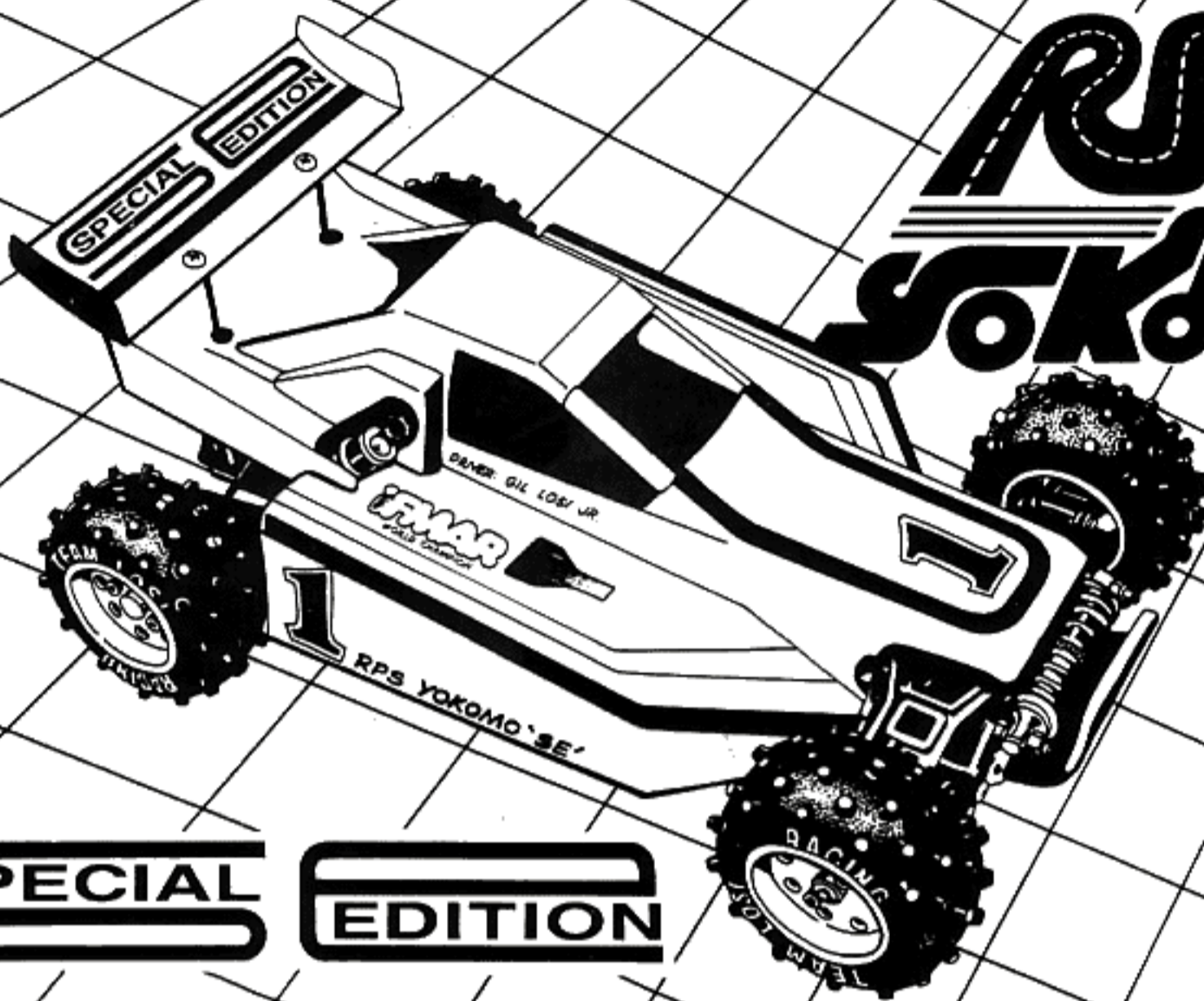
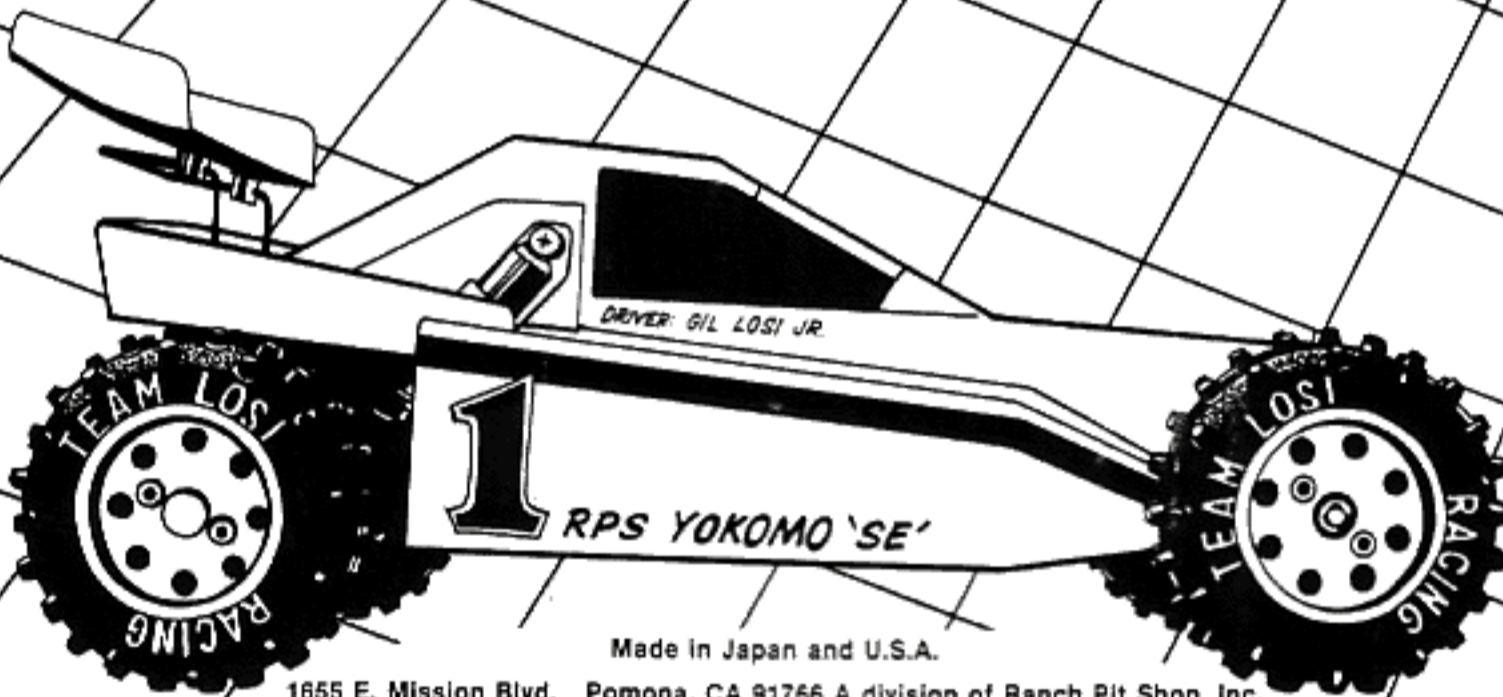


INSTRUCTION MANUAL

RPS YOKOMO



SPECIAL EDITION



Made in Japan and U.S.A.

1655 E. Mission Blvd. Pomona, CA 91766 A division of Ranch Pit Shop, Inc.

RPS YOKOMO

SPECIAL EDITION

The RPS/Yokomo with all the changes inspired by the I.F.M.A.R. unlimited champion driven by Gil Losi Jr. The **NEW Special Edition RPS/Yokomo** includes Yokomo stock motor with 14 tooth brass pinion, **NEW** simplified slipper, **NEW** lower front suspension arms, **NEW** front shock & geometry, **NEW** hardened front axles, **NEW** 1 to 1 front wheel drive ratio, **NEW** steel shaft transmission gears, **NEW** narrow silhouette gold anodized roll bar, **NEW** dual rear shock suspension, **NEW** heavy duty rear trailing arms, **NEW** lightweight fiberglass chassis, **NEW Special Edition** feather-weight body and **NEW** Team Losi high bite tires.

ASSEMBLY MANUAL FOR RPS-YOKOMO "SE"

INTRODUCTION:

Thank you for choosing the RPS-YOKOMO "SE" as your new race car. This particular kit is the 3rd generation of 4 wheel drive off-road racing machine. The "SE" is the culmination of many hours of research and development by the team Losi R & D Group. The prototype of this latest design, in the hands of Gil Losi Jr., has proven itself unbeatable in world class competition by winning the 1985-86 World Championships. If you take your time assembling the kit you will enjoy many hours of race winning performance.

Before you start, please take time and read through these instructions, using the photos to familiarize yourself with the various parts and assemblies that you will use to build your world champion RPS-YOKOMO "SPECIAL EDITION". You will need a few tools to complete the actual assembly. After reading through the instructions you should be familiar with these necessary tools and how they are used.

ASSEMBLY:

PHOTO #1 — ASSEMBLY OF TRANSMISSION

OPEN BAG "A" - Take out all parts.

A) Take the six (6) 5mm x 10mm flanged bushings, and insert them into the molded transmission housing. **NOTE:** Substitute ball bearings for these bushings if you have the SE-11 RPS #001 kit which includes the RPS #1020 bearing set.
B) Take the two (2) large ball bearings (7/8" diam.) and insert one into each housing half.

PHOTO #2 — THE DIFFERENTIAL

NOTE: Differential comes assembled in kit. However, we recommend greasing the thrust bearing for longer life.

PHOTO #3 — THE DIFFERENTIAL ADJUSTING SCREW

To prevent the differential from losing adjustment follow this procedure: Take a pair of wire cutters and place cutting jaws across the thread, approximately 1/8" from the threaded end. Apply sufficient pressure to dent the threads. This will make the screw lock firmly in place enabling it to hold adjustment. **NOTE:** If you find it necessary to disassemble or adjust the differential, repeat this process in order to keep the screw locked in position.

ASSEMBLING THE DIFFERENTIAL - REFER TO PHOTO #2

1. Place lock washer (B) on differential adjusting screw (A).
2. Place thrust washer (C) on adjusting screw.
3. Apply a liberal amount of grease (not provided with kit) to both sides of the thrust bearing.
4. Place thrust bearing (D) (which you have already greased) on adjusting screw.
5. Place thrust washer (E) on adjusting screw.
6. Now insert adjusting screw assembly into right differential outdrive (F).
7. Place large thrust washer (G) onto right differential outdrive, aligning washer on flange.
8. Place large thrust washer (I) onto left differential outdrive (J) also aligning washer on flange.
9. Complete assembly by replacing differential gear with (6) balls installed (H) between large thrust washers and screwing adjusting screw into differential outdrive. Tighten snugly.

NOTE: To properly adjust the differential, do not adjust too tightly at this time. Tighten screw snugly. Do not over tighten.

PHOTO #4 — ANTENNA MOUNT INSTALLATION

1. Insert 3mm socket head screw through antenna base mounting hole at front—top of left side trans case. Screw on antenna mounting base.

NOTE: Antenna should be installed after car is totally assembled.

2. Install 3mm nylon lock nut (with nylon facing out) for motor installation into location at top of right side transmission case. See Detail "A" PHOTO #1.

3. Insert seven (7) 3mm hexagonal nuts in holes in outer face of left half of gear case. Install inspection window in oblong hole. (Detail "A" PHOTO #4)

NOTE: Make sure that clear window is included.

PHOTO #5 — ASSEMBLING THE SLIP GEAR UNIT (5 PARTS)

1. Start with slip gear shaft (A).
2. Place 5mm x 11mm bushing (bearing) (B) over unthreaded end with flange toward the unthreaded end.
3. Place 5mm shim (C) on shaft (behind bushing or bearing) and install pin (D) into hole in shaft (A).
4. Slide gear (E) on shaft. Be sure that pin locks in groove of gear (E).

PHOTO #6

5. Insert slip gear assembly (C) into opening of left side gear box.
6. Slide brass spacer ring on longer side (side with adjusting screw) of differential outdrive and install opposite side of differential assembly (A) into left side of gear box.
7. Insert idler gear (B) between differential and slipper gear.
8. Insert compound spur (D) gear in opening of forward bushing/bearing.

NOTE: At this point, rotate differential outdrive with your fingers to be sure that all gears mesh properly.

9. Slide right side of transmission case over gears and secure with long 3mm screws. **NOTE:** Do not install screw into upper rear corner yet.

PHOTO #7 — ASSEMBLING REAR CHAIN SPROCKET UNIT

1. Slide slotted inner friction hub over slipper shaft that extends from the left side of the assembled transmission. Be sure pin is engaged in slot.
2. Slide the friction pad (not shown) onto the shaft against the hub.
3. Slide 13 Tooth chain sprocket on shaft.
4. Slide outer friction hub on shaft.
5. Place compression spring on shaft.
6. Screw nylock nut on until spring is compressed approximately 50 percent.

NOTE: In order to tighten nut, hold thumb (through motor opening in gear case) on spur gear.

ATTACHING REAR STABILIZER MOUNT

1. Insert upper tab in upper rear gear box.
2. Insert 3mm long screw and tighten snugly as seen in PHOTO #9, DETAIL A.

PHOTO #9 — ATTACHING GEAR BOX TO CHASSIS

1. Insert six (6) flathead 3mm screws thru bottom of chassis and attach wing mounts as per illustration.
2. Use the 3mm flanged nuts to secure the assembled transmission.

NOTE: At this point, there will be several unused parts, including:

- A) Antenna
- B) Chain
- C) Motor Mounting Plate and Screws
- D) Pinion Gear
- E) Chain Guard

Place these parts back in bag A for later assembly.

OPEN BAG "B"

PHOTO #8 - THE REAR AXLE ASSEMBLY

1. Insert 5mm x 10mm flanged bushing/bearing into both sides of rear suspension arms.
2. Insert axle through bushing so that drive cup is on inside of arm.
3. Slide flat washer/shim over outside of axle against bushing/bearing.
4. Slide aluminum rear wheel hub onto axle.
5. Using Allen wrench provided, screw 4mm Allen set screw into hub.

NOTE: Locate flat spot on axle and tighten set screw on this area.

It is advisable to leave a slight amount of "Play" in this assembly in order to minimize friction.

PHOTO # 9 — INSTALLING ROLL BAR AND REAR SUSPENSION MOUNTS

1. Insert four (4) 4mm flat head Phillips screws (two on each side) thru bottom of chassis.
2. Set roll bar over these screws, then, set rear suspension mounts over these screws (as shown). Tighten screws.
3. Insert rear trailing arm pivot pin half-way thru the rear arm mount. Center a 5mm washer over opening on inside surface of arm between mount and arm. Push pin all the way thru the mount.
4. Using the 1.5 mm Allen wrench, install 3mm set screw in arm in order to secure pin.
5. Repeat this procedure on other side.

NOTE: Both trailing arms should swing freely.

INSTALLING HALF-SHAFTS (DOG BONES)

1. Hold rear arm up and insert small end of "Dog Bone" into opening, fitting pin into slot.
2. Insert other end of "Dog Bone" into slotted opening of the gear box outdrive fitting cross pin into slot. Lower rear arm to hold dog bone in place.
3. Repeat procedure on other side.

FILLING REAR SHOCKS WITH OIL - (see illustration)

to disassemble shocks:

1. Unscrew silver end, remove spring retainers and spring.
2. Unscrew knurled end plug.
3. Slide "O" ring assembly off shaft.
4. Put a few drops of oil on "O" ring.
5. Slide "O" ring assembly back on shaft.
6. Now shock cylinder is ready for filling.
7. Holding shock body cylinder inverted: Fill cylinder slowly (with shock oil provided) to allow air bubbles to rise. Fill to bottom of threads.
8. Insert shock piston/shaft unit into shock cylinder until shaft bottoms out. Slowly screw knurled end plug in/out to allow excess oil to escape through threads until it is tight.
9. Complete reassembly of shock.

PHOTO #22 — INSTALLING SHOCKS

1. Screw 3mm x 1-3/16 inch bolt from outside through bottom hole on rear trailing arm.
2. Screw 3mm flanged nut all the way up against the trailing arm. Tighten snugly.
3. Slide one of the longer brass sleeves onto the bolt.
4. Slide bottom (silver end of shock) opening over the sleeve. Secure with a 3mm nylock nut.

IMPORTANT NOTE: Be sure to allow 1/16" side to side play on both ends of shock to allow shock to move freely.

SECURING UPPER (BLUE) END OF SHOCK

1. Insert one of the shorter brass sleeves into opening at top of shock.
2. Insert 3mm x 3/4" bolt through sleeve.
3. Thread on a 3mm flanged nut with the flange facing away from shock.
4. Insert bolt/nut through hole in roll bar.
5. Secure by screwing nylock nut on (See note above).
6. Install second shock by repeating the same process.

Parts remaining from BAG "B" at this point should be as follows:

1. Left over shock oil (will be used to fill front shock).
2. Rear body mounting clip.

BAG "C" — FRONT END PARTS

FRONT END ASSEMBLY

1. Slide chain sprocket over center shaft, with drive teeth next to slotted socket end of left center drive.

PHOTO #10

2. Screw 3mm x 10mm allen set screw in chain sprocket all the way through shaft until flush with both sides.
3. Slide 5mm x 10mm bushing/bearing onto center shaft with flange facing toward chain sprocket.

PHOTO #11

4. Insert center shaft into left side of front bulkhead.

5. Slide another bushing/bearing over end of center shaft and push all the way into the right side of bulkhead until bottomed out.
6. Screw 3mm x 4mm Allen set screw partly in to the right center drive. Slide right center drive onto end of center drive and tighten set screw (make sure to leave a little end play for free movement) onto the flat of front drive.

NOTE: At this point install rubber "O" rings into right and left center shaft sockets. Push each one in until it is bottomed out in socket. This will minimize "Dog Bone" play.

7. Locate lower arms with shock mounting pads forward using long pins. Secure pins with "E" clips at both ends.

HINT: "E" clips are easily installed by applying pressure with needle nose pliers.

INSTALLING UPPER "A" ARMS

1. This procedure is exactly the same as installing the lower "A" arms.

PHOTO #12 — INSTALLING FRONT HUB CARRIERS

NOTE: There is a left and a right carrier. Be sure to install as per PHOTO #12 so that the spindle is tilted back.

1. Slide mounting pins through openings and secure with "E" clips.

PHOTO #13 & 16 — INSTALLING THE CHAIN

1. Place drive chain on front sprocket making certain that chain links are facing in the correct direction (as shown PHOTO #13 & 16).

NOTE: If chain is installed backwards, it will still operate. However, the links will stretch rapidly.

PHOTO #11 — ASSEMBLING THE TWO FRONT STEERING BLOCKS

1. Slide bushing/bearing onto front axle with flange toward slotted drive socket.
2. Insert axle and 5mm X 10mm bushing onto steering block and press in until bushing/bearing is fully sealed.
3. Slide the other 3mm X 10mm bushing on to axle, press into outside of steering block until fully sealed.
4. Repeat procedure with other steering block.

NOTE: Both steering blocks are identical and can be interchanged.

PHOTO #11 — INSTALLING THE STEERING BLOCKS

1. Insert one end of dog bone (half shaft) - (both ends are identical) into center shaft socket.
2. Slide steering block on to outer end of dog bone, being certain that dog bone pin is locked in the slot.

NOTE: Be sure that steering arm faces rear of car.

3. Insert king pin into bottom hole. Secure by screwing in 3mm X 5mm Allen set screw.
4. Place 4mm washer on top of steering block and hub carrier and insert king pin thru hub carrier, washer and into steering block.
5. Secure with 3mm X 5mm Allen set screw.

NOTE: Do not over tighten set screws.

6. Repeat procedure on opposite side (see PHOTO #13).

PHOTO #13 — INSTALLING FRONT SHOCK (ONE "MONO SHOCK")

1. Shock must be disassembled and filled with shock oil. Refer to instructions for rear shocks and follow same procedure.
2. Insert 3mm X 10mm round head Phillips bolt through hole in shock mount PHOTO #13.
3. Screw 3mm nut all the way down against shock mount. Tighten snugly.
4. Slide brass bushing over 3mm X 10mm bolt.
5. Fasten shock arm to lower "A" arm, using two self tapping screws. Do not over tighten.
6. Fasten other shock arm on opposite side, repeating same procedure.
7. Install shock by sliding each end on to bolt and bushing.
8. Secure each end with 3mm nylock nut.

INSTALLING FRONT WHEEL HUBS

1. Insert 4mm X 8mm bushing/bearing into both sides of aluminum wheel hubs.
2. Slide wheel hub onto front axle and secure with C-Clip.
3. NOTE: Each wheel hub is equipped with a one-directional bearing (which rotates freely in one direction, but locks in the other). To assure that you have installed the wheel hubs correctly, they should rotate in forward direction freely. If they don't you need to reverse them.

MOUNTING FRONT END ASSEMBLY TO CHASSIS

1. Insert 4mm X 9mm screws thru holes 1" back from front of chassis into front bulkhead.

NOTE: At this point, the only parts that should be remaining from BAG "C" are four (4) 3mm X 7mm bolts that will be used to mount the front wheels.

2. Place drive chain over rear sprocket.

PHOTO #14 — ASSEMBLING THE SERVO SAVER

1. Insert threaded aluminum sleeve through lower servo saver arm, being certain that hexagonal head is seated properly.
2. Slide upper servo saver arm onto sleeve, matching angular shapes with tabs pointing in opposite directions.
3. Slide spring onto sleeve.
4. Secure with knurled adjusting nut.

NOTE: Tighten adjusting nut until one complete thread is exposed.

INSTALLING SERVO SAVER ON CHASSIS

1. Insert 3mm X 38mm bolt from bottom thru chassis at the left front servo saver mounting hole.
2. Screw 3mm nut onto bolt until it is snugly tightened against chassis.
3. Slide long brass sleeve over bolt.
4. Slide servo saver unit over sleeve.
5. Insert either end of cross-over linkage wire into outer hole in tab with two holes.

INSTALLING STEERING LINKAGE IDLER ARM

1. Insert free end of the cross-over linkage wire into the outer hole of the idler arm.

NOTE: Be certain that hole with "lip" around it is facing up.

INSTALLING THE IDLER ARM BASE

1. Insert 3mm x 30mm bolt thru chassis from bottom thru idler arm base.
2. Place a 3mm washer onto bolt.
3. Secure with 3mm nylock nut.

NOTE: Proper tightening of this nylock nut is critical. Over tightening will restrict movement and will interfere with steering. If it is too loose the steering will be inconsistent.

INSTALLING THE TIE-RODS

PHOTO #15 — ASSEMBLING THE TIE-RODS

1. Screw tie-rod ends on tie-rod shaft, maintaining overall tie-rod length of approximately 57mm from outside edge to outside edge.

NOTE: Length of tie-rods is critical as it effects front end wheel alignment.

Proper racing alignment requires a slight degree of tow-out. Unlike two-wheel, rear drive cars, four-wheel drive cars tend to "wander" if tow-in exists.

INSTALLING LEFT TIE-ROD

1. Insert 2.5mm x 10mm flat head bolt thru hole in ball into servo saver arm.
2. Insert another 2.5 x 10mm bolt thru ball into hole in steering block.
3. Repeat same procedure on right side.

PHOTO #15 — SERVO HOOK UP LINKAGE

1. Install nylon clevis in third hole from inside.

INSTALLING BATTERY TRAY

1. Insert (4) 4mm X 8mm flat head bolts thru chassis from bottom into battery tray.

PHOTO #16 — INSTALLING UPPER CHAIN GUIDE

1. Place 3mm washer onto left servo-saver bolt.
2. Put chain guide in place with chain in guide track.
3. Attach front end of chain guide to bulkhead with 4mm X 8mm flat head screw.
4. Attach rear of chain guide with two (2) 3mm X 5mm round head self-tapping screws.

DO NOT OVER TIGHTEN!

5. Place another 3mm washer over the servo saver stabilizer tab on the chain guide.
6. Use the 3mm nylock nut to secure this assembly.

INSTALLATION OF REAR CHAIN GUARD

1. Place guard over chain and rear sprocket shaft.
2. Secure with two (2) 3mm X 5mm bolts. Do not over tighten.

OPEN BAG "E"

PHOTO #17 — ASSEMBLING SPEED CONTROL UNIT

1. Bolt two aluminum plates together using two (2) 3mm X 8mm bolts and two (2) serrated flanged lock nuts.
2. Using two-sided sticky tape included, attach servo (not included in car kit - provided with radio system) to speed control plate, aligning output shaft with center of resistor.

NOTE: Proper alignment is critical in order to insure that the "wiper arm" makes equal contact throughout its movement.

PHOTO #18 — ATTACHING SPEED CONTROL UNIT TO GEAR BOX

1. Affix two-sided tape to aluminum plate. Position speed control unit as low as possible as seen in PHOTO #18.

NOTE: Press firmly for good adhesion.

NOTE: Be sure that all surfaces are clean when using two-sided tape.

PHOTO #19 — INSTALLING MOTOR

1. Attach motor mounting plate to motor using two (2) 3mm bolts.
2. Slide pinion gear onto motor shaft.
3. Line up set screw with "flat" on shaft and tighten 1.5mm Allen set screw.

NOTE: Leave space (approximately 1/32") between pinion gear and motor to allow free rotation of gear.

4. Install 3mm washer and 3mm X 12mm socket head bolt above motor opening in gear box.
5. Take 3mm X 10mm socket head bolt and install in hole below motor opening.
6. Place slot in bottom of motor mounting plate over lower socket head bolt.
7. Slide top slot of motor mounting plate under washer and head of top socket head bolt.
8. Snug both socket head bolts, then loosen both bolts half a turn.

NOTE: Do not over tighten lower bolt.

9. Now set gear mesh by:
 - A. Sliding the motor toward rear of car until gear makes contact and stops.
 - B. "Back" motor off approximately 1/32" to allow for proper gear mesh.

INSTALLING "DUST COVER" BALLOON ON MOTOR

1. Cut (with scissors) 3/4" off closed end of balloon.
2. Slide balloon over plug and wires completely covering wires and end bell of motor.
3. Secure with tie-wraps at both ends.
4. Plug motor into speed control (only correct plug will engage).

INSTALLING STEERING SERVO

NOTE: Prior to installation, trim servo horn (using diagonal cutting pliers). See PHOTO #20 for correct shape.

1. Slide "Z-bend" in steering rod thru hole in servo horn.
2. Affix two-sided tape to bottom of servo.

NOTE: Exact positioning as follows is critical for correct steering:

- A. Servo horn must be straight up in vertical position.
 - B. Servo saver arm must be parallel to chain guide.
 - C. Wheel hubs should be aligned so that car would roll straight ahead.
3. Locate steering servo and press firmly onto chassis.

INSTALLING RADIO RECEIVER

1. Cut a piece of velcro tape to proper length and peel off backing and affix to underside of receiver unit.
2. Cut another piece of the opposite type to proper length and affix to chassis just rear of battery platform on the left side of the chassis. The receiver may be mounted on its side or flat on its back.
3. Attach radio receiver unit by meshing two velcro surfaces.
4. Press firmly for a good mesh.
5. Plug steering servo and speed control servo into receiver.

NOTE: Be sure to follow instructions supplied with your radio unit.

6. Take on/off switch (provided with your radio unit) and cut (using diagonal wire cutters) the wire at least 2 inches from the plug that plugs into the receiver. (See PHOTO #21.)

NOTE: At this point it is very important to note the polarity of the small diameter red and black wires coming out of the on/off switch, which is attached to the speed control. The red wire is positive and the black wire is negative.

7. Take the power plug you have just cut off and solder the positive wire from the power plug to the red positive switch wire. Now solder the negative switch wire.

NOTE: You must tape both solder joints to properly insulate the wires.

CAUTION: If the two wires touch while under power, the switch assembly will burn out.

8. Insert power plug into socket in receiver marked "battery" or "power".
9. Take receiver antenna wire and strip insulation 1/4" from the end.
10. Insert bare receiver antenna wire end into aluminum antenna mount opening on top of transmission case.
11. Slip antenna wire into antenna mount (with antenna wire end).
12. Secure both antenna and antenna wire by tightening set screw.

PHOTO #13 — ATTACHING FRONT BUMPER

1. Position bumper above chassis and align two holes. Secure with two (2) 4mm X 10mm flat head Phillips screws and 4mm nylock nuts.

NOTE: Front shock has been removed for photo.

PHOTO #23 — GLUING TIRES ON WHEELS

Use a fast drying super glue type adhesive (not provided with kit, but readily available at hobby stores).

1. Clean both tire bead and wheel with alcohol or non oily solvent.
2. Slide tire on wheel until properly aligned.
3. Using a small prying instrument such as a small screwdriver, pull back the tire bead from the wheel and apply several drops of crazy glue or equivalent into the void between the wheel and tire.
Repeat this process several times, working your way around the wheel. Allow time for drying before gluing other side.
4. Repeat the same gluing procedure on both sides of wheel/tire.

MOUNTING WHEELS ON CHASSIS

1. Place wheel on hub aligning the bolt holes.
2. Secure with 3mm X 7mm Phillips head screws.
3. Repeat on all wheels.

PHOTO #24 ASSEMBLING/MOUNTING THE WING

NOTE: The transparent/plastic wing must be trimmed (using a sharp razor knife) before installing (See drawing).

1. Locate the two "dimples" on leading edge of wing. Drill 3mm holes at these spots.
2. Place a 3mm X 5mm screw thru hole from top of wing.
3. Place a rubber spacer on bolt at underside of wing.
4. Affix the wing assembly on the aluminum wing buttons.
5. Repeat on other side.
6. Insert wing wire thru holes in both wing buttons and make a 90 degree bend.
7. Repeat on other wing wire leg.
8. Insert ends of wing wires in wing mounts at rear of chassis.
9. Secure with 1.5mm screws.

PHOTO #25 — INSTALLING REAR "DOG BONE" KEEPERS

1. Using small tie wraps provided with kit, insert pointed end thru hole at back of each trailing arm.
2. Insert same end thru hole in rear gear box support.
3. Use the "head" of another small tie wrap to lock this free end onto the rear support.

NOTE: Leave only enough "slack" in the pull tie so as not to bind the rear swing arm downward movement.

BODY SHELL

TRIMMING: Use an x-acto hobby knife or small scissors to trim the clear body shell using the scribed lines as a guide. Fit the clear body to the chassis to ensure proper fit and necessary clearance. Note that the antenna exit, wing wire exit, rear body mount, etc. are all pre-located for you. When cutting the hole for the rear body mount on the roof only make it big enough for the mounting button — not full size.

PAINTING: Wash the trimmed body with liquid detergent and warm water. Use contact paper, scotch tape, or masking tape to cover the windows as well as make any designs or panels you desire. Use acrylic laquer or acrylic enamel to paint the inside of the shell. Use several light coats and try to apply the darker colors first.

MOUNTING: The rear of the body mounts with the unique push/pull mounting button thru the top of the body and into the roll bar. Velcro 2-part tape is used on the front bulkhead and body to secure the nose of the body shell. After the body is mounted install the wing.

HELPFUL HINTS

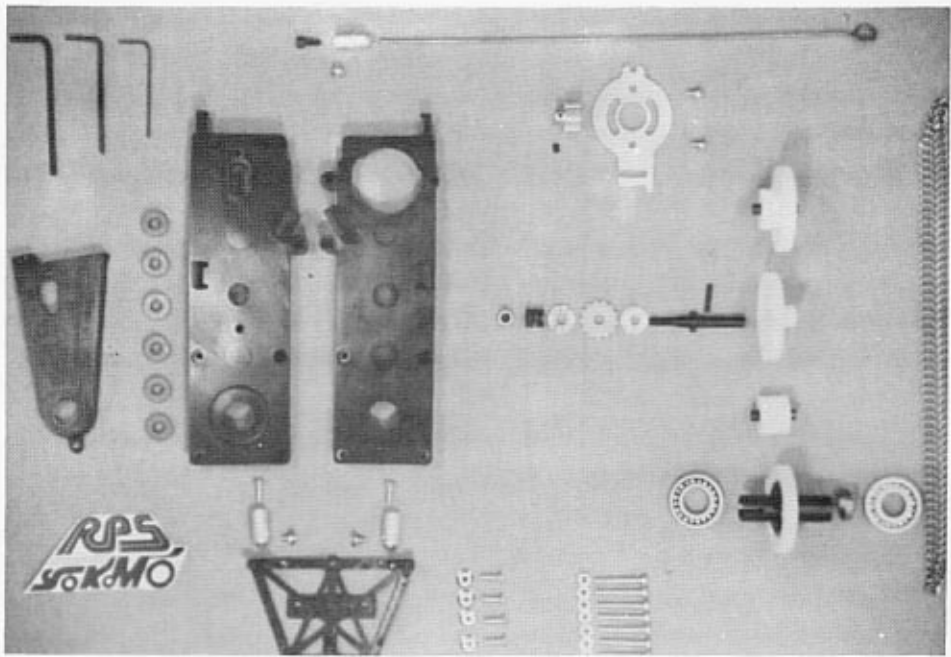
OPERATION:

1. Charge batteries as per battery and/or charger instructions.
2. Always turn transmitter "ON" first.
3. Turn car switch "ON".
4. Check throttle and steering functions before racing.
5. Race car until noticeable slowing occurs.
6. Stop, turn car off and allow motor and batteries to cool.
7. Turn off transmitter.
8. Use a 1" soft bristle paint brush to remove loose dirt from car.

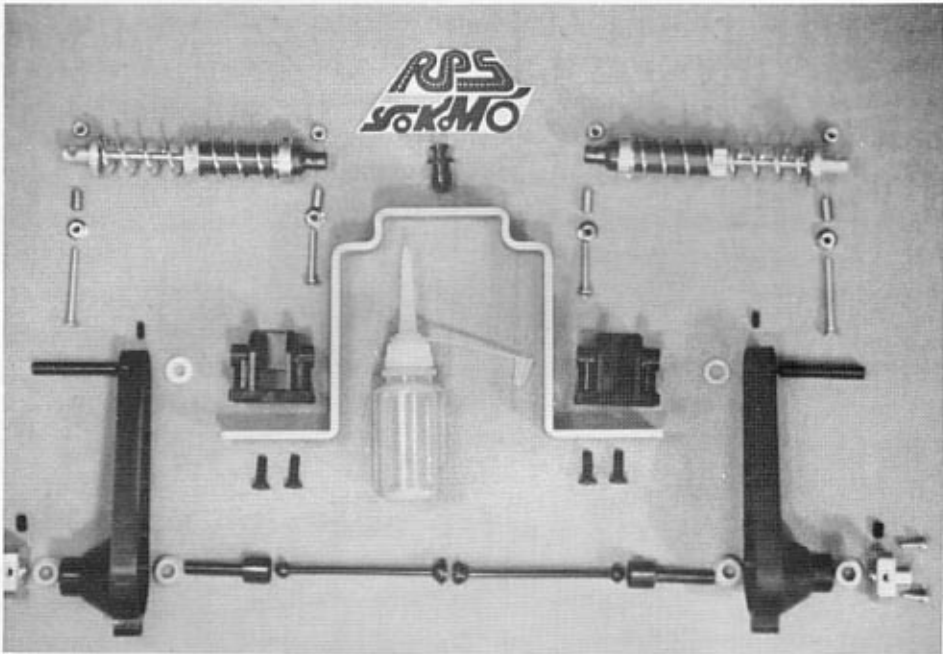
TUNING: Since every track is unique it is impossible to suggest exactly what weight of shock oil, spring setting, or gear ratio is best. The best way to find the best set up is to try different settings and note how they work on your particular track and conditions. In general: run a smaller pinion gear for shorter tight tracks, a larger one for longer tracks, loosen the differential a little if you need more power-off turn-in, tighten it a bit if you need more power-on steering. Lighter shock oil will allow the suspension to work quicker, but not necessarily better. We suggest you try changing spring strength as well as shock oil to obtain the best set up for your racing conditions.

ADJUSTING THE DIFFERENTIAL: To properly adjust differential, loosen the "slipper" adjusting nut (to disengage front wheel drive) and place car on the ground. Test by accelerating to full throttle, quickly. As you "punch" the throttle, the differential should slip for the first foot of car travel and then the differential should "lock-up" and stop slipping. Tighten or loosen adjusting screw, as necessary.

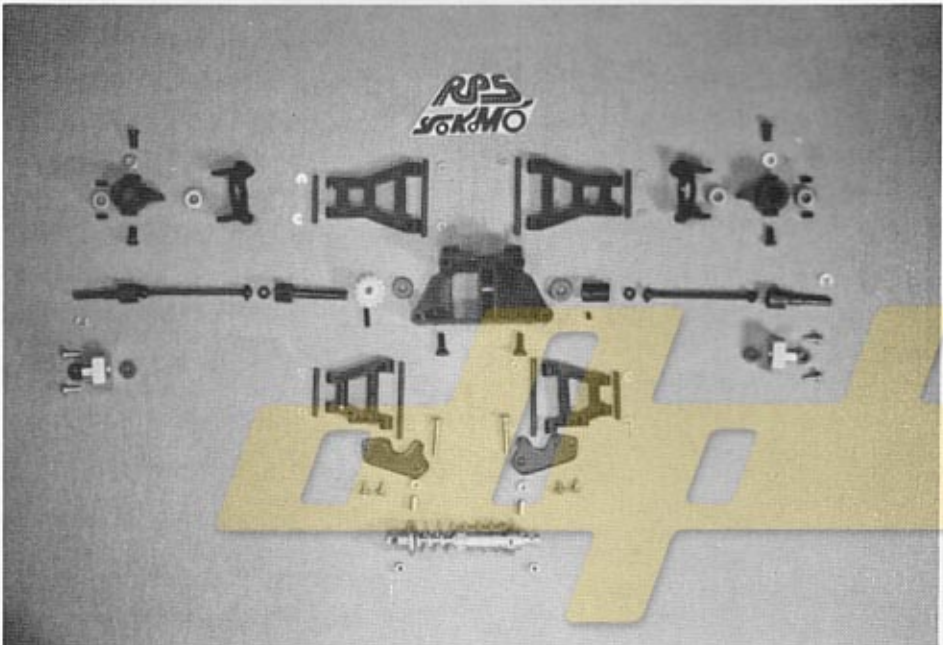
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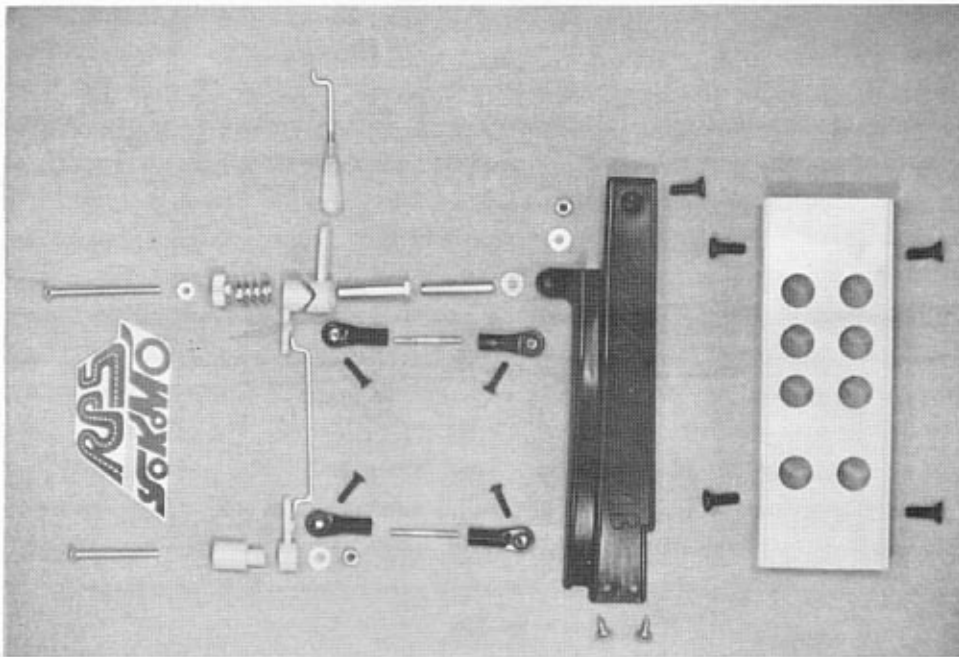


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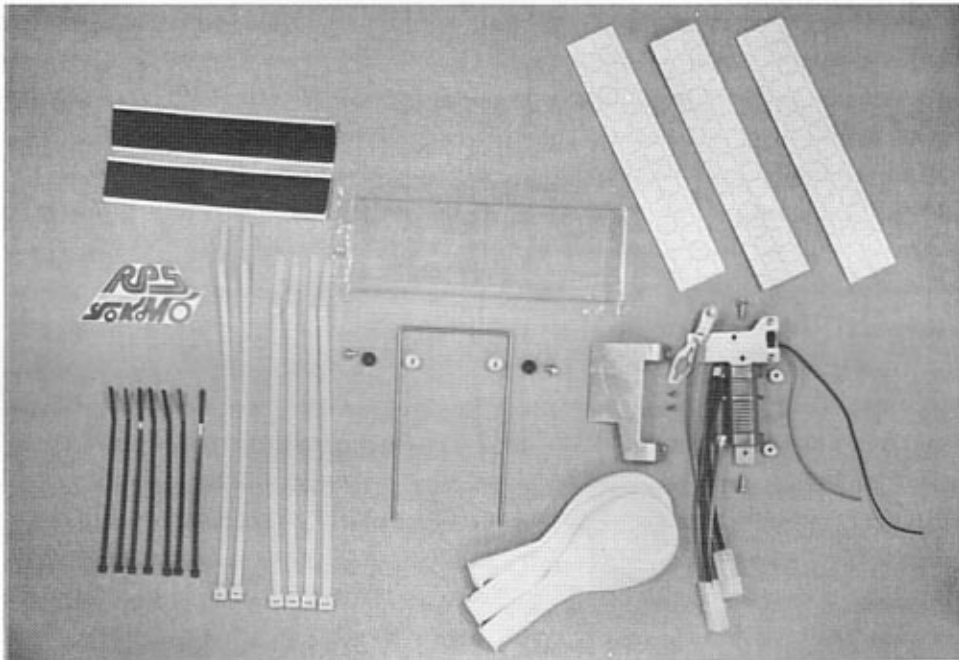


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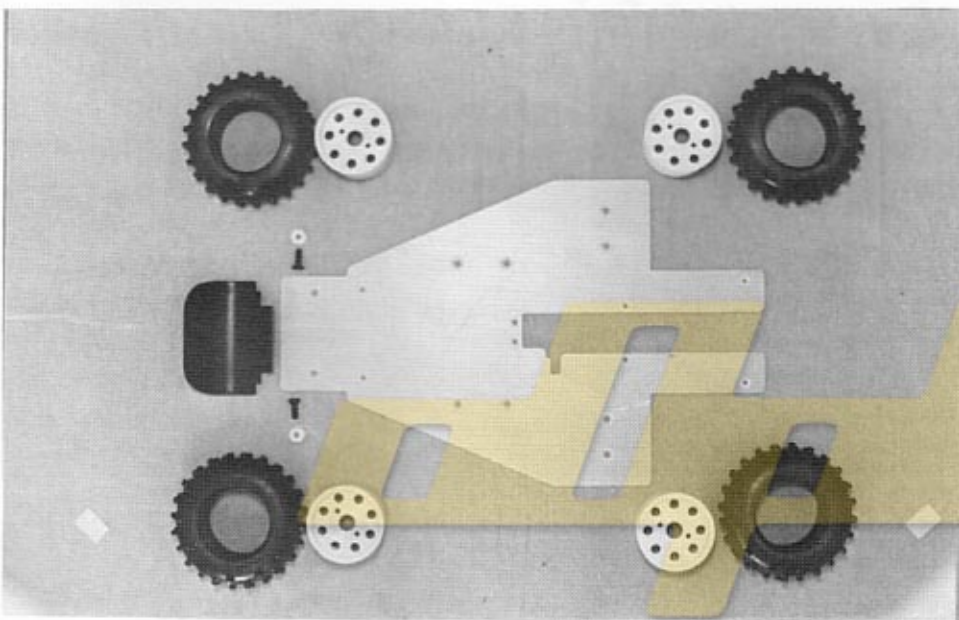




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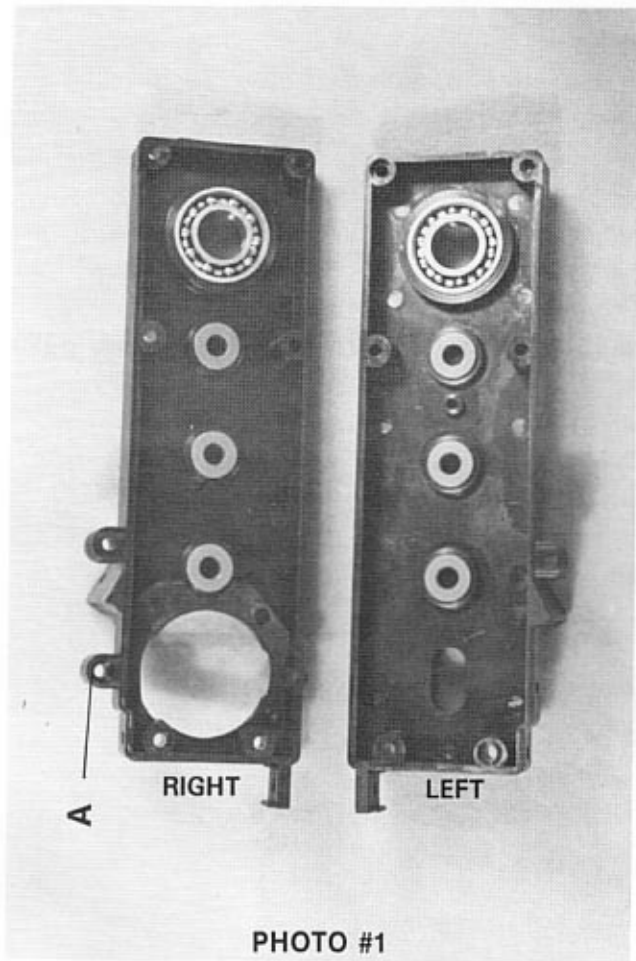


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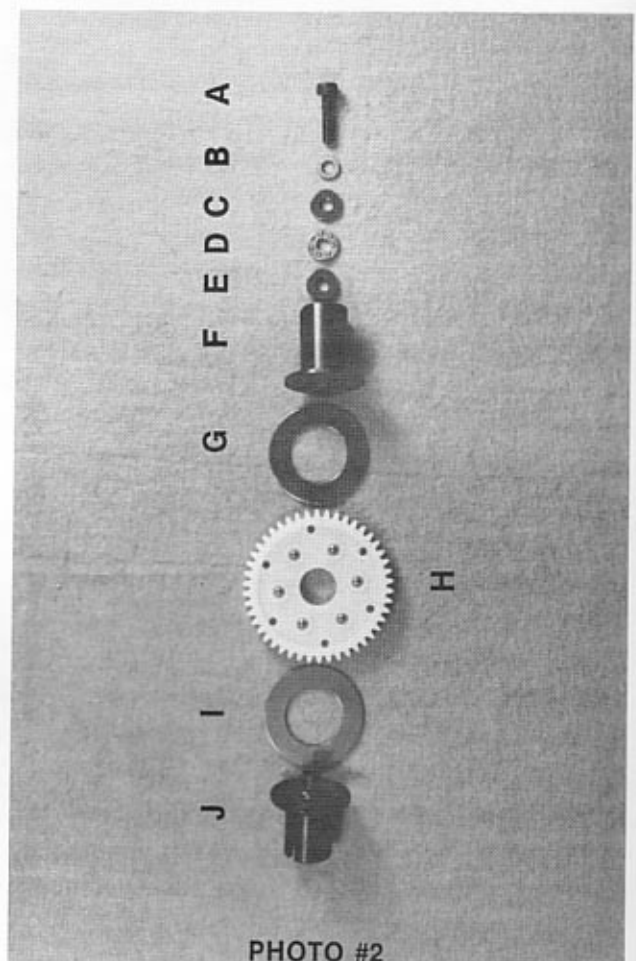


PHOTO #2

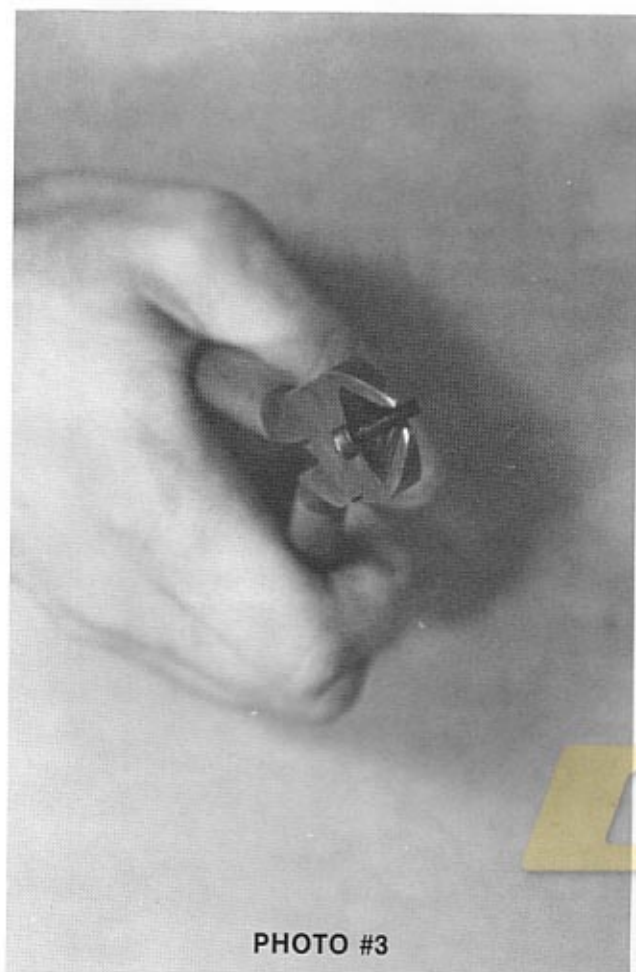


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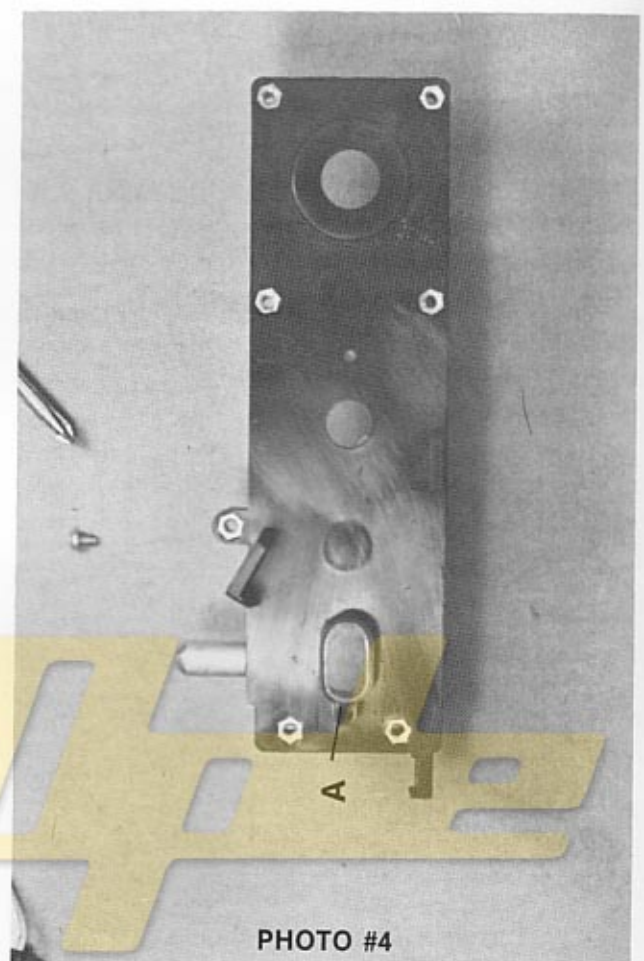
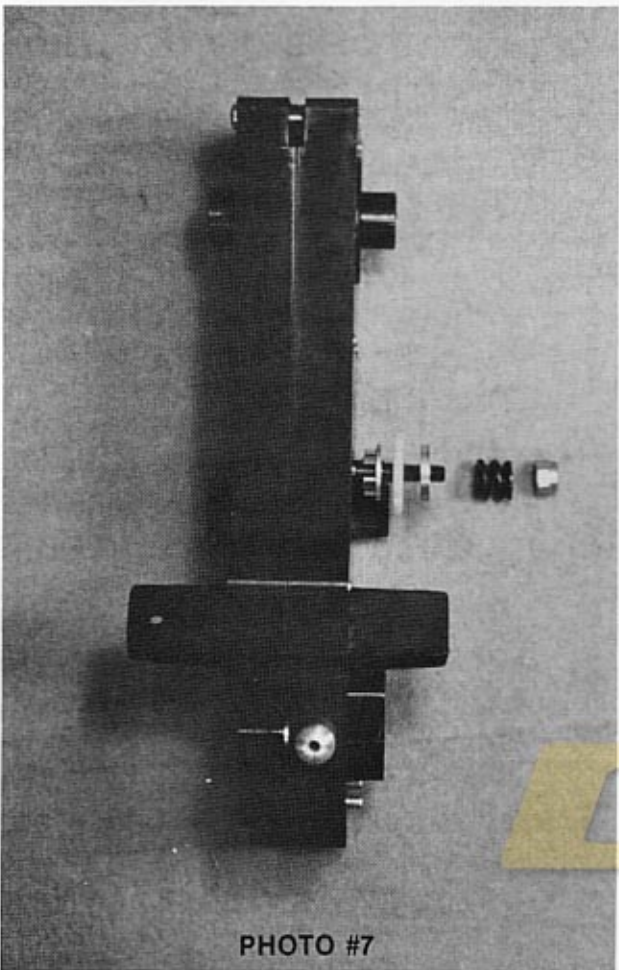
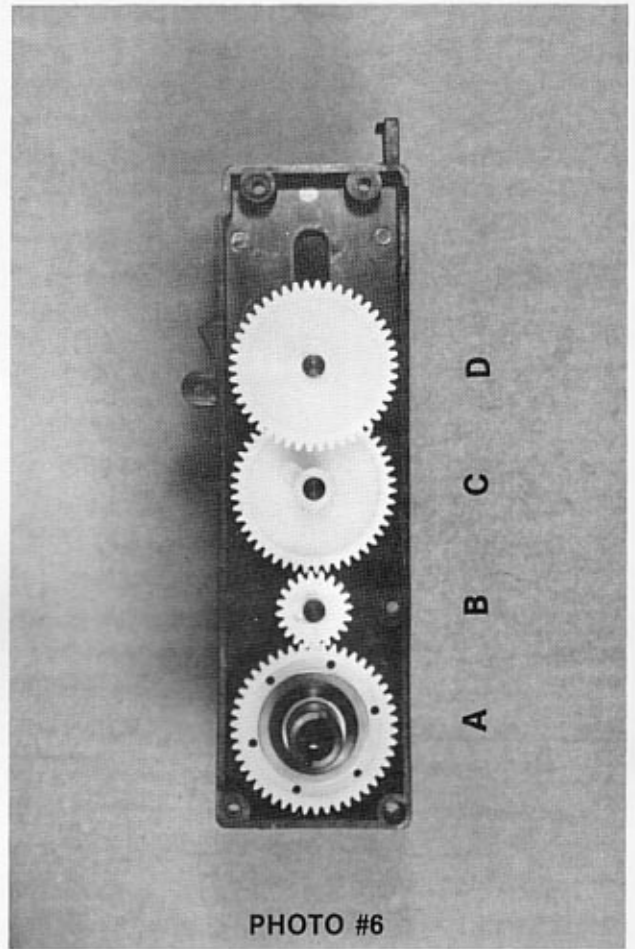
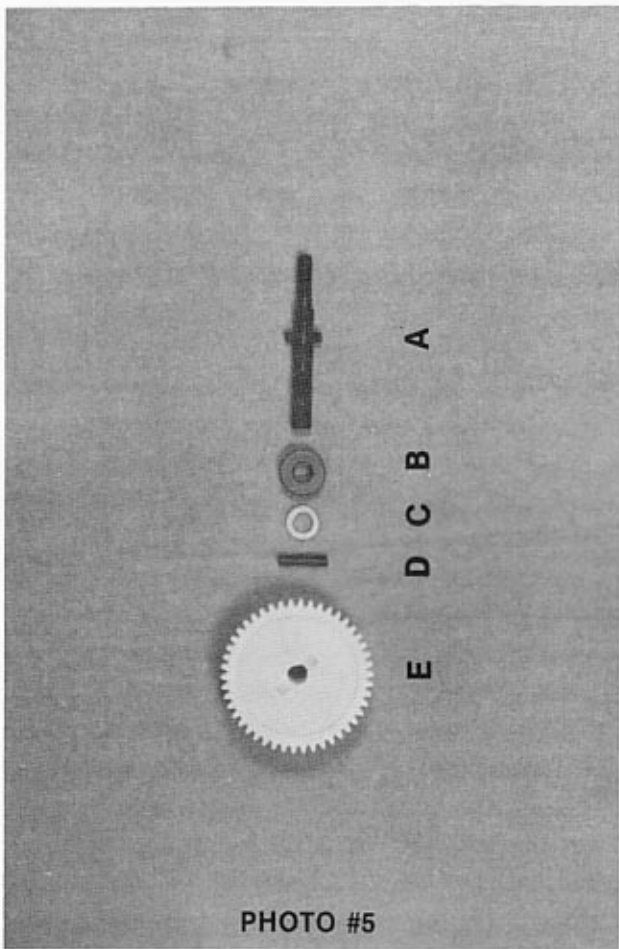


PHOTO #4



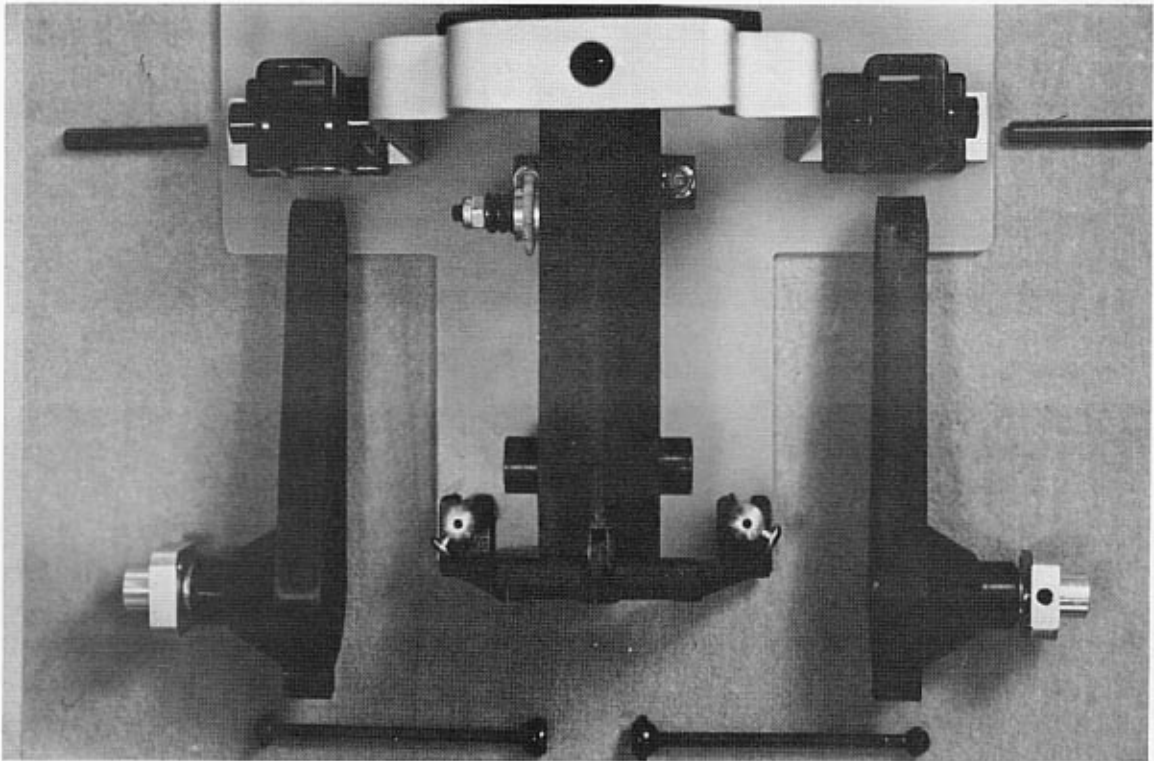


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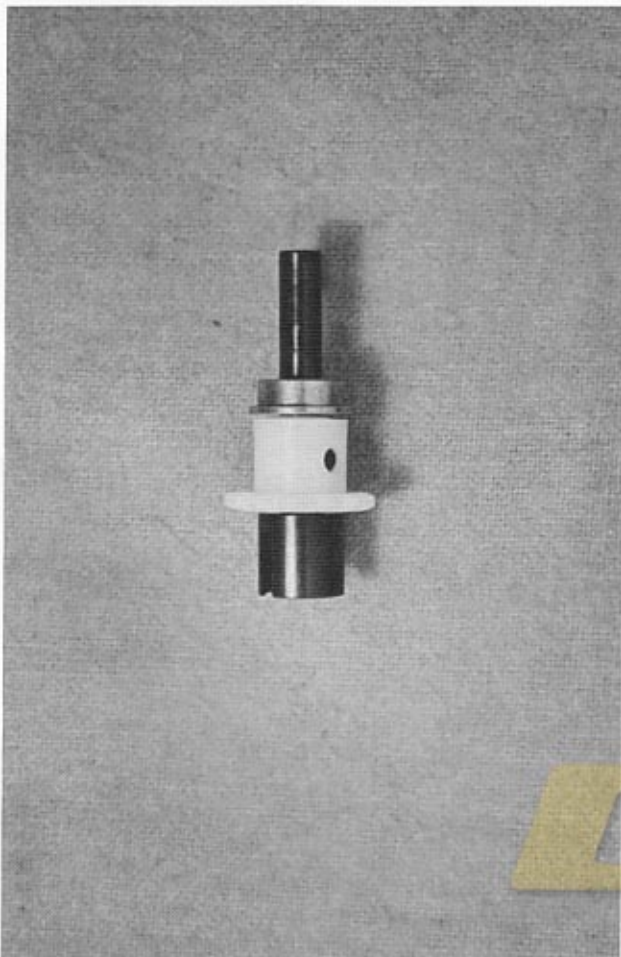


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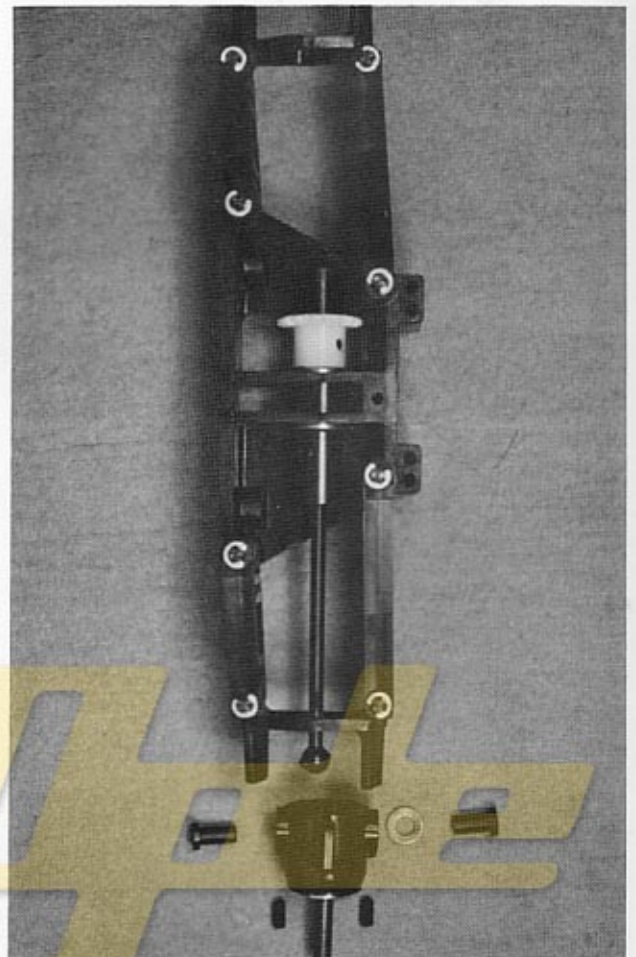


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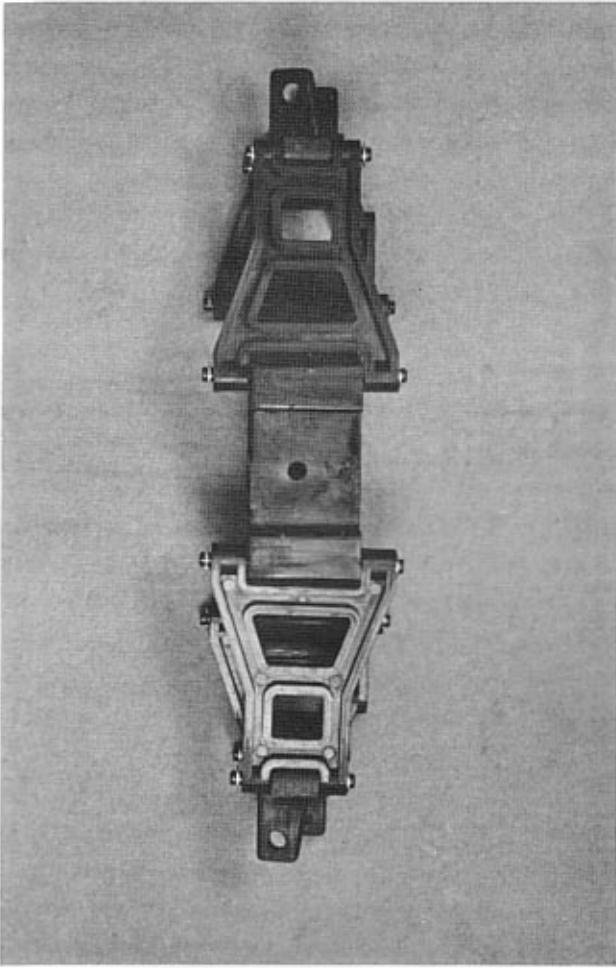


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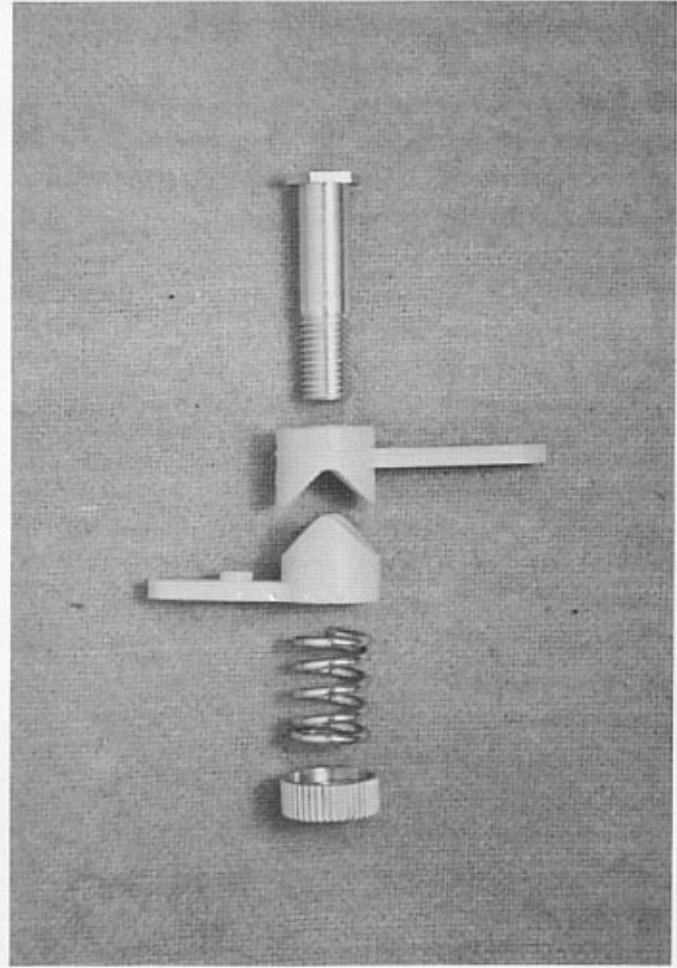


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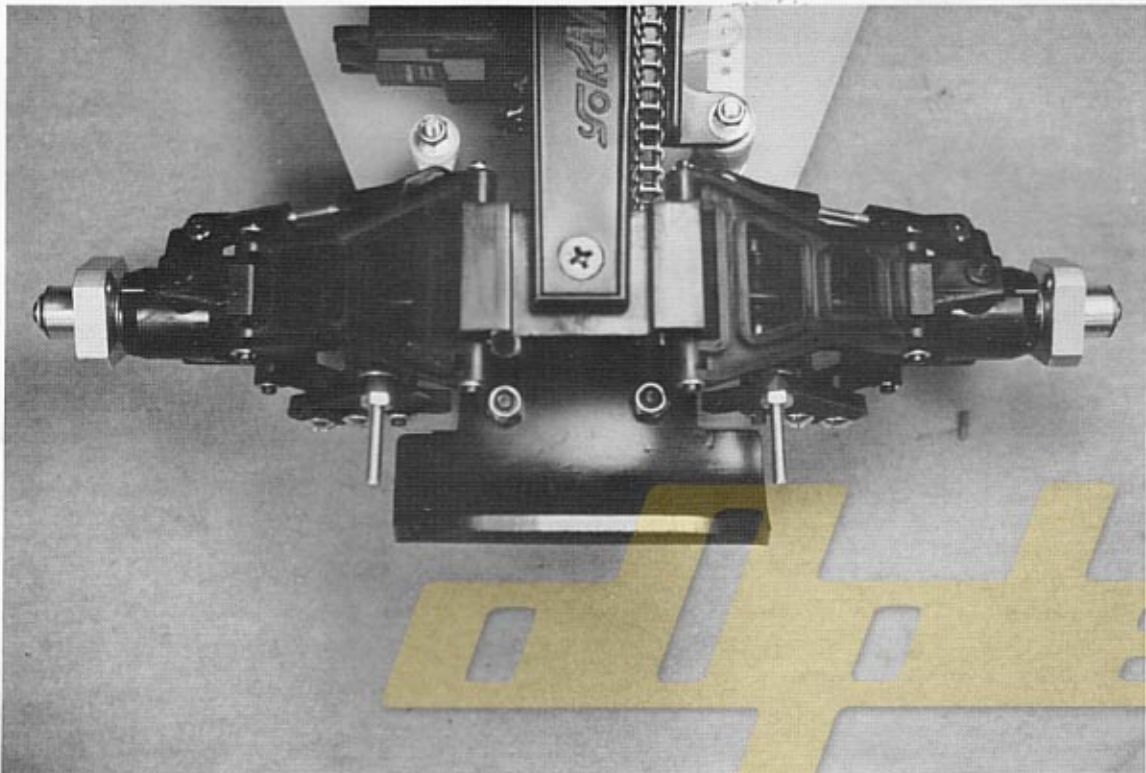


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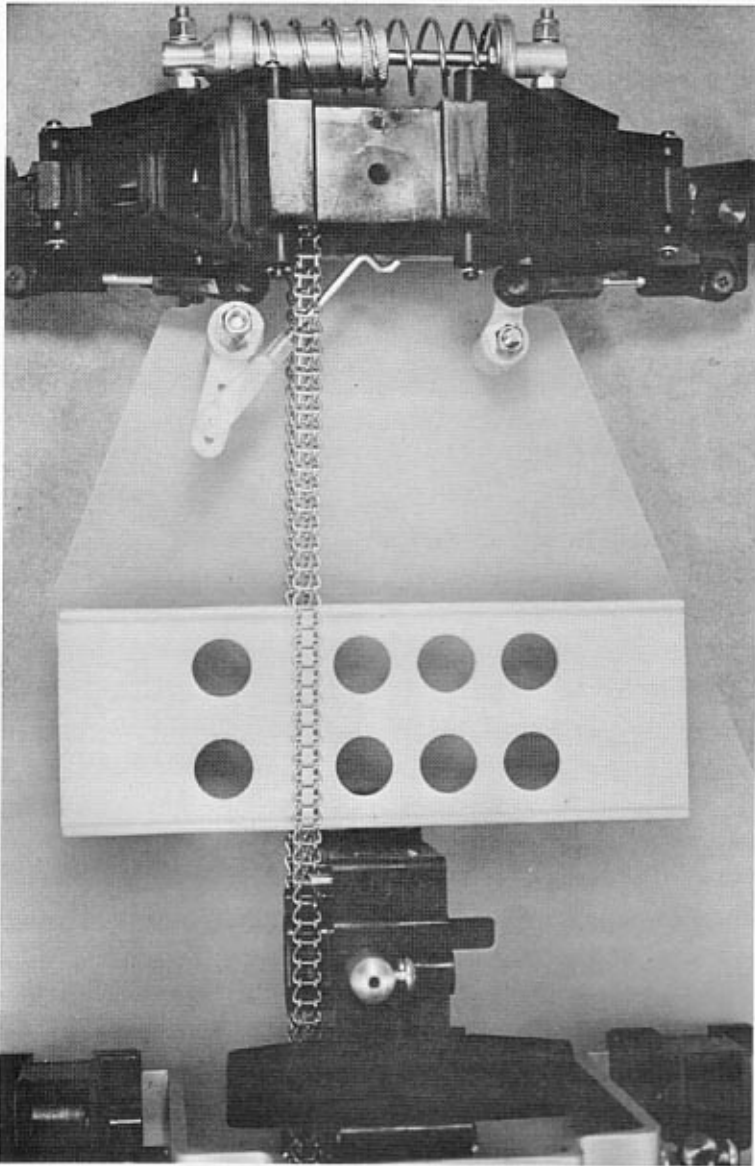


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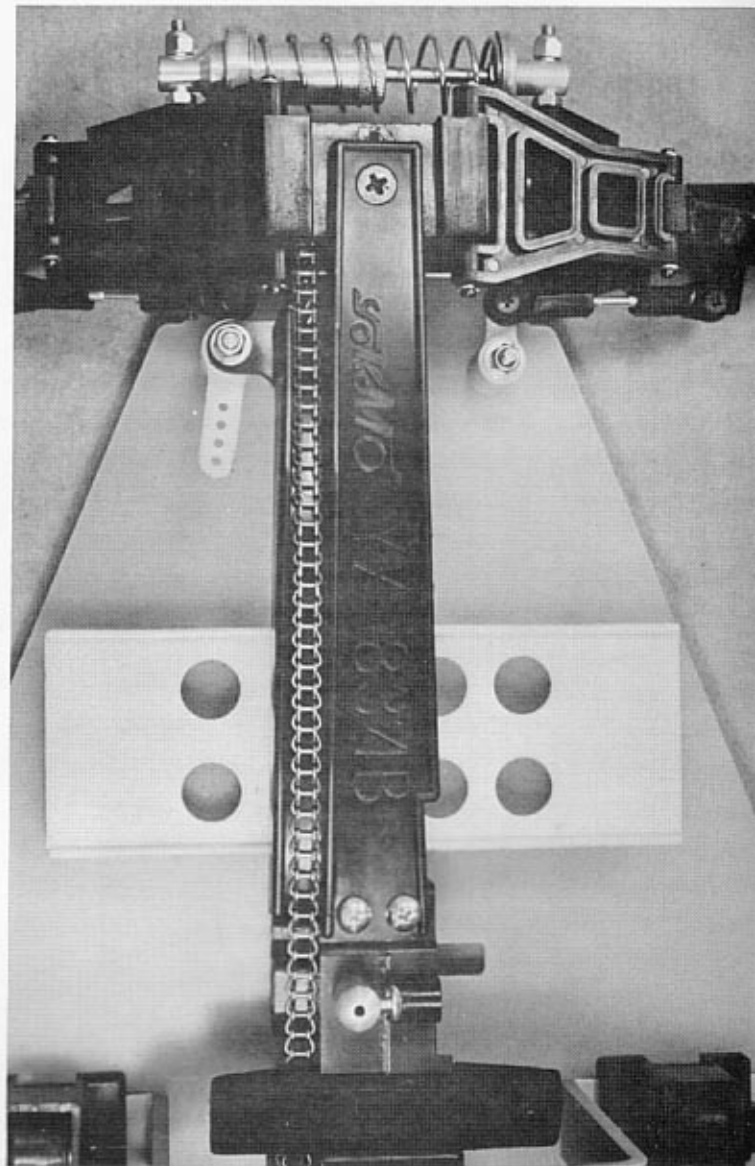


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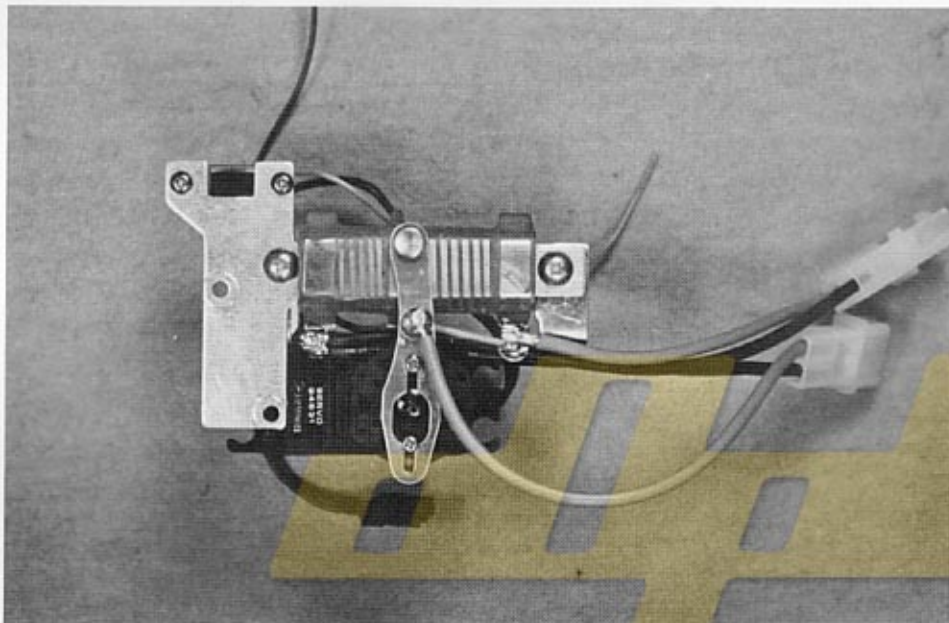


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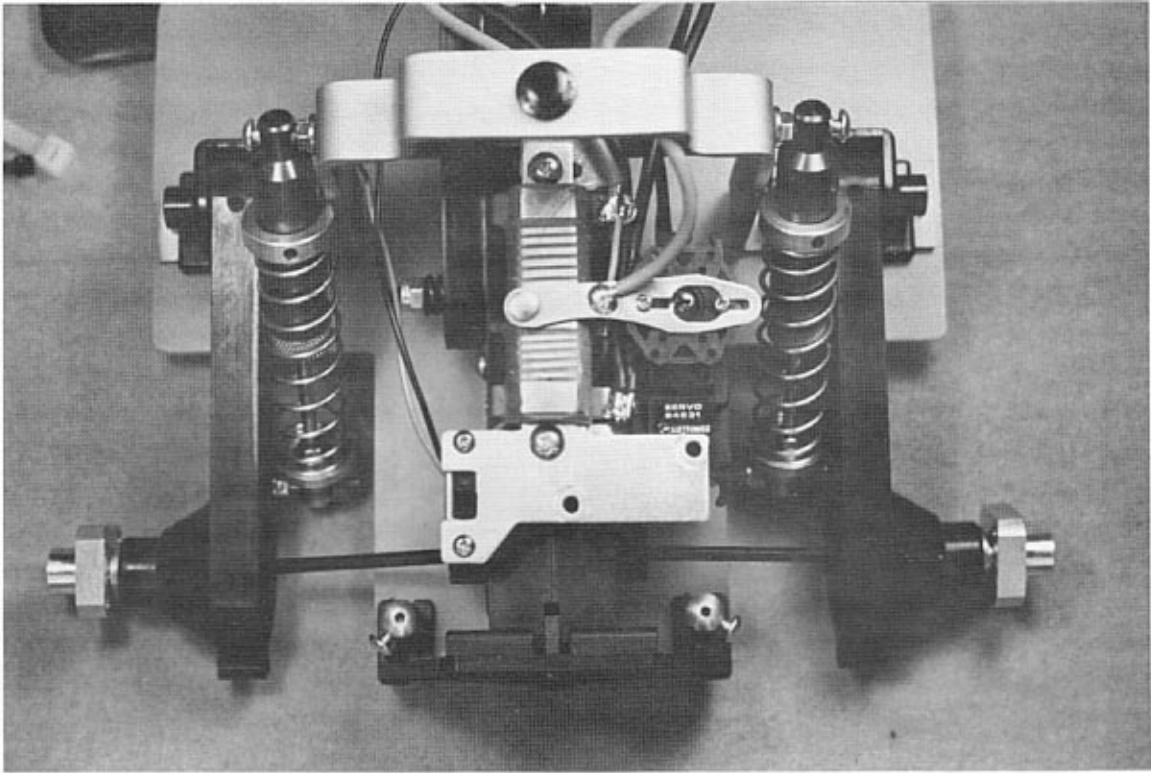


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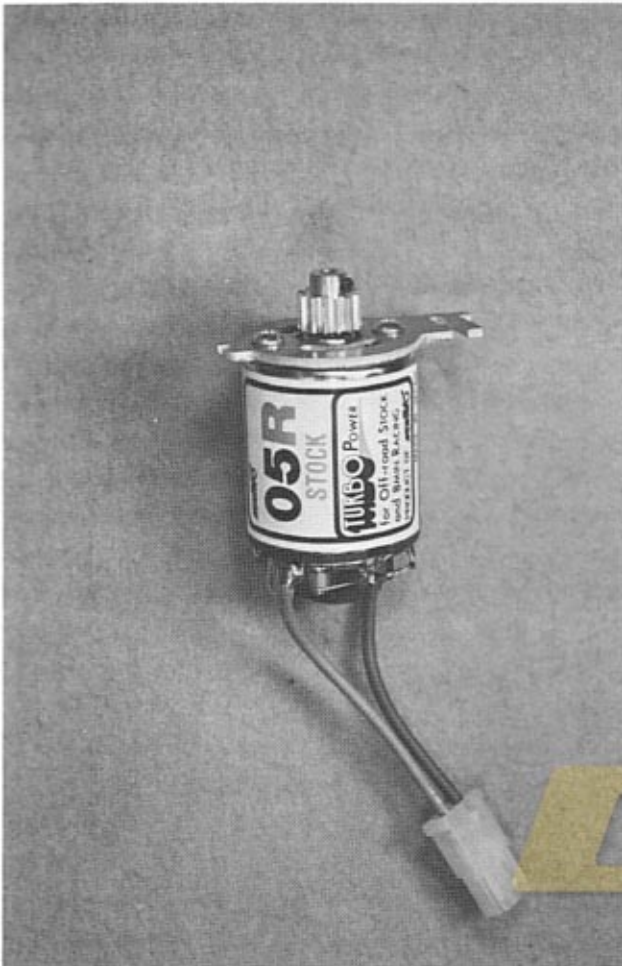


PHOTO #19



PHOTO #20

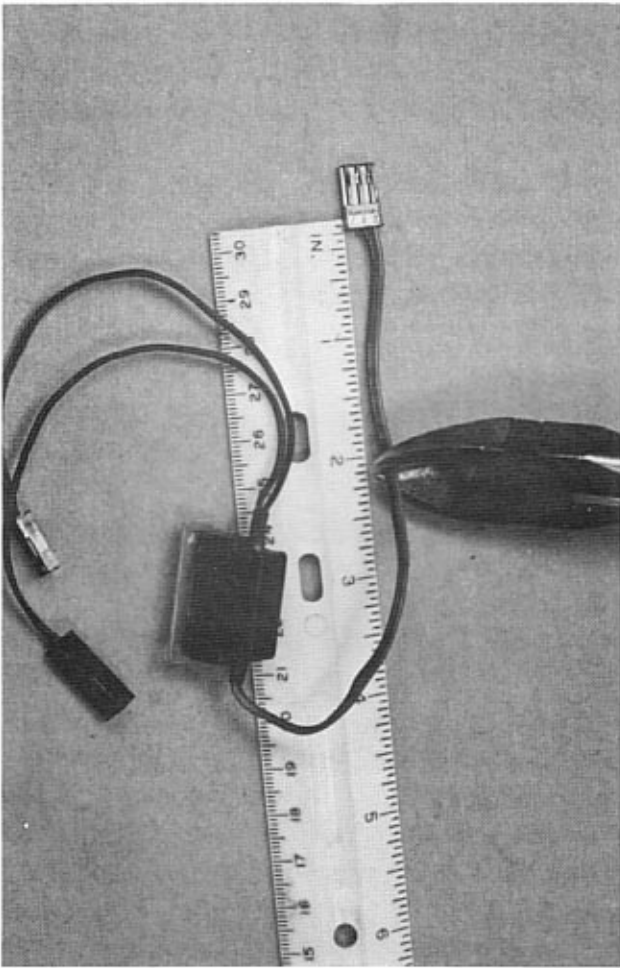


PHOTO #21



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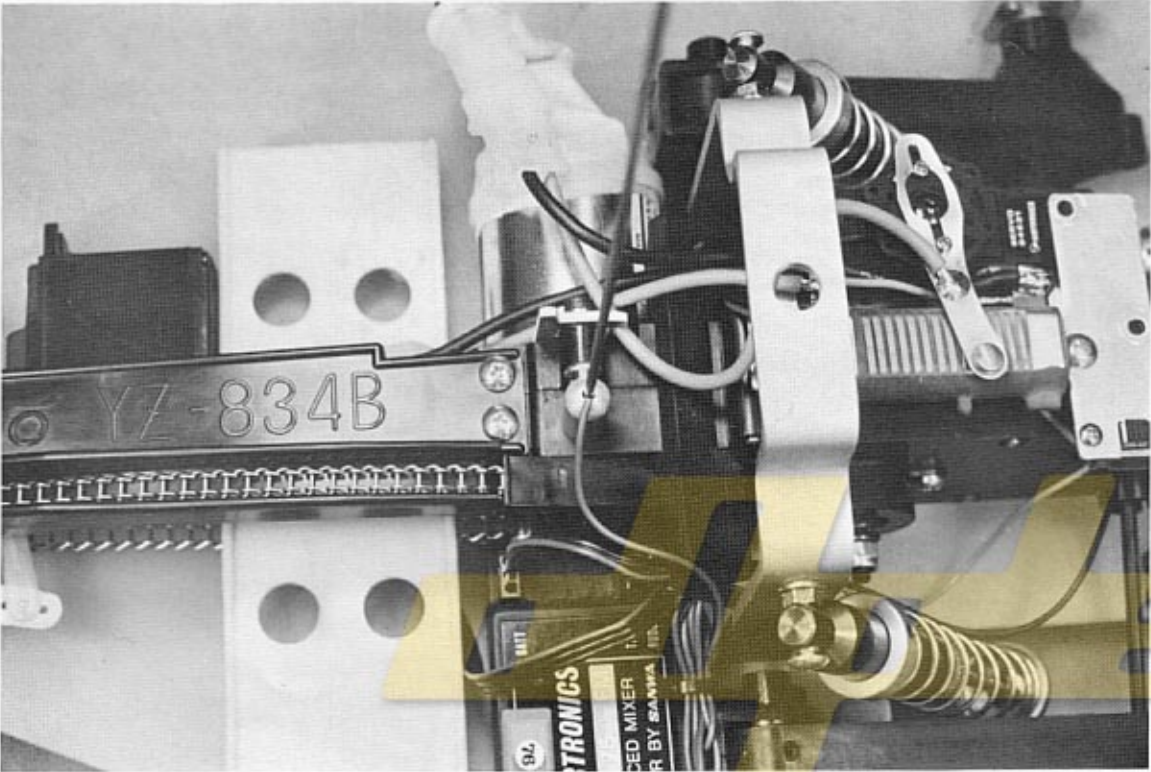


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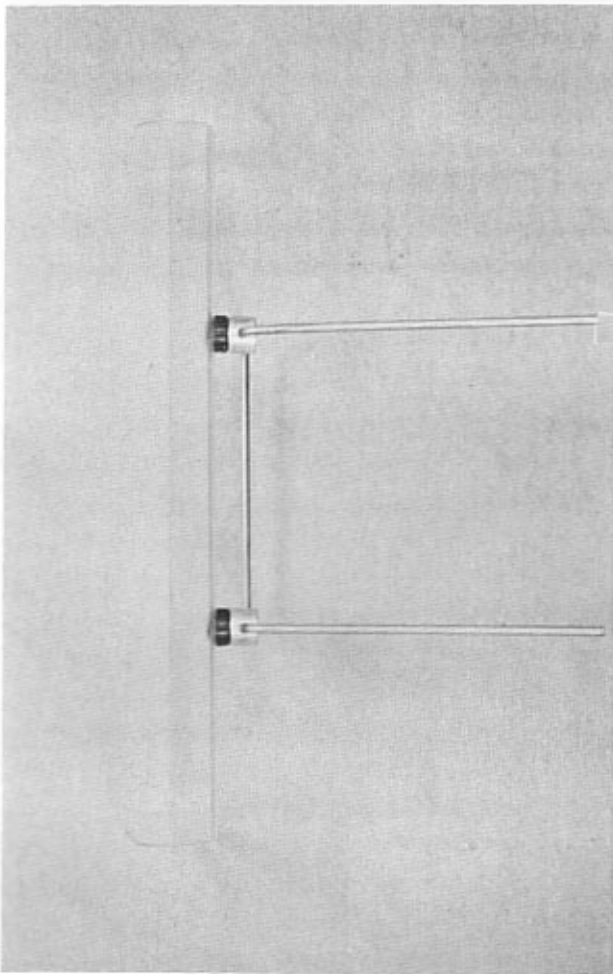
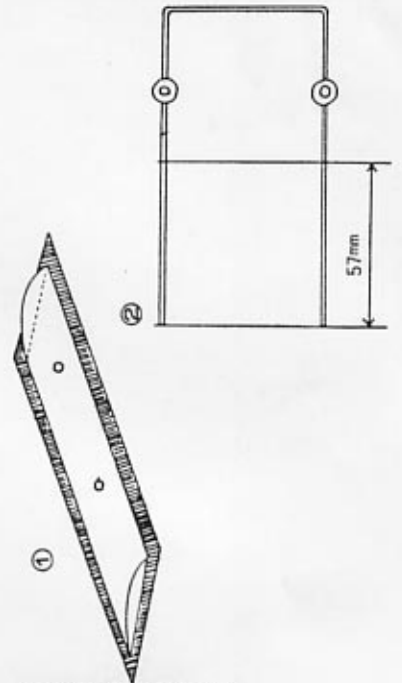
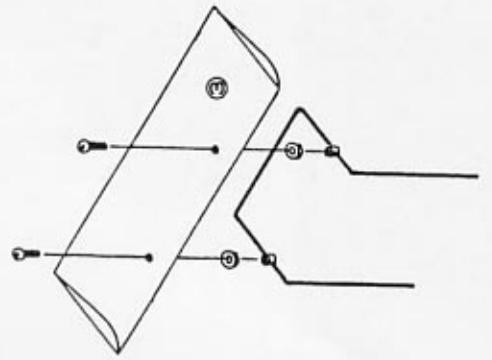


PHOTO #24



WING DIAGRAM

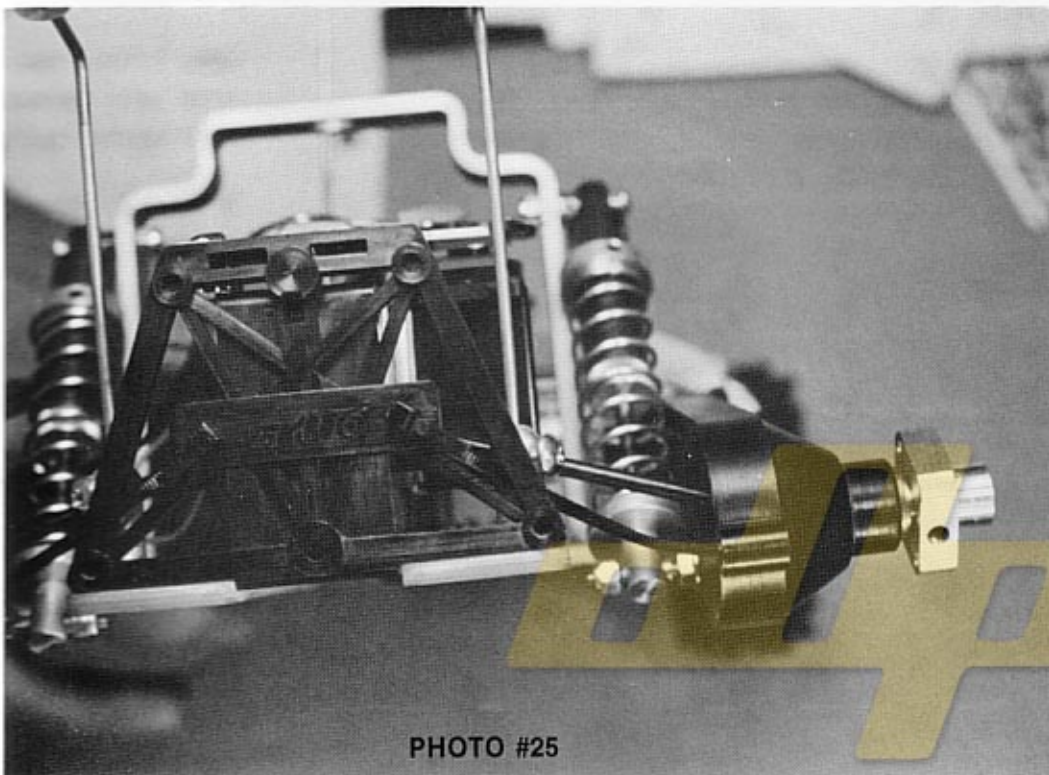
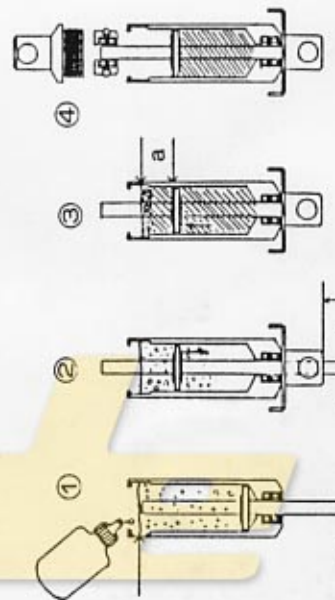


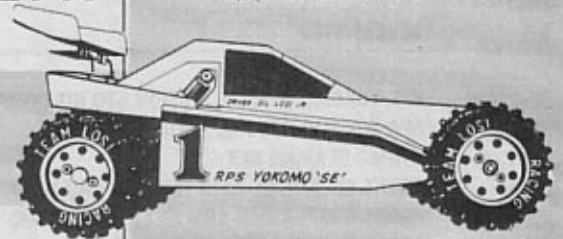
PHOTO #25



**A NEW ROAR 1/10 OFFROAD NATIONAL CHAMPION
CONGRATULATIONS TO RON ROSSETTI**

1985 IFMAR
1/10 WORLD CHAMPION

...IT'S RPS/YOKOMO AGAIN



The RPS Yokomo S.E. with Gil Losi Jr. driving, takes top qualifier and sets new track record. Ron Rossetti takes home the champions trophy with a great "A"—main drive.

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YOKOMO**

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RPS-YOKOMO "SPECIAL EDITION" PRICE LIST SEPTEMBER 1986

PART NO.	DESCRIPTION	PRICE	PART NO.	DESCRIPTION	PRICE
ZB-SE010	RPS YOKOMO SPECIAL EDITION STD KIT COMPLETE	169.95	ZB-35N	GEAR SET WITH STEEL SHAFTS	5.50
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ZB-01	FRONT BULKHEAD, WITH SCREWS AND NUTS	4.40	ZB-3714	14T - PINION GEAR (MACHINED)	5.00
ZB-02	FRONT SUSPENSION ARM SET (DOGFIGHTER)	3.30	ZB-3715	15T - PINION GEAR (MACHINED)	5.00
ZB-02N	FRONT SUSPENSION ARMS (SE) PR	4.00	ZB-3716	16T - PINION GEAR (MACHINED)	5.00
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ZB-03E	E-CLIPS FOR ZB-02	1.10	ZB-3718	18T - PINION GEAR (MACHINED)	5.00
ZB-04N	SHOCK ARMS, WITH SCREWS AND NUTS (SE)	4.00	ZB-37L	ALLEN WRENCH SET	1.10
ZB-05	HUB CARRIER SET	2.75	ZB-38	ADJUSTABLE MOTOR MOUNTING PLATE	3.00
ZB-06	STEERING BLOCK, WITH SET SCREWS	4.40	ZB-39	FRONT OUTPUT SHAFT	1.90
ZB-07	KING PIN SET, WITH WASHERS	2.75	ZB-39M	SLIPPER MAINT. KIT INCL OUTER PRESSURE PLATE, SPRING & NUT	3.30
ZB-08	FRONT AXLE, WITH E-CLIPS AND WASHERS PR	6.50	ZB-39S	SLIPPER SHAFT	4.95
ZB-08N	HARDENED FRONT AXLES W/CLIPS (SE) PR	9.00	ZB-39W	SLIPPER FRICTION WASHER (2)	1.00
ZB-08E	E-CLIPS FOR ZB-08	1.10	ZB-39T	SLIPPER KIT COMPLETE	12.95
ZB-09	FRONT DRIVE SHAFTS PR	5.25	ZB-40	SPROCKET SET 12T, 13T, DOG FIGHTER	2.75
ZB-10	FRONT CENTER SHAFT	4.40	ZB-40N	SPROCKET SET 12T, 13T, SE	2.20
ZB-11L	FRONT WHEEL HUB WITH ONE WAY BEARING (LEFT)	12.00	ZB-41	FRONT DRIVE CHAIN	5.50
ZB-11R	FRONT WHEEL HUB WITH ONE WAY BEARING (RIGHT)	12.00	ZB-42	CHAIN GUIDE WITH MOUNTING SCREWS	4.40
ZB-12	4MM X 8MM BUSHINGS (4 EA) FOR 11L AND 11R	2.20	ZB-43	CHAIN COVER	3.00
ZB-13	FRONT SHOCK WITH COILOVER	8.80	ZB-44	REAR ANTI-ROLL STABILIZER BAR MOUNT	2.20
ZB-13R	SE REAR SHOCKS COILOVERS AND MOUNTING HARDWARE	26.95	ZB-45	REAR ANTI-ROLL STABILIZER BAR SET	5.20
ZB-14S	SHOCK SPRING (SOFT) PR	1.40	ZB-46	SPEED CONTROLLER SET	29.95
ZB-14M	SHOCK SPRING (MEDIUM) PR	1.40	ZB-46M	SPEED CONTROLLER MOUNT	5.20
ZB-14H	SHOCK SPRING (HARD) PR	1.40	ZB-46NR	SPEED CONTROLLER W/O REVERSE S.E.	26.95
ZB-16	CHASSIS PLATE	11.50	ZB-46R	SPEED CONTROLLER RESISTOR	8.00
ZB-16B	FRONT BUMPER "SE"	3.95	ZB-46RS	MICRO-SWITCH FOR REVERSE	4.40
ZB-16F	FIBERGLASS CHASSIS PLATE "SE"	15.95	ZB-46S	ON-OFF SWITCH FOR RECEIVER	2.75
ZB-17	BATTERY MOUNTING TRAY	4.10	ZB-46W	SPEED CONTROLLER WIPER ARM	3.00
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ZB-18G	ROLL BAR — "SE"	8.95	ZB-48	LOW PROFILE WIDE TIRES (2 EACH) DOG FIGHTER	14.95
ZB-18P	BODY MOUNT PINS (4 EACH)	4.95	ZB-48L	TEAM LOSI SPECIAL HIGH BITE TIRES (2 EACH)	9.95
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ZB-21	TIE-ROD SET, WITH SCREWS	4.40	ZB-50M	WING MOUNT	3.30
ZB-22	REAR SUSPENSION MOUNTING SET	4.70	ZB-51	NYLON STRAPS	3.00
ZB-23N	REAR REINFORCED SUSPENSION ARM WITH SET SCREWS PR (SE)	6.95	ZB-52	DOUBLE SIDED TAPE	1.65
ZB-24	REAR AXLE PR	4.40	ZB-53	VELCRO TAPE	1.90
ZB-25	REAR DRIVE SHAFTS PR	5.75	ZB-54	RUBBER BALLOONS	1.35
ZB-26	REAR WHEEL HUB PR	6.35	ZB-DC	DUST COVER	10.95
ZB-27	DIFFERENTIAL (COMPLETE)	24.75	ZB-DF	DOG FIGHTER BODY	13.95
ZB-28	SPUR GEAR, 46T FOR DIFFERENTIAL	3.30	ZB-SE	SPECIAL EDITION BODY	13.95
ZB-29	DRIVE RING FOR DIFFERENTIAL	8.80	RPS-1003	4MM X 8MM NMB BEARINGS (4 REQD)	3.50
ZB-30	THRUST SPACER, WITH WASHERS	5.75	RPS-1004	5MM X 10MM NMB BEARINGS (16 REQD)	3.50
ZB-31L	DIFFERENTIAL OUTPUT SHAFT (LEFT)	4.40	RPS-1020	COMPLETE NMB BEARING SET (20 BEARINGS)	59.95
ZB-31R	DIFFERENTIAL OUTPUT SHAFT (RIGHT)	4.40	TEAM LOSI RACING ACCESSORIES —		
ZB-32	MAINTENANCE KIT FOR DIFFERENTIAL	1.40	TL7090	GRAPHITE CHASSIS PAN — "SE"	59.95
ZB-33	BALL BEARINGS FOR DIFFERENTIAL	12.40	TL7091	BATTERY HOLD DOWN KIT FOR TL7090	8.95
ZB-34	GEAR BOX	11.00	TL7092	BATTERY HOLD DOWN ONLY	4.95