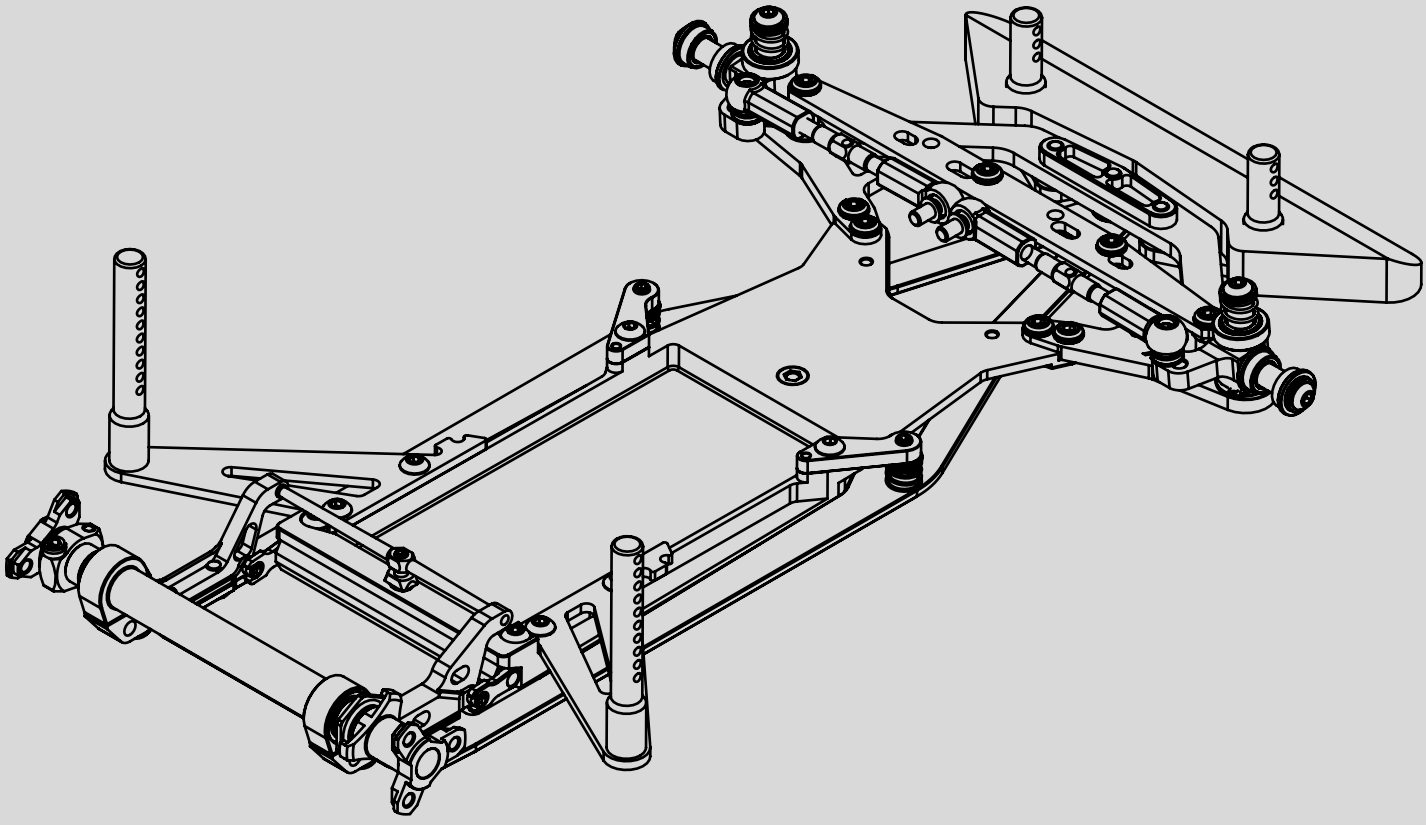
AWESOMATIX®

A12X

1/12-SCALE ELECTRIC ON-ROAD CAR



INSTRUCTION MANUAL

INTRODUCTION

Congratulations on purchasing your Awesomatix car!
The A12X car was produced by UAB Awesomatix company.

BEFORE YOU START

The A12X car is a high-quality, innovative 1/12-scale on-road car and should only be built by those with previous experience of building R/C model racing cars.

This is not a toy and is not intended for use by children without the direct supervision of a responsible, knowledgeable adult. Please read the instruction manual carefully and fully understand it before beginning assembly. If you encounter any problems or have any questions, please do not hesitate to contact the Awesomatix team at **support@awesomatix.com.**

Ensure that you are happy with your kit purchase and are committed to use of it prior to beginning the assembly of your A12X. Your car cannot be returned to UAB Awesomatix for a refund or exchange once it has been fully or partially assembled.

This kit is a radio controlled model racing product and could cause personal injury or harm if not used as intended.
The A12X car is designed for use on r/c car race tracks; it should not be used in areas primarily intended for use by the general public. UAB Awesomatix accept no responsibility for any injury caused by making or using this product.

ASSEMBLY NOTES

You can find useful tips for assembly of the A12X and an editable setup sheet on the Internet website:
http://site.petitrc.com/reglages/awesomatix/setupa12/

GENERAL PRECAUTIONS

- Many of the items in this kit are small enough to be accidentally swallowed and are therefore potential choking hazards, making them potentially fatal. Please ensure that when assembling the kit you do so out of the reach of small/young children.
- Take care when building, as some parts may have sharp edges.
- Please read this manual carefully to understand which ancillary items (tools, electrics, electronics etc) are used with this kit. Awesomatix Innovations accept no responsibility for the operation of any such ancillary items.
- Exercise care when using tools and sharp instruments.
- Follow the operating instructions for the radio equipment at all times.
- Never touch rotating parts of the car as this may cause injury.
- Keep the wheels of the model off the ground when checking the operation of the radio equipment.
- To prevent any serious personal injury and/or damage to property, be responsible when operating all remote controlled models.
- The model car is not intended for use on roads or areas where its operation can conflict with or disrupt pedestrian or vehicular traffic.
- Do not run your car in poor light or if it goes out of sight. Any impairment to your vision may result in damage to your car or, worse, injury to others or their property.
- As a radio controlled device, your car is subject to radio interference from things beyond your control. Any such interference may cause a loss of control of your car so please consider this possibility at all times.
- When not using RC model, always disconnect and remove battery.
- Insulate any exposed electrical wiring to prevent dangerous short circuits.
  Take maximum care in wiring, connecting and insulating cables. Make sure cables are always connected securely.
  Check connectors for if they become loose and if so reconnect them securely. Never use R/C models with damaged wires.
  A damaged wire is extremely dangerous and can cause short-circuits resulting in fire.

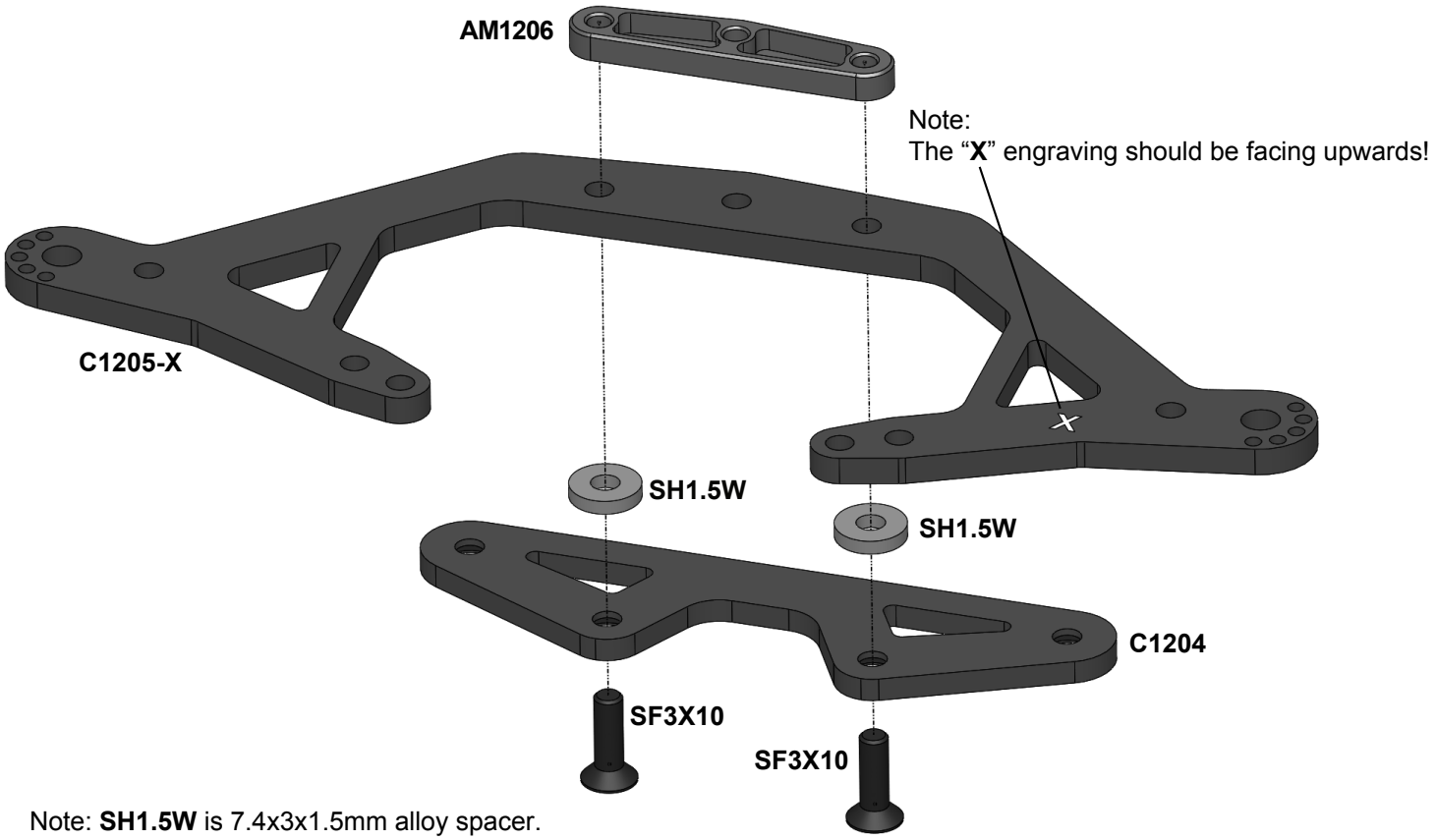
EQUIPMENT RECOMMENDED (NOT INCLUDED)

- Radio Transmitter
- Radio Receiver
- Electronic Speed Control
- Steering Servo
- Servo Saver
- Electric Motor
- Pinion Gear (64 or 48 Pitch)
- Spur Gear (64 or 48 Pitch)
- 1S Li-Po Battery
- 1/12 scale Body Shell
- 1/12 scale Wheels and Tires

TOOLS RECOMMENDED (NOT INCLUDED)

- 1.5 mm, 2.0 mm, 2.5 mm, 3.0 mm Hex Drivers
- 12mm Wrench
- Sewing Needle or Sharp Pin
- Hobby Knife
- Ride Height Gauge
- Thin CA Glue
- Thread Lock
- Double Side Tape
- Silicone Grease
- Joint Grease

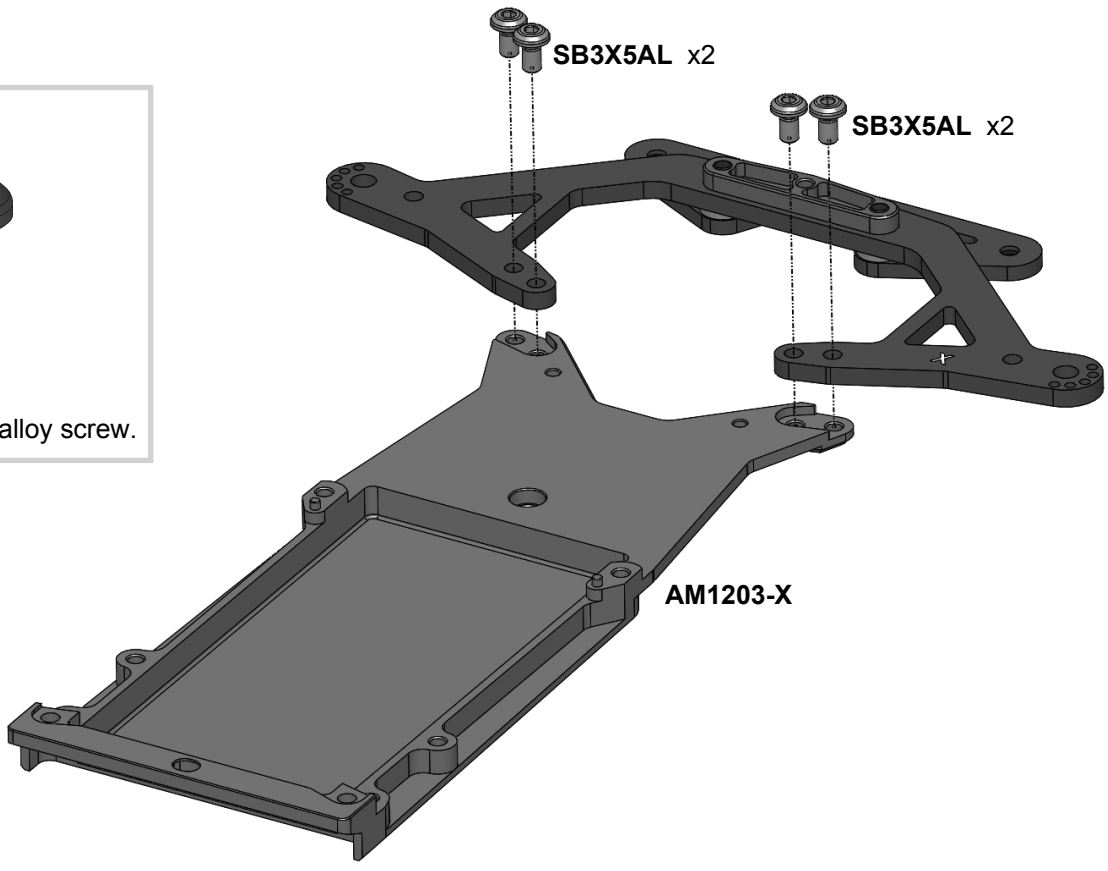
STEP 1



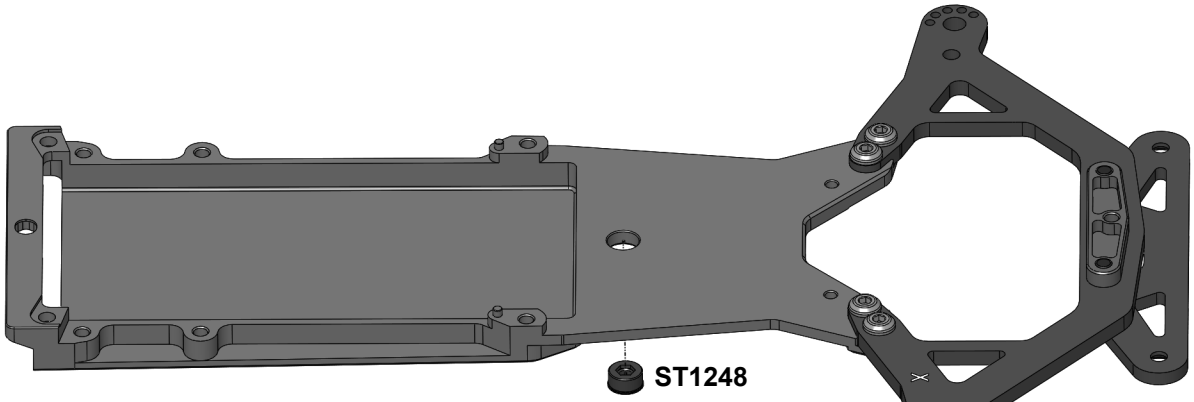
Note: **SH1.5W** is 7.4x3x1.5mm alloy spacer.

STEP 2

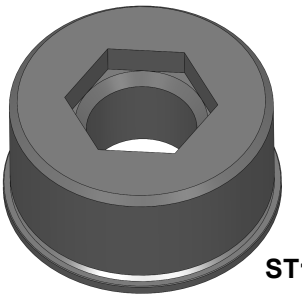
Note:
SB3X5AL is 3x5mm alloy screw.

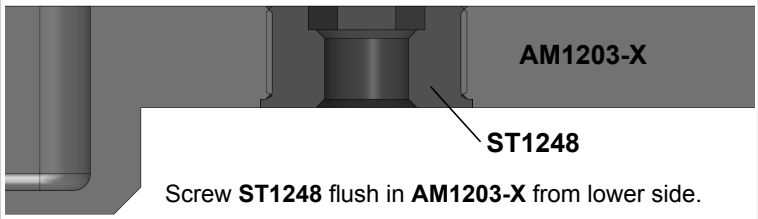


STEP 3



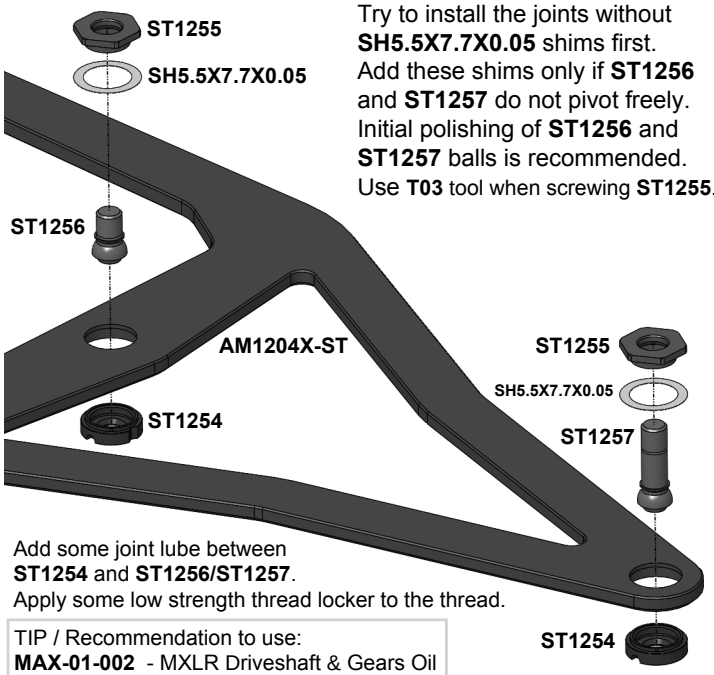
Use a 3mm hex driver to screw **ST1248**.
Apply some low strength thread locker to the thread.





Screw **ST1248** flush in **AM1203-X** from lower side.

STEP 4

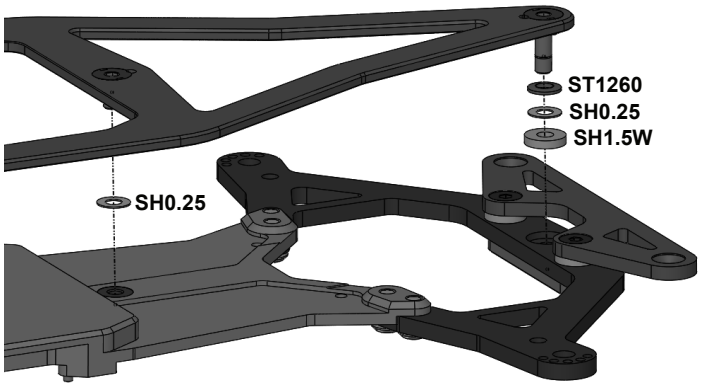


Try to install the joints without **SH5.5X7.7X0.05** shims first.
Add these shims only if **ST1256** and **ST1257** do not pivot freely.
Initial polishing of **ST1256** and **ST1257** balls is recommended.
Use **T03** tool when screwing **ST1255**.

Add some joint lube between **ST1254** and **ST1256/ST1257**.
Apply some low strength thread locker to the thread.

TIP / Recommendation to use:
MAX-01-002 - MXLR Driveshaft & Gears Oil

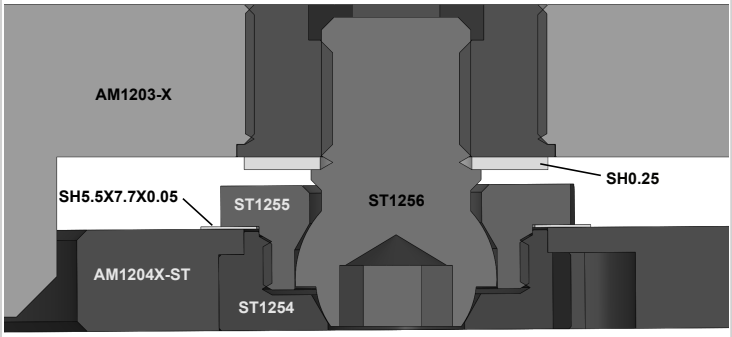
Note: The kit's rollcenter set is **LRC** (Low Roll Center) set.
Optional rollcenter sets are available (not kit included):
ELRC - Extra Low Roll Center set (-1mm lower rollcenter)
HRC - High Roll Center set (+1mm higher rollcenter)
EHRC - Extra High Roll Center set (+2,8mm higher rollcenter)



Use a 2mm hex driver to screw **ST1256** and **ST1257**.
Apply some low strength thread locker to the thread.

After assembly make sure that **AM1203-X** pivots freely relative to **AM1204X-ST**.

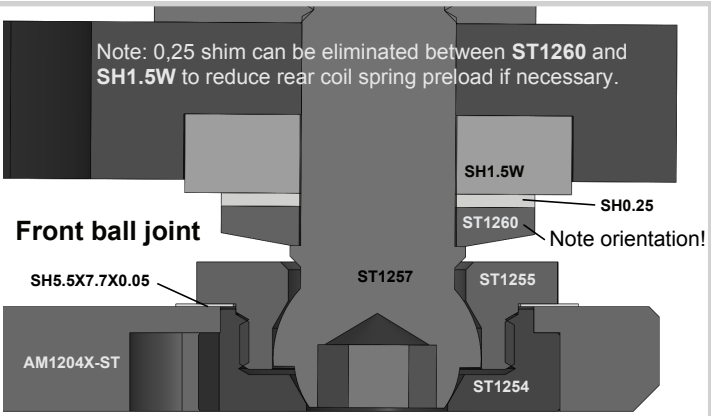
Rear ball joint Note: Two **SH0.25** shims can be installed under **ST1256** to reduce rear coil spring preload if necessary.



SH5.5X7.7X0.05 shim is used only if **ST1256** do not pivot freely.

Note: 0,25 shim can be eliminated between **ST1260** and **SH1.5W** to reduce rear coil spring preload if necessary.

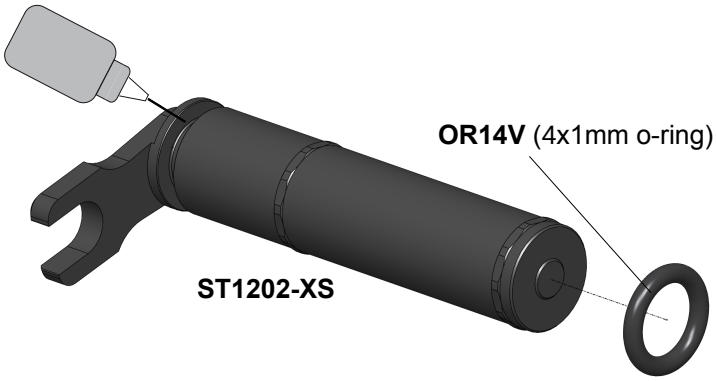
Front ball joint



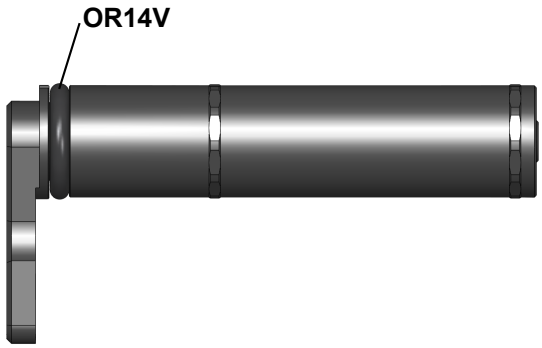
SH5.5X7.7X0.05 shim is used only if **ST1257** do not pivot freely.

STEP 5

Add a small amount of silicone oil into the groove of **ST1202-XS**.



Lubricate **OR14V** using silicone oil. Stretch **OR14V** using fingers and place it into the groove on **ST1202-XS**.



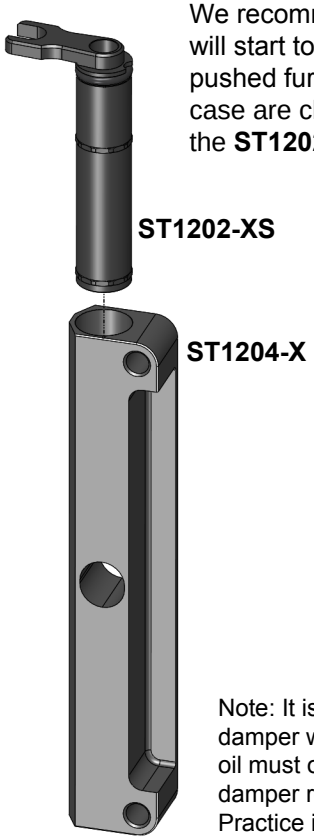
STEP 6

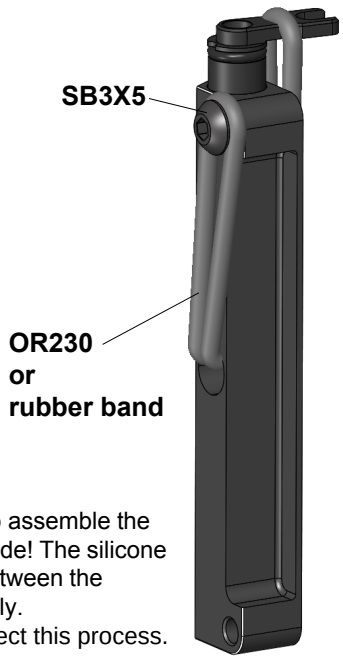
Add ~0,3 g of 50 000...100 000 cst silicone oil into the cavity of **ST1204-X** damper case.
We recommend 100 000 cst silicone oil as the base setup.

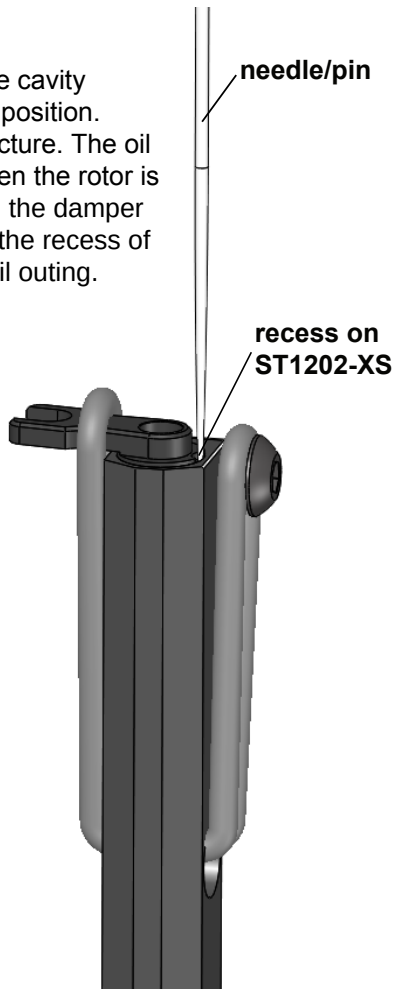
Keep **ST1204-X** upright for several minutes until all oil reaches the bottom of the cavity.

STEP 7

Insert **ST1202-XS** damper rotor into **ST1204-X** damper case slowly.
After the lower face of the **ST1202-XS** reaches the oil in the bottom of the cavity an additional force will be needed to push the rotor fully into the deepest position.
We recommend using a rubber band or **OR230** o-ring as shown in the picture. The oil will start to come up towards the top of the cavity of the damper case when the rotor is pushed further into that cavity by the o-ring. When the **OR14V** o-ring and the damper case are close to flush please use a sewing needle or a sharp pin along the recess of the **ST1202-XS** rotor to deform the o-ring and to create the channel for oil outing.



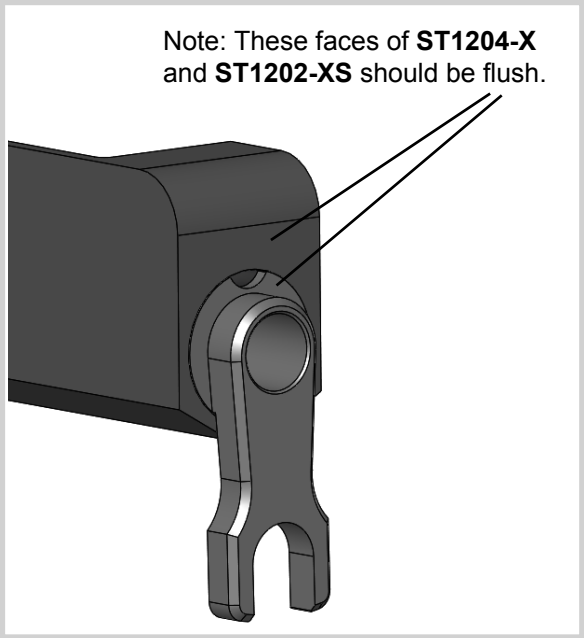


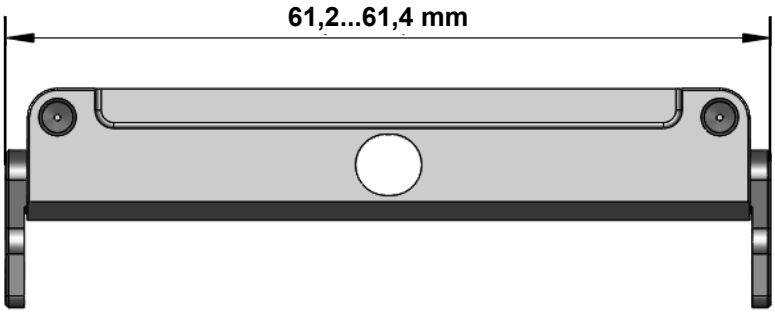


Note: It is very important to assemble the damper without any air inside! The silicone oil must occupy the gap between the damper rotors and case fully.
Practice is required to perfect this process.

STEP 8

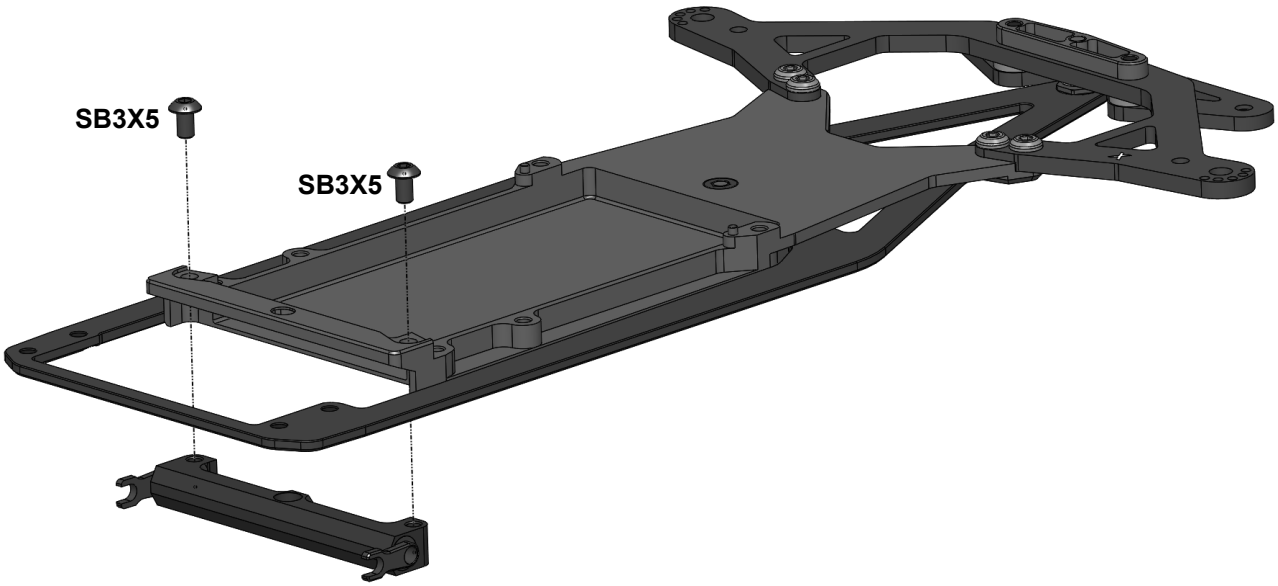
Repeat STEPS 5,6 &7 for other side of **ST1204-X** and check that both **ST1202-XS** rotors are correctly installed (flush with the **ST1204-X** face)



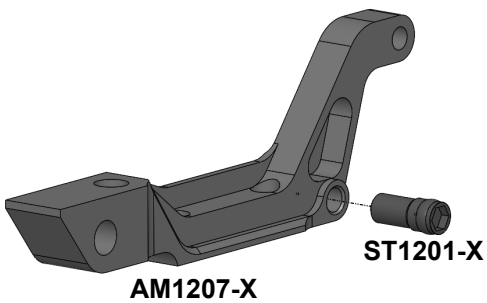


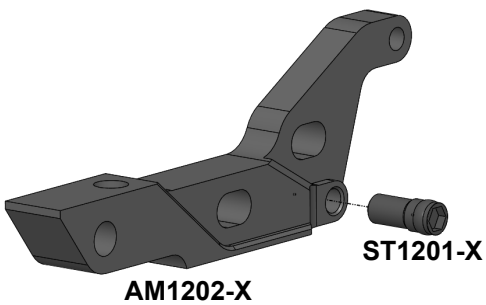
Note: Check this recommended size.

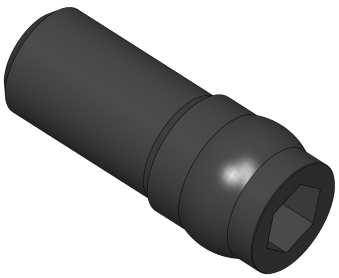
STEP 9



STEP 10

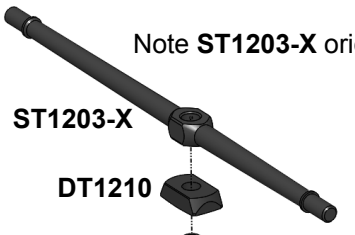






ST1201-X 3mm Ball Stud

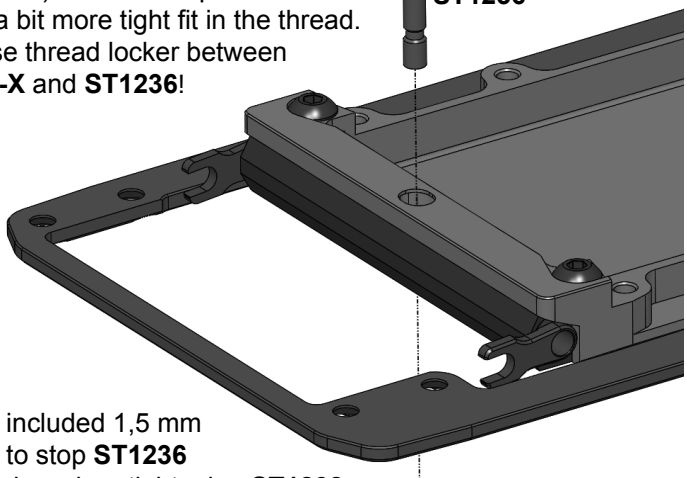
STEP 11



DT1210

ST1236

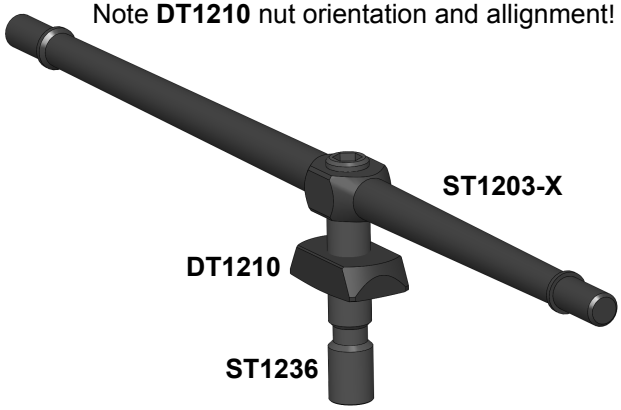
Tip: Use some low strength thread locker (blue) for **DT1210** plastic nut to ensure a bit more tight fit in the thread. Don't use thread locker between **ST1203-X** and **ST1236**!

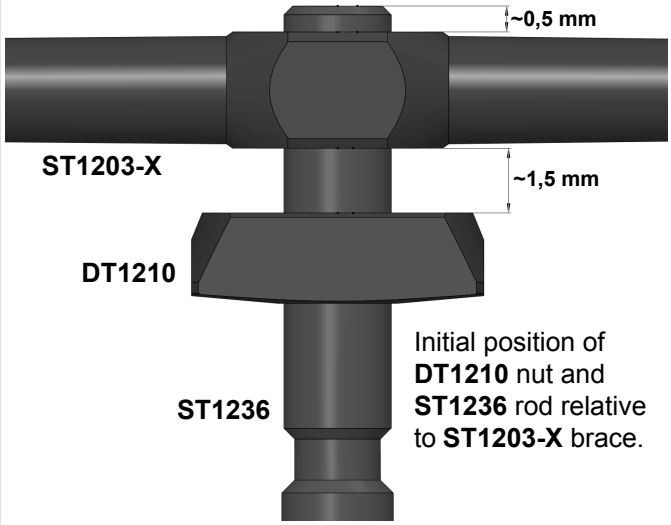


Use the included 1,5 mm hex key to stop **ST1236** from turning when tightening **ST1238**.

The rear springs in the kit:
SPR12XR-C0.8 - Silver
SPR12XR-C1.0 - Black
SPR12XR-C1.2 - Copper

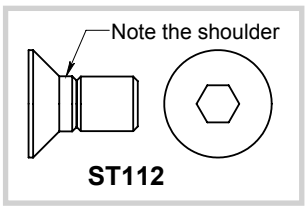
Add some lube to the spring and **ST1238** for smoother operation.

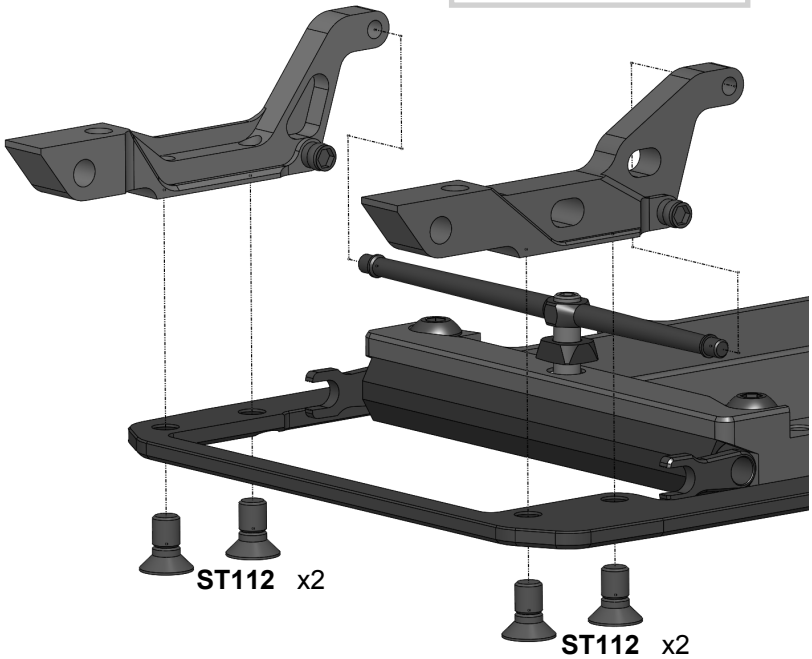


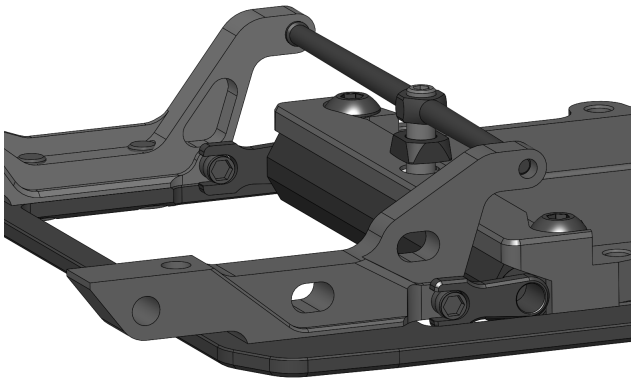


Initial position of **DT1210** nut and **ST1236** rod relative to **ST1203-X** brace.

STEP 12

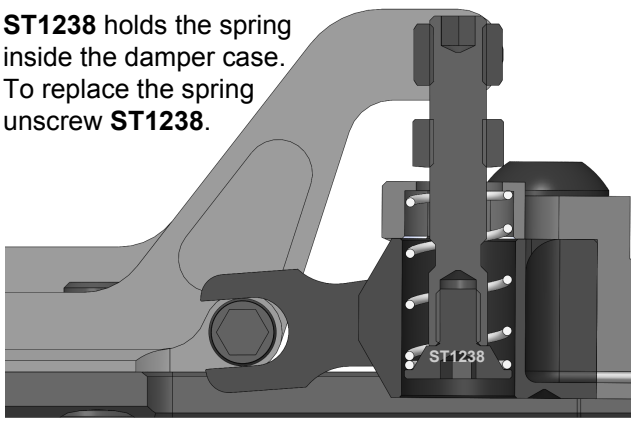




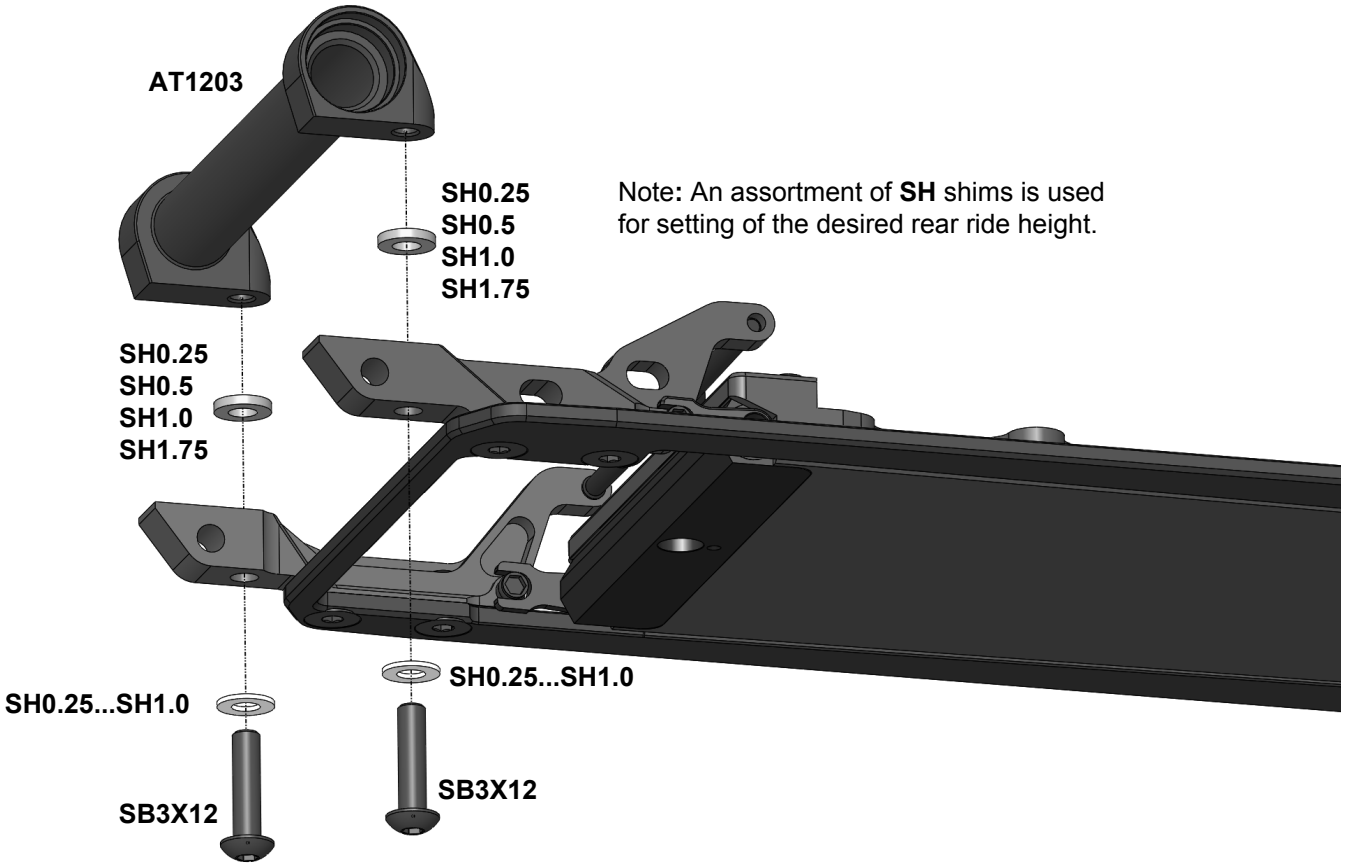


Note: **ST1201** ball studs should be placed into slots of **ST1202-XA** rotors.
The tips of **ST1203-X** brace should be placed into holes of **AM1202-X** and **AM1207-X**.

ST1238 holds the spring inside the damper case. To replace the spring unscrew **ST1238**.

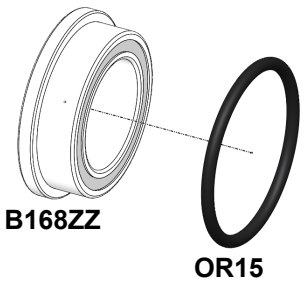


STEP 13



Note**:** An assortment of **SH** shims is used for setting of the desired rear ride height.

STEP 14



Stretch **OR15** 1x5mm o-ring and place it on **B168ZZ** ball bearing.

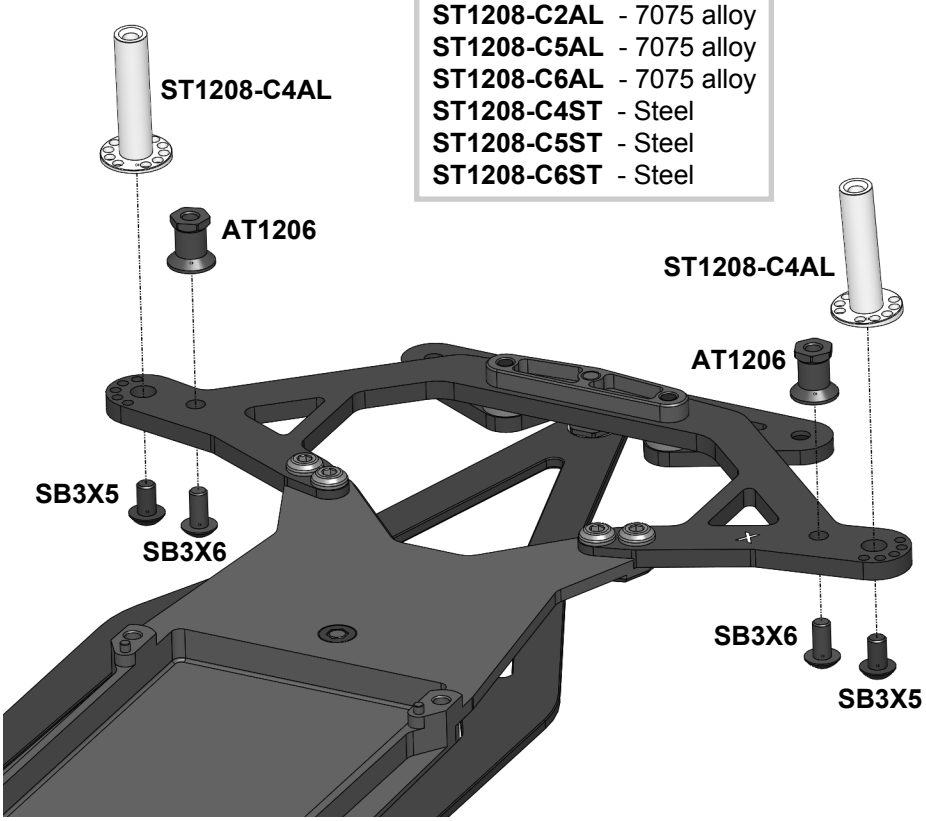
Prepare two **B168ZZ** bearings with **OR15** o-rings.

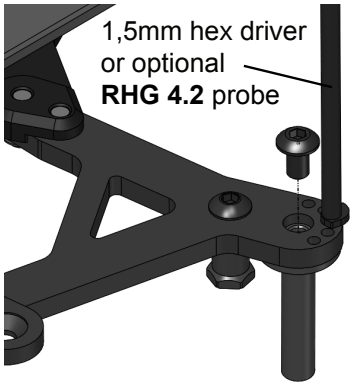
Press both **B168ZZ** bearings into **AT1203** rear beam.

STEP 15

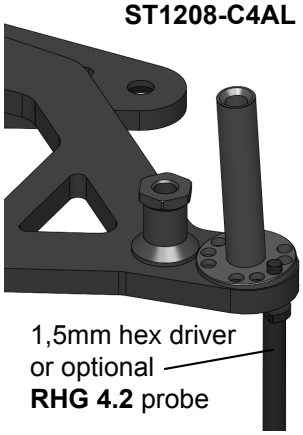
Note: **ST1208-C4AL** steering block posts provide 4 deg caster.

Available optional posts:
ST1208-C2AL - 7075 alloy
ST1208-C5AL - 7075 alloy
ST1208-C6AL - 7075 alloy
ST1208-C4ST - Steel
ST1208-C5ST - Steel
ST1208-C6ST - Steel

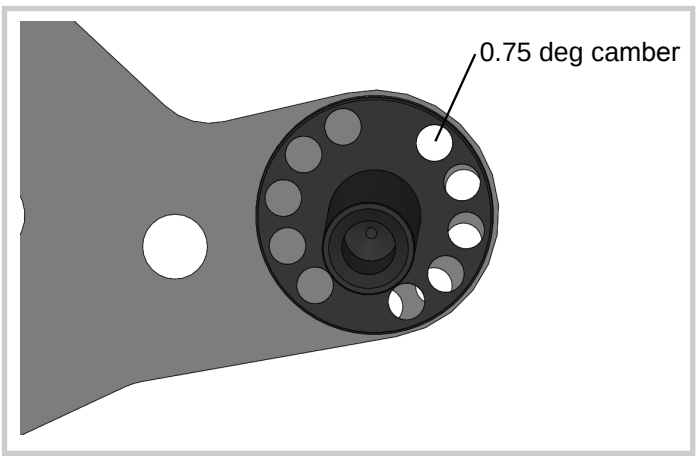


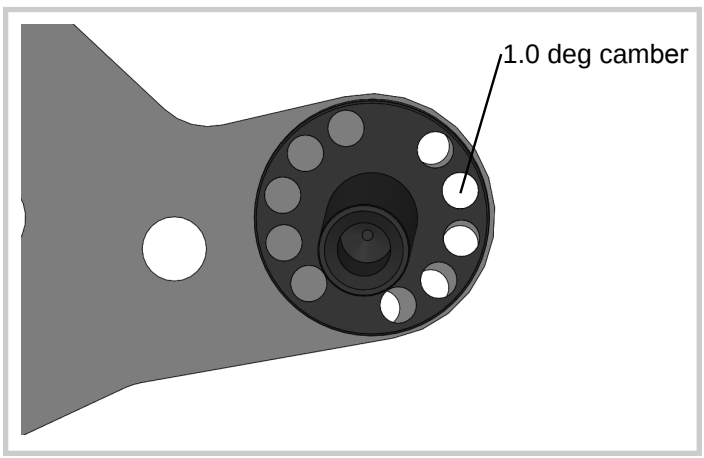


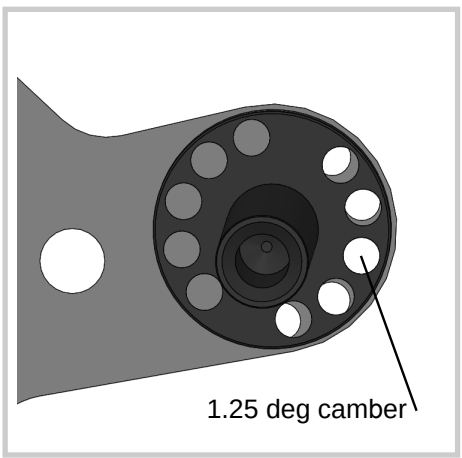
The tip of 1,5mm hex driver or optional **RHG 4.2** probe is used for alignment of the appropriate holes between **ST1208-C4AL** and **C1205-X**.

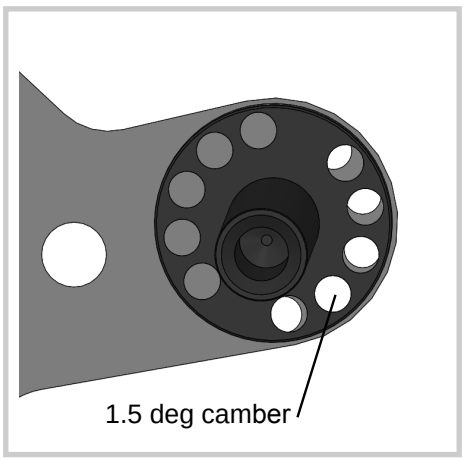


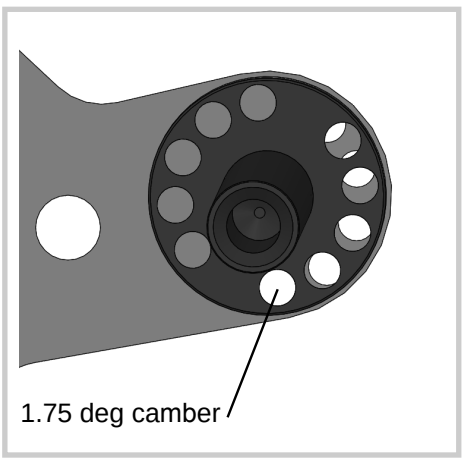
Alignment of the appropriate holes between **ST1208-C4AL** and **C1205-X** for camber settings.



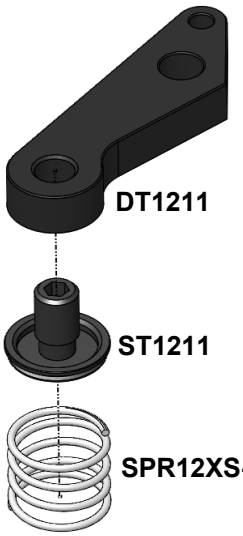




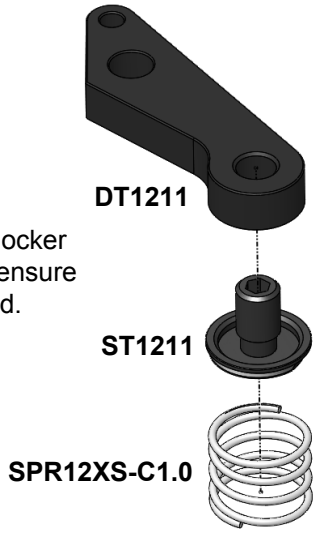




STEP 16



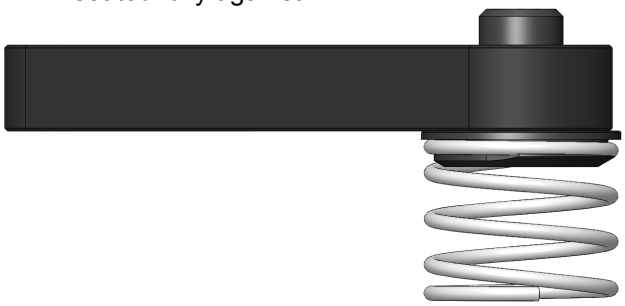
Tip: Use low strength thread locker (blue) for **DT1211** holders to ensure a bit more tight fit in the thread.



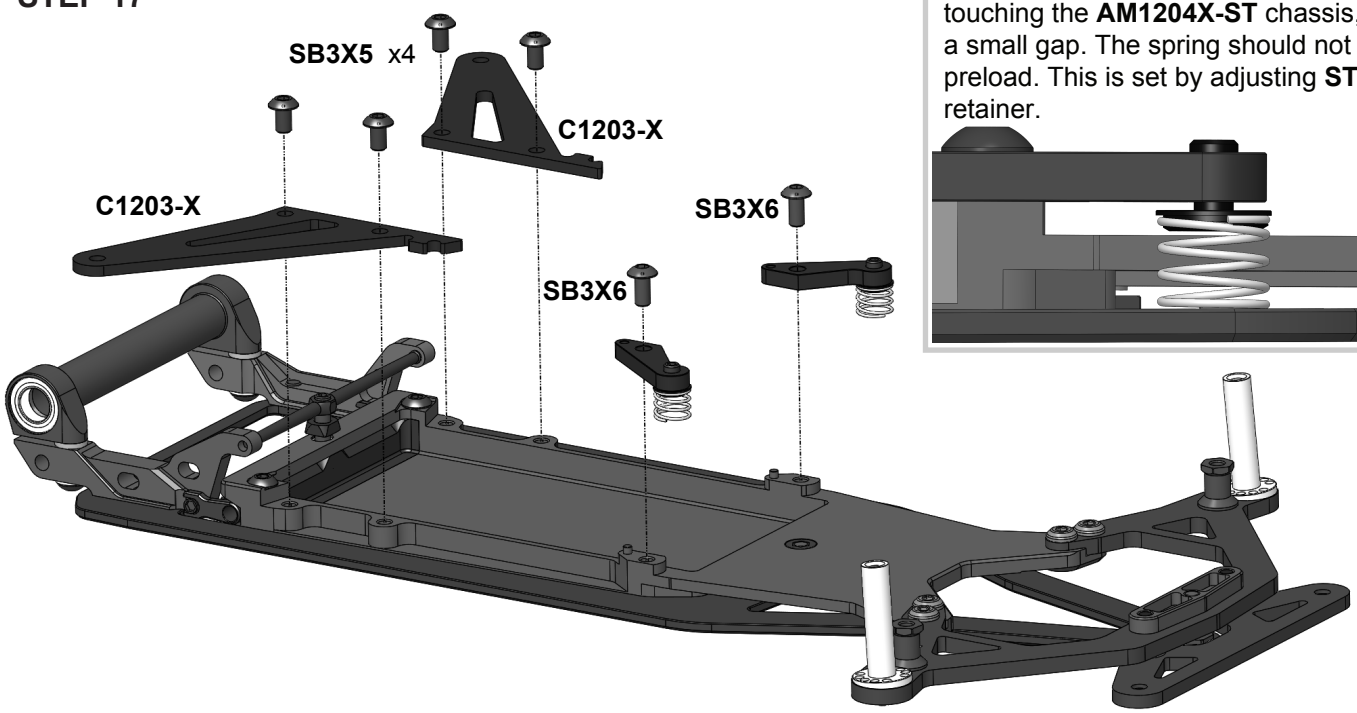
The side springs in the kit:
SPR12XS-C0.8 - Silver
SPR12XS-C1.0 - Black
SPR12XS-C1.2 - Copper

Snap the spring into the groove on **ST1211** retainer and rotate the spring to find the position that provides a perfect alignment of the spring and retainer.

Initial vertical position of the side spring - the **ST1211** spring retainer should be seated fully against **DT1211**.



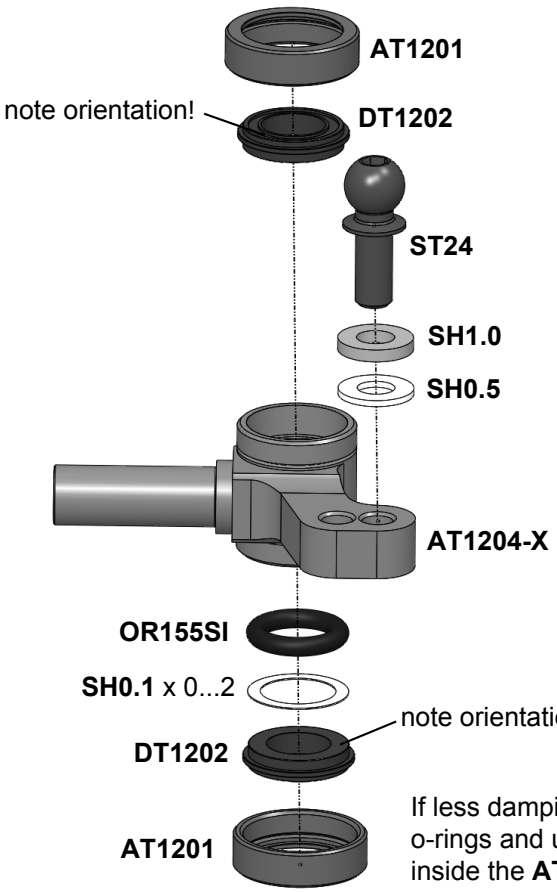
STEP 17

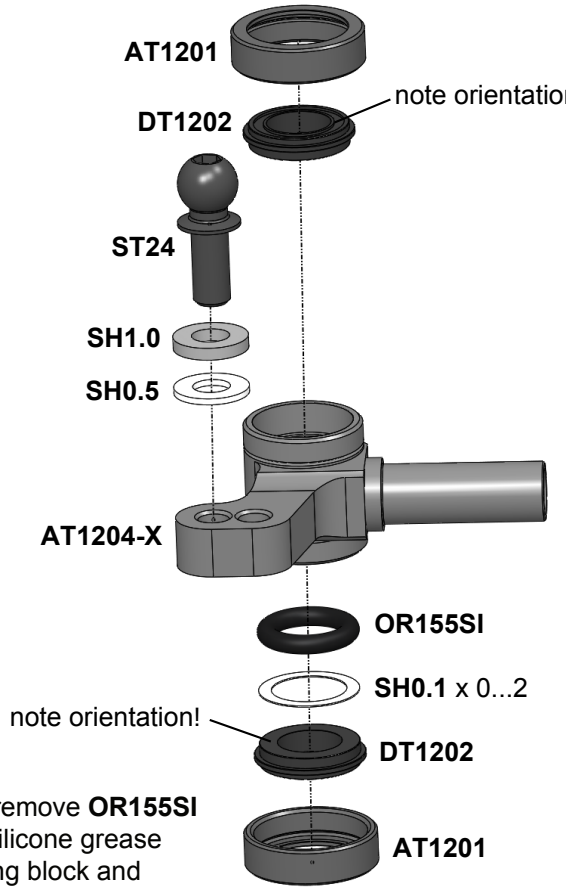


The side springs should be either just touching the **AM1204X-ST** chassis, or have a small gap. The spring should not have any preload. This is set by adjusting **ST1211** retainer.

Note: Optional long springs **SPR12S0.4**, **SPR12S0.5**, **SPR12S0.6** can be used with additional **SH0.5** or **SH1.0** spacers installed under the **DT1211** holders. The left and right long side springs - both must always contact the **AM1204X-ST** chassis during side roll. The effective anti-roll rate of these long side springs is 2 times the specified spring rate.
For example, the effective anti-roll rate of **SPR12S0.4** long springs is actually equal to **0.8**.

STEP 18

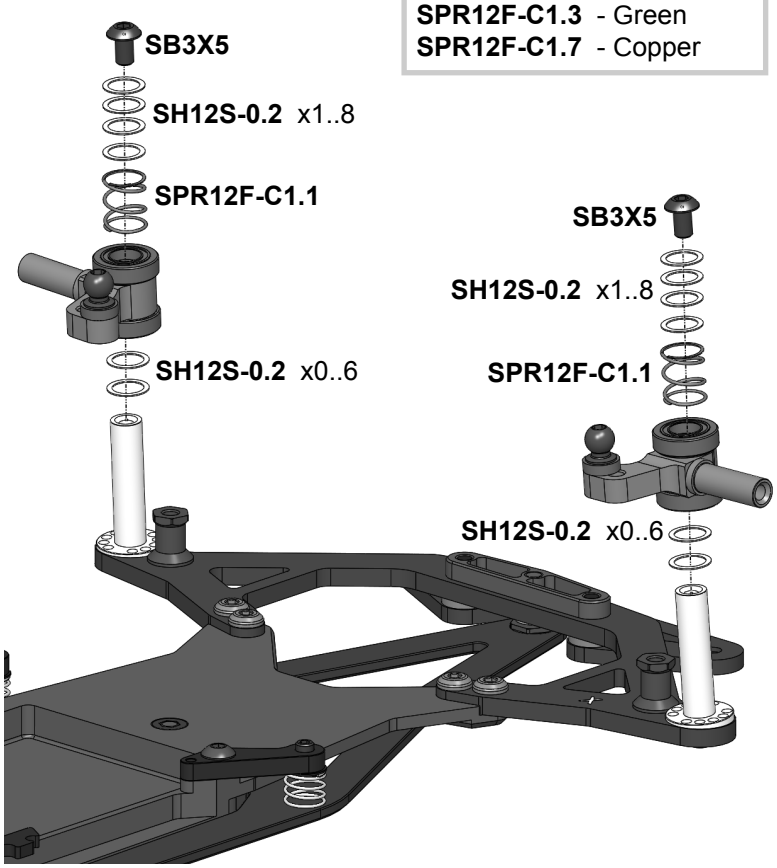




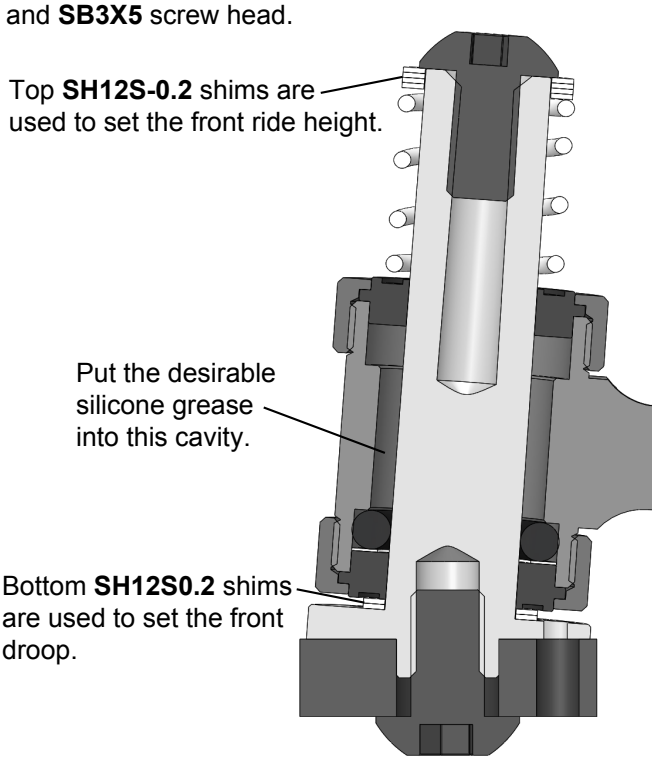
If less damping is required remove **OR155SI** o-rings and use only thick silicone grease inside the **AT1204-X** steering block and on the **ST1208-C4AL** steering block posts.

STEP 19

Available optional springs:
SPR12F-C0.7 - Pink
SPR12F-C0.9 - Black
SPR12F-C1.3 - Green
SPR12F-C1.7 - Copper



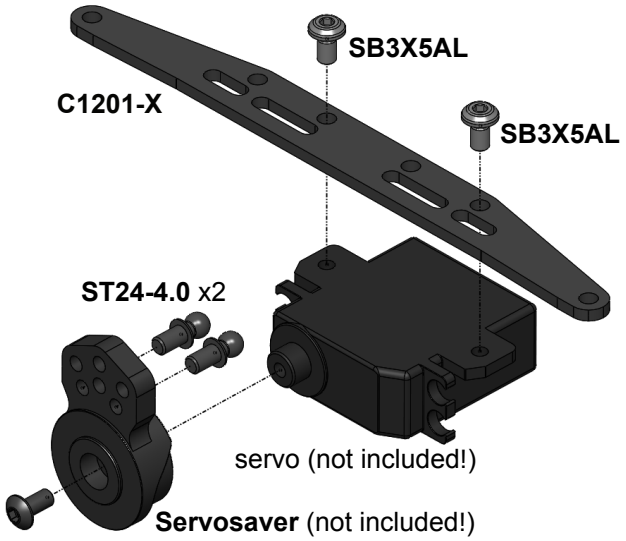
Attention! When installing **SH12S0.2** shims above the spring, make sure all shims surround **ST1208-C4AL** but are not in the gap between **ST1208-C4AL** top face and **SB3X5** screw head.



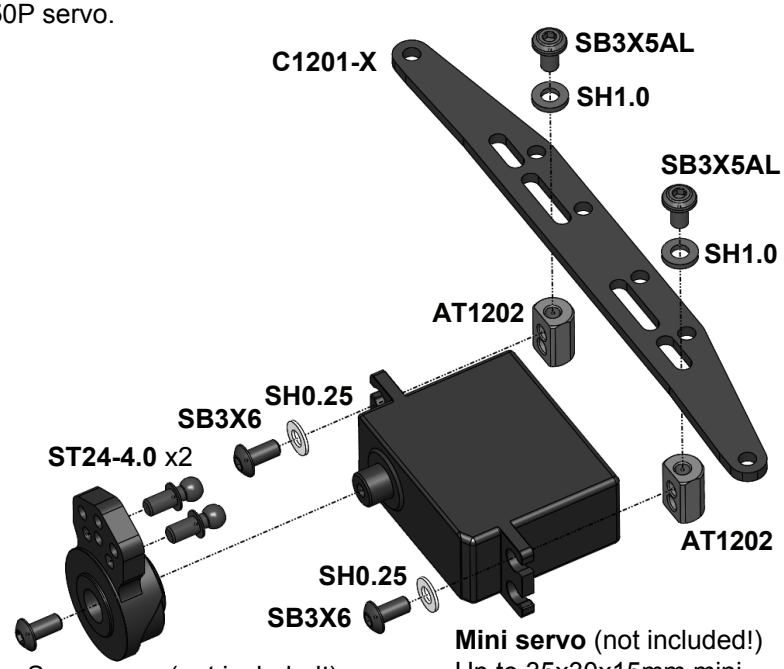
SH12S-0.2 0.2mm thickness shims are used to set the front ride height and the front droop.

STEP 20

Installation of the SANWA SRG and MKS HV50P servo.



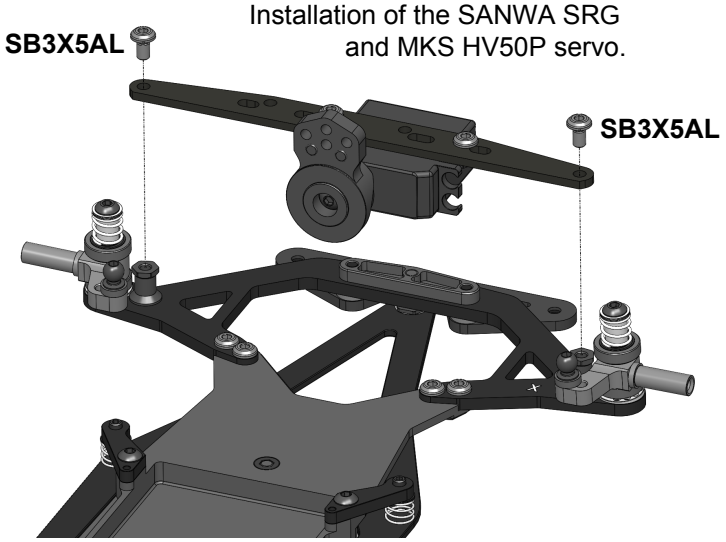
Installation of the standard mini servo.



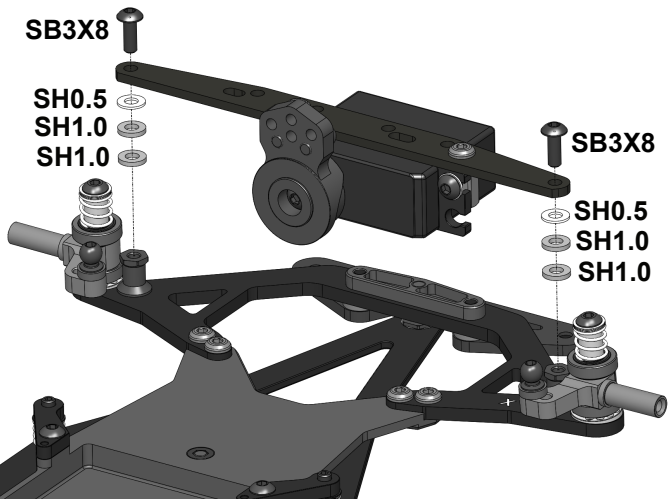
Note: **ST24-4.0** are 4.0mm ball studs. **ST24-4.0** fit **P1213** 4.0mm ball cups.

STEP 21

Installation of the SANWA SRG and MKS HV50P servo.



Installation of the 15mm thick mini servo.

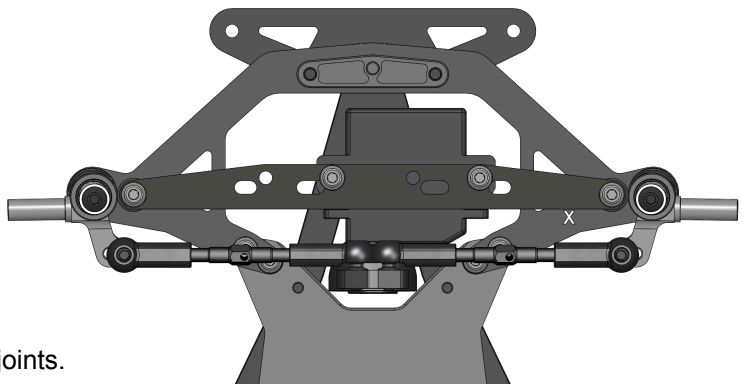


STEP 22

Left steering link

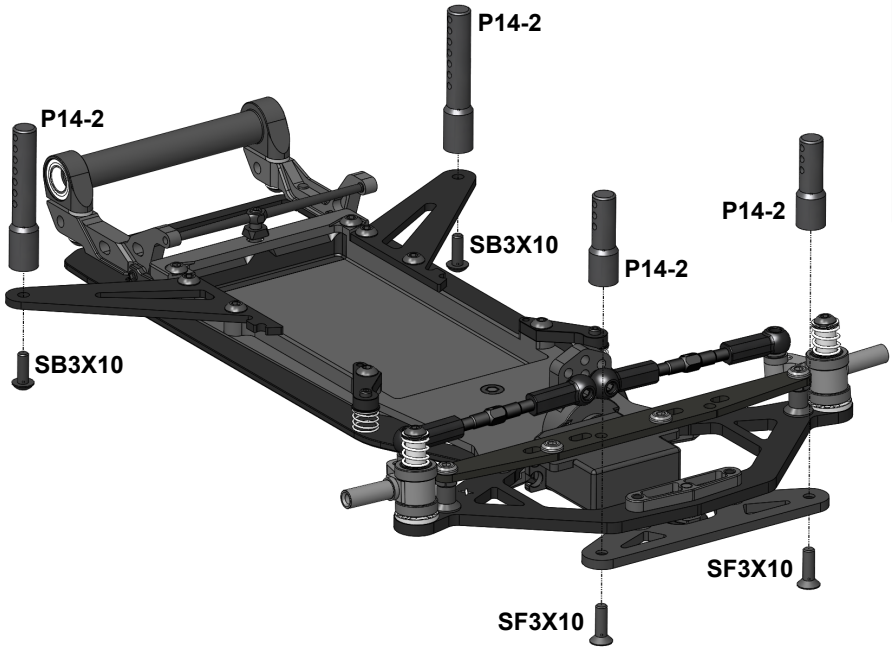
Right steering link

Install both steering links.

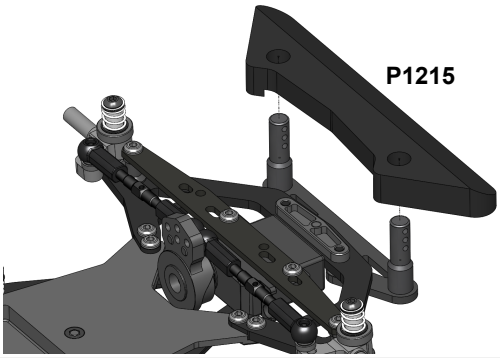


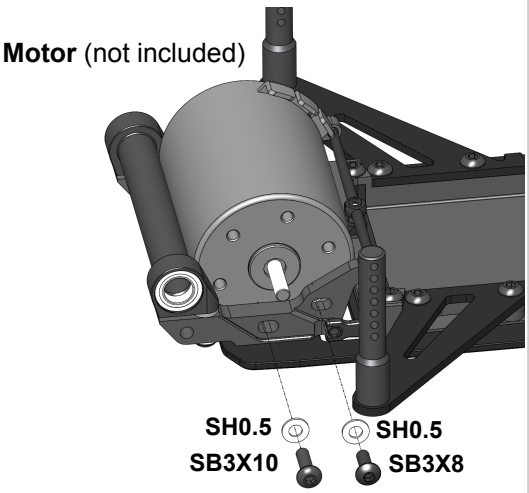
Note: **P1213** 4.0mm ball cups are used for the inner steering joints.

STEP 23

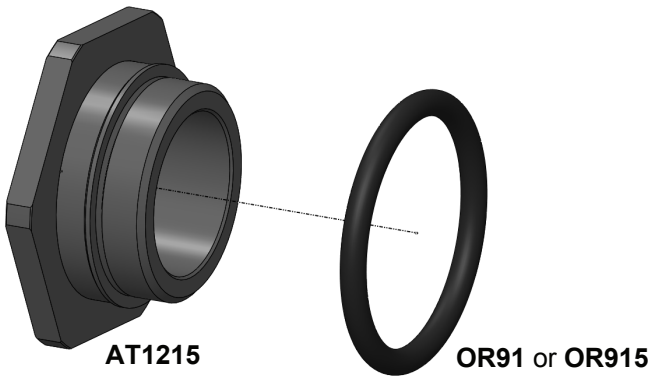


Note: Use thin double sided tape to secure the **P1215** foam bumper onto the **C1204** bumper plate.

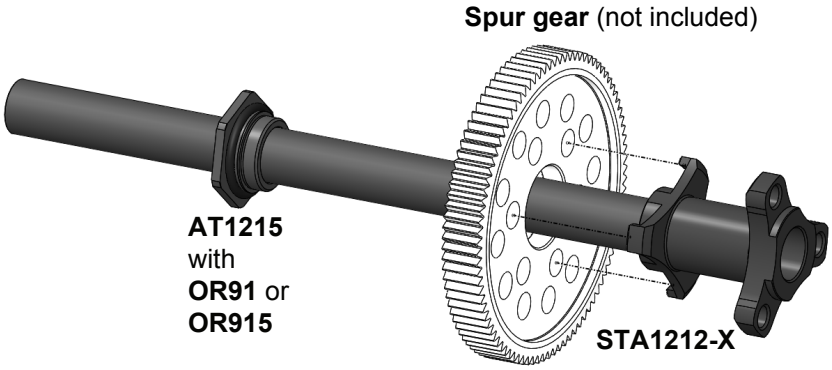




STEP 24

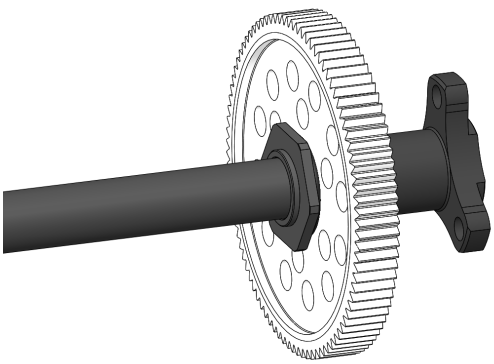


Note: Use **OR91** 9x1mm o-ring with the thick spur gears. Use **OR915** 9x1.5mm o-ring with the thinner spur gears (TC-style spur gears).

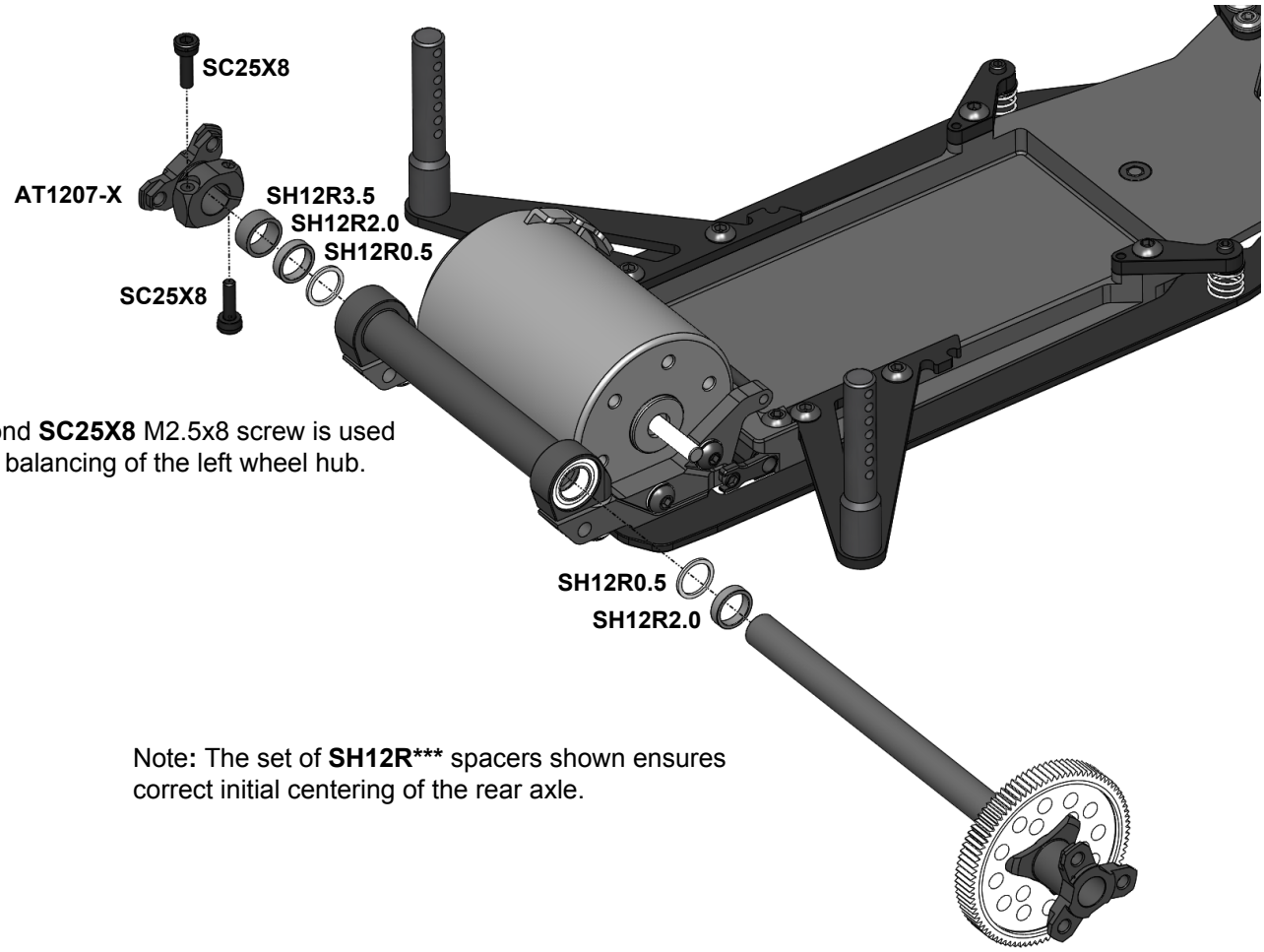


Note: The sum of the 64DP spur+pinion teeth should be within the range 112-120.

Note: Tighten **AT1215** nut using 12mm wrench. Please do not over-tighten the **AT1215** nut!



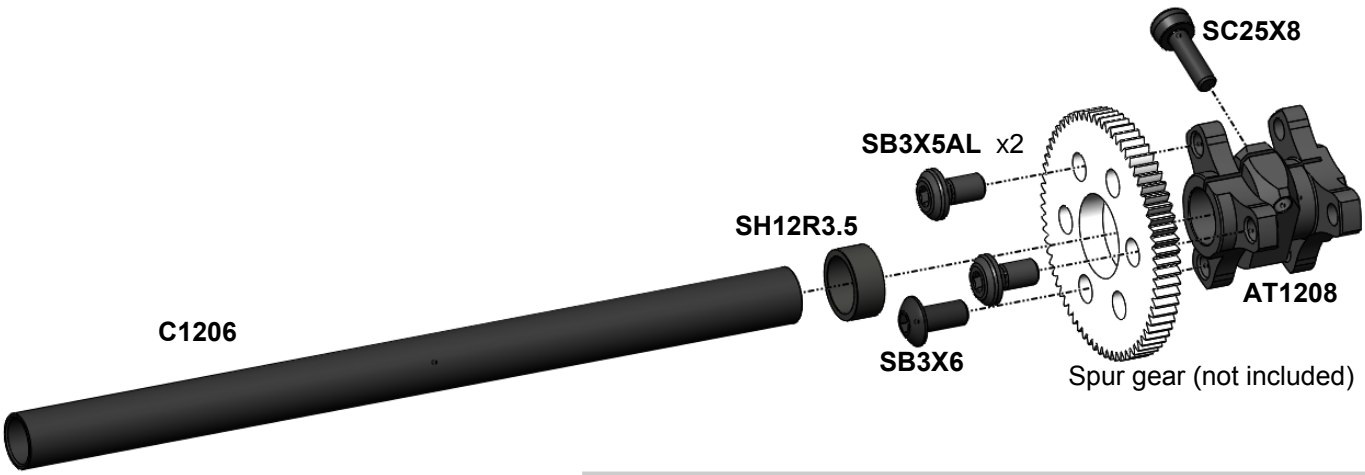
STEP 25



Note: The second **SC25X8** M2.5x8 screw is used for perfect axle balancing of the left wheel hub.

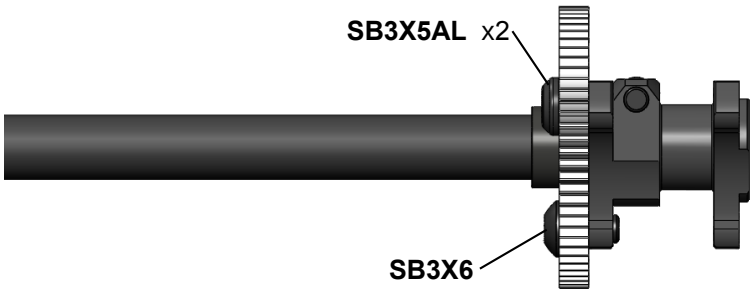
Note**:** The set of **SH12R***** spacers shown ensures correct initial centering of the rear axle.

Carbon Spool set **CS-1** (optional).

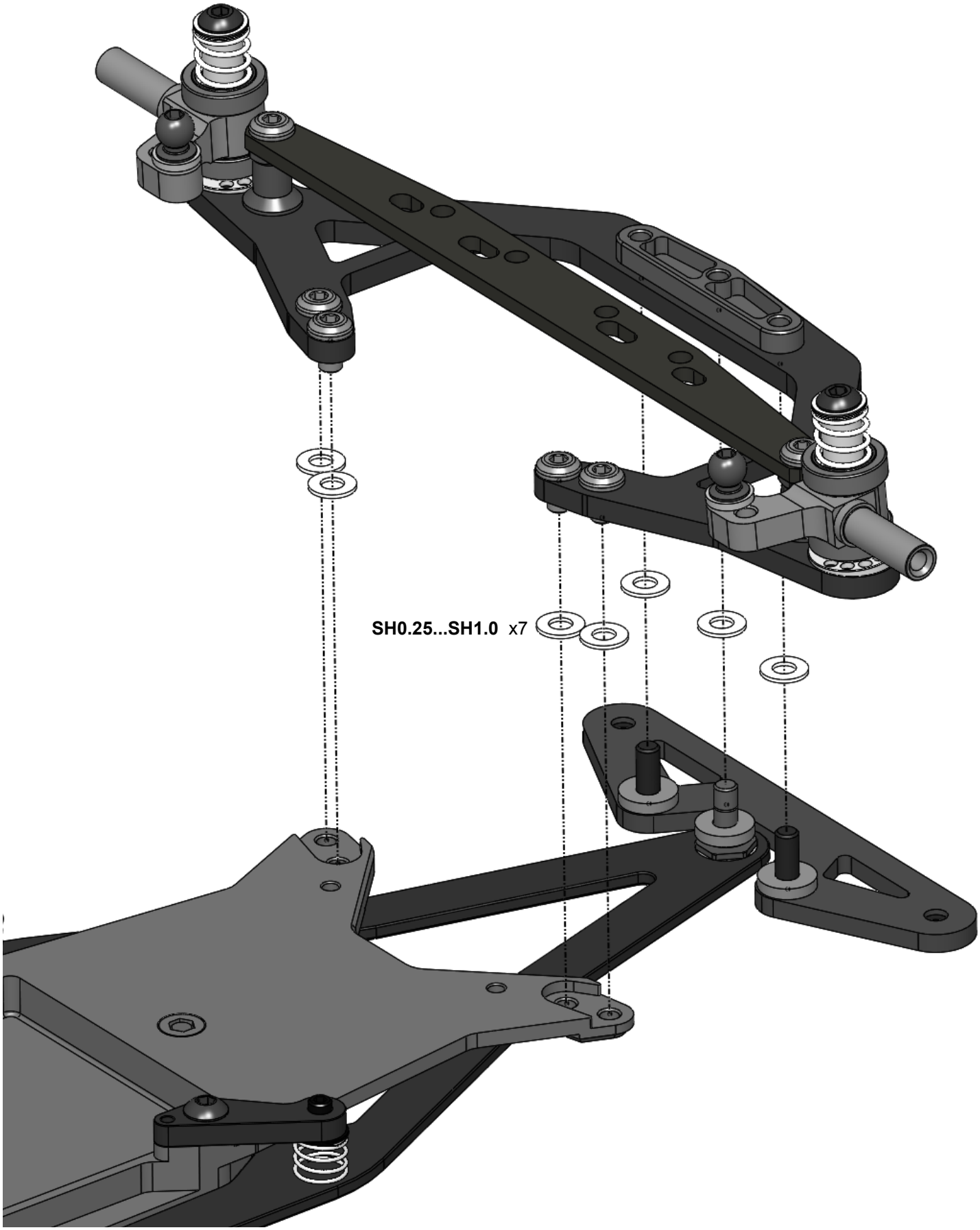


Note: Optional **ST1212** steel axle can be used instead of **C1206** carbon axle.

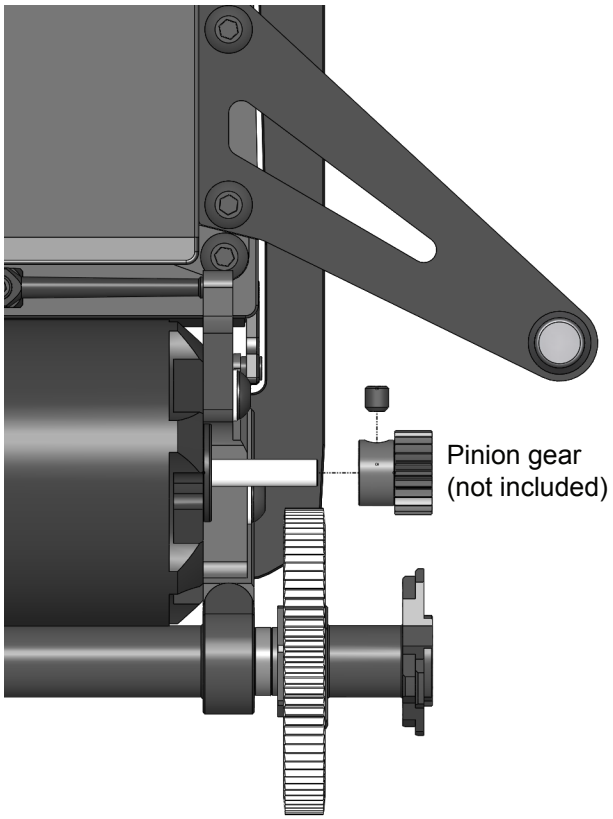
Note: Two **SB3X5AL** M3x5 alloy screw with one **SB3X6** M3x6 steel screw are used for perfect axial balancing of the right wheel hub.



Note: When using larger diameter tires, it maybe necessary to use spacers under the **C1205-X** to obtain the desired ride height. Adjusting the number or thickness of shims under and above the steering block will not be sufficient to lower the ride height to a desirable setting.



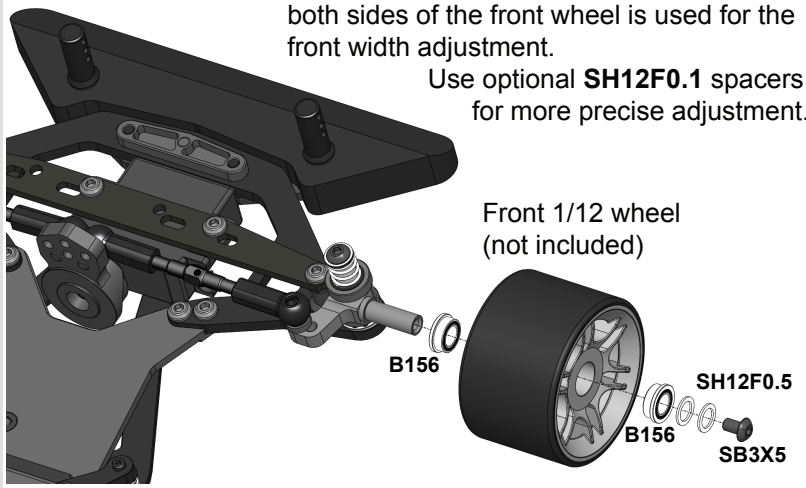
STEP 26



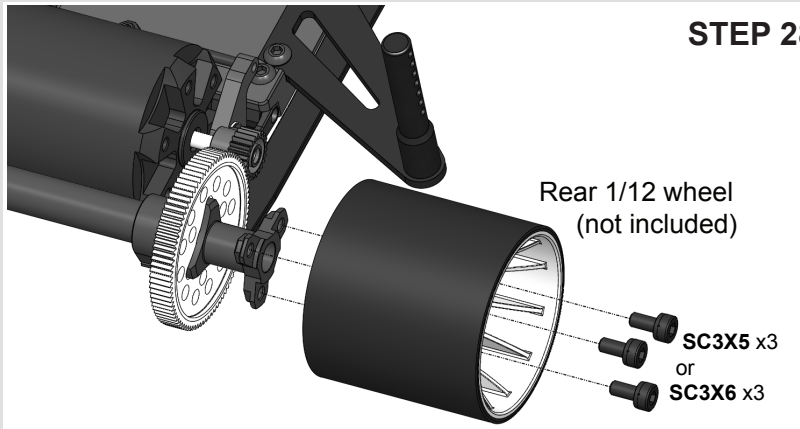
Note: The sum of the 64DP spur+pinion teeth should be within the range 112-120.

STEP 27

Note: Combination of **SH12F0.5** spacers on both sides of the front wheel is used for the front width adjustment.
Use optional **SH12F0.1** spacers for more precise adjustment.



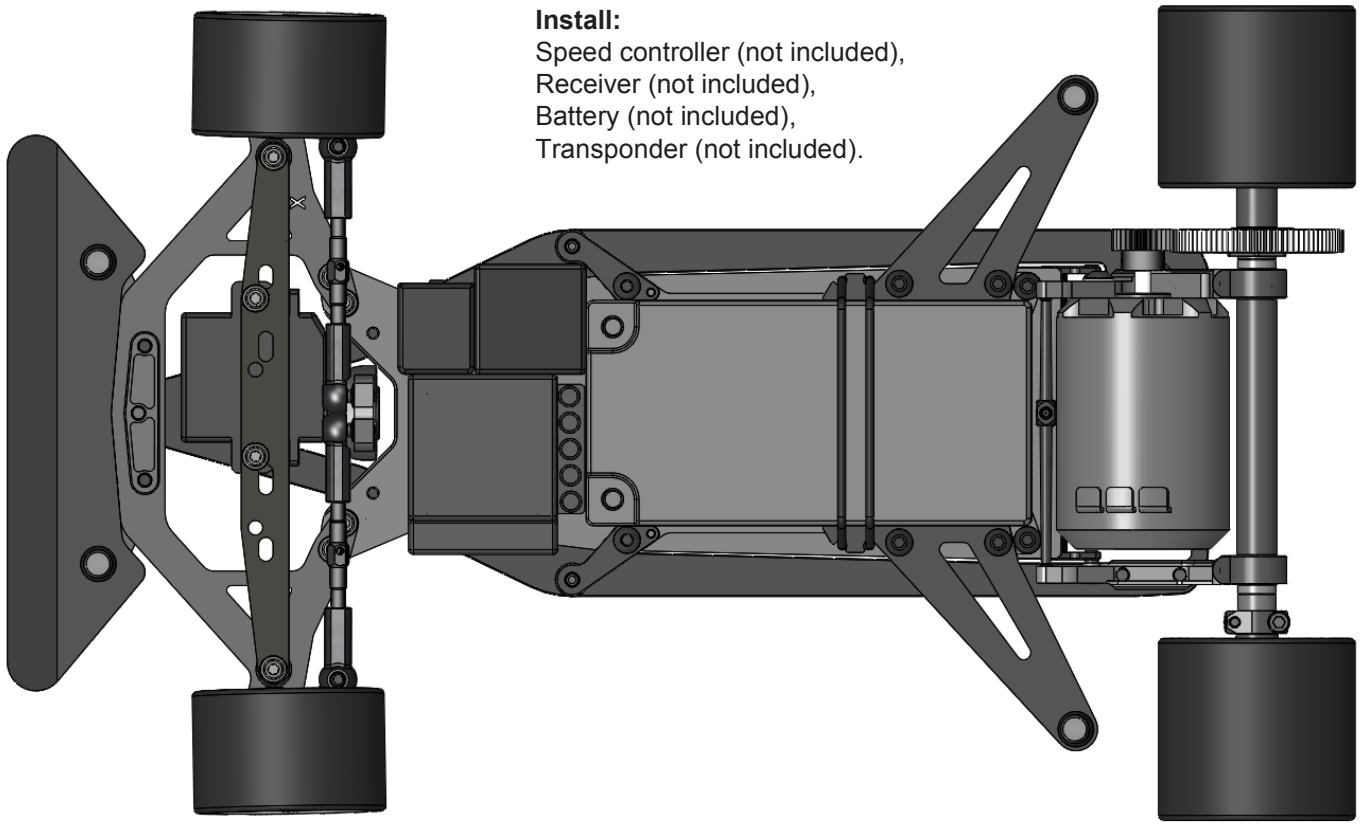
STEP 28



Note: Use **SC3X5** or **SC3X6** depending of the rear rims chosen.
Some rims may need optional 3x8 mm screws (not included).

STEP 29

Install:
Speed controller (not included),
Receiver (not included),
Battery (not included),
Transponder (not included).

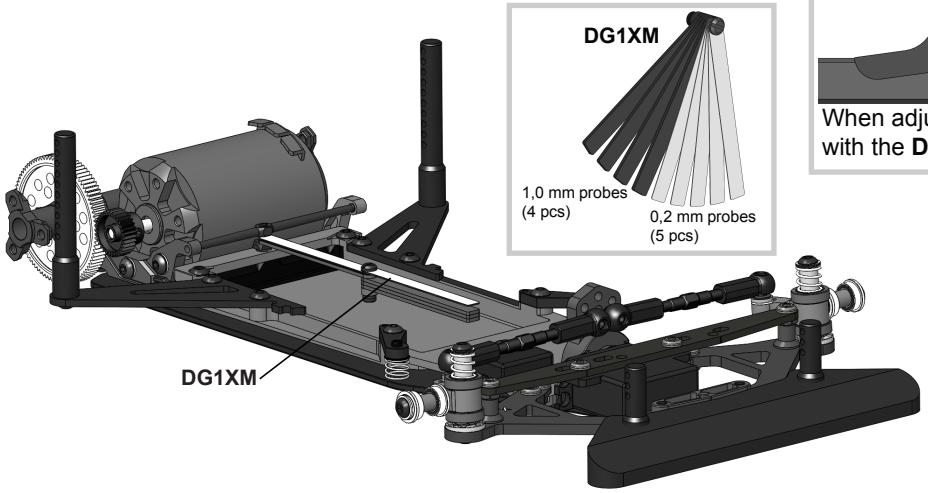


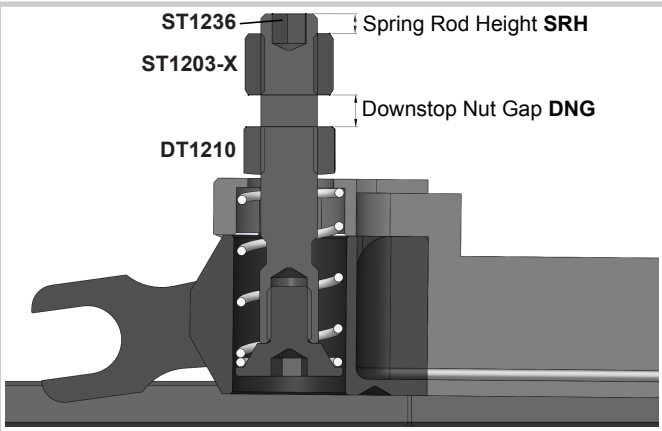
Setting of the Rear Downstop (RD).

Rear Downstop - the **RD** value in the A12X car indicates how far the motor pod can drop below the bottom surface of the rear damper.
In the A12X car the **RD** directly depends on the gap between the nut **DT1210** and the rod **ST1203-X** - Downstop Nut Gap **DNG**.
Therefore, to determine **RD,** it is nessary to measure the **DNG** value.

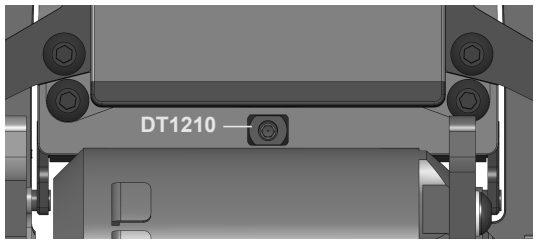
Equation for the Rear Downstop **RD**: **RD** = 3 mm - **DNG**.

When measuring the Downstop Nut Gap **DNG**, insert the **DG1XM** gauge into the gap between the brace **ST1203-X** and the nut **DT1210**.





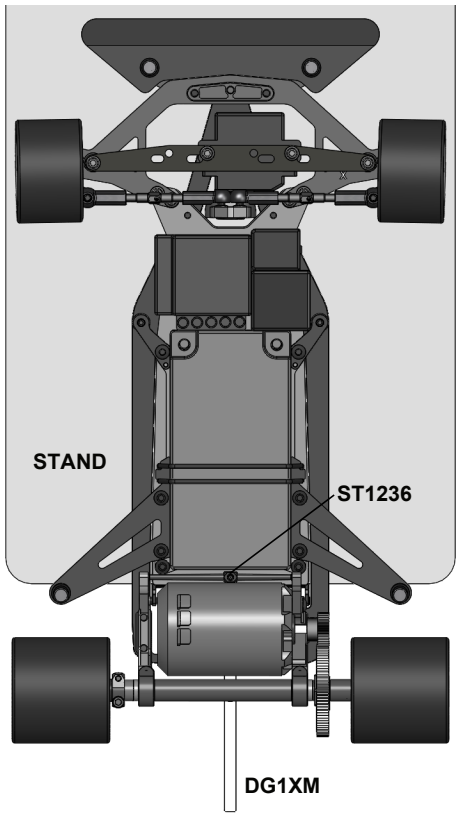
When adjusting the **DNG**, rotate the **ST1236** rod together with the **DT1210** nut using a 1,5 mm hex driver.

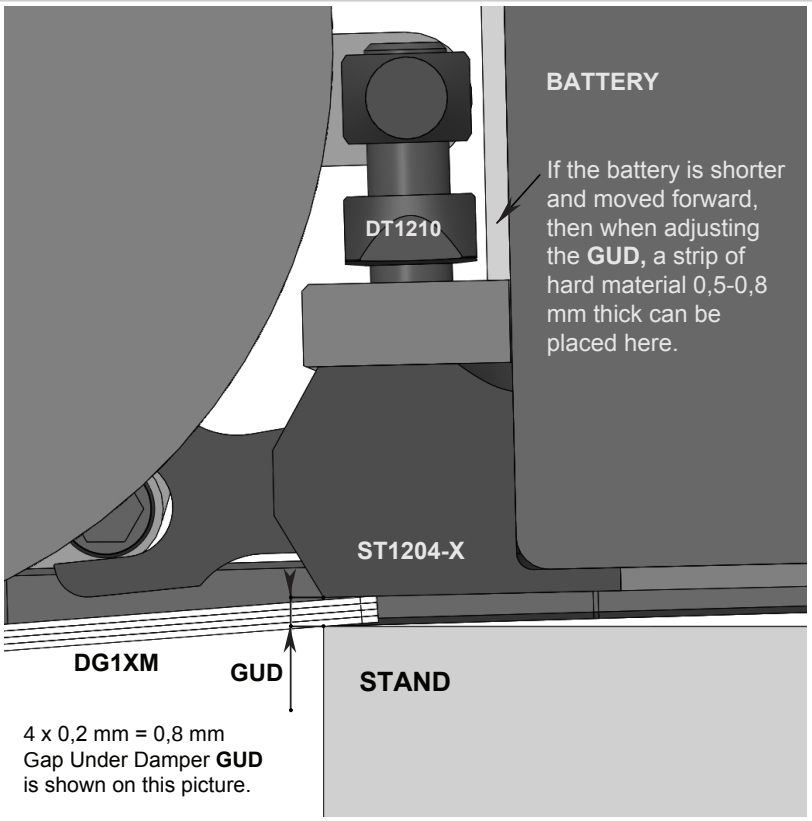


After installing the **DNG,** orient the **DT1210** nut with its long face along the motor.

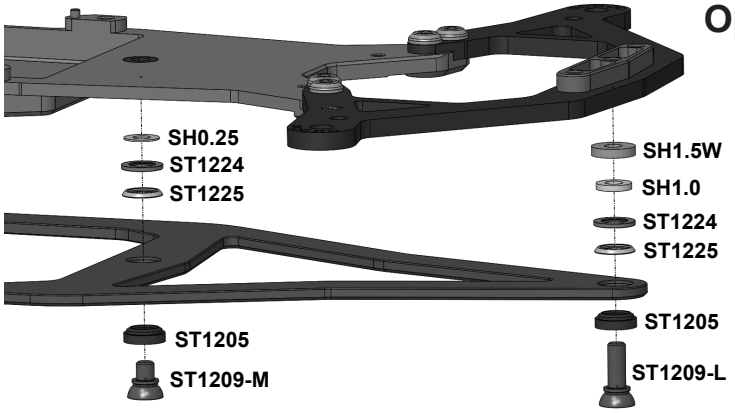
Setting of the Gap Under Damper (GUD).

Gap Under Damper - the **GUD** value indicates how far the bottom surface of the rear damper is above the chassis level.
We strongly recommend installing the **GUD** after installing the rear downstop **RD**!!!
The **GUD** value can be measured using the **DG1XM** gauge when the fully equipped car is placed on the flat stand like on the picture.
When measuring the **GUD,** insert the **DG1XM** gauge in the gap between the **ST1204-X** body and the stand.
The **GUD** is set via preload of the rear spring **SPRXR**. Rotate the rod **ST1236** using 1,5 mm hex driver; turn clockwise to reduce the rear spring preload and to decrease the **GUD**; turn counterclockwise to increase the rear spring preload and to increase **GUD**.
The battery prevents the **DT1210** nut from rotating in most cases and the previously set rear downstop setting is not changed.
Note: If the battery case is slightly shorter, always secure the battery in the rearmost position or place a strip of hard material (plastic, metal) 0,5-0,8 mm thick between the battery and the **DT1210** nut to prevent the **DT1210** nut from turning when adjusting the **GUD**.



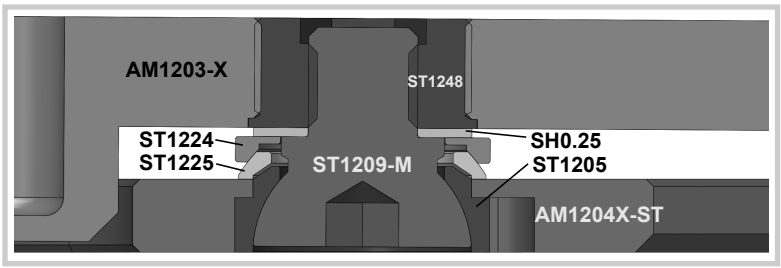


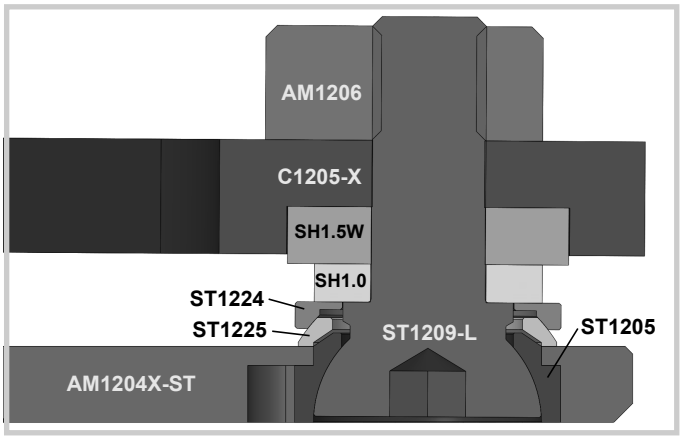
Optional roll centers sets.

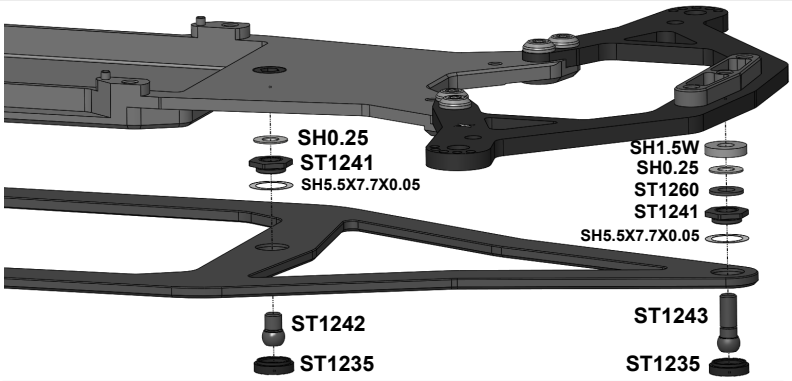


ELRC Set

ST1205	- 2 pcs
ST1209-M	- 1 pcs
ST1209-L	- 1 pcs
ST1224	- 2 pcs
ST1225	- 2 pcs



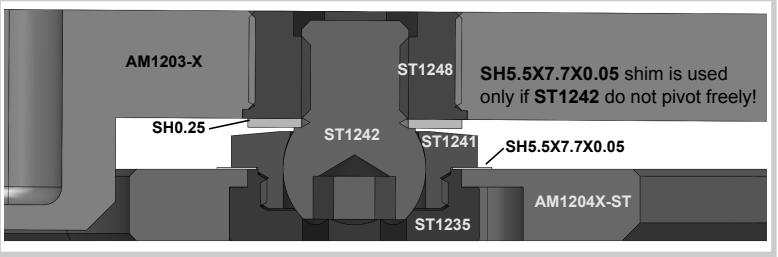


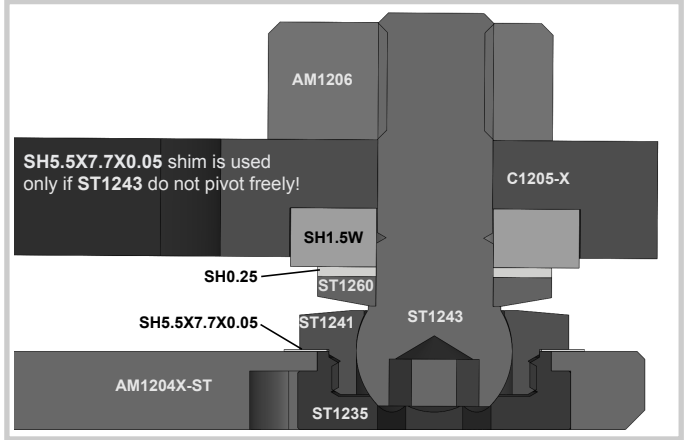


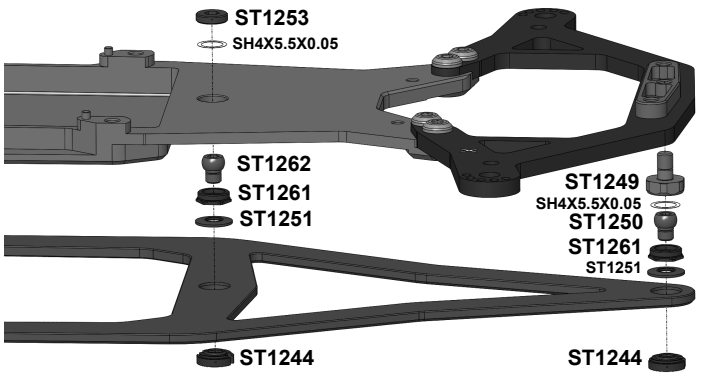
Try to install the joints without **SH5.5X7.7X0.05** shims first.
Add these shims only if **ST1242** and **ST1243** do not pivot freely.
Use **T03** tool when screwing **ST1241**.

HRC Set

ST1235	- 2 pcs
ST1241	- 2 pcs
ST1242	- 1 pcs
ST1243	- 1 pcs
SH5.5X7.7X0.05	- 2 pcs



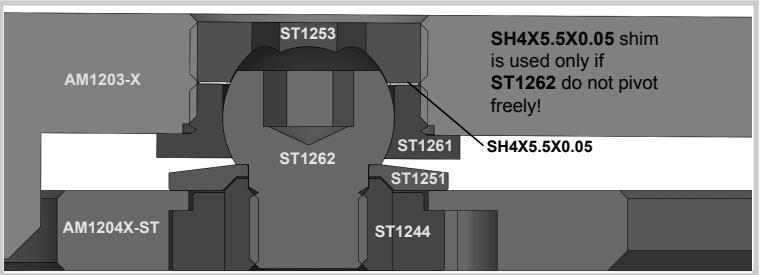


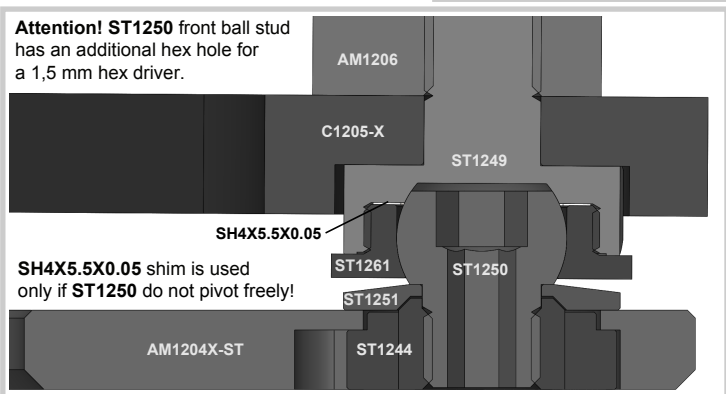


Try to install the joints without **SH4X5.5X0.05** shims first. Add these shims only if **ST1250** or **ST1262** do not pivot freely. Use **T03** tool when screwing **ST1261**. Use 1,5 or 2 mm hex driver when screwing **ST1250 and ST1262**.
Use the 1,5 mm Allen key in the recess of **ST1204-ST** to secure **ST1244** when tightening or unscrewing **ST1250** and **ST1262**. Use 2,5 mm hex driver when screwing **ST1253**.

EHRC Set

ST1244	- 2 pcs
ST1249	- 1 pcs
ST1250	- 1 pcs
ST1251	- 2 pcs
ST1261	- 2 pcs
ST1262	- 1 pcs
ST1253	- 1 pcs
SH4X5.5X0.05	- 2 pcs



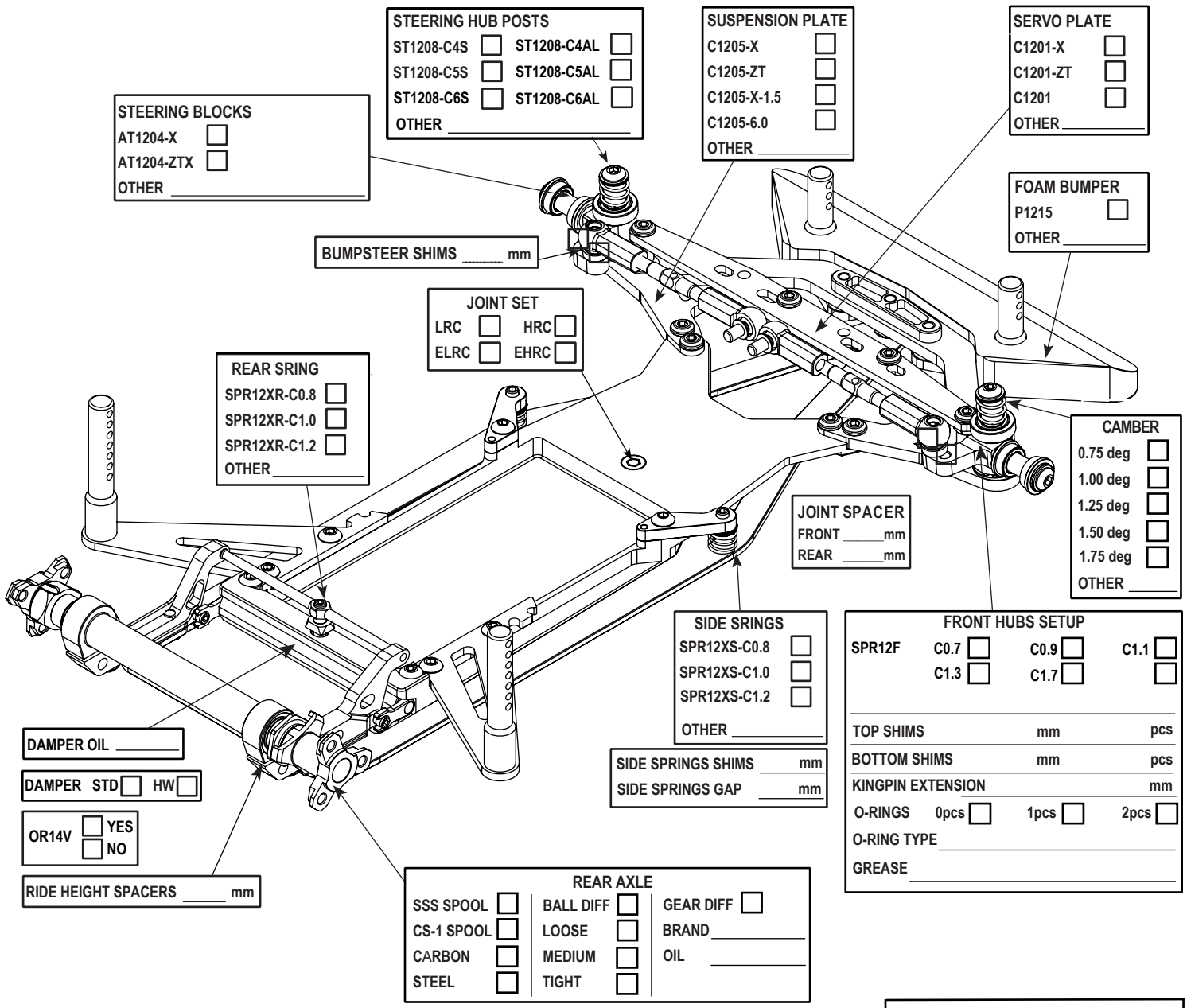


AWESOMATIX A12X

SETUP SHEET
VERSION 1.0

NAME
COUNTRY
RACE
TRACK

DATE
TEMPERATURE AIR / TRACK **°C** / **°C**
ASPHALT ☐ **OUTDOOR** ☐ **INDOOR** ☐ **CARPET** ☐
TRACK CONDITION **BUMPY** ☐ **FLAT** ☐ **TECHNICAL** ☐ **MIXED** ☐ **FAST** ☐
TRACTION **LOW** ☐ **MEDIUM** ☐ **HIGH** ☐



STEERING HUB POSTS
ST1208-C4S ☐ ST1208-C4AL ☐
ST1208-C5S ☐ ST1208-C5AL ☐
ST1208-C6S ☐ ST1208-C6AL ☐
OTHER _____

SUSPENSION PLATE
C1205-X ☐
C1205-ZT ☐
C1205-X-1.5 ☐
C1205-6.0 ☐
OTHER _____

SERVO PLATE
C1201-X ☐
C1201-ZT ☐
C1201 ☐
OTHER _____

STEERING BLOCKS
AT1204-X ☐
AT1204-ZTX ☐
OTHER _____

FOAM BUMPER
P1215 ☐
OTHER _____

BUMPSTEER SHIMS _____ mm

JOINT SET
LRC ☐ HRC ☐
ELRC ☐ EHRC ☐

REAR SRING
SPR12XR-C0.8 ☐
SPR12XR-C1.0 ☐
SPR12XR-C1.2 ☐
OTHER _____

CAMBER
0.75 deg ☐
1.00 deg ☐
1.25 deg ☐
1.50 deg ☐
1.75 deg ☐
OTHER _____

JOINT SPACER
FRONT _____mm
REAR _____mm

SIDE SRINGS
SPR12XS-C0.8 ☐
SPR12XS-C1.0 ☐
SPR12XS-C1.2 ☐
OTHER _____

SIDE SPRINGS SHIMS _____ mm
SIDE SPRINGS GAP _____ mm

FRONT HUBS SETUP
SPR12F C0.7 ☐ C0.9 ☐ C1.1 ☐ C1.3 ☐ C1.7 ☐

TOP SHIMS	mm	pcs
BOTTOM SHIMS	mm	pcs
KINGPIN EXTENSION		mm

O-RINGS 0pcs ☐ 1pcs ☐ 2pcs ☐
O-RING TYPE _____
GREASE _____

DAMPER OIL _____
DAMPER STD ☐ HW ☐
OR14V YES ☐ NO ☐
RIDE HEIGHT SPACERS _____ mm

REAR AXLE

SSS SPOOL ☐	BALL DIFF ☐	GEAR DIFF ☐
CS-1 SPOOL ☐	LOOSE ☐	BRAND _____
CARBON ☐	MEDIUM ☐	OIL _____
STEEL ☐	TIGHT ☐	

FRONT RIDE HEIGHT (FRH)	mm	FRONT DROOP (FD)	mm
REAR RIDE HEIGHT (RRH)	mm	REAR DOWNSTOP (RD)	mm
GAP UNDER DAMPER (GUD)	mm	**TRACK WIDTH**	
DOWNSTOP NUT GAP (DNG)	mm	FRONT	mm
SPRING ROD HEIGHT (SRH)	mm	REAR	mm

TIRES	FRONT	REAR
BRAND		
TYPE		
DIAMETER	mm	mm
ADDITIVE		

FRONT REAR

TIME min TIME min

BATTERY
BATTERY PLUGS FRONT ☐ BACK ☐
SERVO POSITION LEFT ☐ RIGHT ☐
ESC POSITION LEFT ☐ RIGHT ☐

SERVO
SERVOSAVER
SHIMS ON SERVOSAVER mm
TOE OUT °
STEER. TRAVEL IN ° OUT °

MOTOR
SPUR PINION ROLLOUT
ESC
ESC SETTING
BODY
BEST LAPTIME

TOTAL WEIGHT g
F/R WEIGHT DISTRIBUTION %
RECEIVER
RADIO
REAR BODY HEIGHT (SIDE DAMS) mm
QUALIF./ FINAL POSITION /

COMMENTS:

Spare parts

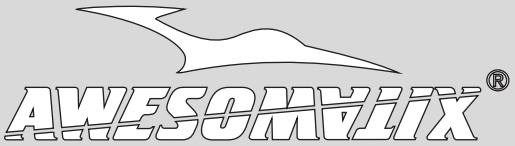
Parts #	Description
AM1202-X	Motor Mount
AM1203-X	Battery Plate
AM1204X-ST	Chassis Plate
AM1206	Front Nut
AM1207-X	Left Bulkhead
AT1201	Steering Block Nut
AT1202	Servo Post
AT1203	Rear Beam
AT1204-X	Steering Block
AT1206	Servo Plate Post
AT1207-X	Left Hub
AT1215	Spur Nut
AT25-2	Turnbuckle 39mm
DT1202	Steering Washer
DT1211	Side Spring Holder
DT1210	Downstop Nut
ST1201-X	3mm Ball Stud
ST1202-XS	Damper Rotor
ST1203-X	Downstop Rod
ST1204-X	Damper Case
ST1236	Rear Spring Rod
ST1238	Rear Spring Seat
ST1208-C4AL	Steering Block Post
ST1248	Battery Plate Nut
ST1254	LRC Seat
ST1255	LRC Nut
ST1256	LRC Rear Ball
ST1257	LRC Front Ball
ST1211	Spring Retainer
ST24-4.0	4.0mm Ball Stud
ST24	4.8x6mm Ball Stud
ST1260	Tapered Spacer
P1215	Foam Bumper
P13-4	Ball Cup
P1213	Ball Cup 4.0 mm
P14-2	Body post
C1201-X	Servo Plate
C1203-X	Body Holder
C1204	Bumper Plate
C1205-X	Suspension Plate
SPR12F-C1.1	Front Spring C1.1
SPR12XS-C1.0	Side Spring C1.0
SPR12XS-C0.8	Side Spring C0.8
SPR12XS-C1.2	Side Spring C1.2

Parts #	Description
SPR12XR-C1.0	Rear Spring C1.0
SPR12XR-C0.8	Rear Spring C0.8
SPR12XR-C1.2	Rear Spring C1.2
SPR05	Body Clip
B156	3/16x5/16x1/8 Flanged Bearing
B168	1/4x3/8x1/8 Flanged Bearing
SH12S-0.2	Spring Shim 0.2mm
SH12F0.5	Front Axle Spacer 0.5mm
SH12R0.5	Rear Axle Spacer 0.5mm
SH1.5W	7.4x3x1.5mm Spacer
SH12R2.0	Rear Axle Spacer 2.0mm
SH12R3.5	Rear Axle Spacer 3.5mm
SH0.1	6x8x0.1mm Shim
SH0.25	6x3x0.25mm Spacer
SH0.5	6x3x0.5mm Spacer (Silver)
SH1.0	6x3x1.0mm Spacer (Gray)
SH5.5X7.7X0.05	5.5x7.7x0.05mm Shim
OR155SI	1.5x5mm O-Ring Silicone
OR230	2x30mm O-Ring
OR14V	1x4mm O-Ring Viton
OR15	1x5mm O-Ring
OR91	9x1mm O-Ring
OR915	9x1.5mm O-Ring
SC25X8	M2.5x8 Cap Head Screw
SC3X5	M3x5 Cap Head Screw
SC3X6	M3x6 Cap Head Screw
SB3X5	M3x5 Button Head Screw
SB3X6	M3x6 Button Head Screw
SB3X8	M3x8 Button Head Screw
SB3X10	M3x10 Button Head Screw
SB3X12	M3x12 Button Head Screw
SF3X10	M3x10 Flat Head Screw
SB3X5AL	M3x5 Alloy Screw
ST112	Centering Screw
STS-A12	A12 Stickers Sheet
SIO100K	100k Silicone Oil
STA1212-X	Composite Axle
DG1XM	DG1XM Gauge
T03	6/7 mm Wrench
AK1.5	1.5 mm Allen Key

Optional parts

Parts #	Description
RHG 4.2X	Ride Height Gauge
CS-1	Carbon Spool Set
AT1204-ZTL	Steering Block Zero Trail
ST1208-C5AL	Steering Hub Post 5 Deg
ST1208-C6AL	Steering Hub Post 6 Deg
ST1208-C2AL	Steering Hub Post 2 Deg
ST1208-C6	Steering Hub Post 6 Deg
ST1216	Balance Weight 5 g
ST1212	Spring Steel Axle
C1206	Carbon Axle
OR155PU	1.5x3mm O-Ring PU
SH12R5.5	Rear Axle Spacer 5.5mm
SC25X7AL	2.5x7 Cap Head Screw Alloy
AT1208	Right Hub
SPR12F-C1.7	Front Spring C1.7
SPR12F-C1.3	Front Spring C1.3
SPR12F-C0.9	Front Spring C0.9
SPR12F-C0.7	Front Spring C0.7

Parts #	Description
C1205-6.0	Suspension Plate
C1201-6.0	Servo Plate
C1201	Servo Plate
C1205-ZT	Suspension Plate Zero Trail
C1205-X-1.5	Suspension Plate
C1201-ZT	Servo Plate Zero Trail
AM1204WC	Chassis Plate
ST1208-C2ST	Steering Hub Post 2 Deg
ST1208-C4ST	Steering Hub Post 2Deg
ST1208-C5ST	Steering Hub Post 5 Deg
ST1208-C6ST	Steering Hub Post 6 Deg
SPR12S-C0.4	Side Spring Long C0.4
SPR12S-C0.5	Side Spring Long C0.5
SPR12S-C0.6	Side Spring Long C0.6
ELRC	Extra Low Roll Center Set
HRC	High Roll Center Set
EHRC	Extra High Roll Center Set
SH12F0.1	Front Axle Spacer 0.1mm



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