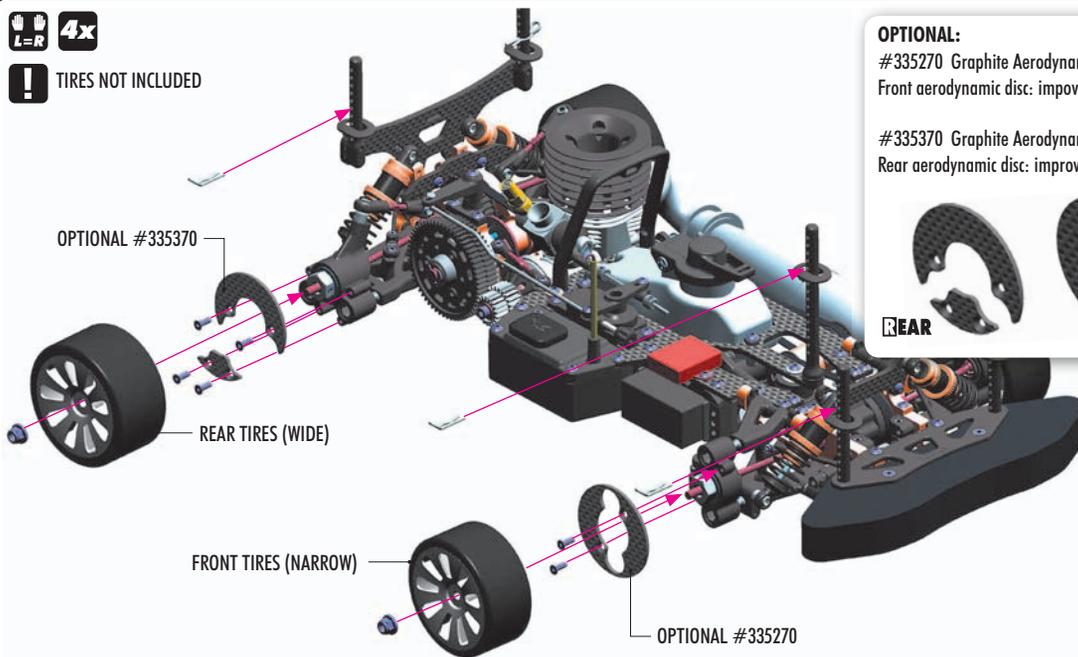
SHOCK POSITION
ADJUSTMENT



960240
N M4

4x
L=R

TIRES NOT INCLUDED



OPTIONAL #335370

REAR TIRES (WIDE)

FRONT TIRES (NARROW)

OPTIONAL #335270

OPTIONAL:

#335270 Graphite Aerodynamic Disk - FRONT
Front aerodynamic disc: improves steering

#335370 Graphite Aerodynamic Disk - REAR
Rear aerodynamic disc: improves stability and traction

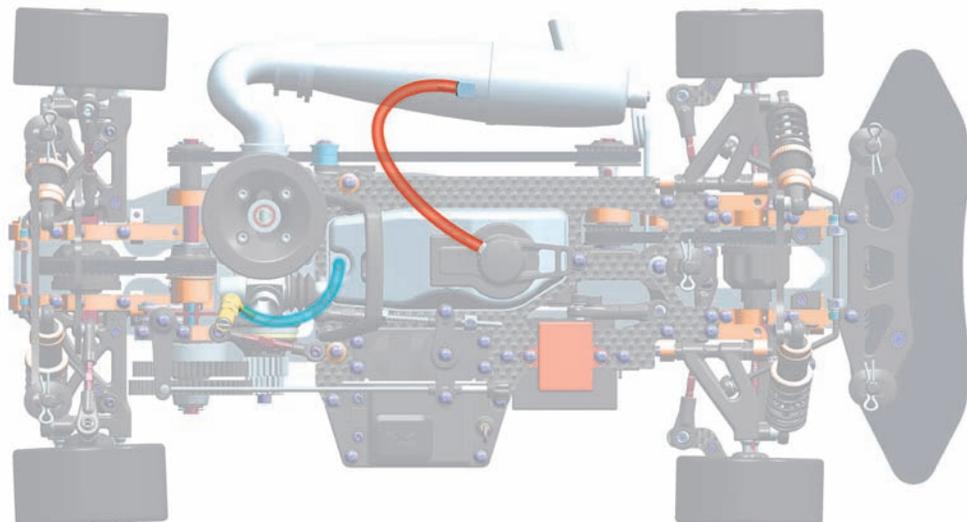


REAR

FRONT

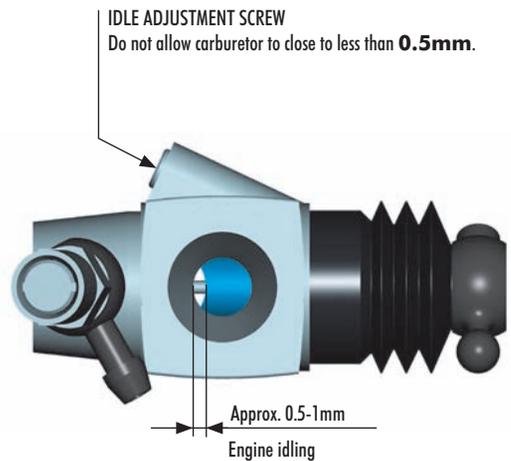
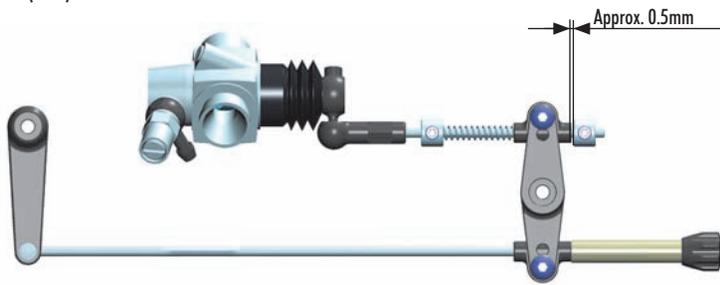
Cut 2 pieces of silicone tubing and install as follows: **SILICONE TUBE MARKED AS RED = FROM MUFFLER TO FUEL TANK CAP**

SILICONE TUBE MARKED AS BLUE = FROM FUEL TANK TO CARBURETOR



CARB LINKAGE ADJUSTMENT

NEUTRAL (IDLE)



Turn on transmitter and receiver and set the throttle servo trim to the neutral position.

Adjust the idle adjustment screw on the carburetor to open approx. 0.5-1mm.

Adjust both collars on the carb and brake linkages accordingly. The carb linkage must have approximately 0.5mm of preload on the spring at neutral.

DO NOT ADJUST while the engine is running.

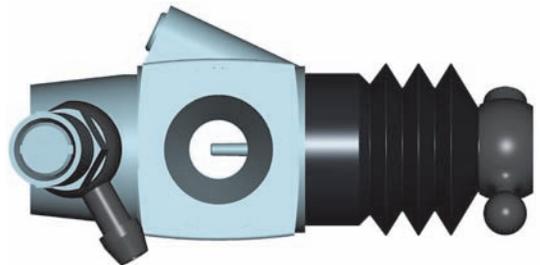
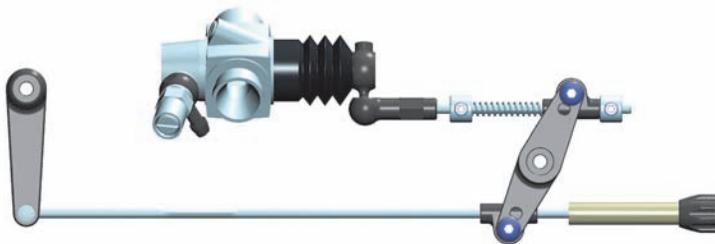
IDLE ADJUSTMENT SCREW

Do not allow carburetor to close to less than **0.5mm**.

Approx. 0.5-1mm

Engine idling

FULL THROTTLE

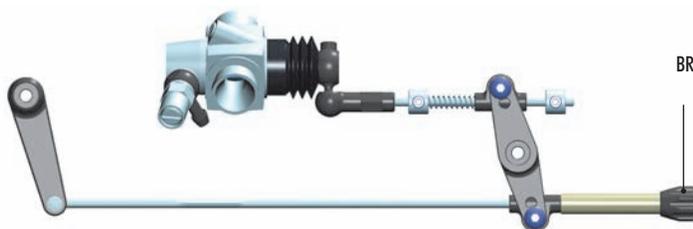


With the engine NOT RUNNING but the receiver turned ON, apply full throttle at the transmitter.

Adjust the transmitter's throttle servo high-end point so that the servo horn fully opens the carburetor when the transmitter's throttle control (e.g., throttle trigger) is at 95% of full throttle. The servo should not have excessive strain when at full throttle, or throttle/carb damage will result.

If the transmitter does not have throttle high-end point adjustment, adjust the throttle linkage pivot position on the servo horn until full throttle is obtained.

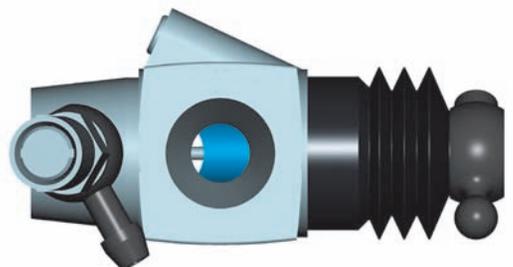
BRAKE



BRAKE ADJUSTING COLLAR

Adjust the composite collar on the brake linkage so the brakes work smoothly.

If the brakes apply too much or not enough, adjust the collar accordingly. If your transmitter has throttle servo low-end point adjustment (or brake adjustment), use that to set the appropriate amount of throttle servo horn throw.



SET-UP SHEET

XRAY NT1'15

RACE			
TRACK			
NAME	DATE		
CITY	COUNTRY		

TEMPERATURE / °F or °C	AIR	TRACK
------------------------	-----	-------

LAPS	BEST LAP TIME	sec
------	---------------	-----

QUALIFYING POSITION	FINAL POSITION
---------------------	----------------

TRACK CONDITION	<input type="checkbox"/> SMOOTH	<input type="checkbox"/> MEDIUM	<input type="checkbox"/> BUMPY
	<input type="checkbox"/> TECHNICAL	<input type="checkbox"/> MIXED	<input type="checkbox"/> FAST
TRACK TRACTION	<input type="checkbox"/> LOW	<input type="checkbox"/> MEDIUM	<input type="checkbox"/> HIGH

FRONT	DIFF	REAR
GEAR DIFF. OIL		

ONE WAY DIFFERENTIAL	<input type="checkbox"/> YES
SOLID ONE WAY DIFF.	<input type="checkbox"/> YES
SOLID AXLE	<input type="checkbox"/> YES
SOLID AXLE	<input type="checkbox"/> YES

GEARING			
PINION	1st 15 <input type="checkbox"/> 16 <input type="checkbox"/> 17 <input type="checkbox"/> 18 <input type="checkbox"/> 19 <input type="checkbox"/>	SPUR	1st 57 <input type="checkbox"/> 58 <input type="checkbox"/> 59 <input type="checkbox"/> 60 <input type="checkbox"/>
	2nd 20 <input type="checkbox"/> 21 <input type="checkbox"/> 22 <input type="checkbox"/> 23 <input type="checkbox"/> 24 <input type="checkbox"/>		2nd 53 <input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/>
PULLEY	25 <input type="checkbox"/> 26 <input type="checkbox"/>	RATIO 1st	RATIO 2nd

FRONT	SHOCKS	REAR
SPRING		
OIL		
REBOUND		
FOAM INSERTS		
PISTONS		
<input type="checkbox"/> 2 HOLES	<input type="checkbox"/> 1.0 mm	<input type="checkbox"/> 2 HOLES
<input type="checkbox"/> 3 HOLES	<input type="checkbox"/> 1.1 mm	<input type="checkbox"/> 3 HOLES
<input type="checkbox"/> OTHER	<input type="checkbox"/> 1.2 mm	<input type="checkbox"/> OTHER

ANTI-ROLL BAR	
<input type="checkbox"/> 0° <input type="checkbox"/> 30° <input type="checkbox"/> 45° <input type="checkbox"/> 60° <input type="checkbox"/> 90°	BLADE <input type="checkbox"/> STANDARD <input type="checkbox"/> 0.7 mm

FRONT	WIRE	REAR

FRONT	TIRES	REAR
LEFT		LEFT
RIGHT		RIGHT
MANUFACTURER		
SHORE /degr.		
mm	mm	mm
mm	mm	mm
DIAMETER		
5 MIN. WEAR		
RUBBER TIRES		

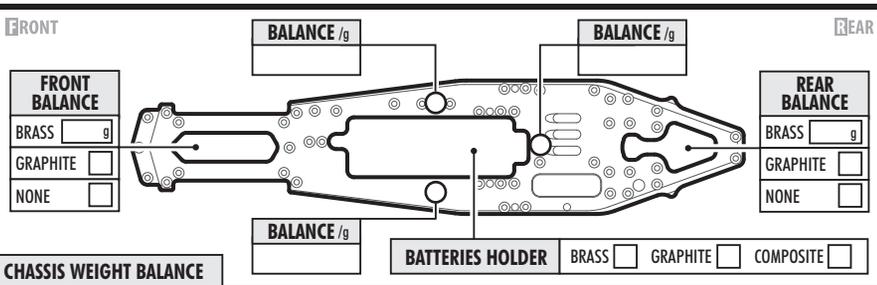
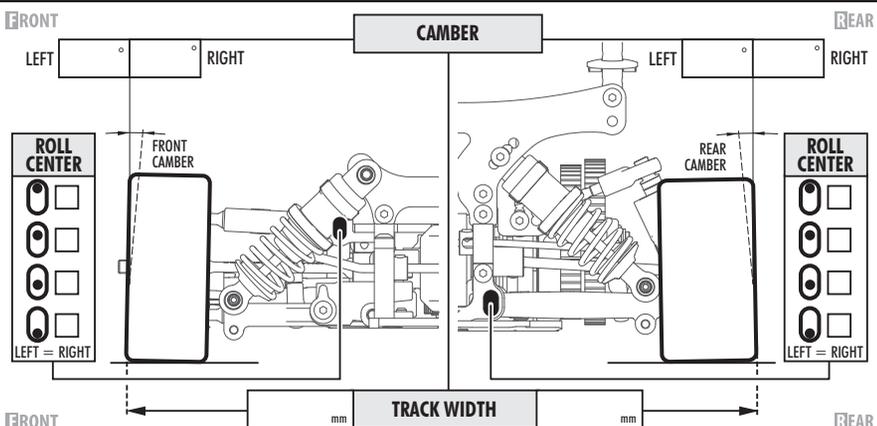
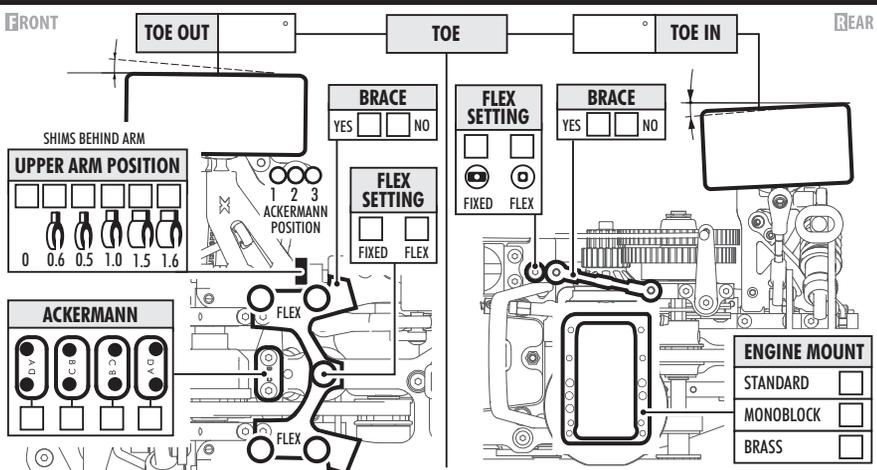
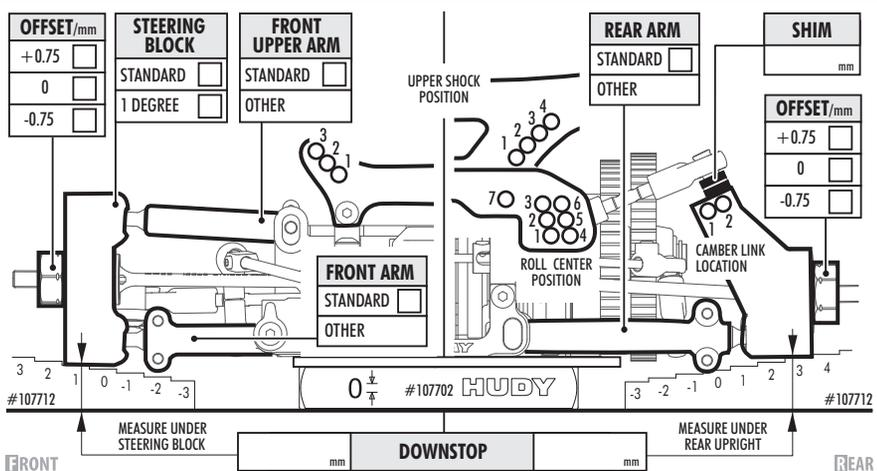
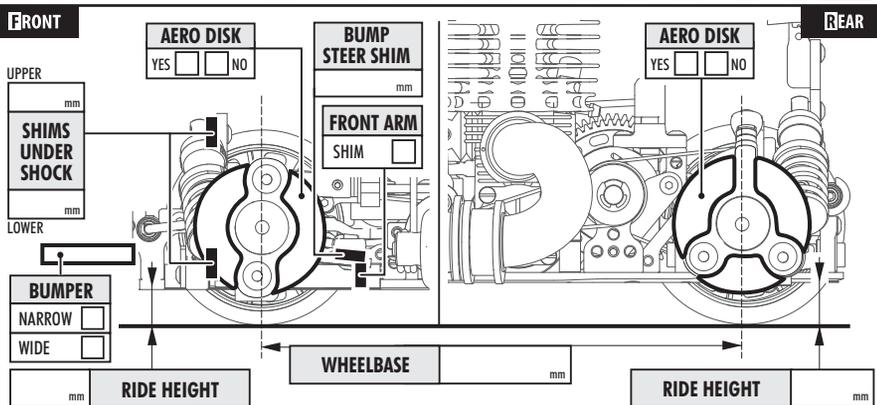
ENGINE	
ENGINE	FUEL
CARB. DIA /mm	HEAD CLEARANCE
MUFFLER	PLUG
	MANIFOLD

CLUTCH / BRAKE	
FLYWHEEL	<input type="checkbox"/> STANDARD
CLUTCH FLYWEIGHTS	<input type="checkbox"/> STANDARD
CLUTCH SHOE	CLUTCH SPRING <input type="checkbox"/> STANDARD
CLEARANCE /mm	ADJ. NUT
BRAKE PAD	<input type="checkbox"/> STANDARD

BODY

WING
WING HEIGHT
WING POSITION
WING SIDE PLATES

COMMENTS



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