



TEKNO



INTRODUCTION



Thank you for purchasing the Tekno RC ET48 1/8th Electric 4WD Competition Truggy. The ET48 represents the state-of-the-art in 1/8th electric truggy technology. We hope you have as much fun driving your new vehicle as we did developing it. We are always working on new projects, so please check our website (www.teknorc.com) regularly for the latest news, parts, and kits. Thanks again.

Additional equipment and parts needed:

2/3 channel radio transmitter and receiver
1/8th scale ESC and motor
High torque steering servo, optional brake servo
4-6s LiPo battery
1/8th scale truggy tires, wheels & CA glue
Paint for body
MOD1 Pinion (TKR4171->TKR4190)
Or Tekno RC Traktion Drive / Elektri-Clutch slipper system (TKR4301X)

Tools needed:

Hex drivers (1.5mm, 2.0mm, 2.5mm)
Nut drivers (5.0mm, 5.5mm, 7.0mm)
Hobby knife
Needle-nose pliers
Adjustable (Crescent) wrench (for shock assembly)
4mm & 5mm turnbuckle wrench
Lexan Body Scissors

Disclaimer: Tekno RC is not responsible or liable for any property or personal damage, loss, or injury incurred as a result of using this product. This kit is meant for use by persons 14 years of age or older and in the strict confines of a legally permitted RC track or facility.

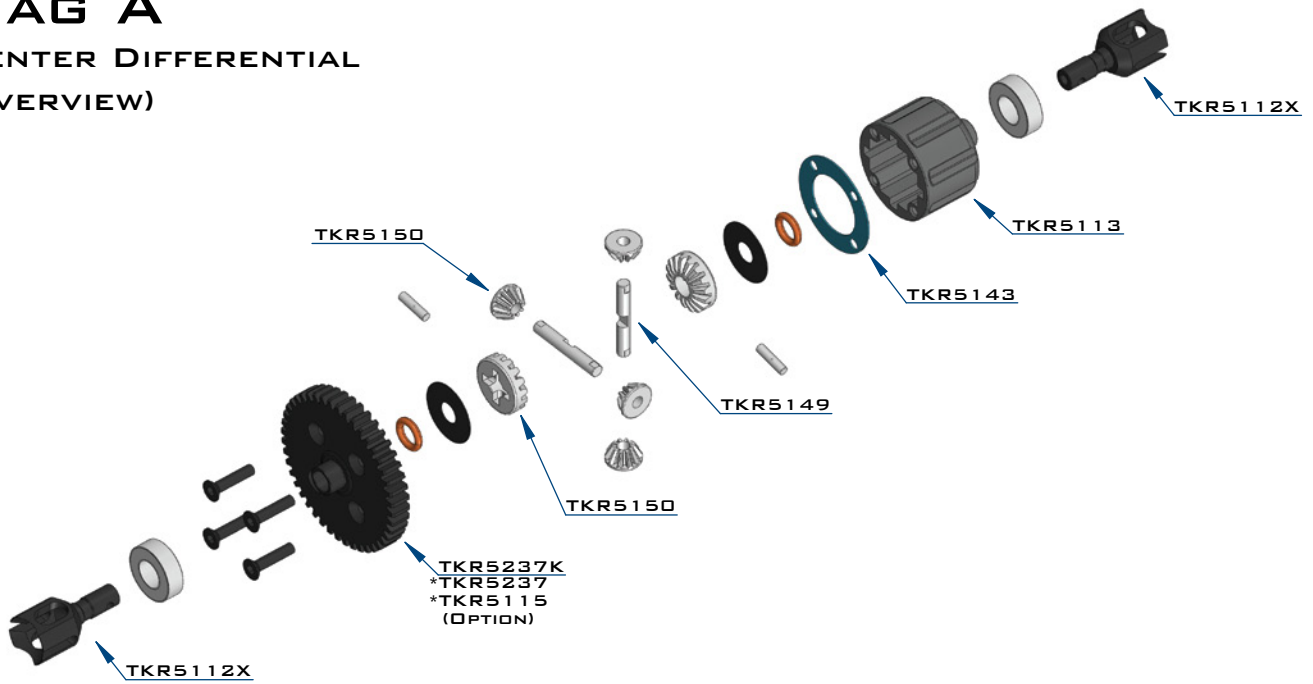
Warnings: Always double-check that your radio gear is working properly before operating vehicle. Never operate the vehicle indoors (unless the RC track is an indoor facility). Use caution while operating vehicle so as not to collide with people who may be unaware or who might otherwise not be aware that a fast moving RC vehicle is in the vicinity.

Warranty: We warrant that the parts included in this kit are free from defects. If you find a defective part in your kit, please contact us @ info@teknorc.com and we will help you to resolve the issue. We do not warranty parts that may be broken during operation of the vehicle or otherwise. Refer to the end of this instruction manual for a listing of spare/replacement and option parts. All spare parts and other info are available on our website (www.teknorc.com) and through our network of domestic and international dealers and distributors.

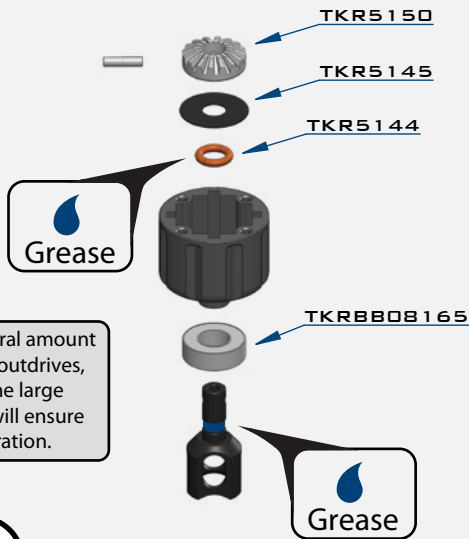
BAG A

CENTER DIFFERENTIAL

(OVERVIEW)

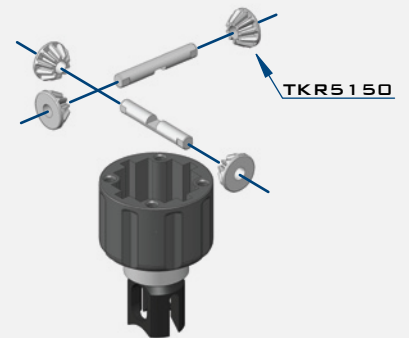


STEP A-1



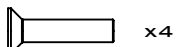
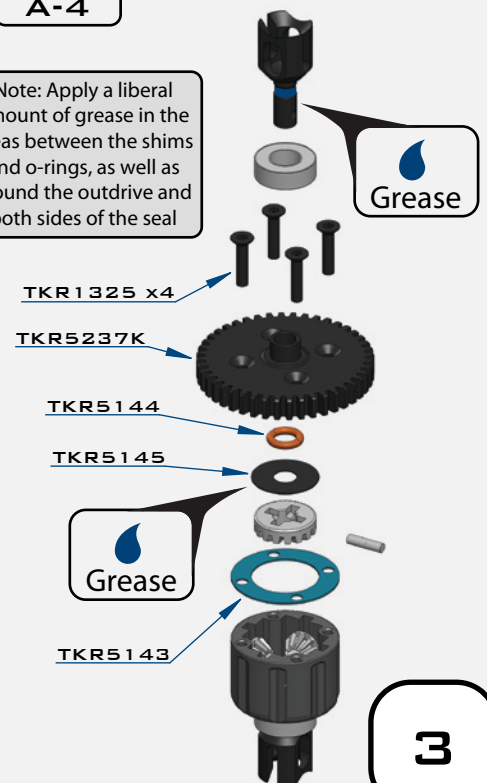
Note: Apply a liberal amount of grease to the outdrives, o-rings, and the large diff shims. This will ensure smooth operation.

STEP A-2



STEP A-4

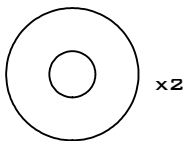
Note: Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal



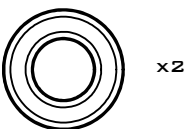
TKR1325
M3X14MM FLAT HEAD SCREW



TKR5144
DIFFERENTIAL O-RINGS



TKR5145
DIFFERENTIAL SHIMS (6X17MM)



TKRBB08165
BALL BEARING(8X16X5MM)

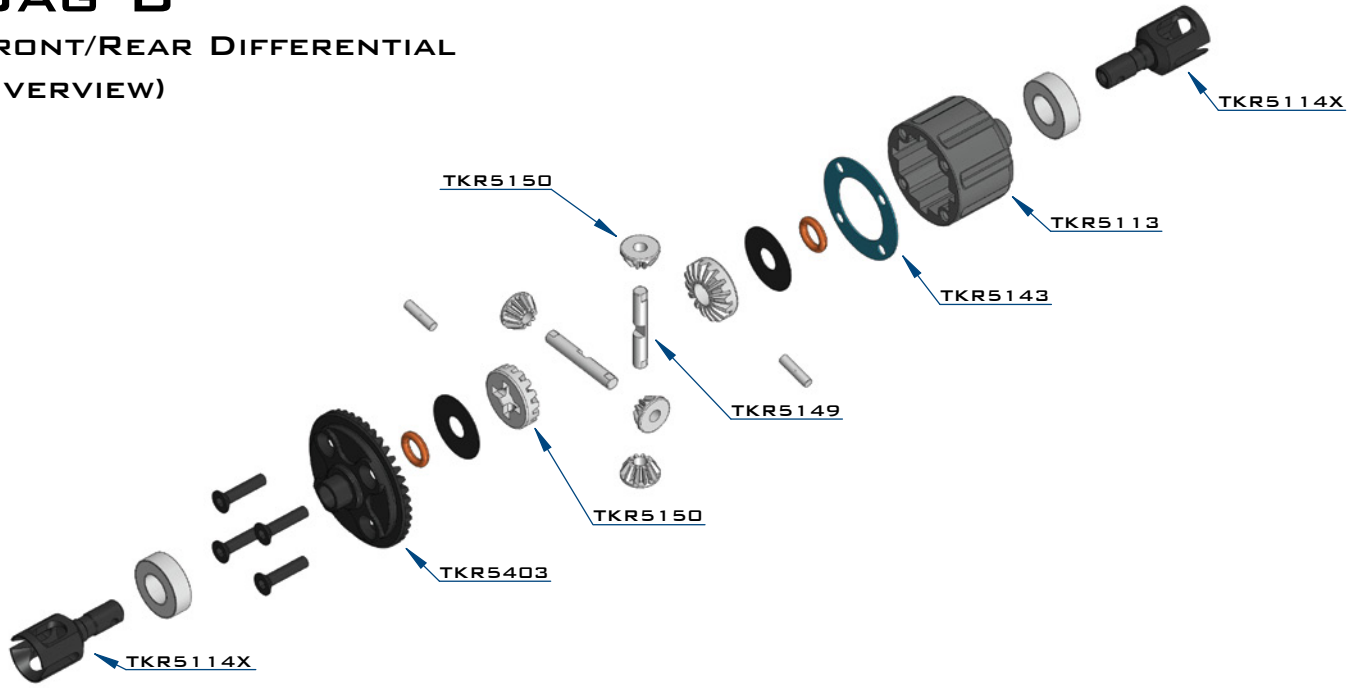
STEP A-3



Fill with 20,000 wt to 1mm below full

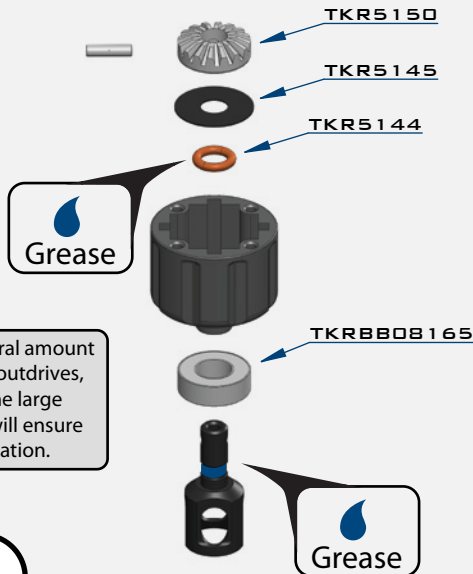
BAG B

FRONT/REAR DIFFERENTIAL (OVERVIEW)



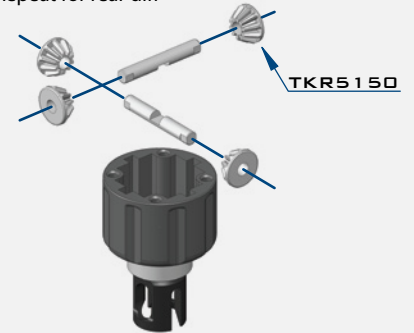
STEP B-1

Note: Repeat for rear diff



STEP B-2

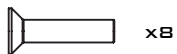
Note: Repeat for rear diff



STEP B-4

Note: Repeat for rear diff

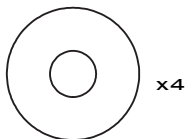
Note: Apply a liberal amount of grease in the areas between the shims and o-rings, as well as around the outdrive and both sides of the seal



TKR1325
M3X14MM FLAT HEAD SCREW



TKR5144
DIFFERENTIAL O-RINGS



TKR5145
DIFFERENTIAL SHIMS (6X17MM)



TKRBB08165
BALL BEARING(8X16X5MM)

STEP B-3

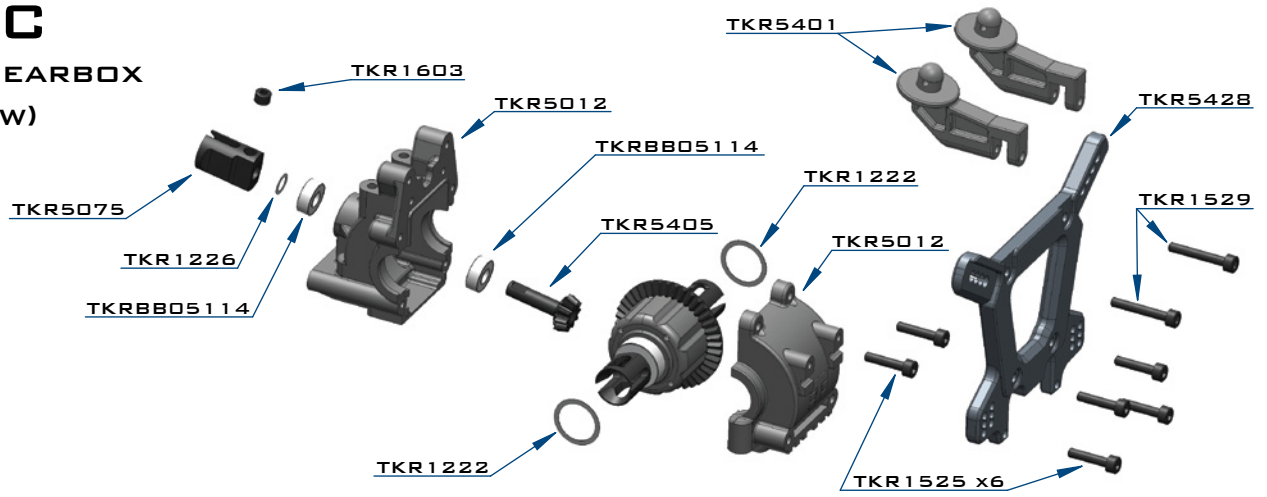
Note: Repeat for rear diff



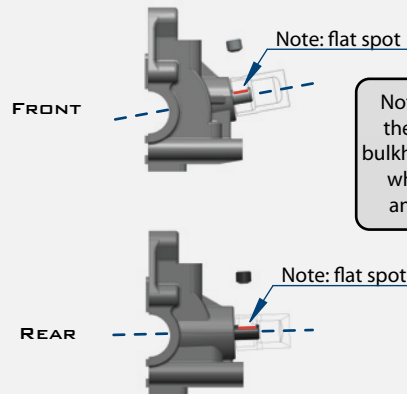
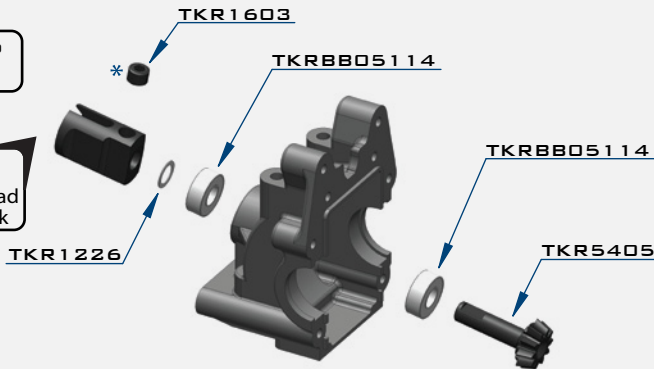
Fill with 20,000 wt oil front
and 10,000wt oil rear,
to 1mm below full

BAG C

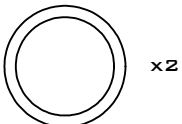
FRONT GEARBOX (OVERVIEW)



STEP C-1



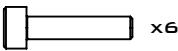
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.



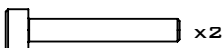
x2
TKR1222
13x16x0.1MM DIFF SHIM



x1
TKR1226
5x7x0.2MM SHIM



x6
TKR1525
M3x14MM CAP HEAD SCREW



x2
TKR1529
M3x20MM CAP HEAD SCREW

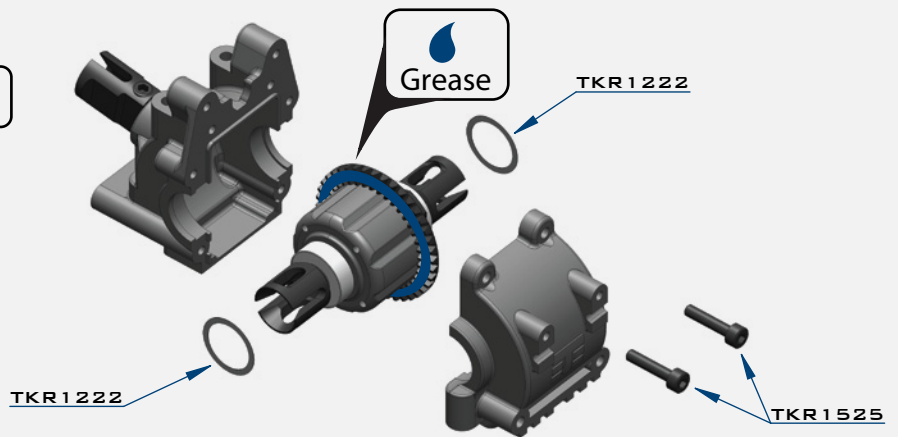


x1
TKR1603
M5x4MM SET SCREW

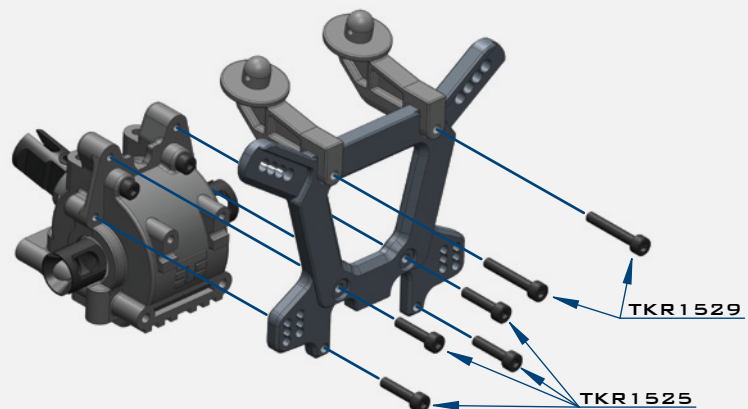


x2
TKRBB05114
BALL BEARING (5x11x4)

STEP C-2

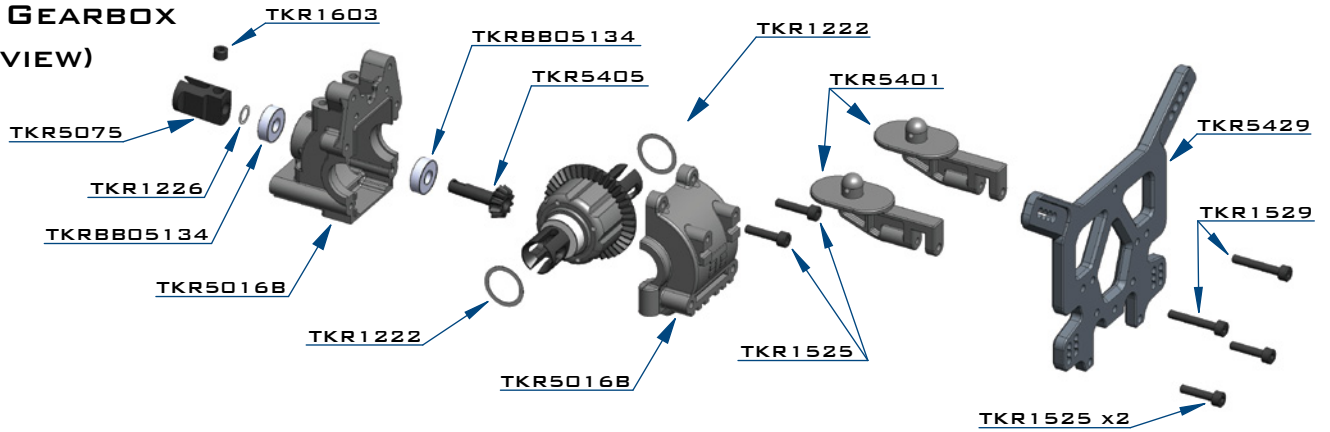


STEP C-3

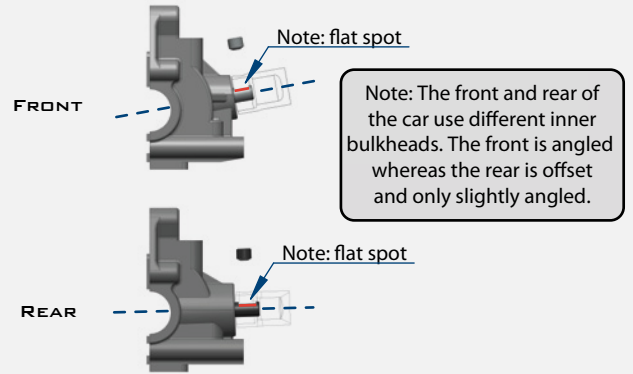
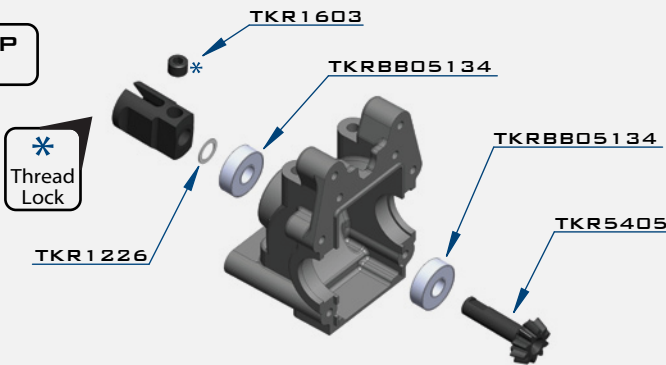


BAG D

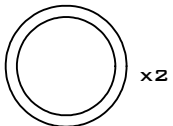
REAR GEARBOX (OVERVIEW)



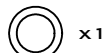
STEP D-1



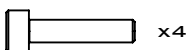
Note: TKR1222 - The gear mesh should be as close as possible without any binding. Test the fitment of the diff with both TKR1222 shims on the gear-side of the diff. If the diff turns freely without binding, continue to next step. If the diff binds and does not turn freely (it will make a grinding or crunching sound when spun), remove one TKR1222 shim from the gear side and install it onto the other side of the diff. Reassemble and test the mesh again. If it is still binding, remove the second TKR1222 shim from the gear side and install it onto the other side of the diff. When you are satisfied that you have the best gear mesh possible continue to the next step.



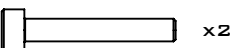
TKR1222
13x16x0.1MM DIFF SHIM



TKR1226
5x7x0.2MM SHIM



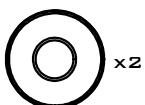
TKR1525
M3x14MM CAP HEAD SCREW



TKR1529
M3x20MM CAP HEAD SCREW

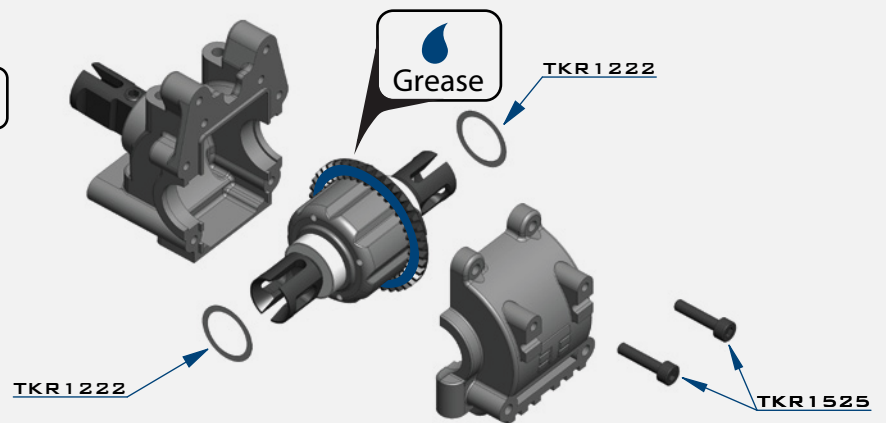


TKR1603
M5x4MM SET SCREW

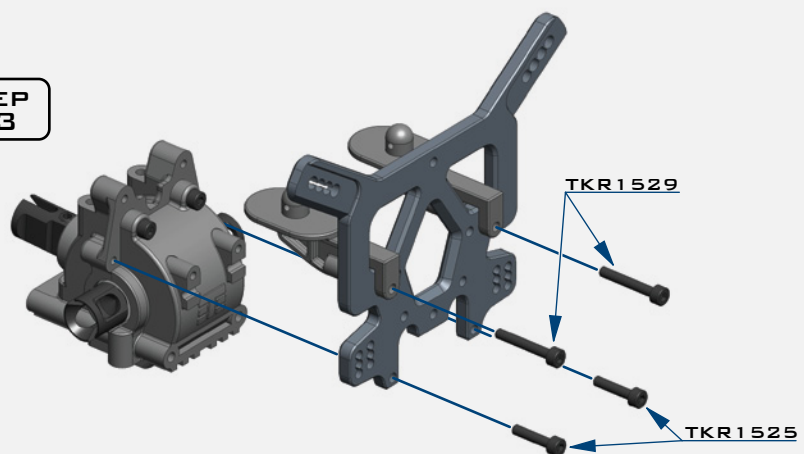


TKRBB05134
BALL BEARING (5x13x4)

STEP D-2

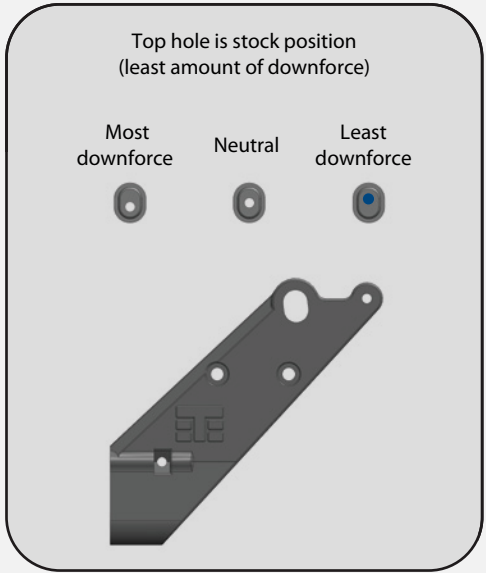


STEP D-3

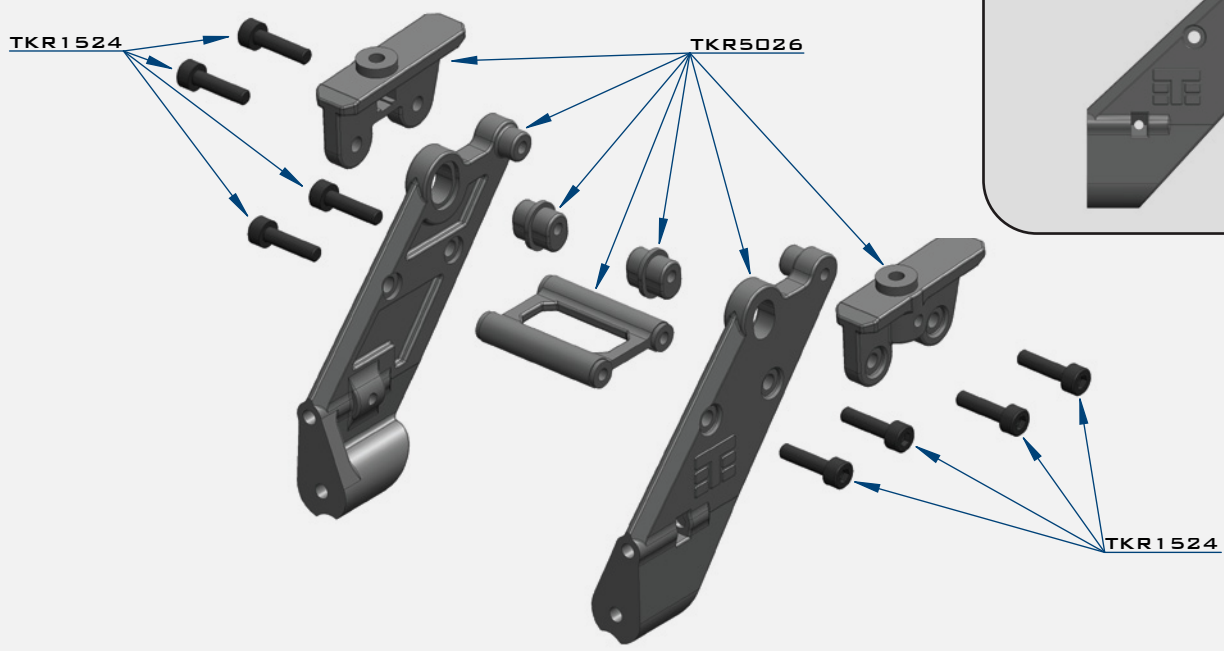


BAG E

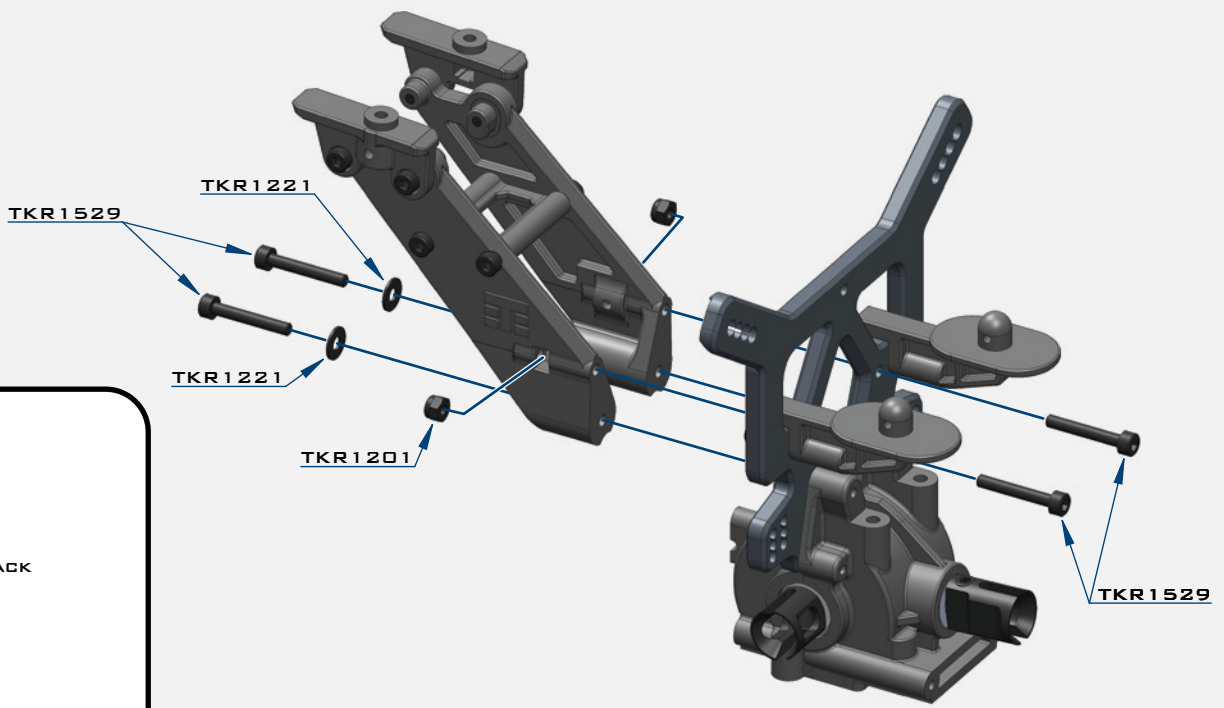
WING MOUNT



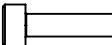
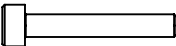


STEP E-1



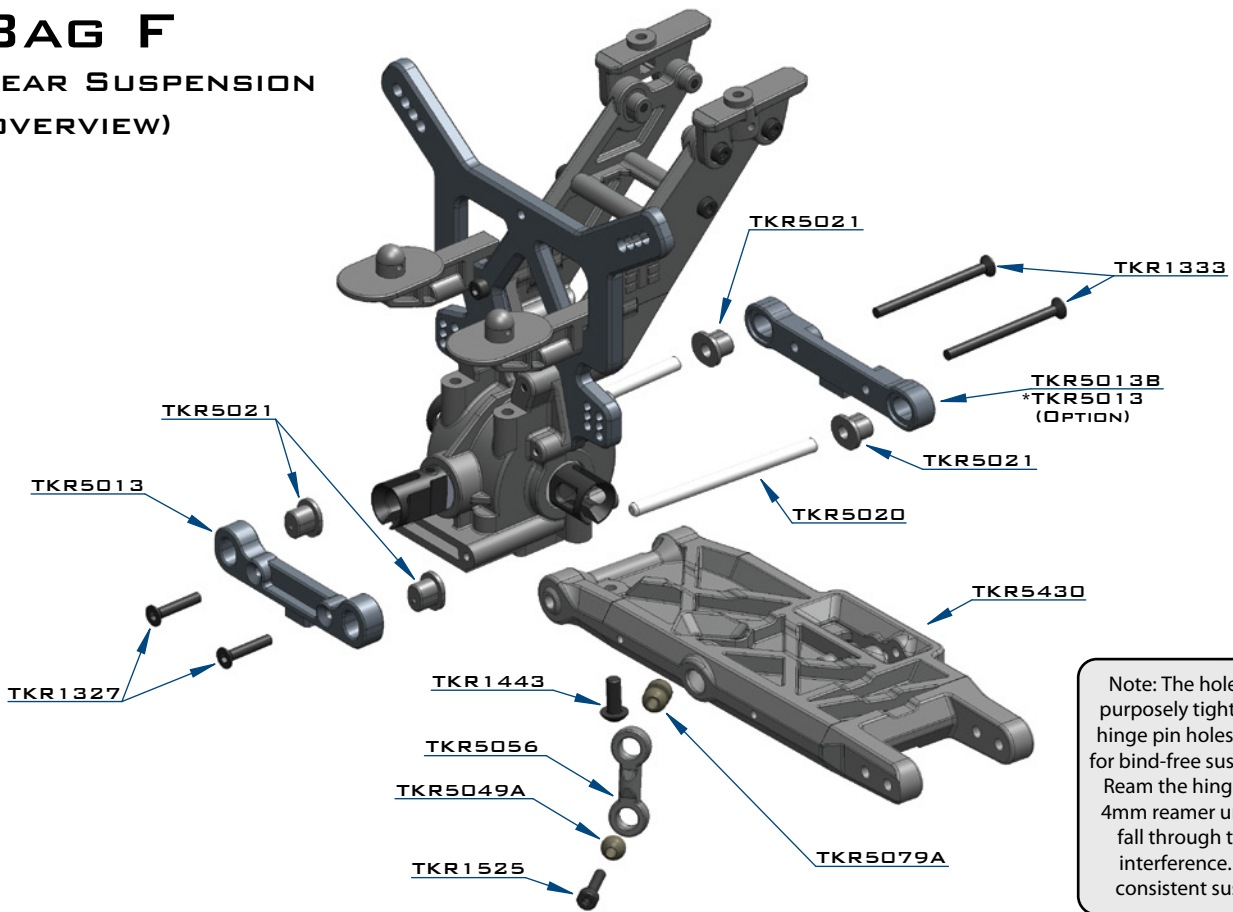
STEP E-2



-  x2
TKR1201
M3 LOCK NUT BLACK
-  x2
TKR1221
M3X8MM WASHER
-  x8
TKR1524
M3X12MM CAP HEAD SCREW
-  x4
TKR1529
M3X20MM CAP HEAD SCREW

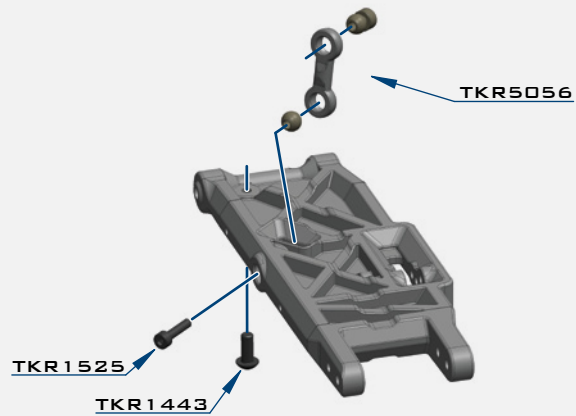
BAG F

REAR SUSPENSION (OVERVIEW)

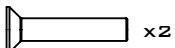
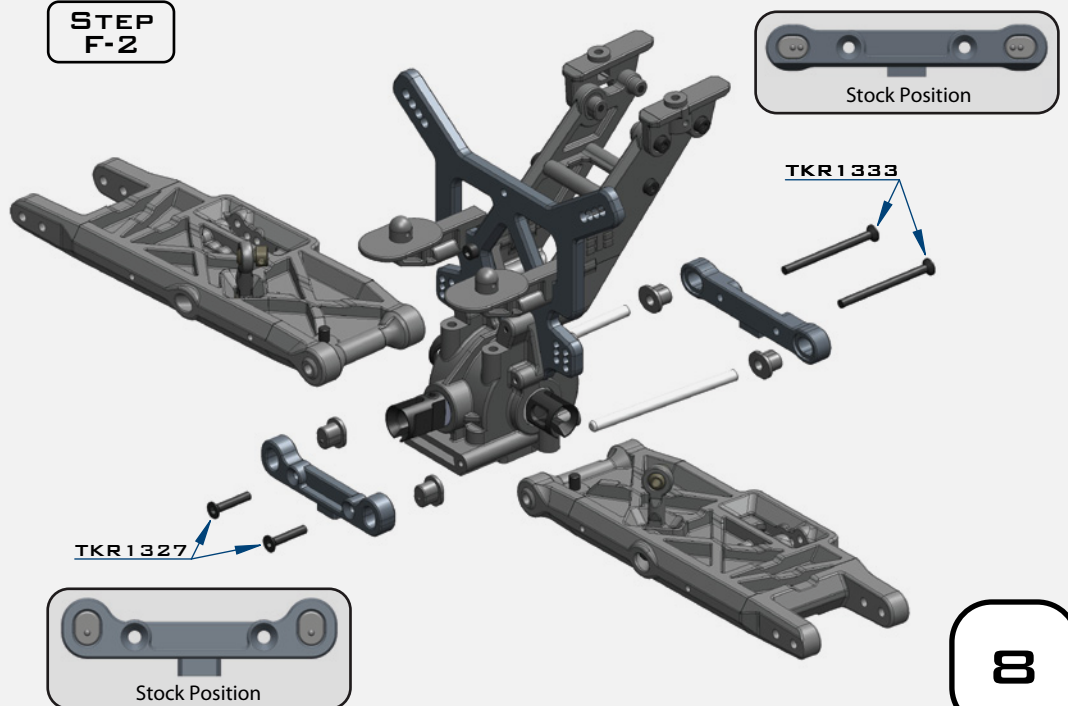


Note: The holes in the arms are purposely tight and reaming the hinge pin holes may be necessary for bind-free suspension operation. Ream the hinge pin holes with a 4mm reamer until the pins easily fall through the hole without interference. This will ensure consistent suspension action.

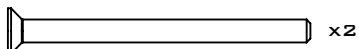
STEP F-1



STEP F-2



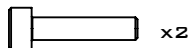
TKR1327
M3X16MM FLAT HEAD SCREW



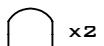
TKR1333
M3X40MM FLAT HEAD SCREW



TKR1443
M4X10MM BUTTON HEAD SCREW



TKR1525
M3X14MM CAP HEAD SCREW



TKR5049A
PIVOT BALL SWAY BAR



TKR5079A
STABILIZER BALL

BAG F

REAR SWAY BAR

TKR5493 - 2.6MM

(OPTION)

*TKR5490 - 2.3MM

*TKR5491 - 2.4MM

*TKR5492 - 2.5MM

*TKR5494 - 2.8MM

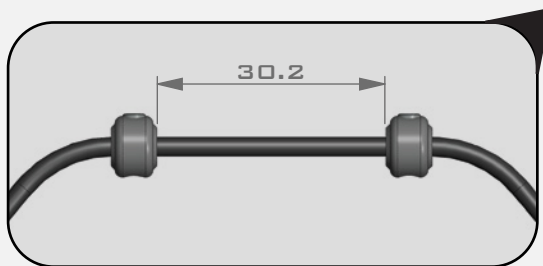
*TKR5495 - 3.0MM

TKR5086

TKR1601

Note: Do not over-tighten

STEP
F-3



STEP
F-4

TKR1601

*
Thread
Lock

TKR5086

TKR1522

TKR1522

TKR1601

Loosen the M3x4 set screw
(TKR1601) if the anti-roll bar
does not turn freely.



x2

TKR1522
M3x8MM CAP HEAD SCREW



x6

TKR1601
M3x4MM SET SCREW



Install the Sway Bar Ball onto the
Sway Bar Wire until the end of
the wire is flush with the ball as
picture above.

BAG G

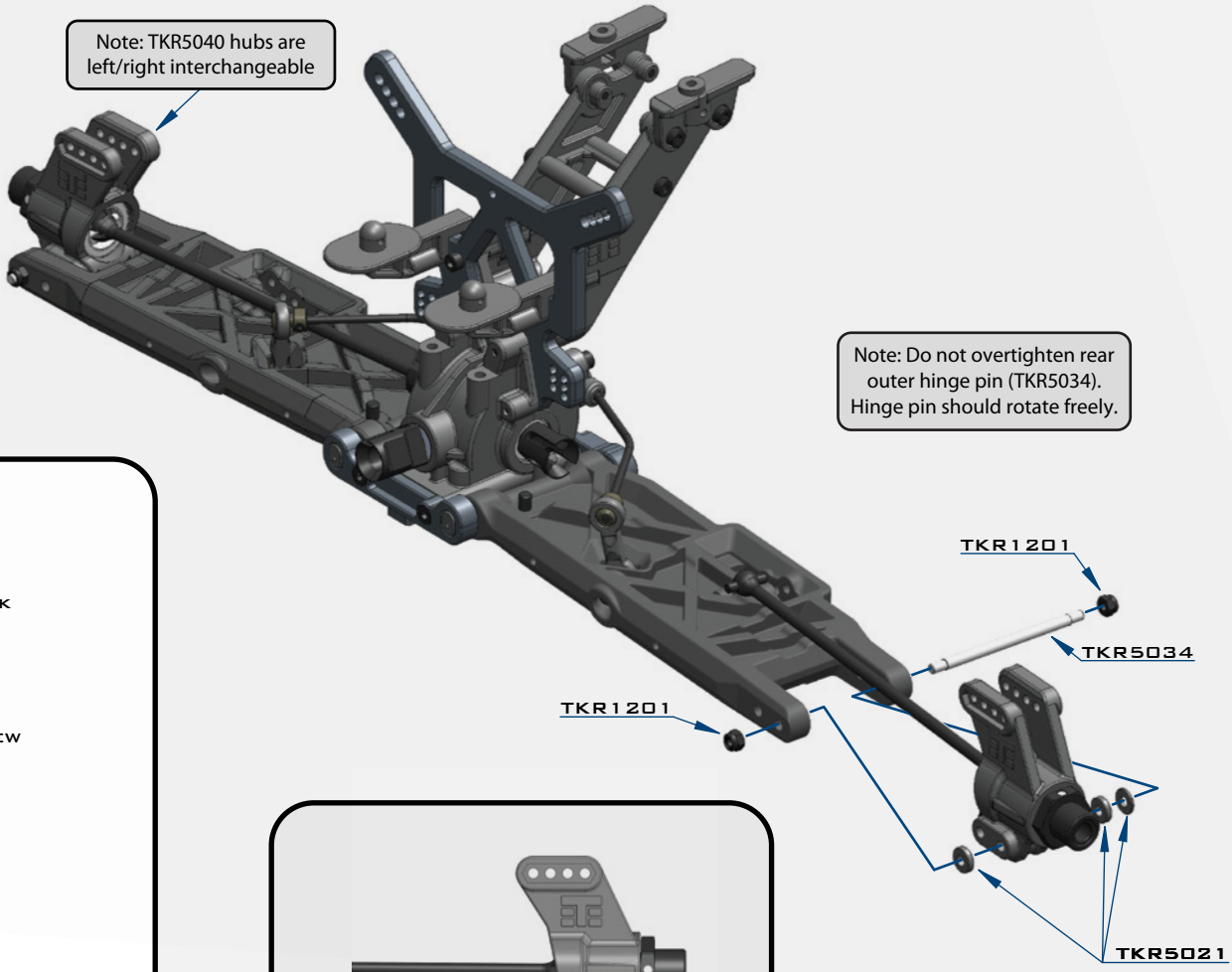
REAR HUB/CVA ASSEMBLY

STEP G-1





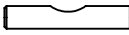

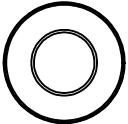
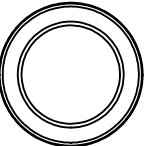
Note: notch on pin needs to line up with set screw.

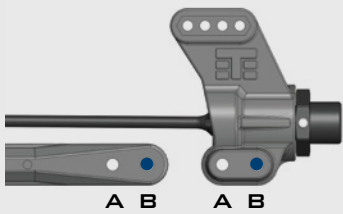
STEP G-2



Note: TKR5040 hubs are left/right interchangeable

Note: Do not overtighten rear outer hinge pin (TKR5034). Hinge pin should rotate freely.

-  x4
TKR1201
M3 LOCKNUT BLACK
-  x2
TKR1603
M5X4MM SET SCREW
-  x2
TKR5071
M3X16.8MM PIN
-  x2
TKR5073
CV JOINT PIN
-  x2
TKRBB08165
BALL BEARING (8X16X5)
-  x2
TKRBB13194
BALL BEARING (13X19X4)



A B A B

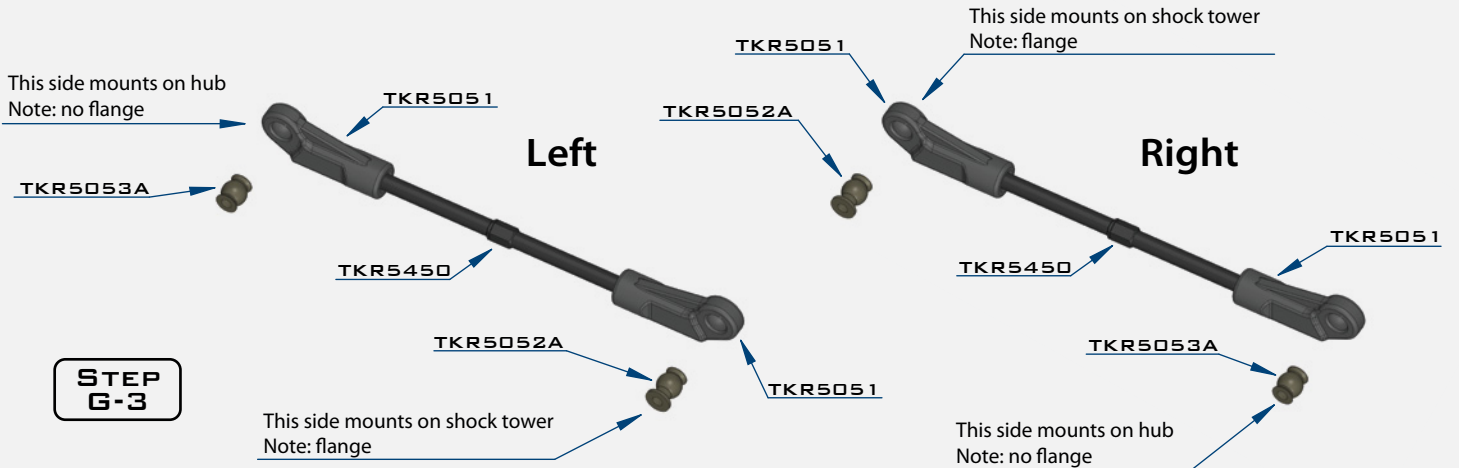
Hole "B" is the stock position

- *Only use hole A in the arm with hole A in the hub
- *Only use hole B in the arm with hole B in the hub

The outside hole offers greater stability and is recommended for bumpy open tracks. Inside hole offers greater amount of steering and is recommended for flat technical tracks.

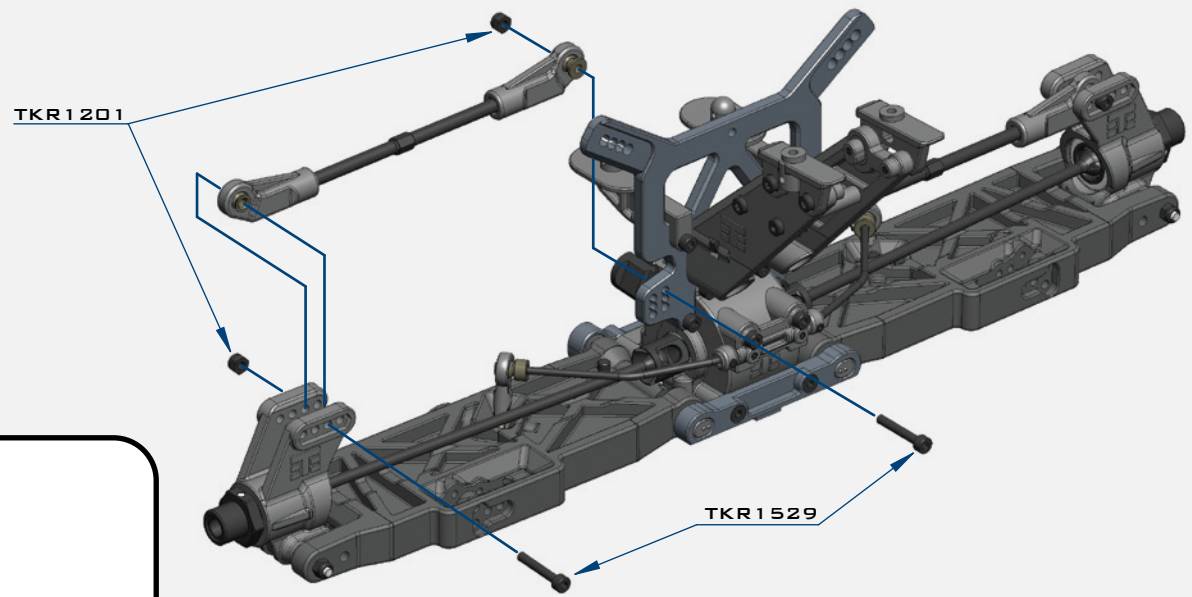
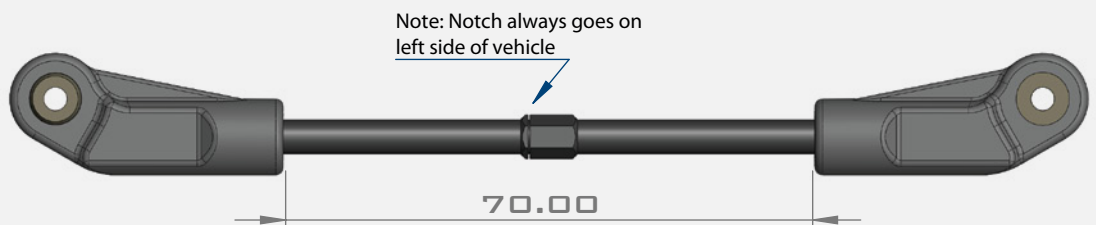
BAG G


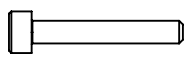


REAR CAMBER LINKS

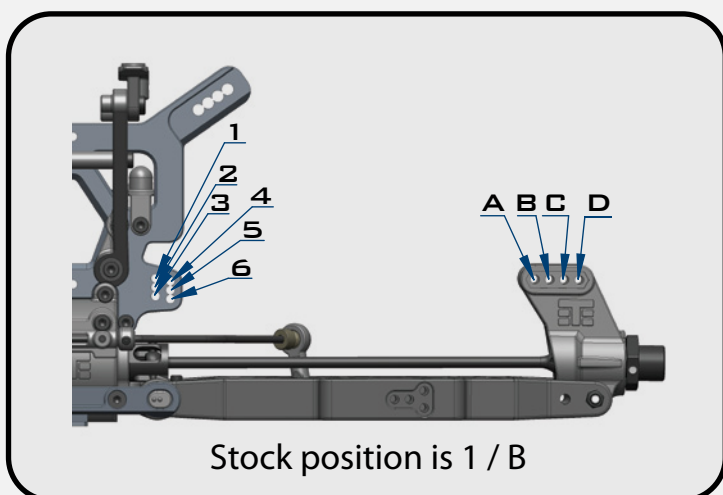


STEP G-3

STEP G-4

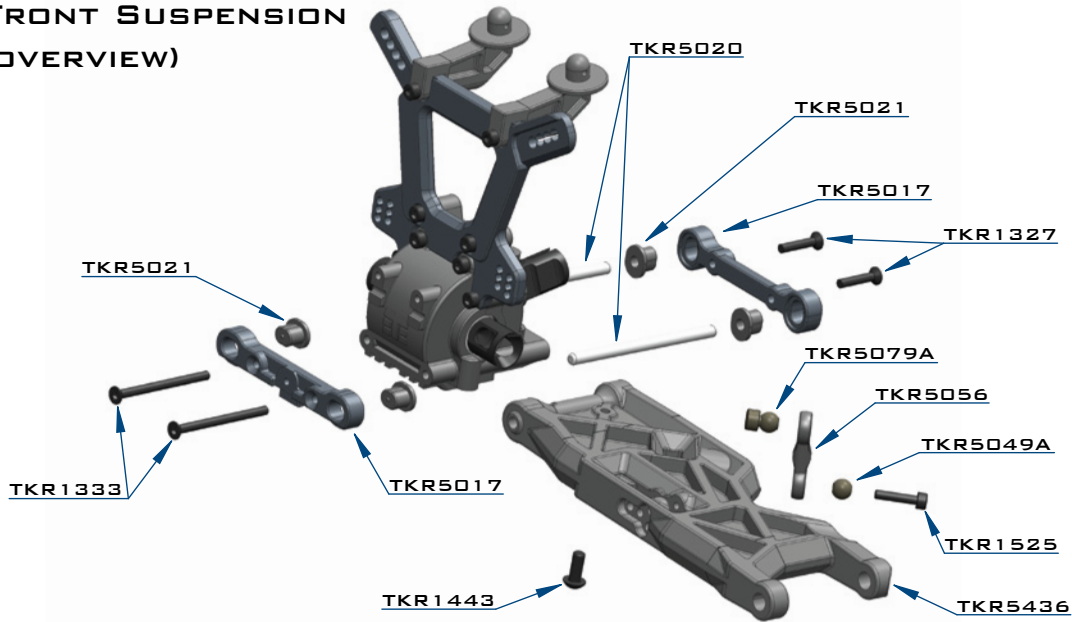


-  x4
TKR1201
M3 LOCKNUT BLACK
-  x4
TKR1529
M3X20MM CAP HEAD SCREW
-  x2
TKR5052A
PIVOT BALL M3X6.8MM
-  x2
TKR5053A
PIVOT BALL M3X6.8MM
NO FLANGE



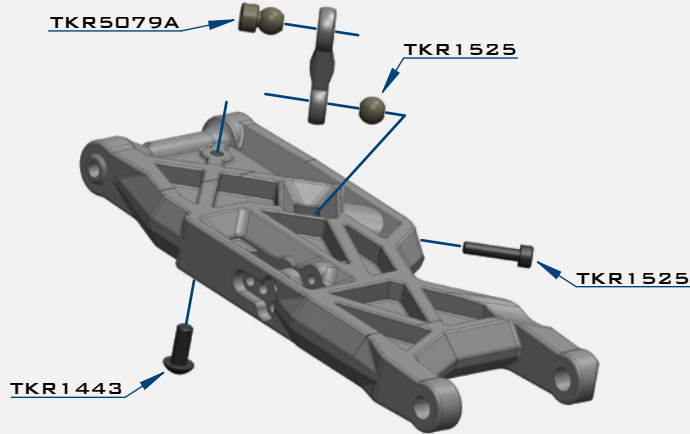
BAG H

FRONT SUSPENSION (OVERVIEW)

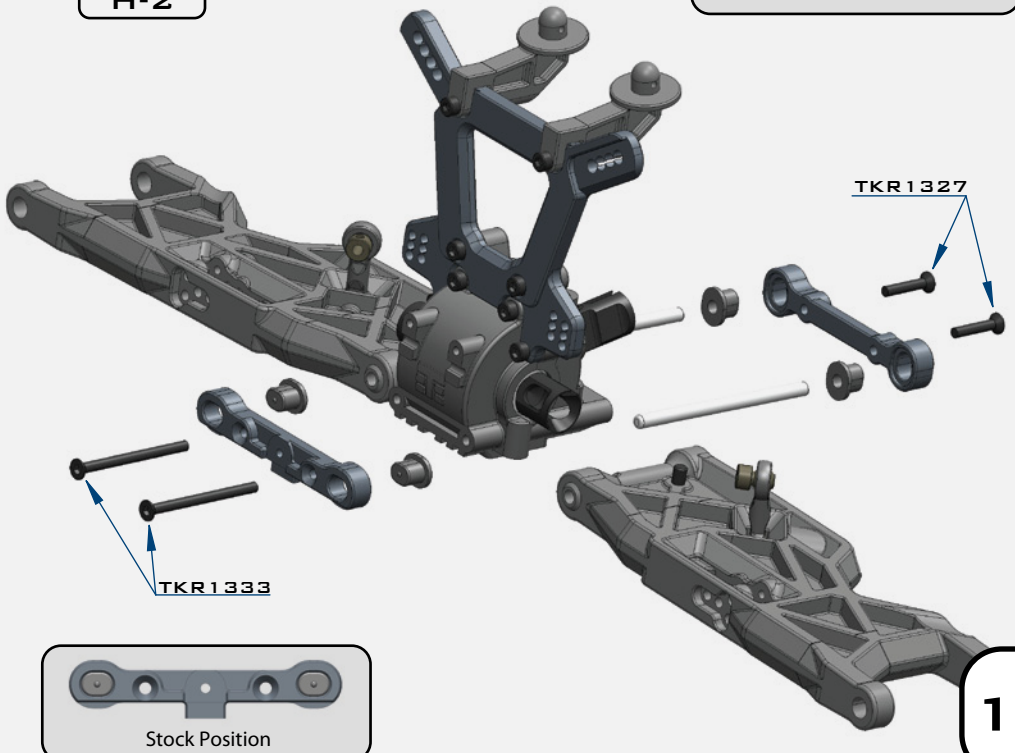


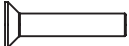
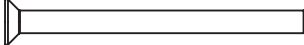
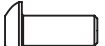
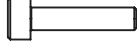


Note: The holes in the arms are purposely tight and reaming the hinge pin holes may be necessary for bind-free suspension operation. Ream the hinge pin holes with a 4mm reamer until the pins easily fall through the hole without interference. This will ensure consistent suspension action.

STEP H-1



STEP H-2



-  x2
TKR1327
M3x16MM FLAT HEAD SCREW
-  x2
TKR1333
M3x40MM FLAT HEAD SCREW
-  x2
TKR1443
M4x10MM BUTTON HEAD SCREW
-  x2
TKR1525
M3x14MM GAP HEAD SCREW
-  x2
TKR5049A
PIVOT BALL SWAY BAR
-  x2
TKR5079A
STABILIZER BALL

BAG H

FRONT SWAY BAR

TKR5483 - 2.6MM

(OPTION)

*TKR5480 - 2.3MM

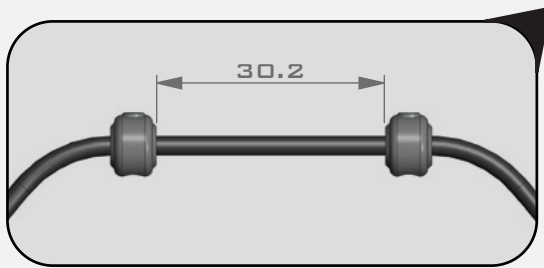
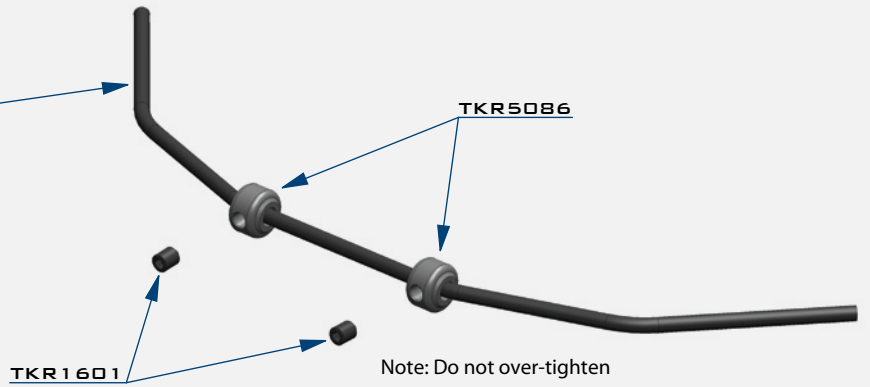
*TKR5481 - 2.4MM

*TKR5482 - 2.5MM

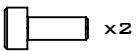
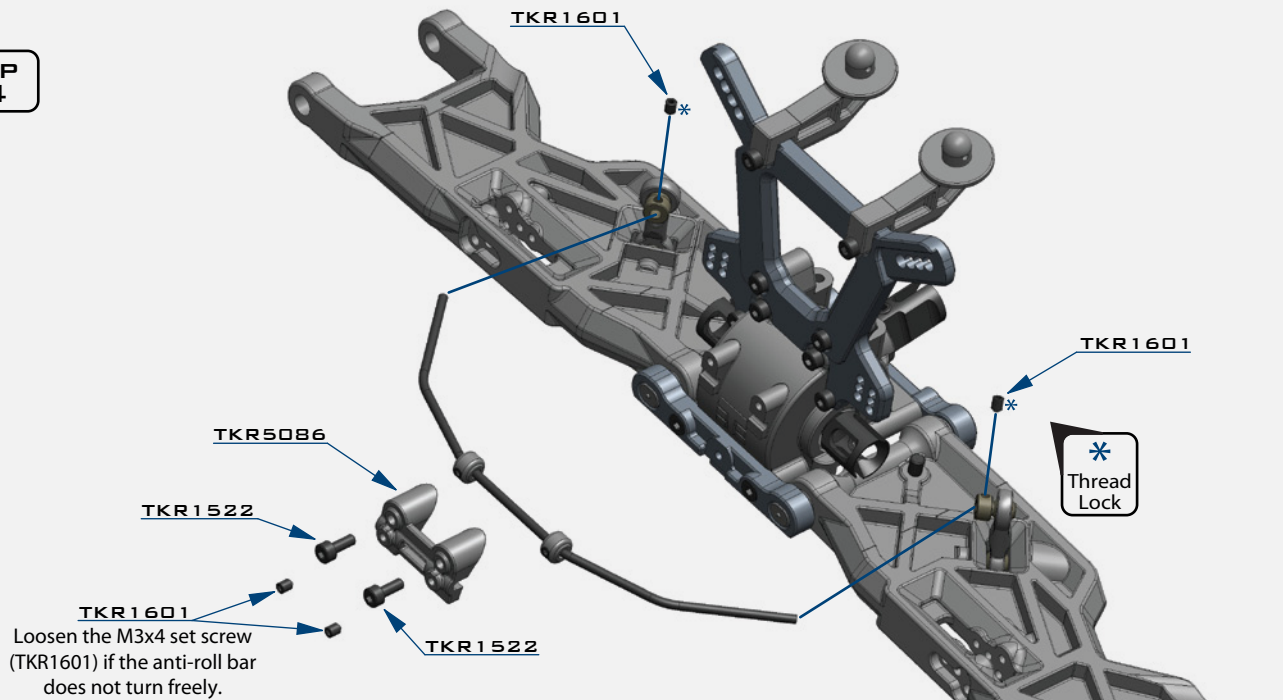
*TKR5484 - 2.8MM

*TKR5485 - 3.0MM

**STEP
H-3**



**STEP
H-4**



TKR1522
M3x8MM CAP HEAD SCREW



TKR1601
M3x4MM SET SCREW

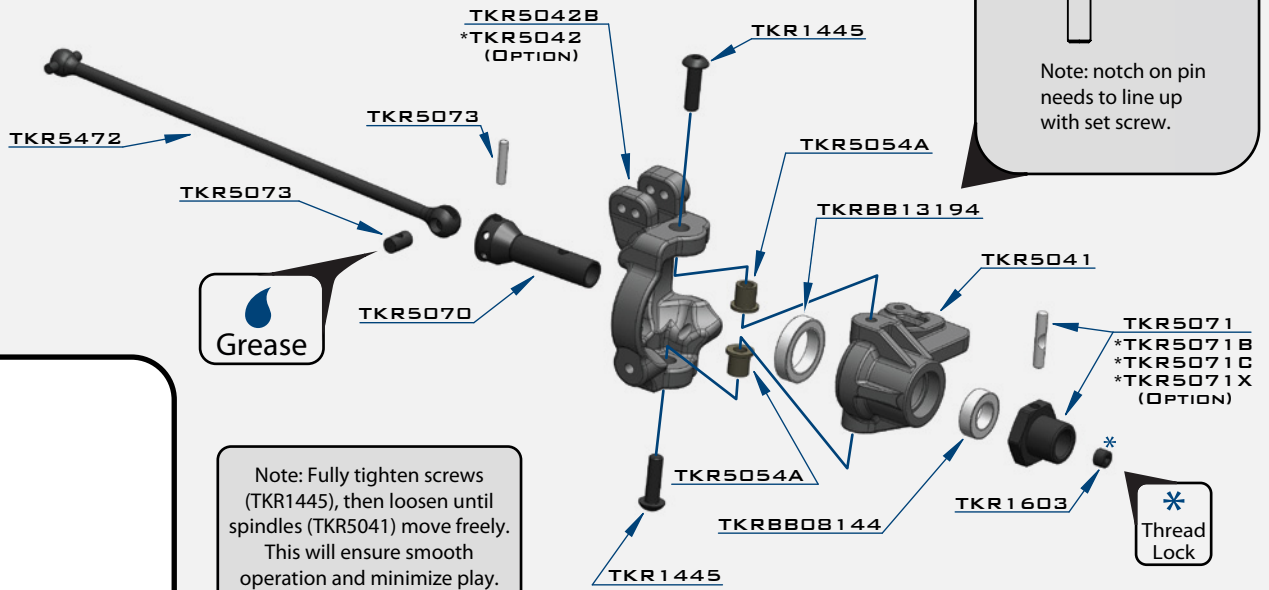


Install the Sway Bar Ball onto the Sway Bar Wire until the end of the wire is flush with the ball as picture above.

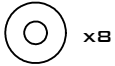
BAG I

FRONT STEERING

STEP I-1



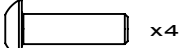
Note: Fully tighten screws (TKR1445), then loosen until spindles (TKR5041) move freely. This will ensure smooth operation and minimize play.



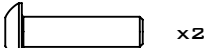
x8
TKR1221
M3x8MM WASHER



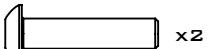
x2
TKR1401
M3x6MM BUTTON HEAD SCREW



x4
TKR1445
M4x14MM BUTTON HEAD SCREW



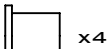
x2
TKR1447
M4x16MM BUTTON HEAD SCREW



x2
TKR1448
M4x18MM BUTTON HEAD SCREW



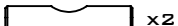
x2
TKR1603
M5x4MM SET SCREW



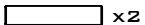
x4
TKR5054A
SPINDLE PIN SLEEVE



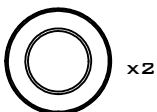
x4
TKR5055A
SUSPENSION PIN SLEEVE FRONT



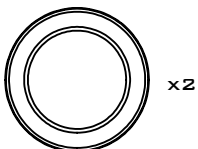
x2
TKR5071
M3x16.8MM PIN



x2
TKR5073
CV JOINT PIN

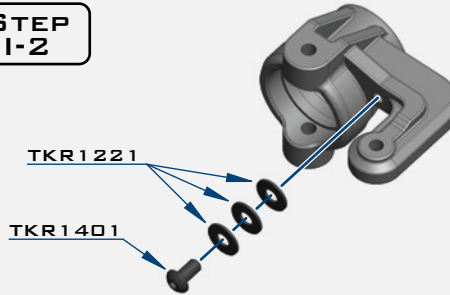


x2
TKRBB08144



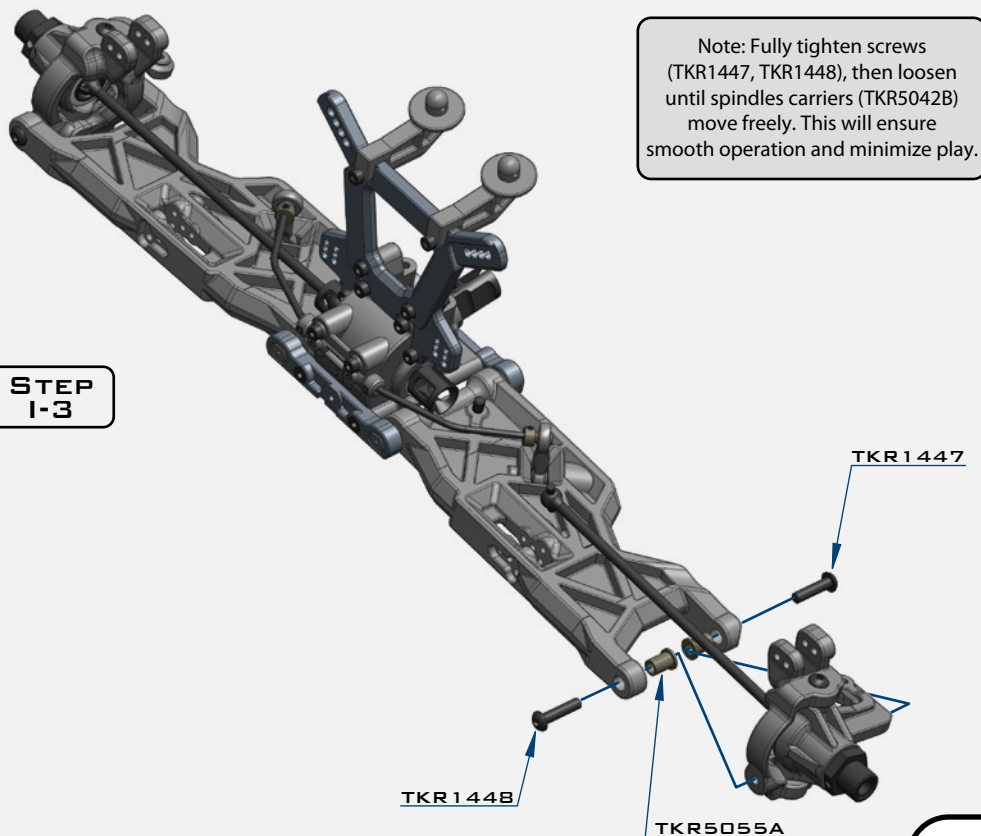
x2
TKRBB13194

STEP I-2



Note: The steering stops provide adjustable travel limiters that you can adjust to your driving style. For very tight tracks you may want to experiment with less limiting washers (more steering travel). However, with too much steering travel the rear end can lose traction more easily coming out of corners. After months of testing on different track surfaces, 3 washers is the most consistent setting.

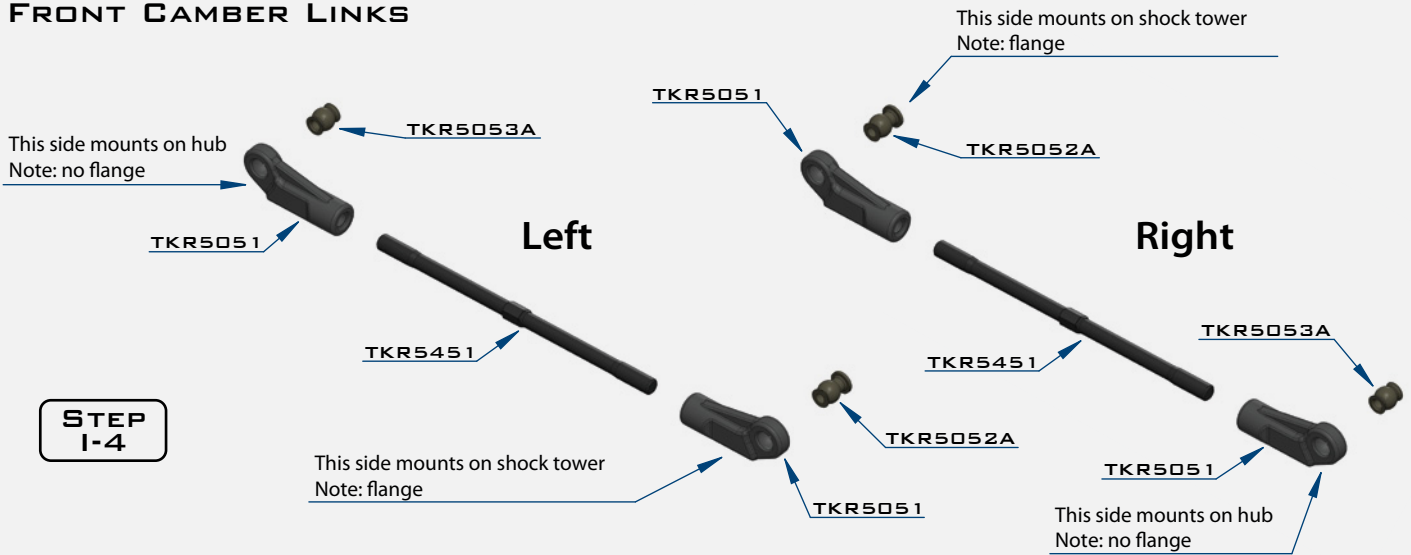
STEP I-3



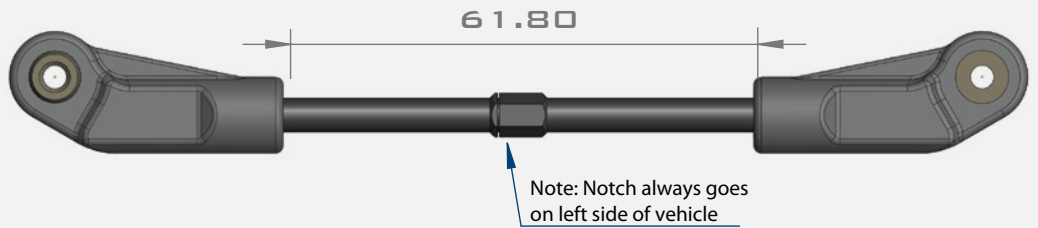
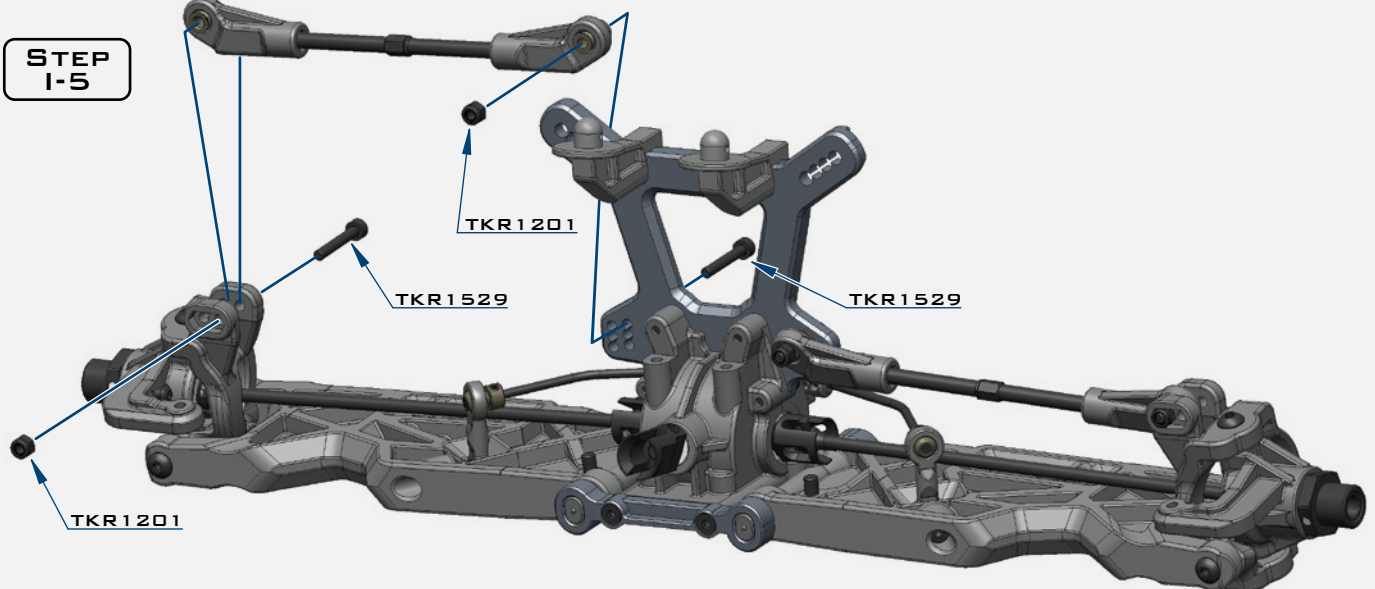
Note: Fully tighten screws (TKR1447, TKR1448), then loosen until spindles carriers (TKR5042B) move freely. This will ensure smooth operation and minimize play.

BAG I

FRONT CAMBER LINKS



STEP
1-4

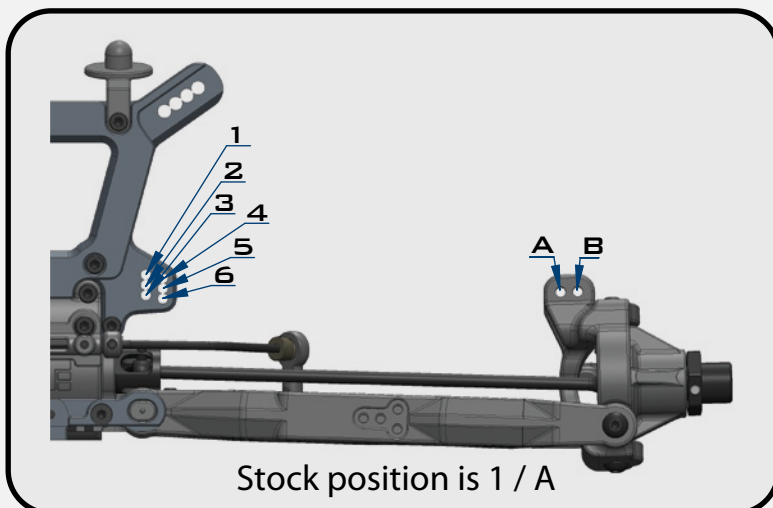


x4
TKR1201
M3 LOCK NUT BLACK

x4
TKR1529
M3X20MM CAP HEAD SCREW

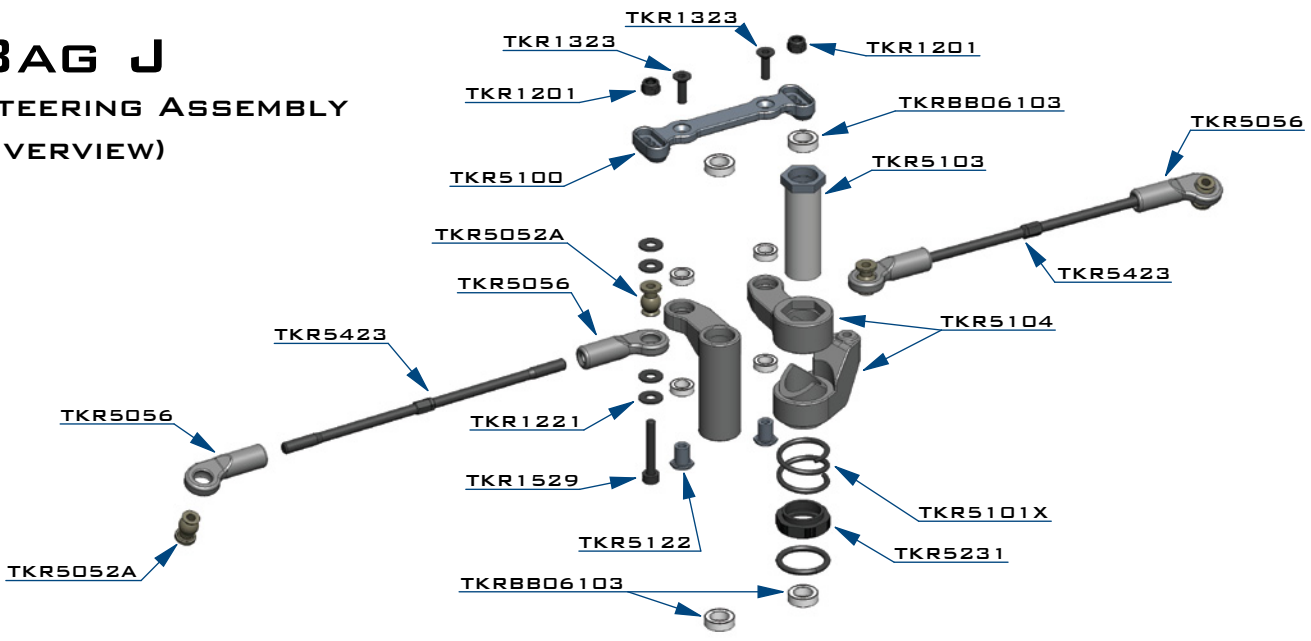
x2
TKR5052A
PIVOT BALL M3X6.8MM

x2
TKR5053A
PIVOT BALL M3X6.8MM
NO FLANGE

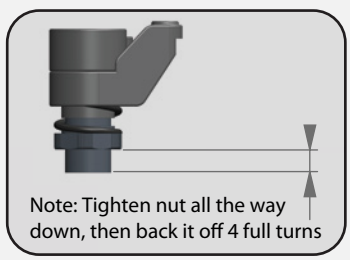


BAG J

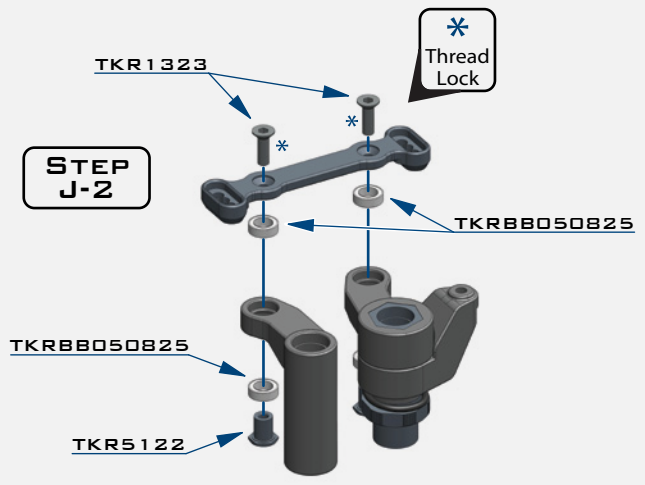
STEERING ASSEMBLY (OVERVIEW)



STEP J-1











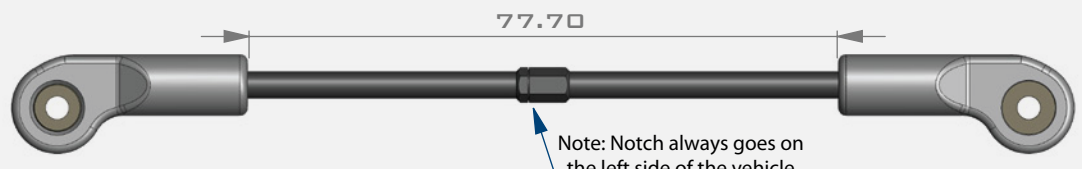
STEP J-2



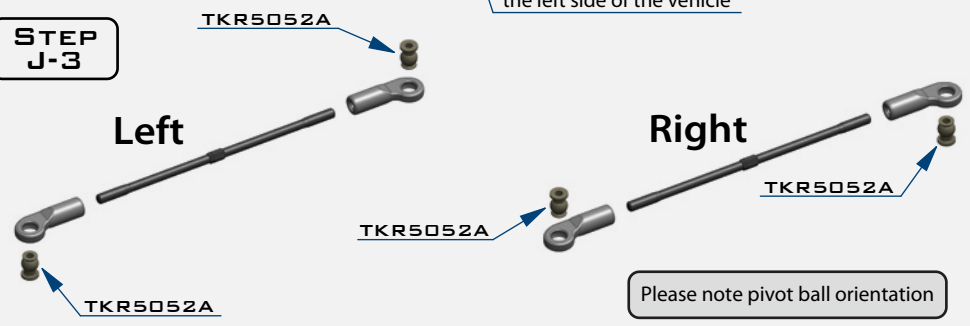
Note: Apply a small drop of oil for easy o-ring installation.



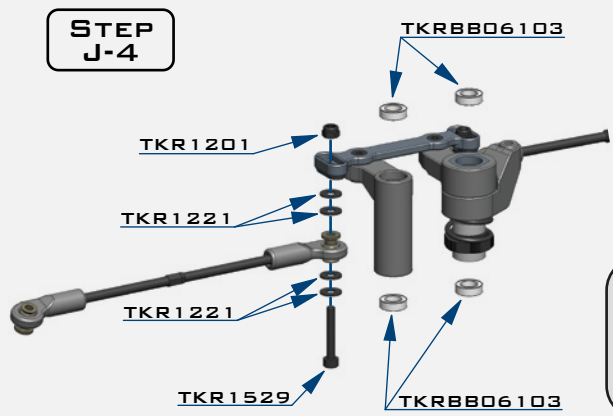
-  x2
TKR1201
M3 LOCK NUT BLACK
-  x8
TKR1221
M3x8MM WASHER
-  x2
TKR1323
M3x10MM FLAT HEAD SCREW
-  x2
TKR1529
M3x20MM CAP HEAD SCREW
-  x4
TKR5052A
PIVOT BALL M3x6.8MM
-  x1
TKR5231
O-RING 16x12x2
-  x4
TKRBB050825
BALL BEARING (5x8x2.5)
-  x4
TKRBB06103
BALL BEARING (6x10x3)



STEP J-3

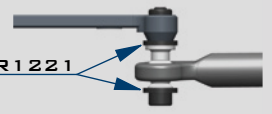
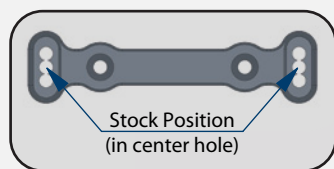


STEP J-4



Note: Stock bumpsteer setting is 2 washers above and 2 below the steering ball link.

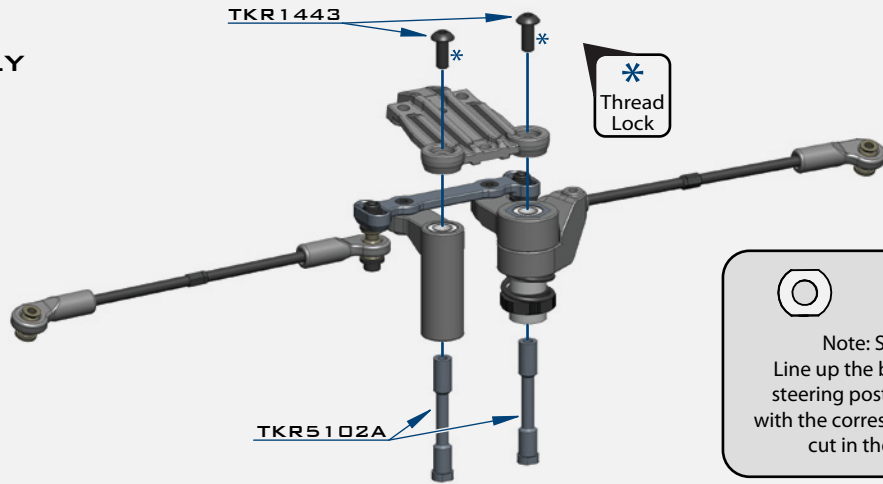
4 x TKR1221

BAG K

FRONT END ASSEMBLY

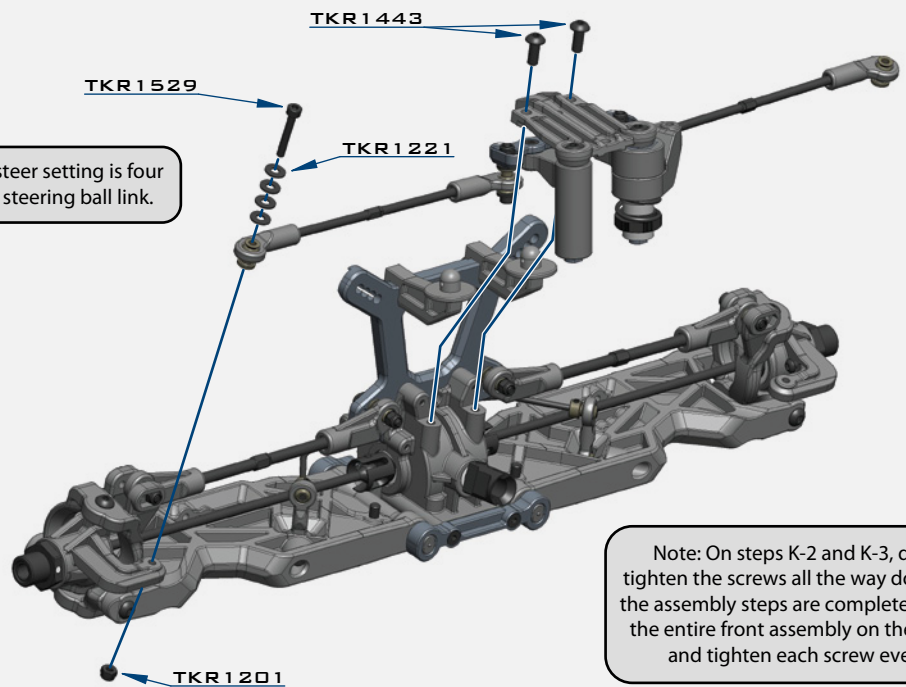
STEP K-1











Note: Step K-1:
Line up the bottom of the steering posts (TKR5102A) with the corresponding recess cut in the chassis.

STEP K-2

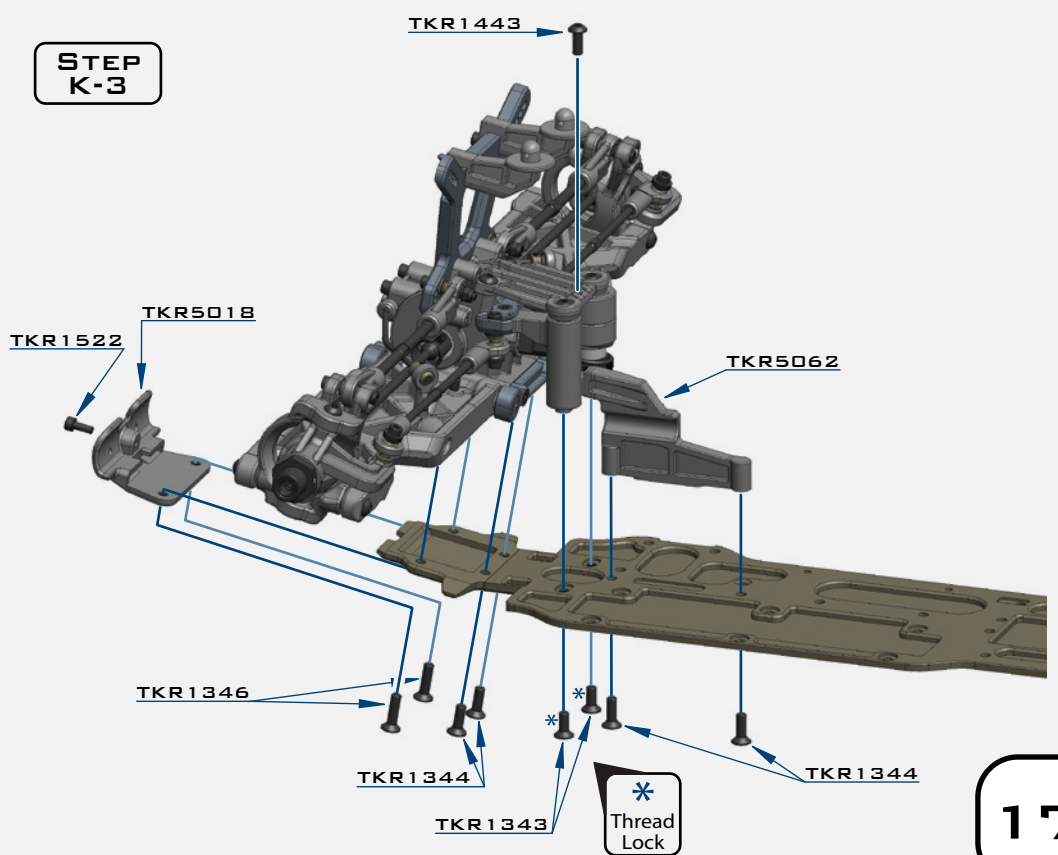
Note: Initial bumpsteer setting is four washers above the steering ball link.



Note: On steps K-2 and K-3, do not tighten the screws all the way down until the assembly steps are complete. Position the entire front assembly on the chassis and tighten each screw evenly.

-  x2
TKR1201
M3 LOCK NUT BLACK
-  x8
TKR1221
M3x8MM WASHER
-  x2
TKR1343
M4x10MM FLAT HEAD SCREW
-  x4
TKR1344
M4x12MM FLAT HEAD SCREW
-  x2
TKR1346
M4x15MM FLAT HEAD SCREW
-  x5
TKR1443
M4x10MM BUTTON HEAD SCREW
-  x1
TKR1522
M3x8MM CAP HEAD SCREW
-  x2
TKR1529
M3x20MM CAP HEAD SCREW

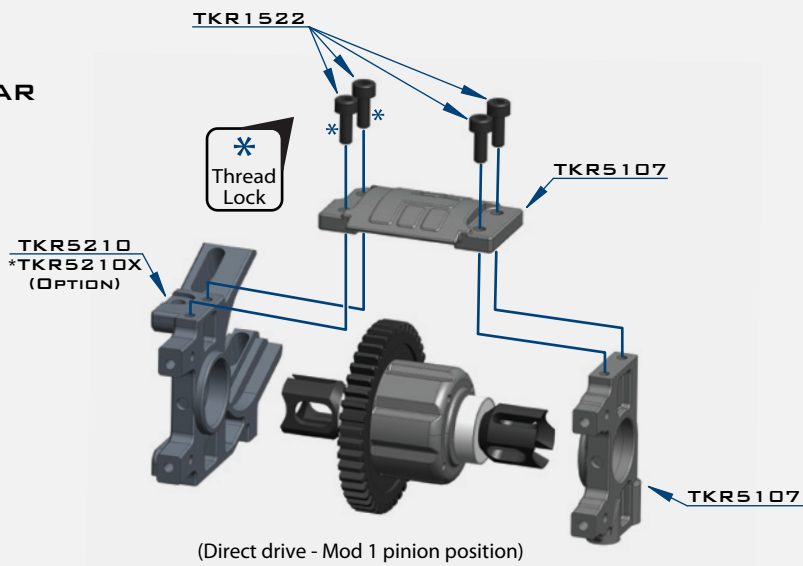
STEP K-3



BAG L

CENTER/REAR ASSEMBLY

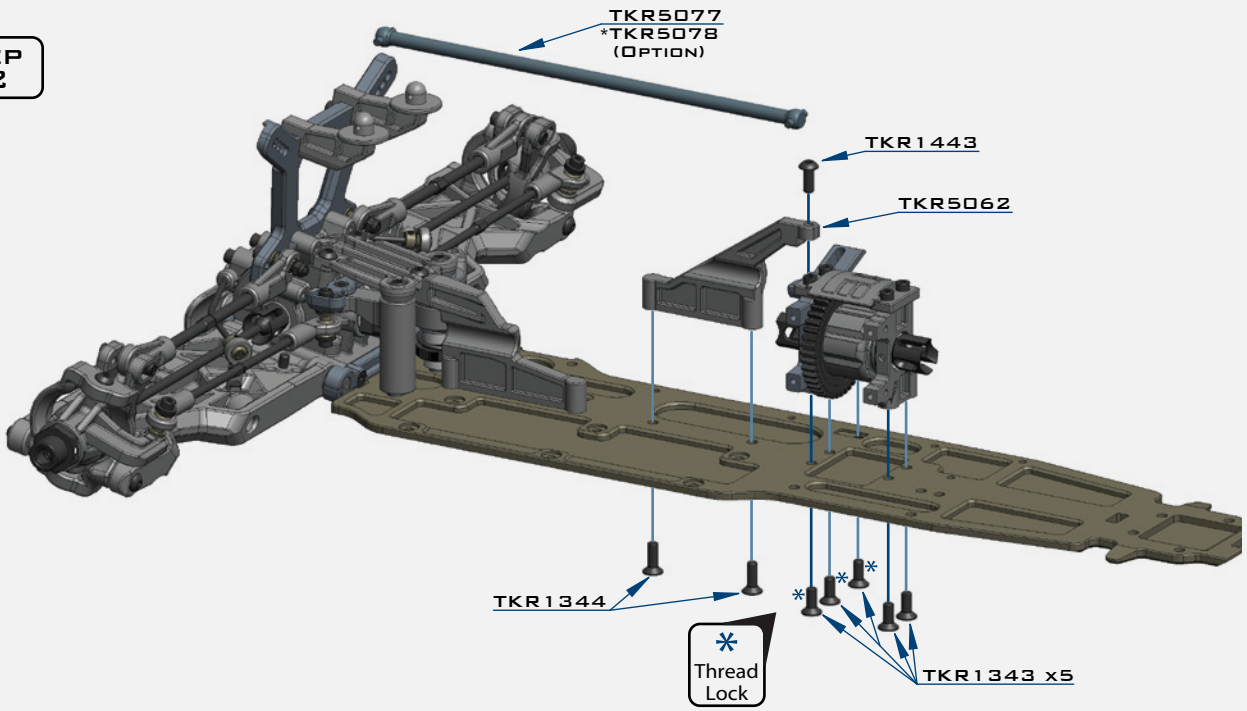
STEP L-1



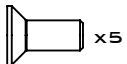
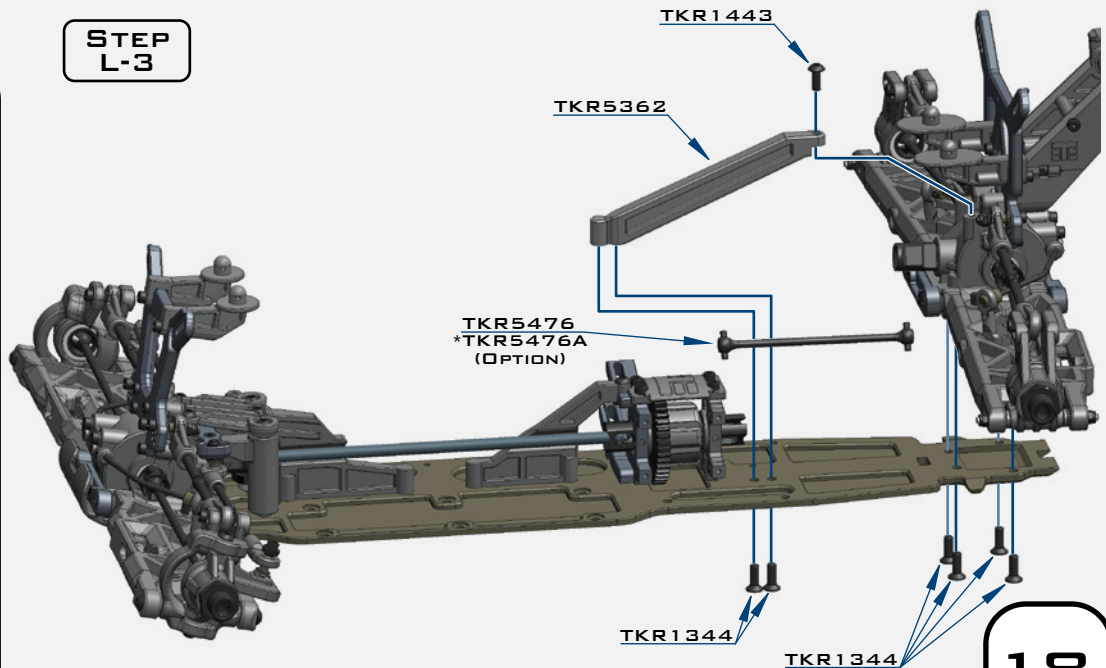
(Direct drive - Mod 1 pinion position)



STEP L-2



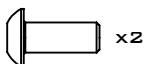
STEP L-3



x5
TKR1343
M4x10MM FLAT HEAD SCREW



x8
TKR1344
M4x12MM FLAT HEAD SCREW



x2
TKR1443
M4x10MM BUTTON HEAD SCREW



x4
TKR1522
M3x8MM CAP HEAD SCREW

SHOCK FILLING INSTRUCTIONS

FOR BOTH FRONT AND REAR SHOCKS

The following steps and information will provide you with the proper way to fill and bleed your Tekno RC ET48 shocks.

After thorough testing, we've found it's easiest to complete steps 1 through 3 on each shock before moving onto step 4. By the time you've finished step 3 on the last shock the first one should be ready for step 4.

Step 1. Extend the shock shaft all the way down. Fill the shock with oil until the body is approximately 90% full.

Step 2. Slowly pump the shock shaft up and down about 3-5 times to release air bubbles from underneath the piston.

Step 3. Let the shock rest vertically with the shock shaft fully extended for five minutes or until all of the air bubbles have released.

Step 4. Push the shaft in so that ~20mm of shaft is between the bottom of the cartridge and the top of the rod end. Make sure that you match the rebound amount between the left and right shocks. The vented cap design doesn't provide much rebound. We've found that running the least amount of (0%) rebound in both the front and rear shocks gives the most consistent overall performance.

Step 5. Next you will top off the shock with oil. Fill to just a hair below full, level with the top of the shock body, but not doming over the top. If you do overfill the shock, it won't hurt performance, it will just spill out.

Step 6. In this step you will be placing the bladder inside the shock cap. Slowly screw the shock cap onto the shock body while holding the shock vertically. Continue screwing slowly until oil begins to bleed out of the bleeder hole. At this point, rotate the shock over about 50-60 degrees with the bleeder hole pointing up. Continue to screw the cap on and bleed the shock until the cap is tight. Wipe off excess oil. A good hand tightening is all that is needed, but feel free to use tools to make them tighter if you wish.

Note: It's very important to consider ambient temperature when selecting shock oil viscosity. We recommend #600 cst for the front suspension and #500 cst for the rear suspension for 70-80°F (21-26°C) outside temperature. You may need to go up or down 50-100cst in shock oil for each 10°F (5°C) of temperature change (lower temperature -> lower viscosity). The oils in the kits are a great starting point. We suggest starting with the kit oils and moving up or down depending on the track conditions and ambient temperature. You can build the shocks in any manner you prefer, but we've found this way provides the best handling and more consistent shocks. They will also last longer between rebuilds.

Use part #'s TKR6008 (shock bushings and cartridge guides) and TKR6009 (o-ring pack) to rebuild your shocks regularly.

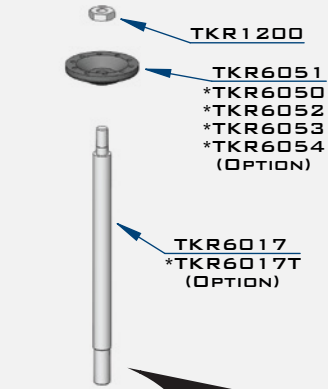
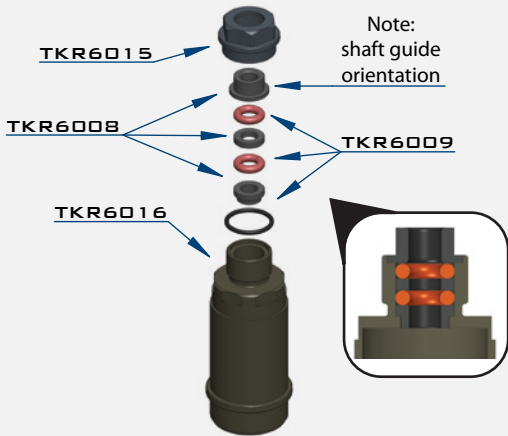
We also offer a line of optional CNC shock pistons (TKR6050 -> TKR6054).

The included pistons are TKR6051 (8x1.3mm holes).

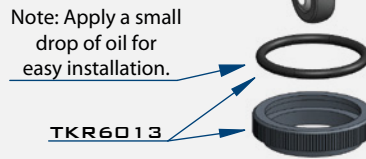
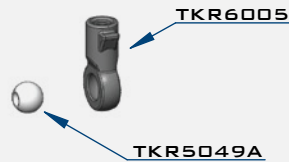
BAG M

FRONT SHOCK ASSEMBLY

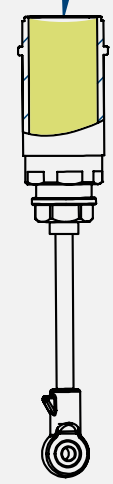
STEP M-1



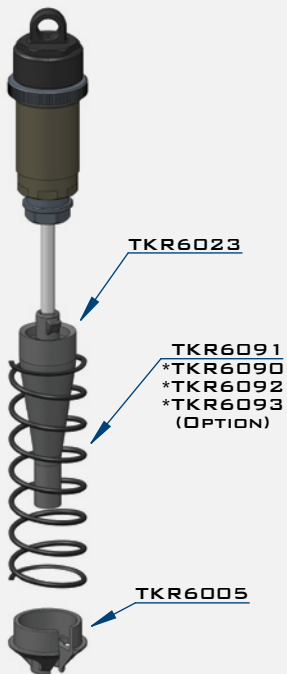
Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.



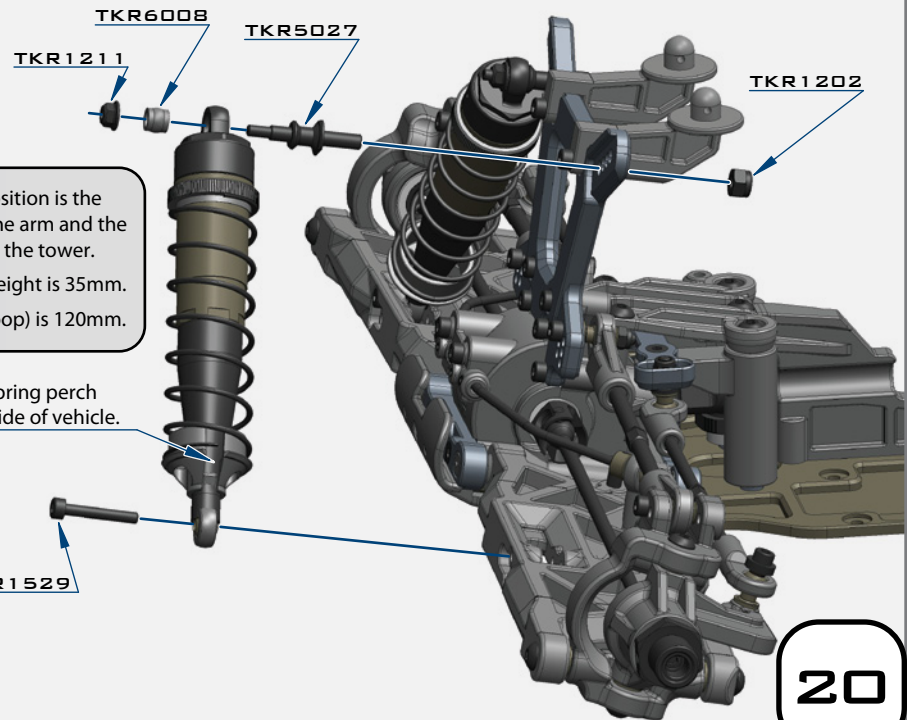
Fill oil level just below the top of the shock body.
Use #600 Oil Front






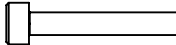

STEP M-2



STEP M-3



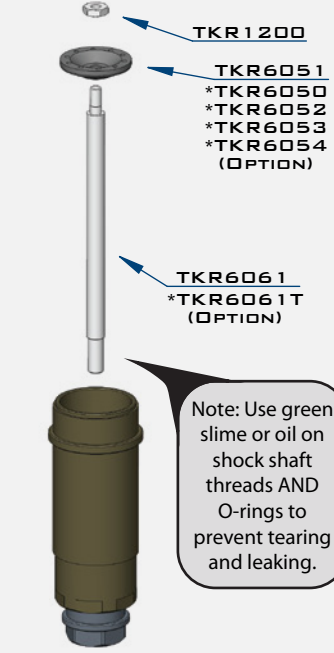
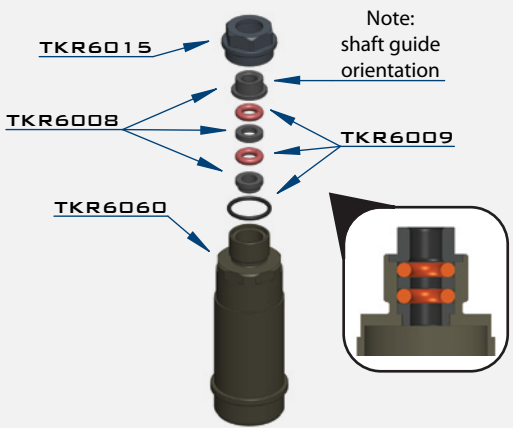
Stock shock position is the outside hole on the arm and the inside hole on the tower.
Stock front ride height is 35mm.
Shock length (droop) is 120mm.

-  x2
TKR1200
HEX 4035 - M2.5
-  x2
TKR1202
M4 LOCK NUT BLACK
-  x2
TKR1211
M3 LOCK NUT FLANGE BLACK
-  x2
TKR1529
M3x20MM CAP HEAD SCREW
-  x2
TKR5027
SHOCK STAND OFF

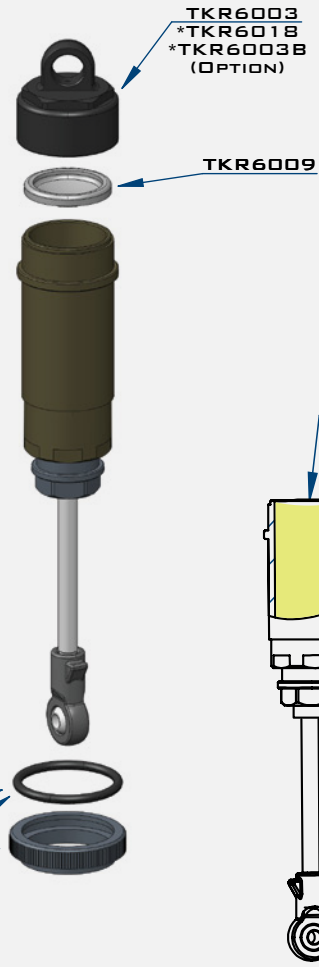
BAG N

REAR SHOCK ASSEMBLY

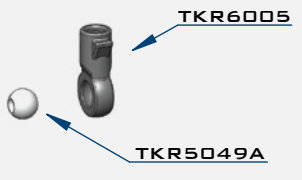
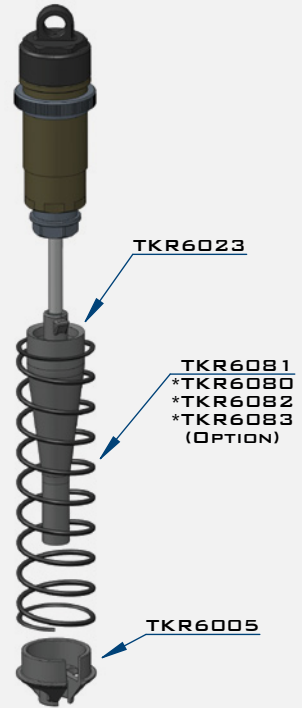
STEP N-1



Note: make sure to tighten both cartridge cap (TKR6015) and shock cap (TKR6003) to ensure a proper seal. Tools may be required.



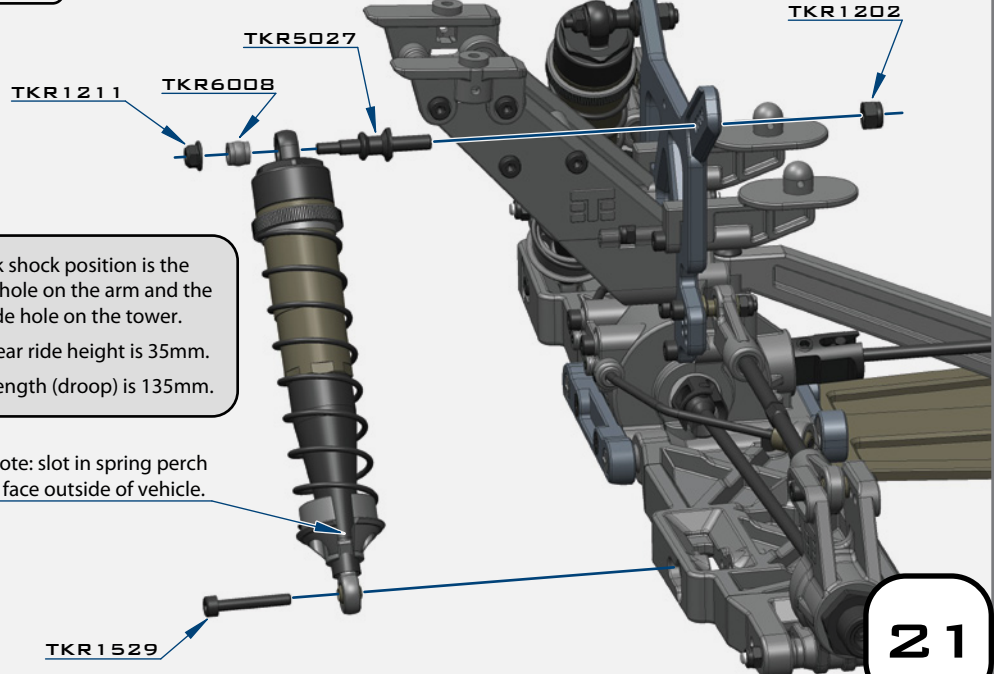
STEP N-2



Note: Apply a small drop of oil for easy o-ring installation.








STEP N-3



Stock shock position is the middle hole on the arm and the inside hole on the tower.
Stock rear ride height is 35mm.
Shock length (droop) is 135mm.

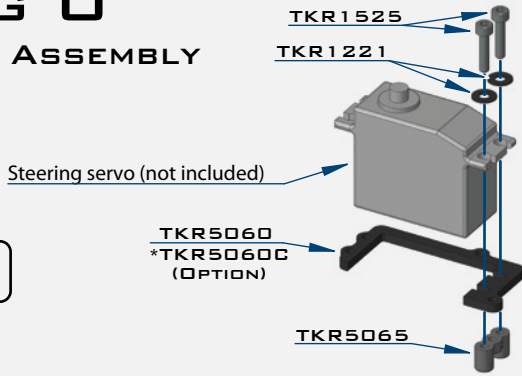
Make note: slot in spring perch should face outside of vehicle.

-  x2
TKR1200
HEX 4035 - M2.5
-  x2
TKR1202
M4 LOCK NUT BLACK
-  x2
TKR1211
M3 LOCK NUT FLANGE BLACK
-  x2
TKR1529
M3x20MM CAP HEAD SCREW
-  x2
TKR5027
SHOCK STAND OFF

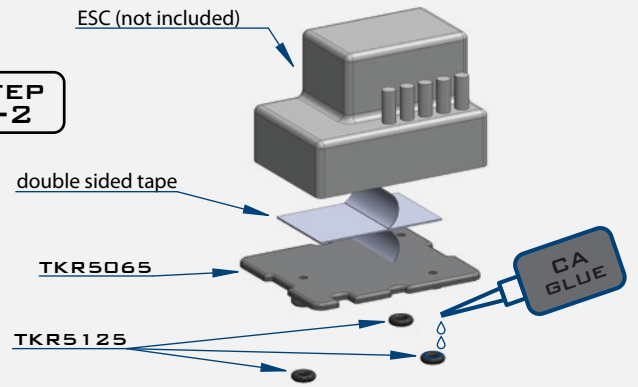
BAG 0

FINAL ASSEMBLY

STEP 0-1

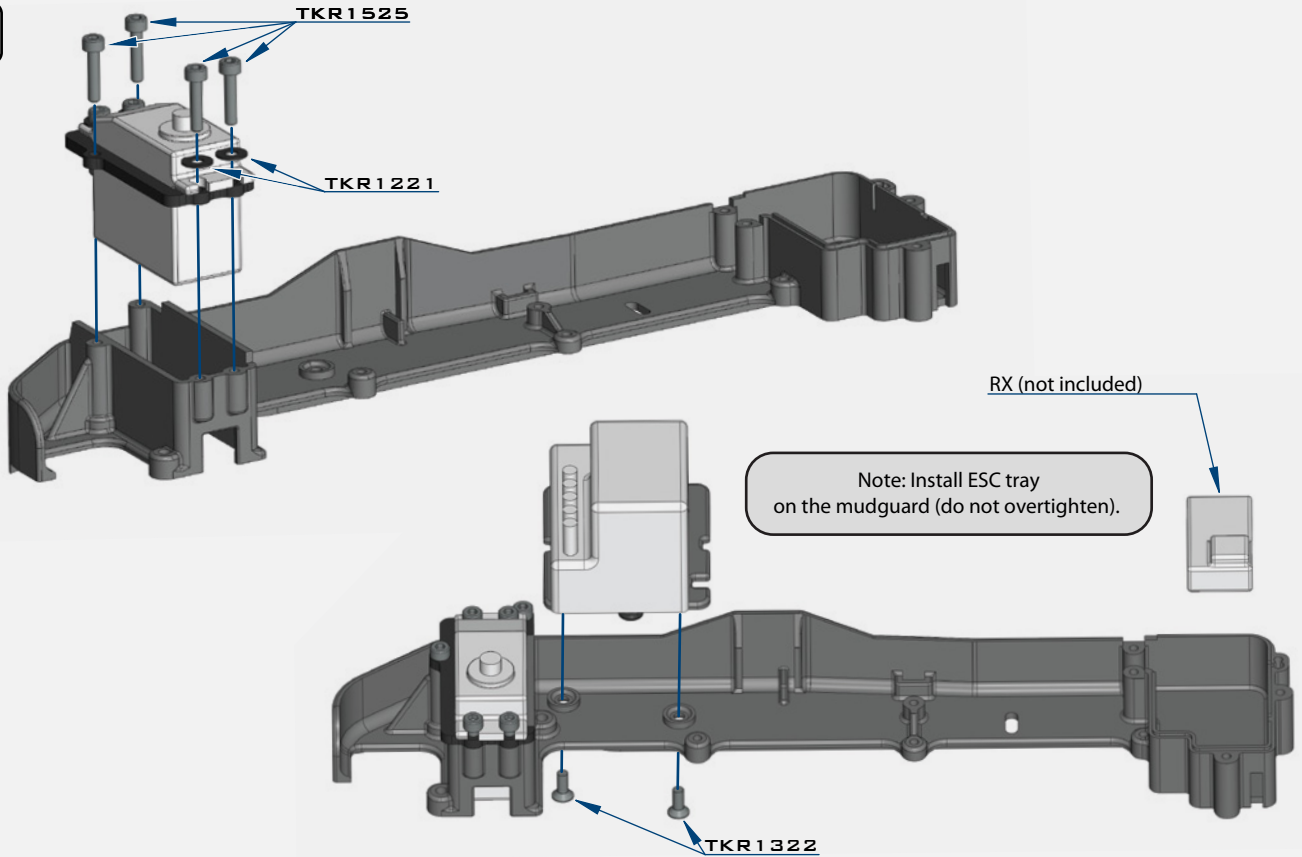


STEP 0-2



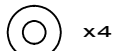
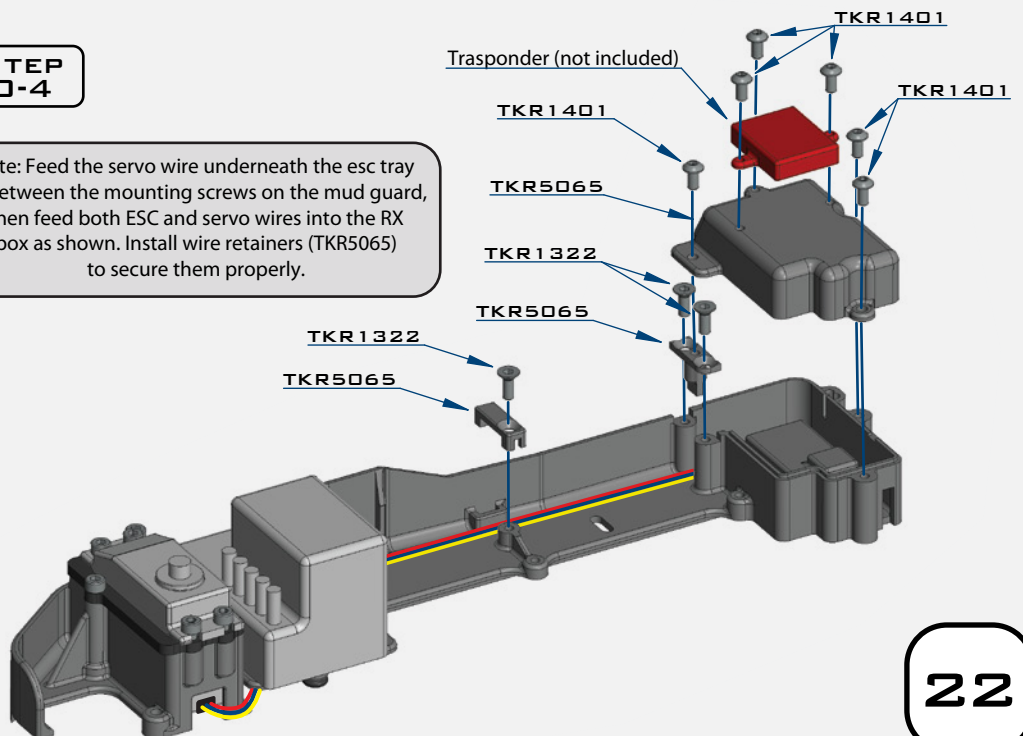
Note: CA glue 3 black o-rings (TKR5125) to the bottom legs of the ESC tray.

STEP 0-3



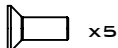
STEP 0-4

Note: Feed the servo wire underneath the esc tray in between the mounting screws on the mud guard, then feed both ESC and servo wires into the RX box as shown. Install wire retainers (TKR5065) to secure them properly.



x4

TKR1221
M3X8MM WASHER



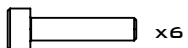
x5

TKR1322
M3X8MM FLAT HEAD SCREW



x6

TKR1401
M3X6MM BUTTON HEAD SCREW



x6

TKR1525
M3X14MM CAP HEAD SCREW



x3

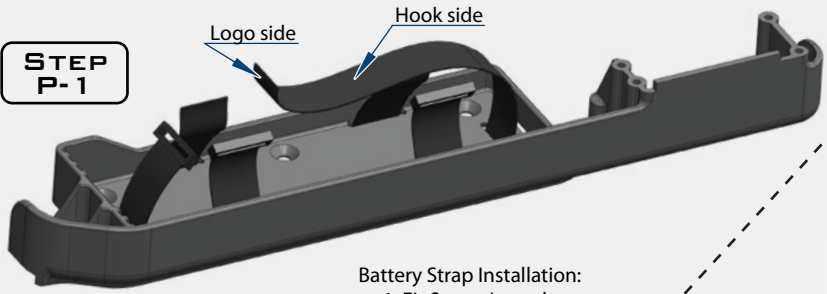
TKR5125
O-RING 3X7MM

BAG P

FINAL ASSEMBLY

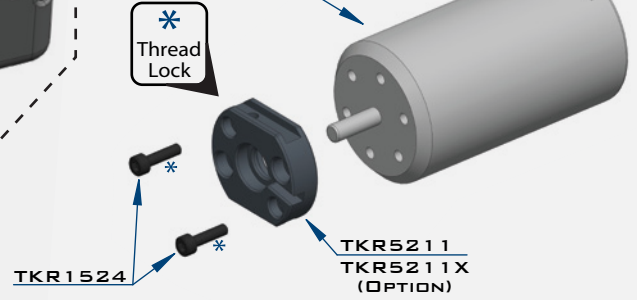
STEP P-2

STEP P-1

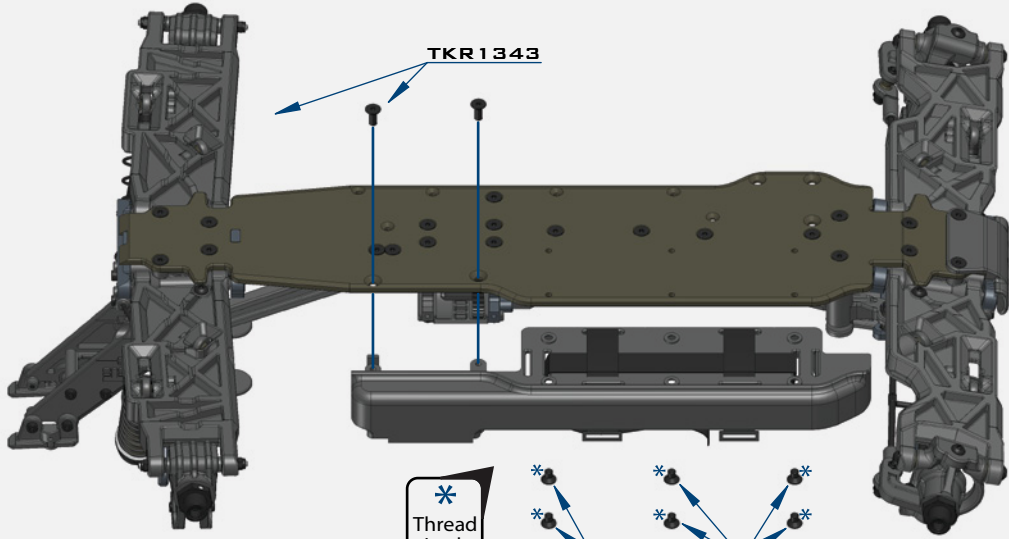


Battery Strap Installation:
 1. Fit Straps Loosely
 2. Position On Chassis
 3. Proceed To P-2

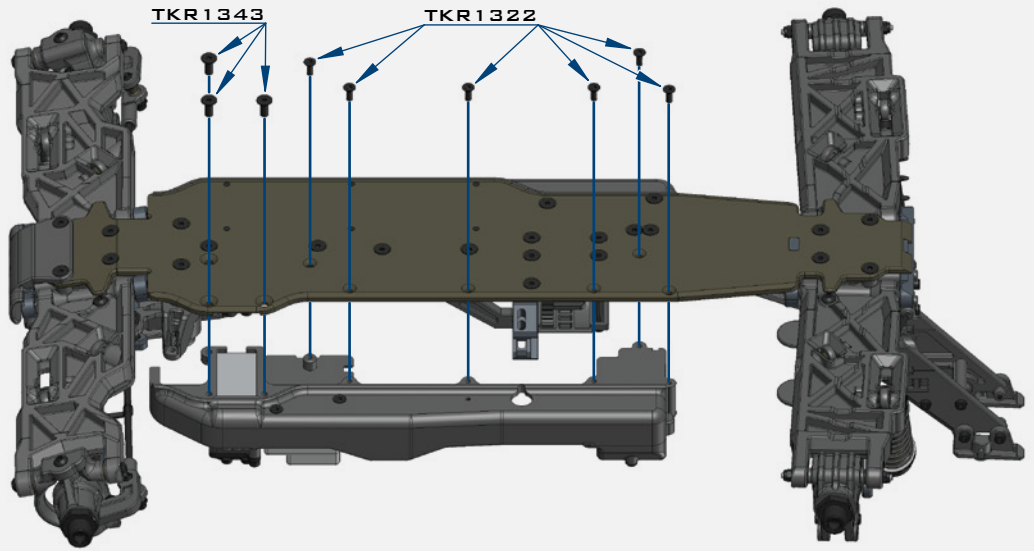
Motor (not included)





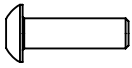
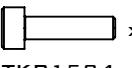


STEP P-3

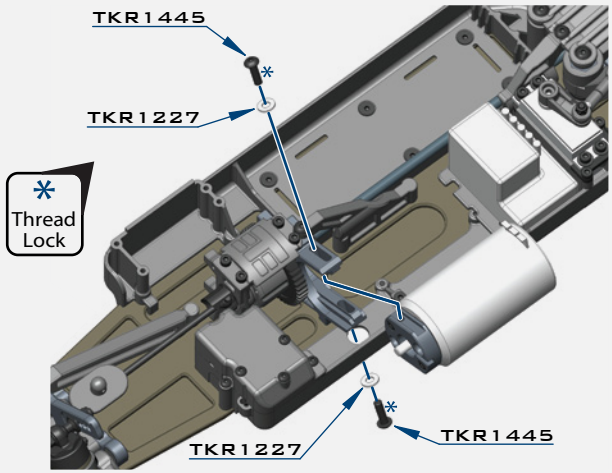


STEP P-4



-  X2
TKR1227
M4X9MM WASHER
-  X6
TKR1322
M3X8MM FLAT HEAD SCREW
-  X6
TKR1341
M4X6MM FLAT HEAD SCREW
-  X5
TKR1343
M4X10MM FLAT HEAD SCREW
-  X2
TKR1445
M4X14MM BUTTON HEAD SCREW
-  X2
TKR1524
M3X12MM CAP HEAD SCREW

STEP P-5

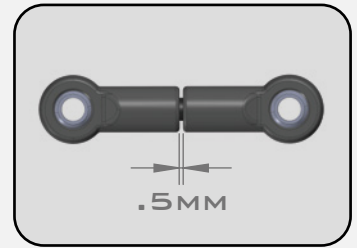
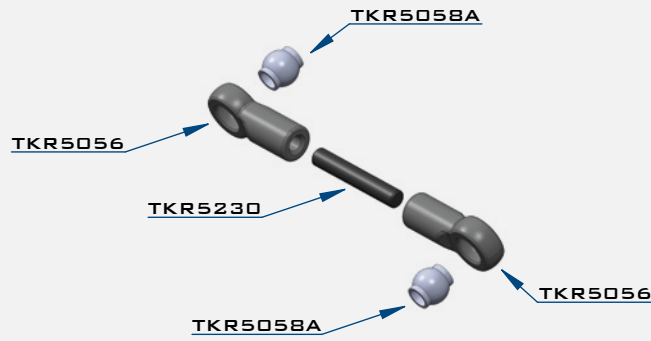


Note: Install MOD1 pinion (TKR4171-4190) or Tekno RC Traktion Drive / Elektri-Clutch slipper system (TKR4301X) at this step. Adjust gear mesh and tighten screws (TKR1445) well. *Use thread lock.

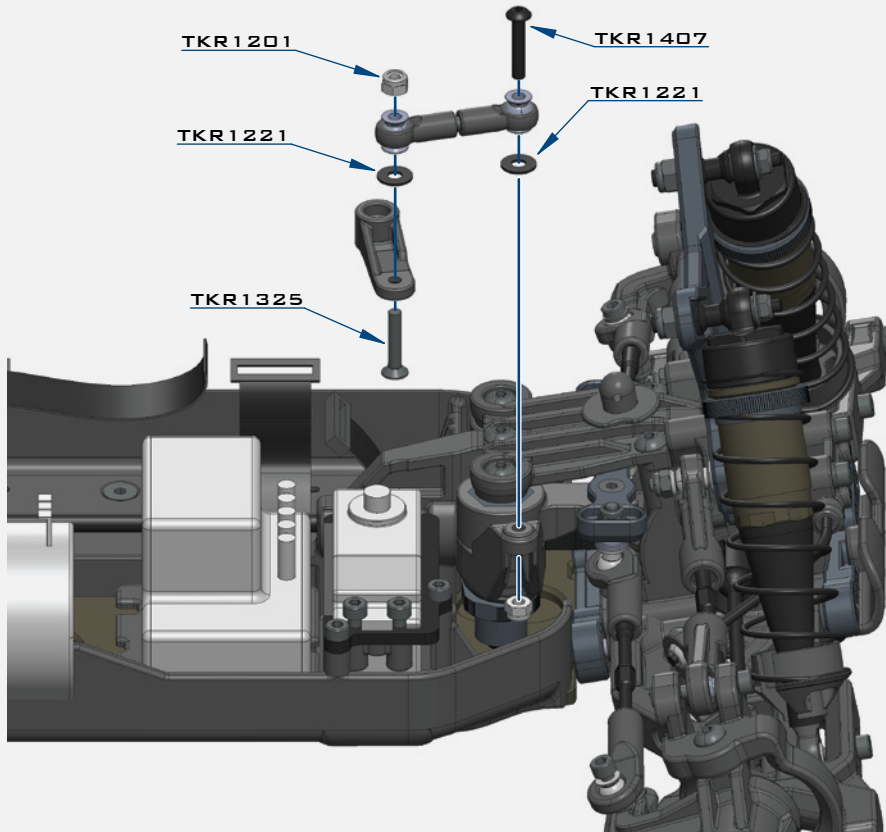
BAG P

FINAL ASSEMBLY


**STEP
P-6**




**STEP
P-7**




**STEP
P-8**


 x1
TKR1201
M3 LOCK NUT BLACK

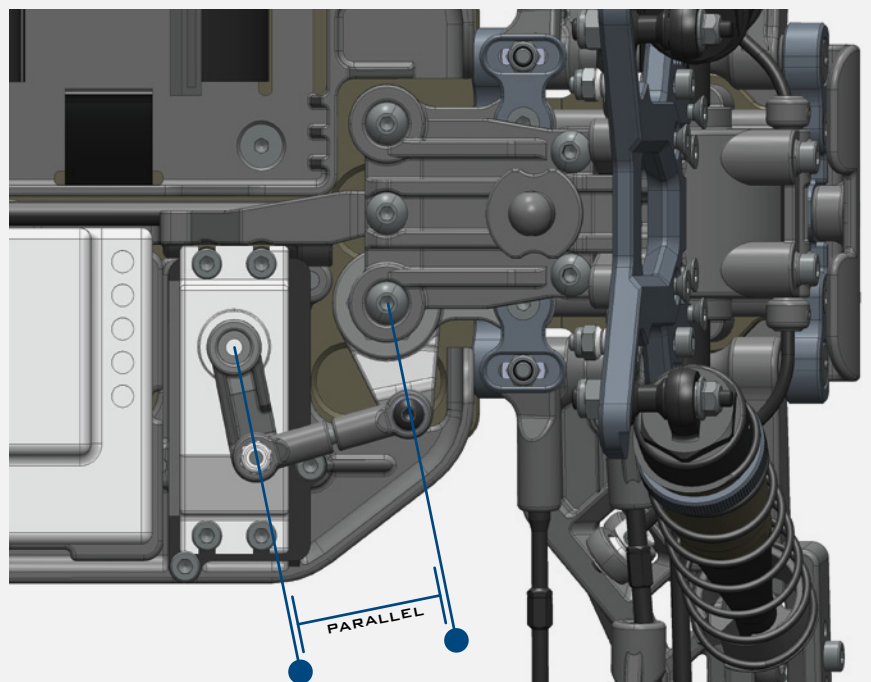
 x2
TKR1221
M3X8MM WASHER

 x1
TKR1325
M3X14MM FLAT HEAD SCREW

 x1
TKR1407
M3X16MM BUTTON HEAD SCREW

 x2
TKR5058A
PIVOT BALL M3X5.8MM
NO FLANGE

 x1
TKR5230
M3X18 THREADED ROD

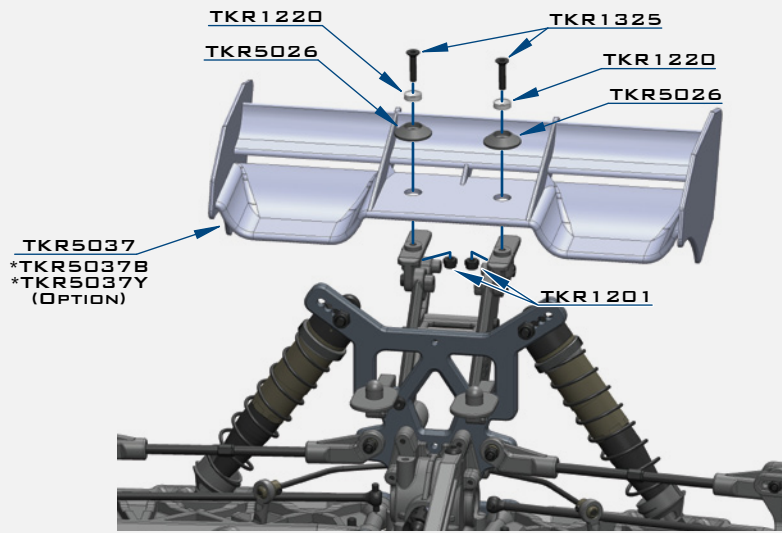


Note: Offset servo arm so it is parallel with the connecting arm at neutral or zero servo position.

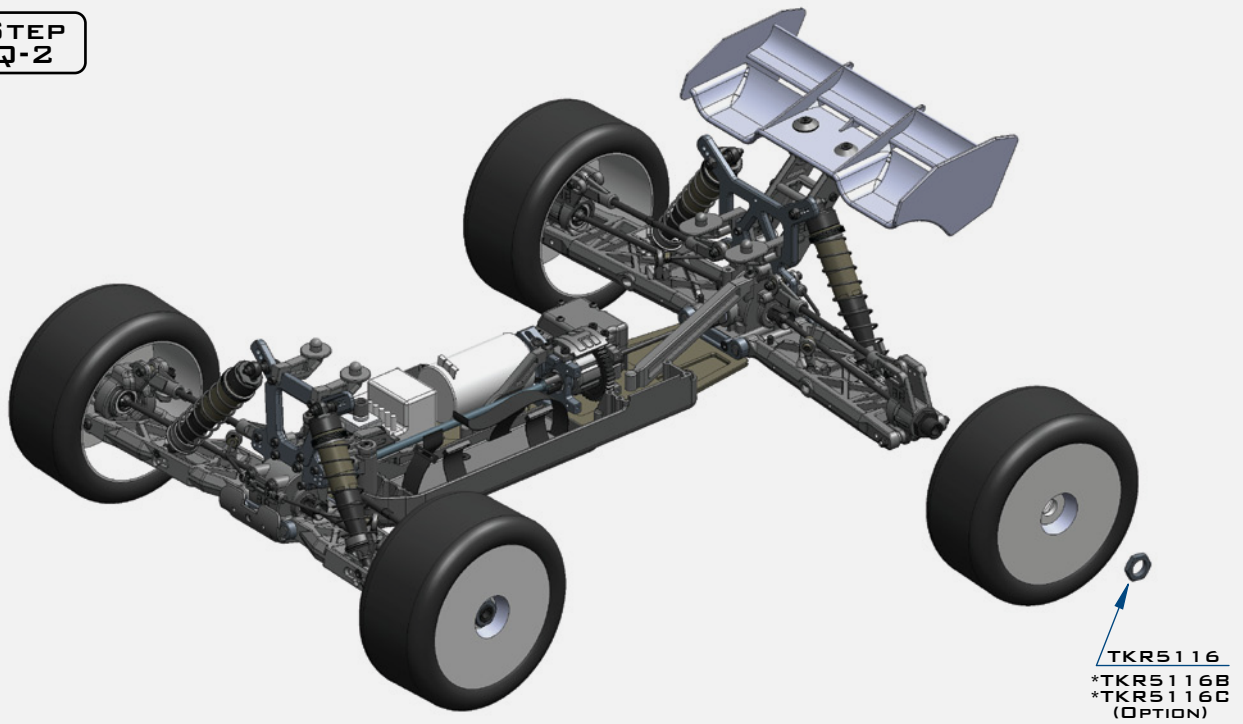
BAG Q

WING/WHEELS/BODY

STEP Q-1



STEP Q-2

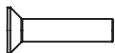


STEP Q-3



x2

TKR1201
M3 LOCK NUT BLACK



x2

TKR1325
M3X14MM FLAT HEAD SCREW



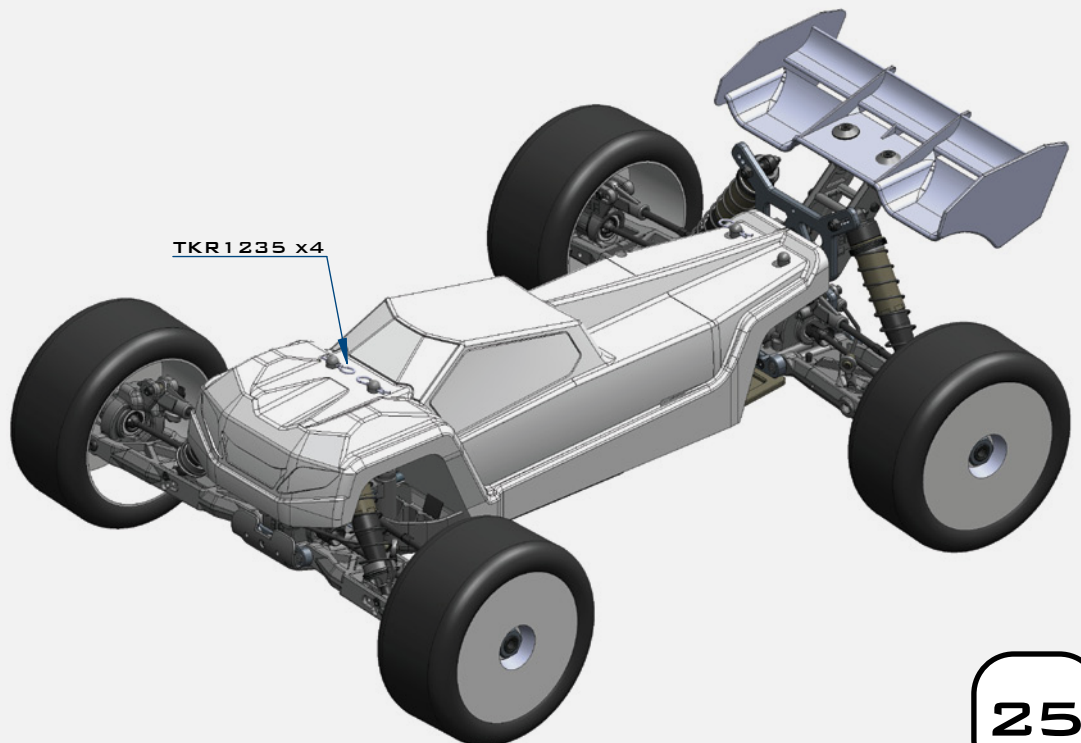
x4

TKR1235
BODY CLIP



x4

TKR5116
WHEEL NUT



TKR5600 Spare Parts List

TKR5600 - ET48 4WD Electric 1/8th Scale Competition Truggy Kit
 TKR5601 - Chassis (7075, 4mm, hard anodized, lightened)
 TKR5676 - Driveshaft (center, rear, steel, ET48)
 TKR5676A - Driveshaft (center, rear, aluminum, ET48)
 TKR5645 - Body (ET48, w/ window mask)
 TKR5401 - Body Mount Set (ET48, NT48)
 TKR5403 - Differential Ring Gear (40t, NT48 fr, ET48 fr/r)
 TKR5405 - Diff Pinion (straight cut, 9t, CNC, NT48)
 TKR5423 - Turnbuckle (steering links, 2pcs, ET48, NT48)
 TKR5428 - Shock Tower (front, 7075, gun metal, ET48, NT48)
 TKR5429 - Shock Tower (rear, 7075, gun metal, ET48, NT48)
 TKR5430 - Suspension Arms (rear, 2pcs, ET48, NT48)
 TKR5433 - Rear Arm Mud Guards (ET48, NT48)
 TKR5436 - Suspension Arms (front, 2pcs, ET48, NT48)
 TKR5450 - Turnbuckle (camber link, rear, 2pcs, ET48, NT48)
 TKR5451 - Turnbuckle (camber link, front, 2pcs, ET48, NT48)
 TKR5472 - Driveshafts (f/r, hardened steel, 2pcs, ET48, NT48)
 TKR5480 - Sway Bar (front, 2.3mm, ET48, NT48)
 TKR5481 - Sway Bar (front, 2.4mm, ET48, NT48)
 TKR5482 - Sway Bar (front, 2.5mm, ET48, NT48)
 TKR5483 - Sway Bar (front, 2.6mm, ET48, NT48)
 TKR5484 - Sway Bar (front, 2.8mm, ET48, NT48)
 TKR5485 - Sway Bar (front, 3.0mm, ET48, NT48)
 TKR5490 - Sway Bar (rear, 2.3mm, ET48, NT48)
 TKR5491 - Sway Bar (rear, 2.4mm, ET48, NT48)
 TKR5492 - Sway Bar (rear, 2.5mm, ET48, NT48)
 TKR5493 - Sway Bar (rear, 2.6mm, ET48, NT48)
 TKR5494 - Sway Bar (rear, 2.8mm, ET48, NT48)
 TKR5495 - Sway Bar (rear, 3.0mm, ET48, NT48)
 TKR5446 - Complete F/R Differential (ET48 fr/r, NT48 front only)
 TKR6060 - Shock Body (rear, x-long, aluminum, hard ano, 2pcs)
 TKR6061 - Shock Shafts (rear, x-long, steel, 2pcs)
 TKR6061T - Shock Shafts w/ TiNi coating (rear, x-long, steel, 2pcs)
 TKR6080 - Shock Spring Set (rear, 1.6 x 10.5T, 90mm, pink, 3.96 lb/in)
 TKR6081 - Shock Spring Set (rear, 1.6 x 10.0T, 90mm, green, 4.20 lb/in)
 TKR6082 - Shock Spring Set (rear, 1.6 x 9.5T, 90mm, yellow, 4.48 lb/in)
 TKR6083 - Shock Spring Set (rear, 1.6 x 9.0T, 90mm, orange, 4.80 lb/in)
 TKR6090 - Shock Spring Set (front, 1.6 x 9.0T, 80mm, pink, 4.80 lb/in)
 TKR6091 - Shock Spring Set (front, 1.6 x 8.5T, 80mm, green, 5.17 lb/in)
 TKR6092 - Shock Spring Set (front, 1.6 x 8.0T, 80mm, yellow, 5.60 lb/in)
 TKR6093 - Shock Spring Set (front, 1.6 x 7.5T, 80mm, orange, 6.11 lb/in)
 TKR5010 - Battery Tray, Mud Guard (left side)
 TKR5011 - Radio Tray, Mud Guard (right side)
 TKR5012 - Gearbox (front)
 TKR5016B - Gearbox (rear)
 TKR5013 - Adjustable Hinge Pin Braces (rear, 7075 CNC, gun metal ano)
 TKR5013B - Adjustable Hinge Pin Brace (+1.5 deg, rear, 7075 CNC, gun metal ano)
 TKR5017 - Adjustable Hinge Pin Braces (front, 7075 CNC, gun metal ano)
 TKR5018 - Front Bumper
 TKR5020 - Hinge Pins (inner, front/rear)
 TKR5021 - Hinge Pin Inserts, Wheelbase Shims (complete set)
 TKR5026 - Wing Mount, Body Mount Set
 TKR5027 - Shock Standoffs (2pcs)
 TKR5034 - Hinge Pins (outer, rear)
 TKR5037 - Wing (white)
 TKR5040 - Rear Hubs (2pcs)
 TKR5041 - Spindles (left and right)
 TKR5042 - Spindle Carriers (left and right)
 TKR5049A - Pivot Balls (6.8mm, no flng, sway bar, shck ends, almm, 4pcs)
 TKR5050 - Turnbuckle (camber link, front/rear, 2pcs)
 TKR5051 - Rod Ends (6.8mm, camber links, 8pcs)
 TKR5052A - Pivot Balls (6.8mm, inside camber, strng links, aluminum, 4pcs)
 TKR5053A - Pivot Balls (6.8mm, flanged, outside camber, aluminum, 4pcs)
 TKR5054A - Spindle Bushings (4pcs, aluminum, hard ano)
 TKR5055A - Arm Bushings (4pcs, aluminum, hard ano)
 TKR5056 - Rod Ends (5.8mm, brake/steering/sway bar linkage, 8pcs)
 TKR5058A - Pivot Balls (5.8mm, no flange, brake/strng link, aluminum, 4pcs)
 TKR5060 - Steering Servo Brace (aluminum, gun metal ano)
 TKR5060C - Steering Servo Brace (carbon fiber)
 TKR5062 - Chassis Brace Set (front/rear/center)
 TKR5065 - ESC Tray and Radio/Battery Tray Accessories
 TKR5070 - Stub Axles (hardened steel, 2pcs)
 TKR5071 - Wheel Hubs (17mm, aluminum, black ano, w/pins, 2pcs)
 TKR5071X - Wheel Hubs (17mm, aluminum, lightened, gun metal ano, w/pins, 2pcs)
 TKR5071B - Wheel Hubs (17mm, alum, ltnd, gun metal ano, 1mm off, w/pins, 2pcs)
 TKR5071C - Wheel Hubs (17mm, alum, ltnd, gun metal ano, 2mm off, w/pins, 2pcs)
 TKR5073 - CV Rebuild kit (f/r, for 2 axles)
 TKR5075 - Diff Coupler (f/r, hardened steel)
 TKR5077 - Driveshaft (center, front, 7075 aluminum, gun metal ano)
 TKR5079A - Stabilizer Balls (6.8mm, sway bars, aluminum, 4pcs)
 TKR5086 - Sway Bar Mounts
 TKR5100 - Ackerman Plate (aluminum, gun metal ano)
 TKR101X - Servo Saver Spring (HD, EB48, SCT410, NB48)
 TKR5102A - Steering Posts (aluminum, gun metal ano)
 TKR5103 - Servo Saver Post (aluminum, gun metal ano)
 TKR5104 - Steering Bell Cranks

TKR5107 - Steering Top Plate, Center Diff Top Plate, Center Diff Rear Support
 TKR5116 - Wheel Nuts (17mm, serrated, gun metal ano, M12x1.0, 4pcs)
 TKR5122 - Steering Rack Bushings (aluminum, gun metal ano, 2pcs)
 TKR5125 - O-Ring (ESC tray, 3pcs)
 TKR5126 - Antenna tube (universal, w/ caps, 5pcs)
 TKR5210 - Center Diff Motor Mount (aluminum, gun metal ano)
 TKR5211 - Motor Mount Insert (aluminum, gun metal ano)
 TKR5217 - Center Diff Rear Support (aluminum, gun metal ano)
 TKR5220 - Servo Horns (steering, brakes)
 TKR5230 - Steering linkage (M3x18mm threaded rod, 10pcs)
 TKR5231 - Servo Saver Nut and Spring
 TKR5237 - Spur Gear (44t, composite)
 TKR5237K - Spur Gear (44t, composite, black)
 TKR5112X - Differential Outdrives (center, lightened)
 TKR5113 - Differential Case (f/c/r)
 TKR5114X - Differential Outdrives (f/r, lightened)
 TKR5115 - Spur Gear (44t, hardened steel, lightened)
 TKR5143 - Differential Seals (3pcs)
 TKR5144 - Differential O-Rings (6pcs)
 TKR5145 - Differential Shims (6x17mm, 6pcs)
 TKR5147 - Complete Center Differential
 TKR5148 - Complete F/R Differential
 TKR5206 - Brake discs (fiberglass, 2pcs)
 TKR5208 - Brake Levers, Brake Cam Stays (w/ pins)
 TKR5213A - Brake Posts (aluminum, 4pcs)
 TKR5214 - Brake Pads (steel, 4pcs)
 TKR5215 - Brake Cams (steel, 2pcs)
 TKR5219 - Brake Linkage Ball Lever (steel)
 TKR5222 - Brake Linkage
 TKR5067 - Brake Servo Brace (aluminum, gun metal ano)
 TKR5067C - Brake Servo Brace (carbon fiber)
 TKR5057 - Turnbuckle (brake bias adjustment)
 TKR5206X - Brake Kit (complete)
 TKR6003 - Shock Caps (aluminum, black ano, 2pcs)
 TKR6005 - Shock Rod Ends and Spring Perches (6.8mm, shock ends, 4pcs)
 TKR6008 - Shock Shaft Guide, Piston, and Bushing Set (for 2 shocks)
 TKR6009 - Shock O-Ring and Bladder Set (for 2 shocks)
 TKR6013 - Shock Adjustment Nuts (aluminum, gun metal ano, 2pcs)
 TKR6015 - Shock Cartridge Caps (aluminum, gun metal ano, 2pcs)
 TKR6016 - Shock Body (ET48 front, aluminum, hard ano, 2pcs)
 TKR6017 - Shock Shafts (ET48 front, steel, 2pcs)
 TKR6017T - Shock Shafts w/ TiNi coating (ET48 front, steel, 2pcs)
 TKR6018 - Shock Cap and Spring Adjuster Set (composite, for 2 shocks)
 TKR6022 - Shock Set (ET48 front, complete)
 TKR6023 - Shock Boot Set (2 front, 2 rear)
 TKR6050 - Shock Pistons (CNC, conical, 10x1.1mm)
 TKR6051 - Shock Pistons (CNC, conical, 8x1.3mm)
 TKR6052 - Shock Pistons (CNC, conical, 10x1.2mm)
 TKR6053 - Shock Pistons (CNC, conical, 8x1.4mm)
 TKR6054 - Shock Pistons (CNC, conical, 10x1.3mm)
 TKRBB050825 - Ball Bearing (5x8x2.5mm, 4pcs)
 TKRBB05114 - Ball Bearing (5x11x4, 4pcs)
 TKRBB05134 - Ball Bearing (5x13x4, 4pcs)
 TKRBB06103 - Ball Bearing (6x10x3, 4pcs)
 TKRBB08144 - Ball Bearing (8x14x4, 4pcs)
 TKRBB08165 - Ball Bearing (8x16x5, 4pcs)
 TKRBB13194 - Ball Bearing (13x19x4, 4pcs)
 TKR1200 - M2.5 Locknuts (zinc finish, 10pcs)
 TKR1201 - M3 Locknuts (black, 10pcs)
 TKR1202 - M4 Locknuts (black, 10pcs)
 TKR1211 - M3 Locknuts (flanged, black, 10pcs)
 TKR1221 - M3x8mm Washer (black, 10pcs)
 TKR1222 - 13x16x.1mm Diff Shims (10pcs)
 TKR1235 - Body Clips (10pcs)
 TKR1227 - M4x9mm Washer (zinc finish, 10pcs)
 TKR1322 - M3x8mm Flat Head Screws (black, 10pcs)
 TKR1323 - M3x10mm Flat Head Screws (black, 10pcs)
 TKR1325 - M3x14mm Flat Head Screws (black, 10pcs)
 TKR1327 - M3x16mm Flat Head Screws (black, 10pcs)
 TKR1328 - M3x18mm Flat Head Screws (black, 10pcs)
 TKR1333 - M3x40mm Flat Head Screws (black, 10pcs)
 TKR1341 - M4x6mm Flat Head Screws (black, 10pcs)
 TKR1343 - M4x10mm Flat Head Screws (black, 10pcs)
 TKR1346 - M4x15mm Flat Head Screws (black, 10pcs)
 TKR1401 - M3x6mm Button Head Screws (black, 10pcs)
 TKR1402 - M3x8mm Button Head Screws (black, 10pcs)
 TKR1407 - M3x16mm Button Head Screws (black, 10pcs)
 TKR1443 - M4x10mm Button Head Screws (black, 10pcs)
 TKR1445 - M4x14mm Button Head Screws (black, 10pcs)
 TKR1447 - M4x16mm Button Head Screws (black, 10pcs)
 TKR1448 - M4x18mm Button Head Screws (black, 10pcs)
 TKR1522 - M3x8mm Cap Head Screws (black, 10pcs)
 TKR1524 - M3x12mm Cap Head Screws (black, 10pcs)
 TKR1525 - M3x14mm Cap Head Screws (black, 10pcs)
 TKR1529 - M3x20mm Cap Head Screws (black, 10pcs)
 TKR1601 - M3x4mm Set Screws (black, 10pcs)
 TKR1603 - M5x4mm Set Screws (black, 10pcs)

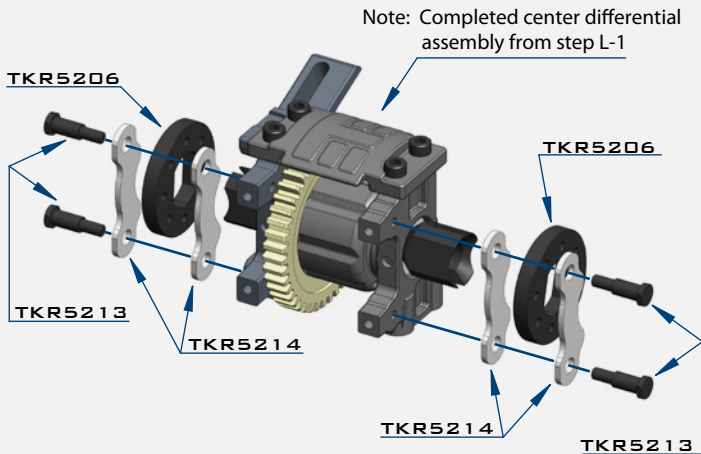
BAG R

MECHANICAL BRAKES (OPTIONAL - TKR5206X)

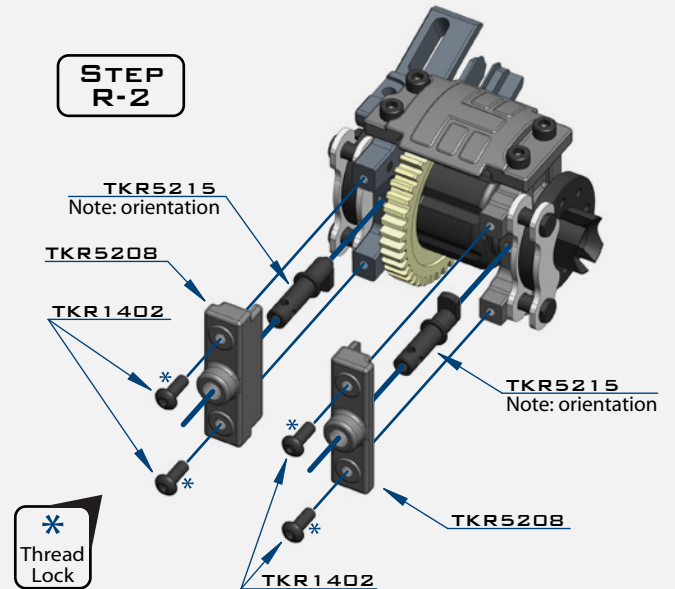
*NOT INCLUDED IN KIT

A mechanical brake setup will allow you to adjust the front/rear brake bias as well as reduce the running temperature of your motor and ESC. Mechanical brakes can provide an advantage on tracks where traction is scarce, but it may suit your driving style in any case. These instructions assume that the center differential/motor mount is completed but not yet installed on your EB48 (Step L). If your vehicle is complete, you will need to remove the center differential/motor mount to complete the brake installation. Refer to Step L in the EB48 instruction manual if you need help.

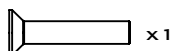
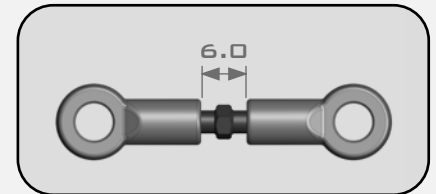
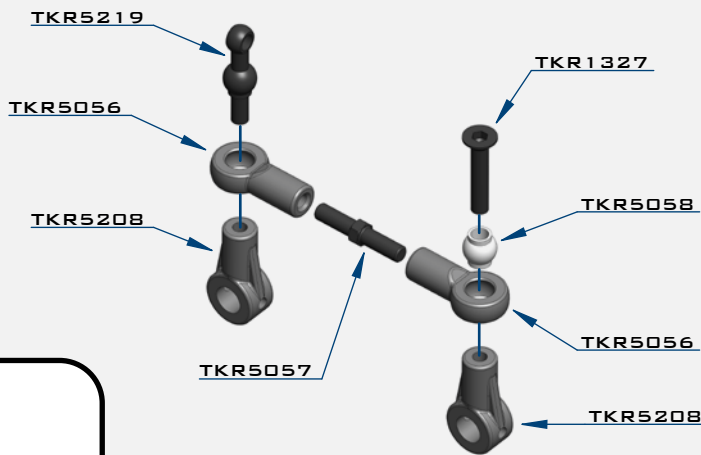
STEP R-1



STEP R-2



STEP R-3



TKR1327
M3X16MM FLAT HEAD SCREW



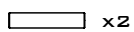
TKR1402
M3X8MM BUTTON HEAD SCREW



TKR1601
M3X4MM SET SCREW

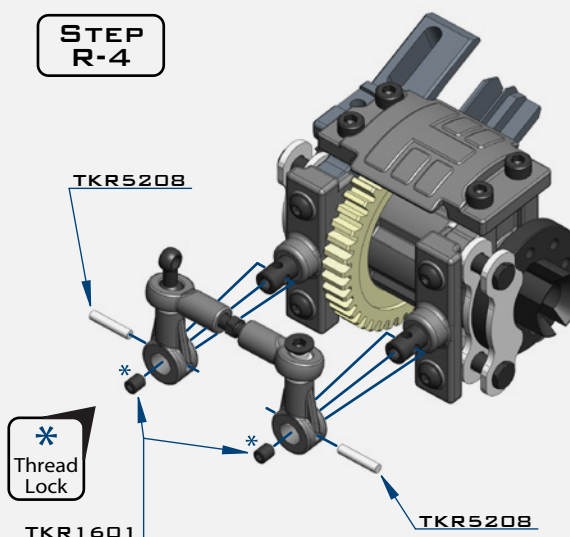


TKR5058
PIVOT BALL M3X5.8MM
NO FLANGE



TKR5208
CAM JOINT PIN

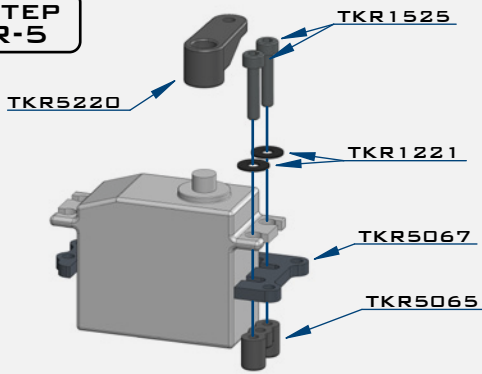
STEP R-4



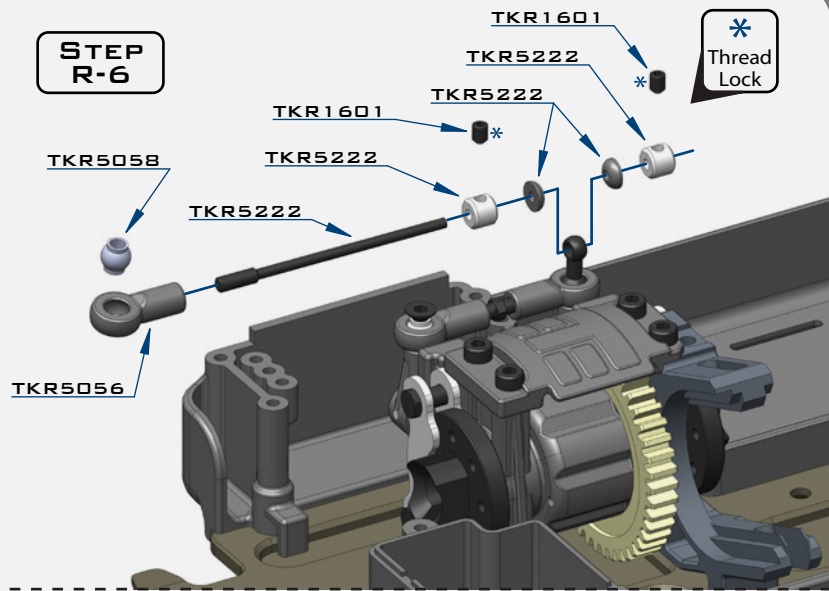
BAG R

MECHANICAL BRAKES (OPTIONAL - TKR5206X)

STEP
R-5



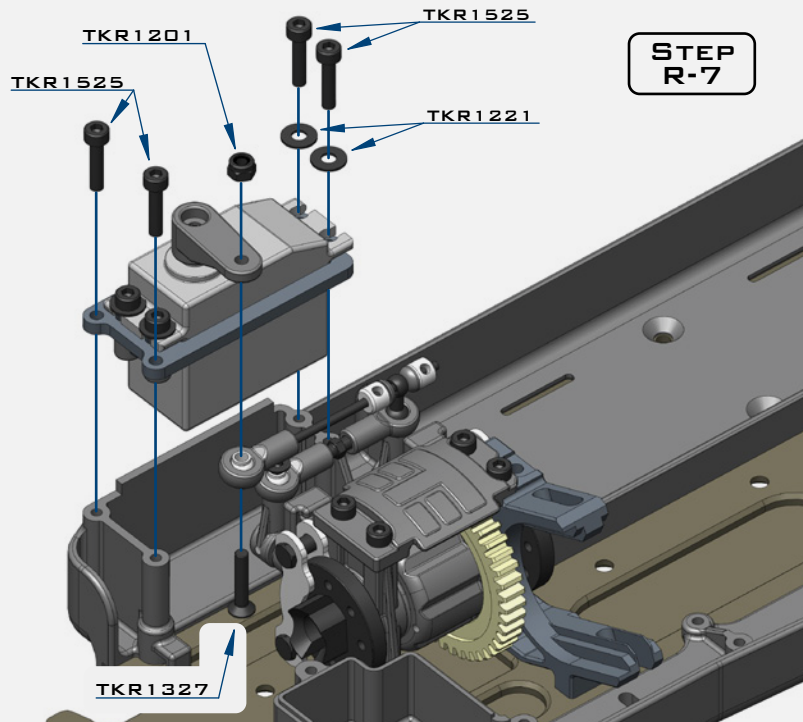
STEP
R-6



Radio Setup:

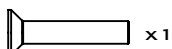
- You need a separate servo for the brakes. A servo with at least 160oz/in torque @ .15sec or faster is recommended.
- To set up the brake servo action, you will need a radio transmitter that has the ability to perform 3rd/AUX mixing on the throttle channel.
- Adjust the mixing function so the brake servo only moves when activating the brakes (moving the trigger forward on your transmitter). If the servo is also moving when on throttle, you will damage the brake system or your servo and the car will not function properly.
- Set the ESC brakes to 0 (zero). Although, you can still use the ESC for partial brakes or drag brake if desired.
- Refer to your transmitter manual for mixing functions specific to your brand.

STEP
R-7

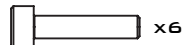


Adjusting the Brakes and Brake Bias:

- The total braking force is set by your transmitter via servo travel (EPA for 3rd/AUX/Brake channel)
- When your servo is in the neutral position, there should be no contact with the brakes. Use the ESC settings to adjust drag brake.
- Adjust the brake linkage stops (TKR5222) and servo EPA to set the brakes to your liking. Some prefer the brakes to come on very quick, while others prefer them to be a little more progressive.
- The brakes bias is adjusted by lengthening or shortening the brake adjustment turnbuckle (TKR5057). A longer link will provide more rear braking bias, a shorter link will provide more front braking bias.
- We recommend leaving the servo horn loose while adjusting the brake bias. This way you can test the brake bias, take the servo horn off to adjust, test, repeat if necessary. When you have the brake bias where you want it, tighten down the servo horn.



x1
TKR1327
M3x16MM FLAT HEAD SCREW



x6
TKR1525
M3x14MM CAP HEAD SCREW



x2
TKR1601
M3x4MM SET SCREW

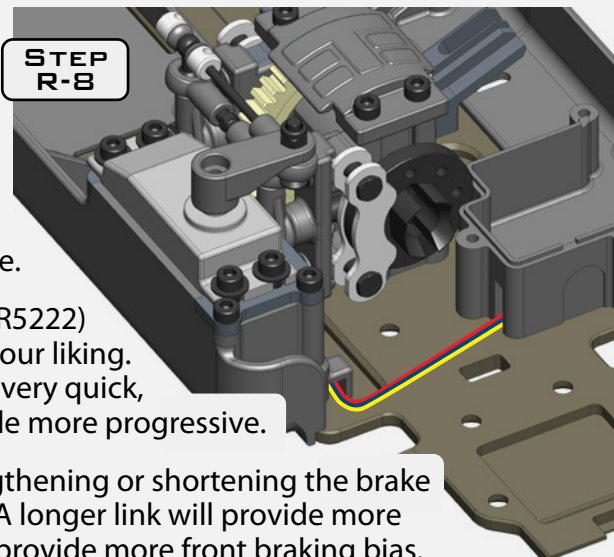


x1
TKR5058
PIVOT BALL M3x5.8MM
NO FLANGE



x1
TKR1201
M3 LOCKNUT BLACK

STEP
R-8



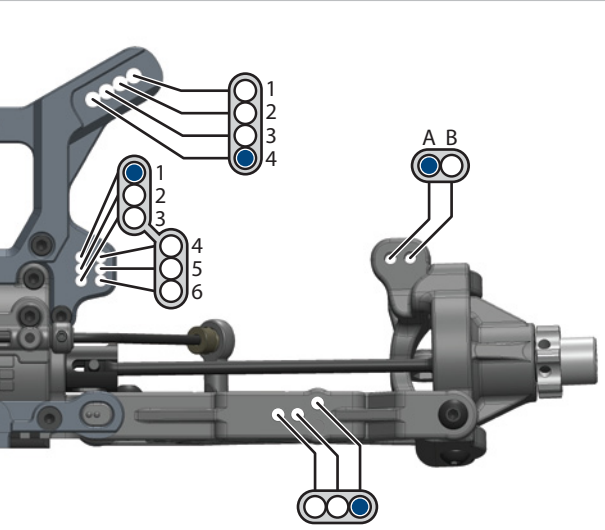
Name: **Kit Set-up** Date: _____ Event/Track: _____

Track Conditions: Outdoor Indoor Wet Dry High Bite Low Bite Rough
 Smooth Hard Packed Loose/Loamy Blue Groove

Bumpsteer/Ackerman/Servo Saver/Steering Stop:

<p># washers <input checked="" type="checkbox"/> 2 over <input checked="" type="checkbox"/> 2 under ballstud <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p># washers <input checked="" type="checkbox"/> 4 over <input type="checkbox"/> 0 under ballstud <input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p><input type="checkbox"/> front <input checked="" type="checkbox"/> middle <input type="checkbox"/> rear</p>
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Front End:



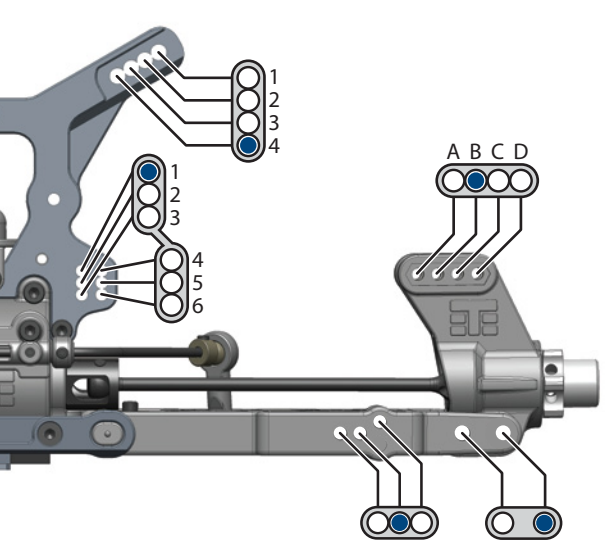
Front Outer (Sweep)

1.0F 0.5F 0.0 0.5R 1.0R

Front Inner (Kick Up)

10.0° 10.5° 11.0° 11.5° 12.0°

Rear End:



Rear Outer (Toe In)

2.5° 3.0° 3.5° 4.0° 4.5°

Rear Inner (Anti-Squat)

3.0° 2.5° 2.0° 1.5° 1.0°

of turns from fully tightened
 4

washers
 3

Suspension:

	FRONT	REAR
RIDE HEIGHT:	35mm	35mm
TOE (in/out):	1 deg out	3 deg in
CAMBER:	1.5 deg	2.5 deg
CASTER:	15 Deg°	
SHOCK LENGTH (DROOP):	120	135
SWAY BAR:	2.6mm	2.6mm

NOTES:

Body/Wing:

BODY:	stock
WING:	stock

(DOWNFORCE POSITION)

Wheelbase:

2 mm / FRONT
 3 mm / REAR

large 2mm
 small 1mm

Notes:

Shocks:

	FRONT	REAR
STD/EMUL/VENT:	Vented	Vented
PISTON:	8x1.3	8x1.3
OIL:	600	500
BLADDER:	stock	stock
REBOUND:	10 %	10 %
SPRING:	Green	Green

NOTES:

Tires / Wheels:

	FRONT	REAR
BRAND:		
TREAD:		
COMPOUND:		
INSERT:		
WHEEL:		

NOTES:

Differential Oil:

FRONT	CENTER	REAR
20k	20k	10k

NOTES:

Equipment:

BATTERY:	
ESC:	
MOTOR:	
RADIO:	
SERVO(s):	

NOTES:

Drivetrain:

PINION/BELL:	(teeth)	
SPUR GEAR:	Metal <input type="checkbox"/>	Plastic <input checked="" type="checkbox"/>
BRAKES:	Mech <input type="checkbox"/>	Motor <input checked="" type="checkbox"/>
TRAKTION DRIVE:	Y/N <input checked="" type="checkbox"/> N	/ Springs

NOTES:

Name: _____ Date: _____ Event/Track: _____

Track Conditions: Outdoor Indoor Wet Dry High Bite Low Bite Rough
 Smooth Hard Packed Loose/Loamy Blue Groove

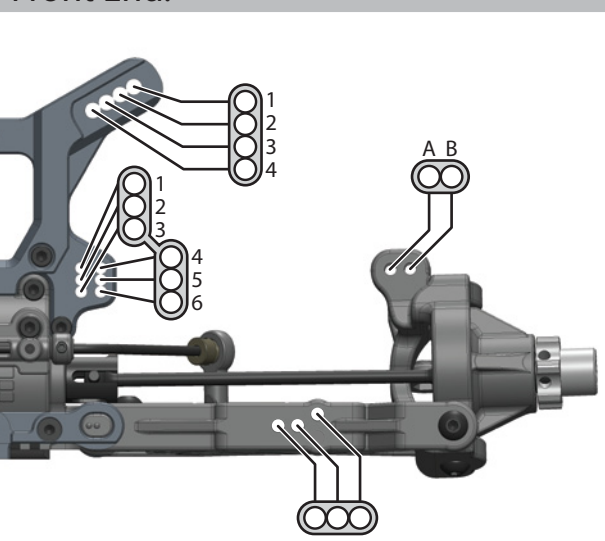
Bumpsteer/Ackerman/Servo Saver/Steering Stop:

washers
 over
 under
 ballstud

washers
 over
 under
 ballstud

front
 middle
 rear

Front End:



Front Outer (Sweep)

1.0F 0.5F 0.0 0.5R 1.0R

Front Inner (Kick Up)

10.0° 10.5° 11.0° 11.5° 12.0°

of turns from fully tightened

washers

Suspension:

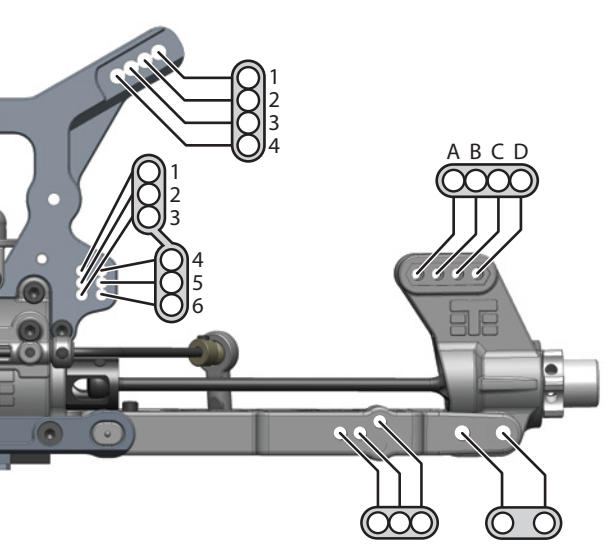
	FRONT	REAR
RIDE HEIGHT:		
TOE (in/out):		
CAMBER:		
CASTER:		Deg°
SHOCK LENGTH (DROOP):		
SWAY BAR:		

NOTES:

Body/Wing:

BODY:	
WING:	

Rear End:



Rear Outer (Toe In)

2.5° 3.0° 3.5° 4.0° 4.5°

Rear Inner (Anti-Squat)

3.0° 2.5° 2.0° 1.5° 1.0°

(DOWNFORCE POSITION)

Wheelbase:

large 2mm

small 1mm

Notes:

Shocks:

	FRONT	REAR
STD/EMUL/VENT:		
PISTON:		
OIL:		
BLADDER:		
REBOUND:	%	%
SPRING:		

NOTES:

Tires / Wheels:

	FRONT	REAR
BRAND:		
TREAD:		
COMPOUND:		
INSERT:		
WHEEL:		

NOTES:

Differential Oil:

	FRONT	CENTER	REAR

NOTES:

Equipment:

BATTERY:	
ESC:	
MOTOR:	
RADIO:	
SERVO(s):	

NOTES:

Drivetrain:

PINION/BELL:		(teeth)
SPUR GEAR:	Metal <input type="checkbox"/>	Plastic <input type="checkbox"/>
BRAKES:	Mech <input type="checkbox"/>	Motor <input type="checkbox"/>
TRAKTION DRIVE:	Y/N	/ Springs

NOTES:

Name: _____ Date: _____ Event/Track: _____

Track Conditions: Outdoor Indoor Wet Dry High Bite Low Bite Rough
 Smooth Hard Packed Loose/Loamy Blue Groove

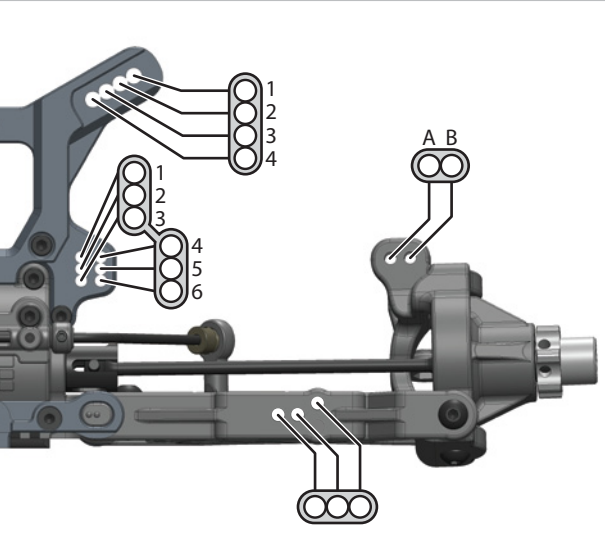
Bumpsteer/Ackerman/Servo Saver/Steering Stop:

washers
 over
 under
 ballstud

washers
 over
 under
 ballstud

front
 middle
 rear

Front End:



Front Outer (Sweep)

1.0F 0.5F 0.0 0.5R 1.0R

Front Inner (Kick Up)

10.0° 10.5° 11.0° 11.5° 12.0°

of turns from fully tightened

washers

Suspension:

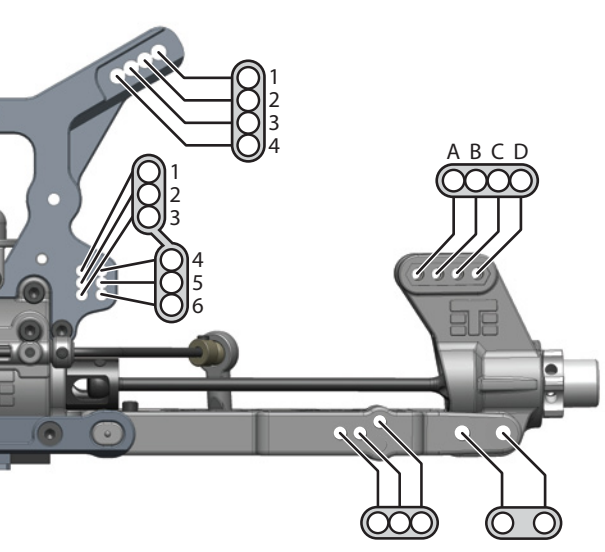
	FRONT	REAR
RIDE HEIGHT:		
TOE (in/out):		
CAMBER:		
CASTER:		Deg°
SHOCK LENGTH (DROOP):		
SWAY BAR:		

NOTES:

Body/Wing:

BODY:	
WING:	

Rear End:



Rear Outer (Toe In)

2.5° 3.0° 3.5° 4.0° 4.5°

Rear Inner (Anti-Squat)

3.0° 2.5° 2.0° 1.5° 1.0°

(DOWNFORCE POSITION)

Wheelbase:

large 2mm

small 1mm

Notes:

Shocks:

	FRONT	REAR
STD/EMUL/VENT:		
PISTON:		
OIL:		
BLADDER:		
REBOUND:	%	%
SPRING:		

NOTES:

Tires / Wheels:

	FRONT	REAR
BRAND:		
TREAD:		
COMPOUND:		
INSERT:		
WHEEL:		

NOTES:

Differential Oil:

	FRONT	CENTER	REAR

NOTES:

Equipment:

BATTERY:	
ESC:	
MOTOR:	
RADIO:	
SERVO(s):	

NOTES:

Drivetrain:

PINION/BELL:			(teeth)
SPUR GEAR:	Metal <input type="checkbox"/>	Plastic <input type="checkbox"/>	
BRAKES:	Mech <input type="checkbox"/>	Motor <input type="checkbox"/>	
TRAKTION DRIVE:	Y/N	/	Springs

NOTES:

TEKNO 



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San Diego CA 92131
USA

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