



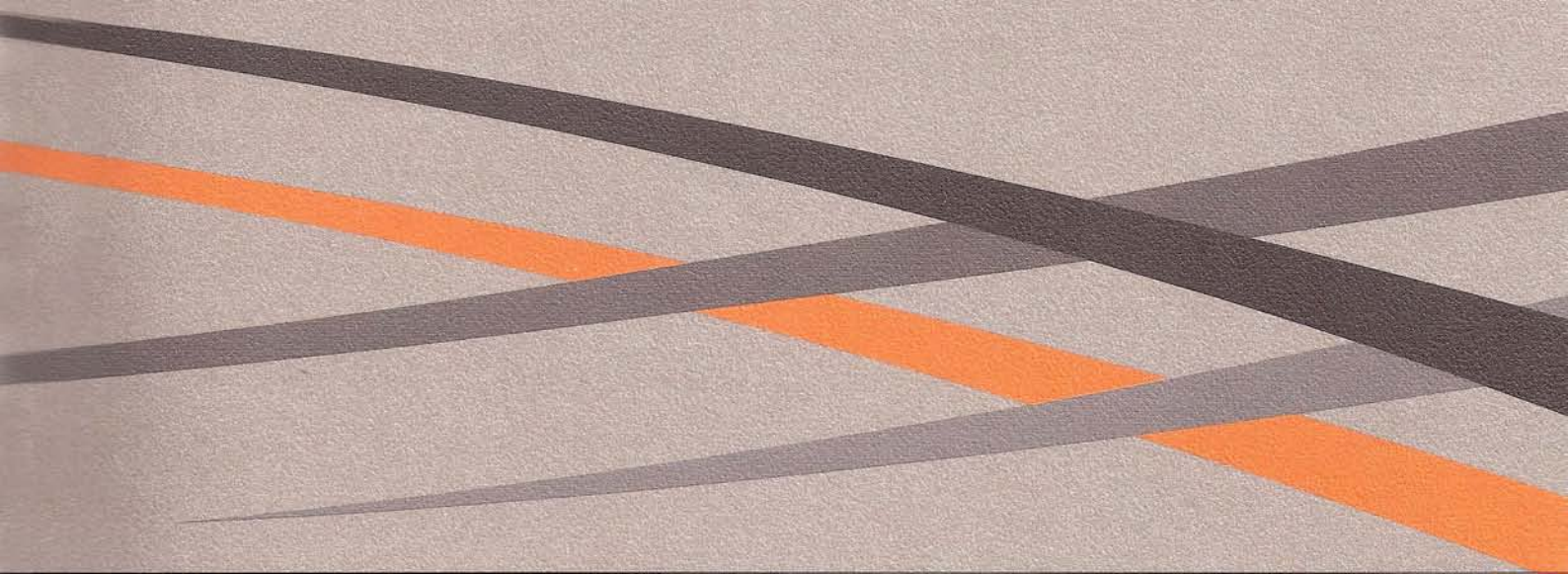
Team Magic  
G4RS  
Instruction & Setup Manual

DOWNLOADED FOR FREE FROM  
RC MANUFACTORY

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Instruction & Setup Manual





Thank you for choosing the Team Magic G4 RS. The G4 RS includes a large selection of the important specialty parts when compared to the previous versions. Before you start building your new G4 RS, we suggest you read through the instruction manual first. Be sure to check all assembly and performance tips before you start. We hope you enjoy the building processes.

### General Building Tips:

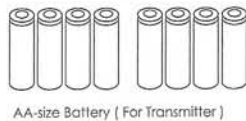
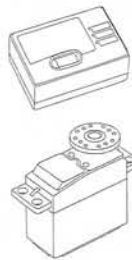
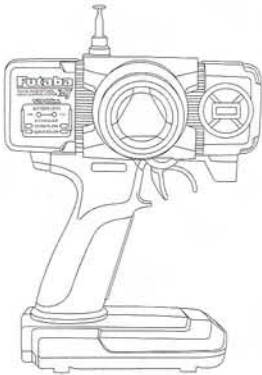
- ▶ Read the instruction manual before building.
- ▶ Clear a work area and try to work on a light color towel to avoid missing dropped parts.
- ▶ Don't over-tighten fasteners. Many assembly problems are caused by over-tightening screws or nuts. Don't use too large a grip. Please go slowly and feel the resistance build. Just snug it up.
- ▶ When it doesn't fit, please double check. If an assembly is not going together correctly, then either there really is a bad fit (e.g. a part is damaged or defective) or a mistake in assembly. Always re-read the instructions when there are any problems. If you cannot figure out what's wrong, always ask dealer, distributor or Team Magic. Don't use force beyond what the instructions call for.
- ▶ Using the right tools makes assembly much easier. The instructions below finely indicate you what tools to get to make things easier. We don't want to scare you by saying that all these tools are required, but you will have a easier time if you have them. Borrow them from a friend to check if necessary.
- ▶ The assembly is arranged so that you will open the bag and finish that bag before you go on to the next bag.

### A Good Dealer Is Extremely Important!!

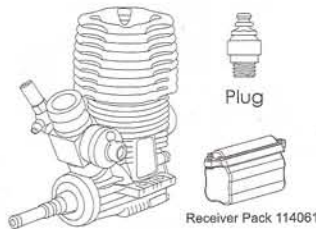
A good hobby dealer can help you with most assembly problems you might encounter. This is the main reason why you should buy your kits from a good dealer rather than from the cheapest dealer. Bring your problematic parts to the dealer and, most likely, you'll walk away soon thereafter with the problem solved. If you think that you really don't have the mechanical skills to complete the assembly, you may pay your dealer to finish the job for you.

## 1 Additional Items Needed For Operation

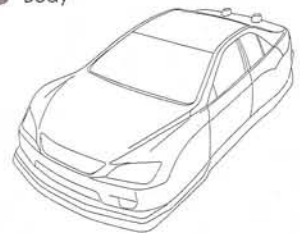
- 2 Channel Radio Set  
(Please read the instruction manual provided with your radio system before using it)



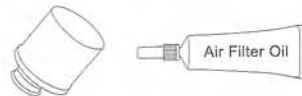
- 12 Class Rear Exhaust Engine



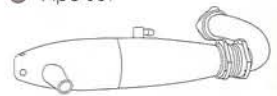
- Body



- Air Filter & Air Filter Oil

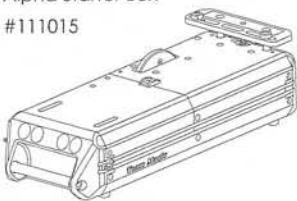


- Pipe Set



## 2 Additional Items Needed For Engine Starting

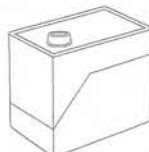
- Alpha Starter Box  
#111015



- TM Smart 300cc  
Super Soft Fuel Bottle  
#116047



- Fuel



- Black Magic 2000mah  
AA Lightweight Glow  
Starter Only  
#114301

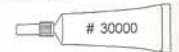


## 3 Tools Supplied

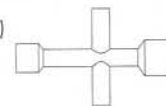
- Allen Wrench Set  
(1.5, 2.0, 2.5 & 5mm)  
#116042



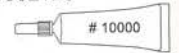
- #30000 Diff Silicone Oil  
#502295



- Cross Wrench  
(4, 5, 5.5 & 7mm)  
#116043



- #10000 Diff Silicone Oil  
#502123



- TM Black HC  
Flare Nut  
Wrench  
(2.6, 3.5, 4.5 & 6mm)  
#117101



- #600 Shock Silicone Oil  
#502125

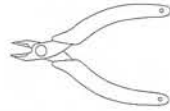


## 4 Extra Stuff Needed

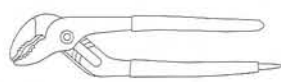
- Needlenose Pliers



- Cutting Pliers (used to hold shock shafts)



- Tongue and Groove Pliers (used to hold flywheel)



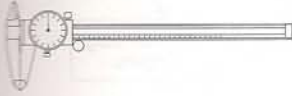
- Hobby Knife (Warning!! This knife cuts nylon parts and fingers with equal ease. Be careful.)



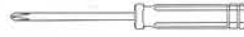
- TM Black HC Body Reamer (0-18mm) #117030



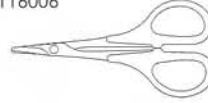
- Caliper



- Small Phillips Screwdriver (for pivoting body mount screws)



- Body Scissors (for body cutting) #116006

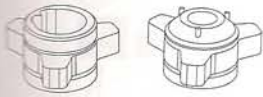


- Thread Lock



## 5 Helpful Items (suggested, but not required)

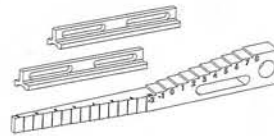
- Push Type Clutch Pinion Gear & 2 Speed Nut Removal Tool (for clutch housing with 3 holes) #116055



- Tool Insert (for 15T, 16T & 17T pinion gear) #116055-1



- Hard Coated Alum. Ride Height & Droop Gauge (w/support blocks) #116039-2



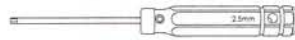
- 1/10 Touring Car Cambertoe Setup Gauge (for 4mm wheel shaft) #H7101



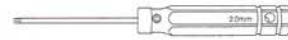
- TM Black HC Carb Tuning Slotted Screw Driver (4mm) #117023



- TM Black HC Hex Wrench Metric Size 1.5mm #117002-1M



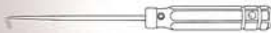
- TM Black HC Hex Wrench Metric Size 2.0mm #117002-2M



- TM Black HC Hex Wrench Metric Size 2.5mm #117002-3M



- TM Black HC Manifold Spring / Caster Clip Removal Tool #117028



- TM Black HC Pivot Ball Nut Hex Wrench 5mm #117006



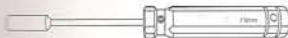
- TM Black HC Metric Ball Stud Nut Driver 5mm #117009



- TM Black HC Nut Driver 5.5mm (for 3mm nut) #117010



- TM Black HC Nut Driver 7mm (for 4mm nut) #117011



- TM Black HC Nut Driver 8mm (for glow plug & 5mm nut) #117012



- TM Black HC Push Type Clutch Nut Driver 10mm #117013



- TM 1/10 Setup Board (420x360mm) #116051



## 6 Cool Items (It would be good to have these items with your G4 RS)

- TM Racing T Shirt (Orange) #119223

- TM Racing T Shirt (Black) #119224



- TM Transmitter Bag (Black) #119206



- TM Starter Box Bag - Small (Black) #119207

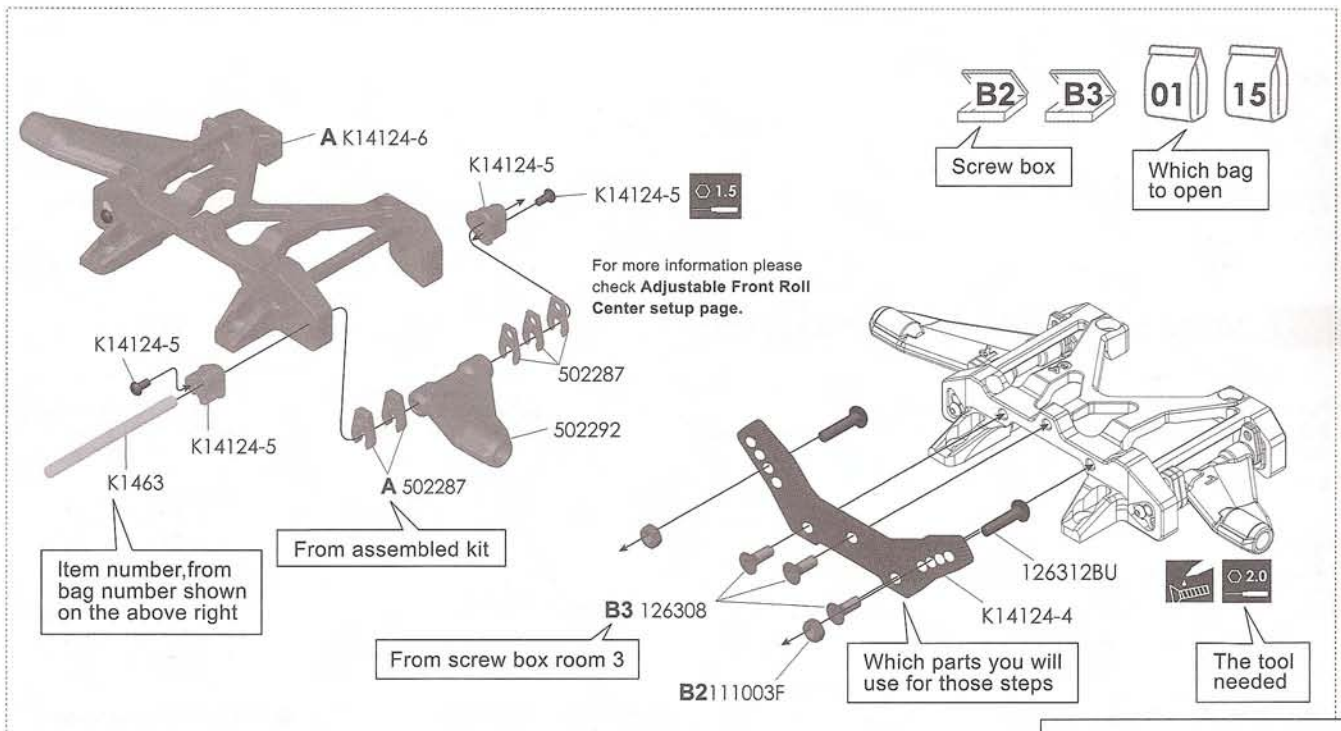


- TM New Formula 8 (F8) Car Bag (for 1/8 cars) #119220



**Open The Bags In Order**

The assembly is arranged so that you will open and finish that bag before you go on to the next bag. Sometimes you will have parts remaining at the end. These will become part of the following step.



The drawings below are 1:1 actual size drawings. Place your part on top of the drawing and compare it so it does not get confused with a similar part.

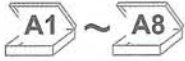
K14124-5 2x4mm Button Head Screw	126312BU 3x12mm Button Head Screw	111003F 3mm Flat Nut	126308 3x8mm Steel. F.H. Screw

















8 Icon ( The tool and action needed )

Clockwise	Anti Clockwise	Thread Lock	Needlenose Pliers	Cutting Pliers	Tongue & Groove Pliers	#116055 Removal Tool	#116043 Cross Wrench
1.5mm Hex Wrench	2.0mm Hex Wrench	2.5mm Hex Wrench	5.0mm Hex Wrench	5.0mm Nut Driver	5.5mm Nut Driver	10mm Nut Driver	

The manual that comes with the G4 RS is complete. However as development is a continuous process, up-to-date information about the G4 RS is provided on our web site: [www.teammagic.com.tw](http://www.teammagic.com.tw)

Here you will find the very latest information about the G4 RS, including reports by team racers and other experts with the latest tips, FAQ, set-ups, etc. So make sure to visit Team Magic site frequently. The parts inside the kit may vary because of the new development. We reserve the right to change any specification without prior notice.



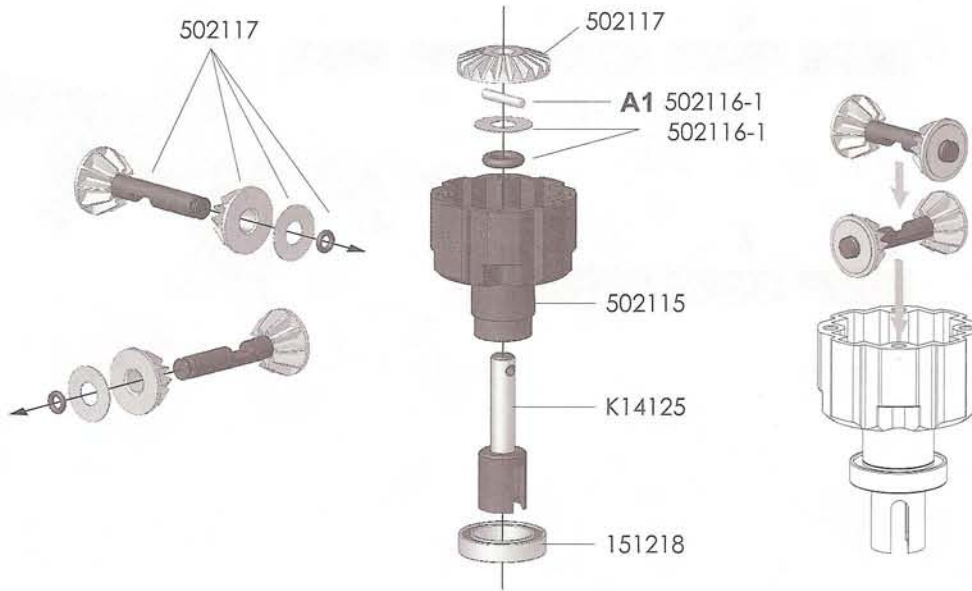
<p><b>A1</b></p>  116201  x 14 2x10.8mm Pin	<p><b>A2</b></p>  115024  x 12 4mm Ball Stud	<p><b>A3</b></p>  126303S  x 12 3x3mm Set Screw	<p><b>A4</b></p>  126308  x 51 3x8mm Steel F.H. Screw	<p><b>A5</b></p>  111007F  x 7 3mm Flat Locknut
<p><b>A6</b></p>  126306BU  x 18 3x6mm Steel B.H. Screw	<p><b>A7</b></p>  K1005  x 7 3x8mm Cap Stud	<p><b>A8</b></p>  111120  x 7 R6 R-clip		

# 01 Front Gear Differential

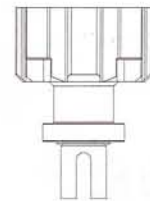
A1

01

B



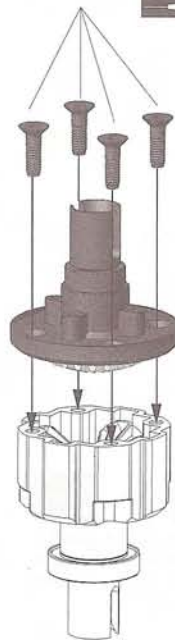
Fill with #30000 diff silicone oil to the top of the case. #30000 diff silicone oil is included to get the basic setup. For more information, please check Differential setup page.



126310  $\nabla 2.0$

A1

01





# 02 Lower Suspension Arm

L/R

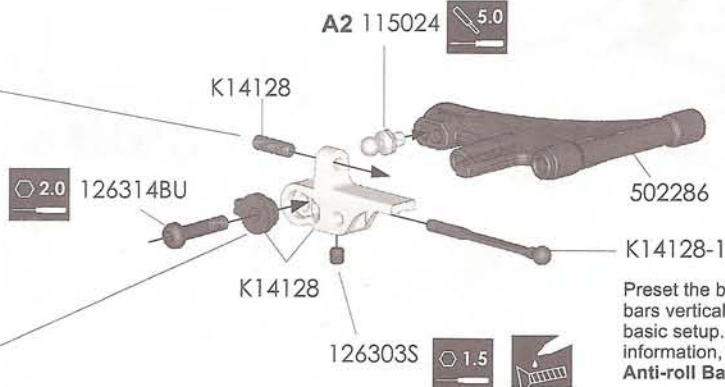
A2

A3

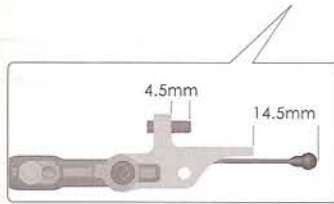
02

**K14128**    
 This set screws is used to adjust down stop to prevent the chassis from dragging on the ground. When the tires are big, it works. However, when tires wear down, it doesn't work. Though we seldom use this adjustment, we just include this for tuning opportunity. Please make sure you get the amount shown aside to have the basic setup.

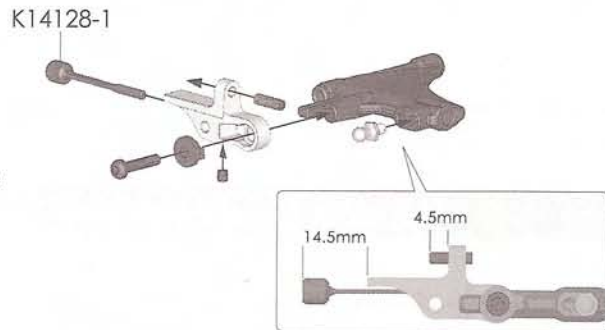
**K14128**  
 Please make these anti-roll bar adjusters facing two sides as shown to get basic setup. For more information, please check **Front Droop setup page**.



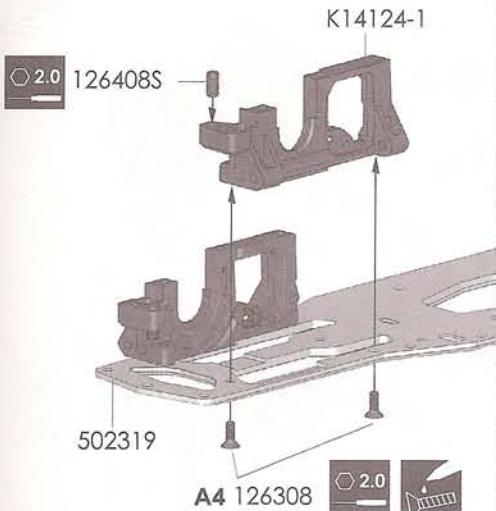
Preset the blade type anti-roll bars vertical to the ground as basic setup. For more information, please check **Front Anti-roll Bar setup page**.



Please make sure you get the amount shown aside to have the basic setup.

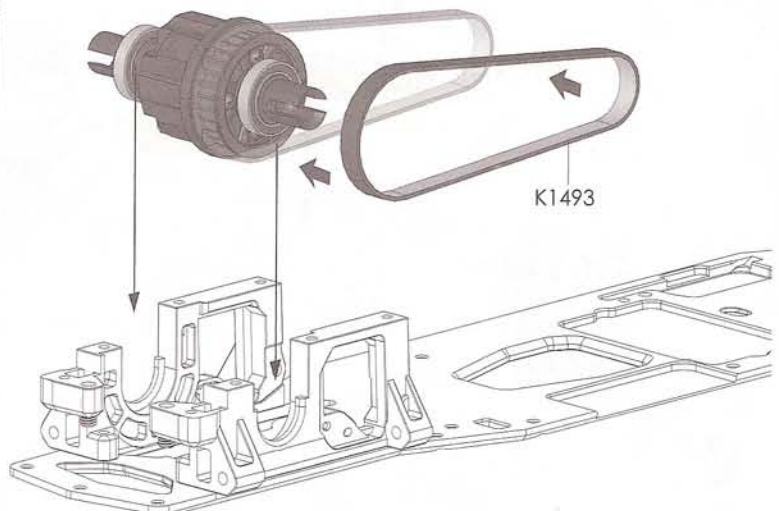


A4  



These 4x8mm set screws are used for droop setting purpose. Please make sure you get the amount shown aside to have the basic setup. For more information, please check **Front Droop setup page**.

02



  
 K14128  
 3x10mm  
 Set Screw

  
 126314BU  
 3x4mm  
 Steel B.H. Screw

  
 126303S  
 3x3mm  
 Set Screw

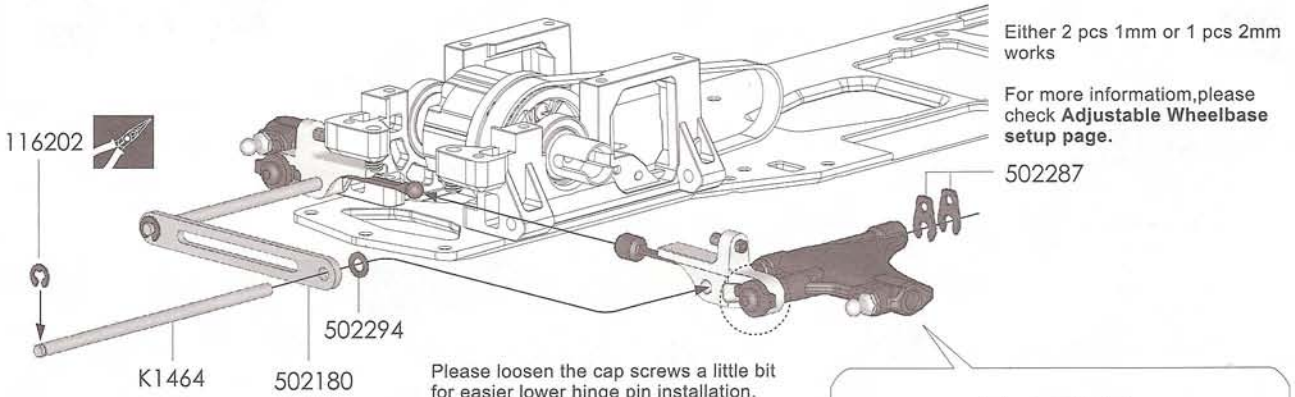
  
 115024  
 4mm  
 Ball Stud

  
 126408S  
 4x8mm  
 Set Screw

  
 126308  
 3x8mm  
 Steel F.H. Screw



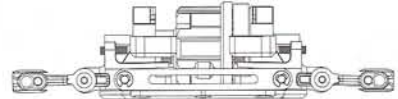
03



Either 2 pcs 1mm or 1 pcs 2mm works

For more information, please check Adjustable Wheelbase setup page.

Please loosen the cap screws a little bit for easier lower hinge pin installation. After install the pins, fasten them.



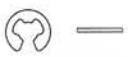
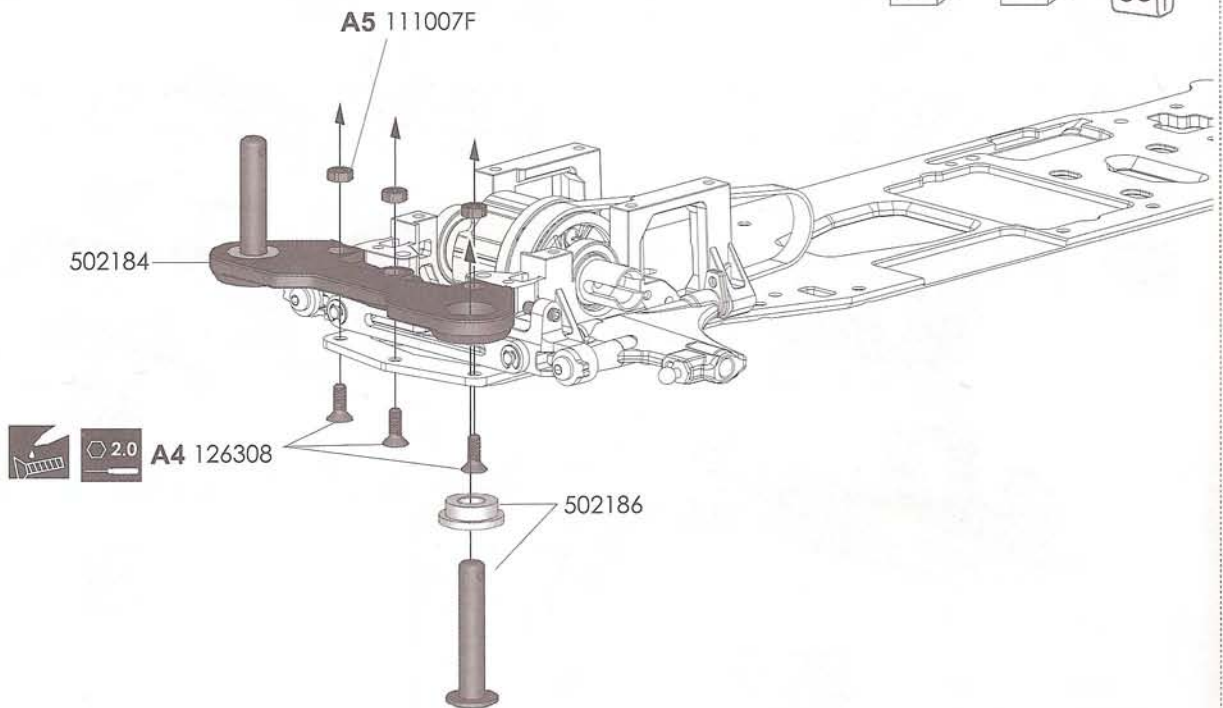
Check the drawing to make sure everything is correct on your assembly.

### 03 Upper & Lower Bumper

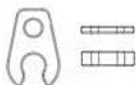
A4

A5

03



116202  
E clip 2.5



502287  
Flying wing clip  
and spacer

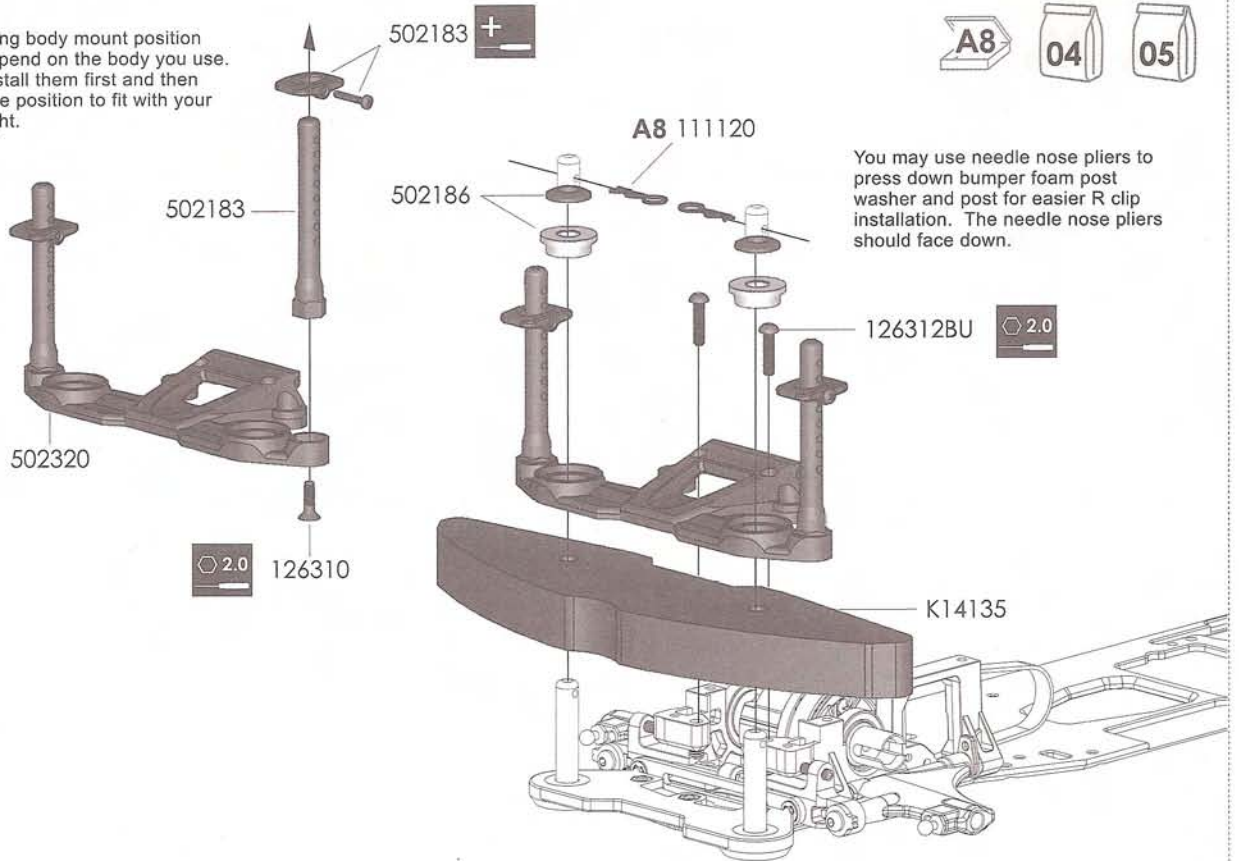


111007F  
3mm  
Flat Locknut

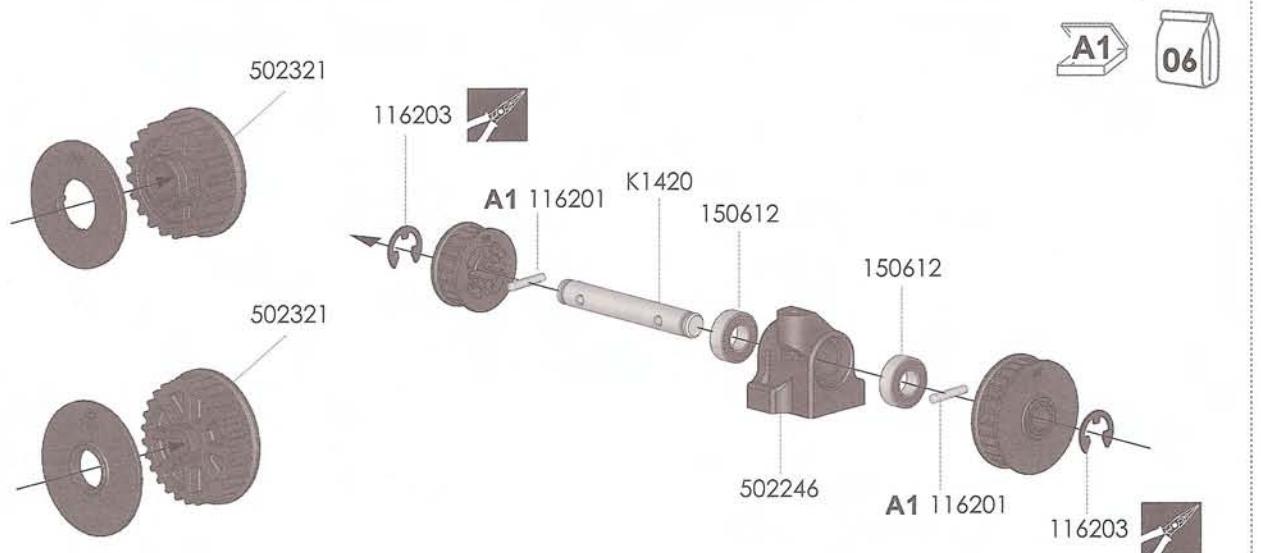


126308  
3x8mm  
Steel F.H. Screw

The pivoting body mount position should depend on the body you use. Please install them first and then change the position to fit with your body height.



## 04 Middle Mount



502183  
2x12mm  
Steel B.H. Screw



126310  
3x10mm  
Steel F.H. Screw



111120  
R6 R-clip



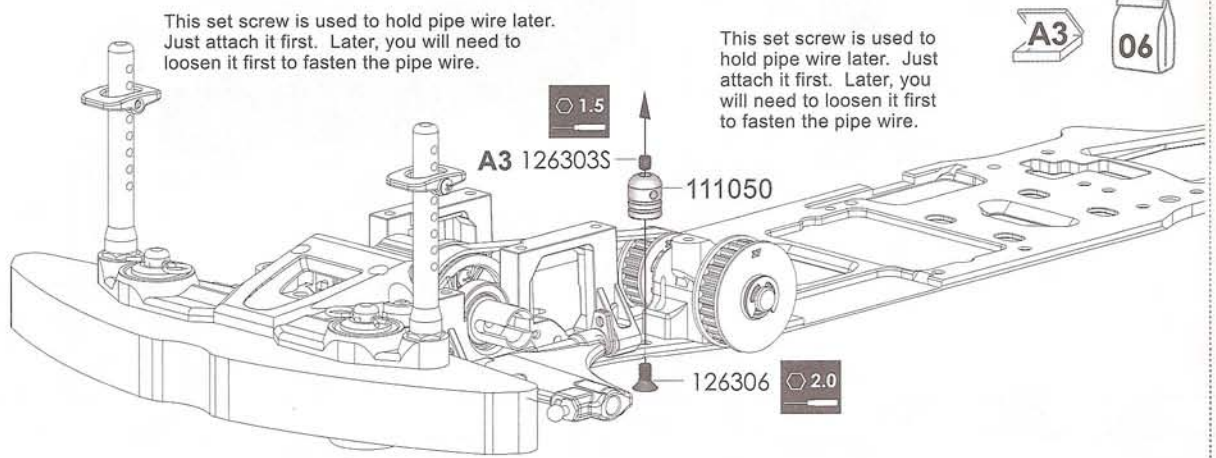
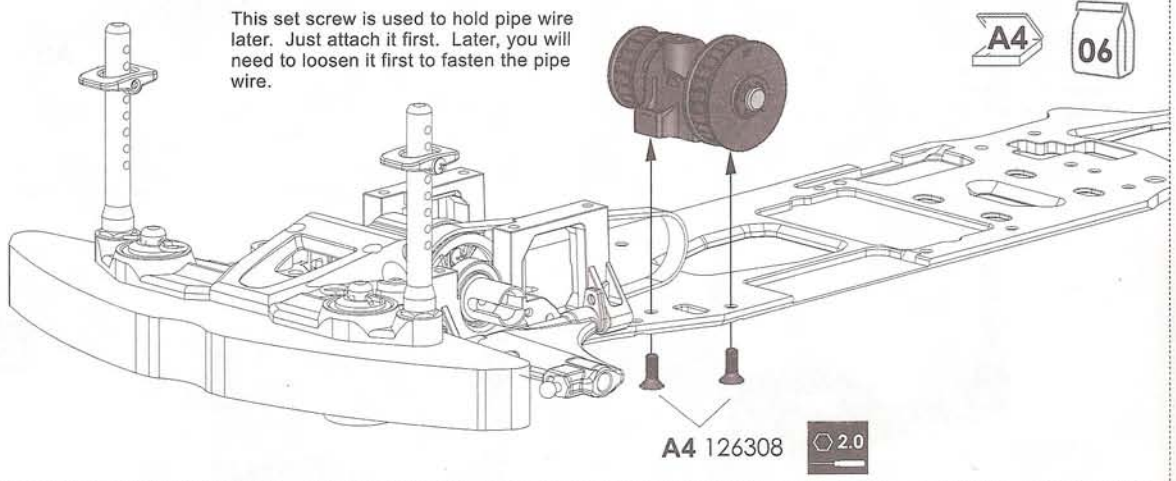
126312BU  
3x12mm  
Steel B.H. Screw



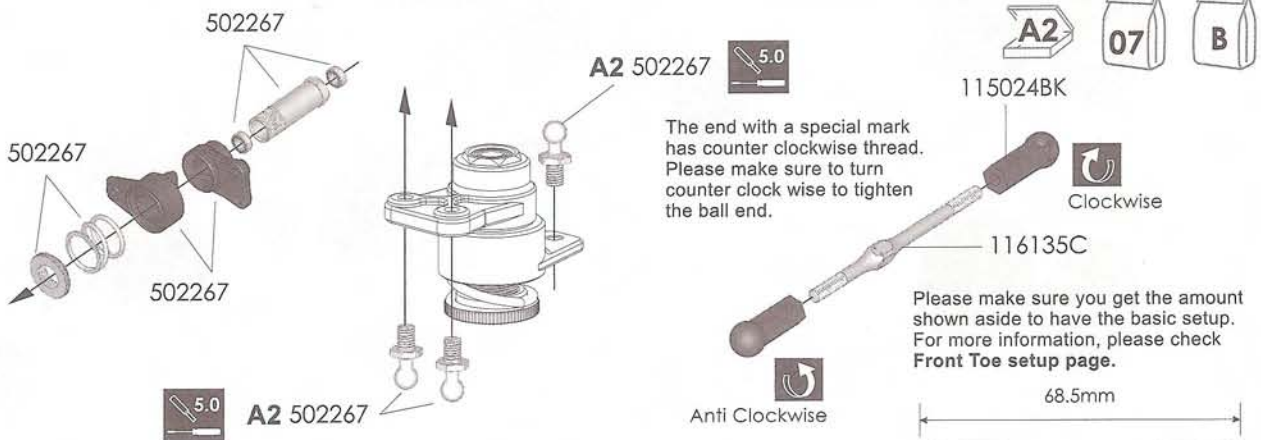
116203  
E clip 5



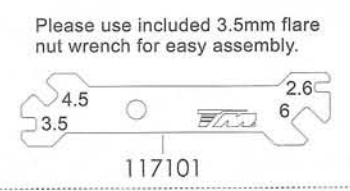
116201  
2x10.8mm  
Pin



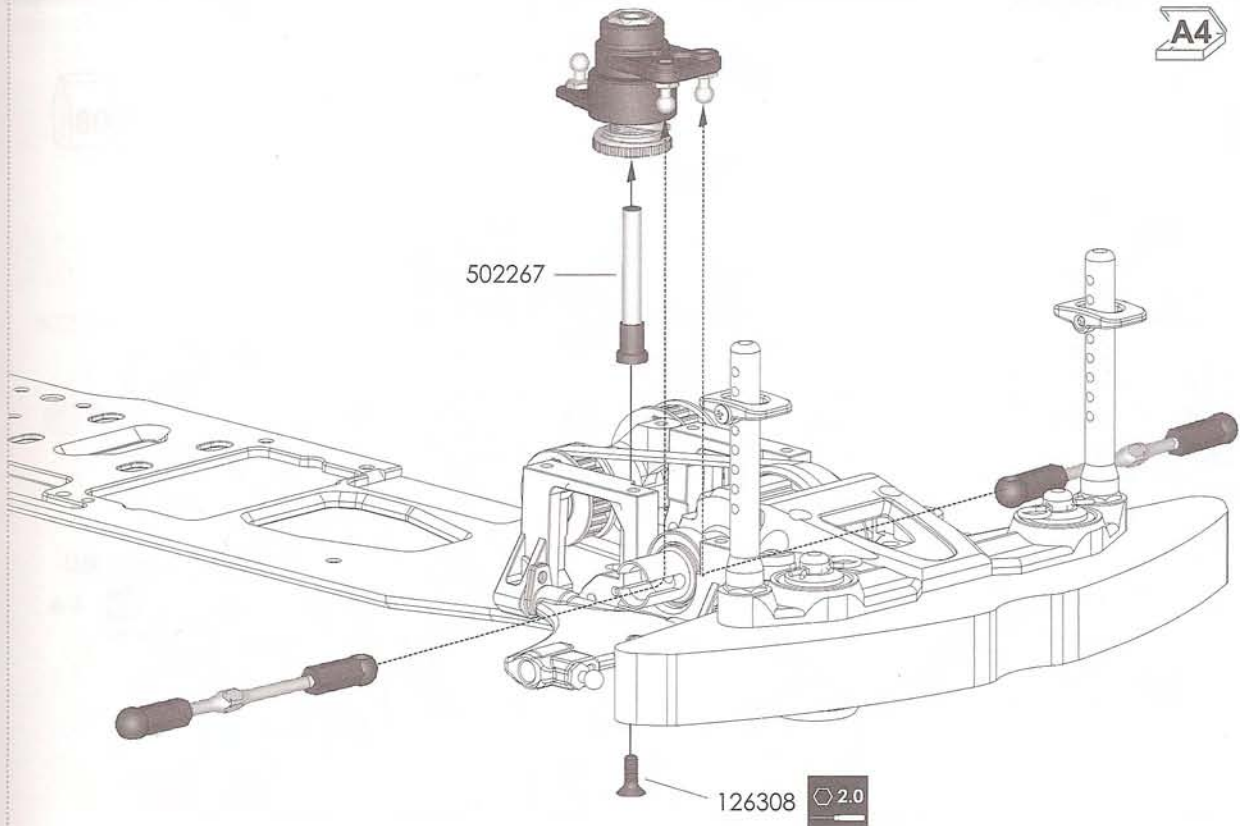
## 05 Servo Saver



126308 3x8mm Steel F.H. Screw	126303S 3x3mm Set Screw	126306 3x6mm Steel F.H. Screw	502267 4mm Ball Stud

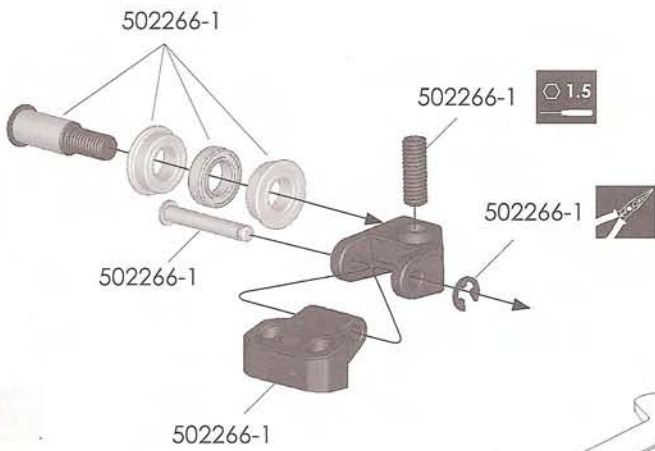


A4 07



**06** Rear Belt Tensioner

A4 07 D



502266-1 

502266-1 

126308 



126308  
3x8mm  
Steel F.H. Screw



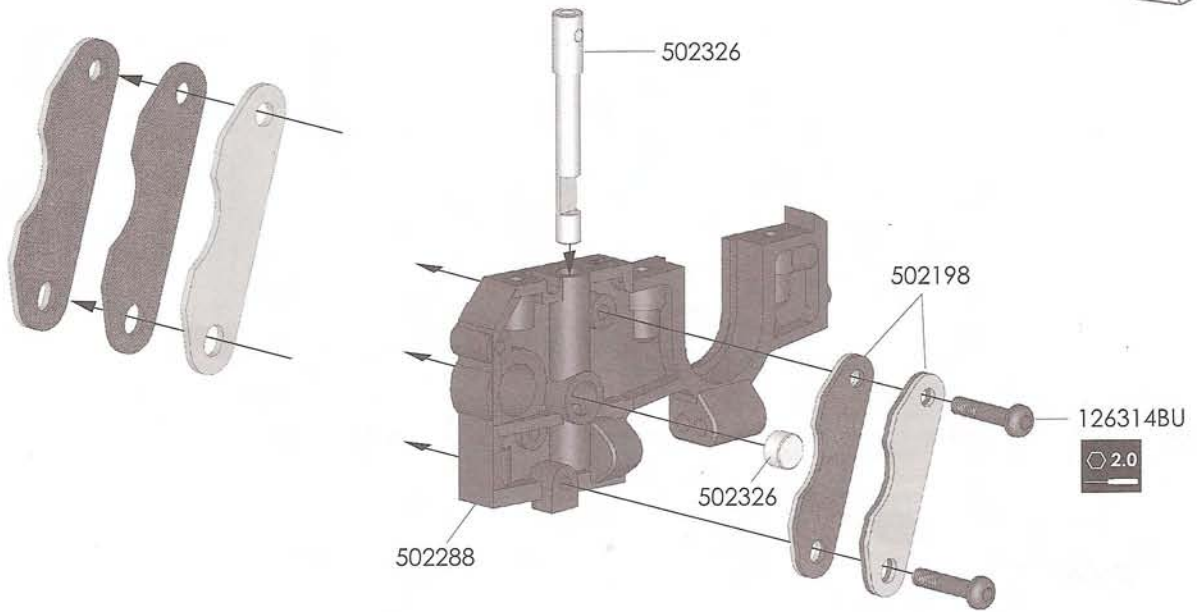
502266-1  
3x8mm  
Set Screw



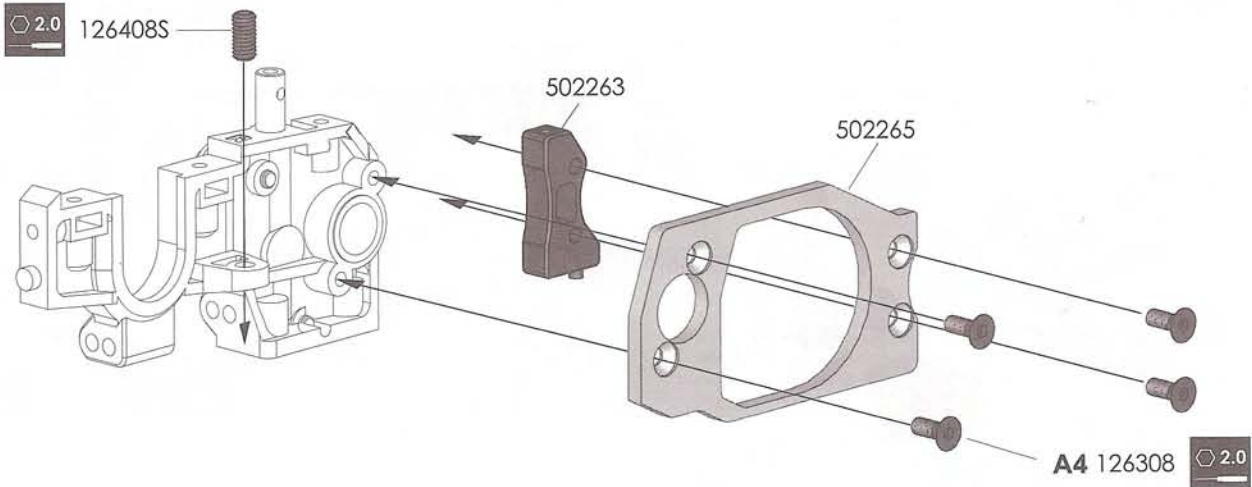
502266-1  
E-clip 1.5




# 07 Brake System

08

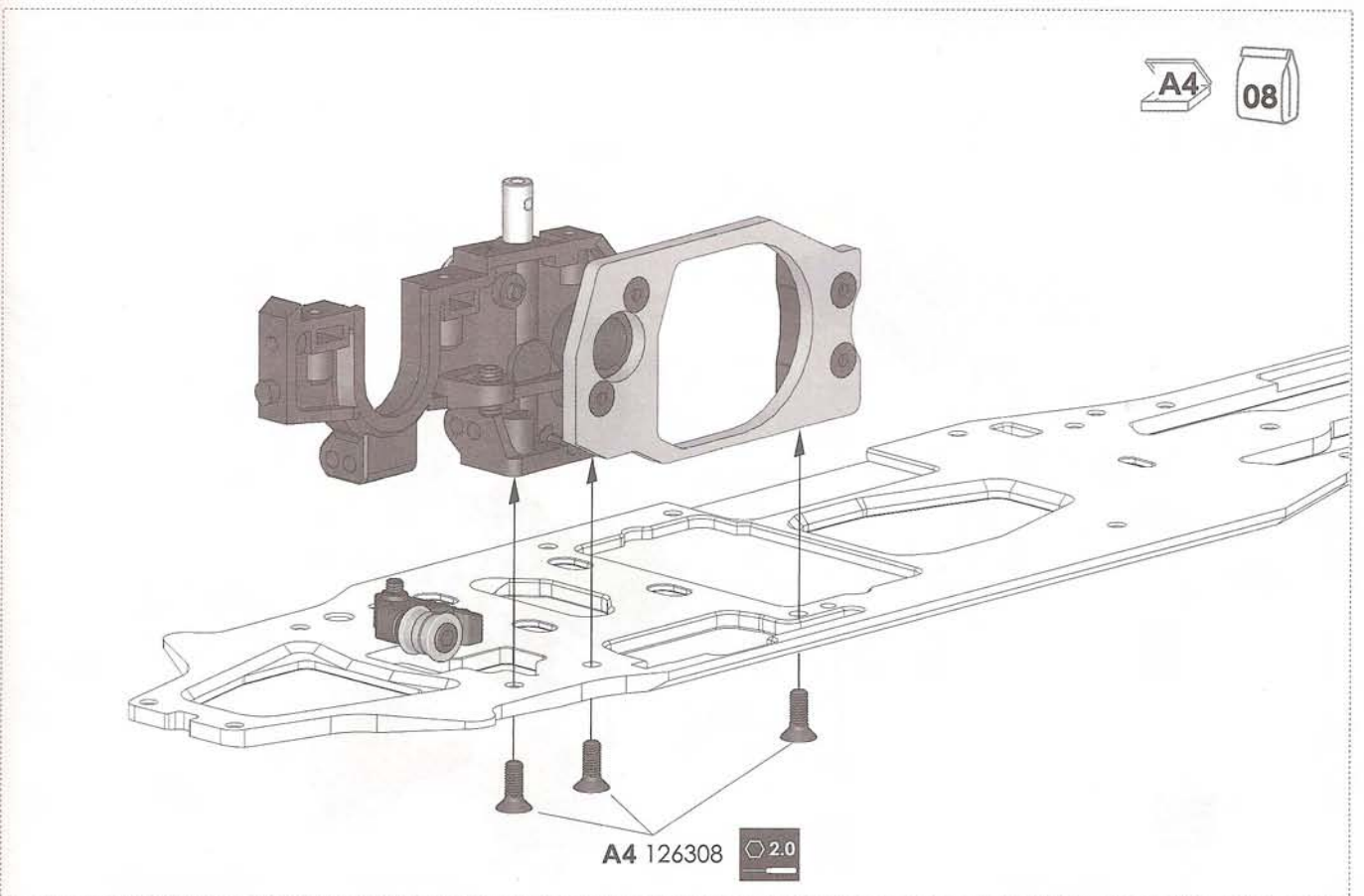
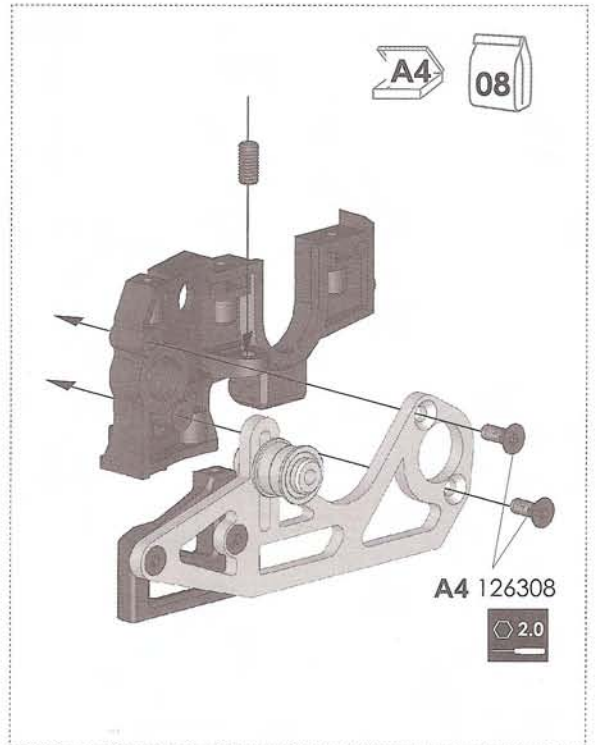
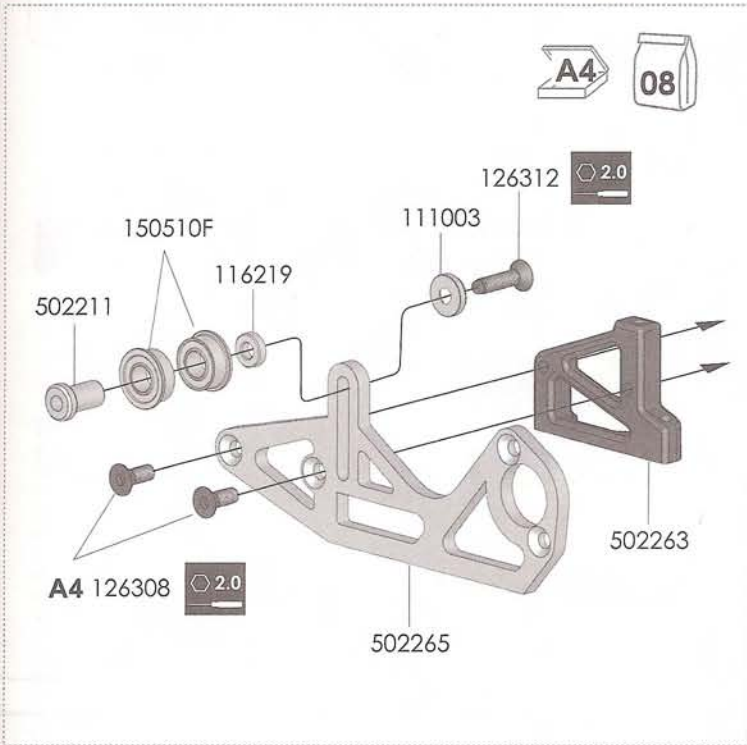




A4 08



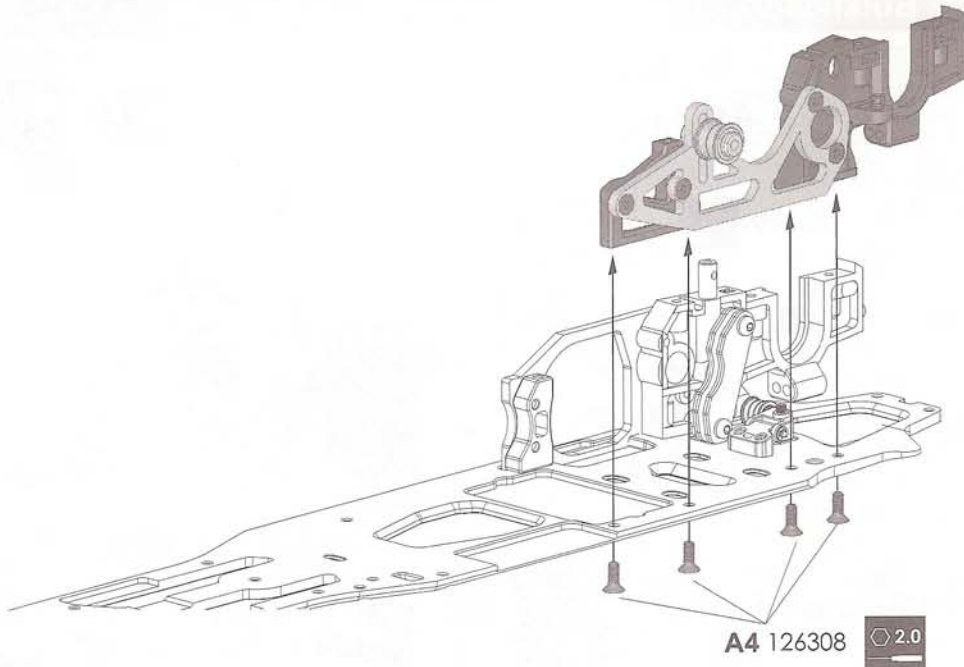
 126314BU 3x14mm Steel B.H. Screw	 126408S 4x8mm Set Screw	 126308 3x8mm Steel F.H. Screw
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# 08 Left Rear Bulkhead



 <p>126312 3x12mm Steel F.H. Screw</p>	 <p>126308 3x8mm Steel F.H. Screw</p>
---	--

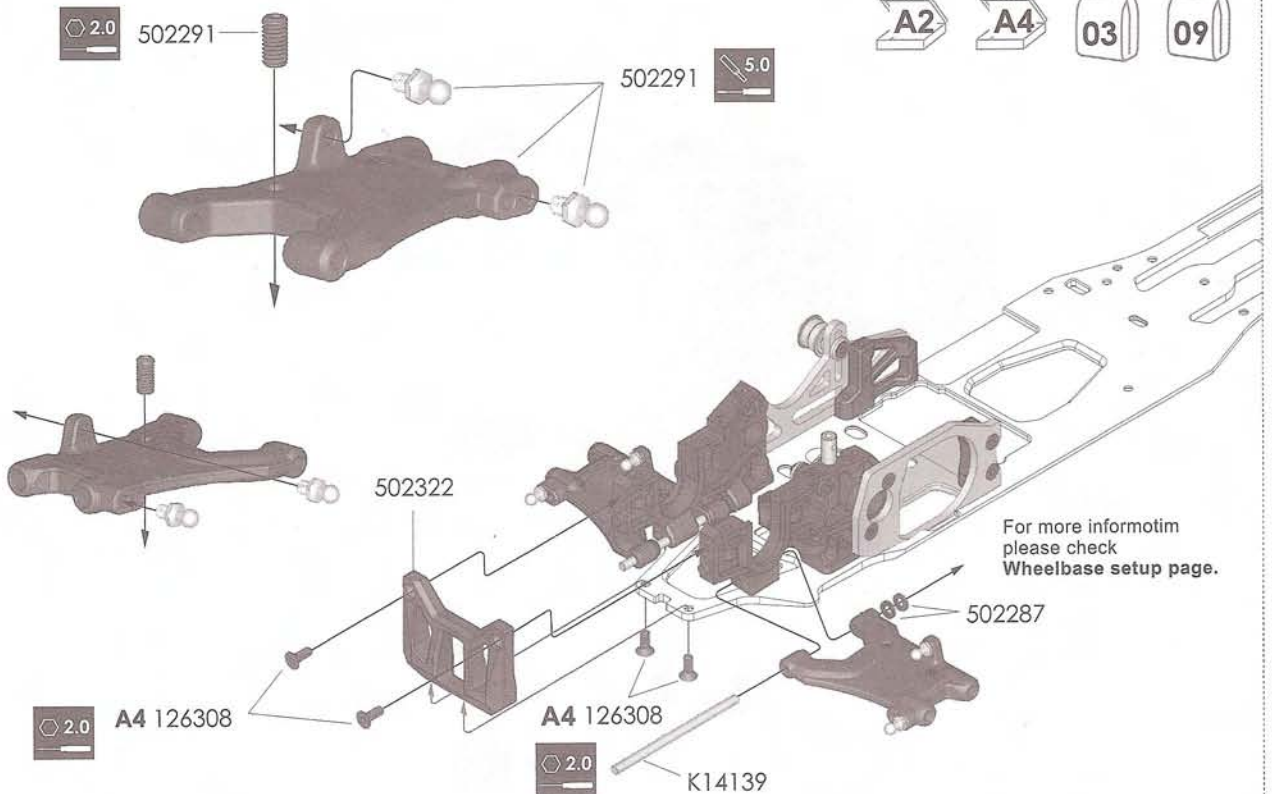
A4 08



A4 126308

## 09 Rear Lower Arm

A2 A4 03 09



502291

502291

502322

For more information please check Wheelbase setup page.

502287

A4 126308

A4 126308

K14139



126308  
3x8mm  
Steel F.H. Screw



502291 14x8mm  
Set Screw



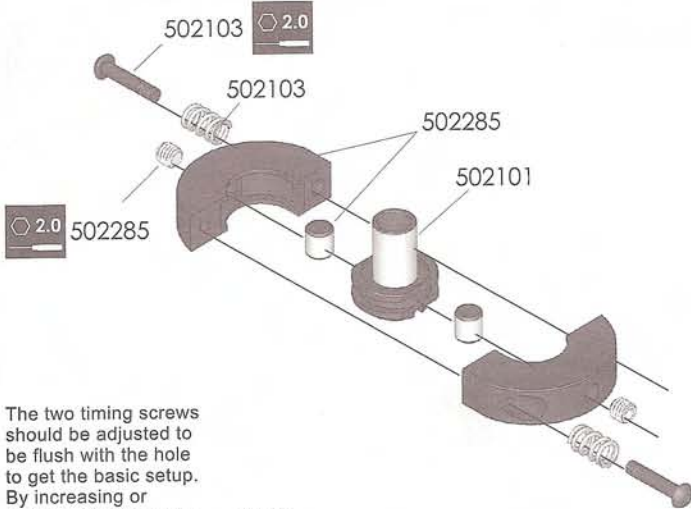
502291  
4mm  
Ball Stud



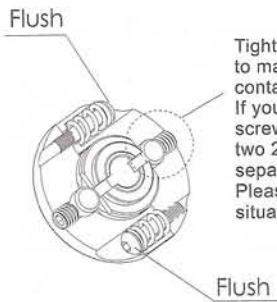
502287

# 10

## Speed Clutch



The two timing screws should be adjusted to be flush with the hole to get the basic setup. By increasing or decreasing the spring tension you can change the shift point of the two speed system. Tighten them equally to get later gear shift timing and vice versa. Normally, 1/4 turn adjustment is appropriate. Run your car first before you make any adjustment to the two speed



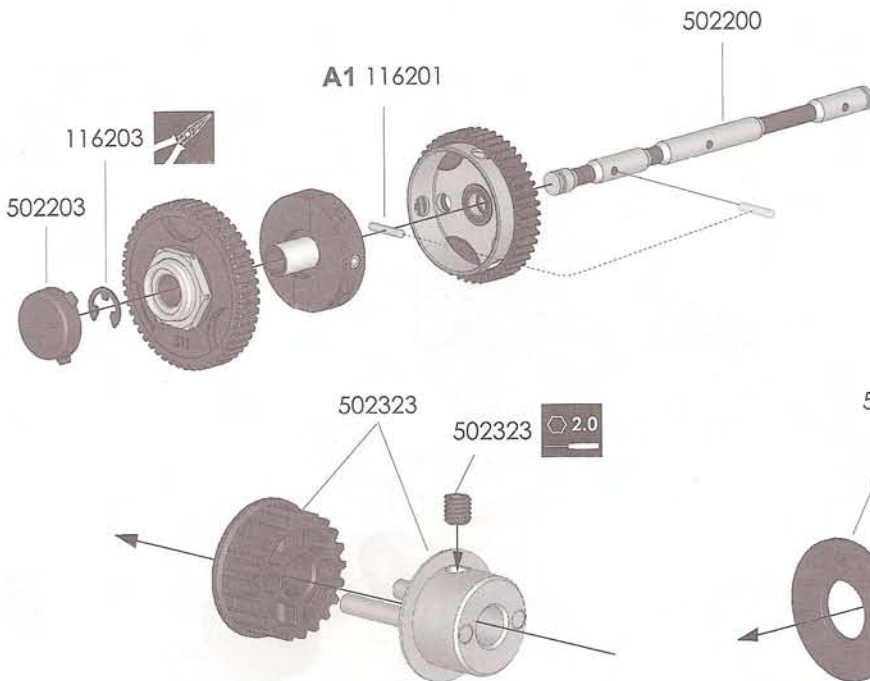
Tighten the set screw to make the post just contact with the cam. If you tighten the set screws too further, the two 2 speed shoes will separate a little bit. Please avoid this situation.



The first speed set is pre-built in the factory for easier assembly. Please notice that the one way hub nut (w/notches on it) has counter clockwise threads.



The second speed set is also pre-built in the factory for easier assembly. The nut has normal clockwise threads.



502285  
4x3.5mm  
Set Screw



502103  
2.6x13mm  
Steel B.H. Screw



116203  
E clip 5



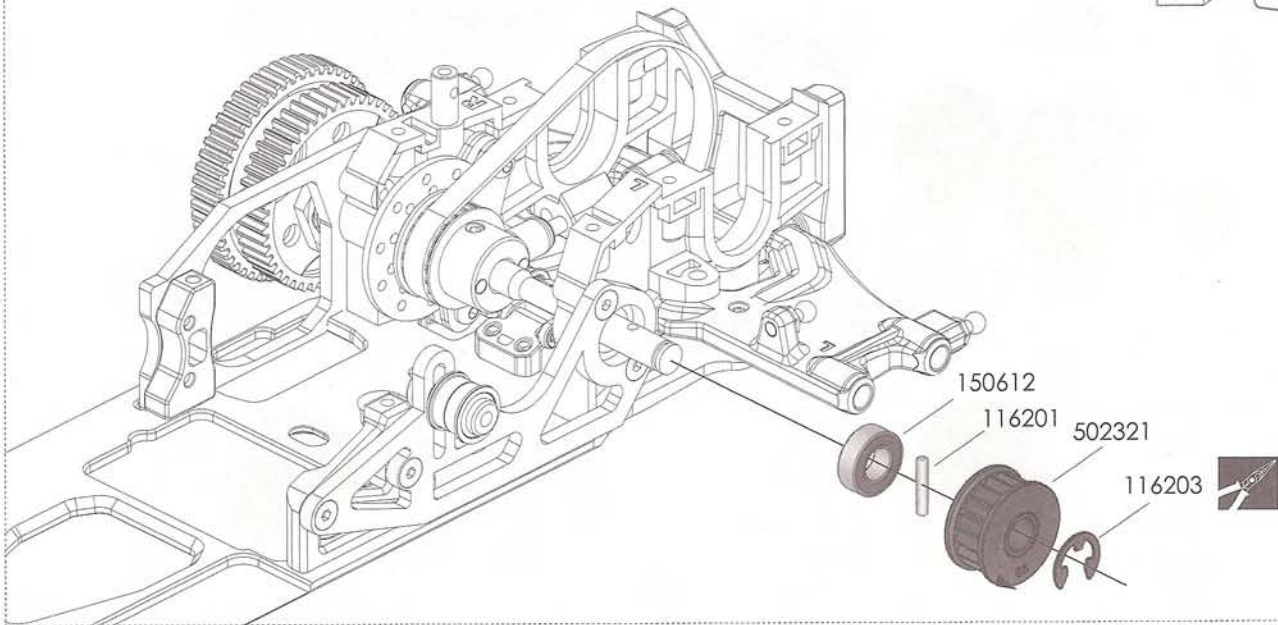
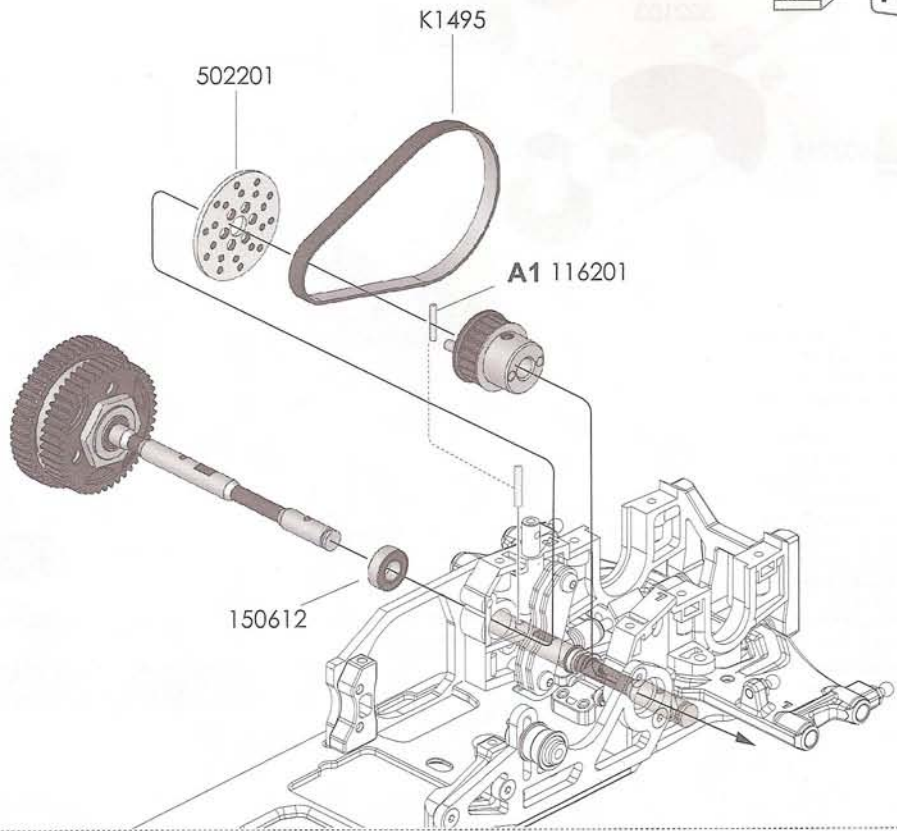
116201  
2x10.8mm  
Pin



502323  
4x4mm  
Set Screw



# 11 Two Speed



116201  
2x10.8mm  
Pin

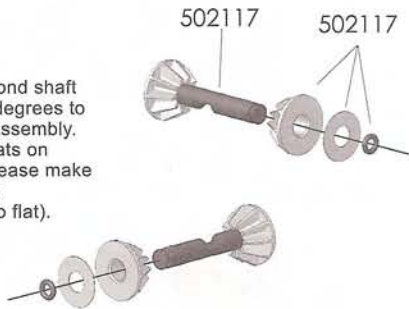


116203  
E clip 5

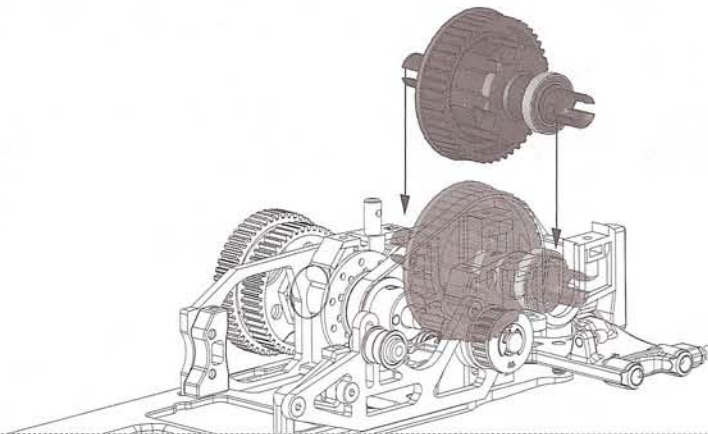
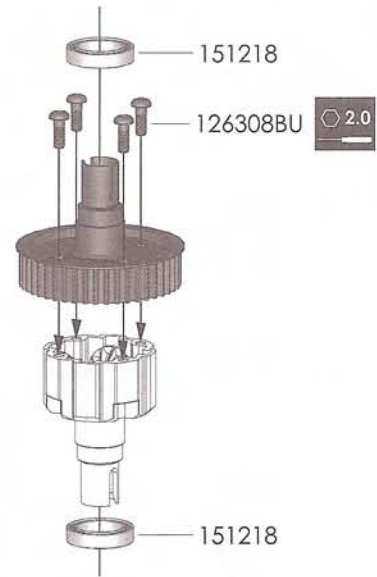
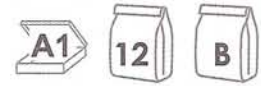
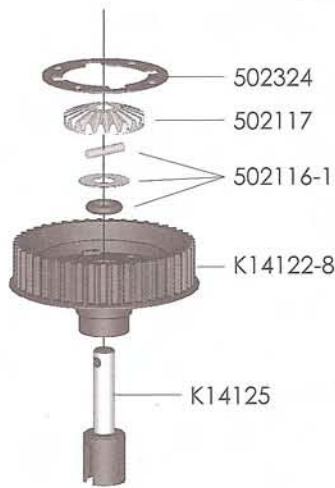
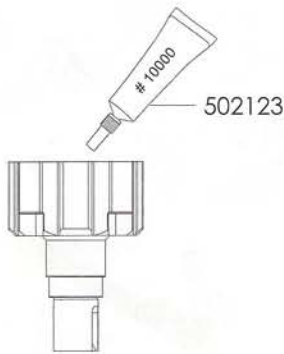
# 12

## Shock Absorber

Insert the second shaft assembly 90 degrees to the first shaft assembly. There are 2 flats on each shaft. Please make the two shafts interlock (flat to flat).



Fill with #10000 diff silicone oil to the top of the case. #10000 diff silicone oil is included to get the basic setup. For more information, please check **Differential setup** page.



502116  
2x10.8mm  
Pin

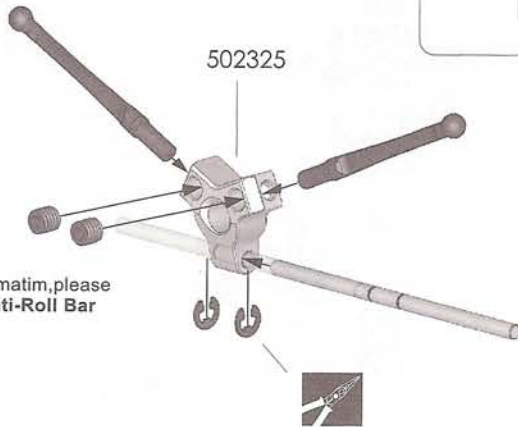


126308BU  
3x8mm  
Steel B.H. Screw

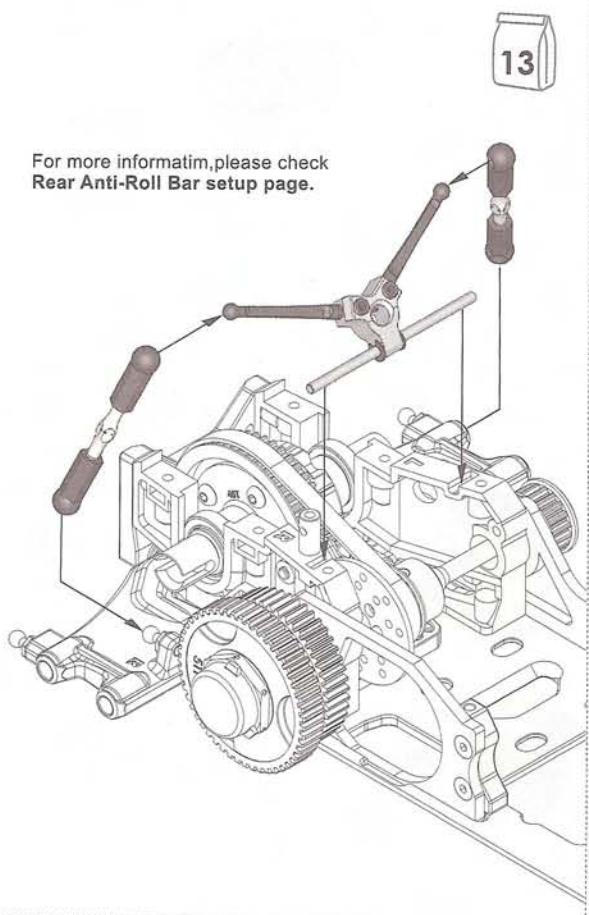
# 13

## Rear Anti-Roll Bar

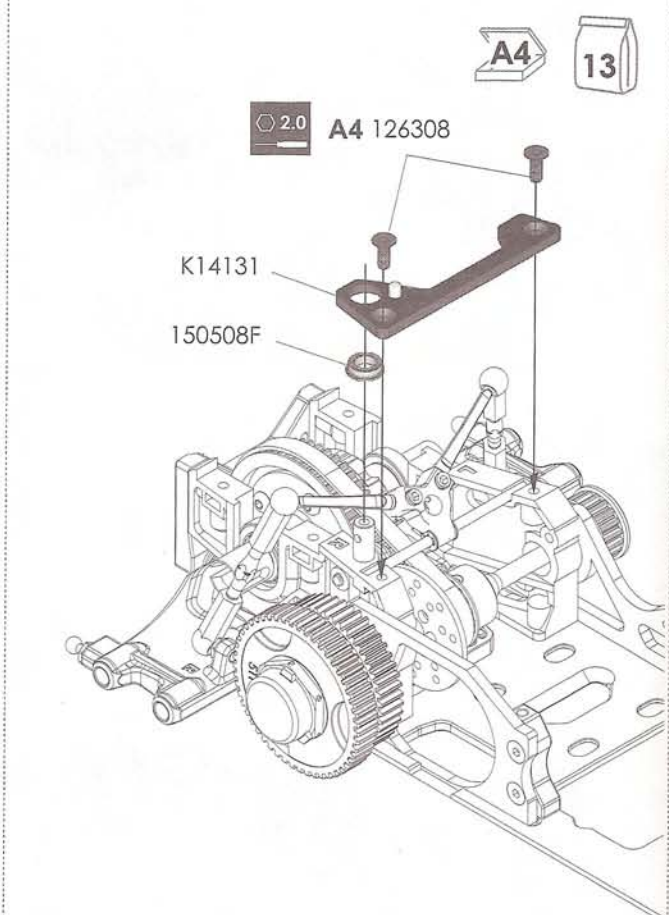
13



For more informatim, please check Rear Anti-Roll Bar setup page.





For more informatim, please check Rear Anti-Roll Bar setup page.

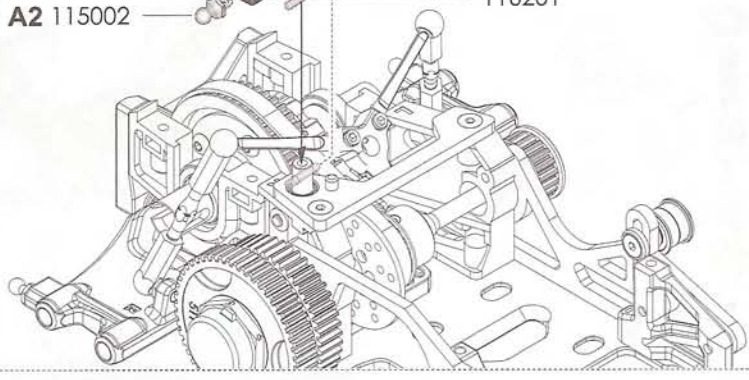


  
K14130  
4x4mm  
Set Screw

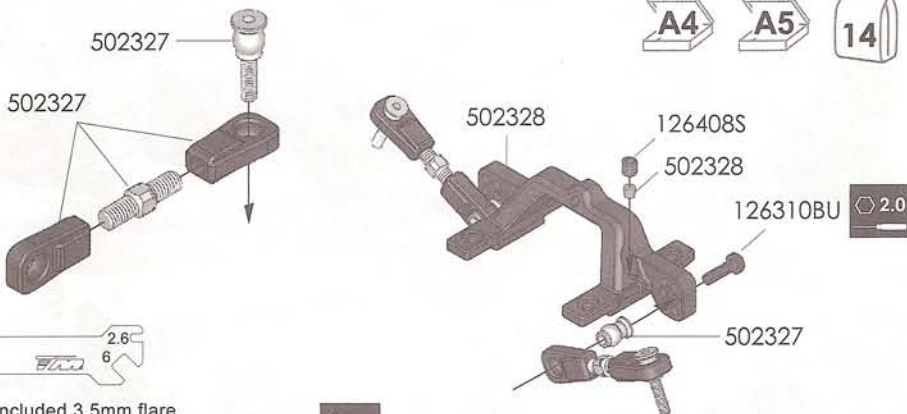
  
502325  
E clip 2

  
126308  
3x8mm  
Steel F.H. Screw

-  126306C
- 111041
- 502326
-  **A2** 115002
- 116201

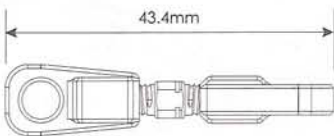


## 14 Rear Shock Tower



Please use included 3.5mm flare nut wrench for easy assembly.

The end with a special mark (notches) has counter clockwise thread. Please make sure to turn counter clock wise to tighten the ball end.



Please make sure you get the amount shown aside to have the basic setup. For more information, please check Rear Camber setup

- 
- 126310BU  
3x10mm  
Steel B.H. Screw

- 
- 115002  
4mm  
Ball Stud

- 
- 126408S  
4x4mm  
Set Screw


- 
- 126308BU  
3x8mm  
Steel B.H. Screw

- 
- 126306C  
3x6mm  
Cap Screw

- 
- 116201  
2x10.8mm  
Pin

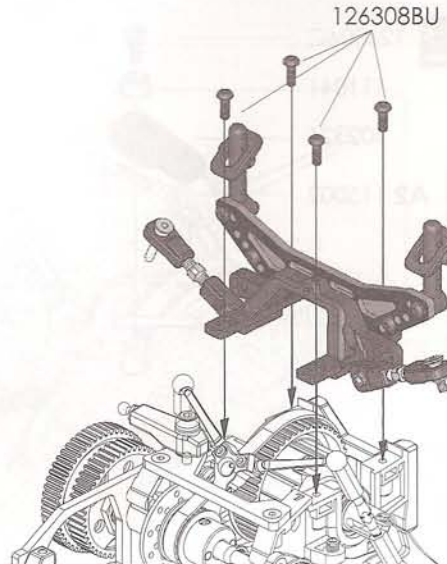
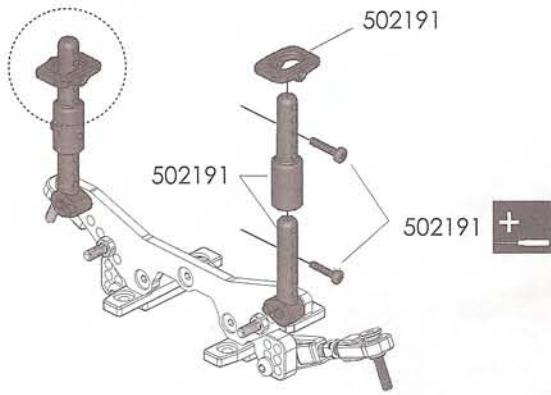
- 
- 502191  
2x12mm  
Steel B.H. Screw

- 
- 126312BU  
3x12mm  
Steel B.H. Screw

- 
- 111064  
3mm  
Flat Locknut

- 
- 126308  
3x8mm  
Steel F.H. Screw

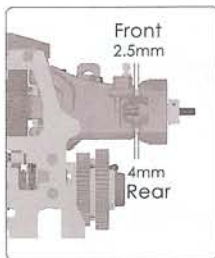
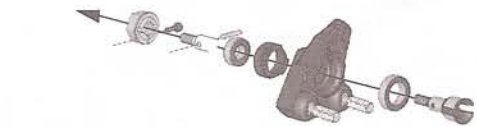
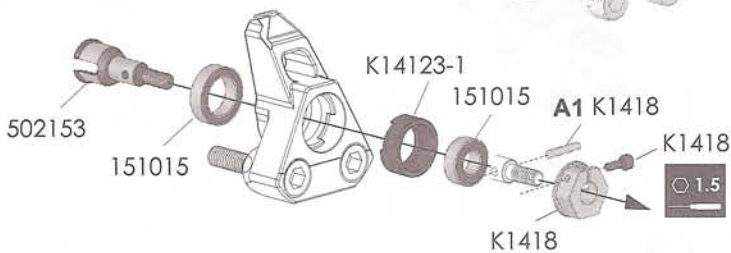
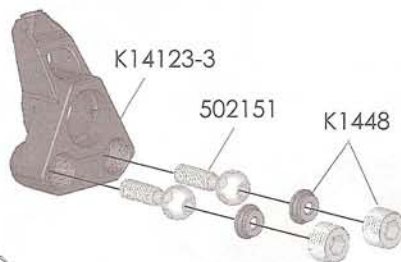
The pivoting body mount position should depend on the body you use. Please install them first and then change the position to fit with your body height.



14

## 15 Hub Carrier

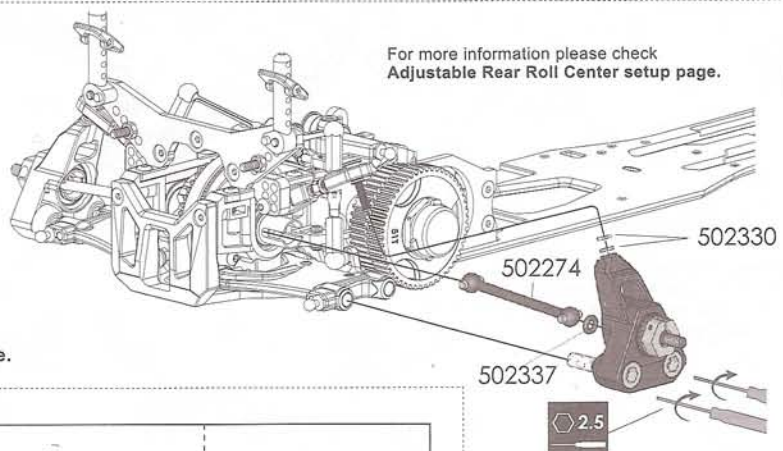
A1 15







Please make sure you get the amount shown aside to have the basic setup. For more information, please check Rear Toe setup page.

For more information please check Adjustable Rear Roll Center setup page.

15

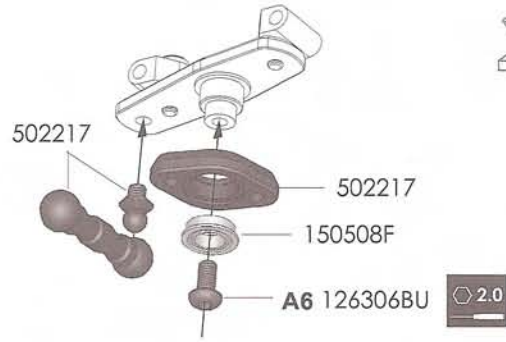


			
502191 2x10mm Steel B.H. Screw	126308BU 3x8mm Steel B.H. Screw	K1418 2x10mm Pin	K1418 2x6mm Cap Screw

Make sure the pivot ball screws are parallel to the arms. There are two pivot balls on each side. Fasten the lower one first by 2 turns and then fasten the upper one by 2 turns. This step should be in turn. Otherwise, you will have problems with finding the hex on the pivot ball.

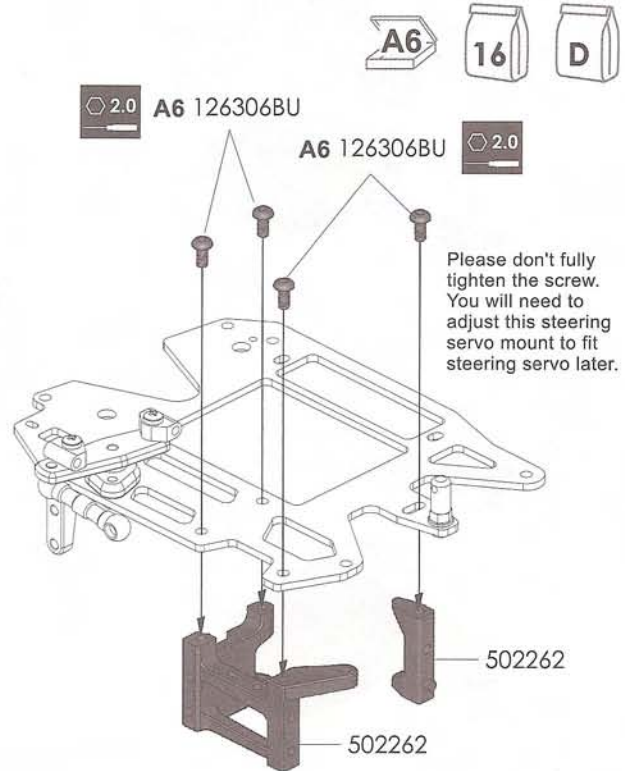
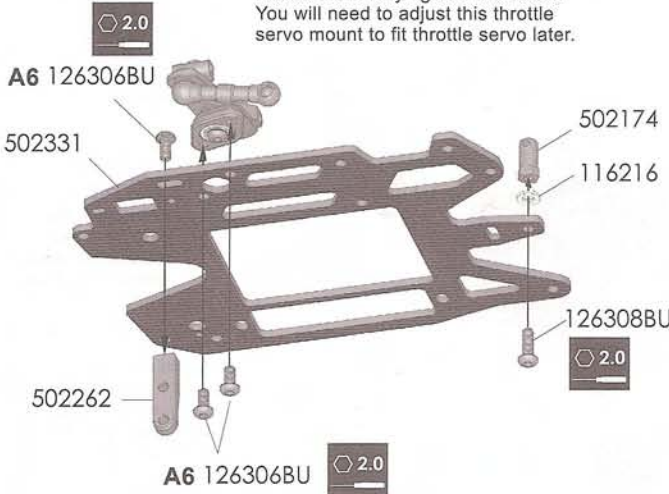
# 16 Throttle Linkage

The throttle pivot should move freely without any binding or excess play.

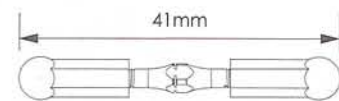
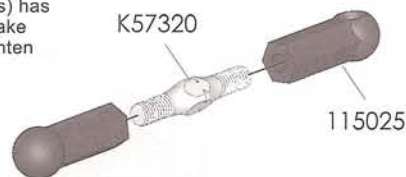


# 17 Servo Mount

Please don't fully tighten the screw. You will need to adjust this throttle servo mount to fit throttle servo later.



The end with a special mark (notches) has counter clockwise thread. Please make sure to turn counter clock wise to tighten the ball end.



Please make sure you get the amount shown aside to have the basic setup.



502217  
2.6x8mm  
Steel B.H. Screw



502217  
4mm  
Ball Stud



126306BU  
3x6mm  
Steel B.H. Screw



126308BU  
3x8mm  
Steel B.H. Screw

### Servo Spacer Usage

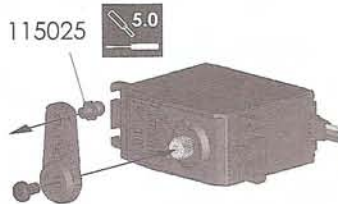
Please check the following chart to see whether you need servo spacers. We only list some major servos here. If you are using other servos, please do your best to make the steering linkage rod vertical to the car's center line and the throttle fixed linkage rod parallel to the car's center line.

Brand/Type	Steering Servo	Throttle Servo
Futaba 9550/9451	1pcs thin 1.2mm Thick Futaba Servo Arm	1pcs thin 1.2mm Thin Futaba Servo Arm
Sanwa WRX/VX/VB	1pcs thick 2.4mm Thick KO/Sanwa/JR Servo Arm	1pcs thick 2.4mm Thin KO/Sanwa/JR Servo Arm
KO PS-2174	No Need Thick KO/Sanwa/JR Servo Arm	No Need Thin KO/Sanwa/JR Servo Arm

502221 Futaba  
502223 Ko, Sanwa & JR



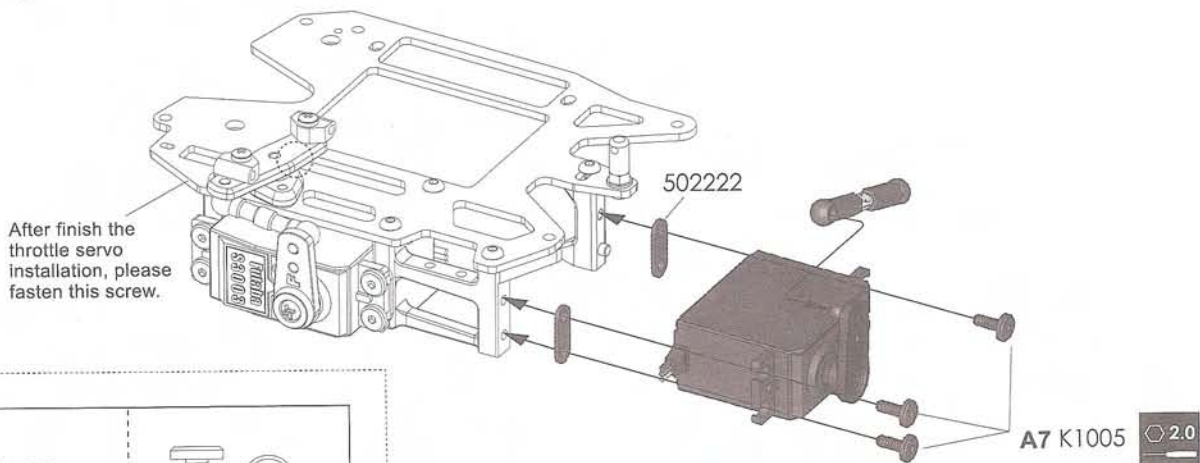
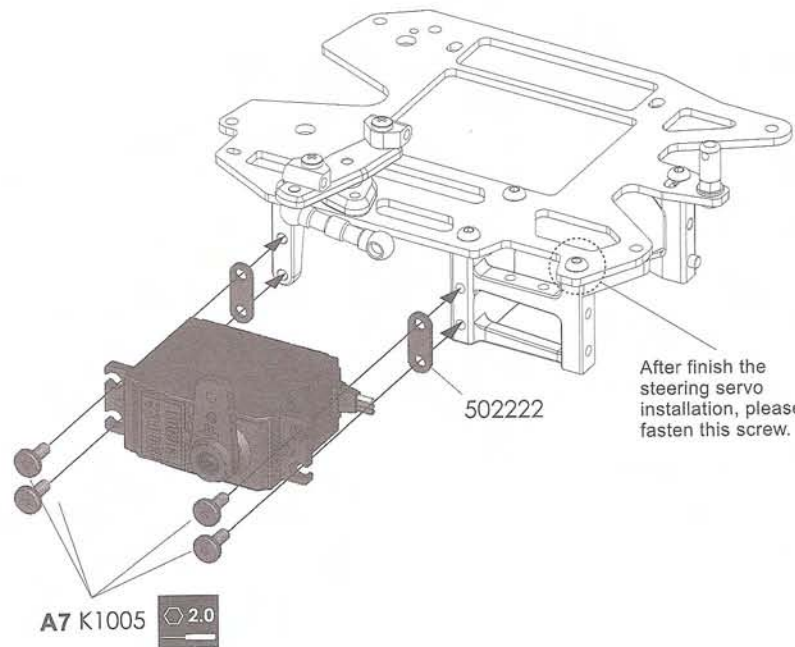
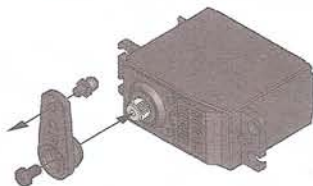
Thin For Throttle





502268 Futaba  
502269 Ko, Sanwa & JR



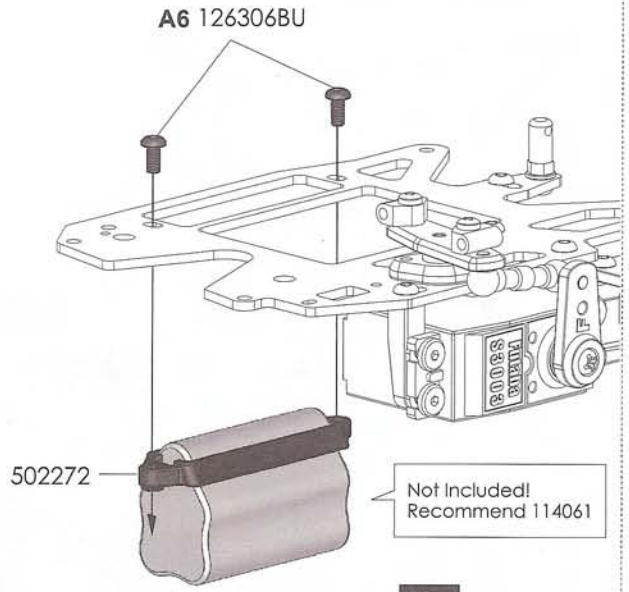
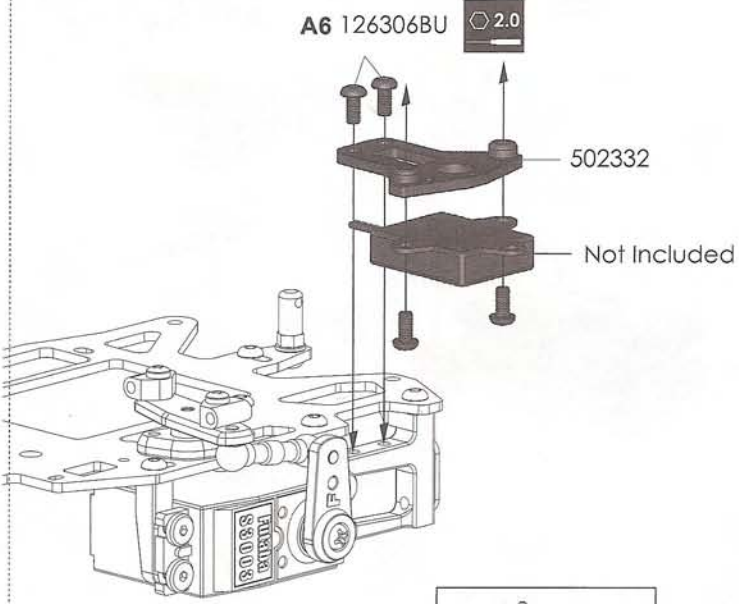
Thick For Steering



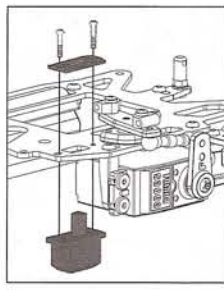
	
115025 4mm Ball Stud	K1005 3x8mm Servo Holding Screw

# 18 Radio Gear

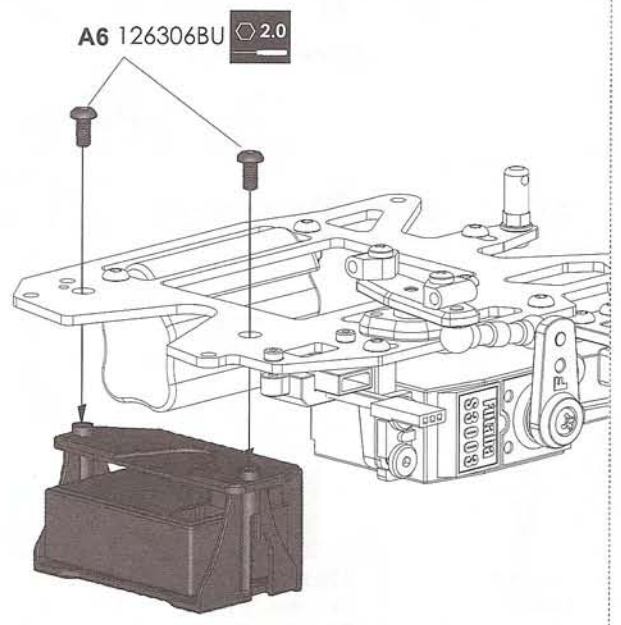
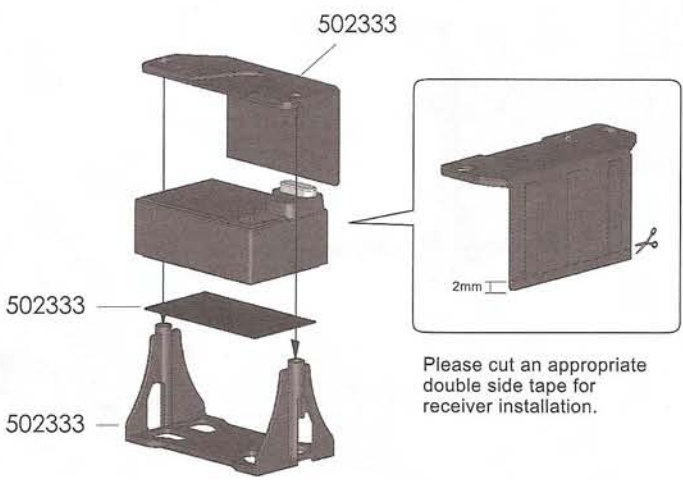
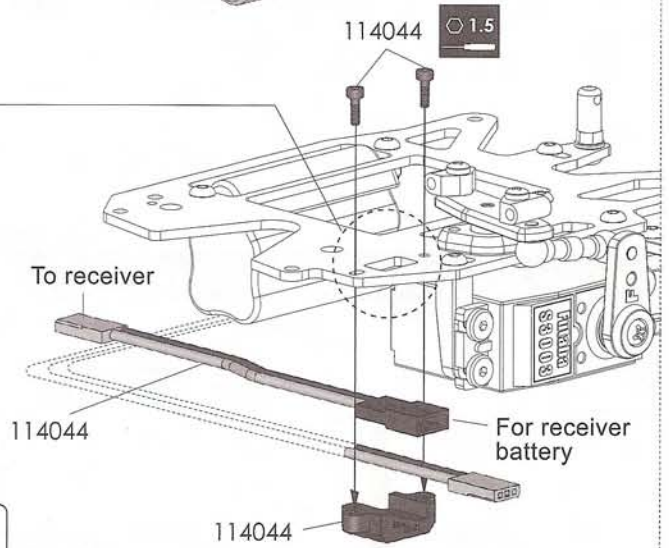
A6 18



**Option!!**  
If you don't want to use the type we include, feel free to use traditional switch.



You can use this special wire as a special kind of switch. When you are going to drive the car just plug the receiver battery pack wire to its female connector. It's quite convenient for charge purpose as well. We use this special wire to reduce the switch failure risk.

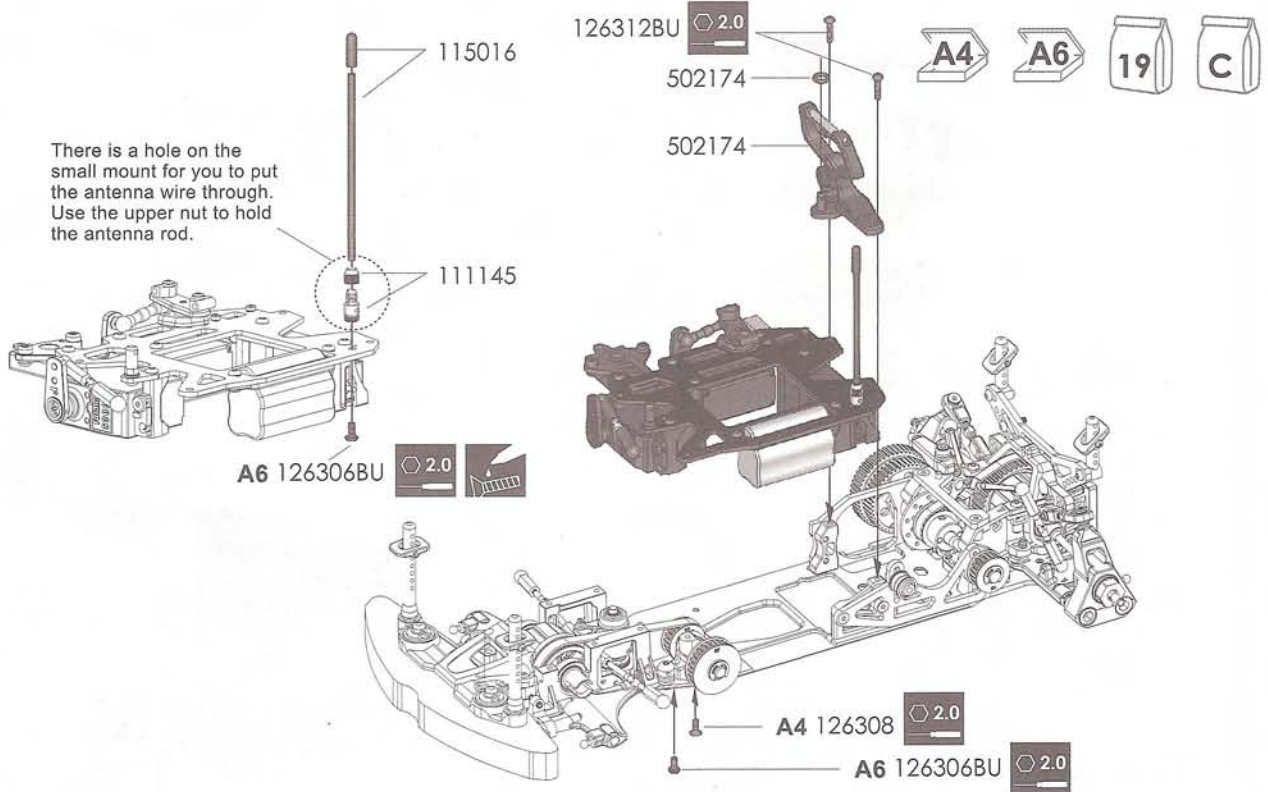


	
126306BU 3x6mm Steel B.H. Screw	114044 2x6mm Cap Screw



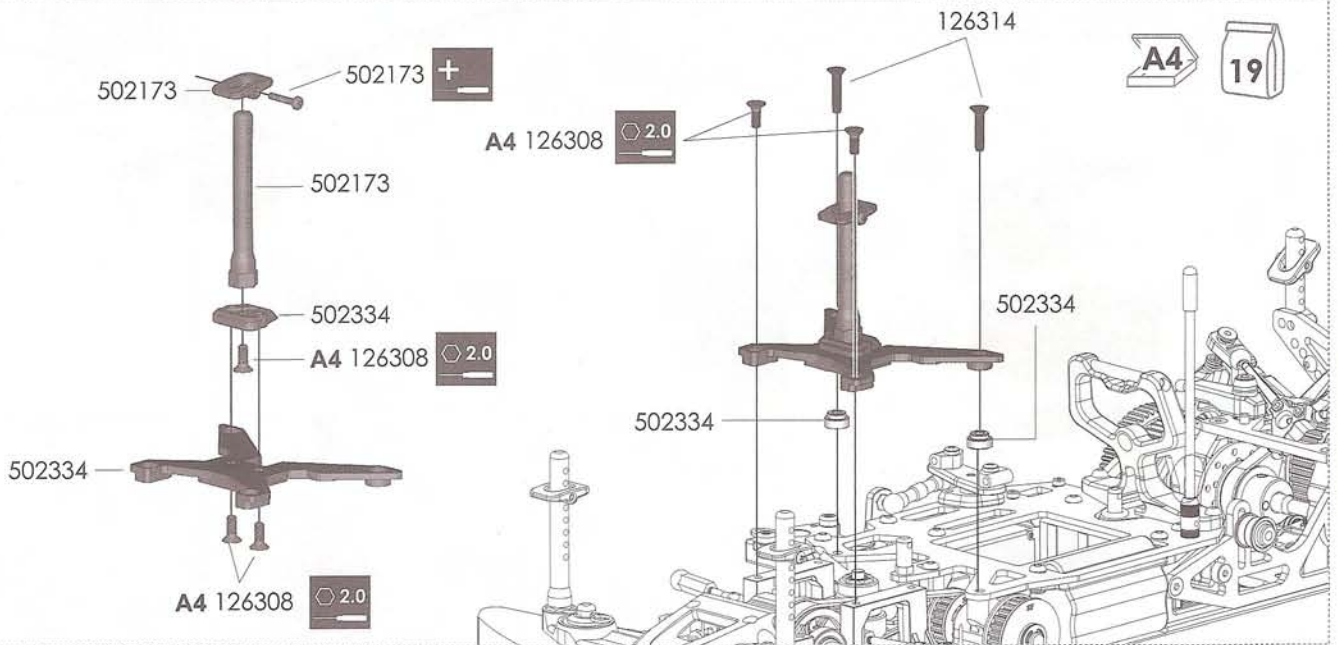
# 19

## Radio Plate



# 20

## 5th Body Support



126306BU  
3x6mm  
Steel B.H. Screw



126312BU  
3x12mm  
Steel B.H. Screw



126308  
3x8mm  
Steel F.H. Screw



502173  
2x12mm  
Steel B.H. Screw



126314  
3x14mm  
Steel F.H. Screw

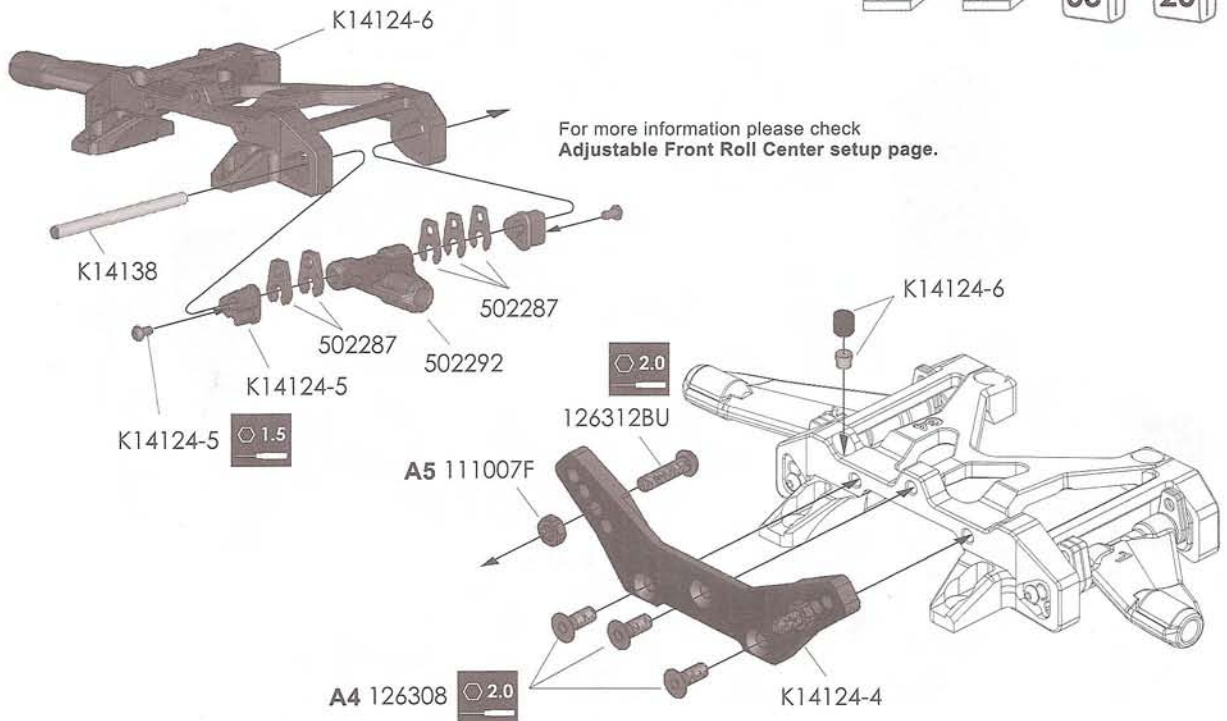
# 21 Front Bracket

A4

A5

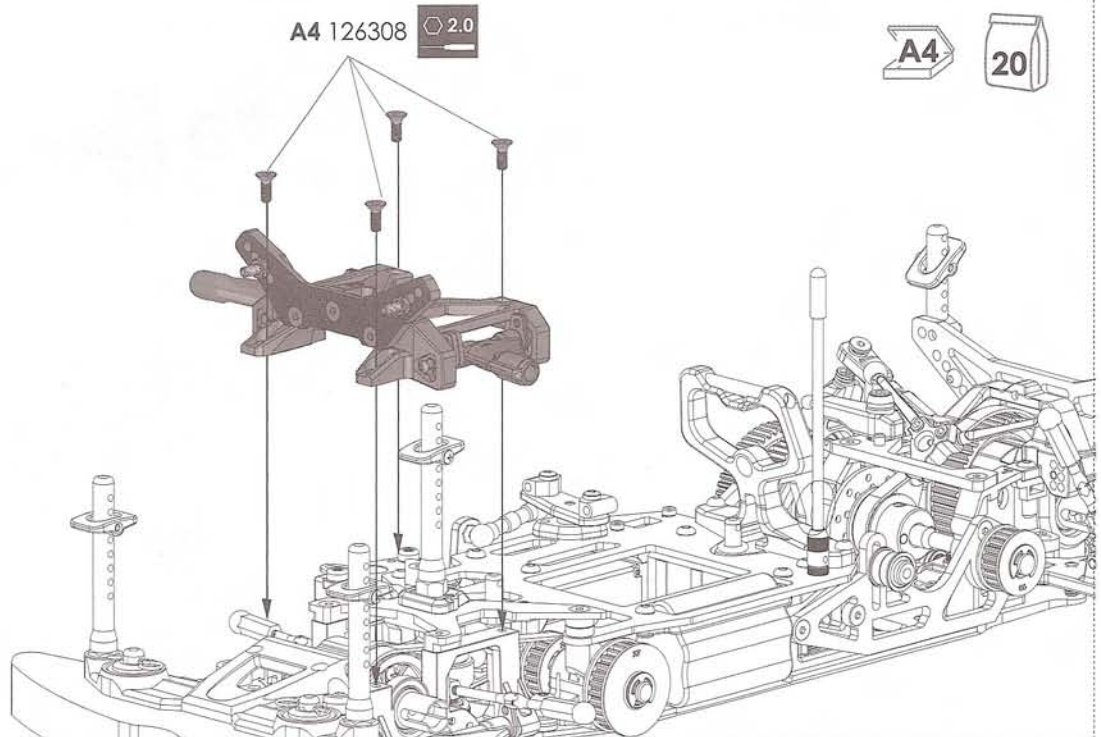
03

20



A4

20



K14124-5  
2x4mm  
Steel B.H. Screw



126312BU  
3x12mm  
Steel B.H. Screw



111007F  
3mm  
Flat Locknut



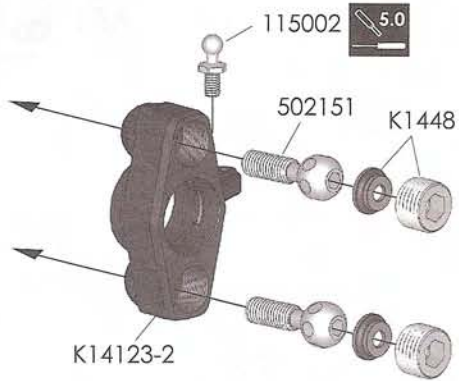
126308  
3x8mm  
Steel F.H. Screw



K14124-6  
4x4mm  
Set Screw

# 22 Steering Block

L/R



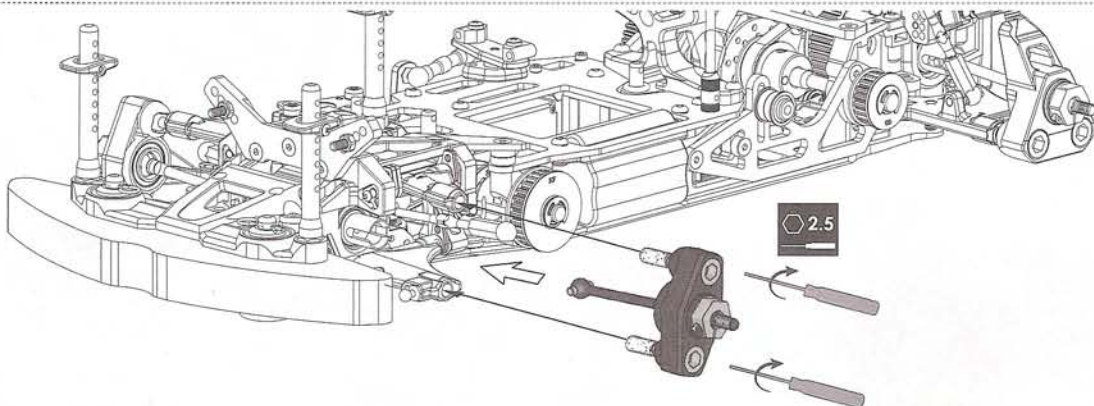
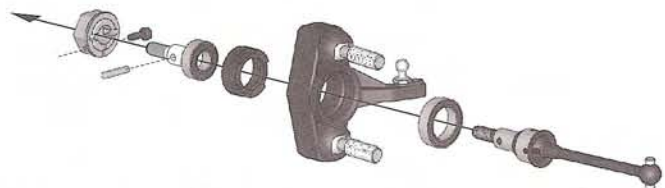
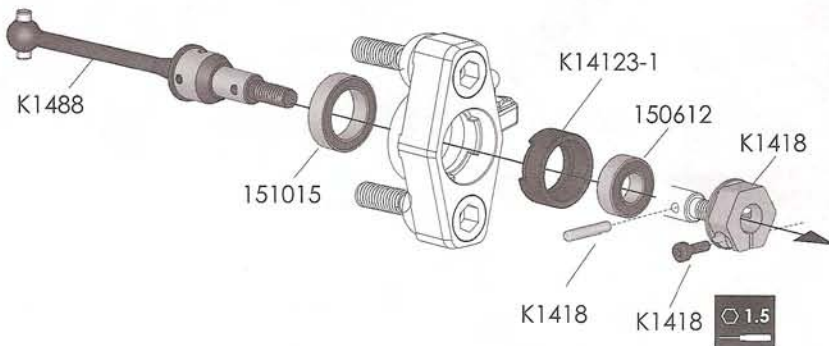
A1

A2

21



L/R



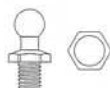
21



K1418  
2x10.8mm  
Pin



K1418  
2x6mm  
Cap Screw

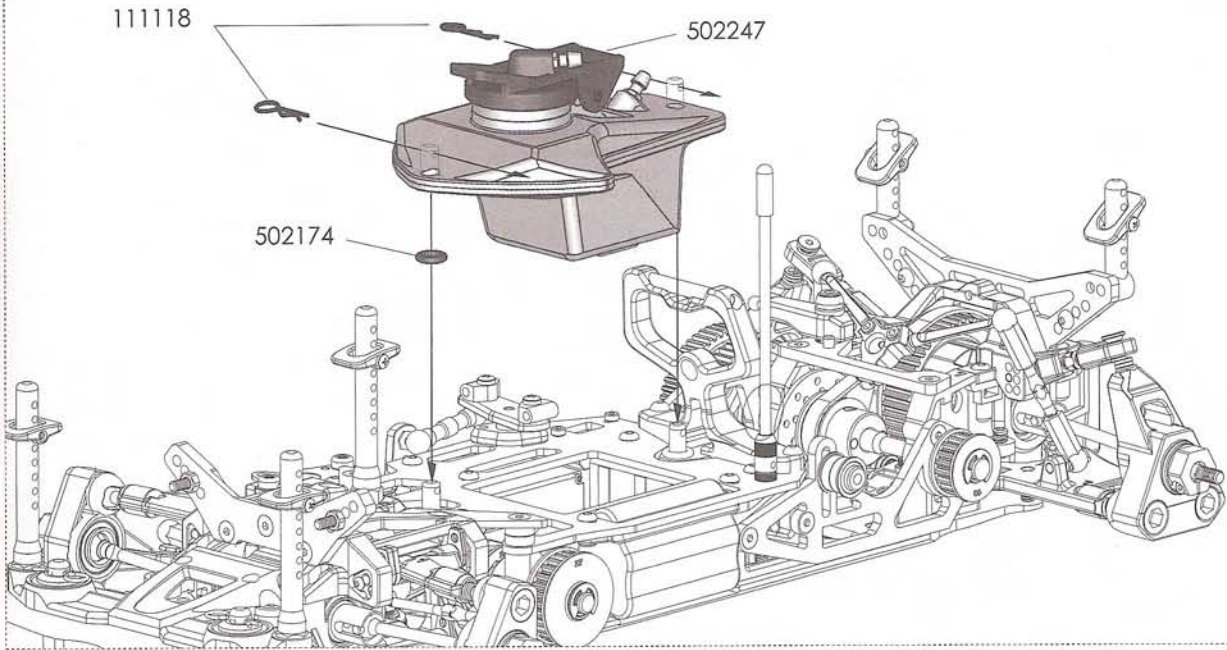


115002  
4mm  
Ball Stud

2.5

## 23 Fuel Tank

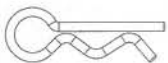
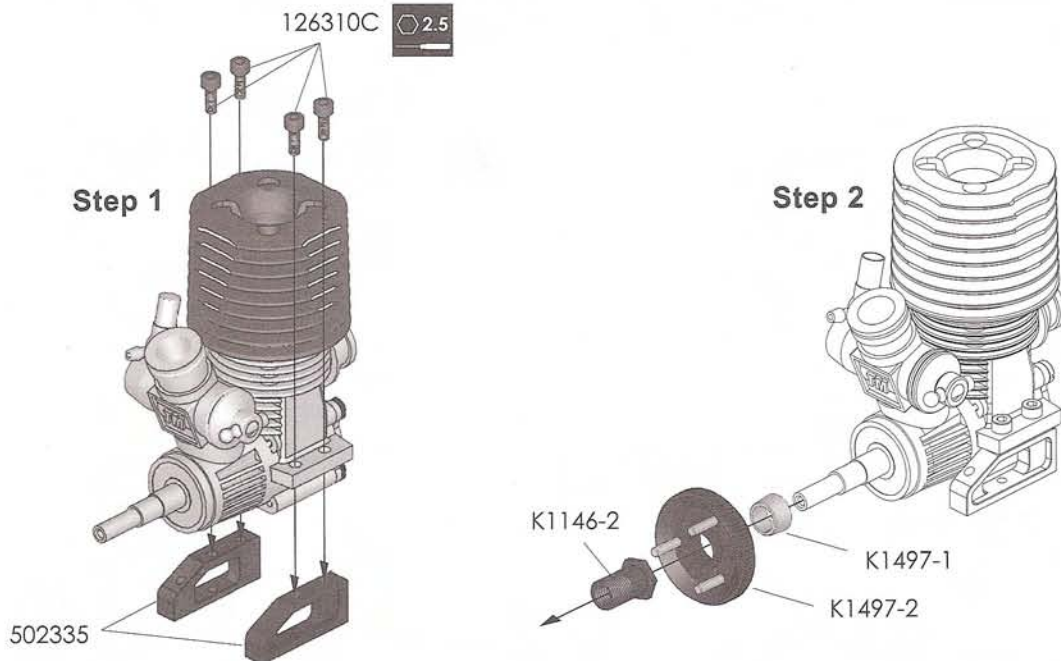
22



## 24 Push Type Clutch

Here we use Novarossi RR12L5 as an example to install the push type clutch system.

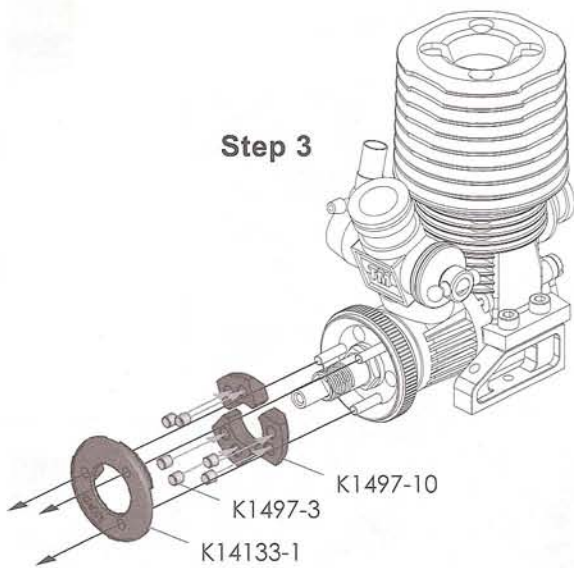
23



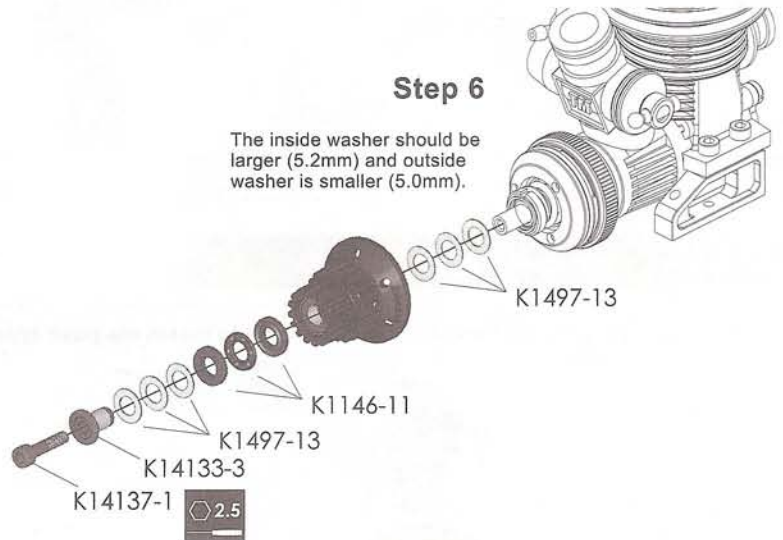
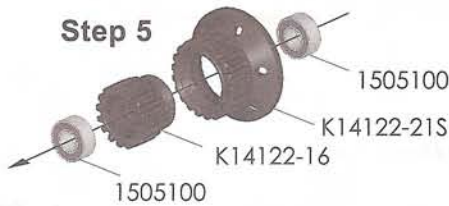
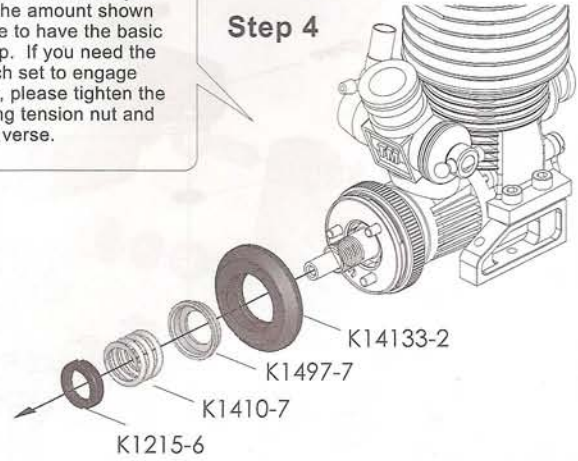
111118  
R5 R-clip



126310C  
3x10mm  
Cap Screw



Please make sure you get the amount shown aside to have the basic setup. If you need the clutch set to engage later, please tighten the spring tension nut and vice versa.



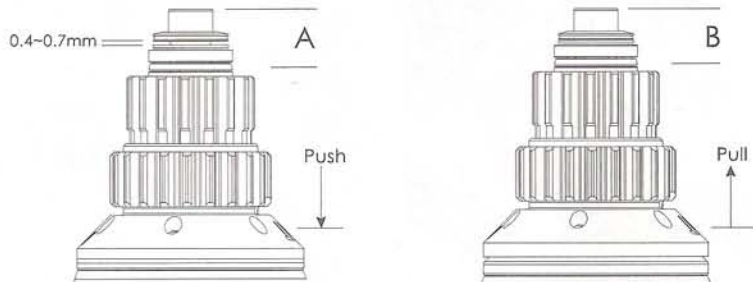
The inside washer should be larger (5.2mm) and outside washer is smaller (5.0mm).

**Endplay**

Endplay is the amount that the clutch housing slides on the crankshaft with all bearings installed. It is independent from the clutch gap. It is better to minimize the endplay. If the endplay is too large, it is not good to the clutch set & the thrust bearing may break. Only add endplay shims (5x9x0.15mm) in front of the flywheel nut to adjust the endplay. Suggested endplay should be around 0.1mm. Please check the drawing shown. Please notice that the clutch housing should spin freely & doesn't contact the clutch shoe no matter how small the endplay is.

**Clutch gap adjustment**

Install only the clutch housing, outside bearing & the thrust bearing assembly on the engine. Please don't install the inside bearing. Push the clutch housing towards the clutch shoe & measure the distance A as shown. Pull the clutch housing out & measure the distance B as shown.

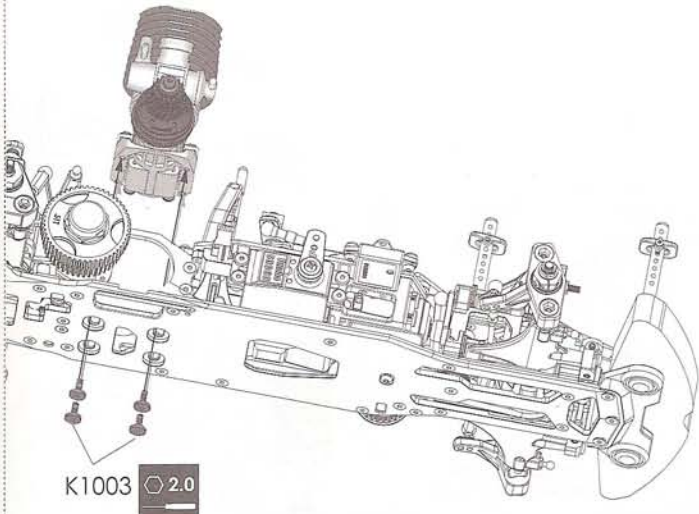


The clutch gap is A-B. We suggest the clutch gap should be between 0.4-0.7mm. Place or remove shims (5x9x0.15mm) between the outer thrust bearing plate & the retainer to get the gap you want. If the gap is too small, please remove all shims. If still too small, please add smaller shims between crankshaft & thrust bearing retainer.

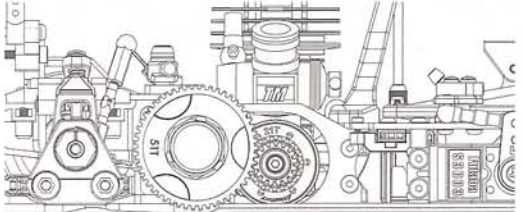
**Smaller clutch gap:** Smooth acceleration, less sudden clutch engagement. Better on tight tracks or slippery tracks.

**Larger clutch gap:** Harder acceleration. Good on large & high traction tracks.



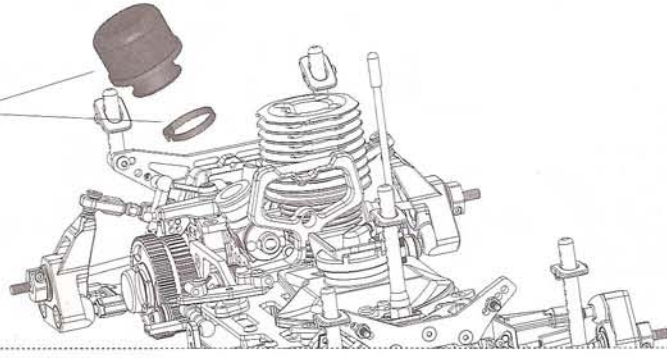


Now we set the spur to pinion gear spacing, known as gear mesh. Make sure you can still slide your engine, then mesh the clutch bell pinions with the spur gears. The correct gear spacing is when the pinion is close to the spur gear, but if you hold the pinion gears, you should still be able to rock the spur gears back and forth slightly with light pressure. Roll the gears and check the mesh in several different locations on the spur gear. Then, tighten the four motor screws. For more information, please check **Gear Ratio setup page**.



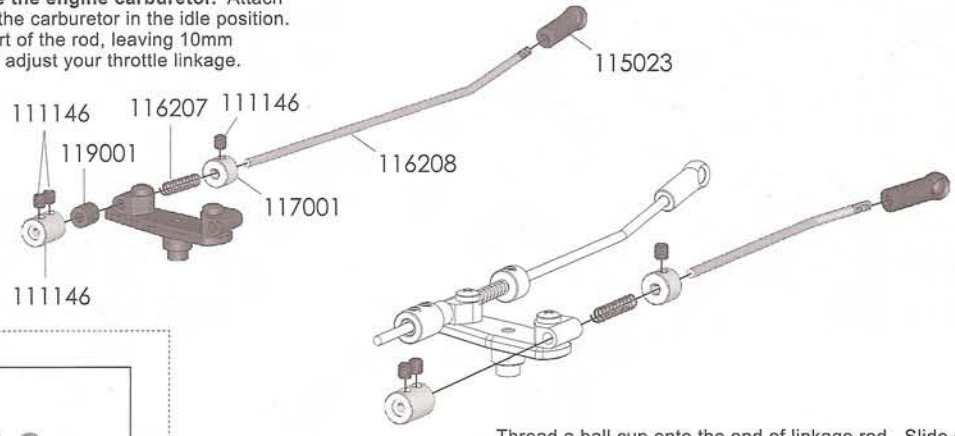
## 25 Air Filter

Air Filter Not Included



## 26 Throttle / Brake Linkage

**Make sure your servo in the neutral position.** Thread a throttle ball cup onto the rod. Slide on a collar (stopper) and attach it 8mm from the end of the throttle ball cup. Slide the spring onto the rod. Slide the throttle rod through the throttle pivot. Snap the ball cup onto the engine carburetor ball stud. Then, **push the rod to close the engine carburetor**. Attach a dual collar. This will keep the carburetor in the idle position. Just cut off the remaining part of the rod, leaving 10mm length protruding so you can adjust your throttle linkage.

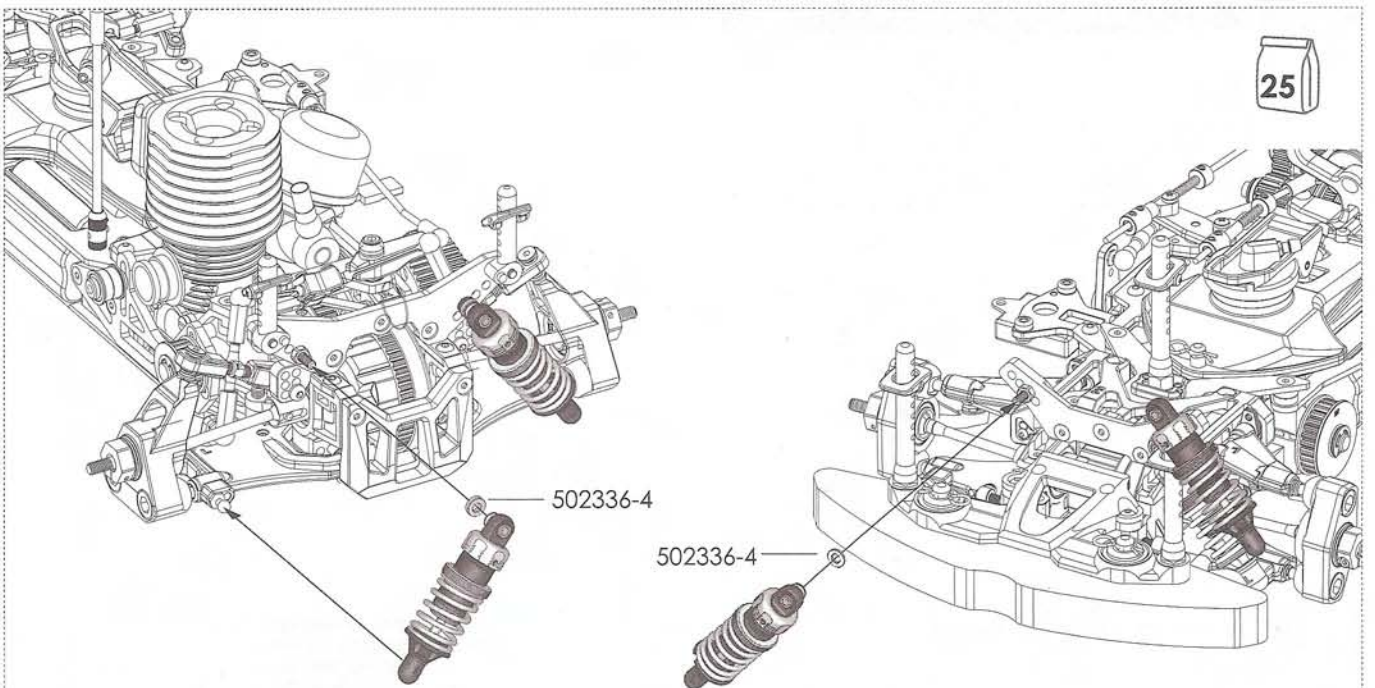
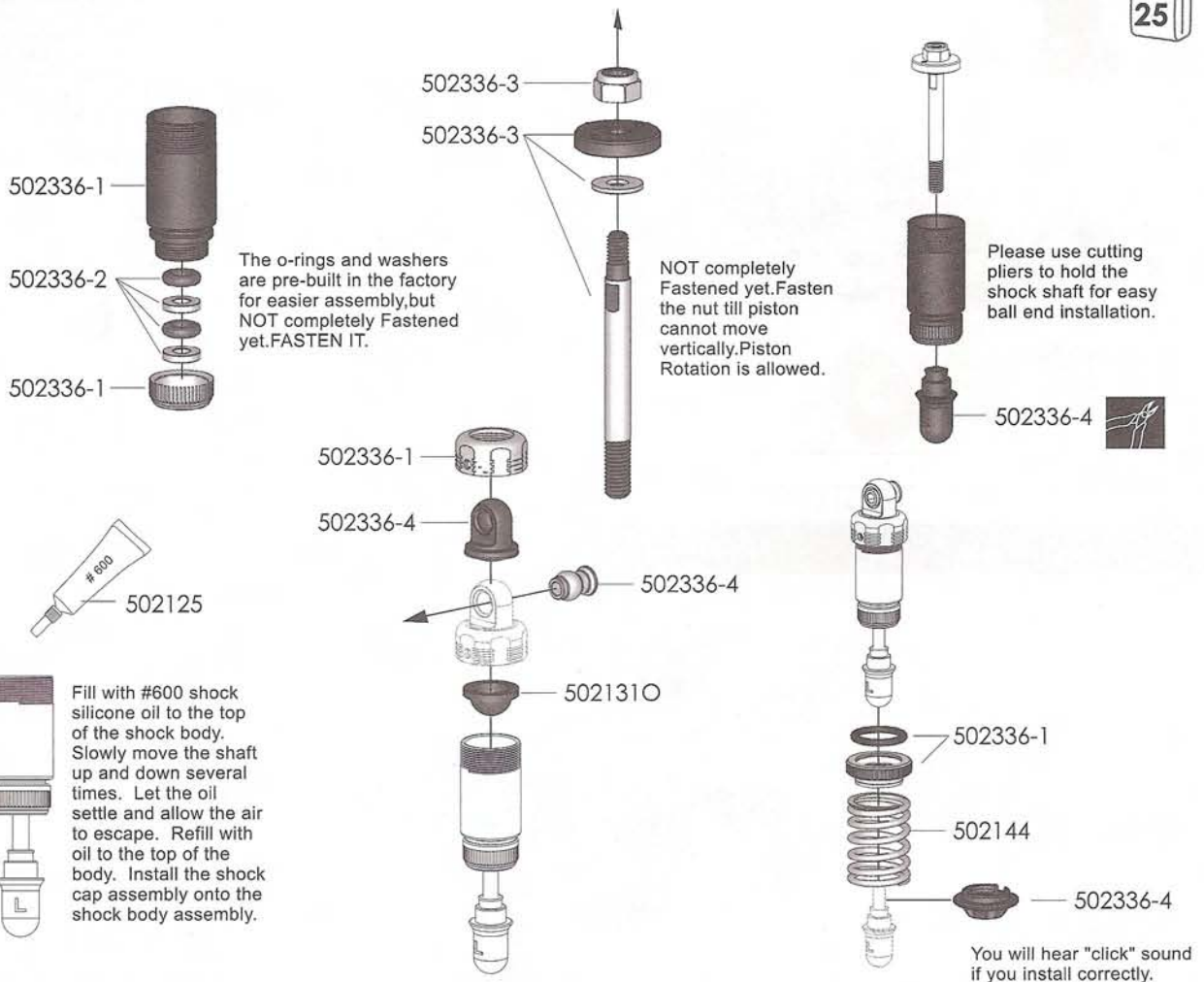


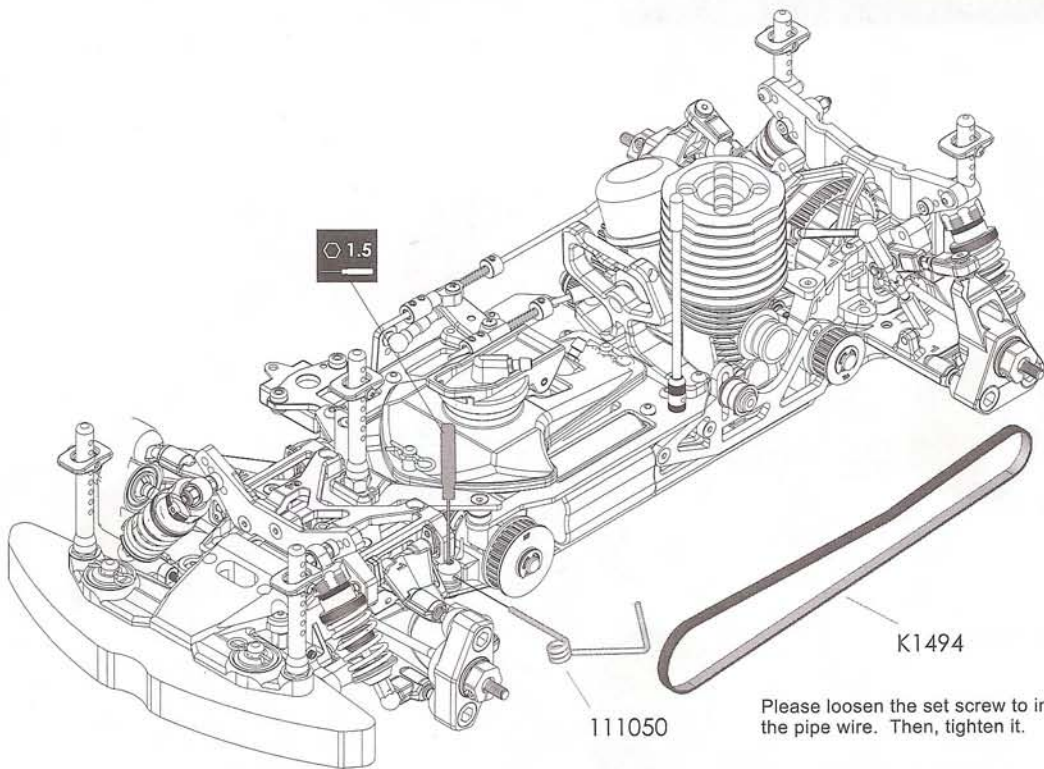
	
K1003 8x9.3mm Engine Mount Screw	111146 3x3mm Set Screw

Thread a ball cup onto the end of linkage rod. Slide on a collar (stopper) and attach it 55mm from the end of the brake ball cup. Slide the spring onto the rod. Slide the brake rod through the brake pivot. Snap the ball cup onto the brake level ball stud. Cut 10mm fuel tube and slide the tube on the rod. Attach a dual collar. **The brake should not be applied when the throttle is at idle.**

# 27 Shock Absorber

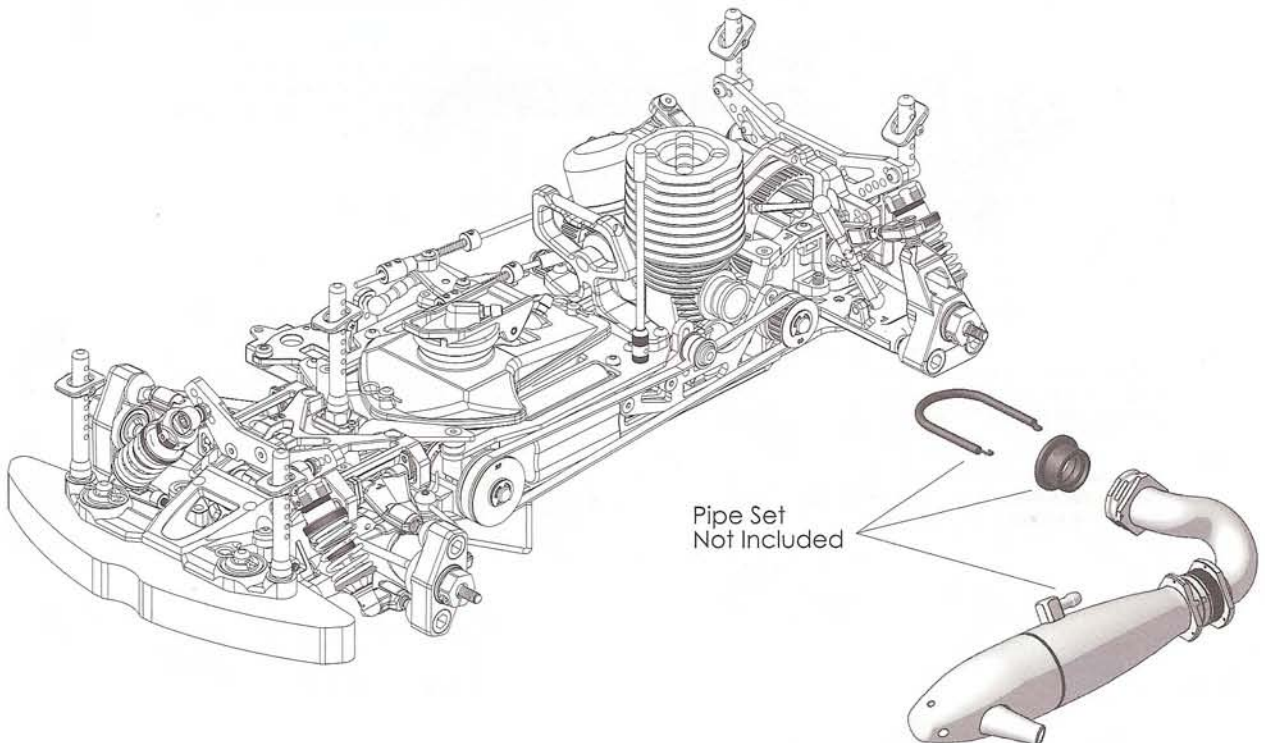
25





Please loosen the set screw to insert the pipe wire. Then, tighten it.

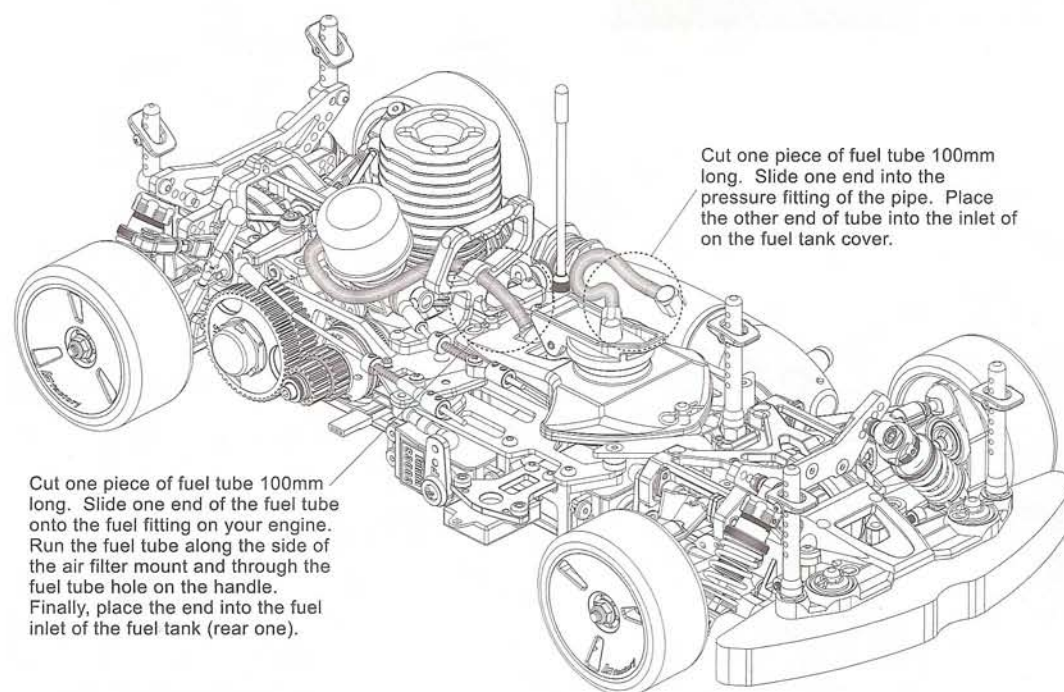
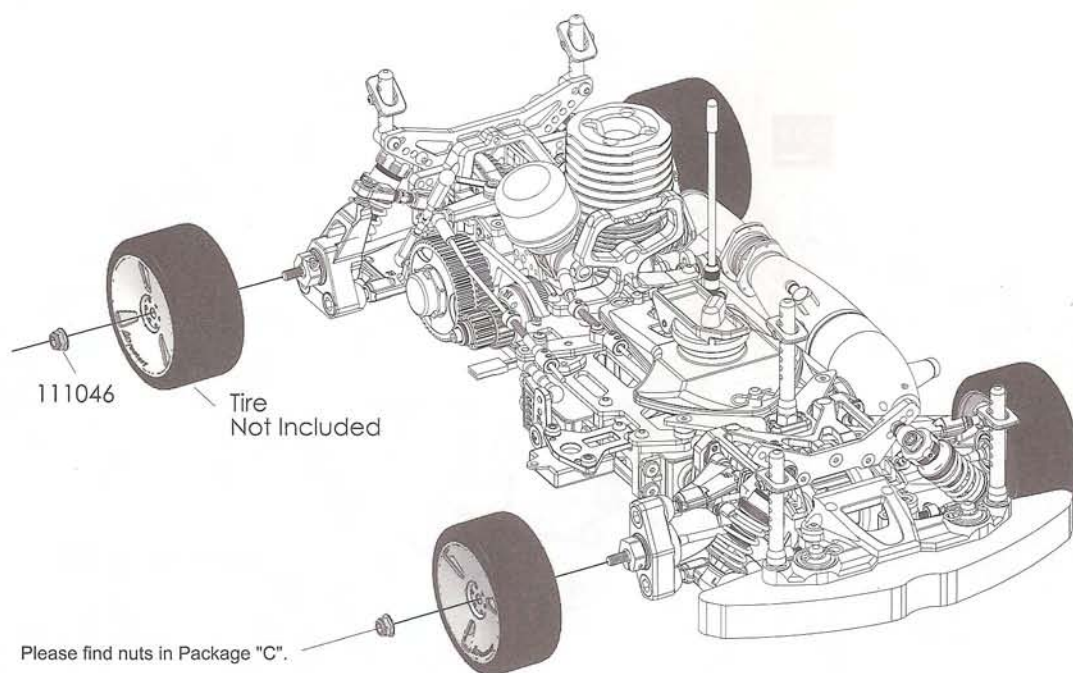
## 28 Pipe



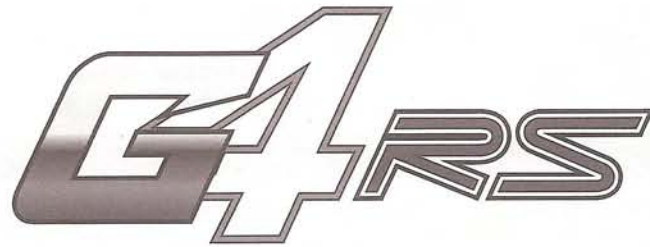
Pipe Set  
Not Included



## 29 Tire



If you follow all the instruction processes, the G4 RS now has the basic setup already. For more setup information, please check the setup section.



### **G4 RS Setup & Tuning Guide**

If you follow all the steps on the instruction manual, you should get a G4 RS with the basic setup. This is also the basic setup we suggest you to start from. With the basic setup, the G4 RS should work properly on most onroad tracks and flat tarmac places. If you need more from the G4 RS, please learn all the information and setup procedures below.

## G4 RS Specification

Length: 373mm

Width: 200mm

Wheelbase: 257~261 mm (depends on caster angle)

Weight: 1725g

**Gear Ratio**    **1st Gear:** 7.59:1~6.44:1  
                  **2nd Gear:** 5.15:1~4.48:1

## Basic Principles

Before start to setup the car, please always keep the following principles in mind.

### ► Try to ask and learn

We are not born to know all the setup knowledge. Always read, ask and learn more from dealers, web sites, expert drivers and magazines. After you have some basic knowledge, you can judge the problems. Driving skills, assembly quality and tuning ability all can affect the car performance. It's important to evaluate what's the problem first.

### ► Every part functions properly

Always make sure that suspension and transmission systems are free without additional play and binding. It's quite often that a poor handling car is caused by mechanical problems, instead of poor setting. In addition, please always check when every part is still of good shape. Normally, some parts get damaged or bent after crashes. These broken or bent parts can generate the most unpredictable car. No setup can compromise these problems. If you cannot judge the problems, please always ask help from dealers or experts.

### ► Feel and use time counter

Feeling is helpful, but may cheat you. Sometimes, you feel the car is getting faster, but actually it's slower. Always use time counter to check your lap time if you are at a track.

### ► Make only one change every time

If you make many setup changes at a time, then you don't know which change make the difference. This is extremely important. To help better judge the difference, a large change can be helpful. For example, instead of add 0.5mm to the droop setting, you may try 2mm. Also, don't forget to write down all these experiment results. You can always check the record to better evaluate what changes should be made when you need better lap times.

### ► Compromise

Things are not perfect. When you need more rear toe-in to have a stable car, you probably lose some high-end speed. Always find the best compromise. What is the best compromise? Better handling and faster lap times can help you to make decisions.

## Where To Start The Setting?

It's always good to start from our basic setup or your own basic setup when you are at a new track. Before start to drive the car, always do following things first:

### ► Check the track layout and surface

It's good to walk and feel every part of the track. Then, you can know the bumpy area and find good racing lines. It's normal that you cannot find these things on the driver stand.

### ► Check what other drivers are doing

Please try to find out the current best lap times. These are good benchmarks. Check the setup from other good drivers who drive the same car as you. You can save some try and error time. Listen and see where good drivers apply throttle and brakes, also find out their racing lines.

### ► Choose right tires

Tires are the only contact between the car and ground. Without a good set of tires, your car is going no where. You can always check what tires are used the most at the track. This is always a good starting point.

# Setup & Tuning

## 1 Tires

**!** **Tires are the most and first choice you should make.** Without suitable tires, the setup job will be very difficult. Always find out the best tires for the track first. Most gas touring cars use foam tires as they provide the best traction. Front 26mm width and rear 30mm width are allowed in most formal races. What we can do with the tires to get the best possible performance? There are mainly 3 ways we can work on.

### ► Brand

Local racers can always tell you what tire brands are the best at that particular track. Some tires are good for qualification and some are good for the long final. Even the durability of wheel can make difference. Some wheels brake easily and may cost you champion title. All these information are quite open to all racers. Always check with your racing pal. Don't forget to check the price as well!!

### ► Hardness (Shore)

The higher the shore, the harder the tire. Major tire manufacturers produce tires range from 30 shore (softest) to 45 shore (hardest). There are basically two types of traction, Forward Traction & Side Bite. Forward traction decides car's acceleration and brake ability. Side bite is the traction the tire can have through the turn. Softer tires normally provide better forward traction and harder tires offer better side bite. This is why front tires are usually harder than rear tires. A difference of 5 shore between front and rear is common. Basically, too hard or too soft are all not good for handling.

Sometimes, track layout may cause different wear levels to front and rear tires. To compensate this situation, you may use slightly harder tires (2 shore) on the fast-wearing side.

Please check the chart below for the performance.

	Front Tire	Rear Tire
Softer	<ul style="list-style-type: none"><li>► More steering</li><li>► More wear</li><li>► Less road feeling</li></ul>	<ul style="list-style-type: none"><li>► More rear traction</li><li>► Less steering</li><li>► Less stability</li></ul>
Harder	<ul style="list-style-type: none"><li>► Less steering</li><li>► More durable</li></ul>	<ul style="list-style-type: none"><li>► More steering</li><li>► More durable</li></ul>

### ► Diameter

Normally, we use the same tire diameter on both front and rear tires. Of course, if you need different front/rear drive ratio, you may use larger rear tire diameters.

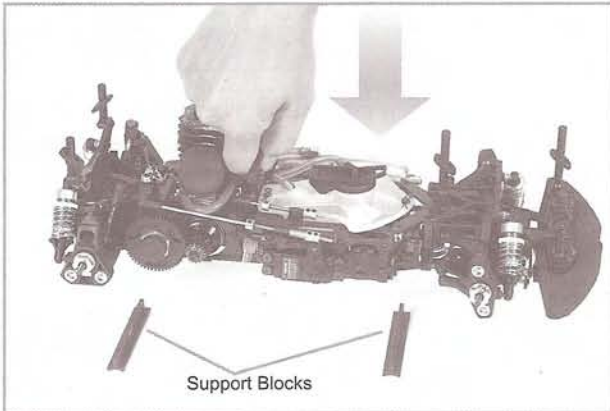
Large Tires	<ul style="list-style-type: none"><li>► Higher top speed</li><li>► Higher traction roll possibility</li><li>► Slower acceleration</li><li>► Slower response</li><li>► Tires tend to distort</li></ul>
Small Tires	<ul style="list-style-type: none"><li>► Better acceleration</li><li>► Chassis dragging on the ground</li><li>► Too responsive</li><li>► Less top speed</li></ul>

## 2

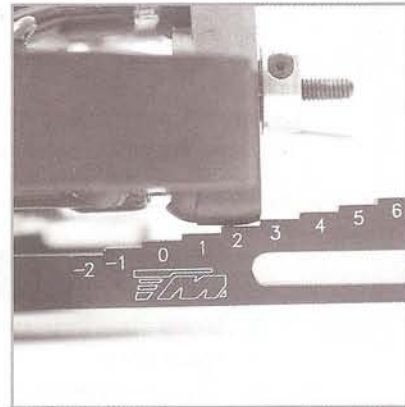
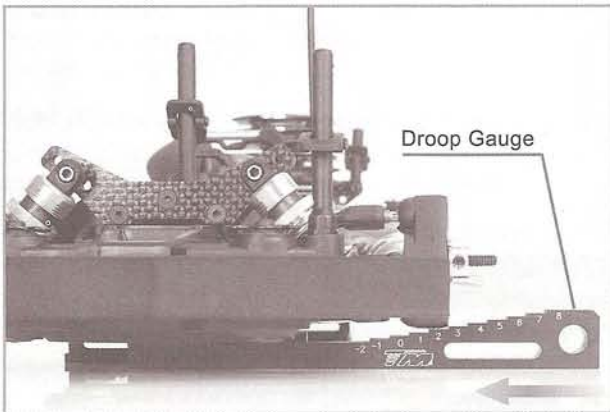
# Front Droop

Droop (or Down Stop) is used to limit the downward travel of the front suspension. The front droop (down stop) point is measured as the distance between the bottom of chassis and the bottom of steering block. Before start to measure the front droop, please make sure both left and right steering blocks are of the same level. If they are not, please adjust the front anti-roll bar adjusters to set them at the same height.

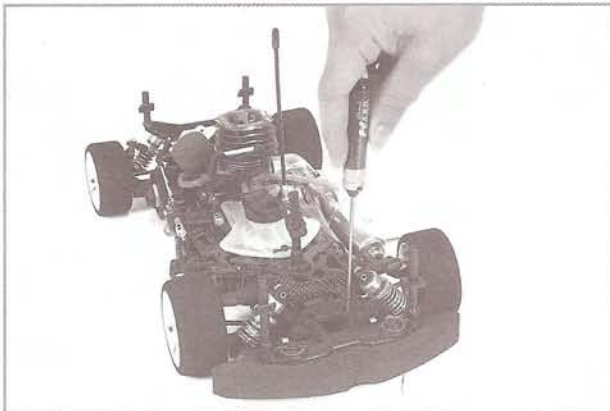
Basic Setup: 2mm



116039-2 Hard Coated Alum. Ride Height & Droop Gauge (w/support blocks)



Normally, we use 116039-2 Hard Coated Alum. Ride Height & Droop Gauge (w/support blocks) to set the droop. Place the support blocks under the chassis and use the droop gauge to measure the droop. **Make sure both steering blocks are of the same height first by adjusting the anti-roll bar adjusters.**



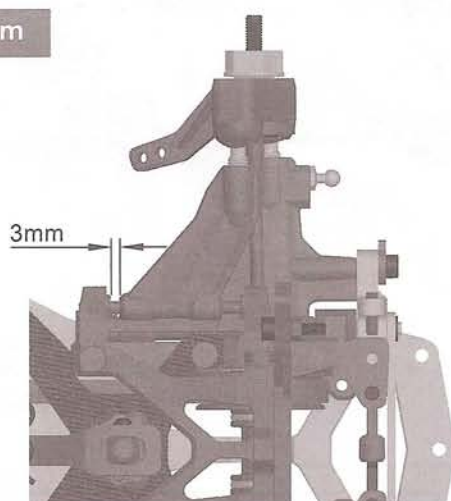
Fasten the set screws will raise the suspension arms. The overall suspension travel will be less this way. It is important to have equal left and right down stop points. The higher the droop number, the less the travel you get and vice versa.

Increasing Droop (lower number on the droop gauge)	Decreasing Droop (higher number on the droop gauge)
<ul style="list-style-type: none"> <li>▶ When the tire is getting smaller, you will need larger travel</li> <li>▶ Good for bumpy tracks</li> <li>▶ More steering</li> </ul>	<ul style="list-style-type: none"> <li>▶ Reduce chassis roll</li> <li>▶ Good for high traction tracks</li> <li>▶ Too little droop will cause a loss of traction</li> </ul>

### 3 Caster

Caster describes the angle of the steering block when it leans toward the rear of the car. Caster influences your steering entering and exiting corners. For the G4+, 4mm clips behind the arm will give you the smallest caster angle. Normally, we use Team Magic 117028 TM Black HC Manifold Spring/Caster Clip Removal Tool to remove caster clips.

Basic Setup: 3 mm



We use this number to show the caster amount on the setup sheet. You can easily adjust the caster angle by placing the caster clips in front of or behind the upper arm. Please notice that both sides need to be equal.

Less Caster (more clips behind the arm)	More Caster (less clips behind the arm)
<ul style="list-style-type: none"> <li>▶ More steering entering corners</li> </ul>	<ul style="list-style-type: none"> <li>▶ Better straight line stability</li> <li>▶ Good for bumpy tracks</li> <li>▶ Better on power steering</li> </ul>

### 4 Front Solid Axle

With a front solid axle, the front wheels will be turning at the same rate, giving you sub-optimal steering. The front solid axle works like a one way while on power. The car can react instantly to your throttle, so consider using it in slippery conditions or for tight tracks with short, straight stretches. It also retains four wheel braking capability. The car will be very stable and easy to drive.

### 5 One Way

The one way assembly contains two heavy duty one way bearings which house the joint cups on each side. These one way bearings make the front drive system engage immediately on power, no wheel spin. Hence, equal power can be distributed to each front tires. With the front one way, there is more traction out of corners on acceleration. Typically, front one way performs good on large flowing tracks. However, less braking ability.

# 6

## Front Anti-Roll Bar

Anti-roll bar set is used to stabilize a car from excessive chassis roll in a turn. As a car turns, centrifugal cornering force cause the car to roll and weight-transfer to the outside side of the car. A car without anti-roll bar set on a high traction surface will tend to have a lot of chassis roll, which results in being less responsive. Anti-roll set can help plant your tires and give them more traction. Anti-roll bar set is generally used on smooth, high traction conditions. On bumpy surfaces, anti-roll bar set doesn't allow your suspension to work independently, making the car more difficult to drive.

The front anti-roll car set on the G4 RS is fully adjustable. You can always try different hardness to get the right performance.

**Basic Setup: 90 degree (blade vertical to the ground)**



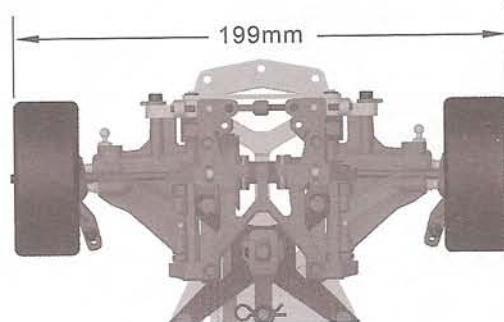
Stiffest Setting (vertical to the ground, i.e. 90 degree)	Softest Setting (parallel to the ground, i.e. 0 degree)
<ul style="list-style-type: none"> <li>▶ Faster steering response</li> <li>▶ Better straight line stability</li> <li>▶ Can cure oversteering</li> <li>▶ Less steering into the corner</li> </ul>	<ul style="list-style-type: none"> <li>▶ More steering into the corner</li> <li>▶ Slower steering response</li> </ul>

# 7

## Front Width

Front width is the distance between the two out edges of the front tires. Please measure from the bottom of tires. You can adjust the pivot balls to adjust the front width. Please adjust the upper and lower pivot balls at the same amount. Otherwise, you may change the camber angle.

**Basic Setup: 199mm**

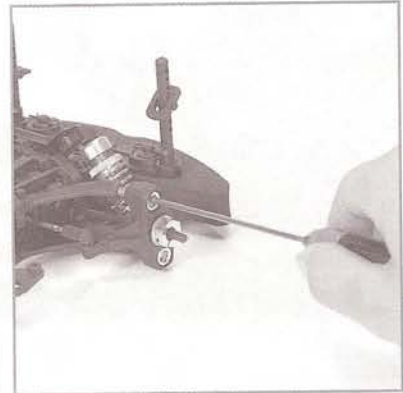
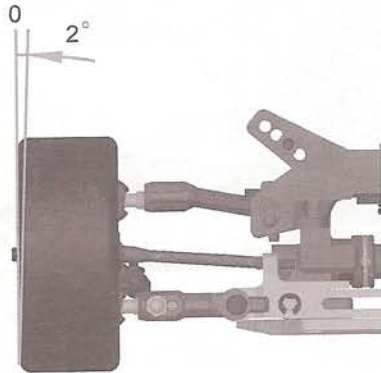


Increase Front Width	Decrease Front Width
<ul style="list-style-type: none"> <li>▶ Slower steering response</li> <li>▶ Less traction roll possibility</li> <li>▶ Less steering into the corner</li> </ul>	<ul style="list-style-type: none"> <li>▶ Quicker steering response</li> <li>▶ More possibility to traction roll</li> <li>▶ More steering into the corner</li> </ul>

## 8 Front Camber

Camber describes the angle of the wheels as their tops lean to or away from the chassis. Negative camber means the tire leans inward at the top. We don't use positive camber. Front camber is largely affected by the caster angle. Higher caster angle (lean backward) requires less front camber. Less caster angle needs more negative camber. Normally, we adjust Upper pivot balls to get the camber angle we want. Please consider to use H.A.R.D. H7101 1/10 Touring Car Cambertoe Setup Gauge (for 4mm wheel shaft) to setup the camber angle.

### Basic Setup: 2 degree

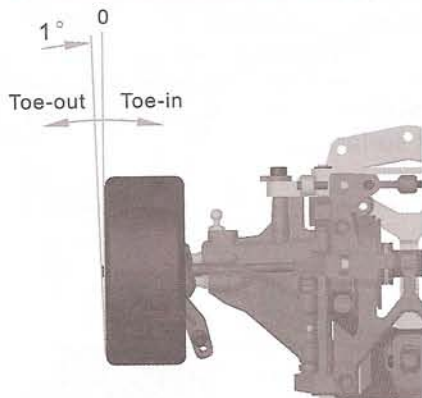


More Camber	Less Camber
<ul style="list-style-type: none"> <li>▶ More side traction</li> <li>▶ Better steering</li> <li>▶ Too much negative camber can actually reduce the cornering grip</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less side traction</li> <li>▶ Less steering</li> </ul>

## 9 Front Toe

Toe-in/toe-out describes the angle of the wheels when viewed from above. Inward means toe-in and outward means toe-out. Please consider to use H.A.R.D. H7101 1/10 Touring Car Cambertoe Setup Gauge (for 4mm wheel shaft) to setup the toe angle.

### Basic Setup: Toe-out 1 degree



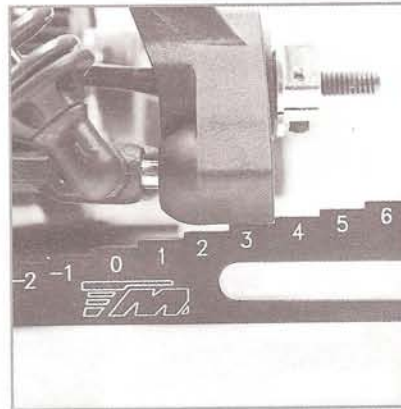
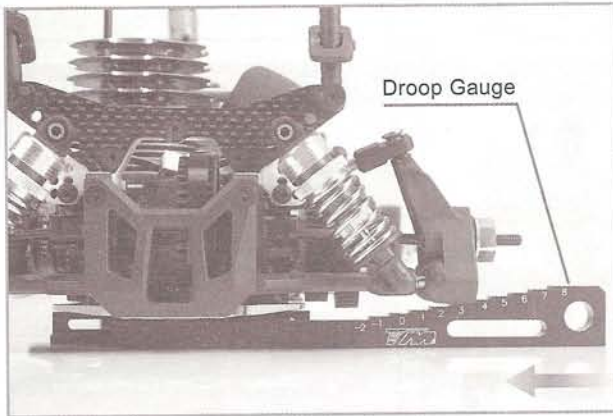
Toe-out	Toe-in
<ul style="list-style-type: none"> <li>▶ More steering entering a corner</li> <li>▶ Instant steering response</li> <li>▶ Instability on bumpy/slippery surfaces</li> </ul>	<ul style="list-style-type: none"> <li>▶ More stable</li> <li>▶ Decrease steering into a corner</li> <li>▶ Better steering out of a turn</li> </ul>



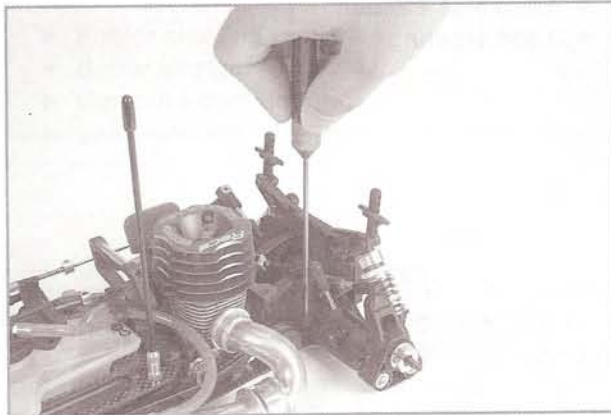
# 10 Rear Droop

Droop (or Down Stop) is used to limit the downward travel of the rear suspension. The front droop (down stop) point is measured as the distance between the bottom of chassis and the bottom of rear hub carriers. Before start to measure the rear droop, please make sure both left and right hub carriers are of the same level. If they are not, please adjust the rear anti-roll bar adjusters to set them at the same height.

Basic Setup: 3mm



Normally, we use 116039-2 Hard Coated Alum. Ride Height & Droop Gauge (w/support blocks) to set the droop. Place the support blocks under the chassis and use the droop gauge to measure the droop. **Make sure both hub carriers are of the same height first by adjusting the anti-roll bar adjusters.**



Fasten the set screws will raise the suspension arms. The overall suspension travel will be less this way. It is important to have equal left and right down stop points. The higher the droop number, the less the travel you get and vice verse.

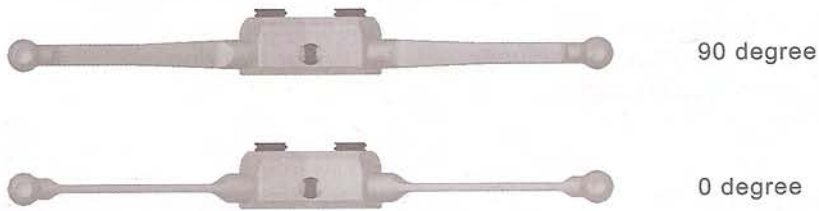
Increasing Droop (lower number on the droop gauge)	Decreasing Droop (higher number on the droop gauge)
<ul style="list-style-type: none"> <li>▶ More steering ability</li> <li>▶ Good for bumpy surfaces</li> <li>▶ Less traction when braking</li> </ul>	<ul style="list-style-type: none"> <li>▶ More rear traction</li> <li>▶ Good for flat surfaces</li> </ul>

# 11 Rear Anti-Roll Bar

Anti-roll bar set is used to stabilize a car from excessive chassis roll in a turn. As a car turns, centrifugal cornering force cause the car to roll and weight-transfer to the outside side of the car. A car without anti-roll bar set on a high traction surface will tend to have a lot of chassis roll, which results in being less responsive. Anti-roll set can help plant your tires and give them more traction. Anti-roll bar set is generally used on smooth, high traction conditions. On bumpy surfaces, anti-roll bar set doesn't allow your suspension to work independently, making the car more difficult to drive.

The rear anti-roll car set on the G4 RS is fully adjustable. You can always try different hardness to get the right performance.

**Basic Setup: 0 degree (blade parallel to the ground)**



<b>Stiffest Setting</b> (vertical to the ground)	<b>Softest Setting</b> (parallel to the ground)
<ul style="list-style-type: none"> <li>▶ Less side traction</li> <li>▶ Faster steering response</li> <li>▶ Good for oversteering situation</li> </ul>	<ul style="list-style-type: none"> <li>▶ More side traction</li> <li>▶ Slower steering response</li> </ul>

## 12 Differential

On the G4 RS , you can adjust the differential tightness by changing the diff silicone oil thickness. Differential works when the two side of tires turn in different speed. As the touring car tires are quite small (unlike the large tires on the 1/8 onroad car), we suggest that rear differential should be used for most conditions.

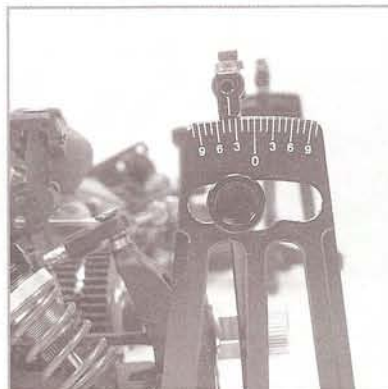
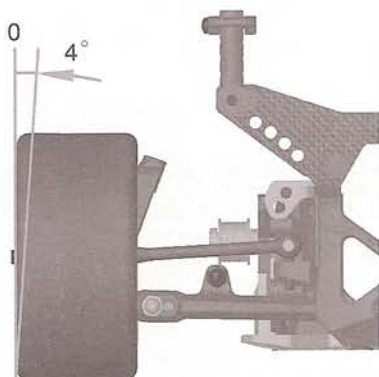
**Basic Setup: Front 30000wt Rear 10000 wt**

<b>Thinner Diff Oil</b>	<b>Thicker Diff Oil</b>
<ul style="list-style-type: none"> <li>▶ Good for low traction surfaces</li> <li>▶ Less instant acceleration and throttle response</li> </ul>	<ul style="list-style-type: none"> <li>▶ Good for high traction surfaces</li> <li>▶ Better instant acceleration and throttle response</li> </ul>

## 13 Rear Camber

Camber describes the angle of the wheels as their tops lean to or away from the chassis. Negative camber means the tire leans inward at the top. We don't use positive camber. Normally, we adjust upper camber link to get the camber angle we want. We don't adjust pivot balls. Please consider to use H.A.R.D. H7101 1/10 Touring Car Cambertoe Setup Gauge (for 4mm wheel shaft) to setup the camber angle.

**Basic Setup: 4 degree**

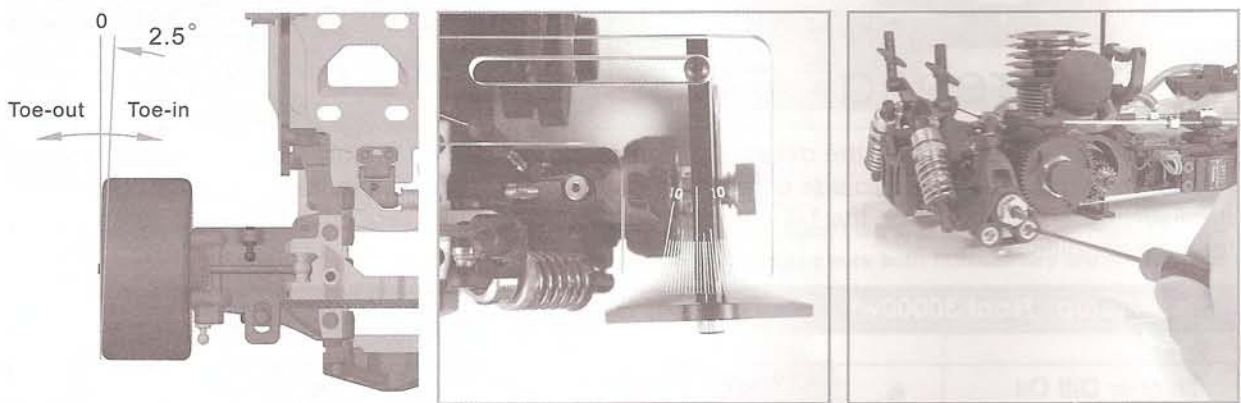


More Camber	Less Camber
<ul style="list-style-type: none"> <li>▶ More side traction</li> <li>▶ More traction under braking</li> <li>▶ Too much negative camber can actually reduce the straight line stability</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less side traction</li> <li>▶ Less traction under braking</li> <li>▶ Better steering</li> </ul>

## 14 Rear Toe

Toe-in/toe-out describes the angle of the wheels when viewed from above. Inward means toe-in and outward means toe-out. We don't use toe-out for the rear. Please consider to use H.A.R.D. H7101 1/10 Touring Car Cambertoe Setup Gauge (for 4mm wheel shaft) to setup the toe angle. To adjust the rear toe-in angle, **please only adjust the Lower Pivot Ball (front one)**.

**Basic Setup: Toe-in 2.5 degree**



More Toe-in	Less Toe-in
<ul style="list-style-type: none"> <li>▶ More straight line stability</li> <li>▶ Less top speed</li> <li>▶ More traction</li> <li>▶ Less steering</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less straight line stability</li> <li>▶ Higher top speed</li> <li>▶ More steering</li> </ul>

## 15 Gear Ratio

Gear ration determines a car's acceleration and top speed performance. A small pinion gear with a larger spur gear generates a low gear ratio, offering faster acceleration but lower top speed. Therefore, to get a good balance between acceleration and top speed is extremely important. In addition, tire diameter is an important factor to consider as well. If you are using a lower gear ration with large tires, the acceleration won't be faster.

**Basic Setup: ▶ 1st 16/51T ▶ 2nd 21/46T**

	1st Gear			1st Gear			1st Gear		
Pinion Gear	15	15	15	16	16	16	17	17	17
Spur Gear	52	51	50	52	51	50	52	51	50
Final Ratio	7.59	7.45	7.30	7.12	6.98	6.85	6.70	6.57	6.44
	2nd Gear			2nd Gear			2nd Gear		
Pinion Gear	20	20	20	21	21	21	22	22	22
Spur Gear	47	46	45	47	46	45	47	46	45
Final Ratio	5.15	5.04	4.93	4.90	4.80	4.69	4.68	4.58	4.48

# 16 Shock Dampening

**⚠ Shock dampening is the 2nd important thing when you setup the car.** It is used to keep your car stick to the ground. If your tires don't contact with the ground, there will be no forward and side traction. Normally, we use shock oil and shock piston hole to control the speed of shock compresses or de-compresses. With thicker shock oil or less shock piston openings, the dampening will be harder. Normally, we use soft springs with soft dampening and vice verse.

**Basic Setup:** ▶ Front #600 Shock Silicone Oil  
▶ Rear #600 Shock Silicone Oil

Softer Dampening	Harder Dampening
<ul style="list-style-type: none"> <li>▶ Slower response</li> <li>▶ Better for bumpy tracks</li> <li>▶ Better traction</li> <li>▶ Unpredictable</li> </ul>	<ul style="list-style-type: none"> <li>▶ Faster response</li> <li>▶ Stable when accelerate</li> <li>▶ For smooth tracks</li> <li>▶ Solid driving feeling</li> </ul>

# 17 Shock Spring

The purpose of the springs is to keep the chassis level during acceleration, brake and cornering. We suggest you to use Team Magic 502143 Shock Spring Set (8 pairs) to tune the car.

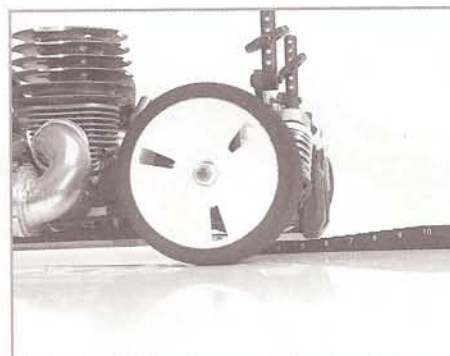
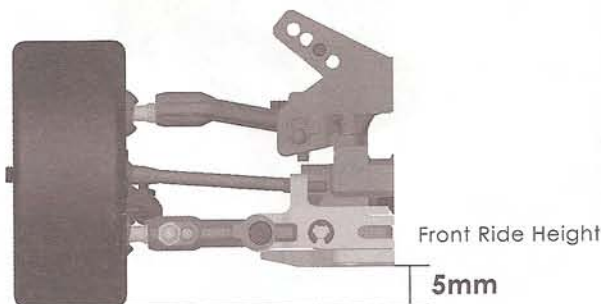
**Basic Setup:** Silver Spring (included)

	Softer Spring	Hard Spring
Front	<ul style="list-style-type: none"> <li>▶ More steering</li> <li>▶ Slower steering responsel</li> <li>▶ Good for bumpy tracks</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less steering</li> <li>▶ Faster steering response</li> <li>▶ Good for flat high traction tracks</li> </ul>
Rear	<ul style="list-style-type: none"> <li>▶ More traction</li> <li>▶ Good for bumpy tracks</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less traction</li> <li>▶ Faster steering response</li> <li>▶ Good for flat high traction tracks</li> </ul>

# 18 Ride Height

Ride height describes the distance of the car from the bottom of the chassis to the ground. To setup the ride height, you will need to have the car fully equipped and the body off. Always check the ride height after finishing all other adjustments. Don't use a ride height lower than 4mm. We suggest you to use ride height gauge to measure the distance. To adjust the ride height, please adjust the shock collars.

**Basic Setup:** ▶ Front 5mm ▶ Rear 5.5mm



	Lower Ride Height	Higher Ride Height
Front	<ul style="list-style-type: none"> <li>▶ Quicker steering response</li> <li>▶ More traction</li> <li>▶ Less chance of traction roll</li> <li>▶ Chassis may drag on the ground</li> </ul>	<ul style="list-style-type: none"> <li>▶ Slower steering response</li> <li>▶ Less traction</li> <li>▶ More chance to traction roll</li> </ul>
Rear	<ul style="list-style-type: none"> <li>▶ More traction</li> <li>▶ More traction under braking</li> <li>▶ Less chance of traction roll</li> <li>▶ Chassis may drag on the ground</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less traction</li> <li>▶ Better steering</li> </ul>

## 19 Adjustable Wheelbase

Wheelbase is the distance between the front and rear wheel shafts. Changes to wheelbase can make a big difference to the car handling because the weight distribution has been changed. For example, by making the wheelbase shorter from the rear end can result in more rear traction as you place more weight on the rear end. On the G4+, you can easily adjust the spacers on the front/rear lower arms to get the different wheelbases.

**Basic Setup: 260 mm (Acceptable Wheelbase Range: 256-260mm)**

Longer Wheelbase	Shorter Wheelbase
<ul style="list-style-type: none"> <li>▶ More stable</li> <li>▶ Better handling over bumps</li> <li>▶ Better for open &amp; high traction tracks</li> </ul>	<ul style="list-style-type: none"> <li>▶ Good for sharp corners &amp; tight tracks</li> <li>▶ Quick steering response</li> </ul>

## 20 Adjustable Front Roll Center

Changing the G4's roll center isn't something we recommend. However, if it is necessary, the Speed Shot Front Bulkhead System now provides experienced racers with this fine tuning adjustment. Two small triangle roll center adjusters on both ends can be rotated to get the exact roll center you require. This simple technique moves the hinge pin up or down to one of three possible positions. It is of high importance however that both sides of the car are setup the same. To continue the 'Speed Shot' philosophy, you'll notice small button screws have replaced the traditional set screws for securing the hinge pins.




**Basic Setup: Hinge Pin Posit in Outer Top**



Roll center adjuster



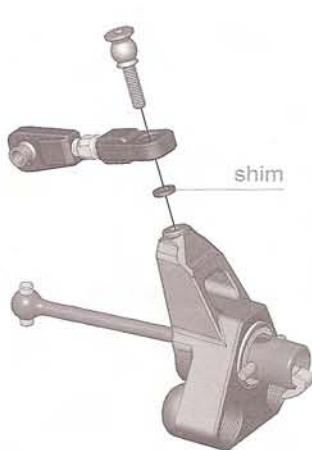
Hinge pin holder

	Hinge Pin Position		
	Outer Top (same as G4+ stock setting) 	Outer Bottom 	Inner Middle 
Roll Center	Lower	Higher	The longer upper link tends to have a lower roll center and smaller camber gain.
Effect	<ul style="list-style-type: none"> <li>▶ More steering</li> <li>▶ More chassis roll</li> <li>▶ More grip</li> </ul>	<ul style="list-style-type: none"> <li>▶ Less steering</li> <li>▶ Quicker response</li> <li>▶ Less chassis roll</li> </ul>	<ul style="list-style-type: none"> <li>▶ If you want a little more steering at the middle of the corner you can choose this position.</li> </ul>

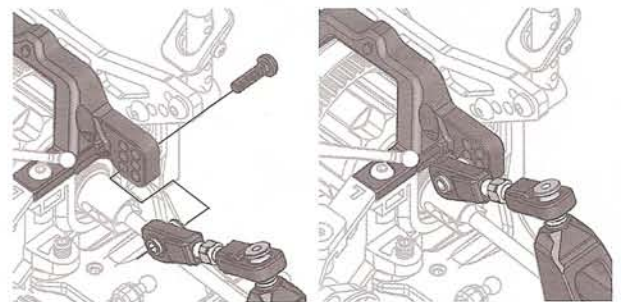
## 21 Adjustable Rear Roll Center

Roll centre adjustments can be completed by simply placing additional shims under the connector and the new upper linkage design is better for suspension movement, even with large angles of toe-in. Testing also revealed that less camber angle is needed when using the new rear hub carriers and this helps create a faster car.

### Basic Setup: 2 Shims



Easy rear roll center adjustment



New upper linkage design

	Less Shims	More Shims
Roll Center	Lower	Higher
Effect	<ul style="list-style-type: none"> <li>▶ More chassis roll</li> <li>▶ More grip</li> <li>▶ Better on low traction tracks</li> </ul>	<ul style="list-style-type: none"> <li>▶ Quicker response</li> <li>▶ Less chassis roll</li> </ul>

▶▶▶ After you finish all these steps, you are ready to go.

## SETUP SHEET

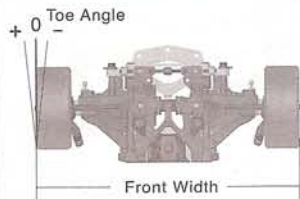


### TRACK CONDITIONS

Surface:  Smooth  Med.  Bumpy  
 Size:  Open  Med.  Tight  
 Traction:  High  Med.  Low

Track Temp/Air Temp: \_\_\_\_\_° / \_\_\_\_\_°  
 Note: \_\_\_\_\_  
 \_\_\_\_\_

### FRONT SUSPENSION



Front Width: \_\_\_\_\_ mm

Anti-Roll Bar: \_\_\_\_\_°

Diff. Fluid: \_\_\_\_\_ wt  
 One Way  
 Solid Axle

Toe Angle: \_\_\_\_\_°

Front Camber: **L** \_\_\_\_\_° **R** \_\_\_\_\_°

Front Ride Height: \_\_\_\_\_ mm

Front Droop: \_\_\_\_\_ mm

Caster: \_\_\_\_\_ mm

► SHOCK

Shock Length: \_\_\_\_\_ mm

Thread Length: \_\_\_\_\_ mm

Oil: \_\_\_\_\_ wt

Piston: \_\_\_\_\_

Spring: \_\_\_\_\_ mm

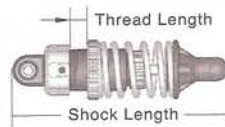
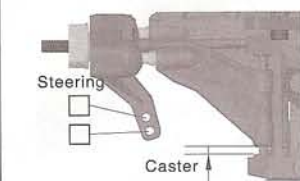
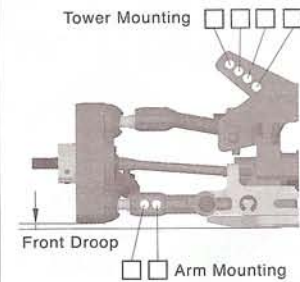
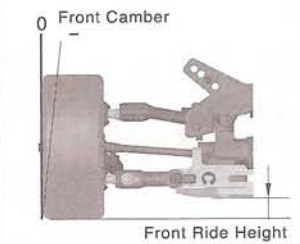
► TIRE

Front Tire: \_\_\_\_\_

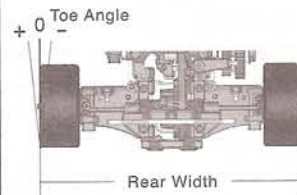
Shore: **L** \_\_\_\_\_° **R** \_\_\_\_\_°

Diameter(Start): **L/R** \_\_\_\_\_ / \_\_\_\_\_ mm

Diameter(Finish): **L/R** \_\_\_\_\_ / \_\_\_\_\_ mm



### REAR SUSPENSION



Rear Width: \_\_\_\_\_ mm

Anti-Roll Bar: \_\_\_\_\_°

Diff. Fluid: \_\_\_\_\_ wt  
 Solid Axle

Toe Angle: \_\_\_\_\_°

Rear Camber: **L** \_\_\_\_\_° **R** \_\_\_\_\_°

Rear Ride Height: \_\_\_\_\_ mm

Rear Droop: \_\_\_\_\_ mm

► SHOCK

Shock Length: \_\_\_\_\_ mm

Thread Length: \_\_\_\_\_ mm

Oil: \_\_\_\_\_ wt

Piston: \_\_\_\_\_

Spring: \_\_\_\_\_ mm

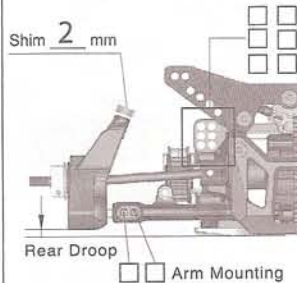
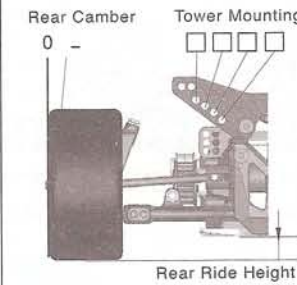
► TIRE

Front Tire: \_\_\_\_\_

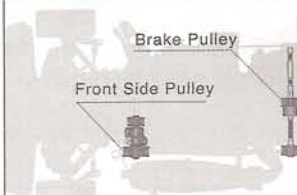
Shore: **L** \_\_\_\_\_° **R** \_\_\_\_\_°

Diameter(Start): **L/R** \_\_\_\_\_ / \_\_\_\_\_ mm

Diameter(Finish): **L/R** \_\_\_\_\_ / \_\_\_\_\_ mm



### PULLEY

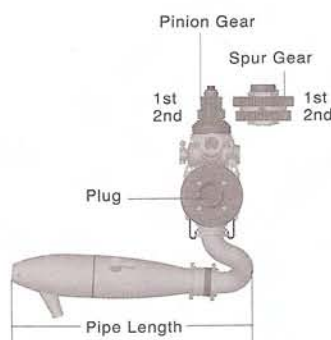


Front Side Pulley: \_\_\_\_\_ T

Rear Side Pulley: \_\_\_\_\_ T

Brake Pulley: \_\_\_\_\_ T

### ENGINE



Gear Ratio: 1st \_\_\_\_\_ T / \_\_\_\_\_ T

2nd \_\_\_\_\_ T / \_\_\_\_\_ T

Clutch Set Type:

3 Shoe  Push Type

Clutch Spring: \_\_\_\_\_ mm

Clutch weight: \_\_\_\_\_

Clutch Shoe: \_\_\_\_\_

Engine: \_\_\_\_\_

Plug: \_\_\_\_\_

Fuel: \_\_\_\_\_

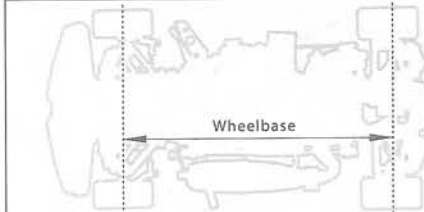
Manifold: \_\_\_\_\_

Pipe: \_\_\_\_\_

Pipe Length: \_\_\_\_\_ mm

Note: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### WHEELBASE



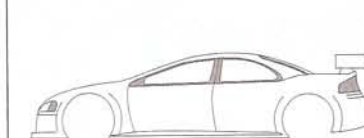
257 mm

258 mm

259 mm

260 mm

### BODY



Body: \_\_\_\_\_

Radio: \_\_\_\_\_

ST. Servo: \_\_\_\_\_

TH. Servo: \_\_\_\_\_

## SETUP SHEET



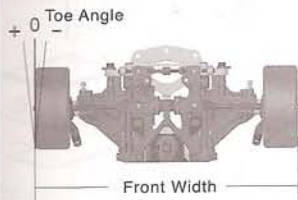
### TRACK CONDITIONS

Surface:  Smooth  Med.  Bumpy  
 Size:  Open  Med.  Tight  
 Traction:  High  Med.  Low

Track Temp/Air Temp: \_\_\_\_\_° / \_\_\_\_\_°

 Note: \_\_\_\_\_  
 \_\_\_\_\_

### FRONT SUSPENSION


 Front Width: 199 mm

 Anti-Roll Bar: 90 °

Diff. Fluid: 3000 wt  
 One Way  
 Solid Axle

 Toe Angle: +1 °

 Front Camber: L -2° R -2°

 Front Ride Height: 5 mm

 Front Droop: 2 mm

 Caster: 2 mm

#### ▶ SHOCK

 Shock Length: 62.5 mm

 Thread Length: 2.8 mm

 Oil: #60 wt

 Piston: standard

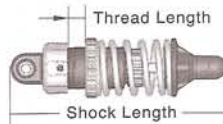
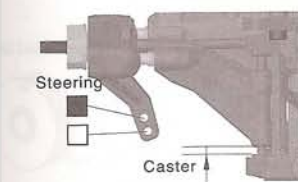
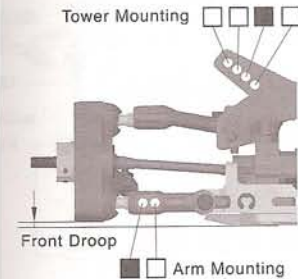
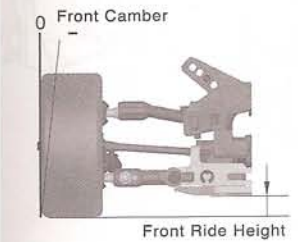
 Spring: 1.7 mm

#### ▶ TIRE

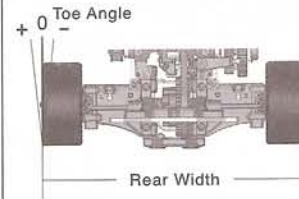
Front Tire: \_\_\_\_\_

 Shore: L 40° R 40°

 Diameter(Start): L/R 62/62 mm

 Diameter(Finish): L/R \_\_\_/\_\_\_ mm


### REAR SUSPENSION


 Rear Width: 200 mm

 Anti-Roll Bar: 0 °

Diff. Fluid: #10000 wt  
 Solid Axle

 Toe Angle: -2.5 °

 Rear Camber: L -4° R -4°

 Rear Ride Height: 5.5 mm

 Rear Droop: 3 mm

#### ▶ SHOCK

 Shock Length: 60 mm

 Thread Length: 1.5 mm

 Oil: #60 wt

 Piston: standard

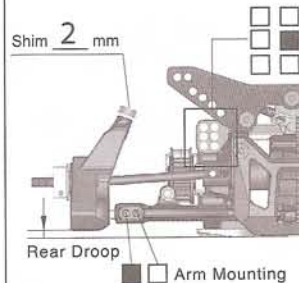
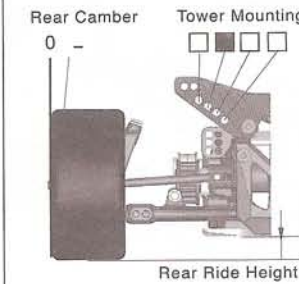
 Spring: 1.7 mm

#### ▶ TIRE

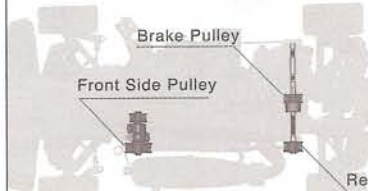
Front Tire: \_\_\_\_\_

 Shore: L 40° R 40°

 Diameter(Start): L/R 63/63 mm

 Diameter(Finish): L/R \_\_\_/\_\_\_ mm


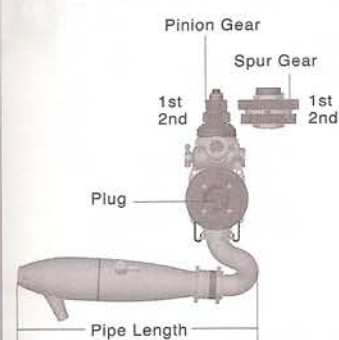
### PULLEY


 Front Side Pulley: 27 T

 Rear Side Pulley: 19 T

 Brake Pulley: 21 T

### ENGINE


 Gear Ratio: 1st 16T / 51T

 2nd 21T / 46T

Clutch Set Type:

3 Shoe  Push Type

 Clutch Spring: 1.8 mm

 Clutch weight: standard

 Clutch Shoe: standard

 Engine: Novarossi 12 L5

Plug: \_\_\_\_\_

Fuel: \_\_\_\_\_

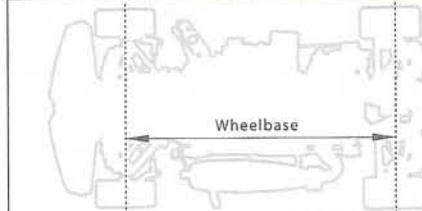
 Manifold: K Factory K6001

 Pipe: K Factory K6001

Pipe Length: \_\_\_\_\_ mm

 Note: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

### WHEELBASE

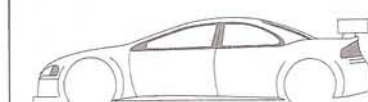

 257 mm

 258 mm

 259 mm

 260 mm

### BODY



Body: \_\_\_\_\_

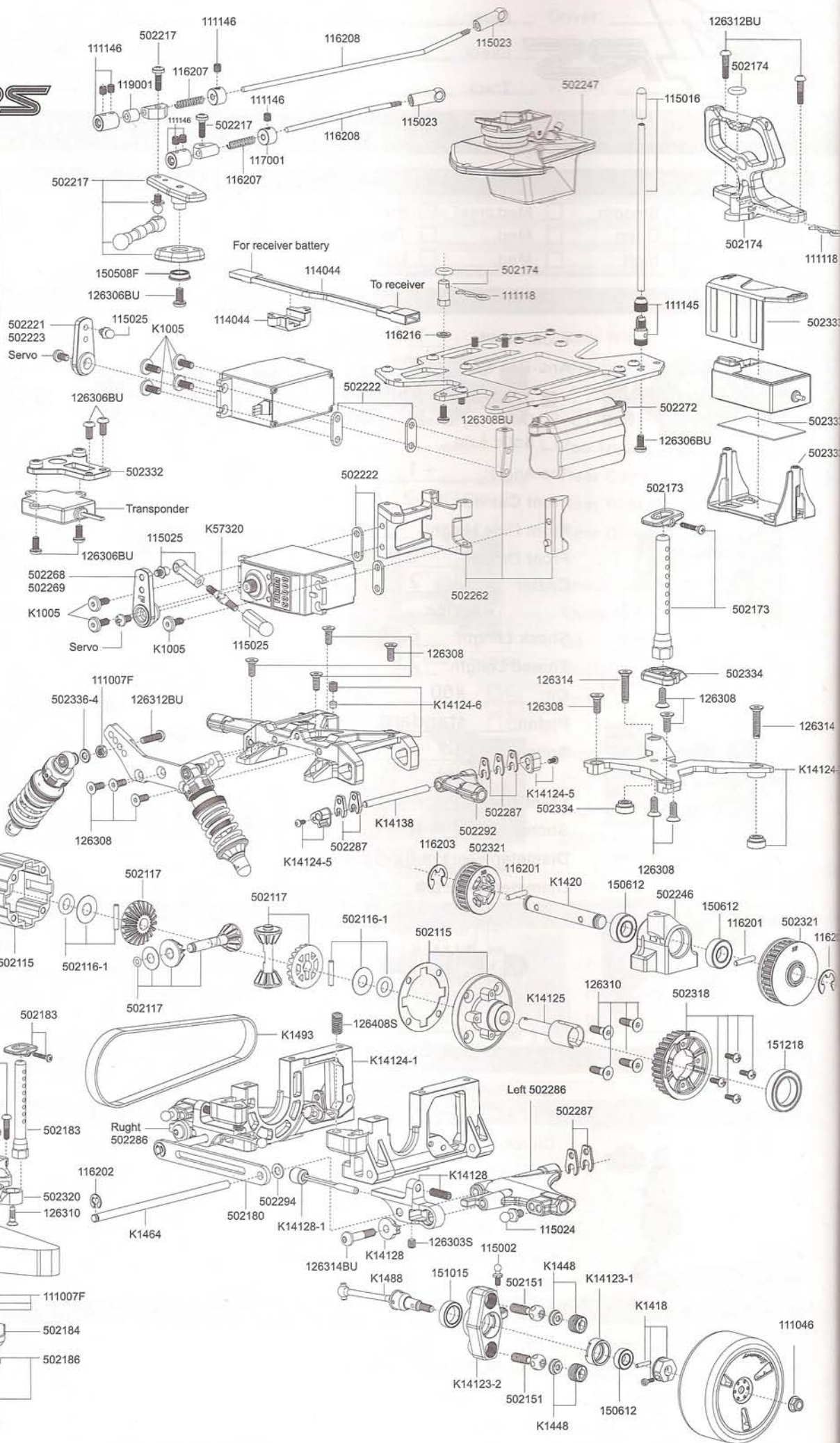
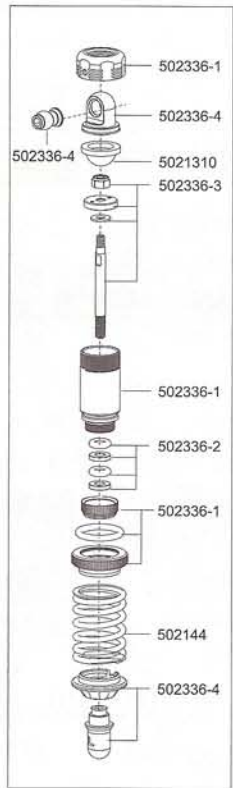
Radio: \_\_\_\_\_

ST. Servo: \_\_\_\_\_

TH. Servo: \_\_\_\_\_



# G4RS







## PARTS LIST

1 G4 RS Spare Parts	
Item No.	Item Description
111003	3mm Alum. F.H. Washer (6)
111007F	3mm Flat Locknut (10)
111041	3mm Alum. Cap Washer (6)
111046	4mm Alum. Flanged Lock Nut (Thin) (4)
111050	Pipe Holder (3mm)
111064	3mm Flat Nut (6)
111118	R5 R-clip (10)
111120	R6 R-clip (10)
111145	Small Functional Alum. Antenna Rod Mount (w/antenna rod)
111146	TM Dual Alum. Stopper (6)
114044	Special Receiver Battery Pack Wire Set (w/mount)
114061	6v-1100mah Ni-MH Lightweight Special Size Pack (for G4S/Le Mans)
115002	4mm Ball Stud & Ball Cup (for 3mm rod)(6)
115016	Antenna Rod (2)
115023	Throttle Ball Cup (4)
115024	4mm Short Thread Ball Stud & Ball Cup (for 3mm rod) (5)
115025	4mm Short Neck Ball Stud & Ball Cup (for 3mm rod) (4)
116042	Allen Wrench Set (1.5, 2.0, 2.5 & 5mm)
116043	Cross Wrench (4, 5, 5.5 & 7mm)
116132C	3x20mm CR Adjustable Rod (2)
116135C	3x50mm CR Adjustable Rod (2)
116141-8C	4x18mm CR Adjustable Rod (2)
116201	2x11mm Pin (10)
116202	E-clip 2.5 (10)
116203	E-clip 5 (10)
116207	Throttle/Brake Linkage Spring (4)
116208	Throttle/Brake Linkage Rod (4)
116216	3x6.5x1mm Alum. Washer (6)
116217	O-ring P3 (10)
116219	3x6.5x2mm Alum. Washer (6)
117001	Alum. Stopper (4)
119001	Silicone Fuel Tube (60cm)
126303S	3x3mm Set Screw (6)
126306	3x6mm Steel FH Screw (6)
126306C	3x6mm Cap Screw (6)
126306BU	3x6mm Steel Button Head Screw (6)
126308	3x8mm Steel F.H. Screw (6)
126308BU	3x8mm Steel Button Head Screw (6)
126310	3x10mm Steel F.H. Screw (6)
126310BU	3x10mm Button Head Screw (6)
126310C	3x10mm Cap Screw (6)
126312	3x12mm Steel F.H. Screw (6)
126312BU	3x12mm Button Head Screw (6)
126314	3x14mm Steel FH Screw (6)
126314BU	3x14mm Button Head Screw (6)
126404S	4x4mm Set Screw (6)
126408S	4x8mm Set Screw (6)
150407	4x7x2.5mm Bearing (2)
150407F	4x7x2.5mm Flanged Bearing (2)
150508F	5x8mm Flanged Bearing (2)
150510O	5x10x4mm Dust-Resistant Bearing (4) Orange
150510F	5x10mm Flanged Bearing (2)
150612	6x12x4mm Bearing (4)
151015	10x15x4mm Bearing (4)
151218	12x18x4mm Bearing (4)
502101	G4 2 Speed Shoe Cam & Posts

Item No.	Item Description
502103	G4 2 Speed Shoe Spring & Screw (2)
502107	G4 2 Speed 1st Spur Gear 50T
502108	G4 2 Speed 1st Spur Gear 51T
502109	G4 2 Speed 1st Spur Gear 52T
502111	G4 One Way Hub & Nut (w/bearing)
502115	G4 Diff Case (2), Diff Case Cover (1) & Gasket (2)
502116	G4 Diff Joint, P5 O-ring, 5x12mm Shim & 2x11mm Pin (2)
502116-1	P5 O-Ring, 5x12mm Shim & 2x11mm Pin (2)
502117	G4 4x10mm Shim, Bevel Shaft & Bevel Gear Set (1 set)
502123	#10000 Silicone Oil
502125	#600 Silicone Oil
502131O	G4 Membrane (4)
502144	Orange
502151	G4 9mm Low Friction Pivot Ball (2)
502153	G4 Wheel Axle (2)
502173	G4 5th Body Post Set
502174	G4 Fuel Tank Supporter & Handle
502180	G4 Front Lower Arm Stiffener Brace
502183	G4 Front Body Post (2)
502184	G4 Front Lower Bumper
502186	G4 Bumper Foam Post Set (2)
502191	G4 Rear Body Post Set (2)
502198	G4 Brake Plate & Brake Pad
502200	G4 Lightweight 2 Speed Shaft
502201	G4 Brake Disc Set
502203	G4 2 Speed Housing Dust Cover
502211	G4 Belt Tensioner
502217	G4 Throttle Linkage Set
502221	G4 Servo Arm (Futaba) (2)
502222	G4 Servo Spacer (4)
502223	G4 Servo Arm (Ko, Sanwa & JR) (2)
502246	G4 Middel Belt Mount
502247	G4 Fuel Tank
502262	G4 Servo Mount Set (S/Le Mans)
502263	G4 Radio Plate Support & Receiver Battery Mount (S/Le Mans)
502265	G4 Alum. Side Plate (pair) (S/Le Mans)
502266-1	G4S Rear Belt Tensioner Set
502267	G4 S Single Bell Crank Steering System
502268	G4 Thick Servo Arm (Futaba) (2)
502269	G4 Thick Servo Arm (Ko, Sanwa & JR) (2)
502272	G4 Receiver Battery Pack Mount (S/Le Mans)
502274	G4 ST Steel Hardened Drive Shaft 52.9mm (2)
502281	G4 Duro 2 Speed 2nd Spur Gear 45T (use with 502284 & 502285)
502282	G4 Duro 2 Speed 2nd Spur Gear 46T (use with 502284 & 502285)
502283	G4 Duro 2 Speed 2nd Spur Gear 47T (use with 502284 & 502285)
502284	G4 Duro 2 Speed Housing & Nut (w/bearing) (use with Duro gears and shoe)
502285	G4 Duro 2 Speed Shoe (1 pair) (use with Duro housing and gears)
502286	G4 Front Lower Flying Wing Arm (1 pair)
502287	G4 Flying Wing Arm Clip and Spacer Set (2)
502288	G4 New Rear Bulkhead (1 pair)
502291	G4 Rear Lower Flying Wing Arm (1 pair)
502292	G4 Front Upper Flying Wing Arm (1 pair)
502294	G4 3x6x0.5mm Iron Shims (G4+) (4)
502295	Differential Silicone Oil #30000 (10ml)
502318	G4RS Front Diff Pulley 30T
502319	G4RS 3mm Alum. 7075 Chassis
502320	G4RS Front Upper Bumper Plate

Item No.	Item Description
502321	G4S Pulley Set (19T, 20T & 27T)
502322	G4RS Rear Plate
502323	G4S Brake Pulley 21T
502324	G4RS Diff Gasket (4)
502325	G4RS Rear Anti-Roll Bar Set
502326	G4RS Brake Post & Lever Set
502327	G4 RS Rear Upper Arm Linkage Set
502328	G4RS Rear Shock Tower Mount
502329	G4RS Rear Shock Tower
502330	Alum. Washer 3.1x5x1mm (6)
502331	G4RS Carbon Radio Plate
502332	G4RS Transponder Mount
502333	G4RS Receiver Mount
502334	G4RS Front X Plate
502335	G4RS Engine Mount
502336	G4RS Shock Set (2)
502336-1	G4RS Shock Body (2)
502336-2	G4RS Shock O-Ring & Washer Set (2)
502336-3	G4RS Shock Shaft (2)
502336-4	G4RS Shock Ball End Set (2)
502337	G4RS Rear Drive Shaft O-Ring (4)
K1003	Special 3mm Engine Mount Screw (5)
K1005	Special 3mm Servo Holding Screw (5)
K1146-2	Push Type Clutch Nut
K1146-11	Thrust Bearing, 5x10mm
K1146-14	5x10mm Bearing (2)
K1215-6	30mm Push Type Clutch Spring Adjusting Nut
K1410-8	30mm Push Type Clutch Spring (1.8mm Yellow)
K1418	G4/FW05/V1RR Alum. Clamp Type Hex Wheel Hub (4)
K1419	G4 Fuel Tank
K1420	G4 Hard Coated Alum. Middle Shaft
K1430-1	G4 New Strong Carbon Bumper Top Plate
K1448	G4 Alum. Pivot Ball Nut & Teflon Washer(2)
K1449	G4 Alum. Pivot Ball Nut & Teflon Washer(8)
K1463	G4 Super Hardened Hinge Pin (Front Upper) (2)
K1464	G4 Super Hardened Hinge Pin (Front Lower) (2)
K1465	G4 Super Hardened Hinge Pin (Rear Upper) (2)
K1488	G4 ST Steel Universal Joint (2) (for V1RRR front as well)
K1493	G4 & V1 New Competition Low Friction Front Belt
K1494	G4 & V1 New Competition Low Friction Side Belt
K1495	G4 & V1 New Competition Low Friction Rear Belt
K14136	G4 New Alum. One Piece Engine Mount
K1497-1	UFO Push Type Clutch Collet (Nova Rossi)
K1497-2	UFO Push Type Clutch Flywheel
K1497-3	UFO Push Type Clutch Post (for Centrifugal Shoe) (6)
K1497-7	UFO Push Type Clutch Spring Mount
K1497-10	UFO Push Type Clutch Centrifugal Shoe (3)
K1497-13	Clearance Shim 5x9x0.15mm (5) & 5x9.0.3mm (3)
K1498	G4 Real Racing Brake Pads (glued with plate, for most Kyosho cars) (pair)
K14100	G4 ST Steel 2 Speed Shoe Cam (w/special treatment)
K14109	G4 Rear 4mm Carbon Shock Tower (w/alum. stiffener)
K14110	G4 Rear Dual Adjustable Anti Roll Bar Mount (w/bar)
K14115	G4 Left A+C Radio Plate Support & Side Plate
K14116	G4 Right A+C Radio Plate Support & Side Plate
K14122	G4 ED Transmission System
K14122-1	G4 ED HC Alum. One Piece 30T Front One Way / Solid Axle Set
K14122-2	G4 ED HC 7075 Alum. 20T Pully & Middel Shaft

Item No.	Item Description
K14122-3	G4 ED HC Alum. 27T Side Pulley
K14122-4	G4 ED HC Alum. 19T Side Pulley
K14122-5	G4 ED HC Steel 2 Speed Shaft
K14122-6	G4 ED HC Alum. 21T Brake Pully
K14122-7	G4 ED Lightweight Vent Brake Disc
K14122-8	G4 ED Nylon 46T Rear Gear Diff Pulley
K14122-9	G4 ED HC Alum. 30T Front Pulley (for front differential)
K14122-10	G4 ED 3.1x11mm FH Washer (2)
K14122-15	G4 ED HC 7075 Alum. 15T Clutch Gear
K14122-16	G4 ED HC 7075 Alum. 16T Clutch Gear
K14122-17	G4 ED HC 7075 Alum. 17T Clutch Gear
K14122-20	G4 ED HC 7075 Alum. 20T Clutch Gear & Housing
K14122-21	G4 ED HC 7075 Alum. 21T Clutch Gear & Housing
K14122-22	G4 ED HC 7075 Alum. 22T Clutch Gear & Housing
K14123	G4 Flash-Pit Quick Change Tire System
K14123-1	G4 Flash-Pit System Insert (for stock G4 drive shaft)
K14123-2	G4 Flash-Pit Front Steering Block
K14123-3	G4 Flash-Pit Rear Hub Carrier
K14123-4	G4 Flash-Pit Rear Upper Link Set
K14123-5	G4 Flash-Pit Universal Joint (2)
K14123-6	G4 Flash-Pit Quck Change Lever & Accessories (2)
K14124	G4 Speed Shot Front Bulkhead System
K14124-1	G4 Speed Shot Nylon Bulkhead
K14124-2	G4 Speed Shot Upper Carbon Stiffener Bracket
K14124-4	G4 Speed Shot Carbon Shock Tower
K14124-5	G4 Speed Shot Spacer (4)
K14124-6	G4 Speed Shot Nylon Bracket
K14125	G4 Lightened ST Steel Gear Diff Joint Cup (2)
K14126	G4 Lightweight Alum. Brake Lever
K14128	G4 Rear Dual Adjustable Anti Roll Bar Mount (w/bar)
K14128-1	G4 Front Dual Adjustable Anti Roll Bar
K14130	G4 Alum. Rear Anti-Roll Bar Mounts (w/anti-roll bar) (G4+)
K14131	G4 New Carbon Brake Bracket
K14132	G4 Carbon Transponder Holder (S/RTR)
K14133	G4 UFO 2 Push Type Clutch
K14133-1	UFO 2 Push Type Clutch Shoe Special Mount
K14133-2	UFO 2 Push Type Clutch Shoe
K14133-3	UFO 2 Push Type Clutch Set Thrust Bearing Retainer (for G4)
K14135	G4 Lightweight Foam Bumper
K14137	G4 UFO 2 Push Type Clutch
K14137-1	G4 UFO Push Type Clutch Upgrade Kit (UFO to UFO 2)
K14138	G4 ST Steel 3x42.4mm Super Hardened Hinge Pin (Front Upper for speed shot system) (2)
K14139	G4 ST Steel 3x56mm Super Hardened Hinge Pin (Rear Lower) (2)
K14122-21S	G4 ED Steel 21T Clutch Gear & Housing
K40612	K Factory 6x12x4mm FF Bearing (6)
K41015	K Factory 10x15x4mm FF Bearing (6)
K41218	K Factory 12x18x4mm FF Bearing (6)
K57320	K Factory 3x20mm X Turnbuckles (2)

## 2 Optional Parts

Item No.	Item Description
101639	Nova Rossi Air Filter (Round, Large Hole)
111051	Round Type Fuel Filter (Small)
116205	Double Side Tape (3)
116212	Throttle Pivot & 2.6x8mm Screw (4)
150610	6x10x3mm Bearing (2)
502110-1	G4 2 Speed Housing Nut Only



## PARTS LIST

Item No.	Item Description
502111-1	G4 One Way Hub Nut Only
502124	#30000 Silicone Oil
502135	Shock Spring 1.2mm (2)
502136	Shock Spring 1.3mm (2)
502137	Shock Spring 1.4mm (2)
502138	Shock Spring 1.5mm (2)
502139	Shock Spring 1.6mm (2)
502140	Shock Spring 1.7mm (2)
502141	Shock Spring 1.8mm (2)
502142	Shock Spring 1.9mm (2)
502143	Shock Spring Set (8 pairs)
502302	GG4 Diff Case & Pulley Set
502304	G4 Wheel Axle (2) & Adapter (4)
502306	G4 Sliding Servo Saver, Rail & Mount
502309	G4 Front & Rear Body Post
502310	G4 FR Upper & Lower Bumper & Posts
502314	G4 Throttle Servo Linkage Set
502315	G4 Differential Set
K1001-2	Pre-Painted 200mm Lola Body (Le Mans G4 style, base color needed)
K1004-2	Pre-Painted 200mm GTP Body (Le Mans G4 style, base color needed)
K1215-5	30mm Push Type Clutch Spring (Blue)
K1341-2	30mm Push Type Clutch Spring (Silver)
K1410-6	30mm Push Type Clutch Spring (1.6mm Red)
K1410-7	30mm Push Type Clutch Spring (1.7mm Orange)
K1411	G4 & V1 Alum. Rear Solid Axle (w/pulley)
K1423	G4 Lightweight Alum. One Way Hub (w/bearing)
K1425	G4 Lightweight Alum. Engine Mount
K1428	G4 Alum. Throttle Linkage Mount
K1429	G4 Lightweight Alum. Front Lower Bumper
K1442	G4 Front Lower Carbon Arm Stiffener Brace
K1444	G4 9mm Titanium Pivot Ball (2)
K1445	G4 9mm Titanium Pivot Ball (8)
K1446	G4 Lightweight Composite 9mm Pivot Ball (2)
K1447	G4 Lightweight Composite 9mm Pivot Ball (8)
K1467	G4 Alum. Lower Spring Cup (4)
K1470	G4 Alum. Sliding Steering Servo Saver
K1472	G4 Shock Piston (#1, #3, #4) (6)
K1473	G4 Carbon Rear Shock Tower Stiffener
K1477	G4 Alum. Front Solid Axle Set
K1477-1	G4 Alum. Front Solid Axle Joint Cup (2)
K1480	G4 Swing Rack Steering System (w/ 8pcs bearings)
K1486	G4 Conversion Set For Lola VDS Body
K1497-11	UFO Push Type Clutch Centrifugal Shoe (Red, harder) (3)
K1497-14	Push Type Clutch Spring (1.8mm Black, Harder with less coils)
K14104	G4 Alum. Servo Mount (S/Le Mans)
K14106	G4 ST Steel One-Way Joint Cup (2)
K14107	G4 New Front Upper Carbon Stiffener Bracket
K14109-1	G4 Rear Shock Tower Carbon Only
K14110-1	G4 Rear Dual Adjustable Anti Roll Bar
K14114	G4 4mm Cat Eye Front Carbon Shock Tower
K14117	G4 EZO Japan Speed Bearing Set (16)
K14118	G4 Alum. Adjustable Single Bell Crank Steering Arm
K14118-1	G4 Alum. Single Bell Crank Steering Nylon Spacer Set (3)
K14119	G4 Aluminum Rear Belt Tensioner Mount (G4S)
K14120	G4 Lightweight Aluminum Middle Belt Mount
K14121	G4 Special Shock Bladder (5)
K14125	G4 Lightened ST Steel Gear Diff Joint Cup (2)

Item No.	Item Description
K6001	K Factory Missile 12 Class Adjustable In-Line Pipe Set (5 mm, EFRA 2623)
K6002	K Factory Missile 12 Class Adjustable In-Line Pipe Set (6 mm)
K7002	K Factory 1/10 Lightweight Antenna Rod Mount Set (w/super flexible antenna rods 2pcs)

### 3 Tool (Optional Parts)

Item No.	Item Description
111015	Alpha Starter Box
114012	DC 12v Glow Starter Charger
114014	lum. Metered Glow Starter
116006	ACurved Model Scissors
116025	Cross Wrench (7, 8, 10, 12 & 17mm)
116047	TM Smart 300cc Super Soft Fuel Bottle
116051	TM 1/10 Setup Board (420x360mm)
116055	Push Type Clutch Pinion Gear & 2 Speed Nut Removal Tool (for clutch housing with 3 holes)
117002-1M	TM Black HC Hex Wrench Metric Size 1.5mm
117002-2M	TM Black HC Hex Wrench Metric Size 2.0mm
117002-3M	TM Black HC Hex Wrench Metric Size 2.5mm
117006	TM Black HC Pivot Ball Nut Hex Wrench 5mm
117009	TM Black HC Metric Ball Stud Nut Driver 5mm
117010	TM Black HC Nut Driver 5.5mm (for 3mm nut)
117011	TM Black HC Nut Driver 7mm (for 4mm nut)
117012	TM Black HC Nut Driver 8mm (for glow plug & 5mm nut)
117013	TM Black HC Push Type Clutch Nut Driver 10mm
117023	TM Black HC Carb Tuning Slotted Screw Driver (4mm)
117024	TM Black HC Phillips Screw Driver (4mm)
117028	TM Black HC Manifold Spring Tool
117030	TM Black HC Body Reamer (0~18mm)
119206	TM Transmitter Bag (Black)
119207	TM Starter Box Bag - Small (Black)
119212	TM Touring Car Bag (Black)
119213	TM Starter Box Bag - Large (Black)
119220	TM New Formula 8 (F8) Car Bag (for 1/8 cars)
119221	TM Banner (200x70cm, strong nylon material)
119225	TM Formula 10 (F10) Car Bag (for 1/10 cars)
119226	TM Adjustable Partition Parts Box (smoke color 13x10x2.8cm)
H6101	Pin Tower (for 3mm drive shaft pin assembly)
H6101-1	Pin Tower ST Steel Pin Removal Tip (for 3mm)
H6101-2	Pin Tower ST Steel Pin Installation Tip (for 3mm)
H6111	Spring Tension Adjusting Tool (for most Centax clutch sets)
H6502	S-Circuit Starter Box
H7101	1/10 Touring Car Cambertoe Setup Gauge (for 4mm wheel shaft)
H7103	1/10 Touring Car Quick Setup System (for 4mm wheel shaft)
H9001	H.A.R.D. Tool Bag (10 Slots)
H9003	H.A.R.D. 1/10 Touring Car Setup System Bag
H9005	H.A.R.D. Transmitter Bag
H9021	H.A.R.D. Magellan Series 1/10 Touring Car Bag
H9031	H.A.R.D. Cheng-Ho Series 1/10 Touring Car Bag

### 4 Apparel (Optional Parts)

Item No.	Item Description
119215	TM Summer Cap
119223	TM Racing T Shirt (Orange)
119224	TM Racing T Shirt (Black)



## Cautions !!

To prevent any serious personal injury or damage to property, please be responsible when operating this radio controlled car. Team Magic and its distributors have no control over damage resulting from shipping, improper construction or improper usage. Team Magic accepts no responsibility for damages resulting from the use of improper building equipment and operations. By the act of assembling or operating this product, the user accepts all liability. If the buyer is not prepared to accept this liability, then he/she should return this product in a new, unassembled and unused condition to the place of purchase.

- ▶ This is not a toy. It is a high speed r/c car for persons age 15 and older.
- ▶ Choose the right place to drive your r/c model
  - Don't run on streets or highways. This could cause serious accidents.
  - Don't run r/c cars near people or animals.
  - Don't run in the house. There is a high risk of fire.
  - Don't run nearby hospitals or schools. Loud noises may disturb others.
- ▶ Always inspect your model before operation
  - Always make sure air filter is clear, oiled and well installed on the car.
  - Always make sure that no one else is using the same frequency when you are using
  - Always make sure your transmitter and receiver batteries are fully charged to avoid losing control of the model.
  - Always make sure the brakes and the throttle function properly before starting your engine.
- ▶ Fire and fuel safety
  - Never use real car gasoline in your r/c model engine.
  - Never store fuel near heating devices or flames. No exposure to direct sunlight as well.
  - Keep r/c fuel away from children.
  - Be aware that some parts will be hot after operation, such as engine, chassis and pipe set. Don't touch these parts until they have cooled.
  - R/C fuel is flammable and poisonous. Please avoid direct contact. Also, be aware of spilled or leaking fuel. They can cause fires or explosions.
  - This produce contains a chemical known to the state of California to cause cancer and birth defects or other reproductive harm.

Based on continuous product development, the up-to-date specifications of the kit may vary. We reserve all rights to change any specification without prior notice.



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