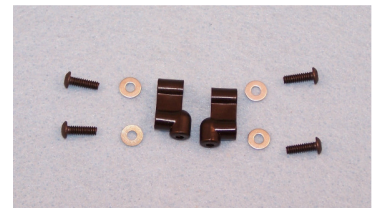


BAG I

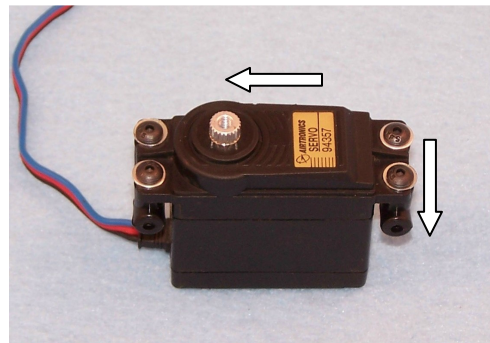
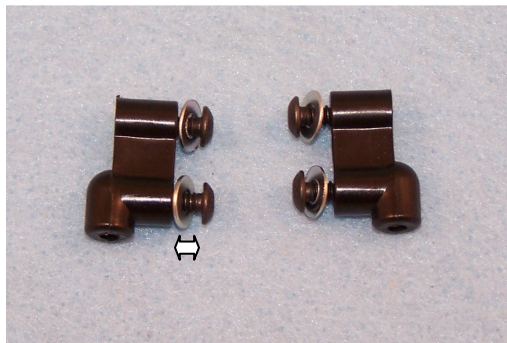
FINISH IT UP

INSTALL THE SERVO

- 11) Consult the Set-Up sheet and Tuning Section to determine if your servo will be in the forward or rear position. Remove the servo mount bag ASC 7336) from Bag I. It includes two servo mounts and the necessary bolts. There are also some spacers allowing fine adjustment of your servo position, though most Team drivers only use them to space the servo forward if it hits the chassis when trying to use the rear mounting holes.



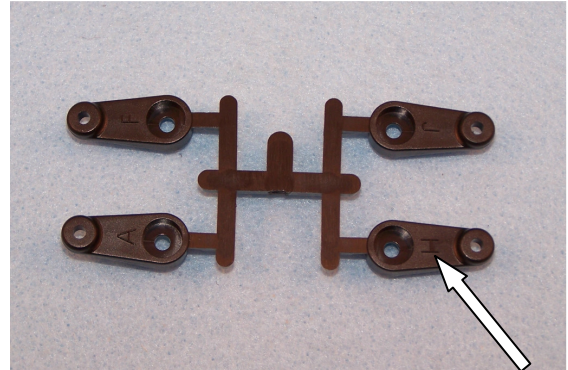
- 12) Install the servo mounts to your servo (servo not included) using the button head screws and washers included in the servo mount bag. We've found this easiest to do by threading the button head screws into the mounts slightly, sliding the mounts on to the servo tabs, and then finger tighten the screws. The mounts go under the mounting tabs; looking at the top of the servo, the mounts should face down while the output shaft is on the left.



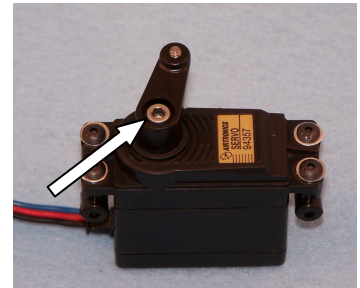
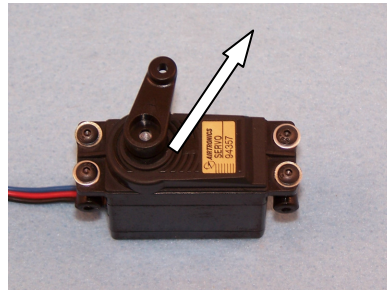
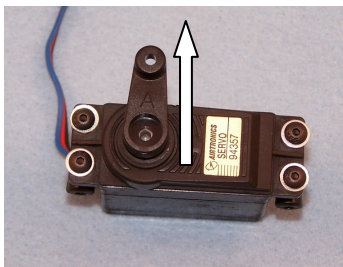
TEAM TIP: This is the easiest point at which to center your servo. The quickest way to do this is to plug the servo into another car, and power it on briefly. Alternatively, if you have the electronics you'll be installing in your X – 6 Squared handy, simply hook the battery, speed controller, receiver, and servo. Turn it on long enough for the servo to power up and center itself (and who can resist moving the transmitter just a little?). You'll do the fine adjustments once everything is installed in the car; this quick centering process gets the servo in the ballpark.

- 13) Remove the servo horn tree (ASC 9180); notice each horn has a letter on it. Choose the horn appropriate for your servo:

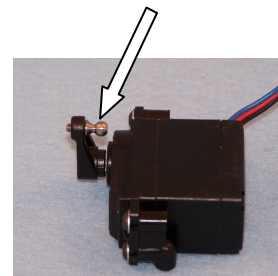
A – Airtronics/Sanwa
H – Hitec
J – JR and KO
F – Futaba



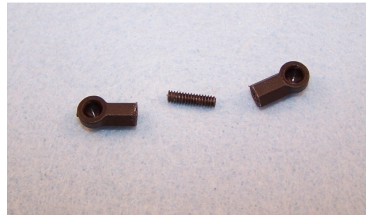
The only difference in the horns is the number of splines; if the horn seems unusually hard to install on your servo try a different horn. With the servo centered, put the horn on pointing straight up. (left) Carefully remove the horn and move it one spline to the right, or clockwise. (center) Secure the horn with the bolt included with your servo. (right)



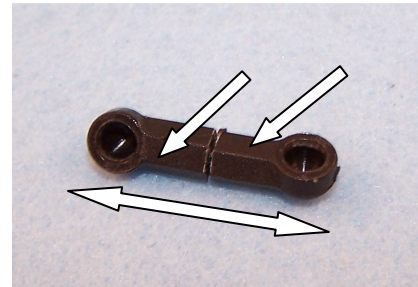
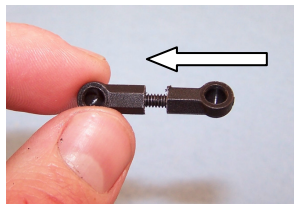
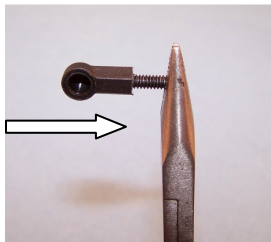
- 14) Find the 3/16" ball stud (6170) in the hardware bag for installation in the servo horn. If you're installing the servo in the forward position, you'll want to put the ball stud in from the back, so it faces the servo (shown in these pictures). If the servo will be in the rear position, install the ball stud from the front of the servo horn.



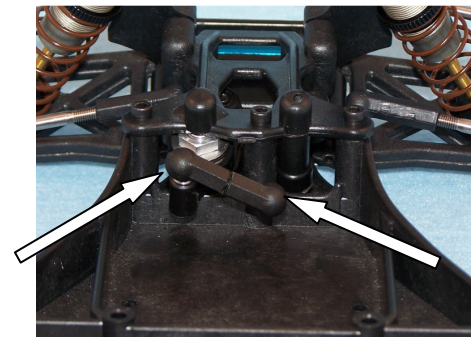
- 15) Setting the servo aside for a moment, it's time to make the small drag link (ASC 9170) which connects the servo to the bellcrank system. Find the two small ball cups and the threaded rod. We recommend pre-tapping the two ball cups with a normal 4-40 screw to make installing the threaded rod easier, but don't let the gorilla over-do things.



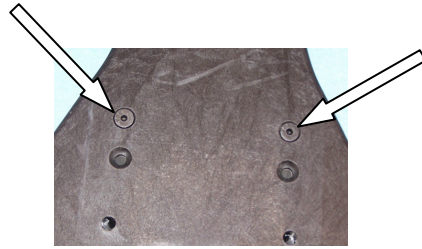
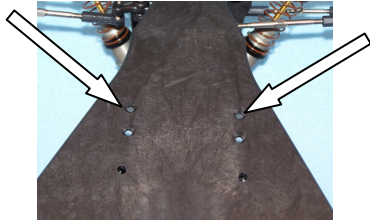
- 16) Using some pliers to hold on to the threaded rod, screw one of the ball cups around half-way on. Screw the other small ball cup onto the other half of the threaded rod, and tighten it down toward the other. You'll want to orient the ball cups so they are $1/6^{\text{th}}$ of a rotation from parallel; that is, the flats of each ball cup line up together, but the cups are one flat from being lined up. The overall length of the drag link (outside to outside) should be just over one inch (25.4 mm).



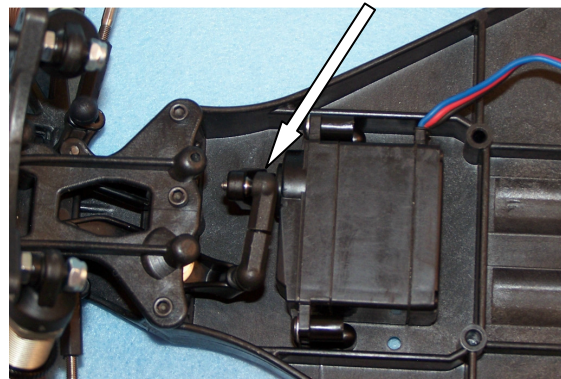
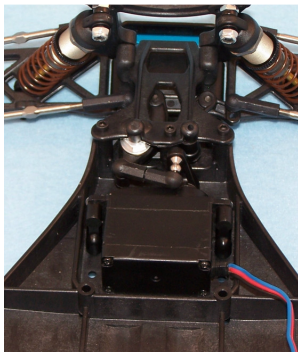
- 17) This step is easier with the servo out: pop one of the steering link ball cups on the left bellcrank/servo saver inside the car. We show the servo in the forward mount, so the drag link is oriented with the other cup facing the front of the car. If you'll be using the rear servo mount holes, the cup faces back.



- 18) Using the two 5/16" flathead screws (ASC 7336), install the servo on its mounts into the chassis. Once again, these photos show the forward servo mount. The screws come up through the chassis and thread into the holes in the servo mounts installed in step 12.

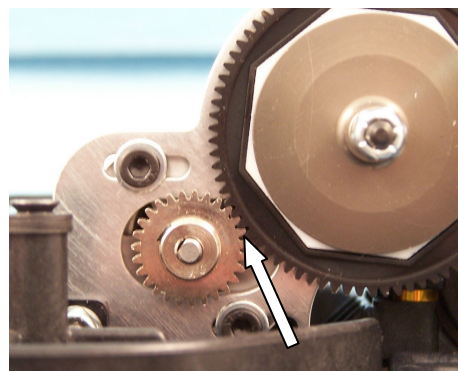
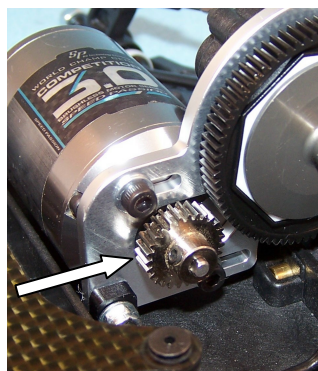
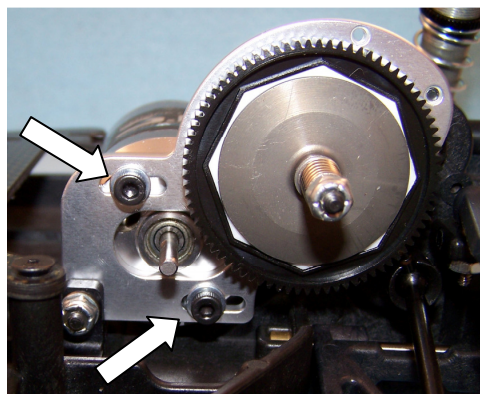


- 19) Now carefully remove the servo, making sure not to move the servo mounts on the servo. Tighten the mounts, then re-install in the car. Now pop the ball cup on the servo horn ball cup.



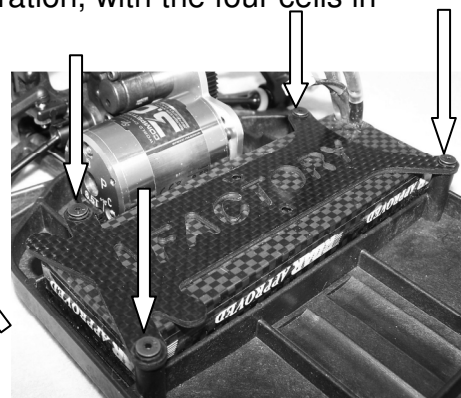
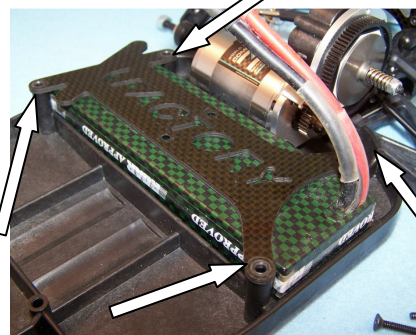
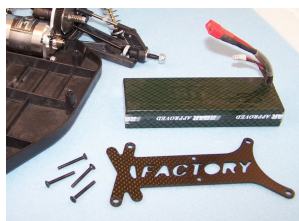
ELECTRONICS

- 110) Install your motor (not included) using the two 3 x 6mm screws (6602) and washers (6080) included in Bag I. We've found it easiest to install the bottom screw first. Leave the motor screws finger tight. Install the pinion gear (not included) on the motor's output shaft. Slide the motor toward the rear of the car to mesh the pinion with the spur gear and tighten the motor screws. Take care when setting the pinion/spur mesh; too loose and you risk damaging the spur gear, and too tight will cause binding and excess heat in the motor. The gears should be well engaged, but make sure you can rock the spur gear back and forth slightly in the teeth of the pinion gear. (photos next page)

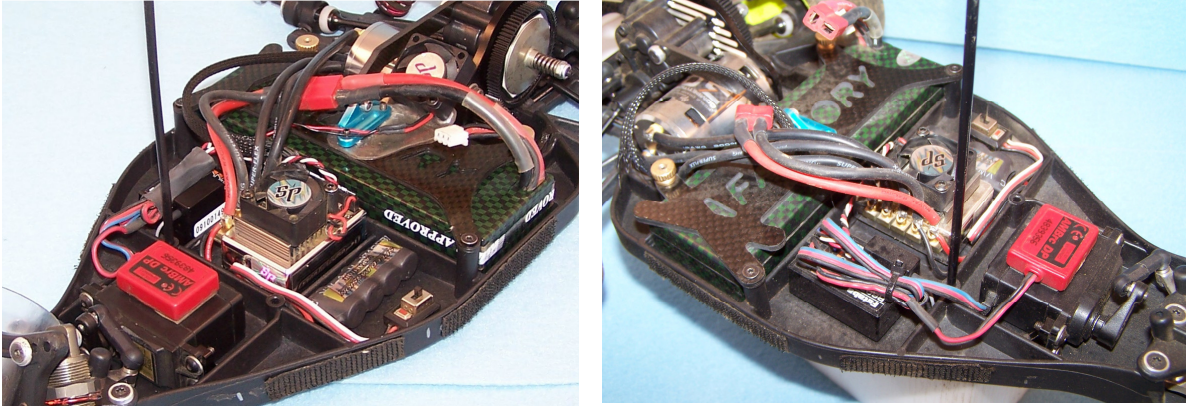


- 111) Install the battery (not included) and X Factory CF battery strap (1223) using the 4-40 1" flat head screws (6028). With most LiPo batteries 4200 MAh and lower the battery strap will 'pop' onto the posts in the chassis and the screws will secure it. With extremely high-capacity packs, the battery strap may sit above the posts – this is OK, the flat head screws will help locate the strap over the battery and hold it securely. A few extra axle spacers (or the inner ball races from some old wheel bearings) would work well to space up to the strap.

If you will use NiMh cells, you need part # XF 1224, a CF strap that fits on the same posts as the LiPo battery strap, but extends forward to hold the two cells in the forward bay. Make up your pack in a 4+2 configuration, with the four cells in front of the motor and two up front.

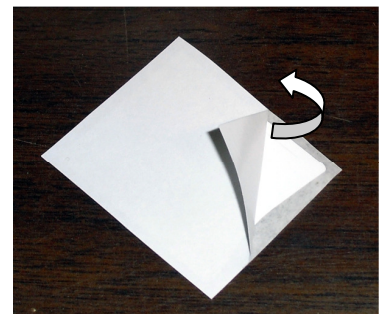
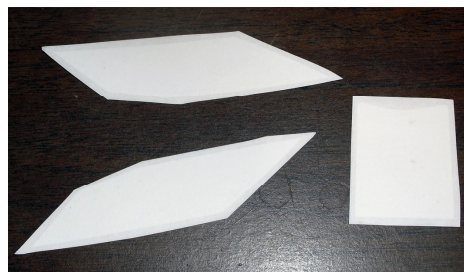
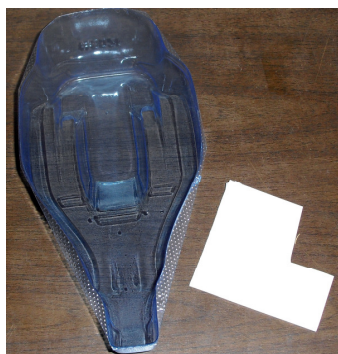


- I12) If you are using Lipo, install the ESC (not included) using double-sided tape in the center of the chassis just ahead of the battery, and the receiver in one of the side bays. With NiMh, the ESC and receiver will each go in one side bay. There are two antenna mounts, so you can use the receiver on either side. A personal transponder fits nicely on top of the servo, or in one of the side bays. The layout pictured here is Paul Sinclair's car, showing an SMC 4100 battery, Speed Passion GT 2.0 Speedo, Competition 3.0 motor, a # DDP 023 Transmission Brace, and a fan mount made out of some extra lexan.

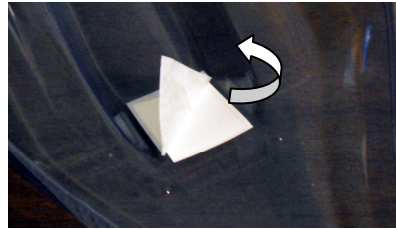
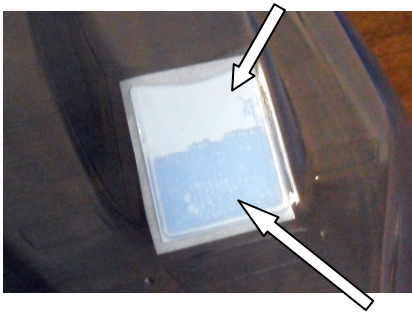


THE BEAUTIFUL BODY

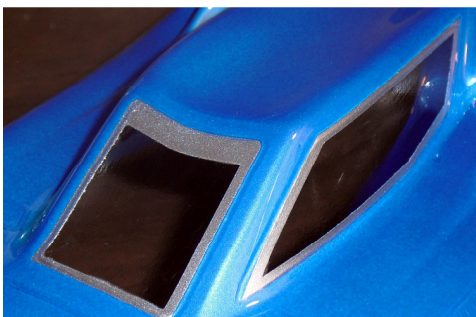
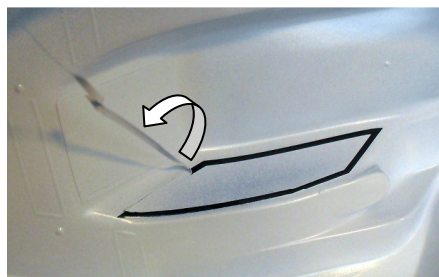
- I13) We've included some pretty awesome 2-piece window masks to make it easier to have a classy-looking paint job. They do take a little extra care to install. The first time we tried it – just trying to peel off the mask and stick it to the body – we messed it up. After several tries, we found this process best: First, clean the inside of the body (8021) with warm water and a gentle detergent. Cut each of the window mask pieces out by trimming close to the mask. No need be super-close, like a decal, just remove the excess. Then, carefully peel the opaque, white, stiffer backing off, leaving the window masks stuck on the more translucent, low-tack backing tape.



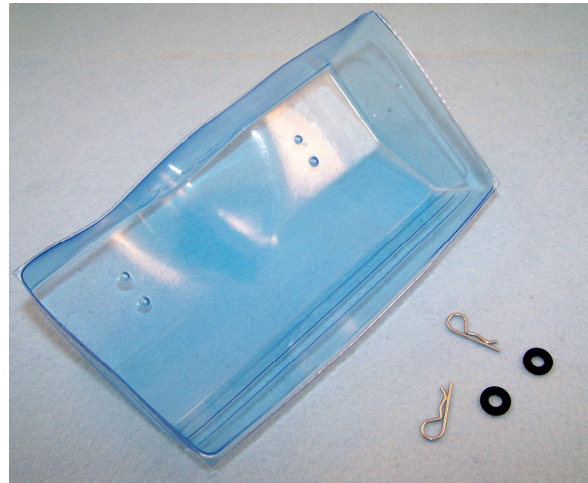
- 114) Apply the window masks to the inside of the body, still attached to their low-tack backing tape. Line up the white masks with the window lines molded in the body. Once lined up, firmly press the masks to the lexan: they'll seem to turn from white to blue once fully pressed on. In the left photo below the lower part of the mask is fully pressed on (large arrow) and the top part of the mask has not been pressed firmly (small arrow). Finally peel off the backing tape, leaving the window masks on the inside of the body.



- 115) After painting your dialed scheme, carefully peel off the outside surrounding edge of the window masks. This will give a nice even border around the windows to spray a quick color. Spray a backing color if you want, and once everything's finally dry peel off the main portion of each window. Remove the blue over-spray film from the outside of the body, and carefully trim the body along its cut lines. There are two lines along the bottom edges of the body; if you are running a larger LiPo battery you'll probably want to use the lower line, which raises the body up some and helps clear the battery posts. Use the supplied Velcro from Bag I on each side of the body and chassis to hold the body on the car.



- I16) Cut out the wing; check the Tuning Section to determine what the various cut lines will do on the track. Cut two holes a bit less than 1/4" (5 mm) diameter on either set of dimple marks. The Tuning Section and Set-Up sheet will tell you which set of holes to use. Use the two black nylon wing washers (6311) and body clips (6310) to attach the wing to the wing mounts.



- I15) Install the wheels and tires (not included). The rear wheel nuts are on the axles; the front wheel bearings (3/16" X 3/8" rubber sealed 6200) and 1/4" button head screws (6041) should be the last parts from Bag I.



Here is the beautiful X – 6 Squared of Team driver Yuichi Ajishi-san. Dialed!

Now, go through Paul's Final Set-Up & Prep section, then completely confuse yourself in the Tuning Section, and

LET'S GO RACING!!!