

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

- FACTORY-ASSEMBLED. JUST INSTALL RADIO EQUIPMENT AND BODY!
 - EXCELLENT ENTRY-LEVEL BUGGY. GOOD PERFORMANCE AT REASONABLE COST.
 - DOUBLE-WISHBONE INDEPENDENT SUSPENSION ON ALL WHEELS.
 - SHAFT DRIVE TO FRONT WHEELS FOR MINIMUM-WEIGHT FOUR-WHEEL DRIVE.
 - FRONT AND REAR DIFFERENTIALS FOR EFFICIENT POWER DELIVERY.
 - POWERFUL Le MANS STOCK 05 MOTOR INCLUDED IN KIT.
 - MIDSHIP-MOUNTED MOTOR AND BATTERY FOR BEST BALANCE.
- BATTERY : 7.2V-1200mAh RADIO : 2ch (NOT INCLUDED)

1:10 SCALE



KYOSHO®
THE FINEST RADIO CONTROL MODELS

KIT NO.3182

○Read the instruction carefully.

You can assemble the kit more easily if you have grasped the general idea of steps and structure beforehand by reading it through to the end.



○Check the parts in the kit.

Check the components in the kit prior to your starting of the assembly.

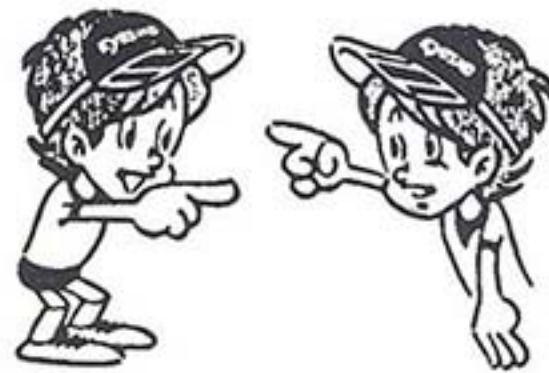
See page 10

"Bagged Parts List" and "Parts List".



Any claims for replacements or refunds for the model in the process of assembly will not be accepted.

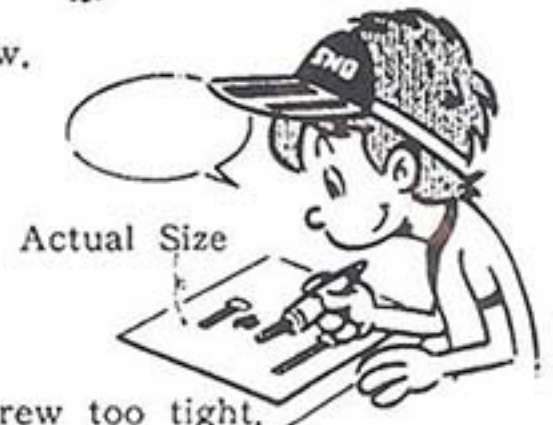
○Learn the marks described in the instruction.



... Steps where your particular attention is required.

○Pick up the correct parts and screw.

Compare the shape and size of small parts, such as screws, nuts, and washers with the actual size drawing each step.



○Do not tighten the self-tapping screw too tight.

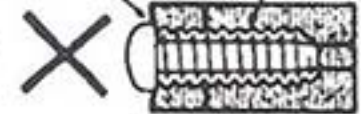
Do not use excessive force when tightening the self-tapping screws, or you may strip the thread in the plastic. It is recommended to stop tightening it when the thread part on the screw goes into the plastic part and you feel some resistance from the tightening.

Over tighten may strip the thread in the plastic.

Good



Wrong



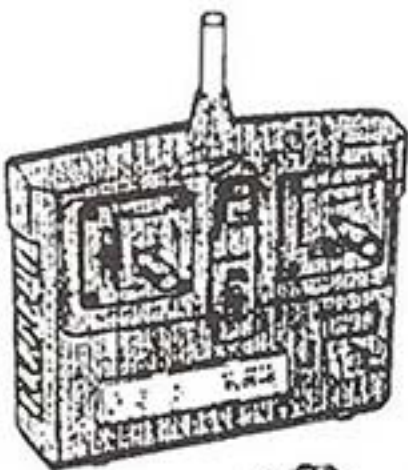
THINGS NEED BESIDE THE KIT

[2 Channel Radio Control System]

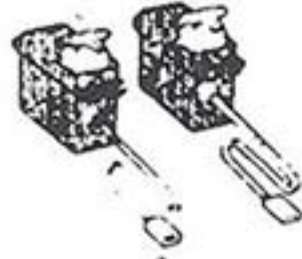


This model is designed for being controlled by a BEC type radio only. Get a radio with a mark as shown at left.

Transmitter



Servo



Receiver



Switch



[Battery for Radio Control System]

AA Size Battery For Transmitter8 pcs.

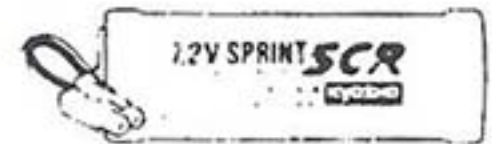


[NiCd Battery]

"Aero Streak" is designed to use a rechargeable 7.2V NiCd Battery pack.

7.2V Sprint Battery, 7.2V Racing Battery and 7.2V Power Battery are ideal for the purpose.

No.2310 7.2V Sprint Battery SCR



No.2218 7.2V Racing Battery



No.2306 7.2V Power Battery



[Charger for NiCd Battery]

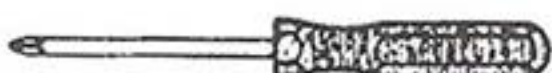
The Kyosho's NiCd battery is of high performance. If it is charged correctly, it will operate for a considerable period of time.

Use one of the Chargers listed below which suits your need.

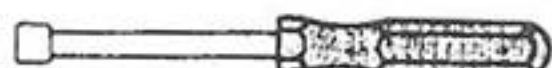
Model	Name	Time	Rate	Features
2326	7.2V Power Charger (DC12V)	15min	70%	For beginners Built-in timer
1845	Lambda Quick Charger (DC12V)	20min	100%	Trickle charging Automatic cut-off at peak of charge
1949	Multi Charger II (DC12V)	20min	100%	Timer, Ammeter built-in

[Tools Required]

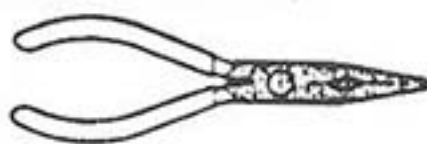
Philips Screw Driver



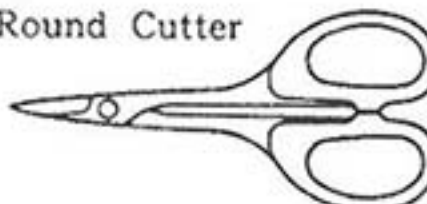
Box Driver (for M3, M4 Nut)



Needle Nose Plier



Round Cutter



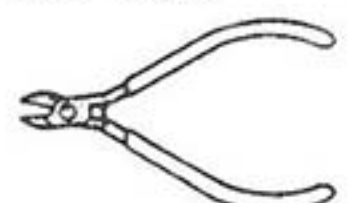
Awl



Sander



Wire Cutter

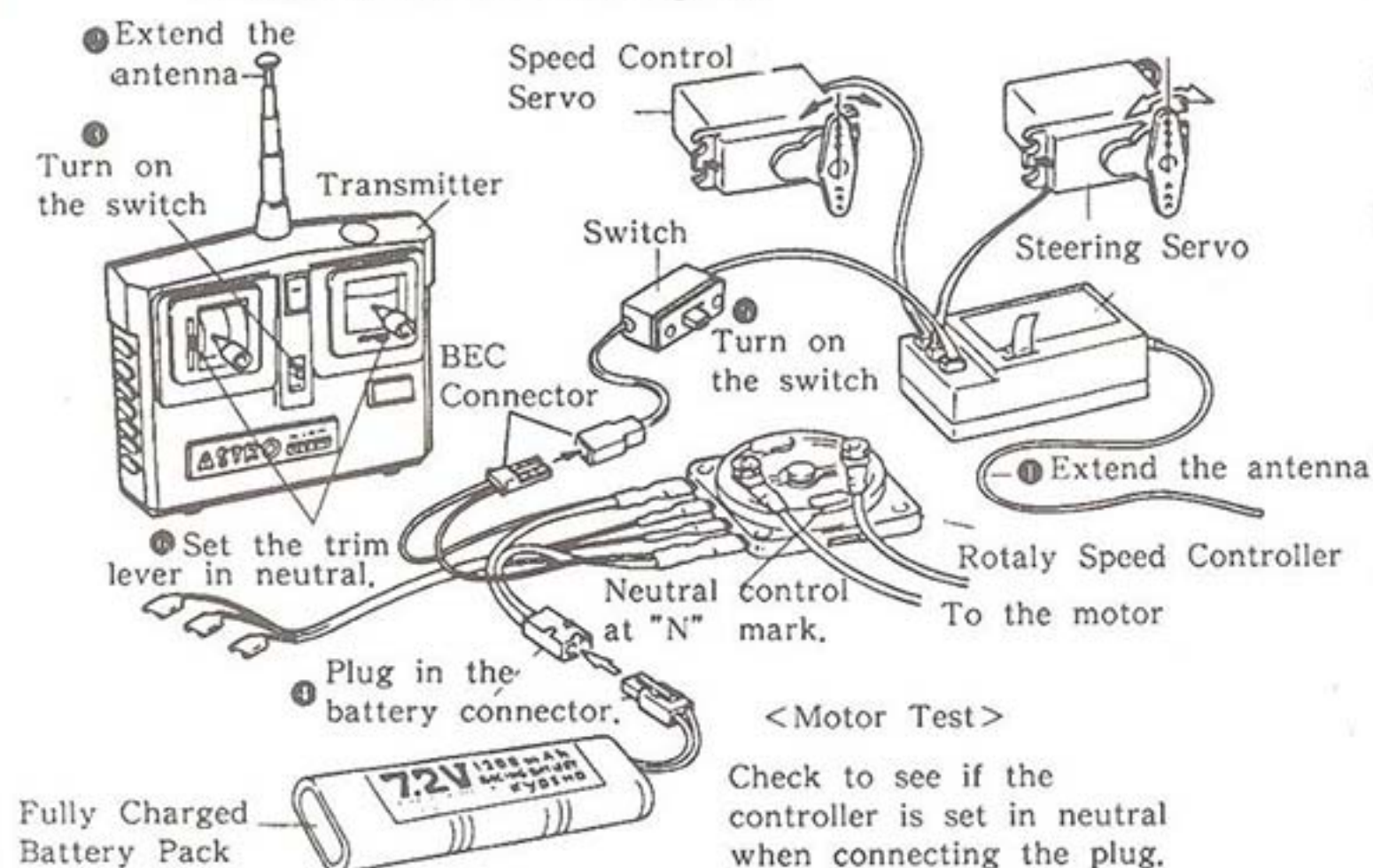


Sharp Hobby Knife



1 HOW TO CHECK RADIO SYSTEM

Check the radio control system by operating components in order of the numerical figures.



This model car is designed to be controlled by the BEC type radio only.

Transmitter...It is in effect a control box. Signal waves are transmitted through an antenna according to the stick movements.

Receiver.....Receives the signals from the transmitter and send them to the servos.

Servo.....They really move the control mechanism of a model car in accordance with the signals from the receiver.

Antenna.....An antenna on the transmitter sends signals, and one on the receiver accepts them. They should be fully extended.

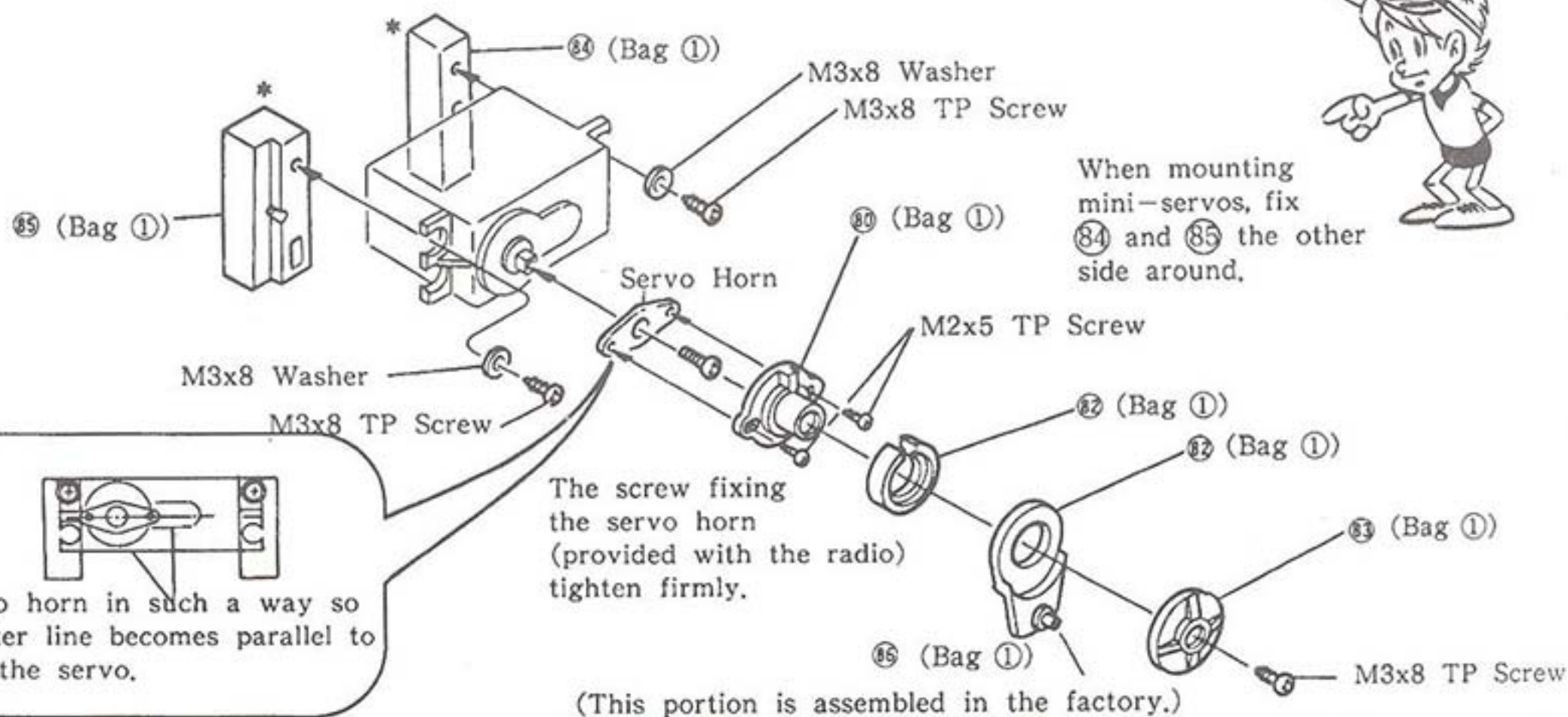
Trim Lever They will adjust the neutral position of servos, thus regulate the steering and advancing controls finely.

Battery..... You can tell the amount of electricity in a battery and how the signals are emitted.

Servo Horns They are intermediate devices on the servo to activate the controls. There are several types in shape. They should be selected depending upon the usage.

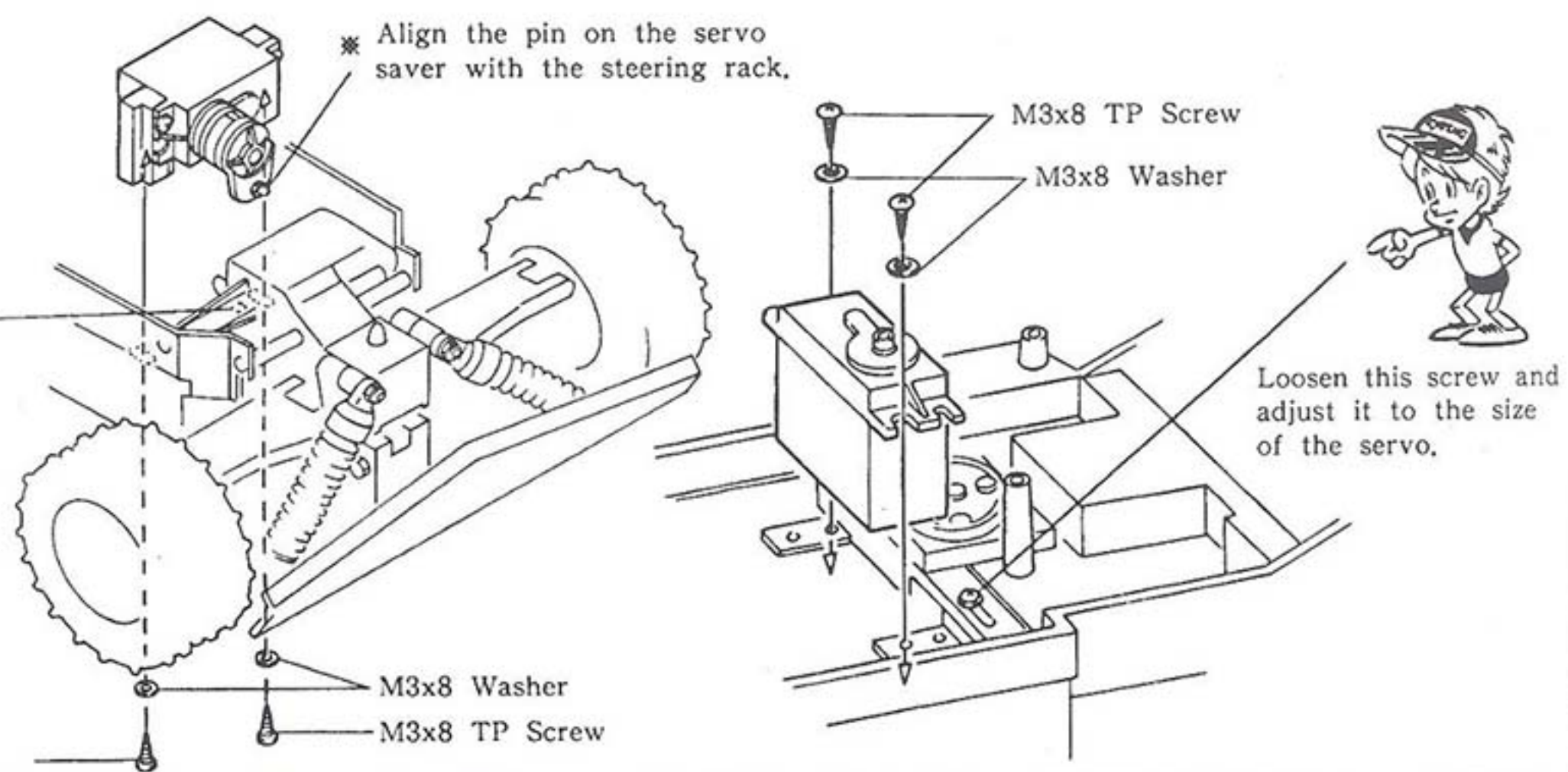
2 ASSEMBLY OF SERVO SAVER

- M3x8 Washer 2
- M3x8 TP Screw..... 3
- M2x5 TP Screw..... 2



3 INSTALLATION OF STEERING SERVO AND CONTROLLER SERVO

- M3x8 Washer 4
- M3x8 TP Screw 4



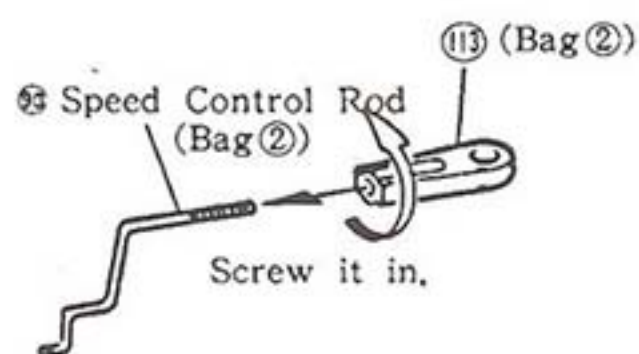
For the mini-servo, use this side hole.



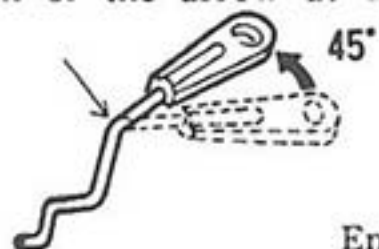
Loosen this screw and adjust it to the size of the servo.

4 INSTALLATION OF SPEED CONTROL ROD

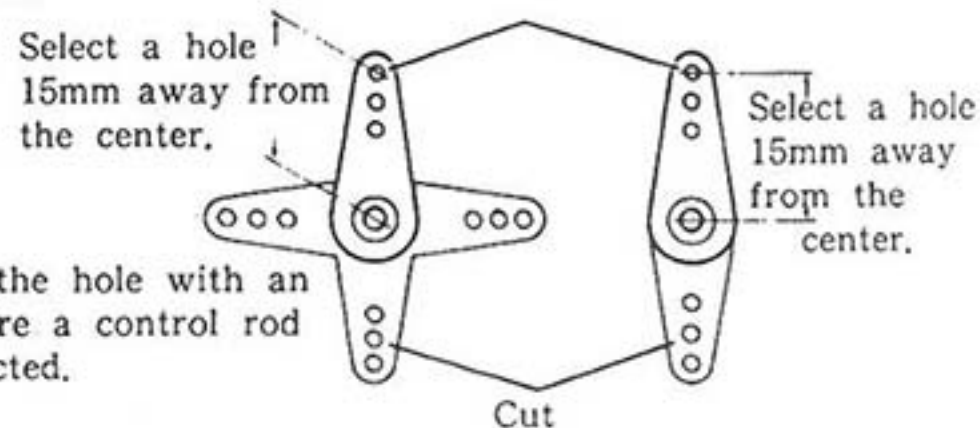
1. <Assembly of Ball Link>



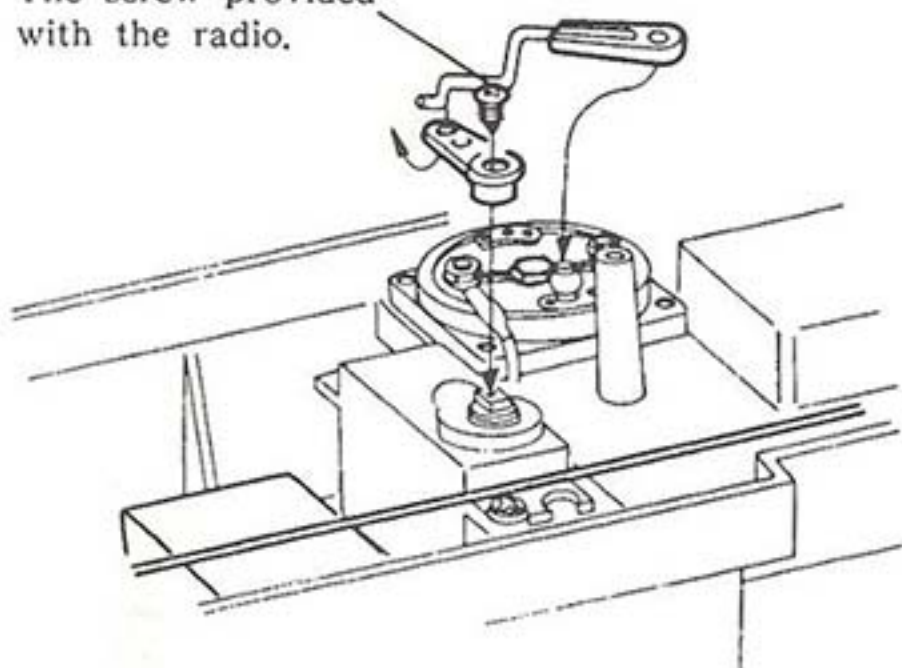
2. Hold the point indicated with a small arrow with pliers and bend the point indicated with a large arrow to the direction of the arrow at 45°.



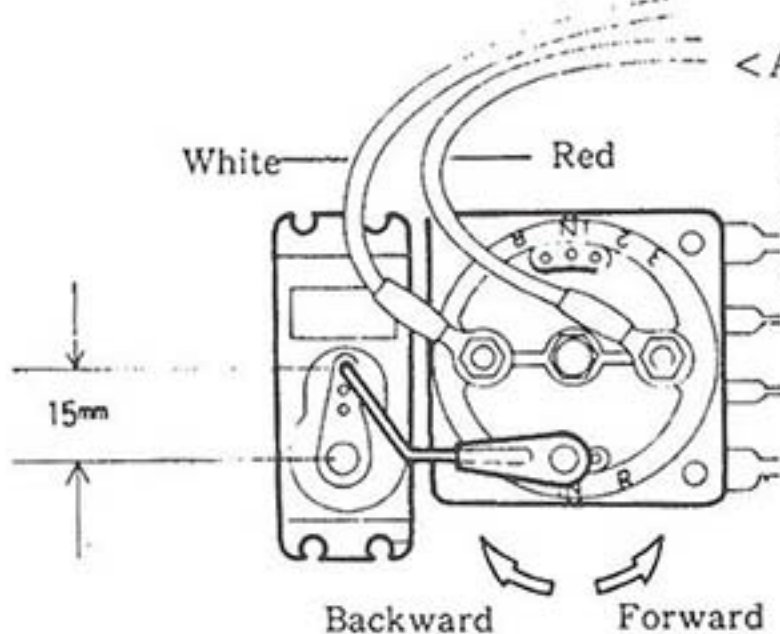
3. Preparation of Servo Horn for Speed Control



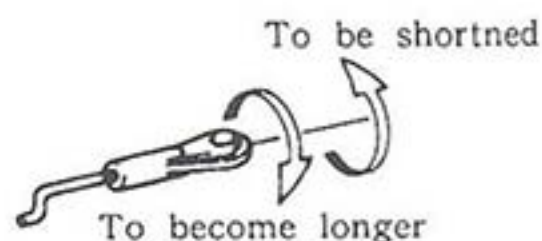
The screw provided with the radio.



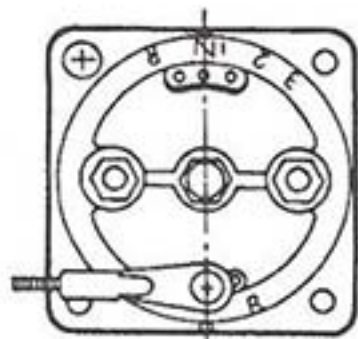
<Adjustment of Length of Control Rod>



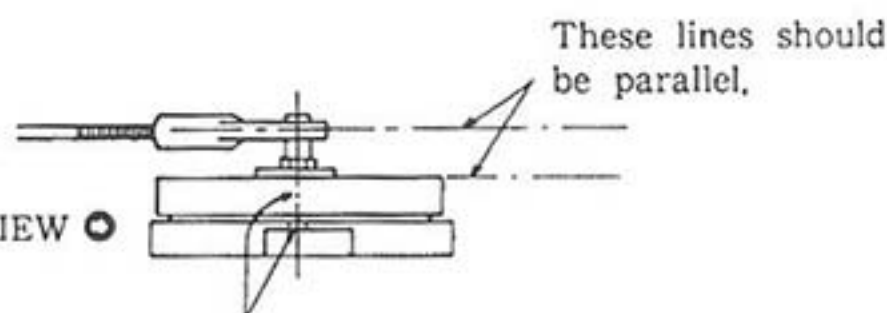
Adjust the ball link in such a way that the center lines of the control rod and the speed controller become parallel as shown at left.



TOP VIEW

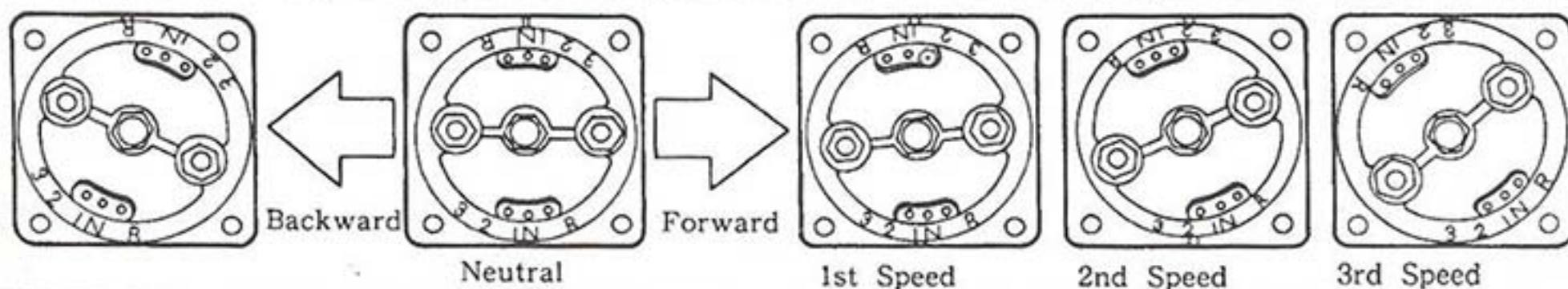


SIDE VIEW



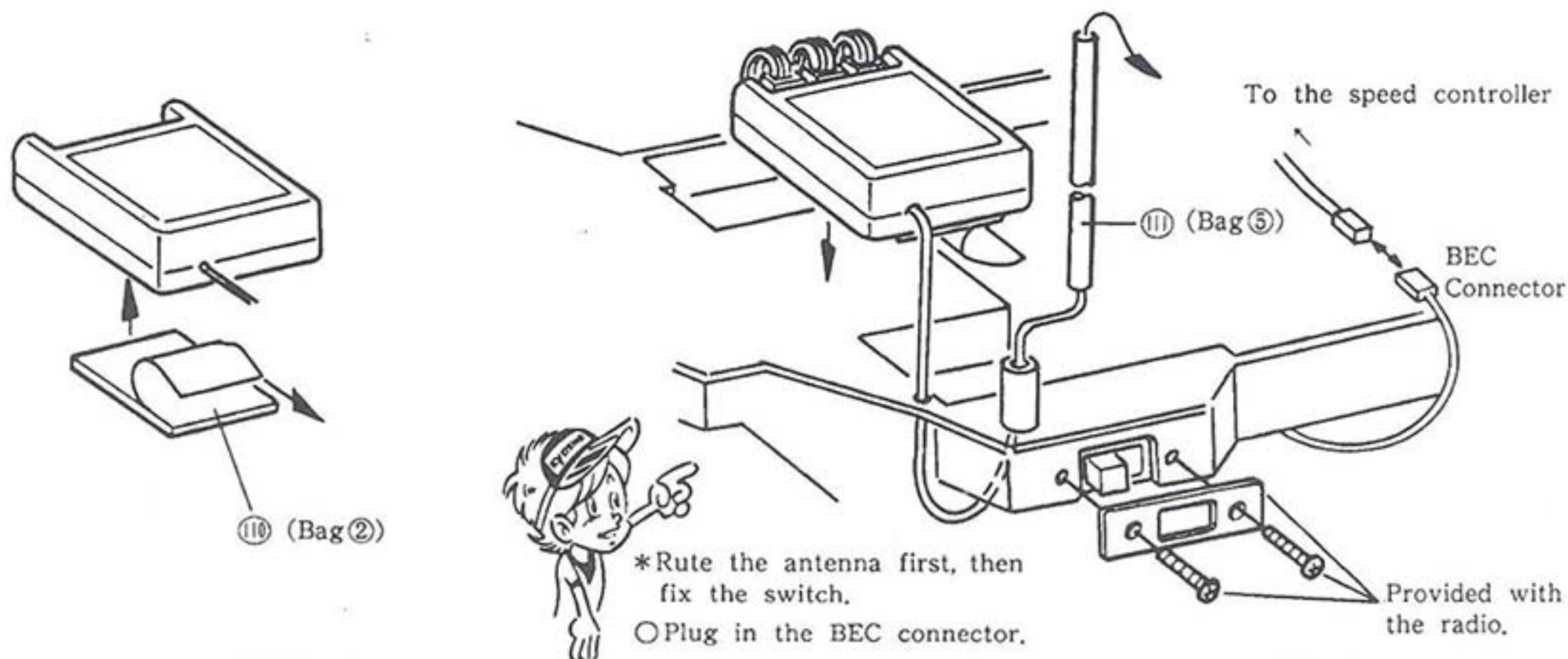
The position where the lines align with each other is the neutral setting.

MOVEMENT OF SPEED CONTROLLER



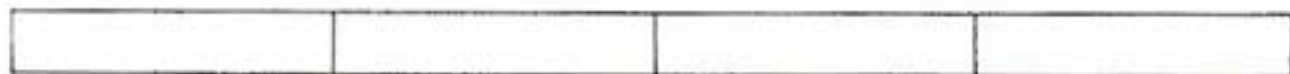
5 INSTALLATION OF RECEIVER

Having mounted the receiver, bundle the lead cords together with a strap, which is sacked in the bag ⑤.

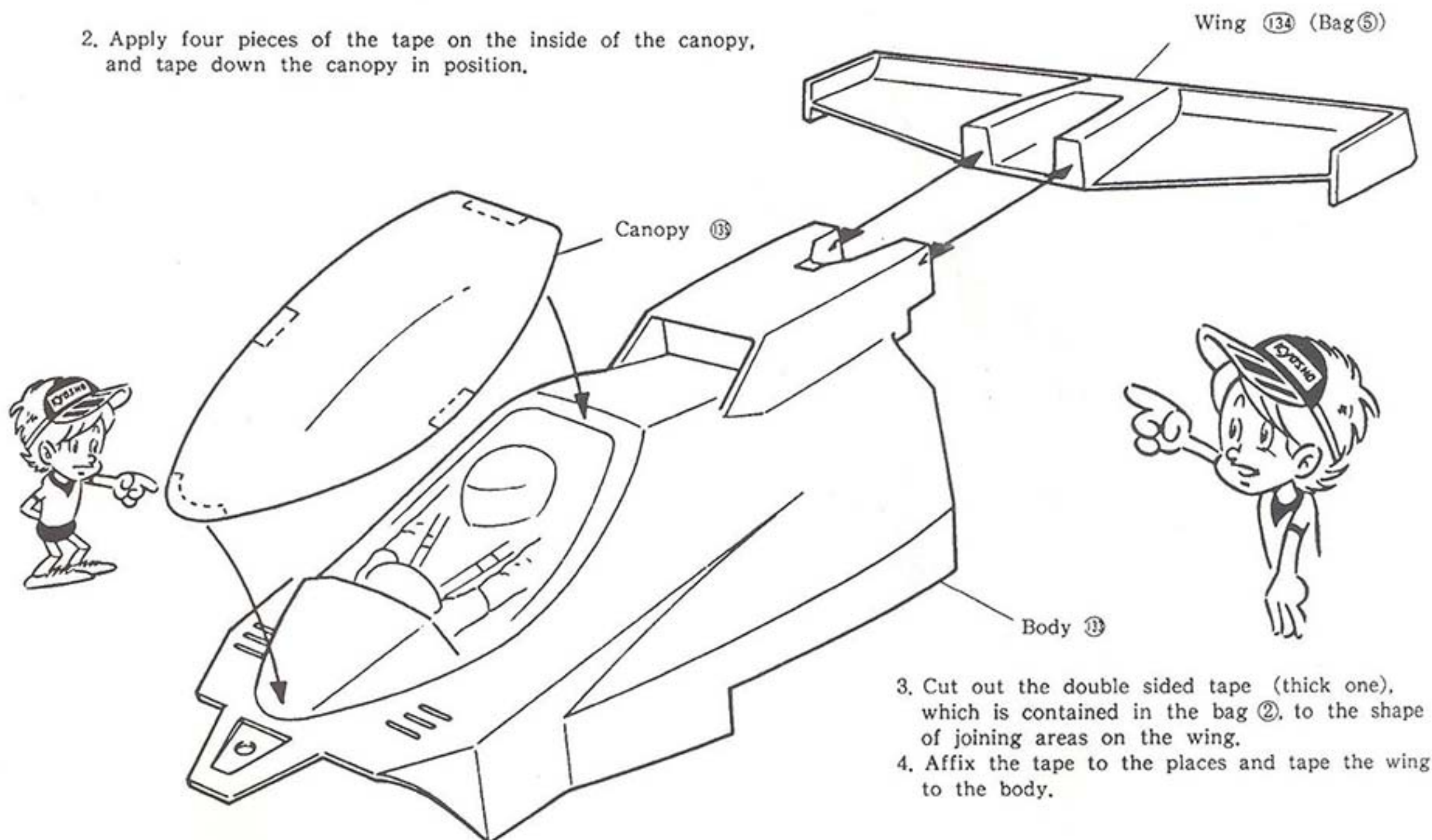


6 ASSEMBLY OF BODY

1. Cut the double sided tape (thin one), in the bag ②, into four equal length as shown below.



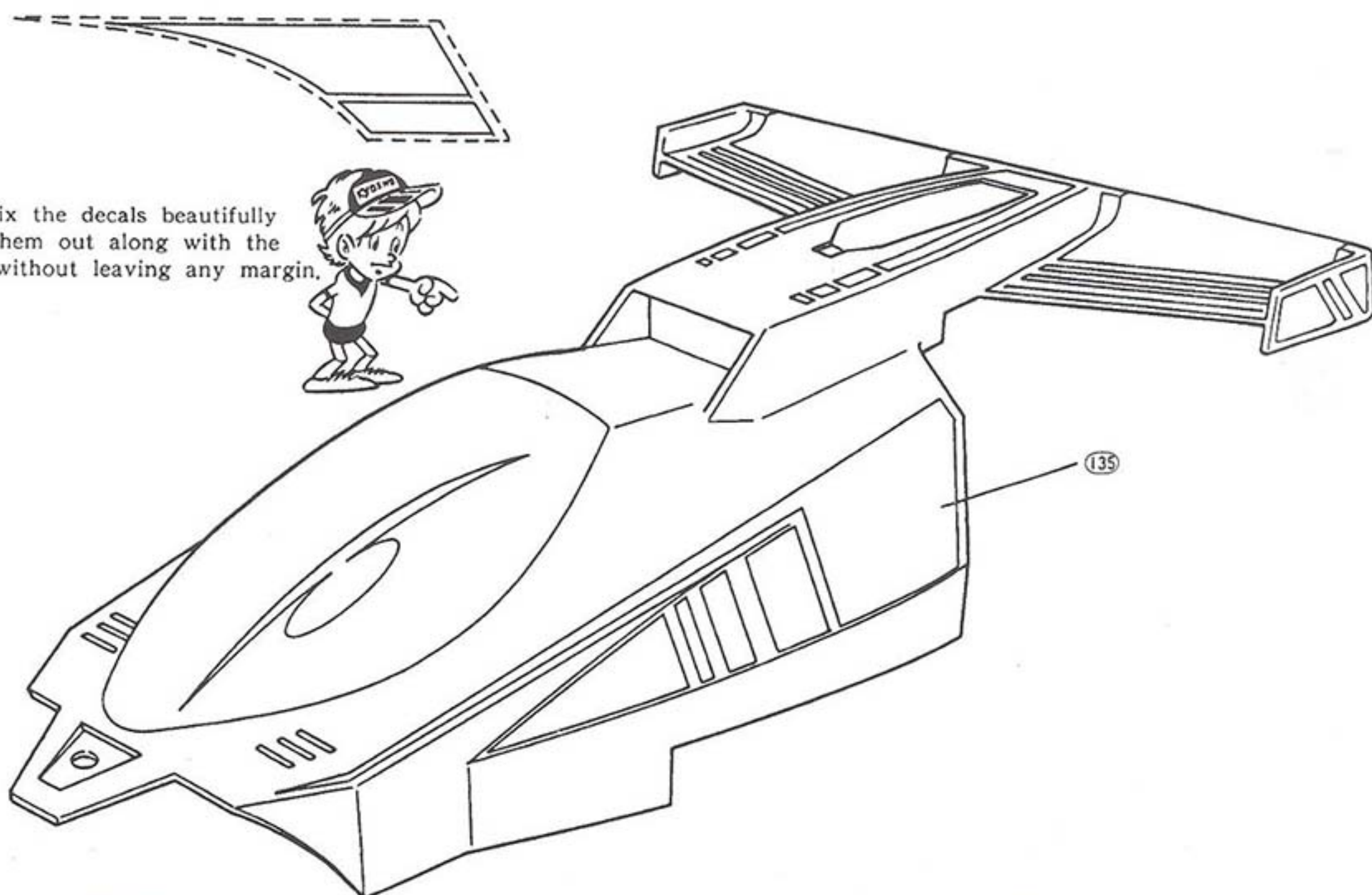
2. Apply four pieces of the tape on the inside of the canopy, and tape down the canopy in position.



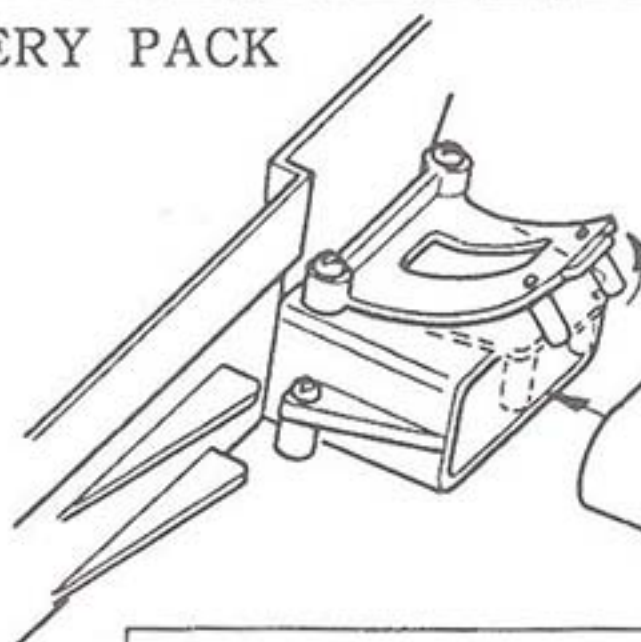
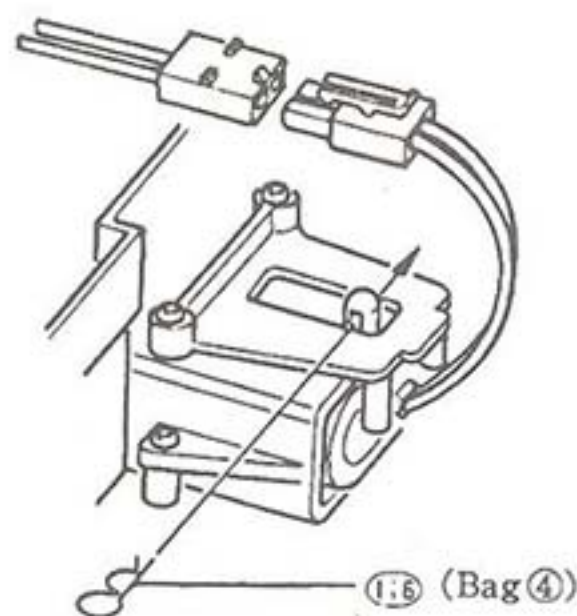
3. Cut out the double sided tape (thick one), which is contained in the bag ②, to the shape of joining areas on the wing.
4. Affix the tape to the places and tape the wing to the body.

7 APPLYING OF DECALS

You can affix the decals beautifully by cutting them out along with the cutout line without leaving any margin.



8 INSTALLATION OF BATTERY PACK



*Flip it up, then insert the battery.



NiCd Battery
(not included in the kit)

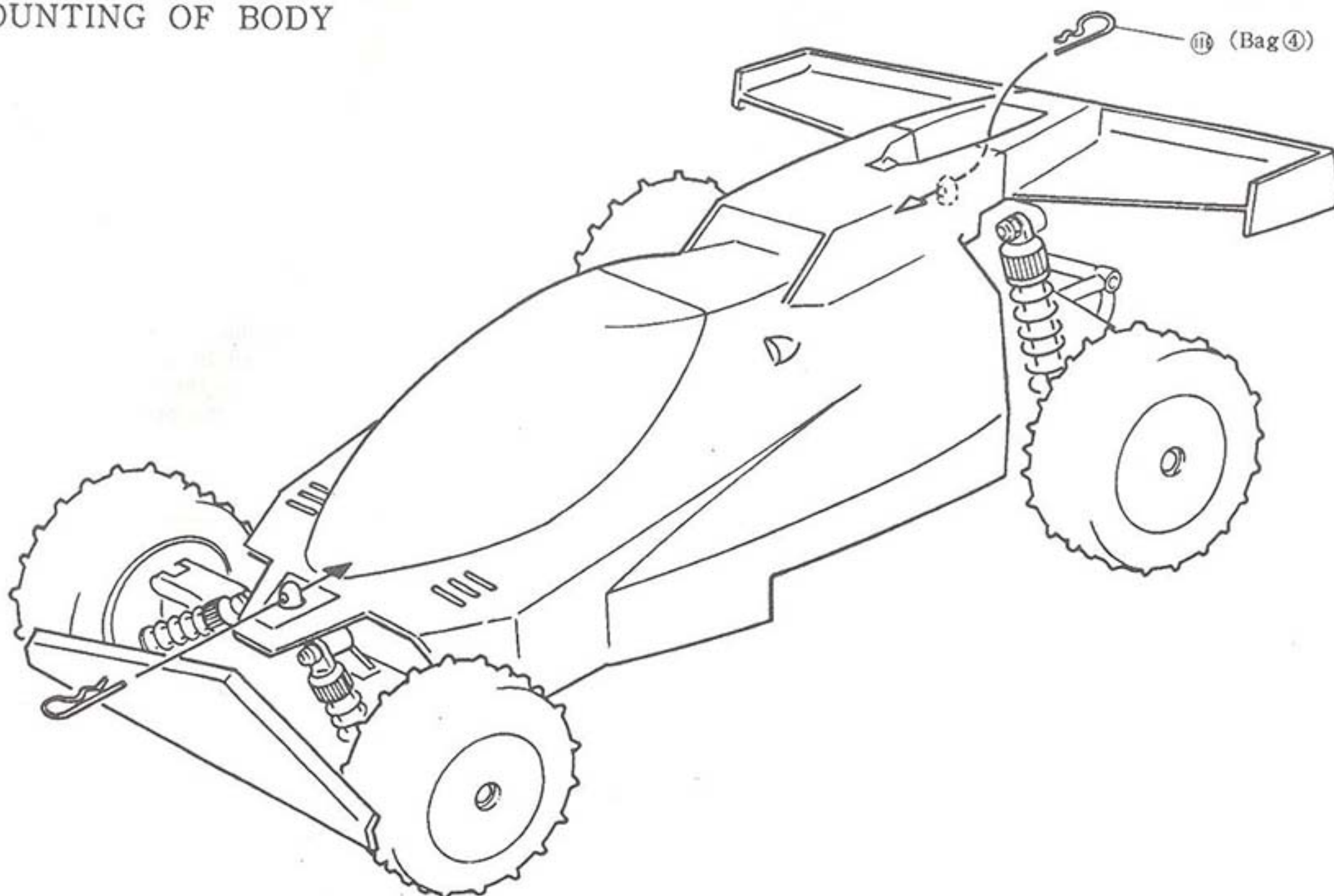
KYOSHO No.2310



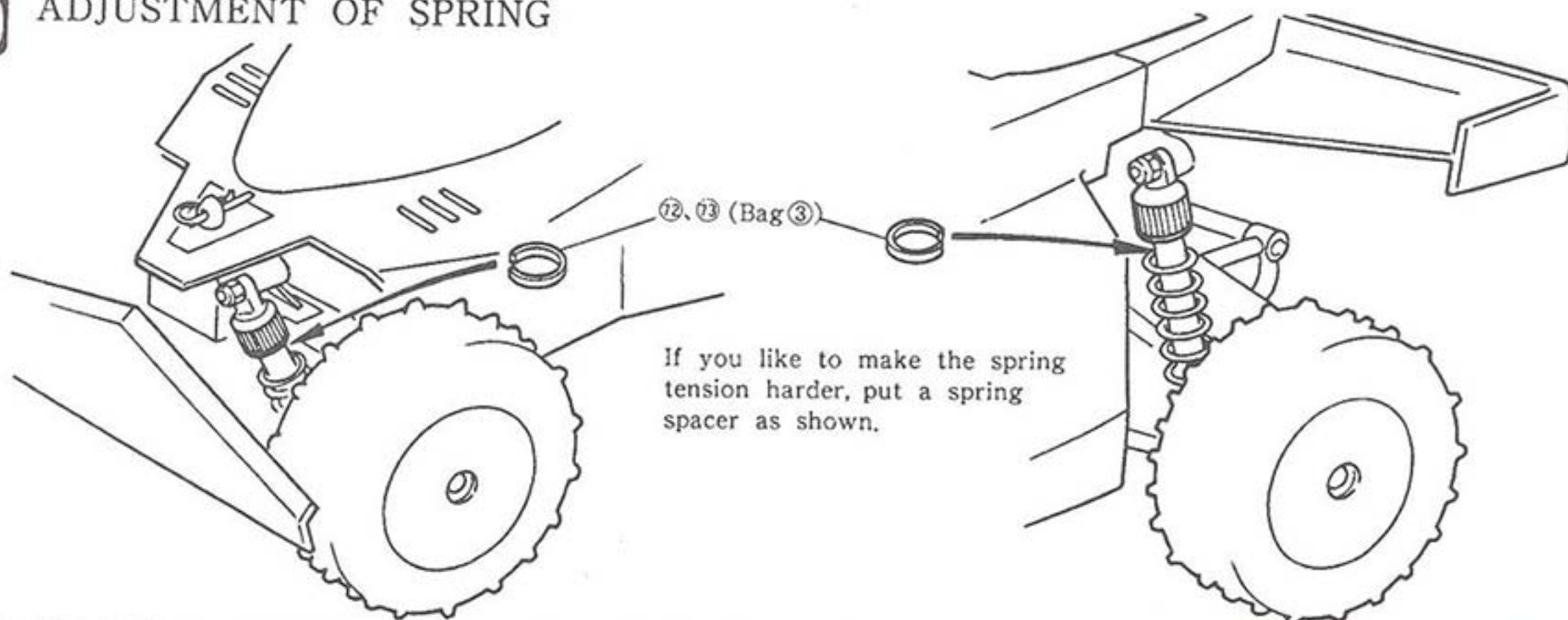
For maximum performance, use high performance battery. The Kyosho 7.2V Sprint Battery SCR is recommended.

*Kyosho offers several types of chargers. Select one which is fitted for your purpose best from the list on page 2.

9 MOUNTING OF BODY



10 ADJUSTMENT OF SPRING

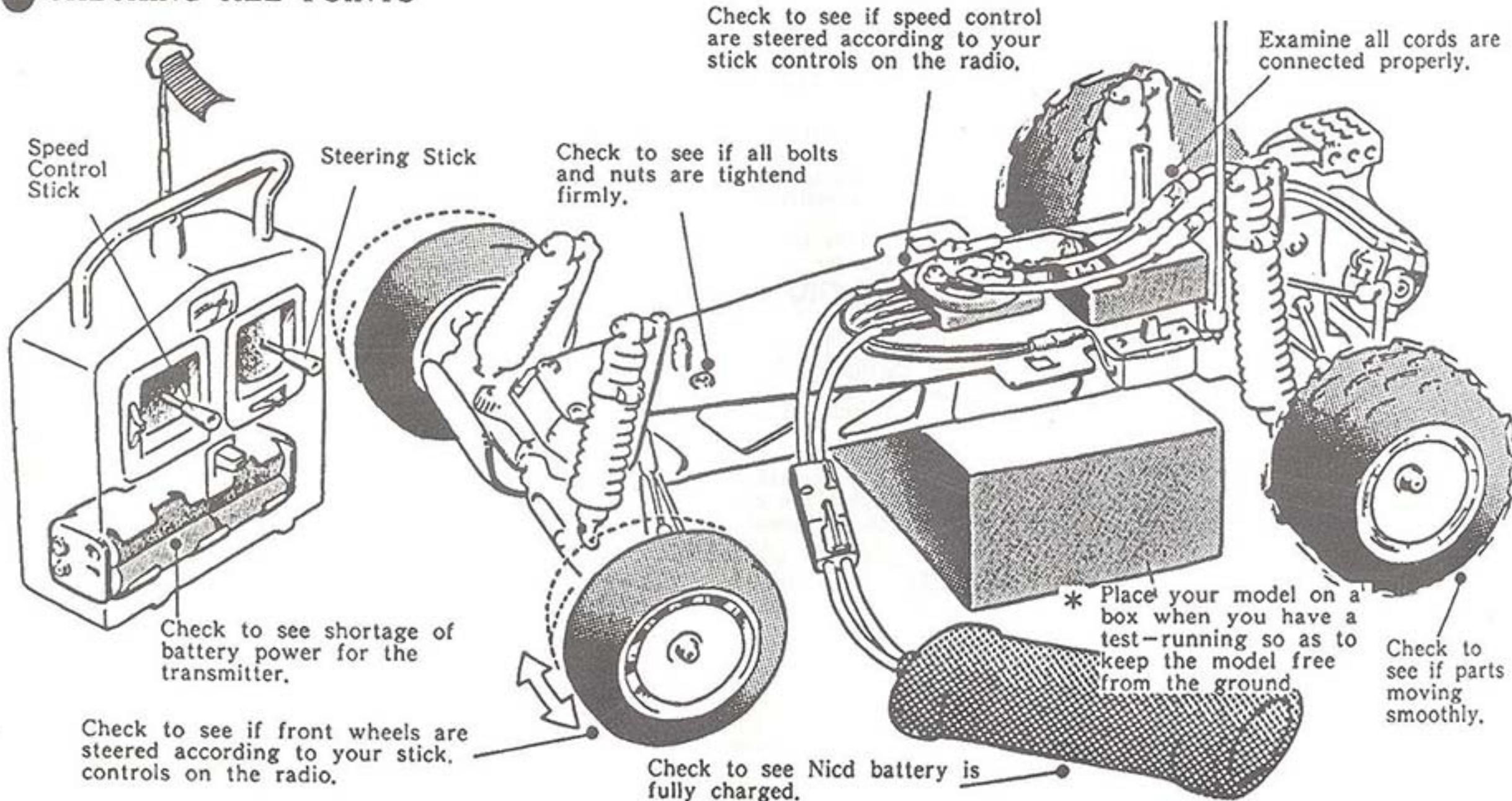


If you like to make the spring tension harder, put a spring spacer as shown.

THINGS TO OBSERVE

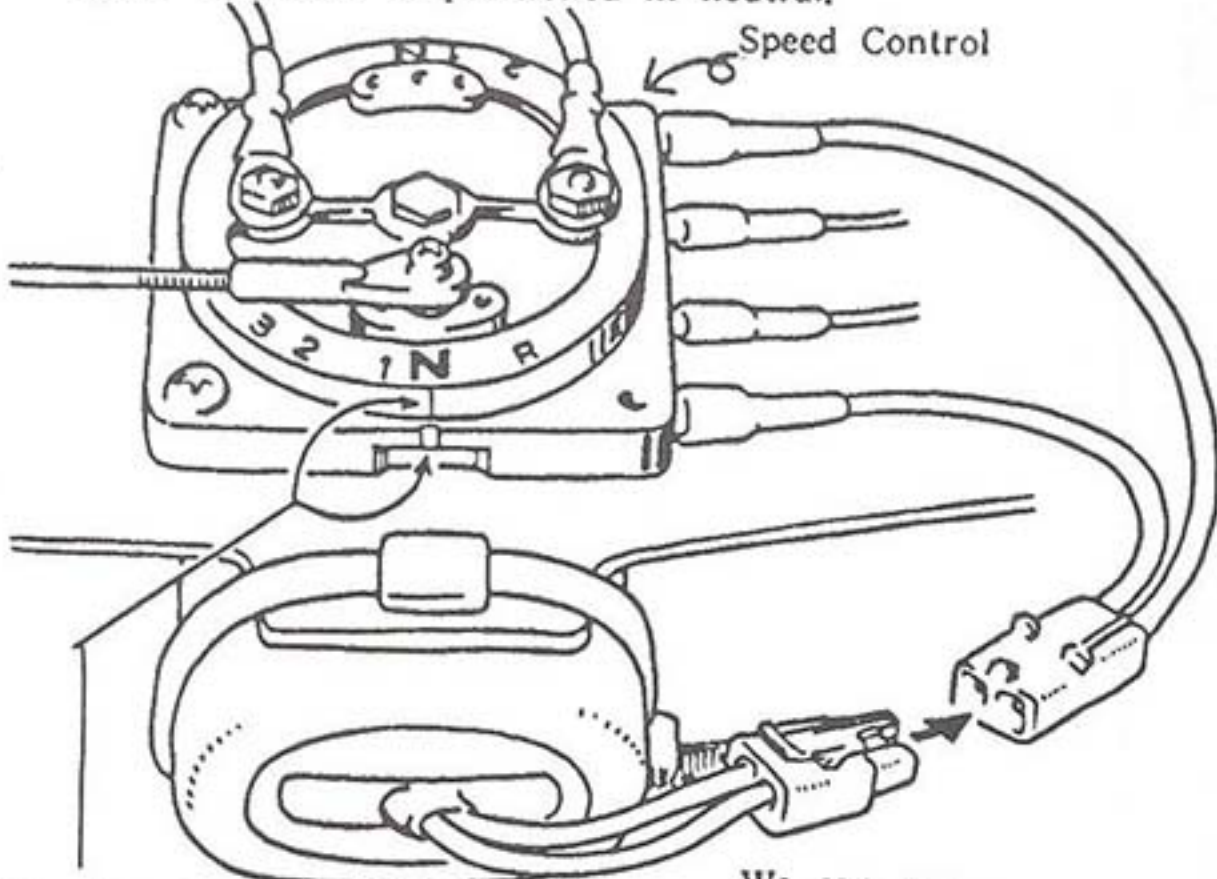
KYOSHO ASKS YOU TO ABIDE BY THE FOLLOWING POINTS IN ORDER TO RUN YOUR MODEL SAFELY: THE PROPER HANDLING ONLY CAN BRING OUT ITS CAPABILITY TO THE FULL; SO READ THE INSTRUCTION CAREFULLY BEFORE ENJOYING THE RADIO CONTROLLED MODEL WORLD.

● CHECKING ALL POINTS



● WHEN CONNECTING THE NICD BATTERY

Before connecting the Nicd battery, confirm that the speed controller is positioned in neutral.

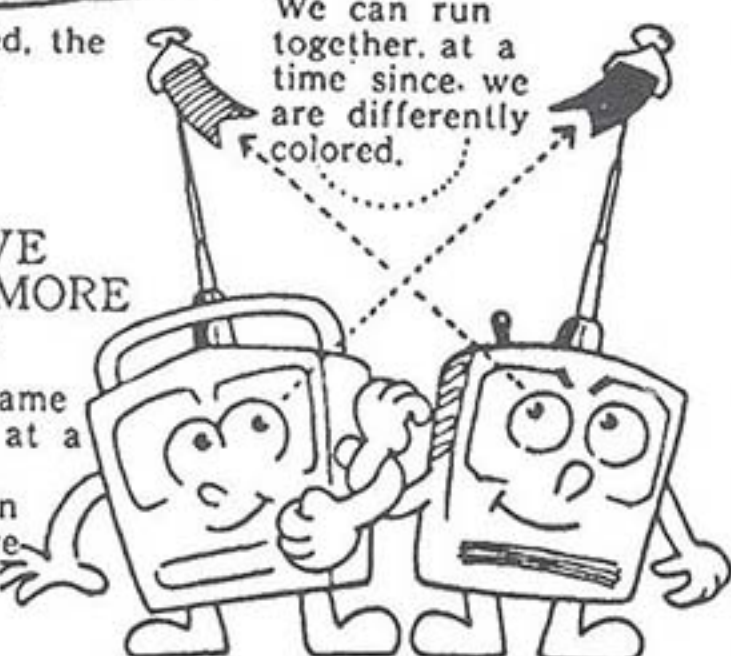


If the lines here are aligned, the speed controller is kept in neutral.

We can run together at a time since we are differently colored.

● WHEN YOU HAVE TWO CARS OR MORE RUN TOGETHER

Two cars under the same frequency cannot run at a time. When there is another model going in the same time, compare the frequency of your radio with his.

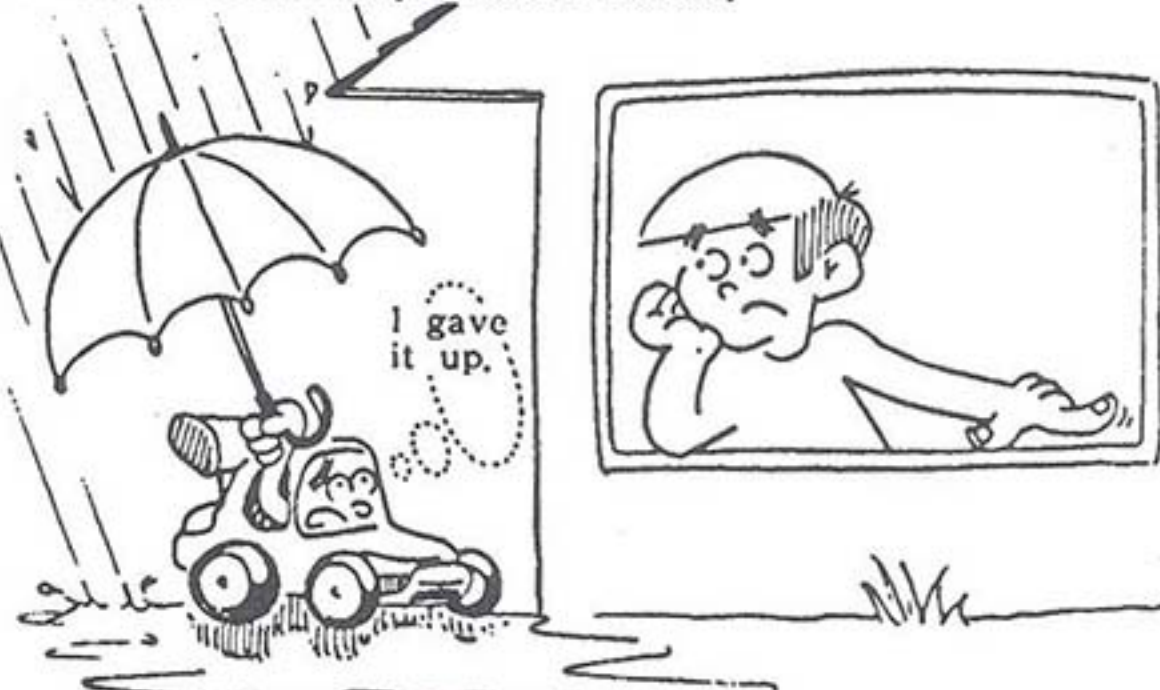


● PLACES YOU MUST NOT RUN YOUR MODEL

The electric R/C model car is powered by a powerful Nicd battery, so it may run at a faster speed than you expect it.

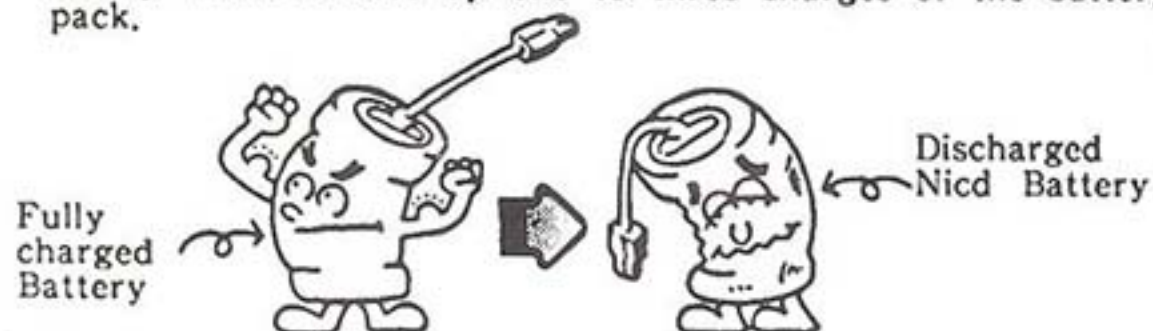


Under any circumstances, do not run your model in the rain or through a puddle. Water penetrated into the receiver, switch or servos may cause a trouble.



BREAK-IN RUNNING

When you have your car run for the first time, drive it slowly while it uses up one to three charges of the battery pack.



SEQUENCE OF SWITCHING ON WHEN YOU RUN YOUR MODEL

First turn on the switch of the transmitter, then that of the receiver. Remember it is from the transmitter to the receiver. If you don't keep this sequence, the car may start to run suddenly or the resistor may generate heat excessively.



RESISTOR

The low speed and medium speed are realized by increasing resistance of the speed controller. So after keeping the car run in that condition for a while, do not touch the speed controller since it is very hot.



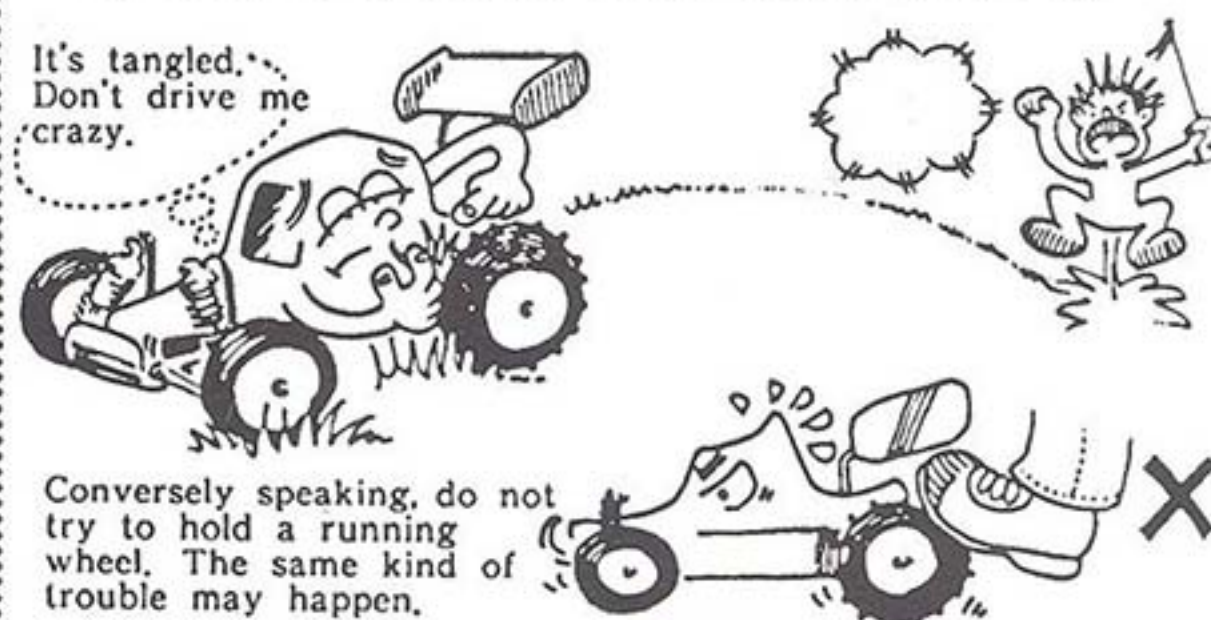
A CAR WITHOUT BATTERY BOX FOR RECEIVER

Some model cars have the only battery pack to drive the motor and to power the receiver. With such a type of cars, you cannot keep it running when the power in the battery decreases to some extent and electricity does not flow into the receiver. Whenever you notice your car beginning to lose speed, stop your operation.



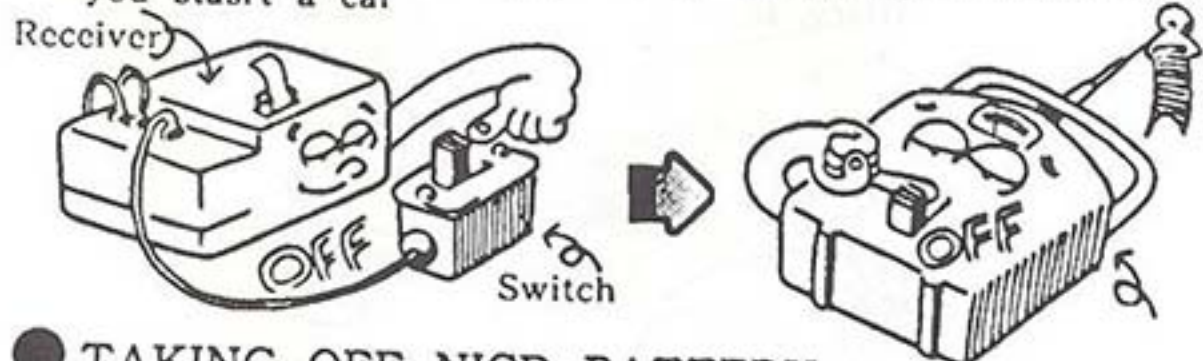
WHEN A CAR STALLS SUDDENLY

Don't drive it by force. Otherwise, The heat generated by the motor or wiring may melt or damage some parts.



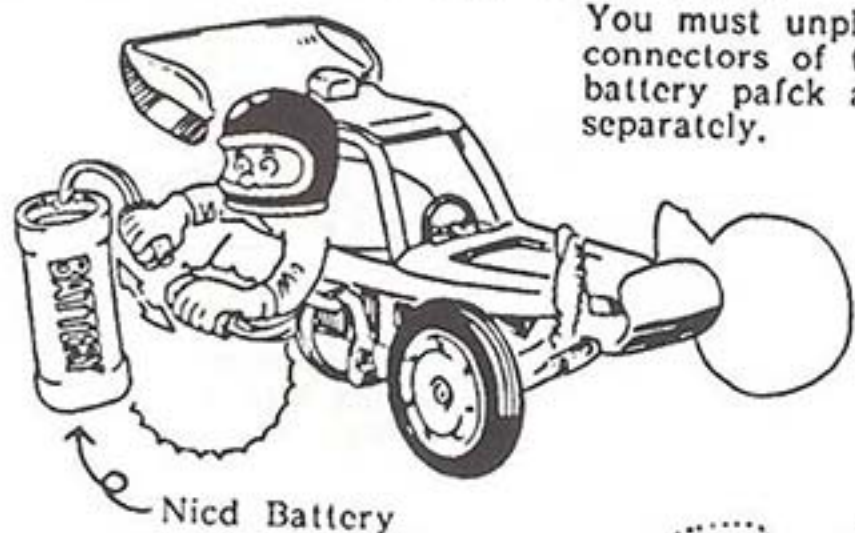
SEQUENCE OF TURNING OFF THE SWITCH

Switch off the receiver first, then that of the transmitter. In a word, It is the topsy-turvy proceeding of what when you start a car



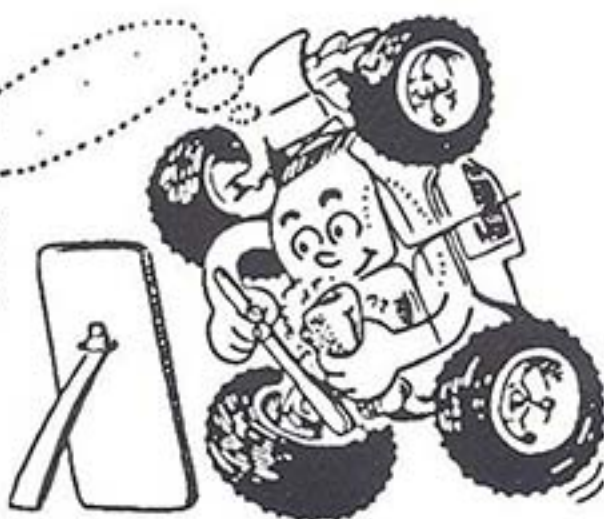
TAKING OFF NICD BATTERY

You must unplug the connectors of the Nicd battery pack and store it separately.



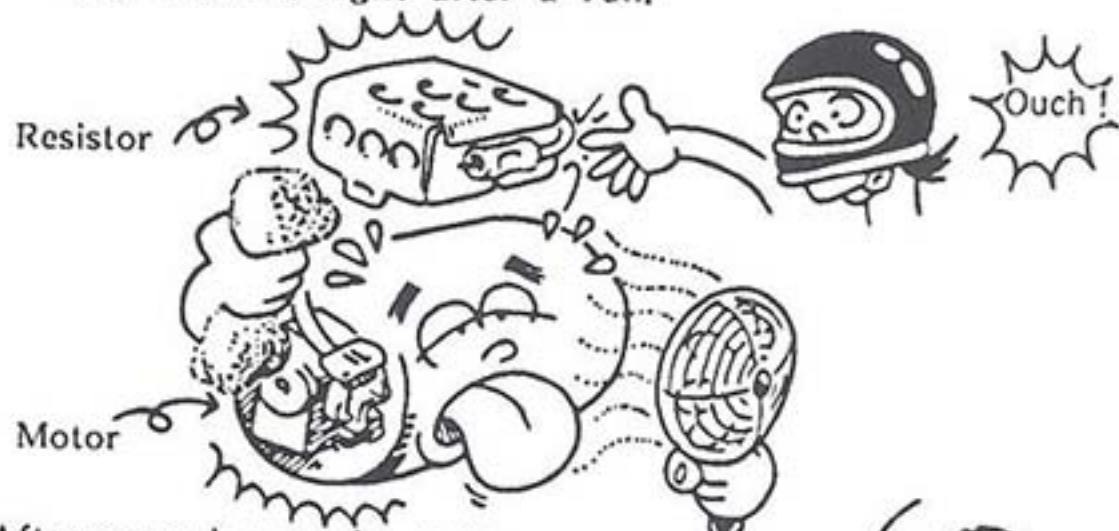
MAINTENANCE AFTER A RUNNING

Wipe off stains from the motor, gears, and chassis, in order to make them prepared for the next operation.

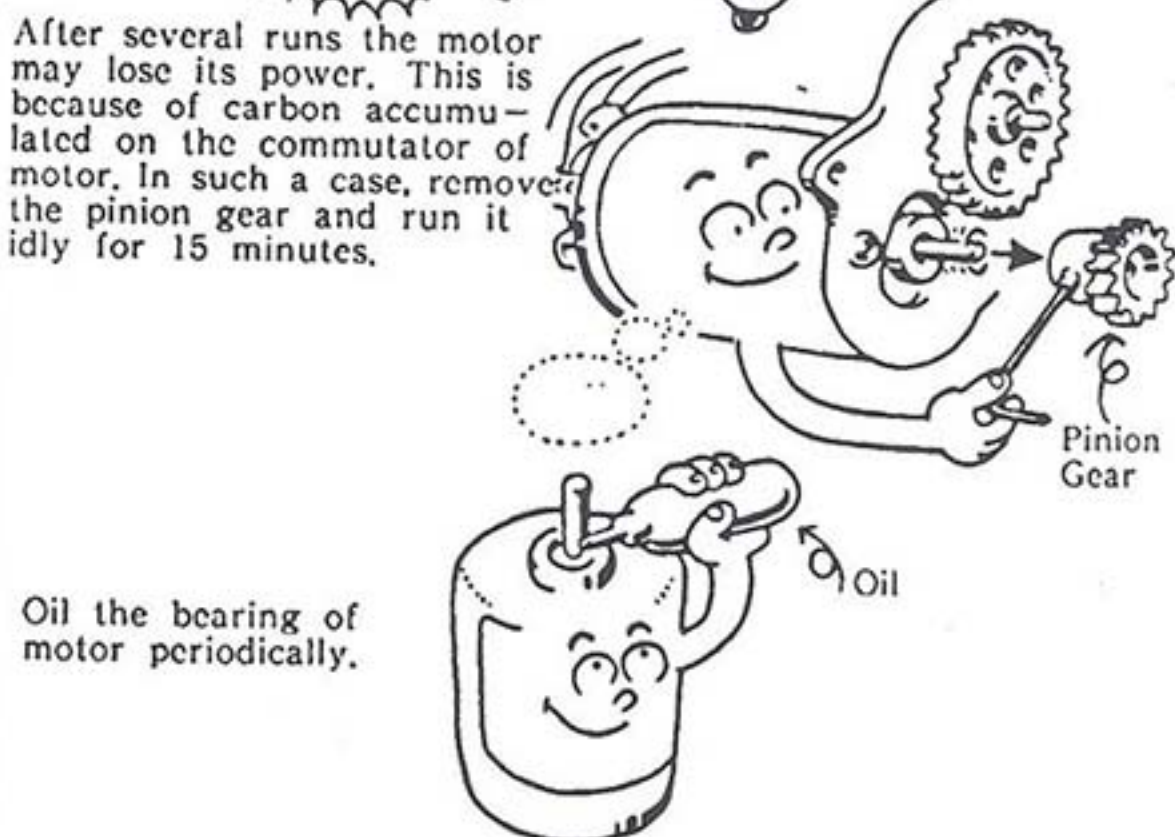


TAKING CARE OF MOTOR AFTER A RUN

The motor becomes hot after each run. So continuous running may shorten its life. Do not run the car until the motor gets cool after each operation. Depending upon a running condition, the resistor may generate heat. Do not touch it right after a run.

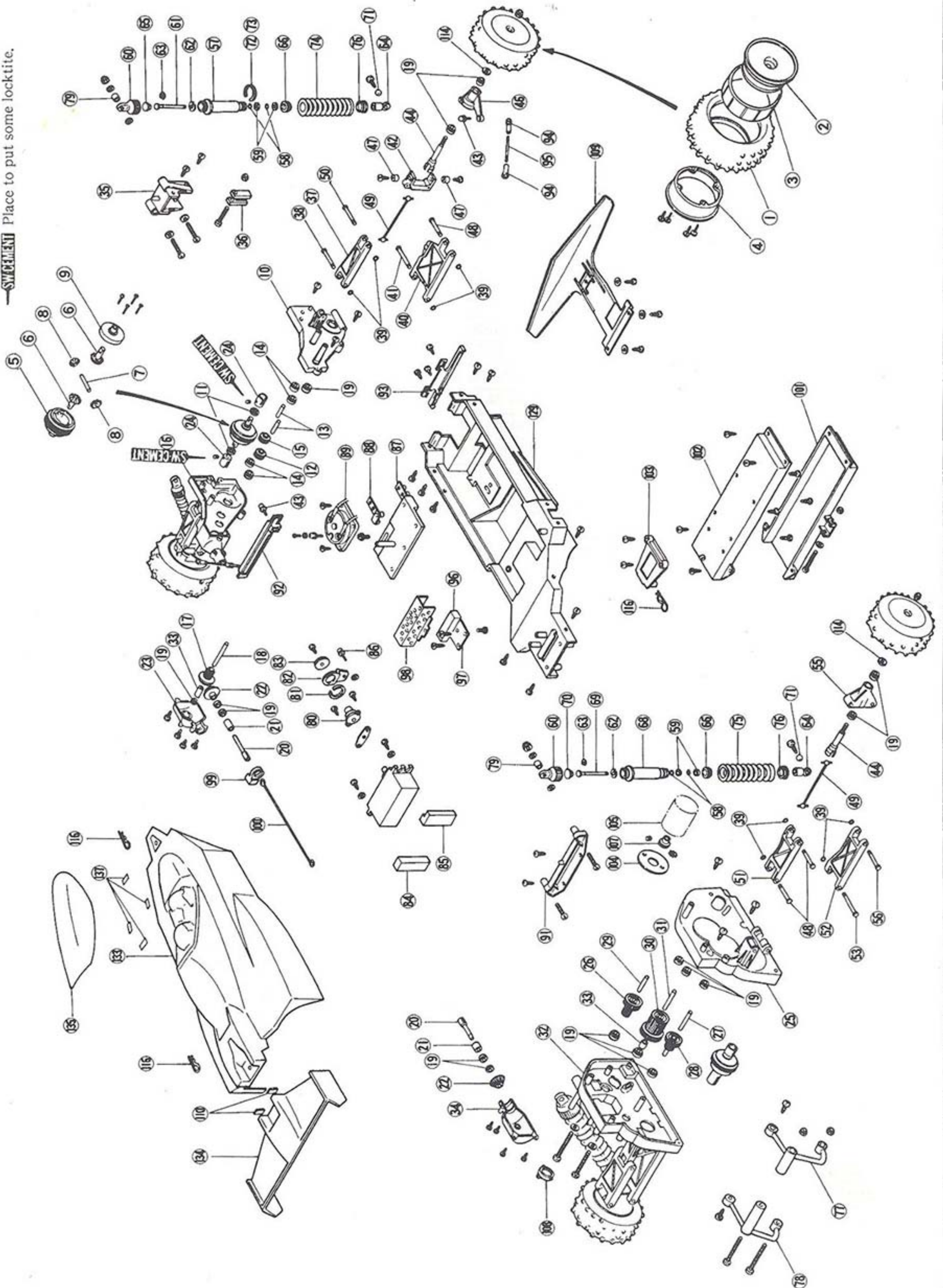


After several runs the motor may lose its power. This is because of carbon accumulated on the commutator of motor. In such a case, remove the pinion gear and run it idly for 15 minutes.



EXPLODED VIEW

—SWACEMENT Place to put some locktite.



BAGGED PARTS LIST

Bag	Key	Name	Qty	Step	Bag	Key	Name	Qty	Step	Bag	Key	Name	Qty	Step
1	80	Saver Base	1	2	2	110	Double Sided Tape	2	5 6	4		M3x8 TP Screw	7	2 3
	81	Saver Shock	1	2		112	Nylon Strap	3	5			M3x8 Washer	6	2 3
	82	Saver Arm	1	2		113	Ball End	1	4			M2x5 TP Screw	2	2
	83	Saver Cap	1	2		137	Double Sided Tape	1	6	5	134	Wing	1	6
	84	Servo Stay (A)	1	2	3	72	Spring Spacer (A)	4	10		135	Canopy	1	6
	85	Servo Stay (B)	1	2		73	Spring Spacer (B)	4	10		111	Antenna Pipe	1	5
	86	Steering Pin	1	2		130	Thickness Gauge	1			136	Decal	1	7
2	90	Speed Control Rod	1	4	4	116	Body Pin	3	8 9			Instruction	1	

KEY NUMBERS OF PARTS

Key #	Name	Qty	Key #	Name	Qty	Key #	Name	Qty
①	Tire	4	④②	Front Hub,	2	⑧③	Saver Cap	1
②	Wheel (1)	4	④③	4.8 φ Pillow Ball	4	⑧④	Servo Stay (A)	1
③	Wheel (2)	4	④④	Wheel Shaft	4	⑧⑤	Servo Stay (B)	1
④	Wheel (3)	4	④⑤	Knuckle Arm (R)	1	⑧⑥	Steering Pin	1
⑤	Main Gear	2	④⑥	Knuckle Arm (L)	1	⑧⑦	Speed Control Base	1
⑥	Bevel Gear (A)	4	④⑦	King Pin	4	⑧⑧	Servo Stay (C)	1
⑦	Bevel Shaft	2	④⑧	Sus. Shaft (C)	6	⑧⑨	Rotary Speed Controller	1
⑧	Bevel Gear (B)	4	④⑨	Swing Shaft	4	⑨①	Speed Control Rod	1
⑨	Diff. Case	2	⑤①	Sus. Shaft (A)	2	⑨②	Rear Shock Stay	1
⑩	Front Gear Box (R)	1	⑤②	Rear Upper Sus. Arm	2	⑨③	Steering Luck	1
⑪	8 φ x14 Bushing	4	⑤③	Rear Lower Sus. Arm	2	⑨④	Steering Plate	1
⑫	Idle Gear (A)	1	⑤④	Sus. Shaft (F)	2	⑨⑤	Ball End	4
⑬	Gear Shaft (A)	2	⑤⑤	Rear Hub (R)	1	⑨⑥	Tie Rod	2
⑭	4 φ Plastic Plain Bushing	4	⑤⑥	Rear Hub (L)	1	⑨⑦	Resistor	1
⑮	Idle Gear (B)	1	⑤⑦	Sus. Shaft (D)	2	⑨⑧	Heatsink Base	1
⑯	Front Gear Box (L)	1	⑤⑧	Front Shock Case	2	⑨⑨	Heatsink	1
⑰	Front Drive Gear	1	⑤⑨	O Ring (P-3)	8	⑩①	Front Gear Box Stay	1
⑱	Gear Shft (D)	1	⑥①	Shock Collar	8	⑩②	Center Shaft	1
⑲	5 φ Plastic Plain Bushing	20	⑥②	Shock Cap (A)	4	⑩③	Battery Box (A)	1
⑳	Center Joint	2	⑥③	Front Shock Shaft	2	⑩④	Battery Box (B)	1
㉑	Center Joint Cover	2	⑥④	Shock Piston	4	⑩⑤	Battery Box (C)	1
㉒	Center Bevel Gear	2	⑥⑤	E Ring (E-2.5)	4	⑩⑥	Motor Spacer	1
㉓	Front Bevel Cover	1	⑥⑥	Shock End	4	⑩⑦	Motor	1
㉔	Joint	4	⑥⑦	Pressure Top (A)	2	⑩⑧	Motor Lead Coad	2
㉕	Rear Gear Box (R)	1	⑥⑧	Shock Cap (B)	4	⑩⑨	Pinion Gear (16T)	1
㉖	Counter Gear (A)	1	⑥⑨	Shock Oil	1	⑪①	Pinion Cover	1
㉗	Gear Shaft (C)	1	⑦①	Rear Shock Case	2	⑪②	Bumper	1
㉘	Counter Gear	1	⑦②	Rear Shock Shaft	2	⑪③	Double Sided Tape (Thick)	2
㉙	Gear Shaft (B)	1	⑦③	Pressure Top (B)	2	⑪④	Antenna Pipe	1
㉚	Rear Drive Gear	1	⑦④	5.8 φ Ball	4	⑪⑤	Nylon Strap	3
㉛	Gear Shfat (E)	1	⑦⑤	Spring Spacer (A)	4	⑪⑥	Ball End (S)	1
㉜	Rear Gear Box (L)	1	⑦⑥	Spring Spacer (B)	4	⑪⑦	Drive Washer	4
㉝	Bevel Collar	2	⑦⑦	Front Spring	2	⑪⑧	Body Pin	3
㉞	Rear Bevel Cover	1	⑦⑧	Rear Spring	2	⑪⑨	Hobby Grease	1
㉟	Front Shock Stay	1	⑦⑨	Spring Holder	4	⑫①	4.5 φ Ball	1
㊱	Bumper Stay	1	⑦⑩	Rear Guard (R)	1	⑫②	Chassis	1
㊲	Front Upper Sus. Arm	2	⑦⑪	Rear Guard (L)	1	⑫③	Thickness Gauge	1
㊳	Sus. Shaft (B)	2	⑦⑫	Shock Bushing	4	⑫④	Body	1
㊴	O Ring (P-2.3)	16	⑦⑬	Saver Base	1	⑫⑤	Wing	1
㊵	Front Lower Sus. Arm	2	⑦⑭	Saver Shock	1	⑫⑥	Canopy	1
㊶	Sus. Shaft (E)	2	⑦⑮	Saver Arm	1	⑫⑦	Decal	1
						⑫⑧	Double Sided Tape (Thin)	1

PURCHASING PARTS FOR YOUR KIT

You can purchase replacement and optional parts for your kit. All of the part identified by key number are usually not available singularly, but we offer these parts in convenient parts "packs" which can be purchased separately. To figure out which parts pack you need, find the key number for that part which the part within the manual.

Then consult our pack guide below.

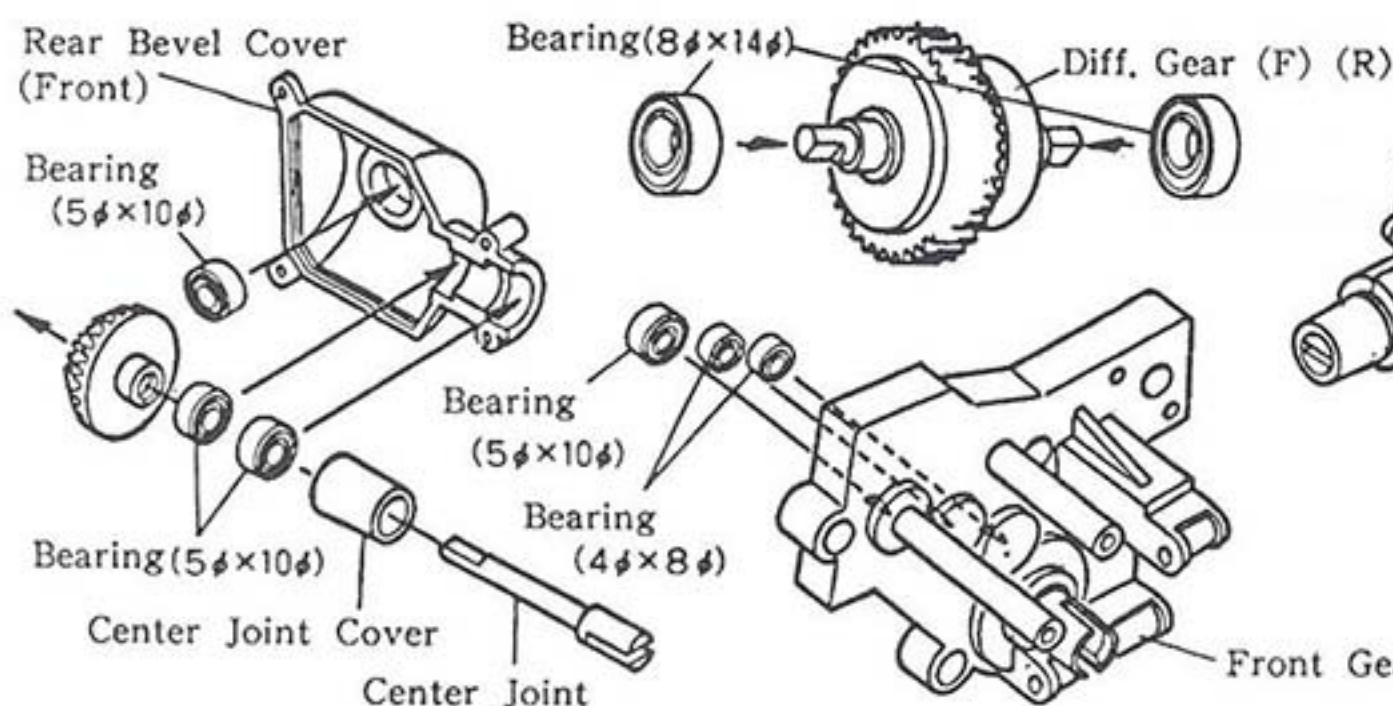
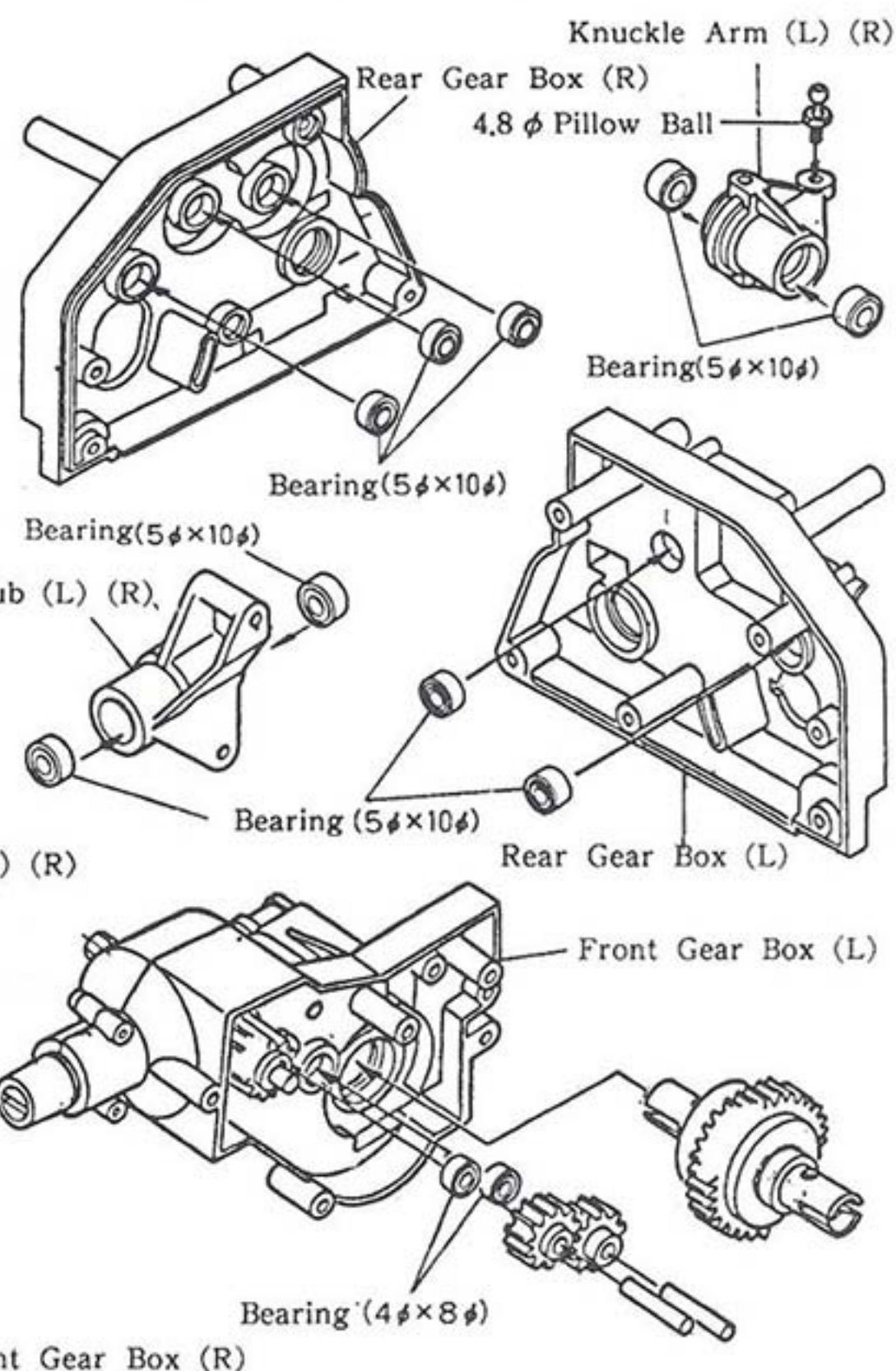
When referring to the parts you need, always use the Parts Pack Number.

For example, if you need a Main Gear (Key #5) ask your dealer for Kyosho Parts Pack SB-6 (Gear Set).

No.	Name	Key #, Qty
SB-1	Front Gear Box	10 16 21 23 25 1
SB-2	Rear Gear Box	10 21 25 32 34 36 1
SB-3	Bumper Stay Set	35 37 39 41 1
SB-4	Wheel Set	2 3 4 2
SB-5	Gear Set	12 13 17 26 28 33 1 22x2
SB-6	Diff. Gear Set	5 7 9 2 6 8 4
SB-7	Front Sus. Arm	37 40 2
SB-8	Rear Sus. Arm	51 52 2
SB-9	Knuckle Hub Set	42x2 45 46 53 55 1
SB-10	Chassis	17 18 19 24 25 26 1
SB-11	Steering Set	43 44 4 52 53 1 55x2
SB-12	Servo Saver Set	46 47 48 49 50 1
SB-13	Battery Box Set	11 12 13 1
SB-14	Tire Set	1x2
SB-15	Gear Shaft Set	13 23 2 4 13 27 28 30 1
SB-16	Sus. Shaft Set	49x6 49x16 49 50 53 54x2
SB-17	Front Shock Set	58 59 4 60 61 62 63 64 65 66 67 2 72 73 74 75 76 77 2
SB-18	Rear Shock Set	58 59 4 62 63 64 65 66 67 68 69 70 71 72 73 75 76 77 2
SB-19	Bushing	11 14 4 15x20
SB-20	Joint	24x2
SB-21	Center Joint	29x2
SB-22	Wheel Shaft	44x2
SB-23	King Pin	41x4
SB-24	Swing Shaft	43x2
SB-27	Drive Washer	11x4
SB-29	Center Shaft	18x1
SB-30	Screw Set	1
AS-1	Body	13 14 15 1
AS-2	Canopy	13 15 1
AS-3	Decal	13x1
EF-37	Nylon Strap (S)	6 11
1840	Double Sided Tape	1 11
1951	Shock Oil (S,M,H)	
1889	Hook Pin	11x5
OT-52	Pinion Gear	16T x 1
SD-79	Antenna Pipe	11x5
1815	Rotary Controller	89 11 11 1
1819	15W Resistor	55 56 57 1

OPTIONAL PARTS		
1911	8φ x14 Bearing	Replacement for #11
1901	5φ x10 Bearing	Replacement for #19
1903	4φ x 8 Bearing	Replacement for #14
OT-50	Pinion Gear 13T	
OT-51	Pinion Gear 14T	
OT-24	Pinion Gear 15T	
OT-53	Pinion Gear 17T	
W-5021	Lowprofile Wheel	Silver
W-5001	Pressure Oil Shock S	High Performance Large 12φ shock
W-5002	Pressure Oil Shock L	
W-5003	Adjustable Shock S	Adjustable damping action
W-5004	Adjustable Shock L	
W-5031	Lowprofile Tire, Hard	For Ha. Truck
W-5032	Lowprofile Tire, Soft	For Soft Truck
W-5061	Universal Swing Shaft	Wheel Shaft 2 Set Swing Shaft
1863	Sponcer Sticker	

Places for Installing Option Bearings

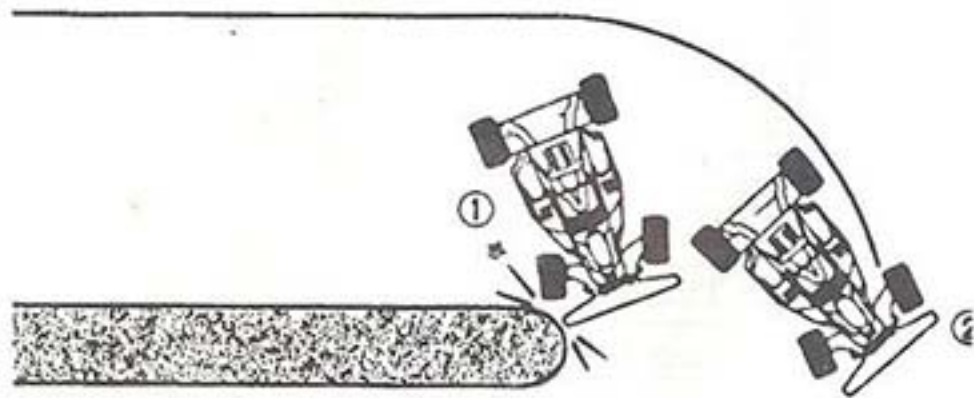


GUIDE FOR SETTING UP THE CAR

<Adjustment for Straight Going>

1. When the model runs unstably without touching the steering wheel :
 *Increase the toe-in setting in a slight degree.
 *Check the linkage system to see if there is no loose or stiff connection.
2. When the car runs straight and change the direction suddenly and excessively :
 *Check the steering swing of left and right wheels. Reduce it a little.
 *Examine any looseness in the linkage.
 Especially, stiff connection will hamper the quick and proportionate reaction of the wheels to your control.

<Adjustment for Corners Going>



1. When the model shows a trait of over steering or spinning :
 *Check the steering ratio of the left and right wheels.
2. When the car goes toward the outside of the course at corners :
 *Practice to turn corners with the acceleration control.
 After mastering the technique to some degree, increase the steering ratio little by little.

<Adjustment of Shock and Suspension Spring>

Adjust the components based upon a bumpy or slippery road.
 The table below is a general indication for your reference.

1. Tension of Front Spring ○ ...Good △ ...OK X' ...No Good

Spring Tension	Straight	High Speed Corner	Low Speed Corner
Strong	○ (Slippery Road △)	△ (Slight Over Steering)	△ (Slight Under Steering)
Medium	○	○	○
Weak	○ (Bumpy Road X)	△ (Slight Under Steering)	△ (Slight Over Steering)

2. Tension of Rear Spring ○ ...Good △ ...OK X' ...No Good

Spring Tension	Straight	High Speed Corner	Low Speed Corner
Strong	○ (Slippery Road △)	△ (Slight Over Steering)	○ (Slight Under Steering)
Medium	○	○	○
Weak	○ (Bumpy Road X)	△ (Slight Under Steering)	△ (Slight Over Steering)

3. Adjustment of Oil Shock

Use thicker oil, when the spring is set to high tension. No.1951 shock oil is recommended for a thick oil.

The Super Hobby



'This product is not to be sold in the United States. If you have purchased this product in the United States, please contact Tom Miller at Kyosho U.S.A. phone number (217) 398-3630.'

PRINTED IN JAPAN

Pieces de rechange pour Shadow et Aero streak

La plupart de pieces de ce kit ne sont pas vendues séparément mais regroupées dans des kits de réparation. Les pieces étant numérotées, il suffit de se reporter à la liste ci-jointe afin de se procurer le sachet correspondant. EX. Si l'on désire un support d'amortisseur arriere 91, se procurer le sachet SB3 .

N°	Nom du kit	Pieces fournies
SB1	Carter avant	10/16/21/23/99 X1
SB2	Carters arriere	104/21/25/32/34/108 X1
SB3	Pare-chocs	35/91/77/78/109 X1
SB4	Jantes	3/2/4 X2
SB5	Engrenages	12/15/17/26/28/30 X1
SB6	Differentiel	5/7/9 X2, 6/8 X4
SB7	Triangles de suspension AV.	37/40 X2
SB8	Triangles de susp. AR.	51/51 X2
SB9	Porte-fusées AV.	42 X2, 45/46/54/55 X1
SB10	Chassis	129/87/88/84/86/36/ X1
SB11	Kit de direction	94 X4, 92/93 X1, 95 X2
SB12	Sauve-servo	80/81/82/83/86 X1
SB13	Support de batterie	101/102/103 X1
SB14	Pneus	1 X2
SB15	Axes d'engrenages	13/33 X2, 1/18/27/29/31 X1
SB16	Axes de suspension	48 X6, 39 X16, 38/41/50/53/56 X2
SB17	Amortisseurs avant	59/58 X4, 57/60/61/62/63/64/65/66/71/ 72/73/74/76/79 X2
SB18	Amortisseurs arriere	58/59 X4, 60/62/63/64/66/68/69/70/71/ 72/73/76/75/79 X2
SB19	Jeu de palier	11/14 X4, 19 X20
SB20	Noix de cardans	24 X2
SB21	Noix de cardan (central)	20 X2
SB22	Fusées	44 X4
SB23	Pivots avant	47 X2
SB24	Cardans	49 X2
SB25	Variateur (Shadow)	88/90/96/97/98/119/128/120/121/122/ 123/124 X1 125/126 X2
SB26	Carrosserie (Shadow)	115 X1
SB27	Entraineurs de roues	114 X4
SB28	Décoration	117 X1 (Shadow)
SB29	Cardan central	100 X1
SB30	Jeu de vis	1 sachet
EF37	Collier nylon P.M	6 pieces
1840	Double-face	1 morceau
1951	Huile d'amortisseurs	1 fluide, 1 standard, 1 épaisse
PG43	Faisceau électrique	106/127 X1 - (Shadow)
1889	Epingles de carrosserie	116 X5
OT52	Pignon moteur	16 dents X1
SD79	Tube d'antenne	111 X5

Ky n° 3181
n° 3182

PIECES DE RECHANGE ET OPTIONS POUR SHADOW ET AERO STREAK.
(Suite)

1815	Variateur (Aero Streak)	89/119/113
1819	Résistance 15W	86/97/98
AS1	Carrosserie Aero Streak	133/134/110
AS2	Pare-brise Aero S.	135/137
AS3	Décoration Aero S.	136

OPTIONS

530555	Kit de roulements pour Shadow/Aero.	
530110	Roulements 5X10	Remplace les bagues # 19
530100	Roulements 4X8	Remplace les bagues # 14
460545	Pignon 13 dents en Ergal	
460550	Pignon 14 dents en Ergal	
460555	Pignon 15 dents en Ergal.	
460565	Pignon 17 dents en Ergal	
512585	Jantes ultra légères de compétition	
W5021	Jantes arriere chromées	
W5022	Jantes avant étroites, chromées.	
W5001	Amortisseurs avant à volume constant.	
W5002	Amortisseurs arriere à volume constant	
W5003	Amortisseurs à hydraulique variable (avant)	
W5004	" " (arriere)	
W5031	Pneus pour surface dure	
W5032	Pneus pour terrain souple.	
W5033	Pneus étroits à gros picots	
W5034	Pneus étroits à pavés	
512590	Pneus arriere à picots (Champion d'europe)	
512595	Pneus avant à picots (Champion d'europe)	
520100	Colle cyanoacrylate fluide	
520110	Stop vis (frein-filet)	
490545	Cordon de charge rapide 6 éléments	
131	Chargeur électronique à détection de température.	
460100	Moteur 300 RS sur roulements.	
460140	300 STI. Moteur de compétition de classe standard.	
1924	240SB. Moteur de compétition sur roulements.	
460500	Charbons moteur prétaillés.	
W5061	Cardans universels.	
134752	Pack d'accus 7,2 v. 1600 mah.	
4125	sac de transport Kyosho	
580125	Casquette DRASTIC	

Distribué par

DRASTIC / C.I.M.B.

91350 GRIGNY

KYOSHO ROTARY CONTROL MAINTENANCE PROCEDURE



Certain high performance parts like the Kyosho rotary speed control require routine maintenance to ensure continued reliability in operation. We suggest that you perform the following maintenance procedures after each day of racing for continued peak performance.

Refer to figure #1 for proper maintenance procedure.

1. Remove center bolt 'A' to disassemble.
2. Inspect wire holding nuts 'B' and 'C' for tightness. Tighten if loose.
3. Check contact 'D' for free vertical movement.

A. If binding exists, remove wire holding nuts 'B' and 'C' to disassemble contact mechanism for cleaning.

4. Clean all dust and dirt from the contact pad areas 'E' and 'F'.

5. Reassemble speed controller.

6. After assembly, rotate speed controller through its full movement cycle.

A. Make sure the control rod 'G' does not strike one of the wire nuts 'B' and 'C'. If this occurs, the control rod must be repositioned.

B. Check that the supply wire terminals 'H' and 'J' turn freely in the rotor when it is moved through its full duration.

The Kyosho rotary speed control comes with an extended warranty. If it should require repair or fail to operate, please contact Kyosho's authorized repair facility for warranty repair or replacement.

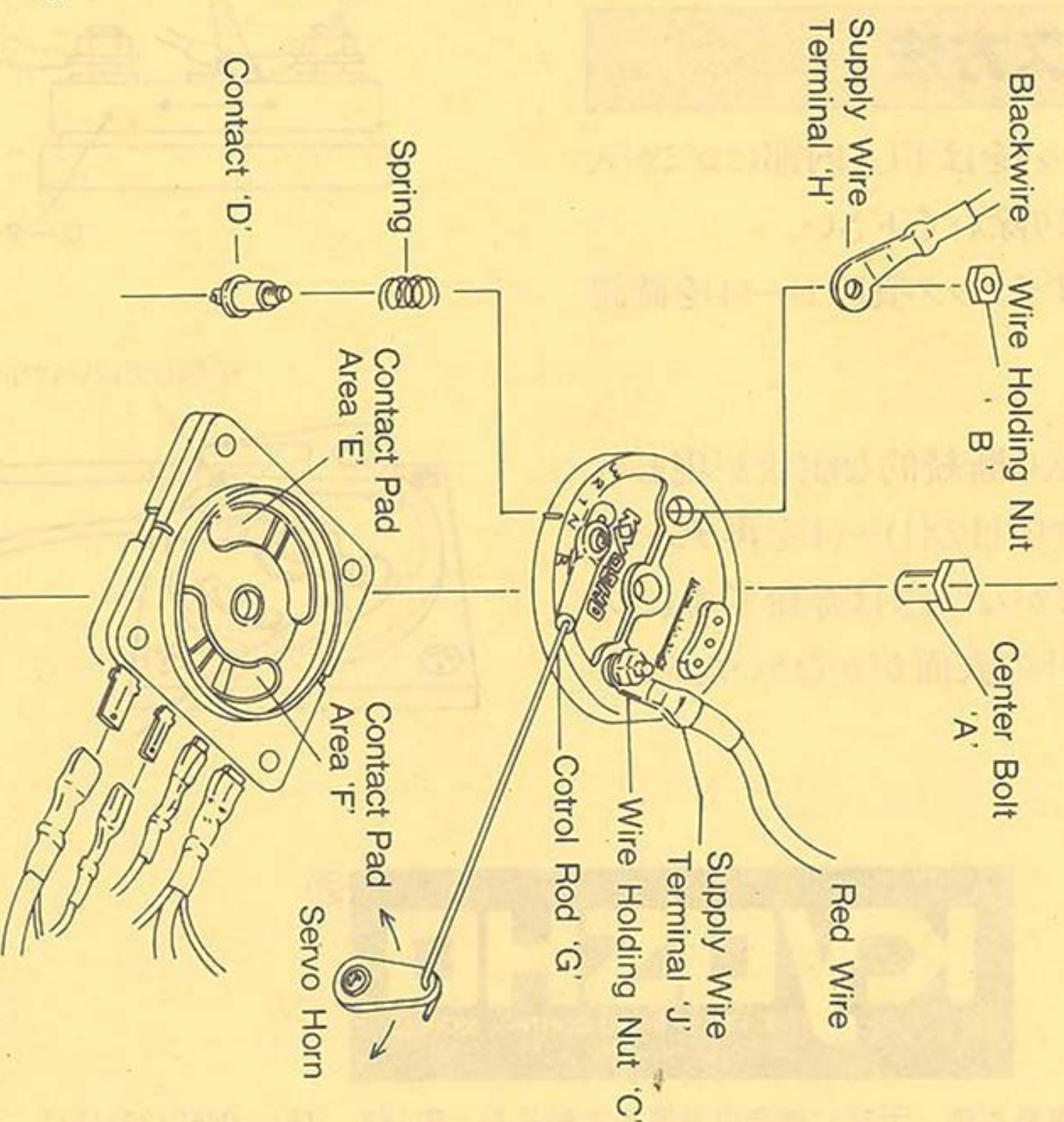


Figure #1

ロータリースピードコントローラーを正しく使うための、 チェック項目およびメンテナンス方法。

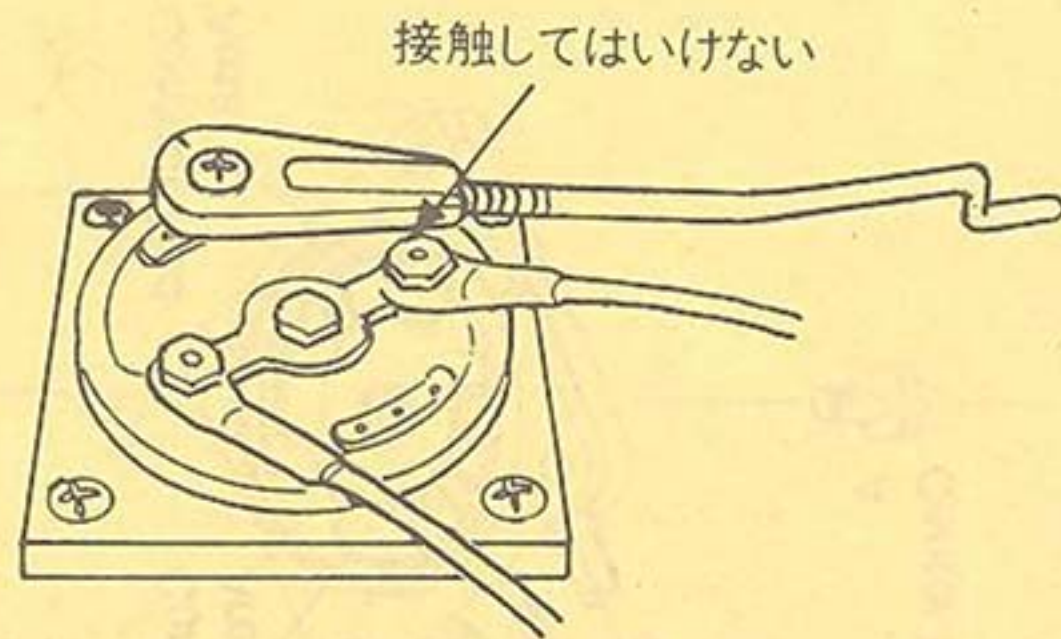
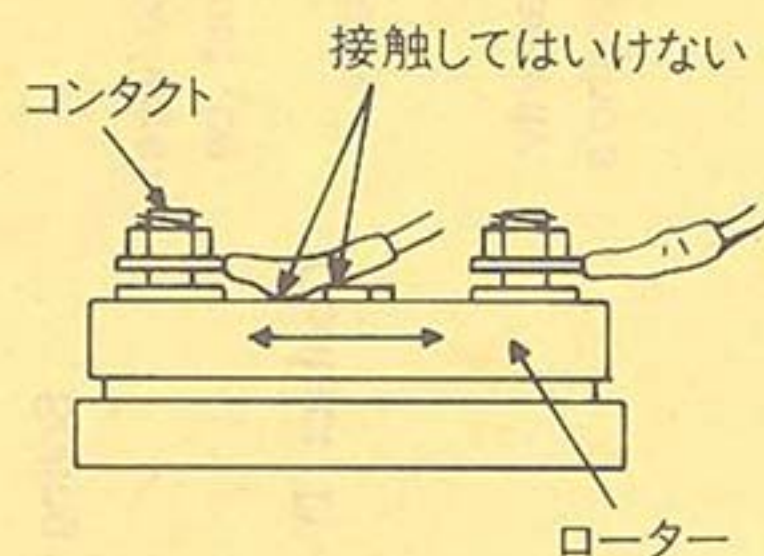
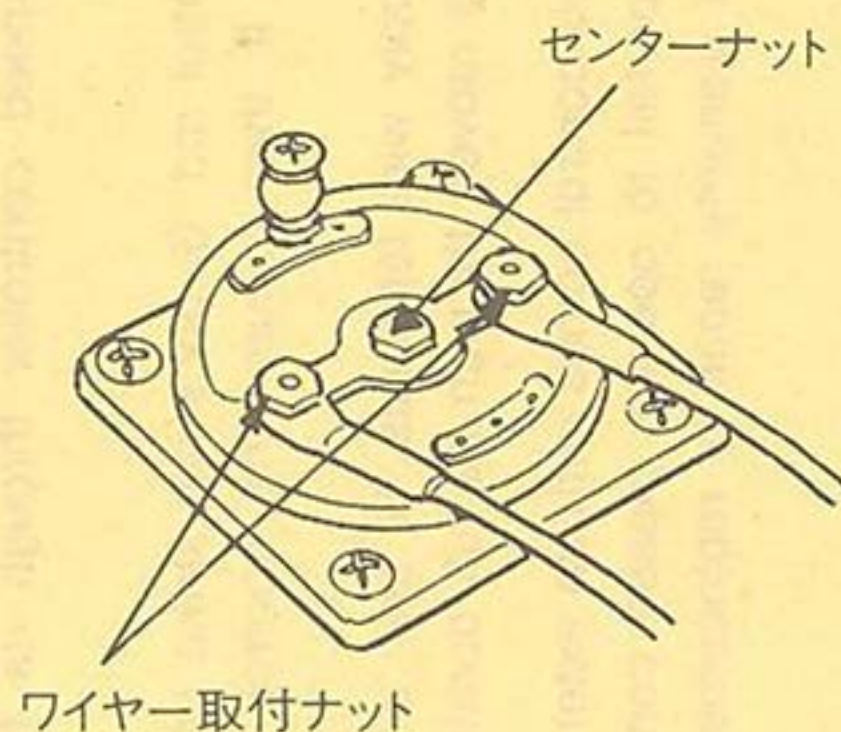
チェック項目

- (1) センターナットやワイヤー取付ナットにゆるみはありませんか。
- (2) ローターが回転する時、ワイヤーがローターの一部やセンターナットに接触して、コンタクトを押し上げていませんか。
- (3) ワイヤーが車体の一部に接触して(2)同様コンタクトを押し上げていませんか。
- (4) スピコンロッドがワイヤー取付ナットに当たることはありませんか。

メンテナンス方法

- (1) 時々センターナットをはずし、内部にゴミが入っていたときは取り除いて下さい。
- (2) ご使用前に必ずチェック項目(1)～(4)を確認して下さい。

※モーターの回転に断続的な症状が現われた場合、チェック項目の(1)～(4)を再チェックして下さい。異常がないときは寿命です。(このときメタルプレートの表面がかなりいたんでいます。)



RADIO CONTROLLED ELECTRIC POWERED RACING BUGGY

4WD OFF-ROAD RACER

AERO STREAK

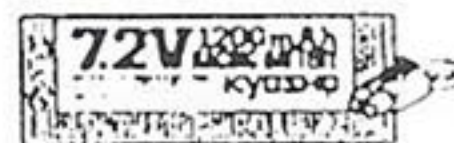
Modele assemblé en usine. Installation radio et montage
de la carrosserie faciles

- * Excellent buggy de début avec de bonnes performances pour un prix raisonnable.
- * Suspensions triangulées sur les 4 roues.
- * Transmission centrale par cardan.
- * Différentiel avant et arriere.
- * Equipé d'un puissant moteur Le Mans 05
- * Moteur central
- * Batterie 7,2 V/1200 mah
- * Radio deux voies (non fournie).

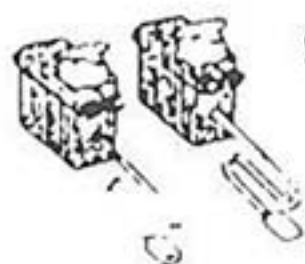
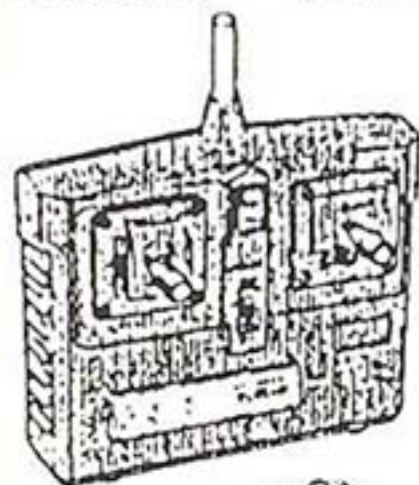
1:10 SCALE

Matériel non inclus

Batterie
SPRINT n° 2310



Emetteur Radiocommande 2 voies/ 2servos
avec récepteur BEC uniquement.



Servos

Récepteur



Interrupteur

piles
alcalines

Ref. 470005



Batterie
SAFT
Ref. 135783

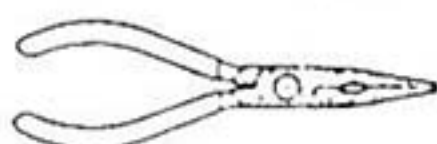


La recharge de ces accus se fera à partir
d'une batterie d'automobile 12 volts grace à
un chargeur rapide Kyosho 2326 ou 1849



No.1849

Pinces plates



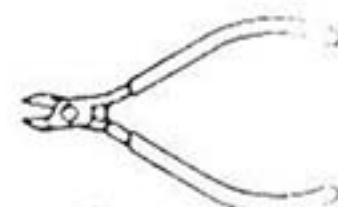
vrille



Cale à poncer



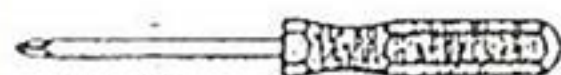
Pinces coupantes



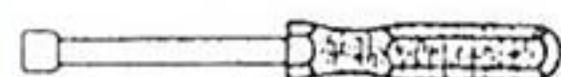
Cutter



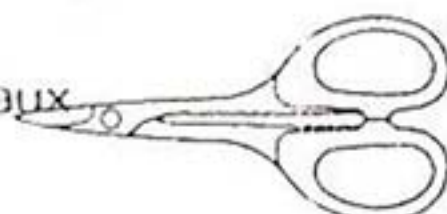
Tournevis cruciforme



Clef
T4 & M3



Ciseaux



Avant de commencer le montage du modele, lire entierement les instructions en s'aidant de la notice d'origine et s'assurer de la conformité des pieces contenues dans la boite.

Chaque vis, écrou, rondelle, etc.. a une affectation précise et sont représentés à l'échelle 1/1 dans les marge.

Ce modele est en grande majorité constitué de piece en plastique assemblées entre elles par des vis autotaraudeuses qui se différencient par un filet plus large et une extrémité pointue. Veiller à ne pas trop serrer les vis dans la plastique afin de d'éviter une déformation des pieces.

P.3

1 Vérification de l'ensemble radio:

Vérifier chaque élément dans l'ordre numérique indiqué.

1/ Dérouler l'antenne du récepteur. 2/ Déplier l'antenne de l'émetteur. 3/ Allumer l'émetteur. 4/ Raccorder le récepteur au variateur et brancher un pack d'accus chargé. 5/ Brancher les servos et allumer le récepteur. 6/ Vérifier le fonctionnement des servos et mettre les trim au neutre.

Pour plus de détails se reporter à la notice livrée avec la radio.

Note: L'Aero Streak a été conçu pour être équipé d'un récepteur de type BEC. Avec un récepteur classique se procurer un systeme BEC séparé REF. 1990.

2 montage du sauve-servo:

Positionner le palonnier de servo dans l'axe du boitier. La vis de fixation du palonnier est celle livrée avec le servo. Fixer le servo sur les supports 84/85 par des vis de 3X8 et des rondelles. Pour monter des mini-servos retourner les supports 84 et 85.

3 Fixation des servos sur le chassis:

Faire coïncider l'ergot du sauve-servo avec le trou prévu dans la traverse de direction. Fixer le servo par des vis de 3X8. Desserrer la vis indiquée par le bonhomme kyosho et fixer le servo en place avec des vis de 3X8; Resserrer la vis.

P.4

4 Installation de la tringlerie de variateur:

1/ Visser la chape à moitié de la partie filetée.

2/ Maintenir la tringlerie, avec une paire de pinces, au point indiqué par une flèche et la couder à 45°.

3/ Recouper un palonnier et ne garder qu'une branche. Choisir un trou à 15 mm du centre et l'élargir en fonction du diamètre de la tringlerie.

Fixer le palonnier sur le servo et y introduire la tringlerie. Mettre le servo et le variateur au neutre et régler la longueur de la tringlerie en vissant ou en dévissant la chape.

Vue latérale: Retordre, si nécessaire, la tringlerie jusqu'à ce que les lignes indiquées soient parallèles.

Positions du variateur:

De gauche à droite: Arriere, neutre, vitesse 1, vitesse 2, vitesse 3.

5 installation du récepteur:

Raccorder les différentes prises sur le récepteur, passer l'antenne dans l'embase puis au travers de l'antenne et fixer l'interrupteur. Coller le récepteur en place par l'intermédiaire d'un morceau de double-face.

P.5

6 Montage de la carrosserie:

1/ Couper la bande d'adhésif (étroit) en 4 morceaux.
2/ Coller les 4 morceaux d'adhésif sur les bords à l'intérieur de la verrière. Fixer la verrière sur la carrosserie.

3/ Couper des morceaux d'adhésif double-face (épais) à la taille des plans de joint de l'aileron.

4/ Coller l'aileron avec du double-face.

7 Décoration:

Découper les adhésifs sans laisser de marges et les coller en s'aidant de la photo du couvercle de la boîte.

P.6

8 Mise en place de la batterie:

Soulever les taquets et introduire la batterie. Assurer avec un clip 116. Raccorder les prises.

Pour plus d'autonomie employer les packs d'accus Kyosho 2330E ou des Pink 1900.

9 Fixer la carrosserie au châssis par deux épingles de carrosserie 116.

10 Réglage de suspension:

Pour durcir la suspension utiliser les bagues fendues 72/73.

PRECAUTIONS ET ENTRETIEN

Avant chaque séance:

Poser la voiture sur un socle afin de dégager les roues. Vérifier si les roues avant tournent de façon égale à droite et à gauche. Régler éventuellement en retouchant la longueur des biellettes de direction. Vérifier toutes les connexions électriques. S'assurer que les mouvements du variateur correspondent au manche de gauche ou à la gachette sur une radio à volant. Vérifier la tension de l'émetteur (voltmètre ou voyant témoin). Vérifier que les roues arrière tournent librement.

Avant de connecter la batterie, mettre le variateur au neutre, (N en face du repère) et s'assurer que la fréquence est libre.

Ne jamais faire évoluer un modèle électrique sous la pluie et éviter les flaques d'eau.

Choisir un terrain dégagé

P.8

Rodage: Un rodage est conseillé afin de mettre définitivement les éléments en place. Faire des poses d'environ 15 secondes toutes les minutes d'utilisation (pendant 3 charges). Le fait de rouler longtemps à mi-régime risquerait d'endommager le variateur.

Lorsque le modèle vient de fonctionner, ne jamais toucher les résistances. Leur température est très élevée et l'on risquerait de se brûler.

Toujours allumer l'émetteur en premier et ensuite le récepteur.

Afin de gagner du poids, le récepteur est alimenté par la batterie de propulsion; En fin de décharge, des troubles de fonctionnement

peuvent apparaître. Arrêter le modèle dès que l'on ressent une baisse sensible de la vitesse.

Après chaque séance:

Pour couper la radio éteindre en premier le récepteur.

Débrancher la batterie de propulsion et la retirer du modèle.

Retirer la poussière avec un pinceau dur et vérifier le serrage des roues.

Toujours laisser refroidir le moteur entre deux packs. Une sur-chauffe pourrait l'endommager et lui faire perdre de sa puissance.

Après plusieurs séances, démonter le pignon du moteur et le faire tourner à vide pendant 15 minutes pour nettoyer le collecteur.

Huiler périodiquement ses paliers avec une huile fine Ref.1945.

REGLAGE

Réglage de la direction:

Si le modèle est instable en ligne droite, mettre un peu de pincement au roues avant et vérifier que la direction ne coince pas; Un léger jeu est nécessaire.

Si le modèle roule droit avec des changements de direction brutaux, Diminuer les angles de braquage.

Vérifier les tringleries. Une tringlerie dure rendra la direction molle et imprécise.

En virage, si le modèle est survireur, vérifier les débattements de la direction; Les réduire si nécessaire.

Si le modèle est sous-vireur, s'entraîner à prendre les virages en jouant sur l'accélérateur puis augmenter progressivement le débattement des roues avant.

Pour augmenter ou diminuer le débattement des roues avant, déplacer les points d'ancrage des tringleries sur les porte-fusées.

Réglage des amortisseurs :

Le réglage des amortisseurs sera fait en fonction de l'état de la piste.

Ressorts avant	Ligne droite	Virage rapide	Virage lent
Dur	β	*	*
Moyen	β	β	β
Mou	β	Léger sous-virage	*
Ressorts arriere			
Dur	β	Léger survirage	*
Moyen	β	β	β
Mou	β	Léger sous-virage	*

β = Bon. * = Correct

Avec des tensions de ressorts élevées, utiliser une huile un peu plus épaisse. Kyosho n° 1951 ou 1955.

Distribué par

DRASTIC/C. I. M. B.