RADIO CONTROLLED ELECTRIC POWERED 4WD SPORT CAR



 ACCURATE SCALE MODEL OF 320km/hr (200rnph) ITALIAN SUPERCAR
ALL-INDEPENDENT DOUBEL-WISHBONE SUSPENSION FOR SUPERIOR HANDLING ON ANY ROAD COURSE
FOUR WHEEL DRIVE WITH LIGHT, EFFICIENT SHAFT-DRIVEN SYSTEM
POWERFUL Le MANS STOCK 05 MOTOR INCLUDED
HIGH-QUALITY ROTARY SPEED CONTROLLER INCLUDED
STRONG, LIGHT GLASS-REINFORCED KELRON CHASSIS AND SUSPENSION PARTS
EASY ASSEMBLY SIMPLE ADJUSTMENT
BATTERY: 7.2V-1200~1700mAh (NOT INCLUDED) RADIO: 2 CHANNEL (NOT INCLUDED)





XJ220 PROTOTYPE KIT NO.4260



DRAWING OF PARTS PLACEMENT





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Key	Parts Name	Q'ty	Parts
1	Gear Box F-L	1	
2	Gear Box F-R	1	
(3)	Gear Box F–B	1	70
(4)	Gear Box R-L	1	OR-/6
(5)	Gear Box R-R	1	
6	Gear Box R-F	1	
(7)	Front Spur Gear	1	
(8)	Rear Spur Gear	1	
(9)	Front Idle Gear	1	
(10)	Rear Idle Gear	1	
(1)	Front Joint Cup	1	OR-77
(2)	Rear Joint Cun	1	
(3)	Joint Cup Ring	1	
(12)	Joint Cup Stopper	1	
(3)	Front Joint Ball	2	
(1)	Loint Ston Collar A	1	
0	Joint Stop Collar R	1	
0	Stop Nut	2	
	Bell Holder	4	
(19)	Dall Holder	4	
<u>(</u>)	Ball Holder Stopper	4	
20	Front Snock Bushing	2	
(22)	Rear Shock Bushing	4	
(23)	Servo Mount	4	
24)	Rear Sus. Shaft Stopper	2	OR-78
25)	Sus. Shaft Head	2	
25	Sus. Plate Bushing	2	
27	Rear Joint Ball	1	
(28)	Washer	8	
29	Body Mount	4	
30	Catch Ring	4	
(31)	Catch Ring Spacer	4	
(32)	Catch Pin	4	
(33)	Catch Pin Guide	4	
(34)	Shock Cylinder	12	
(35)	Shock Shaft	6	
(36)	Spring Holder	6	
69	Spring Adjuster	6	OR-79
6	Shock Stopper	6	
60	Shock Stopper	(0)	
69	SHOCK COHar	(6)	
(41)	Sus. Arm F-U	2	
(1)	Sus. Arm F-L	2	OR-80
(42)	Sus. Arm R-U	2	
(43)	Sus, Arm R-L	2	
(4.4)	Shock Stay F-A	2	
(45)	Shock Stay F-B	2	
(46)	Shock Stay R-A	2	OR-81
(1)	Shock Stay R-B	2	
(48)	Rear Hub	2	
(49)	Tie Rod	1	
50	Servo Saver Base	1	
5)	Servo Saver Horn	1	
(52)	Servo Saver Crank	- 1	
(53)	Crank Shaft	1	
50	Horn Shaft	1	08-82
(55)	Stopper Shaft	2	01 02
(56)	Battery Stopper I	1	
(E7)	Battery Stopper D	1	
6	Tie Rod Stopper I	1	
20	The Rou Stopper L		°
63	Dettern H 11		
60)	Dattery Holder S	2	
61)	Sub Chassis	1	
(62)	Front Support	1	OR-83
63	Battery Holder L	1	211 00
64	Battery Holder R	1	
65)	Gear Cover	1	

PARTS	LIST
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Key	Parts Name	Q'ty	Parts	
66	Front Wheel 2 OR-84			
67	Rear Wheel 2 OR-8			
68	Bumper	1	OR-86	
69	Main Chassis	1	OR-87	
70	Final Bevel Gear	2		
1	Diff. Case	2	OR-88	
(72)	Diff, Holder	2		
(73)	Front Tire	2	W-5056	
74	Rear Tire	2	W-5057	
(75)	Hobby Grease	1	**	
76	Cross Wrench	1	OR-100	
(77)	5 \$ x10 Metal Bushing	15	1916	
(78)	10 φ x14 Metal Bushing	5		
(79)	8 d x 10 Metal Bushing	Б	1918	
(80)	Final Pinion	2	08-89	
(8)	Ioint	1	01-5	
(82)	$2\phi - 11$ Pin	2	08-80	
(83)	5 d Shaft	2	01 05	
00	Sup Chaft A	2	00.00	
(e)	Sus, Slidit A	2	06-90	
63	Sus, Shaft B	4	00.02	
86	Shook Courter	2	08-93	
(87)	Snock Spring	6	0R-/9	
(88)	5.8 φ Pillow Ball	14	01-31	
(89)	Knuckle Arm L	1	OR-91	
90	Knuckle Arm R	1		
(91)	Bevel Gear A-L	2		
92	Bevel Gear A-S	2	OR-92	
93	Bevel Gear B	4		
94	Bevel Gear Shaft	2		
95	Servo Saver Spring	1		
96	Servo Saver Rod	1		
97	Tie Rod End	2	OR-93	
98	5.8 ϕ Ball End	4		
99	4.5 ϕ Ball End	2		
	Rear Frame	2	OR-94	
	4.5 \$ Ball	2		
(02)	Stopper Spring	2	00.00	
(03)	Steering Rod	1	OR-93	
	Speed Control Rod	1		
(1)	15T Pinion Gear	1	OT-24	
(1)6	Propelling Shaft	1	OR-95	
(1)	Wheel Shaft	4	OT-18	
(08)	Front Swing Shaft	2	OR-96	
(09)	Rear Swing Shaft	2	OR-97	
(10)	Drive Washer	4	OT-19	
(1)	Sus. Shaft C	2		
(12)	Sus Shaft D	2	OR-90	
(1)	Front Sus Plate	1		
	Roar Suc Diate	1	OR-98	
00	Motor Cord	1	00-90	
	Strap S	2	FE-27	
(1)	Antonna Dina	1	EP-70	
	15W Periotor	1	30-19	
0	15W Resistor		1010	
(19)	10 W Resistor Cover	1	1819	
(120)	15W Resistor Base	1	100-	
(121)	Le Mans 05 Stock Motor	1	1922	
(12)	Kotary Speed Controller	1	1815	
(23)	Double Sided Tape	1	1840	
(20)	Hex Wrench 2	1	OR-100	
(25)	Hex Wrench 1.5	1		
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Key	Parts Name	Q'ty	Parts
	M3x18 FH Screw	22	
	M3x10 Screw (Silver)	2	
	M3x10 TP Screw	72	
	M2x10 TP Screw	2	
	M3x3 Set Screw	1	
	M4x4 Set Screw	10	OR-100
	M3 Nut	11	
	M3 Nylon Nut	14	
	M4 Nylon Nut	4	
	M5 Washer	5	
	E-4 E Ring	2	

** mark

Not available as a "Spare Parts".



BEFORE RUNNIG



(2) Check to see if the rotor turns from Reverse position to High position. If not change the hole where the rod should be install. (See step 18, page 10) Center Nut

O Check the following points.

- (1) Make sure that the Center Nut and the Motor Lead Terminals are tight.
- (2)Check the Motor Lead Terminals and Wires to make sure they do not hit on the Center Nut.
- (3) Make sure that the Speed Control Rod does not hit on the Motor Lead Terminals.
- *When you notice the uneven running of the motor, check all checking points ① to ③ listed above. If you find all in good condition, the

surface of the controller plate must be worn away considerably.

** Important ** Every once in a while it is necessary to remove the Center Nut and clean the Speed Controller. This will ensure longer life and higher performance from your Speed Controller.

《 Basic Setting 》

The toe angle effects both straight running stability and steering response. Adjust the tie rods to give just a slight amount of toe – in for the best results. $(1\sim2^{\circ})$

- * Adjust the length of rods, by turning the ball ends in or out. (See step 16, page 10)
- 《 Adjustment of Spring 》

Front (Lightweight shock oil Weak spring tension
Front (Heavy shock oil Strong spring tension
Rear (Lightweight shock oil Weak spring tension
Rear (Heavy shock oil Strong spring tension



Cord Fixing Nut

Should not contact.

Should not contact.

Rotor

Terminal

- Sharp Steering Response .
- Slow Steering Response
- More Wheel Traction
- Less Wheel Traction

Strong spring tension

Weak Spring Tension

Check before every run »

- (1) Check to see if all bolts and nuts are tightened firmly.
- Check to see if the NiCd battery is fully charged.
- Check to see if the steering and speed controller is in proportion (3)to your control of the transmitter.
- (4) Check to see that all wiring is properly insulated.
- (5) Check to see if parts are moving smoothly.

《 Operating procedures 》

Turn transmitter switch on,

Switch on the receiver.

Check to see if the radio system is working properly.

When turning off the switches, turn off the receiver first then transmitter. Otherwise, the servos may be left in a position other than neutral.

《 Operational Safety 》

The same battery powers the radio and motor. As soon as the car starts to slow down, stop and recharge the battery. Otherwise, you will quickly lose control.

* * Important * *

The resistor generates a lot of heat while running. Do not keep running in the low or medium speed for long times. (less than 1 min.)



《 Hardness of Shock Oil 》

《 Caution 》

REMOVE THE NICD BATTERY FROM THE CAR WHEN NOT IN USE ...

SETTING GUIDE

Harder No. No.1951 Yellow Green Shock Oil (SMH) No.1953 Silicone Oil (S)

(-)						
№1954 Silicone Oil (M)			400SC	300SC		
№1955 Silicone Oil (H)	600SC	500SC				
FD-37 Black Shock (S)	Gold Spring		Black Spring		Black Spring	
W-5001 Pressure Shock (S)	Gold S	pring	Black S	Spring	Black S	Spring

Softer

Red

200SC 100SC

《 Gear Ratio 》

Pinion Gear	13T	14T	I5T	16T	17T	18T	19T
Gear Ratio (F/R)	10.6	9.9	9.2	8.6	8.1 8.6	7.7	7.3
	Slow Quick Long	* * *	Top Speed Accelleration Running Time		+ + +	Fast Poor Short	

When experimenting, start the smallest pinions and work towards the big ones until a good compromise of speed and torque is found for the track you are running.