

**RADIO CONTROLLED ELECTRIC POWERED RACING BUGGY  
4WD OFF-ROAD RACER**

# JAVELIN<sup>TM</sup>

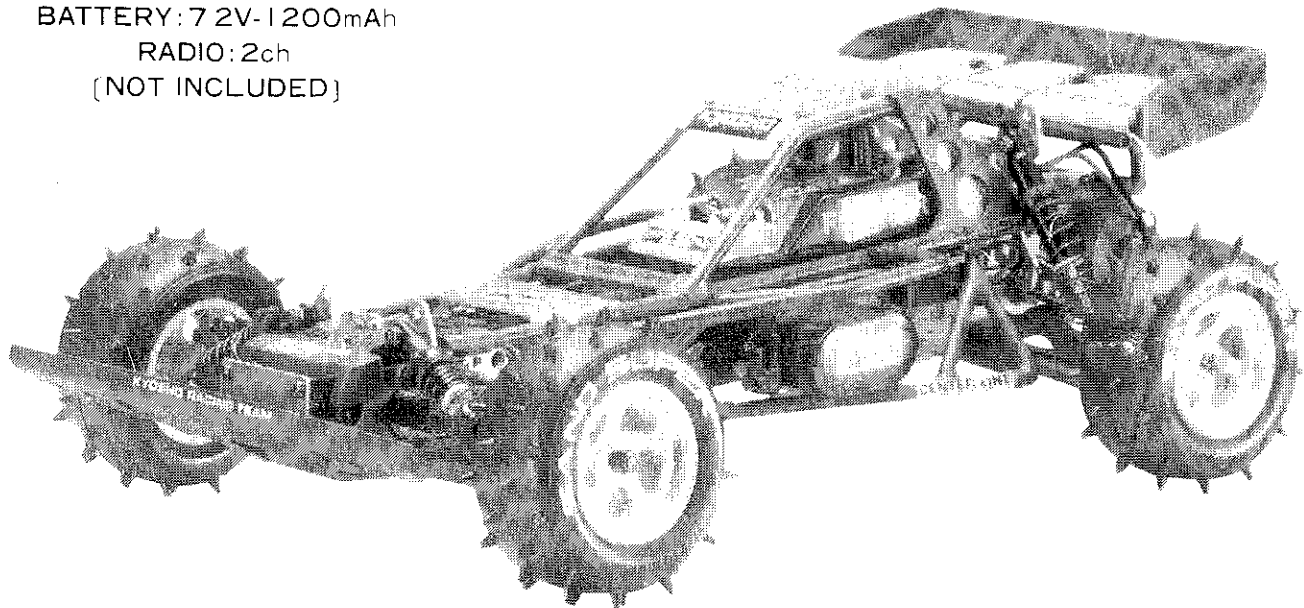
- ★ DESIGNED FOR HIGH PERFORMANCE
- ★ FOUR-WHEEL DRIVE FOR MAXIMUM TRACTION
- ★ SELECTABLE FRONT/REAR POWER BIAS
- ★ EXTRA LONG WISHBONES FOR NEGLIGIBLE BUMP STEERING
- ★ SPIKE TIRES OPTIMIZED FOR FOUR-WHEEL DRIVE
- ★ LIGHT WEIGHT FOR QUICKEST ACCELERATION
- ★ SHIELDED DRIVE CHAIN FOR LONGEST LIFE
- ★ TRUE GEAR-TYPE DIFFERENTIALS FRONT AND REAR
- ★ PRECISION-MOLDED DRIVETRAIN GEARS FOR SMOOTH POWER DELIVERY
- ★ LOW-RESISTANCE SPEED CONTROLLER FOR LOW POWER LOSS
- ★ HIGH GROUND CLEARANCE AND LONG SUSPENSION TRAVEL
- ★ OIL-FILLED SHOCK ABSORBERS ON ALL WHEELS
- ★ HIGH-STRENGTH ALUMINUM AND GLASS-FILLED NYLON PARTS
- ★ PERFECT 50-50 WEIGHT DISTRIBUTION
- ★ TRUE-GEOMETRY ACKERMAN STEERING LINKAGE
- ★ EASY STEP-BY-STEP ASSEMBLY INSTRUCTIONS
- ★ SHOCK ABSORBER MOUNTS SUITABLE FOR OVERSIZE SHOCKS
- ★ CRASH RESISTANT ROLL CAGE

**1:10 SCALE**

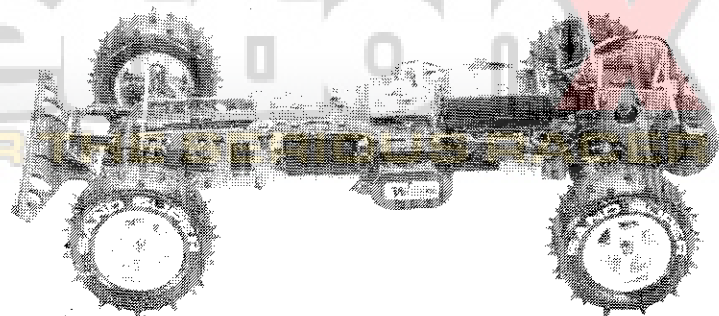
BATTERY: 7.2V-1200mAh

RADIO: 2ch

[NOT INCLUDED]



**KYOSHO**<sup>®</sup>  
THE FINEST RADIO CONTROL MODELS  
KIT No. 3031



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**4WD OFF-ROAD RACER**

# JAVELIN™

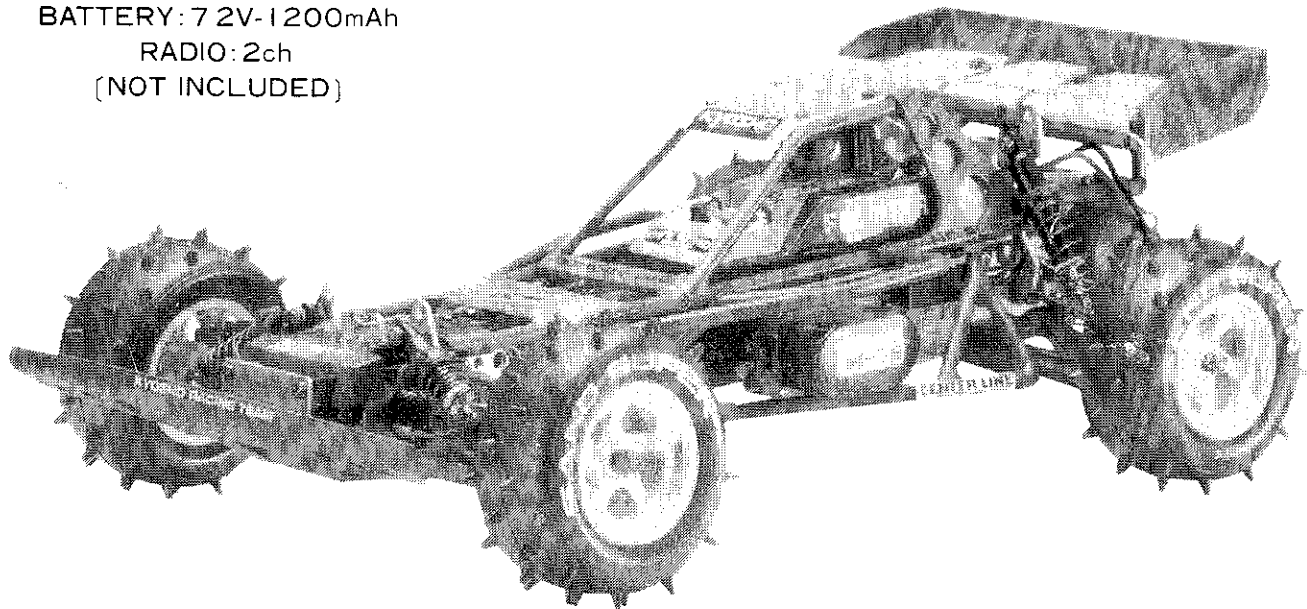
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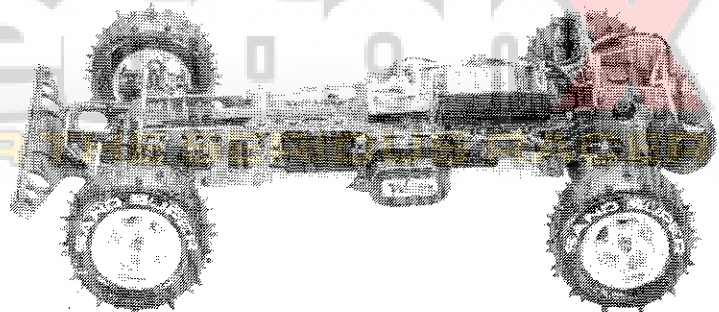
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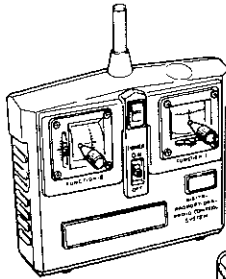


## THINGS YOU WILL NEED BESIDES THIS KIT

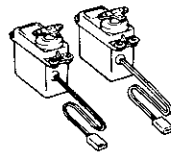
### 2 CHANNEL RADIO SYSTEM

A two channel two servo radio control system is required for running the Javelin. The various components are pictured below.

#### TRANSMITTER



#### SERVOS



#### BATTERY HOLDER



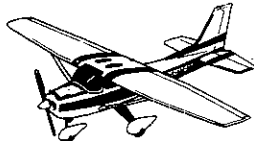
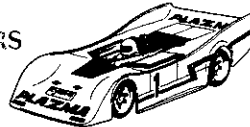
#### SWITCH



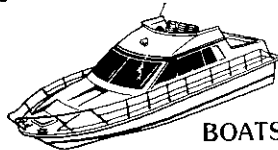
#### RECEIVER

This type of radio system can also be used for other models requiring only two channels of control.

#### CARS



#### AIRPLANES

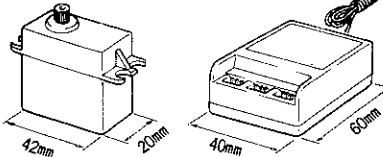


#### BOATS

### CHECK YOUR RADIO SYSTEM

Follow the instructions that came with your radio system to check out its operation.

You will also need to supply your radio with the proper number of batteries (usually 7 or 8 in the transmitter and 4 for the receiver).



#### SERVO

#### RECEIVER

#### BATTERY PACK

A 6-cell 7.2V battery similar in shape to the one shown here is required. The Kyosho #2218 is a good choice.

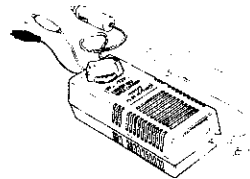


#### CHARGER

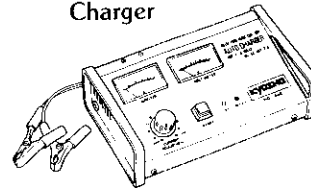
You'll need a charger to charge your battery. Kyosho offers three types:

Model	Name	Time	Rate %	Features
No. 2207	Quick Charger (DC 12V)	20 Min	70%	Inexpensive OK for sport use
No. 1846	Multi-Charger (DC 12V)	20 Min	100%	Full charge wide range of batteries
No. 1848	Auto Charger (DC 12V)	20 Min	100%	The best fully automatic operation Easy to use suitable for competition

#### No. 2207 Quick Charger



#### No. 1848 Auto Charger



### REQUIRED TOOLS

These ARE included with the Javelin.

1.5mm Allen Wrench

2mm Allen Wrench

Silicone Grease

Screw Locking Compound

These ARE NOT included with the Javelin.

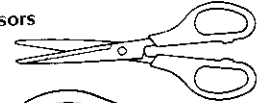
Phillips Screwdriver



5/16 Nut Driver



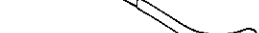
Scissors



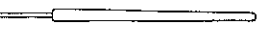
Needle Nose Pliers



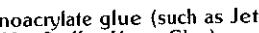
Wire Cutters



Awl



Sharp Hobby Knife



Cyanoacrylate glue (such as Jet CA, Hot Stuff or Crazy Glue).

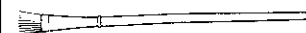


Masking Tape

Paint



Paint Brush



### OPTIONAL MOTORS



480G

The Javelin comes with a Mabuchi RS-540 motor as stock. You may wish to upgrade the performance by purchasing a Kyosho LeMans motor. We have found the best ones to be the 480G, 360PT and 360ST.

### BALL-BEARINGS

**KYOSHO Precision Ball Bearings**  
A complete set for your optional Javelin.



Ball Bearings greatly improve performance and reduce maintenance. The Kyosho #H-001 is a complete set of optional bearings for your Javelin.

### IMPORTANT! BEFORE YOU BEGIN

This is a sophisticated model with a large number of moving parts. Before you begin assembly take a look through the box and these instructions carefully to decide whether or not you are ready for this challenge! If you do not feel that this type of model is for you, it may be returned to the dealer as long as it is NEW and UNUSED UNDER NO CIRCUMSTANCES CAN YOUR DEALER ACCEPT A KIT FOR RETURN IF ASSEMBLY HAS ALREADY BEGUN! If this is not what you bargained for then go no further and return this kit to the dealer immediately. BUT, if a little maintenance doesn't bother you and the thrill of high performance driving is for you, then don't hesitate another minute! Read through this entire manual thoroughly to familiarize yourself with the parts and methods of construction used before actually starting to build.

### METRIC NUTS AND BOLTS

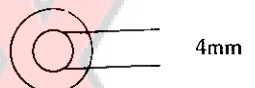
All nuts and bolts used throughout this kit are metric size. Therefore, some of the notations may not be familiar to you. An M3 nut is a 3 millimeter (3mm) nut. An M3 x 15 screw is 15mm long and 3mm in diameter. Some round parts may be labeled as a "4ø Washer" (this would be a washer with a 4mm inside

M3 x 15 SCREW



15mm

4ø WASHER



4mm



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In addition to the shock oil (red liquid) you will also find a small tube labeled "screw cement". This bluish-green locking compound may be used on all nuts and bolts in the car to ensure reliability. We have labeled those parts of the car where it is ESPECIALLY IMPORTANT to apply the compound with this symbol

Use this type of cement only on the nuts and bolts. When it calls for cement in the manual, use an "instant" type of glue such as Jet, CA, Hot Stuff or Krazy Glue. Another small tube of "silicone grease" (lubricant) is also included. Use it where you see the symbol.

Two types of screw threads are used in construction of your model. Machine screws have machine threads and are indicated by the label "Screw"

**MACHINE SCREW**

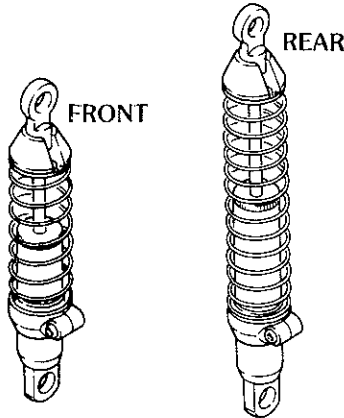


**SELF-TAPPING SCREW**



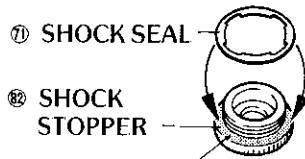
Self-tapping screws have different threads and a more tapered shape and are indicated by "S/T screw"

### 1 VIEW OF ASSEMBLED SHOCKS

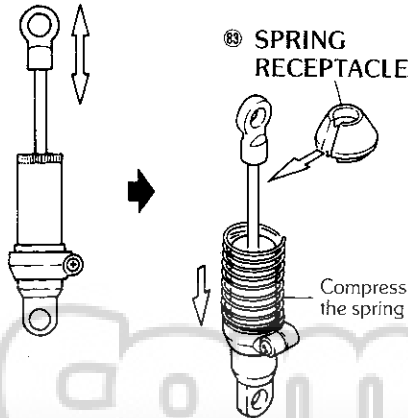


### 3 FILLING SHOCK WITH OIL

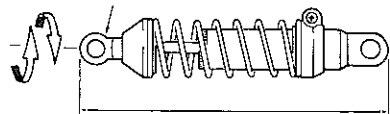
Make sure Shock Seal is in place on shoulder of Shock Stopper when ready to reassemble



When reassembled move piston up and down to see if shock operates smoothly. If not decrease amount of oil

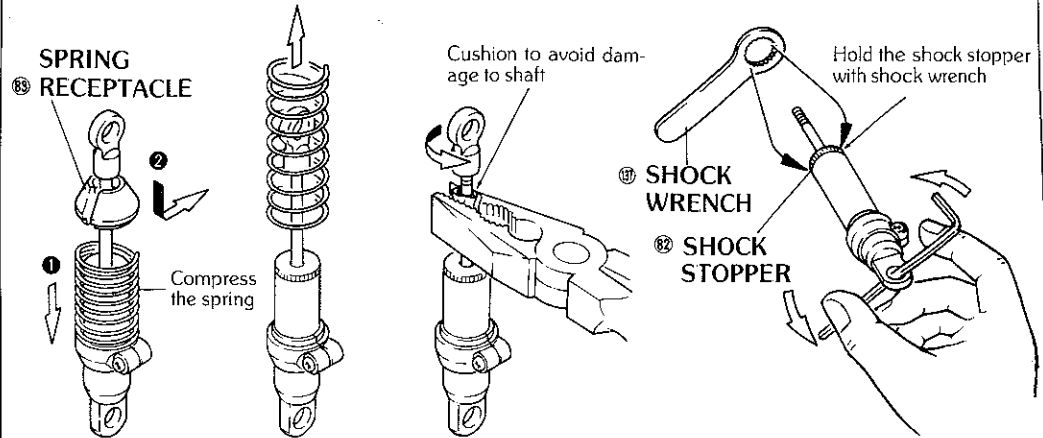


Adjust length of shock by screwing the shock end in and out



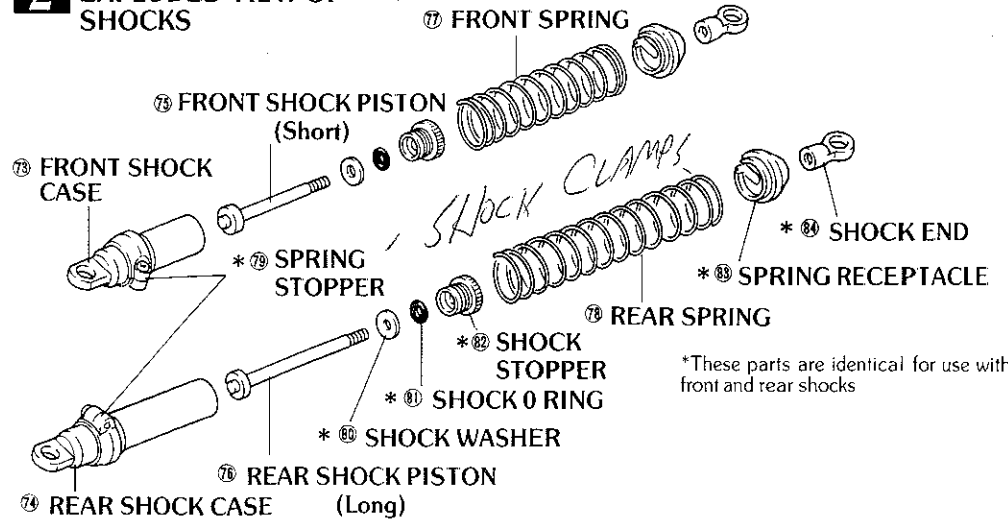
## 1 DISASSEMBLY OF SHOCKS

The shocks come assembled but disassembly is required to install dampening oil. Front and Rear Shocks are different so disassemble shocks one at a time to avoid mixing parts. Disassemble, fill with oil, then reassemble.



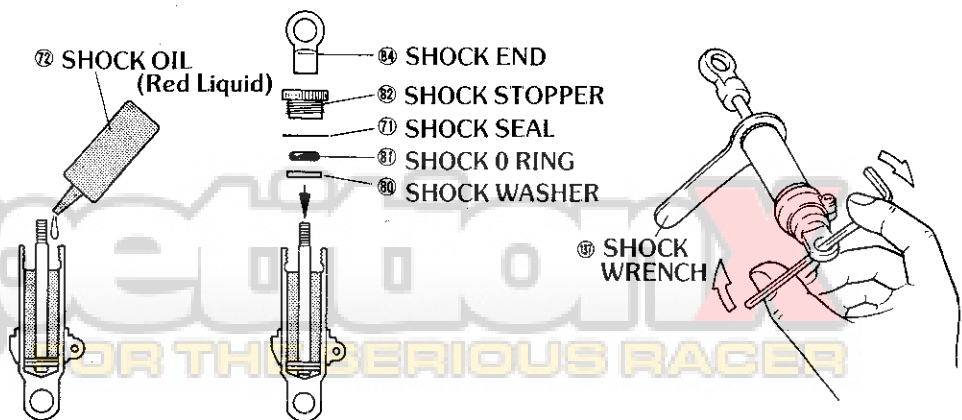
- 1 Press down spring and remove spring receptacle then remove spring
- 2 Hold shock shaft and remove shock end as shown in drawing
- 3 Remove shock stopper by unscrewing

## 2 EXPLODED VIEW OF SHOCKS



\*These parts are identical for use with front and rear shocks

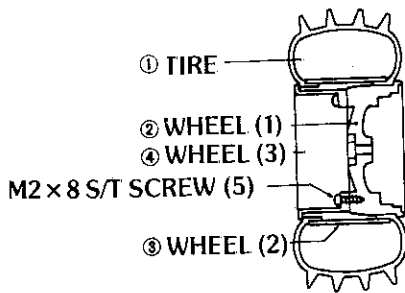
## 3 FILLING SHOCK WITH OIL



1. Press Piston to the bottom. Pour oil to level shown in drawing. Make sure there are no bubbles in oil
2. Assemble shock in the sequence shown
3. Tighten stopper firmly as illustrated

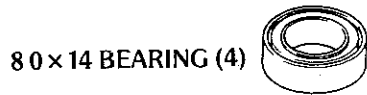
#### 4 CROSS-SECTIONAL VIEW OF TIRE AND WHEEL

M2 x 8 S/T SCREW (20)



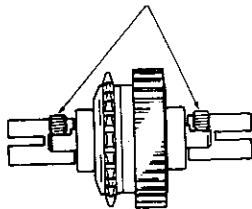
#### 5 INSTALLATION OF JOINT

M4 x 4 SET SCREW (4)



6 JOINT (4)

Set the M4 x 4 set screw to the flat on the shaft and tighten



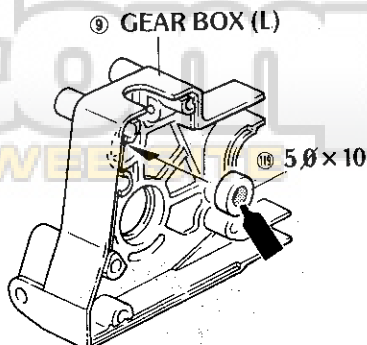
#### 6 ASSEMBLY OF GEAR BOX

M3 x 18 S/T SCREW (3)

M4 x 4 SET SCREW (1)

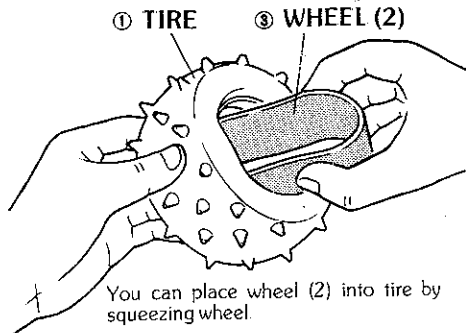
5 5 x 10 BUSHING (1)

NOTE! This bushing can be replaced with an optional bearing (see page 20 for details)



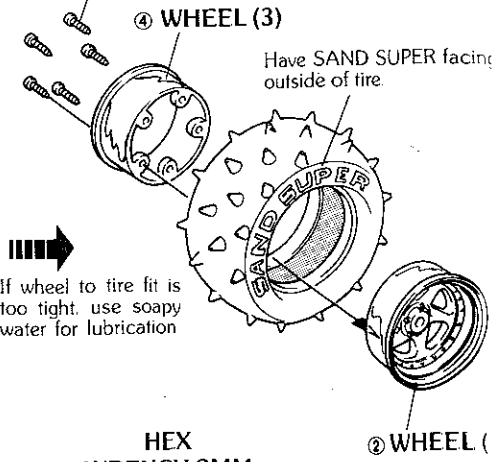
Insert 5 x 10 Bushing (Metal) into Gearbox (L)

#### 4 ASSEMBLY OF TIRE AND WHEEL



You can place wheel (2) into tire by squeezing wheel.

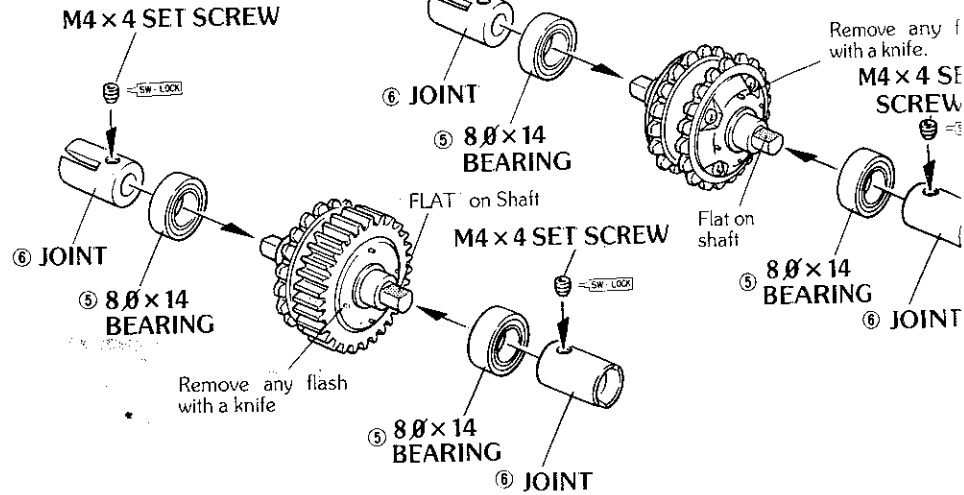
M2 x 8 S/T SCREW (5)



If wheel to tire fit is too tight, use soapy water for lubrication

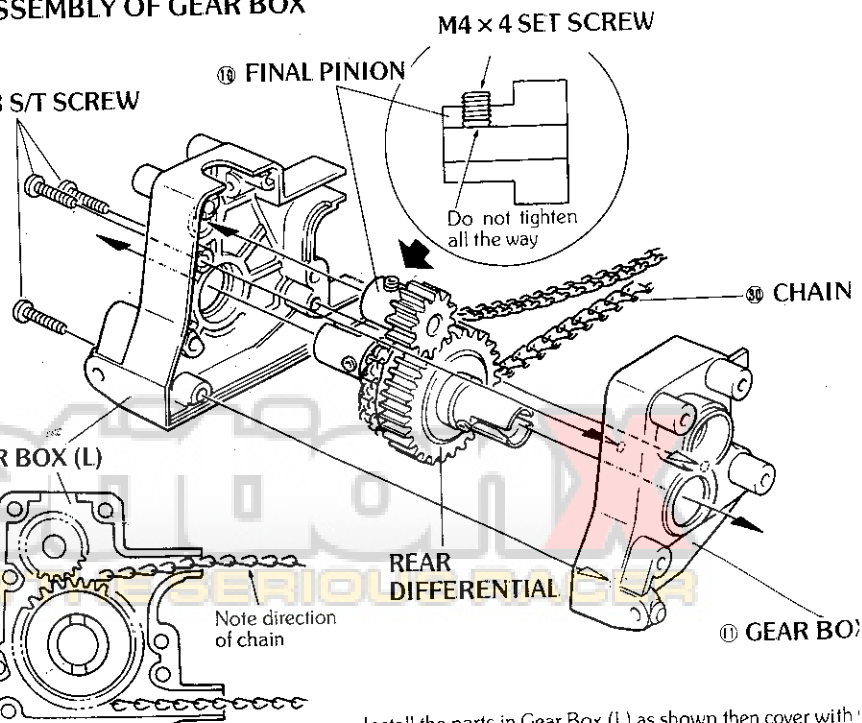
#### 5 INSTALLATION OF JOINT

M4 x 4 SET SCREW



#### 6 ASSEMBLY OF GEAR BOX

M3 x 18 S/T SCREW



Install the parts in Gear Box (L) as shown then cover with Gear Box (R) Install M3 x 18 S/T Screws and tighten

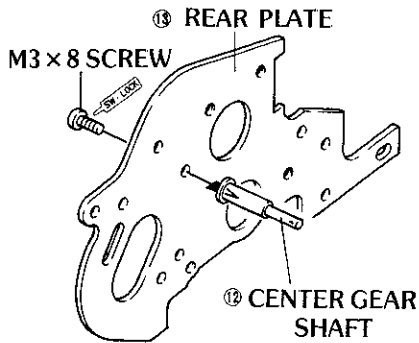
## 7 INSTALLATION OF GEAR BOX

M3 × 8 SCREW (3)

M3 × 45 SCREW (4)

② CENTER GEAR SHAFT (1)

M3 SPRING WASHER (4) **C**  
INSTALLATION OF CENTER GEAR SHAFT



## 8 INSTALLATION OF FINAL PINION

⑩ 5.0 × 10 BUSHING (1)

NOTE! This bushing can be replaced with an optional bearing (see page 20 for details)

## 9 INSTALLATION OF REAR SHOCK STAY

M3 × 12 S/T SCREW (2)

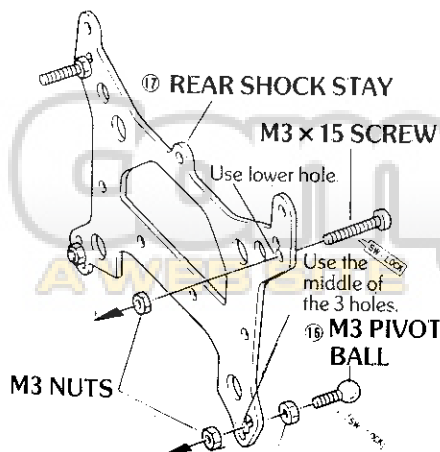
M3 × 15 SCREW (2)

M3 NUT (4)

M3 WASHER (2)

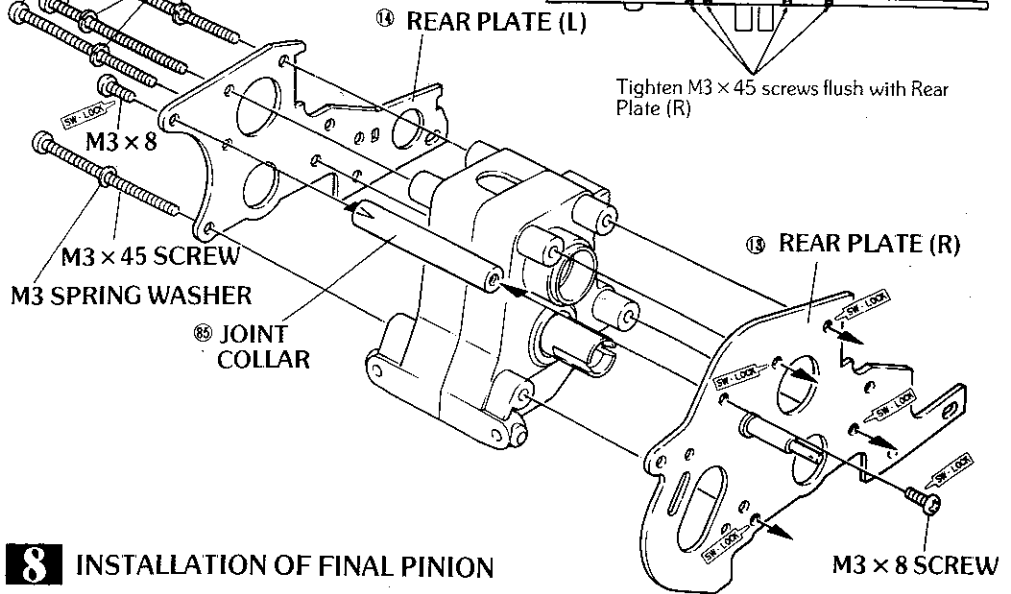
⑬ M3 PIVOT BALL (2) (Silver)

⑮ GEAR BOX HATCH (1)

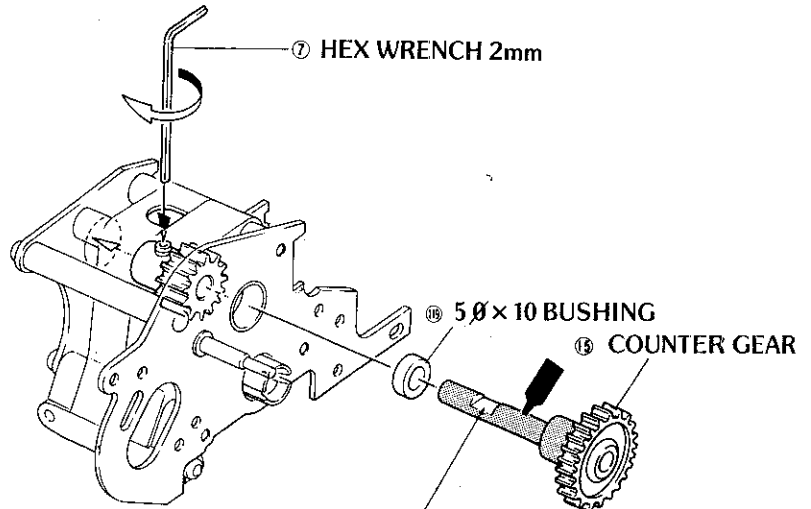


## 7 INSTALLATION OF GEAR BOX

M3 × 45 SCREWS  
M3 SPRING WASHERS

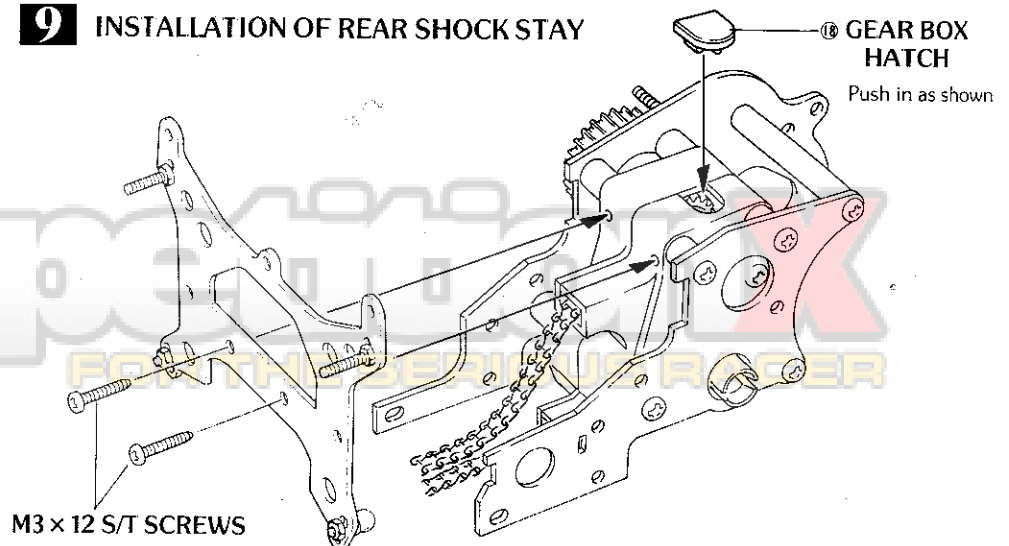


## 8 INSTALLATION OF FINAL PINION



Affix shaft to pinion with 2mm set screw  
Lubricate shaft and carefully apply thread locking compound to lock set screw threads

## 9 INSTALLATION OF REAR SHOCK STAY

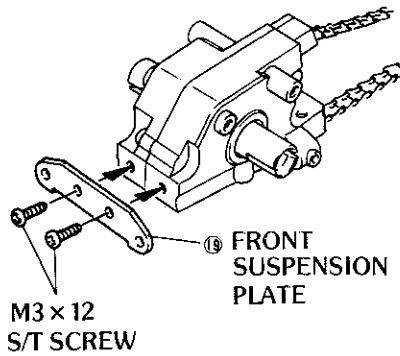


### 10 ASSEMBLY OF BULKHEAD

M3 × 12 S/T SCREW (3)

M3 × 18 S/T SCREW (1)

After assembling the bulkhead attach front suspension plate (19) as shown

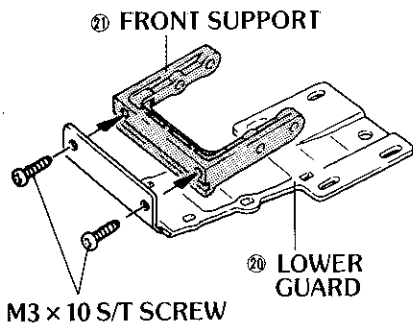


### 11 INSTALLATION OF LOWER GUARD

M3 × 10 S/T SCREW (4)

M3 × 8 S/T SCREW (2)

Install Front Support as shown:



### 12 INSTALLATION OF REAR PLATE

M3 × 8 SCREW (4)

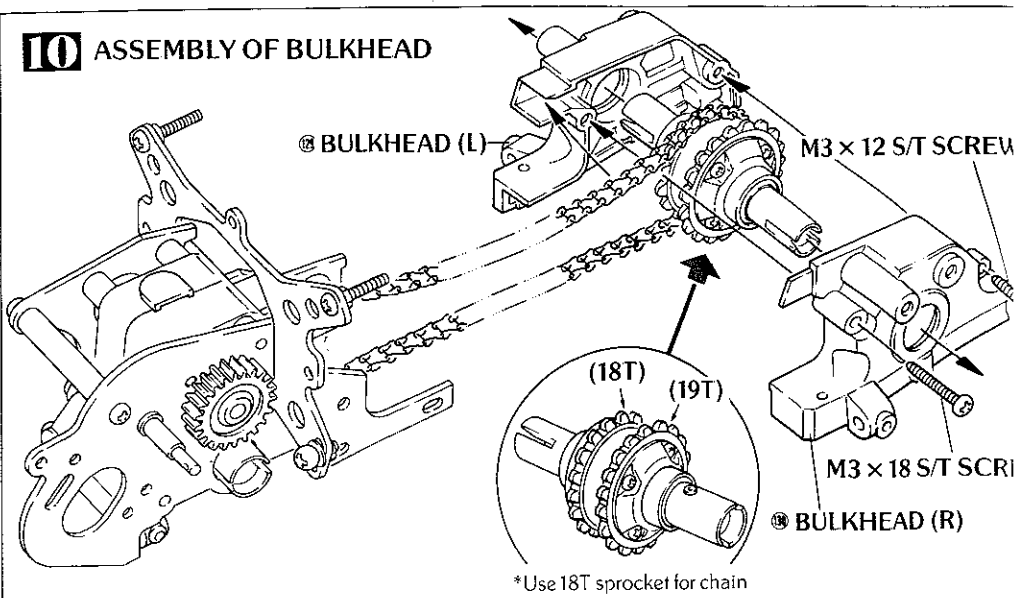
M3 × 8 S/T SCREW (2)

26 RADIO POST (2)

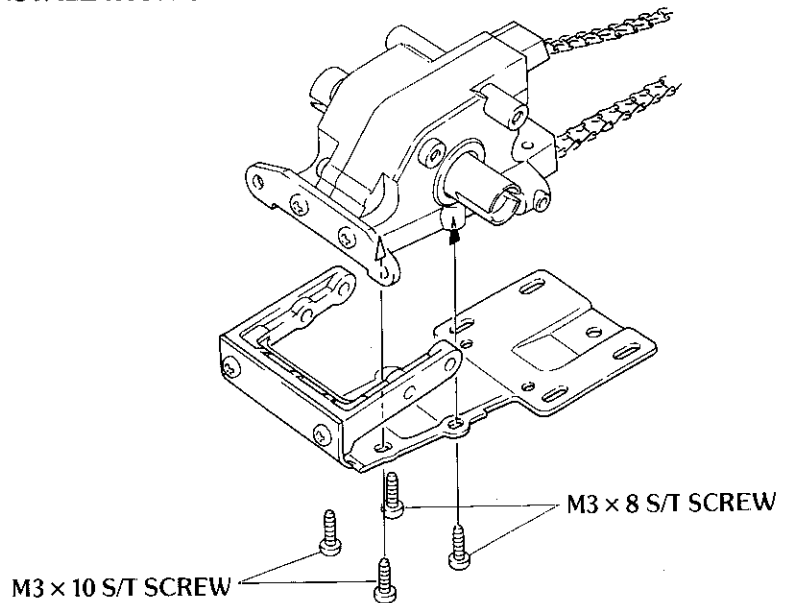
Note that these holes are off-center

22 MAIN CHASSIS

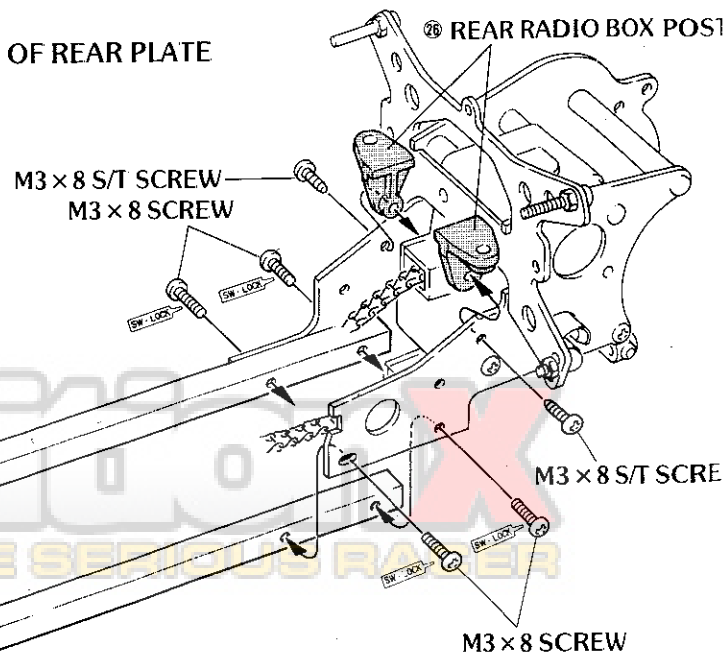
### 10 ASSEMBLY OF BULKHEAD



### 11 INSTALLATION OF LOWER GUARD



### 12 INSTALLATION OF REAR PLATE



COMPTON  
A WEB SITE FOR THE SERIOUS RACER

### 13 INSTALLATION OF BULKHEAD

M2.6 x 6 SCREW (2) 

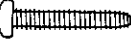
### 14 INSTALLATION OF FRONT SIDE PLATES

M2.6 x 6 SCREW (4) 

M2.6 x 12 SCREW (2) 


M3 x 8 S/T SCREW (2) 

M3 x 12 S/T SCREW (2) 

M3 x 16 S/T SCREW (2) 

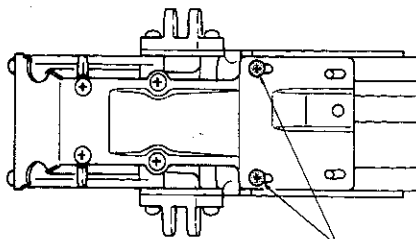
⑭ FRONT UPPER PIVOT (L) (1) 

⑮ FRONT RADIO BOX POST (R) (1) 

⑯ RADIO BOX POST (F) (2) 

⑰ BODY SPACER (2) 

### 15 ADJUSTMENT OF CHAIN

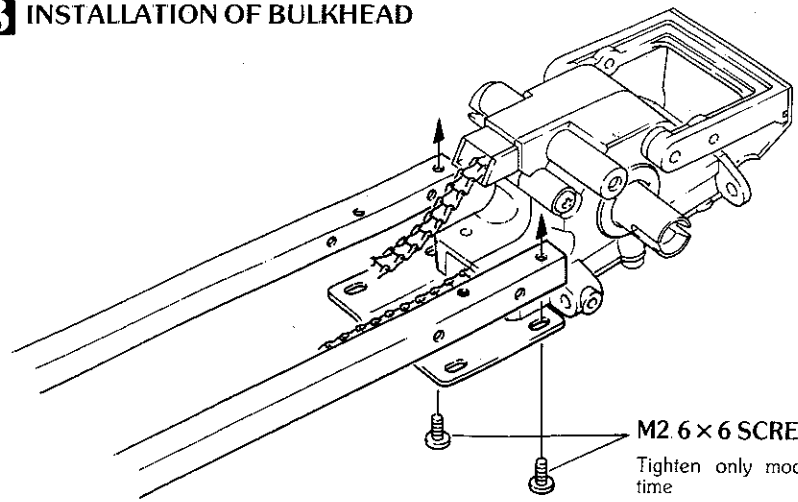


Loosen these 2 screws

2 screws on this side and 2 on opposite side

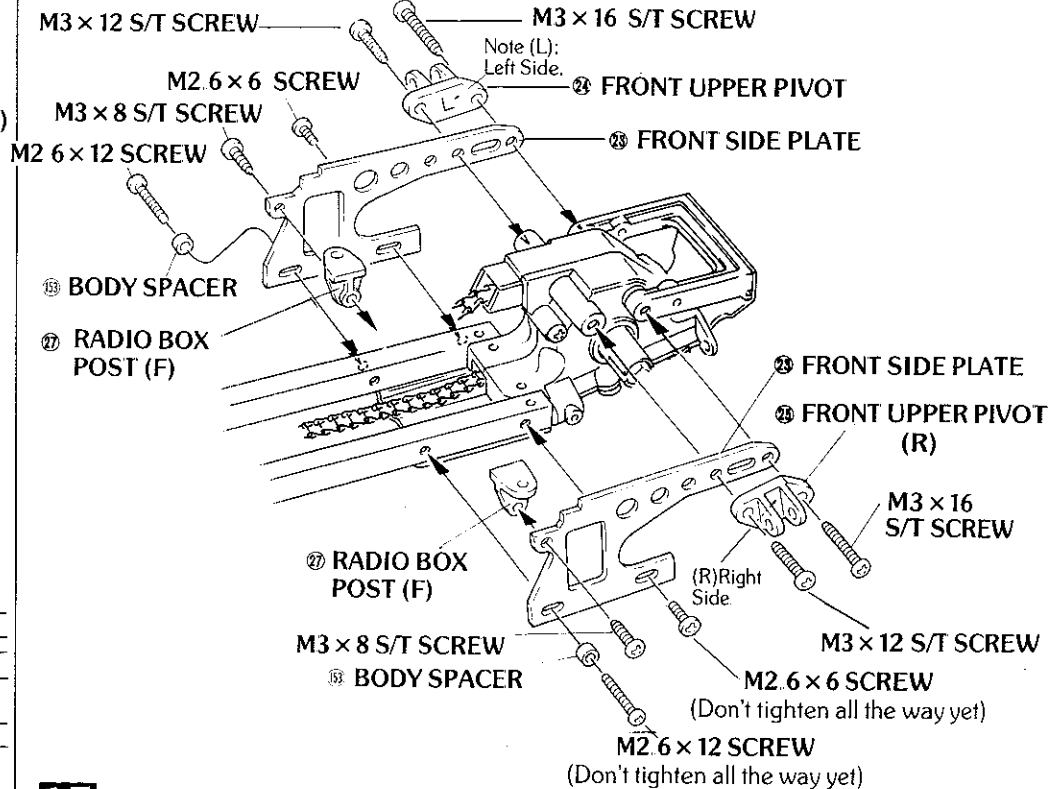
1. Loosen the 6 screws 1/2 turn as shown in the drawing

### 13 INSTALLATION OF BULKHEAD

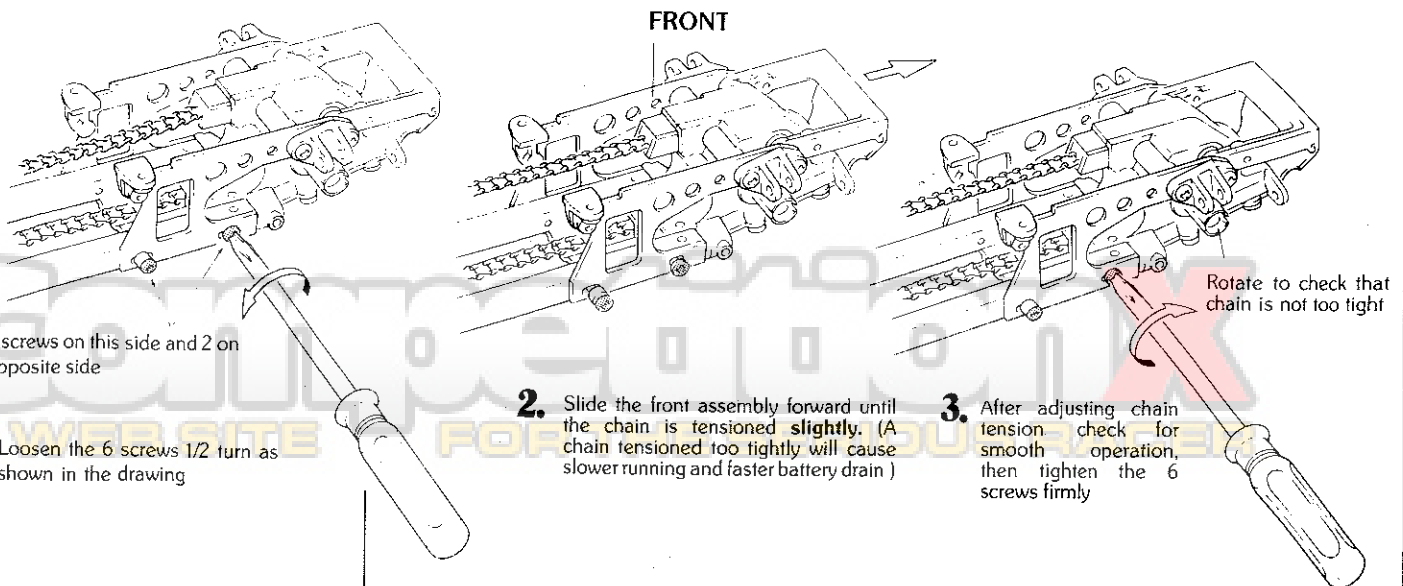


M2.6 x 6 SCREW  
Tighten only moderately at this time

### 14 INSTALLATION OF FRONT SIDE PLATES



### 15 ADJUSTMENT OF CHAIN





## 16 INSTALLATION OF CHAIN GUIDE

M2 x 8 S/T SCREW (2)

② CHAIN GUIDE (1)  
(C)

## 17 INSTALLATION OF SERVO SAVER

M2.6 x 6 SCREW (1)

M2.6 x 15 SCREW (2)

M2.6 WASHER (2)

③ BALL NUT (3)

④ SAVER SHAFT (A)  
(1)

⑤ SAVER SHAFT  
(B) (1)

⑥ M2 SHAFT (1)

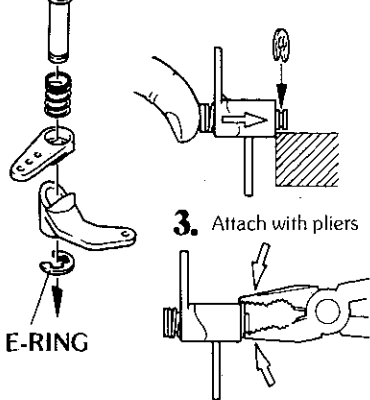
⑦ BALLEND (2)

⑧ M2.6 PIVOT  
BALL (2)

⑨ SERVO  
SAVER  
SPACER (1)

ASSEMBLY OF SERVO SAVER  
SERVO SAVER (A) 1 Set

1. 2. Push E-Ring into groove



## 18 ASSEMBLY OF KNUCKLE ARM

M2.6 NUT (2)

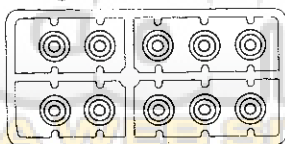
M3 PIVOT BALL (4)

⑩ KING PIN (4)

⑪ M2.6 PIVOT BALL  
(2)

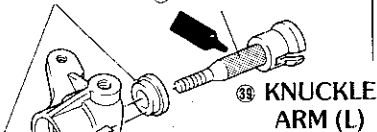
⑫ PLASTIC BUSHING (4)

NOTE! These bushings can be replaced with optional bearings. (See page 20 for details)  
Cut plastic bushings from runner and trim off flashing with a knife



⑬ PLASTIC BUSHINGS

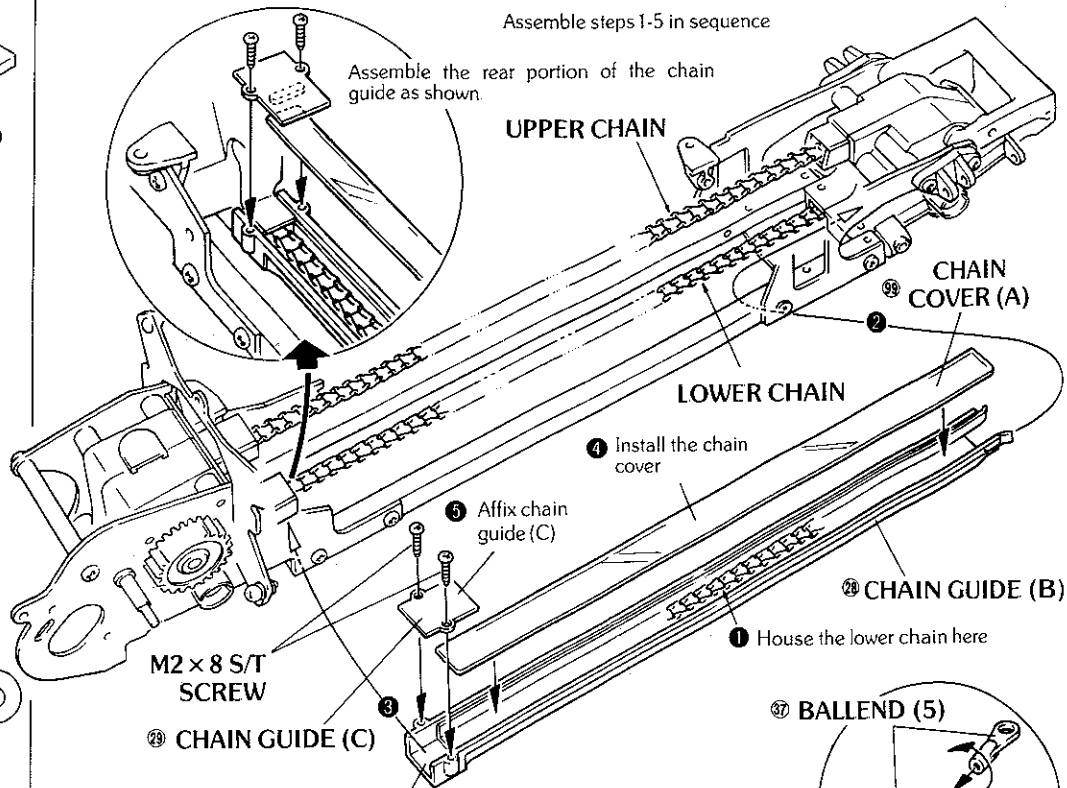
⑭ FRONT SHAFT



⑮ KNUCKLE ARM (L)

## 16 INSTALLATION OF CHAIN GUIDE

Assemble steps 1-5 in sequence



Assemble the rear portion of the chain guide as shown.

UPPER CHAIN

LOWER CHAIN

⑲ CHAIN COVER (A)

4. Install the chain cover

5. Affix chain guide (C)

⑲ CHAIN GUIDE (B)

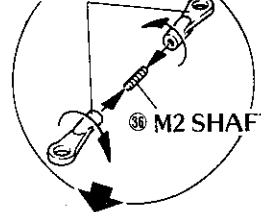
1. House the lower chain here

M2 x 8 S/T SCREW

⑲ CHAIN GUIDE (C)

Install this part to the outlet of the lower chain and insert it as shown in the illustration above

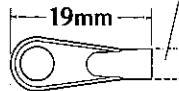
⑳ BALLEND (5)



⑳ M2 SHAFT

## 17 INSTALLATION OF SERVO SAVER

Remove this portion with knife



③ BALL NUT

④ SERVO SAVER (B)

M2.6 WASHER

⑧ M2.6 PIVOT BALL

④ SAVER SHAFT (A)

⑤ SAVER SHAFT (B)

Connect Ball Ends firmly

SERVO SAVER (A)

⑥ SERVO SAVER (B)

⑥ SAVER SPACER

③ BALL NUT

④ SERVO SAVER (A)

M2.6 WASHER

⑧ M2.6 PIVOT BALL

M2.6 x 6 SCREW

M2.6 x 15 SCREWS

## 18 ASSEMBLY OF KNUCKLE ARM

⑪ M2.6 PIVOT BALL (Black Color)

⑫ KNUCKLE ARM (R)

M2.6 NUT

⑩ KING PIN

⑩ KING PIN

⑬ M3 PIVOT BALL (Silver Color)

⑮ KNUCKLE ARM (L)


\*Before installing the knuckle arm onto the chassis confirm which is (L) and (R)

Leave a gap of 1mm

⑯ FRONT HUB (L)


### 19 INSTALLATION OF FRONT SUSPENSION ARM


M3 x 4 SET SCREW (2) 

- ④ E RING (E-2.5) (2) 
- SUSPENSION
- ④ SHAFT (A) (2)


- ④ SUSPENSION
- SHAFT (B) (2) 


### 20 INSTALLATION OF FRONT UPPER ROD

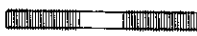
M3 x 15 SCREW (4) 

M3 NUT (2) 


M3 NYLON NUT (2) 

④ 5.8 Ø BALL (2) 


④ BALL END (4) 

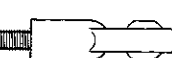
④ UPPER ROD (2) 

④ BALL END (Large) 

④ 5.8 Ø BALL 

④ UPPER ROD 

④ UPPER ROD 

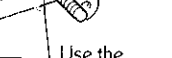
④ UPPER ROD 

About 55mm

Attach M3 x 15 screws to the front shock stay.


FRONT SHOCK TOWER

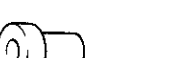
M3 x 15 SCREW 

M3 NUT 

Use the lower holes

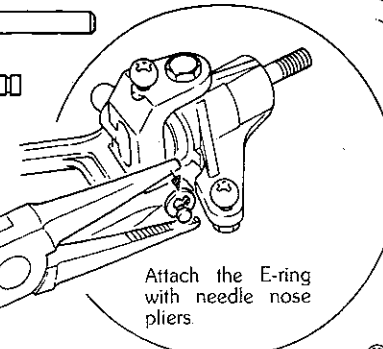
### 21 INSTALLATION OF FRONT SHOCKS

M3 NYLON NUT (2) 

SHOCK BUSHING (Black Rubber) (2) 

### 19 INSTALLATION OF FRONT SUSPENSION ARM

NOTE! Do not over tighten set screws



M3 x 4 SET SCREW

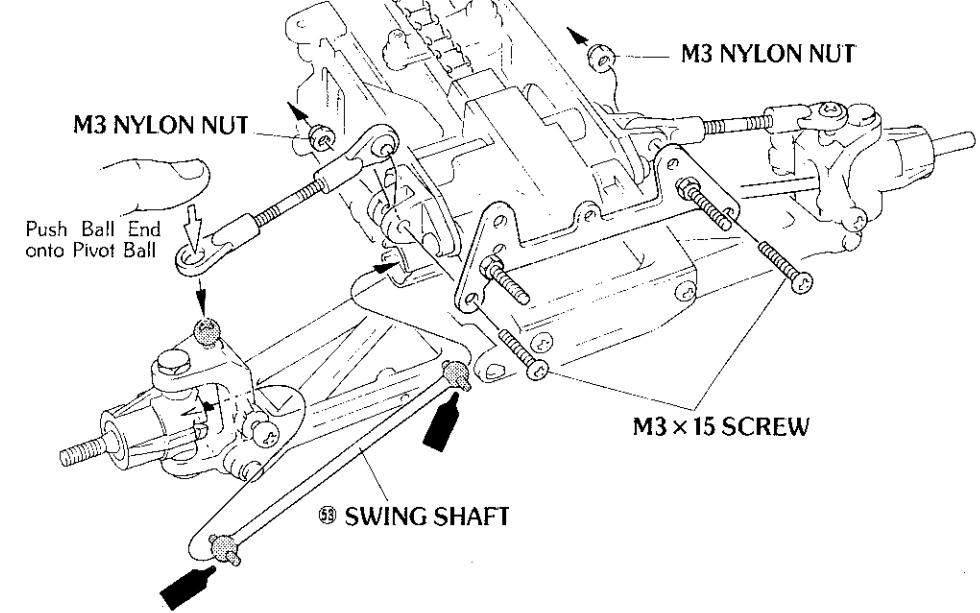
④ E RING (E-2.5)

④ SUSPENSION SHAFT (A)

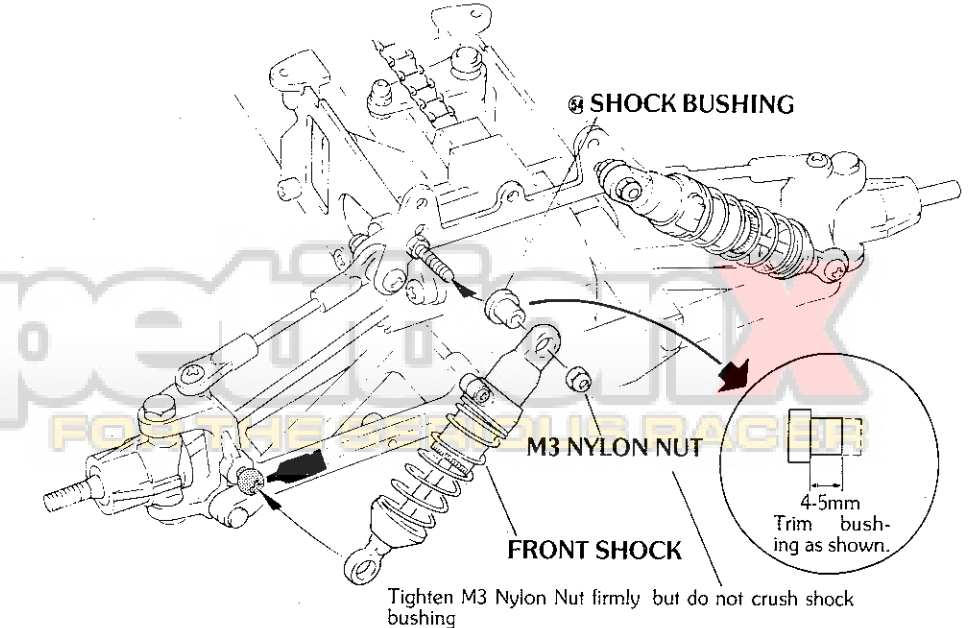
④ FRONT SUSPENSION ARM

④ SUSPENSION SHAFT (B)

### 20 INSTALLATION OF FRONT UPPER ROD



### 21 INSTALLATION OF FRONT SHOCKS

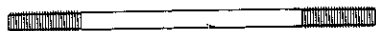


## 22 ASSEMBLY OF TIE RODS

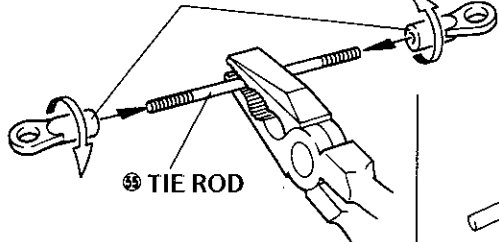
50 BALL END  
(Large) (4)



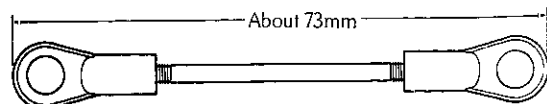
51 TIE ROD (2)



50 BALL END (Large)

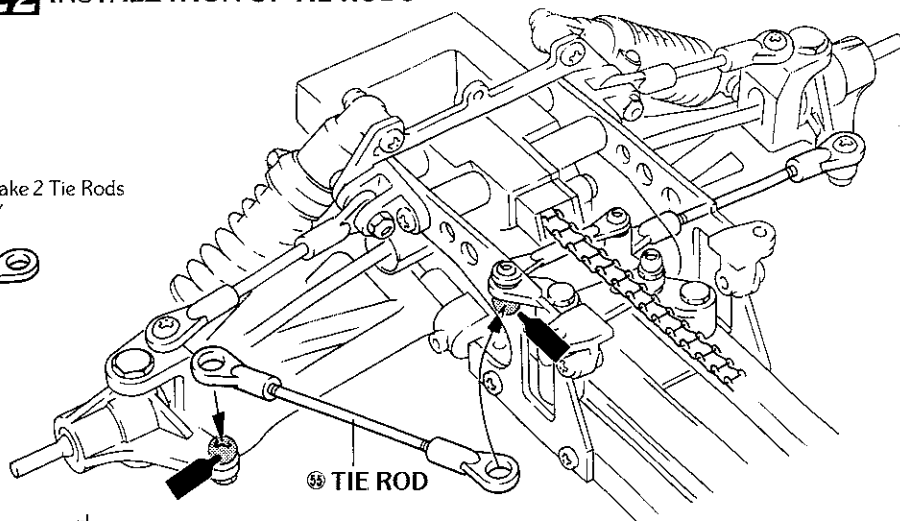


51 TIE ROD



Make 2 Tie Rods

## 22 INSTALLATION OF TIE RODS



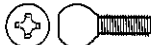
51 TIE ROD

## 23 INSTALLATION OF REAR HUB

PLASTIC  
52 BUSHINGS (4)



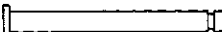
M3 PIVOT BALL  
(Silver Color) (2)



54 E RING (E-2.5) (2)



53 SUSPENSION  
SHAFT (C)

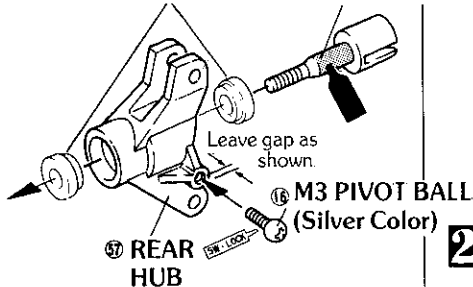


(Long, Black Color) (2)

NOTE! These bushings can be replaced with optional bearings (See page 20 for details)

PLASTIC

52 BUSHING 55 REAR SHAFT



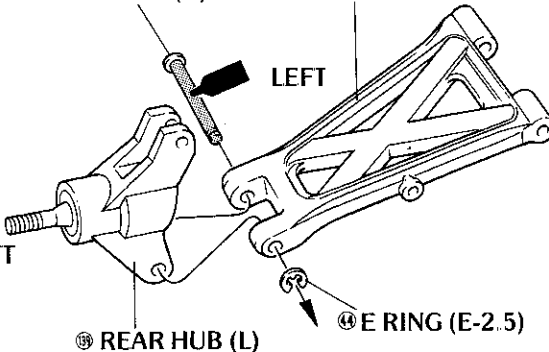
56 M3 PIVOT BALL  
(Silver Color)

57 REAR  
HUB

## 23 INSTALLATION OF REAR HUB

SUSPENSION  
SHAFT (C)

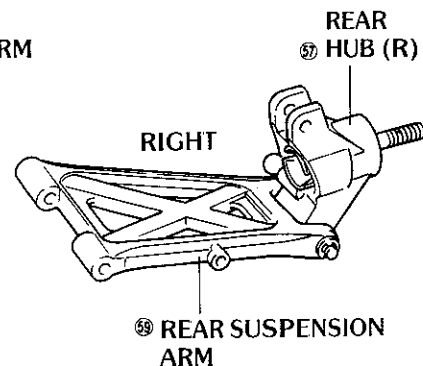
55 REAR SUSPENSION ARM



57 REAR HUB (L)

LEFT

54 E RING (E-2.5)



REAR  
HUB (R)

RIGHT

55 REAR SUSPENSION  
ARM

NOTE: Be sure to assemble both right and left sides

## 24 INSTALLATION OF REAR SUSPENSION ARM

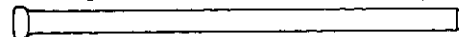
M3 x 8 SCREW (2)



M3 x 4 SET SCREW (2)



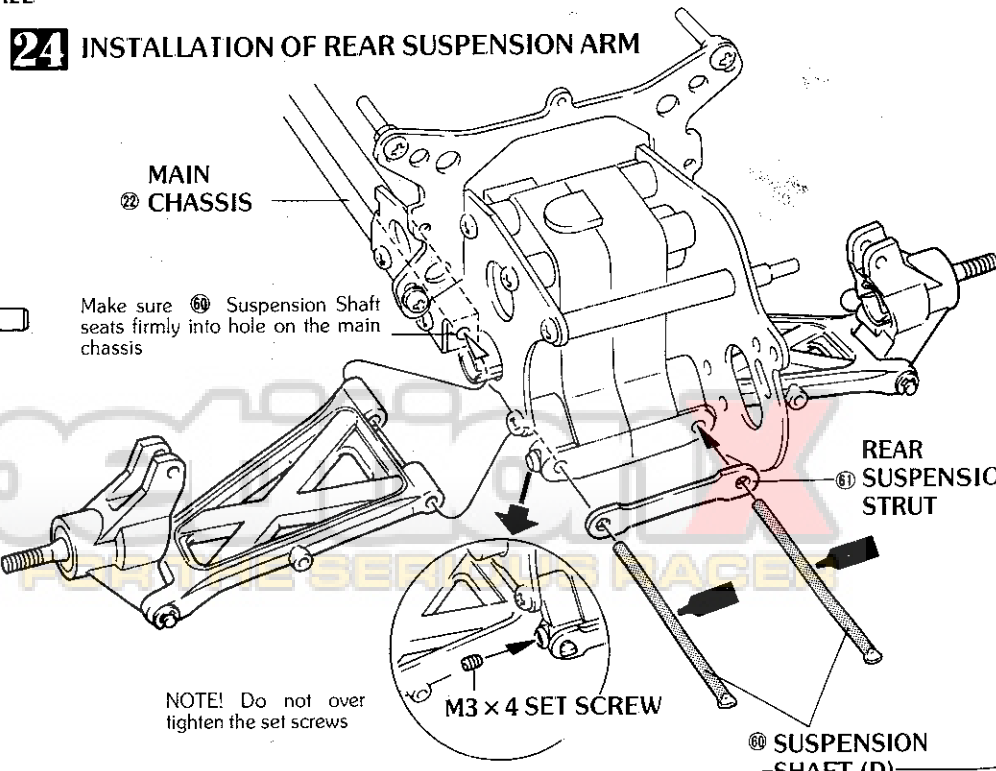
58 SUSPENSION SHAFT  
(Long) (2)



## 24 INSTALLATION OF REAR SUSPENSION ARM

MAIN  
CHASSIS

Make sure 59 Suspension Shaft seats firmly into hole on the main chassis



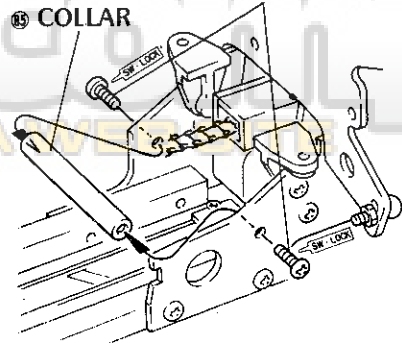
REAR  
SUSPENSION  
STRUT

M3 x 4 SET SCREW

59 SUSPENSION  
SHAFT (D)

JOINT  
60 COLLAR

M3 x 8 SCREW



NOTE! Do not over tighten the set screws

## 25 INSTALLATION OF REAR UPPER ROD

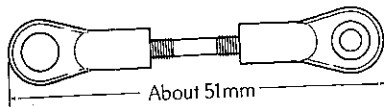
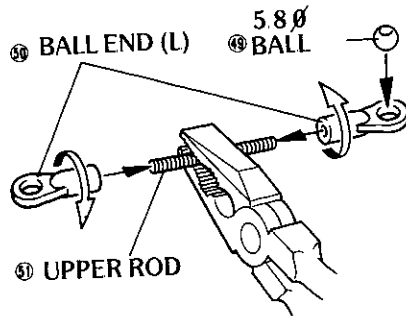
M3 x 10 SCREW (2)

5.8 Ø BALL (2)

BALL END (Large) (4)

UPPER ROD (2)

Make two Upper Rods



## 26 INSTALLATION OF REAR SHOCKS

M3 NUT (Nylon Threads) (2)

SHOCK BUSHING (2)

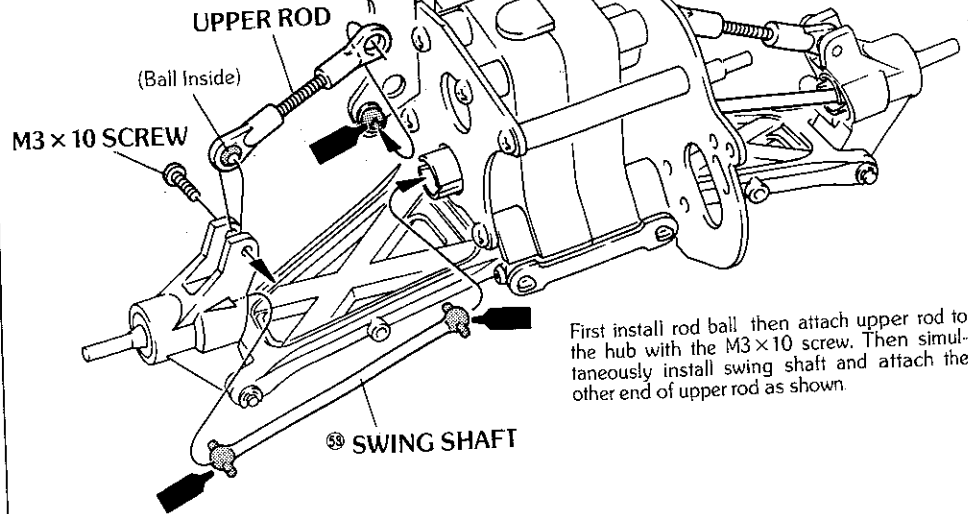
## 27 INSTALLATION OF CENTER GEAR

4 Ø WASHER (2)

CENTER GEAR BUSHING (1)

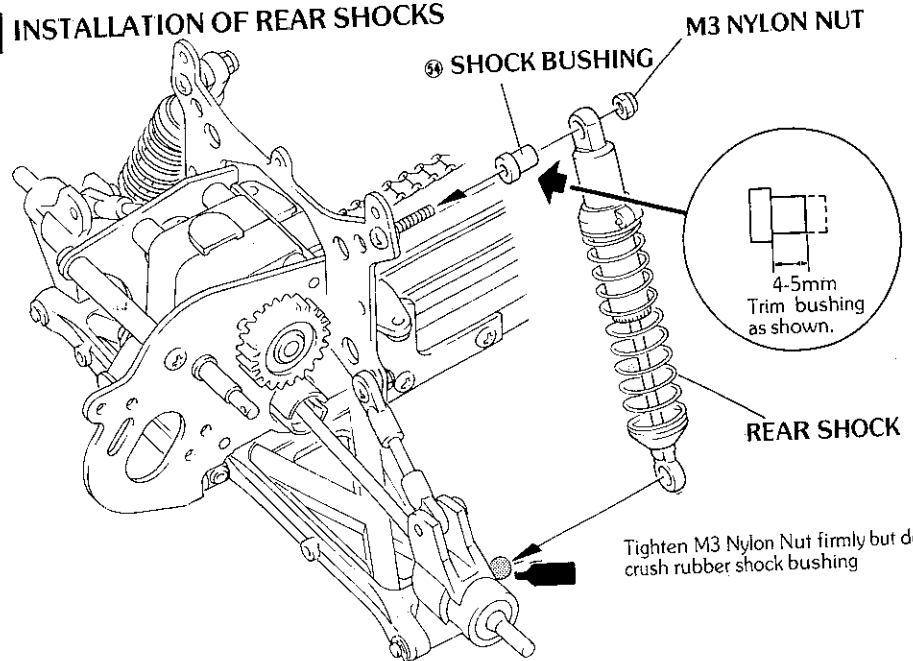
O RING (P-3)

## 25 INSTALLATION OF REAR UPPER ROD



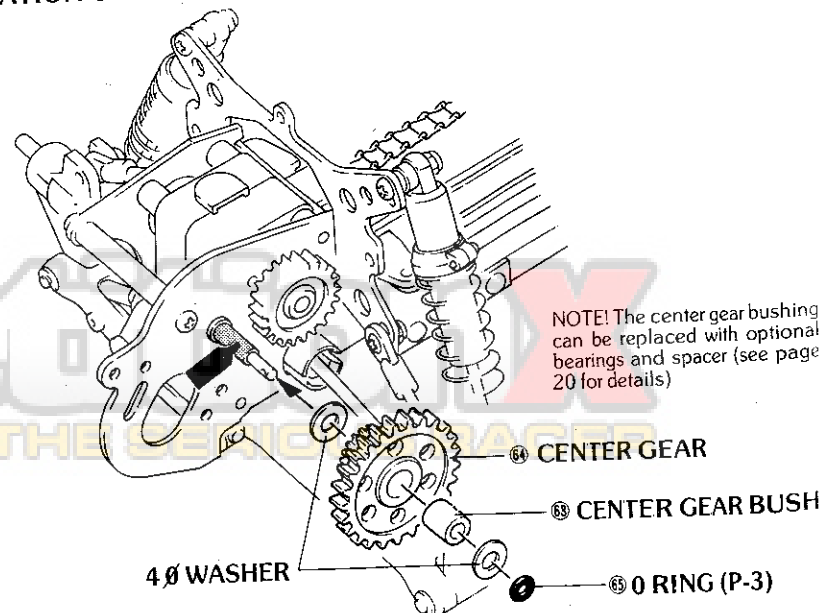
First install rod ball, then attach upper rod to the hub with the M3 x 10 screw. Then simultaneously install swing shaft and attach the other end of upper rod as shown.

## 26 INSTALLATION OF REAR SHOCKS



Tighten M3 Nylon Nut firmly but do not crush rubber shock bushing

## 27 INSTALLATION OF CENTER GEAR

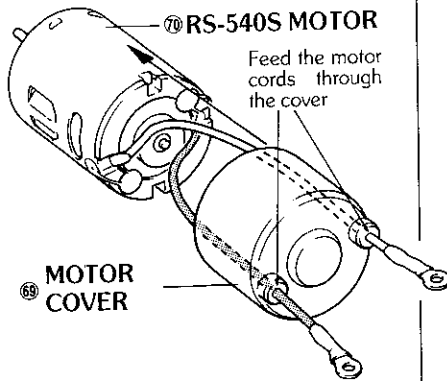


NOTE! The center gear bushing can be replaced with optional bearings and spacer (see page 20 for details)

## 28 INSTALLATION OF MOTOR

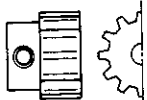
M3 x 3 SET SCREW (1)

M3 x 8 SCREW (2)

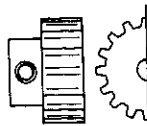


The kit includes 2 sizes of pinion gears: 12 tooth and 15 tooth. Use low gear (12 tooth) until you gain experience. High gear (15 tooth) will give greater speed

**77** PINION GEAR (Smaller)

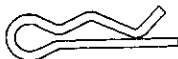


**78** PINION GEAR (Larger)



## 29 INSTALLATION OF GEAR COVER

**76** HOOK PIN (1)



## 30 INSTALLATION OF SPEED CONTROL SERVO

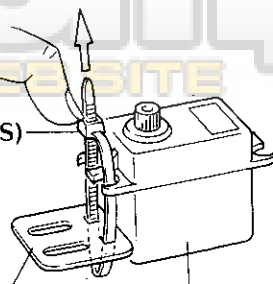
M3 x 6 S/T SCREW (6)

**79** SERVO SPACER (A) (1)

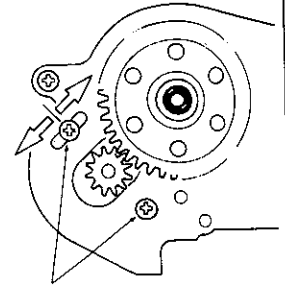
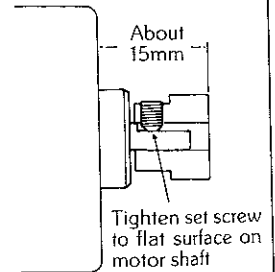
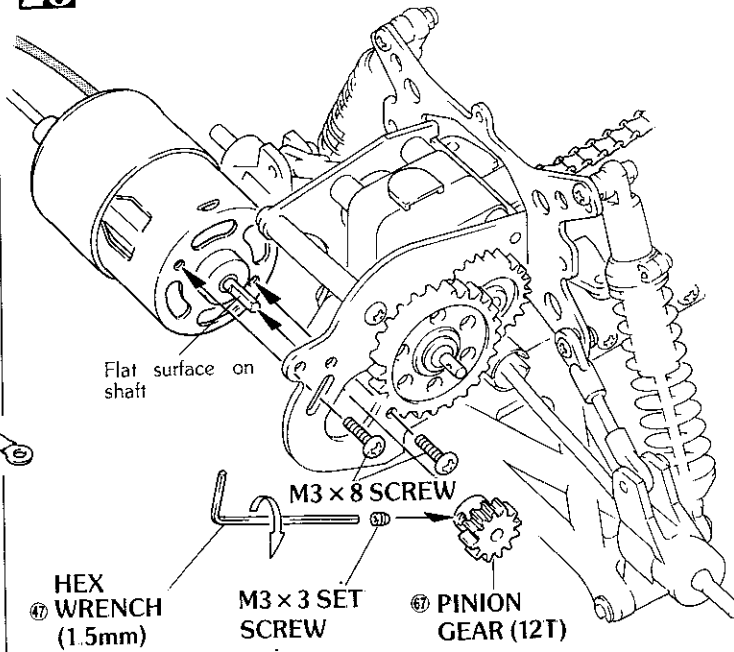
Not needed for mid-size servos

**80** SERVO SPACER (B) (1)

**81** STRAP (S)

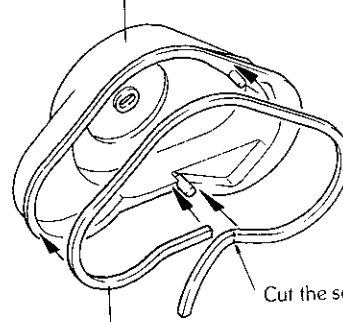


## 28 INSTALLATION OF MOTOR



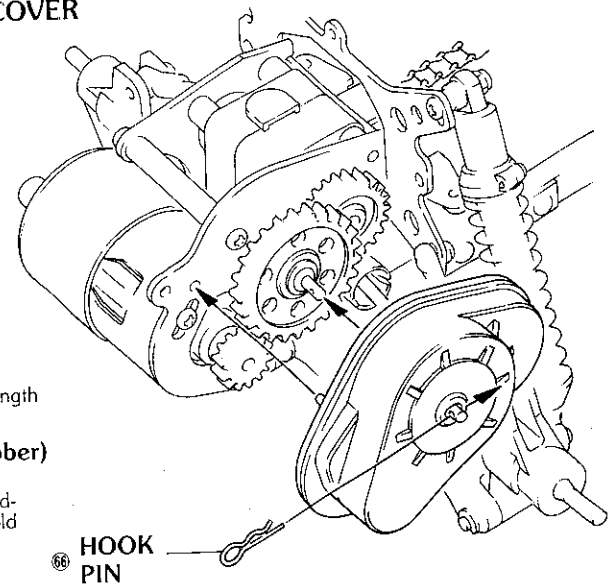
## 29 INSTALLATION OF GEAR COVER

**76** GEAR COVER



**77** GEAR COVER SEAL (Foam Rubber)

Attach seal to cover with cyanoacrylate adhesive—use only enough adhesive to hold seal



## 30 INSTALLATION OF SPEED CONTROL SERVO

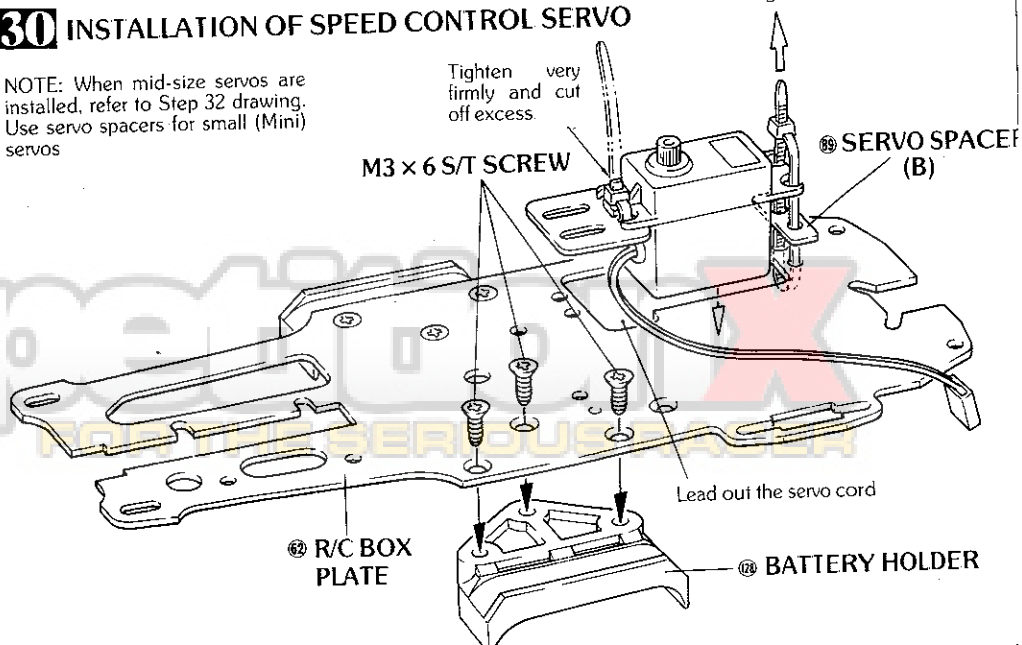
NOTE: When mid-size servos are installed, refer to Step 32 drawing. Use servo spacers for small (Mini) servos

M3 x 6 S/T SCREW

Tighten firmly

Tighten very firmly and cut off excess.

**80** SERVO SPACER (B)



### 31 INSTALLATION OF CHAIN GUIDE

M2 x 8 S/T SCREW (2)

CHAIN GUIDE (D)  
(Plastic) (1)



### 32 MOUNTING RADIO PLATE

M2 x 8 S/T SCREW (2)

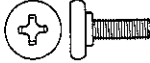
M2.6 x 8 S/T SCREW (4)

M3 x 6 FLAT HEAD S/T SCREW (1)

M3 x 8 S/T SCREW (2)

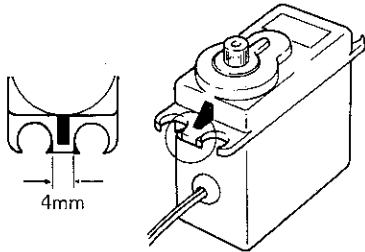
M3 x 10 S/T SCREW (2)

RADIO POST SCREW (2)

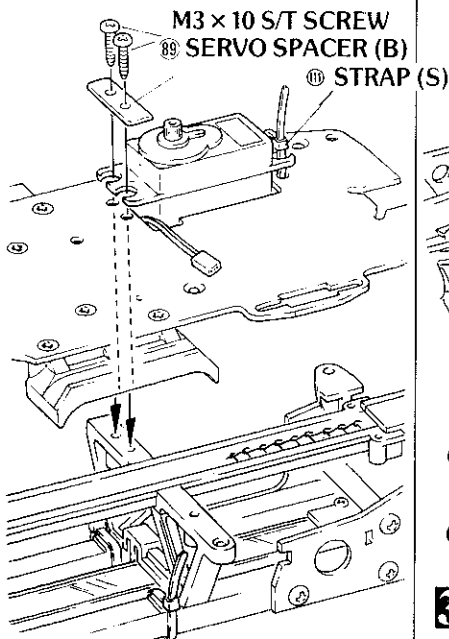


### SERVO INSTALLATION

When using some types of servos you may have to trim part of the mounting ears as shown



(2) Mount servo as shown



### 33 INSTALLATION OF SPEED CONTROL

M2.6 x 6 SCREW (1)

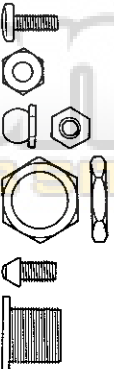
M3 NUT (Gold Color) (2)

BALL NUT (1)

SPEED CONTROL NUT (1)

SPEED CONTROL CONTACT POINT (2)

SPEED CONTROL PIVOT (1)



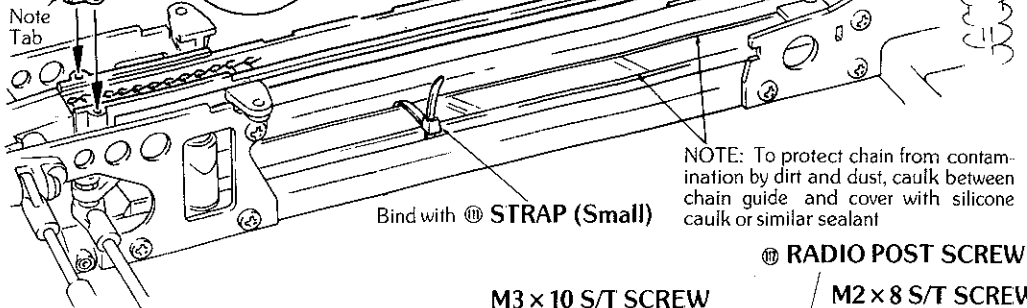
### 31 INSTALLATION OF CHAIN GUIDE

Bend the chain guide (A) as shown and install front end first

M2 x 8 S/T SCREW

CHAIN GUIDE (D)

Note Tab



Bind with STRAP (Small)

NOTE: To protect chain from contamination by dirt and dust, caulk between chain guide and cover with silicone caulk or similar sealant

RADIO POST SCREW

### 32 MOUNTING RADIO PLATE

M3 x 8 S/T SCREW

M2.6 x 8 S/T SCREW

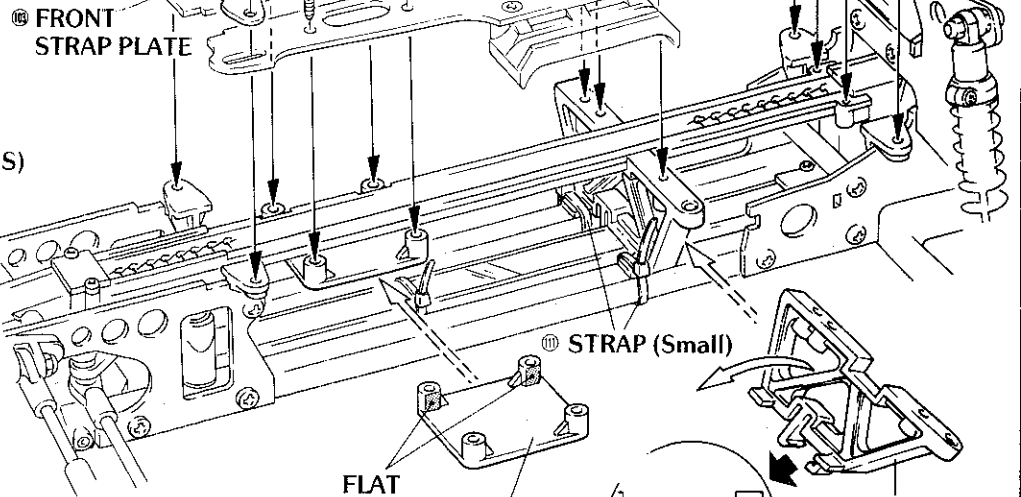
M3 x 10 S/T SCREW

M3 x 6 F.H. S/T SCREW

M2 x 8 S/T SCREW

RADIO POST SCREW

FRONT STRAP PLATE



FLAT

SERVO MOUNT

STRAP (Small)

RADIO PLATE SUPPORT

Bottom View

- 1 Insert (11B) support holding diagonally then. Rotate the support into the upright position
- 2 Set support into upright position

If fit is too tight bevel corners

### 33 INSTALLATION OF SPEED CONTROL

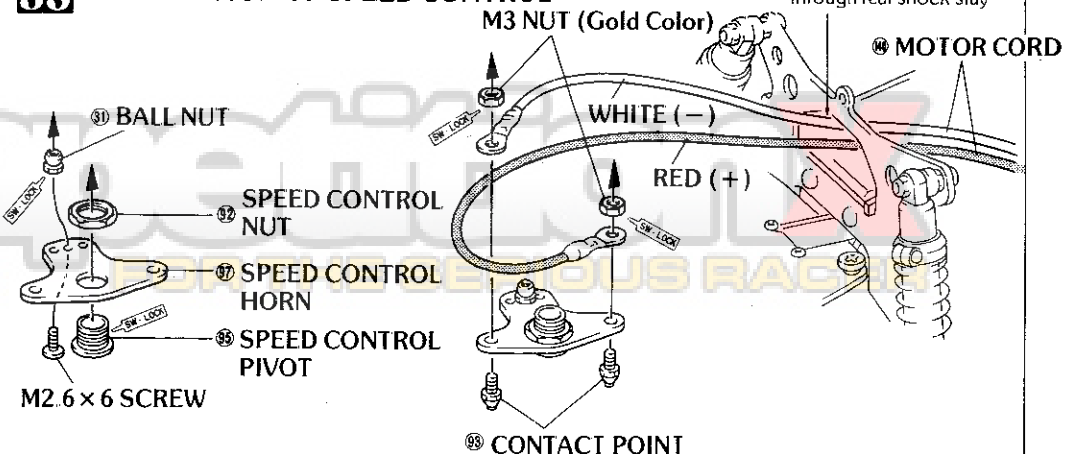
BALL NUT

SPEED CONTROL NUT

SPEED CONTROL HORN

SPEED CONTROL PIVOT

M2.6 x 6 SCREW



Arrange motor cords through rear shock stay

MOTOR CORD

M3 NUT (Gold Color)

WHITE (-)

RED (+)

CONTACT POINT

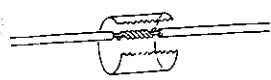
### 34 WIRING OF RECEIVER BATTERY

NOTE: If your radio is BEC EQUIPPED refer to Page 19

- 1 Cut off wires from radio box as shown then join wires by twisting together



- 2 Insulate with vinyl tape to avoid short circuits

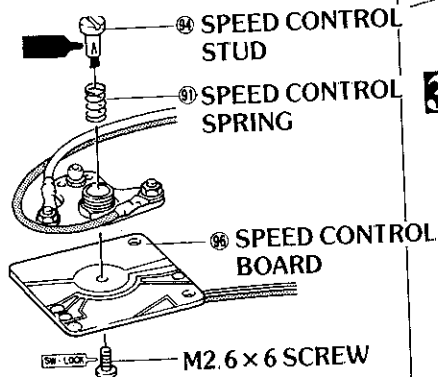


Soldering is strongly recommended

NOTE: The colors of the lead wires are different depending upon radio manufacturer. Most use red for positive (+) and black for negative (-). The exception being Cox and Airtronics (Sanwa) Their (+) lead has a white stripe and the middle lead is (-)

### 35 INSTALLATION OF SPEED CONTROL PC BOARD

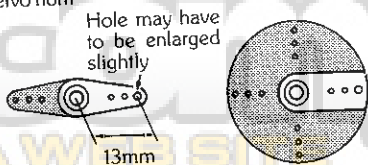
- M2.6 x 6 SCREW (1)
- M3 x 10 SCREW (Gold Color) (2)
- M3 NUT (Gold Color) (3)
- ① SPEED CONTROL SPRING (1)
- ② SPEED CONTROL STUD (1)
- ③ DRIVER POST (1)



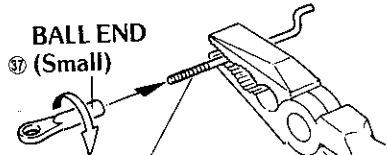
### 36 SPEED CONTROL LINKAGE

- ④ BALL END (Small) (1)
- ⑤ SERVO ROD (1)

NOTE: Trim the shaded portion from your servo horn

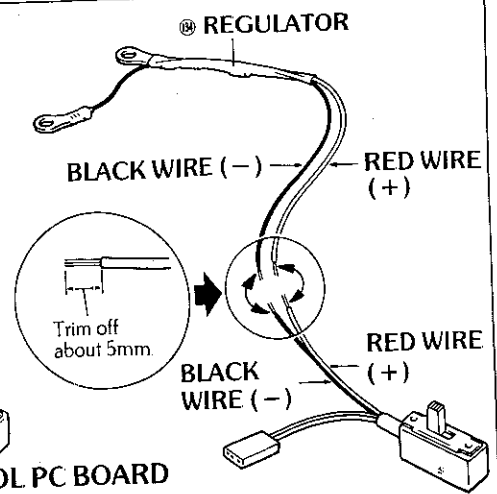
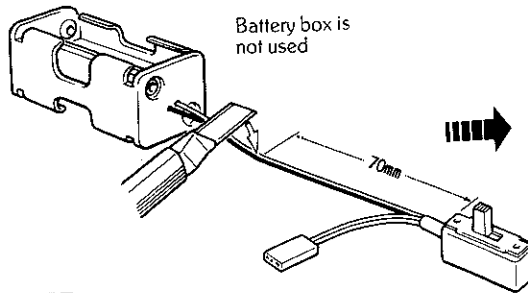


Install ball end onto ⑤ servo rod

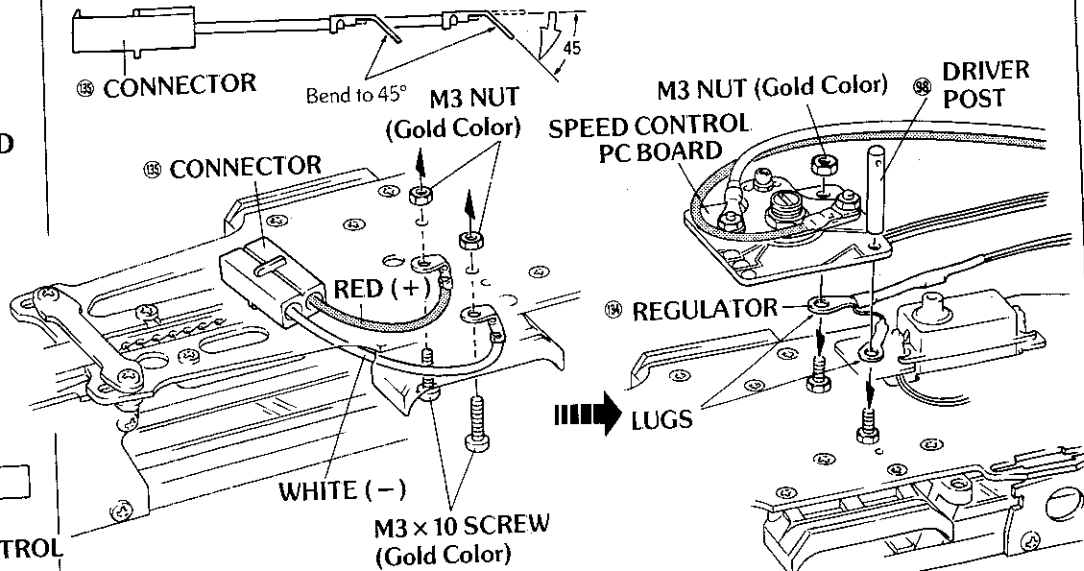


### 34 WIRING OF RECEIVER BATTERY

NOTE: The battery that powers the motor also powers the receiver. Use great care and do not allow polarity to be reversed. Also, do not allow 7.2V to flow directly into receiver

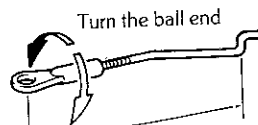
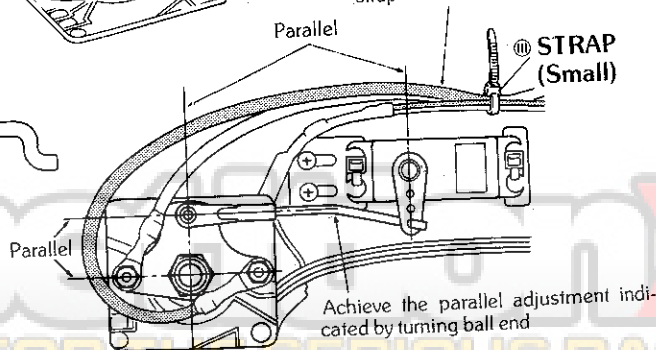
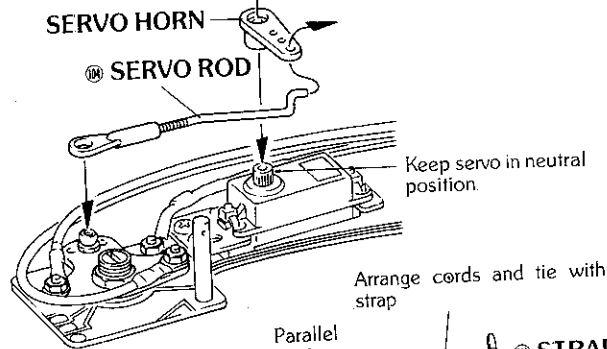


### 35 INSTALLATION OF SPEED CONTROL PC BOARD



### 36 SPEED CONTROL LINKAGE

Use the screw included with your radio



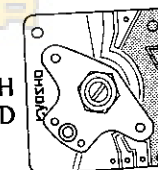
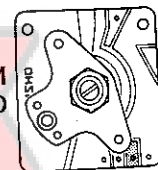
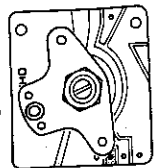
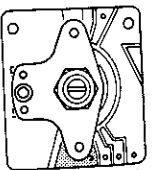
BRAKE

NEUTRAL

LOW SPEED

MEDIUM SPEED

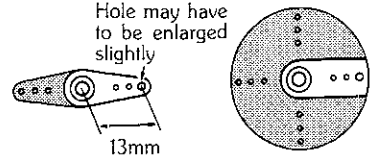
HIGH SPEED



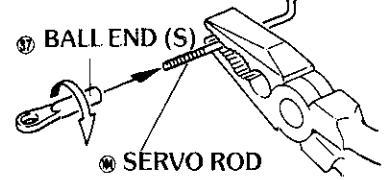
**37 STEERING CONTROL LINKAGE**

- 37 BALL END (Small) (1)
- 37 SERVO ROD (1)

Cut off shaded portion of servo horns included with radio system

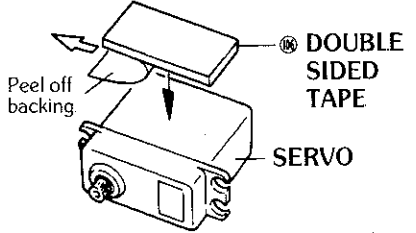


**ASSEMBLY OF STEERING ROD**



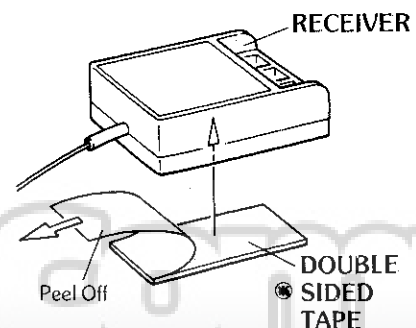
**AFFIXING DOUBLE-SIDED TAPE**

Cut double-sided tape to the size of the servo and affix to the servo



**38 INSTALLATION OF RECEIVER, RESISTOR AND ANTENNA**

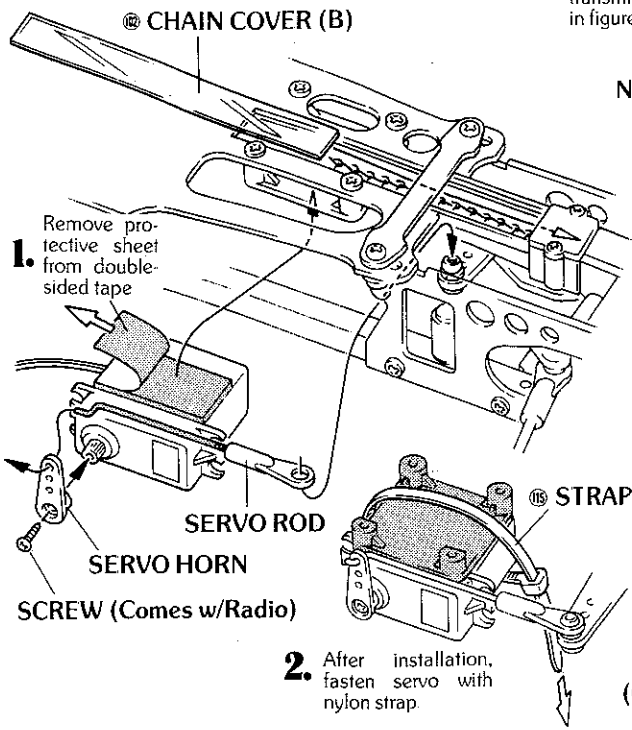
- M2.6 WASHER (Black) (2)
- RESISTOR PROTECTOR (1)



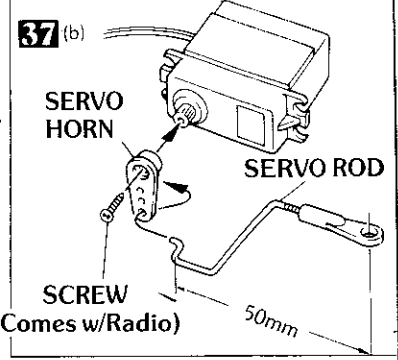
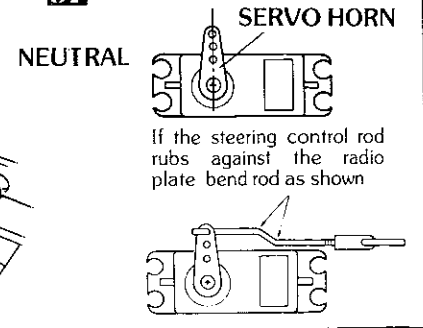
**39 INSTALLATION OF FRONT BUMPER**

- M3 x 12 S/T SCREW (2)
- M4 x 8 SCREW (1)
- M4 FLANGED NUT (1)

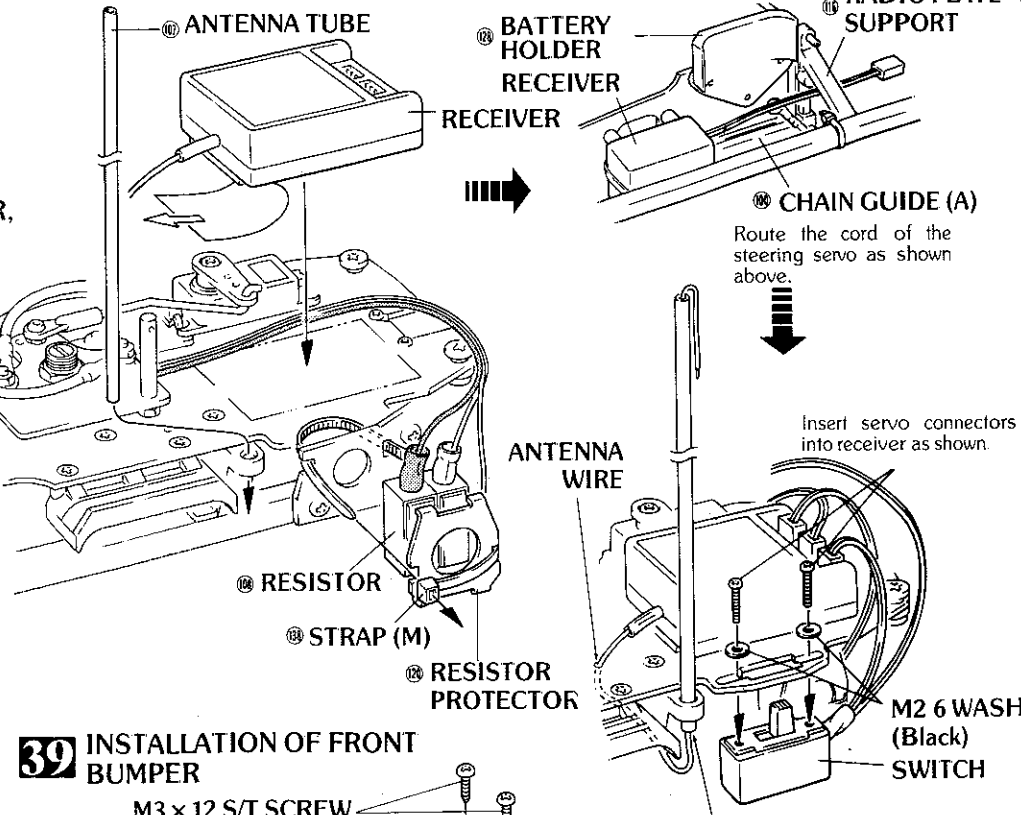
**37 STEERING CONTROL LINKAGE**



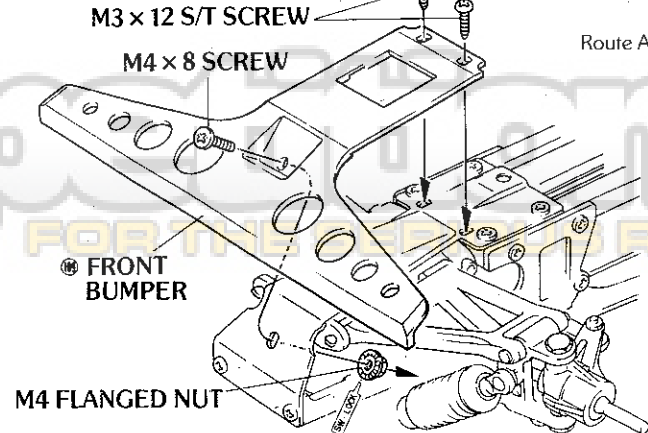
NOTE: For steering, use a reverse servo. Your radio may employ servo reversing, or you will need to reverse the position of the gimbal stick on your transmitter or use the alternate servo rod as shown in figure 37 (b)



**38 INSTALLATION OF RECEIVER, RESISTOR AND ANTENNA**



**39 INSTALLATION OF FRONT BUMPER**



*RED-IN*  
*INNOTE-OUT*



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to P

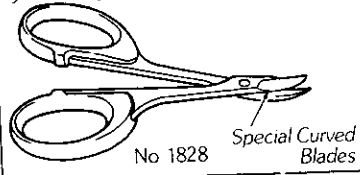
1

2

### 41 CUTTING OUT WING AND DRIVER

**KYOSHO**®

We offer special Lexan Scissors that make trimming bodies a breeze. See your hobby supplier.



### 42 PAINTING WING AND DRIVER

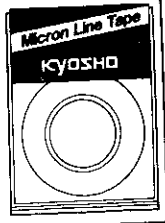
First, wash the body to remove any oil or dirt. Rinse thoroughly. Paint the inside of the body. You can obtain a color scheme by masking a portion with tape then removing the tape and painting. Apply the lightest color last.

Apply decals to the outside of the body.

**KYOSHO**®

Micro-Line tape enhances the appearance of any model.

No. 1841-3



**KYOSHO**®

Polyca Color Paint is available for painting your Lexan Bodies. 12 great looking colors!

No. 2230



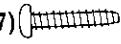
### 43 ROLL BAR

M3 x 6 SCREW (2)



### 44 REAR GUARD

M2.6 x 12 SCREW (7)

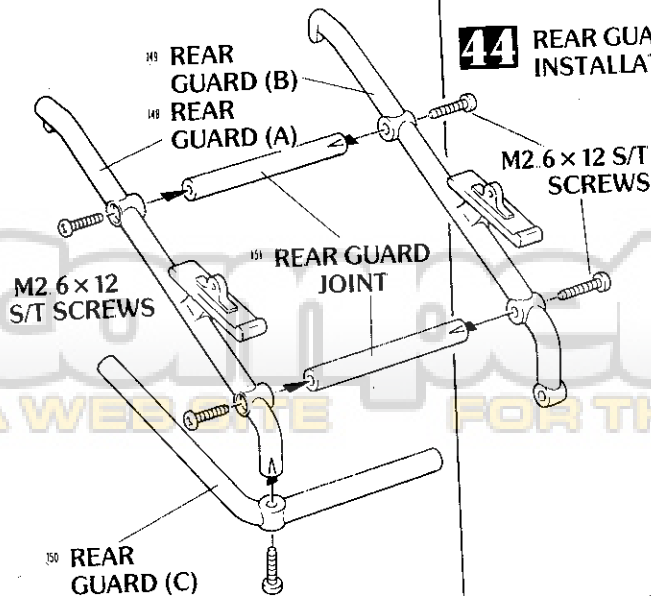


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37

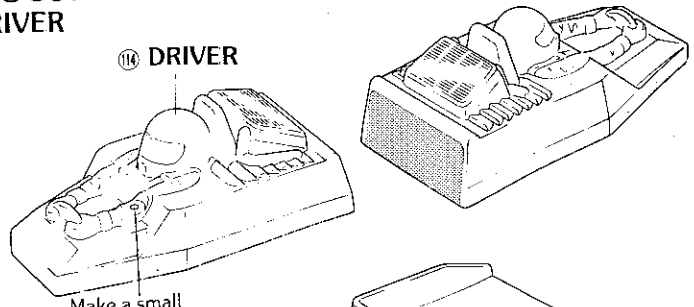
38

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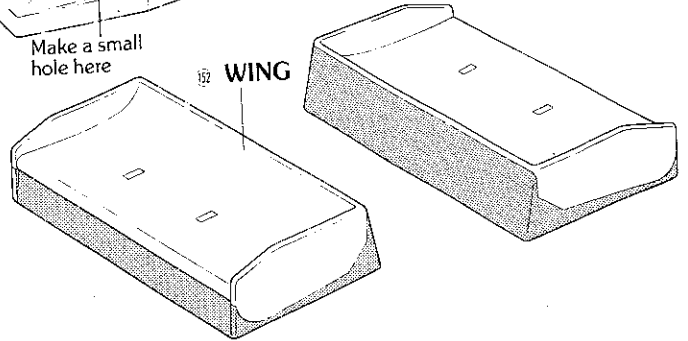


### 41 CUTTING OUT WING AND DRIVER

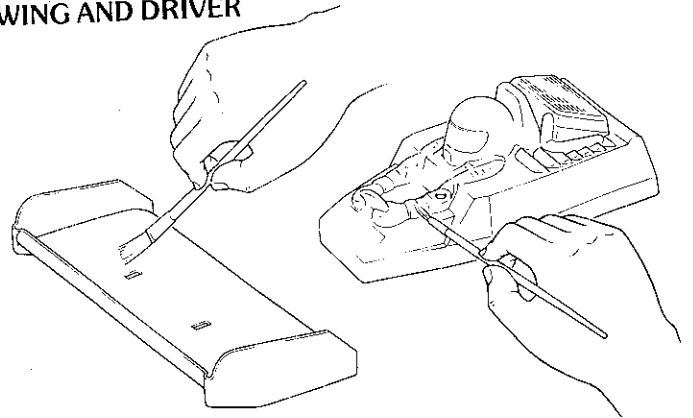
118 DRIVER



119 WING



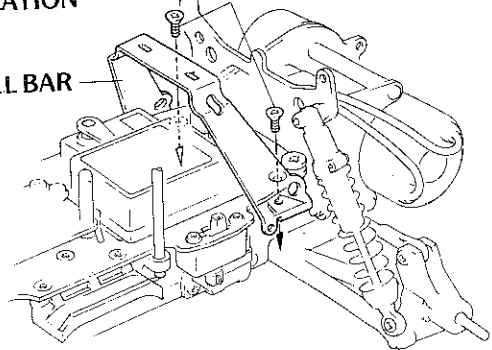
### 42 PAINTING WING AND DRIVER



### 43 ROLL BAR INSTALLATION

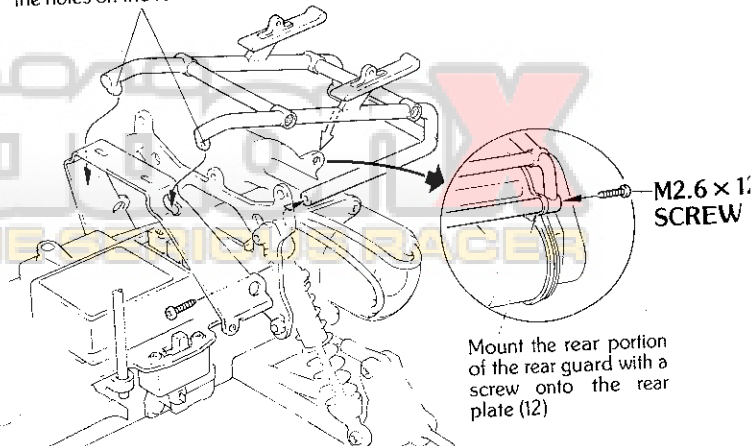
M3 x 6 FLAT HEAD SCREW

120 ROLL BAR



### 44 REAR GUARD INSTALLATION

Slide projecting stubs into the holes on the roll bar



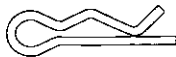
Mount the rear portion of the rear guard with a screw onto the rear plate (12)

37

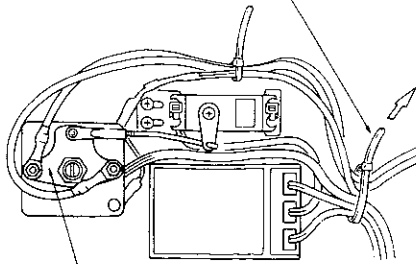
E

### 45 MOUNTING OF DRIVER

66 HOOK PIN (1)



STRAP (S)



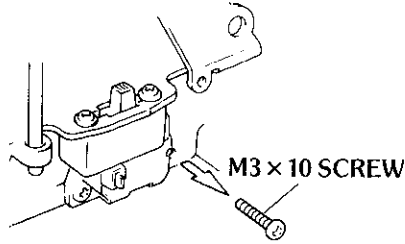
Leave some slack in the wires since the speed controller will swing right and left

### 46 INSTALLATION OF SIDE GUARD

M3 x 8 SCREWS (2)

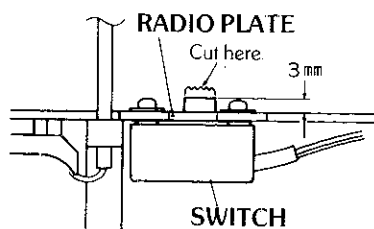


Remove the M3 x 10 screw that had been temporarily mounted



This screw will be used for mounting the side guard

NOTE: Depending on the radio being installed, the switch lever may need to be trimmed to fit under the roll cage



### 47 ASSEMBLY OF BODY

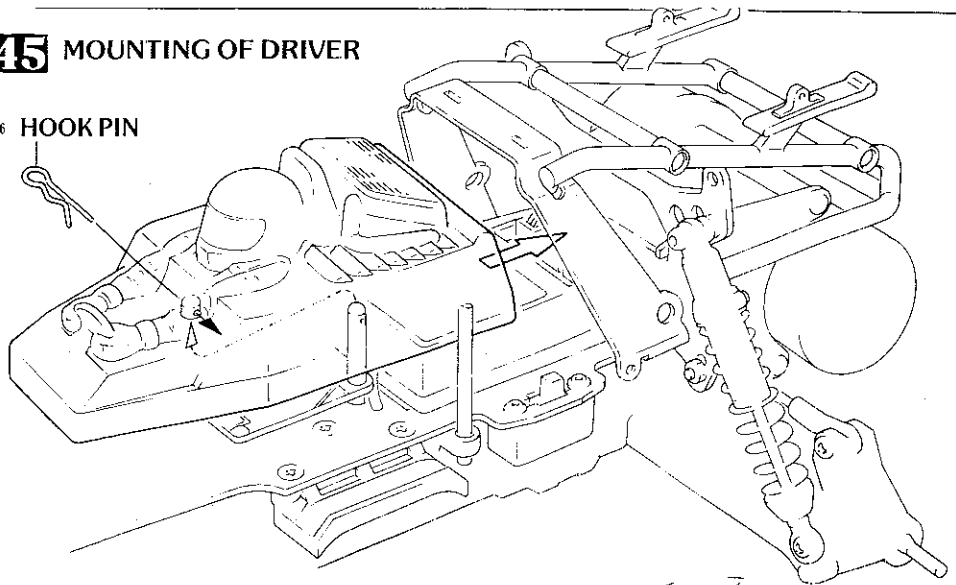
M2.6 x 6 SCREW (6)

M2.6 x 12 SCREW (6)

FRONT PLATE

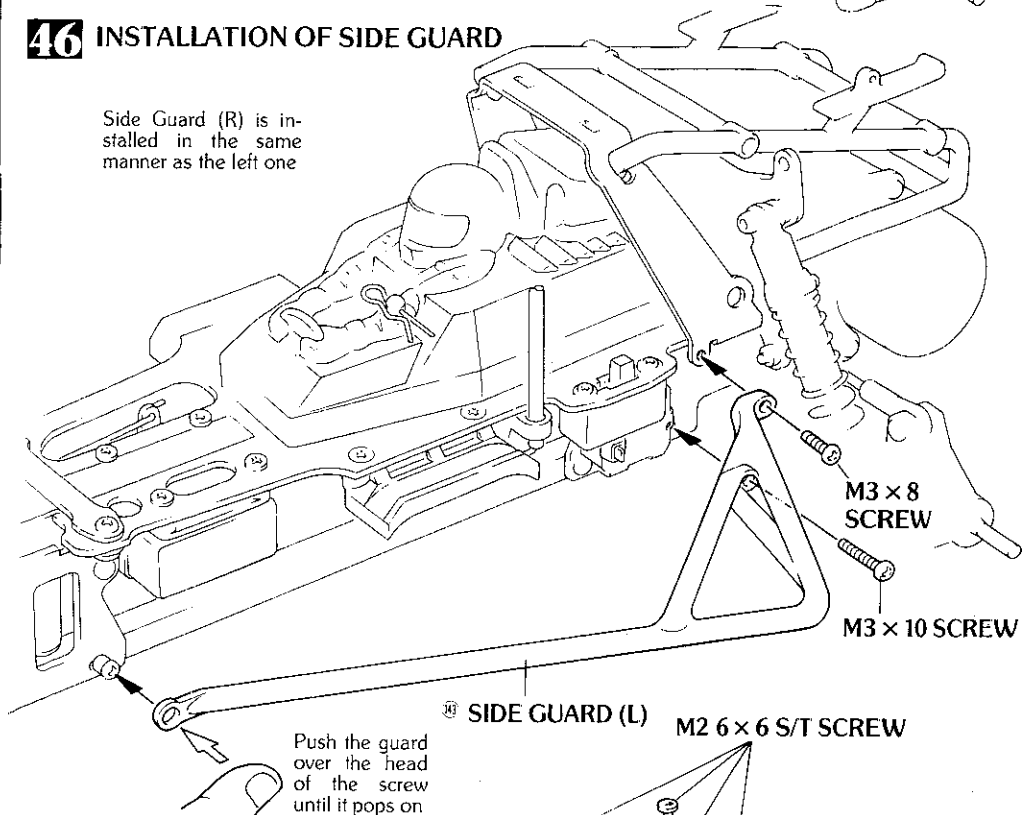
### 45 MOUNTING OF DRIVER

66 HOOK PIN



### 46 INSTALLATION OF SIDE GUARD

Side Guard (R) is installed in the same manner as the left one



### 47 ASSEMBLY OF BODY

SIDE CAGE (R) ROLL CAGE

M2.6 x 12 S/T SCREW

M2.6 x 12 S/T SCREW

M2.6 x 12 S/T SCREWS

M2.6 x 12 S/T SCREWS

ROLL CAGE JOINT

SIDE CAGE (L)

M2.6 x 6 ST SCREW

M2.6 x 12 S/T SCREW

SIDE GUARD (L)

M2.6 x 6 S/T SCREW

M3 x 8 SCREW

M3 x 10 SCREW

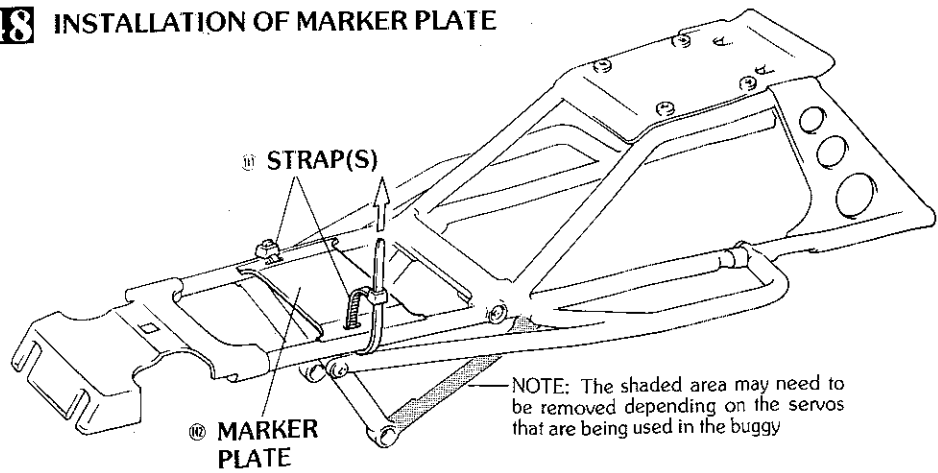
DRIVER PLATE

ROLL CAGE (L)

### 48 INSTALLATION OF MARKER PLATE

Use the small nylon straps to secure the marker plate between the roll cage sides

### 48 INSTALLATION OF MARKER PLATE



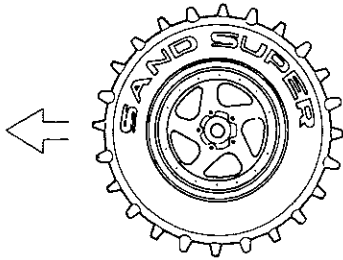
### 49 INSTALLATION OF TIRE

M4 NYLON NUTS (4)

⑩ DRIVE WASHERS (4)

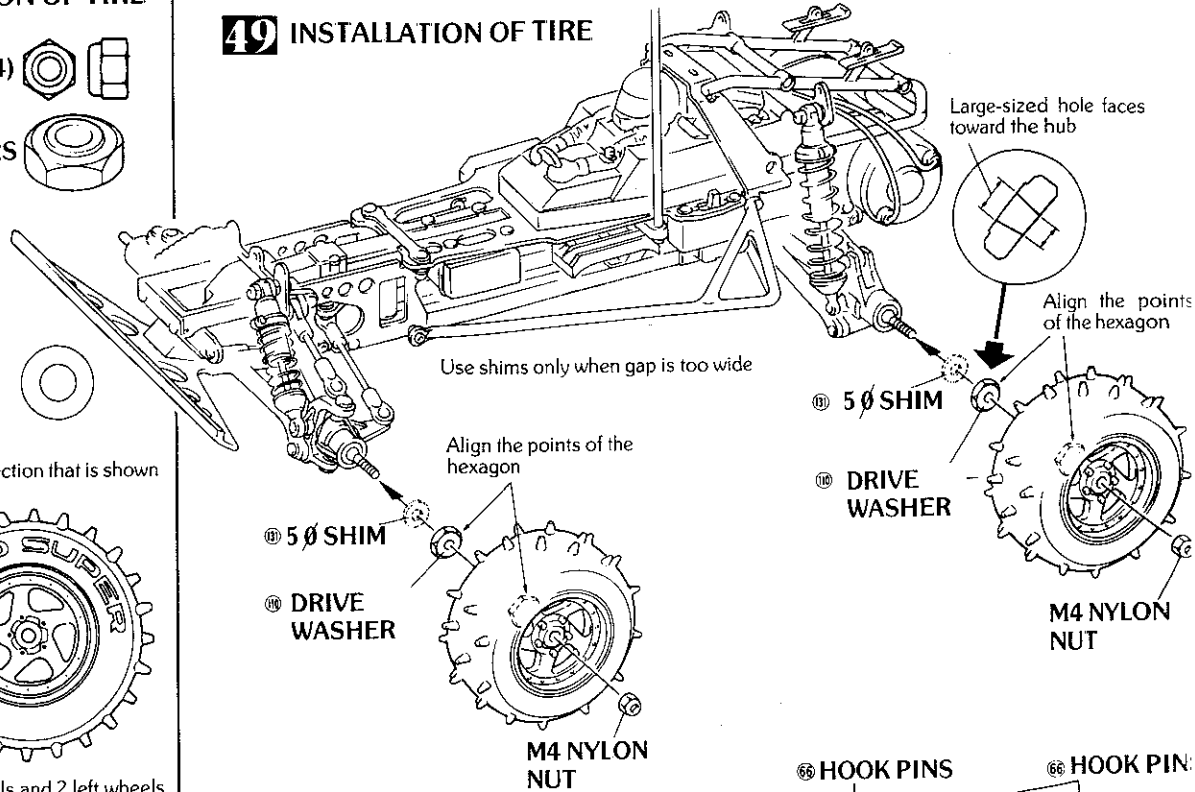
⑩ 5 Ø SHIMS (4)

Mount the wheels in the direction that is shown



Note there are 2 right wheels and 2 left wheels

### 49 INSTALLATION OF TIRE

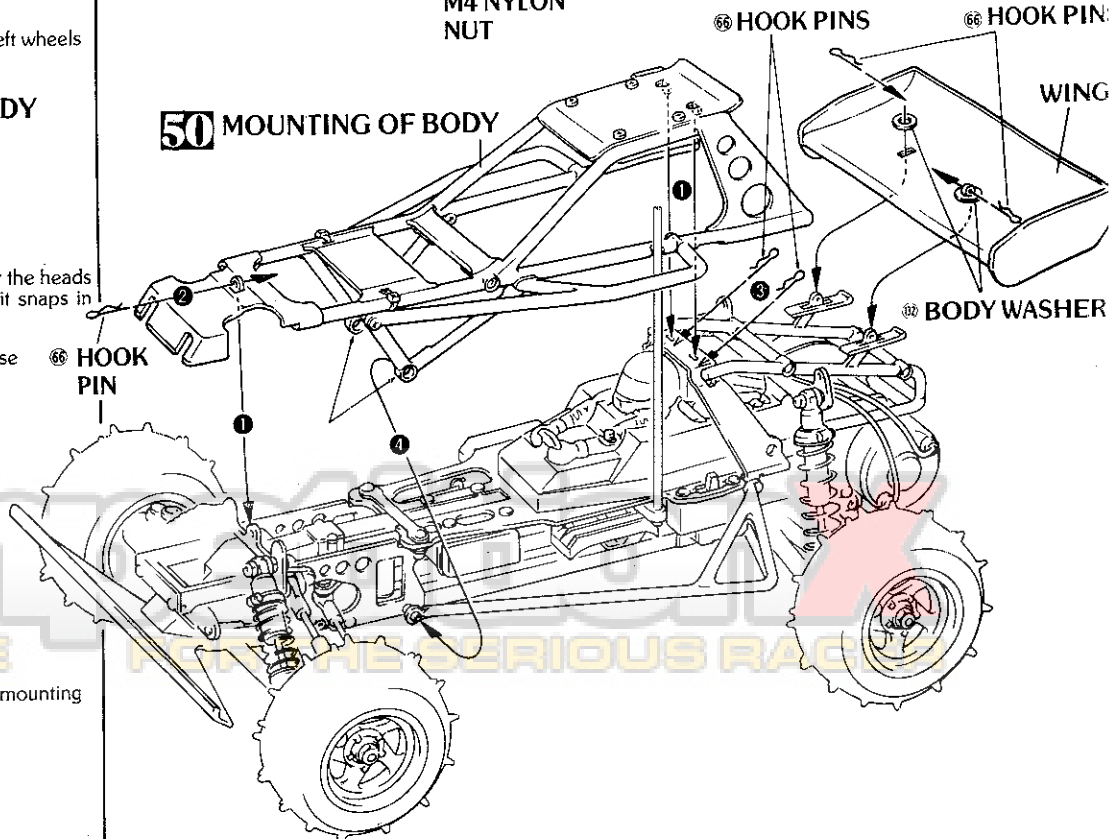


### 50 MOUNTING OF BODY

- 1 Put the cage over the chassis
- 2 Fit the Front Hook Pin
- 3 Fit the Rear Hook Pins
- 4 Push the front cage holes over the heads of the M2.6x12 screws until it snaps in place.

Note when removing the cage use the reverse order of installation

### 50 MOUNTING OF BODY

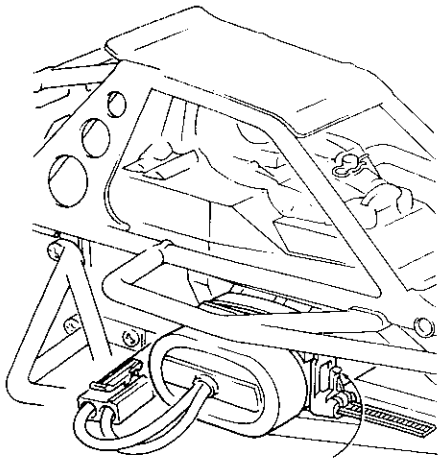


⑥⑥ HOOK PIN (5)

Spread roll cage apart to allow for mounting

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## 51 MOUNTING OF BATTERY



You can release strap tension by pushing here.

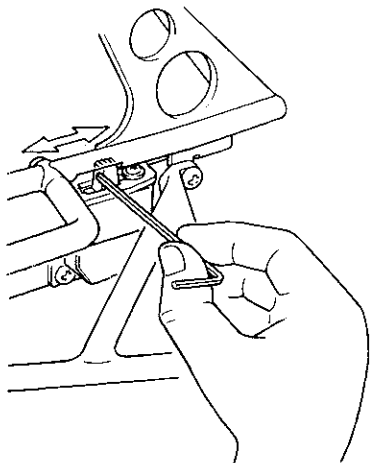
**KYOSHO**



Use a high performance battery. The Kyosho 7.2V Racing Battery is recommended

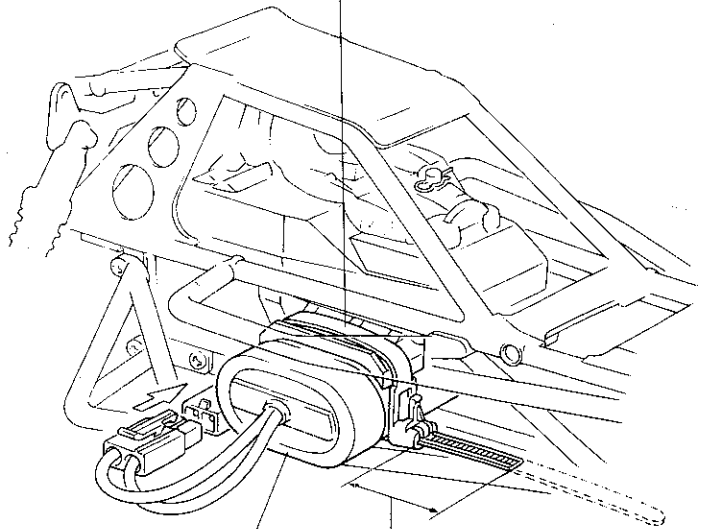
No 2218B

Since the switch for the radio is well protected under the roll cage, an allen wrench or similar type tool will be used to turn the switch on-off



## 51 MOUNTING OF BATTERY

NICAD STRAP



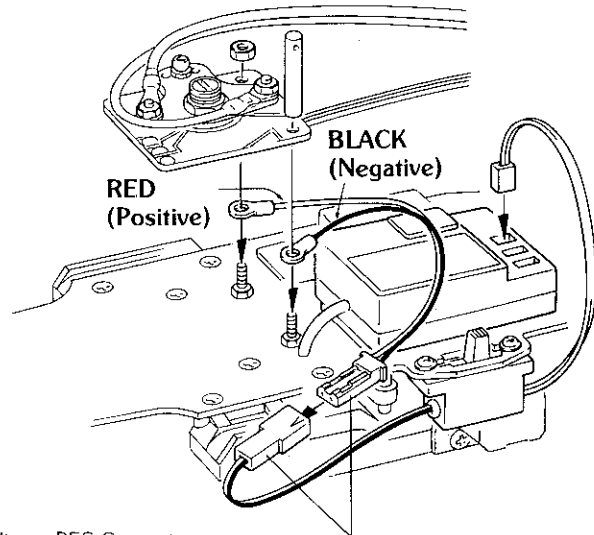
NICAD BATTERY  
(Not Included)

Leave approximately 40mm of adjustment then cut off the rest

## 52 IF YOUR RADIO IS BEC EQUIPPED



If your radio has this mark the Javelin can take advantage of it!



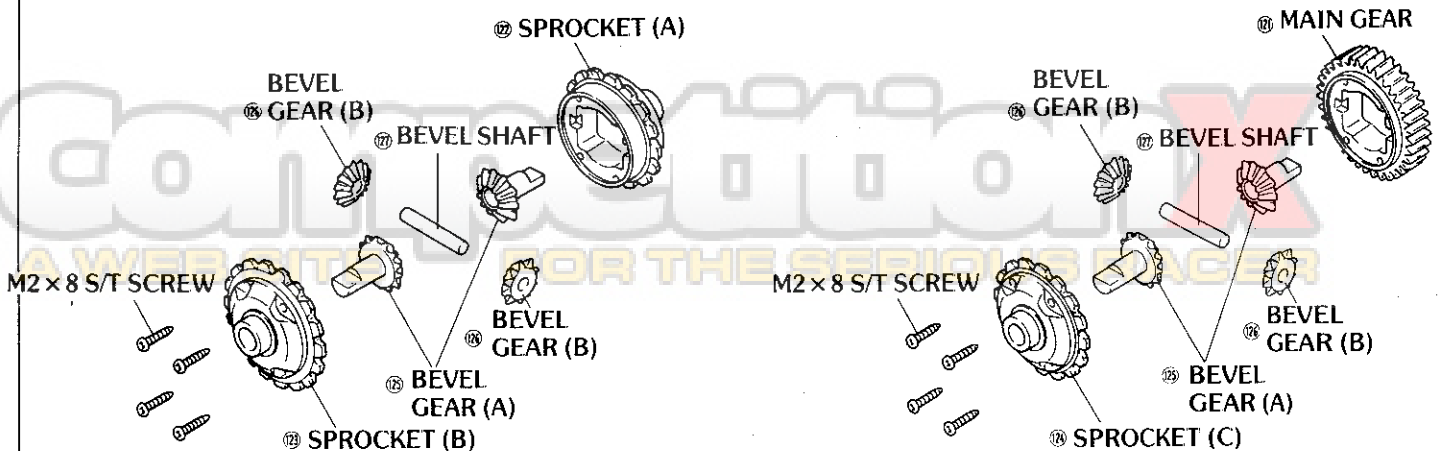
**BEC CONNECTOR**

(Supplied with your radio system)

NOTE! When installing a BEC Connector, pay close attention to the Positive (Red) and Negative (Black) wires. Improper polarity (even for an instant) may damage your radio permanently



## EXPLODED VIEW OF FRONT AND REAR DIFFERENTIAL

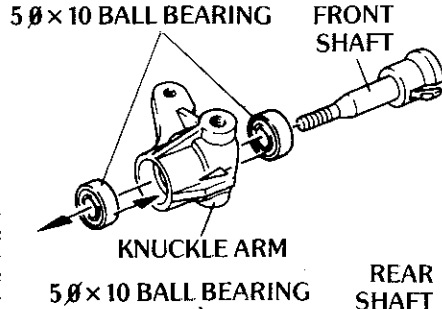


# BASIC ADJUSTMENT GUIDE FOR THE JAVELIN

## OPTIONAL BALL BEARINGS

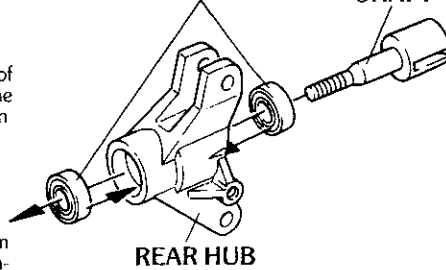
The single most important improvement you can make to your Javelin are ball bearings. They increase performance and reduce maintenance.

Kyosho sells a complete set of optional ball bearings for your Javelin (#H-001). It contains ten 5  $\times$  10 and two 4  $\times$  8 high quality bearings. We also offer the bearings in pairs! The #1901 contains two 5  $\times$  10 (5 pairs required) and the #1903 has two 4  $\times$  8 (1 pair required).

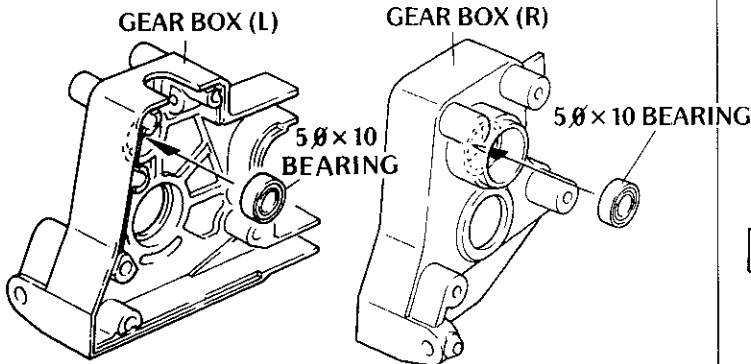


NOTE: The 1mm plastic shim around the #1901 5  $\times$  10mm bearings will need to be removed before installation.

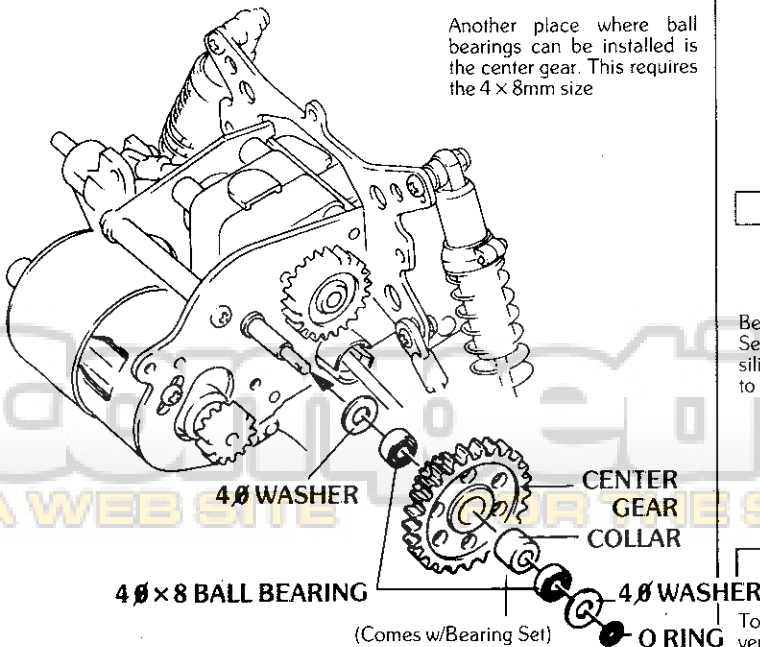
Install two pair of 5  $\times$  10mm size in the front and rear as shown.



Two more 5  $\times$  10mm bearings may be installed in the gear box.

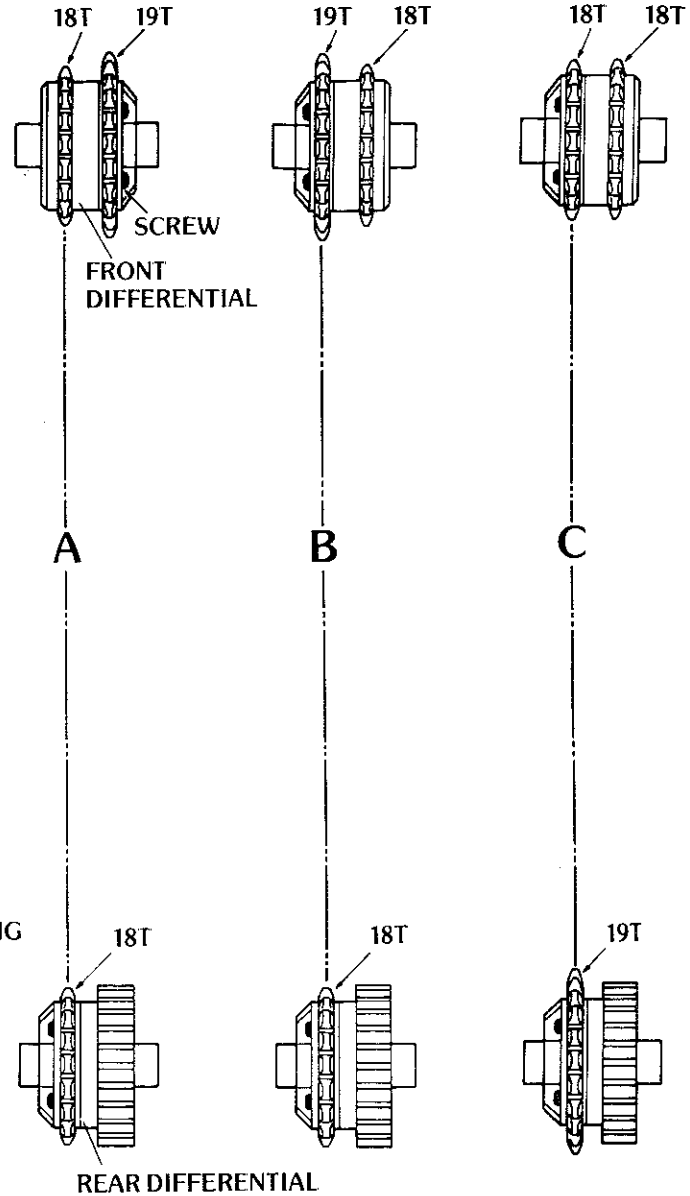


Another place where ball bearings can be installed is the center gear. This requires the 4  $\times$  8mm size.



## ADJUSTING FRONT/REAR POWER RATIO

By changing the front and rear sprockets you can change the power ratio.



- A Normal: Front and rear turn at same rate
- B Rear wheels have slightly more power
- C Front wheels have slightly more power

## KEEPING THE CHAIN CLEAN

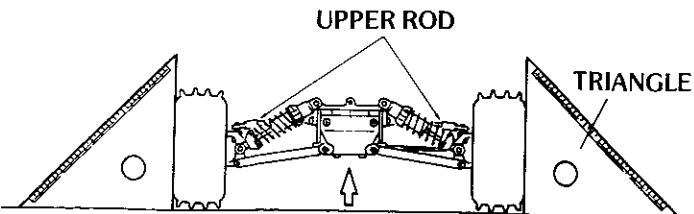
Be careful not to let sand and dust in through the chain cover and chain guide. Seal the openings around the chain cover and guide with cellophane tape or silicone sealer. Remove the gearbox hatch cover and hold the car upside down to remove any dirt.

## REPLACING THE CHAIN

To replace the chain, remove the chain cover (B); and holding the model vertically with the front upward feed the chain from the front sprocket to the rear. It may require a few tries to get it right.

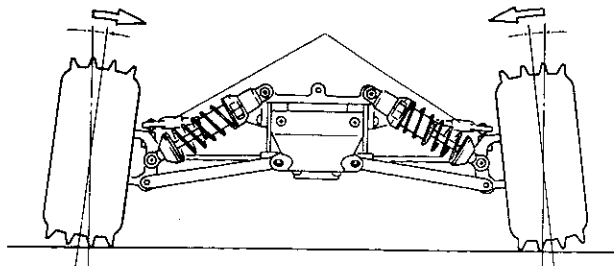
# BASIC ADJUSTMENT GUIDE FOR THE JAVELIN

## FRONT CAMBER ADJUSTMENT

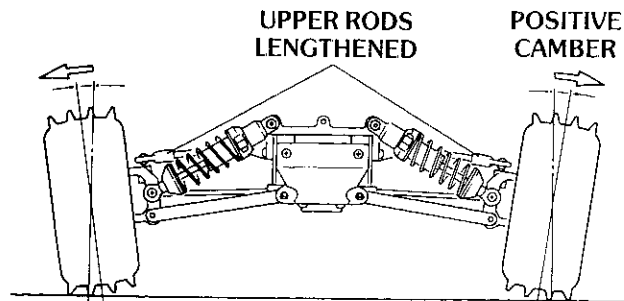


Place the car on a flat surface with the chassis raised as high as possible and adjust the length of the front and rear upper rods in a way so that the tires stand at a right angle to the ground.

NOTE: EVERY TIME YOU SHIFT THE HEIGHT OF THE CHASSIS, DO THE SAME ADJUSTMENT REFERRING TO PAGE 22 OF THE ASSEMBLY INSTRUCTION

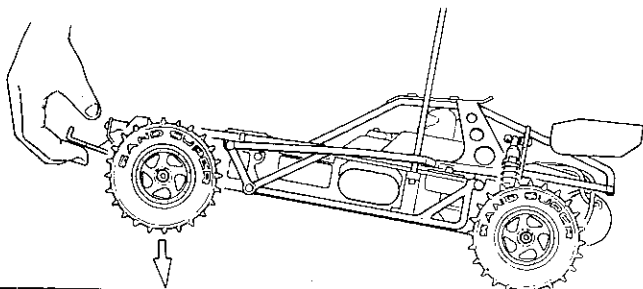


Negative camber results when you make the upper rods shorter

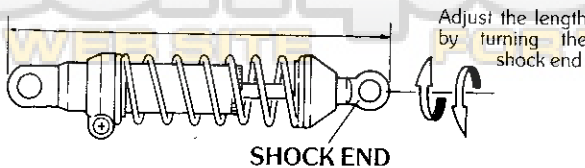
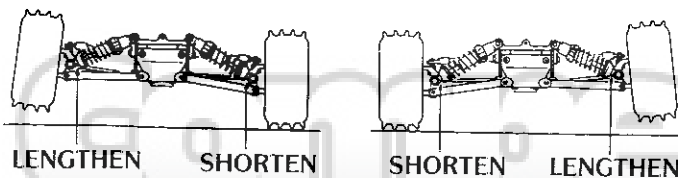


Positive camber results when you make the upper rods longer

## FRONT WHEEL HEIGHT

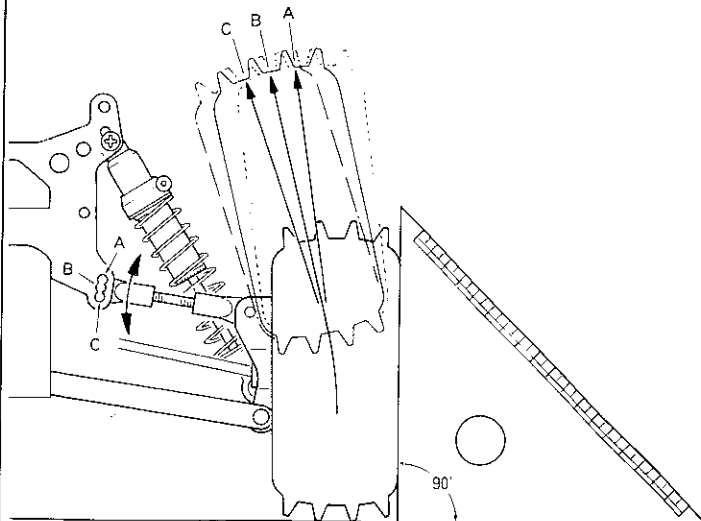


Place the car on a flat area raise the front end and then lower the front wheels slowly to see whether they will touch the ground evenly. If not, adjust the length of the shocks. If they are uneven steering to the right and left will not be the same.



SHOCK END

## REAR CAMBER ADJUSTMENT

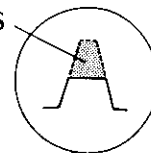


You can alter the rear wheel camber by shifting the bolt hole location of the upper rod. Hole 'A' provides more positive camber while hole 'C' provides more negative camber. The middle hole 'B' should be used normally.

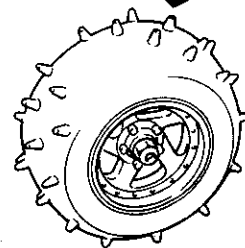
## CUSTOMIZING THE TIRES

You can increase performance for various track conditions by trimming the knobs of the tires. Consult the chart below.

TRIM THE KNOBS



Track	Amount to Trim
Grass	1/2
Concrete	2/3
Sand	NONE
Hard Dirt	1/3
Soft Dirt	NONE



## OPTIONAL TIRES

If you need even more traction on soft surfaces, try Kyosho #SC-84 special tires.

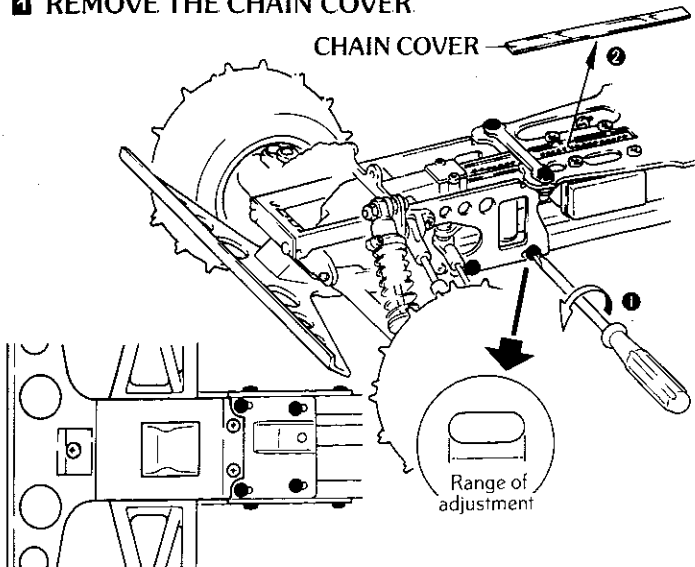
## GEAR RATIOS AND OPTIONAL MOTORS

Pinion Gear	12T	13T	14T	15T	16T	17T
Gear Ratio	10.3	9.5	8.8	8.2	7.7	7.3
Motor	LeMans 240S		RS-540S			
	LeMans 360PT/ST					
	LeMans 480 Gold					

## ADJUSTING THE CHAIN

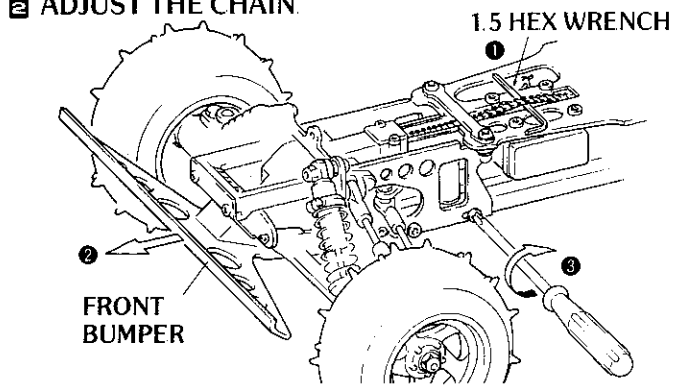
To avoid any damage to sprockets adjust the tension of the chain every 5-6 runs.

### 1 REMOVE THE CHAIN COVER.



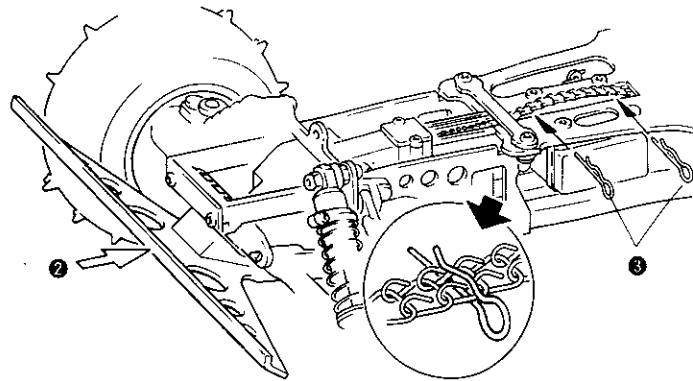
- 1 Loosen 10 (darkened) screws 1/2 turn each
- 2 Remove the chain cover

### 2 ADJUST THE CHAIN

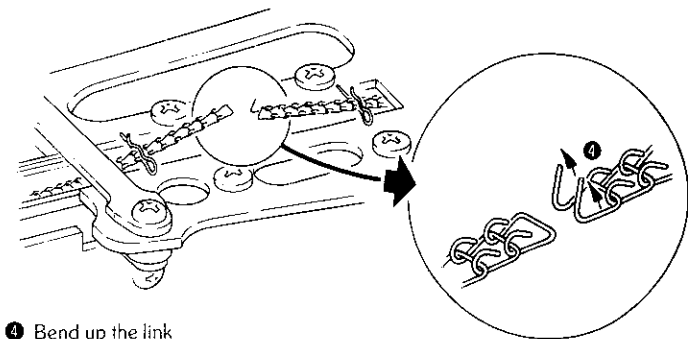


- 1 Insert a 1.5mm hex wrench under chain as shown
- 2 Pull bumper forward
- 3 Keep tension on bumper and tighten the 10 screws firmly

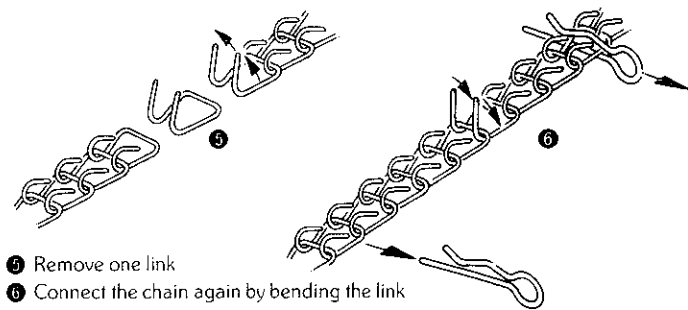
● When chain is stretched beyond range of adjustment:



- 1 Loosen the 10 screws
- 2 Push bumper rearward to loosen chain fully
- 3 Hold the chain with hook pins as shown in inset drawing



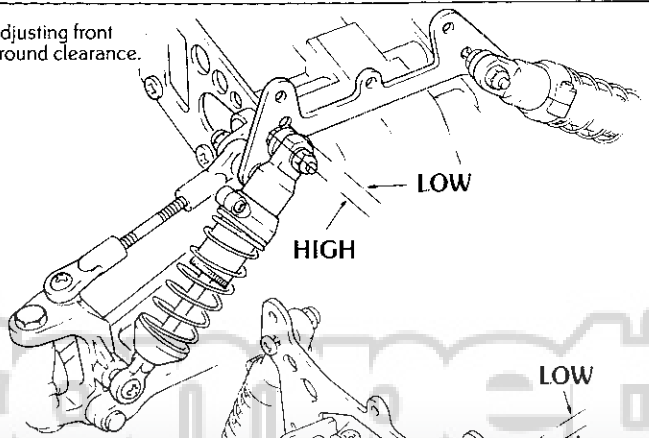
- 4 Bend up the link



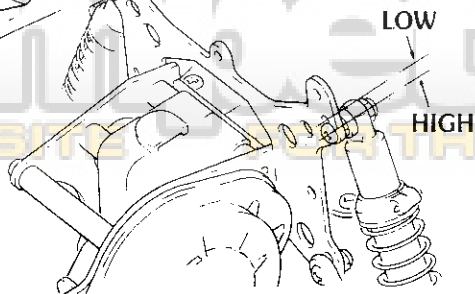
- 5 Remove one link
- 6 Connect the chain again by bending the link ends down. Readjust the chain

## ADJUSTMENT OF GROUND CLEARANCE

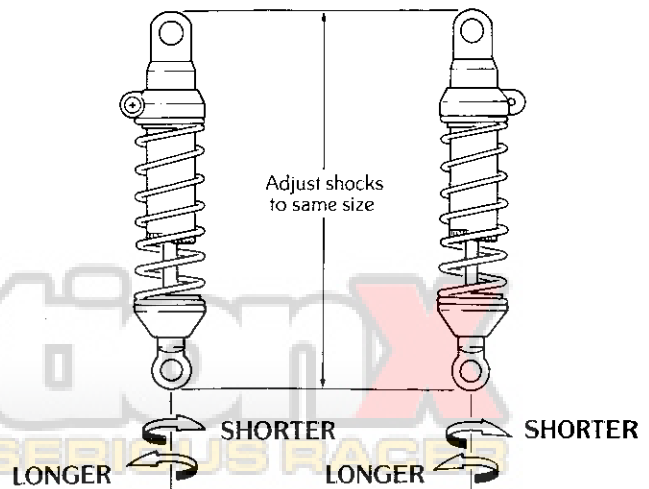
(1) Adjusting front ground clearance.



(2) Adjusting rear ground clearance.



## ADJUSTMENT OF SHOCK SIZE

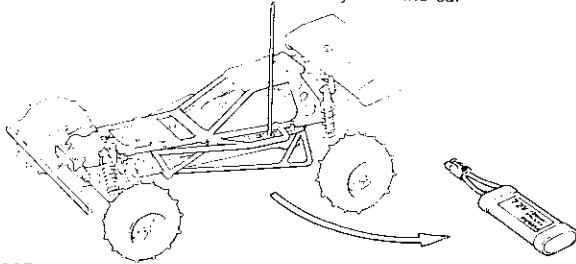


Adjust the shocks so that both front shocks and both rear shocks are exactly the same length

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



After running always remove the battery from the car



**CHECK BEFORE EVERY RUN**

- Check to see if all bolts and nuts are tightened firmly
- Check to see Ni-cad battery is fully charged
- Check to see if the steering and speed control is in proportion to your control of the transmitter
- Check to see that all wiring is properly insulated
- Check to see if parts are moving smoothly.

**OPERATING PROCEDURES**

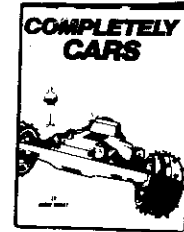
- Turn transmitter switch on
- Switch on the receiver
- Check to see if the radio system is working properly

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

**TROUBLE SHOOTING IF THE CAR DOES NOT START**

- Poor contact of connectors of batteries connector and speed control
- Check to see if the ni-cad battery is fully charged
- Check to see shortage of battery power for the transmitter
- Signal jamming from other radios.

**SUGGESTED FURTHER READING**



A wealth of hints, tips and general information about R/C cars is available at your favorite hobby store. We suggest the 'Completely Cars' book by Harry Higley which is packed with hundreds of photos and great 'Tech-Tips'. 'R/C Car Action' a magazine published quarterly by Air-Age Publications will keep you on top of all the latest developments in the R/C car hobby.

**KEY NUMBERS FOR PARTS**

No	Parts Name	Q'ty	No	Parts Name	Q'ty	No	Parts Name	Q'ty	No	Parts Name	Q'ty
1	Tire	4	40	Knuckle Arm (R)	1	79	Spring Stopper	4	118	M2 6 Pivot Ball	4
2	Wheel Pt (1)	4	41	Front Shaft	2	80	Shock Washer	4	119	5/8x10 Bushing	2
3	Wheel Pt (2)	4	42	Front Hub (L)	1	81	Shock O Ring	4	120	Resistor Protector	1
4	Wheel Pt (3)	4	43	Front Hub (R)	1	82	Shock Stopper	4	121	Main Gear	1
5	8/14 Bearing	4	44	E Ring (E-2 5)	4	83	Spring Receptacle	4	122	Sprocket (A)	1
6	Joint	4	45	Suspension Shaft (A)	2	84	Shock End	4	123	Sprocket (B)	1
7	Hex Wrench (2mm)	1	46	Suspension Shaft (B)	2	85	Joint Collar	2	124	Sprocket (C)	1
8	Plastic Bushing	8	47	Hex Wrench (1.5mm)	1	86	Gear Cover	1	125	Bevel Gear (A)	4
9	Gear Box (L)	1	48	Front Suspension Arm	2	87	Gear Cover Seal	1	126	Bevel Gear (B)	4
10	Final Pinion	1	49	5/8 Ball	4	88	Servo Spacer (A)	1	127	Bevel Shaft	2
11	Gear Box (R)	1	50	Ball End (Large)	12	89	Servo Spacer (B)	1	128	Battery Holder	2
12	Center Gear Shaft	1	51	Upper Rod	4	90	Servo Mount	1	129	Bulk Head (L)	1
13	Rear Plate (R)	1	52	Front Shock Stay	1	91	Speed Control Spring	1	130	Bulk Head (R)	1
14	Rear Plate (L)	1	53	Swing Shaft	4	92	Speed Control Nut	1	131	5/8 Shim	4
15	Counter Gear	1	54	Shock Bushing	4	93	Speed Ctrl Con Pnt	2	132	Body Washer	2
16	M3 Pivot Ball	8	55	Tie Rod	2	94	Speed Ctrl Hold Metal	1	133	Decal	1
17	Rear Shock Stay	1	56	Rear Shaft	2	95	Speed Control Pivot	1	134	Regulator	1
18	Gear Br x Hatch	1	57	Rear Hub (R)	1	96	Speed Control PC Board	1	135	Connector	1
19	Front Suspension Plate	1	58	Suspension Shaft (C)	2	97	Speed Control Horn	1	136	Silicon Grease	1
20	Lower Guard	1	59	Rear Suspension Arm	2	98	Driver Post	1	137	Shock Wrench	1
21	Front Support	1	60	Suspension Shaft (D)	2	99	Chain Cover (A)	1	138	Strap (Medium)	1
22	Main Chassis	2	61	Rear Suspension Strut	1	100	Chain Guide (A)	1	139	Rear Hub (L)	1
23	Front Side Plate	2	62	Radio Plate	1	101	Chain Guide (D)	1	140	Motor Cord	1
24	Front Upper Pivot (L)	1	63	Center Gear Bushing	1	102	Chain Cover (B)	1	141	Driver Plate	1
25	Front Upper Pivot (R)	1	64	Center Gear	1	103	Front Strap Plate	1	142	Marker Plate	1
26	Radio Post (R)	2	65	O Ring	1	104	Servo Rod	2	143	Side Guard (L/R)	1 Set
27	Radio Post (F)	2	66	Hook Pin	4	105	Servo Saver Spacer	1	144	Front Plate	1
28	Chain Guide (B)	1	67	Pinion Gear (12T)	1	106	Double Sided Tape	1	145	Roll Cage	1 Set
29	Chain Guide (C)	1	68	Pinion Gear (15T)	1	107	Antenna Tube	1	146	Side Cage	2
30	Chain	1	69	Motor Cover	1	108	Resistor	2	147	Roll Cage Joint	1
31	Ball Nut	4	70	RS-540S Motor	1	109	Front Bumper	1	148	Rear Guard (A)	1
32	Saver Shaft (A)	1	71	Shock Seal	4	110	Drive Washer	4	149	Rear Guard (B)	1
33	Saver Shaft (B)	1	72	Shock Oil	1	111	Strap (Small)	6	150	Rear Guard (C)	1
34	Servo Saver (A)	1 Set	73	Front Shock Case	2	112	Ni-Cad Strap	2	151	Rear Guard Joint	2
35	Servo Saver (B)	1	74	Rear Shock Case	2	113	Steering Rod	1	152	Wing	1
36	M2 Shaft	1	75	Front Shock Piston	2	114	Driver	1	153	Body Spacer	2
37	Ball Enc (Small)	4	76	Rear Shock Piston	2	115	Strap (Large)	1	154	Roll Bar	1
38	King Pin	4	77	Front Spring	2	116	Radio Plate Support	1			
39	Knuckle Arm (L)	1	78	Rear Spring	2	117	Radio Post Screw	2			



## PURCHASING PARTS FOR YOUR KIT

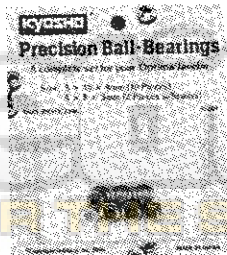
You can purchase replacement and optional parts for your kit. All of the parts identified by key numbers (see page 23 for a complete list) are usually not available singularly, but we offer these parts in convenient parts "packs" which can be purchased separately. To figure out which parts pack you need, find the

key number for that part within the manual. Then consult our parts pack guide below. When referring to the parts you need, always use the **Parts Pack Number**. For instance, if you need a Center Gear Shaft (Key #12) ask your dealer for Kyosho Parts Pack OT-7 (Rear Plate Set).

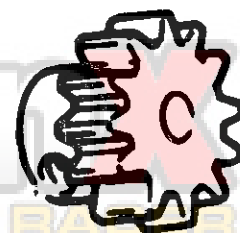
Parts Pack #	Description	Key Numbers	Parts Pack #	Description	Key Numbers
OT-01	Gear Box	9 11 129 130 x1	OT-60	Decal	133 x 1
OT-02	Chain	30 x 1	OT-61	Screw Set w/Wrenches	Screw, Nut, Wrench Set
OT-04	King Pin	38 x 4	OT-62	Wheels - 4	2 3 4 x 4
OT-05	Joint - 2	6 x 2	OT-63	Body Set	141 142 144 147 148 149 150 154 x 111 143 145 146 151 153 x 2 w/Screw
OT-06	Swing Shaft - 2	53 x 2	SC-040	Motor Cover	69 x 1
OT-07	Rear Suspension Plate Set	12 13 14 x1 85 x 2	SC-046	Tape (2 Sided)	106 x 1
OT-08	Front Side Plate Set	23 x 2	SC-067	Speed Control w/o Resist	91 92 94 95 96 97 x1 93 x 2
OT-10	Bushing Set	63 x1 119 x 2 8 x 10	SC-078	Speed Control PC Board	96 x 1
OT-11	Suspension Shaft - 4	45 46 58 60 x 2	SC-079	Speed Control Contacts - 2	93 x 2
OT-12	Radio Plate	62 x 1	SC-105	Speed Control Resistors - 2	108 x 1
OT-13	Suspension Arm Set - 4	48 59 x 2	EF-026E	Connector	135 x 1
OT-14	Lower Guard	20 x 1	SC-089	Tie Rod Set	55 x 2 50 118 x 4
OT-15	Bumper	109 x 1	SC-101	Rear Shaft Shim - 10	131 x 10
OT-16	Knuckle Arm (R&L)	39 40 x 1	EF-037	Strap - 6 (3/32 x 2)	111 x 6
OT-17	Shaft - 2 (Front)	41 x 2	EF-038	Strap - 6 (1/4 x 12)	115 x 6
OT-18	Shaft - 2 (Rear)	56 x 2	EF-039	Strap - 6 (3/16 x 8)	112 x 6
OT-19	Drive Washer - 4	110 x 4	EP-22	Body Hook Pins - 5	66 x 5
OT-20	Main Chassis	22 x 2	LD-76	Shock Rubber Bushing - 10	54 x 10
OT-22	Body Washer - 10	132 x 10	SD-79	Antenna Set	107 x 5
OT-23	Pinion Gear (12T)	67 x 1	1911	Ball Bearing - 2 (8 x 14 x 4)	5 x 2
OT-24	Pinion Gear (15T)	68 x 1	AB-30	Front Shock Set - 2	49 54 71 74 75 77 79 80 81 82 83 84 x 137 x 1
OT-27	Sprocket Gear Set	15 64 121 122 123 124 x 1			
OT-28	Differential Gear Set	127 x 2 125 126 x 4			
OT-29	O-Ring - 10	65 x 10			
OT-30	Tires - 2	1 x 2	<b>Parts Pack #</b>	<b>Optional Parts</b>	
OT-31	Pivot Ball - 10 (3MM)	16 x 10	OT-50	Pinion Gear (13T)	Gear Ratio (9.56 : 1)
OT-32	Ball - 10 (5.8MM)	49 x 10	OT-51	Pinion Gear (14T)	Gear Ratio (8.87 : 1)
OT-33	Ball Receptacle - 10 (2.6)	31 x 10	OT-52	Pinion Gear (16T)	Gear Ratio (7.76 : 1)
OT-34	Plate Set	19 61 88 89 103 105 120 x 1	OT-53	Pinion Gear (17T)	Gear Ratio (7.31 : 1)
OT-35	Upper Rod Set	36 x 1 104 x 2 37 51 x 4 50 x 8	OT-54	Stabilizer Set (F&R)	Front & Rear Stabilizer Set
OT-36	Pivot Ball - 10 (2.6MM)	118 x 10	OT-56	Screw Set (Lt. Weight)	Tapping (Aluminum), Nylon Nut Set
OT-37	Cord Set	134 x 1 140 x 1 Set	SC-080	Speed Control Resistors - 3	4 Forward Speeds
OT-38	Silicon Grease - 2	136 x 2	H-001	Ball Bearing Set Complete	Ten 5mm & Two 4mm Bearings
OT-39	E-Ring - 10 (#-2.5)	44 x 10	1901	Ball Bearing - 2 (5 x 10 x 4)	2 Pcs.
OT-40	Strap - 6	138 x 6	1903	Ball Bearing - 2 (4 x 8 x 3)	2 Pcs.
OT-41	Final Pinion	10 x 1	1951	Shock Oil Set - 3 (S-M-H)	Soft, Medium, Hard 60cc x3
OT-42	Servo Saver Set	32 33 35 x 1 34 x 1 Set	OT-47	Hub Set (Low Caster)	Front Hub Set (Low Caster)
OT-43	Shocks - 2 (Rear)	137 x 1 49 54 71 74 76 78 79 80 81 82 83 84 x 2	1846	Multi-Charger	Good quality, fast.
OT-45	Hub (Rear)	57 139 x 1	1848	Auto Charger	Excellent. Kyosho's Best.
OT-46	Chain Guide Set	28 99 100 102 x 1	1891	Motor - LeMans 480S	24,500 RPM Ball Bearing
OT-55	Hub Set (Front - Std)	24 25 42 43 x 1	1892	Motor - LeMans 480T	23,600 RPM Ball Bearing
OT-48	Battery Holder Set	18 29 101 x 1 26 27 128 x 2	1893	Motor - LeMans 240S	28,000 RPM Ball Bearing
OT-49	Gear Cover Set	21 86 87 90 116 x 1	1894	Motor - LeMans 600 E	18,500 RPM Plain Bearing
OT-57	Shock Stay	17 52 x 1	1895	Motor - LeMans 360PT	23,500 RPM Ball Bearing
OT-58	Wing	152 x 1	1897	Motor - LeMans 480G	23,600 RPM Ball Bearing
OT-59	Driver	98 114 x 1	1898	Motor - LeMans 360ST	22,000 RPM Plain Bearing
			2218B	Battery 6N-I200S-Nicad	Matched cells, perfect for Javelin.



LeMans Motors

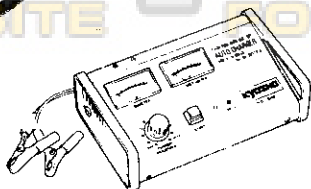


Ball Bearing Set



Pinion Gear

Auto Charger



Shock Oil Set



Battery