

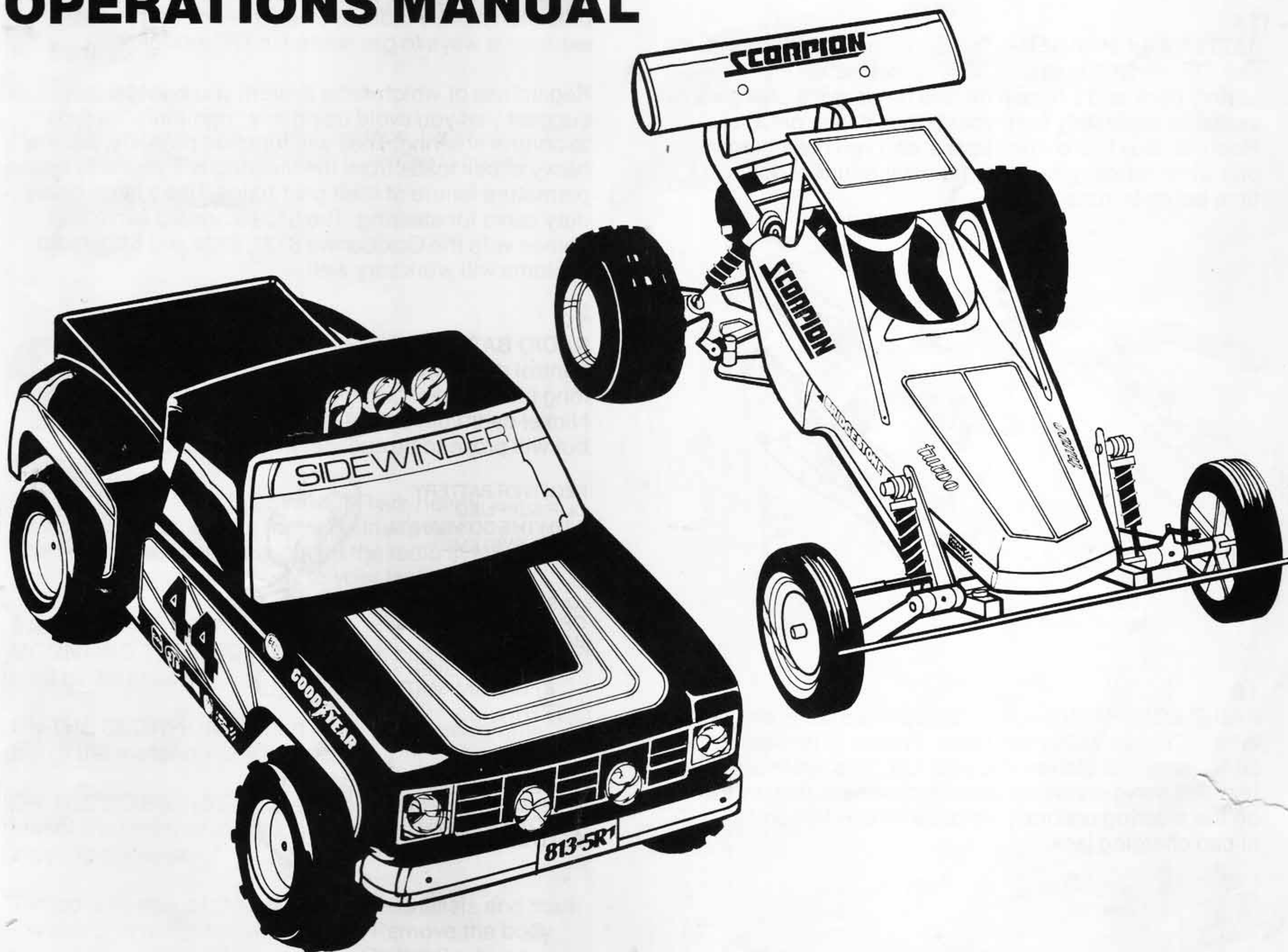


SCORPION

SIDEWINDER

RC ELECTRIC-POWERED OFF-ROAD RACERS

OPERATIONS MANUAL



CONGRATULATIONS! YOU ARE NOW THE OWNER OF ONE OF THE WORLD'S FINEST RADIO CONTROLLED OFF-ROAD VEHICLES.

YOUR SCORPION AND SIDEWINDER FEATURE LIGHTWEIGHT YET STURDY CONSTRUCTION AND EASY INSTALLATION OF THE COX/SANWA 8125 RADIO CONTROL SYSTEM.

YOUR COX/SANWA RADIO SYSTEM WILL REQUIRE AN FCC LICENSE, WHICH IS AVAILABLE FREE OF CHARGE FROM THE FEDERAL COMMUNICATIONS COMMISSION.

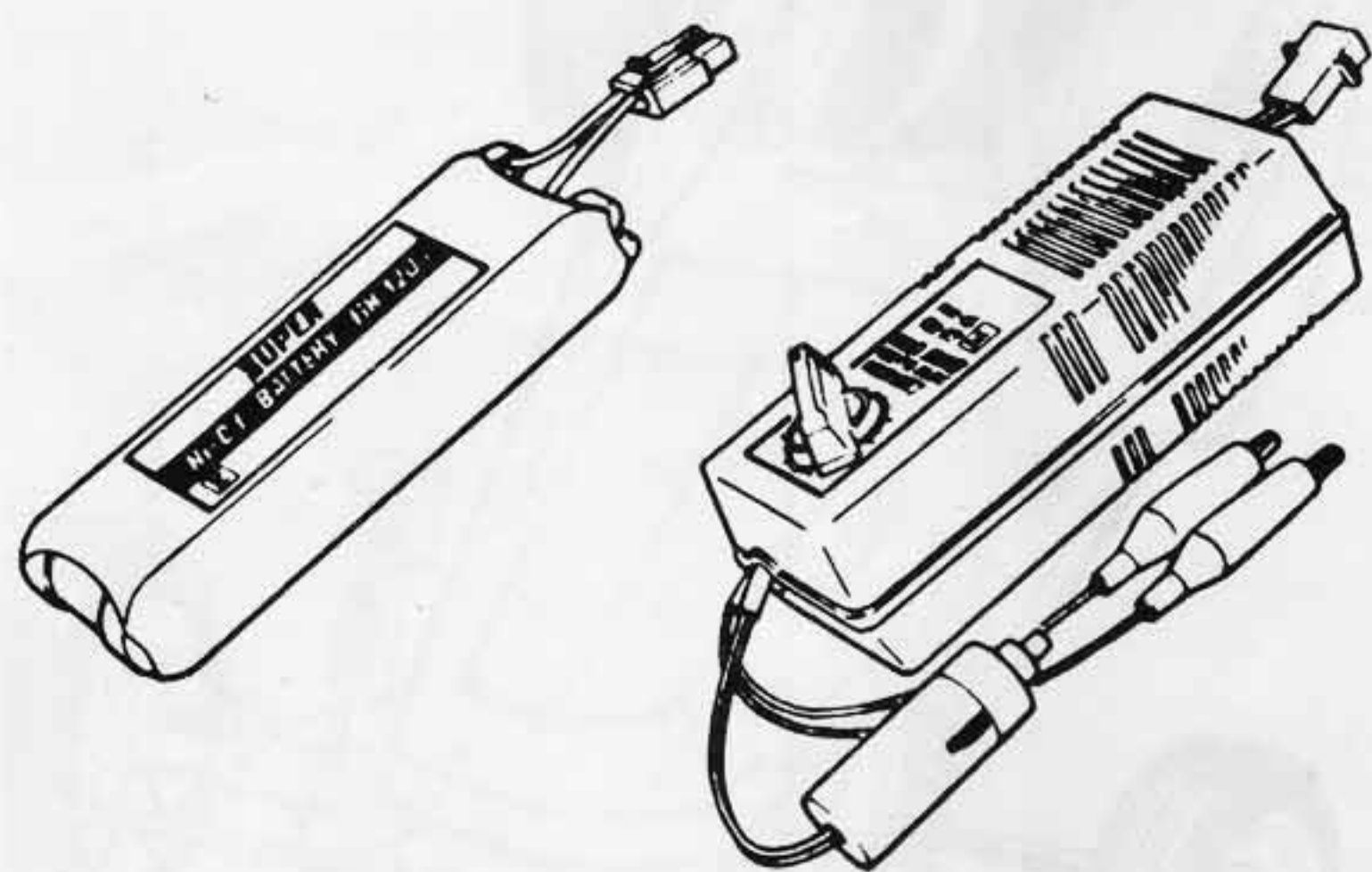
TO OBTAIN MAXIMUM ENJOYMENT FROM YOUR SCORPION AND SIDEWINDER, IT IS IMPORTANT TO READ AND UNDERSTAND THIS OPERATOR'S MANUAL.

1 Additional Equipment Required

While the SCORPION and SIDEWINDER OFF-ROAD RACERS are complete vehicles with factory assembled chassis, there are a few things that you will need to finish and control them. These items are normally available from any well-stocked hobby shop and we suggest that you acquire everything you will need before starting the final assembly of your model.

1A

BATTERY & CHARGER—The Scorpion and Sidewinder use a 6 cell 1200 mah (6N-1200) nickel-cadmium battery pack and a fifteen minute timer/quick charger available separately from your hobby dealer or Cox Hobbies. Buy two battery packs, and you can charge one while running the other for a minimum of down time between runs.

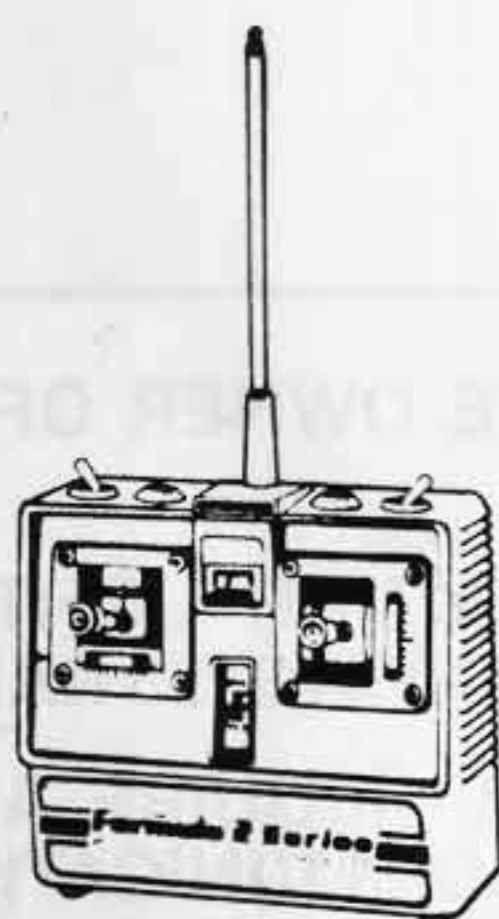


1B

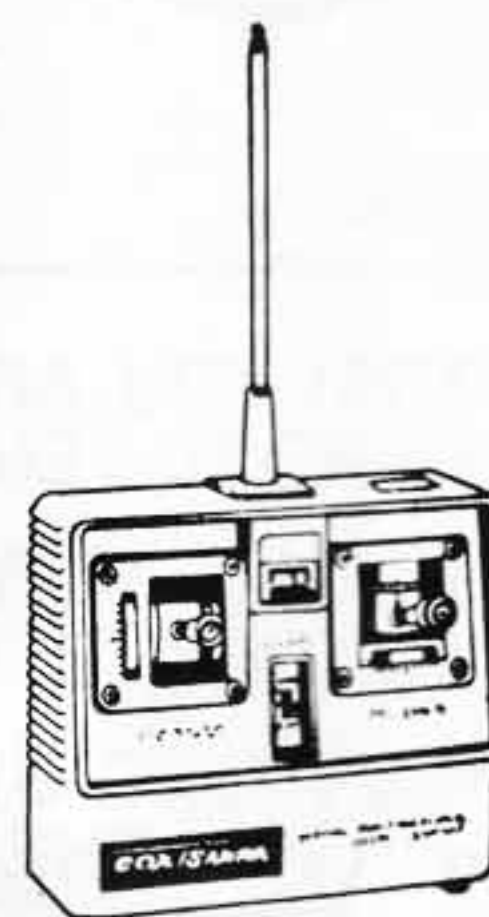
RADIO EQUIPMENT—The Cox/Sanwa 8125 Formula 2 Wheel Control 2-Channel Radio System is recommended for easy installation into your car. This system features servo reversing on both channels, dual rates on the steering channel, replaceable crystals and a ni-cad charging jack.



FORMULA 2
WHEEL CONTROL
NO. 8125



FORMULA 2
8124



2-CHANNEL RADIO
NO. 8121

If you prefer stick control, or also plan to use your radio system to fly R/C model aircraft, the Cox/Sanwa 8124 Formula 2 Dual Stick Control Radio System offers servo reversing and dual rates on **both** channels.

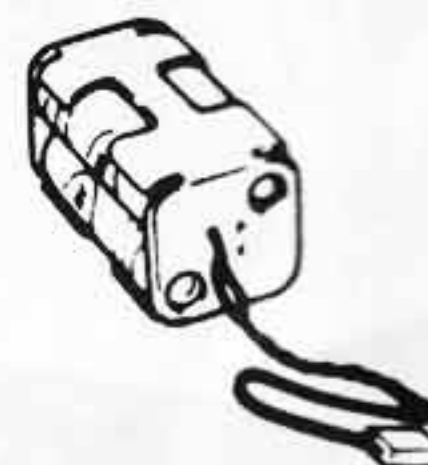
The Cox/Sanwa 8121 2 Channel Dual Stick is the same basic radio as the 8124, but without the extra cost of servo reversing and dual rates. As our most economical precision quality radio system, it is one of the least expensive ways to get started in R/C modeling.

Regardless of which radio system you choose, we suggest that you avoid using any "miniature" servos to control steering. They will function properly, but the heavy shock loads from the steering will probably cause premature failure of their gear trains. Use a large heavy duty servo for steering. The 8139 standard servo that comes with the Cox/Sanwa 8121, 8124 and 8125 radio systems will work very well.

1C

RADIO BATTERIES—The 8121, 8124 and 8125 radio control systems require a total of 12 AA size alkaline long life or nickel-cadmium rechargeable batteries. Nickel-cadmium batteries are more expensive initially, but will prove to be cheaper in the long run.

RECEIVER BATTERY
CLIP SUPPLIED
WITH THE COX/SANWA
RADIO SYSTEMS



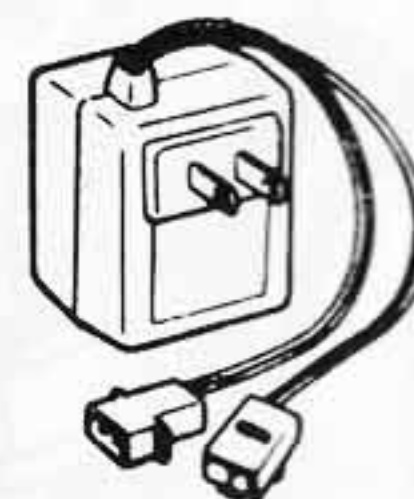
AA SIZE ALKALINE
OR NICKEL-CADMIUM
BATTERIES

4 FOR RECEIVER
8 FOR TRANSMITTER

12 TOTAL



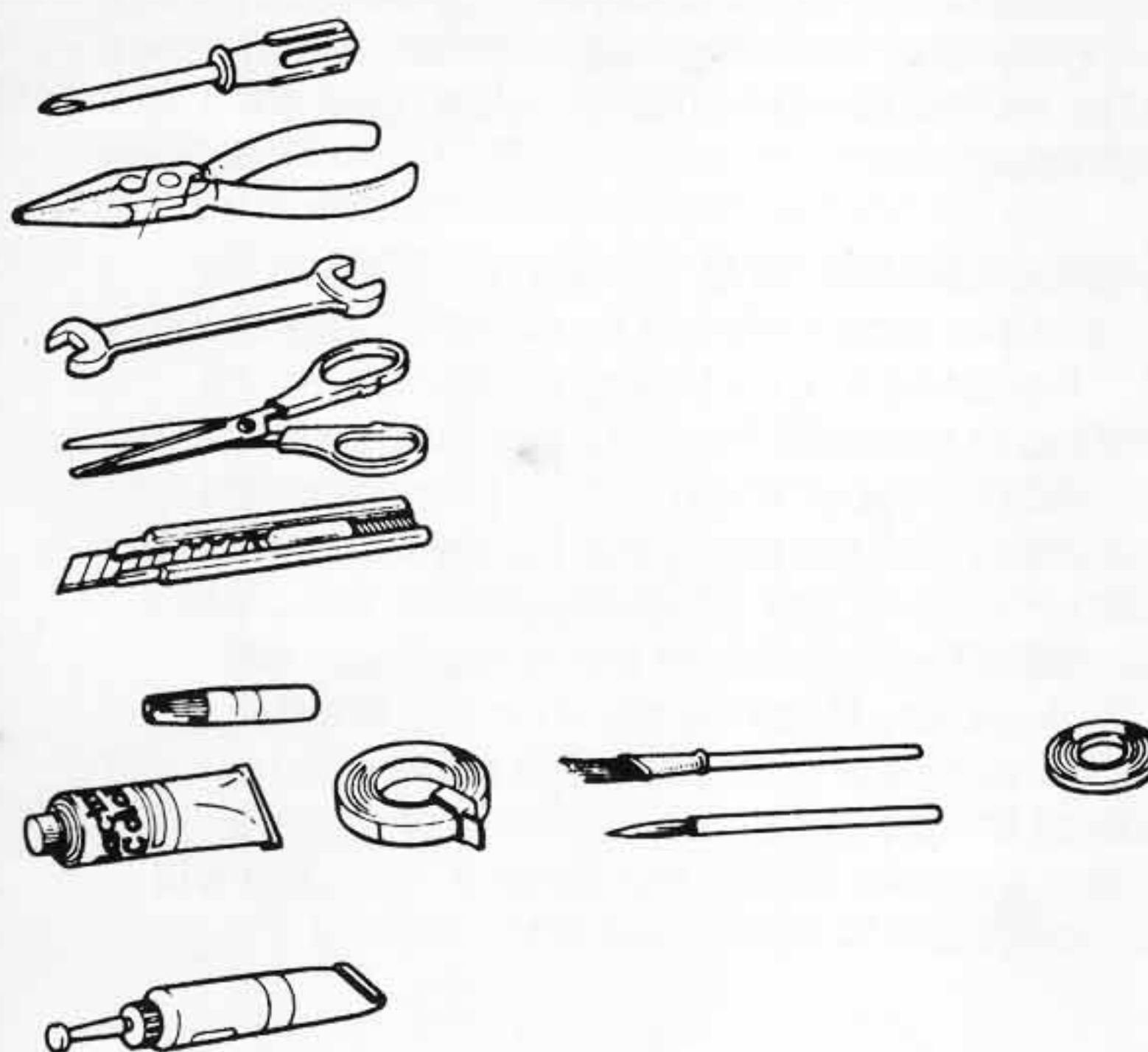
NICKEL-CADMIUM
CHARGER FOR
RADIO BATTERIES
(SOLD SEPARATELY)



1D

TOOL & SUPPLIES—Scorpion/Sidewinder is assembled using metric hardware and the kit comes complete with three small metric (1.5mm, 2mm and 2.5mm) allen head wrenches. In addition to these tools you will need the following:

- A. Medium Phillips (+) screwdriver
- B. Medium needle nose pliers
- C. A small adjustable wrench or a 5.5mm and 7mm wrench
- D. Scissors
- E. Utility knife (i.e., X-Acto)
- F. Sand paper
- G. Instant glue
- H. Paint and supplies—masking tape, brushes, thinner, de-natured alcohol, pinstripe tape, etc.
- I. Silicone sealant/caulk.



2 Model Assembly

The SCORPION and SIDEWINDER are nearly complete in the box. All that remains to be done is to check the chassis set-up, install the radio system, and paint and decorate the body to your taste.

2A

MOUNTING THE BODY—Screw the body mounting post to the chassis.

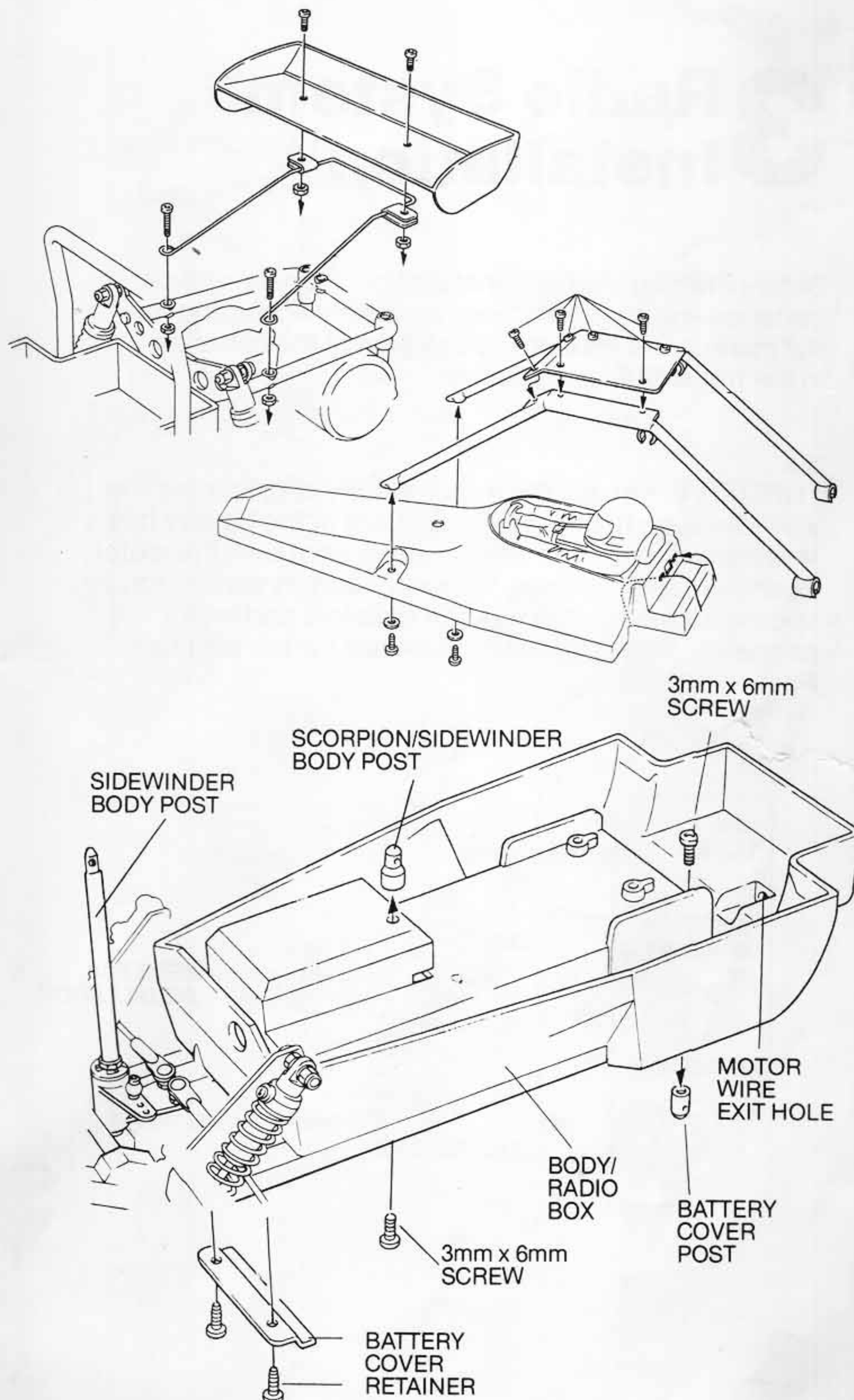
ON THE SCORPION, a short post bolts through the top of the motor-battery box.

ON THE SIDEWINDER, a long post threads onto the end of the bolt that sticks out through the top of the steering servo saver.

Temporarily mount the body over the chassis and mark the position of the mounting post. Remove the body and drill a 5/32" to 3/16" dia. hole. On the Scorpion, also mark the points where the front bars of the roll cage meet the body and drill two 1/16" dia. holes. Using the switch on-off plate as a template, mark and drill two 1/16" dia. screw holes and cut a clearance hole for the switch button. Assemble the Scorpion's wing and roll bar as shown.

2B

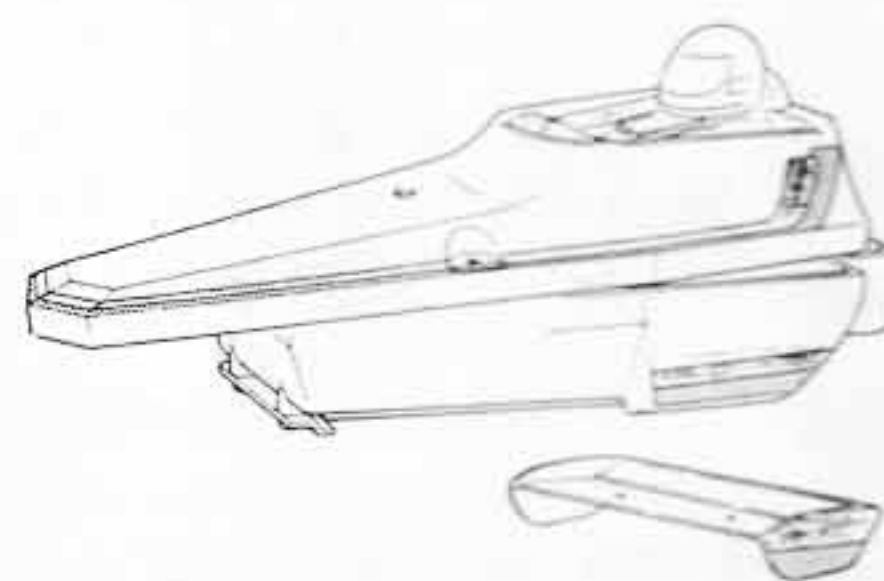
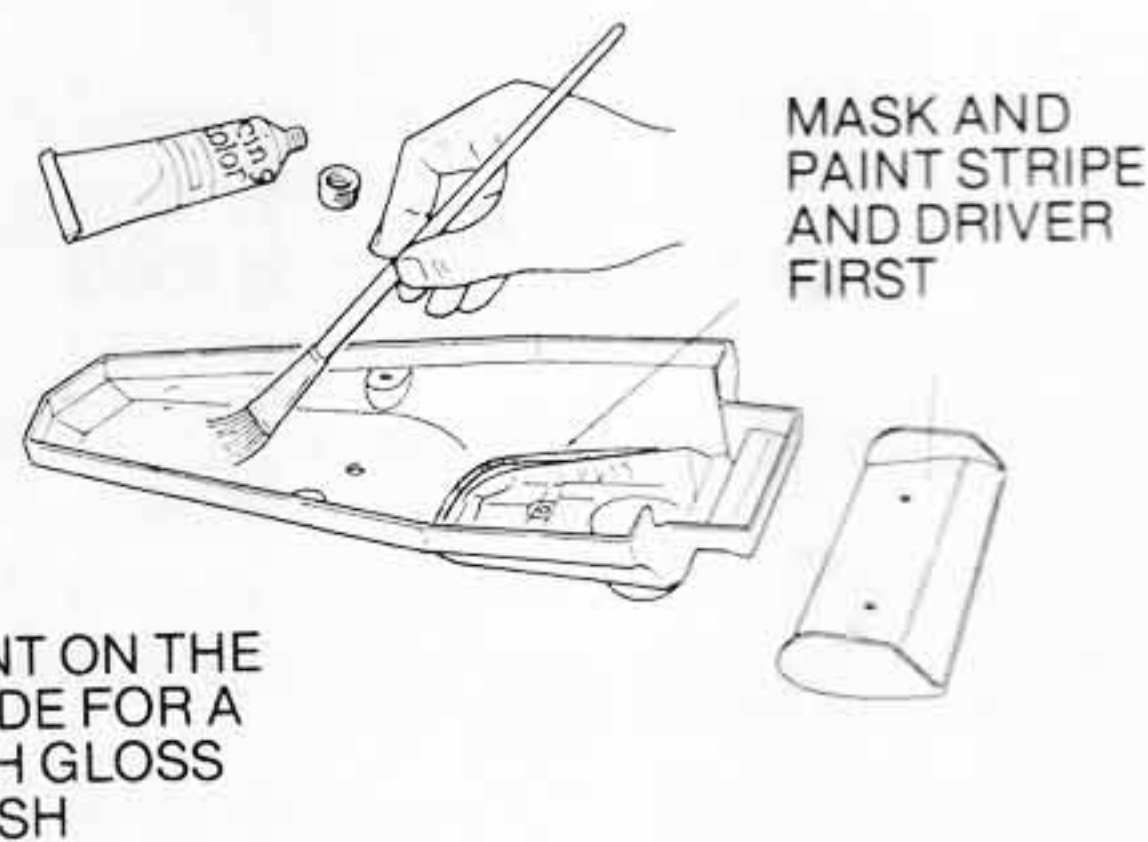
MOTOR-BATTERY BOX COVER—Install the cover mounting post in the hole at the rear of the battery box opening on the bottom of the car. Secure with a screw inserted through the floor from the radio box side. Screw the cover retainer in place as shown.



2C

PAINTING THE BODY— Before painting the body parts, wash them thoroughly with a mild detergent (dish soap), rinse thoroughly, and then wipe with denatured alcohol. Now avoid touching the side that is to be painted (inside or outside).

Clear polycarbonate (i.e., G.E. Lexan) bodies can be finished to a super glossy finish by painting them on the inside. This takes a little thought, though, since you're painting in reverse. Put your pin stripes and trim down first, and then your main color. If you plan to use several shades or colors, apply the lightest color first, then the darker colors. For a flat finish (like flat black trim areas), paint the outside of the body. Even flat black will look glossy if you apply it on the inside of the body and then view it through the clear plastic. The outside of the body can be painted for a more "realistic" automotive finish, but such a paint job will be more susceptible to scratches and chips.

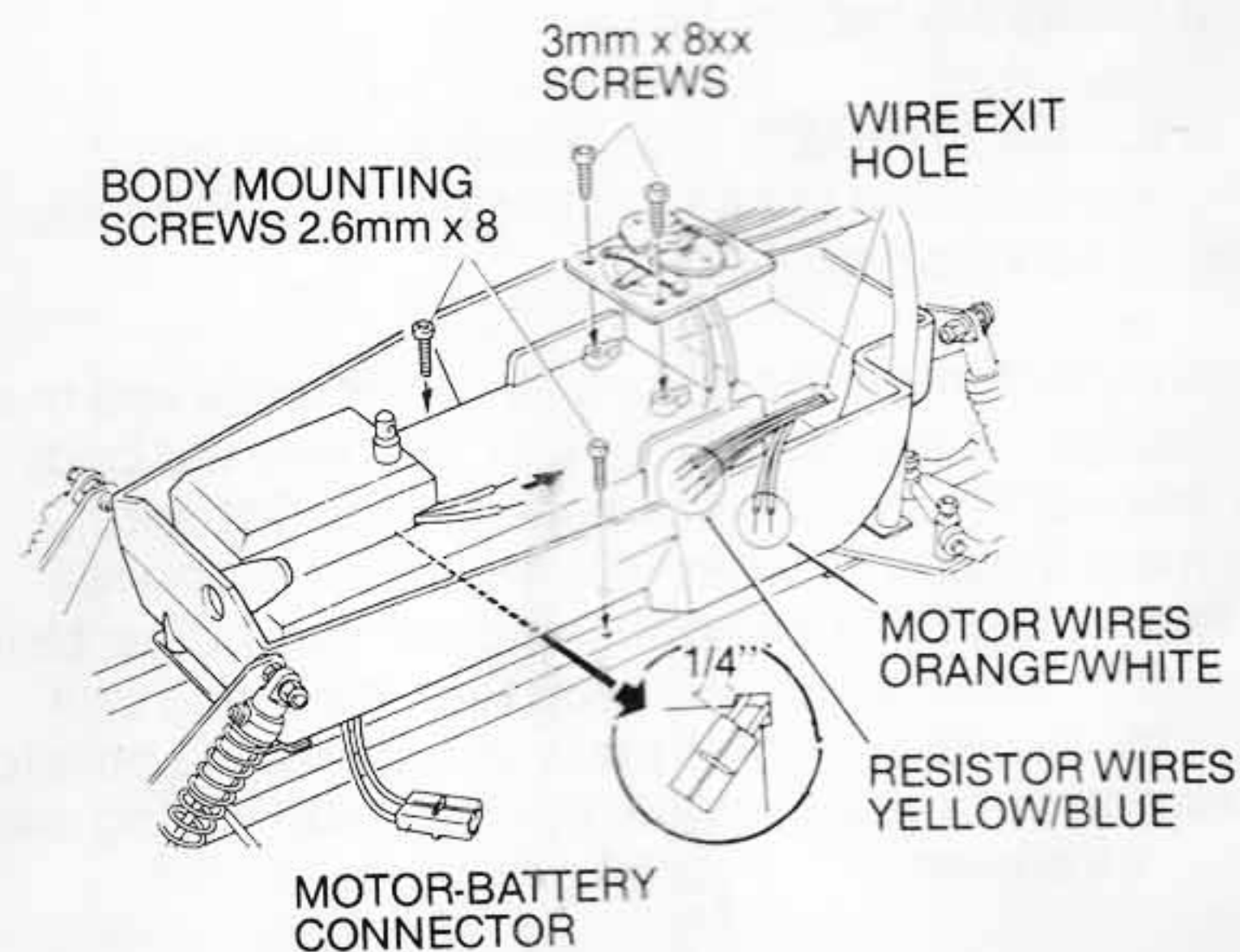
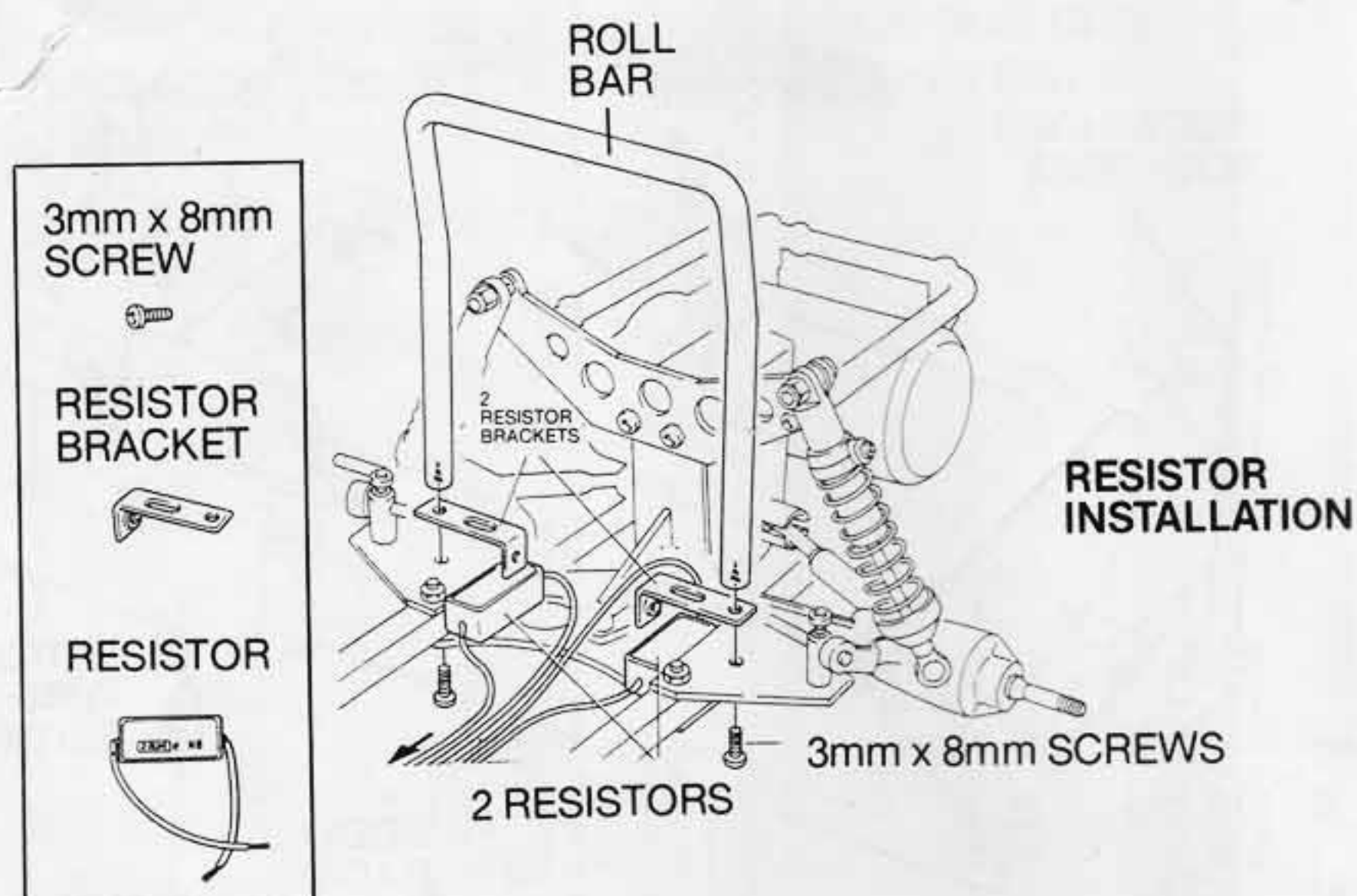
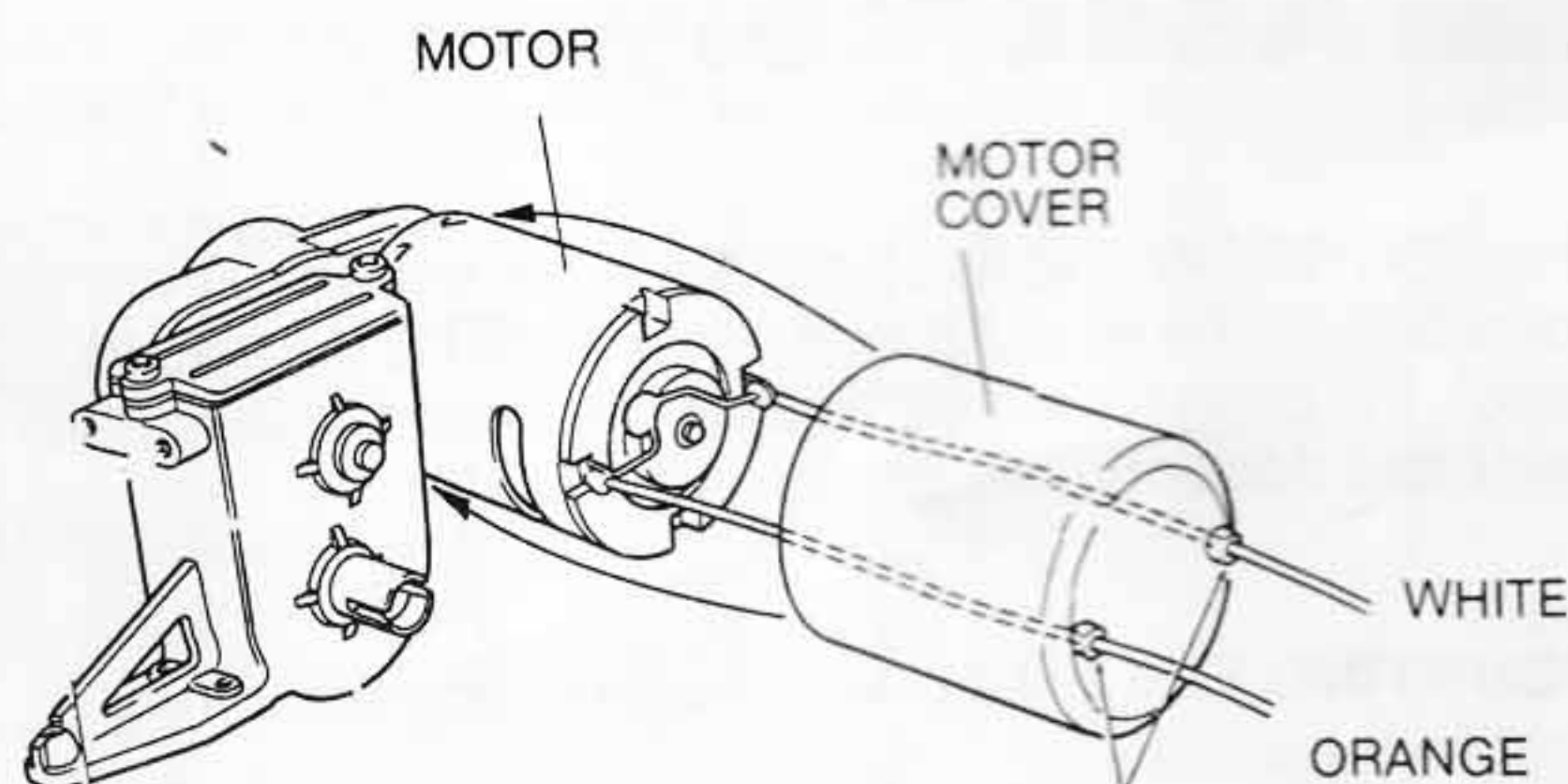


3 Radio System Installation

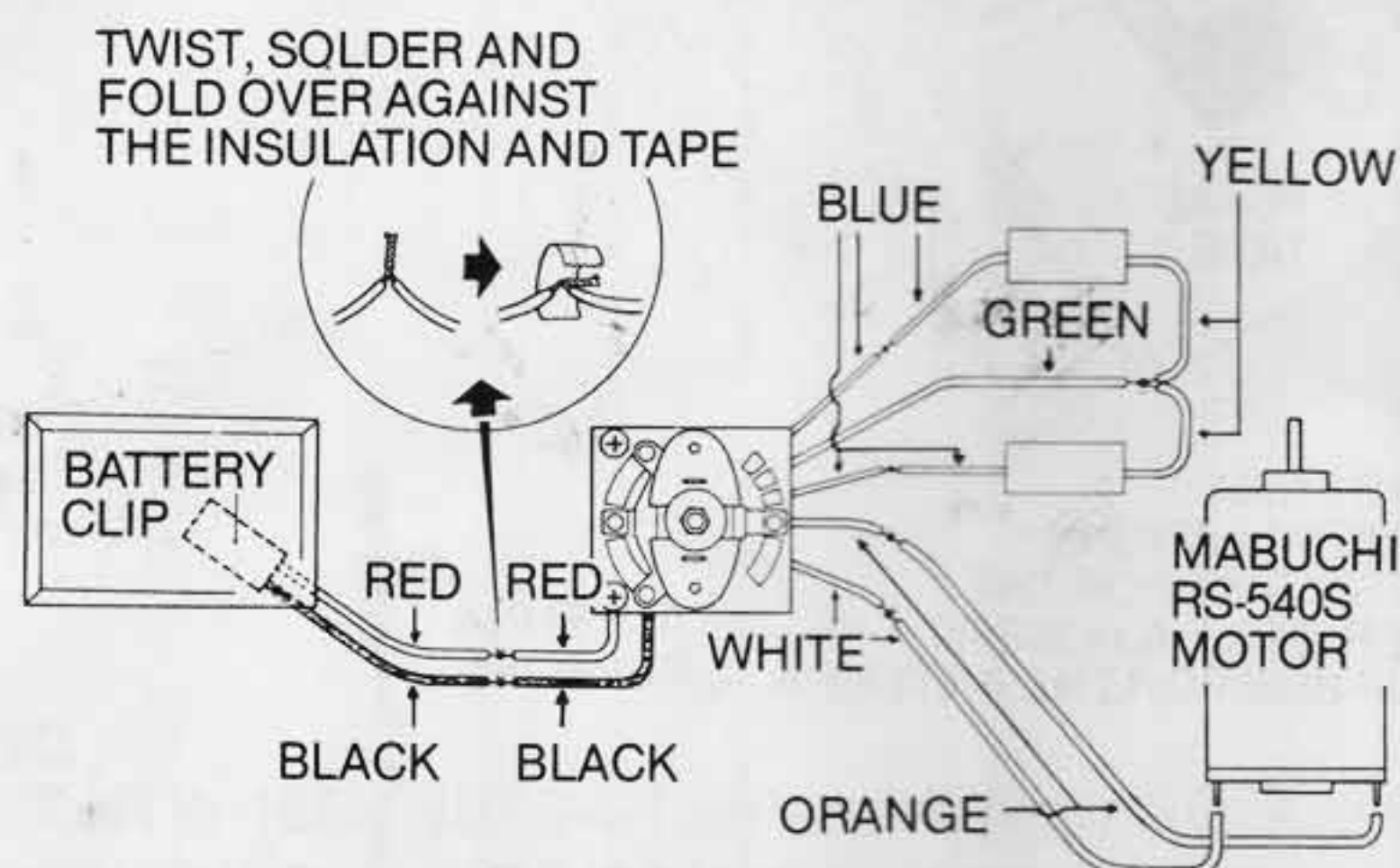
Before starting the radio installation, plug the servos, batteries and switch harness assembly according to the manufacturers instructions. Install the batteries in the transmitter and receiver.

3A

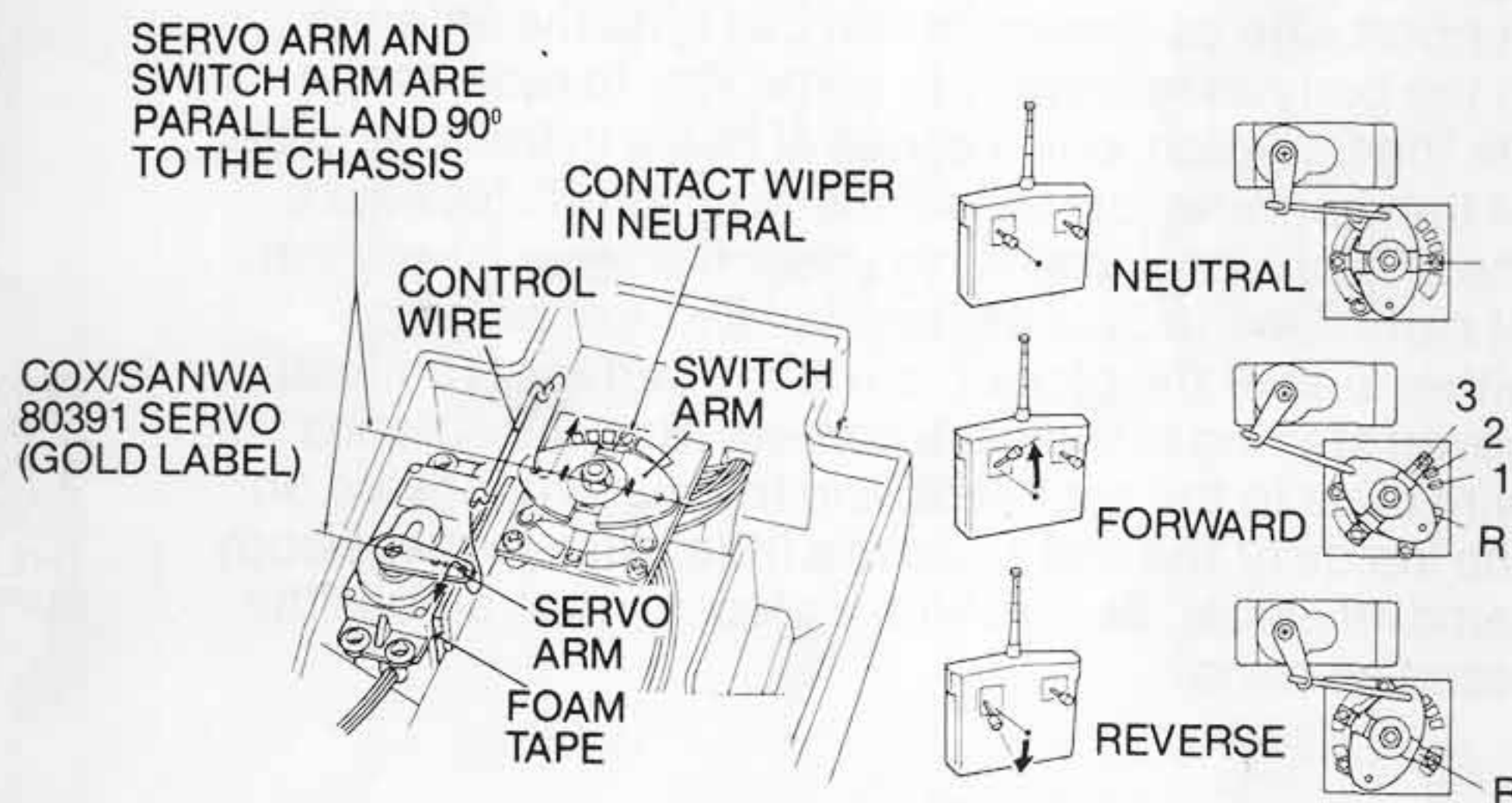
THROTTLE— Install the motor-battery clip, feeding the wires through the hole in the bottom of the battery box into the radio box. Install the rubber boot over the motor as shown, and then wire the motor-battery connector, speed selector switch, control resistors and motor as shown. Mount the speed selector switch with two Phillips screws.



Hook one end of the control wire to the switch arm, and the other end to the arm of a Cox Sanwa 80391 (gold label) counter clockwise servo. Turn on the transmitter and receiver and center the throttle trim control. Set the throttle servo arm so that it is oriented straight across the chassis. Leave the trim controls centered and remove the servo arm to make this adjustment. Now turn off the transmitter and receiver to save your batteries. Attach double sided foam tape



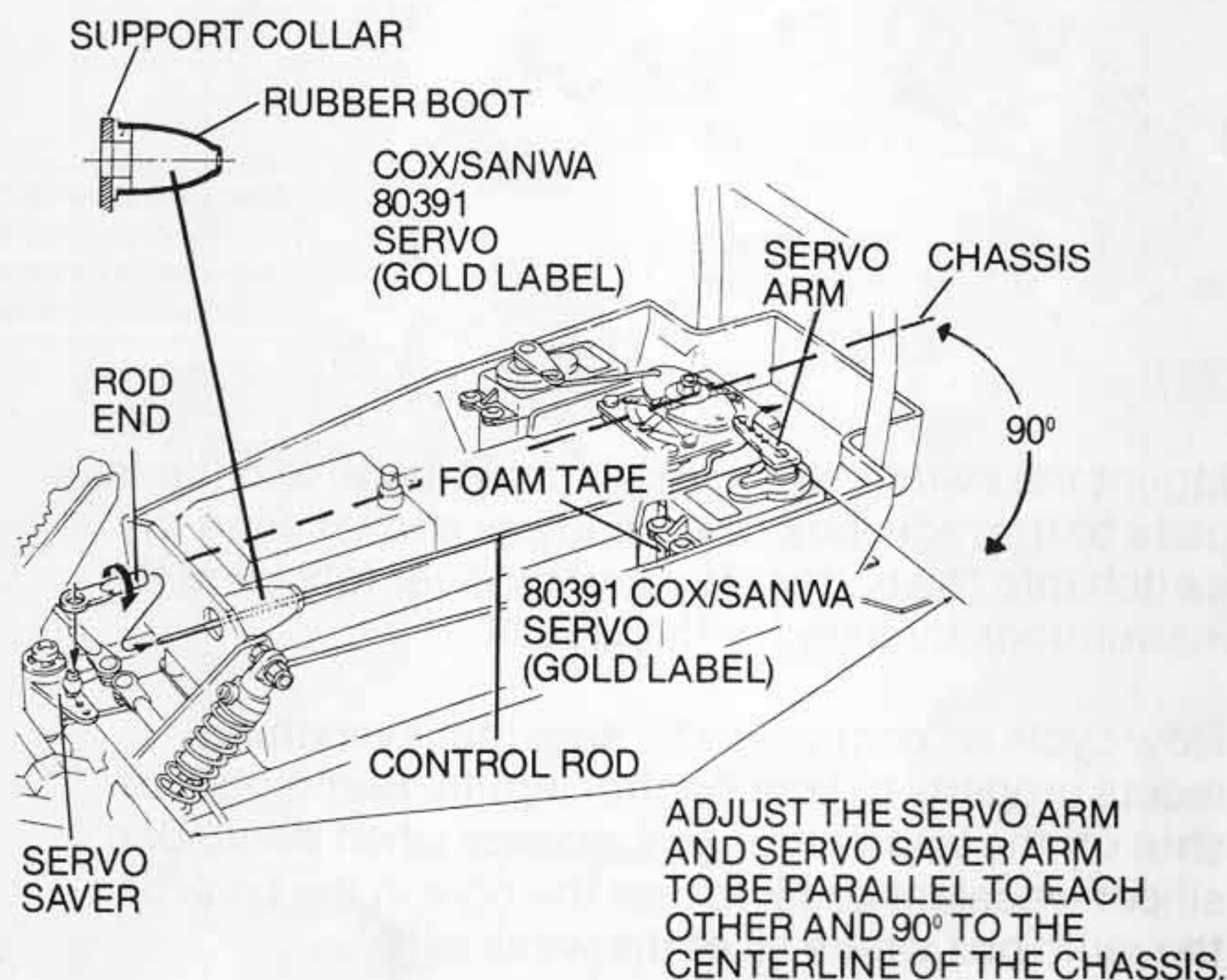
to the inside of the servo as shown and position the servo loosely in its tray—be careful not to stick it in position yet. Slide the servo back and forth until the switch arm is oriented straight across the chassis—parallel to the servo arm—and the brass contact wiper is in neutral (between the three small contacts on the right and the one large contact on the left). When satisfied with its position, press the servo firmly against the motor battery box wall.



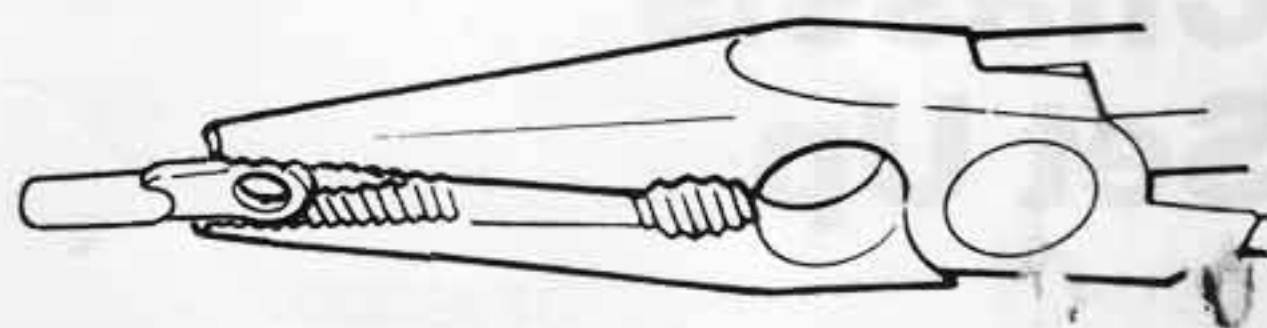
3B

STEERING—Glue the rubber steering rod boot to its support collar, and glue the support collar to the inside of the body/radio box as shown. Bolt the pivot ball for the steering link rod end to the servo saver as shown. Thread a rod end onto the steering control rod, and then feed the rod into the radio box through the rubber boot. Hook the “Z” bend of the control rod into the servo arm of a Cox/Sanwa 80391 (gold label) clockwise servo and snap the rod end onto its mounting ball on the servo saver. Turn on the transmitter and receiver, and center the trim controls.

Now set the steering servo arm so that it is orientated straight across the chassis—that will put it parallel to the servo saver arm as it must be. Leave the radio trim controls centered and remove the servo wheel to make this adjustment. Now turn off your transmitter and receiver to save your batteries. Attach double sided foam tape to the inside of the servo as shown and position the servo loosely—be careful not to stick it in position yet. Slide the servo back and forth with the steering control rod attached until the servo saver and the front wheels are centered. When satisfied with its position, press the servo firmly against the motor battery box wall, locking it in place.

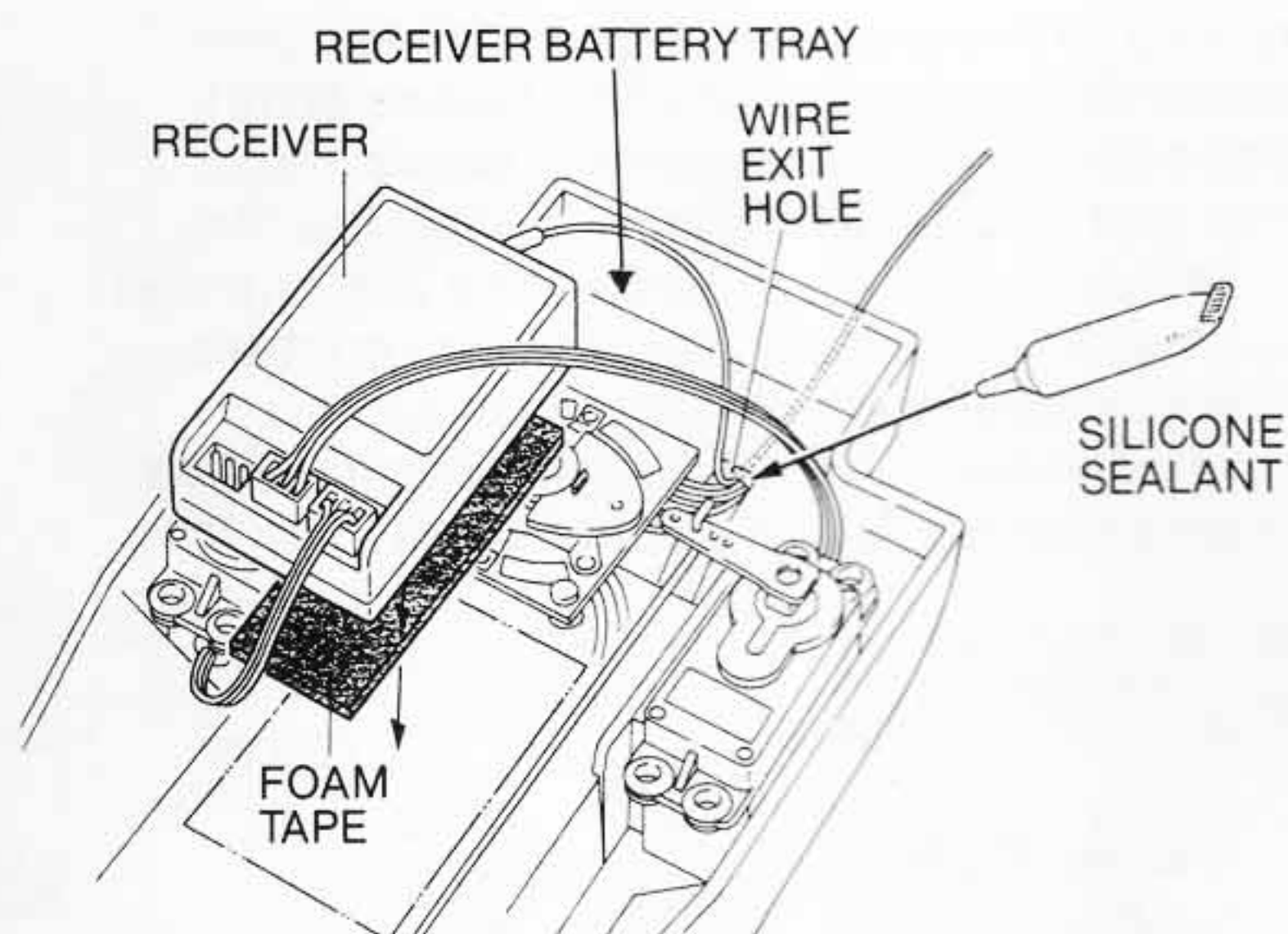


IF THE ROD END (BALL JOINT) IS TOO TIGHT TO MOVE FREELY, SQUEEZE IT SLIGHTLY WITH A PLIERS.

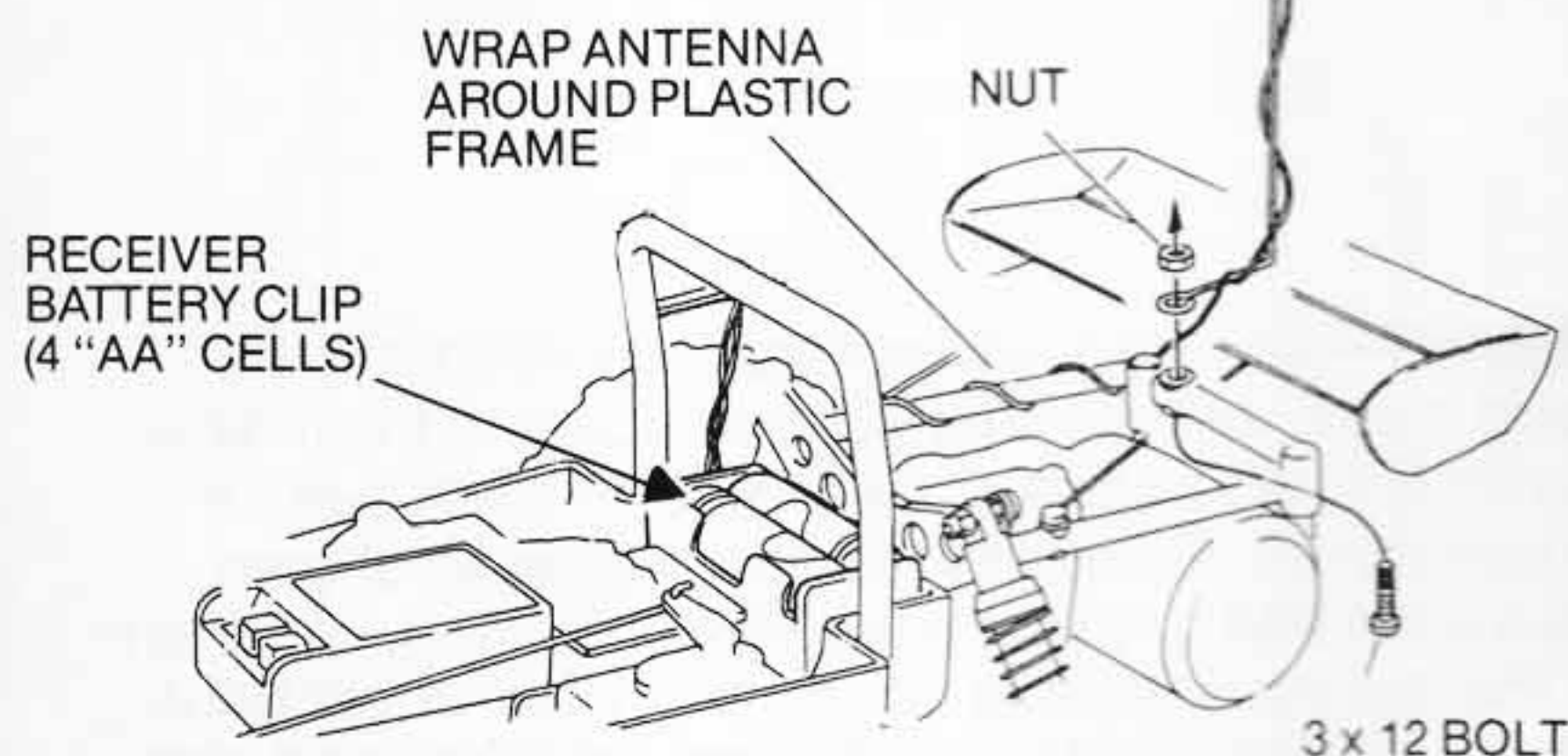


3C

RECEIVER, BATTERY CLIP AND SWITCH—Place the battery clip in the tray at the rear of the battery box (between the roll bar legs). Put double sided foam tape on the bottom of the receiver, and stick it to the top of the motor battery box as close as possible to the speed selector switch's position. Feed the antenna wire out through the hole in the back of the radio box. Avoid contact between the antenna and any metal parts of the chassis. You can either mount the antenna support wire as shown, or you can hide the antenna in the body as follows with some loss in radio range. On the Scorpion, drill a series of holes in the side plates of the rear wing just below the wing airfoil. Now lace the antenna back and forth under the wing, neatly out of sight. On the Sidewinder, drill a row of holes on either side of the pick-up box's top surface (Tonneau cover) starting in the back corners. Run the antenna wire clear to the back first, and then lace it forward on the inside of the body. Leave a little slack to make body removal easier. Secure with a piece of tape across the laced antenna.

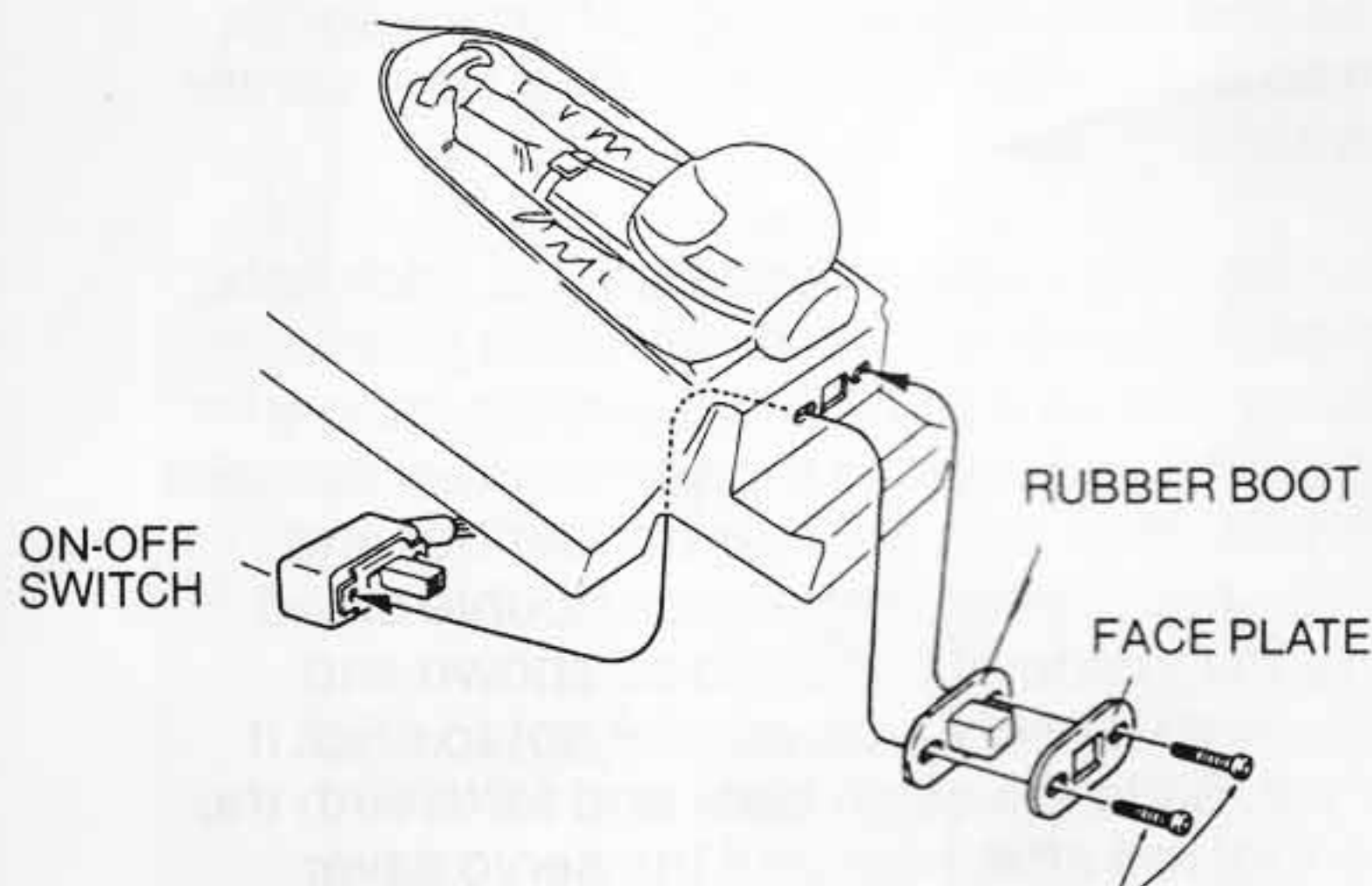


TYPICAL ANTENNA SUPPORT INSTALLATION... SCORPION SHOWN. FOR THE SIDEWINDER, DRILL A HOLE IN THE PICK UP BOX FOR THE ANTENNA SUPPORT



Mount the switch, the special rubber boot, and the face plate to the radio box cover/body as shown. Plug the switch into the battery clip and receiver following the instructions included with the radio.

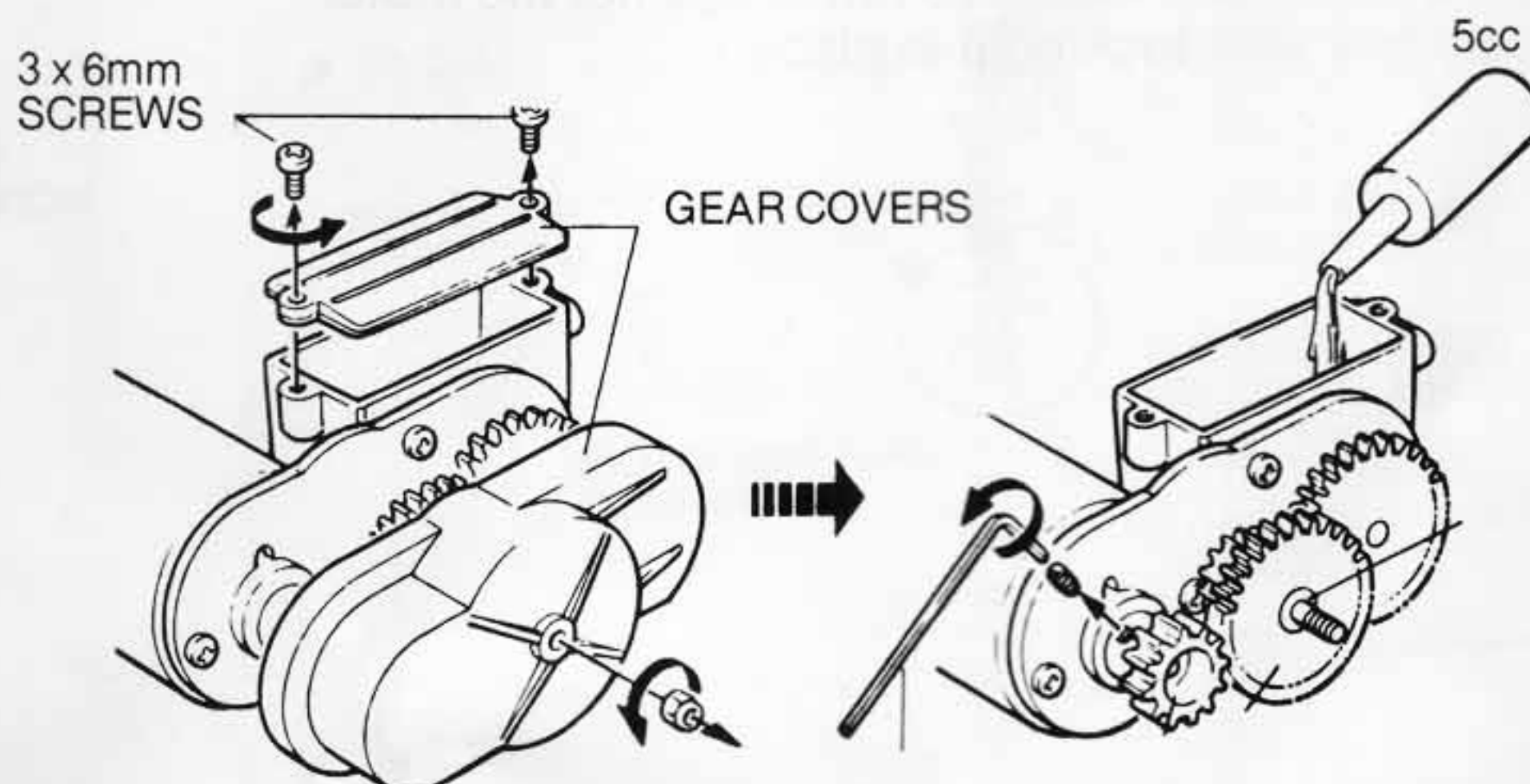
Now cycle all controls to be sure that everything reacts properly to your control inputs. Remember to shut off the transmitter and receiver when done. Use silicone sealant caulk to seal the hole in the back of the radio box where all of the wires exit.



4 Chassis Set Up

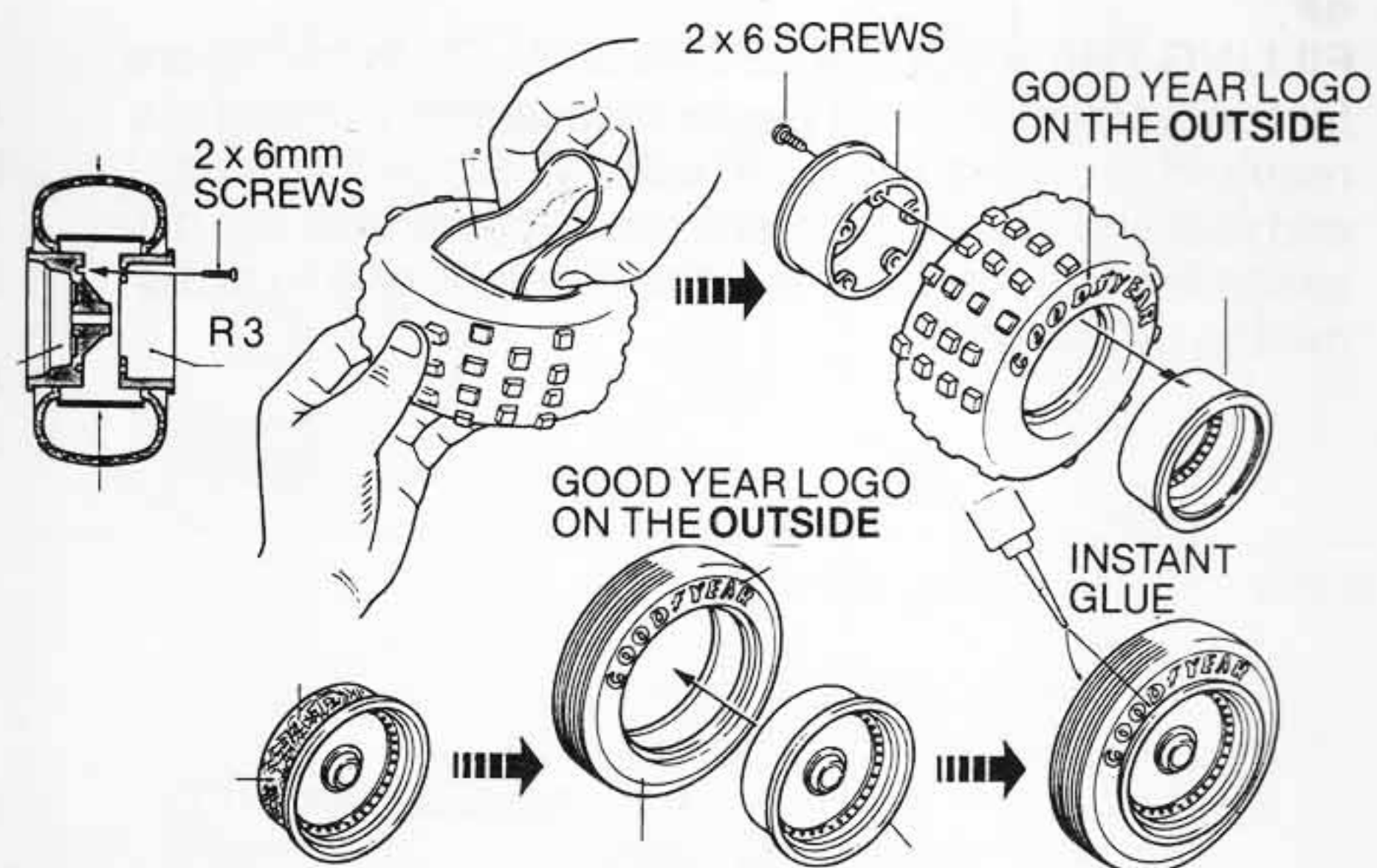
4A

LUBRICATION—To oil the final drive gears, remove the two screws and the cover from the top of the gear box. Fill with oil to the centerline of the drive shafts and replace the cover. Check the oil level periodically and keep the gear box properly filled with **clean** oil. Put a drop of oil on each wheel hub and spin it to work the oil into the bushings. Oil the wheels periodically—after each use if you drive through water.



4B

WHEELS AND TIRES—Scrape the chrome off the inside of the rim lip so that the tires can be glued on later. Slip the tire liner band into the large knobby tires. Assemble the wheel halves through the tire with the Goodyear logo on the outside as shown. The front wheel on the Scorpion only is a one piece rim. It simply slides into the tire. Apply instant glue to the tire/rim joint all the way around on both sides of all four wheels.

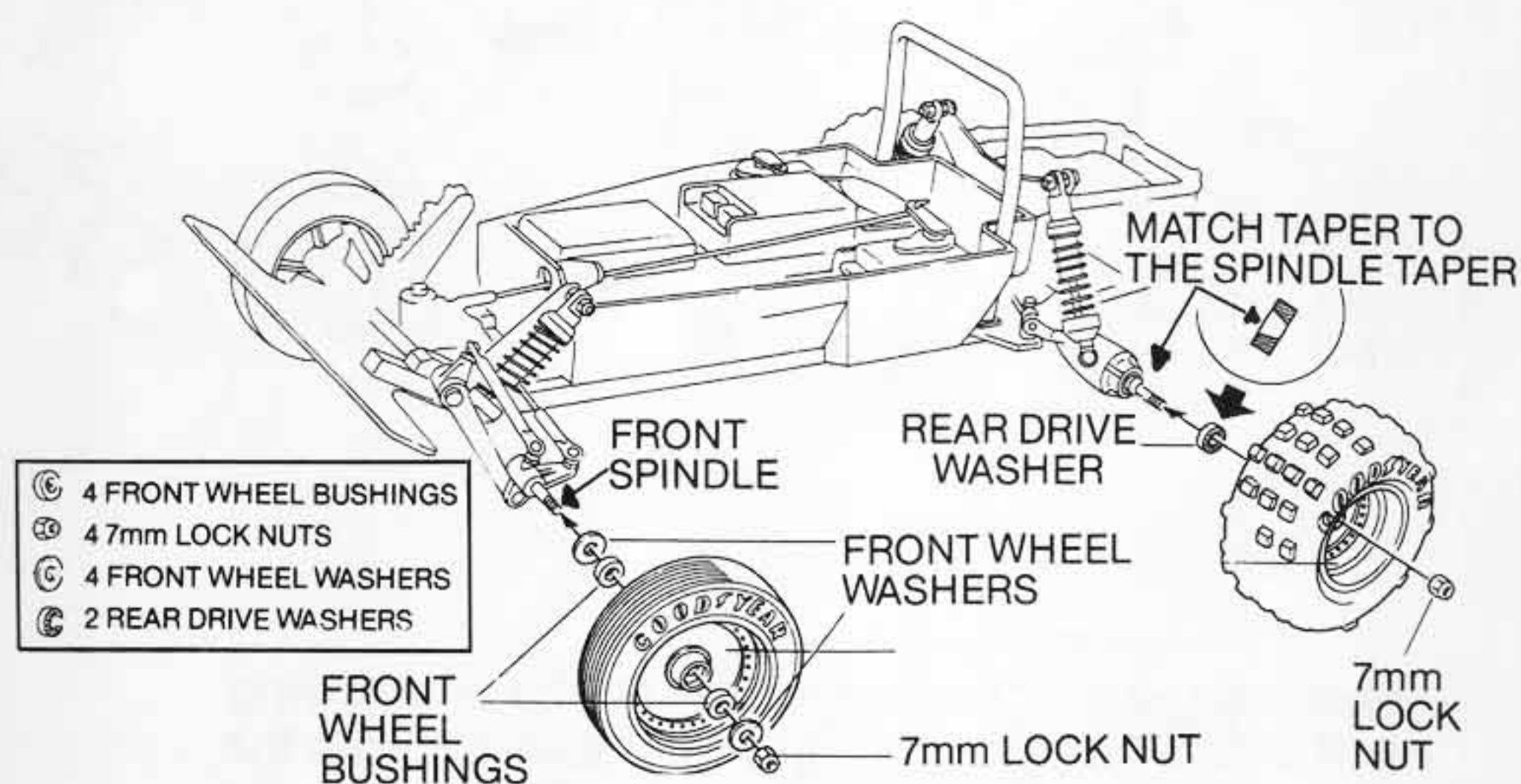


4C

REAR WHEEL NUTS—Tighten the 7mm nuts just tight enough to hold them in place and transmit the power to the road. Don't over tighten, or you may damage the wheel or cause the rear hub to bind. If you remove the rear wheel, note that the taper in the drive washer must match the taper on the inner end of the spindle.

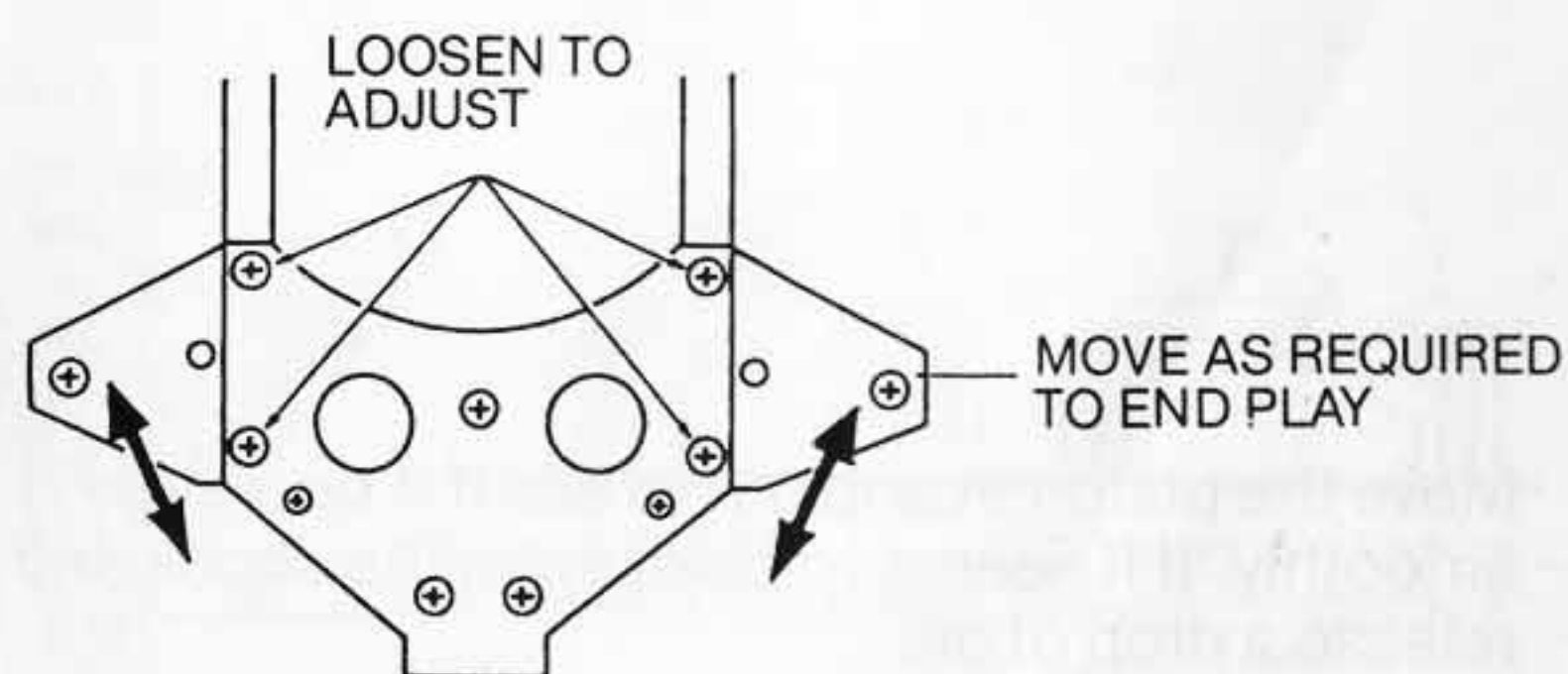
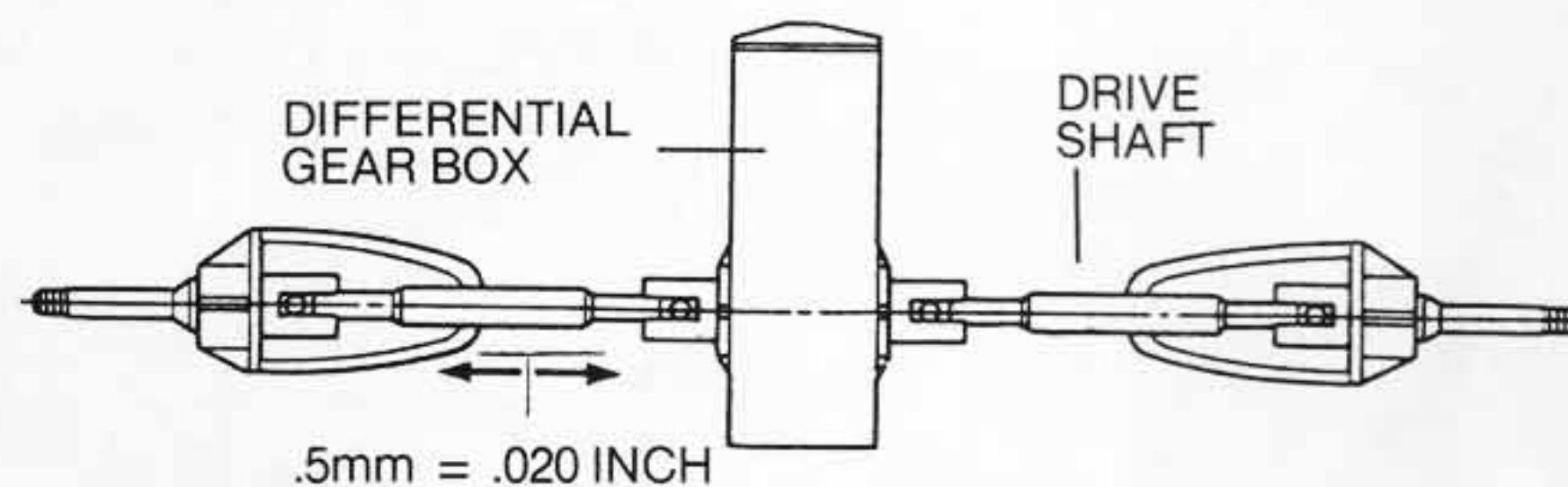
4D

FRONT WHEEL NUTS—Tighten the 7mm nuts firmly and then back off until the wheel spins freely. If you remove a wheel, reinstall with one washer and bushing on each side of the wheel.



4E

DRIVE SHAFT END PLAY—With the suspension held so that each drive shaft is horizontal, move the shafts side to side and check for end play. No bind should exist, and up to .5mm (.020 inch) of end play is acceptable. To adjust the end play, loosen the bolts indicated in the diagram and move the suspension mounting plates (31) as shown. Re-tighten the bolts.

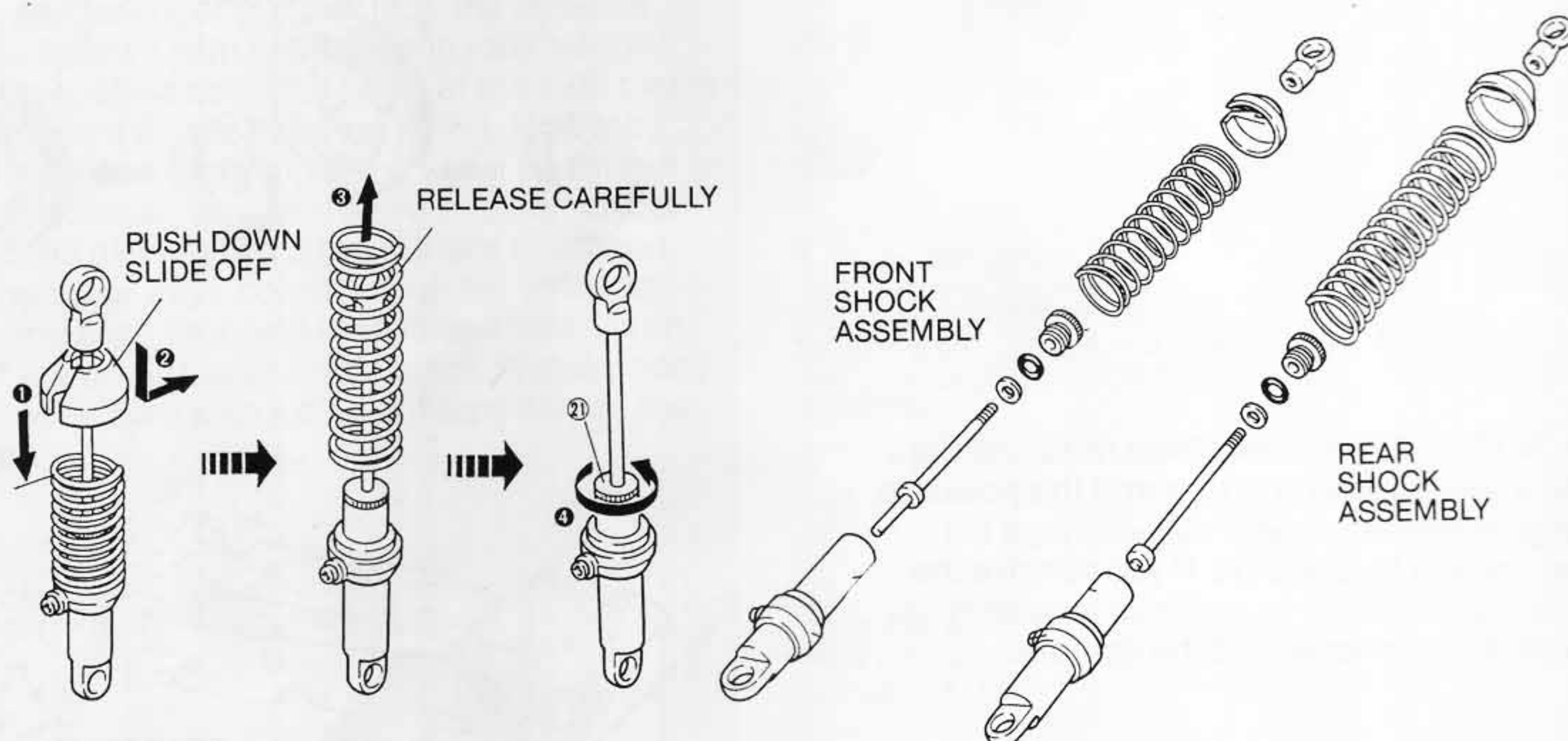


4F

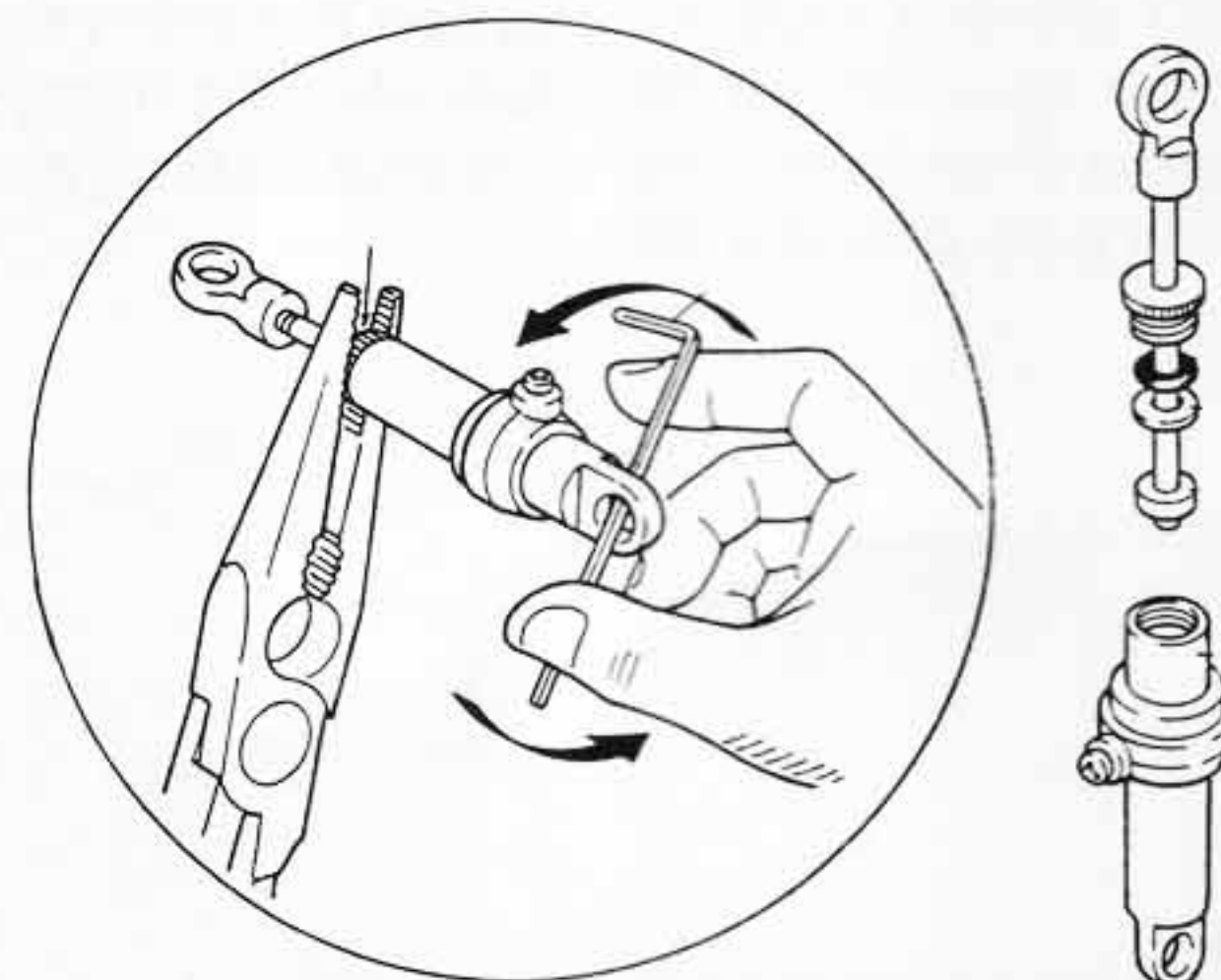
FILLING THE SHOCK ABSORBERS—The shocks are factory assembled, but partial disassembly of them is required in order to fill them with oil. Since the front and rear shocks are different, we suggest that you disassemble / fill / re-assemble them one by one to avoid mixing up the parts.

Unsnap the lower end of the shock from its mounting ball and swing it up for access (compress it to clear the chassis). Compress the spring and remove the spring retainer by sliding it off. Gently release the spring and remove it from the shock.

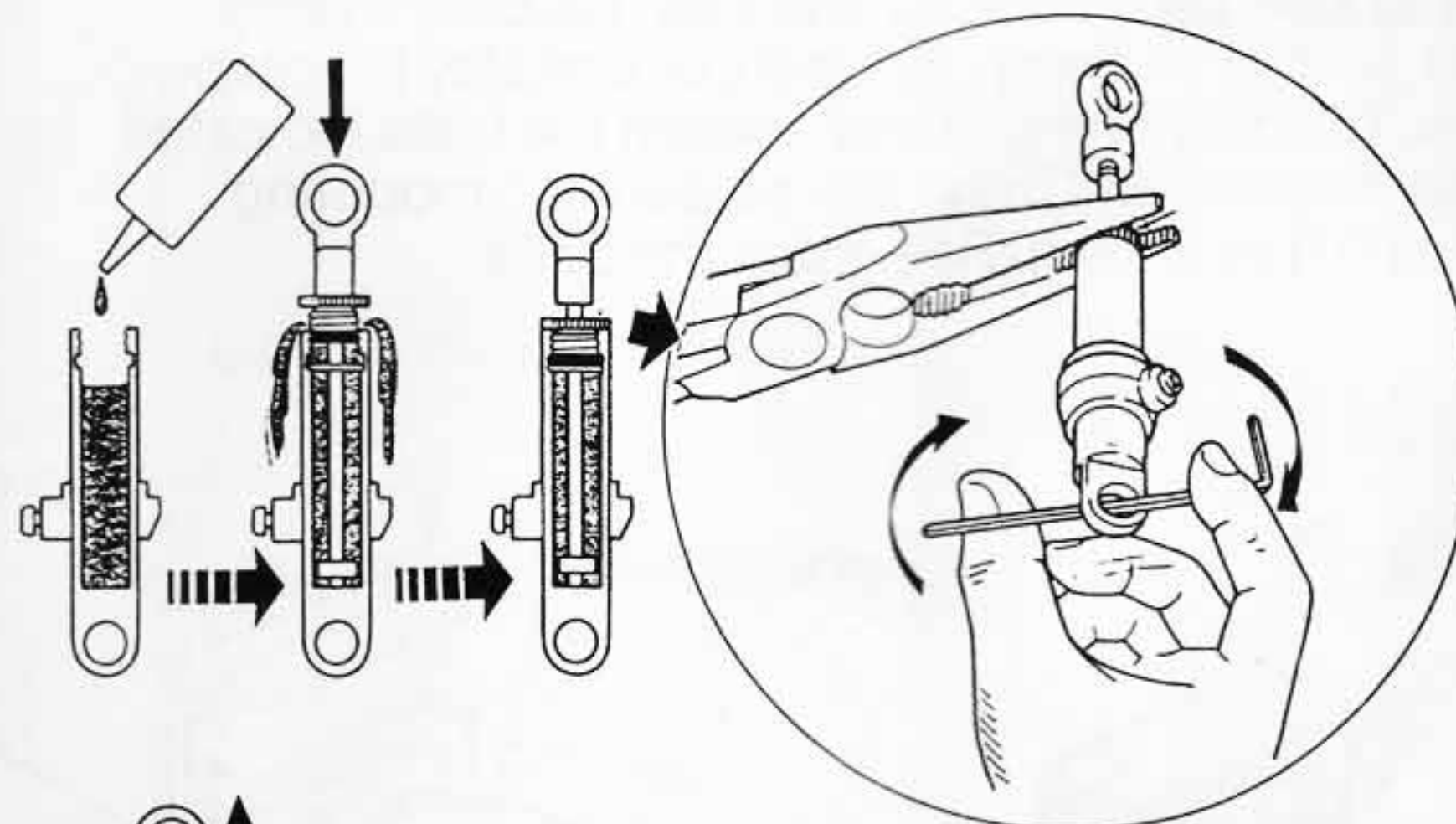
CAUTION: The compressed spring may shoot off if released and pose a potential eye hazard.



Remove the shock absorber cap (21) by unscrewing it. If difficult to unscrew, remove the shock from the chassis completely. Hold the cap with a pliers and insert some sort of bar (allen wrench, screwdriver, etc.) through the eye of the shock and use it as a lever to unscrew the shock. Pull the piston assembly out of the shock case.

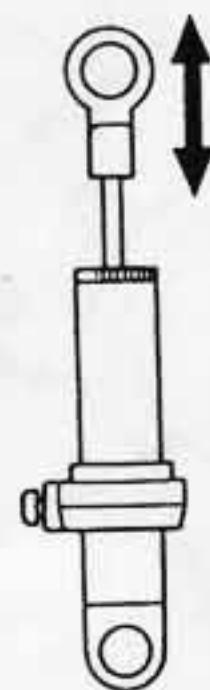


Fill the shock case with oil to the level shown in the diagram. Replace the piston assembly, pushing it all the way down and allowing the excess oil to overflow. Screw the cap back into the case and tighten.



Move the piston in and out to see if it operates smoothly. If it seems to bind, open the shock and release a drop of oil.

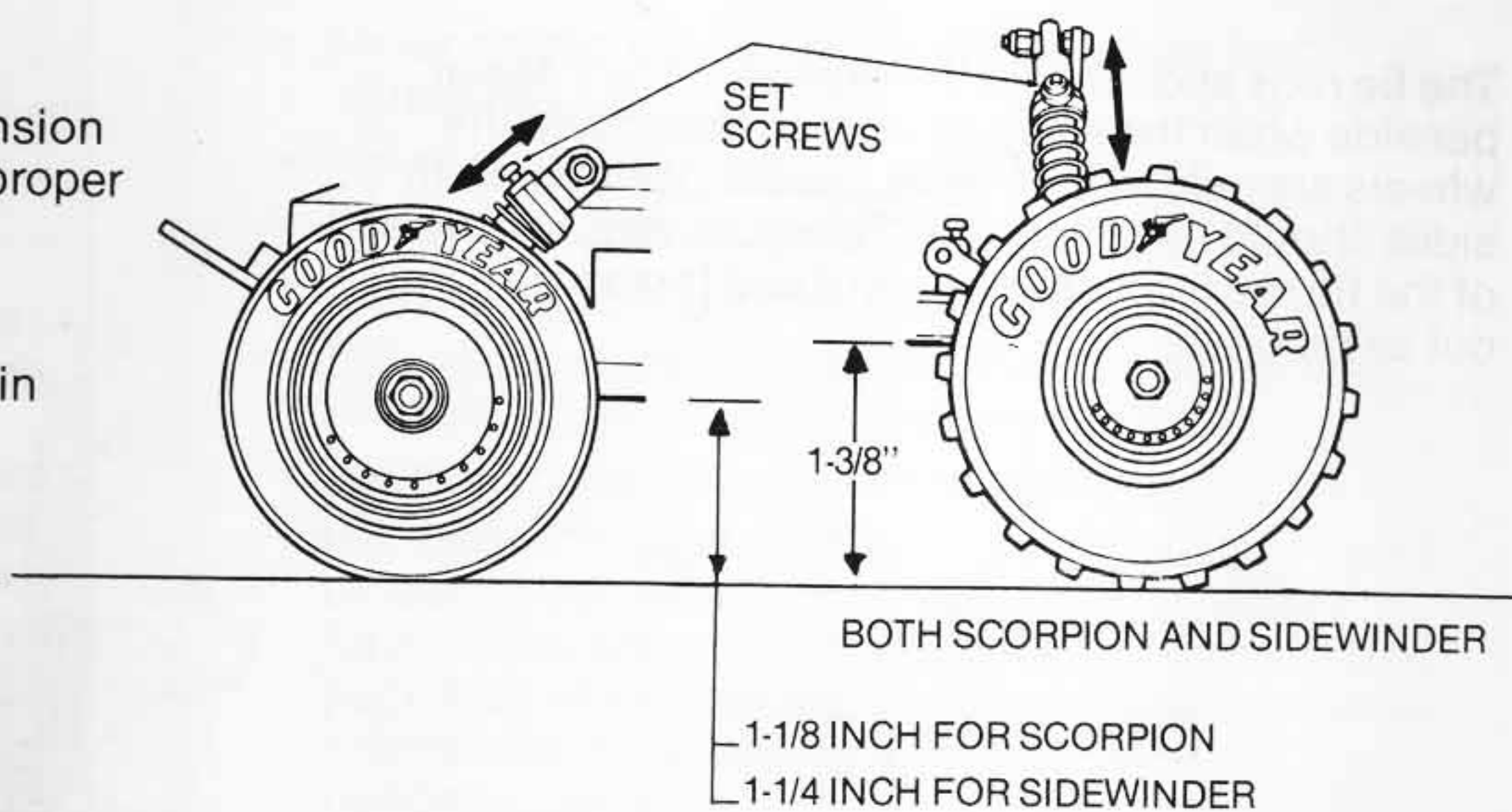
Re-install the spring and its retainer. Compress the spring and sock, swing it down into place and snap the lower end onto its mounting ball.



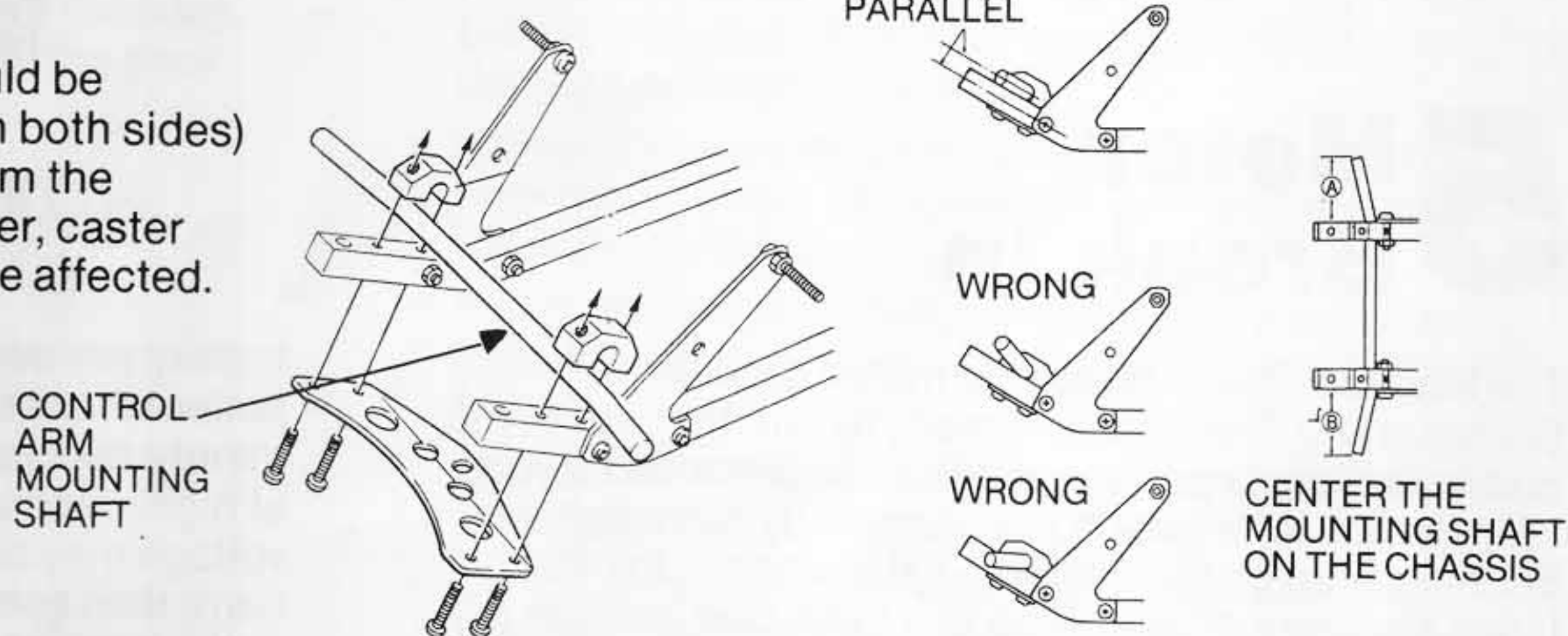
4G

FRONT SUSPENSION ALIGNMENT—The suspension is factory assembled, but you should check it for proper alignment as follows:

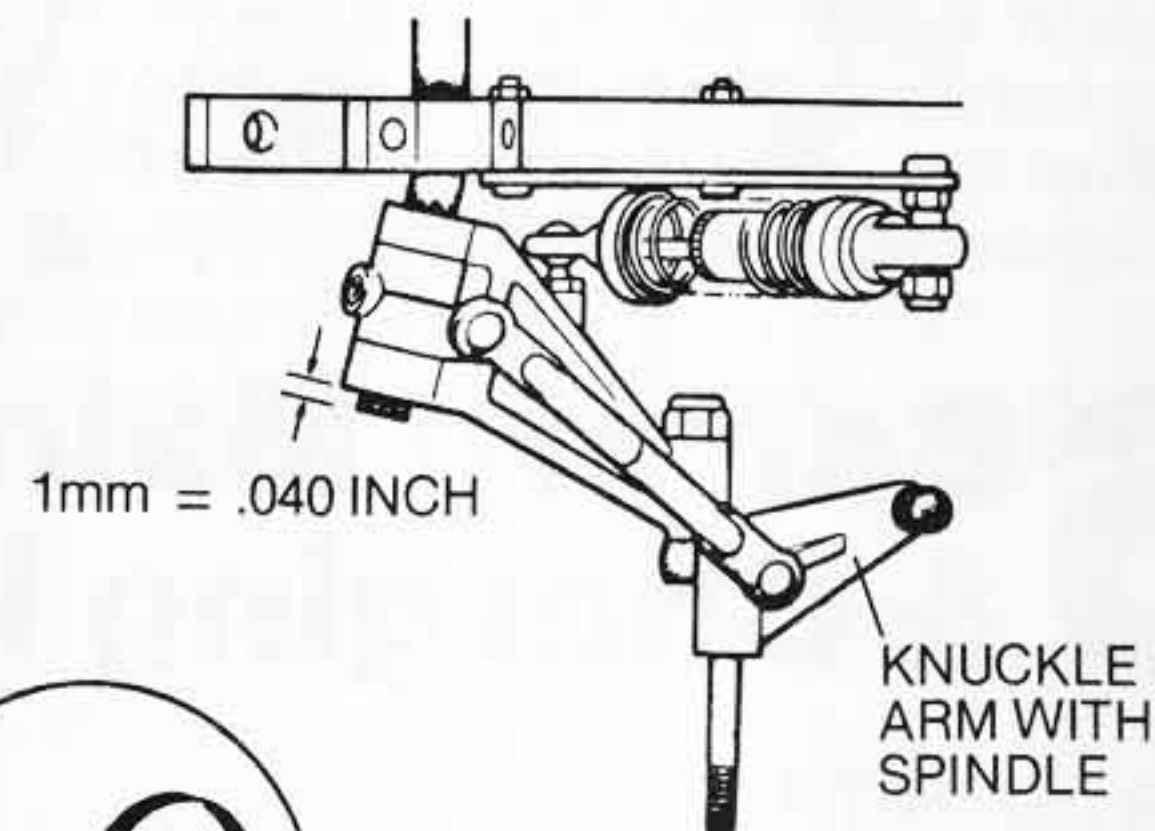
The ride height of the car should be set as shown in the diagram. Adjust by loosening the set screw in the upper spring collar on each shock absorber assembly (and moving the collar up or down as required). Tighten the set screw.



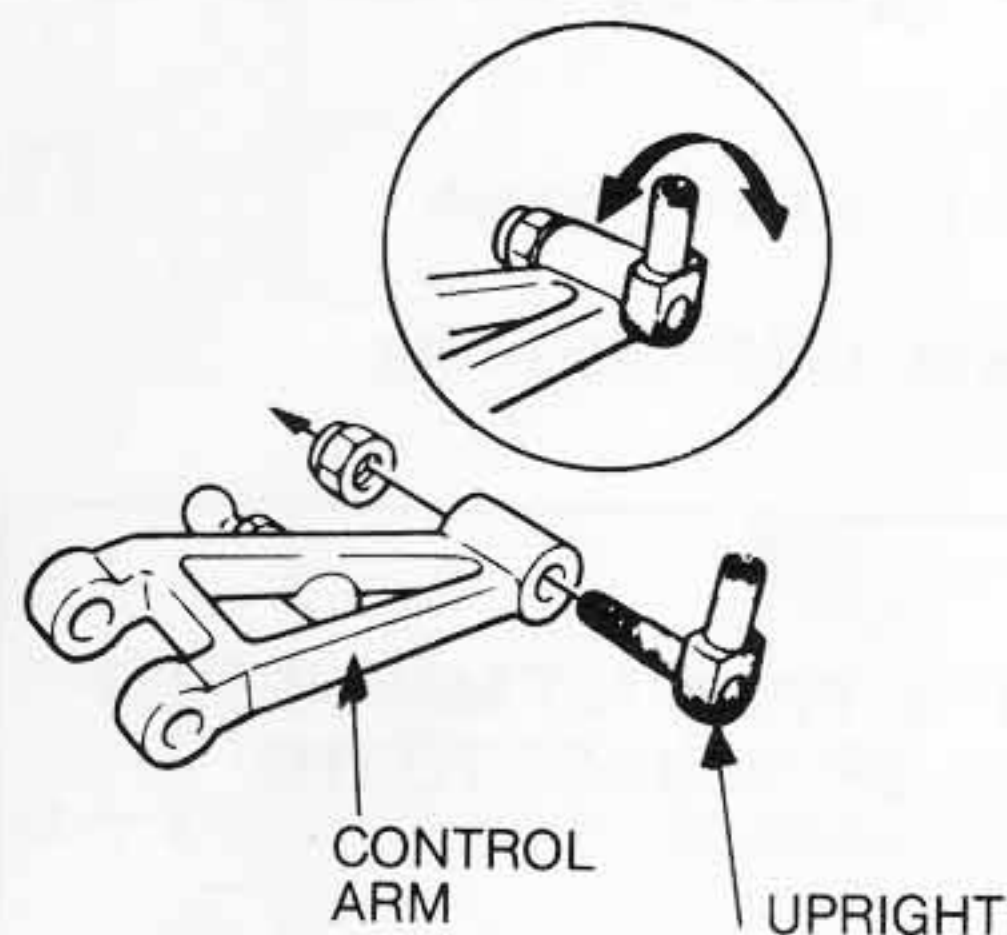
The lower control arm mounting shaft should be centered on the chassis (equal overhang on both sides) and parallel to the chassis when viewed from the side. If the shaft is out of parallel, the camber, caster and toe-in patterns of the suspension will be affected.



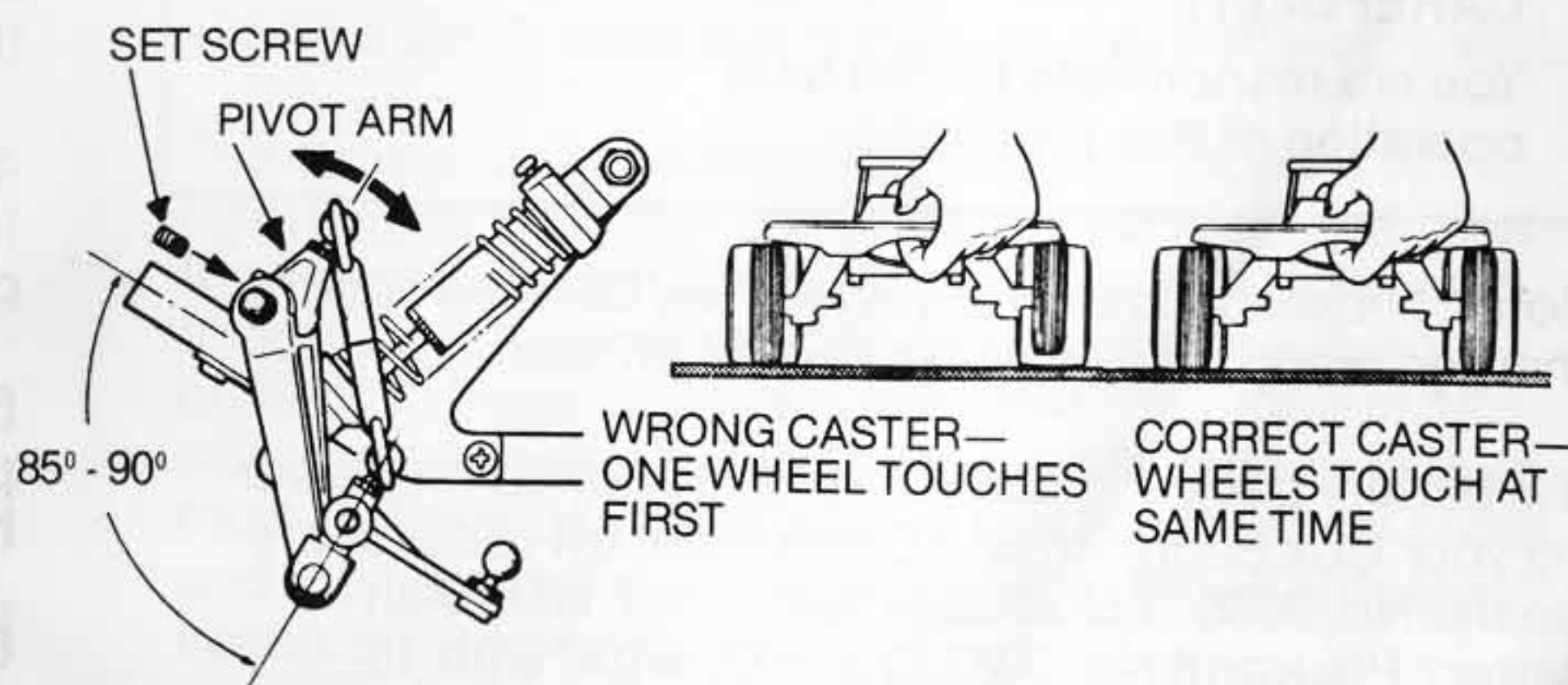
The control arms should be mounted on the cross bar 1mm (.040 inch) from the end as shown.



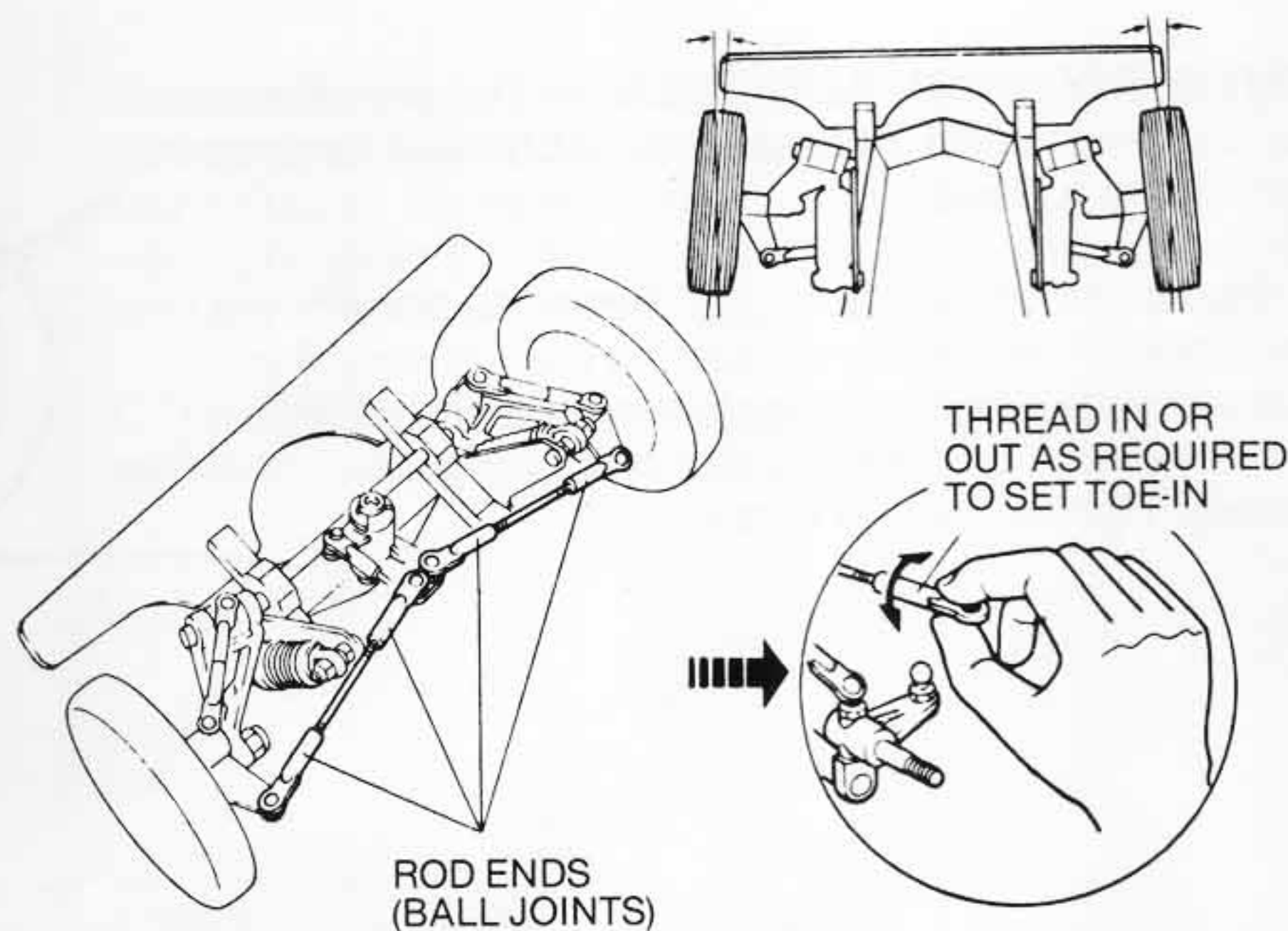
The upright should be free to pivot as the suspension moves. To adjust, tighten its retaining nut securely, and then back off 1/2 turn.



The caster (backwards tilt of the steering pivot axis) should be set so that the upright is at an angle of 85° to 90° with the front of the frame as shown. To adjust, loosen the set screw on the pivot and turn it as required. Tighten the set screw. Lift the front of the car until both tires are off the table. Now slowly lower it until the tires just touch the table. If one tire touches before the other, the caster is not set equally on both sides. Re-adjust the caster until both tires touch at the same time and the upright angle is 85° to 90° with the front of the frame.



The tie rods should hold the tires at $\frac{1}{2}^{\circ}$ to 1° **toe-in** per side when the servo saver is centered and the wheels are held in their most **toe-out** position. Both sides should be set equally. To adjust, remove one end of the tie rod from its snap-pivot and thread it in or out as required.



5 Motor Break In

The Mabuchi RS-450S electric motor used in the Scorpion and Sidewinder is ready to run right out of the box; however, its performance can be improved if you will take the time to seat the brushes by running it in. Set the car up on blocks so that the wheels do not touch the ground/table. Plug in a fresh (see Section 6 for charging instructions) motor-battery pack, turn on the radio, and advance the throttle to the low speed position. Allow the motor to run—with the wheels off the ground—for 15 minutes. Turn it off for 15 minutes to allow the motor to cool, and then run it for a second 15 minute run. You may have to recharge your motor-

battery part way through the second run. If you have the patience, another 15 minute cool down and a third 15 minute cool run is optional. Do not break the motor in at higher speeds—this is a low voltage break in. Higher voltage may cause arcing at the brushes and do more harm than good. After you have advanced, the throttle at the beginning of each 15 minute run, you can turn off the transmitter and receiver to save their batteries. The receiver on-off switch does not control the car's motor, and once the throttle (speed selector switch) is set, the motor will continue to run if the receiver is shut off.

6 Battery Maintenance & Charging Instructions

FOR USE WITH:

No. 9086 Nickel Cadmium 6 cell—1200 Mah
Battery Pack
No. 9087 Quick Charger with 15 Minute Timer
(6 cell 1200 Mah)

WARNING

IMPROPER USE OF THIS PRODUCT MAY RESULT IN PERSONAL INJURY OR DAMAGE TO THE PRODUCT.

READ THE FOLLOWING INSTRUCTIONS CAREFULLY!

You are responsible for the safe operation of this product.

Motor: Nickel-cadmium batteries may be used and recharged many times without loss of efficiency.

The battery pack and quick charger required for powering your Cox Scorpion and Sidewinder off-road racers are the No. 9086 Nickel-cadmium 6 cell 1200 Mah Battery Pack and No. 9087 Quick Charger with 15-minute timer (both sold separately).

This quick charger is designed to plug into the cigarette lighter of your car and draw energy from your car battery to recharge your battery packs.

To recharge the battery-pack use the following steps:

1. Plug the battery pack connectors into the charger cable connectors.
2. Lay the pack on a piece of paper or wood in case it leaks. Plug the other end of the charger cable into the cigarette lighter of your car.
3. Turn the timer knob and set to 15 minutes to begin the charging process.
4. When charging is complete unplug the charger cable from the cigarette lighter. Unplug the pack from the cable.
5. Make sure that the motor switch is in the "off" position. Replace the motor-battery pack in the holder and connect the motor plug.
6. In the Scorpion and Sidewinder, close the plastic door in the bottom of the vehicle.

PLEASE READ!

If you have purchased a spare motor-battery, you may wish to run with it while the original pack is being recharged.

The motor-battery pack must always be discharged before being recharged. If a run has just been made, recharge as described. If, however, it has been a day or more since the last charge and you are not sure just how much charge is left, discharge the pack by turning on the motor switch. Let the motor run until it slows noticeably. Turn the motor switch off and recharge.

When the motor-battery pack is being recharged it is possible for it to get very warm. To prevent possible damage to the model or injury to you, remove the pack from the model before charging. Do not hold the pack during charge.

Remove the motor-battery pack. **NEVER PULL ON, OR LIFT THE PACK BY THE WIRES.**

Unplug the motor connector from the pack by grasping the **BODY** of the connectors and pulling apart. **USE CARE**, the connectors are a tight fit and some pressure will be needed to get them apart.

NOTE: To insure maximum life from your pack it is recommended that you do not discharge/recharge the pack more often than once every 20 to 30 minutes.

MOTOR BATTERY SAFETY—These nickel-cadmium batteries are rechargeable and designed for heavy use, however, there are important safety precautions that **MUST** be observed to prevent possible damage to the motor-battery pack or injury to you.

- Never charge the motor-battery for longer than 15 minutes.
- Never charge with the car engine running.
- Do not charge without ventilation.
- Do not short circuit; may cause burns.
- Do not allow smoking, sparks, or open flame near charging battery; vent gases may explode.
- Never hold the motor-battery while charging.
- If motor-battery gets hot, makes a "popping" sound, or leaks a liquid during charge—do not charge further. Disconnect from charger immediately! The pack has overheated and will be damaged by further charge. Avoid contacting the liquid since it is corrosive.
- Never store or transport your model with the motor-battery installed. If battery has leaked, liquid may damage radio equipment.
- Always discharge motor-battery by running motor until model stops all movement before charging to avoid over-charge.
- Never discharge/recharge the motor-battery more than 4 times in rapid succession without allowing it to cool.
- Do not incinerate or mutilate; may burst and release toxic materials. Electrolite is caustic.
- Do not allow skin or eye contact. Flush with water if accidentally exposed and call a doctor immediately.

MEDICAL WARNING

The liquid in the nickel-cadmium battery is **POTASSIUM-HYDROXIDE** and is **HIGHLY CORROSIVE**. If liquid touches the skin wash immediately with water and apply vinegar or other mild acid. **IF LIQUID ENTERS EYES FLUSH WITH WATER AT ONCE! FLUSH EYES FOR AT LEAST 15 MINUTES AND GET IMMEDIATE MEDICAL AID!**

7 Running the Scorpion and Sidewinder

The Scorpion and Sidewinder are designed as off-road vehicles and to take the abuse that such terrain and driving style normally involves. Dust, dirt, gravel, ruts and bumps are all normal fare. Even mud and water are taken in stride if you have sealed the wire exit holes—both the motor and the battery holes—from the radio box with silicone. However, don't submerge the cars in a deep puddle and park it there . . . the radio box cover will leak unless you have thoroughly sealed it with silicone too. If you do seal it, be sure to run an external charge cord to the outside so you can charge the receiver batteries without removing the sealed cover. After running the cars in mud and water, clean them up while the mud is still soft and easy to remove and then oil the wheel hubs.

The shocks and gear box are not perfectly sealed and will leak oil. For best performance, check them before

each days run. The shocks can be run dry, but the ride will be more bouncy. The gear box oil level must be checked periodically to assure maximum life.

Since some oil leakage is expected, store the car in a box or tray that will keep the oil from making a mess at home. A foil cake pan is inexpensive and works well.

The critical bolts on the chassis are all secured with nylon insert locknuts, but there are **many** plain nuts on the chassis as well. These nuts may shake loose and should be tightened periodically. Applying a thread cement to these fasteners will solve the problem, but will also make disassembly for adjustments or repairs more difficult. You may wish to run the car a few times, and then apply thread cement only to those nuts that consistently shake loose.

8 Parts and Repair

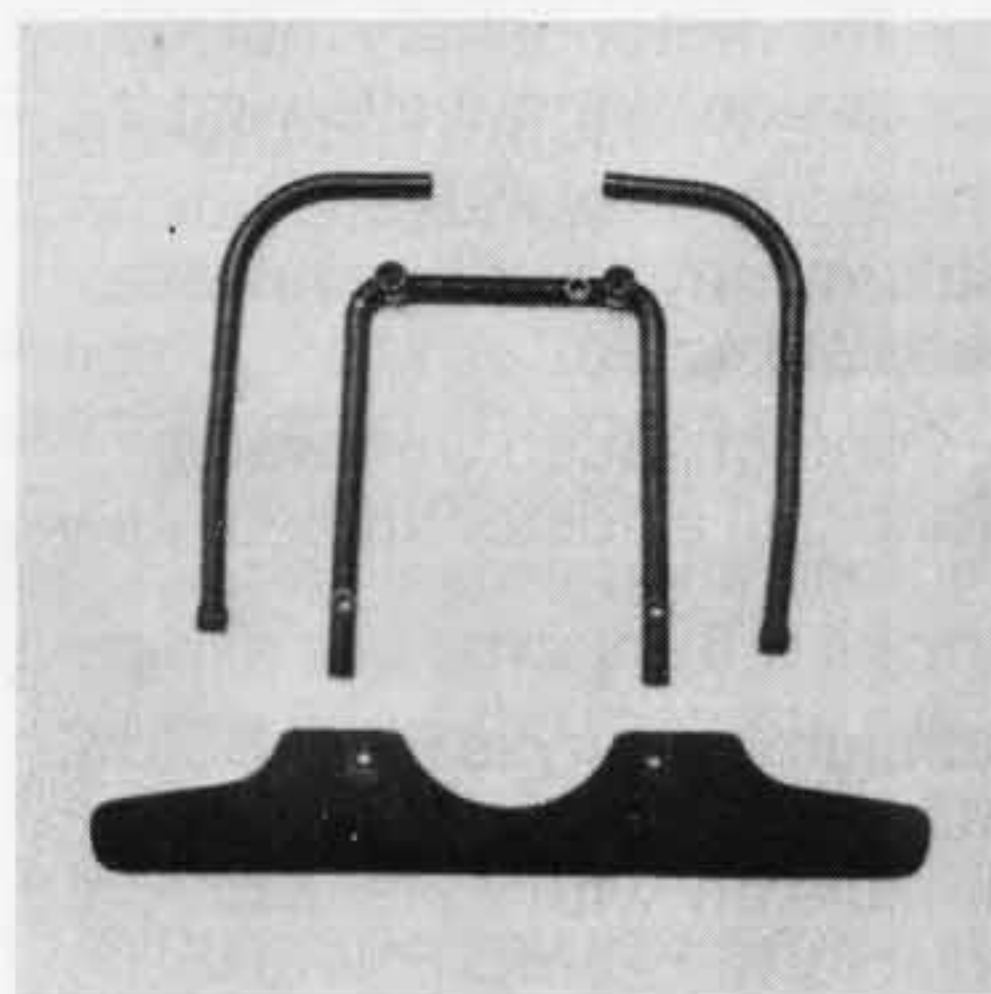
Running off-road vehicles—scale or real—is a higher maintenance activity than driving the family car to the grocery store. The Scorpion and Sidewinder are built very robustly, but expect some repairs to be necessary eventually. To make repairs as convenient as possible, Cox Hobbies is offering individual replacement part sets through your hobby dealers or direct from the Cox Hobbies Customer Service Department. You can buy just the parts that you need to repair a certain section of the car without buying a lot of extra parts that you don't need.

We have listed the parts kits below, and we suggest that you ask your dealer for them first. If you do order from Cox, please allow 2 to 3 weeks for delivery. Telephone orders will not be accepted.

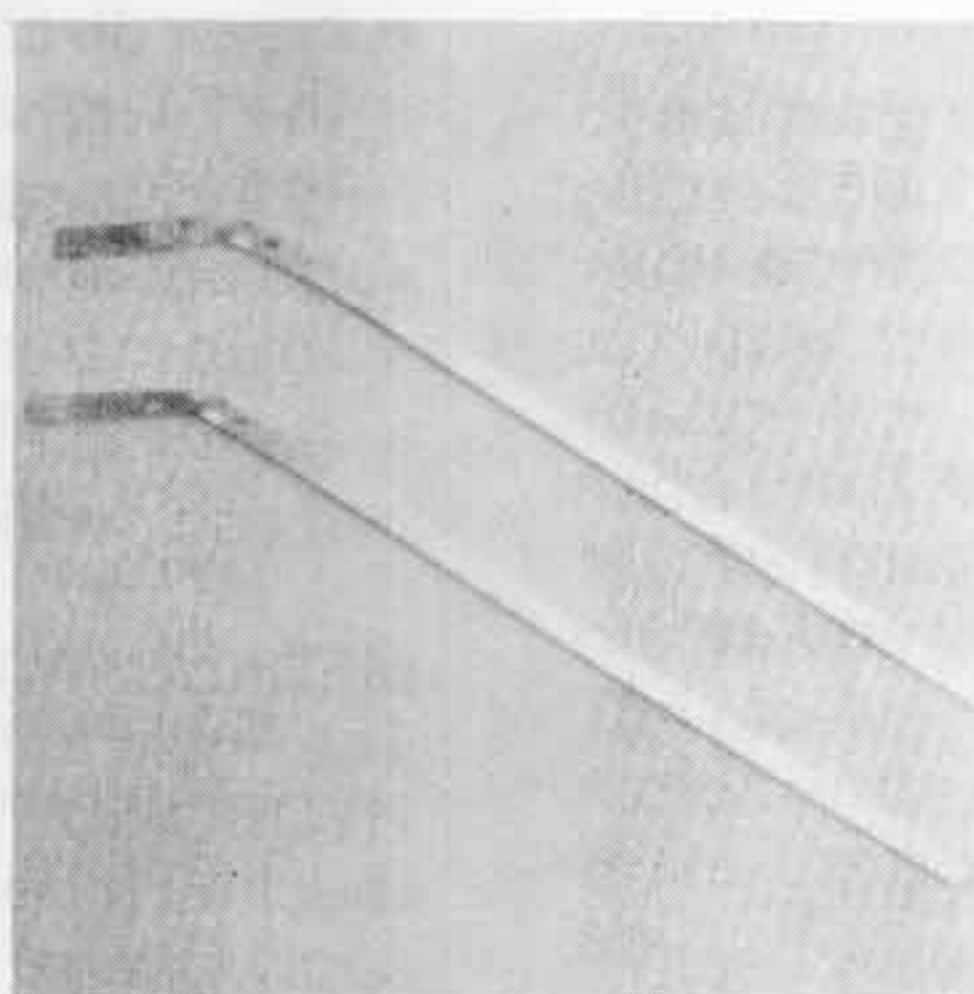
When ordering from Cox, please enclose your check or money order for the full amount including a \$1.50 handling charge. Minnesota residents only must add state sales tax. No C.O.D.'s please.

Send your order to:

**Customer Service Dept.
Cox Hobbies Inc.
4400 West 78th Street
Minneapolis, MN 55435**



#1 BUMPER SET



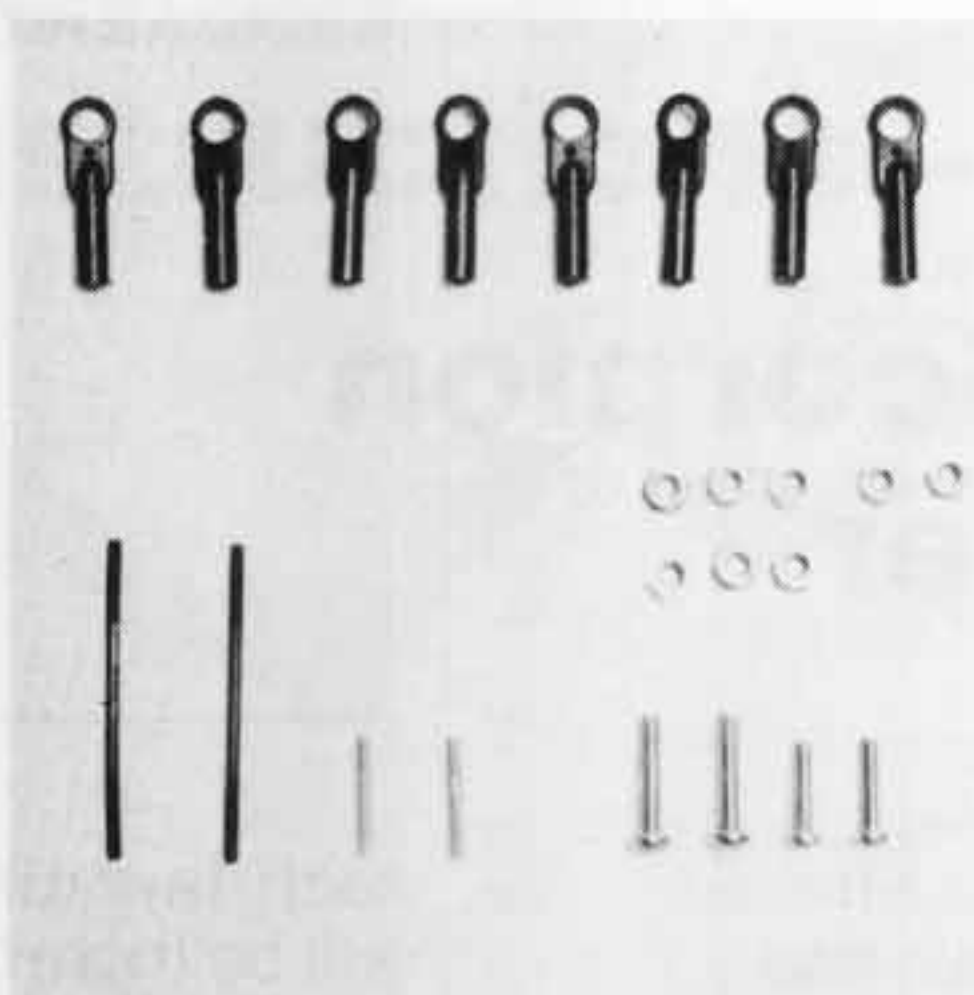
#2 CHASSIS RAILS



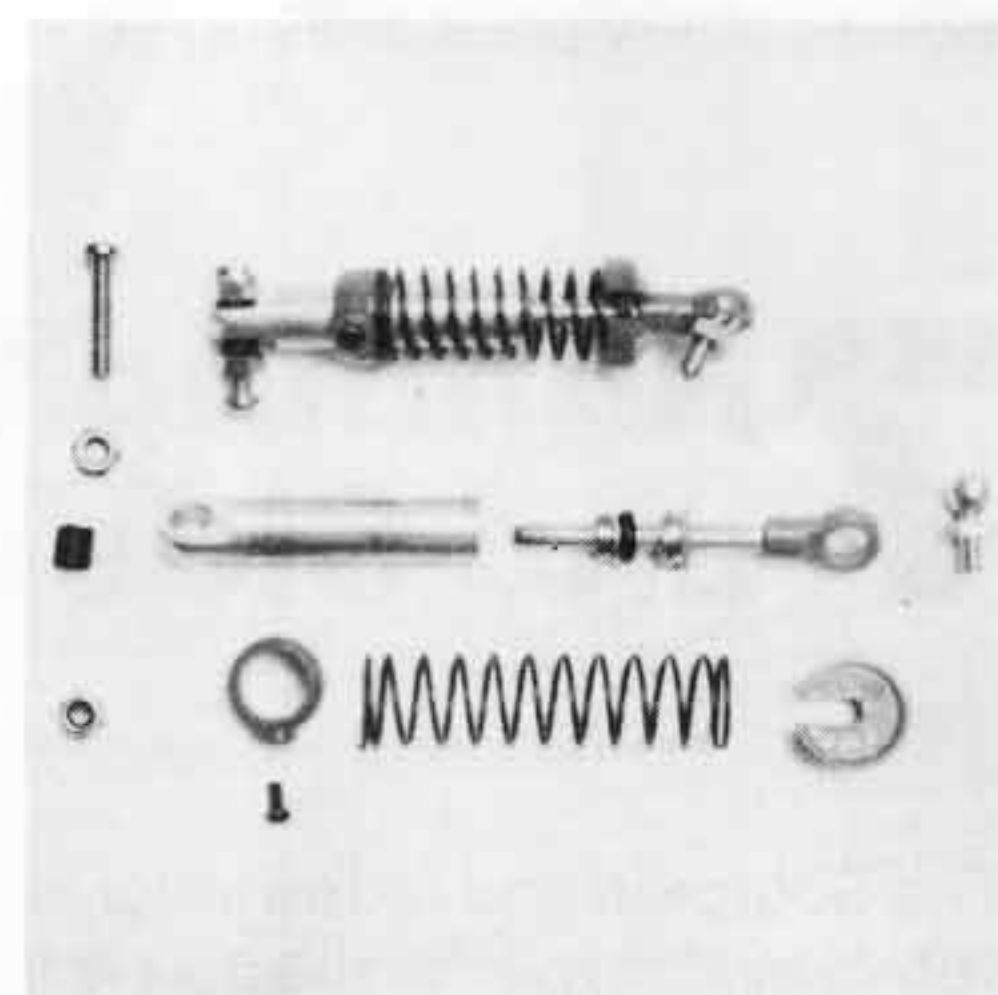
#3 FRONT CHASSIS SET



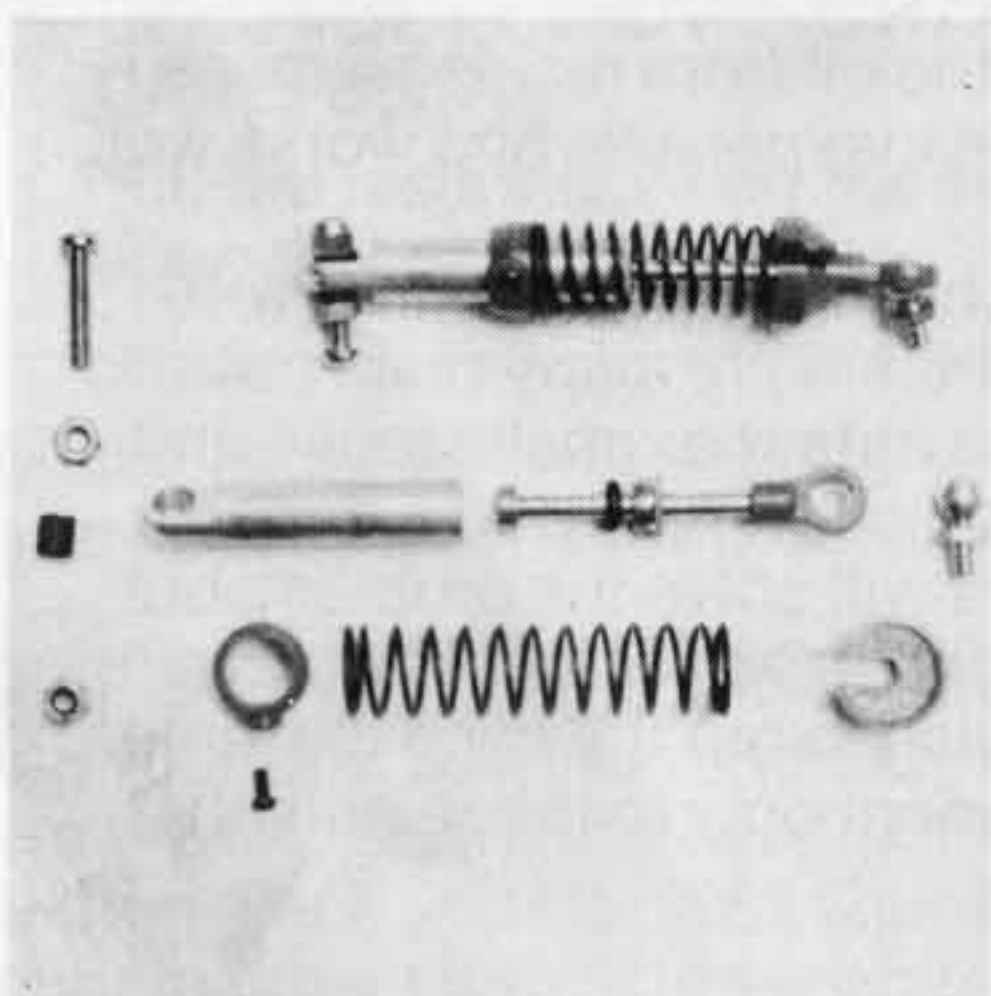
#4 FRONT SUSPENSION SET (LEFT)



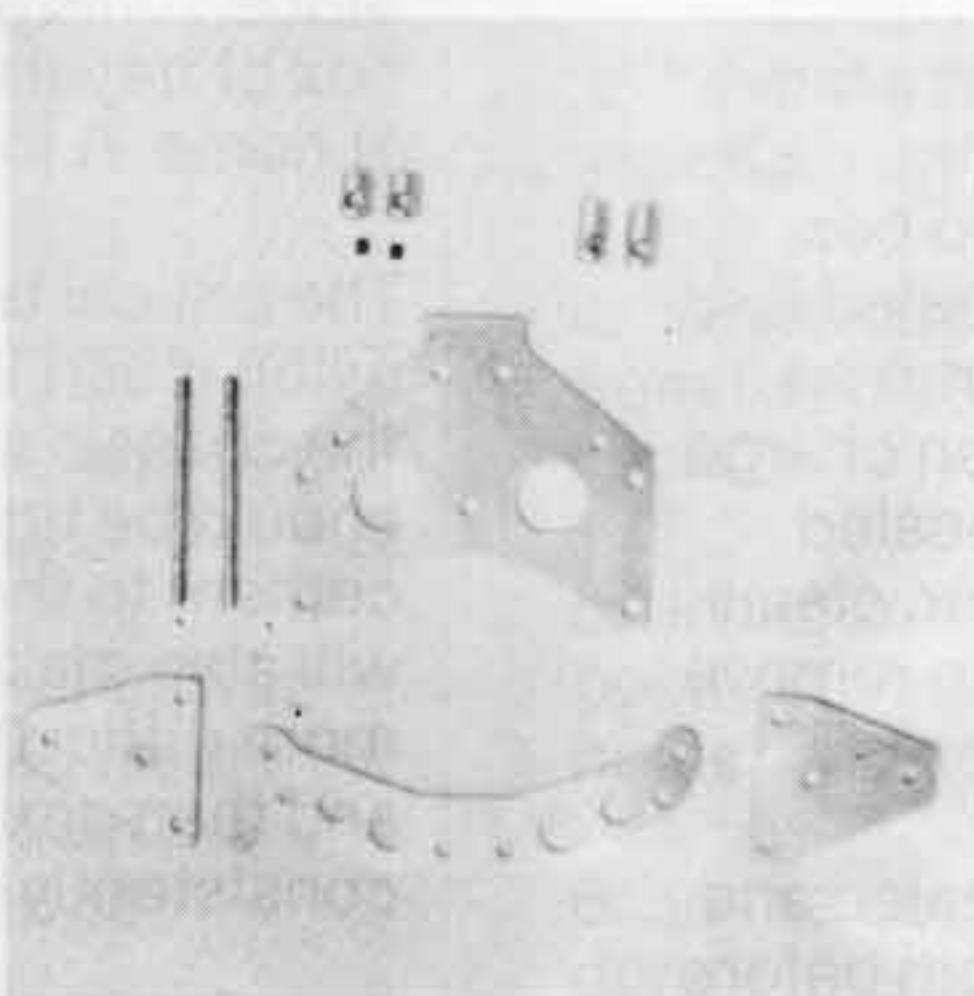
#6 TIE ROD SET



#7 FRONT SPRING & SHOCK SET



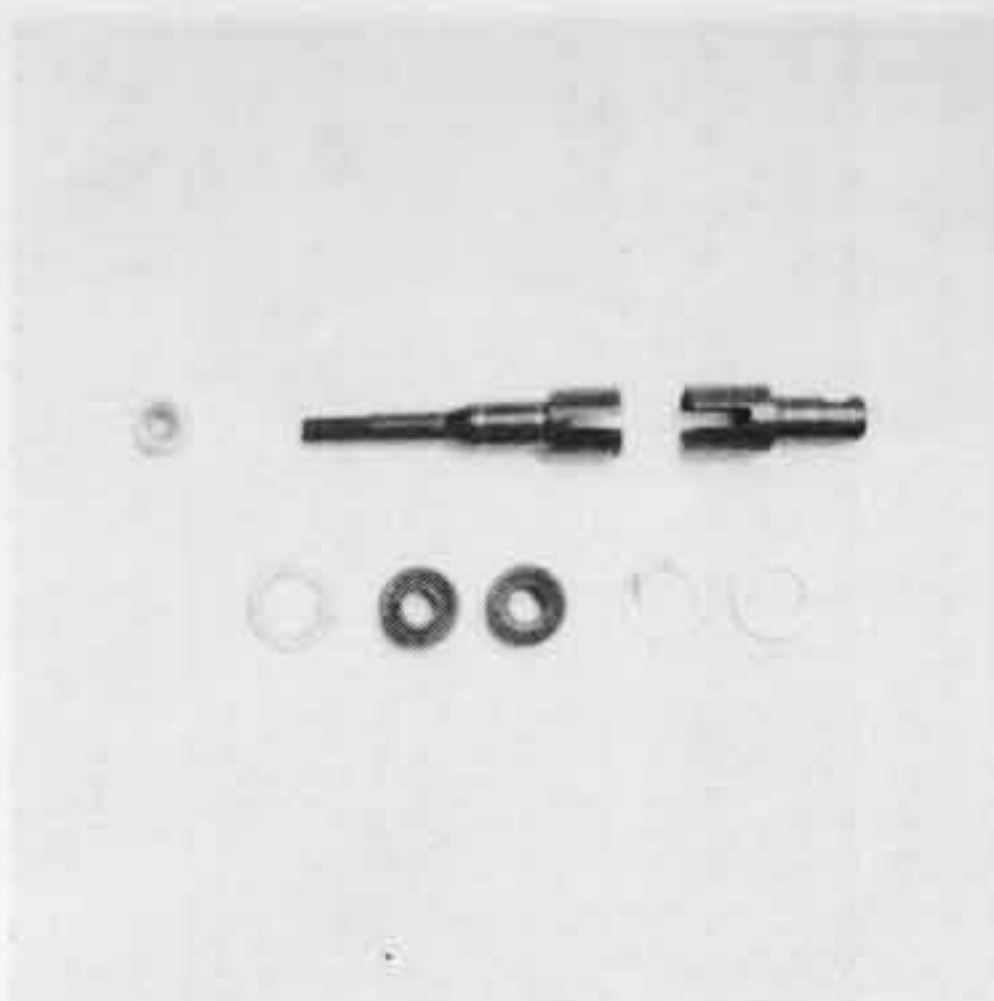
#8 REAR SPRING & SHOCK SET



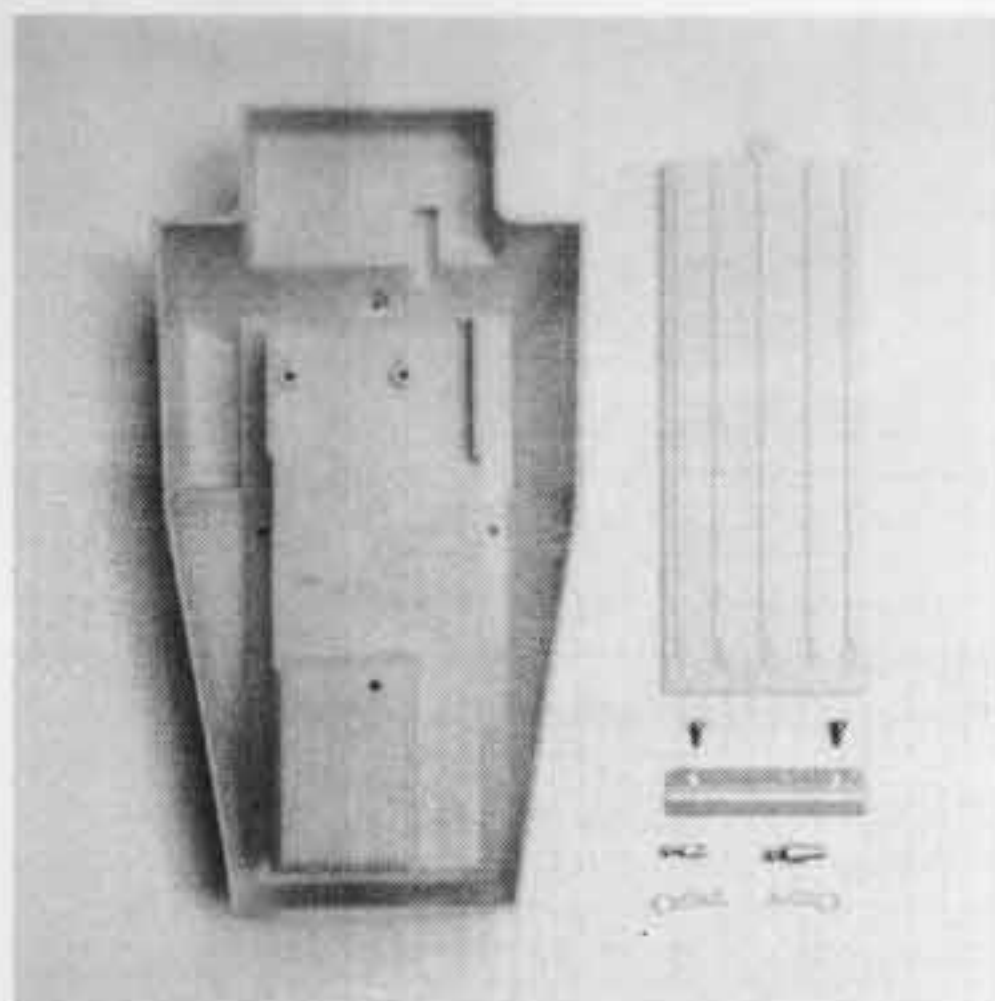
#9 REAR CHASSIS SET



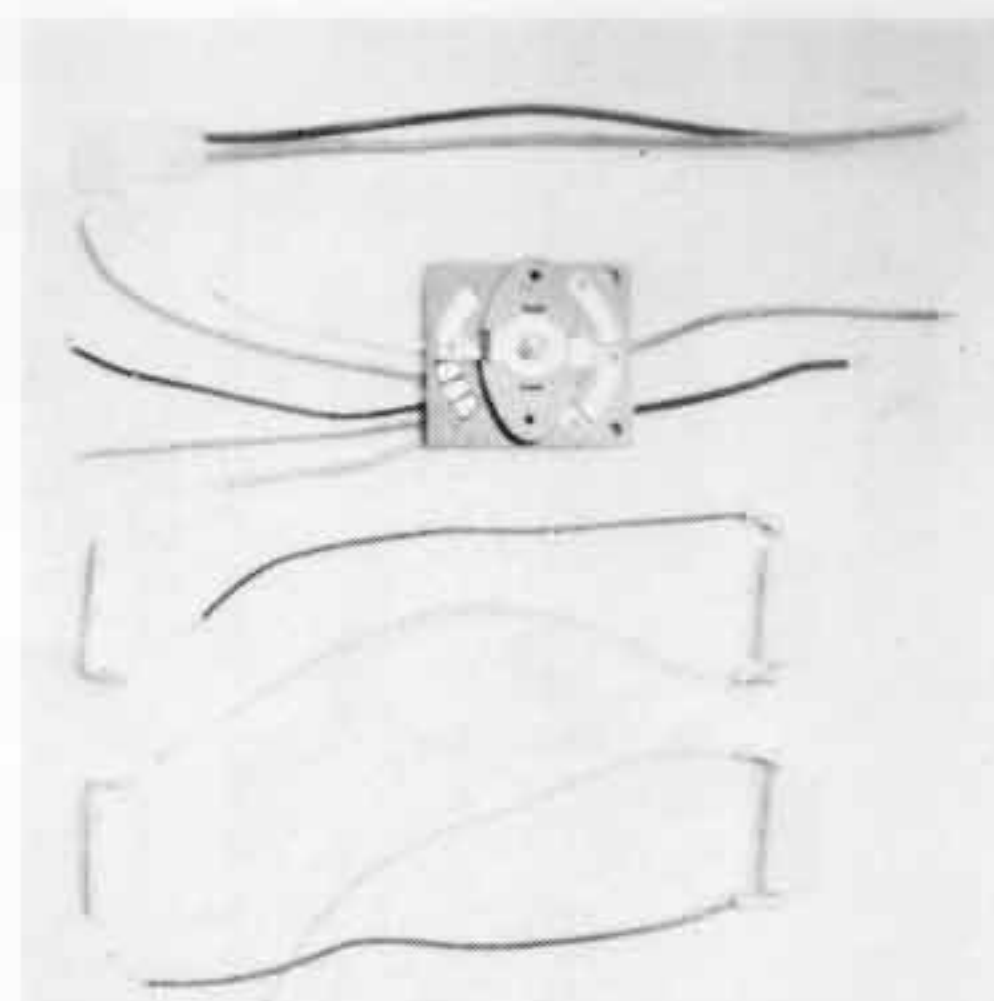
#10 DRIVESHAFT SET



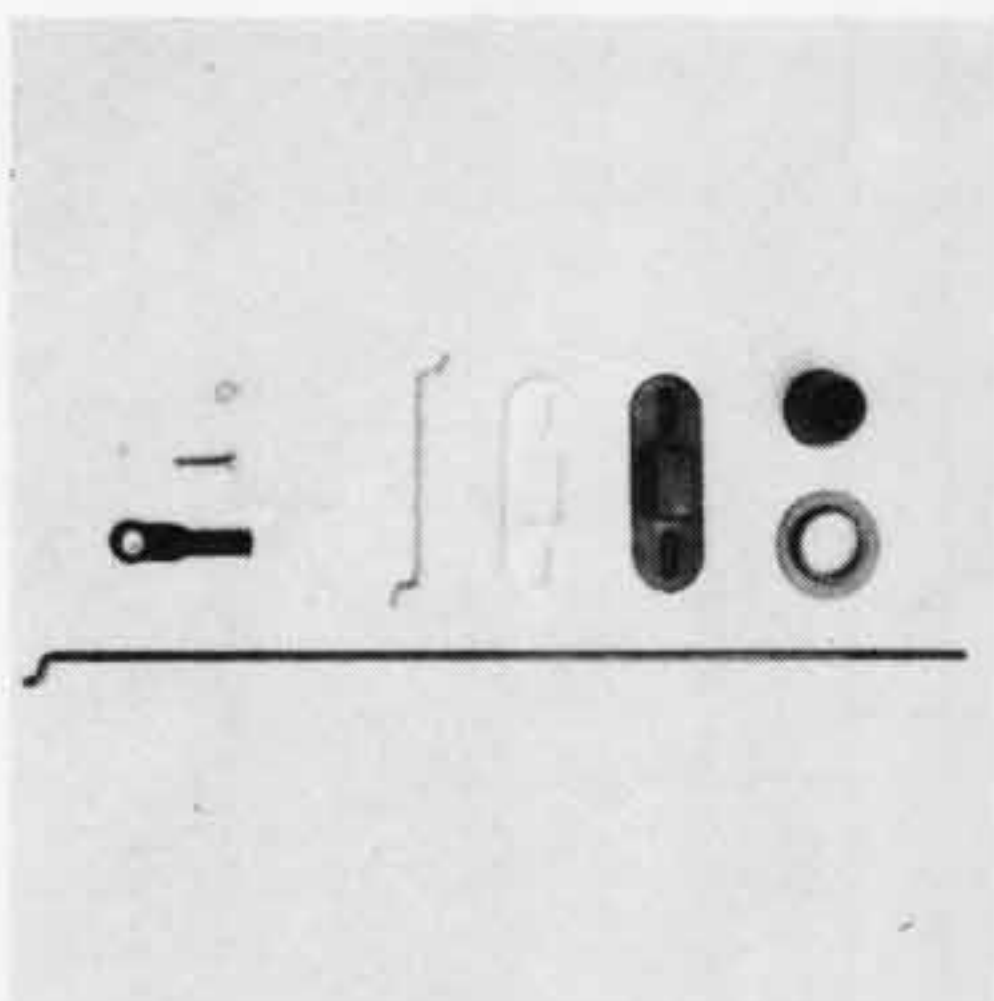
#11 REAR DRIVE SET



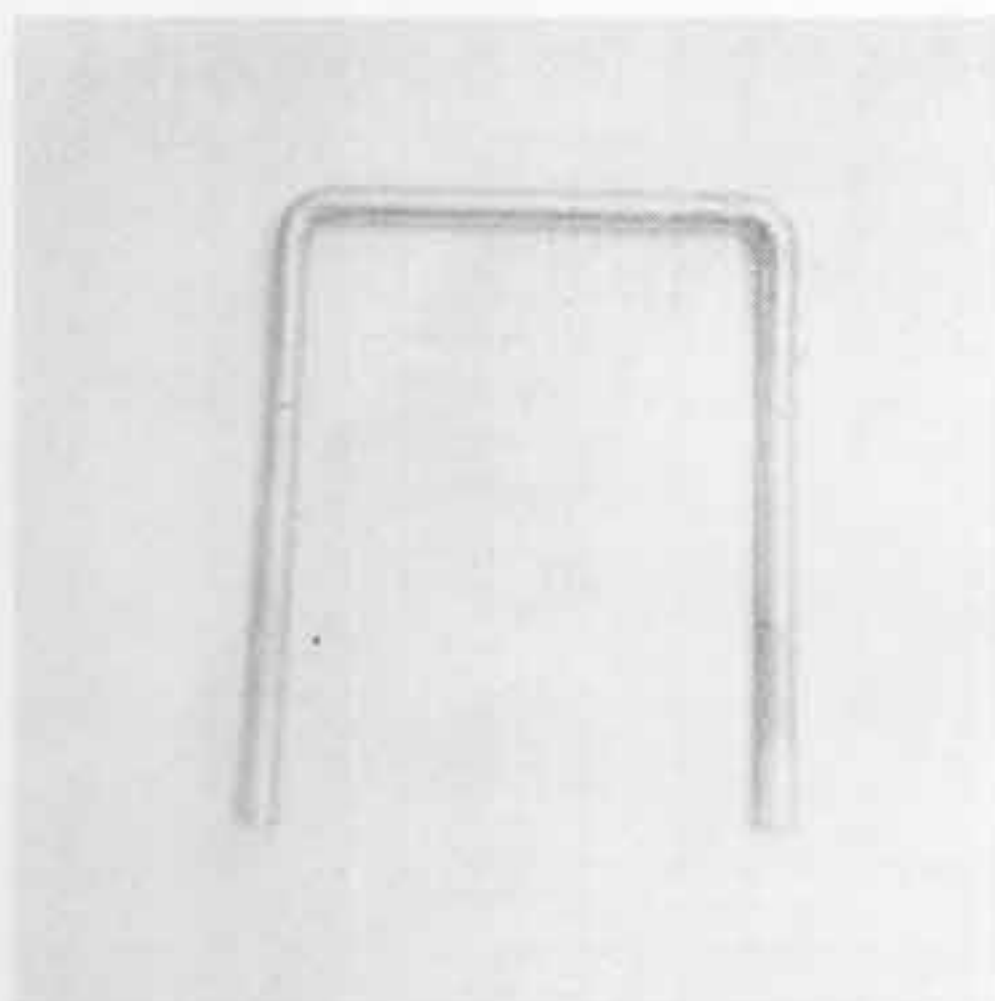
#12 RADIO BOX & COVER



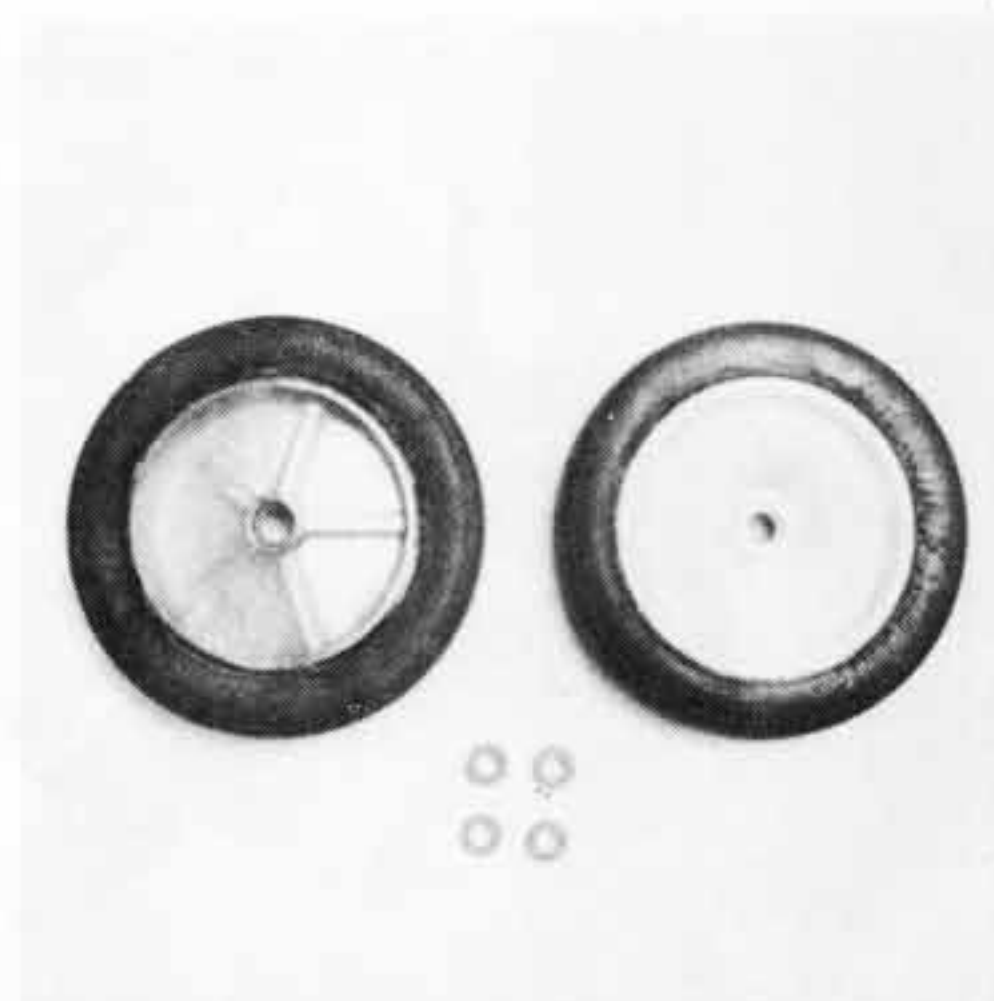
#13 SPEED CONTROL SET



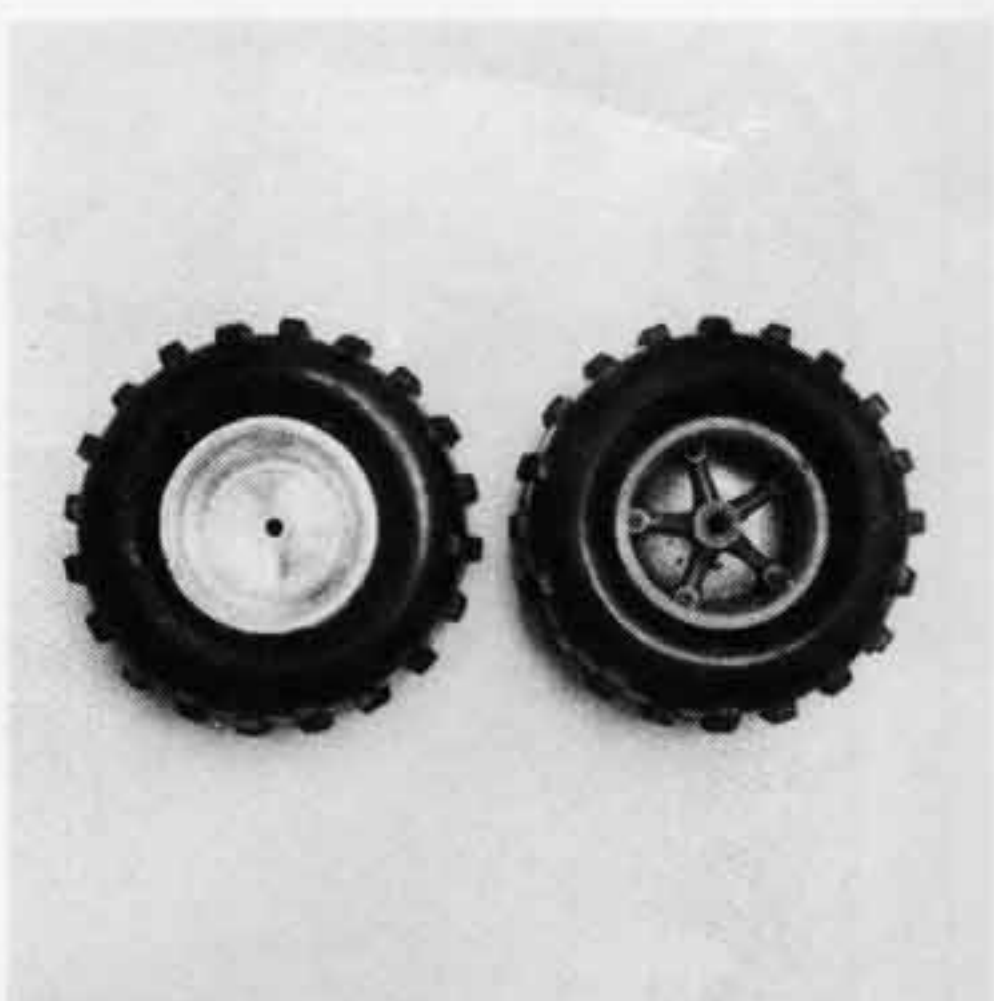
#14 LINKAGE & BOOT SET



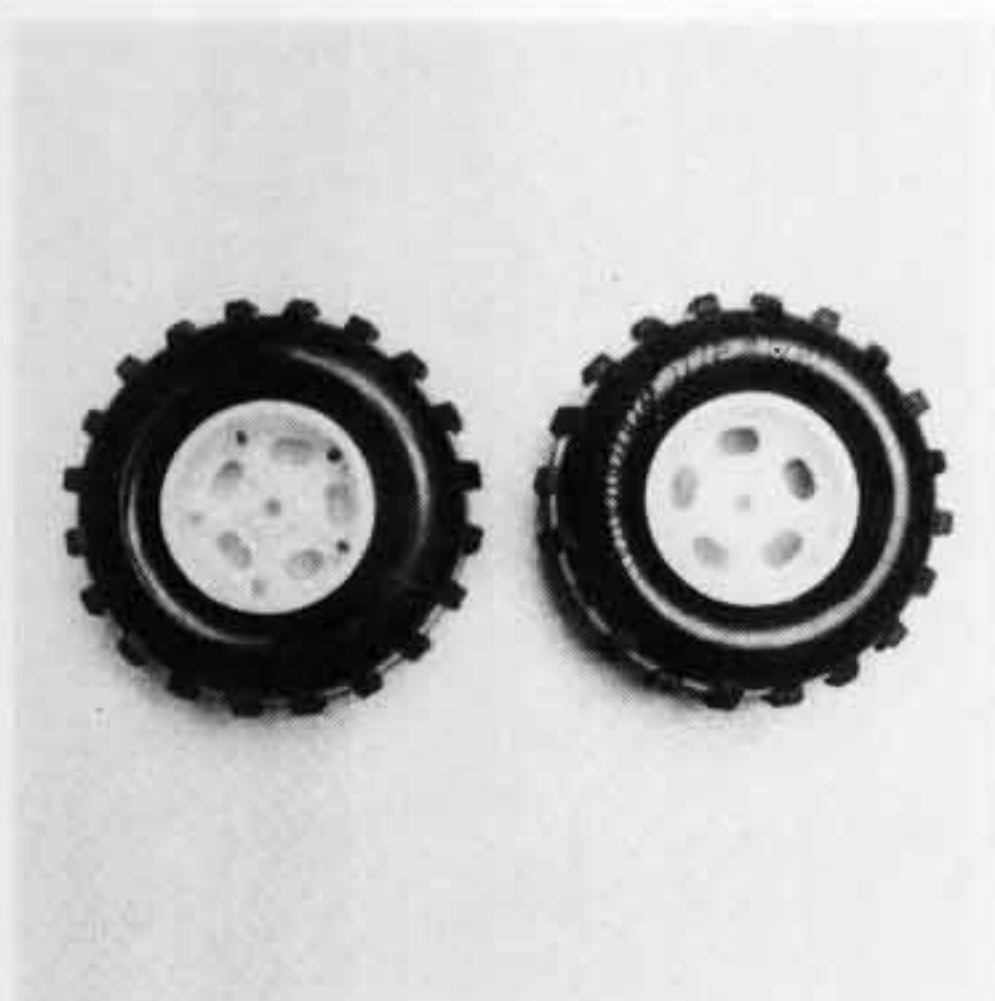
#15 ROLL BAR (SCORPION)



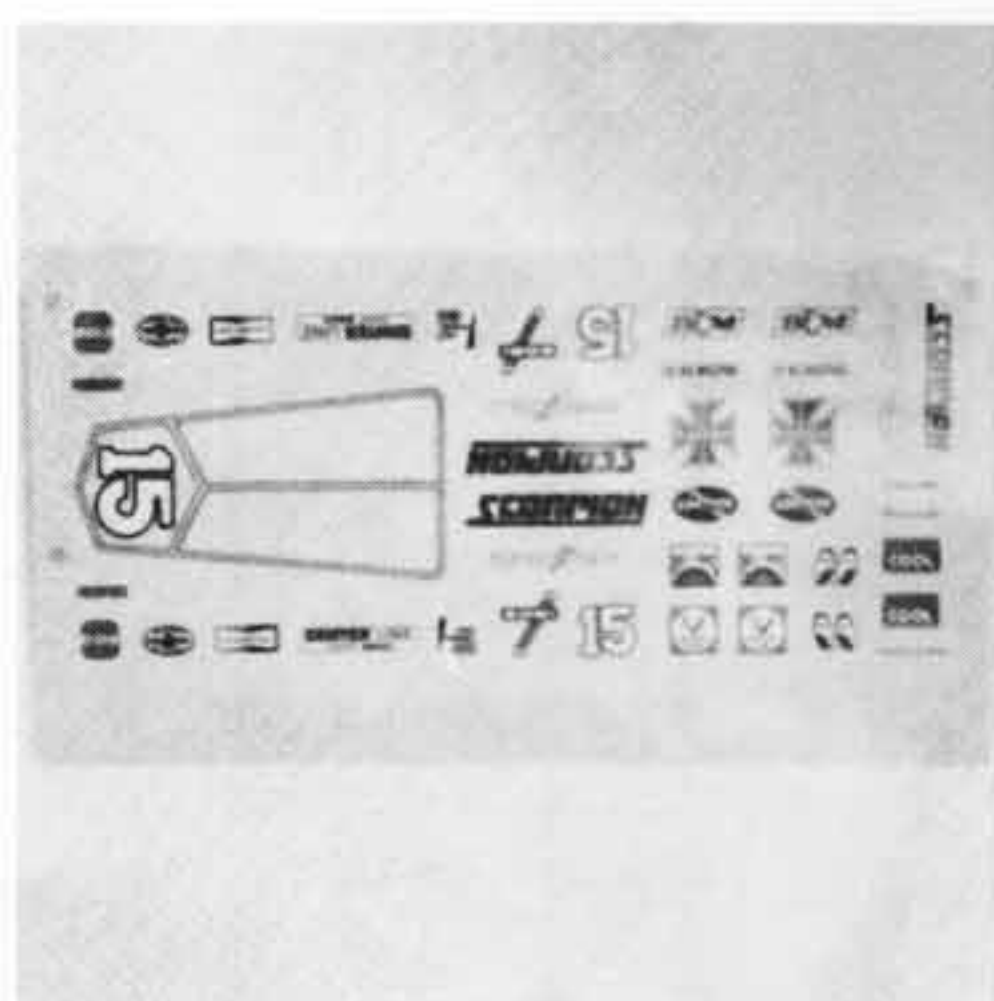
#16 FRONT TIRE & WHEEL SET (SCORPION)



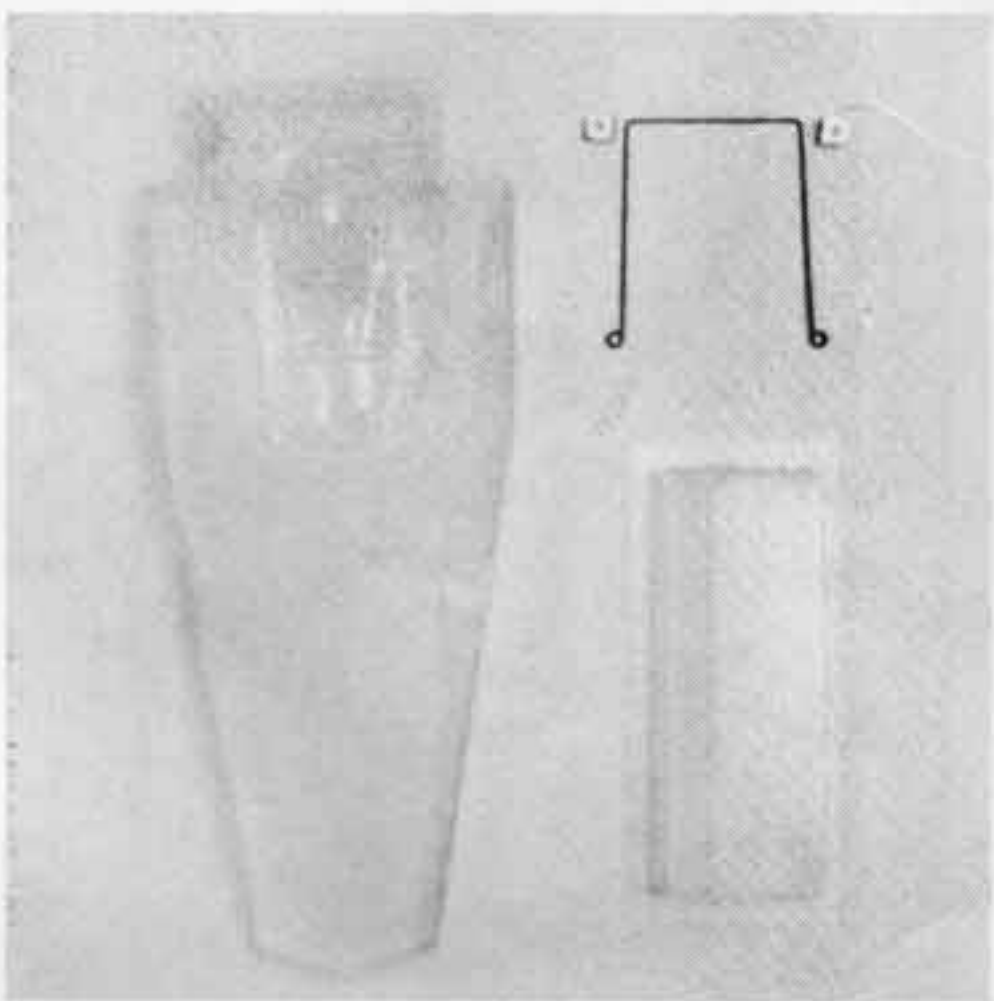
#17 REAR TIRE & WHEEL SET (SCORPION)



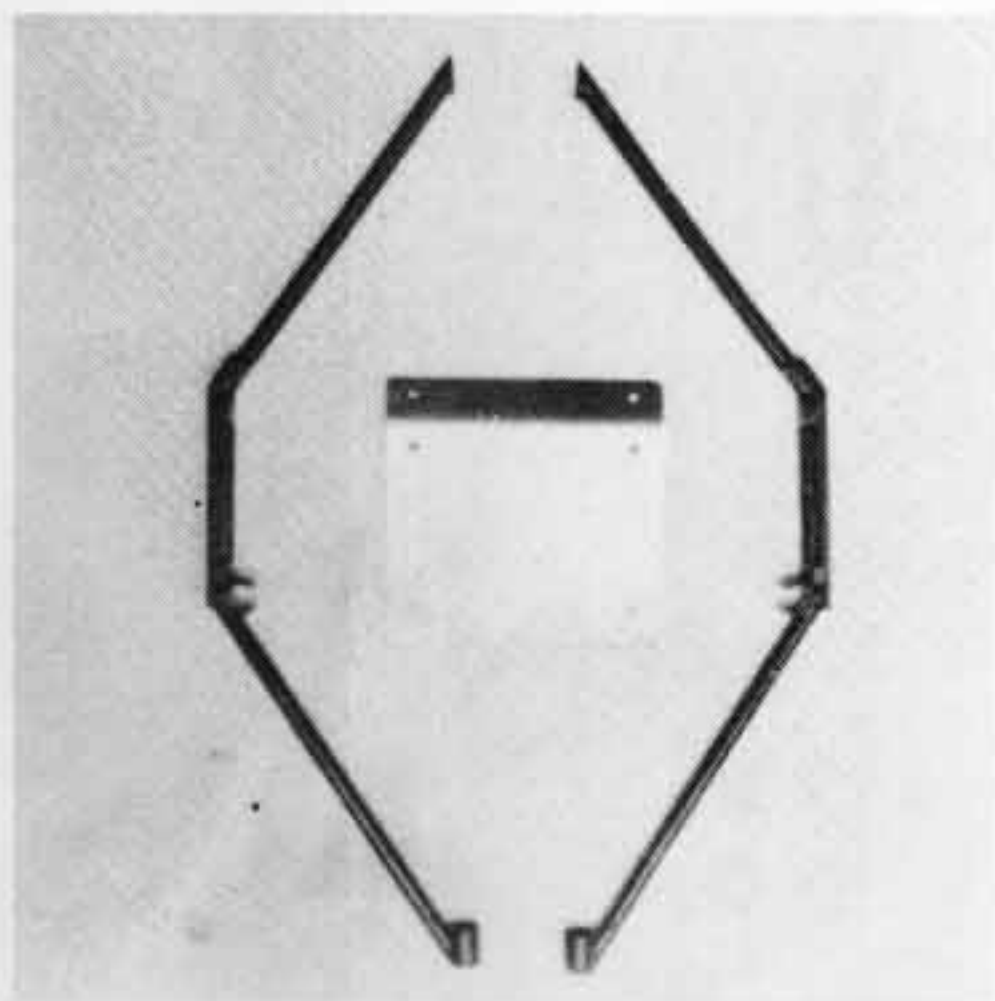
#18 TIRE & WHEEL SET (SIDEWINDER)



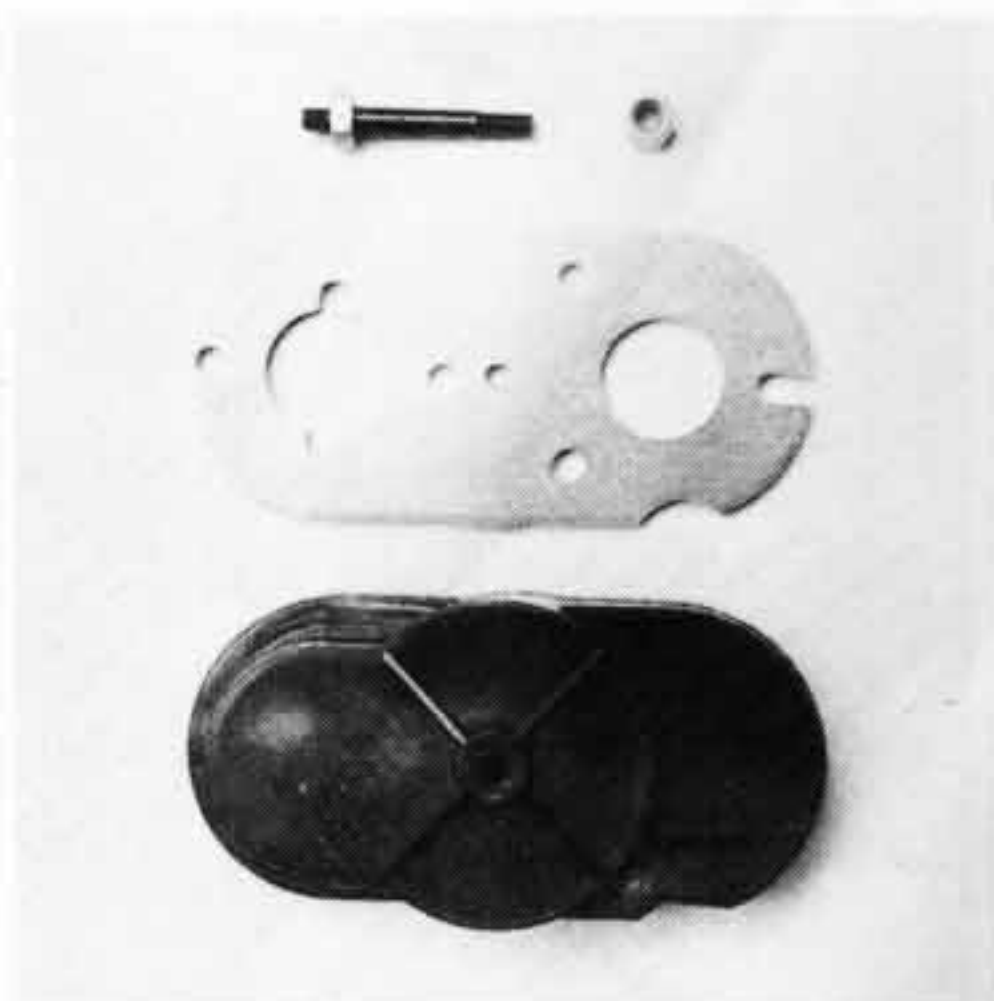
#19 DECALS (SCORPION)



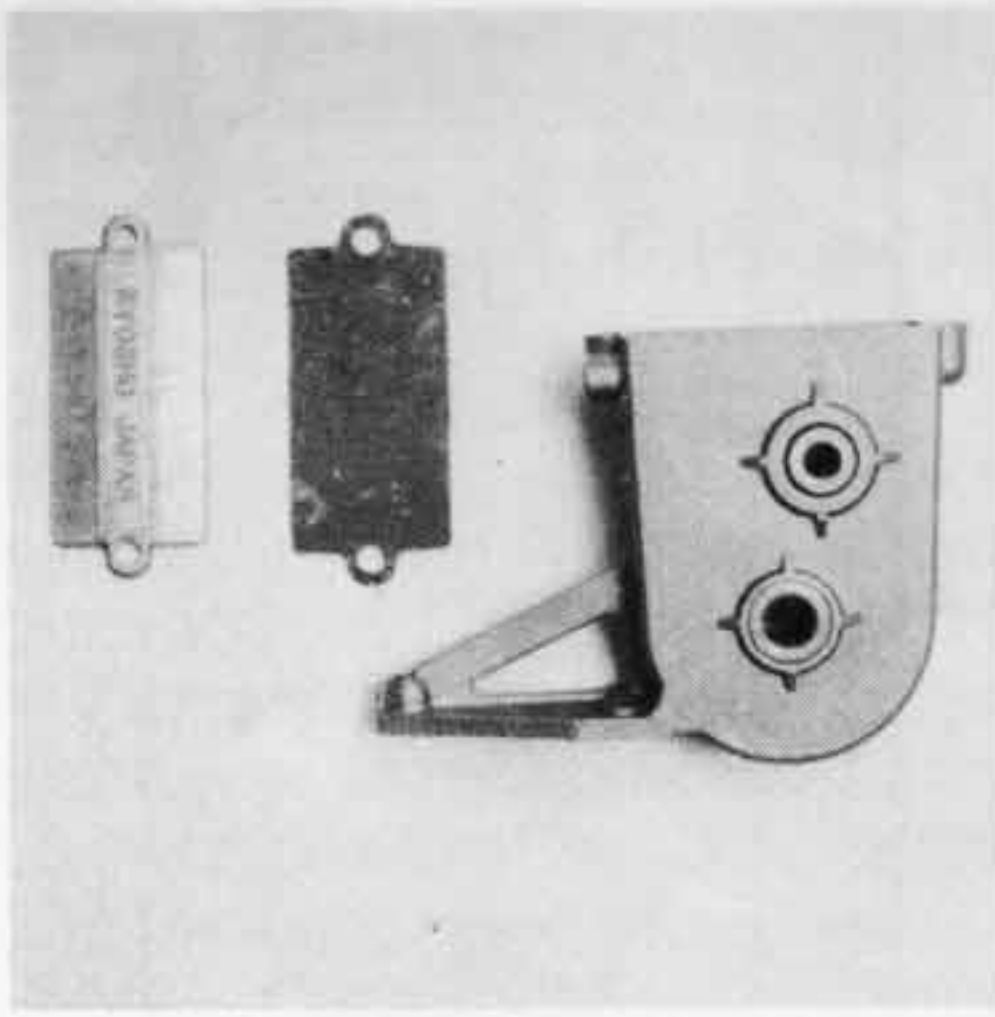
#20 BODY SET (SCORPION)



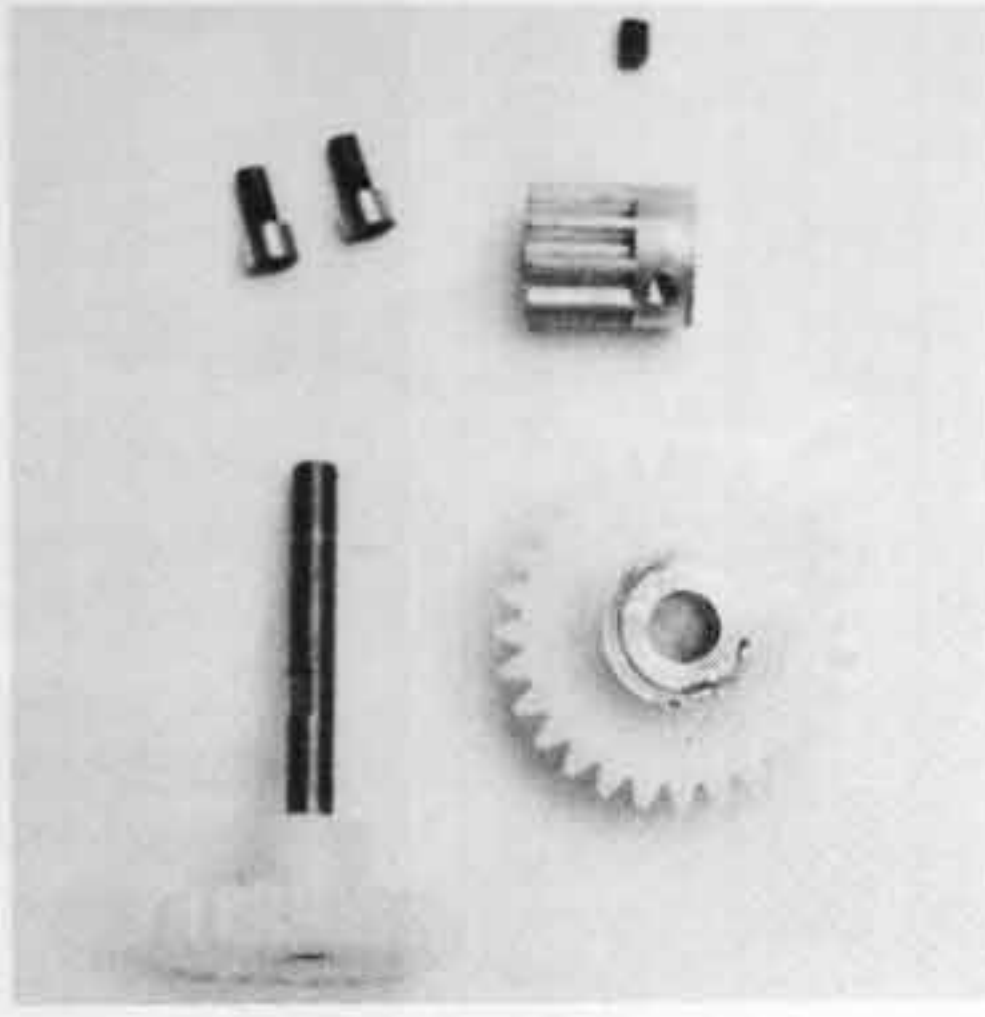
#21 ROLL CAGE (SCORPION)



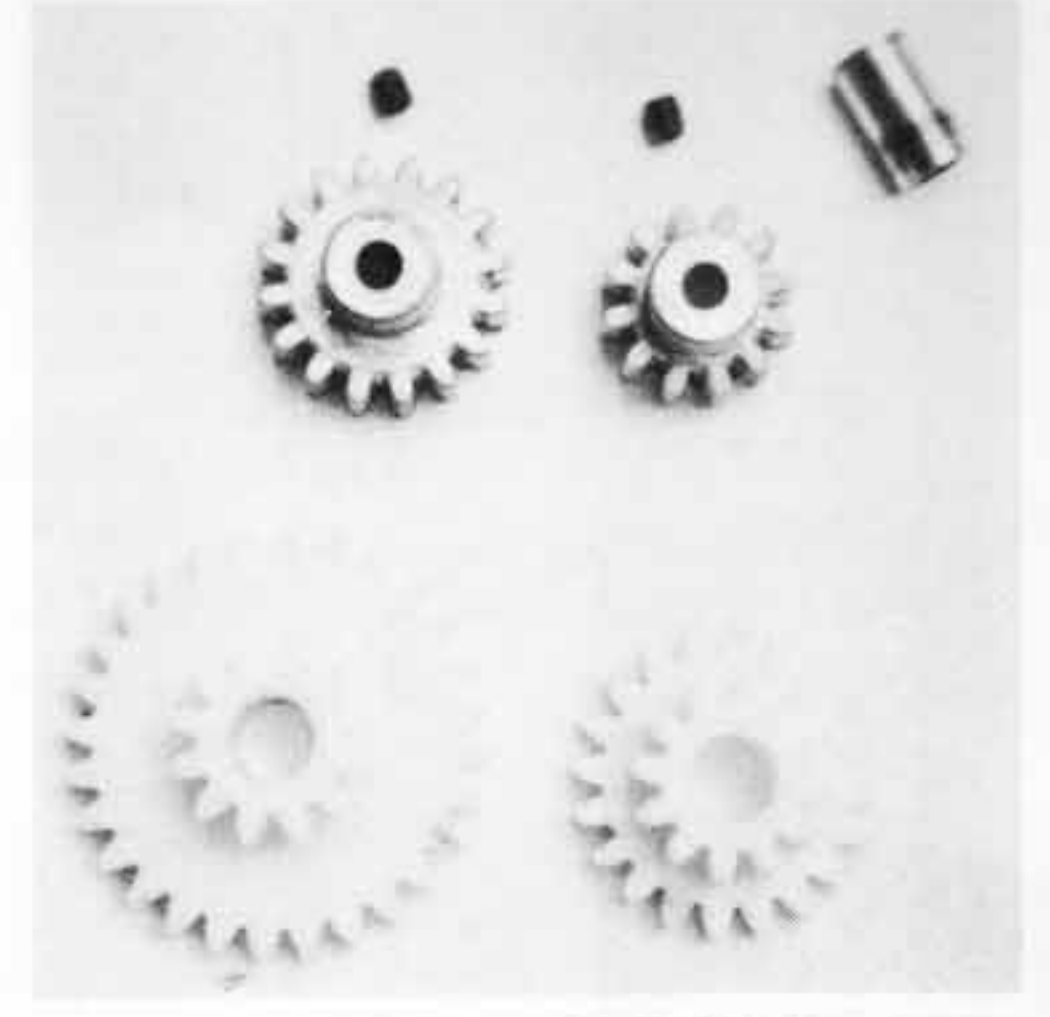
#22 GAR BASE & COVER SET



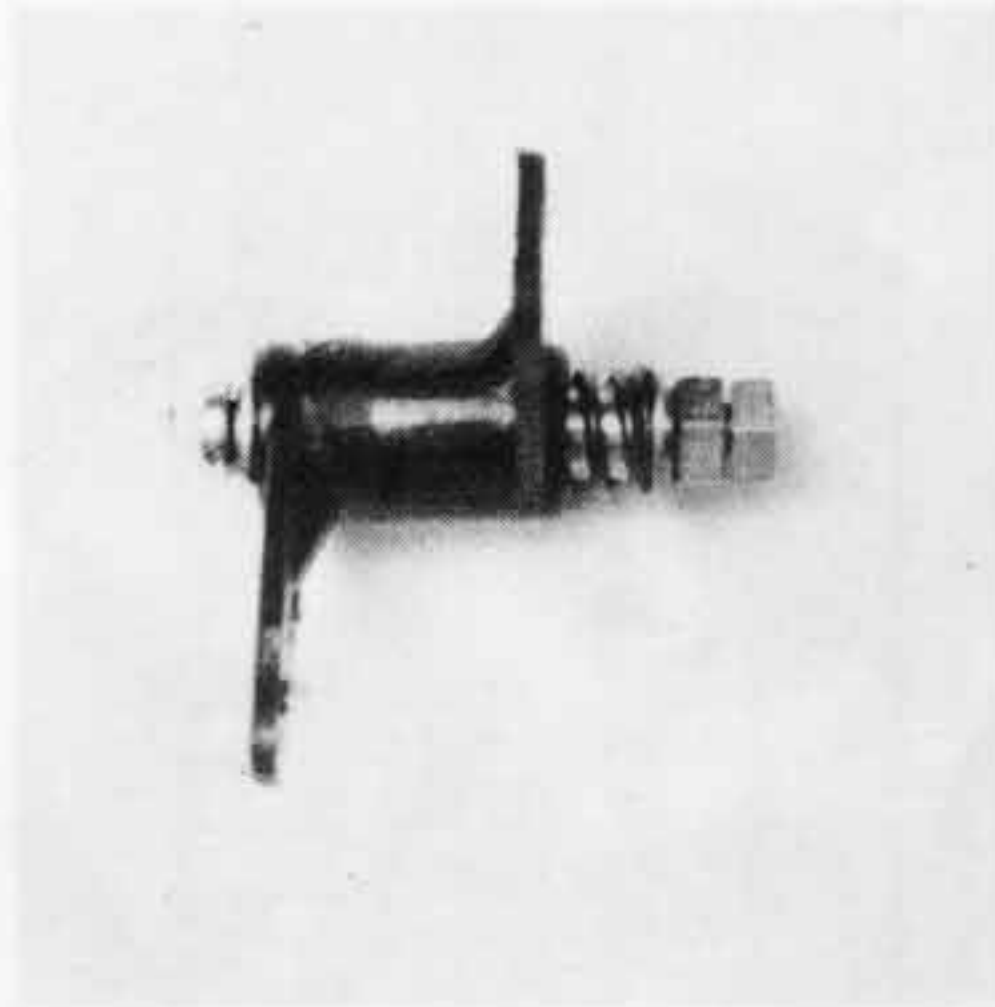
#23 GEAR BOX SET



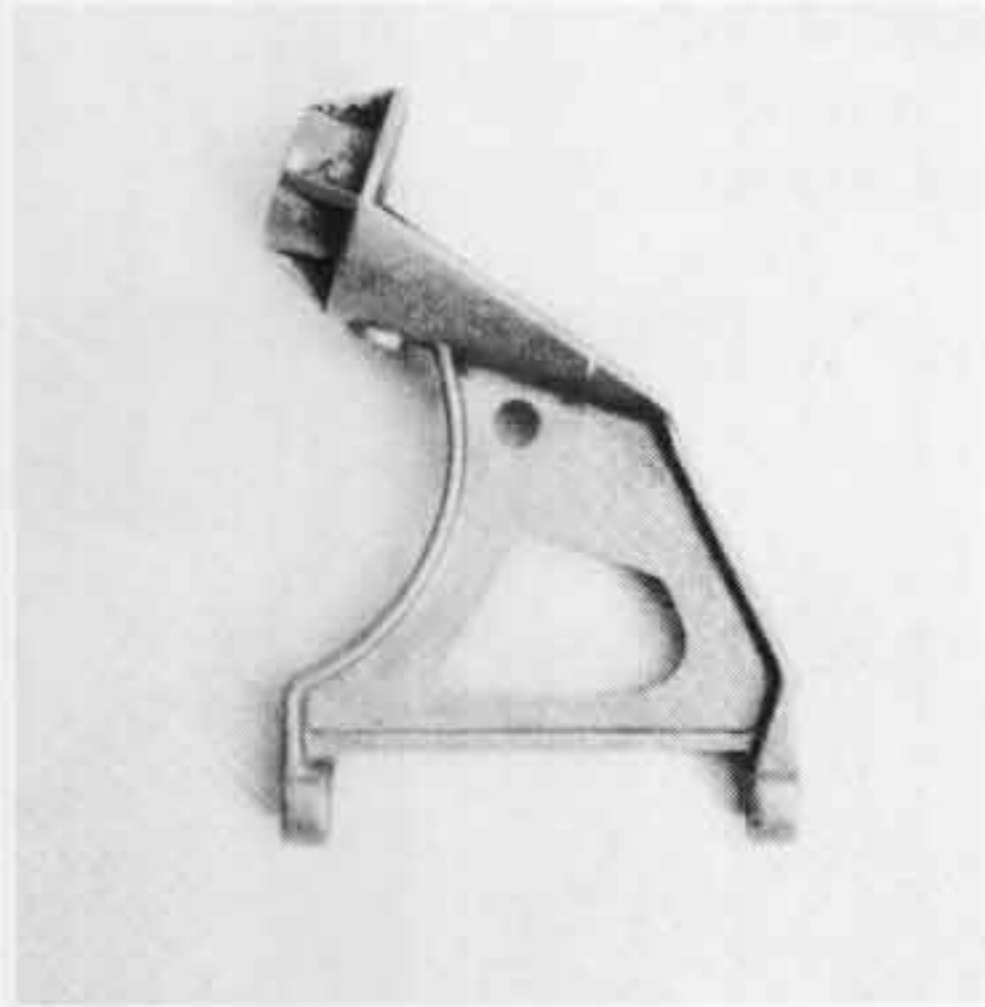
#24 GEAR BOX GEARS



#25 GEAR SET (2 RATIOS)



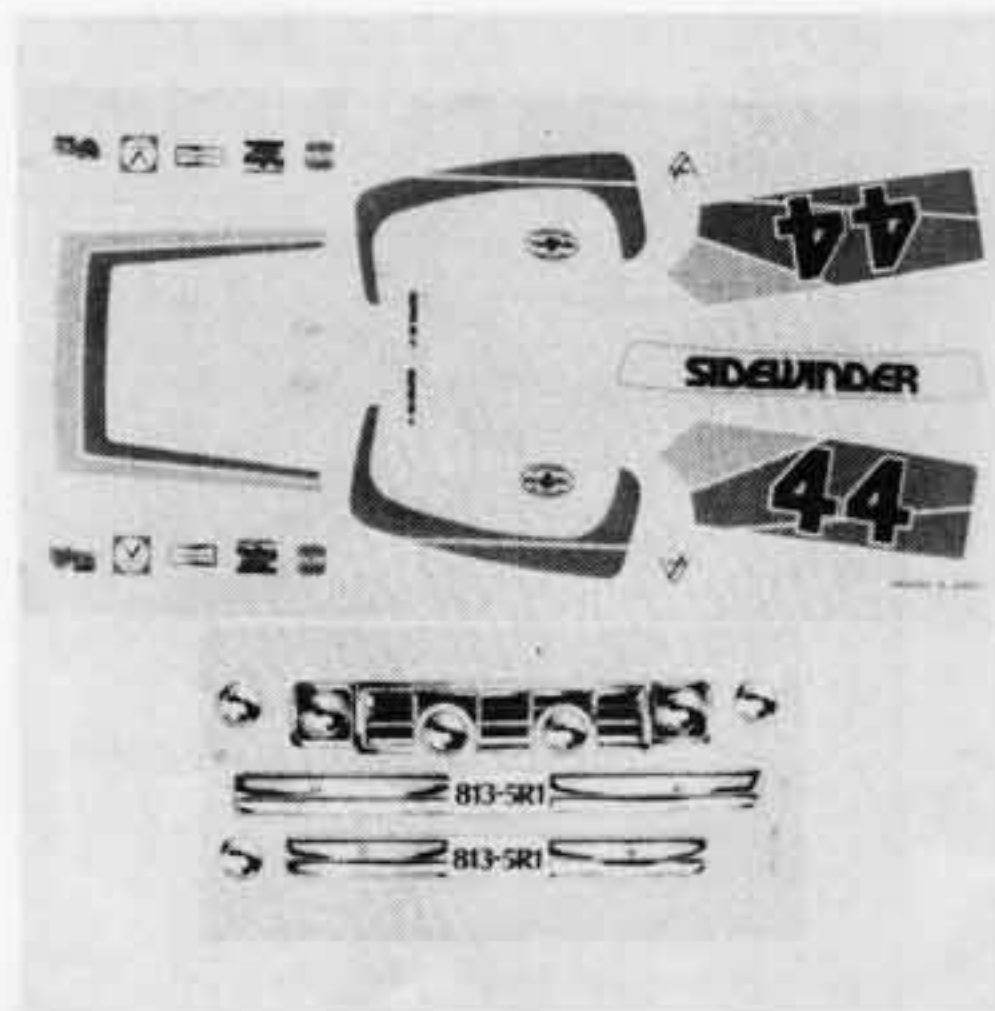
#26 SERVO SAVER



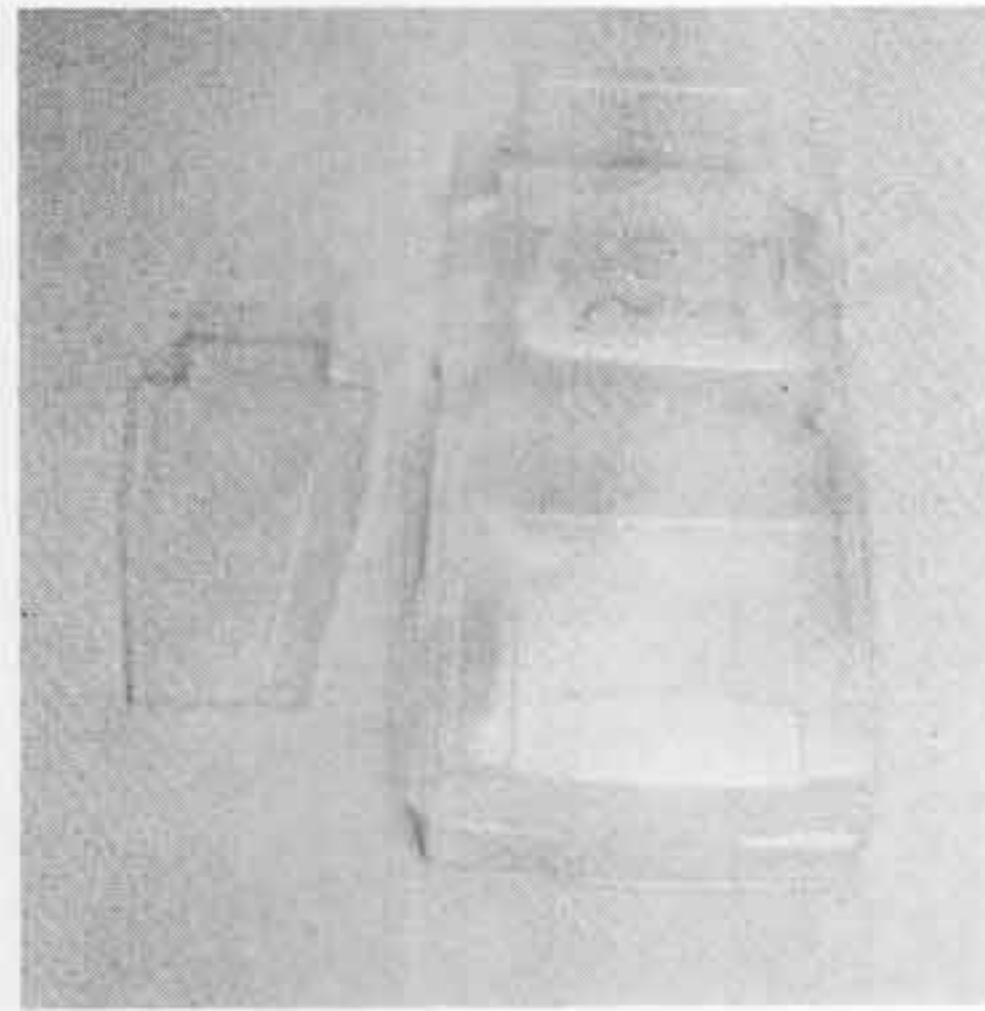
#27 REAR SUSPENSION ARM



#28 BODY MOUNT SET
(SIDEWINDER)



#29 DECALS (SIDEWINDER)



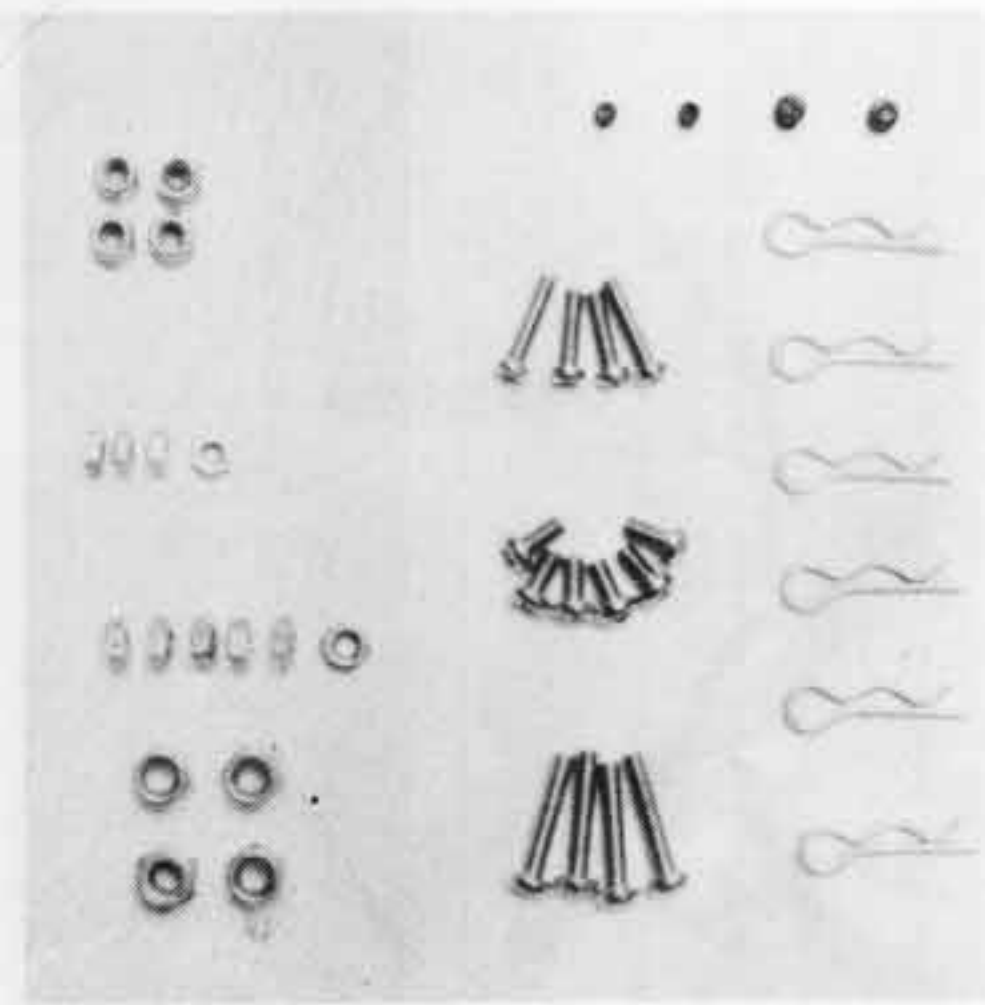
#30 BODY SET (SIDEWINDER)



#31 MOTOR & COVER



#32 OIL FOR SHOCKS



#33 HARDWARE SET



#5 FRONT (RIGHT)


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FULL 90 DAY WARRANTY**

COX HOBBIES WILL REPAIR OR REPLACE FACTORY DEFECTS FOR 90 DAYS FROM DATE OF PURCHASE. GLOW HEADS ON FUEL-POWERED MODELS ARE NOT WARRANTED, SINCE THEY NORMALLY REQUIRE PERIODIC REPLACEMENT. THIS WARRANTY SPECIFICALLY DOES NOT COVER CRASH DAMAGE OR ABUSE!

If you find a defect, or need replacement parts, please contact Cox Customer Service.

If you wish to return a defective part to the Cox Customer Service Department, send only the part with your purchase receipt, or other adequate proof of purchase, to the Customer Service Department (address below), and Cox will repair or replace it if judged to be factory defective. There will be an additional handling charge if you send the whole model.

THIS WARRANTY APPLIES ONLY IF THE PRODUCT IS OPERATED WITH ADULT SUPERVISION AND IN COMPLIANCE WITH ASSEMBLY AND OPERATING INSTRUCTIONS PROVIDED WITH EACH MODEL. COX ASSUMES NO LIABILITY EXCEPT FOR THE EXCLUSIVE REMEDY OF REPAIR OR REPLACEMENT OF PARTS AS SPECIFIED ABOVE. COX SHALL NOT BE LIABLE FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES. Some states do not allow the exclusion of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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