



AKX2 Thresher Conversion Kit for X2C/TC02C 1/10th Off Road Chassis

Instructions

Stage 1 - Preparation

We strongly recommend taking the time to prepare and seal the edges of all carbon fibre parts using cyanoacrylate (CA) glue, this will help prevent the carbon delaminating. The best guide to this process we've found is on the CRC website at; <http://www.teamcrc.com/crc/modules.php?name=News&file=article&sid=16&mode=&order=0&thold=0>

A simpler method is to take some wet and dry sandpaper and cut out a small strip of around 75mm x 25mm. Hold an end in each hand, place the strip across the carbon part (so one end is either side of the part) and use it like a band to sand the edge of the part. Once the whole part has been prepared, so all sharp edges have been smoothed out, then use a Q-Tip (cotton bud) to run CA glue around the edges of the part until they are fully sealed.

There are two parts from the original kit that will need modification in order to complete the assembly – the motor plate and the gearbox case. The motor plate will need a small area removing in order for it to clear the RF pivot block. The rear two mounting lugs on the gearbox will need reducing in height by about 2mm in order for the screws that mount this to the cradles to clear the roll centre brace.

Stage 2 – Main Chassis

The first stage is to take the main chassis and fit the four 25mm posts for the battery strap, the steering bearing holder, steering servo, aerial mount and side plates. Use 4 x 6mm countersunk screws to mount the four 25mm battery strap posts. Use 2 x 6mm countersunk screws to mount the steering bearing holder. Use 2 x 8mm countersunk screws from the original kit to mount the steering servo. Use 1 x 8mm countersunk screw to mount the aerial mount. Finally, use 6 x 12mm countersunk screws and 6 x M3 nyloc nuts to mount the carbon fibre side plates.

Stage 3 - Front End

To fit the front end to the new chassis plate you will need the 4 15mm countersunk screws & 2 10mm button head screws from the original kit, 2 x 12mm spacer posts, 4 x 2.0mm washers and 2 x 12mm countersunk screws. First use the 4 x 15mm countersunk screws from the original kit to attached the front bulkhead, wishbone hinge pin holder and bumper through the four holes in the kickup at the front of the chassis. Then use one 2.0mm washer and a 12mm post on the front hole of the side plate and secure them using a 12mm countersunk screw that goes through the chassis and the side plate into the spacer post. Finally, use the 10mm button head to secure the bulkhead to the 12mm spacer post, using a 2.0mm washer at the top of the post to remove any play between the bulkhead and spacer post.

Stage 4 - Rear End

To fit the rear end you will need the two aluminium gearbox cradles, RF & RR pivot blocks, 4 x pivot pin pillow balls, 2 x 2.0mm spacers, 4 x 6mm countersunk screws, & 4 x 8mm countersunk screws, 2 x 12mm countersunk screws & 4 x 8mm button head screws. First fit the two aluminium gearbox cradles to the gearbox case using the 4 x 8mm button head screws. It may help to not fully tighten these down at this stage. Then use the 4 x 6mm countersunk screws to mount the gearbox assembly to the chassis, once these screws are fully tightened then go back and fully tighten the 4 x 8mm button head screws holding the gearbox to the cradles. Then fix the RF pivot block to the front of the gearbox cradles using the 2 x 12mm countersunk screws. The roll centre brace can then be attached to the chassis using 2 x 8mm countersunk screws (and the 2 x 10mm button head screws from the original kit to attach it to the gearbox). Next place 2 x pivot pin pillow balls into the RF pivot block and insert the pivot pins into these, using the 2.0mm washer in front of the wishbones. Finally, place the last 2 pivot pin pillow balls onto the hinge pins and fit the RR pivot block using the remaining 2 x 8mm countersunk screws.

Stage 5 - Finishing Touches

The battery strap is retained using the 4 x 6mm button head screws. The undertray will fit both by completely enclosing the chassis or by trimming and attaching by sandwiching it between the side plates and the chassis.

Stage 6 - Setup Options

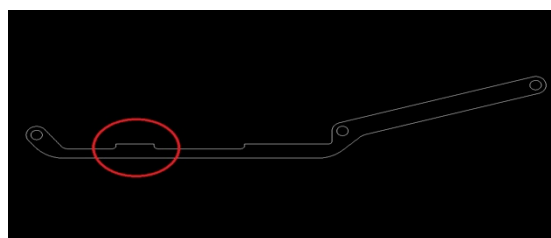
There are two main setup areas this kit opens up over the standard kit – lipo position affecting weight distribution and chassis flex tuning.

The kit gives the option of three battery locations if using saddle lipo packs. The first is the standard location with the two packs side by side across the chassis. The second is a position similar to the TLR22, with the packs side by side running along the chassis. Finally, one pack can be run across the chassis at the rear, with the other pack running along the length of the chassis. These will move the weight forward in the wheelbase, with the two packs across the chassis giving the most weight over the rear wheels. Use the two 'L' shaped battery braces to secure the cells when using either of the two optional placements – they are not needed with the packs running across the chassis in the standard location.

The chassis and side plates have been designed to give good flex for most conditions. However, on very high grip surfaces it may be of use to stiffen the chassis to give more control and response. To do this you can use additional spacers between the chassis and the side plates – the greater the distance between the chassis and the side plates the stiffer the chassis will become. The configuration of the supports between the chassis and the front bulkhead allow either 2mm, 4mm or 12mm of additional spacers to be used below the side plates.

Saddle Packs vs 'Stubby' Packs

The AKX2 has been designed to accept both standard sized saddle packs and 'stubby' packs running across the chassis. The kit side plates as supplied are sized for the saddle packs. As the 'stubby' packs are around 3mm longer than the width of two saddles the small tab on the side plates needs to be removed for them to fit – this is shown circled in red in the picture to the right. Once this has been removed the pack will be held securely in place side to side and also front to rear.



For support and setup information please keep an eye on www.akularacing.co.uk/support - we will be updating this constantly with new setups and information regarding the AKX2 Thresher.

We would love to hear your experiences with the AKX2 Thresher – please e-mail us at info@akularacing.co.uk with any news, setups or suggestions you may have.

Thresher AKX2 Parts List		
Part Number	Description	Quantity
AKR-AKX2-AL00231	AKX2 Main Chassis 6082 - 3.0mm	1
AKR-AKX2-CF01420	AKX2 Carbon Fibre Battery Strap	1
AKR-AKX2-CF01530	AKX2 Carbon Fibre Side Plate - 3.0mm	2
AKR-AKX2-CF01620	AKX2 Battery Holders	2
AKR-AKX2-AL002RD	AKX2 Gearbox Cradle	2
AKR-AKX2-AL003RD	AKX2 RF Pivot Block - 32.5mm	1
AKR-AKX2-AL004RD	AKX2 RR Pivot Block - 37.3mm	1
AKR-AKX2-PL001	AKX2 Steering Bearing Holder - Plastic	1
AKR-FE-PB050	Pivot Pin Mounting Balls	4
AKR-AL-SP02070RD	2mm M3 Ultra Wide Washers - Red	6
AKR-FE-SP12050	12mm Threaded Spacer Bar	2
AKR-FE-SP25050	25mm Threaded Spacer Bar	4
AKR-SS-CS060M3	6mm Countersunk Screws	10
AKR-SS-CS080M3	8mm Countersunk Screws	5
AKR-SS-CS120M3	12mm Countersunk Screws	10
AKR-SS-BH060M3	6mm Button Head Screws	4
AKR-SS-BH080M3	8mm Button Head Screws	4
AKR-SS-NN055M3S	M3 Nyloc Nuts	8
AKR-PL-002	Aerial Mount	1
AKR-LX-002	AKX2 Lexan Undertray	1
AKR-LX-003	AKX2 Lexan Bodysheet	1
AKR-DA5-004TH	Thresher AKX2 A5 Decal Sheet	1